345 Conquest Commissioning Checklist

Dealer: _____ **Engine Model:** _____

Model: _____ **Engine Serial Number(s):** _____

HIN: _____

1. Administrative Review

- ☐ Bill of Sale
- ☐ Registration(s): Boston Whaler, Mercury, trailer, state, federal
- ☐ Review owner's manuals: Boston Whaler, Mercury, trailer, components
- ☐ Review warranties: Boston Whaler, Mercury, trailer, components
- ☐ Review maintenance schedules: Boston Whaler, Mercury, trailer, components

Other

- ☐ Review and explain all warning/precaution placards
- ☐ Review ethanol fuel precautions
- ☐ Review California Proposition 65 Notification (California residents only)
- ☐ Introduce dealer sales, parts and service personnel

2. Pre-launch Review

- ☐ A/C filter service
- ☐ Aft curtain operation
- ☐ Batteries, switches, ACR operation
- ☐ Battery(ies); Mercury's AGM/CCA requirements
- ☐ Bed operation
- ☐ Bomar/port light operation
- ☐ Cabin/cockpit lights operation
- ☐ Cockpit grill operation
- ☐ Cockpit foldout bench seat operation
- ☐ Cockpit table/storage operation
- ☐ Drain plugs placements
- ☐ TV/DVD player operation
- ☐ Engine oil level check
- ☐ Engine flushing procedures
- ☐ Engine fuel/water separator service
- ☐ Fire Extinguisher/fire suppression operation
- ☐ Fueling procedures
- ☐ Generator fuel system
- ☐ Generator sea water filter service
- ☐ Helm Seat cover and seating operation
- ☐ Interior/exterior boat inspection
- ☐ Microwave/stove/coffee maker operation
- ☐ Mid-berth operation
- ☐ NAUTIC-ON operation/system transfer
- ☐ NAUTIC-ON battery sensor(s)
- ☐ Navigation/anchor lights
- ☐ Pull transport pin on fire extinguisher
- ☐ Refrigerator/freezer operation
- ☐ Safety lanyard/emergency cut-off switch
- ☐ Seating locations
- ☐ Shore power/battery charger/ACR operation
- ☐ Starboard settee operation
- ☐ Stereo/MP3/satellite radio operation
- ☐ Stern seat operation

3. Sea Trial Orientation

☐	Air conditioning operation	☐	NAUTIC-ON app operation
☐	Autopilot operation	☐	Main distribution panel operation
☐	Bilge pumps	☐	Onboard alarms and interpretations
☐	Bow thruster operation	☐	Outrigger operation
☐	Circuit breakers	☐	Overboard discharge procedures/regulations
☐	CO^2 monitor operation	☐	Radar operation
☐	Corrosion protection (chemical/electronic)	☐	Raw water operation
☐	Engine trim and tilt operation	☐	Satellite weather system operation
☐	Fishbox pumpouts	☐	Sea cocks
☐	Fishfinder/GPS/chartplotter operation	☐	Spotlight operation
☐	Fresh water operation	☐	Starting procedures
☐	Generator operation	☐	Swim ladder operation
☐	Gauge function and explanation	☐	Trim tab operation
☐	Head system operation	☐	VHF operation
☐	Water heater operation	☐	Windlass operation
☐	Joystick piloting operation	☐	Windshield defogger operation
☐	Livewell operation	☐	Windshield washer/wiper operation

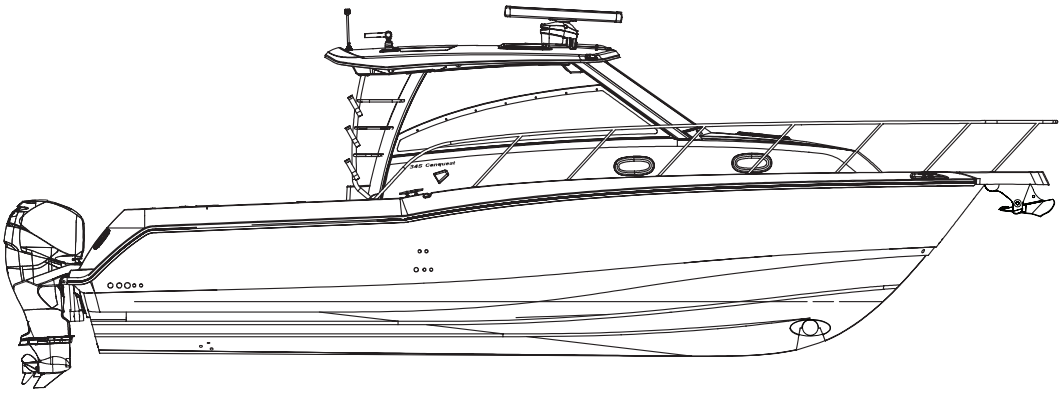
4. Boston Whaler Owner's Club

Email address: _____

I am satisfied that the dealership's representative has fulfilled his/her responsibilities by thoroughly explaining the systems, equipment, features, and options mentioned above.

_____	_____
Customer Name (print)	Dealer Representative (print)
_____	_____
Customer Signature	Dealer Representative Signature
_____	_____
Date	Date

345 Conquest



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

⚠ WARNING

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to **www.P65warnings.ca.gov/marine.**

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

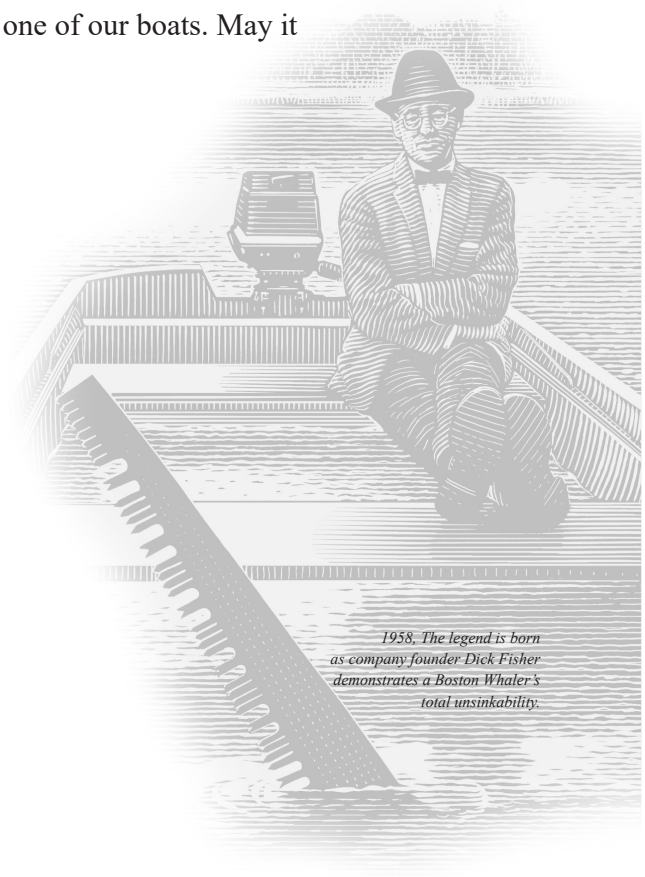
For over 50 years now, Boston Whaler has been represented by a select group of the best dealers in the boating industry. Boston Whaler depends on this extremely qualified network of dealers to provide you, our customer, with a truly exceptional boating experience.

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.



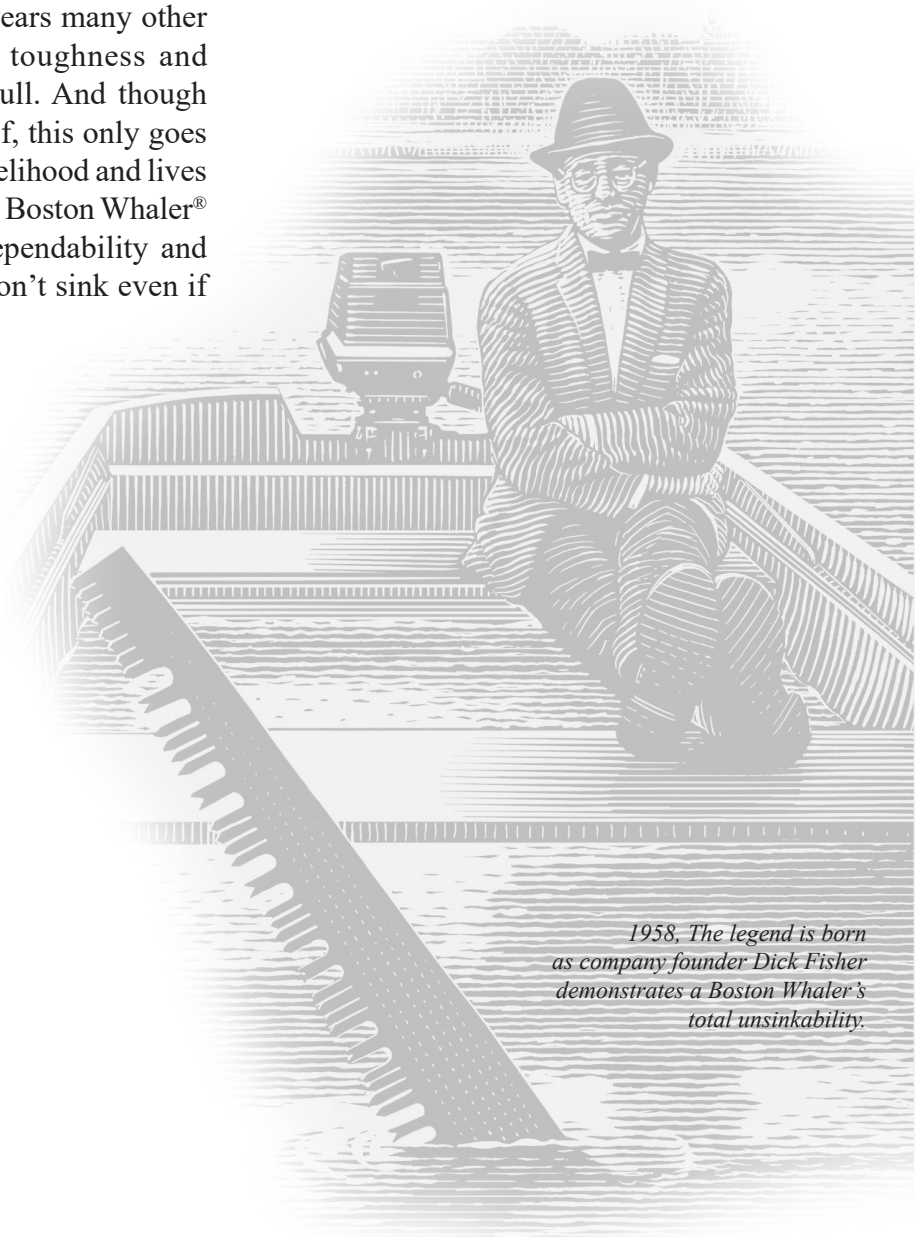
1958, The legend is born as company founder Dick Fisher demonstrates a Boston Whaler's total unsinkability.

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®.

Richard T. Fisher was posthumously inducted into the National Marine Manufacturer's Association (NMMA) Hall of Fame on September 26, 1996 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.

Section 1 • Safety

Section 2 • General Information

Section 3 • Systems & Components Overview & Operation

Section 4 • Electrical

Section 5 • Care & Maintenance

Attachments

Preface

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.

BOSTON WHALER • A BRUNSWICK COMPANY
MRP #2338541

345 CONQUEST
JUNE 2019

BOSTON WHALER LIMITED MANUFACTURER WARRANTY (US AND CANADA)

Boston Whaler, Inc. (“Boston Whaler”) provides the following Limited Manufacturer Warranty to the original retail owner of its 2020 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 retail owner 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:** ***(not applicable to 13 Super Sport or 16 Super Sport models)*****:** 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 (3) years from the date of sale to the original retail owner, and are not addressed in the specific warranties listed in paragraphs 1 or 4 or set out in the Exclusions paragraph below.

3. **One-Year Limited Warranty on Accessory Components for the 13 Super Sport and 16 Super Sport Models:** Boston Whaler provides the following Limited Warranty to the original retail owner of any factory-authorized accessory for the 2020 model year 13 Super Sport and 16 Super Sport, if purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website or any Boston Whaler affiliate and utilized under normal, non-commercial use (“Accessory”), subject to the remedies, exclusions, and limitations set out below. Boston Whaler will repair or replace, at its sole discretion, any Accessory that is defective in material or workmanship, which is reported within one (1) year from the date of sale to the original retail owner. Boston Whaler is not responsible for any defect and/or damage to the Accessory and/or the boat caused by improper installation, whether performed by the retail owner, dealer or any other third party.

4. **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 (1) year from the date of sale to the original retail owner.

5. **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 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.

6. **Limited Engine Warranty:** Retail owners will be entitled to the limited engine warranty as provided in the warranty manual from the engine manufacturer that was delivered to the retail owner with his or her Boston Whaler Boat.

EXCLUSIONS

This Limited Manufacturer 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 or cosmetic surface finishes, including scratches, gouges, chips, chalking, blistering, 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, wiper blades, 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. Damages resulting from use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper boat lift or sling.
10. Any Boston Whaler Boat used for commercial purposes, which includes, but is not limited to, any for-profit or other revenue-generating uses.
11. Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
12. Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
13. Any failure or defect arising from a previous repair made by a non-authorized service provider.
14. Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Manufacturer Warranty.
15. Failure of the owner to use, maintain, or store an Accessory in reasonable fashion; and any other failure to provide reasonable care and maintenance.
16. Any Accessory which has been altered or modified from Boston Whaler factory specifications.
17. Any Accessory not purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website, or authorized Boston Whaler affiliate. For a list of Boston Whaler's affiliates, please refer to www.brunswick.com.
18. Any Accessory used for commercial purposes, which includes but is not limited to, any for-profit or other revenue generating uses.
19. 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 MANUFACTURER 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 Manufacturer 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 MANUFACTURER 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.

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 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. 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 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

The limited warranty coverage is activated by the authorized selling dealer registering the sale of a new Boat with Boston Whaler. The Ten-Year, Three-Year, and One-Year limited warranties are transferable to a subsequent owner, except the one-year Accessory warranty which is not transferrable, and this Limited Manufacturer 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, and 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.

GOVERNING LAW AND VENUE

This Warranty shall be interpreted and construed according to and governed by the laws of the State of Tennessee, without regard to conflict of law principles. Venue for any and all disputes arising out of or related to this Warranty, including without limitation the interpretation, performance or breach of this Warranty, shall be solely and exclusively before the United States District Court for the Eastern District of the State of Tennessee. The parties consent to the in *personam* jurisdiction of said court for the purposes of any such litigation and waive, fully and completely, any right to dismiss and/or transfer any action pursuant to 28 U.S.C. Section 1404 or 1406 (or any successor statutes) or the doctrine of *forum non conveniens*. If the United States District Court does not have subject matter jurisdiction of said matter, then such matter shall be litigated solely and exclusively before the appropriate state court of competent jurisdiction located in Knox County, Tennessee, and the parties consent to the personal jurisdiction of such court for the purpose of such litigation.

SAFETY

It is your responsibility (as well as the responsibility of any other operator of this boat) to be familiar with and observe all local, state and federal laws, rules and regulations regarding boating, navigation and boating safety. You and any other operator of this boat should take a course in boating and boating safety before operation of this boat and should be completely familiar with all systems regarding safe operation of this boat. Personal flotation devices should be worn by each passenger in accordance with U.S. Coast Guard standards and state and federal law.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141

Phone (386) 428-0057

www.bostonwhaler.com

BOSTON WHALER LIMITED MANUFACTURER WARRANTY

Non U.S. or Canada

Boston Whaler, Inc. ("Boston Whaler") provides the following Limited Manufacturer Warranty to the original retail owner of its 2020 model year boats, that if purchased from an authorized Boston Whaler dealer and operated under normal, non commercial use, the authorized dealer will repair or replace, at its sole discretion, any defect in material or workmanship in the Boston Whaler Boat that is reported within the applicable Limited Manufacturer Warranty periods and within the scope as set out below.

Mandatory warranty rights, including a consumer's mandatory statutory rights, by law are not affected by this Limited Manufacturer Warranty and in particular not limited or excluded. These mandatory legal rights exist regardless of whether a warranty claim occurs or rights are asserted under this Limited Manufacturer Warranty.

SCOPE

This Limited Manufacturer Warranty applies only to Boston Whaler Boats purchased outside of the US and Canada, including the territory of the European Union and Australia, and to recreational use customers only (not commercial users). Commercial use, which voids the Limited Manufacturer Warranty, is defined as any use of the product which generates income, even if the product is only occasionally used for such purposes.

Routine maintenance outlined in the Operation and Maintenance Manual must be timely performed in order to maintain Limited Manufacturer Warranty coverage.

This Limited Manufacturer Warranty applies to the following items:

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 retail owner 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** ***(not applicable to 13 Super Sport or 16 Super Sport models):*** 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 (3) years from the date of sale to the original retail owner, and are not addressed in the specific warranties listed in paragraphs 1 or 4 or set out in the Exclusions paragraph below.
3. **One-Year Limited Warranty on Accessory Components for the 13 Super Sport and 16 Super Sport Models:** Boston Whaler provides the following Limited Warranty to the original retail owner of any factory-authorized accessory for the 2020 model year 13 Super Sport and 16 Super Sport, if purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website or any Boston Whaler affiliate and utilized under normal, non-commercial use ("Accessory"), subject to the remedies, exclusions, and limitations set out below. Boston Whaler will repair or replace, at its sole discretion, any Accessory that is defective in material or workmanship, which is reported within one (1) year from the date of sale to the original retail owner. Boston Whaler is not responsible for any defect and/or damage to the Accessory and/or the boat caused by improper installation, whether performed by the retail consumer, dealer or any other third party.
4. **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 (1) year from the date of sale to the original retail owner.
5. **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 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.
6. **Limited Engine Warranty:** Retail owners will be entitled to the limited engine warranty as provided in the warranty manual from the engine manufacturer that was delivered to the original retail owner with his or her Boston Whaler Boat.

ENVIRONMENTAL POLICIES

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.

EXCLUSIONS

This Limited Manufacturer 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 or cosmetic surface finishes, including scratches, gouges, chips, chalking, blistering, 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, wiper blades, 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. Damage resulting from use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper boat lift or sling.
10. Any Boston Whaler Boat used for commercial purposes, which includes, but is not limited to, any for-profit or other revenue-generating uses.
11. Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
12. Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
13. Any failure or defect arising from a previous repair made by a non-authorized service provider.
14. Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Manufacturer Warranty.
15. Failure of the owner to use, maintain, or store an Accessory in reasonable fashion; and any other failure to provide reasonable care and maintenance.
16. Any Accessory which has been altered or modified from Boston Whaler factory specifications.
17. Any Accessory not purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website, or authorized Boston Whaler affiliate. For a list of Boston Whaler's affiliates, please refer to www.brunswick.com.
18. Any Accessory used for commercial purposes, which includes but is not limited to, any for-profit or other revenue generating uses.
19. 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.

ACCESS FOR SERVICE

The owner must provide Boston Whaler with a reasonable opportunity to repair, and reasonable access to the Boston Whaler Boat for warranty service. Warranty claims shall be made by delivering the Boston Whaler Boat for inspection to a Boston Whaler dealer authorized to service the product. If the owner cannot deliver the product to such a dealer, written notice must be given to Boston Whaler. Boston Whaler will then arrange for the inspection and any covered repair and the owner shall pay for all related transportation charges and/or travel time.

STATUTE OF LIMITATIONS

Without prejudice to your mandatory statutory rights, 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, unless a longer period is prescribed by local law. This section shall not apply to Boston Whaler Boats purchased in Australia.

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.

OWNER'S OBLIGATIONS

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. 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 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.

REGISTRATION & WARRANTY TRANSFER POLICY

The limited warranty coverage is activated by the authorized selling dealer registering the sale of a new Boat with Boston Whaler.

The Ten-year, Three-year, and One-year Limited Warranties are transferable to a subsequent owner, except the One-year Accessory Warranty which is not transferrable, and this Limited Manufacturer 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, and 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.

SAFETY

It is your responsibility (as well as the responsibility of any other operator of this boat) to be familiar with and observe all local, state and federal laws, rules and regulations regarding boating, navigation and boating safety. You and any other operator of this boat should take a course in boating and boating safety before operation of this boat and should be completely familiar with all systems regarding safe operation of this boat. Personal flotation devices should be worn by each passenger in accordance with applicable standards and state and federal law.

THE FOLLOWING SECTION IS APPLICABLE TO AUSTRALIAN CONSUMERS ONLY

Boston Whaler Boats come with guarantees that cannot be excluded under the Australian Consumer Law. Retail owners are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. Retail owners 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.

This Limited Manufacturer Warranty does not cover any expenses that retail owners may incur claiming the warranty.

The benefits to retail owners given by this Limited Manufacturer Warranty are in addition to other rights and remedies of the consumer under a law in relation to the goods or services to which the Limited Manufacturer Warranty relates.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141

Phone (386) 428-0057

www.bostonwhaler.com

CALIFORNIA EVAPORATIVE EMISSIONS CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS:

The California Air Resources Board and Boston Whaler, Inc. ("Boston Whaler") are pleased to explain the evaporative emission control system's warranty on your 2020 MY spark-ignition marine watercraft (SIMW). In California, new spark-ignition marine watercraft must be designed, built, and equipped to meet the State's stringent anti-smog standards. Boston Whaler must warrant the evaporative emission control system on your spark ignition marine watercraft for the period listed below provided there has been no abuse, neglect or improper maintenance of your spark-ignition marine watercraft.

Your evaporative emission control system may include parts such as: carburetors, fuel tanks, fuel lines, fuel caps, valves, canisters, filters, vapor hoses, clamps, connectors, and other associated components.

MANUFACTURER'S WARRANTY COVERAGE:

This evaporative emission control system is warranted for three years. If any evaporative emission-related part on your spark-ignition marine watercraft is defective, the part will be repaired or replaced by Boston Whaler.

OWNER'S WARRANTY RESPONSIBILITIES:

- As the spark ignition marine watercraft owner, you are responsible for performance of the required maintenance listed in your owner's manual. Boston Whaler, Inc. recommends that you retain all receipts covering maintenance on your SIMW, but Boston Whaler cannot deny warranty solely for the lack of receipts.
- As the SIMW owner, you should however be aware that the Boston Whaler may deny you warranty coverage if your spark-ignition marine watercraft or a part has failed due to abuse, neglect, or improper maintenance or unapproved modifications.
- You are responsible for presenting your spark-ignition marine watercraft to a Boston Whaler distribution center or service center as soon as the problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. If you have a question regarding your warranty coverage, you should contact Boston Whaler at 877-294-5645.

SIMW EVAPORATIVE EMISSIONS WARRANTY PARTS:

Fuel tank	Grade Valves
Fuel feed hoses	Fuel Fill Deck Plate W/Cap and Pressure Relief Valve
Fuel Line Fittings	Hose Clamps on Fuel System Components
Fuel Demand Valves	Fuel Level Vent Valve

All other parts not listed that may affect the evaporative emissions control system

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.bostonwhaler.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@Marketing Agencymarketing.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 requires by law to provide you with information for product recall and other product safety relates 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
Internet ..... www.bostonwhaler.com

United States Coast Guard

Phone.....1-800-368-5647
Internet .....www.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

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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 precautions below appear throughout this manual and must be observed when operating or servicing your boat. Learn to recognize the degree of precaution and understand the explanations of safety prior to reading this manual. These precautions are not all-inclusive. Always use common sense in the operation 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 operate 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.

Boating in beautiful weather and calm water conditions can be a wonderful experience. Boating however requires considerably greater skills than operating a land vehicle.

To obtain these skills:

- 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.

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.

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

Trailering (if applicable)

- ☐ Boat position-secure on trailer
- ☐ Tie downs-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 sage 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, 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 1.6) 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 is 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 or 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
- Spare anchor

Carbon Monoxide (CO)

⚠ DANGER

- **Fumes from 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 requires a working Carbon Monoxide detection system, preferably in each sleeping quarter.**

Carbon Monoxide (CO) is an odorless, colorless, extremely toxic gas that is the product of any type of combustion produced by engines, heaters, stoves or generators. When inhaled it combines with hemoglobin in the blood, preventing absorption of oxygen and resulting in asphyxiation and death.

Carbon Monoxide poisoning symptoms include:

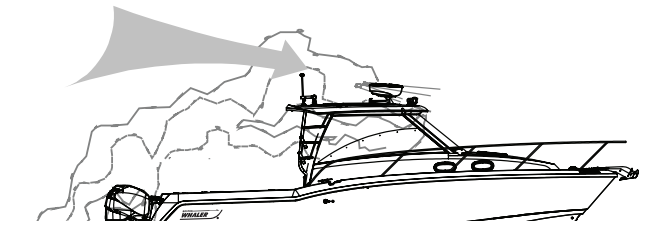
- Dizziness
- Ringing in the ears
- Unconsciousness
- Headaches
- Nausea

GET MEDICAL ATTENTION AS SOON AS POSSIBLE.

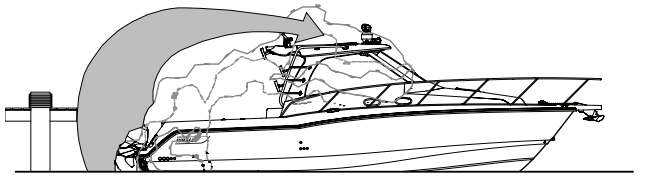
The poisoning victim's skin often turns cherry red. Carbon Monoxide (CO) is colorless, odorless and tasteless, it is unlikely to be noticed until the person is overcome.

If CO poisoning is suspected, have the victim breath fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen. Seek immediate medical attention.

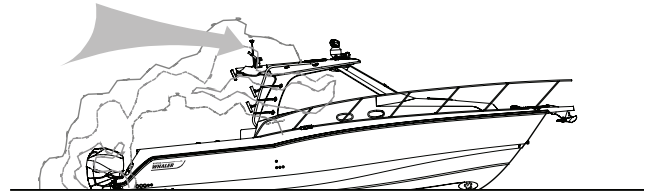
Examples of accumulation of CO - Fig. 1.6.1



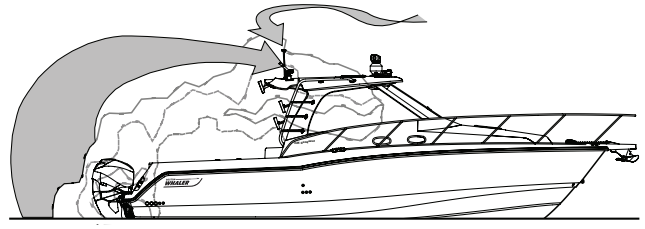
WINDS BLOWING EXHAUSTS TOWARD BOAT OCCUPANTS.



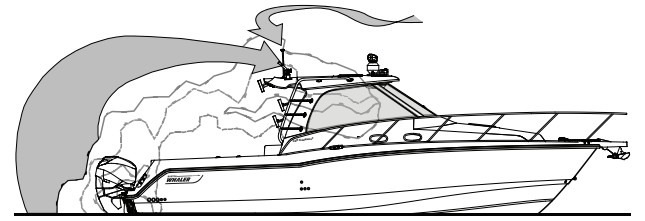
BLOCKING EXHAUSTS



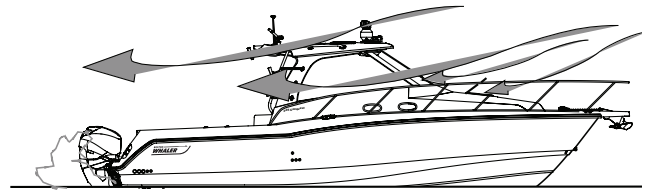
OPERATING WITH "BOW HIGH"



OPERATING AT SLOW SPEED
OR DEAD IN WATER



RUNNING OR AT IDLE
WITH CANVAS INSTALLED



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

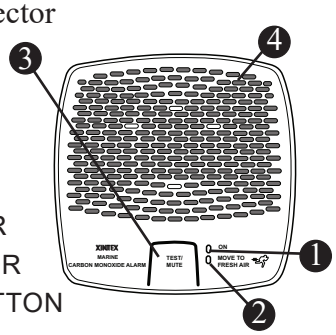
Dangerous concentrations of CO will be present if the engine(s) exhaust system leaks or insufficient fresh air is circulating. To minimize the danger of CO accumulation when the Engine(s) and/or Generator are running (or by use of fuel burning equipment.):

- Be sure to have sufficient ventilation when using canvas enclosure.
- Open all forward hatches and leave cabin door open.
- Operate all fuel burning appliances, such as charcoal, propane, LPG, CNG or alcohol cooking devices in areas where fresh air can circulate.
- Do not idle the engine(s) without moving the boat for more than 15 minutes at a time.
- Inspect the bilge blower, located aft of the generator in the equipment compartment and the head exhaust blower located behind the Vacu-Flush® unit regularly.

Carbon Monoxide Detectors

There are two (2) Carbon Monoxide Detectors on your boat. One is located on the port side of the forward cabin and the second is located on the starboard side of the mid cabin. The detectors are 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.

Carbon Monoxide Detector
Fig. 1.7.1



1. POWER INDICATOR
2. DANGER INDICATOR
3. TEST/SILENCE BUTTON
4. HORN

Read and understand the warnings and recommendations presented in this section to help keep yourself and your passengers safe from CO.

Testing: At least once a week depress the "Test/Mute" button until the green LED turns on and release to determine if the detector is working properly.

The alarm will simulate 2 alarm cycles (2 sets of 4 beeps, 5 sec. silence between). The Red LED will flash once every 5 seconds.

⚠ CAUTION

This detector will only indicate the presence of carbon monoxide gas at the sensor. Carbon monoxide may be present in other areas.

⚠ DANGER

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

Maintenance:

Avoid spraying liquids directly on alarm.

In the event an 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.

End Of Life signal

Your CO detector is equipped with an End Of Life (EOL) signal indicating the sensor used in the unit has reached the end of it's service life and must be replaced. The signal is activated from a timer that will run for 7 years 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.

Lifesaving Equipment

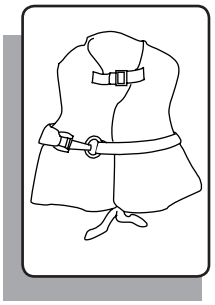
PFD Requirement

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.

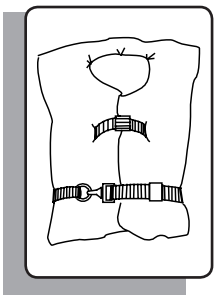
One (1) wearable personal flotation device (PFD, Type I, II, III or V) for every person onboard and at least one (1) throwable device, (Type IV).

The law requires that PFD's must be readily accessible, if not worn. "Readily Accessible" means removed from storage bags and unbuckled. **Children and non-swimmers must wear PFD's at all times when aboard.**

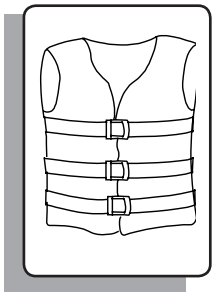
Listed below are the several different types of PFD's, each life jacket has different purposes, choose one that will suit your purpose.



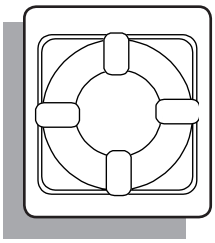
Type I, Off-shore Life Jacket is considered the most buoyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



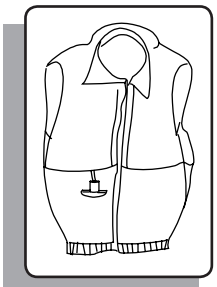
Type II, Near-shore Life Vest, "keyhole" vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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 buoys, ring buoys 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 PFD's, 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 the location and use of the PFD. **The best precaution is to wear the PFD at all times while on the boat.**

Children and non-swimmers must wear a PFD at all times when aboard. All passengers and crew should wear them since an unworn PFD is often useless. The law requires that PFDs, if not worn must be readily accesible, that is, removed from storage bags and unbuckled. Throwable devices must be readily available, that is, right at hand.

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.

⚠ WARNING

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

- **Anyone who controls the boat must 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

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 at speeds over 5 mph (See warning, pg. 1-17).

  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.
- **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.

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:

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.

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”.

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.

Unassisted Reboarding

The transom ladder (See page 2-41) can be deployed to accommodate a person reboarding the boat without assistance.

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.

⚠ WARNING

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

⚠ 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 personal flotation device (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).
- Always wear your PFD, or have it within reach.
- 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)
- Always wear a PFD, or have it within reach.
- 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 buoys 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, and the 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)

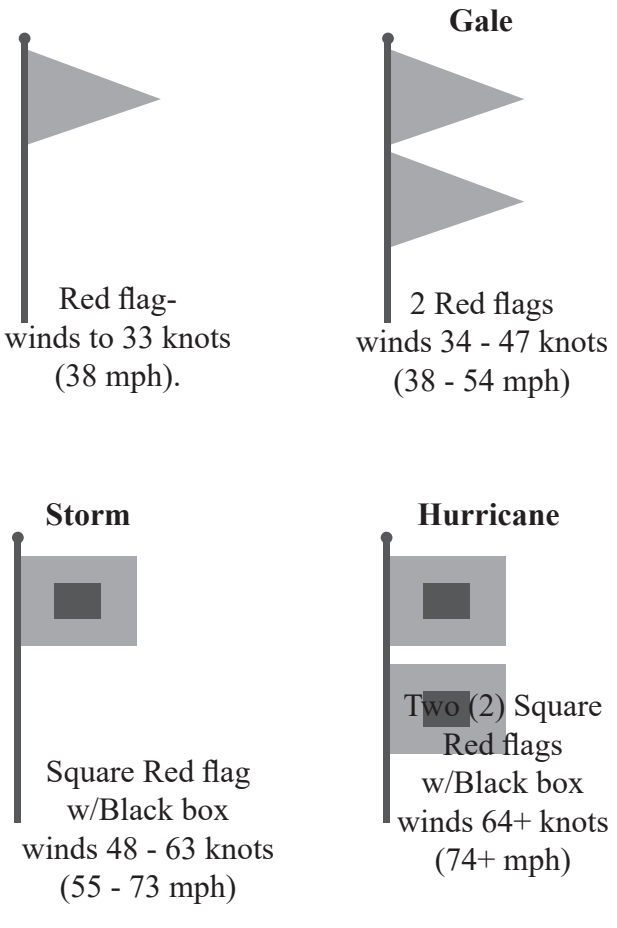
⚠ WARNING

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 Penants
Fig. 1.14.1



- 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

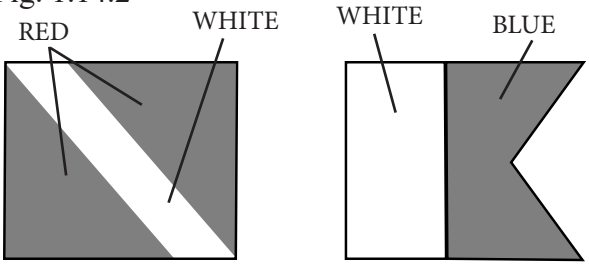
Swimming

- 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. 1.14.2



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

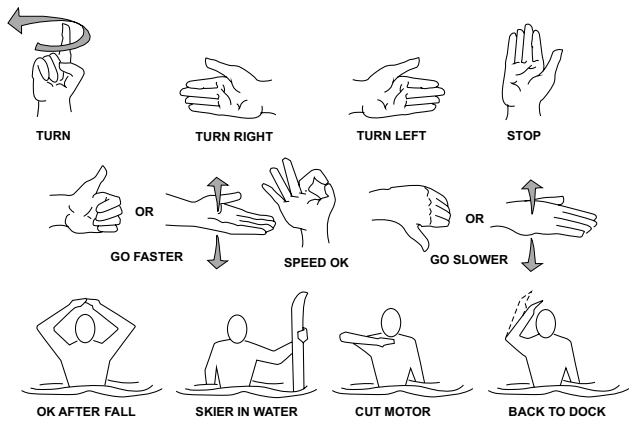
CODE ALPHA FLAG-Blue and white penant designates boat being used in dive operations.

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 1.15.1).
- 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. 1.15.1



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 Shut Down Safety Switch

⚠ WARNING

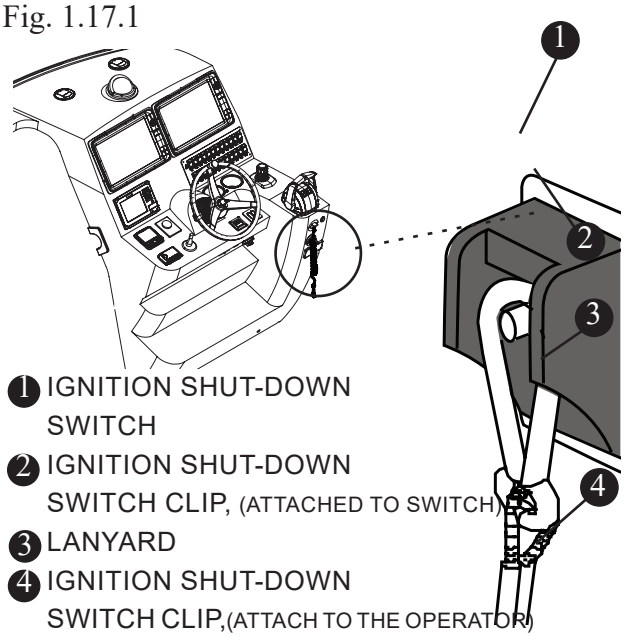
Wear the lanyard at all times when operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation

Your boat is equipped with an engine stop switch. The switch is located on the console, below the shift/throttle control. 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.

Engine Stop Switch
Fig. 1.17.1



1. IGNITION SHUT-DOWN SWITCH
2. IGNITION SHUT-DOWN SWITCH CLIP, (ATTACHED TO SWITCH)
3. LANYARD
4. IGNITION SHUT-DOWN SWITCH CLIP,(ATTACH TO THE OPERATOR)

NOTICE

This switch only works when used properly. The decision of whether to use an ignition safety switch or not rests with you, the operator.

The lanyard should be long enough to prevent inadvertant 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 describe where you will be boating, departure time and return, number and names of passengers and destination.

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

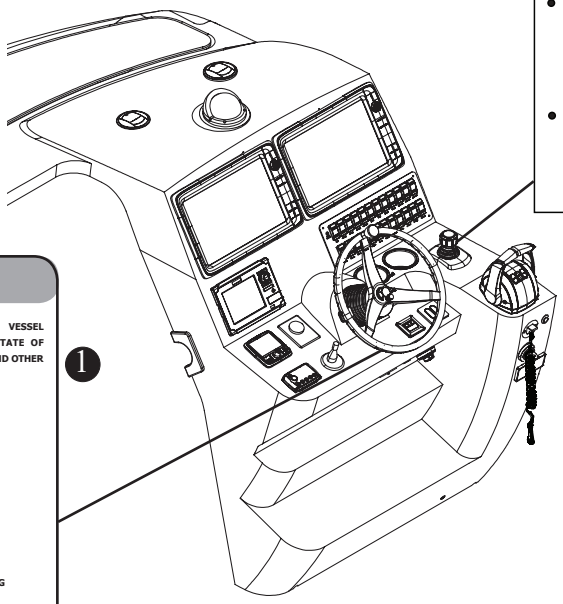
In March, 2005, the U.S. Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. A*merica's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious 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 pages 1-20 thru 1-22), 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.1.20.1



Proposition 65

⚠ WARNING

A WIDE VARIETY OF COMPONENTS USED ON THIS VESSEL CONTAIN OR EMIT CHEMICALS KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER AND BIRTH DEFECTS AND OTHER REPRODUCTIVE HARM.

EXAMPLES INCLUDE:

- ENGINE AND GENERATOR EXHAUST
- ENGINE AND GENERATOR FUEL, AND OTHER LIQUIDS SUCH AS COOLANTS AND OIL, ESPECIALLY USED MOTOR OIL
- COOKING FUELS
- CLEANERS, PAINTS, AND SUBSTANCES USED FOR VESSEL REPAIR
- WASTE MATERIALS THAT RESULT FROM WEAR OF VESSEL COMPONENTS
- LEAD FROM BATTERY TERMINALS AND FROM OTHER SOURCES SUCH AS BALLAST OR FISHING SINKERS

TO AVOID HARM:

- KEEP AWAY FROM ENGINE, GENERATOR, AND COOKING FUEL EXHAUST FUMES
- WASH AREAS THOROUGHLY WITH SOAP AND WATER AFTER HANDLING THE SUBSTANCES ABOVE

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

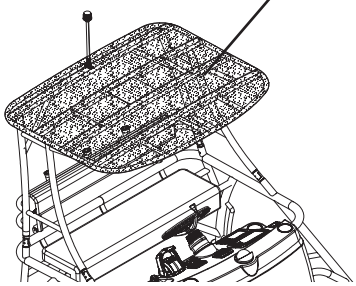
- The joystick is for boat docking and low speed maneuvers.
- Use the joystick only when the ERC controls are in neutral.
- When the ERC controls are shifted into gear, the joystick disengages.
- To limit engine power during docking and maneuvering, engage the dock feature by pressing the DOCK button.
- To prevent the boat from being shifted into gear during operation and to disengage the joystick, engage the throttle-only feature by pressing the THROTTLE ONLY button.
- For complete details of features and operation, please refer to the operation, maintenance, and warranty manual.

90-879288287

⚠ CAUTION

BRIDGE CLEARANCE
UPPER TOWER = 17 FEET
W/OUTRIGGERS = 23 FEET

MRP# 2027713



upper station console (option)

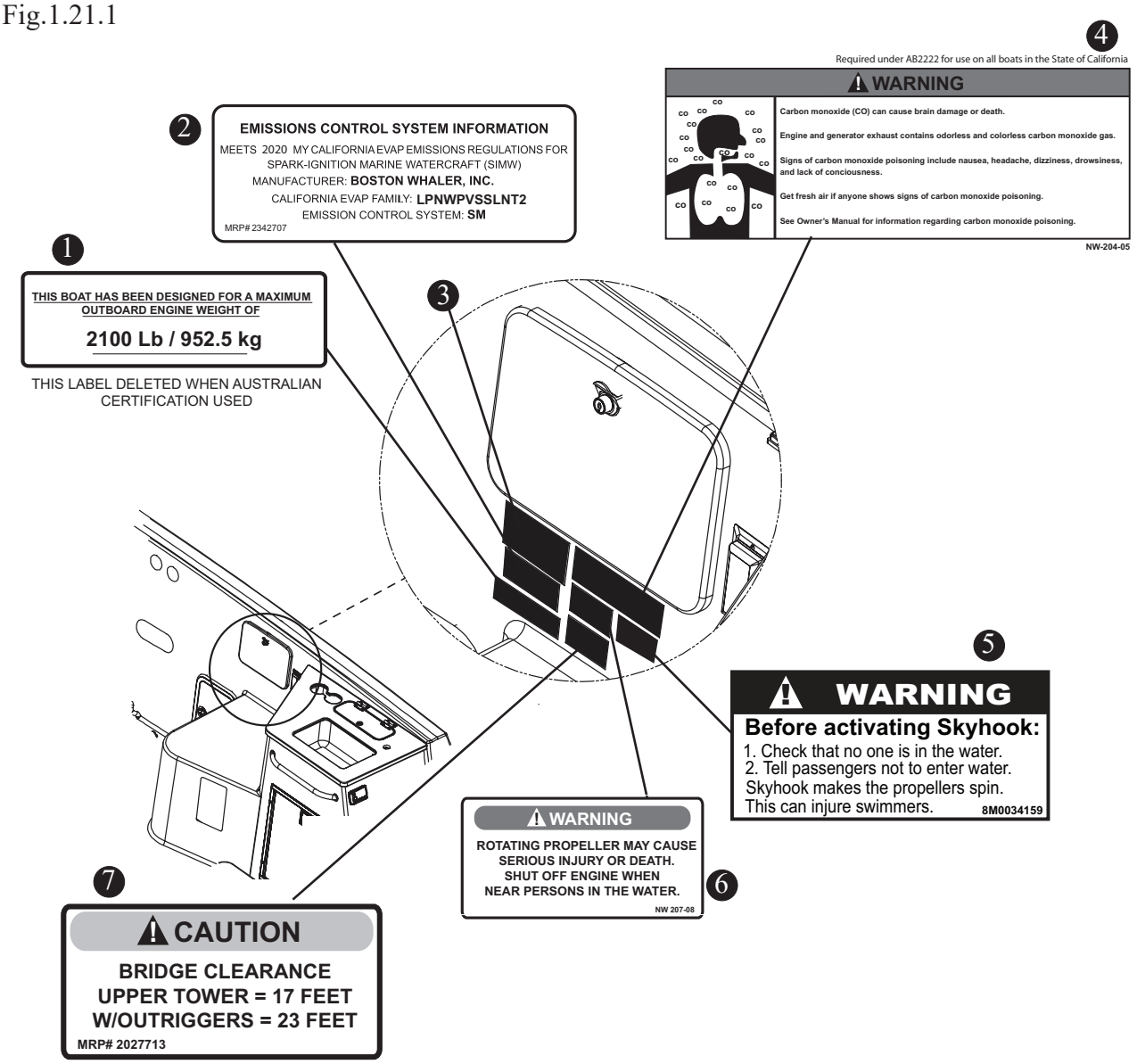
	Replacement Part No.
1 PROP 65 HANG TAG	1795087
2 HANG TAG W/JOYSTICK LABEL KIT (OPTION)	2121785
3 BRIDGE CLEARANCE (OPTION)	2027713

NOTICE

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

Warning Label Locations (Cont'd)

Warning Label Locations (Cont'd)
Fig.1.21.1

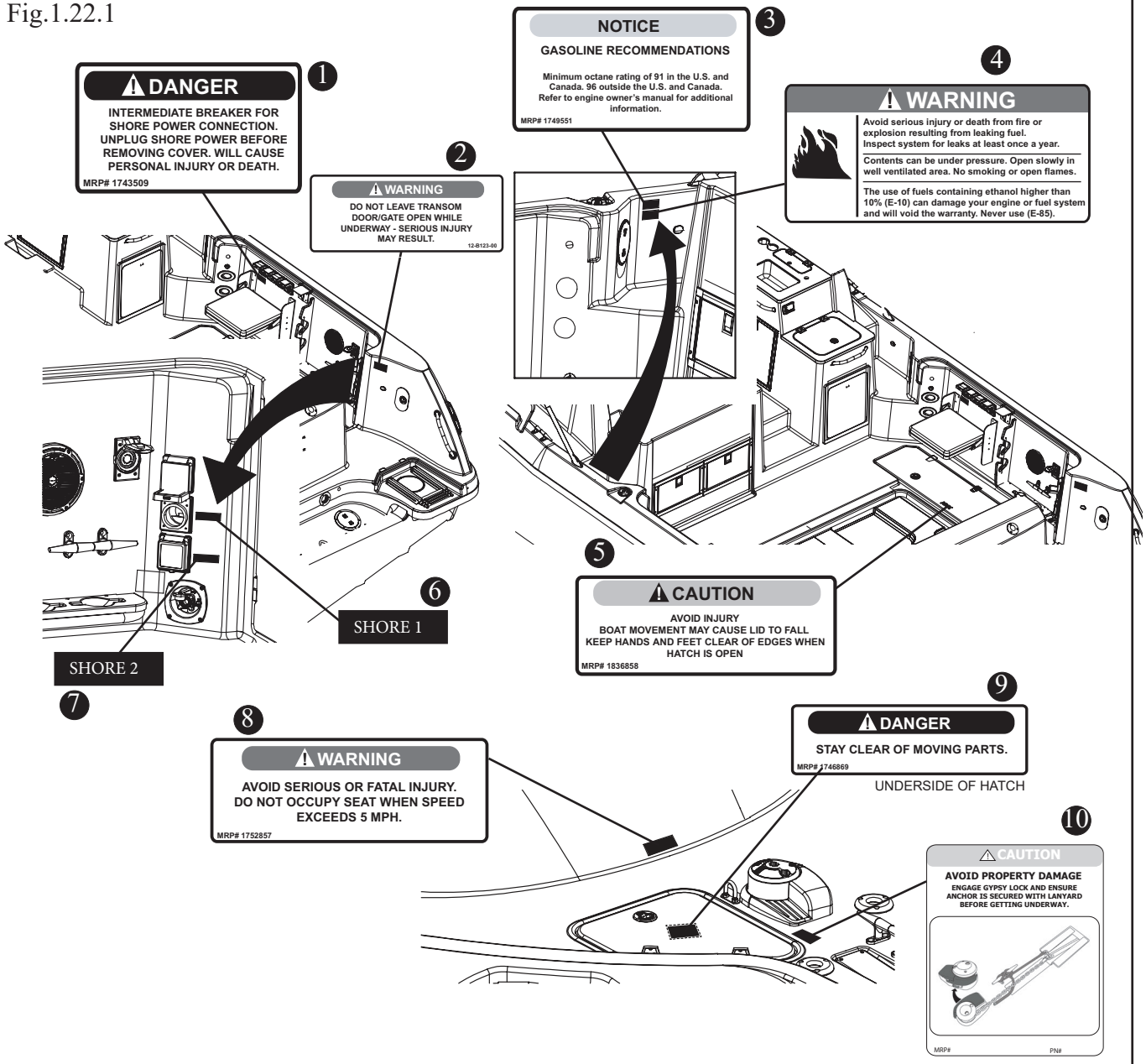


	Replacement Part No.
1 MAXIMUM ENGINE WEIGHT 2100 LBS/952.5 KG	1851949
2 LABEL, CALIFORNIA ARB COMPLIANCE	2317628
3 VESSEL CERTIFICATION/CAPACITY	SEE FIGURE 2.2.1
4 DANGER, CO HELM	1811368
5 WARNING W/JOYSTICK LABEL KIT (OPTION)	2121785
6 WARNING, PROP DANGER	1950698
7 BRIDGE CLEARANCE (OPTION)	2027713

NOTICE

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

Warning Label Locations (Con't)
Fig.1.22.1

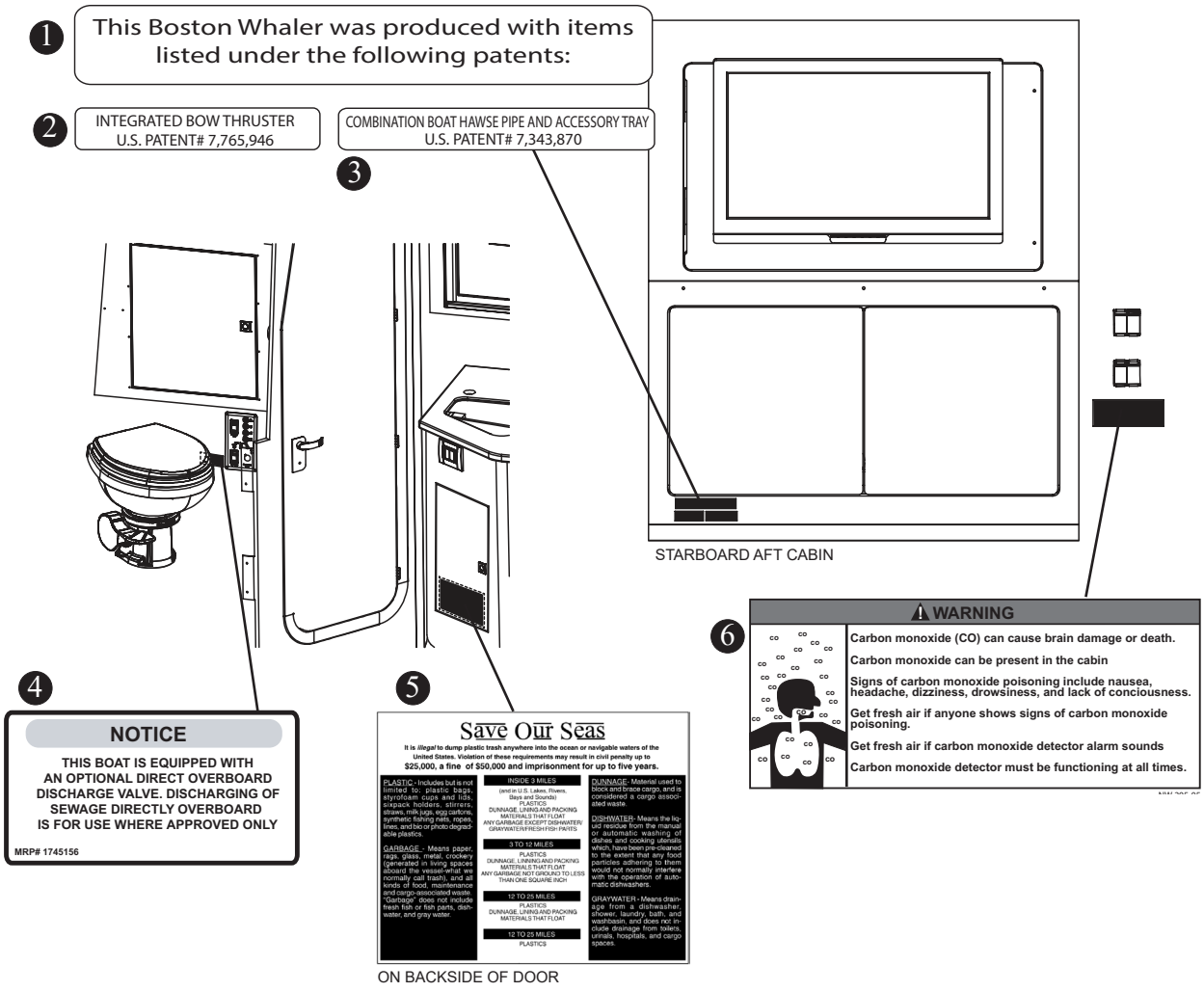


	Replacement Part No.
1 WARNING, INTERMEDIATE BREAKER	2029122
2 DANGER, TRANSOM DOOR	2063385
3 FUEL RECOMMENDATION	2038447
4 WARNING FUEL HAZARD	2096004
5 CAUTION, AVOID INJURY, BOAT MOVEMENT (P&S)	1836858
6 LABEL, SHORE 1	1472232
7 LABEL, SHORE 2	1472240
8 WARNING, DO NOT OCCUPY SEAT	2031217
9 DANGER, STAY CLEAR OF MOVING PARTS	2028932
10 CAUTION, AVOID PROPERTY DAMAGE	2147835

NOTICE

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

Warning Label Locations (Con't)
Fig.1.23.1

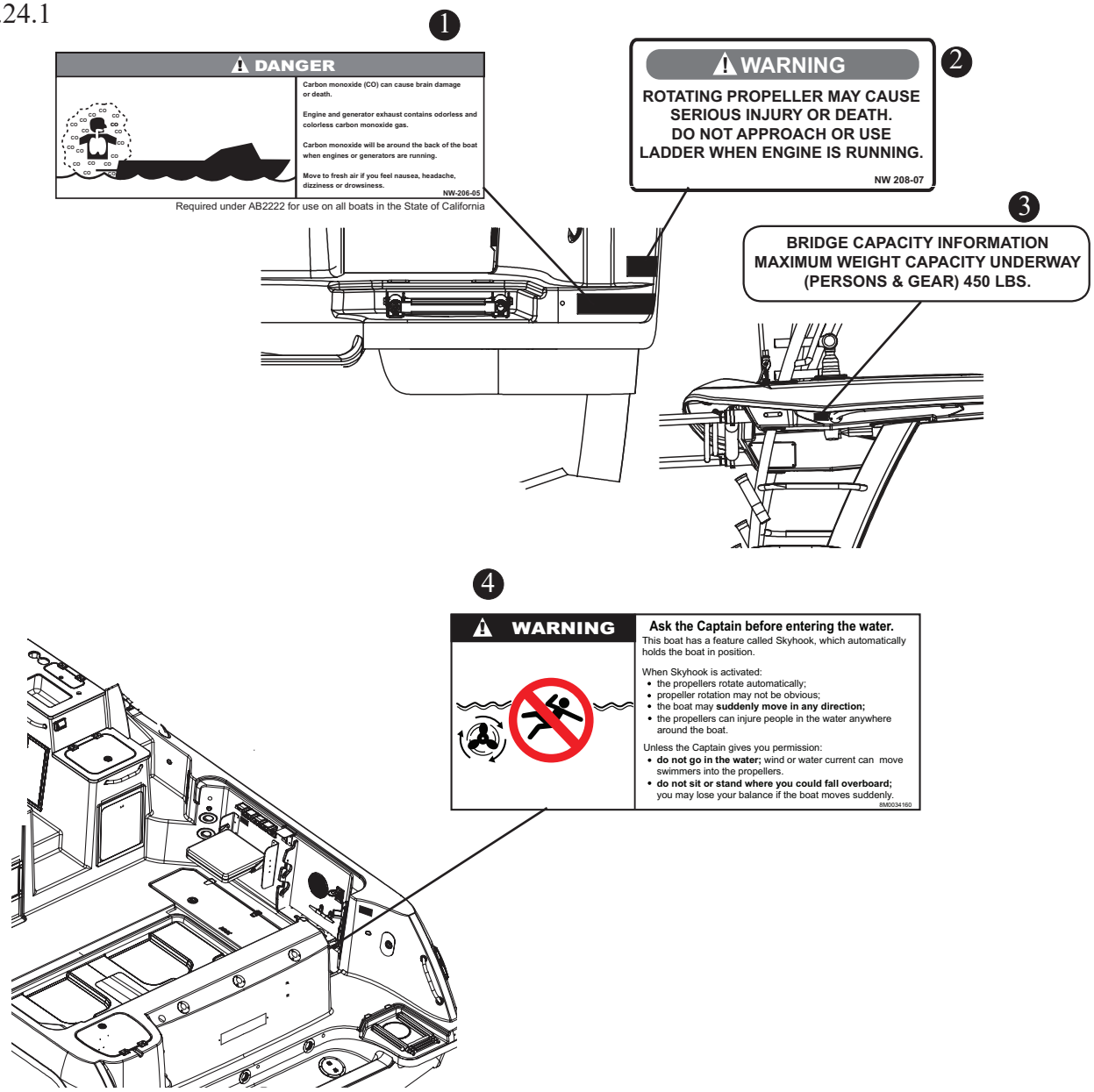


	Replacement Part No.
1 LABEL, PATENT HEADER	2088481
2 LABEL, PATENT BOW THRUSTER	2063996
3 LABEL, PATENT HAWSE PIPE/DRINKHOLDER	2063995
4 NOTICE, OVERBOARD DISCHARGE	2063381
5 SAVE-OUR-SEAS (DISPOSAL OF GARBAGE)	2029125
6 WARNING, CO CABIN	1812911

NOTICE

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

Warning Label Locations (Con't)
Fig.1.24.1

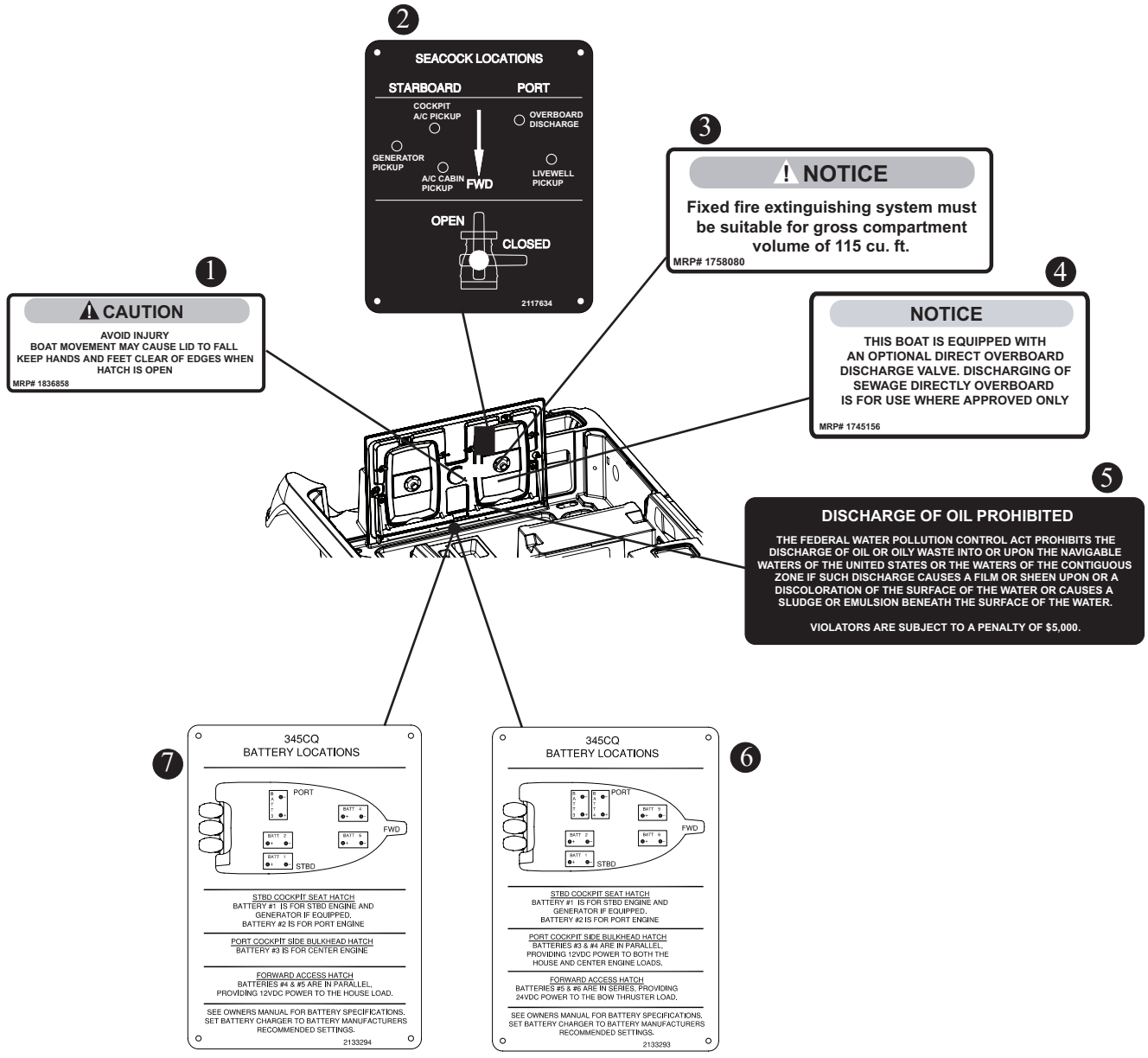


		Replacement Part No.
1	WARNING, CO TRANSOM	1811367
2	WARNING, ROTATING PROP DANGER	1903624
3	BRIDGE CAPACITY (OPTION)	221911
4	WARNING W/JOYSTICK LABEL KIT (OPTION)	2121785

NOTICE

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

Warning Label Locations (Con't)
Fig.1.25.1



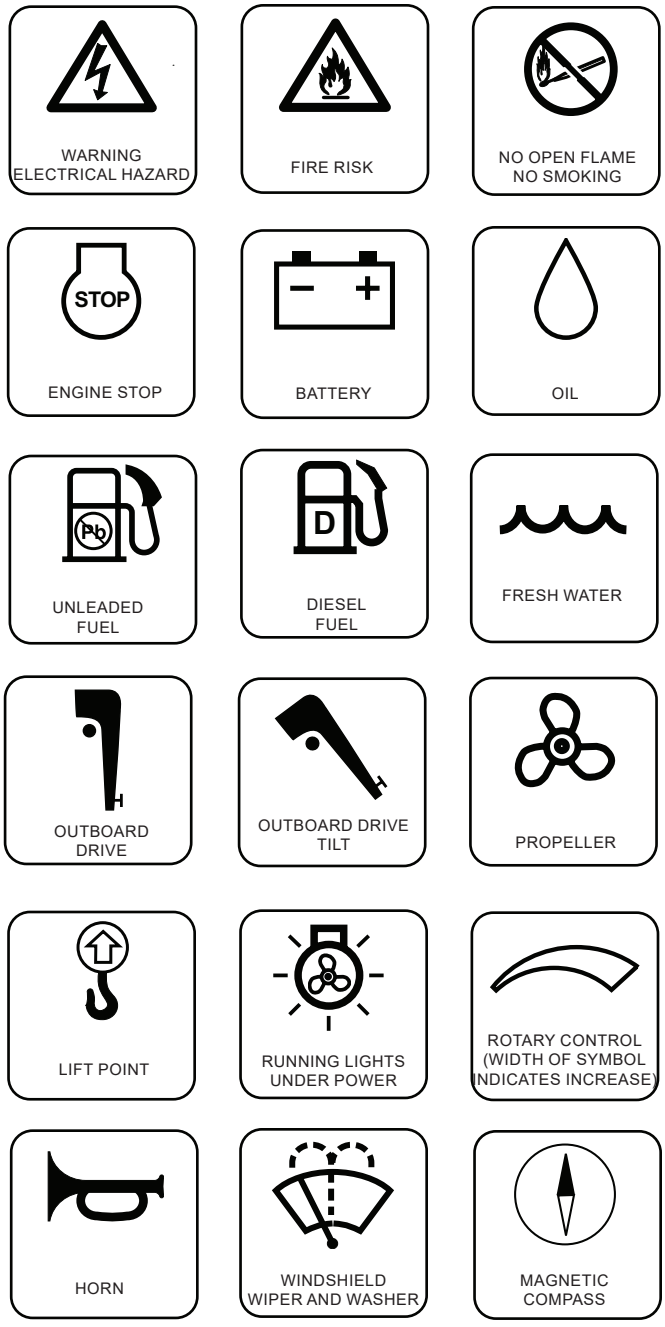
	Replacement Part No.
1 WARNING, DO NOT STORE FUEL	1691003
2 SEACOCK LOCATIONS	2117634
3 NOTICE, FIRE EXT SYSTEM	2066100
4 NOTICE, OVERBOARD DISCHARGE	2063381
5 DISCHARGE OF OIL	2063375
6 PLATE, BATTERY LOCATIONS	2133293
7 PLATE, BATTERY LOCATIONS, JOYSTICK (OPTION)	2133294

NOTICE

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

Key to Symbols Used in this Manual

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.



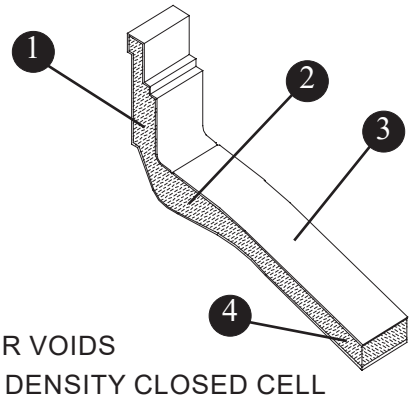
Construction Standards

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



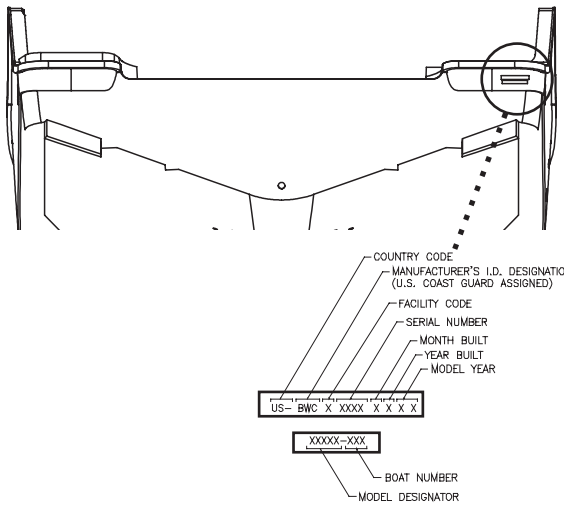
1. NO AIR VOIDS
2. HIGH DENSITY CLOSED CELL NON-ABSORBENT FOAM
3. HIGH QUALITY RESINS AND GELCOATS
4. WOVEN GLASS MATTING

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 dealer.

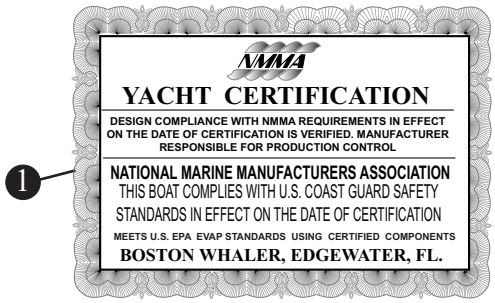
To find a Boston Whaler dealer in your area call: **800-942-5379** (Domestic/International).

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.

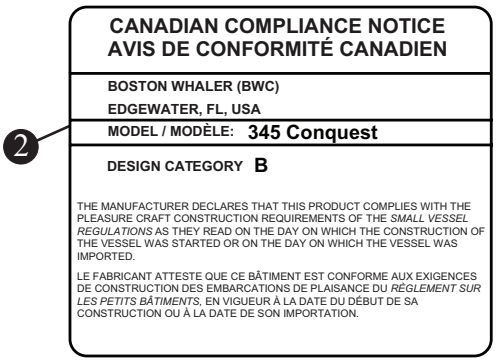
Manufacturer's Certification

All boats must comply with federal regulations regarding maximum capacities. The certification plate (see figure 2.2.1) located on the port gunwhale opposite the operator's console indicates certification by the National Marine Manufacturer's Association and in the case of international certification the sticker or plate indicates the maximum weight, number of persons, and horsepower your boat is rated to handle.

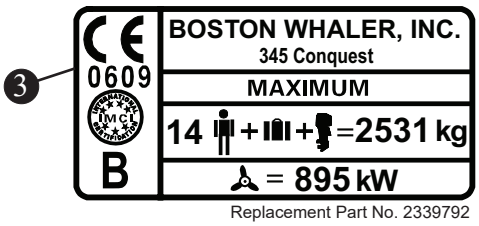
Certification Plates
Fig. 2.2.1



Replacement Part No. 125062



Replacement Part No. 1851773



Replacement Part No. 2339792

Replacement Part No. 2339793

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

⚠ DANGER

NEVER carry more weight or passengers than indicated on the certification plate, 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 from 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, especially 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 applicable International Organization for Standardization directives.

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

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

The 345 Conquest is category B

Power Capacity

The certification plate, as well as "Specifications & Dimensions" on the following page has 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 owner/operator to read all information regarding safety features, warning notices and maintenance schedules for continued safe operation of the engine.

The engine on the 345 Conquest 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 for which your boat is rated.

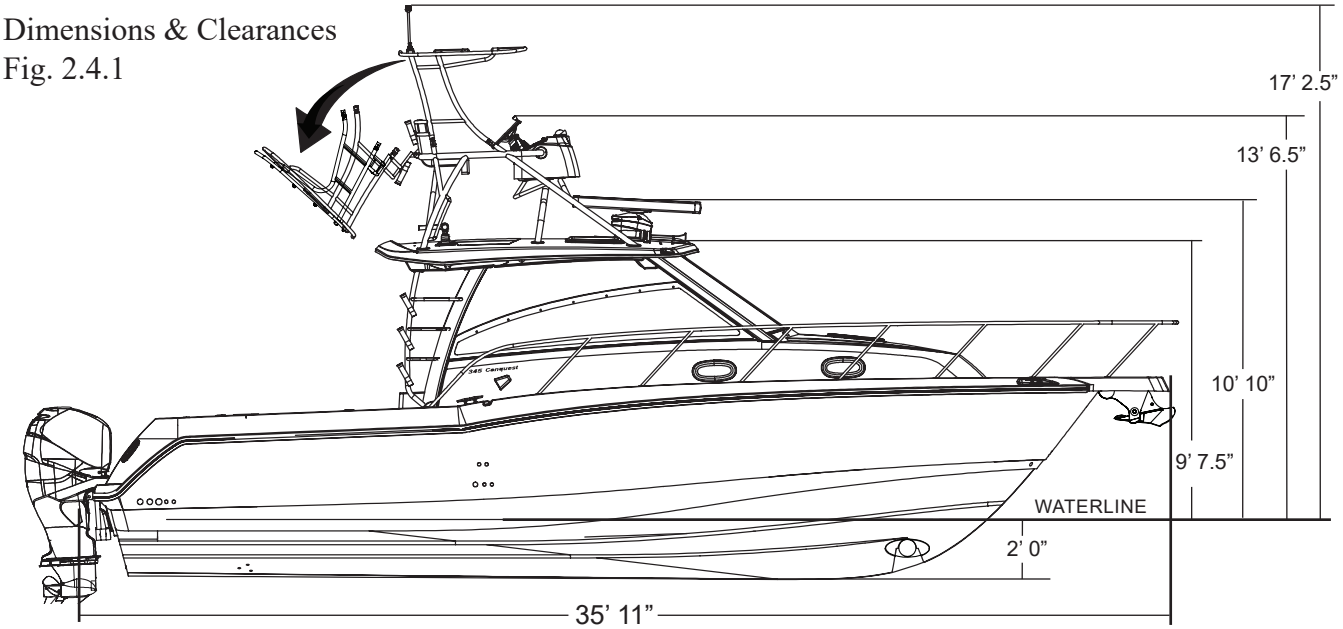
NOTICE

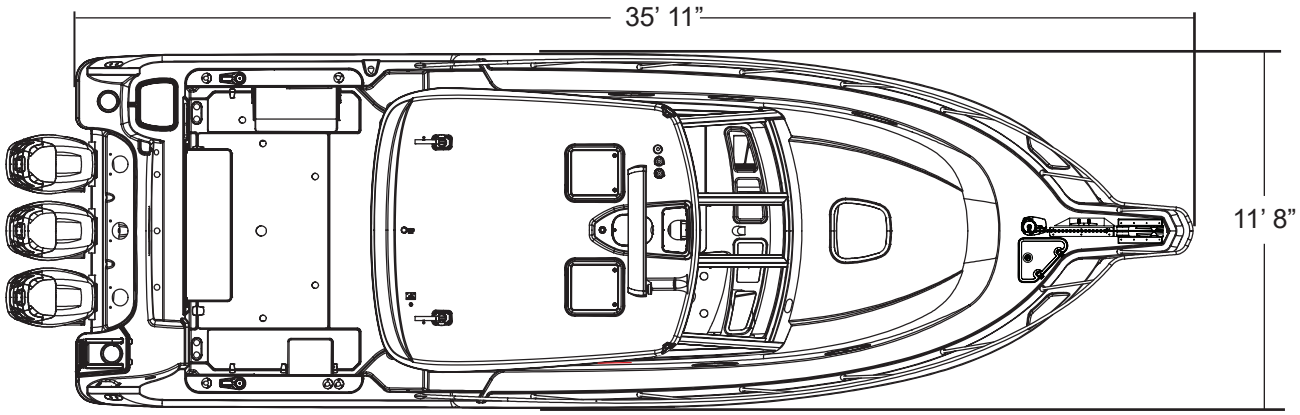
The 345 Conquest is designed for a maximum outboard engine weight of 2100 LBS (953 kg).

NOTICE

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

Dimensions & Clearances
Fig. 2.4.1





Specifications & Dimensions

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

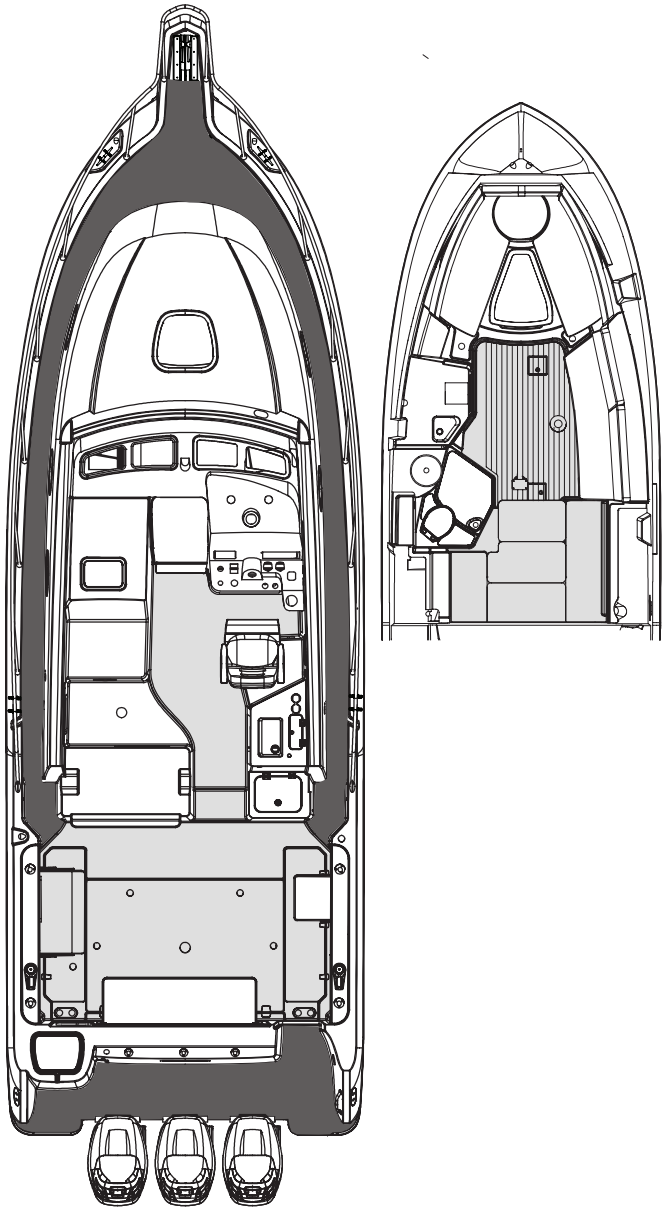
Overall Length	35' 11"	10.94	m	Swamped Capacity	4,900 lbs	2222	kg
Bridge Clearance				Maximum Engine Weight	2,100 lbs	953	kg
- with hardtop	9' 7.5"	2.93	m	MaximumWeight,	5,580 lbs	2531	kg
- with optional radar	10' 10"	3.30	m	(passengers, engine(s), gear[1])			
- with optional upper control	17' 2.5"	5.25	m	Persons	14		
- with optional upper control stowed	13' 6.5"	4.13	m	Maximum Horsepower	1200 HP	895	kw
Hull Length	34'	10.36	m	Minimum Horsepower	750 HP	559	kw
Beam	11'8"	3.56	m	Fuel Capacity:	400 gal.	1514	L
Draft, (3 engines)	1' 10"	.56	m	Waste Capacity	20 gal.	75.7	L
Weight (dry, no engine)	14,200 lbs	6441	kg	Water Capacity	45 gal.	170.3	L

[1] Exceeding this weight will affect the boat's performance. **DO NOT** Exceed the weight listed.

[2] Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations regarding the maximum amount of weight your boat can safely carry.

Passenger Areas

Deck Occupancy
Fig. 2.5.1



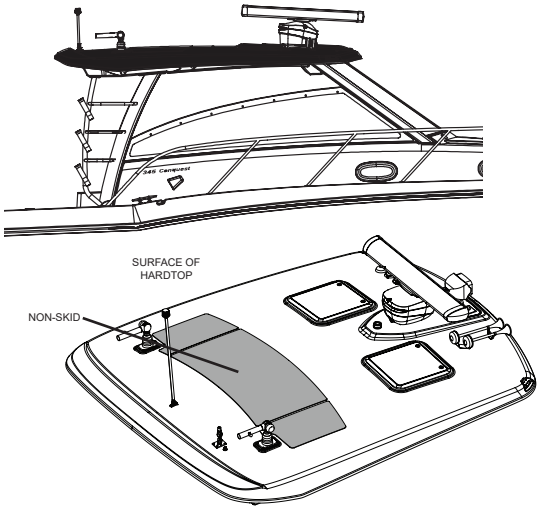
Working deck:

This area is intended for occupation ONLY while mooring, anchoring, loading/unloading or when the boat is at rest.

Accommodation deck:

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 while underway. Serious injury could result. If necessary, stand or walk only where non-skid is applied.



⚠ 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.**

⚠ DANGER

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

⚠ DANGER

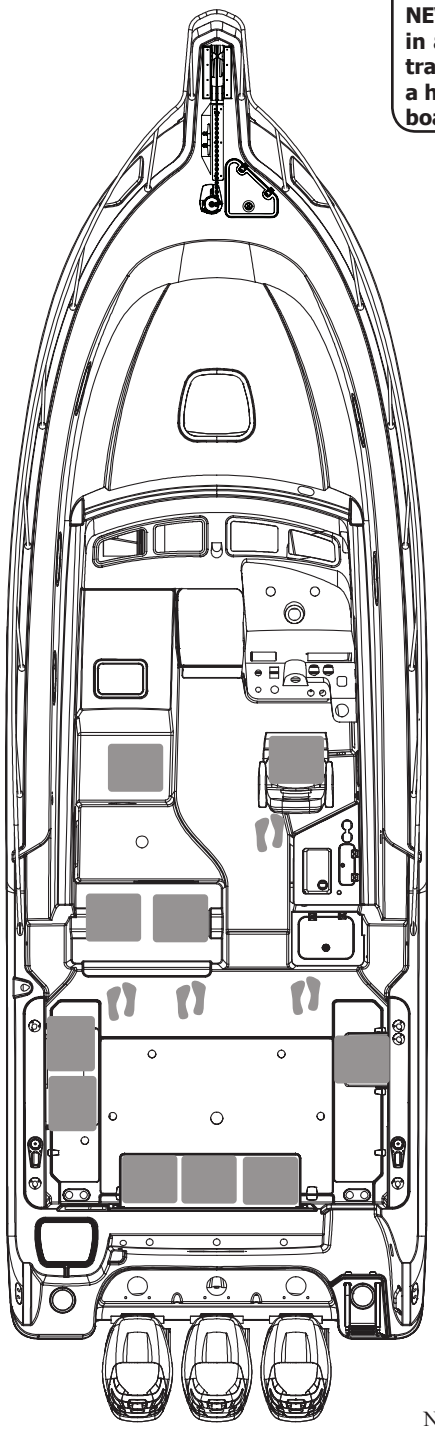
Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accommodation deck clean, so if movement is necessary it will be free of obstruction.

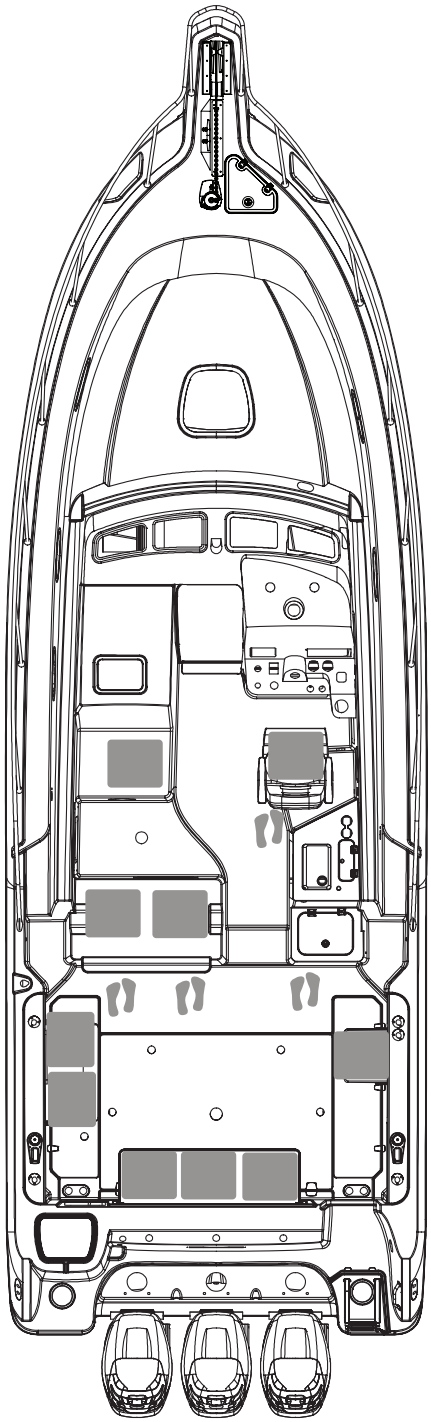
Recommended Passenger Locations

Recommended Seating & On-Plane Locations
Fig. 2.6.1

⚠ WARNING

NEVER allow passengers to ride in an area (i.e. bow, gunnels, transom, etc.) that will pose a hazard to themselves or the boat.





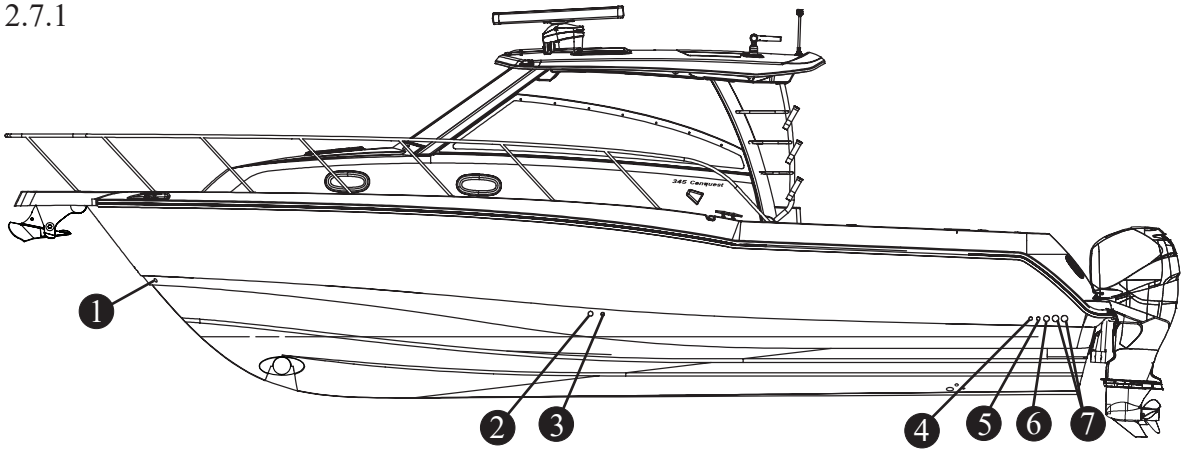
NOTE: Hardtop removed for clarity

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

RECOMMENDED ON-PLANE LOCATIONS

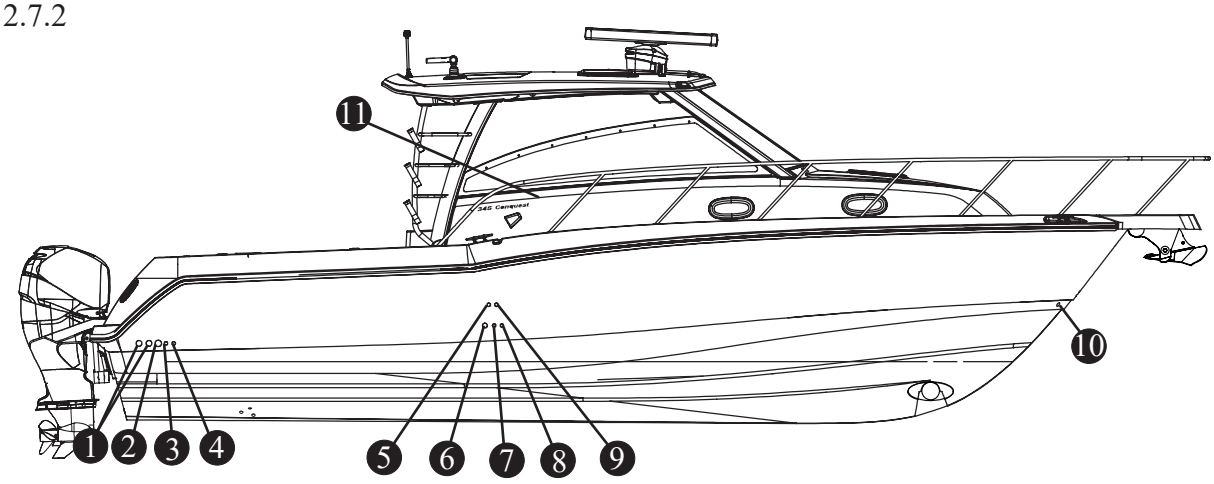
Location of Thru-Hull Fittings

Thru-Hull Fittings, Port
Fig. 2.7.1



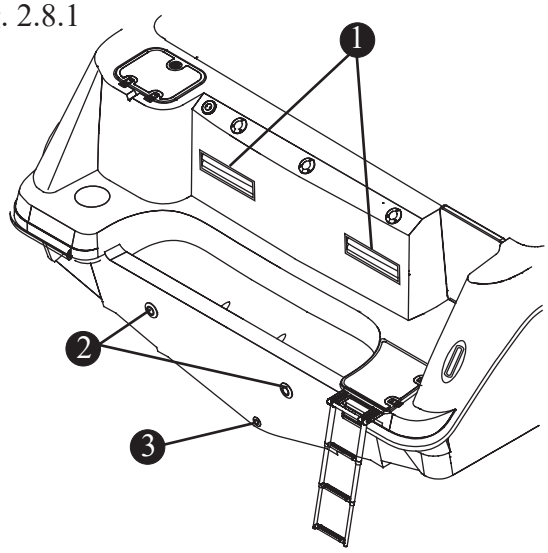
1. PORT ANCHOR LOCKER DRAIN
2. GALLEY SINK;HEAD SINK DRAIN & PORT BATTERY TRAY DRAIN
3. CABIN A/C DRAIN
4. AFT BILGE PUMP OUTLET
5. PORT FISHBOX PUMP OUTLET
6. LIVEWELL DRAIN
7. PORT DECK DRAINS

Thru-Hull Fittings, Starboard
Fig. 2.7.2



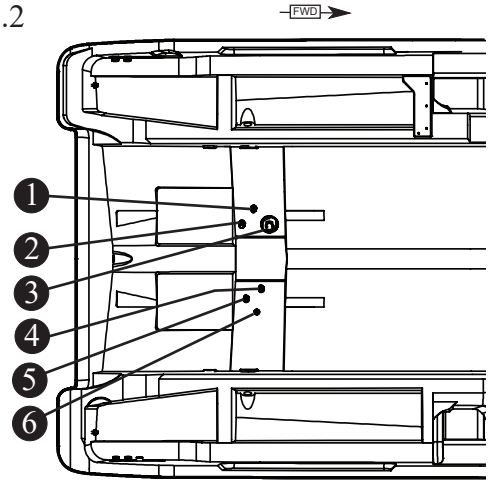
1. STARBOARD DECK DRAINS
2. GENERATOR EXHAUST
3. STARBOARD FISHBOX PUMP OUTLET
4. HIGH WATER BILGE PUMP DISCHARGE
5. SHOWER SUMP DISCHARGE
6. COCKPIT A/C, COCKPIT SINK & ICE BUCKET DRAIN
7. COCKPIT A/C, AIR HEATER DISCHARGE
8. WATER HEATER PURGE OUTLET
9. FORWARD BILGE PUMP DISCHARGE
10. STARBOARD ANCHOR LOCKER DRAIN

Thru-Hull Fittings, Aft
Fig. 2.8.1



1. BILGE BLOWER VENTS
2. MOTORWELL DRAINS
3. GARBOARD DRAIN

Thru-Hull Fittings, Bilge
Fig. 2.8.2



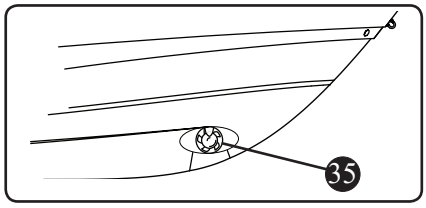
1. RAW WATER INTAKE
2. MACERATOR DISCHARGE
3. ELECTRONIC TRANSDUCER
4. CABIN A/C INTAKE
5. COCKPIT A/C INTAKE
6. GENERATOR INTAKE

NOTICE

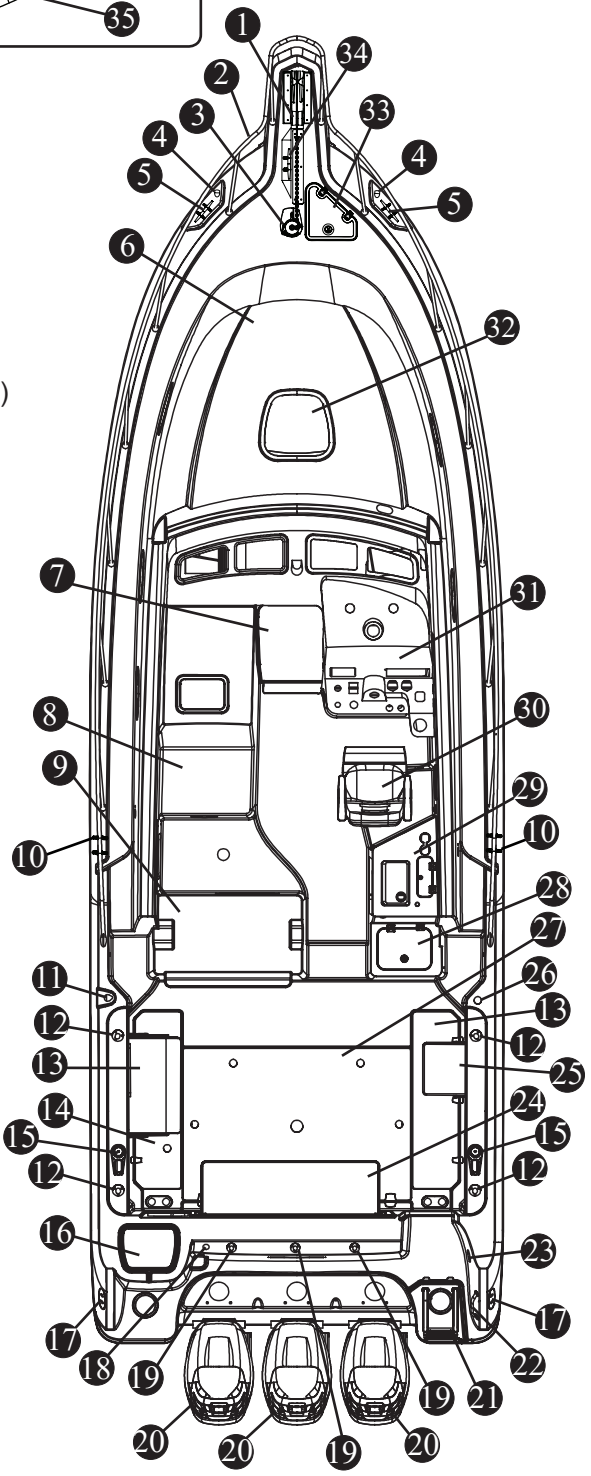
- **The deck drain provides self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit. The drain plug must be in place when underway.**
- **Depending on the type of boat you have, you may have underwater 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 and deck drain scupper flaps 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 garboard drain plug in your boat. It is recommended that you carry spare plugs to be used in the event that the garboard drain plug becomes lost or damaged.**

General Layout

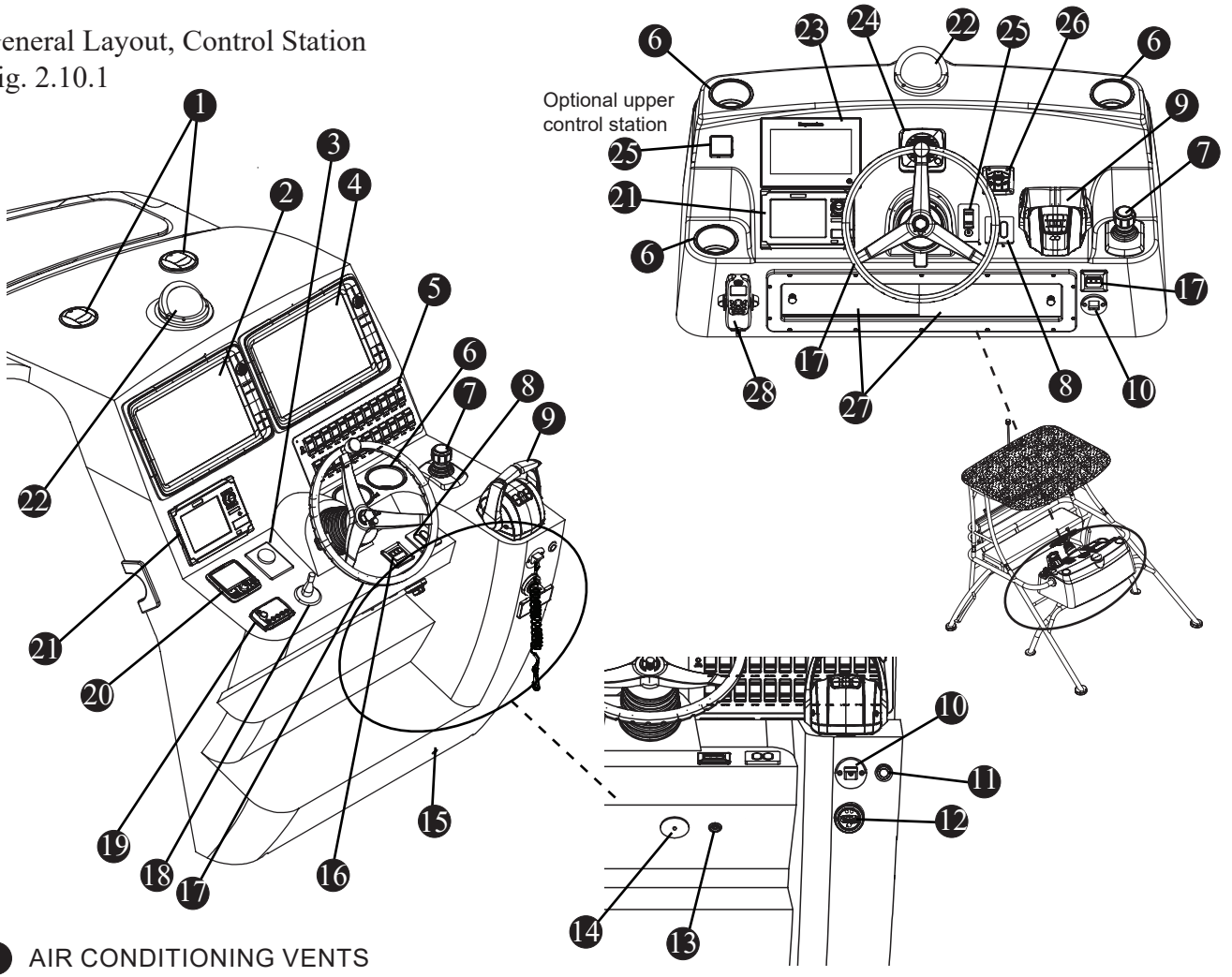
General Layout, Exterior (Hardtop removed for clarity)
Fig. 2.9.1



1. ANCHOR ROLLER
2. BOW RAIL
3. WINDLASS
4. NAVIGATION LIGHTS (P&S)
5. BOW CLEATS (P&S)
6. SUN LOUNGE
7. CABIN ENTRY DOOR
8. PORT FORWARD COMPANION SEAT
9. ADJUSTABLE COMPANION BENCH
10. MID SHIP CLEAT (P&S)
11. FUEL FILL DECK PLATE
12. GUNNEL MOUNTED ROD HOLDERS (P&S)
13. FOLDAWAY STARBOARD BENCH SEAT (OPTION)
14. IN-DECK FISHBOX WITH PUMPOUT (P&S)
15. HAWSE PIPE WITH CUPHOLDER (P&S)
16. 40 GAL. (151 L) LIVEWELL
17. STERN CLEATS (P&S)
18. WASTE PUMPOUT DECK PLATE
19. TRANSOM MOUNTED ROD HOLDERS (3)
20. TRIPLE MERCURY 4-STROKE ENGINES
21. EXPANDABLE SWIM LADDER WITH COVER
22. GRAB RAIL
23. TRANSOM SHOWER W/HOT AND COLD WATER
24. FOLDAWAY STERN BENCH SEAT
25. FOLDAWAY TROLLING SEAT (OPTION)
26. FRESH WATER FILL DECK PLATE
27. MECHANICAL ACCESS HATCH
28. INSULATED COOLER
29. COCKPIT WET BAR
30. ADJUSTABLE HELM SEAT W/FLIP UP BOLSTER
31. CONTROL CONSOLE (SEE FIG. 2.9.1)
32. CABIN DECK HATCH
33. ANCHOR LOCKER
34. ANCHOR CLEAT
35. BOW THRUSTER



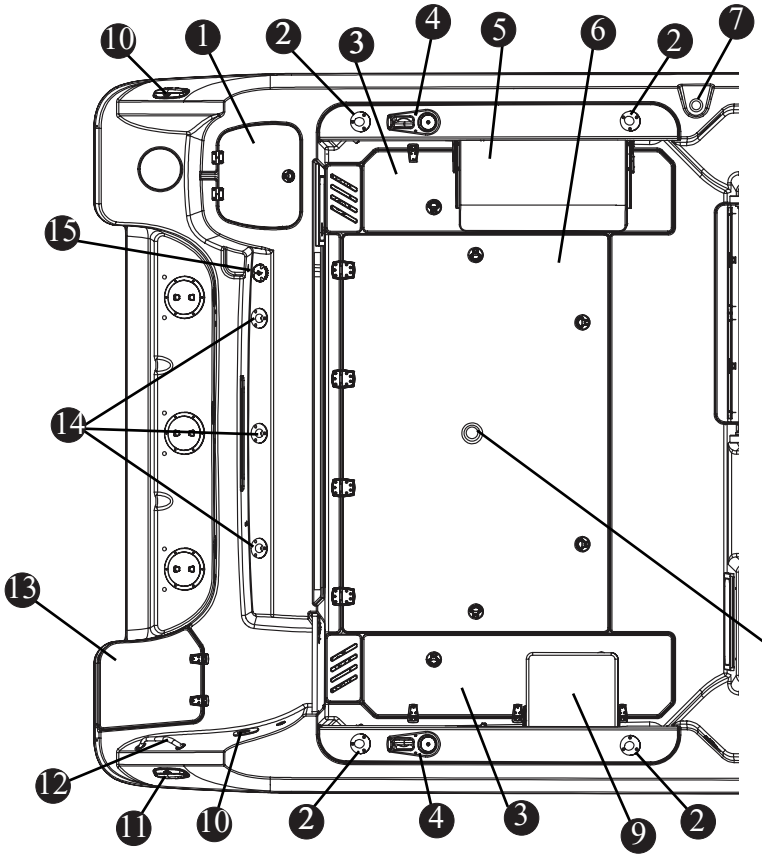
General Layout, Control Station
Fig. 2.10.1

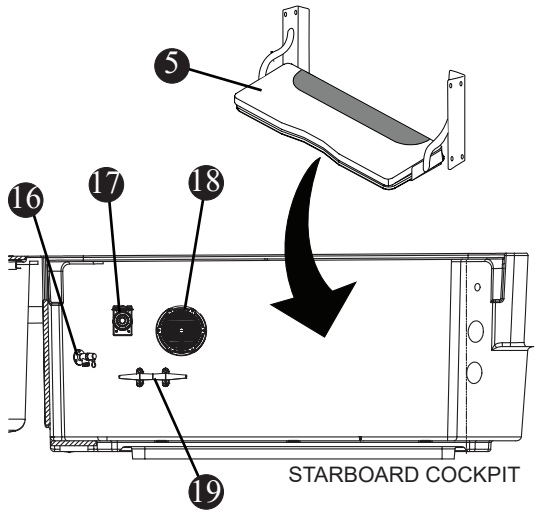


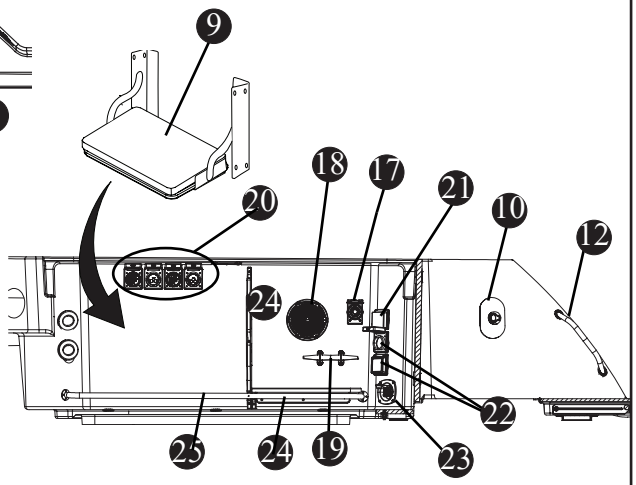
1. AIR CONDITIONING VENTS
2. RAYMARINE AXIOM XL, 16” SCREEN (GPS/CHARTPLOTTER/FISHFINDER)
3. SPOTLIGHT REMOTE (OPTION)
4. RAYMARINE AXIOM XL, 16” SCREEN (DUAL DISPLAY)
5. SWITCH PANEL WITH ILLUMINATED TEXT
6. CUPHOLDERS
7. JOYSTICK PILOTING (OPTION)
8. TRIM TAB CONTROL PAD
9. GEAR SHIFT/THROTTLE CONTROL
10. ENGINE SHUT DOWN SWITCH
11. 12V ACCESSORY RECEPTACLE
12. THEFT DETERRENCE SWITCH (OPTION)
13. AMBIENT TEMPERATURE SENSOR
14. FIRE SUPPRESSION INDICATOR LIGHT
15. CONSOLE DRAIN
16. START/STOP SWITCH
17. STAINLESS STEEL STEERING WHEEL
18. BOW THRUSTER TOGGLE CONTROL
19. STEREO REMOTE
20. RAYMARINE SMARTPILOT™ AUTOPILOT (OPTION)
21. SMARTCRAFT™ VESSELVIEW DISPLAY
22. MAGNETIC COMPASS
23. RAYMARINE CHARTPLOTTER (OPTION)
24. VHF RADIO SPEAKER
25. HORN SWITCH
26. AUTOPILOT CONTROL W/SKYHOOK (OPTION)
27. STORAGE
28. RAYMARINE VHF RADIO

REFER TO THE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY ON THE ELECTRONIC EQUIPMENT INSTALLED ON YOUR BOAT.

General Layout,Cockpit
Fig. 2.11.1





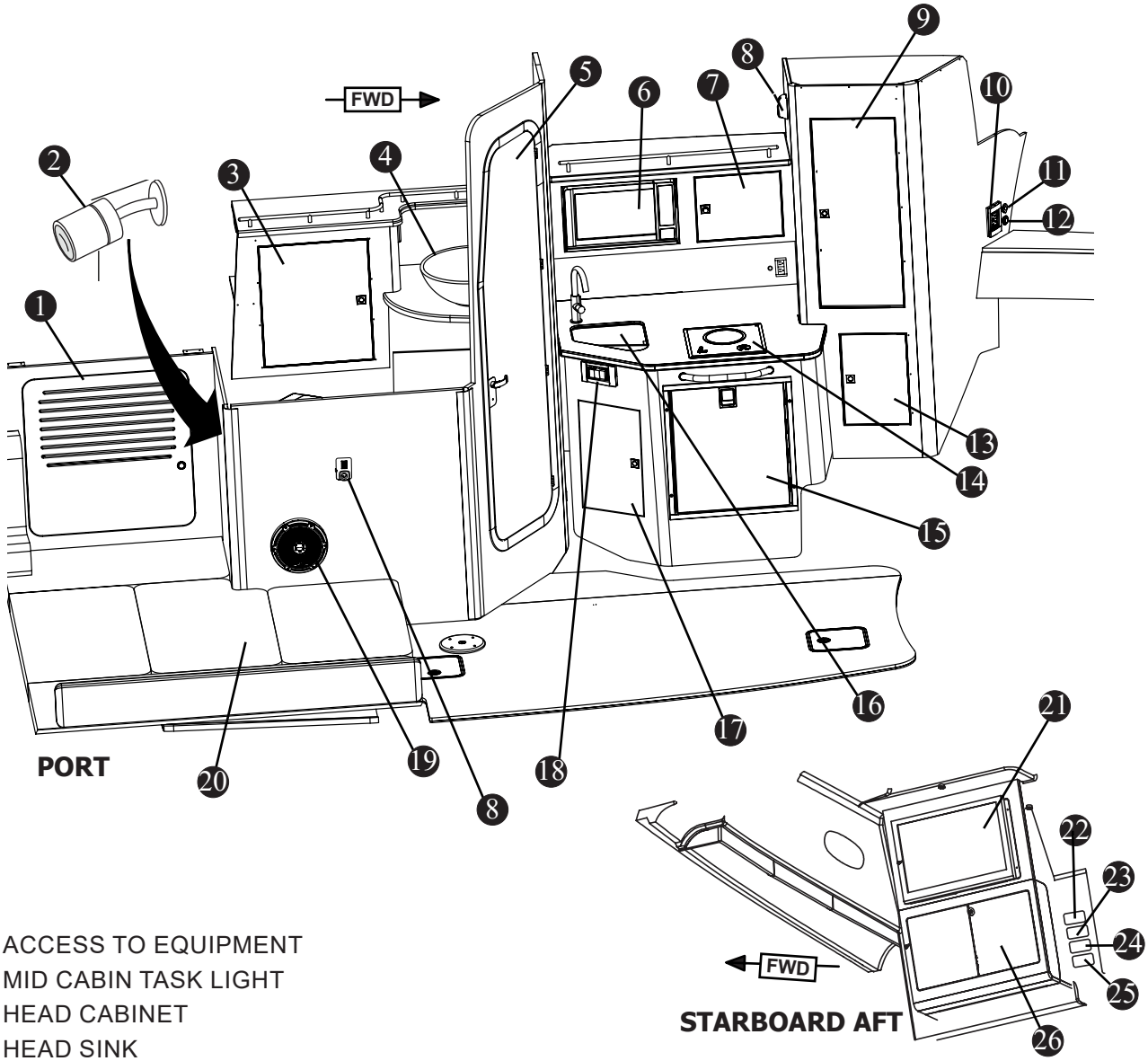


1. 40 GAL. (151 L) PRESSURIZED LIVEWELL
2. GUNNEL MOUNTED RODHOLDERS (P&S)
3. INSULATED FISHBOX WITH PUMPOUT (P&S)
4. HAWSE PIPE W/CUPHOLDER (P&S)
5. COCKPIT FOLDOUT SIDE BENCH SEAT (P&S) (OPTION)*
6. MECHANICAL HATCH
7. FUEL FILL DECK PLATE
8. COCKPIT TABLE DECK PLATE (OPTION)
9. COCKPIT FOLDOUT SIDE TROLLING SEAT (P&S) (OPTION)*
10. TRANSOM FRESHWATER SHOWER
11. STERN CLEAT (P&S)
12. GRAB RAIL
13. COVERED TELESCOPING SWIM LADDER
14. TRANSOM RODHOLDERS (3)
15. WASTE PUMPOUT DECK PLATE
16. RAW WATER WASHDOWN FAUCET
17. 12V/30 AMP DC RECEPTACLE FOR ELECTRIC REELS AND/OR DOWNRIGGERS (P&S)
18. (OPTION)
19. STEREO SPEAKER
20. AFT COCKPIT CLEAT
21. SHORE POWER BREAKERS
22. TELEVISION/PHONE CABLE INLET
23. 125V/30 AMP SHORE POWER REC'PT. DOCKSIDE FRESH WATER HOSE
24. CONNECTION
25. DOWNRIGGER WEIGHT CRADLE (P&S)

FOOT RAIL

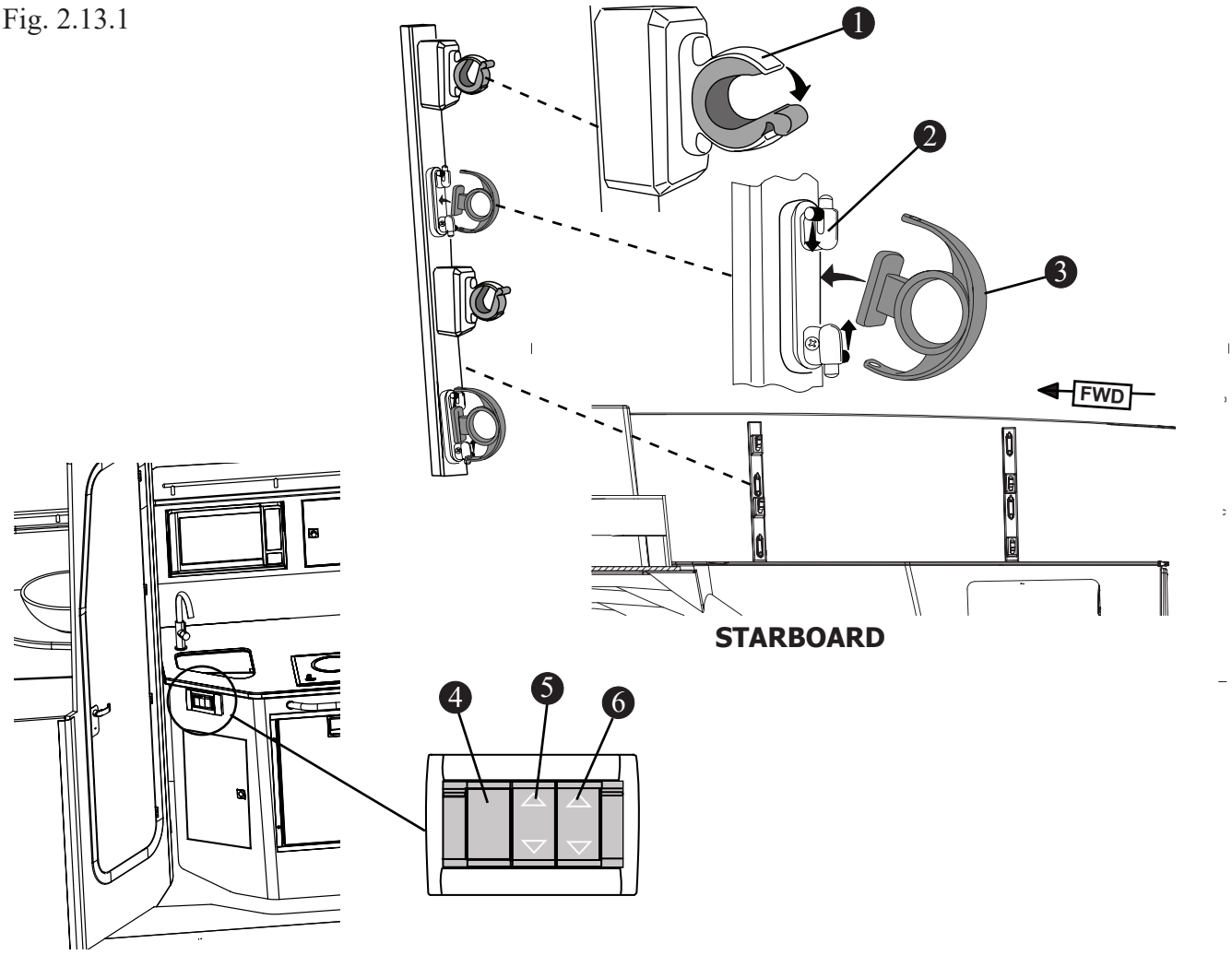
* Deletes under gunnel rod rack

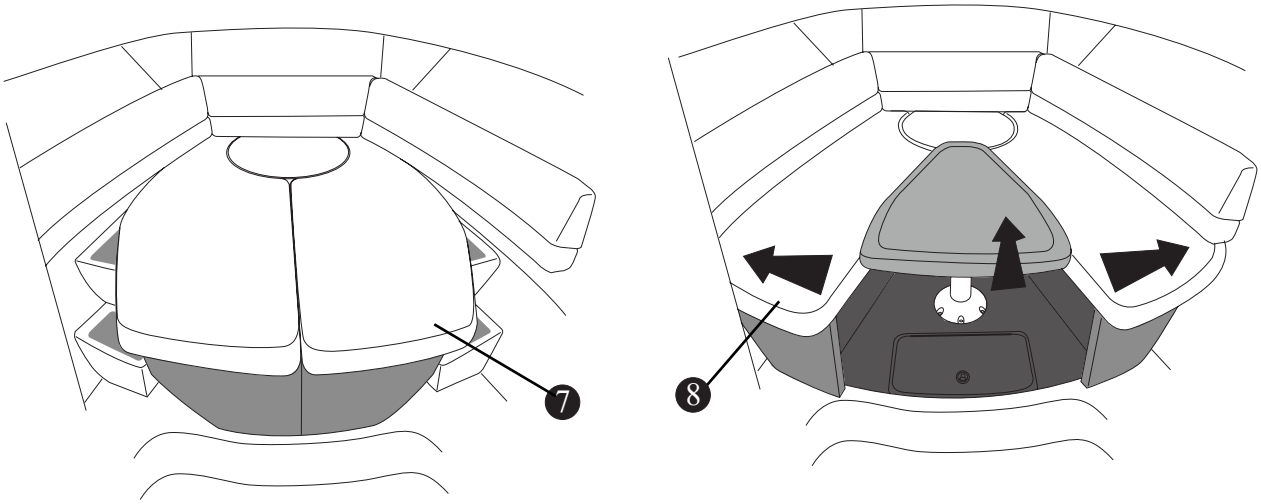
General Layout, Forward Cabin
Fig. 2.12.1



1. ACCESS TO EQUIPMENT
2. MID CABIN TASK LIGHT
3. HEAD CABINET
4. HEAD SINK
5. HEAD ENTRY DOOR
6. MICROWAVE
7. GALLEY CABINET
8. CO MONITOR
9. GALLEY HANGING LOCKER
10. 120V RECEPTACLE
11. DUAL USB INPUT
12. 12V ACCESSORY RECEPTACLE
13. GALLEY LOWER STORAGE
14. ELECTRIC SINGLE BURNER STOVE (OPTION)
15. REFRIGERATOR/FREEZER 12-V/120V
16. GALLEY SINK W/HOT & COLD WATER FAUCET
17. STORAGE (TRASH RECEPTACLE)
18. V-BERTH DINETTE/ISLAND BED ACTUATION AND HEAD LIGHT SWITCH
19. PREMIUM STEREO SPEAKER (OPTION)
20. MID CABIN BERTH
21. 22” FLAT SCREEN HDTV TELEVISION
22. CABIN A/C REMOTE
23. DIFFUSED BLUE COURTESY LIGHTING SWITCH
24. CABIN LIGHT SWITCH
25. STEREO REMOTE
26. MDP PANEL

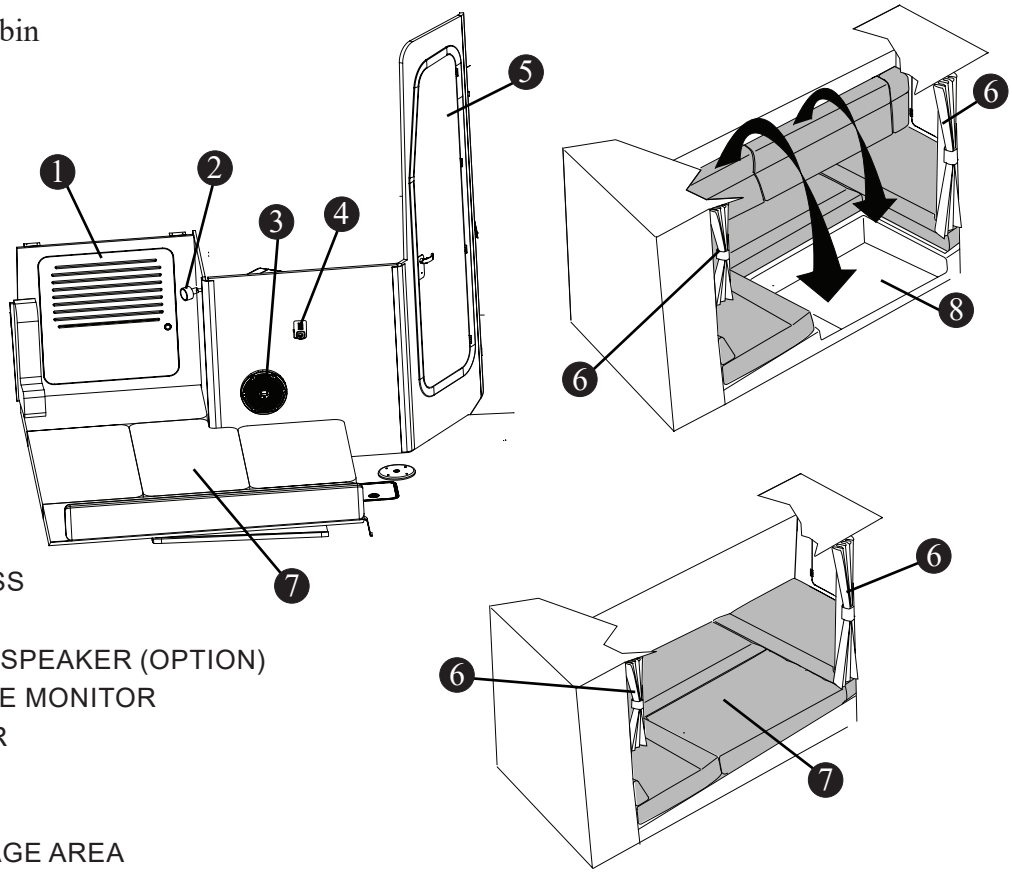
General Layout, Forward Cabin (Con't)
Fig. 2.13.1





1. ROD HOLDER
2. REEL LATCH
3. FRESH WATER REEL ADAPTER
4. HEAD LIGHT SWITCH
5. ISLAND BED ACTUATION SWITCH
6. CABIN TABLE ACTUATION SWITCH
7. ISLAND BED CLOSED
8. ISLAND BED/DINETTE OPEN

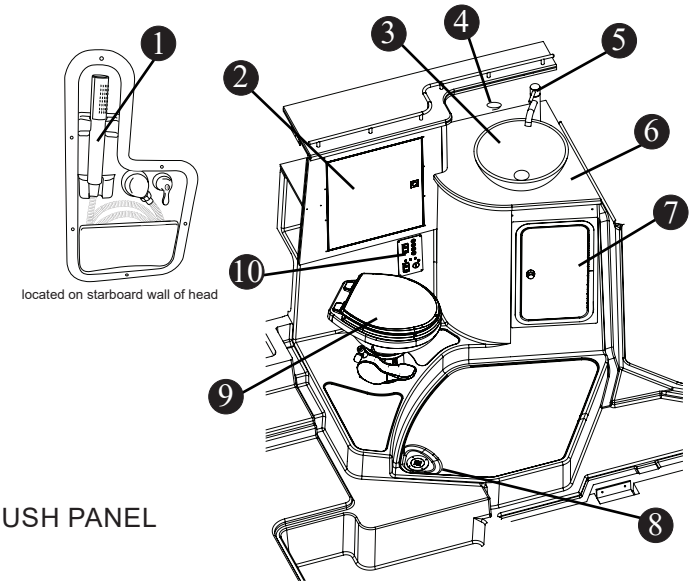
General Layout, Mid Cabin
Fig. 2.14.1



1. EQUIPMENT ACCESS
2. TASK LIGHT (P&S)
3. PREMIUM STEREO SPEAKER (OPTION)
4. CARBON MONOXIDE MONITOR
5. HEAD ENTRY DOOR
6. PRIVACY CURTAIN
7. MID CABIN BERTH
8. FOOT WELL/STORAGE AREA

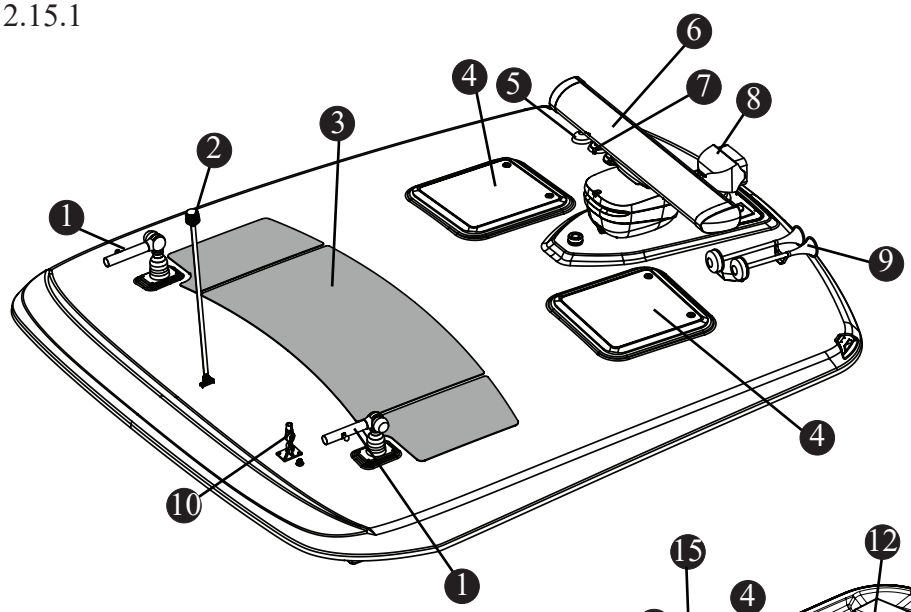
NOTE: U-Shaped seating converts to a bed

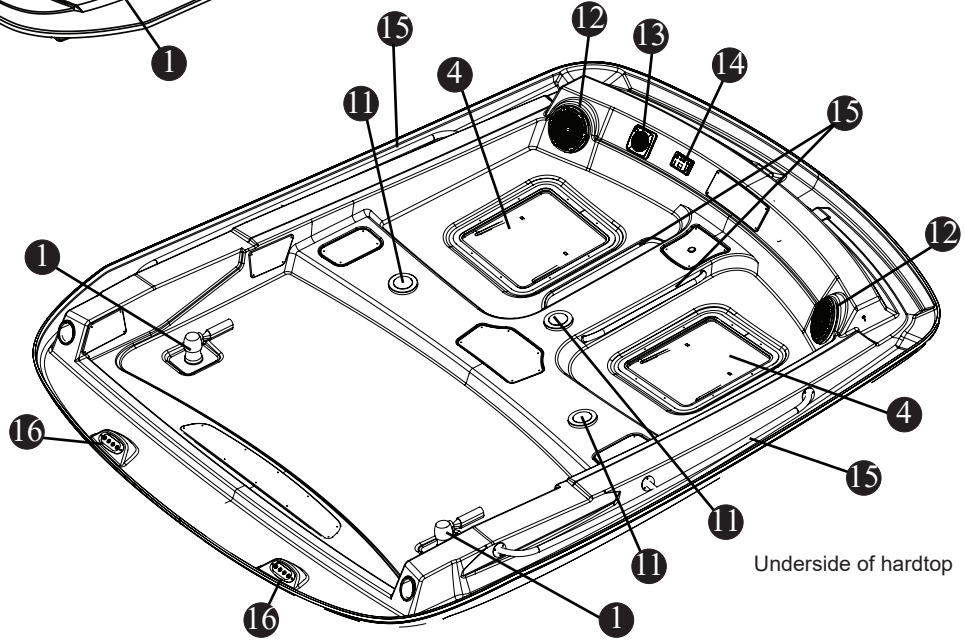
General Layout, Head
Fig. 2.14.2



1. SHOWER WAND W/6 FT (1.8 M) EXTENDABLE SHOWER HOSE
2. CABINET STORAGE
3. VANITY SINK
4. SOAP DISH/CUPHOLDER
5. HOT & COLD FAUCET
6. SOLID SURFACE COUNTER TOP
7. UNDER CABINET STORAGE
8. SHOWER FLOOR DRAIN
9. VACU-FLUSH® TOILET
10. OVERBOARD DISCHARGE & VACU FLUSH PANEL

General Layout, Hardtop
Fig. 2.15.1





Underside of hardtop

1. RADIAL OUTRIGGERS (OPTION)
2. ANCHOR LIGHT
3. NON-SKID
4. ADJUSTABLE HATCH
5. SIRIUS® SATELLITE RADIO ANTENNA (OPTION)
6. RAYMARINE 4KW OPEN ARRAY RADAR (OPTION)
7. GPS (OPTION)
8. SPOTLIGHT WITH REMOTE (OPTION)
9. DUAL TRUMPET HORNS
10. VHF RADIO ANTENNA (OPTION)
11. DOME LIGHTS
12. STEREO SPEAKER SYSTEM
13. VHF RADIO SPEAKER (OPTION)
14. A/C REMOTE CONTROL
15. SAFETY GRAB RAIL
16. SPREADER LIGHTS

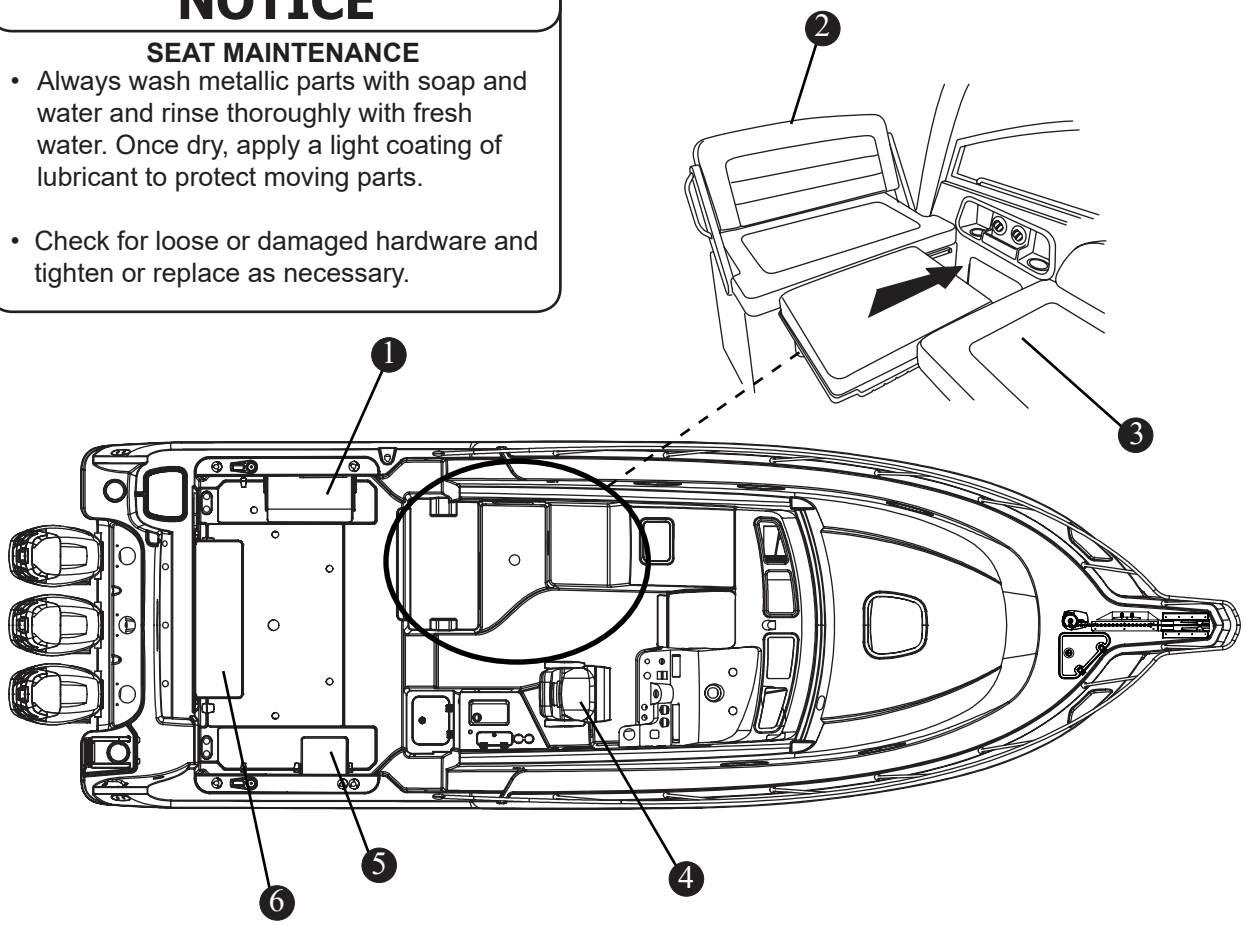
Seating

Seating
Fig. 2.16.1

NOTICE

SEAT MAINTENANCE

- Always wash metallic parts with soap and water and rinse thoroughly with fresh water. Once dry, apply a light coating of lubricant to protect moving parts.
- Check for loose or damaged hardware and tighten or replace as necessary.



1. PORT FOLDAWAY COCKPIT BENCH SEAT (P&S) (OPTION)*
2. PORT COMPANION SEAT W/CONVERSION SEATBACK FOR AFT FACING SEAT
3. PORT AFT FACING SEAT W/FILLER CUSHION TO CONVERT TO LOUNGE
4. 3-WAY ADJUSTABLE CAPTAIN'S CHAIR
5. STARBOARD FOLDAWAY TROLLING SEAT (P&S) (OPTION)
6. STERN FOLDAWAY BENCH SEAT

* Deletes under gunnel rod rack

Control Station Seating

The helm chair on is adjustable for your comfort. The seat can be raised and lowered, adjusted forward and aft and rotated 360°.

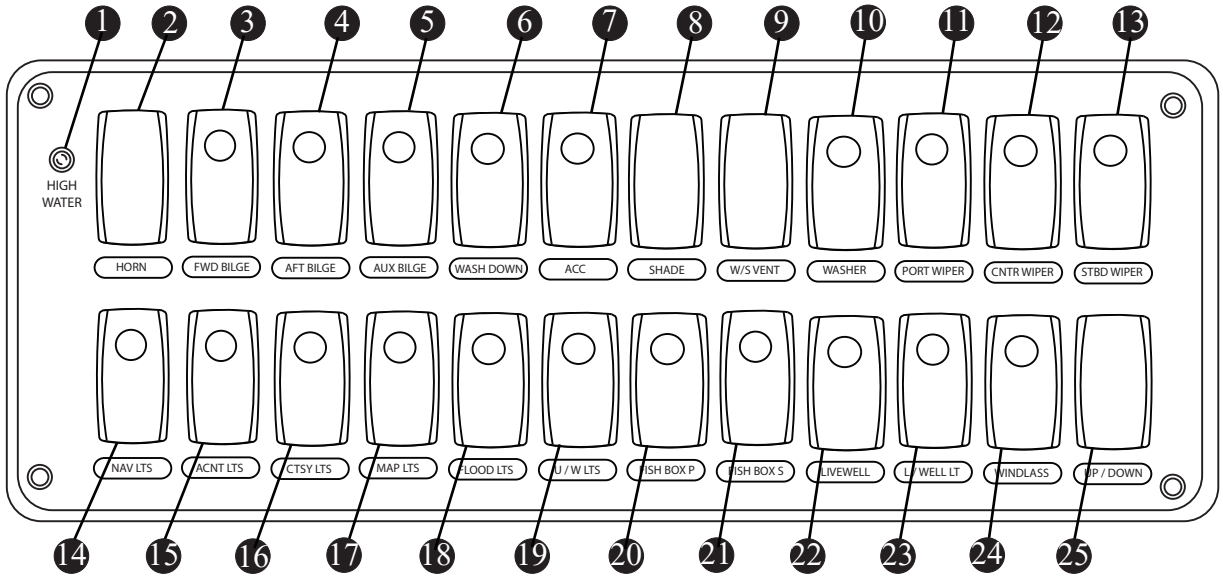
The port companion aft seat can be adjusted to accommodated forward as well as aft facing seating. By utilizing the filler cushion the companion area can be converted into a full lounge.

Stern, Port and Starboard Cockpit Seats

The stern bench seat and optional port cockpit bench seat and starboard trolling seat fold away flush when not in use.

Control Station Switch Panel

Switch Panel
Fig. 2.17.1



1. HIGH WATER INDICATOR
2. HORN
3. FORWARD BILGE PUMP
4. AFT BILGE PUMP
5. AUX BILGE PUMP
6. RAW WATER PUMP
7. ACCESSORY
8. SUNSHADE (OPTION)
9. WINDSHIELD VENT
10. WINDSHIELD WASHER
11. PORT WIPER
12. CENTER WIPER
13. STARBOARD WIPER
14. NAV LIGHTS
15. ACCENT LIGHTS
16. COURTESY LIGHTS
17. MAP LIGHTS
18. FLOOD LIGHTS
19. UNDERWATER LIGHTS (OPTION)
20. PORT FISHBOX PUMP
21. STARBOARD FISHBOX PUMP
22. LIVEWELL PUMP
23. LIVEWELL LIGHT
24. WINDLASS ON / OFF
25. WINDLASS UP/DOWN

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 345 Conquest 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.

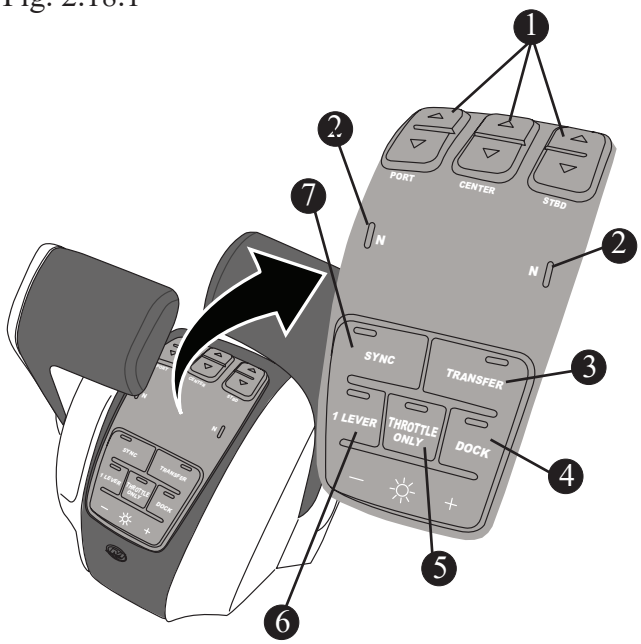
The DTS® system is monitored through the Smartcraft® VesselView display which will give you a visual readout of all functions regarding your boats engine as well as direction, and applicable fluid capacities.

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" 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. 2.18.1



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

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

With triple engines, the DTS® system incorporates Shadow Mode Technology which enables the center engine 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 a control pad 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 "ALL" switch on the control pad or the trim switch located on the port throttle control lever (See fig. 2.18.1).

Trim Switch Control Pad
Fig. 2.19.1

1. ALL ENGINES TRIM SWITCH
2. PORT ENGINE TRIM SWITCH
3. CENTER ENGINE TRIM SWITCH
4. STARBOARD ENGINE TRIM SWITCH

It is recommended to have the engines trimmed all the way down or in for best visibility and reduced planing time. Once on-plane adjust trim angle for maximum engine RPM and efficiency.

NOTICE

AVOID DAMAGE

Be aware that the port engine cowl can hit the livewell if the engine is turned to the port and trimmed fully UP.

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

SmartCraft™ VesselView

Your boat is equipped with the SmartCraft Vessel View feature. The display unit is located above the throttle/shift controller. VesselView allows the boat's operator to receive a wealth of critical operational information, displayed clearly and instantly at the helm on the LCD display. VesselView 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.

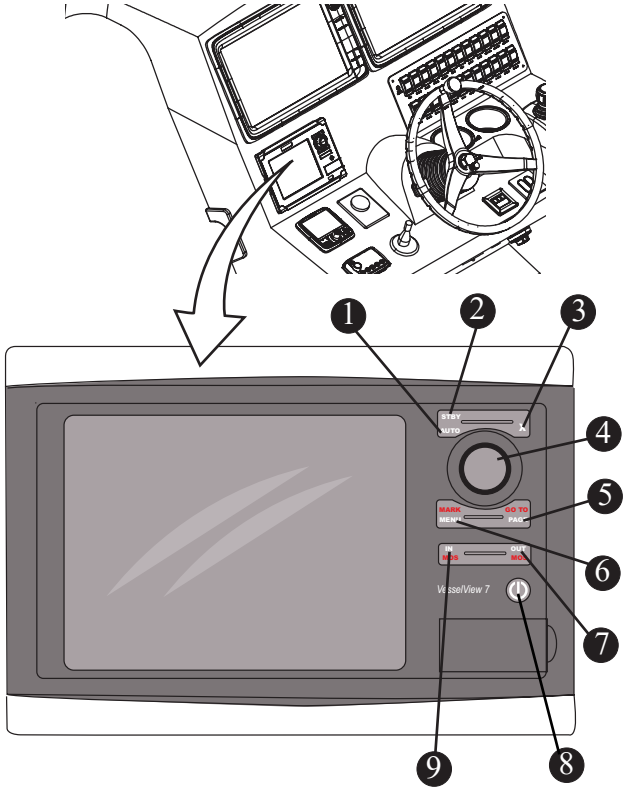
For recalibration or manufacturers information regarding the Smartcraft VesselView refer to the manufacturer's owner's manual found in your owner's packet.

SmartCraft VesselView MOBILE (Option)

If equipped, VesselView MOBILE connects the SmartCraft data network to your iPhone or android mobile device via Bluetooth. With VesselView MOBILE you have the power of SmartCraft on your mobile device with all the digital data your SmartCraft™ engine supports plus new features such as:

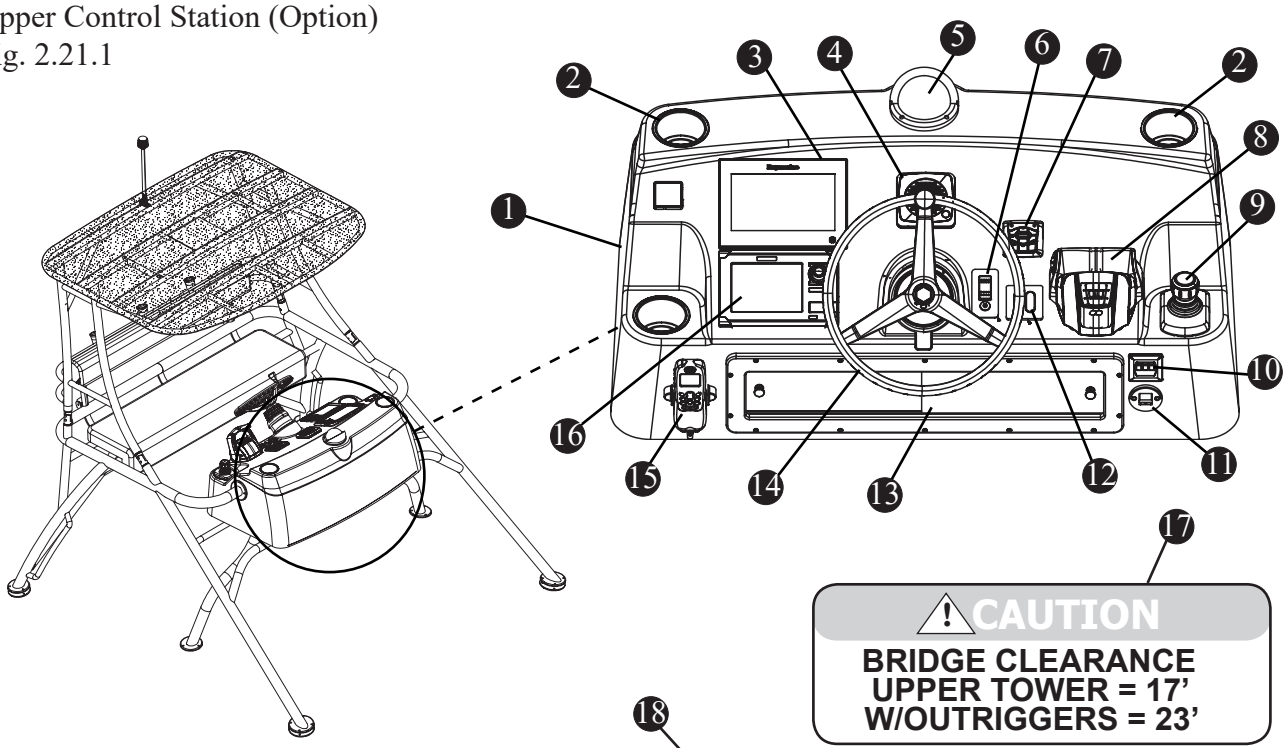
- Maintenance reminders
- Mapping
- Performance summary
- Fault code diagnostics

SmartCraft VesselView
Fig. 2.20.1



1 AUTO BUTTON
2 STANDBY BUTTON
3 CANCEL BUTTON
4 TRACKPAD
5 PAGE BUTTON
6 MENU
7 ZOOM OUT
8 POWER BUTTON
9 ZOOM IN

Upper Control Station (Option)
Fig. 2.21.1



1. UPPER CONTROL CONSOLE
2. CUPHOLDERS
3. RAYMARINE CHART/PLOTTER
4. VHF RADIO SPEAKER
5. MAGNETIC COMPASS
6. HORN SWITCH
7. AUTOPILOT (OPTION)
8. GEAR SHIFT/THROTTLE CONTROL
9. JOYSTICK PILOTING (OPTION)
10. START/STOP SWITCH
11. ENGINE SHUT DOWN SWITCH
12. TRIM TAB CONTROL PAD
13. STORAGE DRAWERS
14. STEERING WHEEL
15. VHF RADIO
16. VESSEL VIEW
17. BRIDGE CLEARANCE LABEL.....2027713
18. BRIDGE CAPACITY LABEL.....221911

Upper Control Station (Option)

Station Transfer

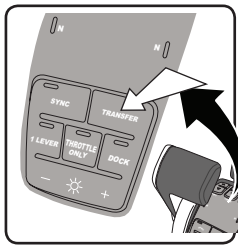
Station transfer allows engine control to be transferred from one station to the other. Station transfer can be achieved by either of two methods.

NOTE: It is preferred to have the engines in neutral position when performing a station transfer. If conditions do not allow the remote controls to be placed in a neutral position, a station transfer can be made while the engines is in gear.

METHOD 1

Transfer delay: This method delays station transfer until the control handles at the station you are transferring to match the handle positions of the station you are transferring from.

1. Press and release the TRANSFER button at the control station where you want to take control. A beep will be heard. The neutral light will turn on.



2. The lights will blink if the positions of the control handles are not aligned with the control handles at the station you are transferring from.

Move the control handles until the blinking stops and the lights are solid.

NOTE: The lights will blink faster as the handles are nearing their matched position.

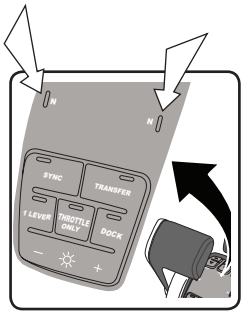
3. Press and release the TRANSFER button a second time. A beep will be heard. This completes the transfer.

NOTE: Station transfer is cancelled if not completed within ten (10) seconds. Press and release the TRANSFER button again to re-initiate a station transfer.

4. Adjust the control handles to the desired throttle and gear position.

Station Transfer (Cont'd)

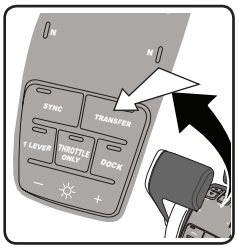
The neutral light will turn on.



2. The lights will blink if the positions of the control handles are not aligned with the control handles at the station you are transferring from. Move the control handles until the blinking stops and the lights are solid.

NOTE: The lights will blink faster as the handles are nearing their matched position.

3. Press and release the TRANSFER button a second time. A beep will be heard. This completes the transfer.



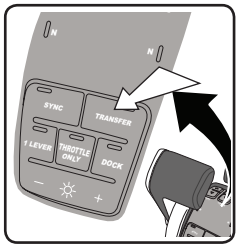
NOTE: Station transfer is cancelled if not completed within ten (10) seconds. Press and release the TRANSFER button again to re-initiate a station transfer.

4. Adjust the control handles to the desired throttle and gear position.

METHOD 2

Immediate transfer: This method requires you to press the TRANSFER button twice at the control station where you want to take control. This completes the transfer. Engine speed and gear position will automatically adjust at a slow rate to the handle settings at the new active station.

1. Press and release the TRANSFER button two times at the control station where you want to take control. Two beeps will be heard (one beep for each button push). This completes the transfer.



2. Adjust the control handles to the desired throttle and gear positions.

⚠ WARNING

Avoid serious injury or death from loss of boat control. The boat operator should NEVER LEAVE THE ACTIVE STATION while the engines are in gear. Helm transfer should only be attempted while both stations are manned. One person helm transfer should only be attempted while engines are in neutral.

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 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

⚠ CAUTION

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

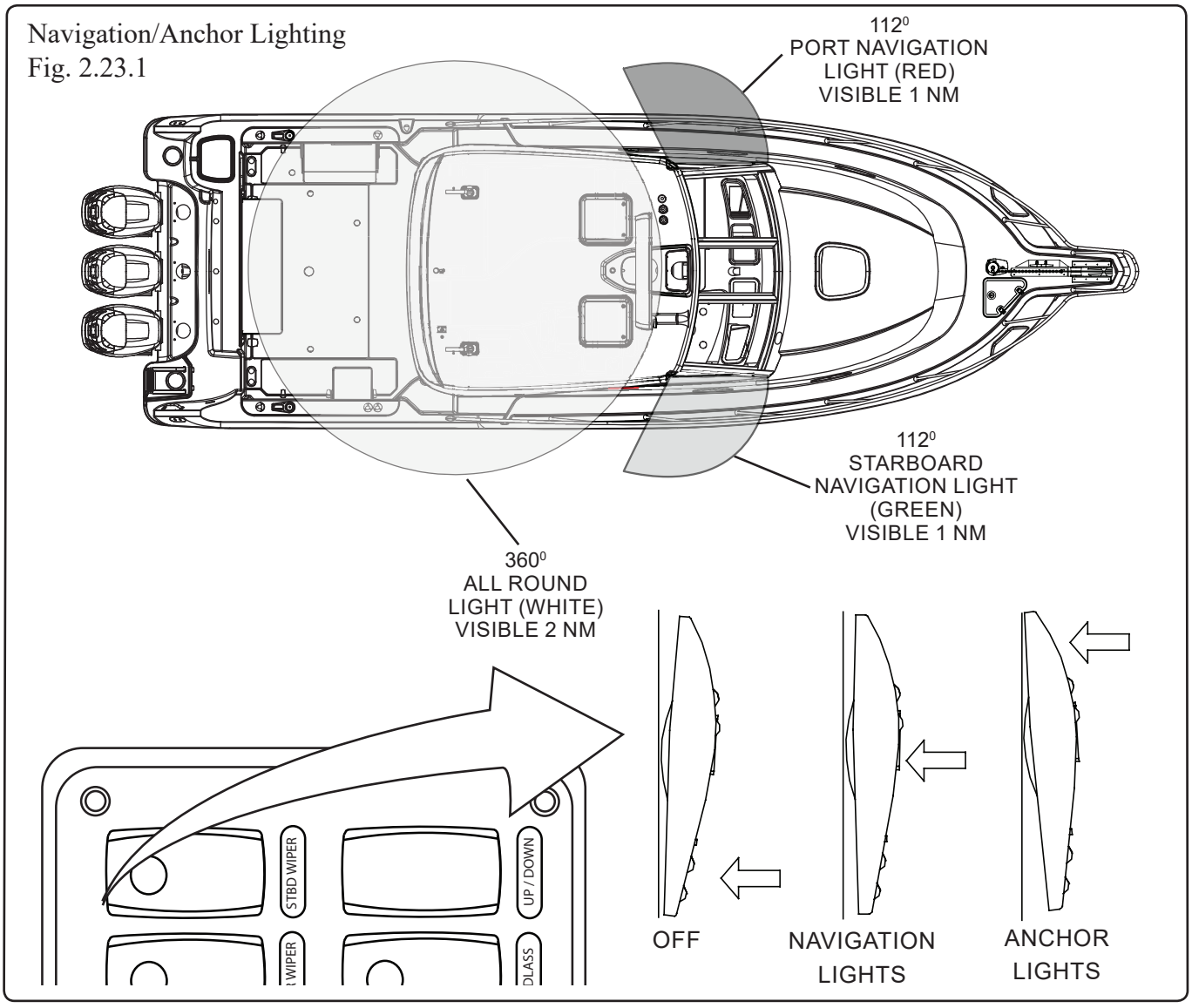
Operating the Navigation Lighting

A three-position switch, located on the console switch panel marked "NAV LTS" (See page 2-17), controls the navigation and anchor lighting. In the "Navigation Lights" position (See below), the port (red) and starboard (green) lights and all around (white) light 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.

⚠ CAUTION

Accent lights are not to be used when navigational lights are in use as this may interfere with the effectiveness of the navigational lights.

Navigation/Anchor Lighting
Fig. 2.23.1

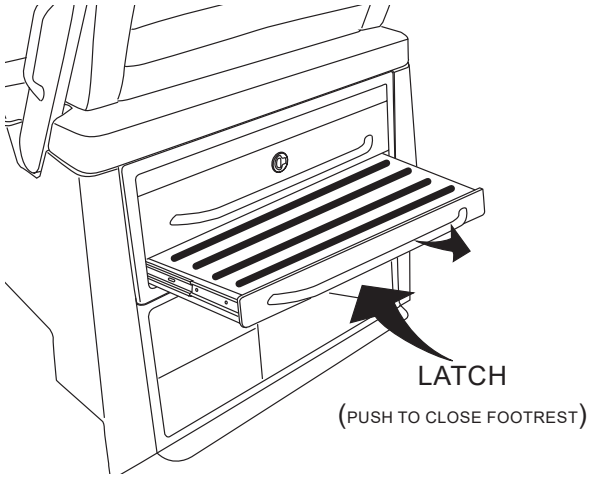


Companion Lounge Footrest

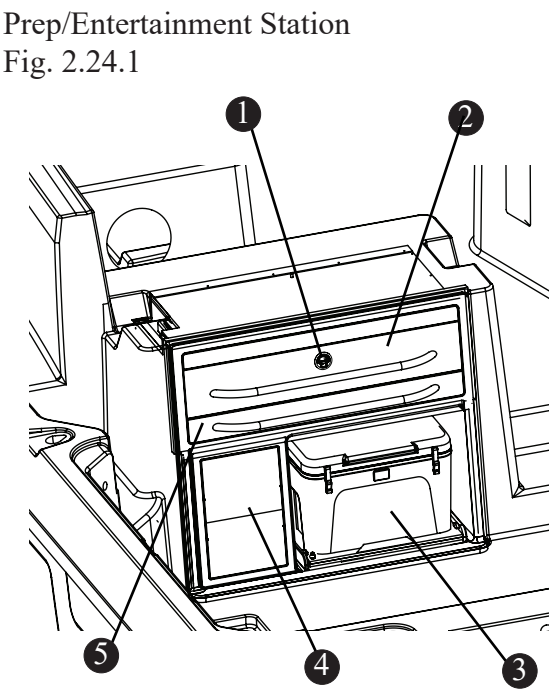
The entertainment station on your boat includes a hide away footrest for aft facing seating. To access the footrest, pull it out using the grab bar.

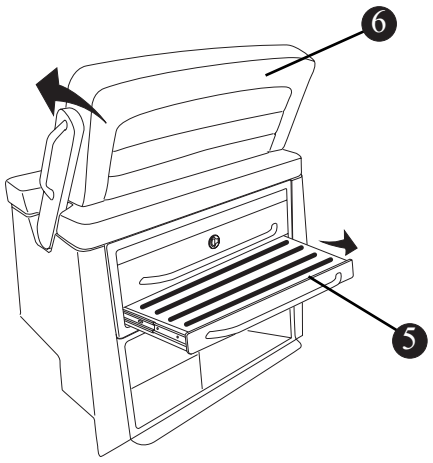
To return the footrest to its stowed position you must push up on the latch located underneath the footrest.

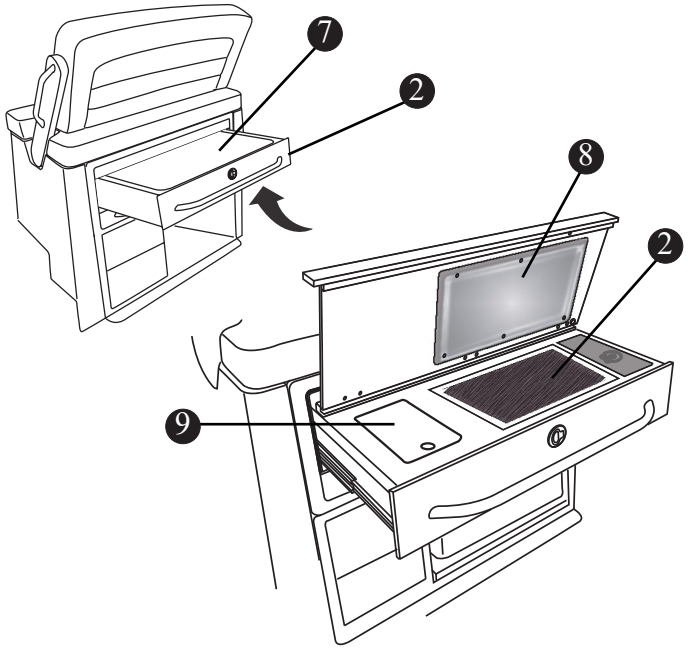
Companion Lounge Footrest
Fig. 2.24.2



Prep/Entertainment Station
Fig. 2.24.1







1. LATCH (PULL TO OPEN GRILL)
2. HIDEAWAY ELECTRIC GRILL
3. 35 QT. (33.1 L) COOLER
4. STORAGE DRAWERS (2)
5. PORT AFT SEAT FOOTREST (PULL TO OPEN. PUSH UP ON TAB ON BOTTOM OF FOOTREST TO CLOSE)
6. PORT AFT SEAT BACK
7. HINGED CUTTING BOARD
8. HEAT SHIELD
9. STORAGE LID

Cockpit Prep/Entertainment Station

Your boat features a bait prep/entertainment station located directly behind the port companion seat.

The unit contains two (2) storage drawers, cutting surface, a 35 qt. (33.1 L) cooler, and an electric Grill which provides a safe method of grilling without the hazard of open flames associated with propane gas or charcoal grills. A concealed electric element eliminates grease flare-ups and a reuseable 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. To remove the grease pan (Fig. 2.25.2):**

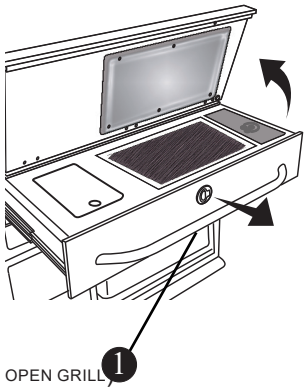
Electric Grill

⚠ WARNING

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

To access the electric grill, pull open the latch at the center of the grill and pull the grab bar on the front (See figure 2.25.1).

Electric Grill
Fig. 2.25.1



1 LATCH (PULL TO OPEN GRILL)

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

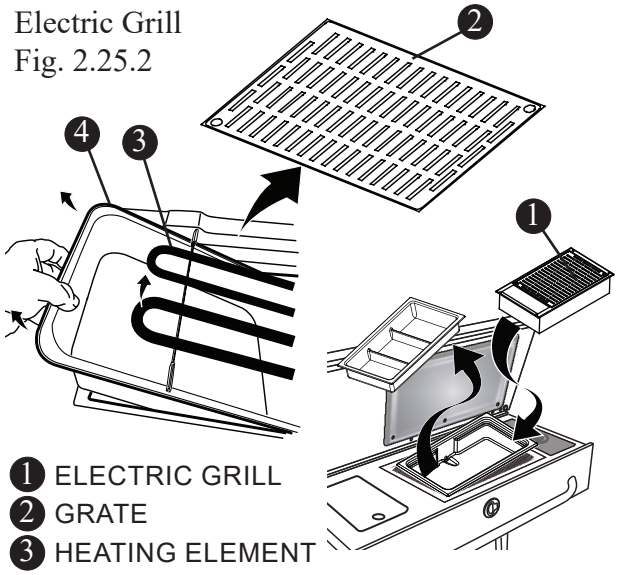
When replacing the pan, assure that it is completely contained within the grill and that the side of the pan does not extend outside of the grill sides.

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.

The "GRILL" breaker on the AC breaker panel must be ON to operate the grill.

Electric Grill
Fig. 2.25.2



1 ELECTRIC GRILL
2 GRATE
3 HEATING ELEMENT
4 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.

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

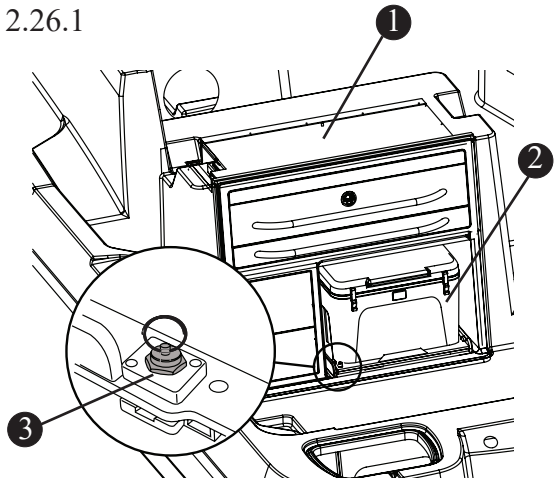
Entertainment Center Cooler

The cooler under the prep/entertainment center should be secured to the slide-out base with the attached bungee style tie down straps on either side of the cooler. In addition, the slide out base should always be locked into position, under the cabinet, when not in use.

⚠ CAUTION

ALWAYS secure cooler to base and assure that the base is locked into place under the cabinet while underway.

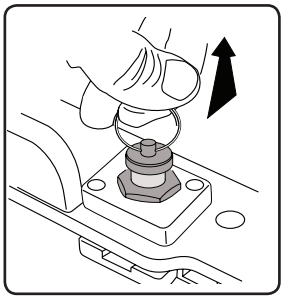
Entertainment Center Cooler
Fig. 2.26.1



1. COCKPIT ENTERTAINMENT CENTER
2. 35 QT (33.1 L) COOLER
3. SLIDE-OUT BASE LOCKING PIN

Operation

To unlock the cooler base, pull the locking pin up and pull the base out from under the entertainment center.



To lock the cooler base under the entertainment cabinet, push the base all the way into the cabinet. The locking pin is spring loaded and will snap into place and keep the cooler "locked" in place.

Starboard Cockpit Wet Bar

The cockpit wet bar on your boat includes a sink with pull out, hot and cold water faucet, 120V receptacle located on the starboard wall behind the helm chair, integrated cup holders and storage compartment, Fusion stereo remote, insulated cooler, and a 12V/120V, 2.3 cu ft refrigerator/freezer.

Cockpit Refrigerator/Freezer

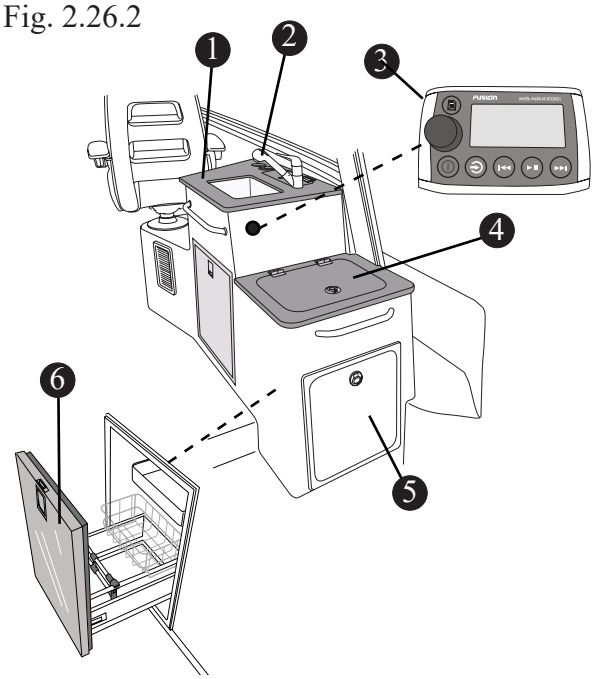
The cockpit refrigerator freezer is located on the side of the wet bar. The refrigerator is powered by the batteries or shore power. The "COCKPIT REFRIG" breaker on the 12V DC or 120V AC breaker panel in the cabin must be ON to operate the refrigerator/freezer.

NOTICE

To avoid draining the batteries, the refrigerator and/or battery switch must be turned OFF.

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

Cockpit Wet Bar
Fig. 2.26.2



1. SOLID SURFACE COUNTER TOP
2. SINK WITH PULL OUT FAUCET
3. FUSION® STEREO REMOTE
4. HINGED LID W/INSULATED COOLER
5. PULL OUT STORAGE INCLUDES 5 GAL PAIL
6. REFRIGERATOR/FREEZER

Cockpit Freezer (Option)

An optional 12V/120V, 1.9 cu ft cockpit freezer is available for your boat. The freezer would take the place of the standard refrigerator/freezer which would move to the space occupied by the pull out storage in the aft area of the wet bar. The freezer is powered by the batteries or shore power. The "COCKPIT FREEZER" breaker on the 12V DC or 120V AC breaker panel in the cabin must be ON to operate the refrigerator/freezer.

NOTICE

To avoid draining the batteries, the refrigerator and/or battery switch must be turned OFF.

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

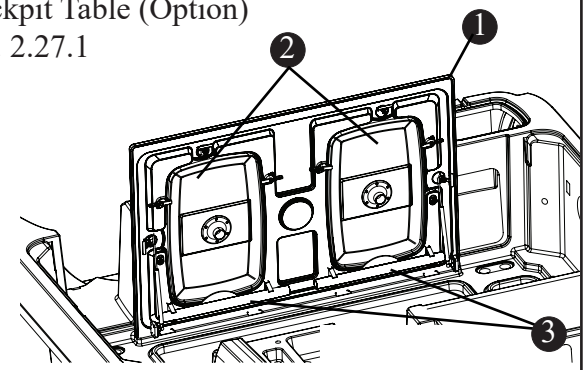
Stowable Cockpit Table (Option)

Your boat can be equipped with a table for entertaining in the cockpit. The table is removable and stowable. If equipped, table and pedestal are stowed in the underside of the mechanical hatch in the aft cockpit deck.

To set up the table:

- Remove the table top from the underside of the access hatch and set aside in the cockpit.
- Remove the pedestal from its storage and place it upright in the receiver plate located on the deck in the cockpit.
- Place table top on the top of pedestal and assure that it is securely seated on the pedestal.

Cockpit Table (Option)
Fig. 2.27.1



1 TABLES (STOWED)
2 MECHANICAL HATCH
3 PEDESTAL

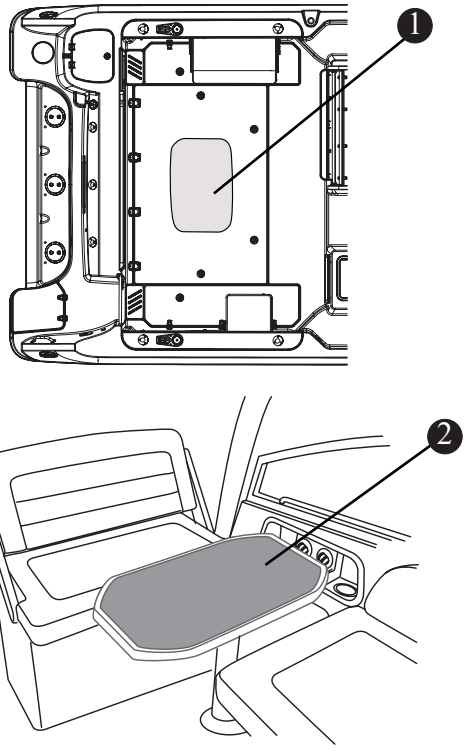
Stowable Port Lounge Table (Option)

Your boat can be equipped with a table for entertaining at the port lounge. The table is removable and stowable. If equipped, the table and pedestal are stowed in the underside of the mechanical hatch in the aft cockpit deck.

To set up the table:

- Remove the table top from the underside of the access hatch and set aside in the cockpit.
- Remove the pedestal from its storage and place it upright in the receiver plate located on the deck in the cockpit.
- Place the table top on the top of the pedestal and assure that it is securely seated on the pedestal.

Entertainment Tables (Option)
Fig. 2.27.2



1 COCKPIT TABLE (OPTION)
2 LOUNGE TABLE (OPTION)

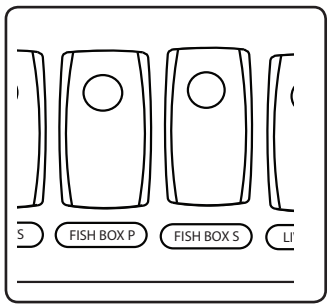
Fish Box with Pump Out Discharge

The deep well, insulated fish boxes located port and starboard in the cockpit have gasketed lids and draw latches for a secure seal.

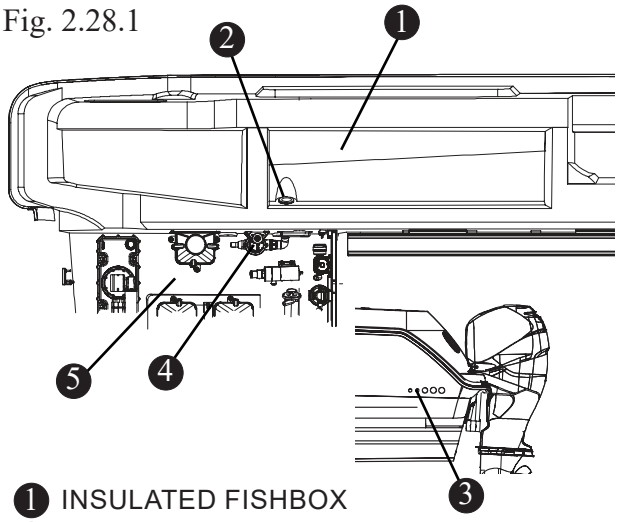
Each box utilizes an electrical pump system to discharge water overboard by way of thru-hull fittings port and starboard (See figure 2.7.1).

The discharge pumps are located in the machinery compartment hatch in the aft cockpit deck.

The pumps are independently activated by switches on the console switch panel (See figure 2.7.1) and are protected by breakers located on the 12V DC breaker panel located in the aft starboard cabin. Check these breakers first and reset if a problem arises with the pumps failing to activate when the switches are depressed.



Fish Box Pumpout
Fig. 2.28.1



1. INSULATED FISHBOX
2. FISHBOX DRAIN
3. THRU HULL DRAIN
4. DISCHARGE PUMP
5. BILGE

NOTE: Port side shown, starboard side typical.

Electric Downrigger Receptacles, (Option)

If equipped, the two (2) 12V/30 amp electrical receptacles for powering electric downriggers, or any electrical equipment aptly rated, are located inside the cockpit on the aft section of the port and starboard gunwales. The plugs are supplied in the owners packet when this option is purchased.

Push the plug into the receptacle and turn clockwise to secure the connection.

The receptacles are protected by the "DECK 12V OUTLETS" breaker on the 12V DC Distribution Panel located in the forward cabin (see Figure 4.19.1).

The receptacles are protected by a weatherproof cover. There are areas on the gunwales that are designed specifically for downrigger mounting bases. See your "Wood Location Diagram" in your owner's packet for proper mounting.

There are downrigger weight cradles located in the port and starboard cockpit to store your downrigger weights when not in use.

Consult with your Boston Whaler® dealer for details on selecting and mounting the downriggers that will best suit your application.

⚠ CAUTION

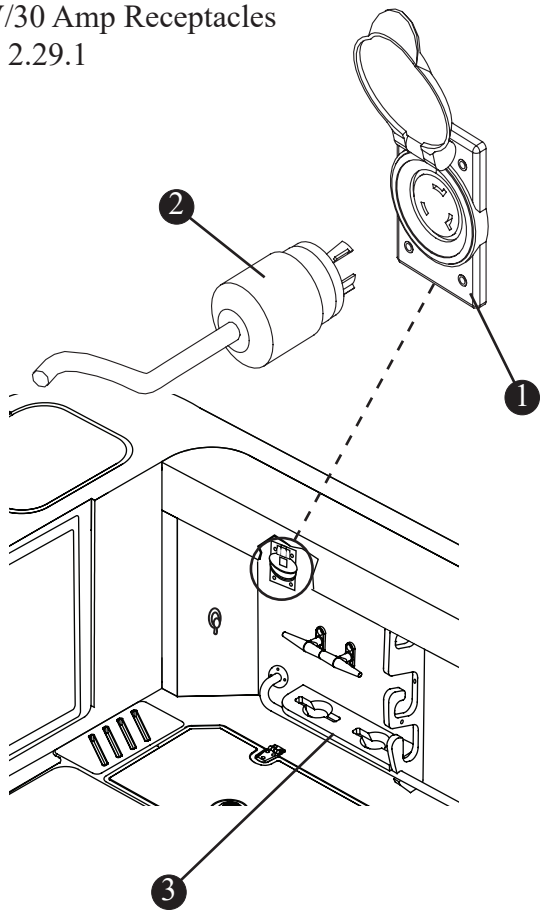
The location for mounting of the downrigger base is important, refer to the wood location diagram for areas on the gunwales that are specifically designed for withstanding the stress generated by a downrigger.

There are a variety of downrigger mounting base plates that can be used, it is important that you consult with your salesperson to find the mounting base that will best suit your application.

NOTICE

If the optional port foldaway bench is installed, the port downrigger weight cradle is not present.

12V/30 Amp Receptacles
Fig. 2.29.1



1. 12V/30A RECEPTACLE (P&S)
2. PLUG (SUPPLIED)
3. DOWNRIGGER WEIGHT CRADLE

NOTE: Port side shown, Starboard side typical

REFER TO THE DOWNRIGGER MANUFACTURER'S MANUAL FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Canvas

⚠ DANGER

CARBON MONOXIDE DANGER

Prolonged exposure can cause serious injury or death. To reduce CARBON MONOXIDE accumulation, increase air movement by opening windows or adjusting the canvas to allow for more air circulation

The 345 Conquest canvas set consists of a 5-piece aft drop curtain. An optional helm seat and port lounge canvas set is also available.

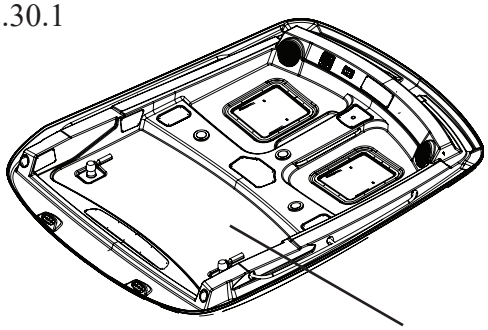
Your canvas weather curtain set will keep its appearance and maintain proper working order provided you follow a few simple steps for cleaning and maintenance (See "Canvas Care & Maintenance", section 5 of this manual).

The canvas is stored in a pouch on the underside of the hardtop.

Removing or installing canvas on the open water can be difficult since rough water or wakes can cause you or your passengers to lose their balance while attempting to install or remove canvas panels.

For your safety and ease of installation or removal of the canvas, use two (2) people to perform the operation. Remove or install canvas before leaving the boat slip.

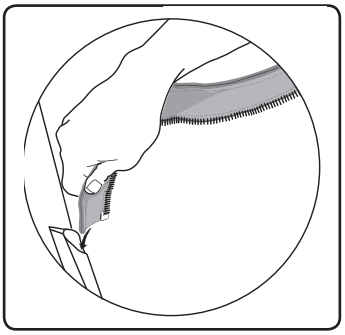
Canvas storage (Option)
Fig. 2.30.1



Installation

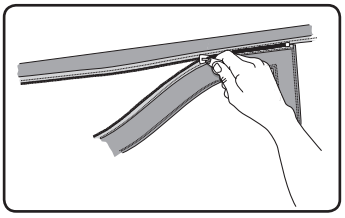
To install your canvas (for the first time):

Insert the zipper track into the canvas rail around the underside of the hardtop.

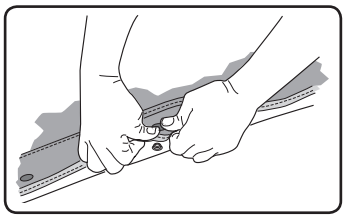


Once installed, it is not necessary to remove the zipper tracks each time you remove the canvas

Zip the canvas panel section(s) to the zipper track to secure the canvas panel. Zip only partially (approx. 4") at first.

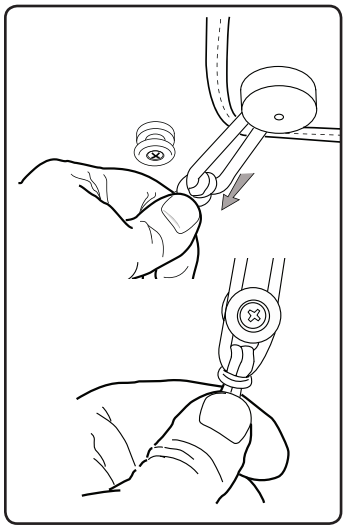


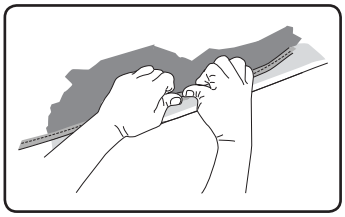
Attach the bottom of the canvas section(s) to the snaps where appropriate.



Secure the corners of the canvas with the bungee style fasteners where appropriate.

Finish zipping the canvas section(s) carefully without forcing.





When zippers are new they can be a little difficult to zip. A zipper lubricant may be used to help new zippers as well as maintaining trouble-free service. Use care when starting a zipper to prevent damage.

When all canvas is zipped, secure the overlapping edges by pressing them together, thus engaging the hook and loop fabric.

Never remove canvas by pulling roughly on one edge. To prevent damage to the fabric, fasteners should be unsnapped as close to the button as possible. If the snaps become difficult to unsnap use a lubricant for snaps or zippers or vaseline, chapstick, etc. Take care that the lubricant will not stain the fabric.

To Remove Canvas

- Unzip each piece of canvas leaving approximately 4" attached. This will relieve the tension on the snaps.
- Unsnap the remaining sides of the canvas pieces.
- Remove one piece at a time and store per manufacturers recommendations.

⚠ DANGER

Exhaust fumes from engines contain deadly carbon monoxide gas (CO). Boats enclosed with canvas or with poor ventilation are most likely to collect fumes.

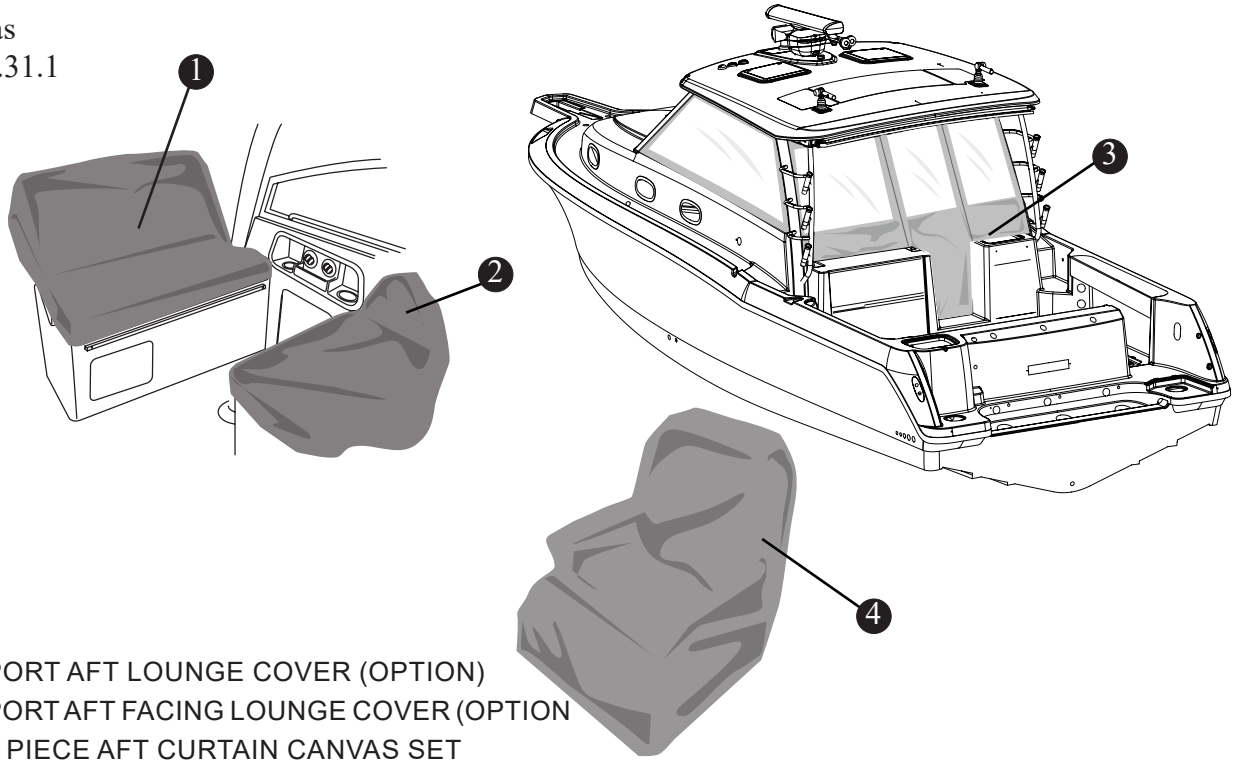
CO sickness symptoms include headache, nausea and dizziness. DO NOT mistake these symptoms for sea sickness.

Even in rainy and/or cold weather, fresh air must circulate through the boat to avoid carbon monoxide poisoning.

See page 1-6 of this manual for additional important information regarding carbon monoxide.

REFER TO THE CANVAS MANUFACTURER'S INSTRUCTIONS FOR COMPLETE CARE AND MAINTENANCE OF YOUR CANVAS SET.

Canvas
Fig. 2.31.1



1 PORT AFT LOUNGE COVER (OPTION)
2 PORT AFT FACING LOUNGE COVER (OPTION
3 5 PIECE AFT CURTAIN CANVAS SET
4 HELM CHAIR COVER (OPTION)

Bow Thruster

⚠ 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.

The bow thruster system on the 345 Conquest includes a 24V/DC Lewmar® bow thruster, two (2) 12V batteries, and a 24V battery charger located in a compartment under the forward berth. A battery switch is located under the aft companion lounge (See fig. 4.7.1).

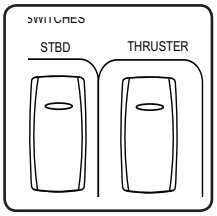
⚠ WARNING

BOW THRUSTER BATTERIES MUST BE OF A DEEP-CYCLE, SEALED DESIGN
Failure to do so will result in an increased and dangerous presence of battery discharge gases accumulating in the forward cabin.

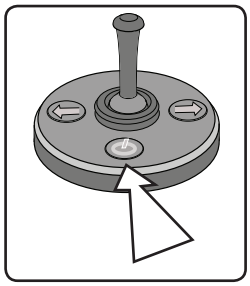
The electrically driven bow thruster gives the operator more maneuverability of the bow when docking or maneuvering the vessel in narrow channels or where space is at a premium.

The bow thruster joystick located on the control station switch panel is used to operate the thruster and maneuver the bow of your boat.

To Operate The Bow Thruster:

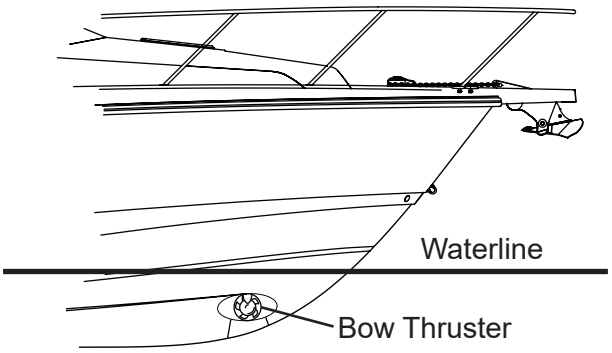


- Turn ON battery switch.

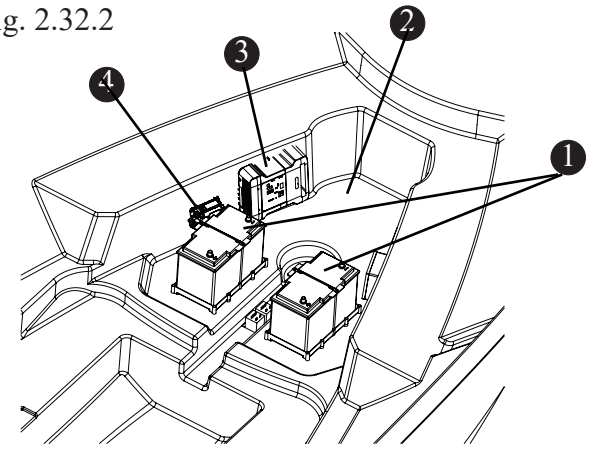


- Press the activation button for 1 second.
- Lift the joystick and move it in the direction you wish to move the bow.

Bow Thruster
Fig. 2.32.1



Bow Thruster Location
Fig. 2.32.2

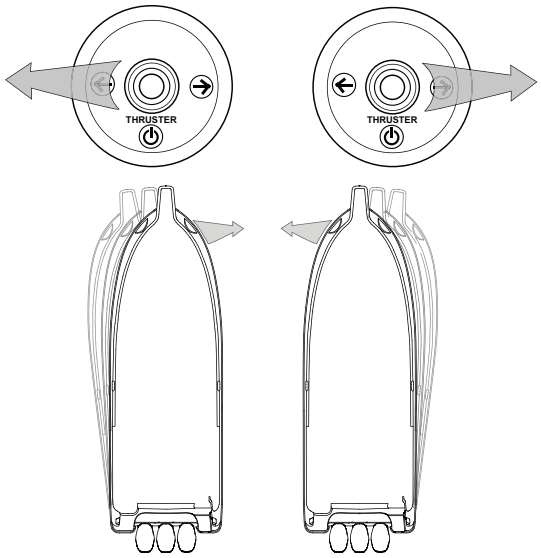


1. BOW THRUSTER BATTERY CHARGER
2. COMPARTMENT UNDER FORWARD BUNK
3. BATTERY CHARGER
4. AUTOMATIC CHARGING RELAY (ACR)

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.

Bow Thruster Movement
Fig. 2.33.1



⚠ CAUTION

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

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 to whatever comes in contact with it.

In addition, this action will void the warranty.

REFER TO THE BOW THRUSTER MANUFACTURER'S MANUAL IN YOUR OWNER'S 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.

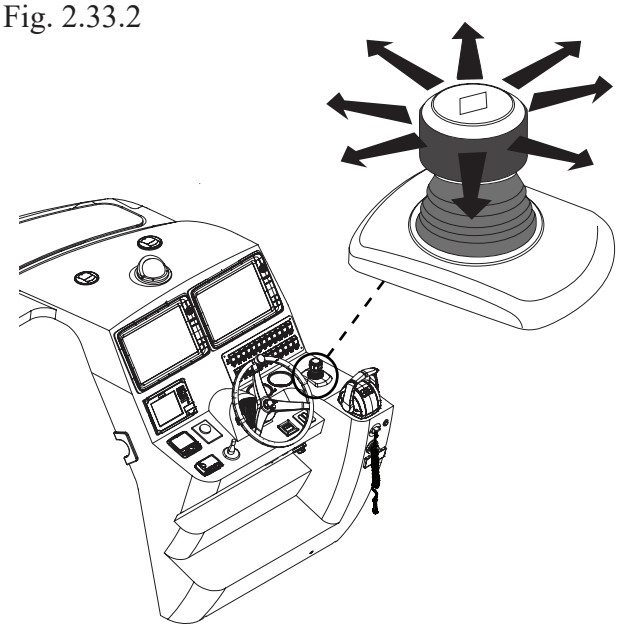
If equipped, the joystick is located on the control console forward of the throttle/gearshift.

System Features

Digital Throttle & Shift (DTS)

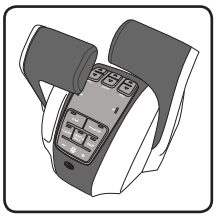
Amazingly smooth and responsive, DTS replaces the lag and hesitation of traditional throttle and shift

Joystick Piloting (Option)
Fig. 2.33.2



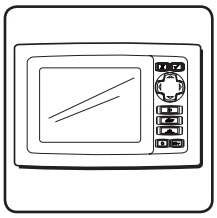
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

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.



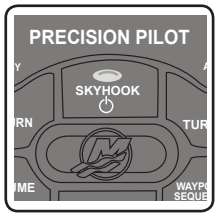
VesselView®

The redesigned 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.



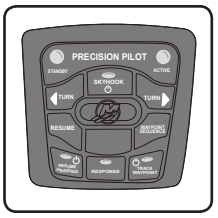
Skyhook® (digital anchor)

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.



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.



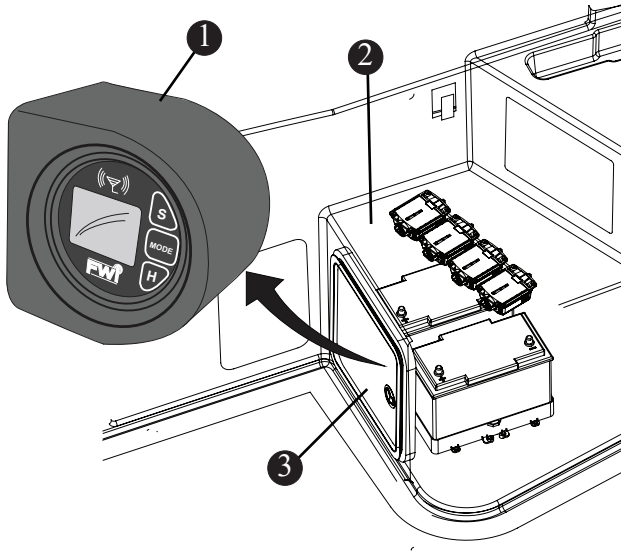
Theft deterrent System (Option)

The Theft Deterrent System (TDS) Premium is a GPS tracking system with satellite communication. The system provides the owner the opportunity to continuously monitor the location of the vessel through a secure website.

The system uses GPS coordinates to monitor the vessel's location. When the vessel crosses the security fence boundary, the satellite network will send an alert e-mail or text message to the addresses designated by the vessel owner.

If equipped, the Theft Deterrent System (TDS) control module on your boat is mounted on the back of the access door below the helm seat.

Theft Deterrent System (TDS) (Option)
Fig. 2.34.1



1 CONTROL MODULE
2 HELM SEAT BASE
3 STARBOARD BATTERIES ACCESS DOOR

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

Helm Area Seating

Captain's Chair

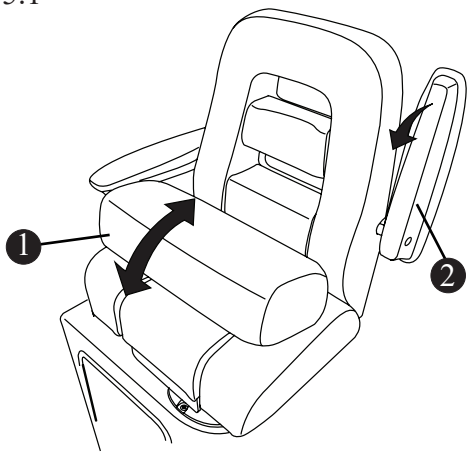
The captain's chair is fully adjustable and features a flip up thight bolster for comfort. The chair can be adjusted forward, aft and vertically as well as rotated 360^{o} .

The levers for adjustment are located under the seat. The levers and slides should be checked periodically and lubricated with a light lubricating oil to provide smooth action and easy adjustment.

Port Companion Lounge

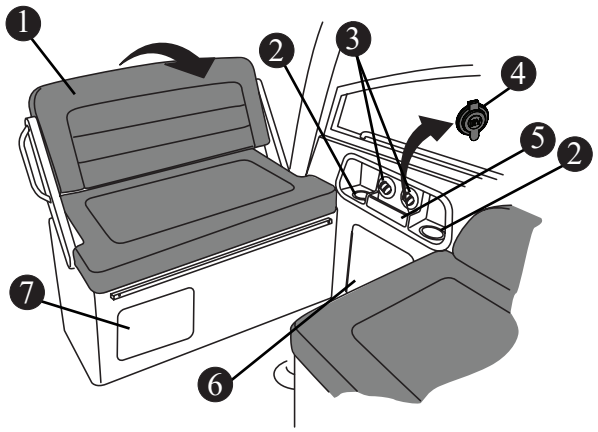
The port lounge features an adjustable aft back which can be forward or aft facing. A separate cushion can be installed to transform the forward and aft seating into a full length lounge (Fig. 2.34.2).

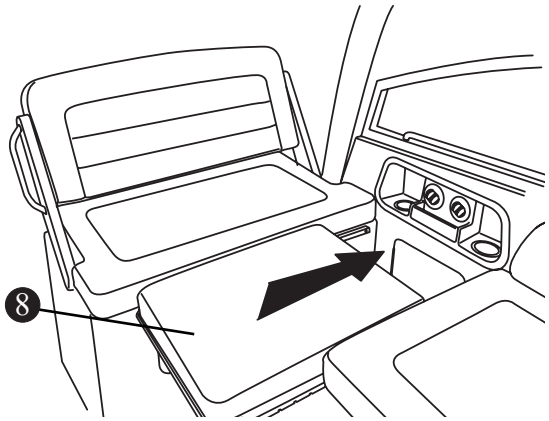
Adustable Captain's Chair
Fig. 2.35.1

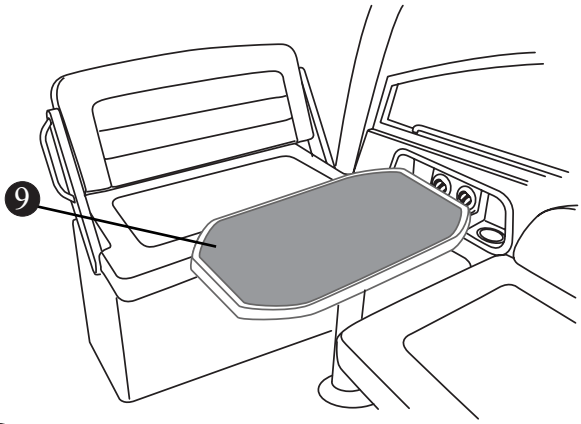


1 FLIP UP THIGH BOLSTER
2 LIFT AWAY ARM REST

Adustable Companion lounge
Fig. 2.35.2







1 ADJUSTABLE BACKREST
2 CUPHOLDERS
3 AC VENTS
4 12V ACCESSORY RECEPTACLE
5 STORAGE
6 PORT BATTERIES ACCESS DOOR
7 BATTERY SWITCH PANEL ACCESS DOOR
8 SLIDE IN CUSHION
9 REMOVABLE TABLE

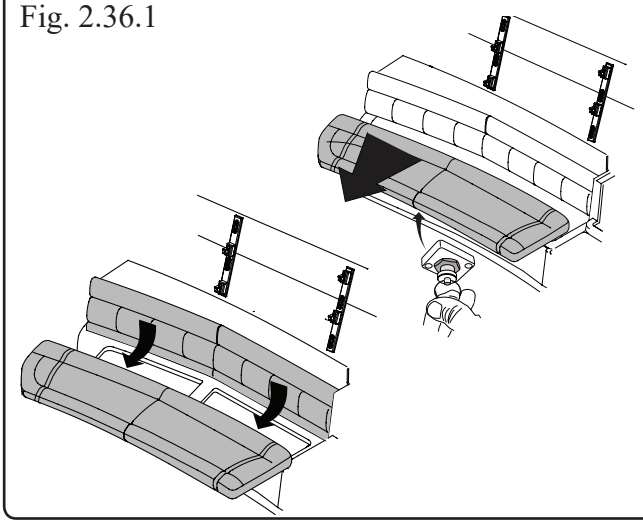
Forward Cabin Settee

The settee in the forward cabin can be easily converted into a comfortable single bed.

To convert the settee:

- Pull the latch under the center of the cushion.
- Pull the base settee cushion out all the way until it stops.
- Place the back cushions into the void left by the base cushion.

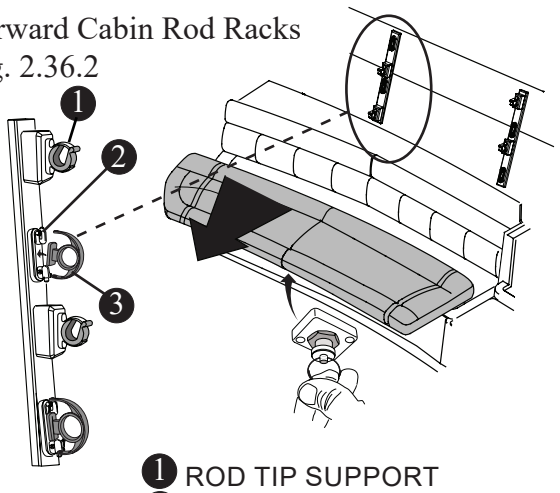
Forward Cabin Settee Conversion
Fig. 2.36.1



Rod Racks

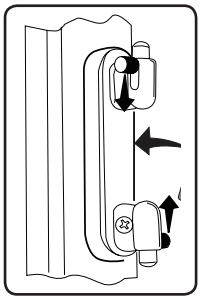
Your boat is equipped with rod racks located on the starboard side of the forward cabin above the settee. The racks are designed to store a total of four (4) rods securely and out of the way.

Forward Cabin Rod Racks
Fig. 2.36.2



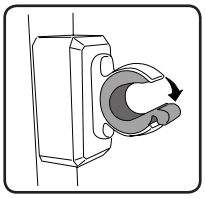
1 ROD TIP SUPPORT
2 REEL LATCH
3 FRESHWATER ROD ADAPTER

To Attach Reel:

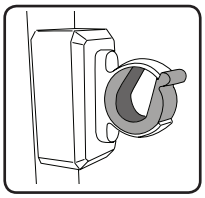


- Squeeze the side knobs on the reel latch to retracted the pins.
- Place the reel against the latch and release the knobs allowing the pins to engage the reel.

Place Rod Tips in Holder:

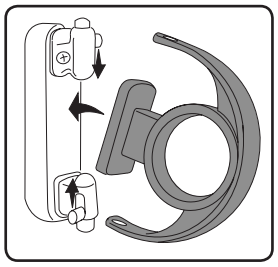


- Pull down on the spring loaded insert.
- Place the rod tip in the holder



- Return the insert to the closed position.

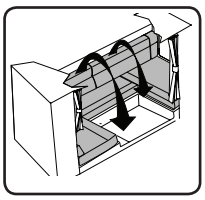
Fresh Water Rod Adapter:



- Squeeze the side knobs on the latches to retracted the pins.
- Place the adapter base in between the latches.
- Release the knobs allowing the pins to engage the adapter

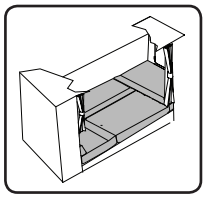
Mid Cabin Conversion

The cushions in the mid cabin convert into a large, comfortable sleeping area.



To convert the Mid cabin for sleeping:

- Remove the back cushions



- Place the cushions over the foot well.

Adjustable Island Berth

The berth in the forward cabin is easily converted into a dining/entertainment area with the push of a button. The switch is located on the aft wall of the galley and is a momentary switch which means that it must have constant pressure to operate.

Operation:

- **Depress the TOP of the island berth actuator switch (Figure 2.37.1) to spread the berth open.**

NOTICE

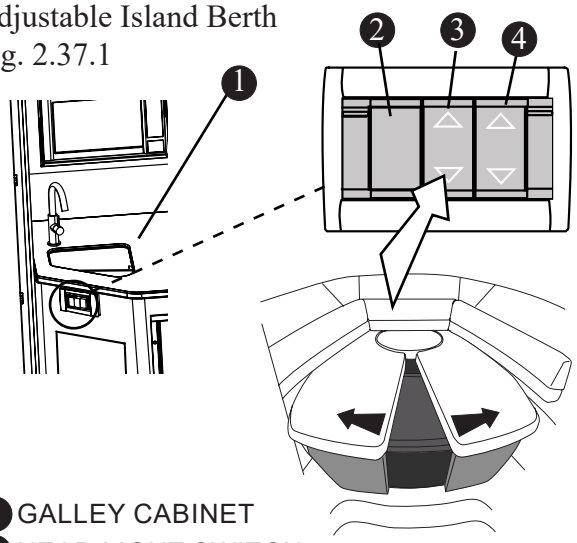
Ensure that the berth is FULLY deployed before pushing the switch to lift the table to a dining position.

- **Depress the TOP of the cabin table actuator switch (Figure 2.37.2) to lift the table into position.**

To stow the table:

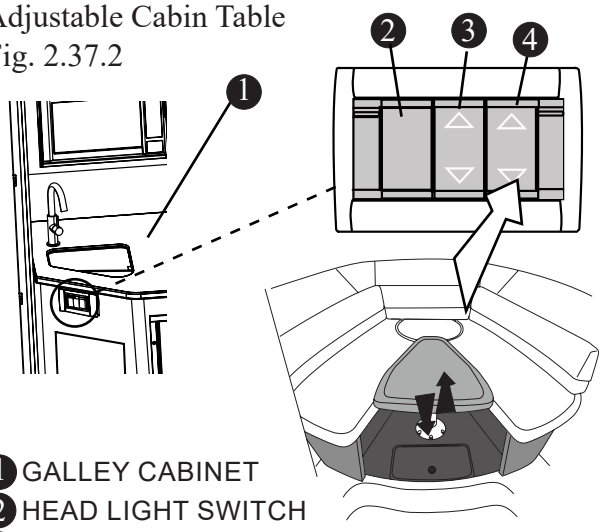
- **Depress the BOTTOM of the cabin table actuator switch (Figure 2.37.2) to lower the table.**
- **Depress the BOTTOM of the island berth actuator switch (Figure 2.37.1) to close.**

Adjustable Island Berth
Fig. 2.37.1



1 GALLEY CABINET
2 HEAD LIGHT SWITCH
3 ISLAND BERTH ACTUATOR
4 CABIN TABLE ACTUATOR

Adjustable Cabin Table
Fig. 2.37.2



1 GALLEY CABINET
2 HEAD LIGHT SWITCH
3 ISLAND BERTH ACTUATOR
4 CABIN TABLE ACTUATOR

As a safety precaution do not allow anything nor anyone to impede the operation of the berth as it is opened and closed.

⚠ CAUTION

Stay clear of any moving parts.

Microwave and stove

The microwave, located above the galley in the port cabin is powered by the generator or shore power and is protected by a 20 amp breaker on the AC breaker panel located in the starboard aft cabin.

If equipped, the optional single burner stove, located on the galley counter is powered by the generator or shore power and is protected by a 15 amp breaker on the AC breaker panel located in the starboard aft cabin.

⚠ CAUTION

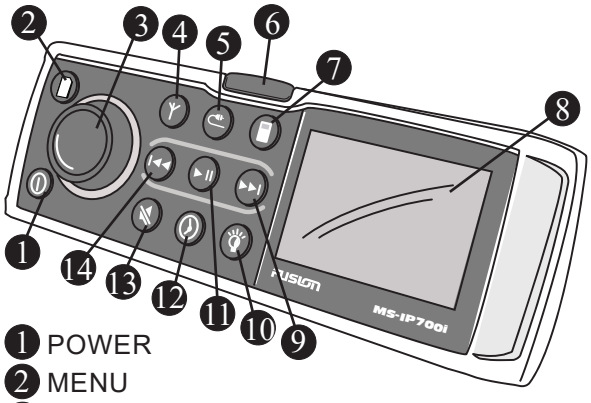
Failure to store the microwave plate while underway may cause damage to the equipment, or injury to persons on board.

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

Entertainment System

The entertainment system on your boat consists of a Fusion® AM/FM w/USB/VHF/AUX/iPod/iPhone/Android/SiriusXM-ready/Bluetooth Marine stereo and a 22" flat screen TV. The TV is located in the aft starboard cabin and the stereo unit is located on the wall below the TV. There are three (3) stereo remote controls which are located on the control console, the aft wall of the starboard wet bar and in the cabin port of the main distribution panel. There are six (4) waterproof speakers positioned throughout the boat (2 hardtop, 2 cockpit). An additional two (2) speakers are located in the cabin.

Stereo
Fig. 2.38.1



1. POWER
2. MENU
3. ROTARY KNOB
4. AM/FM RADIO (SIRIUS OPTION)
5. MP3
6. CATCH RELEASE BUTTON
7. IPOD
8. DISPLAY SCREEN
9. FORWARD/NEXT
10. DISPLAY CONTRAST/BRIGHTNESS
11. PLAY/PAUSE
12. CLOCK
13. MUTE
14. BACK/PREVIOUS

Cockpit and Cabin Speaker Volume

- Press the 'Menu' button to switch to the sound adjustment selection display.
- Use the Rotary Knob to select 'Zones' and select "ON".

  NOTE: Zone 1 cannot be turned OFF.

Stereo Remote
Fig. 3.38.2

1. DISPLAY SCREEN
2. MENU
3. ROTARY KNOB
4. POWER
5. SOURCE
6. BACK/PREVIOUS
7. PLAY/PAUSE
8. FORWARD/NEXT

  • Select 'Zone 1' then 'Link Zone 1 + 2'. Select 'ON' to activate.

  Linking zone 1+2 allows the volume control to operate zones 1+2 as a combined pair. The zone set up for zone 1 and 2 can be configured separately when in this mode.

- Select 'Volume Limit' to set the desired output volume for each individual zone.
- Rotate rotary knob clockwise to increase volume; turn counterclockwise to decrease volume.

Satellite Radio (Option)

The satellite radio option adds equipment to your boat (antenna and receiver) which enables the satellite service to play through the stereo unit.

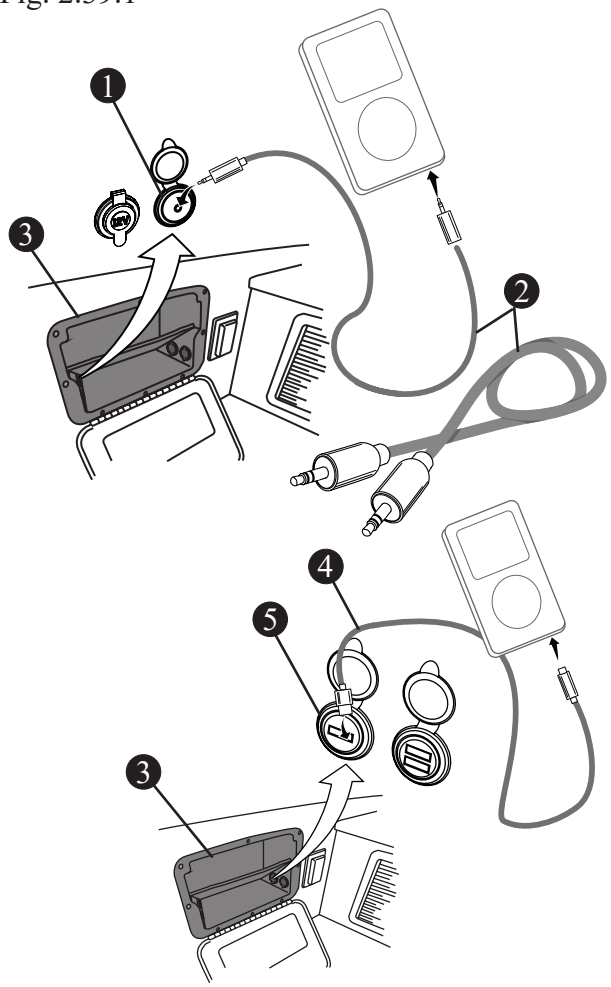
Operating MP3 Player

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 MP3 player and the other end into the MP3 input (Figure 2.39.1).
- Turn the stereo ON.
- Press the MP3 button at the top of stereo unit to access the MP3 source.
- Turn your MP3 player ON.

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

MP3 Operation
Fig. 2.39.1



1. MP3 INPUT
2. 1/8" MINI STEREO CABLE (NOT SUPPLIED)
3. CONTROL STATION LOCKABLE GLOVEBOX
4. USB CABLE
5. USB INPUT

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

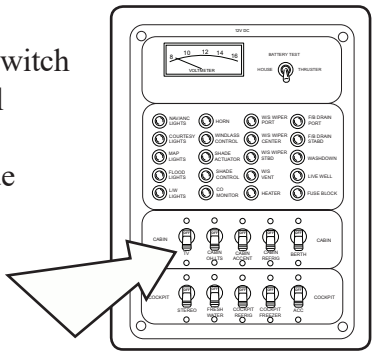
TV & DVD Player

The 345 Conquest is equipped with a 22" flat screen 12V TV with remote located on the aft wall of the forward cabin.

There is also a DVD player with remote located on the starboard aft wall of the cabin below the MDP panel.

To Operate TV:

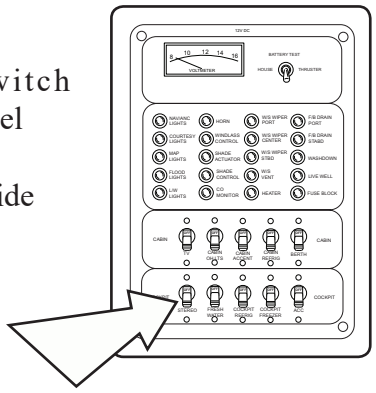
- Turn on the TV switch on the DC panel located on the aft starboard side of the cabin.



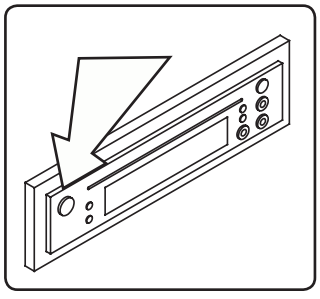
To Operate DVD Player:

The DVD player is powered by the batteries.

- Turn on the STEREO switch on the DC panel located on the aft starboard side of the cabin.



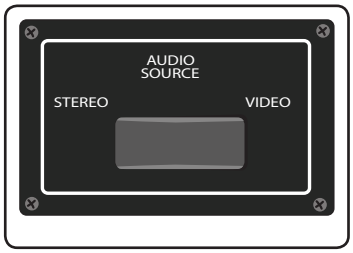
- Turn ON the DVD player and insert a disc.



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

Audio Selector Switch

There is an audio selector switch located under the stereo unit on the starboard aft wall of the forward cabin.



To listen to stereo only push the switch to the STEREO side. To use the cabin speakers while watching TV push the switch to the VIDEO side.

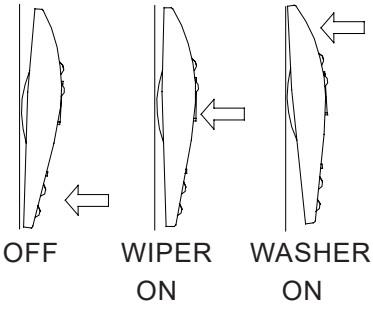
Windshield Wipers/Washers

Your boat is equipped with three (3) windshield wiper/washers. One for each of the port, center and starboard windshields.

The wiper/washers are controlled by individual toggle switches on the control station switch panel (See figure 2.17.1). The switches are protected by 10 amp reset breakers located on the DC breaker panel on the starboard aft of the cabin (See figure 4.6.1).

The washer for each wiper is activated by momentarily pushing the top of the switch. The switch will return to the center (wiper ON) position when released. Push the bottom of the switch to turn the wiper(s) OFF.

Windshield Wiper/Washer Switch
Fig. 2.40.1



NOTICE

Recommended Blade replacement:
ANCO wiper blades (3) - 32 inches

Electric Sun Shade (Option)

If equipped, the electrically actuated cockpit sun shade can be deployed or retracted by depressing the "SHADE" switch located on the helm switch panel (Figure 2.17.1).

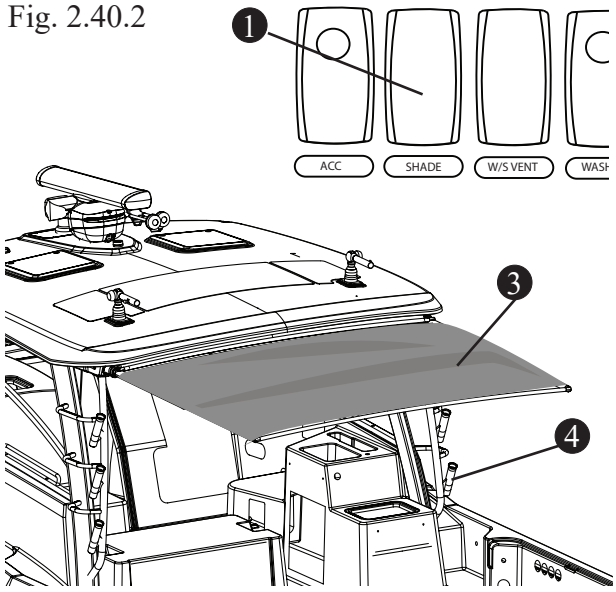
The sun shade is protected by a breaker located on the DC breaker panel on the starboard aft side of the cabin.

Follow the canvas care instructions in section 5 of this manual to keep the sun shade fabric clean.

⚠ CAUTION

ENSURE THAT THERE ARE NO RODS IN THE HARDTOP ROD HOLDERS BEFORE ACTIVATING THE SUN SHADE.

Electric Sun Shade
Fig. 2.40.2



1. SUN SHADE SWITCH
2. ELECTRIC SUN SHADE
3. HARDTOP ROD HOLDERS (3 EA, P&S)

⚠ CAUTION

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

Retractable Swim Ladder

⚠ DANGER

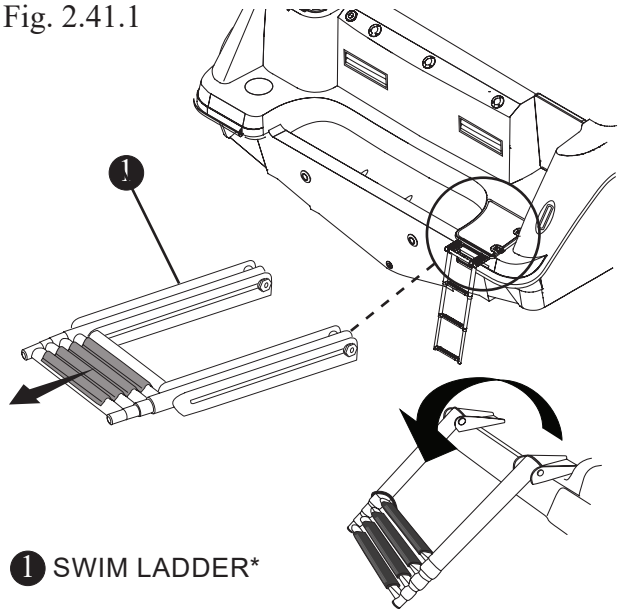
To avoid risk of injury or death, shut off engines when near swimmers or prior to using swim ladder.

The retractable swim ladder is located under a cover on the aft starboard deck of your boat (See Fig. 2.41.1). The ladder can be accessed by lifting the cover or pulling the ladder out without lifting the cover.

To deploy the swim ladder:

- Pull Ladder from under cover.
- Rotate the ladder unit downward
- Extend the ladder rungs.

Retractable Swim Ladder
Fig. 2.41.1



*Cover removed for clarity.

Docking, lifting and trailering

Docking

Your boat has nine (9) 10 inch cleats, one located on the bow pulpit, two located at the bow (P&S), two located amidship (P&S), two located in the aft cockpit under the gunnel (P&S) and two 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 2.41.2 shows the correct method for tieing a belaying knot, commonly used to secure a boat to a dock. This knot will hold fast and is simple to release when needed.

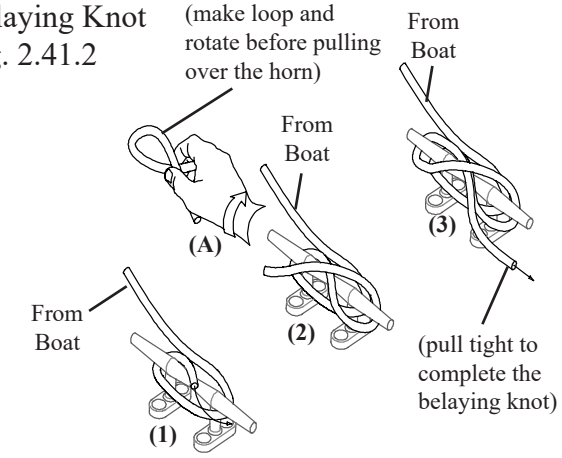
Lifting

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.

Belaying Knot
Fig. 2.41.2



The bow eye is used to haul and hold your boat onto a trailer. The stern eyes are used as tie down points while trailering the boat. **DO NOT** use the bow and stern eyes for lifting the boat.

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.

- Ensure that fishboxes and bilge are pumped out prior to lifting.
- Use a wide, flat, belt 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.**
- When secured on land, pull the garboard drain, ensure that motorwell drains and deck drains are free flowing and position the boat with the bow slightly higher than the stern so that any water which is allowed to accumulate in the cockpit, motorwell or bilge can easily drain from the boat.

⚠ DANGER

Use only flat, wide belt-type slings and spreaders to lift the boat.

Lifting with bow and stern eyes will cause stress on the fiberglass & gel coat and may cause injury or death.

Trailering

If you have a trailer or plan on purchasing a trailer separately there are some points you need to consider, such as:

- Having a center roller and keel guards will help provide good support for the keel, also provide good fore and aft support.
- **Trailers equipped with rollers** instead of bunks can damage the foam sandwich hull of your boat and **should never be used**.
- Bunks provide a more even weight distribution.

NOTICE

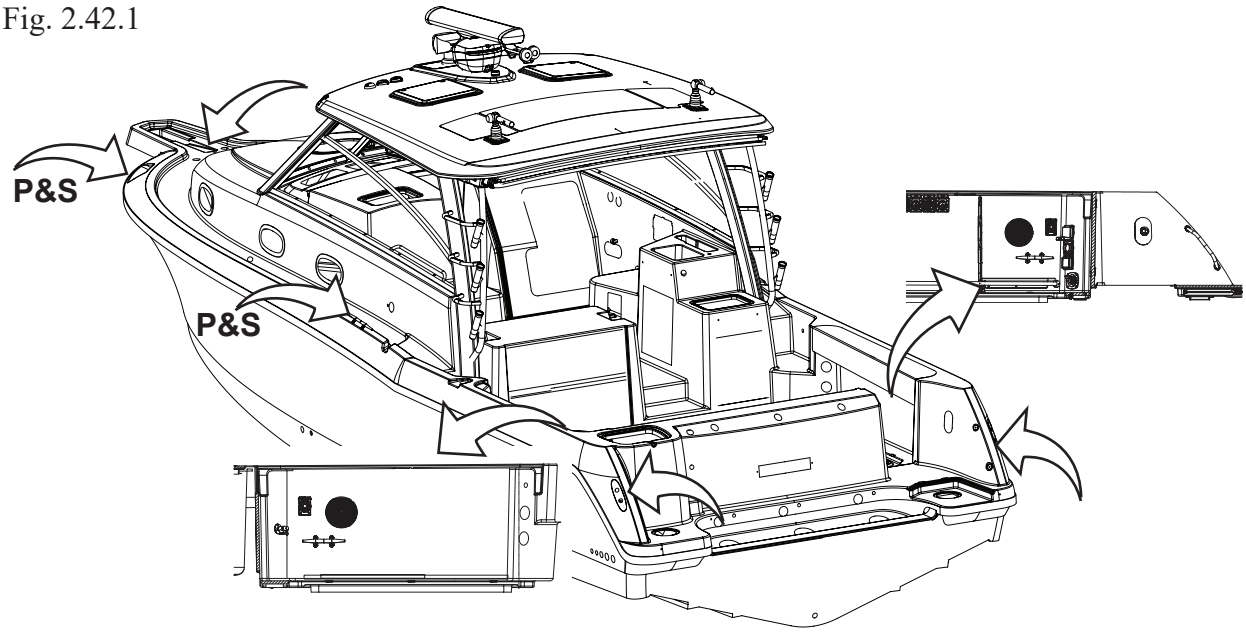
Use a trailer with bunks ONLY. Your warranty may be voided if you use a trailer with rollers.

Trailer Safety

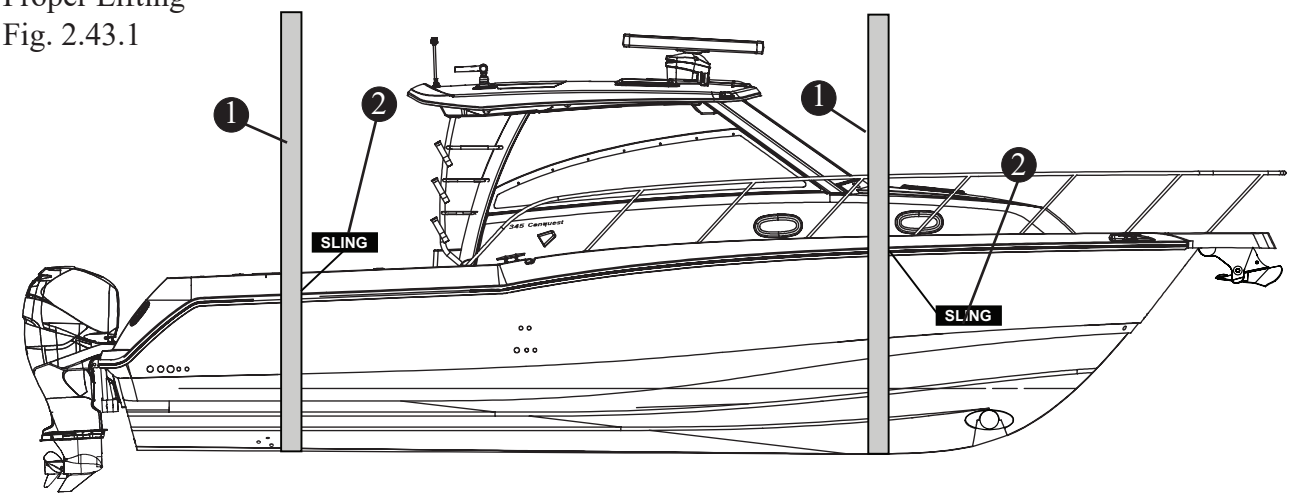
Safety Chain/Cable - There is a safety chain/cable that attaches to the bow eye and will keep the boat from sliding off the trailer in the event that the winch strap or cable breaks. Hook this up first.

Tie-Down Straps - Can be used to secure the boat from the stern. The tie-down straps hook into the tie-down loops on the trailer frame and to the stern eyes on the transom. Padding (or similar) chafe protection should be used wherever the tie-down straps come in contact with the hull.

Cleat Locations
Fig. 2.42.1



Proper Lifting
Fig. 2.43.1



1 WIDE, FLAT BELT SLING
2 "SLING" LABEL LOCATED ON HULL (P&S)

Securing the Boat to the Trailer

Safety Chains/Cables - Safety chains/cables connected to the trailer should be of sufficient length to reach the frame of the tow vehicle and should be long enough to allow the tow vehicle to turn without binding or tensioning.

Securing the Trailer to the Tow Vehicle

Safety Chains/Cables - Safety chains/cables connected to the trailer should be of sufficient length to reach the frame of the tow vehicle and should be long enough to allow the tow vehicle to turn without binding or tensioning.

Trailer Hitch - A properly matched trailer hitch ball and coupler is important.

Make certain that the coupler and the hitch ball are properly seated and locked.

⚠ DANGER

Tie-down straps should never be used by themselves, they are only used to help in keeping the boat secured to the trailer. Make certain that the safety chain/cable is properly secured to the bow eye.

Trailering the Engines

NOTICE

REFER TO THE ENGINE MANUAL IN YOUR OWNER'S MANUAL PACKET FOR PROPER ENGINE SUPPORT WHILE TRAILERING.

It is best to trailer your boat with the outboards tilted down in a vertical operating position.

However, if additional road clearance is required due to railroad crossings, driveway clearance, trailer bounce, etc., the outboard should be tilted up and supported using an accessory outboard support device.

Your Boston Whaler® dealer will have recommendations regarding the support of your engines.

⚠ CAUTION

DO NOT rely on the power trim/tilt system or tilt support lever on your outboards to maintain proper ground clearance for trailering. THE OUTBOARD TILT SUPPORT LEVER IS NOT INTENDED TO SUPPORT THE OUTBOARDS FOR TRAILERING

Out of Water storage

If it becomes necessary to store your boat out of the water it is imperative that the boat is supported in a manner which will not damage the hull nor the keel.

Boston Whaler recommends that the hull be supported by a minimum of three (3) keel stands. In addition, by a minimum of four (4) side stands, two (2) placed at port and two (2) placed at starboard.

Specifications for keel stands (Figure 2.44.1) which meet the Boston Whaler requirements for support of your boats keel can be obtained by contacting your dealer or Boston Whaler.

NOTICE

The side stands are for stability only and are not intended to be load bearing.

⚠ CAUTION

In addition to the three (3) keel stands, use a minimum of four (4) side stands, two (2) placed at port and two (2) placed at starboard.

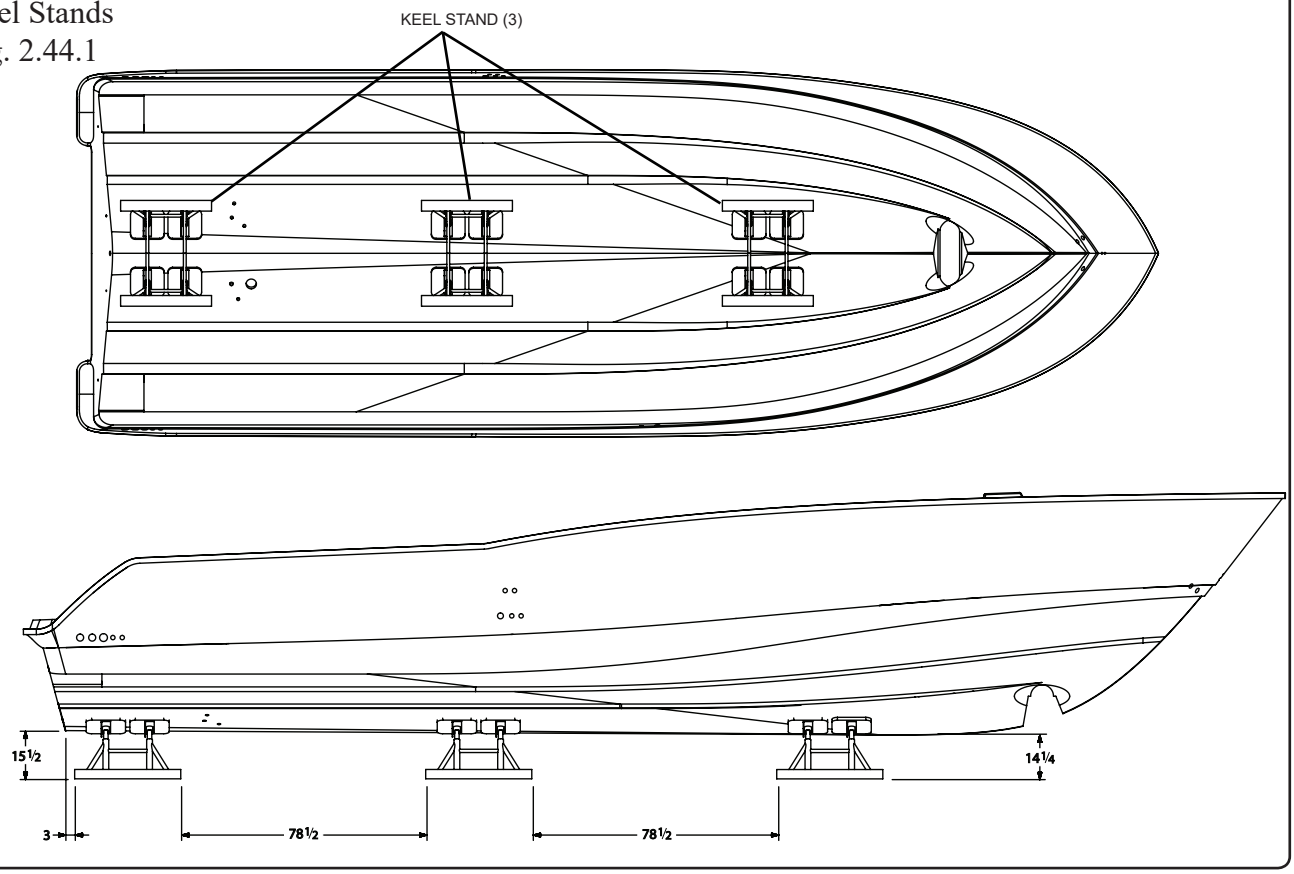
Use ONLY the keel stands required by Boston Whaler for support of your boat out of water.

Specifications for the keel stands can be obtained from your dealer or Boston Whaler.

Out of Water storage (Option)

In the event that required keel stands are not available see figure 2.45.1 for recommended out of water support of your boat.

Keel Stands
Fig. 2.44.1



⚠ CAUTION

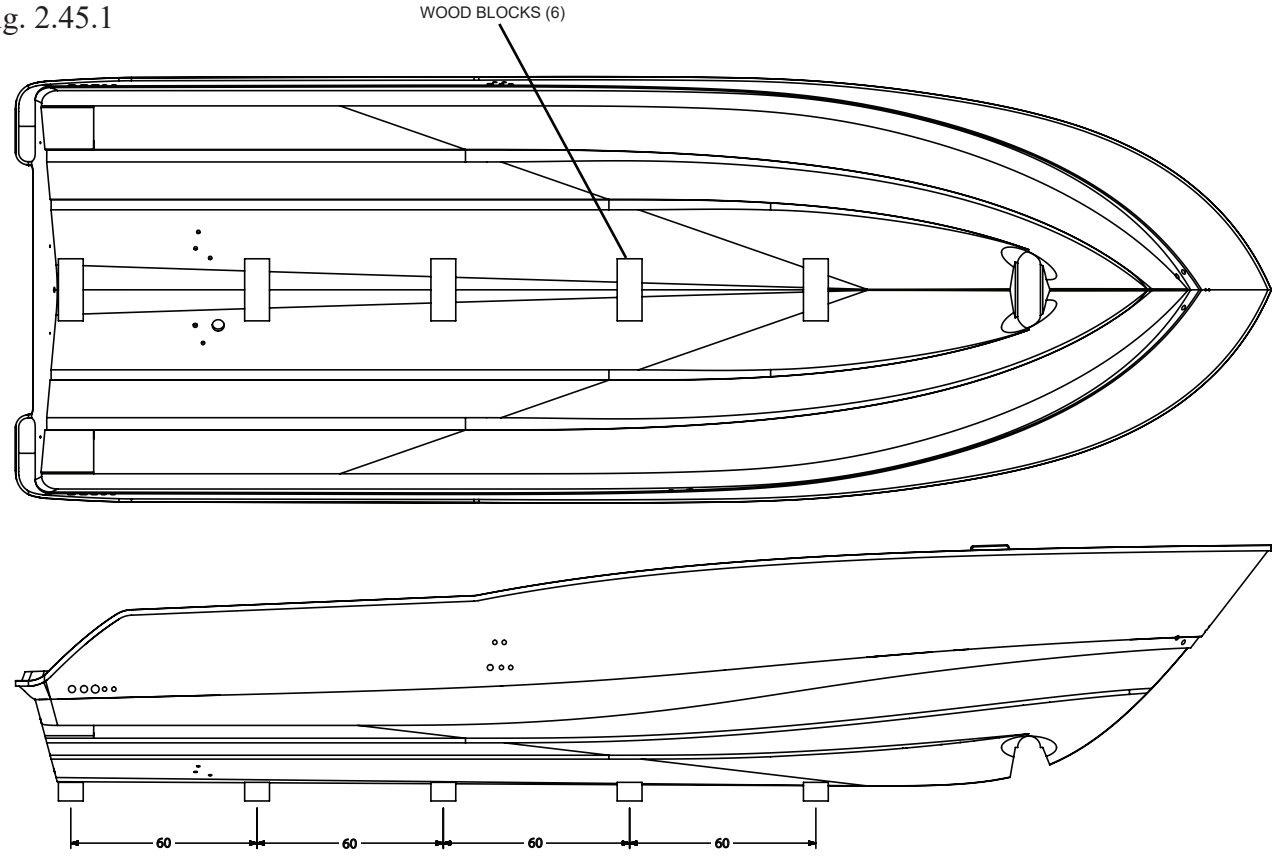
In addition to the six (6) wood blocks, use a minimum of four (4) side stands, two (2) placed at port and two (2) placed at starboard.

EACH WOOD BLOCK MUST CONTACT THE HULL FOR A MINIMUM LENGTH OF 8 INCHES.

NOTICE

The side stands are for stability only and are not intended to be load bearing.

Hull Support (Option)
Fig. 2.45.1



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Bilge Pumps

Your boat is equipped with three (3) automatic bilge pumps, one forward (1,100 GPH - 4,160LPH), one aft (2000 GPH - 7,571LPH) and one high water emergency pump (2000 GPH - 7,571LPH).

Each pump is activated automatically by a mercury-free float switch when the water in the bilge reaches a predetermined level.

By depressing the switch on the control station labeled FWD BILGE , AFT BILGE or AUX bilge (See figure 2.17.1) the operator can energize the pumps regardless of the position of the float switches.

The aft pump discharges water overboard by way of a thru-hull fitting on the aft port hull.

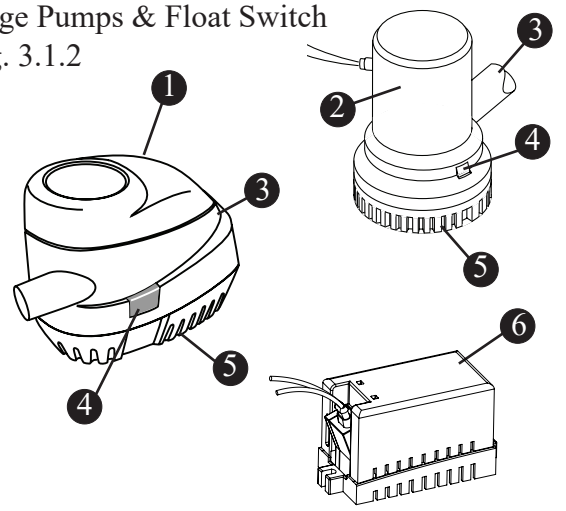
The high water pump discharges water overboard by way of a thru-hull fitting on the aft starboard hull.

The forward pump discharges water overboard by way of a thru-hull fitting on the midship starboard hull (See figures 2.7.1 & 2.7.2).

Emergency High Water Bilge Pump

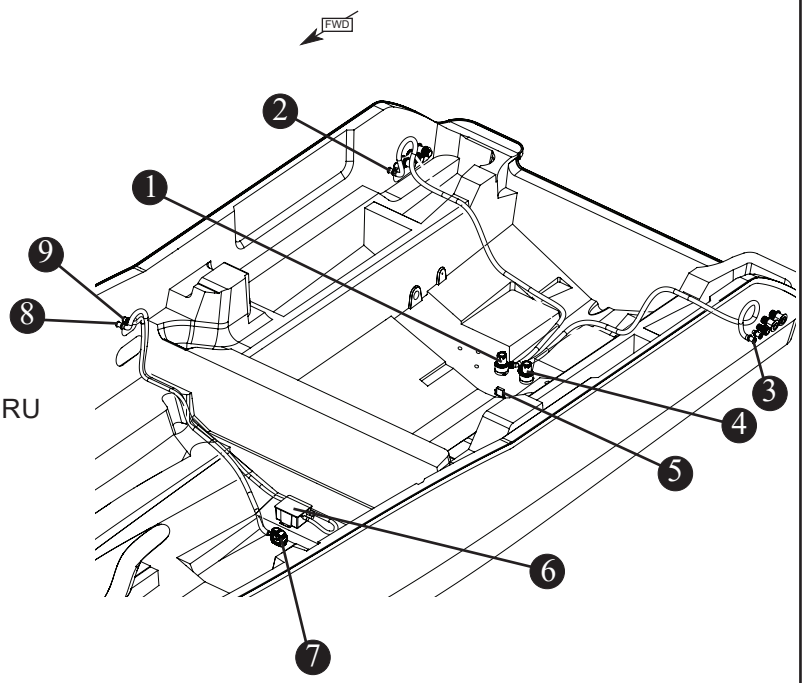
In the event that water has risen in the bilge sufficiently to activate the high water float switch, the emergency high water bilge pump will automatically begin to pump water out of the bilge, an audible alarm (loud buzzer) will sound at the helm and the

Bilge Pumps & Float Switch
Fig. 3.1.2



1. 1100 GPH (4160 LPH) AFT PUMP
2. 2000 GPH (7571 LPH) FORWARD PUMP
3. DISCHARGE
4. LOCK TAB
5. WATER INLET
6. FLOAT SWITCH

Bilge Pump Locations
Fig. 3.1.1



1. EMERGENCY HIGH WATER PUMP
2. EMERGENCY HIGH WATER PUMP THRU HULL DISCHARGE
3. AFT PUMP THRU HULL DISCHARGE
4. AFT PUMP
5. AFT PUMP FLOAT SWITCH
6. SHOWER SUMP
7. FORWARD BILGE PUMP
8. SUMP THRU HULL DISCHARGE
9. FORWARD PUMP THRU HULL DISCHARGE

"HIGH WATER INDICATOR" light on the control station switch panel (See fig. 2.17.1) will be ON.

Take immediate action:

- Switch all bilge pumps ON.
- Use your radio to broadcast a PAN-PAN distress call (See page 1-11).
- Turn OFF all AC and DC breakers before stepping into the water in the bilge.
- Determine the problem and take necessary action to stop the inflow of water.
- If after you determine your situation no longer requires assistance, you must cancel the PAN-PAN call.

Bilge Pump Maintenance

The aft pump and high water pump can be accessed through the equipment hatch in the aft cockpit floor. The forward pump can be accessed through a hatch in the floor of the cabin.

NOTICE

Inspect the bilge pump intakes frequently 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 the 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 impeller section or strainer base.
3. Check hose and connection on hull side for debris and proper connections.

Float Switch

Frequently inspect the area under the float switches to ensure they are free from debris and gummy bilge oil.

To clean:

- Soak in heavy duty bilge cleaner for 10 minutes, agitating several times.
- Check for unrestricted operation of the float.
- Repeat the cleaning procedure if necessary.

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 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.

Fill fuel tank less than rated capacity. Allow for fuel expansion.

Gray Water Sump

Your boat is equipped with a gray water/condensate sump located under the hatch in the aft of the mid cabin under the center aft seat cushion. Gray water from the galley, shower, vanity, condensate from the air conditioners and water from the water heater all drain into the sump.

The sump contains its own automatic pump to discharge water when there is enough water in the sump to raise the float switch and start the pump.

NOTICE

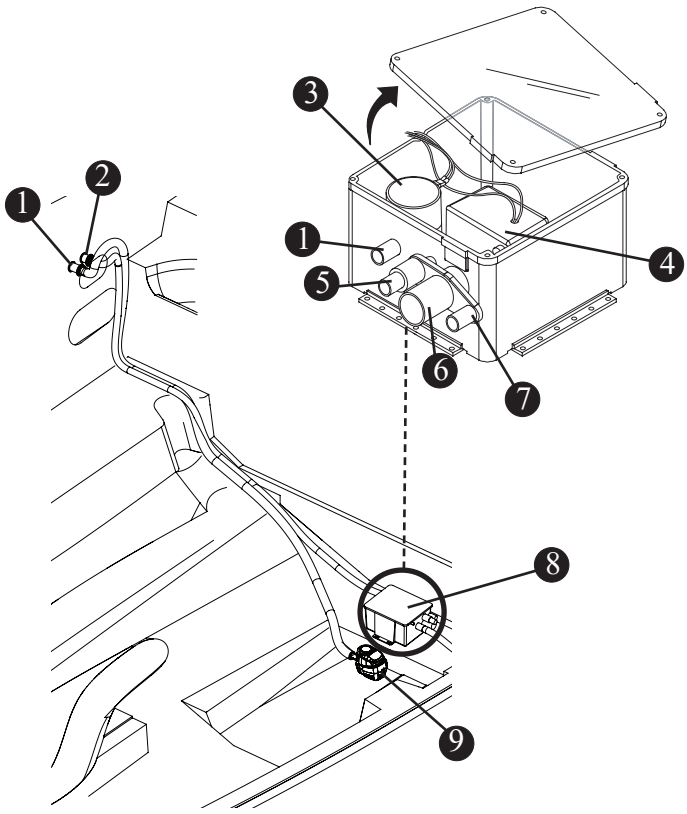
After using the shower, it is recommended that you run a gallon of clean water through the shower drain to flush out any soap residue.

Maintenance

Periodically remove the clear cover and check the pump and float switch for proper working order. Clean out any obstructions which may inhibit the pump from performing correctly.

Gray Water Sump
Fig. 3.3.1

1. SUMP THRU HULL DISCHARGE
2. FORWARD BILGE PUMP THRU HULL DISCHARGE
3. 1100 GPH (4160 LPH) PUMP
4. FLOAT SWITCH
5. FROM WATER HEATER DRAIN
6. SHOWER DRAIN
7. FROM A/C CONDENSATE DRAIN
8. GRAY WATER SUMP
9. FORWARD BILGE PUMP



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.**

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

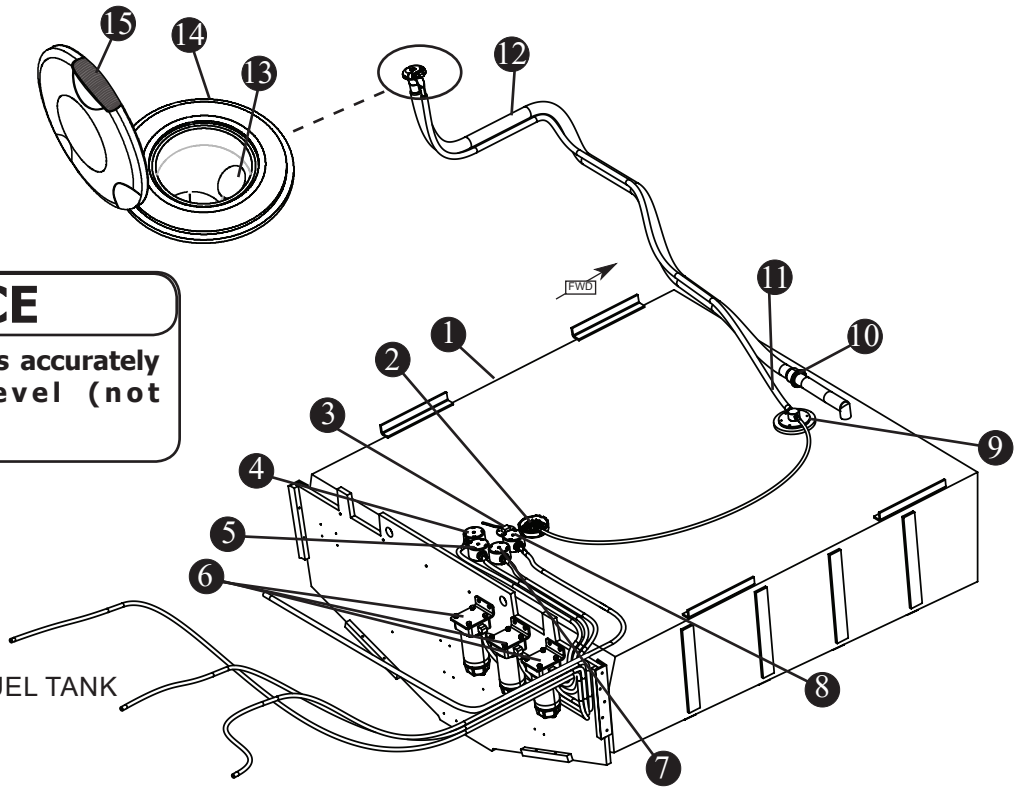
Your fuel system provides the following benefits:

- 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 inform you it's sealed.

Fuel tank

Your boat is equipped with a low permeation aluminum fuel tank with a usable fuel capacity of 400 gallon (1514 L). This tank capacity is different from the tank capacity marked on the tank from the manufacturer. The difference is the non-usable 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

Fuel Tank
Fig. 3.4.1



NOTICE

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

1. 400 GAL. (1,514 L) FUEL TANK
2. GRADE VALVE
3. FUEL SENSOR
4. PORT ENGINE FUEL DEMAND VALVE (FDV)
5. CENTER ENGINE FUEL DEMAND VALVE (FDV)
6. FUEL/WATER SEPARATOR (OPTION)
7. STARBOARD ENGINE FUEL DEMAND VALVE (FDV)
8. GENERATOR FUEL DEMAND VALVE (FDV)
9. FILL LIMIT VENT VALVE (FLVV)
10. INTEGRATED CHECK VALVE (ICV)
11. FUEL FILL VENT HOSE
12. FUEL FILL HOSE
13. FUEL FILL INTEGRATED VENT
14. FUEL FILL DECK PLATE
15. FUEL FILL CAP RELEASE BUTTON

⚠ 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.

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.

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 VaporTec fuel pressure management system, (fuel fill deck fitting, integrated check valve, fill limit vent valve, grade valve), ensures that the fuel system constantly maintains proper vapor pressure in all situations. This eliminates any unintended pressure which can seriously damage a boat or engine. 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. The SecureStop automatic fuel shut off system (Fuel Fill Deck Fitting, Integrated Check Valve, Fill Limit Vent Valve), guarantees the boater a clean a trouble-free fill -up. Details such as the valve design and deck fill nozzle retention features ensure consistent fill-up/shutoff. 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 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.

⚠ 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.

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.

Maintenance

Follow your engine manufacturers recommendations for scheduled maintenance. Check the hoses for cracks, abrasions and deterioration on a regular basis and **NEVER start your engines if there is a strong gasoline odor present**. Replace worn or damaged hoses and fittings with marine grade replacement parts only. Your Boston Whaler® dealer will have all the parts and information you will need to maintain your boat.

Excessive water and sediment in the fuel tank(s) due to improper usage may require you to have the tank(s) professionally cleaned. Consult a professional tank cleaning contractor regarding this procedure and the proper disposal of residue and water.

NOTICE

Improper disposal of fuel or oily waste can subject the offender to severe state and federal penalties.

Static Electricity and the Fuel System

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 boats 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 while fueling.

Your boat has safety features that can be circumvented by not adhering to standard fueling practices. The following suggestions will help keep you safe from static electricity while refueling your boat.

- **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 engine, motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tanks.
- 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 fuel cap tightly.
- Portable tanks should only be filled while on the ground, never on board the boat.

⚠ DANGER

Static electricity can ignite gasoline vapors causing serious injury/death and/or destruction of property.

Check for leaks in tubing, connections and hoses. Correct the cause of any leaks and ventilate the area to insure that no fumes remain, prior to energizing any electrical equipment and/or starting the engines.

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

Ethanol-Blended Fuels

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 adversly effect the ethanol blended fuel. A condition called phase separation can occur 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.

⚠ 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.

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.

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.

Your Boston Whaler dealer will have recommendations regarding filters that meet Mercury's specifications.

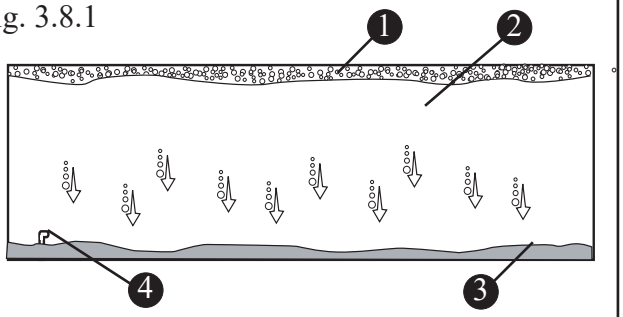
Fuel/water Separator

The fuel/water separator has been determined to be within Mercury specifications and will not restrict the flow of adequate fuel to the engine(s).

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.

Example of Phase Separation
Fig. 3.8.1



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

Storage

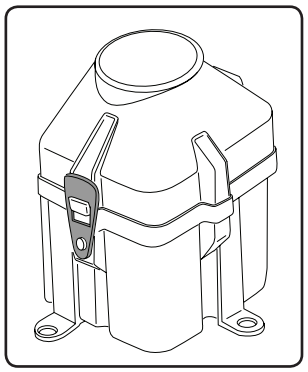
Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer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

Power Steering

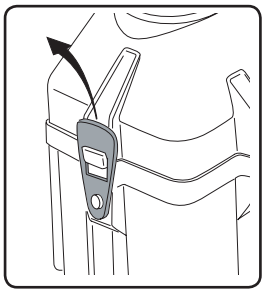


The Verado four-stroke engine uses an enclosed hydraulic pump unit. **The pump is electrically operated to provide hydraulic pressure to the steering system.** The pump is located in the aft portside of the bilge and can be accessed by lifting the equipment hatch in the aft cockpit deck.

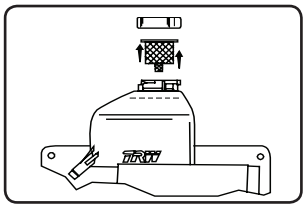
Filling & Maintenance

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.

- Remove the pump cover by pulling up and out on the locking tabs on the sides of the unit.



- Unscrew the cap and check the fluid level in the reservoir, fill **ONLY** with SAE 0W-30 Full Synthetic Power Steering Fluid if necessary.

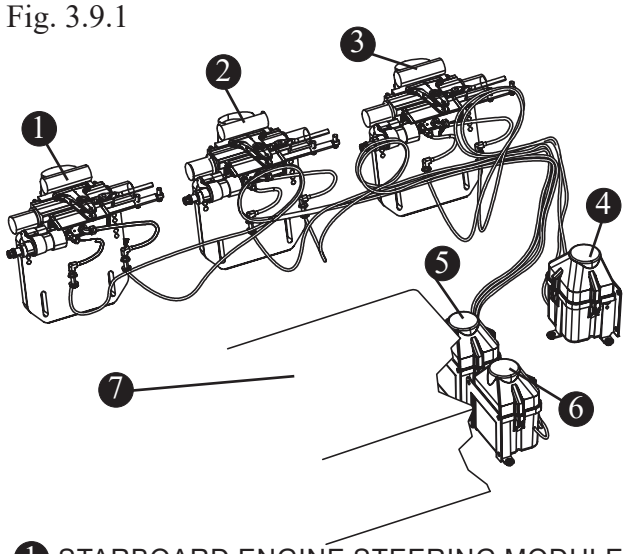


- Replace cap and cover

Make a habit of checking the fluid level before each trip.

Proper maintenance of this system will ensure worry-free usage for the life of your boat. Steering system integrity is imperative when engaging in recreational water activities. Special care and attention must be

Power Steering with Joystick (option)
Fig. 3.9.1



1. STARBOARD ENGINE STEERING MODULE
2. CENTER ENGINE STEERING MODULE
3. PORT ENGINE STEERING MODULE
4. PORT ENGINE HYDRAULIC PUMP*
5. CENTER ENGINE HYDRAULIC PUMP
6. STARBOARD ENGINE HYDRAULIC PUMP
7. GENERATOR

*STANDARD POWER STEERING HYDRAULIC PUMP

taken to ensure proper performance of the steering system and should include the following:

- After the first few hours of operation and at regular intervals, check all fasteners and the complete steering system for security and integrity.
- Inspect for corrosion. Any part affected by corrosion must be replaced.
- When replacing parts, self locking hardware must be used.
- Check the fluid level in the helm pump unit.
- Lubricate slides on the engine cylinders.

All steering systems whether mechanical or hydraulic require regular inspections, periodic adjustment and occasional replacement may be necessary.

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

Starting/Stopping the Engines

⚠ CAUTION

NEVER start or operate your outboard (even momentarily) without water circulating through all the cooling water intake holes in the gear case 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.
- Make certain the gear shift/throttle control is in the neutral position. (The engine will not start if the control lever is in any other position than NEUTRAL)
- Be sure the emergency stop switch (See figure 1.14.1) is in the "RUN" position.

Starting the Engines

The master ignition key switches are located next to the main breaker panel (See fig. 3.12.1) behind an access door on the starboard aft wall of the forward cabin. **The switches must be turned on to activate the system.**

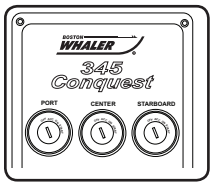
NOTICE

The engines CANNOT be started from this location.

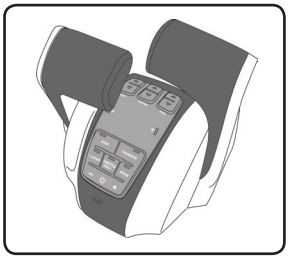
NOTICE

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

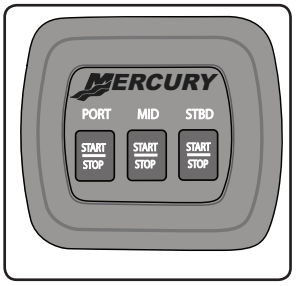
- Turn the master ignition key switches ON (clockwise).



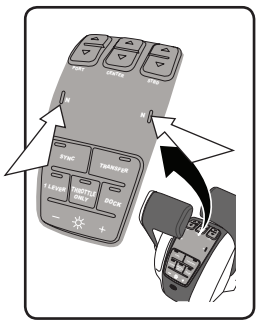
- Be sure the throttle control levers are in the NEUTRAL position.



- Press START/STOP button(s)for the appropriate engine.



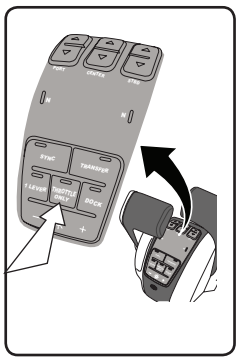
The neutral (N) lights located on the throttle remote pad will become illuminated once the engines are started and communicating with the throttle control.



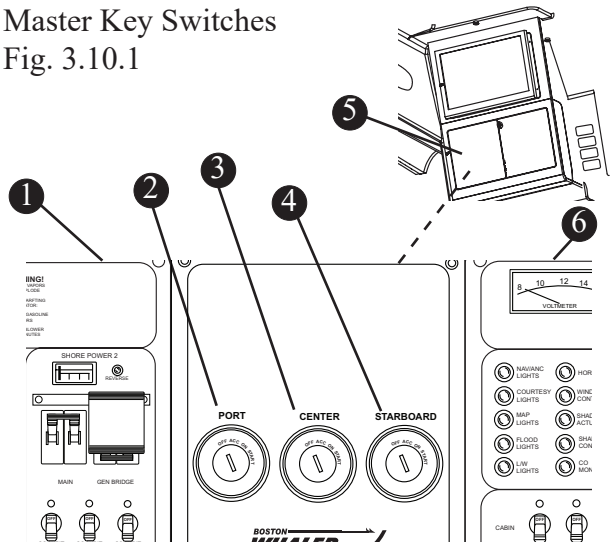
Warming Up the Engines

The "THROTTLE ONLY" button on the throttle control pad 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 levers are in the NEUTRAL position.



Master Key Switches
Fig. 3.10.1



1. AC DISTRIBUTION PANEL
2. PORT ENGINE KEY SWITCH
3. CENTER ENGINE KEY SWITCH
4. STARBOARD ENGINE KEY SWITCH
5. MAIN DISTRIBUTION PANEL
6. DC BREAKER PANEL

- Press and hold the "THROTTLE ONLY" button while moving the control handle ahead to the forward position.
- 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.

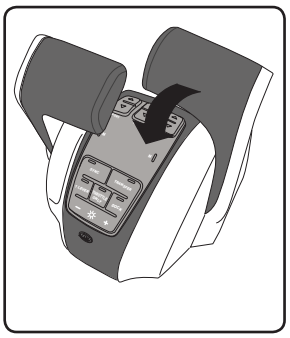
  NOTE: Engine RPM is limited to prevent engine damage.

- To disengage, return the control handles back to the neutral position.

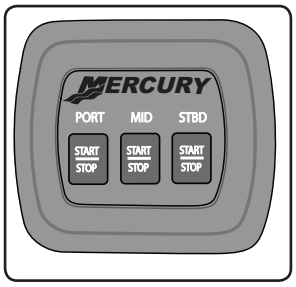
The warm-up mode can be re-activated by turning the engines off and re-starting.

Stopping the Engines

- Be sure that the gear shift and throttle controls are in the NEUTRAL position.



- Press the start/stop button on the ignition pad for the appropriate engine.



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

Fresh Water System

NOTICE

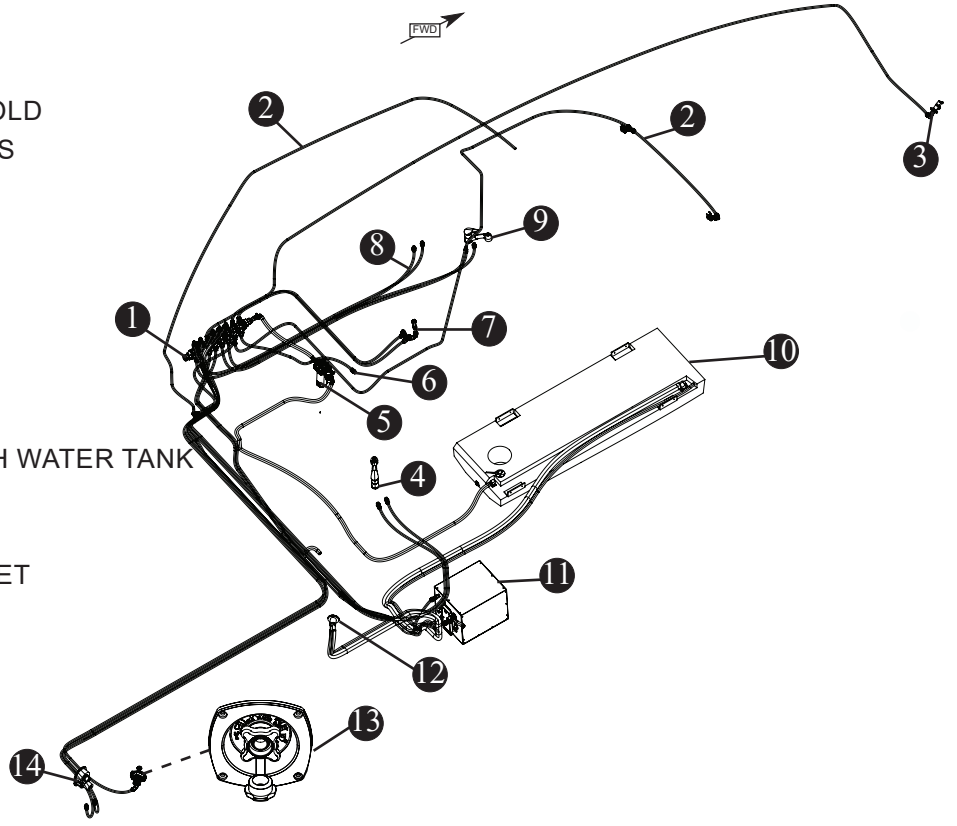
- **Be sure to fill the water tank from a source known to provide safe, pure drinking water.**
- **If you do not use the freshwater system for long periods of time or only use it seasonally it is recommended that you follow the disinfecting practice before using it.**

The freshwater system on your boat includes a 45 gal (170.3 L) fresh water tank, a pump and a distribution manifold with connections for hot and cold water service to the head, galley, cockpit, anchor locker, transom shower and dockside water service.

The fresh water pump and distribution manifold can be accessed through a hatch on the port wall of the mid cabin. The pump is on the forward wall. The distribution manifold is on the port wall.

Fresh Water System
Fig. 3.11.1

1. DISTRIBUTION MANIFOLD
2. WINDSHIELD WASHERS
3. ANCHOR LOCKER
4. COCKPIT WET BAR
5. FRESH WATER PUMP
6. VACU-FLUSH® TOILET
7. HEAD SHOWER
8. HEAD SINK
9. GALLEY SINK
10. 45 GAL. (170.3 L) FRESH WATER TANK
11. WATER HEATER
12. FRESH WATER FILL
13. DOCKSIDE WATER INLET
14. TRANSOM SHOWER



Filling the Tank

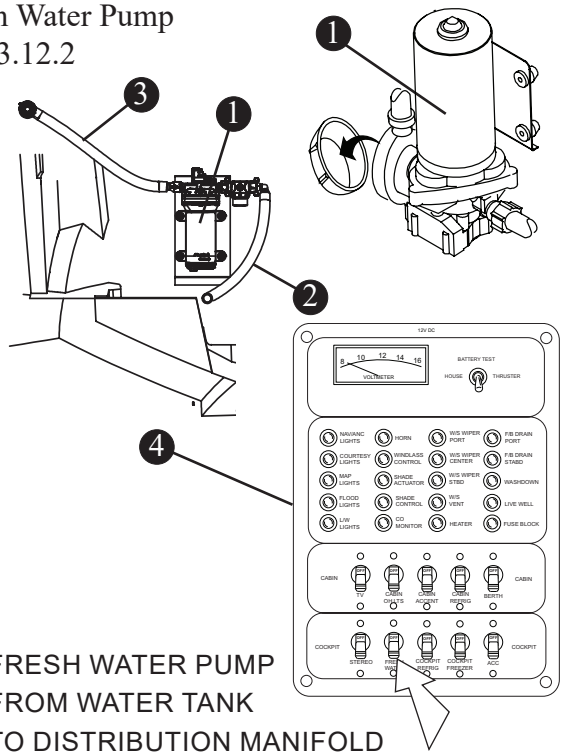
The water tank can be filled through the water fill deck plate located midship on the starboard gunnel (See figure 2.9.1).

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.

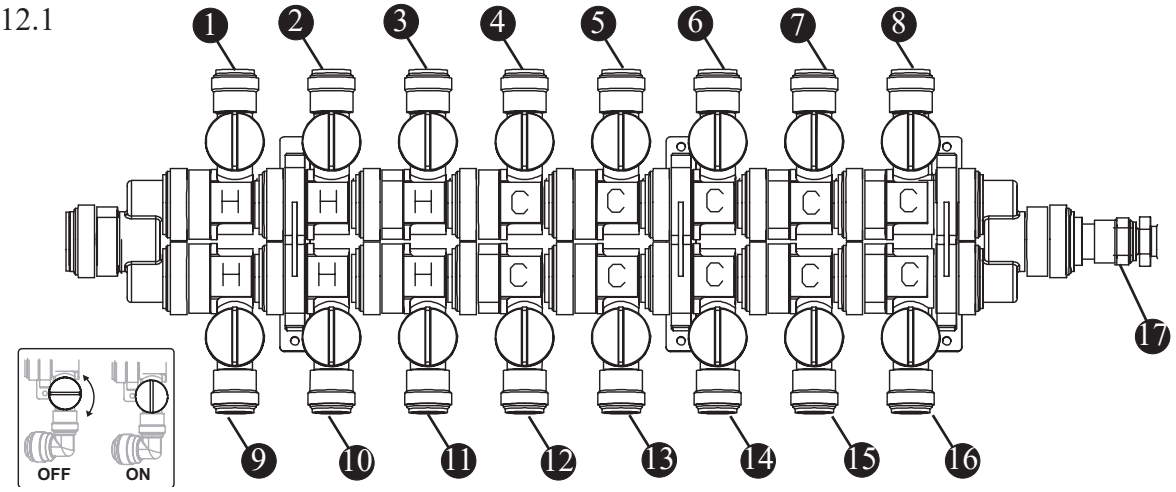
Before you fill the freshwater system it is vital that it be properly disinfected. Ask your dealer if this has been done.

Fresh Water Pump
Fig. 3.12.2



1. FRESH WATER PUMP
2. FROM WATER TANK
3. TO DISTRIBUTION MANIFOLD
4. DC BREAKER PANEL

Fresh Water Distribution Manifold
Fig. 3.12.1



1. TRANSOM SHOWER (HOT)
2. COCKPIT SINK (HOT)
3. HEAD SHOWER (HOT)
4. TRANSOM SHOWER (COLD)COCKPIT
5. SINK (COLD)
6. DOCKSIDE WATER INPUT
7. ANCHOR LOCKER WASHDOWN
8. HEAD SHOWER (COLD)
9. GALLEY SINK (HOT)
10. HEAD SINK (HOT)
11. WATER HEATER (HOT)
12. WATER HEATER INPUT
13. GALLEY SINK (COLD)
14. HEAD SINK (COLD)
15. WINDSHIELD WASHERS
16. TOILET
17. FROM FRESH WATER PUMP

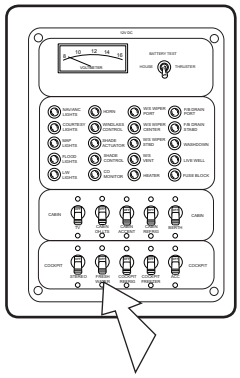
The following procedure is recommended to disinfect the freshwater system:

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 potable water.

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

Operation

To operate the system, turn ON the "FRESH WATER" breaker located on the DC Breaker Panel in the aft starboard of the forward cabin (See page 4-7).



When activated, the freshwater pump draws water from the water tank and provides pressure to the entire freshwater system. Periodically check the hoses and connections for leaks and/or loose fittings. A loss of pressure will result in low water flow.

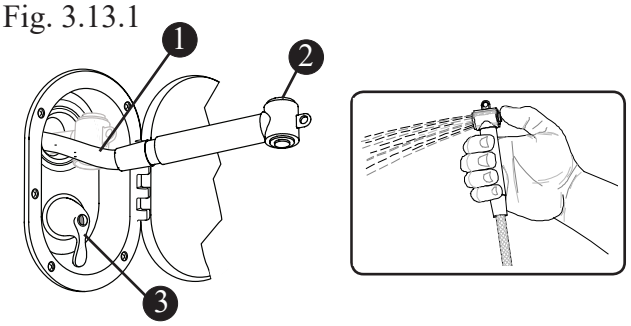
Transom Shower

The transom shower is located on the starboard side, aft of the transom door. The shower is supplied by the fresh water system. Faucet adjusts the temperature of the supplied water. The shower unit is pressurized by the fresh water pumps and the shower head is activated by depressing the button on the back of the unit.

Anchor Locker Washdown

For your convenience, there is a fitting located at the bow in the anchor locker which allows for the connection of a common garden hose (Figure 3-13.2).

Transom Shower
Fig. 3.13.1



1 HOSE
2 SHOWER HEAD
3 FAUCET

This connection allows for the use of fresh water at the bow of your boat. It is important that the cap which is tethered to the connection be screwed onto the fitting when it is not being used. The "FRESH WATER" breaker located on the DC Breaker Panel in the aft starboard of the forward cabin (See page 4-7) must be ON to operate the freshwater washdown.

Dockside Water Inlet

The dockside water inlet located in the aft starboard cockpit (See figure 2.11.1) allows for use of a dockside water source to provide water for the boats freshwater system. **To Use The System:**

- Make sure the "FRESH WATER PUMP" breaker is OFF.
- Remove cap from dockside water inlet.
- Connect drinking water hose to water outlet on dock, then to dockside water inlet on boat.
- Turn on the water at the dock.
- All fresh water outlets on your boat are now functional.

To disconnect the system:

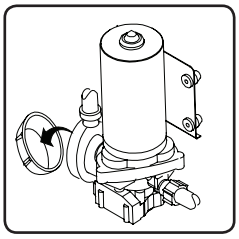
- Turn off the dockside water.
- Disconnect the hose from the boat.
- Replace cap on the dockside water inlet.

NOTICE

As a precaution against accidental flooding. Remove the hose when leaving the boat for an extended period of time.

Maintenance

Very little maintenance is required for the freshwater system, other than annual disinfecting and winterizing. Periodically inspect to assure hose connections, tube fittings, electrical connections and mounting bolts are properly secured, and free of chafing. 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.

Winterizing The System

If the water system will not be used for an extended amount of time it is recommended that it be drained. Draining the freshwater system will require you to energize the freshwater pump switch on the instrument panel, press the button on the freshwater shower head and empty the freshwater tank. Next disconnect the hoses to and from the water pump to allow as much water as possible to drain out. De-energize the fresh water pump switch. Some service facilities may recommend filling the freshwater system with a non-toxic, non-freezing solution. This procedure should be completed by an authorized service center.

Water Heater

NOTICE

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

Operation

Make sure the "FRESH WATER" switch (See fig. 4.7.1) on the DC Breaker Panel located on the port gunnel is "ON" before energizing the water heater (See fig. 4.8.1).

Turn "ON" the "WATER HEATER" switch on the AC Main Distribution Panel (See fig. 4.8.1). 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.

⚠ 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.

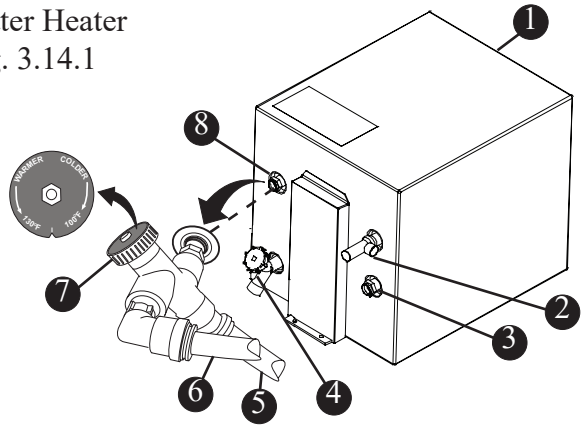
⚠ WARNING

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.

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
Fig. 3.14.1

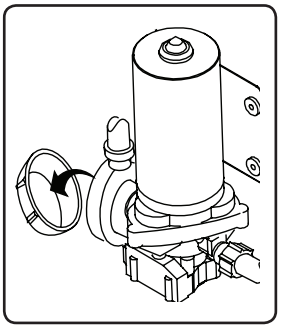


1. 11 GAL (41.64 L) WATER HEATER
2. RELIEF VALVE
3. WATER INLET (FROM WATER TANK)
4. DRAIN
5. COLD WATER LINE
6. HOT WATER LINE
7. TEMPERING (MIXING) VALVE
8. WATER OUTLET (TO HOT WATER LINES)

Tempering Valve

A tempering valve is installed on the hot water outlet of the water heater (Fig. 3.16.1) to reduce the risk of scalding. The valve is set at it's lowest temperature (100°F) at the factory. The water temperature can be adjusted up to a maximum of 130°F by turning the valve counterclockwise until the water temperature reaches your desired limit.

Fresh Water System Maintenance



Very little maintenance is required for the fresh water system, other than annual disinfecting and winterizing. Periodically check the entire system to assure that the hose connections, tube fittings, electrical connections and mounting bolts are properly secured, and free of chafing.

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.

Maintenance

The water heater connections will need to be inspected regularly. Access to the water heater can be made through the back wall of the hanging closet in the forward console. 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.

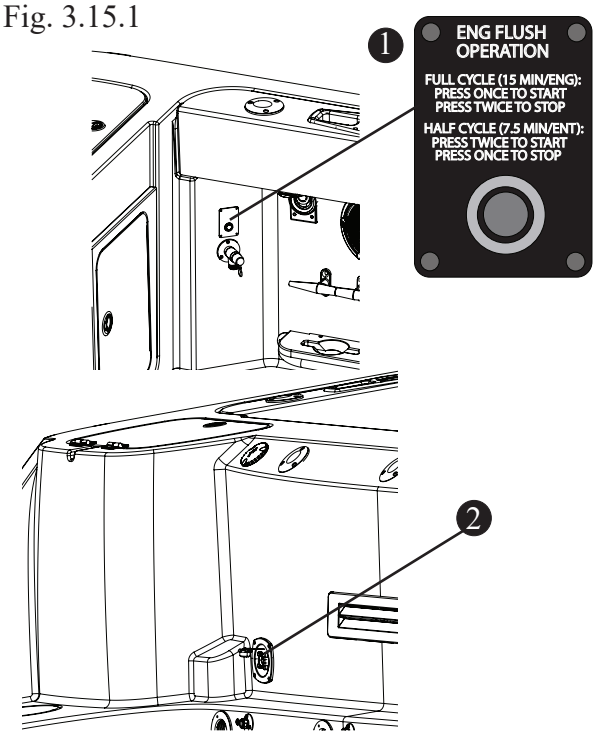
Automatic Engine Flushing System (Option)

If equipped, the engine flushing system is fully automatic and flushes salt and minerals from the internal components of marine engines more effectively and conveniently than conventional methods.

Operation

- Attach a water hose to the fresh water intake located on the port transom (Figure 3.14.1).

Engine Flush System (Option)
Fig. 3.15.1



1 ENGINE FLUSH PANEL
2 FRESH WATER INTAKE

- Activate the system by depressing the button on the panel located on the aft port cockpit (Figure 3.14.1).

Full Cycle (15 minutes)

- Push the start button ONCE. The system will cycle for 15 minutes per engine.
- Push the start button TWICE to stop in the middle of cycle if desired.

Half Cycle (7.5 minutes)

- Push the start button TWICE. The system will cycle for 7.5 minutes per engine.
- Push the start button ONCE to stop in the middle of cycle if desired.

Raw Water System

The Raw water system includes a pump, seacock with auxiliary pump, livewell and a 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 equipment hatch in the aft cockpit deck.

Make sure that the hull seacock is set in the open position and turn ON The "WASHDOWN" switch on the control station switch panel (See page 2.17) by pushing on the top of the switch. The raw water pump will be activated and the system will become functional.

Livewell

The livewell located in the aft port side of the transom will keep baitfish alive by circulating fresh seawater through the tank.

Livewell Operation

- Make sure that the hull seacock is in the open position (Figure 3.15.1).
- Open the livewell flow control valve located behind the access door on the aft port side of the cockpit (See fig. 3.17.1).
- Fill the livewell by pressing the switch marked "LIVEWELL" on the console switch panel (See page 2.17).

The livewell has three drains to regulate the amount of water in the unit. The bottom drain is used to empty the livewell of water completely. By utilizing the drain plug (supplied) between the two overflow drains in the side of the livewell you can adjust the level of water in the unit. A drain tube with strainer connects to the livewell overflow drains and will direct overflow/excess water to the port thru-hull drain.

Raw Water Washdown

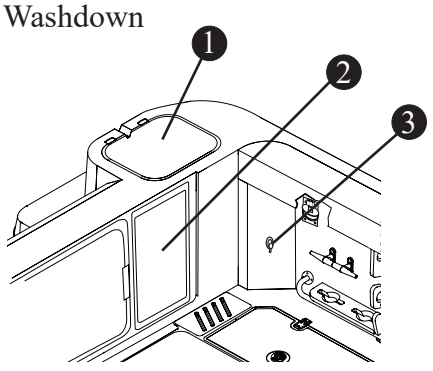
The raw water washdown hose connection is located on the port aft wall of the cockpit (fig. 3.17.1). The fitting allows for connection of a common garden hose. The raw water washdown is supplied by a pump activated by the "RAW WATER" switch on the console switch panel (See page 2.17).

Maintenance

Maintenance of the raw water system requires periodic inspection of the raw water intake strainer and all fittings and hoses for system integrity to prevent leaks.

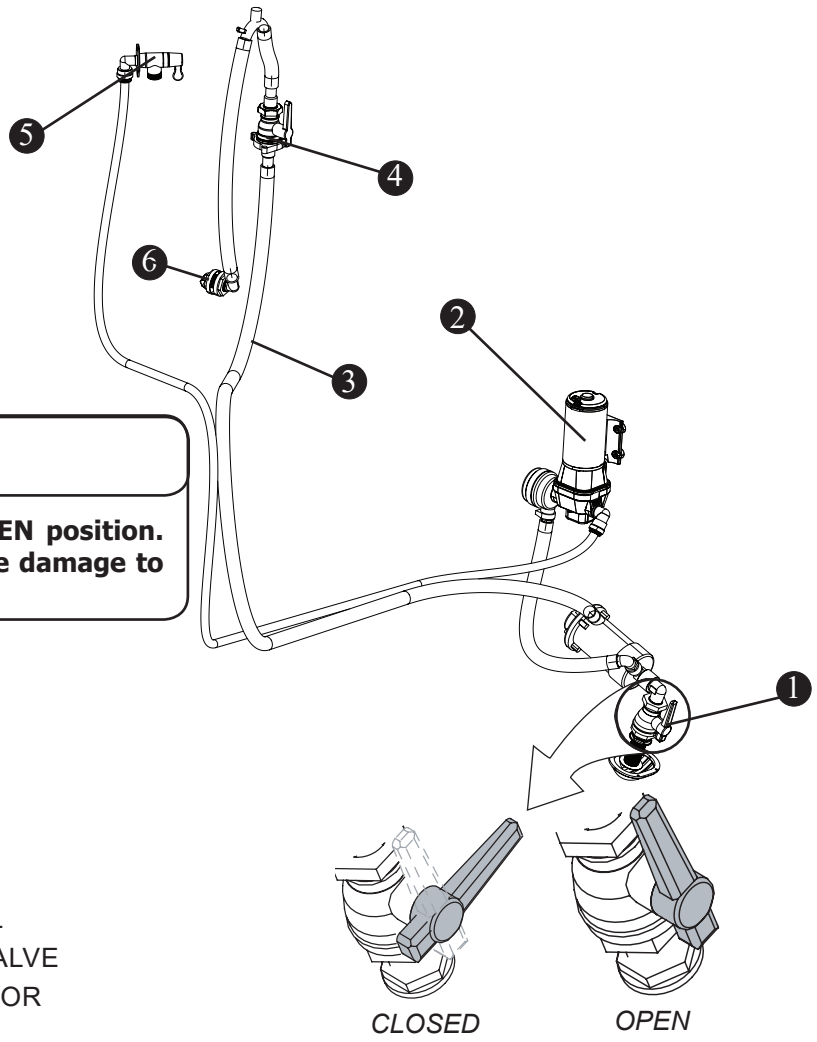
Clean away debris and/or tighten hose connections as required. The system should be run at least every other month to keep the pumps impellers in good condition.

Raw Water Washdown
Fig. 3.16.1



1. 40 GAL. (151.4 L) LIVEWELL
2. LIVEWELL FLOW CONTROL ACCESS
3. RAW WATER WASHDOWN FITTING

Raw Water System
Fig. 3.17.1



NOTICE

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

1. RAW WATER INTAKE
2. RAW WATER PUMP
3. TO 40 GAL. (151.4 L) LIVEWELL
4. LIVEWELL FLOW CONTROL VALVE
5. WASHDOWN HOSE CONNECTOR
6. LIVEWELL FILL

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. (40CFR 140.3)

NOTICE

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

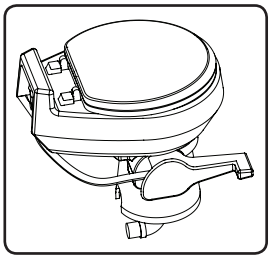
NOTICE

This boat is equipped with a direct overboard discharge valve. Discharging of sewage directly overboard is for use where approved only. Damage to the system could occur if the discharge seacock is not open during operation.

Your boat is equipped with a waste disposal system located in the head in the forward cabin. The system is protected by the "VACUUM FLUSH" breaker on the DC Breaker Panel in the aft starboard side of the forward cabin. The breaker must be ON for the system to function (See page 4-7).

The waste system includes a Vacu-Flush® toilet, a 20 Gal. (75.7 L) holding tank with vacuum pump and a thru-hull vent.

Vacu-Flush® Head



The foot pedal at the base of the toilet opens a mechanical seal which allows a vacuum to force waste through the opening in the bowl to the vacuum generator, through the vacuum pump and then to the holding tank.

Operation

- Turn ON the FRESH WATER breaker (See page 4-7)
- Turn ON the VACUUM FLUSH breaker (See page 4-7)
- If there is no water in the bowl, lift the foot pedal to add sufficient water.
- To flush, depress the foot pedal until bowl is clear.

NOTICE

NEVER use residential tissue paper in your marine waste system.

Waste from the head is directed into the 20 gal. (75.7 L) holding tank located in the bilge. A holding tank fluid level indicator is located on the overboard discharge panel (See figure 3.21.1) located on the aft wall of the vanity in the head. When the FULL light is on, the holding tank must be emptied before the head can be reused. However, it would be a good practice to empty the tank when the 3/4 light is on to avoid damage to the system.

Macerator & Dockside Discharge

The system can be emptied by means of dockside pumpout (preferred) through the "Waste" deck plate on the port transom.

The system also provides for overboard discharge by way of a macerator & lockable discharge seacock.

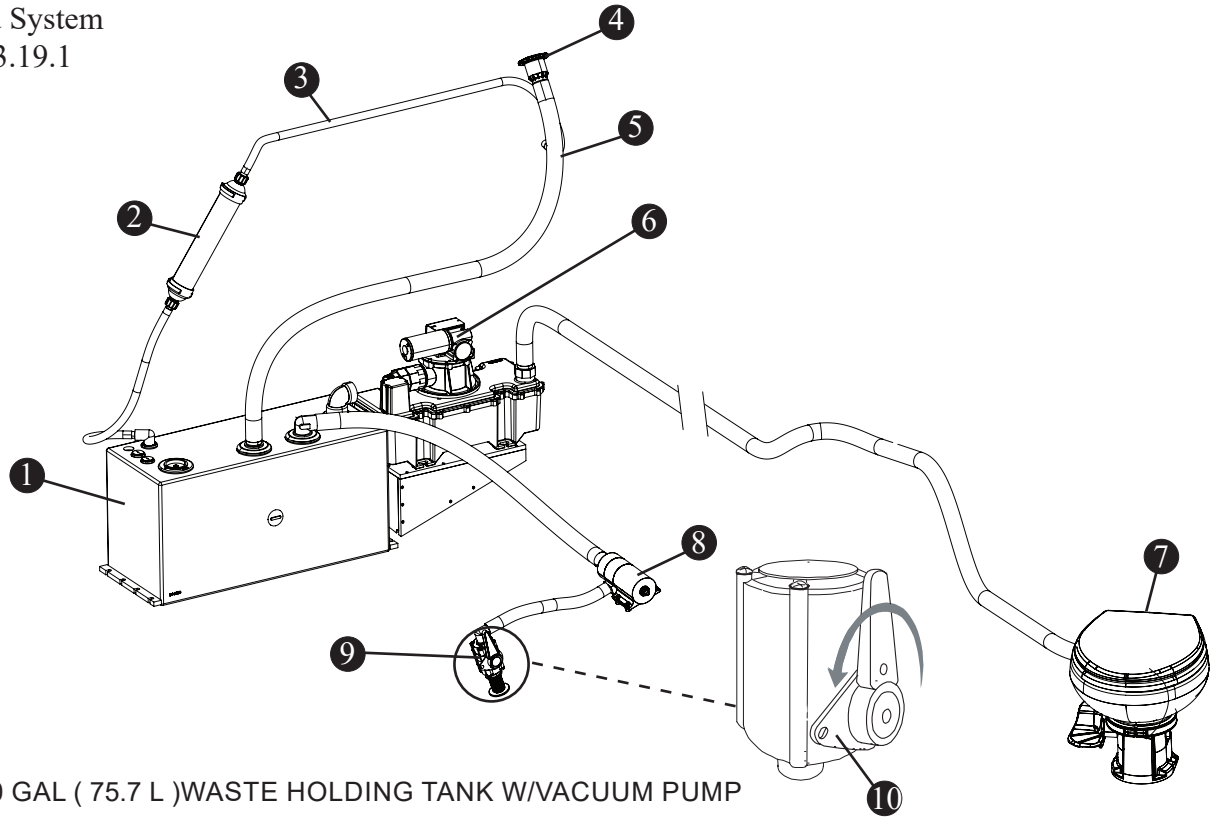
Demonstrating that you have disabled the macerator by locking the system and/or removing the seacock handle may avoid a fine.

To lock the discharge seacock; rotate the handle until the hole in the handle is aligned with the hole in the locking plate (See figure 3.17.1) and insert a padlock (not supplied).

NOTICE

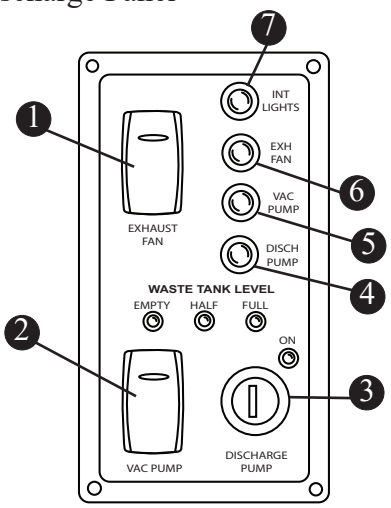
Severe state and federal penalties are levied for discharging raw sewage and solid waste in waters where it is not permitted.

Head System
Fig. 3.19.1



1. 20 GAL (75.7 L)WASTE HOLDING TANK W/VACUUM PUMP
2. IN-LINE FILTER
3. VENT HOSE
4. DOCKSIDE PUMP OUT DECK PLATE
5. TO DOCKSIDE DISCHARGE DECK PLATE
6. VACUUM PUMP
7. VACU-FLUSH® TOILET
8. MACERATOR
9. LOCKABLE DISCHARGE SEACOCK
10. LOCKING PLATE

Overboard Discharge Panel
Fig. 3.20.1



1. EXHAUST FAN SWITCH
2. VACUUM PUMP SWITCH
3. VACUUM PUMP KEY SWITCH
4. DISCHARGE PUMP RESET BREAKER
5. VACUUM PUMP RESET BREAKER
6. EXHAUST FAN RESET BREAKER
7. INT LIGHTS RESET BREAKER

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 discharge seacock located in the bilge aft of the fuel tanks.

There is a control panel located behind the toilet. If the "FULL" light is on you MUST empty the holding tank before the system will function properly.

- Assure that the HEAD breaker located on the DC Breaker Panel is ON (See page 4-7).
- 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.
- De-energize the vacuum pump by depressing the bottom of the rocker switch.
- Depress the lever on the toilet to deplete the vacuum.
- Turn the key clockwise to "START" and hold it there.

⚠ WARNING

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.

- When you are satisfied that the tank has been emptied, return the key to the upright position.
- Energize the system by depressing the top of the rocker switch.

NOTICE

The rocker switch must remain ON for the system to function properly.

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 Pump-Out

NOTICE

Dockside discharge is a preferred method of waste disposal.

To empty the holding tank, the services of a dockside pump-out station is required. Follow instructions at the station and make sure the pump out hose

is inserted into the deck plate marked “WASTE”. located on the port transom.

Access is gained by use of a special key that is included in the owners manual packet.

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

NOTE: Prior to using either method of discharging sewage:

- De-energize the vacuum pump by depressing the bottom of the rocker switch.
- Depress the lever on the toilet to deplete the vacuum.
- After completion of the discharge, energize the vacuum pump by returning the switch to the ON position.

Waste System Vent

The waste system vents odors associated with waste operations through the bilge vent on the aft of the transom.

Avoid overflowing the holding tank. If the “FULL” light is lit on the discharge control panel located in the head, you MUST empty the holding tank before the system will function properly. However, it is good practice to empty the tank when the 3/4 light is lit. This will avoid an unnecessary inconvenience.

Air Conditioning

Your boat is equipped with two (2) air conditioning units which provide comfortable climate control throughout the cabin and helm deck of your boat.

The cabin A/C unit is located behind an access panel on the port side of the mid cabin. The 12,000 BTU unit controls the air temperature in the cabin.

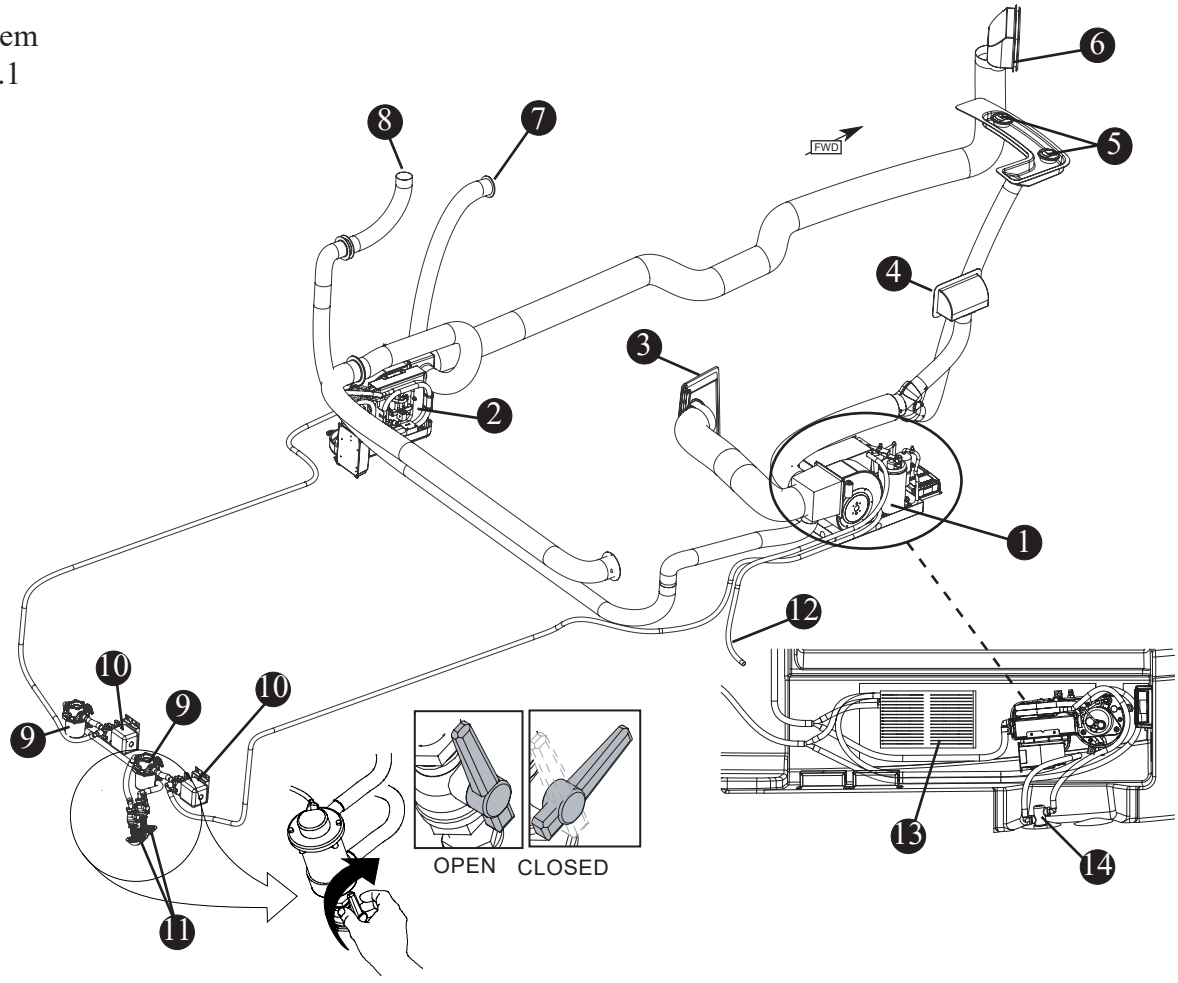
The cockpit 18,000 BTU unit is located behind an access door on the starboard wall below the captain's chair. The unit controls the air temperature in the helm area.

The helm deck A/C unit has been designed to provide a comfortable environment in the helm area. However, keep in mind that sunlight and high ambient temperatures will impact the units ability to provide adequate cooling. If more heat is entering the area than the unit is designed to remove than the temperature will rise.

Operation

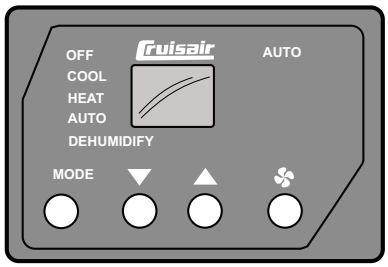
The units are individually powered by either shore power or the onboard generator and a power inverter.

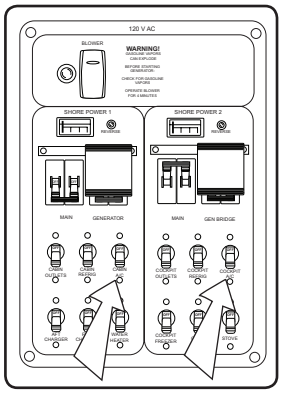
A/C System
Fig. 3.22.1



1. 18,000 BTU, REVERSE CYCLE AIR HANDLER
2. 12,000 BTU, REVERSE CYCLE AIR HANDLER
3. COLD AIR RETURN
4. HELM AIR VENT
5. CONSOLE AIR VENTS
6. CABIN AIR VENT
7. HEAD AIR VENT
8. PORT HELM AREA AIR VENT
9. WATER STRAINER
10. A/C PUMP
11. RAW WATER INTAKE
12. TO THRU-HULL DRAIN
13. P&S FISHBOX FREEZER PLATES
14. THRU-HULL

A/C Control Panel
Fig. 3.23.1





The CABIN A/C and/or COCKPIT A/C breakers on the AC Main Breaker Panel (See page 4-8) must be ON for the system to function.

OPEN the raw water seacocks located in the bilge. The seacock and raw water pump (Figure 3.24.1) can be accessed by lifting the equipment hatch in the aft cockpit deck.

Control Panel

The air conditioning/heating system is controlled by a keypad unit located on the aft wall of the console interior.

The keypad allows the operator to preset the temperature for the cabin/helm. 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.

The keypad for the cabin air handler is located in the aft starboard cabin next to the entry door.

The keypad for the helm deck is located on the hardtop above the control console.

Maintenance

The air conditioning unit is basically maintenance free. Periodically check and clean the raw water intake on the hull, the water strainer on the pump and the filter located on the back of the cold air return to maintain a stable, clean airflow throughout your boat.

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

Heater System - Diesel (Option)

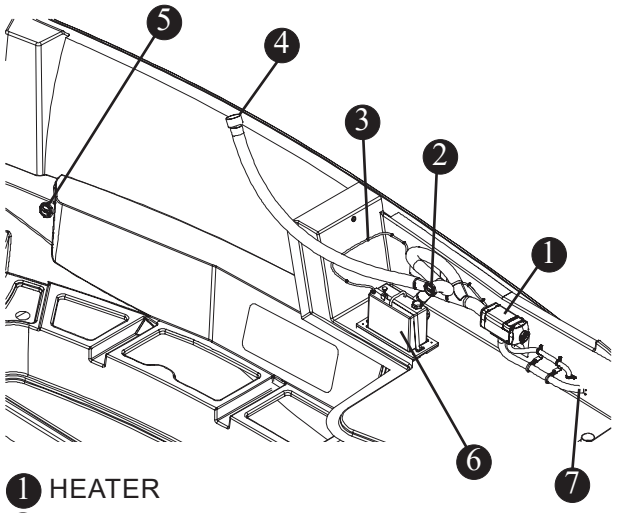
If equipped, the heating system on your boat is located in the starboard gunnel and can be accessed through a door below the captain's chair.

The system will provide warmth throughout the cabin and helm area.

NOTICE

Choosing the heater option eliminates the air conditioning system.

Heater System (Option)
Fig. 3.23.2



1. HEATER
2. HELM AIR VENT
3. FUEL LINE
4. CONSOLE VENT
5. CABIN AIR VENT
6. FUEL TANK, DIESEL
7. THRU-HULL EXHAUST

Generator

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

The gas powered generator is driven by a self contained engine and provides 120 Volt Alternating Current, (AC). 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.

⚠ WARNING

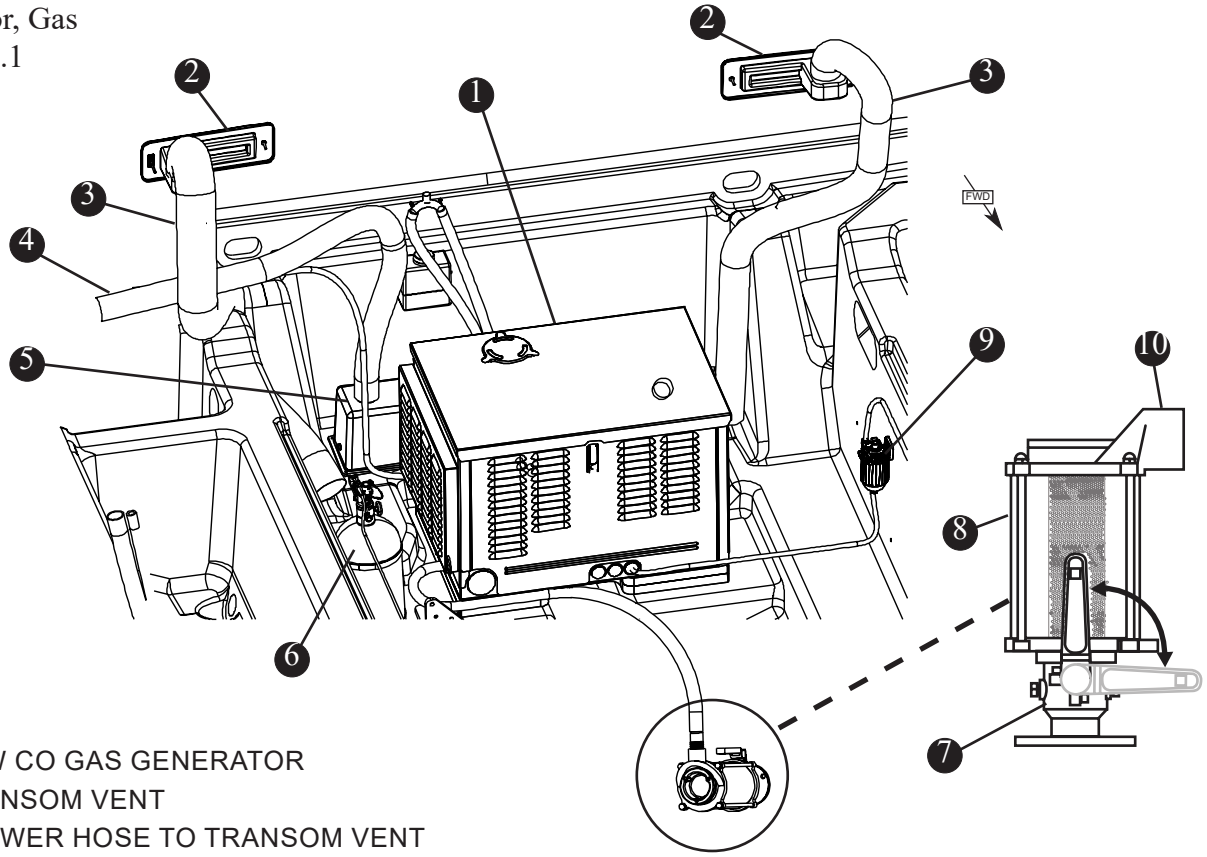
CARBON MONOXIDE can cause severe NAUSEA, FAINTING or DEATH. The exhaust system must be leakproof and routinely inspected.

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.

Generator, Gas
Fig. 3.24.1



1. LOW CO GAS GENERATOR
2. TRANSOM VENT
3. BLOWER HOSE TO TRANSOM VENT
4. EXHAUST TO STARBOARD THRU HULL
5. MUFFLER
6. FIRE EXTINGUISHER
7. RAW WATER INTAKE SEACOCK
8. WATER STRAINER
9. FUEL FILTER
10. OUTLET TO GENERATOR

NOTICE

The generator should be shut off before the fuel level reaches the 1/4 tank level where it is designed to run out of fuel.

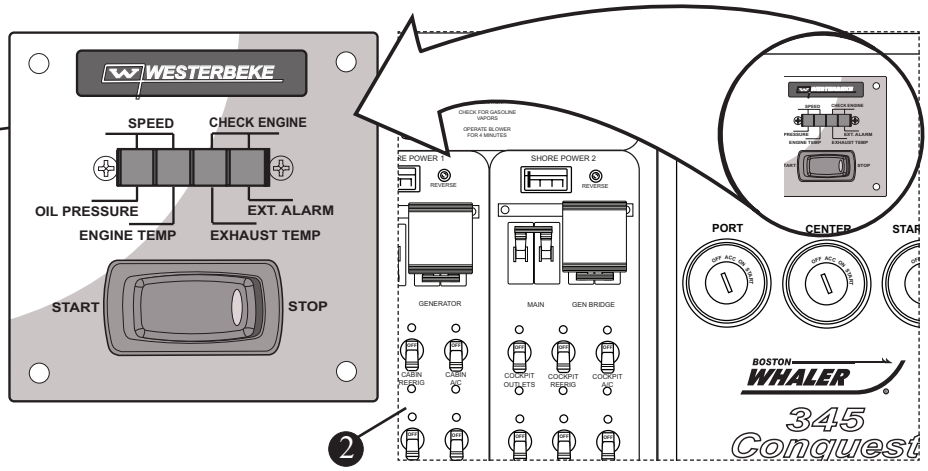
The generator draws fuel from the main fuel tank. The generator fuel system is designed to run out of fuel with about 1/4 tank of fuel remaining, leaving a reserve of fuel for the propulsion engines. DO NOT run the generator set out of fuel because the fuel lines will draw in air and necessitate bleeding the system before restarting the unit. The generator should be shut off before the fuel level reaches the 1/4 tank level where it is designed to run out of fuel. The operations manual included in the owners packet has complete instructions on bleeding the fuel system.

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.

Starting the Generator

There is a remote operation panel also located on the AC panel (Figure 3.26.1).

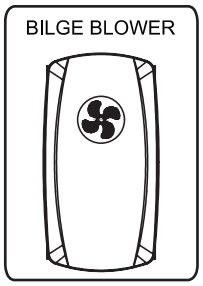
Generator Control Panel, Gas
Fig. 3.25.1



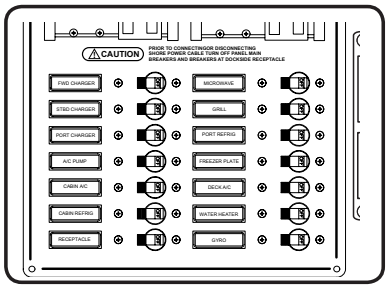
1. GENERATOR CONTROL PANEL, GAS
2. AC BREAKER PANEL

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:

- Locate the blower switch on the DC Breaker Panel (See page 4-7) and operate the blower for 4 minutes. Manually check the bilge for fuel or fuel vapor.

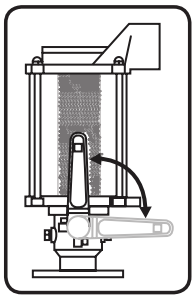


- Make sure that ALL breakers on the AC Panel are switched OFF.

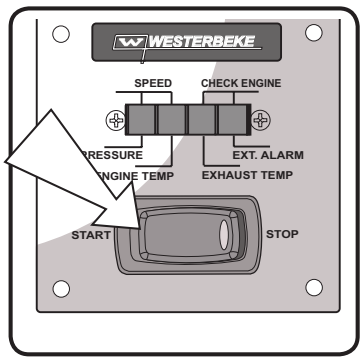


NOTE: Refer to the manufacturer's Operations Manual for a Pre-Start Checklist.

- OPEN the generator seacock (See Fig. 3.31.1).



- Press the START/ STOP button until the generator starts (the green light will illuminate).

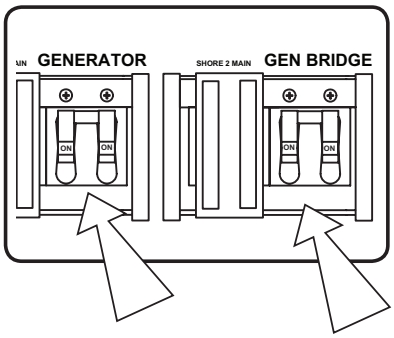


⚠ WARNING

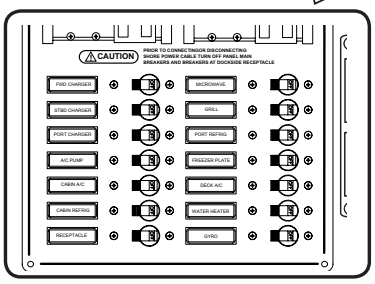
Under no circumstances override the source select system.

DO NOT press the button more than once. Allow for a 60 second cool down period between cranking attempts. If the generator fails to start after the first attempt, check fuel flow, if ok, attempt start sequence again. If the unit fails to start after 3 attempts, contact an authorized dealer/distributor for service.

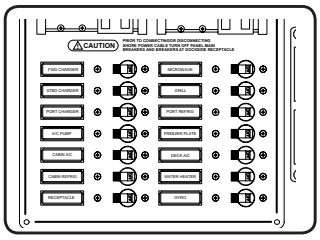
- Slide the selector on the AC Panel to expose the Generator & Bridge switches and switch the line breakers ON.



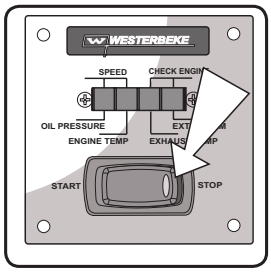
- After a successful start, breakers can be switched ON.



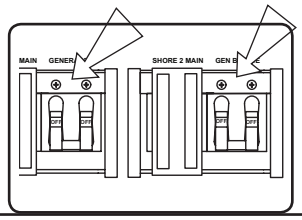
Stopping Generator



- Make sure that ALL breakers on the AC panel are switched OFF.

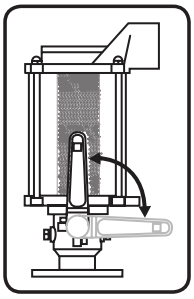


- To STOP the generator, press the STOP button.



- Switch line breakers OFF.

- OPEN the generator seacock (See Fig. 3.31.1).



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 appropriatly skilled and suitably trained maintenance personnel familiar with generator set operation and service.

NOTICE

DO NOT run the generator set out of fuel because the fuel lines will draw in air and neccessitate 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.

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

Operation in EU Member Countries

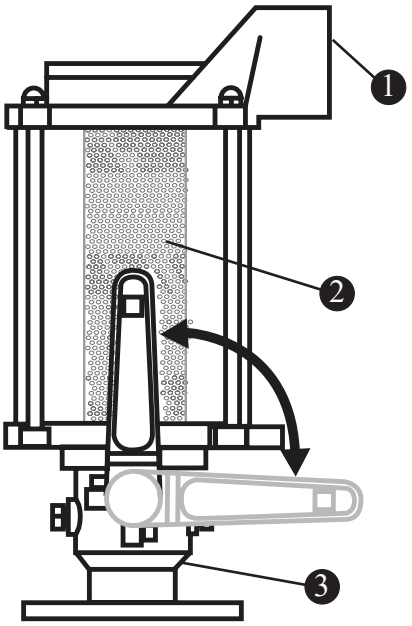
This generator set is specifically intended and approved for operation below the deck in the engine compartment. Operation above the deck and/or outdoors would constitute a violation of European Union Directive 2000/14/EC noise emission standard.

Raw Water Strainer Maintenance

Periodically check the raw water strainer for debris and clean as necessary (See Fig. 3.27.1).

1. Ensure generator is not running.
2. Remove the lid.
3. Remove the strainer and clean it of debris.
4. Replace the strainer.
5. Replace the lid.

Raw Water Strainer
Fig. 3.27.1



1. OUTLET TO GENERATOR
2. STRAINER
3. INTAKE SEACOCK

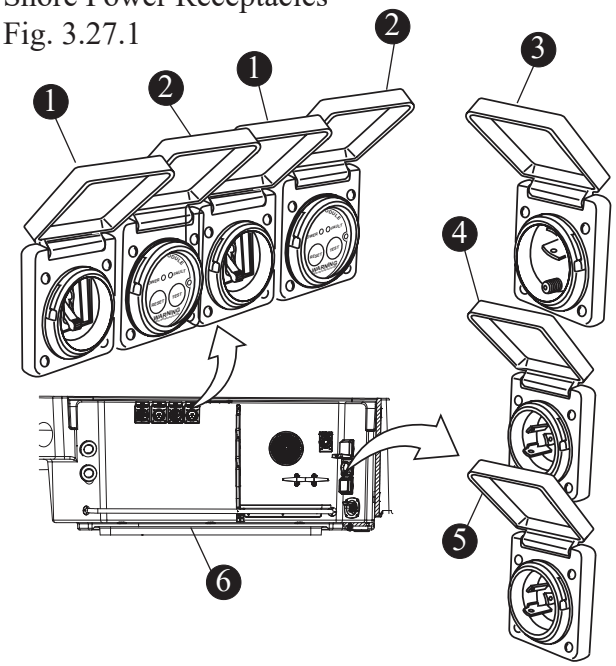
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Shore Power

The shore power system on your boat provides dockside power to operate all of your boat's electrical system and charge your batteries.

Use the supplied 50 ft. power cord to connect your boat to a dockside power source. The on board receptacles are located under the aft starboard gunwale. The AC Main Breaker panel for the shore power system is located on the aft wall of the console interior.

Shore Power Receptacles
Fig. 3.27.1



1. SHORE POWER INTERMEDIATE BREAKER
2. ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER)
3. TV/PHONE RECEPTACLE
4. LINE 1 SHORE POWER RECEPTACLE
5. LINE 2 SHORE POWER RECEPTACLE
6. AFT STARBOARD COCKPIT

⚠ DANGER

EXTREME HAZARD - Swimming near a boat operating on an AC electrical system can lead to severe shock and/or death. Never swim or allow swimming when AC system is in use.

ELCI (Equipment Leakage Circuit Interrupter)

The shore power system on your boat includes an ELCI (Equipment Leakage Circuit Interrupter) located on the aft starboard freeboard (See figure 3.29.1).

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.

⚠ 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**. CONSULT A QUALIFIED ELECTRICIAN FOR REPAIR OR REPLACEMENT.

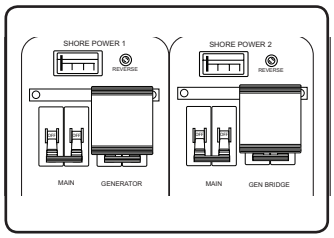
⚠ CAUTION

- **Be certain that the shore power main switch is turned OFF before connecting the power cord cordset.**
- **Connect the cordset to the boat inlet first, then to the shore inlet.**
- **NEVER alter the cordset connectors.**

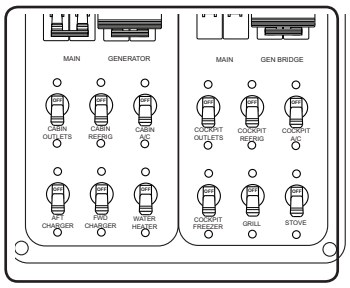
Shore Power Operation

Before making shore power connections make sure your boat is properly moored.

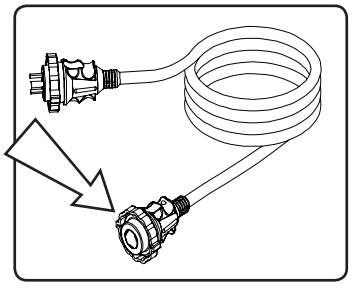
- Slide the covers on the panel to expose SHORE POWER # 1 & SHORE POWER #2 breakers.



- **Make sure the breakers are OFF.**
- Assure that ALL component breakers are OFF.



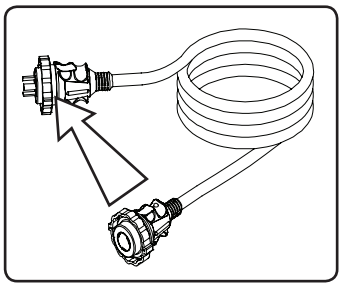
- Using the shore cords, (supplied) connect the female plug to the boat receptacle first.



⚠ CAUTION

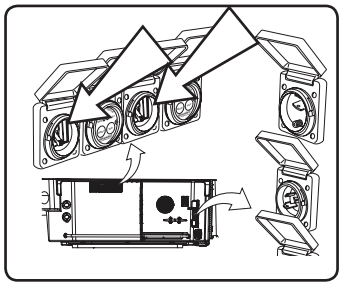
Shore power cords should be secured or routed to avoid laying or falling into water and to avoid stress on shore power plug and inlet.

- Next connect the male plug to the dockside panel.

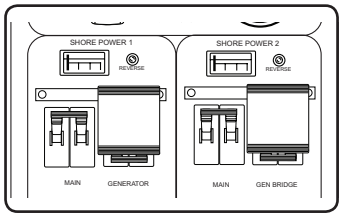


- Turn dockside panel breakers ON.

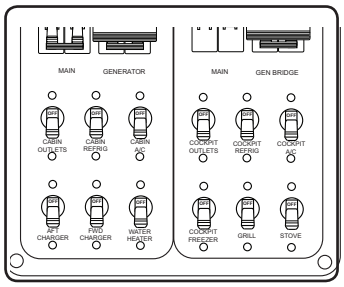
- Switch the boat side shore power breaker(s) ON.



- Switch the shore power main breaker(s) ON.



- It is now safe to turn on component breaker.



⚠ CAUTION

The use of extension power cords is not recommended. Excessive power cord extensions can cause a voltage drop and may prevent some electronic devices from operating properly.

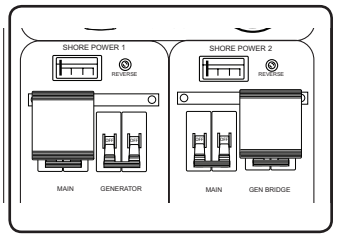
⚠ CAUTION

It is imperative that the shore power outlet is dry before plugging into the dock power outlet.

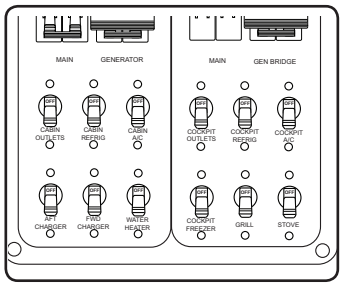
Single Cord Shore Power

In some cases you may be limited to operating your boat's equipment utilizing only a single shore power cord. The following procedure will provide the most efficient power to the boat.

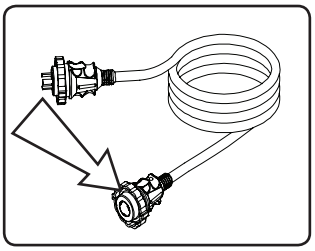
- Slide the covers on the panel to expose the GENERATOR & SHORE POWER #2 breakers.



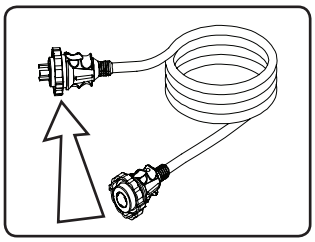
- Make sure the breakers are OFF.



- Ensure all component breakers are OFF.



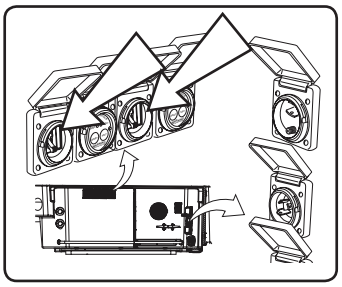
- Using the shore cords,connect the female plug to boat receptacle first.



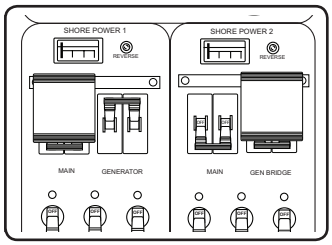
- Next connect the male plug to the dockside panel.

- Turn dockside panel breakers ON.

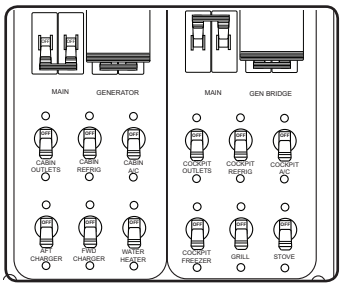
- Switch the boat side shore power breaker(s) ON.



- Switch the shore power main breaker(s) ON.

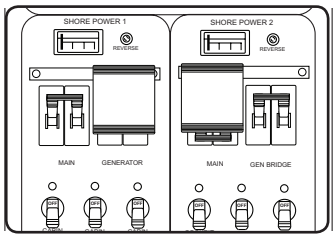


- It is now safe to turn on component breaker.



The single cord shore power scenario described in the previous column utilizes the generator to supplement power. Although this setup provides maximum voltage to your boat, you may find at times that the generator noise is too interruptive. You can still power your boat sufficiently by utilizing the breakers as follows:

- Slide the covers on the panel to expose the SHORE POWER #1 & BRIDGE breakers.



- **Make sure ALL breakers are OFF.**
- Proceed with setup as described above.

Shore Power Load Management

Your boat is equipped with many devices that require AC power for their operation. While many of these devices are continuous use items, others are not.

The design of the electrical system has been optimized to support the most commonly used equipment. However, there may be situations where the operator will need to power off certain appliances based on load requirements, shore power connections and/or generator operation.

To obtain the most power for your appliances, it is best to use the "GENERATOR" and "SHORE POWER 2" combination which will deliver a higher load capability.

Battery Charging

In addition to supplying AC power to your boat, shore power hookup gives you the ability to charge your batteries without running the engines.

The system is automatic and little or no maintenance is required. The battery charger can be accessed through the equipment hatch in the aft cockpit deck.

Isolation Transformers

Your boat is equipped with isolation transformers. The boat's electrical system and grounding conductor are not actually connected to the dockside system. The isolation transformer transfers power from the dockside electrical system to the boat's electrical system by magnetic coupling. This means there is no direct electrical connection between the earth-grounded shore AC power and the boat AC power. Isolating the power this way has several benefits:

- Eliminates shock hazards to people swimming around the boat.
- Prevents reverse polarity due to a miss-wired shore power pedestal providing further protection to people onboard as well as sensitive AC appliances.
- Prevents galvanic current corrosion due to the direct connection to AC shore power.

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

⚠ DANGER

The above statement pertains to the 345 Conquest ONLY.

Other boat systems may or may not provide shock protection to swimmers.

NEVER ALLOW SWIMMING in close proximity to other boats which may be running AC electrical systems.

Fire Suppression System

Your boat has a USCG approved automatic fire suppression system which is located on the equipment bulkhead in the port bilge and can be accessed by lifting the mechanical hatch in the aft cockpit deck.

The system will activate when the temperature in the enclosed area reaches 165°F (74°C).

When activated there will be a bang, (similar to small arms fire) followed by a rushing air sound.

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.

⚠ DANGER

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

⚠ DANGER

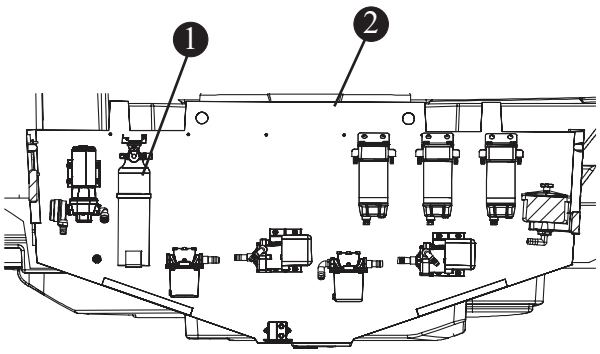
Inhalation of high concentrates of the contents of the fire suppression tank may cause sudden death without warning.

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

⚠ CAUTION

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

Fire Supression
Fig. 3.32.1



1 AUTOMATIC FIRE EXTINGUISHER
2 EQUIPMENT BULKHEAD

.

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.

Manual Override System

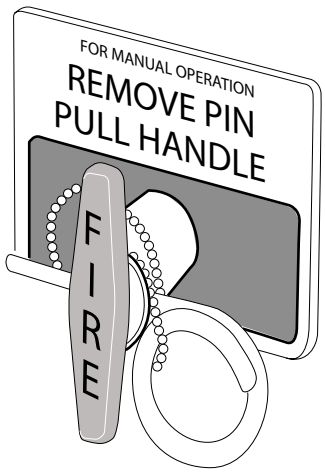
The automatic fire extinguisher can be activated manually by pulling the manual override handle located starboard and behind the captain's chair

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.

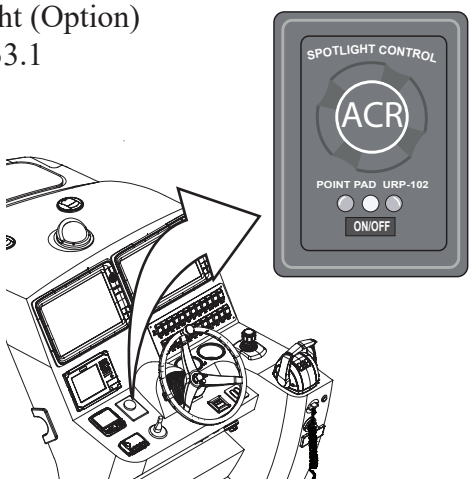
Manual Fire Pull Handle
Fig. 3.32.2

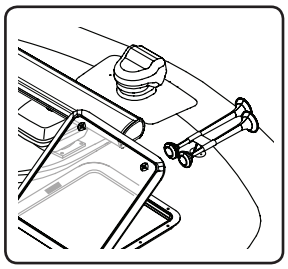


REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Spotlight (Option)

Spotlight (Option)
Fig. 3.33.1





If equipped, the optional spotlight is mounted forward on the hardtop.

The spotlight with Directional Flexibility is controlled by a wireless remote located at the helm station which gives the operator a full 360^0 horizontal rotation and vertical tilt with fingertip control.

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

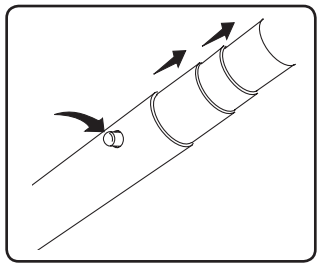
Radial Outriggers (Option)

If equipped, there are two(2) radial outriggers. One each located on the port and starboard side of the hardtop. The outriggers are adjustable to provide ease of operation and convenient ready-to-use storage.

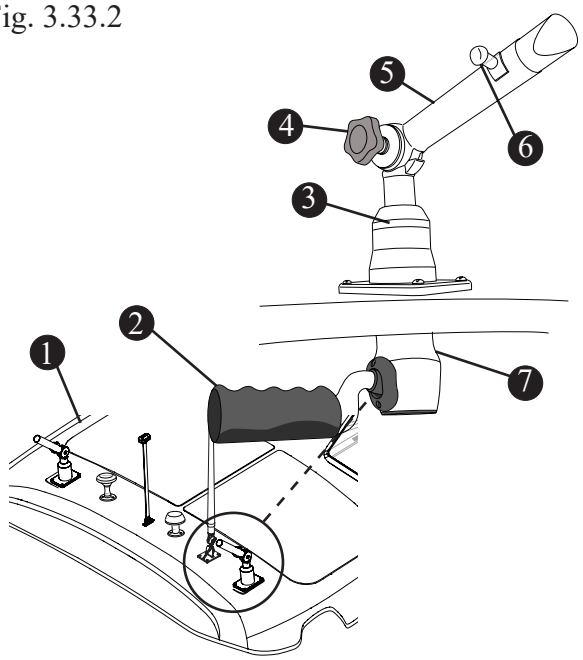
Operation

To extend the outriggers:

Starting with the outboard section, extend each section out until the locking button snaps into place.



Radial Outriggers (Option)
Fig. 3.33.2

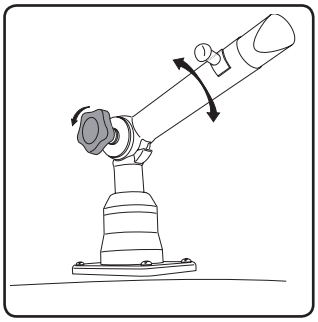


1. HARDTOP
2. HANDLE
3. UPPER UNIT
4. CAM KNOB
5. EXTENDABLE SHAFT
6. SHAFT LOCK
7. LOWER UNIT

To position the outriggers:

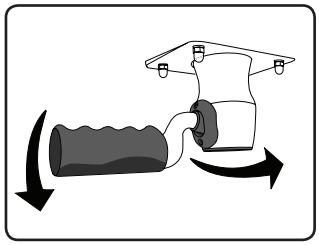
Raising or lowering:

Turn the cam knob counterclockwise to loosen, position the outrigger up or down to the desired position and tighten the cam by turning the knob clockwise.

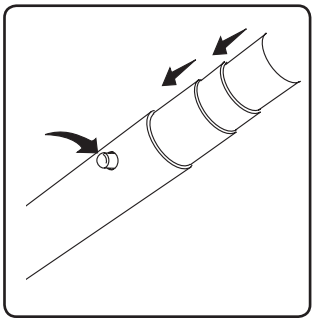


Rotating the outriggers:

Pull down on the lower unit handle and rotate to the desired position. When released the handle will hold the outrigger shaft into position.



To retrieve the outriggers:



Starting with the inboard most section, Push in the locking button on each succeeding section and insert sections into the shaft until all sections are completely seated in the stowed position.

Maintenance

With very little care your equipment will maintain its appearance and operate trouble free. When at port, extend the outriggers and flush with fresh water, wipe with a dry cloth and allow to air dry. When dry collapse the outriggers to the stowed position. Periodically lightly lubricate the cam and the shaft of the cam knob to keep them working freely.

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.

Your boat is equipped with electrically powered trim tabs located on the lower section of your transom, port and starboard.

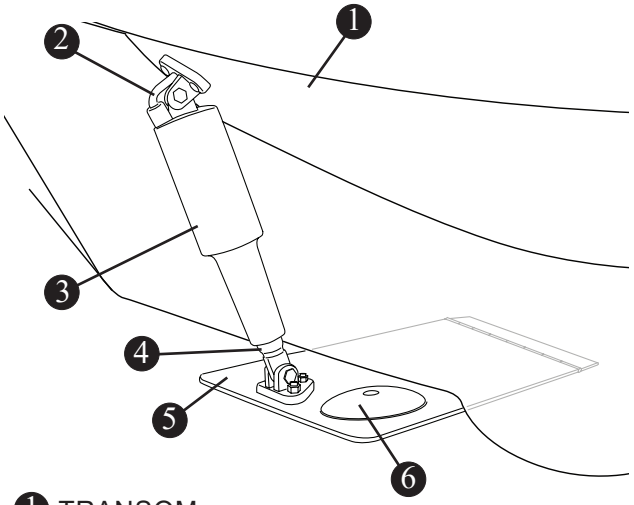
They are used to trim the list of your boat caused by uneven weight distribution, too many persons on one side of the boat, or strong cross winds.

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.

Electrically Powered Trim Tabs
Fig. 3.34.1



1. TRANSOM
2. ELECTRICAL CONNECTION
3. LOW VOLTAGE ELECTRIC MOTOR
4. STAINLESS STEEL RAM
5. TRIM TAB PLANE
6. ZINC ANODE

Operation

The trim tabs are controlled by rocker switches located on the center part of your console above the throttle control. Short momentary bursts of the rockers will achieve proper attitude of the hull. The trim tab switch is marked “bow up” and “bow down”.

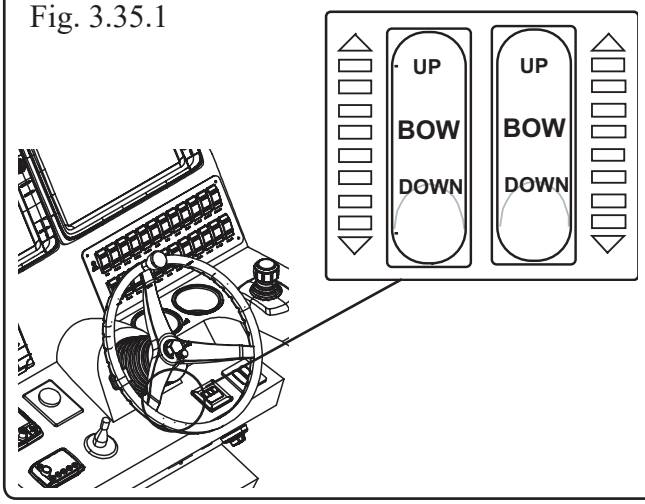
Proper use of trim tabs:

- Level the boat fore and aft, port and starboard.
- Reduce resistance in the steering system.
- Provide a smoother more stable ride.
- Increase speed and fuel efficiency.

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).

Trim Tab switch w/indicators
Fig. 3.35.1



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.

Auto Glide Boat Control System (Option)

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

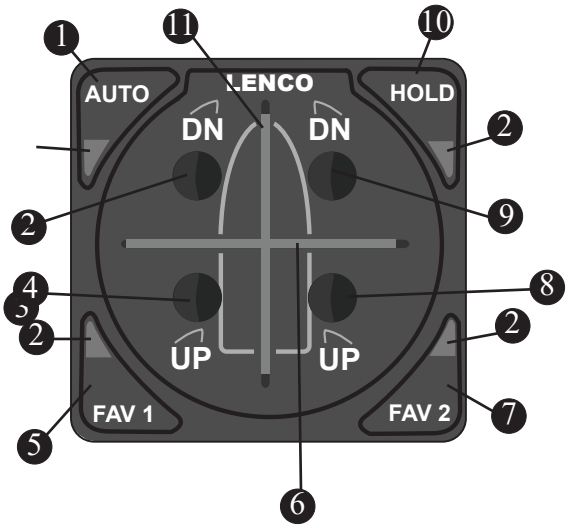
With the Auto Glide, your boat's running angle is measured 25 times per second. The data is used by the Auto Glide control box to:

- 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.

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 (Option)
Fig. 3.35.2



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

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.

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

Propeller

NOTICE

- **It is advised that you always carry a spare propeller, propeller hardware and propeller wrench on board. Should your propeller become damaged it 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 engines on your 345 Conquest have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. Your boat has been propped to achieve maximum RPMs which meet Mercury requirements.

Trimming the Engines

When trimmed correctly, your boat will achieve maximum RPMs, minimize steering effort, allow for more stability and increased performance.

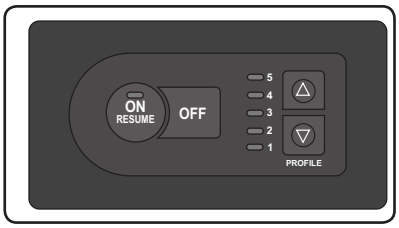
Trimming the engines IN full will drive the bow down causing the boat to plow through the water and will prevent the engines from achieving maximum RPMs.

Trimming the engines OUT will push the stern down and raise the bow. If OUT to far the maximum engine RPMs cannot be achieved.

A properly trimmed boat will have the bow slightly UP while running at full speed.

Different seas or operating conditions will necessitate running the boat in different trim positions. The operator will need to use his/her best judgement while boating in different conditions.

Active Trim (Option)



If equipped, the Active trim panel is located on the forward hardtop above the console.

Active Trim provides the benefit of perfect trimming without constantly monitoring and adjusting trim with changes to boat speed or when going into turns.

Active Trim controls the trim in accordance with boat speed and engine rpm. This avoids potential problems such as engines trimming up (instead of down) if the propeller breaks loose in a hard turn. It also avoids issues with the engine trimming up too early or too late when the boat is getting on plane.

Active Trim has five selectable trim profiles that accommodate nearly any boat application. These profiles allow operators to compensate for changes in boat load, operator preference and weather conditions, while maintaining full auto operation.

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

Changing Propellers

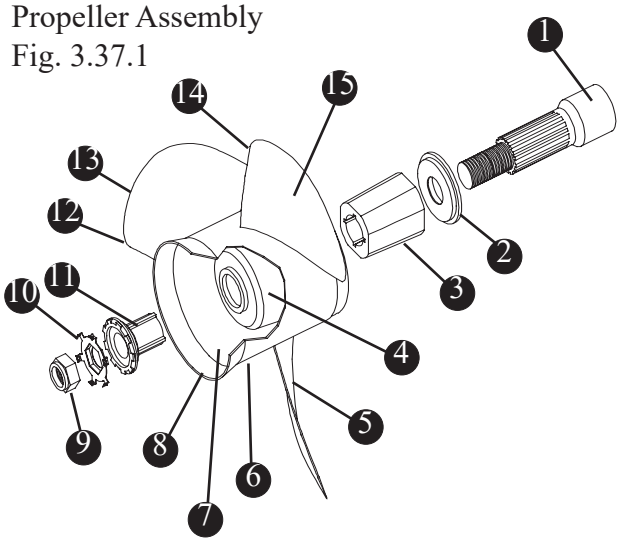
⚠ DANGER

Disconnect power by moving the battery switch to the "OFF" position prior to removing the propeller.

In some situations you may wish to change the propeller to give your boat slightly different performance characteristics.

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 Assembly
Fig. 3.37.1



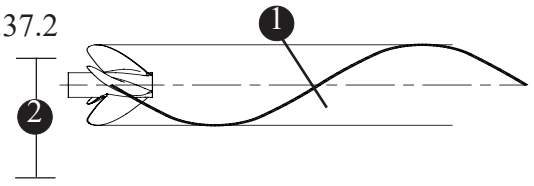
1. ENGINE SHAFT
2. FORWARD THRUST WASHER
3. DRIVE SLEEVE
4. INNER HUB
5. BLADE BACK
6. OUTER HUB
7. EXHAUST PASSAGE
8. DIFFUSER RING
9. PROP NUT
10. LOCK RING
11. DRIVE SLEEVE ADAPTER
12. BLADE TIP
13. LEADING EDGE
14. TRAILING EDGE
15. BLADE FACE

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.

Propeller Pitch & Diameter
Fig. 3.37.2



1. PITCH
2. DIAMETER

Anchor Windlass

⚠ DANGER

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

The anchor windlass located at the bow gives you a mechanical means of raising and lowering the anchor.

The anchor windlass is controlled by switches located on the Control station switch panel or by a hand held remote located in the bow locker.

The ON/OFF switch on the control station switch panel controls power to the windlass.

The operation switch is a momentary type switch which means that there must be constant pressure applied to the switch to operate the anchor windlass.

When not in use, the remote can be stored in a receptacle located on the bulkhead of the bow locker. The power source for the remote is also located in the locker (See fig. 3.35.1).

There is also a handle that can be used to raise and lower the anchor manually in case the power to the anchor windlass is lost.

A anchor lanyard secures the anchor when stowed and the boat is underway.

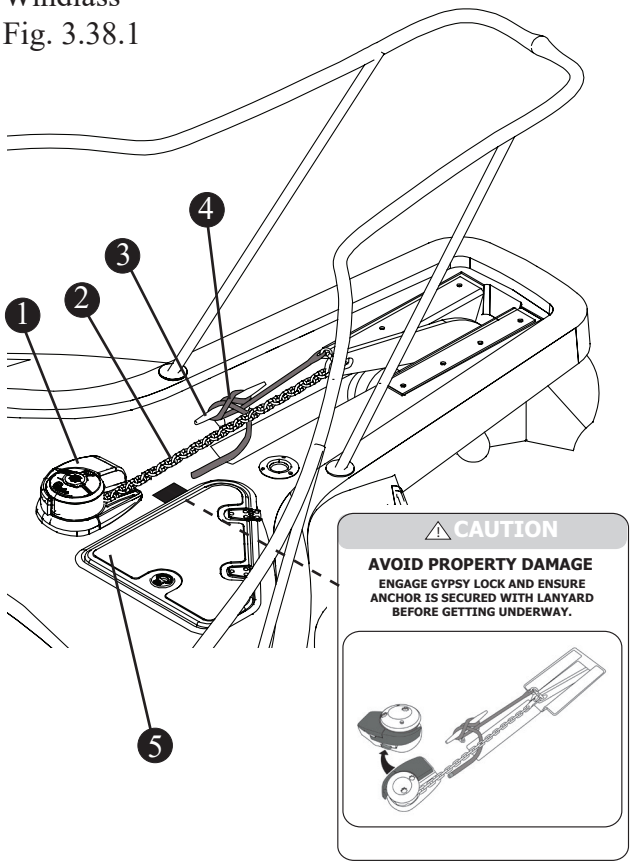
The windlass is protected by a 100 amp circuit breaker located on the battery switch panel (See page 4-5). If there is a loss of power to the windlass, check the "WINDLASS" circuit breaker. If the breaker is tripped, reset the breaker.

If the breaker continues to trip, have the anchor windlass system checked by a qualified marine electrician.

NOTICE

ALWAYS SECURE THE LANYARD WHEN UNDERWAY
Failure to do so may allow accidental deployment of the anchor.

Windlass
Fig. 3.38.1



1 WINDLASS
2 RODE
3 ANCHOR CLEAT
4 ANCHOR LANYARD
5 BOW LOCKER

Operation

NOTICE

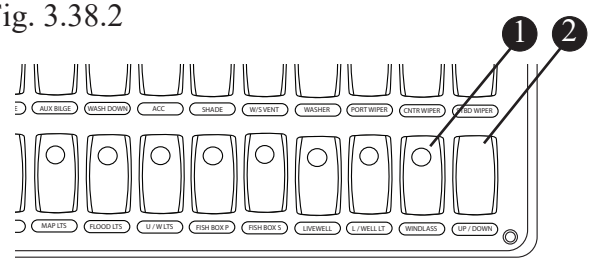
Before operating the windlass be sure that the safety lanyard is removed from the anchor and is clear of the rode as it pays out or is retrieved.

Operating From the Helm

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

RAISING- Pushing the lower part of the switch will power the anchor windlass UP. Once the anchor and rode is secure in the UP position, the safety lanyard can be re-attached to the anchor and secured to the cleat.

Windlass Switches
Fig. 3.38.2



1 WINDLASS POWER SWITCH
2 WINDLASS OPERATION SWITCH

⚠ DANGER

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

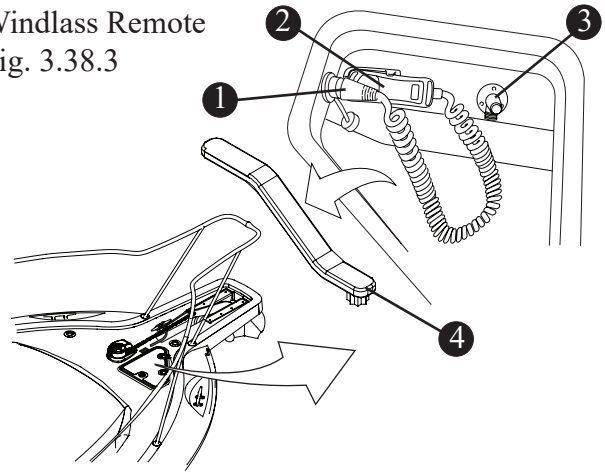
Operating From the Bow

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

⚠ WARNING

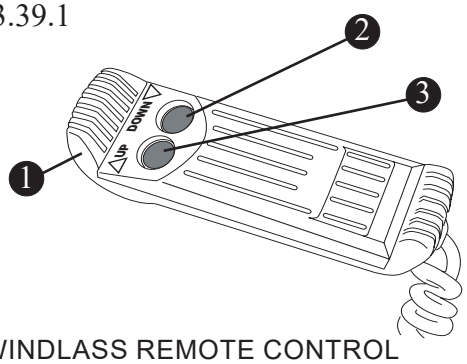
Keep hands, feet, hair and loose clothing clear of moving parts. Entanglement may cause severe bodily injury (i.e. lose of fingers or toes).

Windlass Remote
Fig. 3.38.3



1 POWER SOURCE
2 HAND HELD REMOTE
3 WASHDOWN CONNECTION
4 EMERGENCY HANDLE

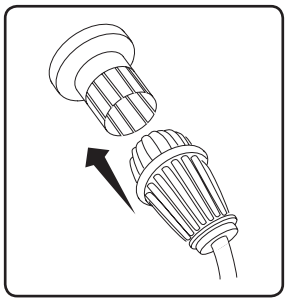
Anchor Windlass Remote
Fig. 3.39.1



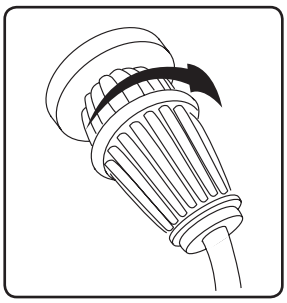
1. WINDLASS REMOTE CONTROL
2. "DOWN" BUTTON
3. "UP" BUTTON

The windlass remote is protected by a 10 amp reset breaker located on the 12V DC breaker panel on the aft starboard side of the cabin (See page 4-7). If there is a loss of power to the windlass remote, check the "WINDLASS CONTROL" breaker. If the breaker is tripped, reset the breaker.

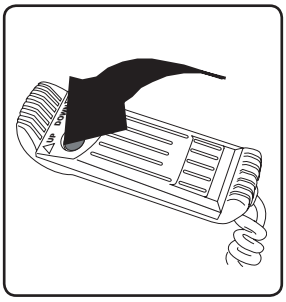
- Plug the power cable into the power receptacle on the aft of the bow locker (Figure 3.37.1)



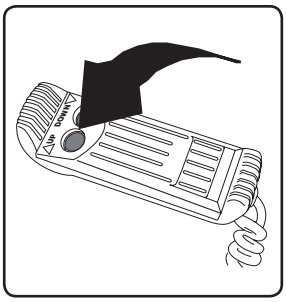
- Turn the forward portion of the plug clockwise to lock.



- **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.



Operating The Windlass Manually

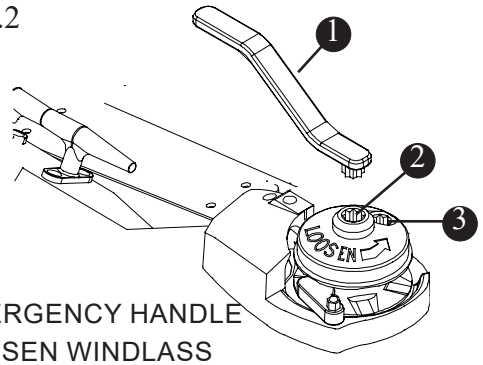
In the event that there is a loss of power to the wndlass the anchor can be raised and/or lowered manually by using the emergency handle located in the bow locker (See fig. 3.36.3)

There are two star sockets on the top of the windlass used for manual deployment of the anchor (Figure 3.36.2). 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.

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.

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

Windlass Manual/Emergency Operation
Fig. 3.39.2



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

Anchoring

Your boat is equipped with a windlass, anchor, rode and an anchor chute. Stow the anchor in the chute when not in use.

NOTE: Before using the anchor, be sure the safety lanyard is removed and the anchor is secured to the windlass chain.

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

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 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 prevent abrasion of the line.

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 a 10:1.

Example:

Rode length = (3 feet + 10 feet) X 7*

Rode length = 13 feet X 7*

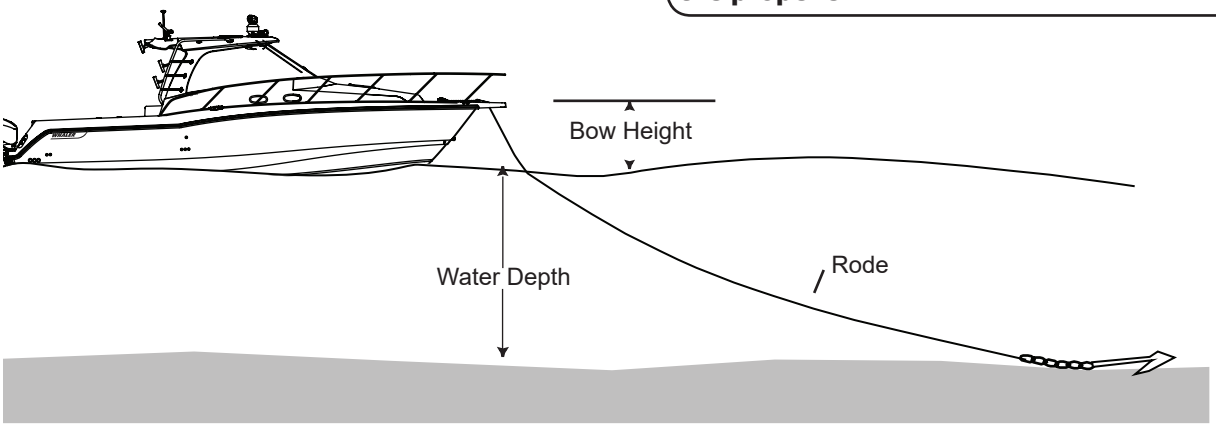
Rode length = 91 feet

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

Proper Anchoring
Fig. 3.40.1

⚠ CAUTION

Be careful that the trailing lines do not foul in the propeller



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

NOTICE

Before using the anchor be sure the anchor line is secured to the eye in the bottom of the anchor locker.

Lowering The Anchor

- Be sure there is adequate rode.
- Secure rode to both the anchor and the boat.
- Stop the boat completely before lowering the anchor.
- Keep feet clear of lines.
- Turn on the anchor light when at anchor or drifting (not under power) at night or in low visibility.

NOTE: If using the 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 the bitt or cleat.

Weighing the Anchor

To weigh (or 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.

⚠ CAUTION

Be careful that the trailing lines do not foul in the propeller

Electrical Systems

DC Electrical System

The 345 Conquest is equipped with an electrical system powered by a series of deep-cycle, lead-acid batteries. The batteries are charged by running the generator or when the engines are running or can be charged by shore power when the engines and generator are off.

A battery charger located on the forward wall of the battery compartment (See fig. 4.2.1) facilitates the charging of the batteries when using shore power. See Section 3, page 3-30 for shore power operation.

The electrical system utilizes battery selector switches to control the delivery of power to the following:

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

Batteries

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)	31	12	800	135 min	4

* Marine Cranking Amps
** Additional battery needed with triple engines.

Application	Group	Volts	CCA*	Reserve	Qty.
Intn'l (EN)	31	12	975	65Ah	4

* Cold Cranking Amps

NOTICE

Ensure that your batteries meet Mercury's AGM & CCA requirements

⚠ 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.

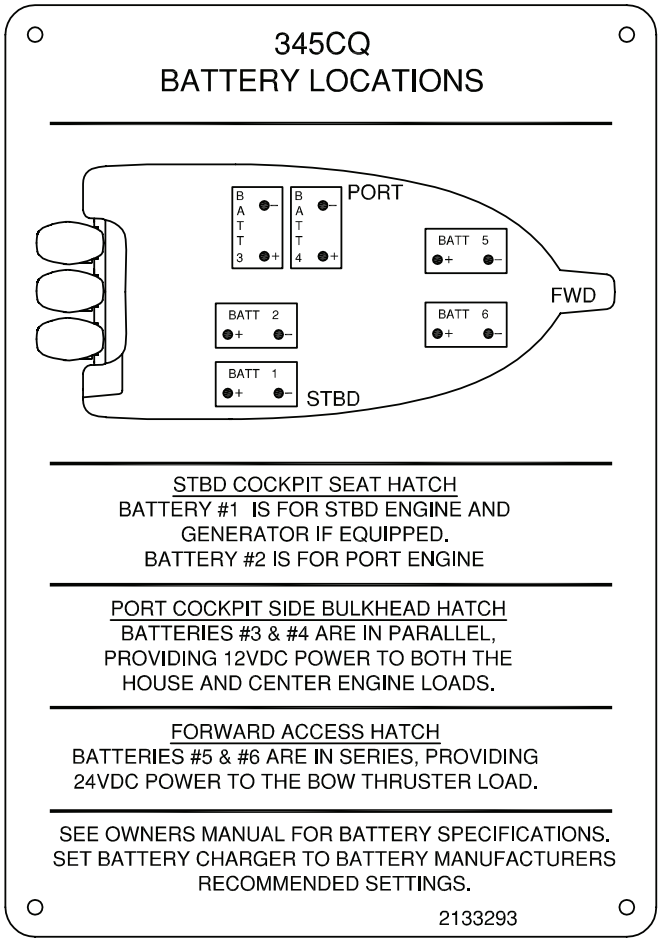
NOTICE

Always store the batteries in the battery trays. Tighten the knobs on the top of the trays to keep the batteries secure.

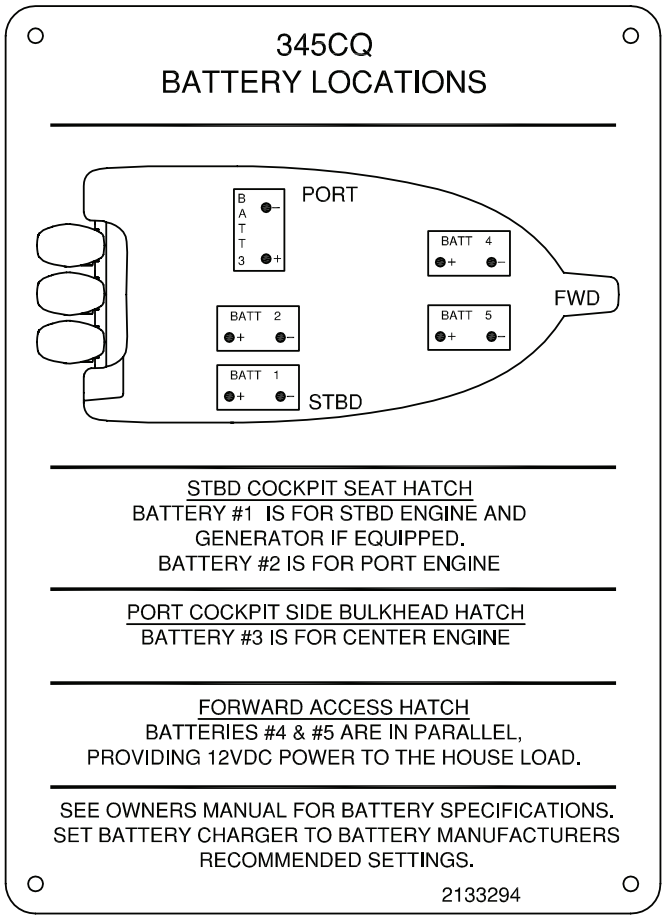
Battery Trays

The battery trays, located behind an access door on the port wall of the companion lounge, and the forward wall under the helm seat house and secure the batteries (See charts below).

Battery Locations Chart



Battery Locations Chart w/Joystick Option



⚠ WARNING

BOW THRUSTER BATTERIES MUST BE OF A DEEP-CYCLE, SEALED DESIGN

Failure to do so will result in an increased and dangerous presence of battery discharge gases accumulating in the forward cabin.

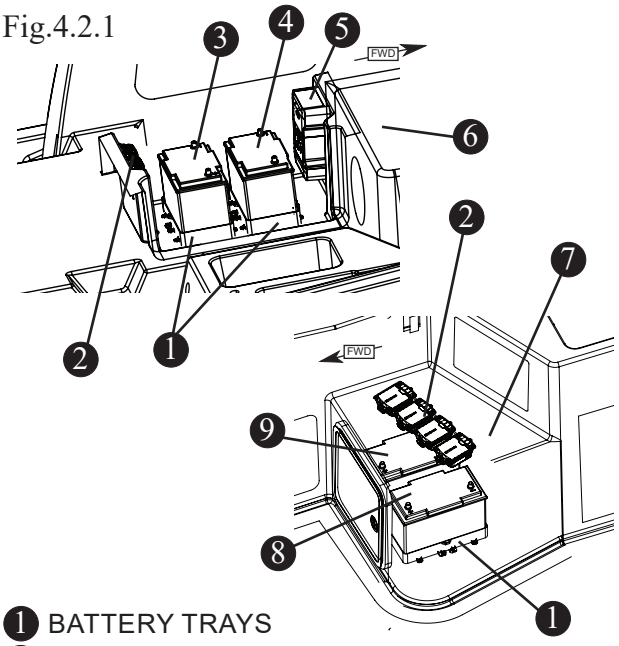
Your batteries should always be enclosed in the battery trays provided with your boat and secured in place by the retaining lids. The trays will ensure that while underway the batteries will not move around, thus causing damage to components fitted in the same area.

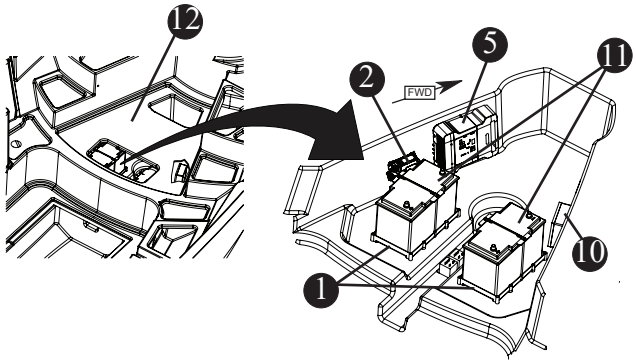
The batteries can be removed by loosening the wing nuts and removing the retaining lid on the battery tray.

Bow Thruster Battery trays

There are battery trays, for the two (2) batteries which provide the 24 volts necessary to operate the bow thruster, along with a battery charger located under the forward cabin berth. Access to the thruster equipment can be made through the hatch in the floor.

Batteries
Fig.4.2.1





1. BATTERY TRAYS
2. AUTOMATIC CHARGING RELAYS (ACR)
3. CENTER BATTERY
4. HOUSE BATTERY
5. BATTERY CHARGER
6. COMPANION FORWARD LOUNGE
7. HELM SEAT BASE
8. PORT BATTERY
9. STARBOARD BATTERY
10. FIRE EXTINGUISHER MODULE
11. BOW THRUSTER BATTERIES
12. FORWARD BERTH

Maintenance

Before use, check each battery and the charging system for loose connections or wiring. Normal maintenance should include:

- Coat the terminals with dielectric grease
- Keep the batteries dry
- Remove the batteries from the boat during cold weather or long term storage.

The most life shortening experience for the battery is to be drained to zero charge before recharging.

Battery charger

The battery charger, (See figure 4.2.1) automatically increases current output when there is a drop in battery voltage. When the batteries are charged, the unit maintains 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.

NOTICE

The bilge pumps, DVD player memory and stereo memory still draw power from the batteries, even if the switches are set to "OFF".

Maintenance

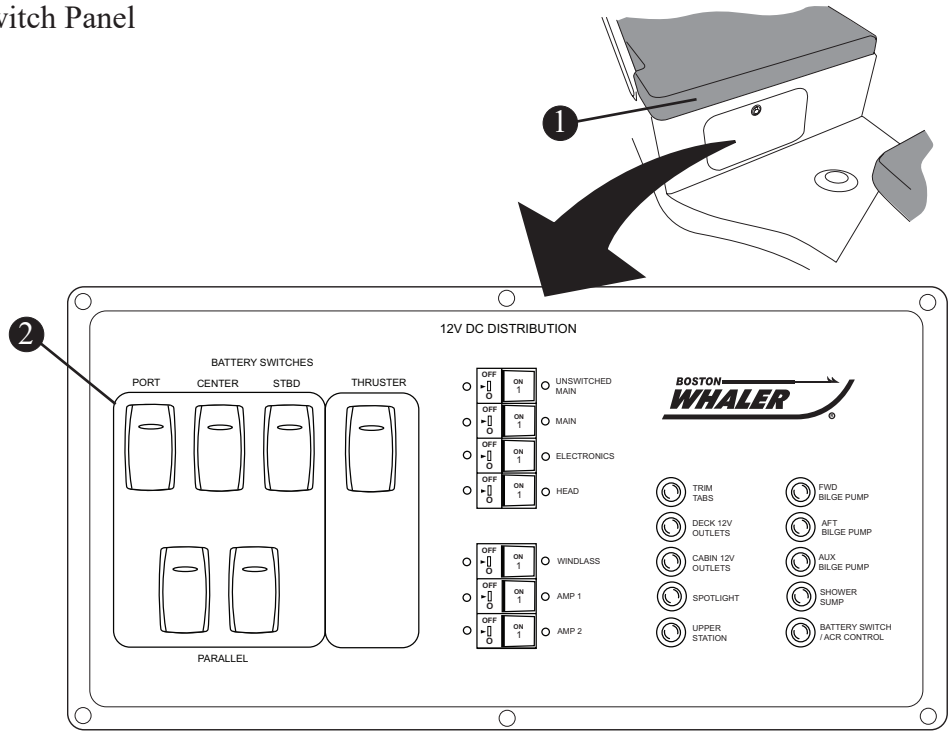
The charger is fully automatic and requires no maintenance. However, the battery terminals should be cleaned periodically with baking soda and all connections tightened to provide trouble free operation.

Battery Selector Switches

Your boat uses battery switches to control delivery of DC power from the batteries.

The battery switches are located behind an access door on the forward wall of the aft companion seat (fig. 4.3.1).

Battery Switch Panel
Fig. 4.3.1



1 COMPANION AFT LOUNGE
2 BATTERY SWITCHES

⚠ CAUTION

You must stop the engine(s) before moving the battery switch(es) to the "OFF" position.

When the engine is shut down or not providing a charge, the system will draw power from the center and house batteries. This allows all boat functions to be run without affecting the port or starboard battery.

⚠ 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.**

Automatic Charging Relays (ACR)

The battery banks on your boat are automatically connected in parallel through the use of ACRs (Automatic Charging Relay) (See figure 4.2.1) 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 ON position without a sufficient charging source present. In an emergency, the operation of the ACRs can be manually overridden by use of the knob on the top of the ACR.

Component Breakers

Your boat utilizes reset breakers for the various components throughout the boat. The breakers can be found on DC distribution panel (see fig. 4.5.1), and the AC/DC breaker panels (see fig. 4.7.1 and 4.8.1).

If a component breaker trips, determine and correct the problem before resetting the breaker. Should a breaker trip repeatedly, have a qualified marine electrician determine and correct the cause of the trip. In the event it is necessary to replace a breaker, use only the same amperage as the original.

If a breaker 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 breaker tripping. Conversely, if a breaker is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and will create a fire hazard.

⚠ WARNING

Use of higher amperage fuses or breakers is a fire hazard.

Remote Battery Parallel Switches

The remote battery parallel switches located on the 12VDC distribution panel (See fig. 4-5) give the operator the ability to parallel either the port and center batteries or the center and starboard batteries for increased amperage when an insufficient charging source is present.

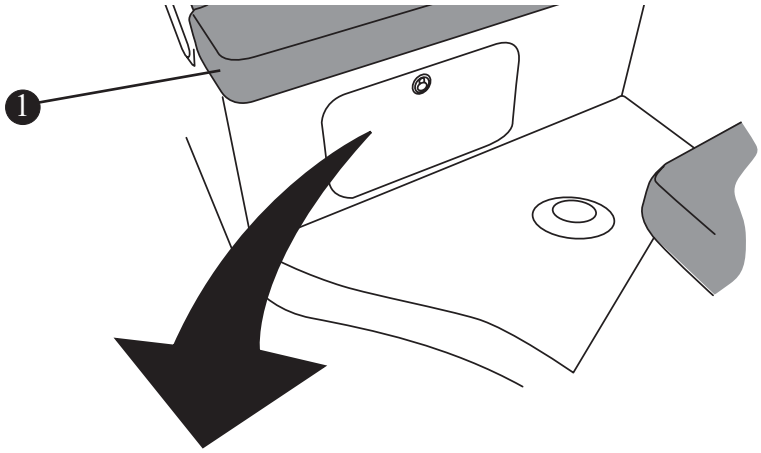
NAUTIC-ON™ Remote Connectivity*

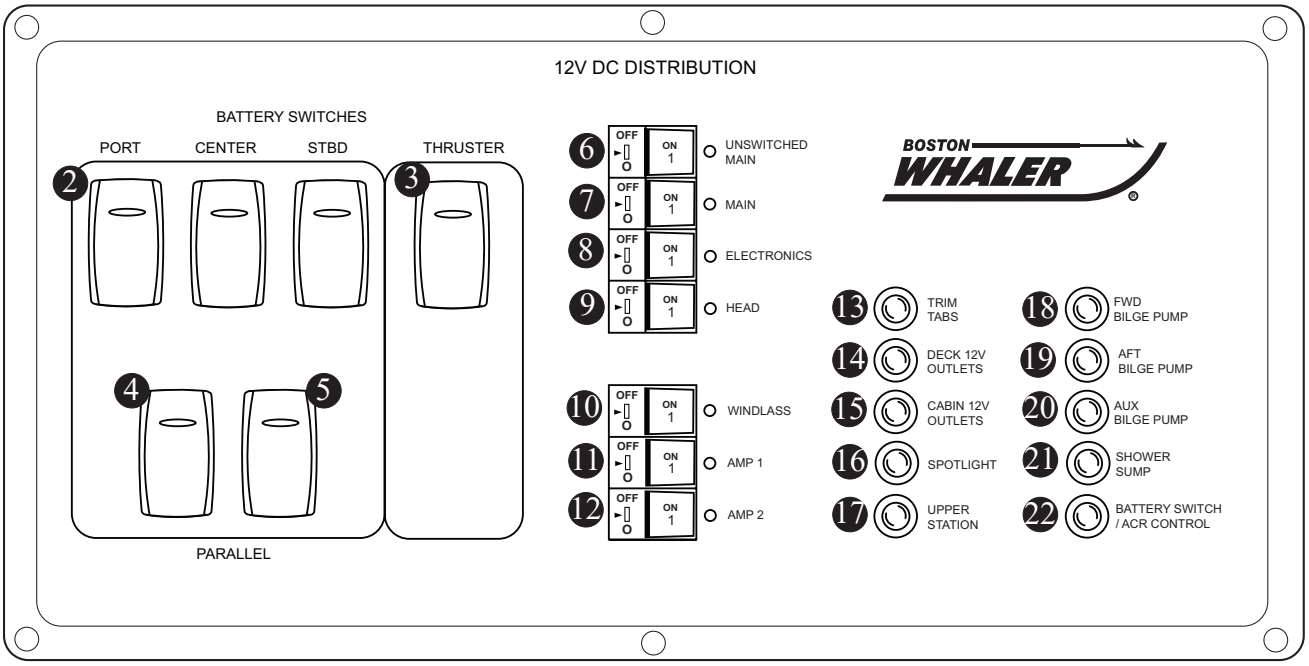
- 24/7 access to your boat's information using the NAUTIC-ON™ app
- Monitor house and engine battery state and bilge pump activity
- Review live engine data and diagnostics
- Track location with smart breadcrumbing and geofence
- View weather conditions at the boat

*First 12 months are included and thereafter the service is subscription based.

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

DC Distribution Panel
Fig. 4.5.1



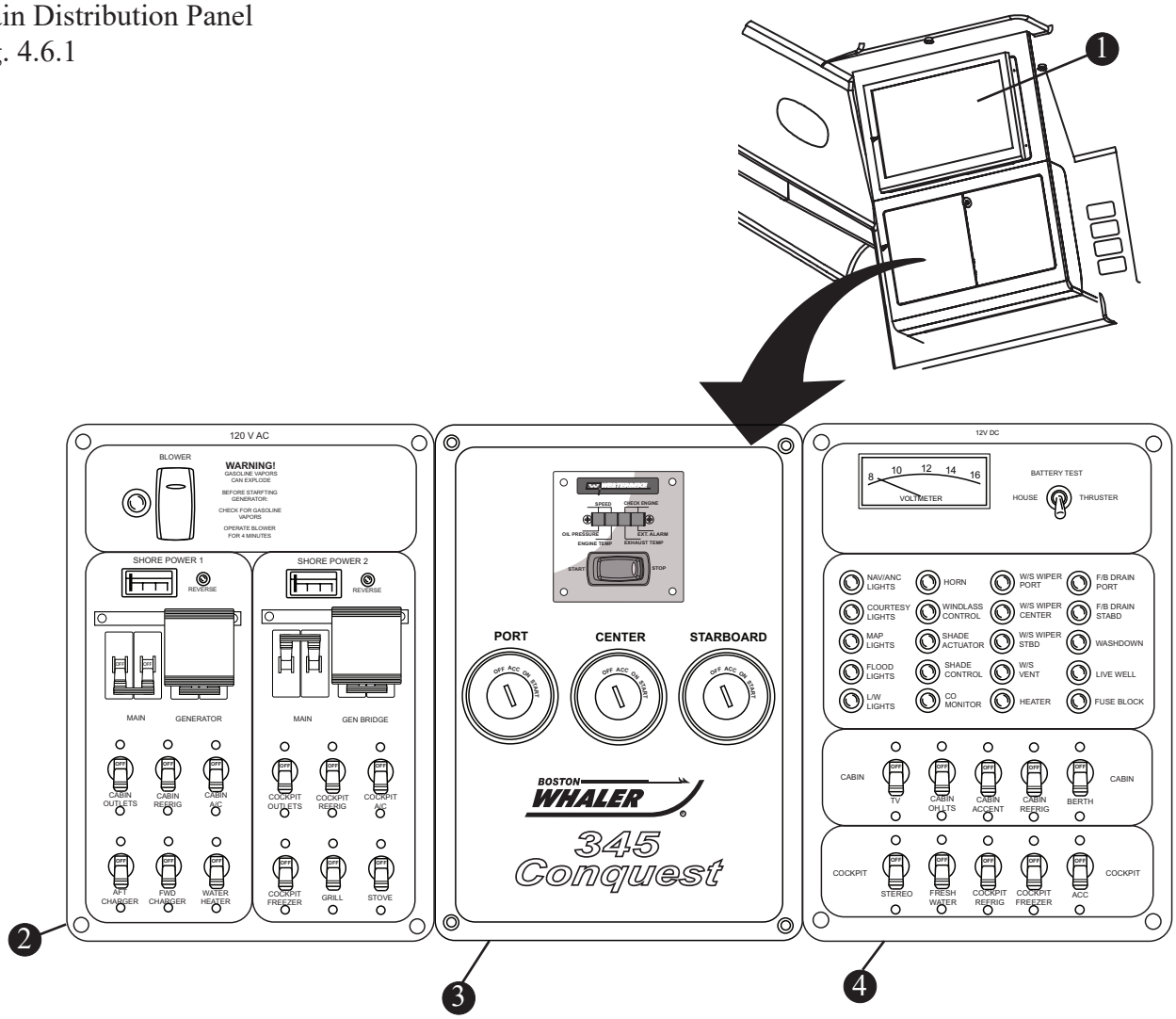


1. PORT COMPANION LOUNGE
2. MAIN BATTERY SWITCHES
3. BOW THRUSTER BATTERY SWITCH
4. PORT/CENTER BATTERIES PARALLEL SWITCH
5. CENTER STBD BATTERIES PARALLEL SWITCH
6. UNSWITCHED MAIN . . . . . 50 AMPS
7. MAIN . . . . . 100 AMPS
8. ELECTRONICS . . . . . 50 AMPS
9. HEAD . . . . . 50 AMPS
10. WINDLASS . . . . . 100 AMPS
11. AMP 1 . . . . . 50 AMPS
12. AMP 2 . . . . . 50 AMPS
13. TRIM TABS . . . . . 20 AMPS
14. DECK 12V OUTLETS . . . . . 15 AMPS
15. CABIN 12V OUTLETS . . . . . 15 AMPS
16. SPOTLIGHT (OPTION) . . . . . 15 AMPS
17. UPPER STATION . . . . . 20 AMPS
18. FORWARD BILGE PUMP . . . . . 6 AMPS
19. AFT BILGE PUMP . . . . . 12 AMPS
20. AUXILIARY BILGE PUMP 12 AMPS
21. SHOWER SUMP . . . . . 3 AMPS
22. BATTERY SWITCH/ACR CONTROL 10 AMPS

Main Distribution Panel

The main distribution panel on your boat is located in the starboard aft area of the cabin just below the TV.

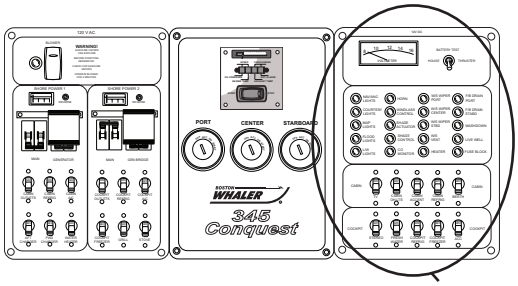
Main Distribution Panel
Fig. 4.6.1

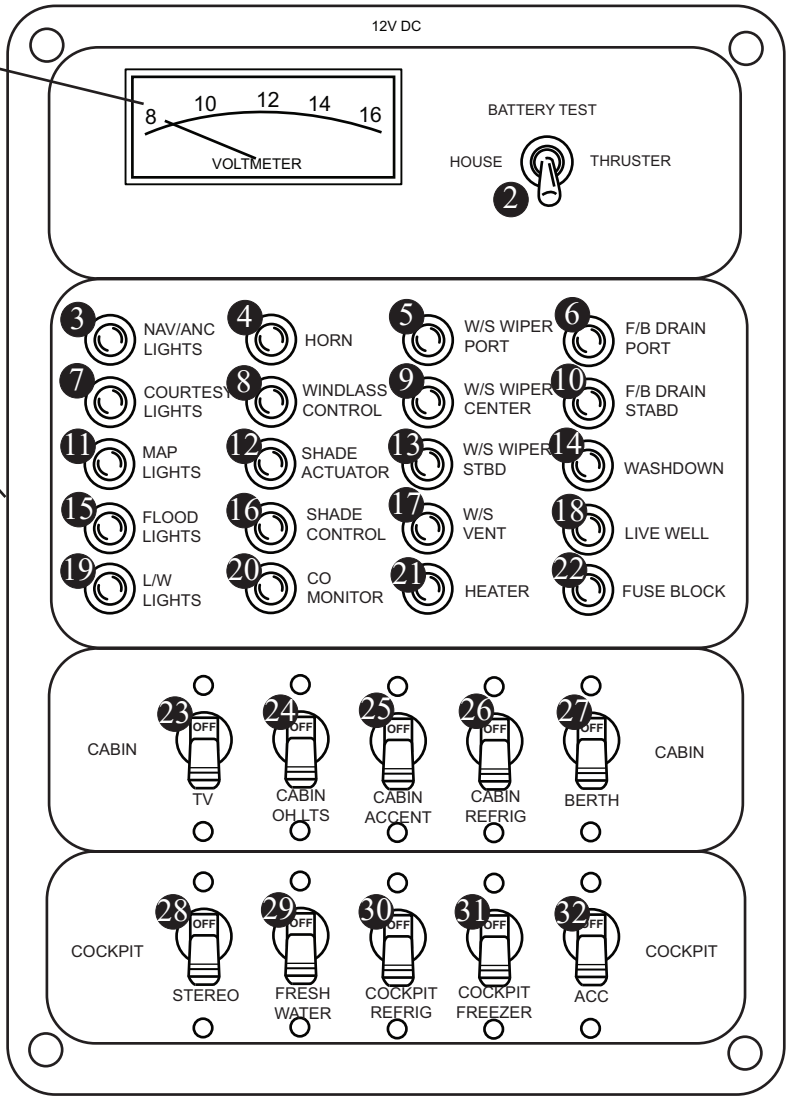


1. TV
2. 120V AC DISTRIBUTION PANEL
3. IGNITION SWITCH PANEL
4. 12V DC DISTRIBUTION PANEL

DC Breaker Panel

DC Breaker Panel
Fig. 4.7.1



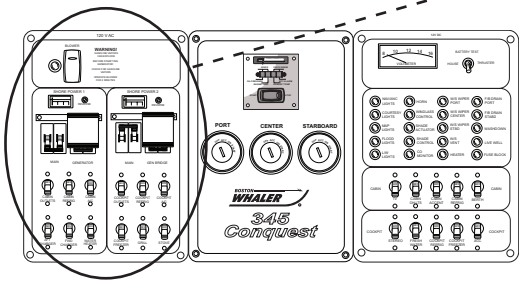


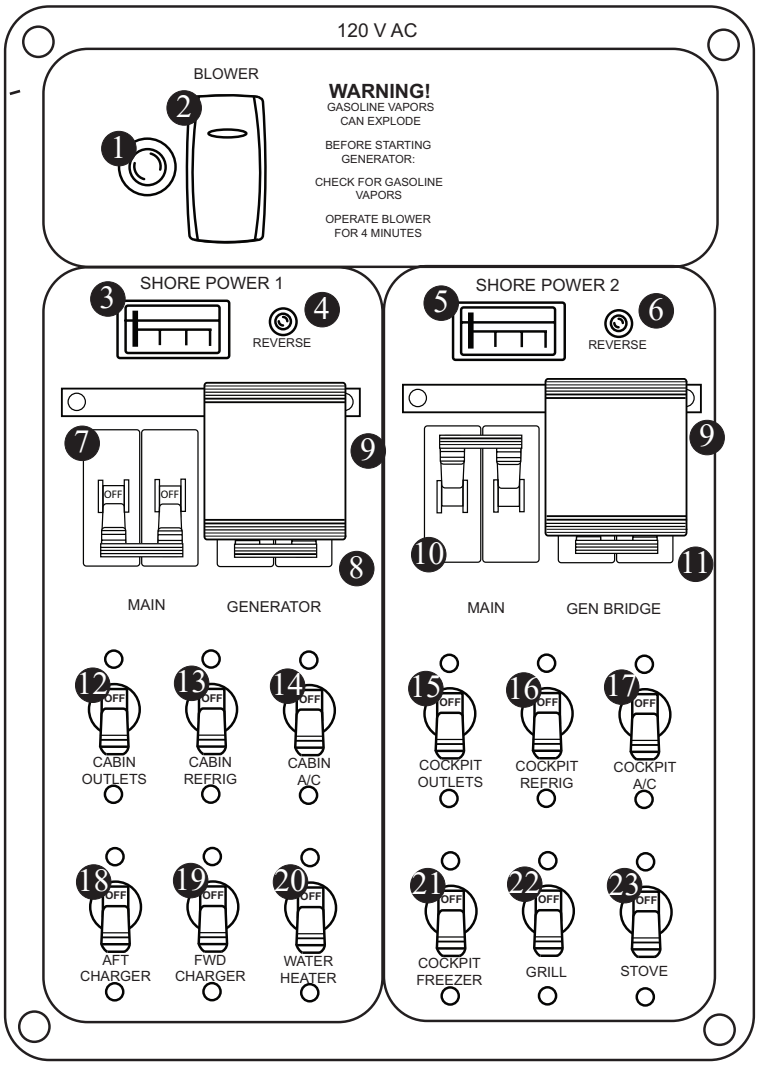
1. VOLTAGE METER
2. VOLTAGE CHECK SWITCH
3. NAV/ANC LIGHTS . . . . . 5 AMPS
4. HORN . . . . . 10 AMPS
5. PORT W/S WIPER. . . . . 10 AMPS
6. PORT FISHBOX DRAIN . . . . . 10 AMPS
7. COURTESY LIGHTS. . . . . 10 AMPS
8. WINDLASS CONTROL . . . . . 10 AMPS
9. CENTER W/S WIPER . . . . . 10 AMPS
10. STARBOARD FISHBOX DRAIN. . . 10 AMPS
11. MAP LIGHTS . . . . . 10 AMPS
12. SHADE ACTUATOR (OPTION) . . . 10 AMPS
13. STARBOARD W/S WIPER . . . . . 10 AMPS
14. RAW WATER WASHDOWN . . . . . 15 AMPS
15. FLOOD LIGHTS. . . . . 10 AMPS
16. SHADE CONTROL (OPTION) . . . . . 5 AMPS
17. WINDSHIELD VENT . . . . . 10 AMPS
18. LIVEWELL . . . . . 5 AMPS
19. UNDERWATER LIGHTS (OPTION) 15 AMPS
20. CO MONITOR . . . . . 5 AMPS
21. HEATER . . . . . 15 AMPS
22. FUSE BLOCK. . . . . 25 AMPS
23. TV BREAKER. . . . . 10 AMPS
24. CABIN OVERHEAD LIGHTS . . . . . 15 AMPS
25. CABIN ACCENT LIGHTS . . . . . 15 AMPS
26. CABIN REFRIGERATOR . . . . . 20 AMPS
27. BERTH. . . . . 20 AMPS
28. STEREO. . . . . 20 AMPS
29. FRESH WATER PUMP . . . . . 20 AMPS
30. COCKPIT REFRIGERATOR. . . . . 20 AMPS
31. COCKPIT FREEZER (OPTION). . . 20 AMPS
32. ACCESSORY. . . . . 15 AMPS

AC Electrical System

Your boat's AC electrical system operates on 120V/30A (240V/16A 50Hz EU) power from the generator or shore power. See Section 3 for information regarding the operation of your generator and Section 3 for information regarding the operation of the shore power system.

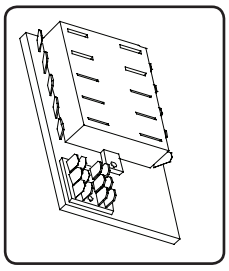
AC Breaker Panel
Fig. 4.8.1





1. GEN BLOWER BREAKER . . . . . 7 AMPS
2. GENERATOR BLOWER SWITCH
3. LINE 1 VOLTAGE METER
4. REVERSE POLARITY INDICATOR LIGHT
5. LINE 2 VOLTAGE METER
6. REVERSE POLARITY INDICATOR LIGHT
7. LINE 1 MAIN BREAKER . . . . . 30 AMP
8. LINE 1 GENERATOR BREAKER . . . . 70 AMP
9. SOURCE SELECTOR SLIDE
10. LINE 2 MAIN BREAKER . . . . . 30 AMP
11. LINE 2 GENERATOR BREAKER . . . . 70 AMP
12. CABIN OUTLETS . . . . . 15 AMPS
13. CABIN REFRIGERATOR . . . . . 15 AMPS
14. CABIN AIR CONDITIONER . . . . . 15 AMPS
15. COCKPIT OUTLETS . . . . . 15 AMPS
16. COCKPIT REFRIGERATOR . . . . . 15 AMPS
17. COCKPIT AIR CONDITIONER . . . . . 20 AMPS
18. AFT CHARGER . . . . . 15 AMPS
19. FORWARD CHARGER . . . . . 15 AMPS
20. WATER HEATER . . . . . 15 AMPS
21. COCKPIT FREEZER (OPTION) . . . . 15 AMPS
22. GRILL . . . . . 15 AMPS
23. STOVE . . . . . 15 AMPS

Fuse Blocks



There are electronic fuse blocks located behind the breaker panel in the aft starboard cabin and, if equipped, in the upper control station.

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.

⚠ WARNING

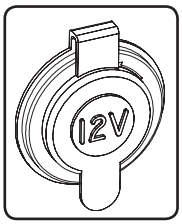
Use of higher amperage fuses or breakers is a fire hazard.

Use fuses and breakers having the same amperage rating as the original or as specified.

12 Volt Accessory Receptacles

NOTICE

DO NOT insert a cigarette lighter into the 12V receptacles. Damage to the unit and system may occur.



Your boat is equipped with six (6) 12 volt receptacles:

- Control station
- Starboard helm in the lockable glove box
- Storage box in the port lounge
- Forward wall of the hanging closet in cabin
- Under the microwave in galley
- Mid cabin by the task light

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 breaker panel located under the helm on the control station which protects the receptacle in the glove box. The galley and mid cabin receptacles are protected by breakers on the DC breaker panel.

⚠ CAUTION

DO NOT use accessories that exceed the rated capacity of the circuit (10 Amps).

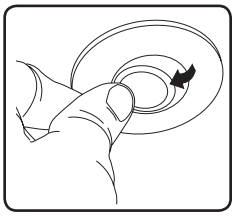
Cabin Lighting

Your boat is equipped with contemporary LED lighting throughout the forward cabin controlled by a toggle and dimmer switch on the starboard side of the cabin entry door (Figure 4.4.1).

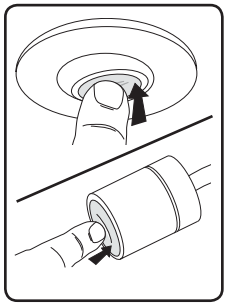
The cabin lighting is protected by a breaker on the DC breaker panel located on the starboard side of the cabin (See figure 4.7.1). The “CABIN OH LTS” breaker must be ON for the lighting to function.

There are also swivel spot lamps located port and starboard in the mid cabin and in the forward cabin on either side of the island bed.

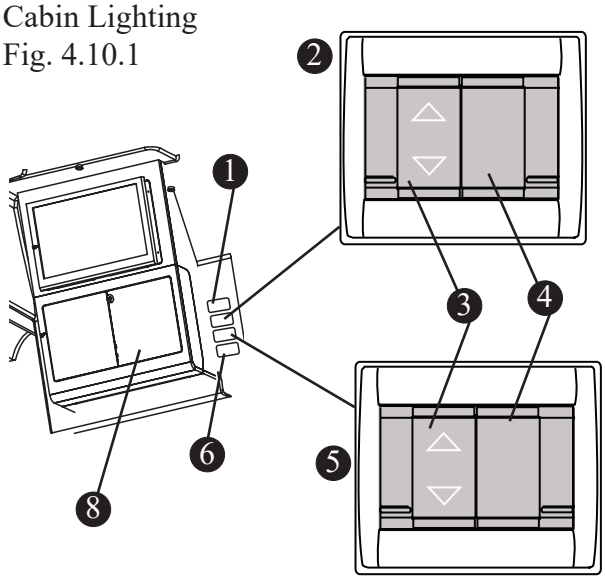
The lights can directed in any direction by pushing on the side of the lamp lens.

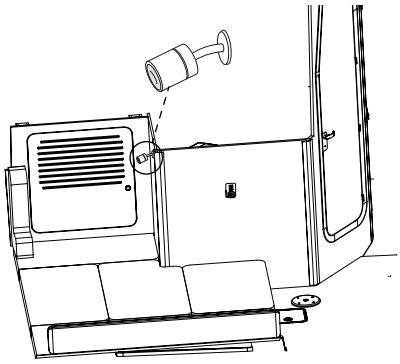


In addition to the wall switch, individual lights can be turned OFF and ON by pushing on the lens. The spot lamps can also be controlled by pushing on the lens.

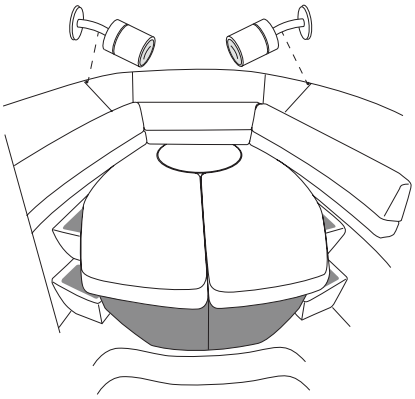


Cabin Lighting
Fig. 4.10.1





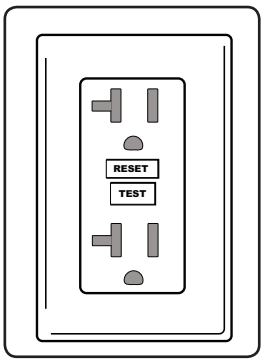
Mid cabin task lights (P&S)



Island bed task lights

1. AC REMOTE CONTROL
2. CABIN LIGHT SWITCH
3. DIMMER SWITCH
4. ON/OFF SWITCH
5. DIFFUSED BLUE LIGHT SWITCH
6. STEREO REMOTE
7. MAIN DISTRIBUTION PANEL

Ground Fault Interrupter (GFI)



Your boat is equipped with Two (2) Ground Fault Interrupter (GFI) receptacles.

One is located on the port forward wall of the cabinet in the head and the other is located the starboard wall behind the captain's chair.

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.

NOTICE

If equipped, the optional cockpit electric grill is protected by the GFI on helm deck behind the captain's chair. If there is a loss of power you may have to reset the GFI.

⚠ 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.

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.

Rigging

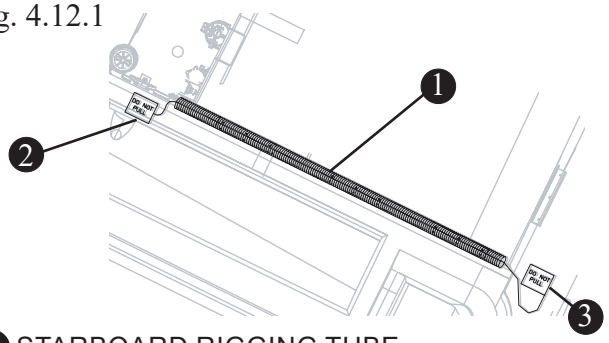
Your boat has two flexible conduit rigging tubes, one port and one starboard above the fuel tank and below the floor to allow the owner to run new wiring for electronics. There is a pull cord installed through the tube with the ends bundled and tied at either end of the tube. The ends are located in 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.

The optional upper station electrical wiring and hoses are routed through the port and starboard frames (See figure 4.12.3).

Tie another piece of nylon cord to the current accessory wiring being run and use that for later runs.

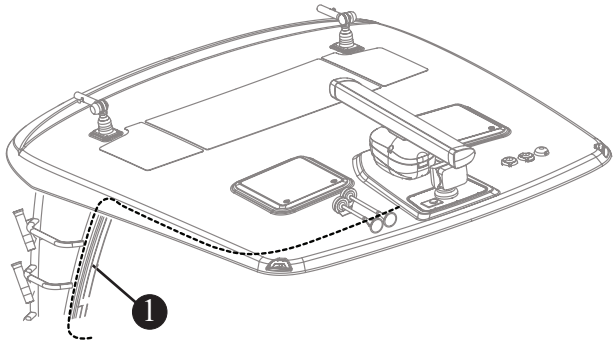
Rigging Tube/Pull
Fig. 4.12.1



1 STARBOARD RIGGING TUBE
2 AFT PULL CORD
3 FORWARD PULL CORD

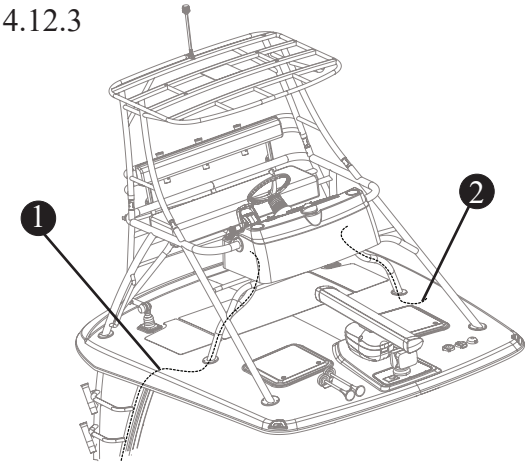
Starboard tube shown, port tube typical.

Hardtop Rigging
Fig. 4.12.2



1 ROUTING FOR ELECTRICAL WIRING P&S

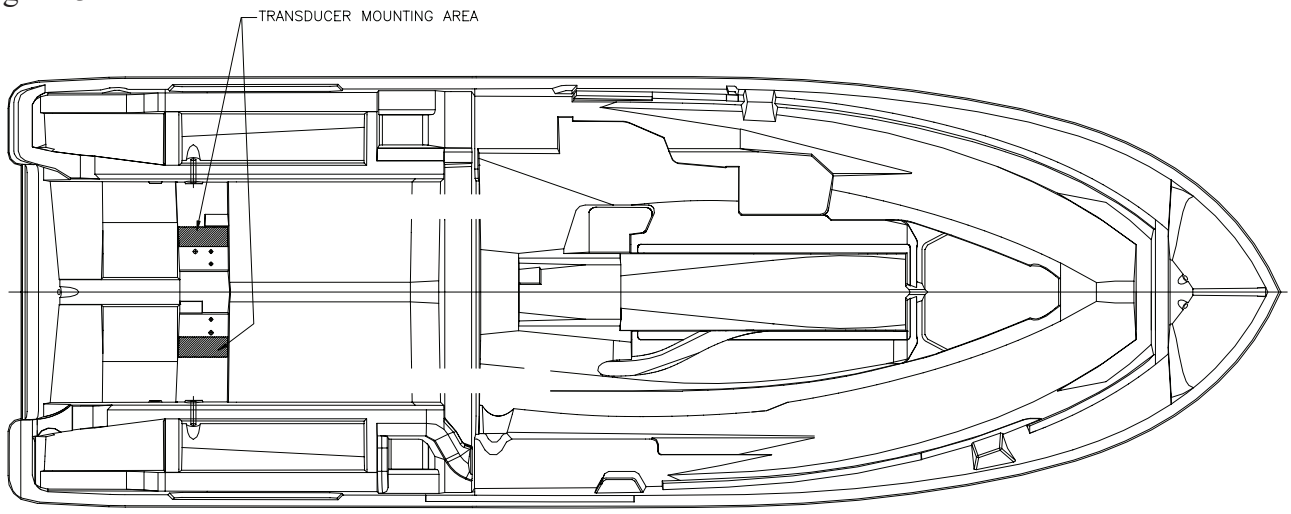
Optional Upper Station Rigging
Fig. 4.12.3



1 ROUTING FOR STEERING HOSES
2 ROUTING FOR STEERING HOSE AND ELECTRICAL WIRING

Transducer Location Diagram

Transducer Location
Fig. 4.13.1



Electrical Schematics & Harnesses

The following pages (4-15 thru 4-48) contain 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.

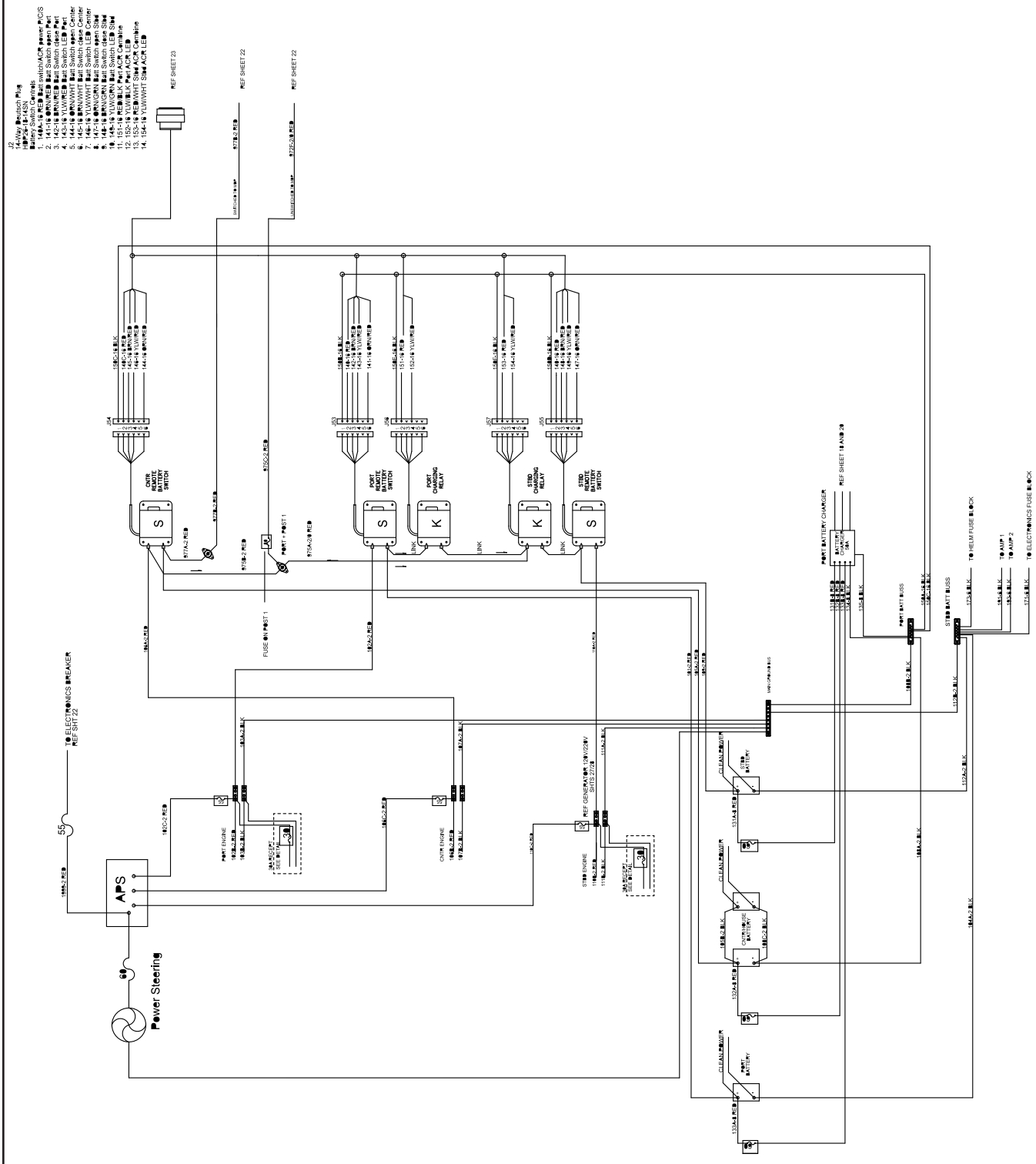
Wiring Identification Chart

Boston Whaler adheres to electrical wiring requirements which meet all the ABYC E-11 standards. The following chart outlines the gauge, color and function of the wiring used.

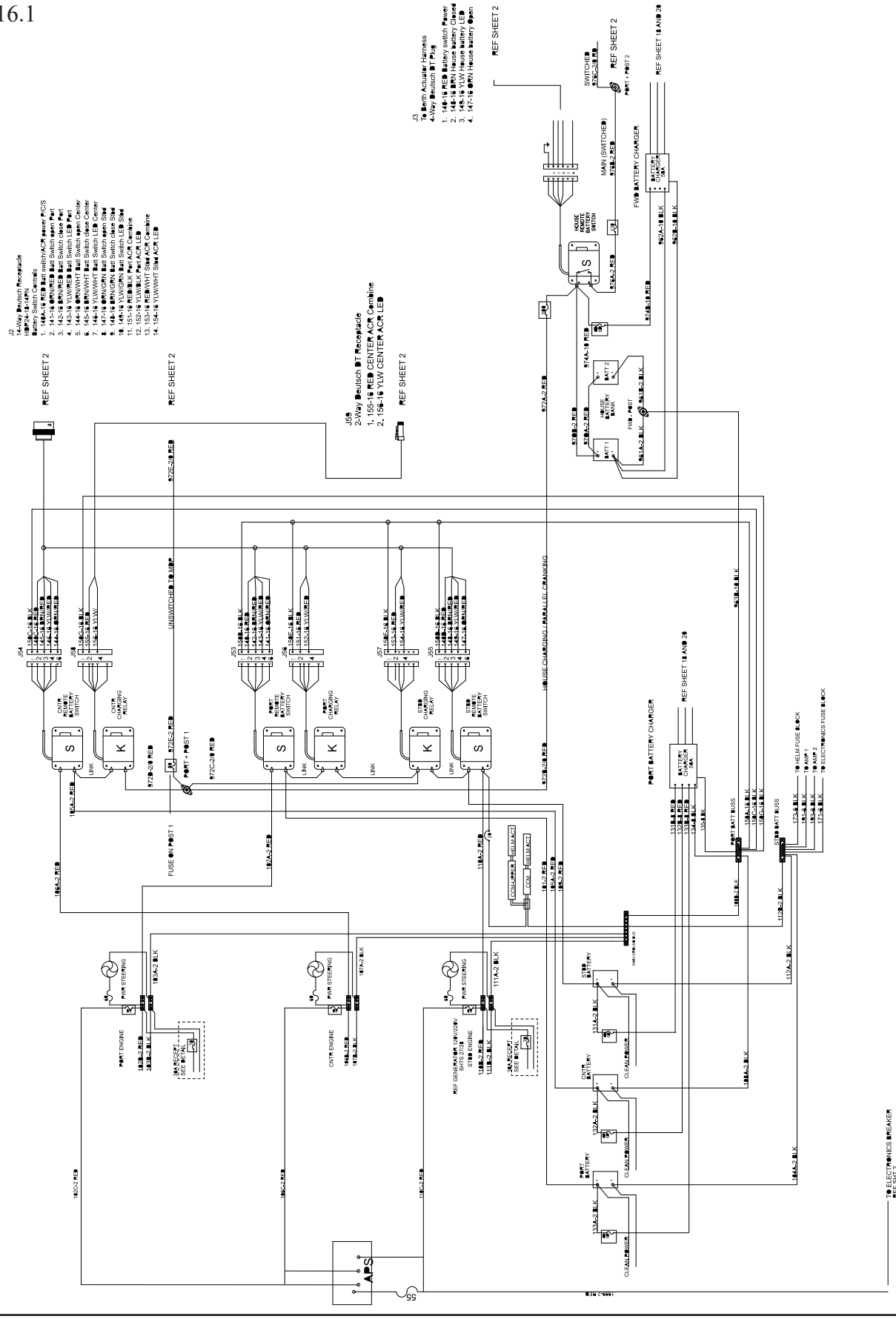
Wire Color Chart for DC and Special Circuit

GAUGE	COLOR	FUNCTION	GAUGE	COLOR	FUNCTION
6 AWG	GRN	GROUNDING MAIN/TOWER & ALUMINUM FUEL TANKS	14 AWG	BRN/ORN	SUMP PUMP
			14 AWG	BRN/RED	BILGE PUMP (UNSWITCHED)
8 AWG	GRN	GROUNDING	14 AWG	BRN/VIO	FORWARD FISHBOX PUMP
8GA AWG	ORN	STARBOARD 30 AMP RECEPTACLE	14 AWG	BRN/WHT	MACERATOR
			14 AWG	BRN/YEL	LIVEWELL PUMP
8 AWG	RED	MAIN FEEDS/PORT 30 AMP RECEPTACLE	14 AWG	GRY	RUNNING LIGHTS
			14 AWG	GRY/BLK	ACC 1
12 AWG	BRN/BLK	STARBOARD FISHBOX PUMP	14 AWG	GRY/BLU	ACC 2
12 AWG	BRN/VIO	FORWARD FISHBOX PUMP	14 AWG	GRY/GRN	ACC 3
12 AWG	BRN/YEL	LIVEWELL PUMP (HIGH CURRENT)	14 AWG	GRY/RED	AFT MAST/ACC 4
			14 AWG	GRY/WHT	ALL ROUND/FWD MAST LIGHT
12 AWG	BRN/BLU	PORT FISHBOX PUMP	14 AWG	GRN	GROUNDING
12 AWG	BLK	GROUND	14 AWG	ORN	REFRIGERATOR or CENTER WIPER
12 AWG	RED	+12V MAIN			
14 AWG	BLK	GROUND	14 AWG	ORN/BLU	HORN
14 AWG	BLK/YEL	STOP CIRCUIT	14 AWG	ORN/BRN	STARBOARD WIPER PARK
14 AWG	BLK/WHT	GEN SHUTDOWN	14 AWG	ORN/GRN	STARBOARD WIPER
14 AWG	BLU	COMPASS	14 AWG	ORN/RED	PORT WIPER
14 AWG	BLU/BLK	DOME LIGHT	14 AWG	ORN/VIO	VACUUM PUMP
14 AWG	BLU/GRN	SPREADER LIGHT	14 AWG	ORN/WHT	CENTER WIPER
14 AWG	BLU/ORN	LIVEWELL LIGHT	14 AWG	PINK	FUEL SENDER
14 AWG	BLU/RED	COURTESY LIGHTS	14 AWG	RED	12V RECEPTACLE
14 AWG	BLU/VIO	CABIN LIGHTS	14 AWG	VIO	IGNITION
14 AWG	BRN	BILGE PUMP (SWITCHED)	14 AWG	WHT	CO MONITOR/ELECTRIC TRIM TAB (SWITCHED)
14 AWG	BRN/BLK	STARBOARD FISHBOX PUMP			
14 AWG	BRN/BLU	PORT FISHBOX PUMP	14 AWG	YLW	BLOWER/STEREO MEMORY
14 AWG	BRN/GRY	RAW WATER	14 AWG	YLW/RED	START
14 AWG	BRN/GRN	FRESH WATER			

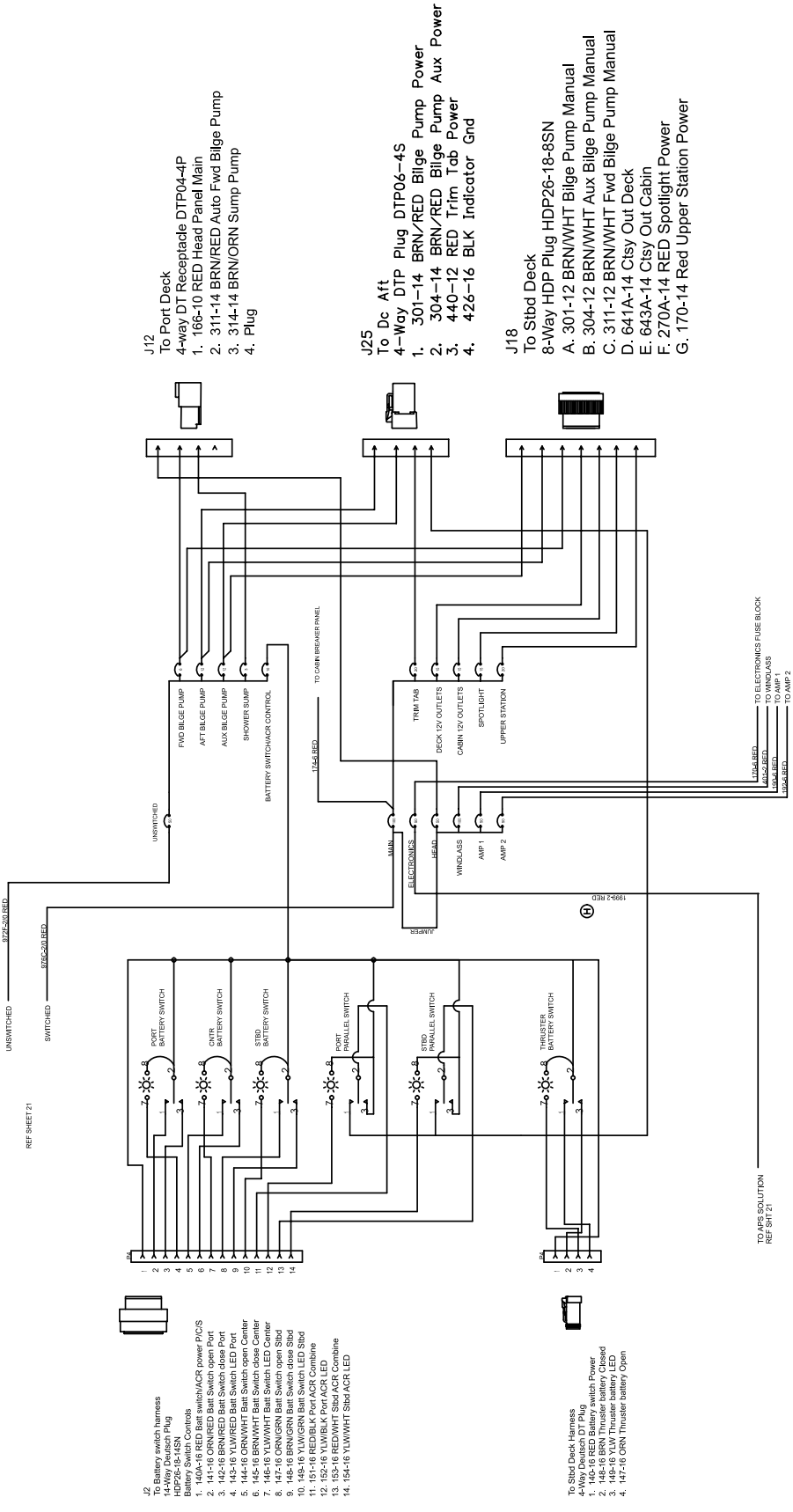
Batteries - Standard Boat
Fig. 4.15.1



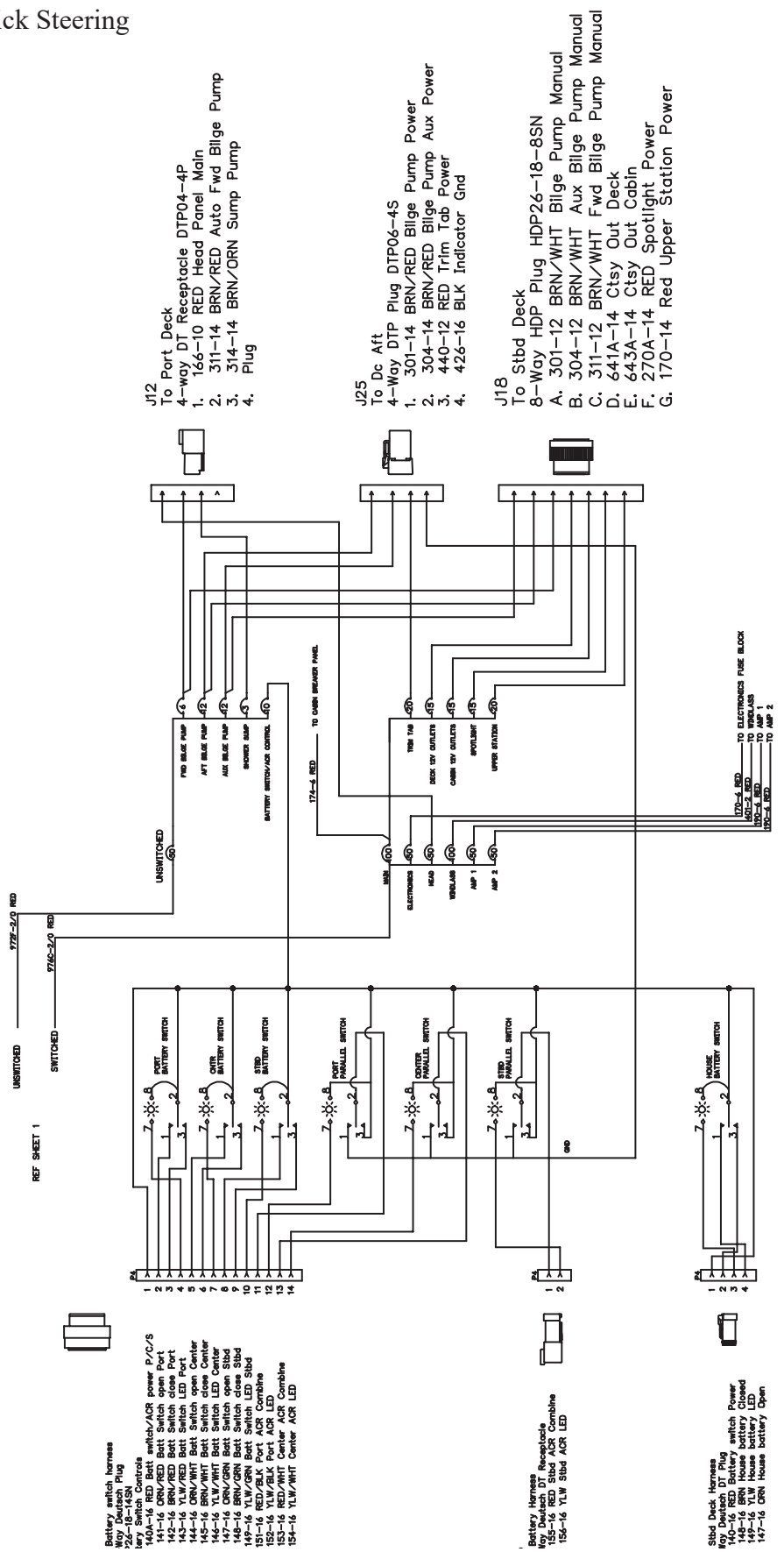
Batteries - Joystick Steering (Option)
Fig. 4.16.1



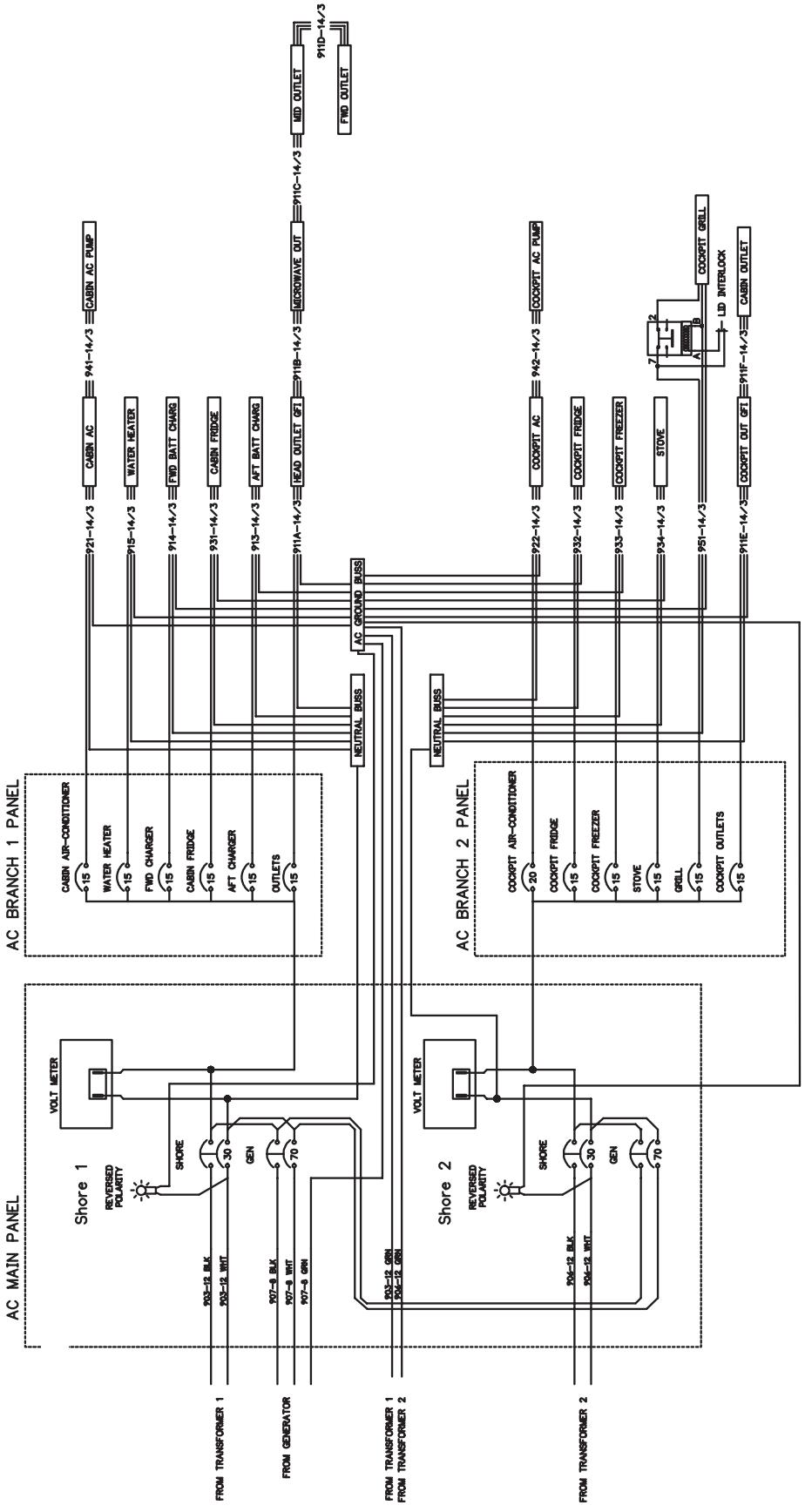
DC MDP - Standard Boat
Fig. 4.17.1



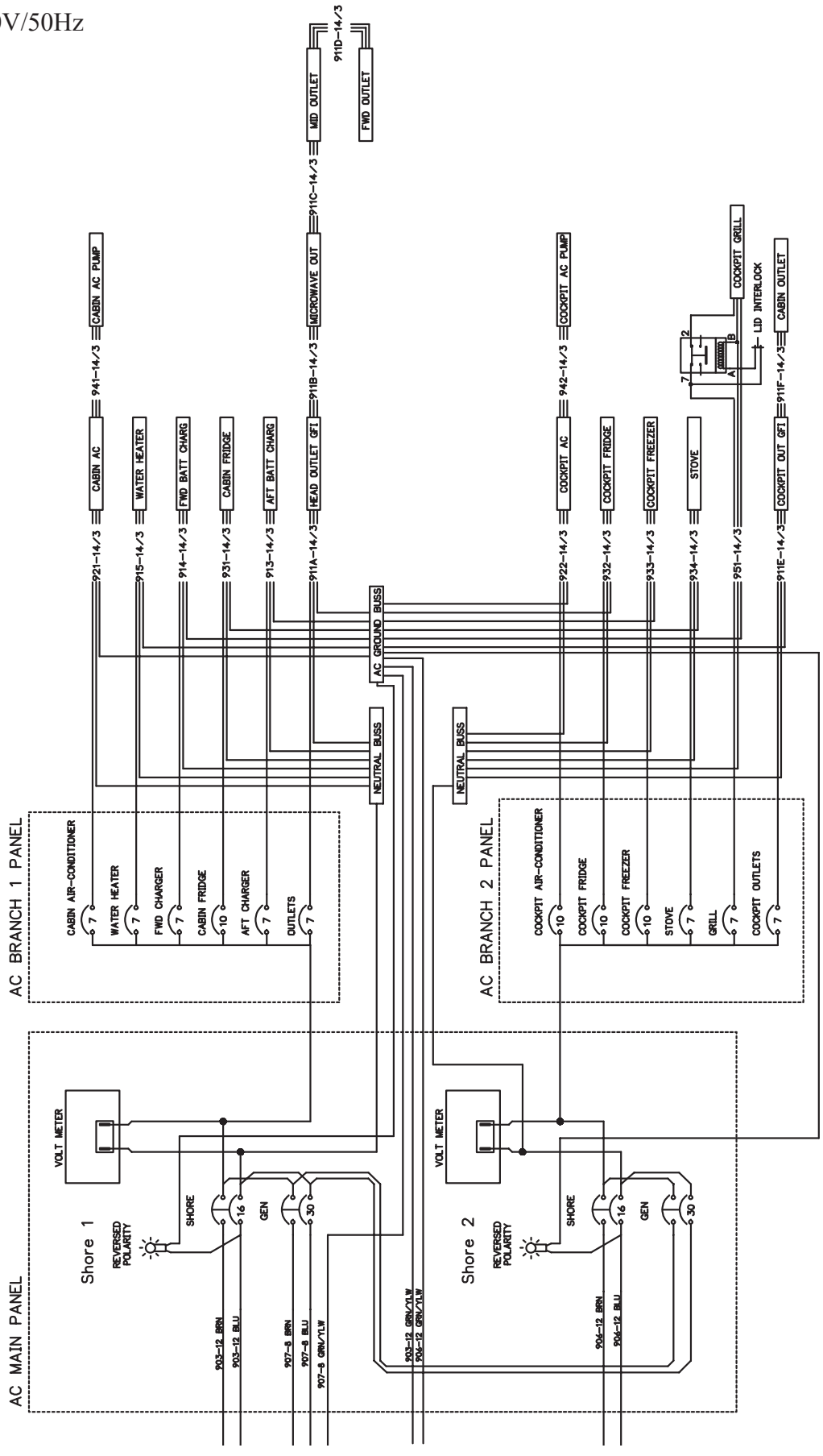
DC MDP - Joystick Steering
Fig. 4.18.1



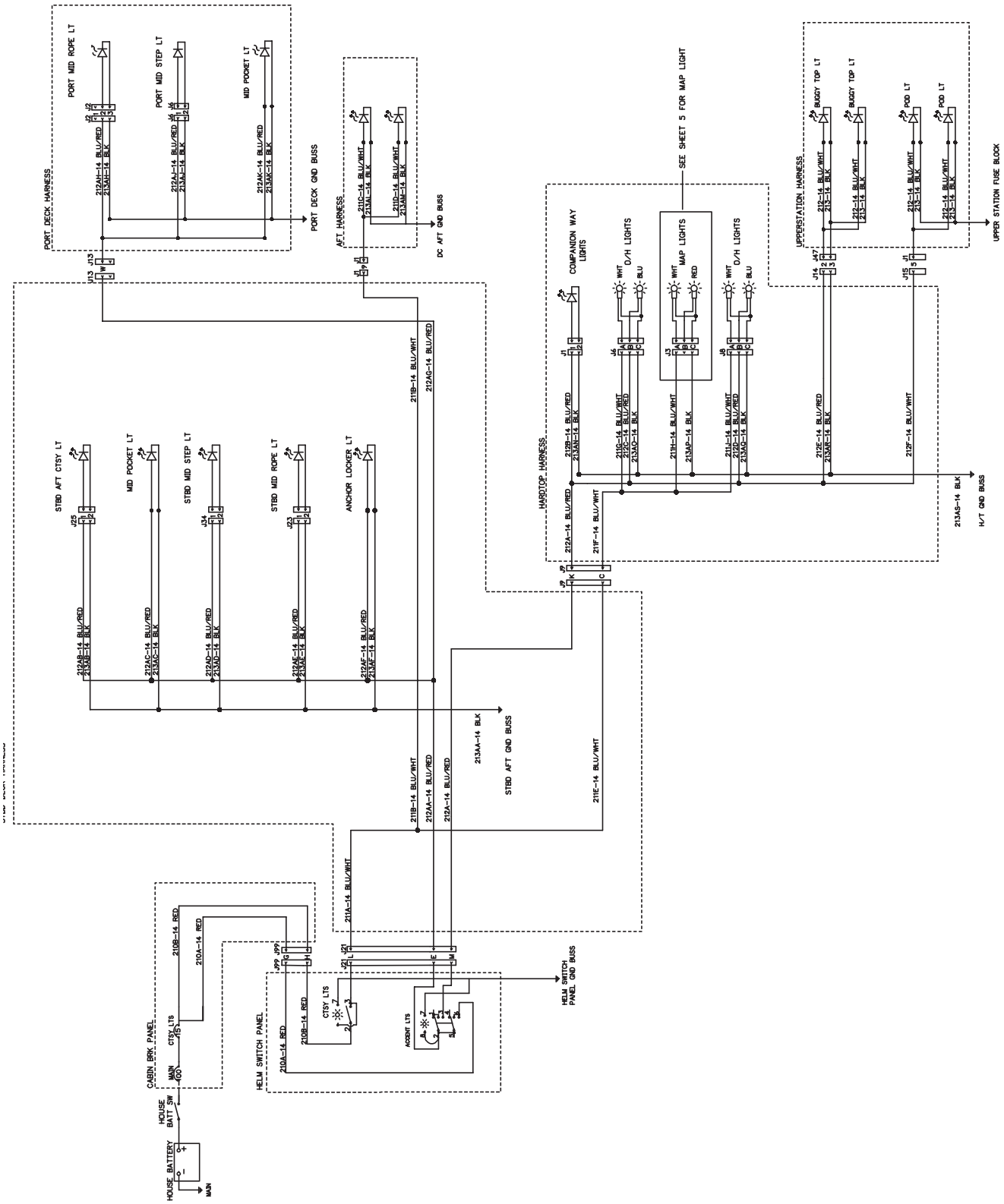
AC Power - 120V/60Hz Schematic
Fig. 4.19.1



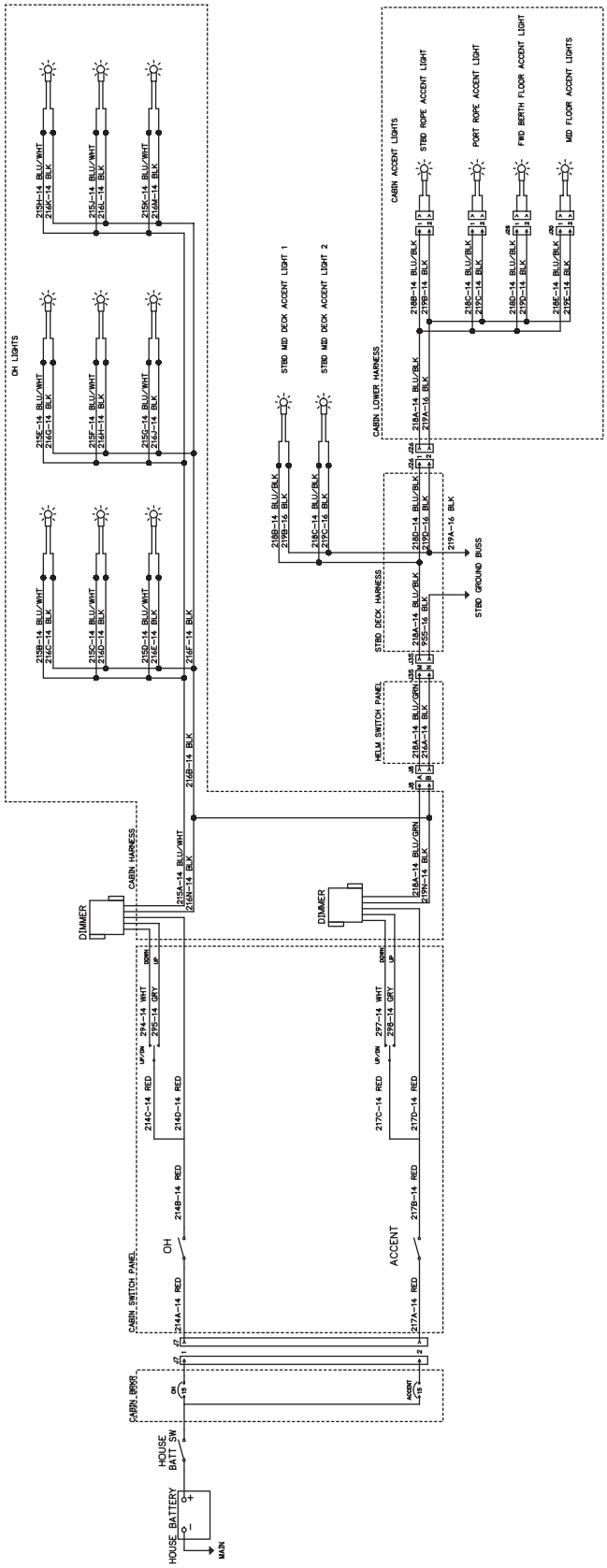
AC Power - 220V/50Hz
Fig. 4.20.1



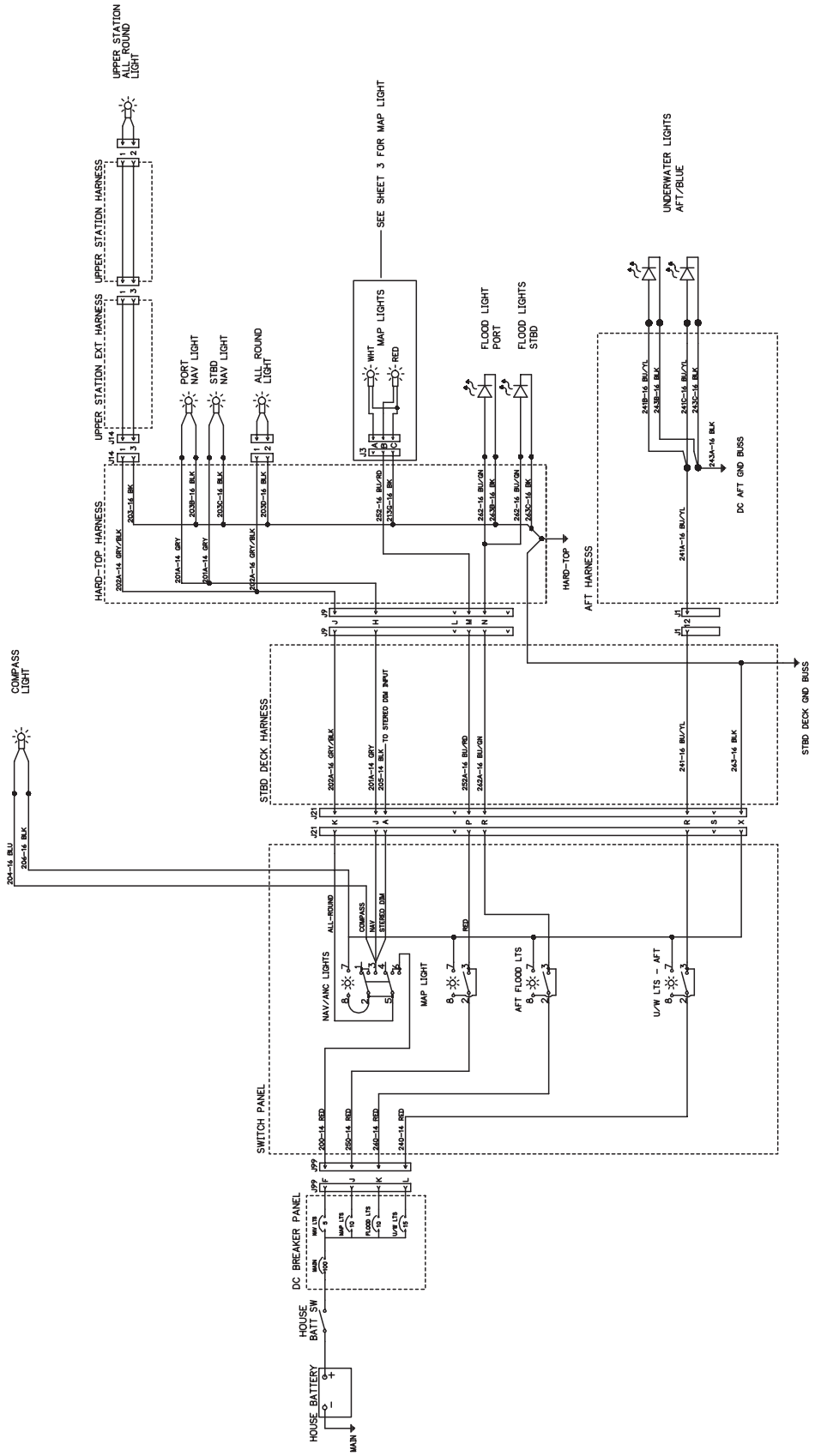
Courtesy/Accent Lights
Fig. 4.21.1



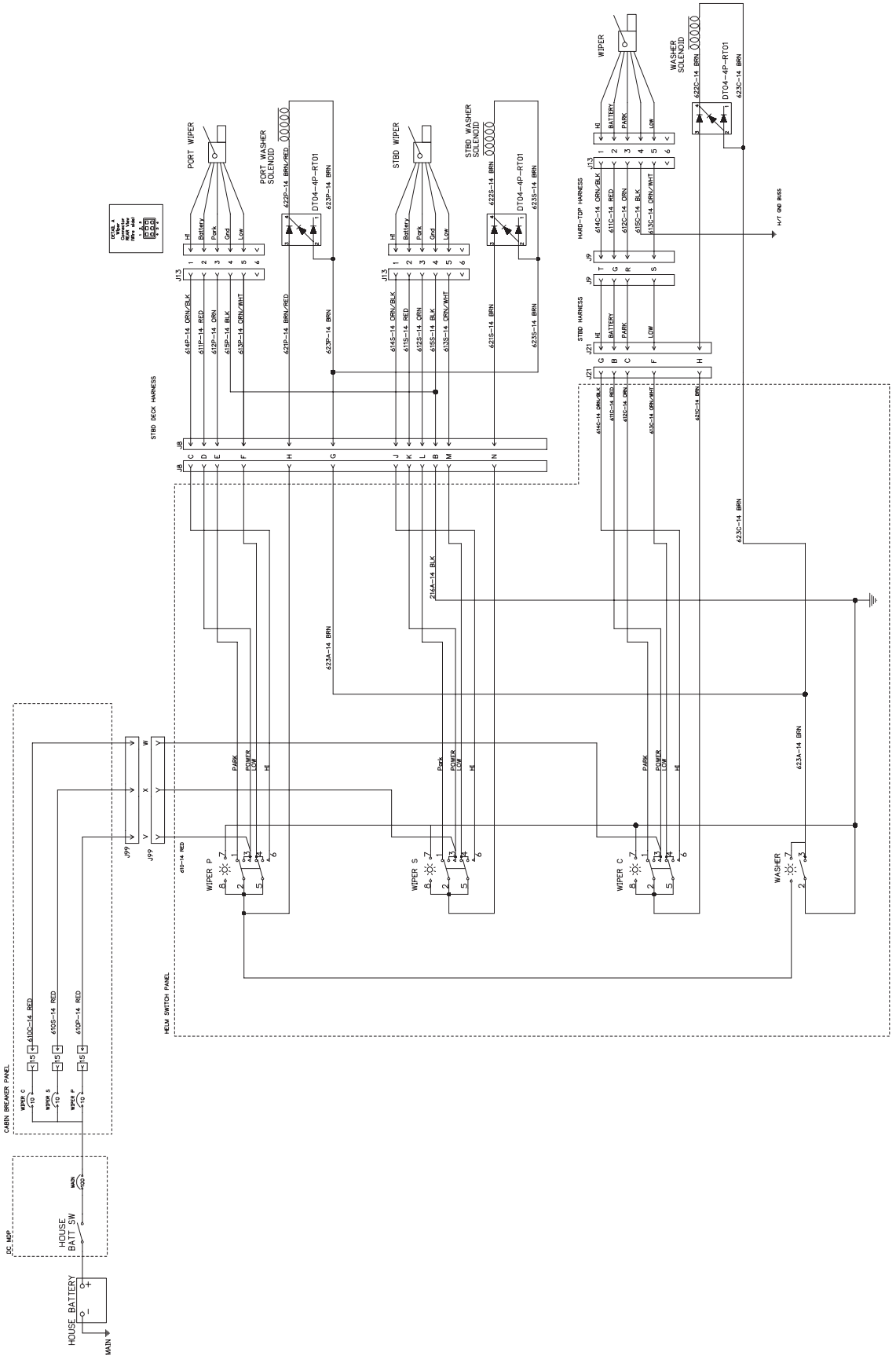
Cabin O/H and Accent Lights
Fig. 4.22.1



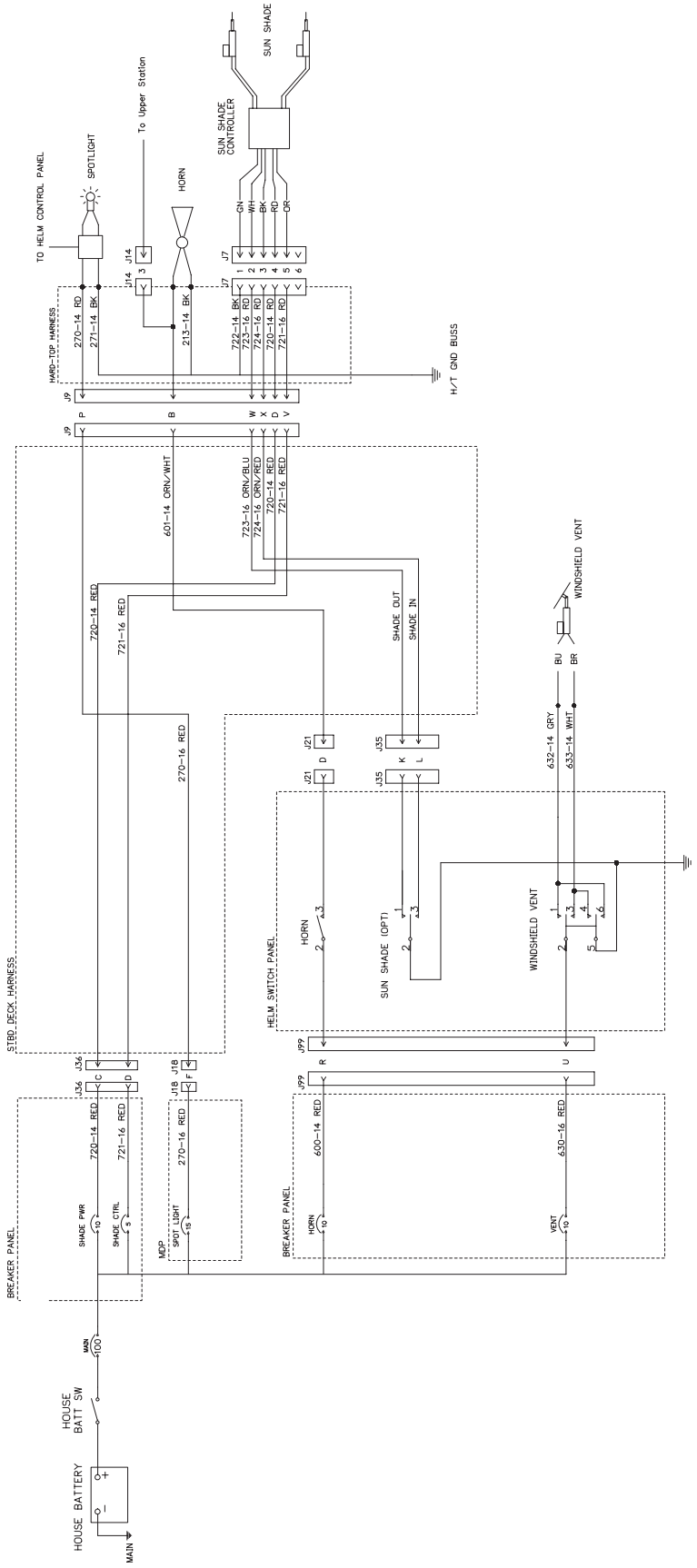
NAV, Map, Flood and Underwater Lighting
Fig. 4.23.1



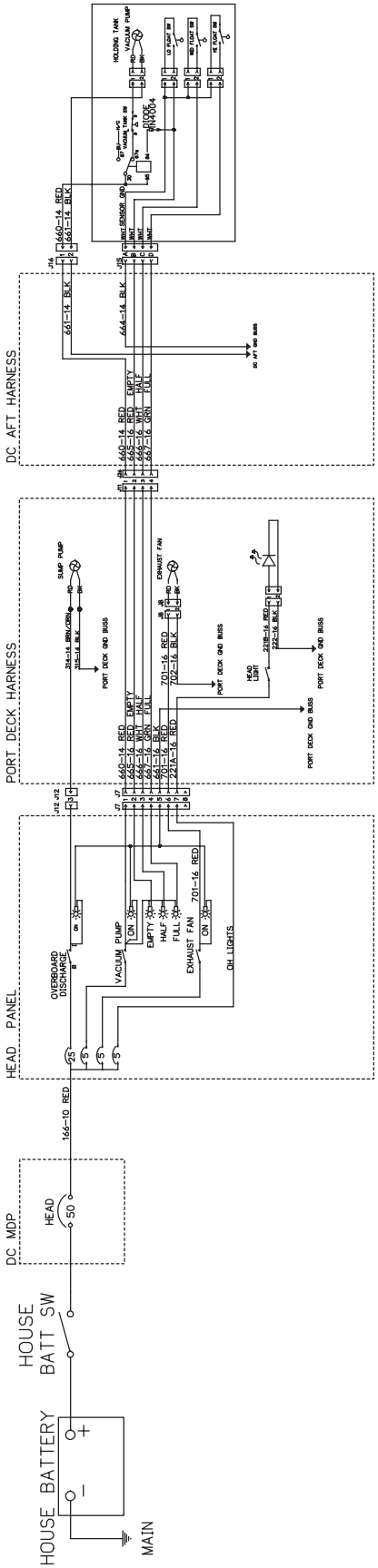
Wipers and Washers
Fig. 4.24.1



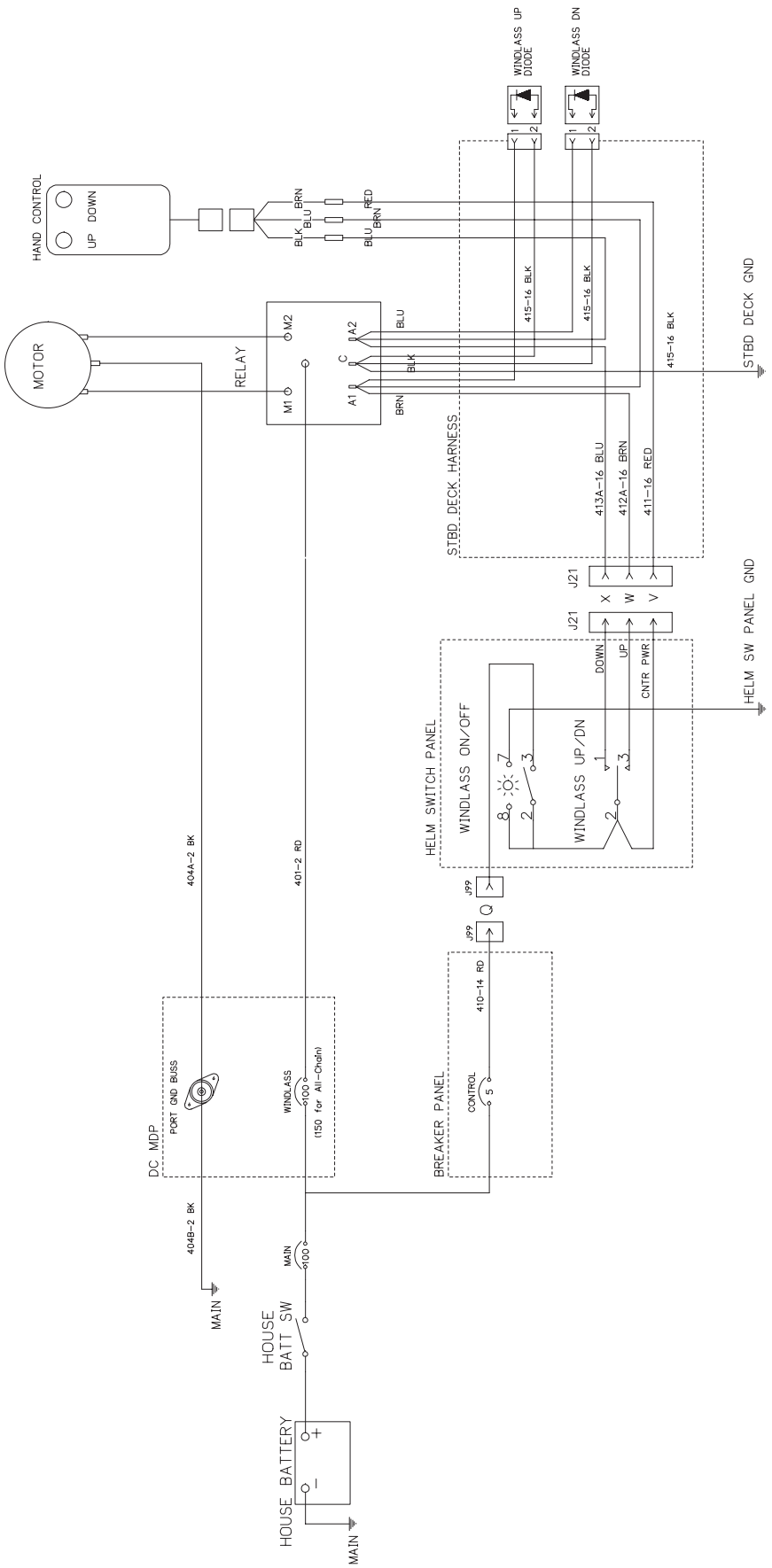
Spotlight, Horn, Shureshade and Windshield Vent
Fig. 4.25.1



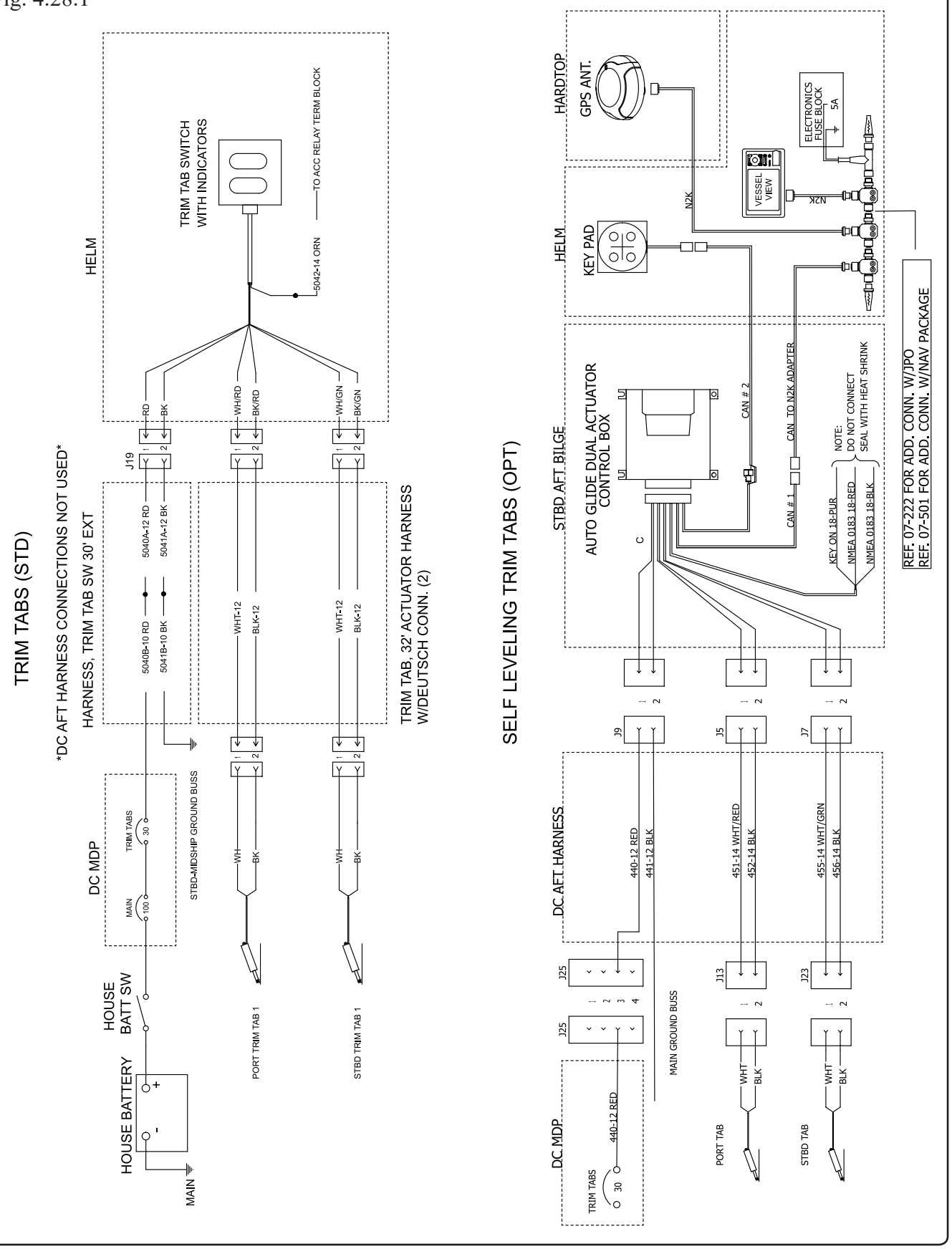
Waste System
Fig. 4.26.1



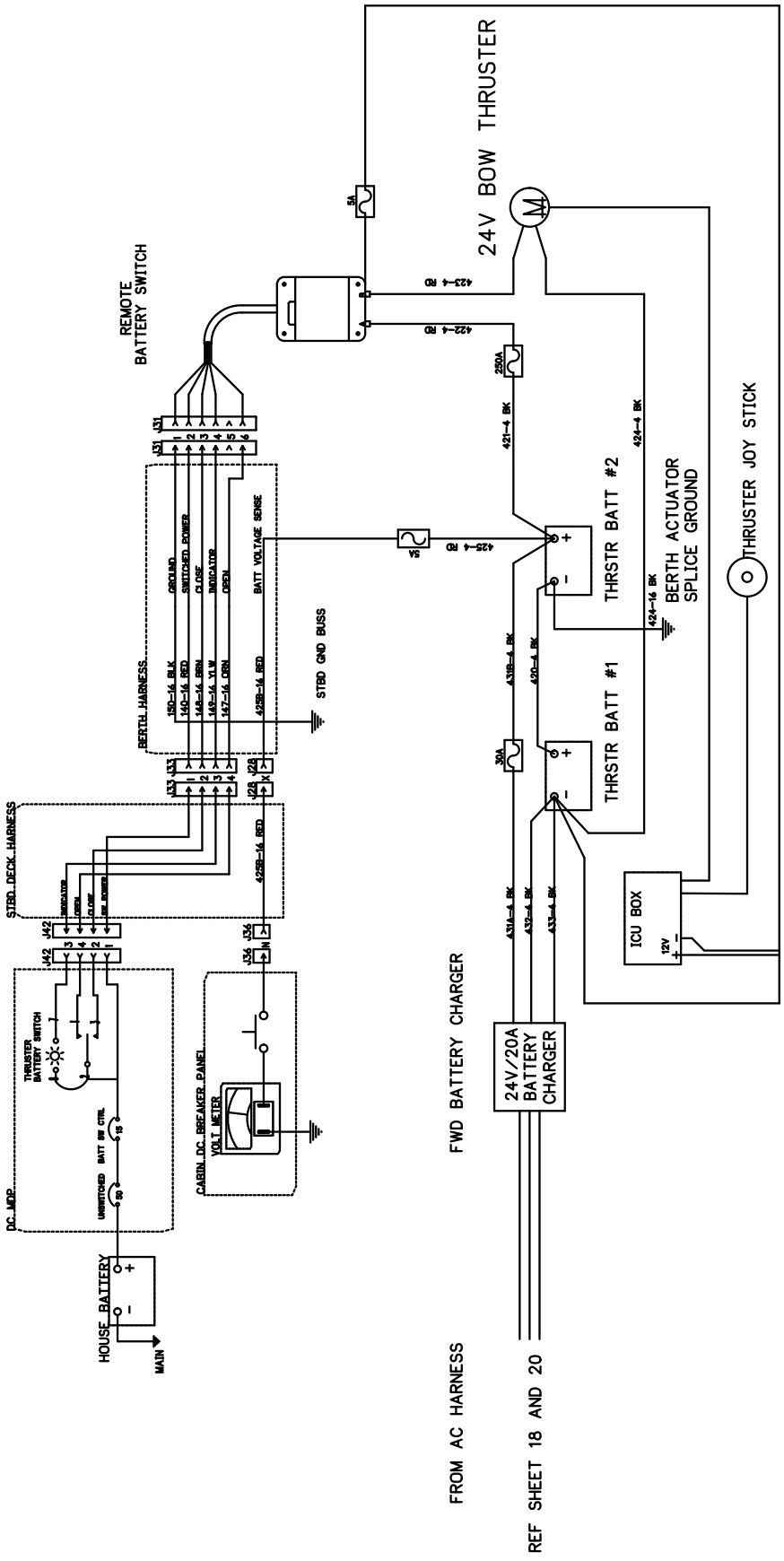
Windlass
Fig. 4.27.1



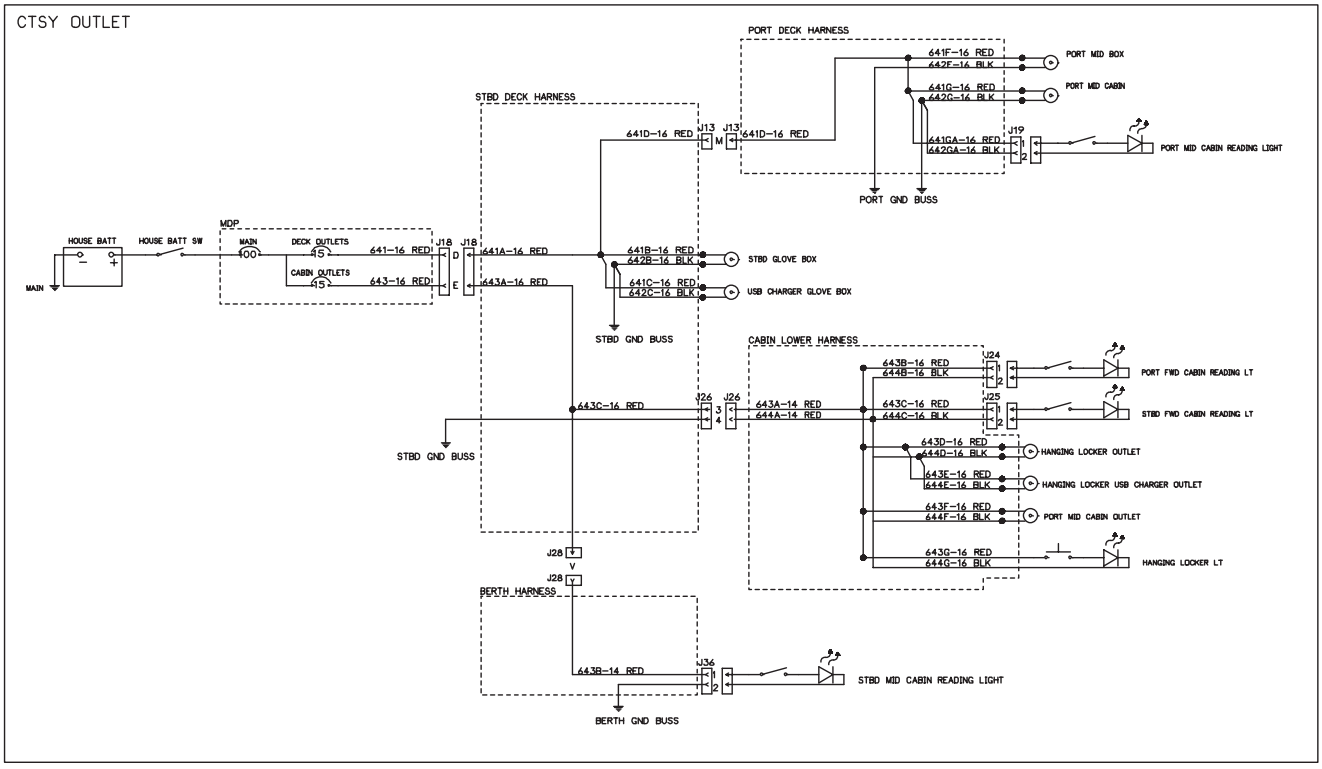
Trim Tabs
Fig. 4.28.1

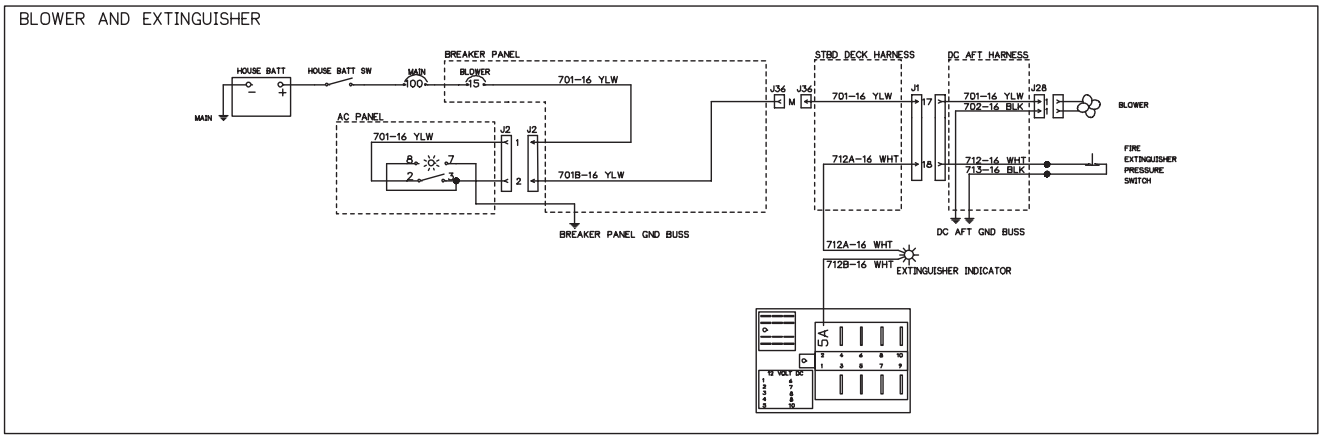


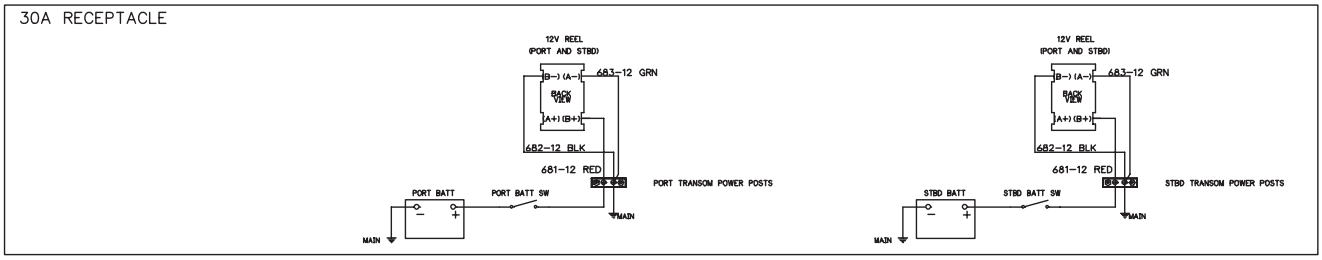
Bow Thruster
Fig. 4.29.1



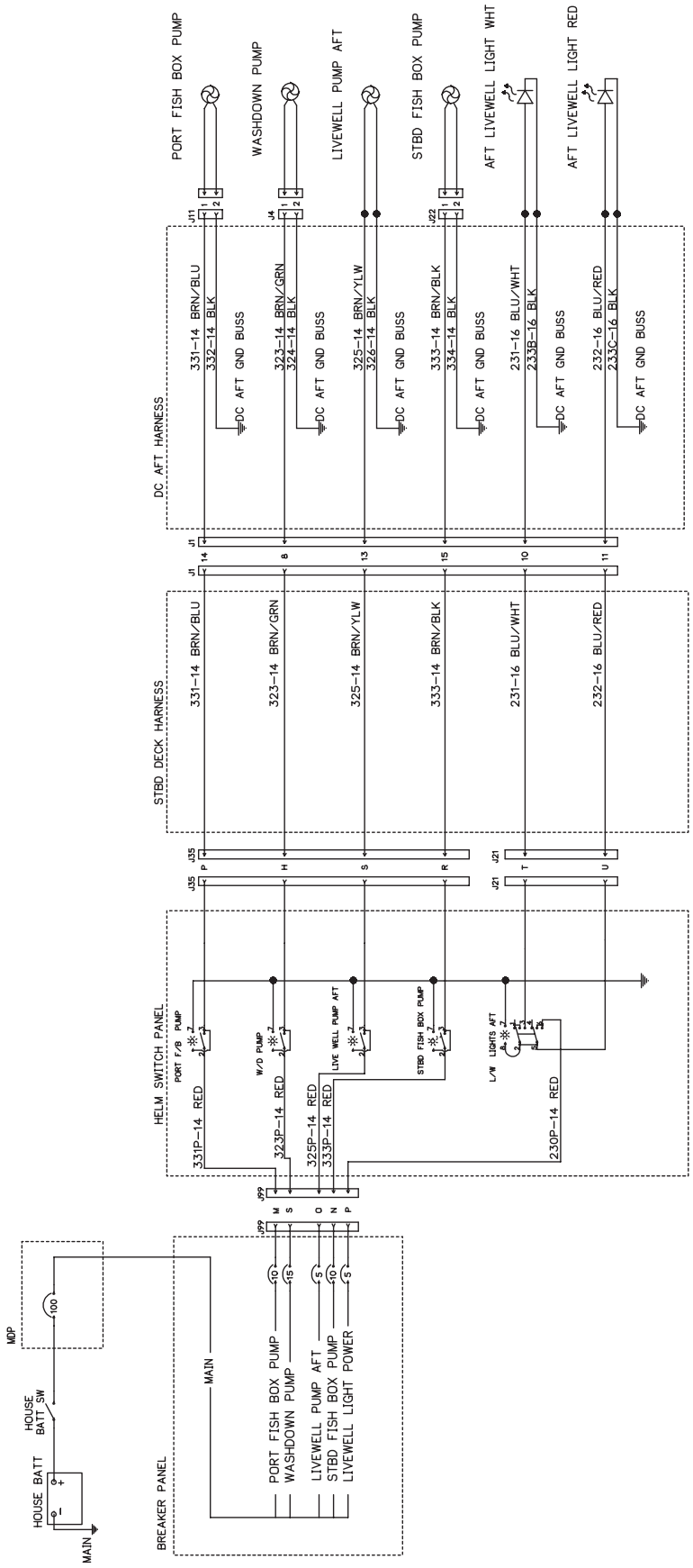
Courtesy Outlets, Blower, Extinguisher and 30A reel Outlets
Fig. 4.30.1



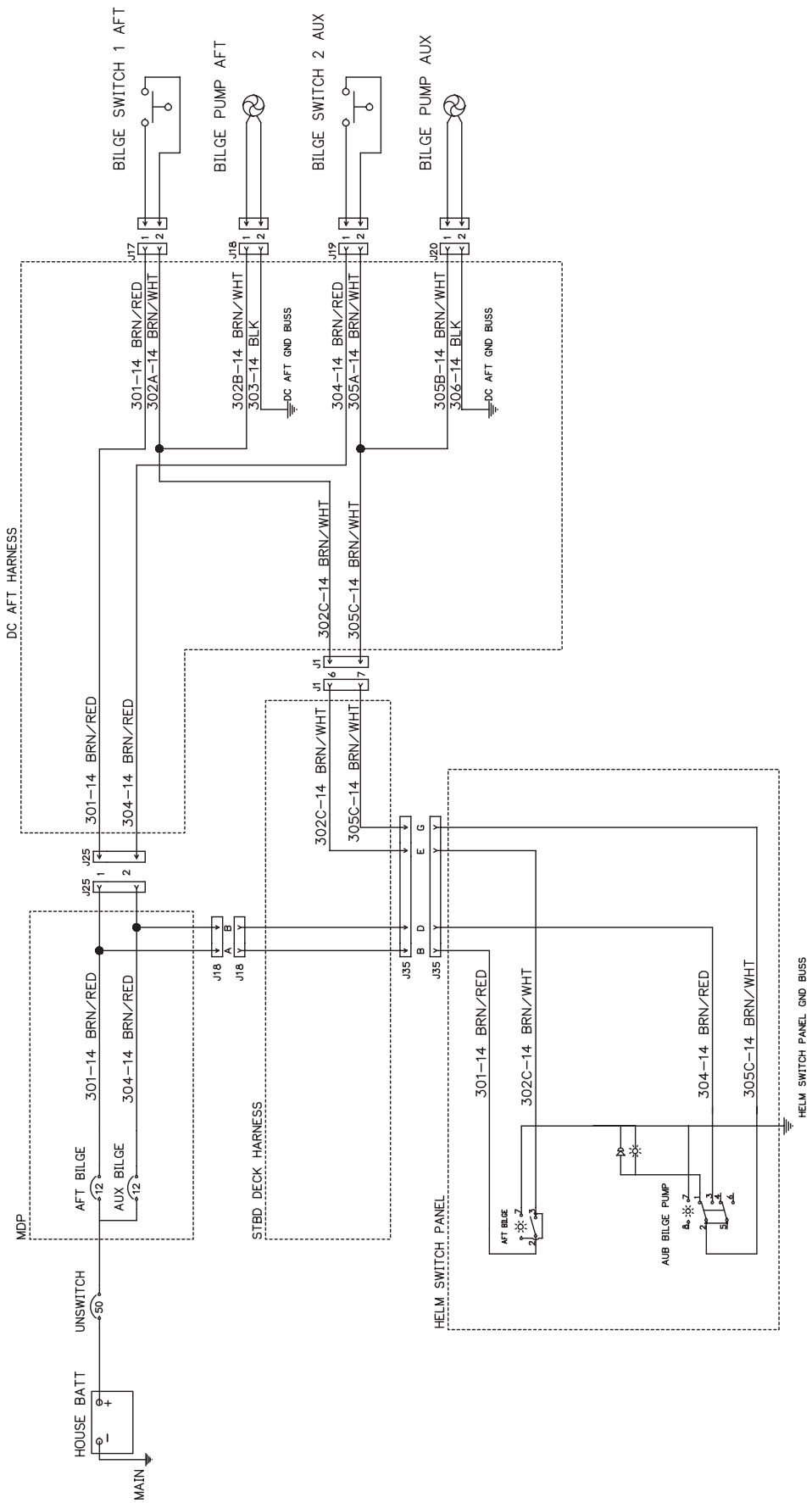




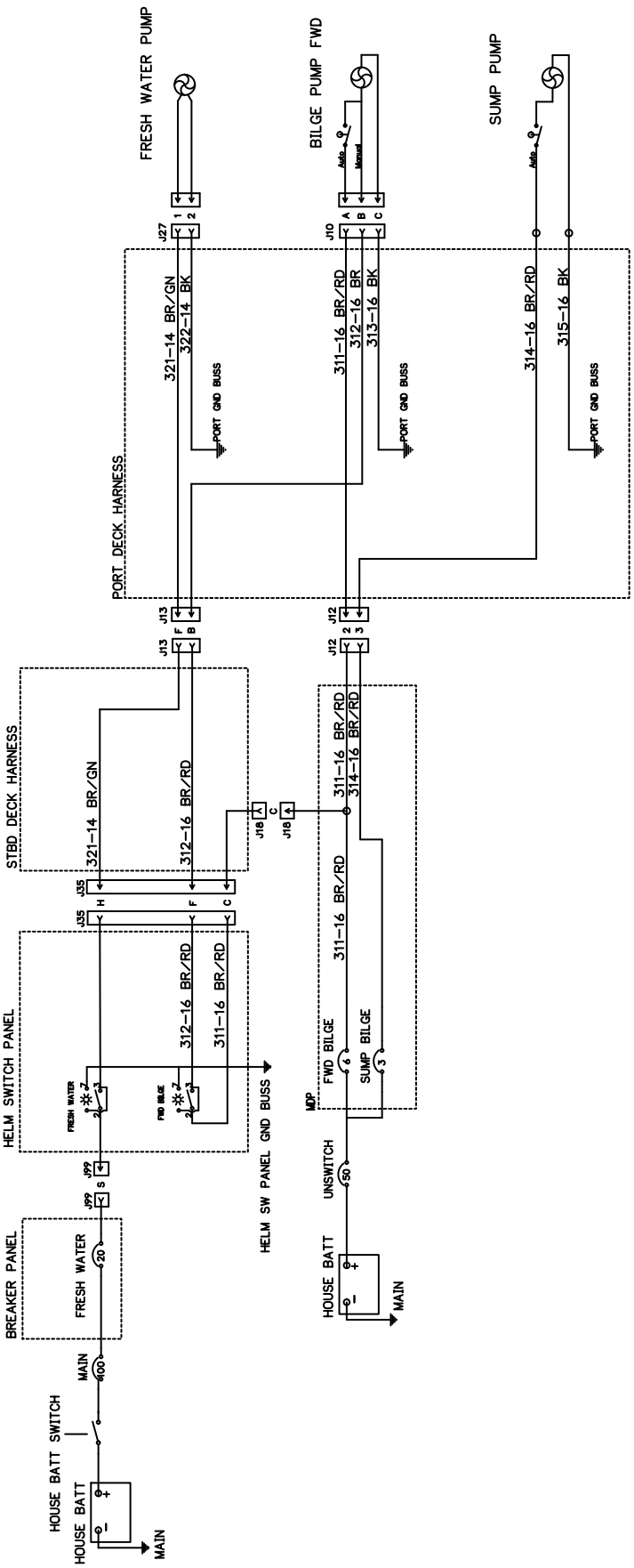
Pumps-Sheet 1
Fig. 4.31.1



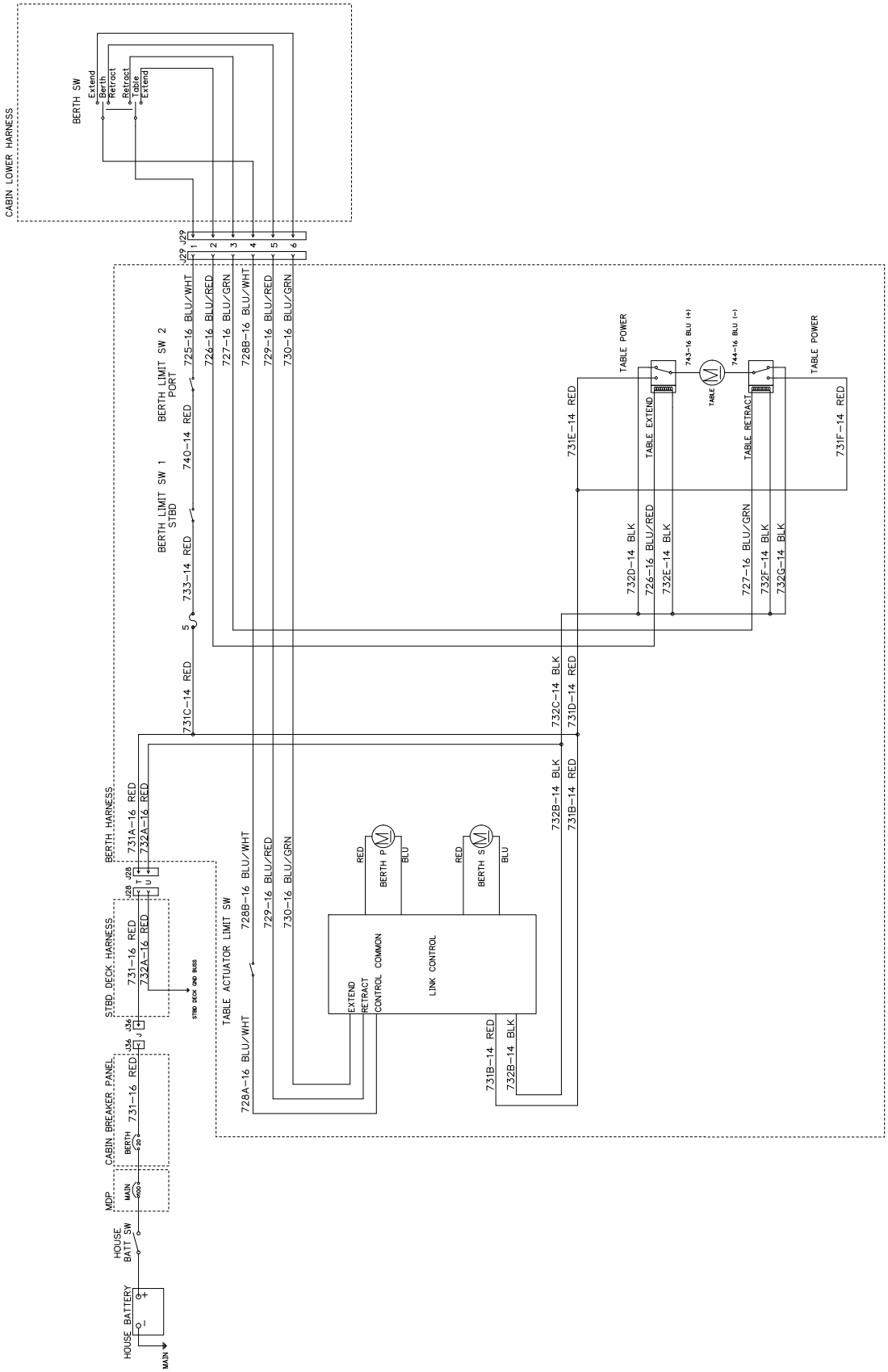
Pumps - Sheet 2
Fig. 4.32.1



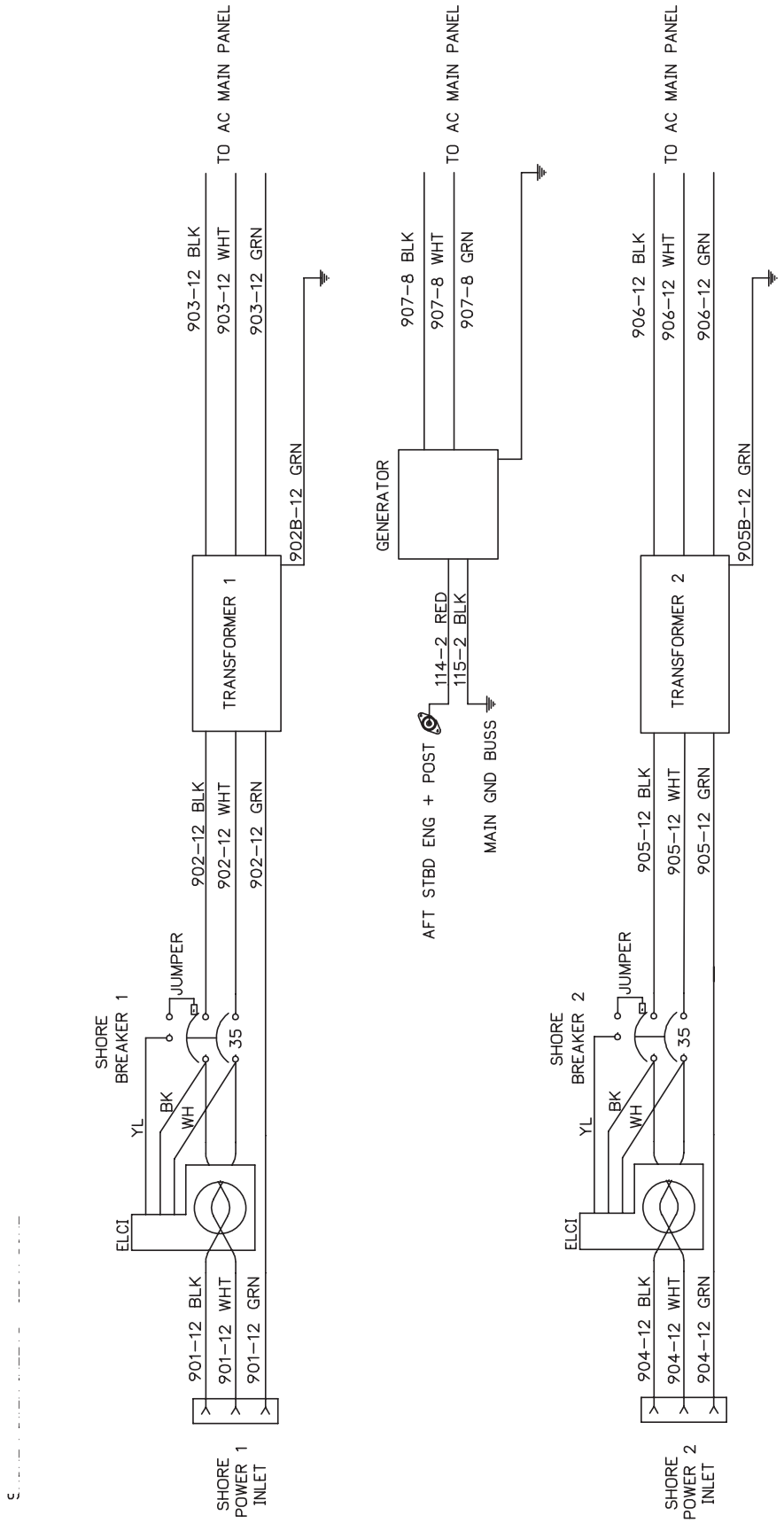
Pumps - Sheet 3
Fig. 4.33.1



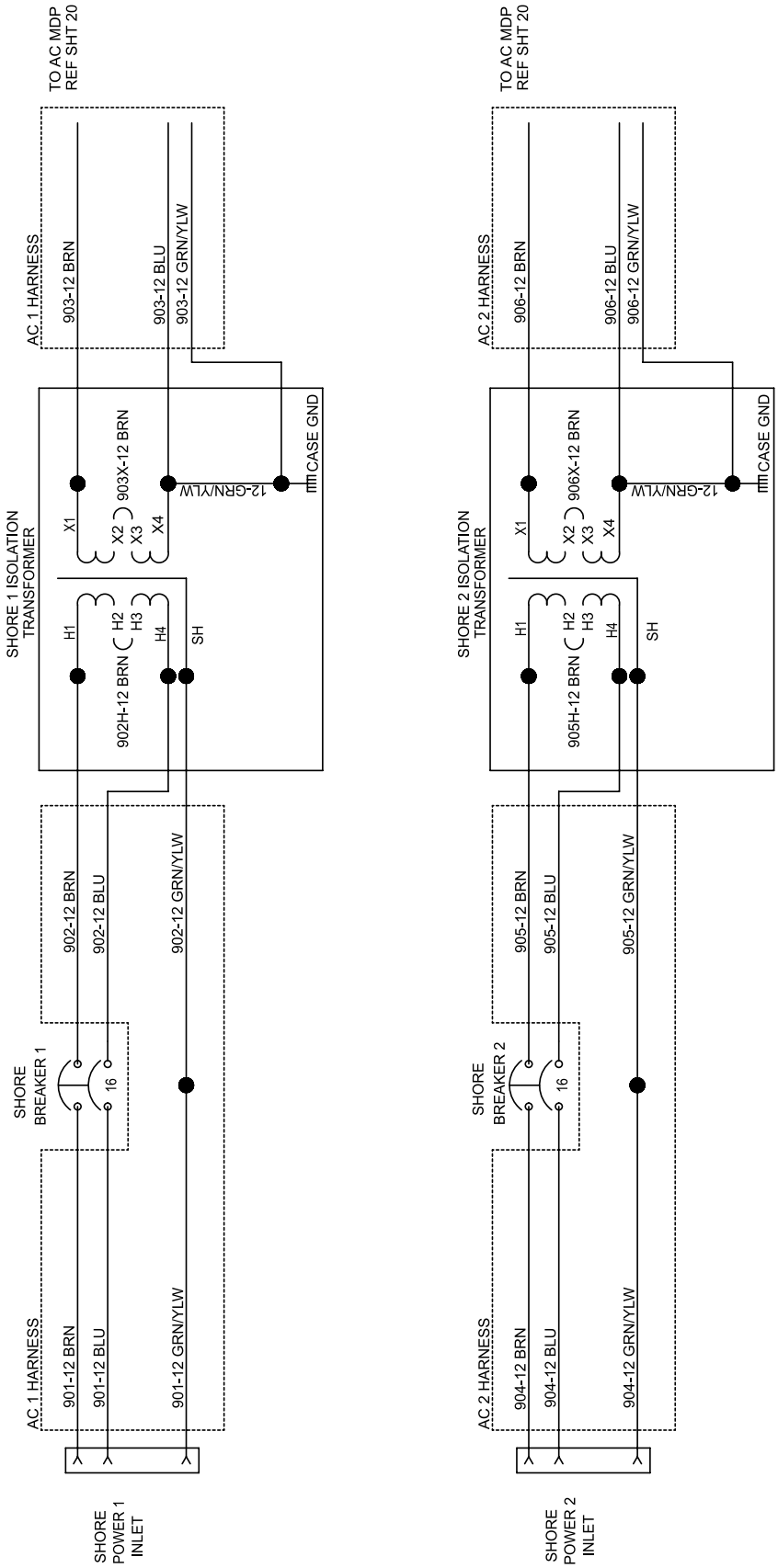
V-Berth Schematic
Fig. 4.34.1



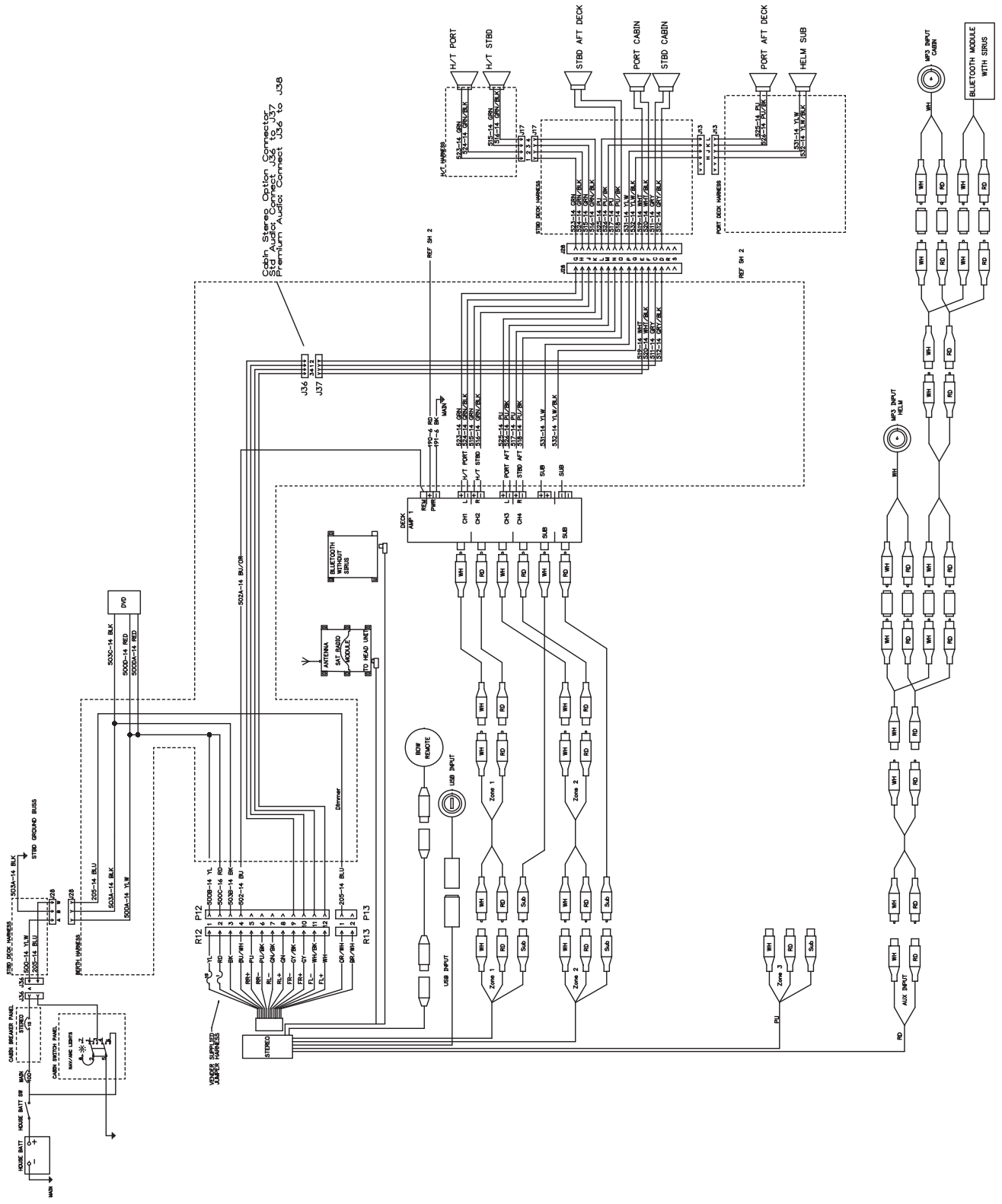
Shore Power - 120V Schematic
Fig. 4.35.1



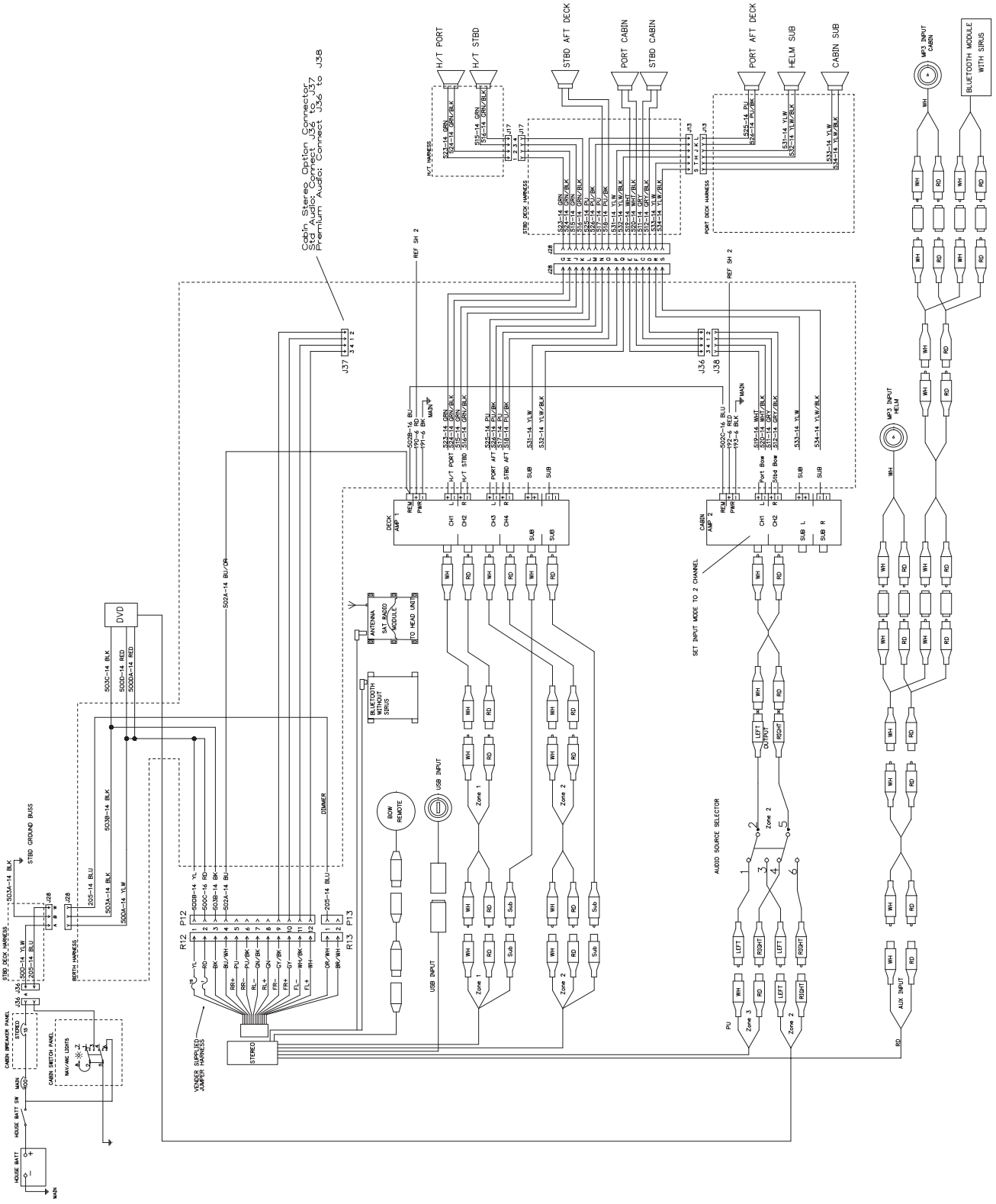
Shore Power - 230V/50HZ
Fig. 4.36.1



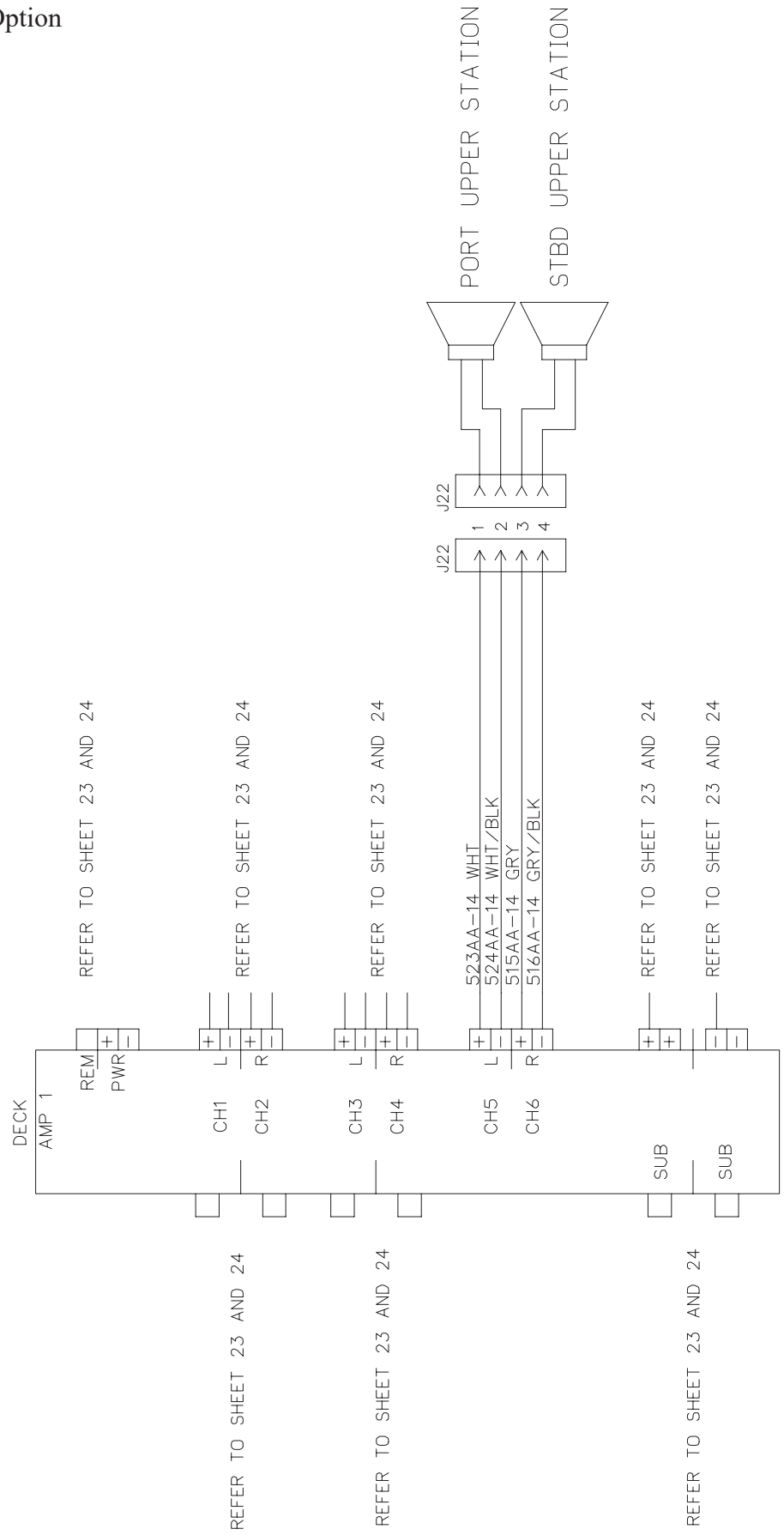
Stereo - Basic Option
Fig. 4.37.1



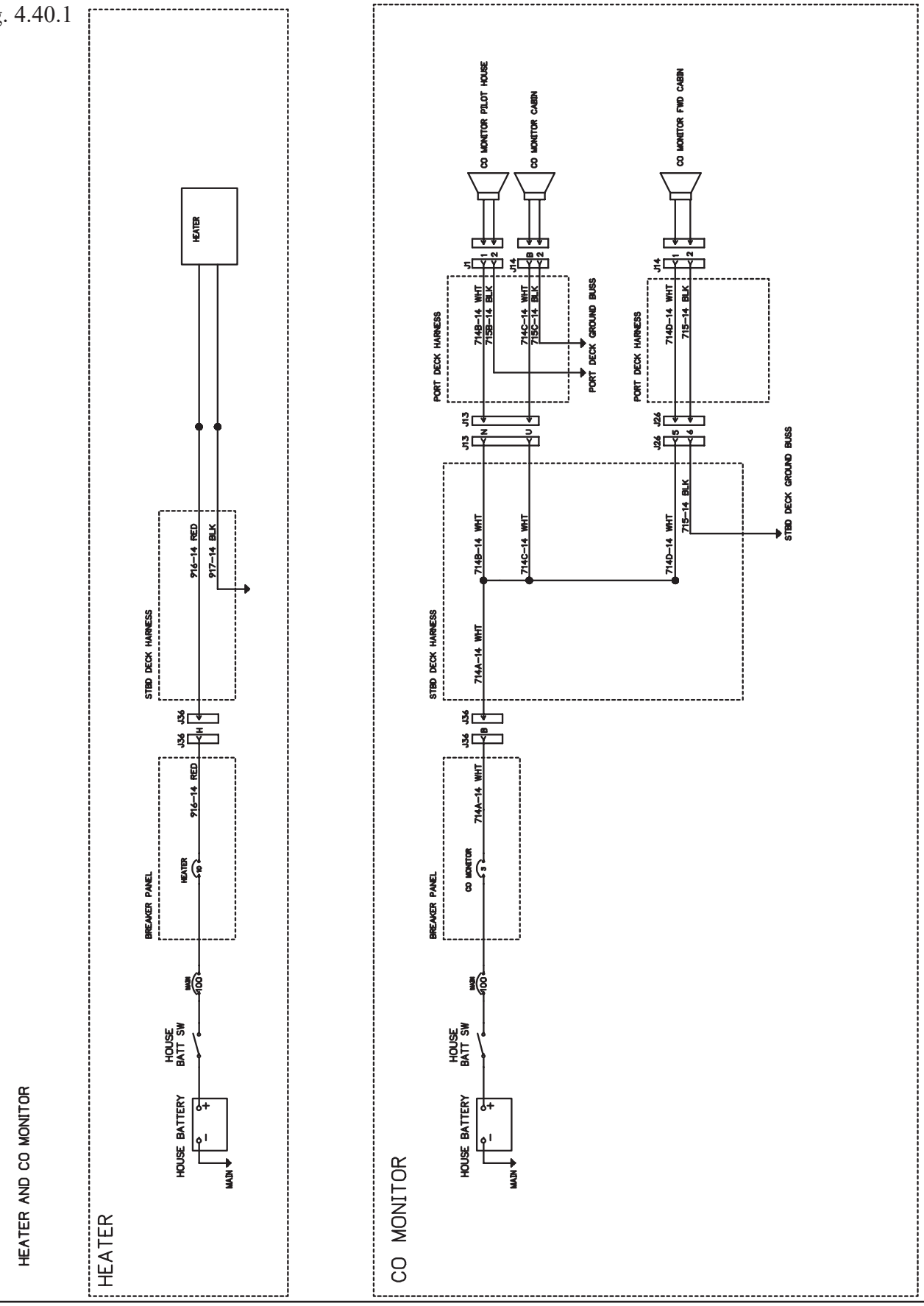
Stereo - Premium Option
Fig. 4.38.1



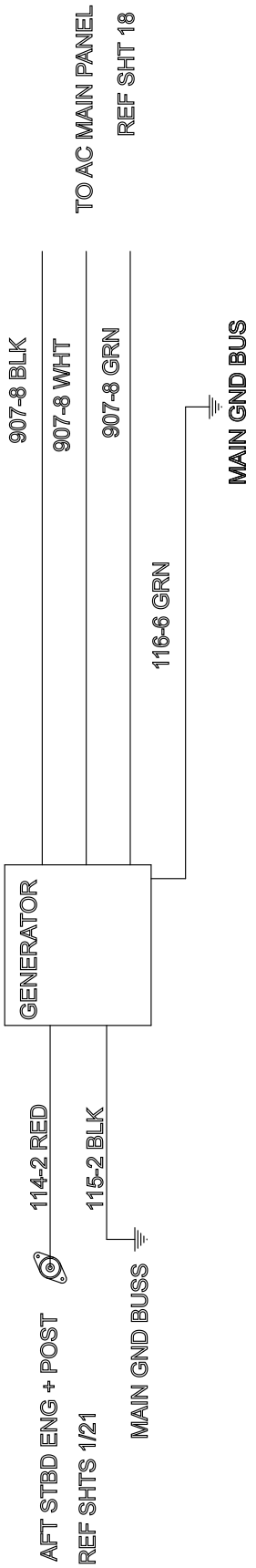
Stereo - Upper Station Option
Fig. 4.39.1



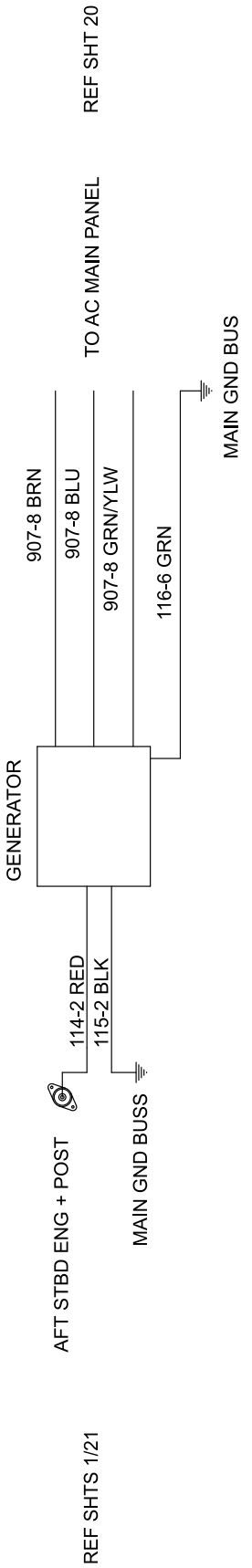
Heater & CO Monitor
Fig. 4.40.1



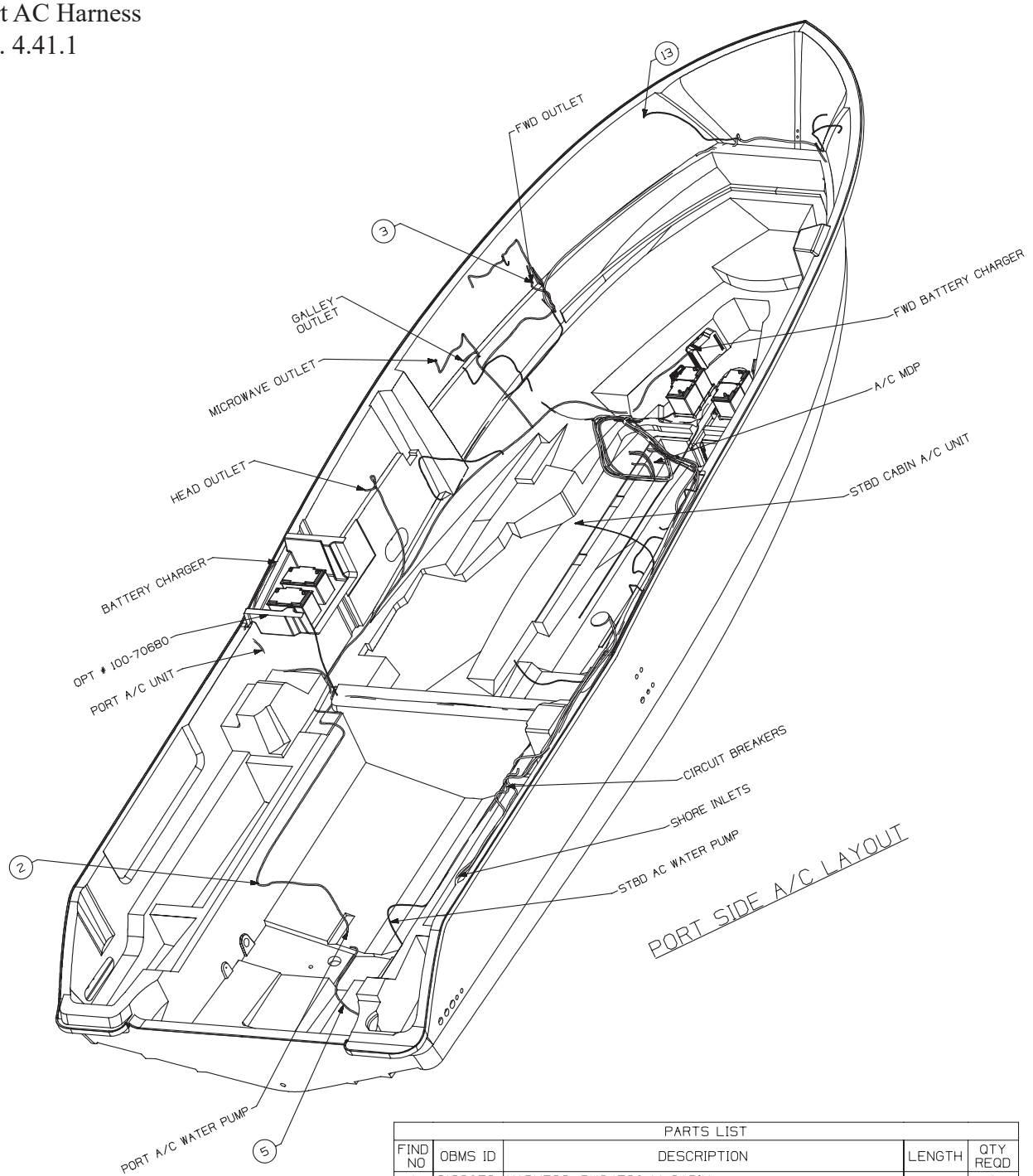
Generator - 120V/60Hz
Fig. 4.41.1



Generator - 230V/50Hz
Fig. 4.42.1

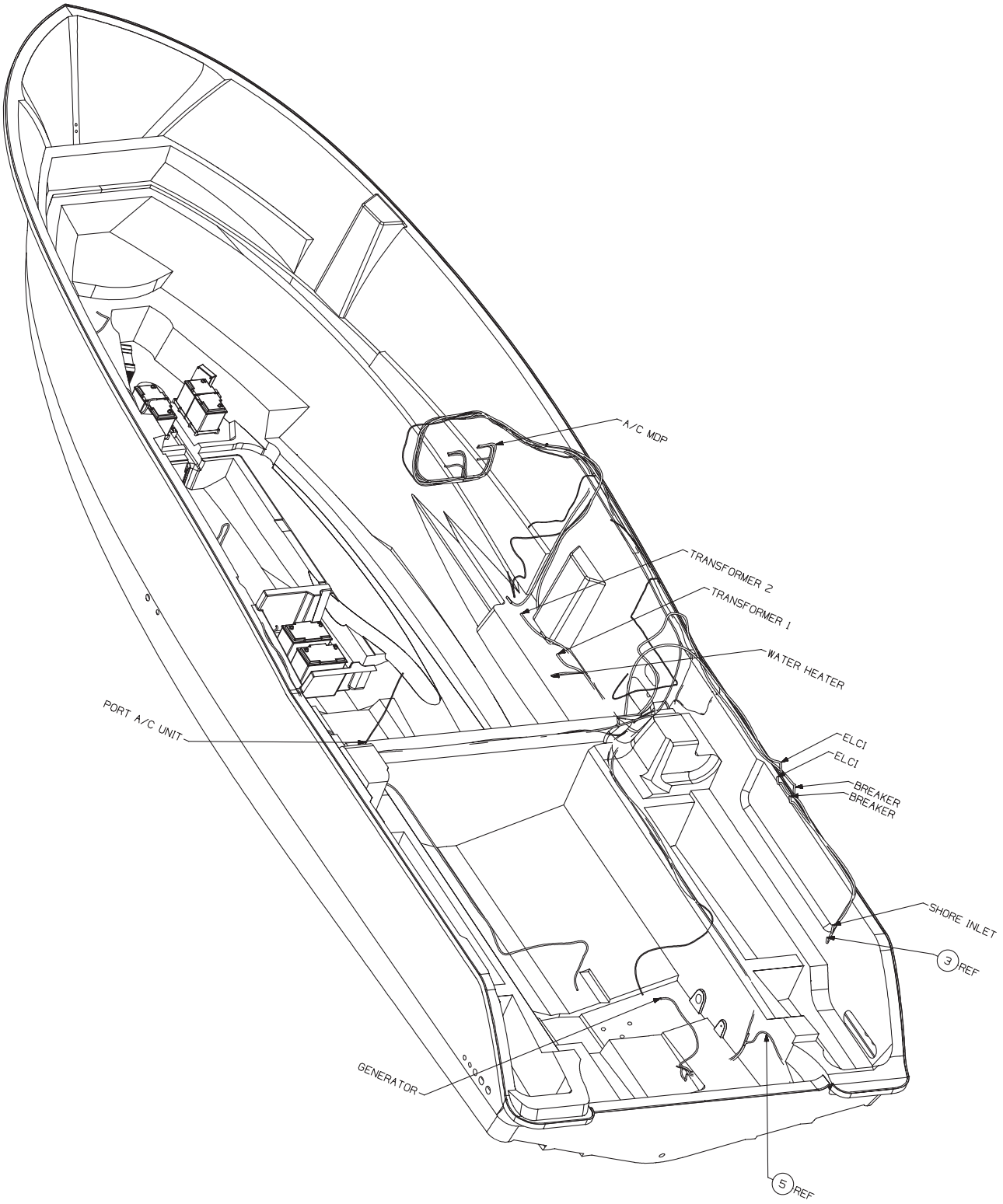


Port AC Harness
Fig. 4.41.1

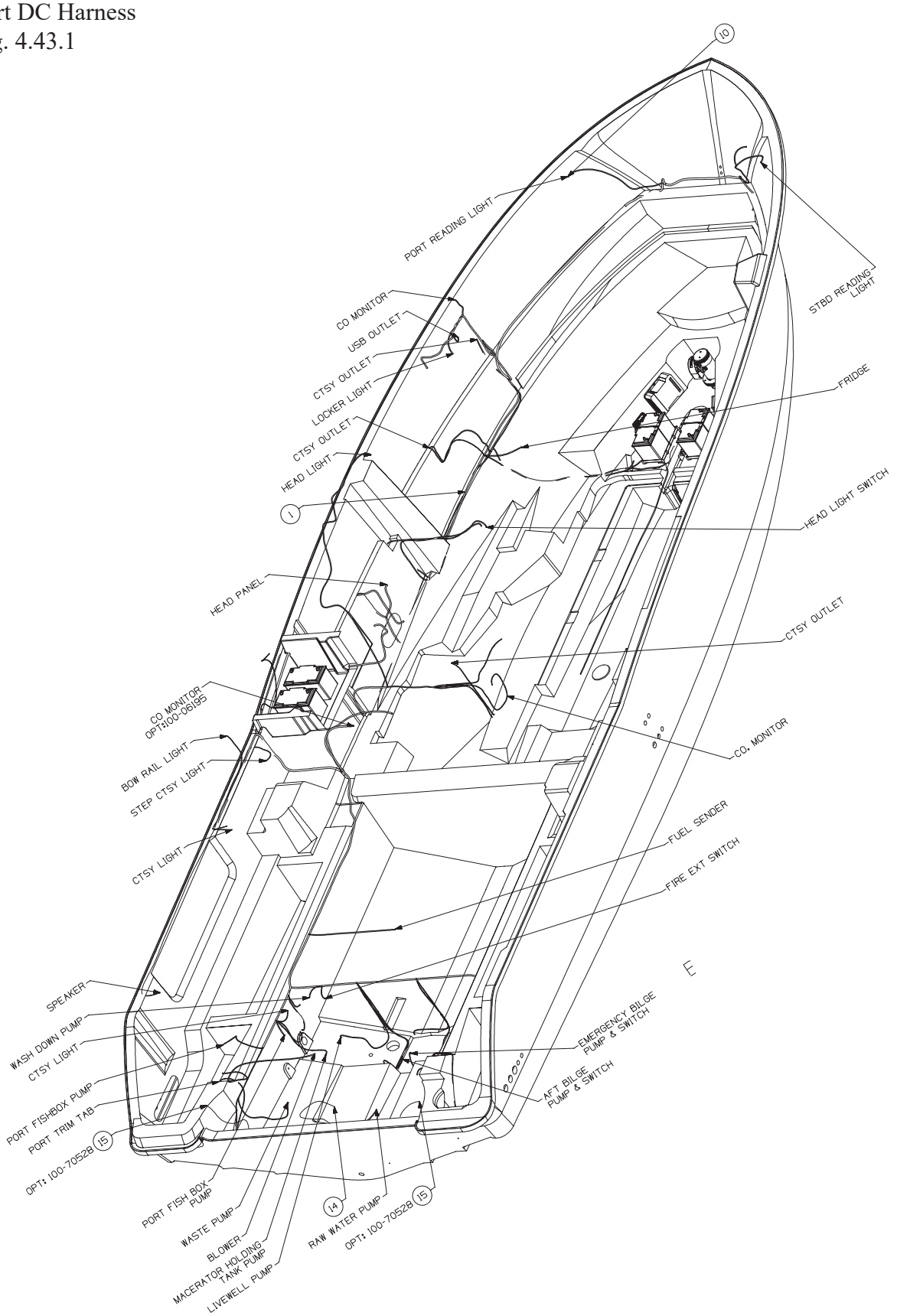


PARTS LIST				
FIND NO	OBMS ID	DESCRIPTION	LENGTH	QTY REQD
1	2123076	HARNESS, BW345CQ-14 CABIN		1
2	2123084	HARNESS, BW345CQ-14 AC2, 110V		1
3	2123083	HARNESS, BW345CQ-14 AC1, 110V		1
4	2123082	HARNESS, BW345CQ-14 HARDTOP		1
5	2123081	HARNESS, BW345CQ-14 GENERATOR		1
6	2123080	HARNESS, BW345CQ-14 THRUSTER		1
7	2123079	HARNESS, BW345CQ-14 WINDLASS		1
8	2123078	HARNESS, BW345CQ-14 BATTERY, JOYSTICK STEERING		1
9	2123077	HARNESS, BW345CQ-14 BATTERY, STD STEERING		1
10	2123074	HARNESS, BW345CQ-14 DECK, PORT		1
11	2123073	HARNESS, BW345CQ-14 BERTH ACTUATOR		1
12	2123072	HARNESS, BW345CQ-14 DC AFT		1
13	2123071	HARNESS, BW345CQ-14 DC FWD		1
14	2106747	HARNESS, BW350OR-14 BONDING		1
15	2105639	HARNESS, BW350OR-14 30A RECEP		2

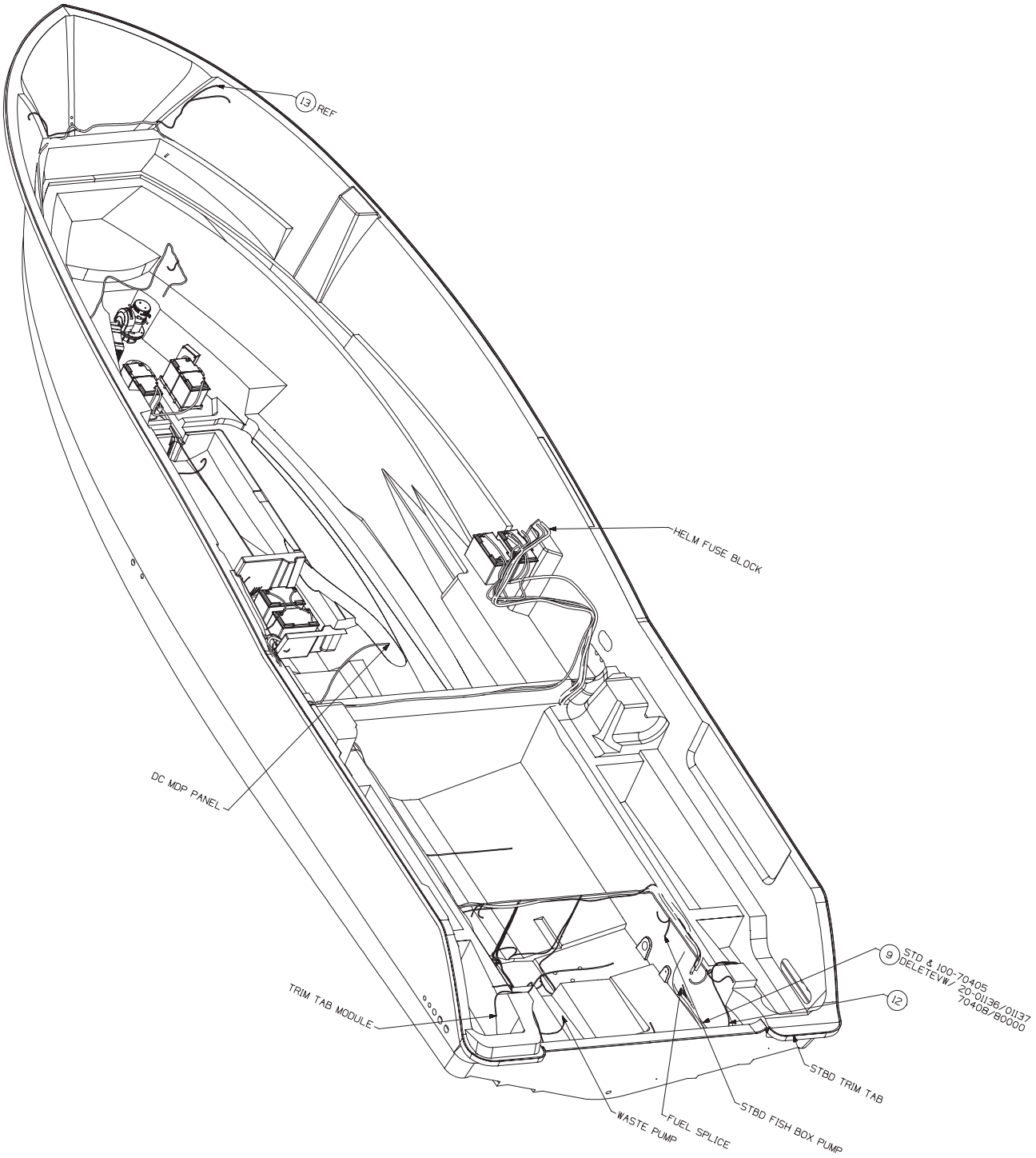
STBD AC Harness
Fig. 4.42.1



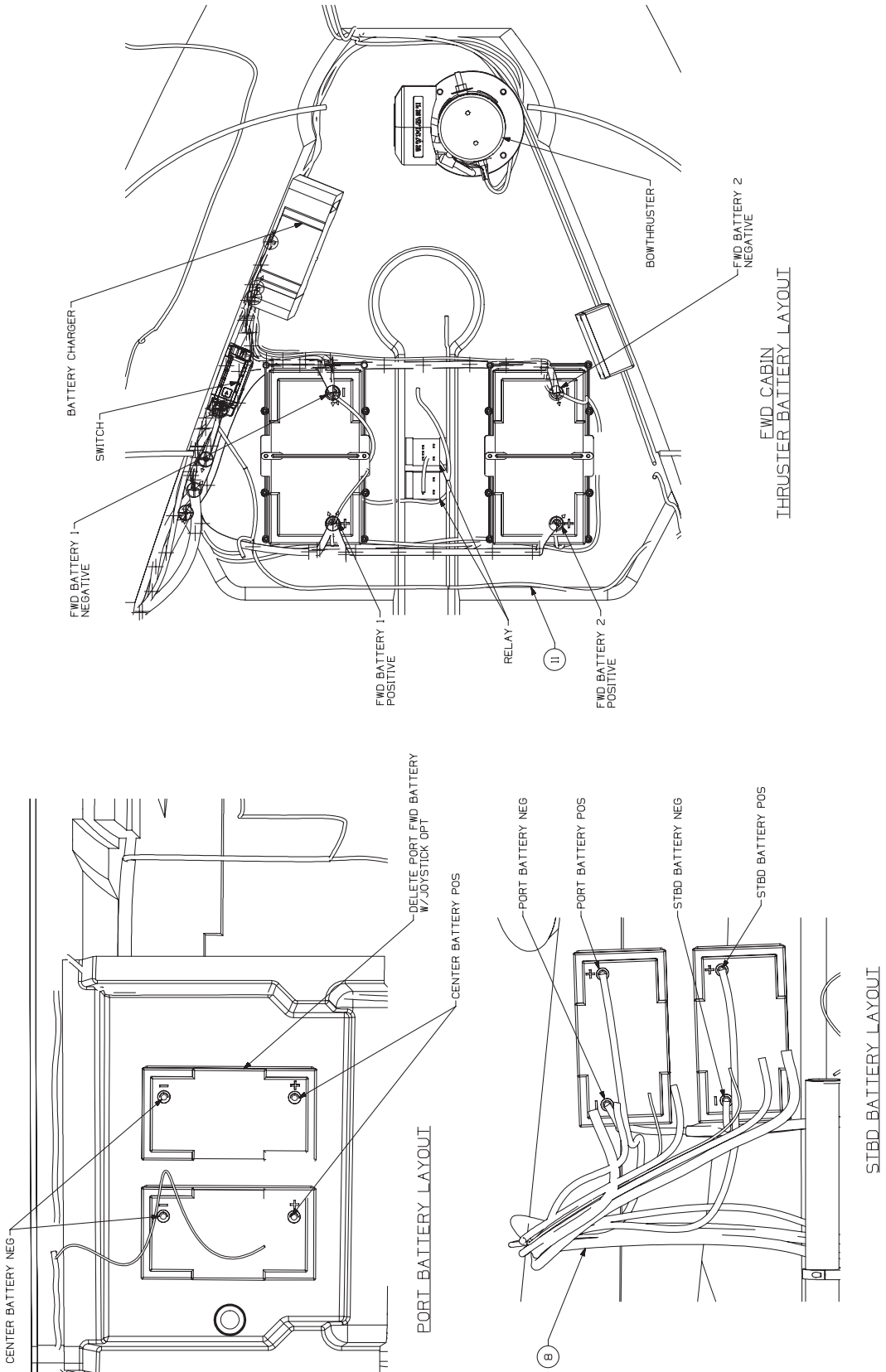
Port DC Harness
Fig. 4.43.1



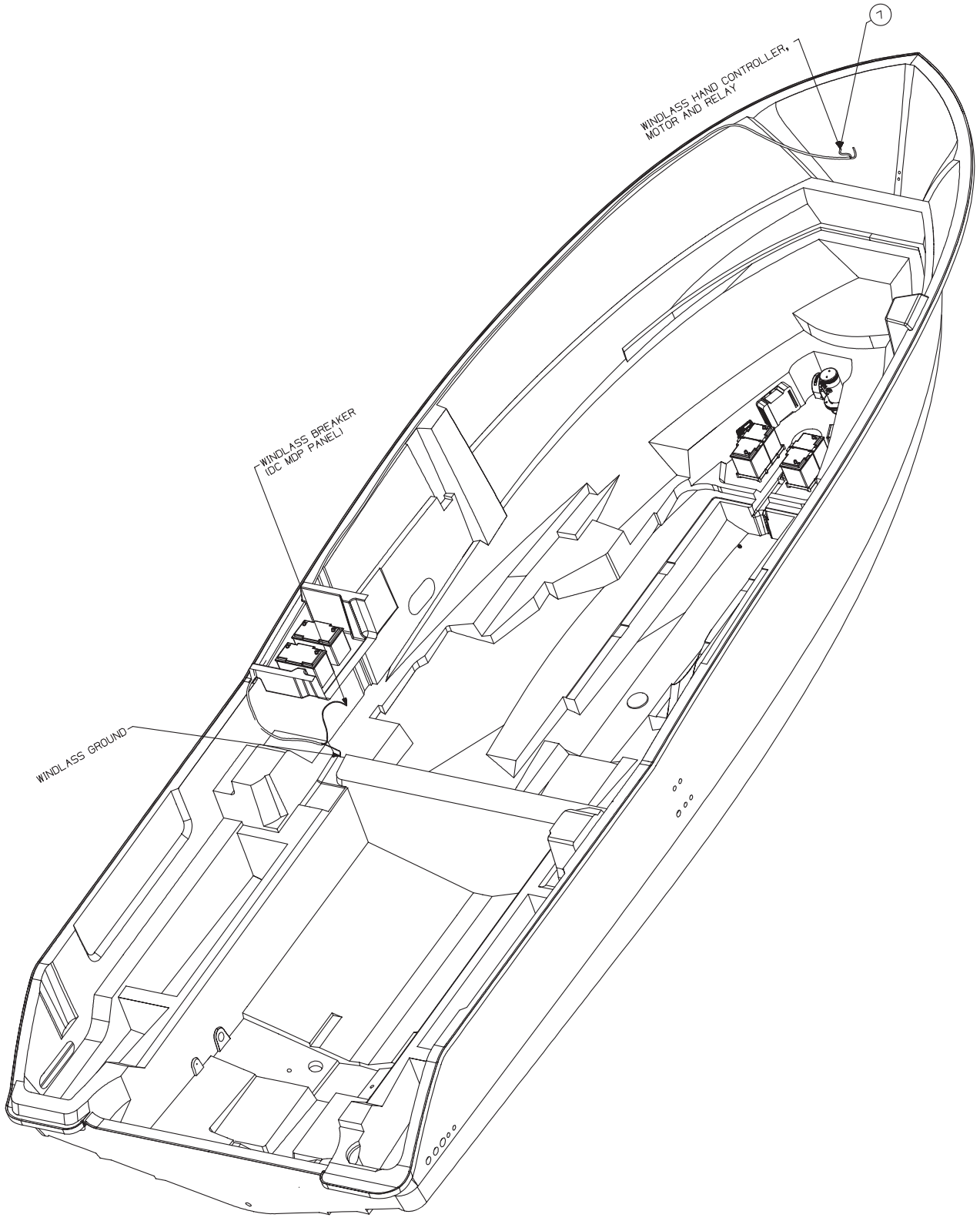
STBD DC Harness
Fig. 4.44.1



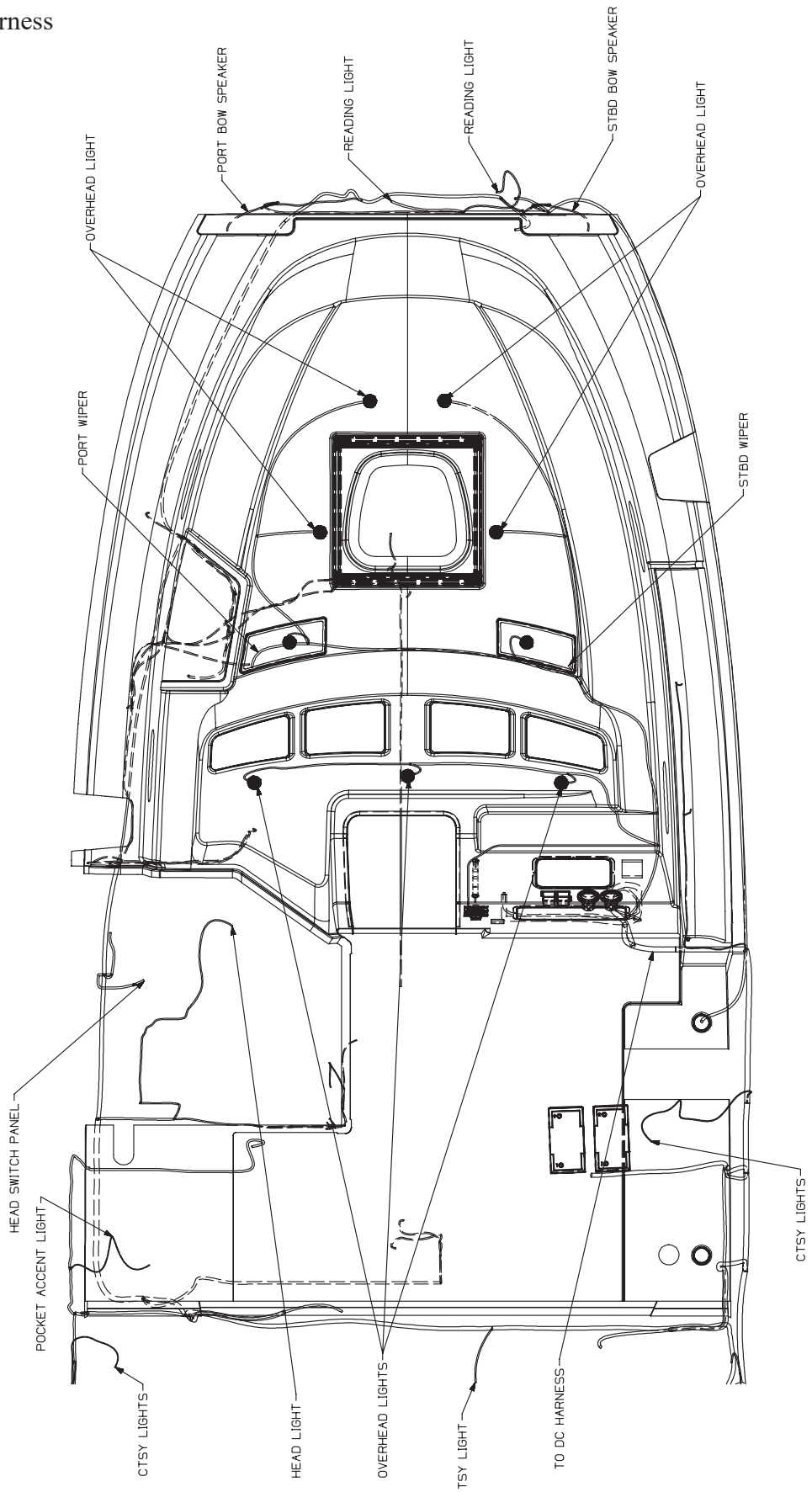
Battery Layout
Fig. 4.45.1



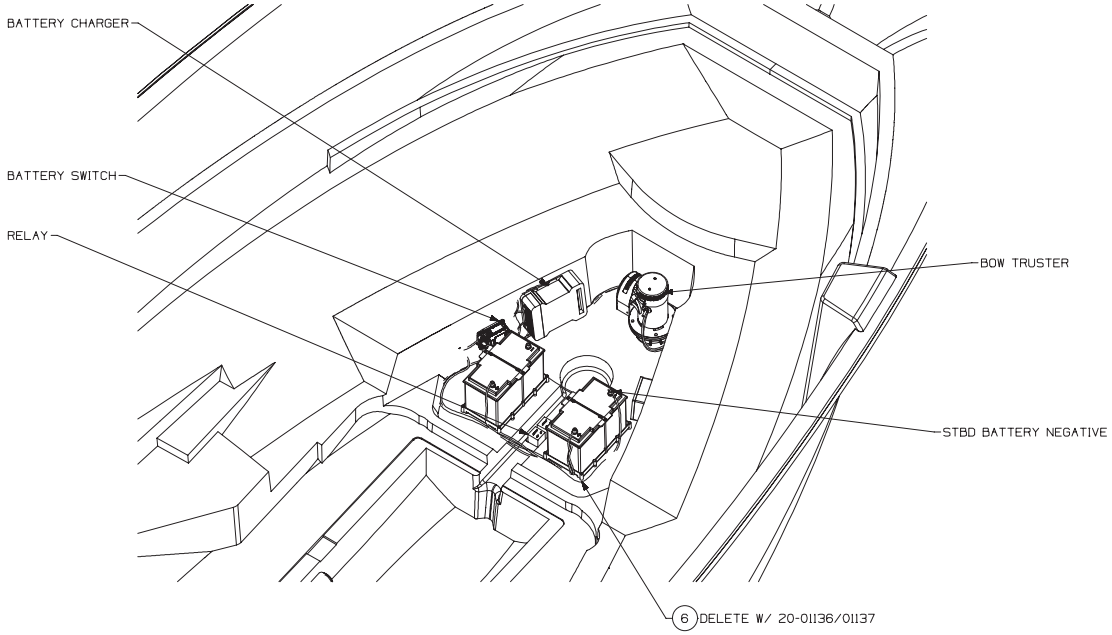
Windlass Harness
Fig. 4.46.1



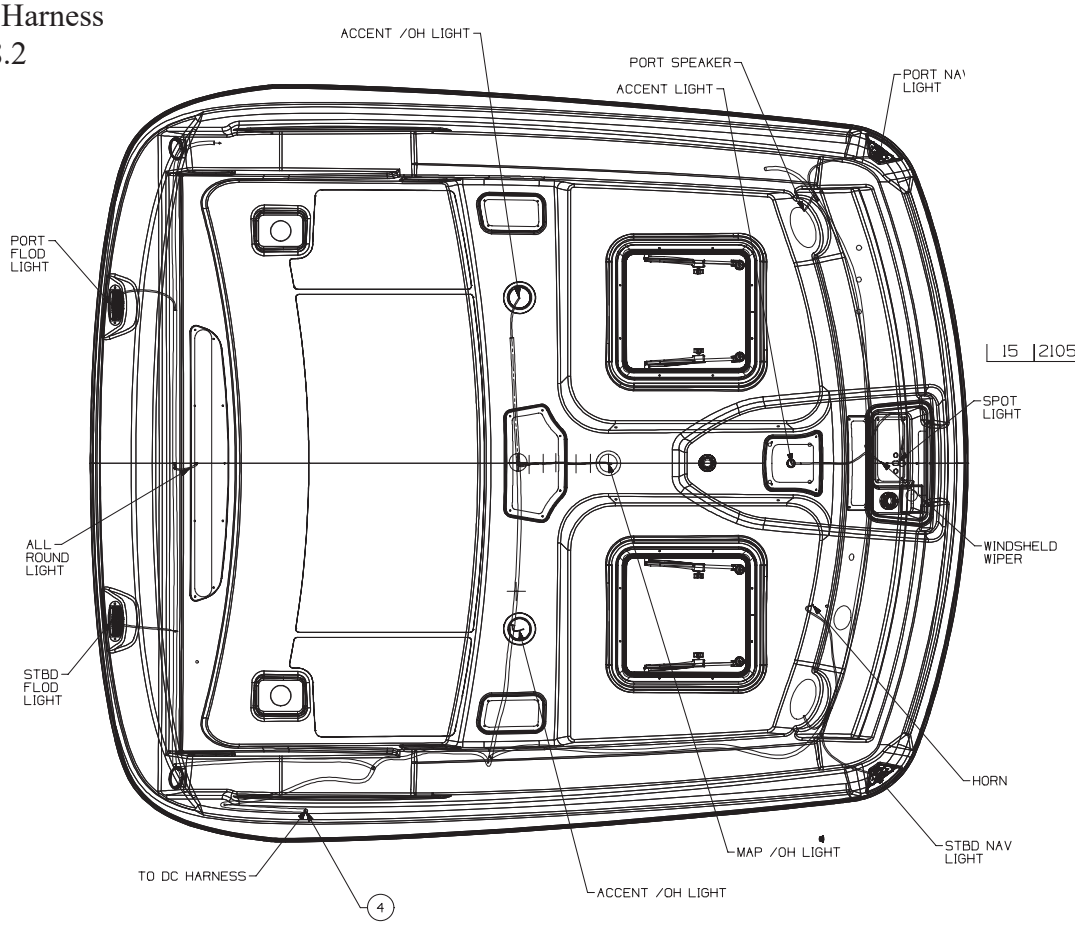
Headliner Harness
Fig. 4.47.1



Bow Thruster Harness
Fig. 4.48.1



Hardtop Harness
Fig. 4.48.2



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 your 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.

⚠ CAUTION

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.

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.

Zinc Anodes

Sacrificial anodes (zinc) are installed on the transom, trim tabs, and engines of your boat to protect underwater hardware. Zinc, being less noble than copper based alloys and aluminum used in underwater fittings, will deteriorate first and protect the underwater fittings from deterioration.

Zinc anodes cannot perform their function unless they are exposed. Putting paint on an anode smothers it, rendering it useless.

⚠ 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.

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.

⚠ 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.

The gelcoat will have to be dewaxed of mold release wax before sanding can begin, otherwise the wax 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

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/manufacturer recommended operating range.

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.

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 dont's after the painting is complete.

NOTICE

Masking tape is NOT recommended for the types of paint you will be using.

Rub Rail Care

The rub rail 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 rub rail 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 and 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.

Seats (Mechanical Parts)

Always wash metallic parts with soap and water and rinse thoroughly with fresh water. Once dry, apply a light coating of lubricant to protect moving parts.

Check for loose or damaged hardware and tighten or replace as necessary.

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 protectant 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.
- **Seemingly permanent stains** like ballpoint ink can be cleaned with active solvents such as nail polish remover when applied with a soft cloth or damp sponge and rubbed. Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

The vinyl material and superior finish has been tested to resist heavy abrasion. Complete cleaning instructions are included in the owner's packet. Read all information provided by the cushion manufacturer regarding the proper cleaning and maintenance.

Your cushions are not waterproof. They are constructed of open-cell foam and will absorb and hold water. The foam is wrapped with a plastic barrier which helps to keep water from being absorbed into the foam but also will not allow water to dissipate once the foam is soaked. **Do not leave the cushions in standing water or exposed to heavy, prolonged rain**.

If, in the event your cushions become waterlogged, remove the foam from the cushion, press as much water as you can from the foam and allow to air dry. Make sure the plastic wrap is dry before wrapping the foam and inserting it back into the cushion.

To prevent mildew, keep the vinyl dry and make sure that moisture does not accumulate between the cushions.

Cleaning Your Instrument Gauges

When gauges are exposed to a saltwater environment, salt crystals may form on the bezel and plastic covers. Remove the salt crystals with a soft damp cloth. Clean with a mild household detergent or plastic cleaner.

Never use abrasives or rough, dirty cloths to clean plastic parts. A mild household detergent or plastic cleaner should be used. Wipe clean with a damp chamois.

FOR MORE INFORMATION, CONTACT MERCURY MARINE CUSTOMER SERVICE AT 1-920-929-5040

Canvas Care and Maintenance

NOTICE

DO NOT use detergents, bleach or solvents to clean your canvas.

To keep your canvas and metal parts in good working condition and in good appearance, you will need to keep them clean.

The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The canvas can be cleaned without being removed from the installation.

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas to degrade over time.

Maintaining a good appearance

- After each use, especially if used in salt water areas, rinse the canvas completely with fresh cold water.

On a regular basis

- Brush off any loose dirt, pollen, etc.
- Hose down with fresh cold water and clean with a mild solution of a natural soap in lukewarm water (maximum 100°F / 38°C).
- Allow the canvas to soak. DO NOT ALLOW THE SOAP TO DRY.
- Rinse thoroughly with fresh water.
- Let the canvas dry completely. **DO NOT** store any of the canvas pieces while wet.

The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items.

Consult your Boston Whaler® dealer or check your canvas manufacturer's manual **BEFORE** using any chemical treatments on your canvas.

Cleaning Stubborn Stains

Soak fabric for approximately twenty minutes in a mild solution consisting of no more than 1/2 cup (4 oz.) of bleach and 1/4 cup (2 oz.) of natural soap per gallon of lukewarm water (not to exceed 100° F / 38° C).

Rinse thoroughly in cold water several times. Allow the fabric to air dry completely.

NOTICE

Failure to remove all of the soap solution can cause deterioration of seams and prevent fabric from proper retreating.

Retreat the fabric using an air curing product such as 303 High Tech Fabric Guard to ensure water and stain repellency.

All canvas should be stored flat or rolled in a clean, dry space.

Maintaining Zippers and Hardware

Lubricate zippers and fasteners periodically with a clear silicone spray. In the absence of silicone spray, a wax candle can be used to lubricate the zipper track.

Replace any missing fasteners or any fasteners showing signs of corrosion.

NOTICE

DO NOT use petroleum based products, such as petroleum jelly, on the zippers or fasteners.

Clear Vinyl (Acrylic)

To clean acrylic, first flood it with water to wash off as much dirt as possible. Next, use your bare hand with plenty of water, to feel and dislodge any caked dirt or mud. A soft grit-free cloth may then be used with a nonabrasive soap or detergent. A soft sponge, kept clean for this purpose, is excellent. Blot dry with a clean damp chamois.

The use of a vinyl protective cleaner/restorer is recommended to keep your acrylic scratch resistant, clean and minimize the deteriorating effects of sunlight.

Storing Clear Vinyl

The clear vinyl should never be folded or creased as cracking will result. The recommended method of storage is to roll or lay the panels down flat. To protect the clear vinyl from rubbing against itself while rolled or stored flat, place a piece of very soft, nonabrasive cloth between the pieces.

NOTICE

DO NOT use solvents such as acetone, silicone spray, benzine, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, lacquer thinner, glass cleaning solution or harsh detergents on acrylic.

The above substances will attack the surface of the vinyl.

NOTICE

Never use a dry cloth or duster or glass cleaning solutions on acrylic.

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.

Hardwood Floor

The hardwood floor in the cabin can be kept clean and in good condition with routine cleaning.

- Sweep or vacuum regularly to rid your floor of dust and eliminate abrasives that can scratch the surface.
- Quickly wipe spills to protect wood from excess liquid.
- Use mats in areas where water spills, detergents, oils and other mishaps may occur.

DO NOT:

- Use wax, oil-based detergents or other household cleaning agents on your floors.

  These products may dull or damage the finish, leave a greasy film, make maintenance more difficult and refinishing impossible without in-depth sanding and comlplete recoating.
- Expose to long periods of intense sunlight.

FOR MORE INFORMATION, CONTACT BOSTON WHALER CUSTOMER SERVICE (1-877-294-5645)

Solid Surface Countertops

When properly cared for, your solid surface countertops will last a lifetime.

Routine cleaning with a damp cloth and one of the following cleaners will keep your countertop looking as good as the day it was installed.

- Household dishwashing detergent
- Soft Scrub or other non-abrasive cleaner
- MILD bleach solution
- Ammonia based window cleaner

DO NOT:

- Subject the surface to heat emitting appliances.
- Place hot items directly on the surface.
- Subject to sudden temperature changes (hot to cold, cold to hot).
- Cut on surface.
- Expose surface to household or industrial chemicals such as paint strippers, drain cleaners or solvents. Wipe immediately if accident occurs.

When cooking ensure that utensils do not overhang the stove and reflect heat to the countertop. Always use a hot pad or trivet when placing hot items on the countertop.

In the event that your countertop is damaged by burns, impact marks or scratches, repairs should be made by a trained solid surface fabricator.

FOR MORE INFORMATION, CONTACT BOSTON WHALER CUSTOMER SERVICE (1-877-294-5645)

Cabin Steps

The cabin steps in your boat are constructed with natural wood and are sealed with a coating which requires virtually no maintenance beyond a frequent wipe down.

Long Term Storage and 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.

NOTICE

Periodically check the zinc buttons (anodes) installed on the lower unit of your engines. Replace if half or more of the zinc is missing.

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

NOTICE

Pay particular attention to the information provided in "Ethanol-Blended Fuel" in section 3 of this manual.

Fill the tank completely (100%) full and add fuel stabilizer and conditioner, following the manufacturer's recommendations, to provide fuel stability and corrosion protection.

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.

Electrical System

- Check all connections and tighten if necessary.
- Spray all connections with an anti-corrosion spray.

Battery

NOTICE

Follow the manufacturer's recommendations for long term storage of your battery(s).

Engine and house electrical systems on our boats have become increasingly more complex and are reliant on a good source of power. The house source of power typically comes from a battery bank comprised of two or three batteries in parallel. The charging source for the batteries while away from the dock is the engines; or if equipped a generator a

generator and the generator is on, battery chargers. As the engines/generator are providing a charge output to the house bank through the automatic charging relays (ACRs), keep in mind the following battery recommendations.

Mixing fresh/new and used/dead batteries

The fresh battery will deliver current into a dead battery which has high resistance. This results in excessive heat in the used/dead battery, which can cause further damage, leakage, or rupture. A used battery will drain energy from the new one, reducing the total amount of battery power available.

Mixing battery types

Different battery types are designed for different purposes. Mixing an AGM battery with a lead acid battery will not improve performance. This results in reduced performance, may damage your devices, or cause battery leakage or rupture.

Mixing battery brands

Different battery brands may not have the same specifications like marine cranking amps (MCA) or cold cranking amps (CCA). This results in excessive heat, which may then cause damage, leakage or rupture in one of the batteries. We recommend using the same type of batteries throughout a boat.

NOTICE

Remove battery from boat and store in a cool, dry location. Periodically check the battery during storage.

- Disconnect battery cables (negative first).
- Remove the battery from the boat.
- Clean the terminal ends of the cables and battery terminals with a solution of baking soda and water. Rinse thoroughly with clean water.
- Apply a coat of grease on the terminal ends of the cables and the battery terminals.
- Store the battery in a cool, dry area.
- Use a trickle charger to keep the battery charged or charge the battery every 30-60 days.

Livewell/Raw Water System

Drain the livewell. Ensure that all water is removed from the drain hose.

Remove the fill hose from the pump in the bilge and drain the water from the hose. Replace the hose on the pump and tighten the two clamps.

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.
- Fill the entire system with an approved disinfecting solution (check with your dealer for recommendations) and follow the method prescribed by the manufacturer.
- After disinfecting, drain the entire system.
- Flush the entire system thoroughly several more times with potable water.
- Fill with potable water.

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

Head System

- Pump out the holding tank at an approved facility.
- Add fresh water to the bowl and flush several times while the holding tank is being pumped.
- Use cleaning/sanitizing crystals or liquid, following manufacturer's recommendations, and let soak for a few minutes.
- Add fresh water and flush several times while pumping out holding tank again.
- Add antifreeze and flush/fill entire system.

Air Handling System

Follow manufacturer's recommendations for winterization/long term storage. The manufacturer's owner's manual can be found in your owner's manual packet.

Sump

Drain all water from sump. Remove the top and using a rag, clean up any residual water.

- Check all connections and tighten if necessary.
- Spray all connections with an anti-corrosion spray.

Electrical System

- Check all connections and tighten if necessary.
- Spray all connections with an anti-corrosion spray.

Deck

Clean the deck with soap, hot water and a stiff brush to clean up any oil spills.

Drainage

It is important to raise the bow of the boat enough to allow for proper drainage of water from the deck and bilge area. Make sure all the drainage fittings are clear and free of debris and plugs are removed. Store the engine in an upright position to promote adequate drainage of water.

Avoid Loss

Remove any valuables or anything that can be easily removed from the boat such as electronics, lines, PFDs, fenders, cushions, etc. and store at home.

Cover

NOTICE

DO NOT USE a bimini top in lieu of a cover. Damage and aging will occur while providing no protection for your boat.

When covering your boat it is best to use a frame of either aluminum or wood to keep the cover up. This allows air to circulate and discourages water from pooling on the cover.

Vents along the entire length of the cover will allow condensation to escape. Placing a series of foam pads between the hull and cover will also aid in air circulation and reduce condensation.

Trailer Storage

Vents along the entire length of the cover will allow condensation to escape. Placing a series of foam pads between the hull and cover will also aid in air circulation and reduce condensation.

To help keep your boat dry and mildew free, consider placing commercial odor and moisture absorbing products in the boat under the cover.

Repeatedly immersing the trailer in water during boat launching can cause a variety of problems. Water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings.

Check with the trailer manufacturer for scheduled maintenance of your trailer.

Environment

Antifreeze and other winterizing fluids can be toxic to aquatic life and cause harmful effects to plant life.

Improper disposal of, or spillage of antifreeze and/or any winterization fluids can cause environmental problems when allowed to empty into waterways or on the ground. Furthermore, it is illegal, punishable at minimum by fines.

Used antifreeze or any winterization fluids, should not be disposed of into sanitary sewers or publicly owned treatment plants.

Persons who have any questions regarding recycling antifreeze or other toxic fluids should write or call their state's EPA office.

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 diagrams on the following pages illustrate the size, location and type of the reinforcement available. The chart below provides a description of the material and recommended fasteners to secure your equipment.

⚠ CAUTION

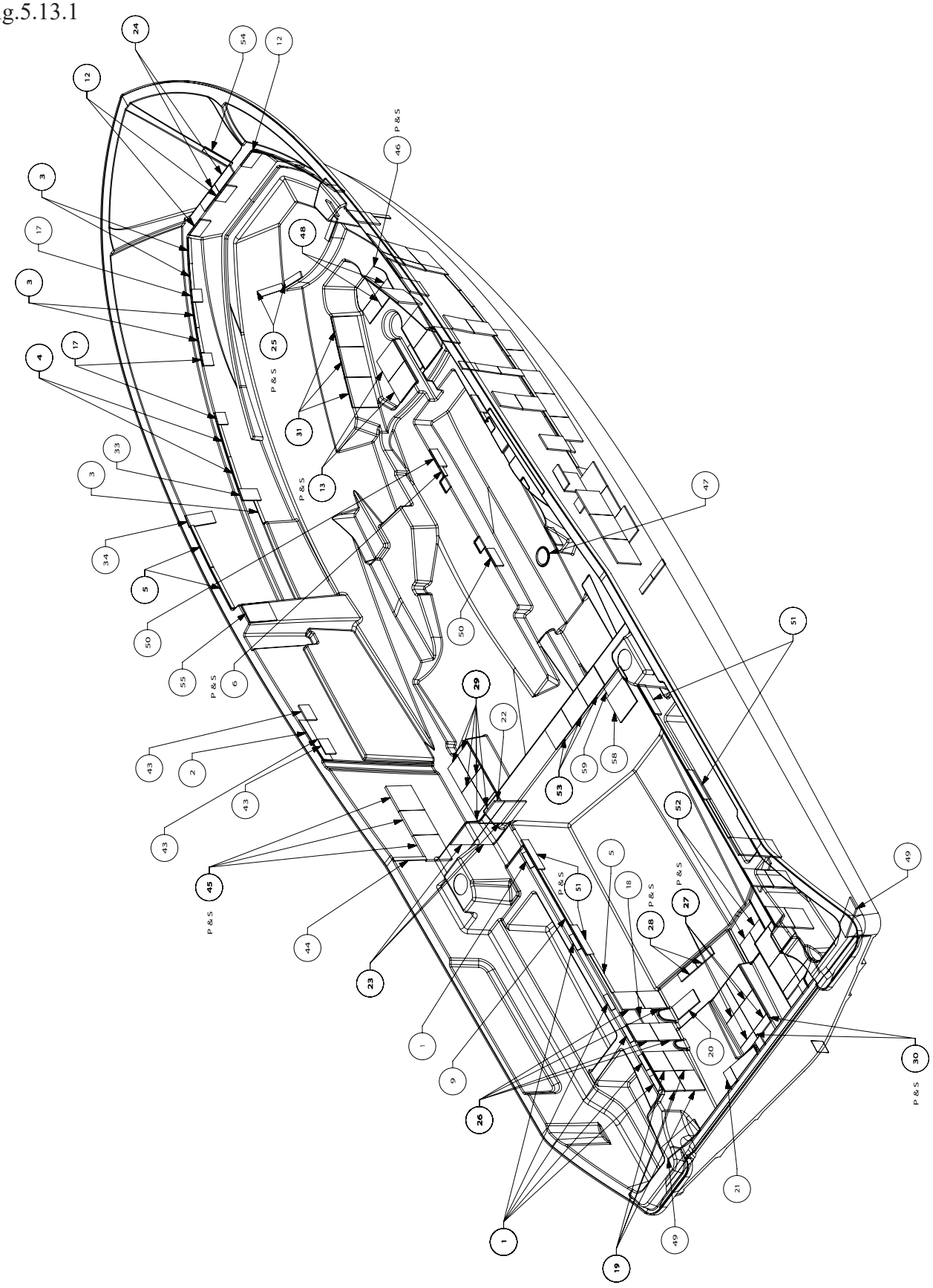
DO NOT attempt to secure equipment in any location other than those that are illustrated.

Reinforcement	Construction	Equipment weight	Fastener Type*
Plywood	Standard boat building material	Light	Self-tapping screws
Trevira	Thick spunbound polyester fabric	Light	Sheet Metal screws
Sparalloy	High density plastic	Medium	Self-tapping screws
Phenolic**	Fiberglass 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

Reinforcement Location Diagram

Port Side View
Fig.5.13.1



Reinforcement Location Diagram (Con't)

PARTS LIST		
FIND NO	DESCRIPTION	QTY REQD
1	PLYWOOD 1.5X6, DM1235	10
2	PLYWOOD 5.25X16, 6371-P143	1
3	PLYWOOD 1.25X8, DM0907	13
4	PLYWOOD 1.25X11, DM1087	3
5	PLYWOOD 1.25X15.75, DM0816	4
6	PLYWOOD 1.25X3.75, DM0733	2
7	PLYWOOD 1.25X7, DM0723	1
8	PLYWOOD 1.25X8.5, DM0711	1
9	PLYWOOD 1.25X23, DM1228	2
10	PLYWOOD 26.5X118,	1
11	PLYWOOD 26.5X121.5,	1
12	PLYWOOD 4X7, DM0464	3
13	PLYWOOD 8.5X10,	4
14	PLYWOOD 6X16,	2
15	PLYWOOD 4X5, DM0446	2
16	PLYWOOD 4X9, DM0466	1
17	PLYWOOD 4X4, DM0444	5
18	PLYWOOD 6X6, DM0474	1
19	PLYWOOD 8X8, DM0483	6
20	PLYWOOD 5X9, DM0472	1
21	PLYWOOD 3X6, DM0434	6
22	PLYWOOD 4X10, DM0467	1
23	PLYWOOD 9X10, DM0487	3
24	PLYWOOD 3.25X9, DM1164	3
25	PLYWOOD 2X8, DM0419	4
26	PLYWOOD 7X9, DM0481	8
27	PLYWOOD 8X10, DM0485	10
28	PLYWOOD 3X7, DM0436	4
29	PLYWOOD 6X10, DM0478	16
30	PLYWOOD 3X8, DM0438	4
31	PLYWOOD 10X10, DM0488	11
32	PLYWOOD 2X7, DM0418	2
33	PLYWOOD 4X7.5, DM1167	1
34	PLYWOOD 4X9.25, DM1229	1
35	PLYWOOD 9X9, DM0486	2
36	PLYWOOD 3X4, DM0424	1
37	PLYWOOD 1.25X9, DM0715	3
38	PLYWOOD 1.25X6,	1
39	PLYWOOD 6X8, DM0363	1
40	PLYWOOD 6X9, DM0477	1
41	PLYWOOD 9X9, DM0388	1
42	PLYWOOD 9X10, DM0390	2
43	PLYWOOD 4X6, DM0448	2
44	PLYWOOD 1.25X13, DM0716	1

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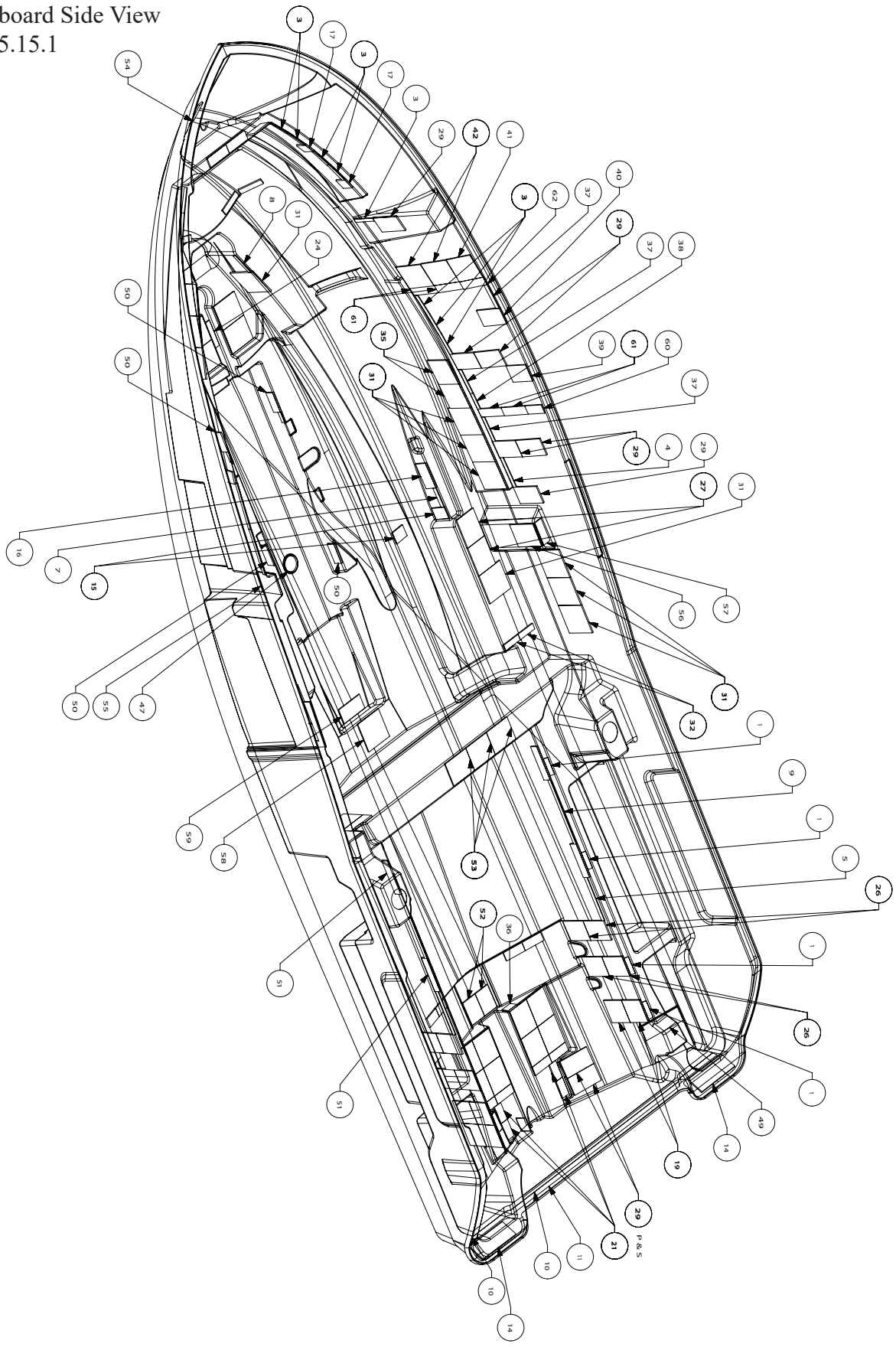
Reinforcement Location Diagram (Con't)

Starboard Side View
Fig.5.15.1

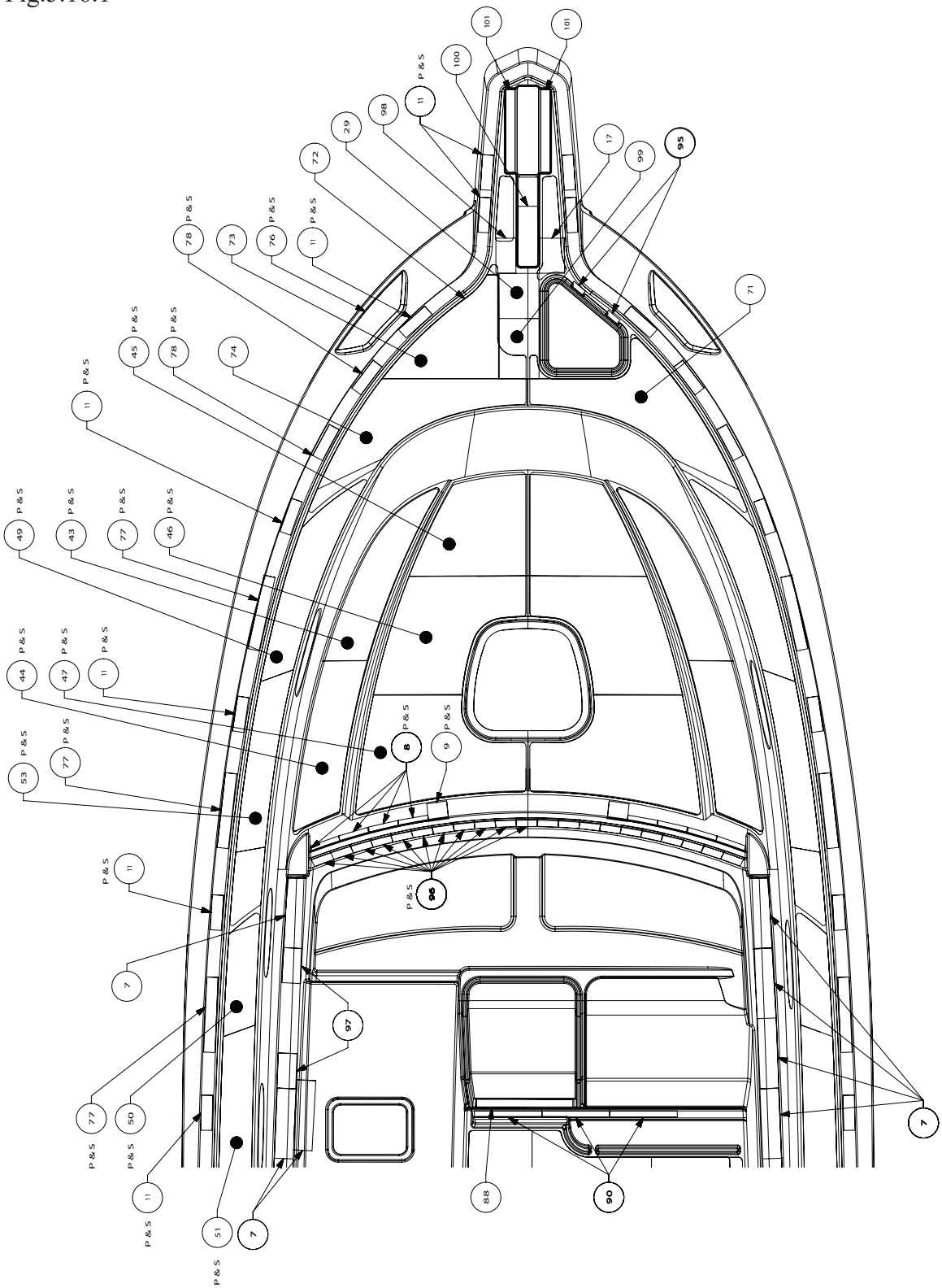


Reinforcement Location Diagram (Con't)

PARTS LIST		
FIND NO	DESCRIPTION	QTY REQD
45	PLYWOOD 10X10, DM0502	3
46	PHENOLIC 7.125X8, 6371-P145	2
47	PHENOLIC 5X5,	1
48	PHENOLIC 5.125X7.625,	2
49	PHENOLIC 4.75X14, DM0792	2
50	PHENOLIC 3X7, DM0148	4
51	PHENOLIC 2.75X12, DM0614	4
52	AQUA PLAS 6X8, DM0400	2
53	PHENOLIC 8X10, DM0065	3
54	PHENOLIC 1.75X10,	1
55	PHENOLIC 7X10, DM0174	1
56	PHENOLIC 8X10, DM0177	1
57	PHENOLIC 3X8, DM0150	1
58	AQUA PLAS 10X10, DM0342	1
59	AQUA PLAS 5X10, DM0327	1
60	PHENOLIC 3X7, DM0014	1
61	PHENOLIC 3X10, DM0018	4
62	PHENOLIC 3X9, DM0017	1

Reinforcement Location Diagram (Con't)

Bow View
Fig.5.16.1



Reinforcement Location Diagram (Con't)

PARTS LIST		
FIND NO	DESCRIPTION	QTY REQD
1	PLYWOOD 3.25X8.5, 6371-P150	1
2	PLYWOOD 7X16, DM1243	3
3	PLYWOOD 2X14, DM1240	3
4	PLYWOOD 4.75X14, DM1241	3
5	PLYWOOD 2.75X7, DM1233	8
6	PHENOLIC 3.75X14, DM1244	4
7	PHENOLIC 3.75X14,	16
8	PLYWOOD 1.25X6,	8
9	PLYWOOD 4X4, DM0444	2
10	PLYWOOD 9X9, DM0486	1
11	PHENOLIC 2.25X7,	18
12	PLYWOOD 8X13.5, 6371-P147	2
13	PLYWOOD 13X13.25, 6371-P146	2
14	PLYWOOD 5X8, DM0471	2
15	PHENOLIC 8X8, DM0175	4
16	PLYWOOD 5.25X11.75, DM1234	8
17	PHENOLIC 5X7, DM0162	1
18	PLYWOOD 2.75X14, DM0684	3
19	PLYWOOD 2.75X4, DM1237	1
20	PLYWOOD 9X13, 6371-P135	2
21	PLYWOOD 8X9, DM0484	2
22	PLYWOOD 10.5X11, DM1224	4
23	PLYWOOD 5.5X19, DM1195	4
24	PLYWOOD 7X31.20, 6371-P139	1
25	PLYWOOD 7X22.327, 6371-P138	1
26	PLYWOOD 7X22.327, 6371-P137	1
27	PHENOLIC 6X8.5, DM1220	2
28	PHENOLIC 1.5X5,	3
29	PENSKE 8X9, DM0141	1
30	13.8X23.5, 6371-P046	1
31	PLYWOOD 13.25X13.5, 6371-P045	1
32	PLYWOOD 10.375X12, 6371-P044	1
33	PLYWOOD 8X10.75, 6371-P043	1
34	PLYWOOD 10.675X11.125, 6371-P037	1
35	PLYWOOD 1.25X5.25, DM0747	2
36	PLYWOOD 3X10, DM0442	3
37	PHENOLIC 4X8, DM0157	8
38	PLYWOOD 4X5, DM0446	4
39	PHENOLIC 1.75X6, DM1145	11
40	PLYWOOD 6X7, DM0475	8
41	PHENOLIC 4.5X5.25, DM1219	2
42	PHENOLIC 5X5, DM0160	2
43	BALSA 24.125X35.125, 6371-P019	2
44	BALSA 15.25X34.5, 6371-P020	2
45	BALSA 20.25X24, 6371-P016	2
46	BALSA 21.375X30.5, 6371-P017	2
47	BALSA 26.375X34.675, 6371-P018	2
48	BALSA 7X34, 6371-P007	2
49	BALSA 25.375X48.25, 6371-P011	2
50	BALSA 8.625X48, 6371-P009	2
51	BALSA 7.375X47.875, 6371-P008	2

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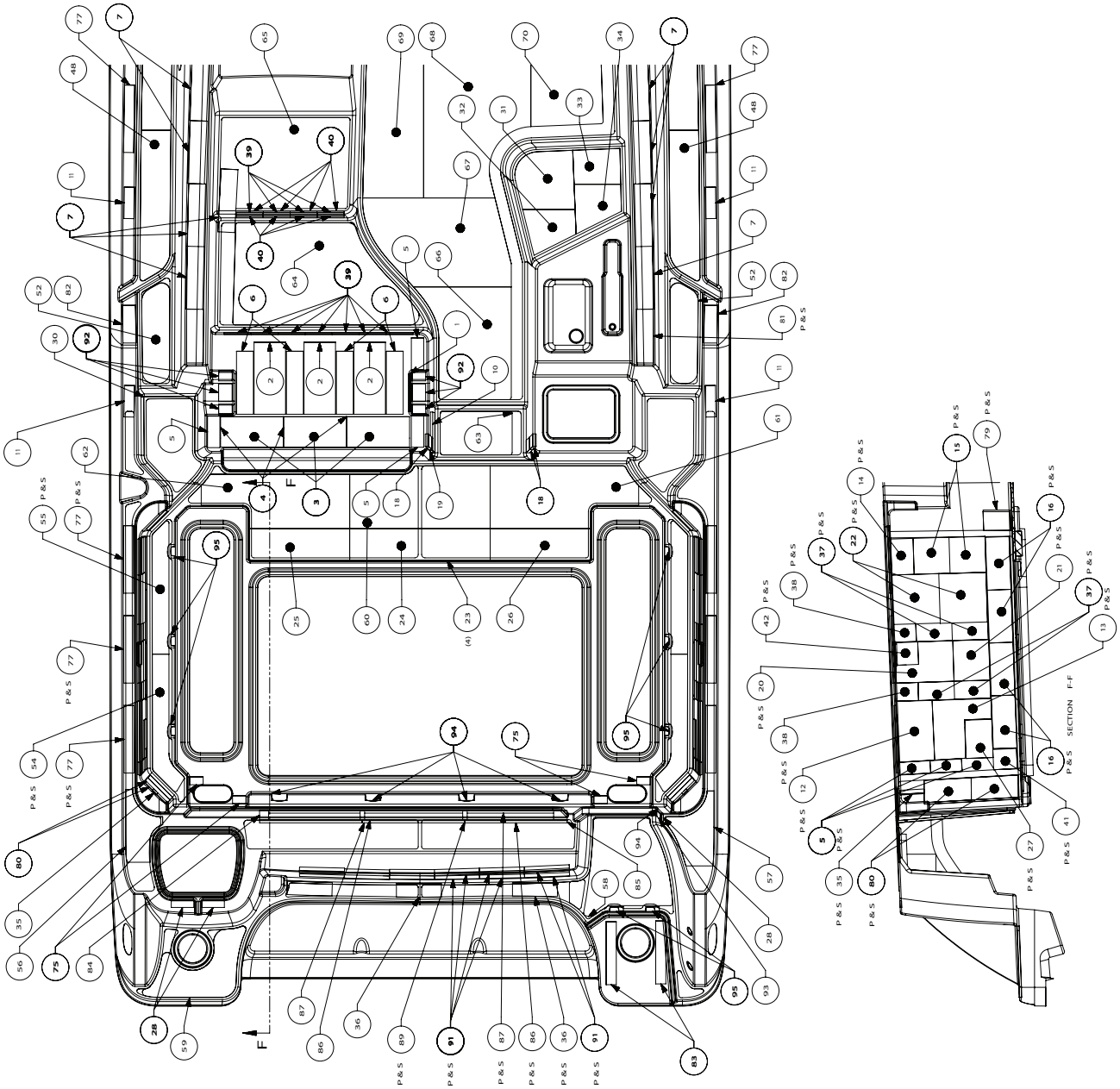
Reinforcement Location Diagram (Con't)

Deck View
Fig.5.18.1



Reinforcement Location Diagram (Con't)

PARTS LIST		
FIND NO	DESCRIPTION	QTY REQD
52	BALSA 6.375X22.5, 6371-P006	2
53	BALSA 13.75X48.25, 6371-P010	2
54	BALSA 7.375X31, 6371-P035	2
55	BALSA 3.75X30.5, 6371-P034	2
56	PHENOLIC 8.375X16.375, 6371-P042	1
57	PHENOLIC 11X16.625, 6371-P041	1
58	BALSA 22.25X23.125, 6371-P040	1
59	BALSA 16X23.375, 6371-P036	1
60	BALSA 21X31.25, 6371-P033	1
61	BALSA 21X33, 6371-P032	1
62	BALSA 19X33, 6371-P031	1
63	BALSA 9.75X18, 6371-P030	1
64	BALSA 22.75X45, 6371-P027	1
65	BALSA 20.5X29.375, 6371-P026	1
66	BALSA 23.375X45, 6371-P025	1
67	BALSA 12.5X44.875, 6371-P024	1
68	BALSA 19.25X43, 6371-P023	1
69	BALSA 13.75X37.125, 6371-P022	1
70	BALSA 17.875X42.875, 6371-P021	1
71	BALSA 32X42.25, 6371-P015	1
72	BALSA 9X20, 6371-P014	1
73	BALSA 11.75X23.375, 6371-P013	1
74	BALSA 22.25X42.25, 6371-P012	1
75	PHENOLIC 1.75X3, DM0564	4
76	PHENOLIC 4.625X20.25,	2
77	PLYWOOD 2.25X15,	14
78	PLYWOOD 2.25X7,	4
79	PHENOLIC 6X6, DM0166	2
80	PLYWOOD 7X10.5, DM1126	4
81	PHENOLIC 3.75X12,	2
82	PHENOLIC 3X8.5, DM0942	2
83	PHENOLIC 2.25X14,	2
84	PLYWOOD 2X23, DM0592	1
85	PLYWOOD 3X23,	1
86	PLYWOOD 2X22.75,	3
87	PLYWOOD 1X22.75,	3
88	PHENOLIC 1.75X19.25, DM0554	1
89	PLYWOOD 1X23, DM0545	2
90	PLYWOOD 1.25X13.5,	3
91	PLYWOOD 10X10, DM0502	12
92	PHENOLIC 3X4, DM0142	6
93	PLYWOOD 1.25X15, DM0710	1
94	PHENOLIC 1.5X3.5,	5
95	PHENOLIC 1X3, DM0691	10
96	PHENOLIC 2.5X4.125, DM0891	21
97	PHENOLIC 3.75X7, DM1238	2
98	PHENOLIC 4X7, DM0156	1
99	PENSKE 8X12, DM1182	1
100	PLYWOOD 4X12, DM0809	1
101	PHENOLIC 2X16.5,	2

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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