

210 Vantage

Owner's Manual



THE UNSINKABLE LEGEND

210 Vantage



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**.



T H E U N S I N K A B L E L E G E N D™

Welcome to the Boston Whaler® family and congratulations on your purchase!

For over six decades, Boston Whaler has engineered the most reliable and forward-thinking boats on the water. Every chapter of our history starts with a belief in pushing the limits of what's possible, and this heritage is cause for both reflection and celebration.

Standing behind every Whaler is an extremely qualified network of dealers to provide you with a truly exceptional boating experience. Information and assistance is also available at bostonwhaler.com, where you'll find customer resources including how-to videos, maintenance tips, and other technical content. While there, don't forget to sign up to receive Boston Whaler's lifestyle magazine, Whaler.

Since Boston Whaler's inception in 1958, we are committed to providing customers with the safest, highest-quality, most-durable boats in the world. We are confident that as a Whaler owner you will love the quality and pride that is built into every boat.

From all of us here at Whaler, thank you for selecting one of our a legendary and innovative boats. May that choice bring you a lifetime of boating enjoyment.


Introduction

History

Since our founding more than six decades ago, Boston Whaler® has conceived and built peerless designs that meet boaters' diverse and changing needs. It all began in Braintree, Massachusetts with founder Richard Fisher's inspired new construction method featuring two significant innovations: first, a twin sponson hull design that resulted in superior stability and a remarkably dry ride, and second, a unique foam core construction that made the boat not only durable, but unsinkable as well. So for people whose livelihood and lives depend on their boat, Boston Whaler is the right choice because of our seaworthiness, dependability, and the inherent safety of a hull that won't sink even if severely damaged. Plain and simple, Boston Whaler boats are built to last.

In 1961, Fisher's demonstration of that unsinkability was captured by *Life* magazine in photos showing a Whaler® boat being sawed in half and Fisher then motoring away in the remaining half. True to Fisher's vision, Boston Whaler's world class team has consistently pushed the envelope, furthering advances in manufacturing, design, navigation, and propulsion technologies.

In 1996, Richard Fisher was posthumously inducted into the National Marine Manufacturer's Association (NMMA) hall of fame for accomplishments made in marine engineering and construction.



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

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Preface

READ AND RETAIN this manual. If the boat is sold, ensure all documentation is transferred to the new owner.

Information in this publication is based on the latest product specifications available at the time of printing. Boston Whaler reserves the right to make changes at any time without prior notice. Boston Whaler is not responsible for specification changes to parts or accessories manufactured by other companies.

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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 2025 model year Boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use, 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 delivery to the first retail purchaser, 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 2025 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 delivery to the first retail purchaser. 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 delivery to the first retail purchaser.
5. **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) Expenses for hauling out or transportation to and from the dealer or 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 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 that is not an authorized dealer, accidents, or 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, or improper boat lift or sling.

10) Damages due to failure to properly tow the Boat. For those Boats for which Boston Whaler offers a yacht tender package, damages due to towing when the package has not been installed.

11) Any Boston Whaler Boat used for commercial purposes, which includes, but is not limited to, any for-profit or other revenue-generating uses.

12) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.

13) Any failure or defect caused by an act of nature resulting in damage, cost, or expense.

14) Any failure or defect arising from a previous repair made by a non-authorized service provider.

15) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Manufacturer Warranty.

16) Failure of the owner to use, maintain, or store an Accessory in reasonable fashion; and any other failure to provide reasonable care and maintenance.

17) Any accessory which has been altered or modified from Boston Whaler factory specifications.

18) 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.

19) Any accessory used for commercial purposes, which includes but is not limited to, any for-profit or other revenue generating uses.

20) 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.

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. 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. The owner must provide Boston Whaler with a reasonable opportunity to repair, and reasonable access to the Boston Whaler Boat for warranty service and the owner shall pay for all related transportation charges and/or travel time. 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. 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 submit the online Boston Whaler warranty transfer form, accessible from www.bostonwhaler.com. A copy of the bill of sale will be required to submit with the form. The warranty transfer must be completed within 30 days of purchase. Notwithstanding anything in this Limited Manufacturer Warranty to the contrary, Boston Whaler reserves the right to reject any warranty transfer request for a Boston Whaler Boat that has been damaged, neglected, or otherwise previously excluded from warranty.

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.

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BOSTON WHALER LIMITED MANUFACTURER WARRANTY (Outside the U.S. or Canada)

Boston Whaler, Inc. ("Boston Whaler") provides the following Limited Manufacturer Warranty to the original retail owner of its 2025 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 2025 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. 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.

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) 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) Damages due to failure to properly tow the Boat. For those Boats for which Boston Whaler offers a yacht tender package, damage due to towing when the package has not been installed.
- 9) 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.
- 10) Damage resulting from use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper Boat lift or sling.
- 11) Any Boston Whaler Boat used for commercial purposes, which includes, but is not limited to, any for-profit or other revenue-generating uses.
- 12) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
- 13) Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
- 14) Any failure or defect arising from a previous repair made by a non-authorized service provider.
- 15) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Manufacturer Warranty.
- 16) Failure of the owner to use, maintain, or store an Accessory in reasonable fashion; and any other failure to provide reasonable care and maintenance.
- 17) Any Accessory which has been altered or modified from Boston Whaler factory specifications.
- 18) 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.

19) Any Accessory used for commercial purposes, which includes but is not limited to, any for-profit or other revenue generating uses.

20) 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.

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.

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 submit the online Boston Whaler warranty transfer form, accessible from www.bostonwhaler.com. A copy of the bill of sale will be required to submit with the form. The warranty transfer must be completed within 30 days of purchase. Notwithstanding anything in this Limited Manufacturer Warranty to the contrary, Boston Whaler reserves the right to reject any warranty transfer request for a Boston Whaler Boat that has been damaged, neglected, or otherwise previously excluded from warranty.

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 EMEA CONSUMERS ONLY

Boston Whaler Boats come with guarantees that cannot be excluded under EU and/or local Consumer Law. For the avoidance of doubt, the Boston Whaler Limited Manufacturer Warranty does not in any way adversely affect any possible right and/or protection the retail owner may have under said applicable legislation.

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
011 1 (386) 428-0057
bostonwhaler.com

CALIFORNIA EVAPORATIVE EMISSIONS CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board and Boston Whaler, Inc. are pleased to explain the evaporative emission control system's warranty on your 2025 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, Inc. 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, Inc.

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, Inc. cannot deny warranty solely for the lack of receipts.
- As the SIMW owner, you should however be aware that the Boston Whaler, Inc. 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, Inc. 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, Inc. at 1- 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 and 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, Rollick Company, 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: Rollick Company, 1078 Headquarters Park Drive, Fenton, MO, 63026; phone: (636) 343-9988, fax: (636) 326-3282. You can withdraw consent for us to use your personal information at any time or provide corrections upon providing to us a 30-day notice, unless withdrawing consent would impede the performance of legal obligations. We are required by law to provide you with information for product recall and other product safety 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 for your business. We hope you have many years of wonderful boating experiences!

Introduction

Owner's Packet

The owner's packet is a large, zippered bag that contains all the manuals and instructional information for non-Boston Whaler equipment and systems on your boat. Read and retain this information.

Owner's Manual

The contents of this manual:

• Provides basic boating safety information	• Details the boat's features and equipment
• Outlines the fundamentals of boat use	• Contains maintenance information

You must learn to operate this boat as well as read, understand and use this manual. This manual does not give you 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 motor vehicle.

Your Responsibilities

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

• Take a boating safety course	• Understand and follow the <i>rules of the road</i>
• Get instruction in proper boat handling	• Learn how to navigate

Contact Us

Boston Whaler, Inc.

877-294-5645

www.bostonwhaler.com

Warranties

In addition to the Boston Whaler® Limited Warranty, each component and/or system on your boat has its own warranty that can be found with the specific information and manual for that component. These are included with your owner's information packet. Please locate, read, and retain the individual warranties.

Boating Courses¹

A comprehensive background in boating can be found in the book, *Chapman Piloting: Seamanship & Small Boat Handling*, by Elbert Maloney. For boating courses in North America, contact one of the following organizations:

Organization	Website	Phone
BoatUS Foundation	boatus.org	800-336-2628
U.S. Coast Guard	uscgboating.org	—
U.S. Coast Guard Auxiliary	cgaux.org	877-875-6296
US Power Squadron	usps.org	888 367-8777
Canadian Coast Guard	ccg-gcc.gc.ca	800-267-6687
Canadian Power and Sail Squadrons	cps-ecp.ca	888-277-2628
Red Cross	redcross.org	800-733-2767

State boating offices

Yacht clubs

¹Outside of North America, contact your dealer or your governmental boating agency for assistance.

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Safety Labels

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

Mounted at key locations throughout this vessel are color-coded safety labels which advise the operator of imperative safety precautions to follow when operating and/or servicing equipment. Label categories are broken down by color and type. Also shown below are black and white examples of safety labels which appear throughout this manual and must be observed when operating or servicing the boat. Learn to recognize the label category and understand the explanations before reading this manual.

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

 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.

 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.

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

ATTENTION
Denotes information found in the owner's manual to call attention to the safe operation or certain features of this vessel.

ATTENTION
Denotes information found in the owner's manual to call attention to the safe operation or certain features of this vessel.

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

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 this vessel.
- Following navigational rules (rules of the road).
- Be aware of people and objects in the water.
- Not boating in water or weather conditions that are beyond the boat's and operator's capability.
- Never operating the boat while under the influence of drugs or alcohol.
- Being aware of passenger safety at all times.
- Reducing speed when there is limited visibility, rough water, boats or structures.

NOTICE

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

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

- Take a USCG, U.S. Power Squadron or equivalent boating safety course. Call the BoatUS Foundation at 800-336-2628 for information on available courses, or go to: www.boatus.org
- Get hands on training on how to operate this vessel properly.

Safe Boating Checklist

Before Departure

- ☐ Check weather forecast
- ☐ Check required documents are on board
- ☐ Check navigation charts are on board
- ☐ Check safety equipment is on board
- ☐ Ensure passengers and crew have received safety instructions on procedures, location, and use of safety equipment.
- ☐ Check drain plugs are installed
- ☐ Check bilge pumps are working and clean
- ☐ Check navigation lights are working
- ☐ Check horn is working
- ☐ Check fuel system has no leaks or fumes
- ☐ Check fuel filter is tight and clean
- ☐ Check power steering fluid is full (if applicable)
- ☐ Check steering system is working smoothly
- ☐ Battery connections and fluid levels (if applicable)
- ☐ File float plan with friend or relative

Trailer (if applicable)

- ☐ Check boat position is secure on trailer
- ☐ Check tiedowns are tight
- ☐ Check winch is locked
- ☐ Check trailer hitch is connected
- ☐ Check engine clearance in trailering position
- ☐ Check safety chains are attached
- ☐ Test lights, brake lights, and turn signals
- ☐ Adjust mirrors for trailering

After Return

- ☐ Dry and stow PFDs and other safety gear
- ☐ Fill fuel tank (allow for expansion) to prevent condensation
- ☐ Check fuel system for leaks
- ☐ Check bilge pump is operating properly
- ☐ Check bilge is clean and leak free
- ☐ Check in with float plan notification person

General Considerations

- Know how this vessel 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 this vessel 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*: Use one third of the fuel for the trip outbound, one third for the return trip, and keep one third for reserve.

Maintaining Control

High performance boats require intimate knowledge of each vessel's 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 a variety of navigational hazards in the water including partially submerged debris, 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 or 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 or time of day, use navigational lights to ensure other boats can see you. In addition, if high bow angle causes reduced visibility, slow down to allow sufficient time to react if an emergency occurs.

Boarding

- Board only one person at a time.
- Never jump into boat; step or climb.
- Load gear after 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 react 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.

Operator Responsibilities

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 this vessel 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 allows you plenty of time to avoid dangerous situations.

Your degree of enjoyment on the water depends on you, your equipment and other people who, like yourself, boat responsibly. As a boat operator you should:

- Make sure all passengers always wear a Coast Guard-approved life jacket while on the water.
- All boat operators should complete a boating safety course (a requirement in many states).
- All boat operators must become familiar with the proper operation of all vessel features prior to departure.
- Always maintain a safe speed.
- Be aware of conditions in every direction always when underway.
- Display navigation lights between sunset and sunrise and during periods of restricted visibility, such as rain, fog, haze, etc.
- Mind your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.
- Reduce speed and post a lookout to identify hazards when: Visibility is impaired; in rough water; in congested waterways

WARNING

STABILITY HAZARD

Speed hazard, watch your wake. It might capsize a smaller craft. You are responsible for damage caused by your wake.

- Load boat properly. The manufacturer's load rating is the maximum weight 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 in 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.

Legally Mandated Equipment

Consult your national boating law enforcement agency. The following equipment is the minimum required by the United States Coast Guard (USCG) for boats over 26 ft. (7.9m) in length but less than 40 ft. (12.5m) in length.

Personal Flotation Devices (PFD's)

WARNING

There is rarely time to access stowed personal flotation devices (PFDs) in an emergency. Boaters should always wear a properly fitting, approved PFD when on the water. Children and non-swimmers must wear at all times.

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.

One USCG approved Type I, II or III is mandatory for each person aboard. One throwable Type IV device is also required to be onboard and located so that it is immediately available.

A Type V device is acceptable (see *PFD Classifications*, later in this chapter) if worn for approved use. Always wear a PFD when boating.

Fire Extinguisher

If there is no fixed fire extinguishing system installed, two size 5-B or one 20-B portable fire extinguisher(s) must be on board. If a fixed system is installed one 5-B portable fire extinguisher is required. The American Boat & Yacht Council (ABYC) recommends three 5-B type ABC portable fire extinguishers be on board and located within easy reach of helm, outside of engine compartment, and galley or passenger area.

Sound Producing Devices

Ensure a sound producing device such as a horn or whistle is on board. Navigation rules require that a sound made by an audible device be capable of a four second blast, and be audible for 1/2 mile (.80 km).

Visual Distress Signals

If vessel is operated in coastal waters or on the Great Lakes, visual distress signals for day and night use are required. At least three USCG approved day/night combination pyrotechnic devices must be carried, readily accessible, in serviceable condition, and not be expired. Non-pyrotechnic substitutes include one orange flag for day-use and one electric S-O-S signal light for night-use. Store all pyrotechnic signals in a well-marked, waterproof container.

Additional Required Equipment

This vessel comes equipped with other mandated equipment such as navigation lights, and certified marine sanitation device (Option).

Additional Safety Equipment

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

- | | |
|--------------------------|------------------------|
| • First Aid kit | • Hammer |
| • GPS | • Compass |
| • Marine VHF radio | • Manual bilge pump |
| • Moisture repellent | • Spare keys |
| • Mooring lines | • EPIRB emergency |
| • Fenders | positioning indicating |
| • Moisture repellent | radio beacon |
| • Waterproof flashlights | • Boat hook |
| • High power spotlight | • Extra batteries |
| • Spare propeller | • Instruction manuals |
| • Tool kit | • Lubricating oil |

- Screwdrivers (Phillips and flat)
- Pliers (regular, Vise-grip, tongue and groove)
- Wrenches (box, open end, Allen and adjustable)
- Socket set (metric and U.S.)
- Electrical tape and duct tape
- Spare parts kit (spark plugs, fuses, etc.)

Carbon Monoxide (CO)

DANGER

Fumes from the engine(s), generator(s) and other equipment and appliances that burn fuel contain carbon monoxide. Carbon monoxide can kill you. Open all doors, hatches, curtains, and windows to allow fresh air to circulate and dissipate CO 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.

DANGER

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

Carbon monoxide (CO) is an odorless, colorless, and extremely toxic gas produced by engines, heaters, stoves or generators. When inhaled it combines with hemoglobin in the blood, preventing absorption of oxygen and is unlikely to be noticed until the person is overcome. Prolonged exposure to low concentrations or very short exposure to high concentrations can result in asphyxiation and death. Symptoms of carbon monoxide poisoning include:

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

If symptoms are detected, get medical attention as soon as possible. Symptoms of carbon monoxide (CO) poisoning may be confused with seasickness or intoxication, potentially delaying the seeking of medical attention. The poisoning victim's skin often turns cherry red. If carbon monoxide 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. Carbon monoxide can accumulate in

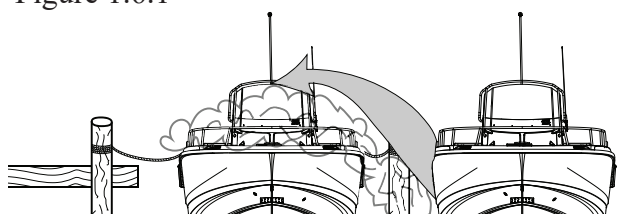
dangerous concentrations anywhere in or around your boat including on back decks, swim platforms, or in water around engine exhaust. CO can remain in or around the boat at dangerous levels even if the engine is no longer running (see Figure 1.6.1). Remember:

- If you smell exhaust you are inhaling carbon monoxide.
- Change course/speed to improve ventilation.
- Adjusting the canvas enclosure and/or vents and other opening devices can improve ventilation.

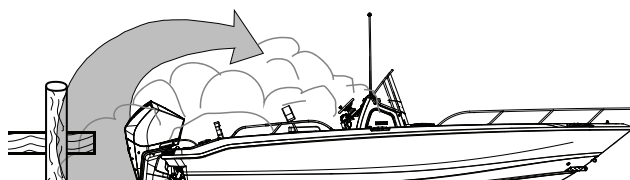
To minimize the danger of carbon monoxide accumulation:

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

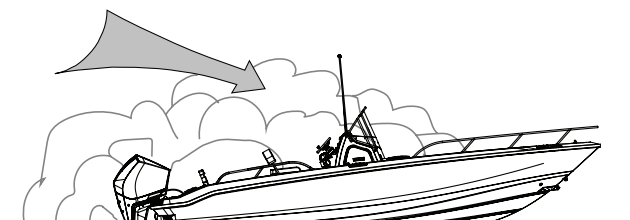
Carbon Monoxide Accumulation Scenarios
Figure 1.6.1



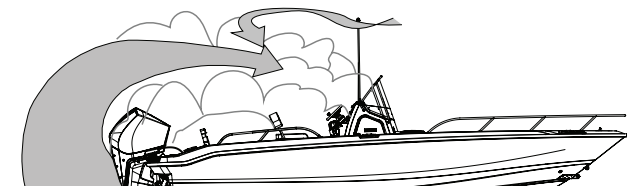
EXHAUST FROM OTHER BOATS.



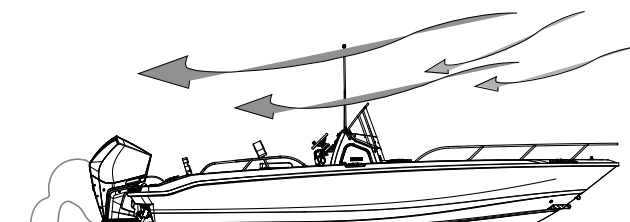
BLOCKAGE OF EXHAUST BY OBSTRUCTION



OPERATING AT A HIGH BOW ANGLE



OPERATING AT SLOW SPEED OR WHILE IDLING
(STATION WAGON EFFECT)



GOOD AIR FLOW
OPEN ALL HATCHES, PORT LIGHTS OR CANVAS
OPENINGS TO LET FRESH AIR CIRCULATE.

Lifesaving Equipment

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

Personal Flotation Devices (PFD)

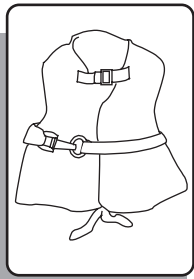
One USCG approved PFD, Type I, II or III for each person aboard or being towed on water skis, tubes, etc. The law requires that PFDs must be readily accessible, if not worn. Readily accessible means removed from storage bags and unbuckled.

NOTICE

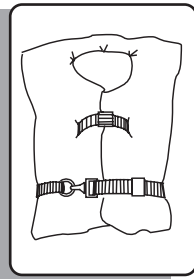
Children and non-swimmers must wear PFDs at all times when aboard.

Personal Flotation Device Classifications

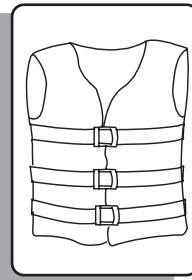
Listed below are the several different types of personal flotation devices (PFD), each life jacket has different purposes.



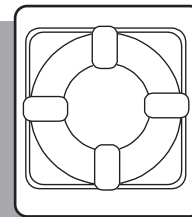
Type I, The off-shore life jacket is considered the most buoyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



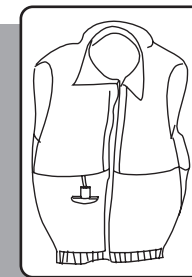
Type II, Near-shore life vest, a keyhole vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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 PFDs, ensure that there is an attached tag indicating they are approved by the USCG or by your boating law enforcement agency.

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

Emergency Situations

NOTICE

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

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

Medical Emergency

You may be far from professional medical help when you are boating. At least two 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 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°F (21.1°C). There are three steps that must be taken when a person has fallen overboard:

1. Returning to the Victim

- Immediately make everyone onboard aware that someone is overboard and keep the victim in sight.
- Slow the boat and keep pointing toward the person overboard. At night or in low light, point the best available light source at the person.
- Throw a life ring/preserver to the victim, even if they are wearing one it will serve as another marker.

2. Making Contact

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

3. Getting Back Aboard

- Try to reach the person overboard with a pole, or by throwing a life preserver. Never swim to them except as a last resort.
- Assist the person in boarding. Boarding should be done at the stern of the boat.

- If the person is injured or incapable of boarding by themselves, a rescuer should don a life preserver with a safety line and enter the water to assist the person onto the boat.
- Handle the person carefully, spinal injuries might have occurred and could be worsened by rough handling.
- Check for other injuries, render medical assistance immediately.

Unassisted Reboarding

The reboarding ladder can be deployed to accommodate a person reboarding the boat without assistance.

Fire

DANGER

Fires can spread quickly. Have the proper fire fighting equipment close at hand, and in good working order to respond quickly.

Small fire extinguishers have short discharge times. Aim at the base of the fire with a sweeping motion to maximize the use of the fire extinguisher contents.

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. To lessen fire danger:

- 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 an automatic fire extinguisher has discharged in the compartment, wait 15 minutes before opening the compartment. Have extinguisher handy in case of a flare up.
- If possible, signal for help. Radio, visual, and

audible signal should be used as needed. Also understand, that you must render assistance to any boater requesting help.

- If fire is out of control, grab all necessary survival gear, distress signals, put on personal flotation devices (PFDs) and prepare to abandon ship.
- If you do abandon ship, ensure the passengers have PFDs. 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 a 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 a 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 this vessel are designed to drain the deck of water.
- Keep the bilge pumps running until the flooding is under control.
- Take a head count of all passengers.

Capsizing

- Capsized is when a boat is on its side or completely upside-down (usually as a result of

wave action, improper loading or load shifting).

- If the boat will not right itself, get out of the water and climb onto the exposed hull.
- Do a head count for all passengers
- Stay together.
- Usually a capsizing will happen quickly and without warning.
- Use whatever is at hand to signal for help.

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

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

Collision

In the event of collision:

- Cut the engine(s)
- Check on passengers
- If the bilge pump(s) have not automatically turned on, switch them on immediately.
- Determine amount of damage to boat 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 USCG office. If you are boating outside U.S. waters, consult the nation you are visiting for 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 outside of the channel, if possible, 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; reversing your boat before this is done may cause more damage.

Distress Signals

Visual Distress Signals (VDS)

- USCG regulations require boats in coastal waters and the Great Lakes to carry a 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 16 feet (4.8 meters), open sailboats less than 26 feet (7.9 meters) 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. Some pyrotechnic devices meet both day and night use requirements.
- Store pyrotechnic signals in a cool, dry location. Prominently mark an orange or red watertight container *distress signals*.

Other recognized visual distress signals include:

- Flames in a bucket

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

Audible Distress Signals, (ADS)

USCG 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 communications
- 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 Communications

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.

NOTICE

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

WARNING

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

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 internet provide access to NOAA weather reports that can help make a determination on where and when to get underway. The following are some weather related rules:

- Understand the design limitations of this vessel.
- Check the weather forecast and water conditions before leaving and while underway.
- Wear a personal flotation device (PFD)
- If bad weather is approaching, immediately seek a safe harbor.
- If bad weather is approaching, immediately seek safe harbor. If bad weather hits, seat passengers in cabin or cockpit deck. Head bow into 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 using the appropriate sound signal for your situation at intervals of not more than two minutes apart.

- If a lightning storm approaches, the safest action is to dock and disembark. 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 storm location relative to your location and the direction the storm is moving.

Weather Warning Pennants

Figure 1.11.1

Small craft



Red flag: Winds to 33 knots (38 mph).

Gale



Two red flags: Winds 34-47 knots (39-54 mph)

Storm



Square red flag with black box: Winds 48-63 knots (55-73 mph)

Hurricane



Two square red flags with black box: Winds above 64 knots (74 mph)

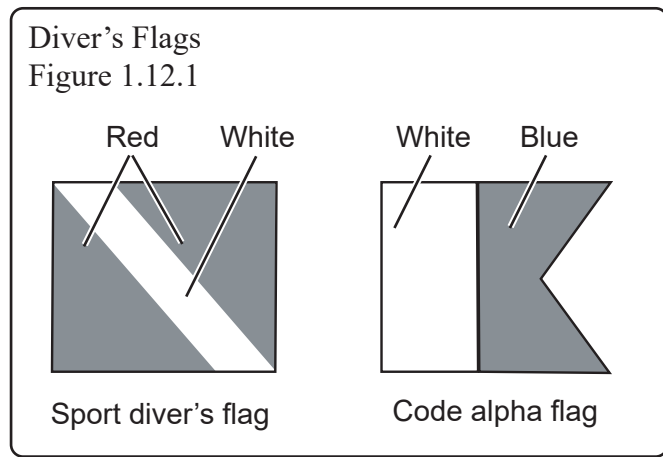
Swimming, Diving and Water Skiing

Swimming

- Do not swim near 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 (see Figure 1.12.1). Keep at least 100 feet (30 meters) away.



Sport Divers Flag - Red flag with diagonal white stripe marks a diver in the water.

Code Alpha Flag - Blue and white pennant designates boat being used in dive operations.

Water Skiing

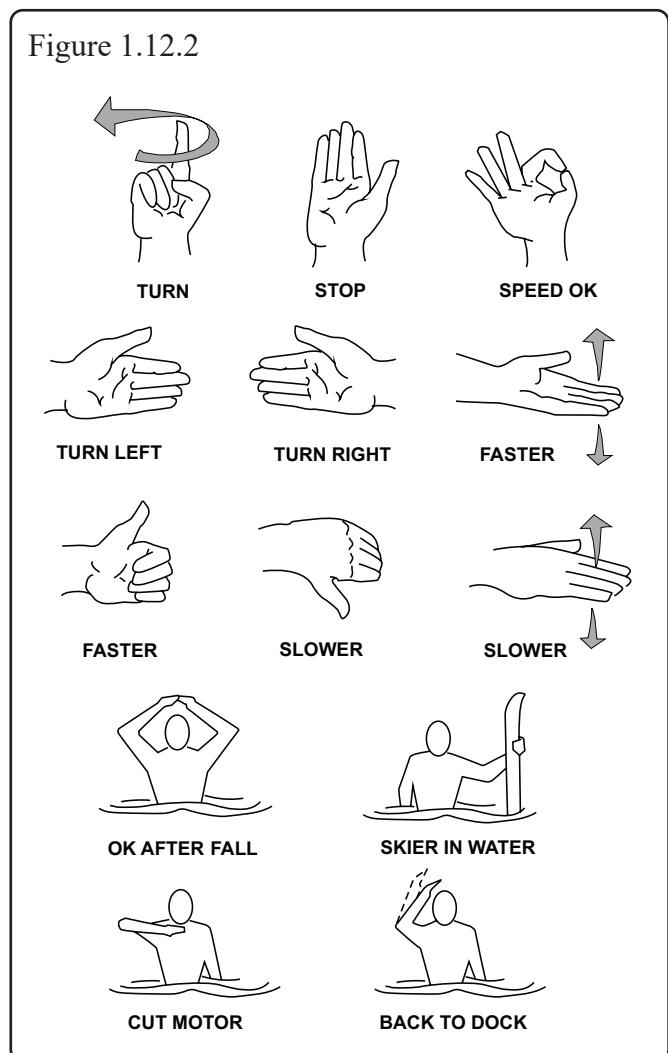
- Always have two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved personal flotation devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 MPH), 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 towline length.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand

signals (see Figure 1.12.2).

- This vessel 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 person in the water.
- Turn off engine before picking up skier.
- If the skier suddenly releases the tow rope, it can backlash into cockpit. Spotters must be aware of this fact and be prepared to take appropriate action to avoid injury.

Water Skiing Signals

Figure 1.12.2



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 up or palm up, move hand up and down.

Speed OK – Raise arm and make OK symbol with thumb and index finger

Slow Down – Thumb 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/marked for only swimmers and divers only.
- Never swim when there is lightning.

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 100 feet from other objects.
- Never follow directly behind a water skier.
- A competent observer must watch 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.

DANGER

PROPELLER SAFETY

- Before starting boat, walk to stern to inspect water to assure there is no one near propeller. People near propeller may not be visible from helm.
- Never allow passengers to board or exit boat from in the water when engines are on.
- Educate passengers about propeller danger.
- Be especially alert 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 bow, gunwale, transom, seatbacks, or other locations where they could fall overboard.
- If someone falls overboard, slowly turn boat around and keep the person in sight as you approach. Turn engine off with boat in gear before bringing the person aboard.
- Never reverse vessel to pick someone up out of the water.

Towed Inflatables

ATTENTION

Ski tow pylons / tower / hardtop /ski eye tow points are not designed for use with tubes. The added stress of the tube may cause a dangerous recoil or damage the equipment. Damage to the pylon / tower / hardtop / ski tow eye is not covered by the boat or equipment manufacturer's warranty if misused. When towing inflatables/tubes, use both stern eye strong points with a tube tow harness to attach the tube tow rope.

Towed inflatable types, aka tubes, produce tremendous stress on the tow point and rope, far greater than devices like waterskis, kneeboards or wakeboards. When pulling a tube use both stern eye strong points in combination with a proper tube harness and tow rope. Parasails and kites should never be used with a recreational boat.

Engine Emergency Stop Switch

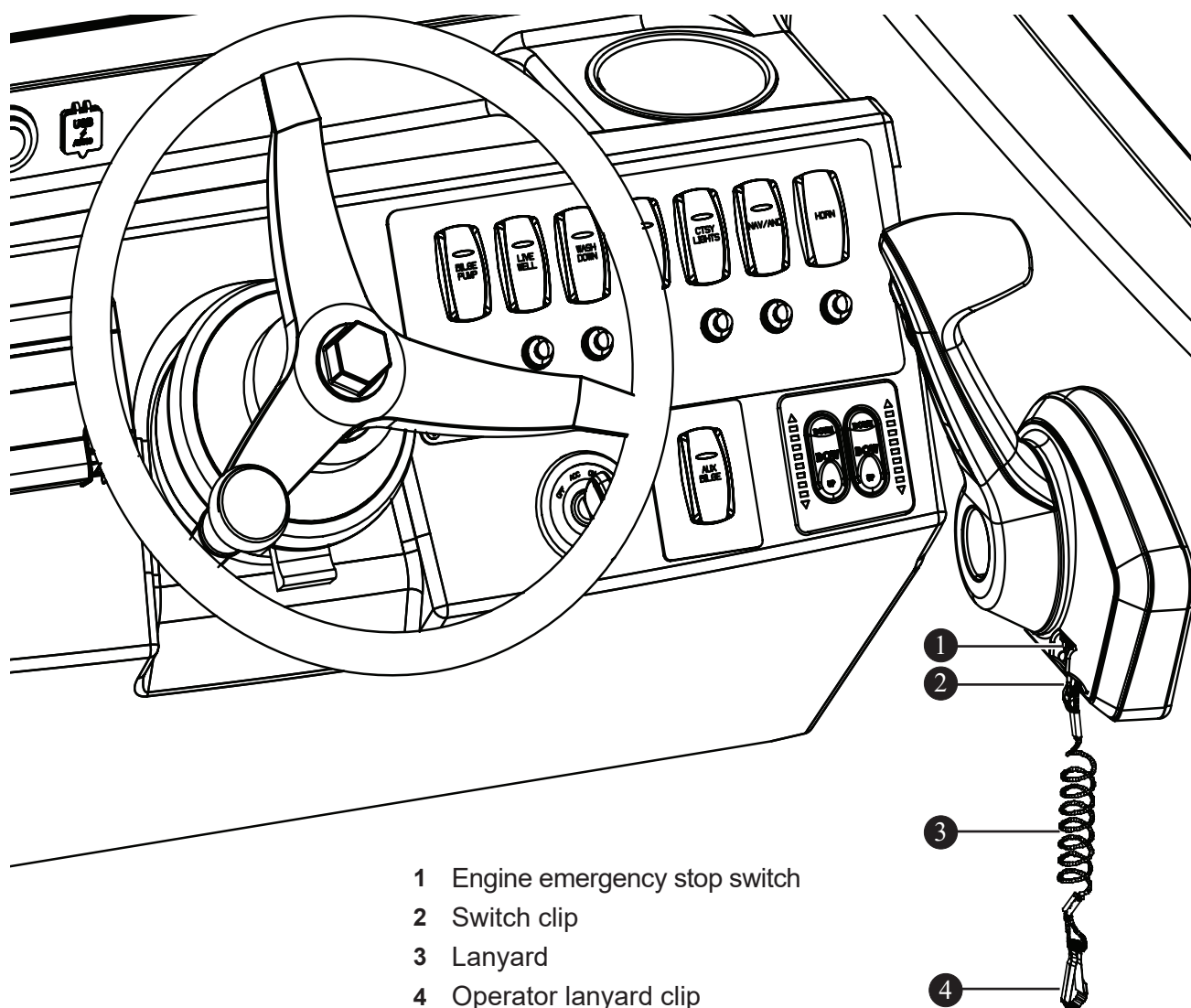
This vessel is equipped with an *engine emergency stop switch* (see Figure 1.14.1). The switch is located at the helm. The switch system incorporates the stop switch, switch clip, lanyard and lanyard clip, which is clipped to the operator when running. If an emergency arises and the engine must be shut down, a pull on the lanyard will shut off the engine. This switch is designed to shut the engine off when the operator 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. The lanyard should be long enough to prevent accidental activation; do not let it 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.



WARNING

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

Engine Emergency Stop Switch
Figure 1.14.1



- 1 Engine emergency stop switch
- 2 Switch clip
- 3 Lanyard
- 4 Operator lanyard clip

1st Mate™ Safety/Security System (Option)

1st Mate is a marine safety and security system that syncs an engine-integrated hub to wearable fobs and the mobile app¹, providing alerts to the captain and passengers should anyone go overboard. This system delivers an added level of safety beyond the engine shut-down system that links the captain's lanyard to the engine emergency stop switch. The 1st Mate system offers multiple, customizable security settings including:

- Man overboard alerts should a passenger(s) fall overboard, and engine shutdown should the captain fall overboard.
- Distress messaging and GPS location alerts sent to connected mobile devices.
- Theft-deterrent functionality including wireless engine(s) lock and/or reduced RPMs to prevent unauthorized use

For more information, see the owner's packet or contact an authorized Boston Whaler dealer.

¹Download the 1st Mate app at: 1stmate.net

Float Plan

Float plans are important to you should you encounter problems on the water. A float plan should contain a description of this vessel along with any distinguishing features. It should describe where you will be boating, your departure time and estimated return. The number and names of passengers, and destination should also be noted. The float plan should be given to a friend or relative, so they can give the information to a national boating agency like the USCG, 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 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.

If an object is struck or if you run aground:

- Shut the engine off
- Check the hull and propeller for damage
- If aground, consider bottom grade before moving off to not worsen damage.
- Determine the tides and whether that change will help or hinder your situation.
- Do not have anyone other than a trained and competent service tow your boat.

Environmental Considerations

Fuel and 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

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.

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. Navy vessel.
- 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 2005, the United States Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. *America's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious activities. Anyone who spots such activity is asked to call the National Response Center's 24-hour hotline or 877-24WATCH (877-249-2824). If there is immediate danger to life or property call 911 or the USCG on marine channel 16.

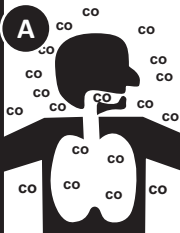
Safety Label Locations

Mounted at key locations throughout the boat, safety labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. Do not remove or obstruct any label. Replace any label which becomes illegible (see *Label Locations* section next in this chapter).

Label Locations

⚠ WARNING

A



Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless, colorless CO gas.

For additional information on CO poisoning, see *Owner's Manual*.

At first sign of CO poisoning, get to fresh air. Signs of CO poisoning include nausea, headache, dizziness, drowsiness, and unconsciousness.

1811368


B

⚠ DANGER

Contact with a spinning propeller will cause serious injury or death.

Shut off engines while people are in the water near the boat, on the swim platform, or on the boarding ladder.

Never operate in reverse toward a person in the water.



2417275

THIS BOAT HAS BEEN DESIGNED FOR A MAXIMUM OUTBOARD ENGINE WEIGHT OF

D

550 lb / 249 kg

2369412

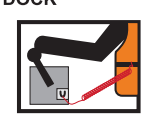


IMPORTANT: Replace any damaged or illegible labels. Contact your dealer to obtain replacements.

C

⚠ WARNING

Failure to follow these warnings could cause SEVERE INJURY or DEATH.

- CHECK WEATHER FORECAST BEFORE DEPARTING DOCK** and heed all weather advisories.
- WEAR SAFETY LANYARD** at all times while operating boat to prevent unmanned boat operation.
- NEVER OPERATE WHILE UNDER THE INFLUENCE** of drugs or alcohol.
- DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED** fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.
- PASSENGERS SHOULD WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.**
- MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY.** To avoid passengers falling overboard or being ejected from the boat, do not allow passenger to sit on seat backs, gunwales or outermost deck edges while boat is moving.
- REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS** for water conditions and environment at all times. Maneuverability at high speeds is limited, and sudden turns may cause loss of boat control.
- KEEP PROPER LOOKOUT AND SAFE DISTANCE** for the conditions at all times to avoid collisions.
- OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.**
- USE CAUTION AND PROPER LIGHTING** during nighttime boating and boating in adverse weather.
- READ THE OWNER'S MANUAL AND COMPLETE THE BOATER'S PRE-OPERATION CHECKLIST** prior to boat operation.

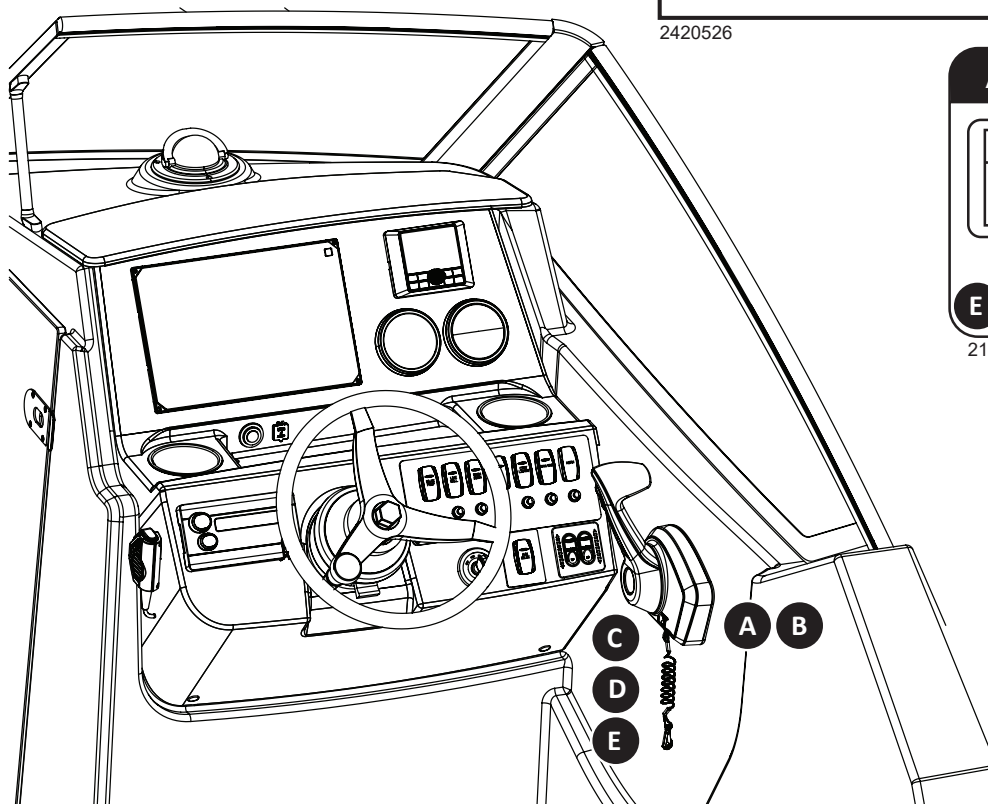
2420526

ATTACH LANYARD

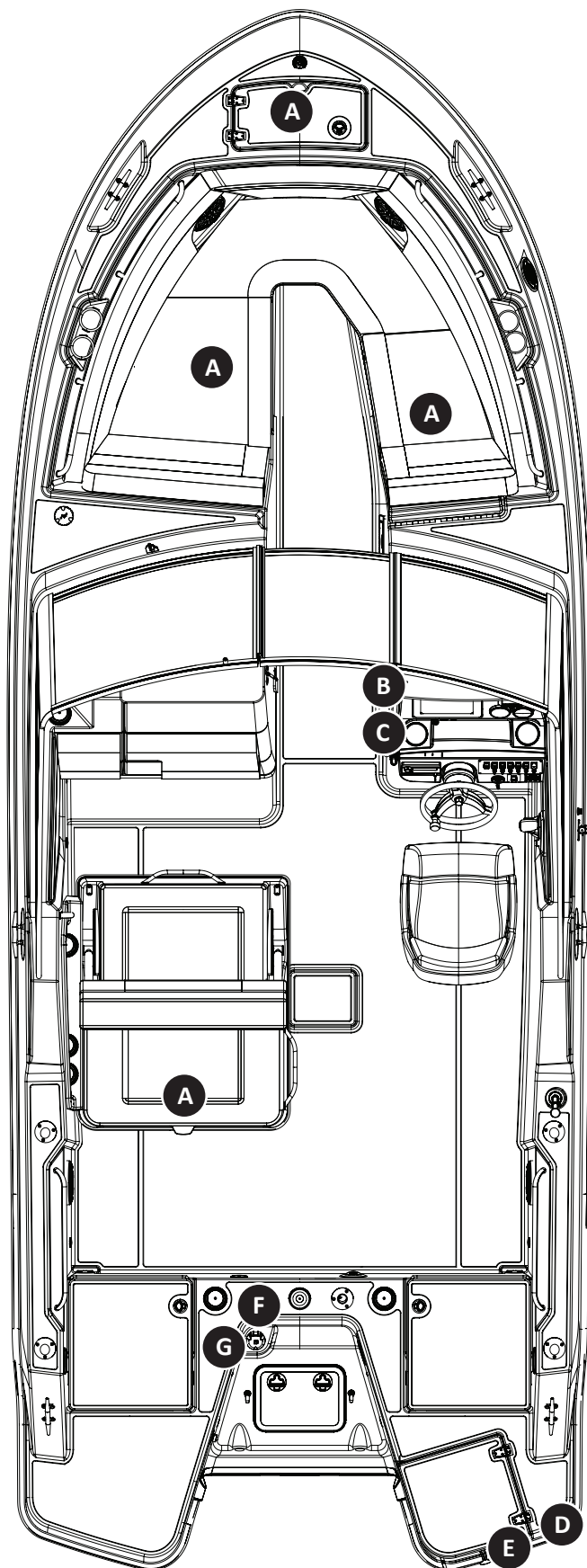
E



2156485



Label Locations



IMPORTANT: Replace any damaged or illegible labels. Contact your dealer to obtain replacements.

A



CAUTION

Boat movement may cause lid to fall. Keep hands and feet clear of edges when hatch is open.

1836858 On underside of seat

B



WARNING

No ventilation is provided. Fuel vapors are a fire and explosion hazard. To avoid injury or death, do not store fuel or flammable liquids here.

1691003

C

AVERTISSEMENT

NE STOCKEZ PAS D'ESSENCE OU AUTRES LIQUIDES INFLAMMABLES À CET ENDROIT. LA VENTILATION N'A PAS ÉTÉ PRÉVUE POUR LES VAPEURS EXPLOSIVES.

2175076 No fuel storage (Canadian vessels only)

D



DANGER

Contact with a spinning propeller will cause serious injury or death.

Stay clear of boat and stay off swim platform and boarding ladder while engine is running.

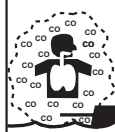


2417276

E



DANGER



Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless CO gas.

CO will be around the back of the boat when engines or generators are running.

Move to fresh air if you feel nauseous, headache, dizziness or drowsiness.

1811367

F



WARNING



Avoid serious injury or death from fire or explosion resulting from leaking fuel. Inspect system for leaks at least once a year.

The use of fuels containing ethanol higher than 10% (E-10) can damage your engine or fuel system and will void the warranty. Never use (E-85).

2096004

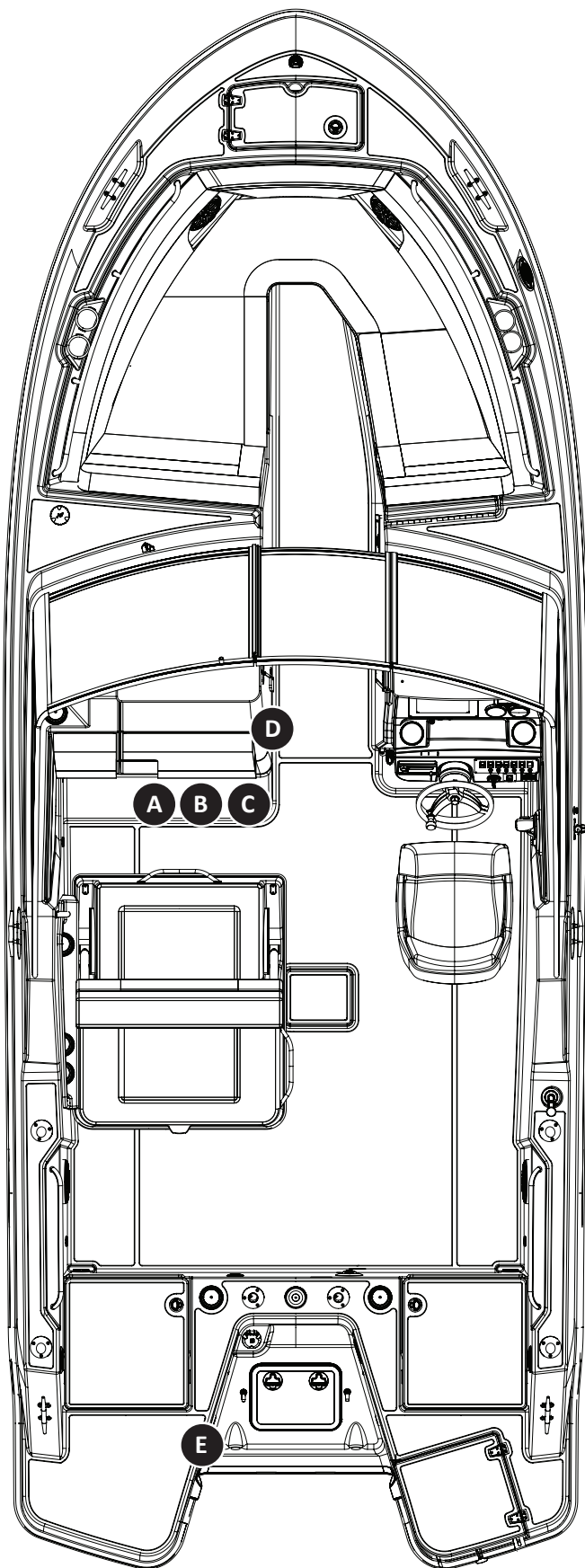
G

AVERTISSEMENT

LES FUITES DE CARBURANTS PRÉSENTENT UN DANGER D'INCENDIE OU D'EXPLOSION. INSPECTER RÉGULIÈREMENT LE SYSTÈME. VÉRIFIER LES RÉSERVOIRS DE CARBURANTS POUR DÉCELER DES FUITES OU DE LA CORROSION AU MOINS UNE FOIS L'AN.

2175077 Leaking fuel (Canadian vessels only)

Label Locations



IMPORTANT: Replace any damaged or illegible labels. Contact your dealer to obtain replacements.

A



WARNING

Door must be secured in closed position while vessel is underway.

2063402

B



WARNING

No ventilation is provided. Fuel vapors are a fire and explosion hazard. To avoid injury or death, do not store fuel or flammable liquids here.

1691003

For Canadian vessels

C

AVERTISSEMENT

NE STOCKEZ PAS D'ESSENCE OU AUTRES LIQUIDES INFLAMMABLES À CET ENDROIT. LA VENTILATION N'A PAS ÉTÉ PRÉVUE POUR LES VAPEURS EXPLOSIVES.

2175076 No fuel storage (Canadian vessels only)

D



WARNING

Failure to follow these warnings could cause **SERIOUS INJURY** or **DEATH**.

- **REMAIN PROPERLY SEATED AND HOLD ON** to available handrails while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on seat backs, gunwales or outermost deck edges.
- **WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.**
- **DO NOT OVERLOAD THE BOAT. OCCUPANTS AND GEAR MUST BE PROPERLY AND EVENLY DISTRIBUTED** fore and aft, and on both sides of the boat. Improper loading and/or overloading may result in poor handling, sudden loss of control, swamping and/or capsizing.
- **REFER TO AND OBEY THE DESIGNATED OCCUPANT SEATING POSITIONS** that are indicated by the manufacturer for your specific model.
- **OBEY THE OPERATOR** at all times.
- **DO NOT RESTRICT THE OPERATOR'S VISION.**
- **DO NOT DEPART THE VESSEL** without informing the operator.



2420527



WARNING

Ski pylon must be secured when in use.

Tow rope may backlash into cockpit.

Do not use to tow items that are attached to tow rope, such as tubes or other towables.

Do not use swim platform when engines are running.

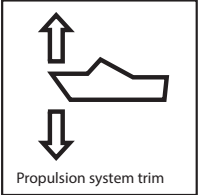
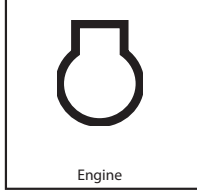
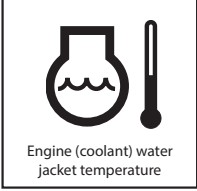
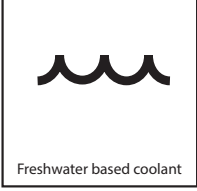
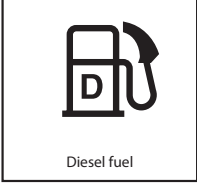
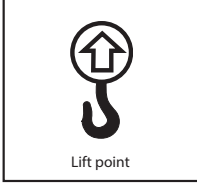
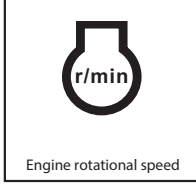
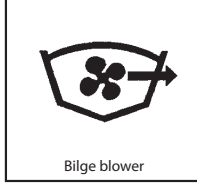
1590140 Located on base of optional ski pylon (not shown).

E



Symbols Key

Although not used in this manual, some of the symbols below may be found on this vessel's controls, gauges, and hardware.

 Propulsion system trim	 Propulsion system trim bow up	 Propulsion system trim bow down	 Trim tab trimming operation	 Single lever control (throttle & shift)	 Control lever operating direction
 Lift point or sling location	 Engine start	 Engine stop	 Fuel level	 Fuel filter	 Engine
 Engine coolant	 Engine (coolant) water jacket temperature	 Engine oil pressure	 Warning electrical hazard	 Fire risk	 No open flame; no smoking
 Rotary control (quantity increases with width of symbol)	 Freshwater based coolant	 Leaded fuel	 Unleaded fuel	 Oil	 Wastewater/sewage
 Fuel, general	 Diesel fuel	 Lift point	 Elapsed time	 Engine rotational speed	 Bilge blower
 Bilge pump	 Propeller	 Interior light	 Running lights under power	 Anchor light	 Windshield wiper
 Light	 Windshield washer	 Windshield washer and wiper	 Compass	 Anchor	 Horn
 Battery	 Water pump	 Accessory	 Emergency start	 Exhaust	

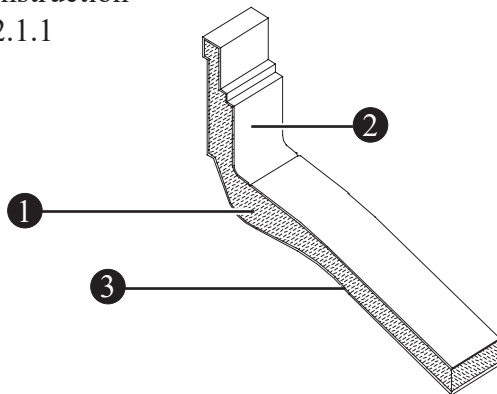
Construction Standards

Boston Whaler® is dedicated to creating a superior product which provides comfort, performance, safety, and reliability. All of our boats comply with United States Coast Guard safety standards and are designed, engineered, and manufactured in accordance with applicable recommendations and guidelines from the American Boat and Yacht Council (ABYC) and certified by the National Marine Manufacturers Association (NMMA).

Hull Construction

Boston Whaler hulls are constructed with our patented unibond-construction process (see Figure 2.1.1). 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
Figure 2.1.1



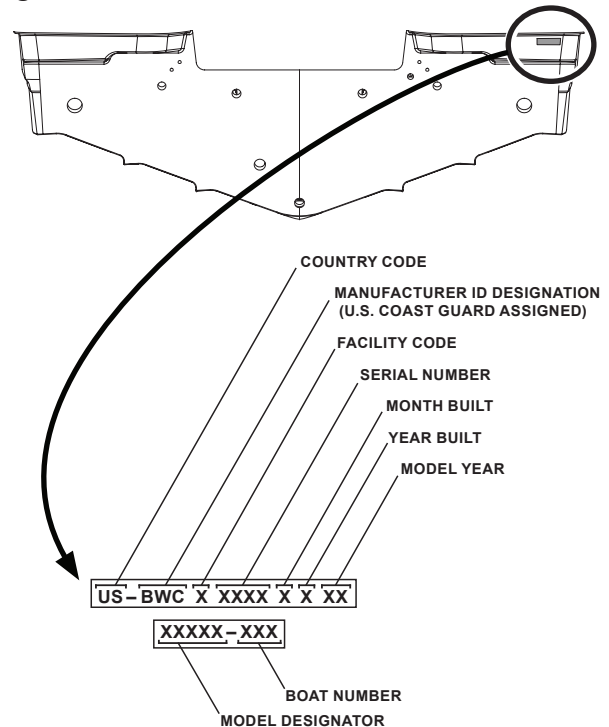
- 1 High density, closed-cell foam
- 2 High-quality resins and gelcoats
- 3 Fiberglass matting

Hull Identification Number

The hull identification number is located on the starboard side of the transom (see Figure 2.1.2). This is the most important identifying factor on this vessel, followed by the engine serial number. Be sure to reference these numbers when contacting Boston Whaler about the vessel or engine.

Hull Identification Number (HIN)

Figure 2.1.2



Record the boat's HIN number here:

Vessel Servicing

When this vessel requires service or maintenance work it should be taken to an authorized Boston Whaler dealer. To find a 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. Please give the dealership an opportunity to help the service department resolve the matter for you.

Manufacturer's Certification

All boats must comply with federal regulations regarding maximum capacities. The *Specifications* table, listed later in this chapter, indicates the maximum weight, number of persons, and maximum horsepower this vessel is rated to handle. Do not exceed these specifications. The information on the certification plate does not relieve the operator of responsibility. Use common sense and sound when placing equipment and/or passengers in this vessel. Do not load to capacity in poor weather/rough water. The number of seats does not indicate passenger capacity in poor weather/rough water. At speeds above idle, all passengers should be seated on the seats provided.

DANGER

Never carry more weight or passengers than indicated on the certification plate, regardless of weather or water conditions.

Certification Plates

NOTE: The type of capacity plate varies depending on the local governing authority.

NMMA Plate

An NMMA Certification indicates that your boat has been verified by the National Marine Manufacturers Association (NMMA) to be in compliance with applicable federal regulations and American Boat and Yacht Council (ABYC) standards. Recreational vessels up to 20 feet (6.1 meters) have passenger and cargo weight capacities compliant with USCG regulations. Vessels 26 feet (7.9 meters) and under have passenger and cargo weight capacities compliant with ABYC standards. Vessels over 26 feet have NMMA yacht certification.

MAXIMUM CAPACITIES

9 PERSONS OR 1485 LBS.

2490 LBS. PERSONS, MOTOR, GEAR
250 H.P. MOTOR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

MANUFACTURER: **BOSTON WHALER, INC.**
MODEL: **210 VANTAGE** **EDGEWATER, FL**

DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IS VERIFIED.
MANUFACTURER RESPONSIBLE FOR PRODUCTION CONTROL.



NATIONAL MARINE
MANUFACTURERS
ASSOCIATION

MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS

2409649

Canadian Conformity Plate

A Canada Compliance Notice indicates that your boat has been certified to comply with construction standards for small vessels by Transport Canada (TC). Recreational vessels up to 6 meters (19.7 feet) have passenger and cargo weight capacities compliant with TC regulations. Vessels over 6 meters are also compliant with TC regulations, but do not state capacities on the plate.

CANADIAN COMPLIANCE NOTICE AVIS DE CONFORMITÉ CANADIEN

BOSTON WHALER, INC. (BWC)
EDGEWATER, FL, USA

MODEL / MODÈLE: 210 VANTAGE

DESIGN CATEGORY C

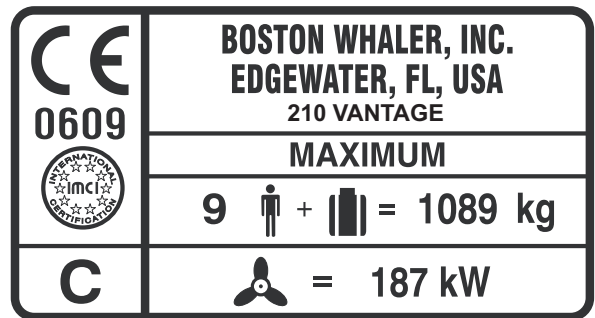
THE MANUFACTURER DECLARES THAT THIS VESSEL COMPLIES WITH THE PLEASURE CRAFT CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATIONS, AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED.

LE FABRICANT ATTESTE QUE CE BÂTIMENT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DES EMBARCATIONS DE PLAISANCE DU RÉGLEMENT SUR LES PETITS BÂTIMENTS, EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU À LA DATE DE SON IMPORTATION.

2409730

CE Mark Builder's Plate

A CE mark indicates that your boat has been certified for the EU and the passenger and cargo weight capacities comply with the International Organization for Standardization (ISO) regulations.



2409725

Australian Builder's Plate

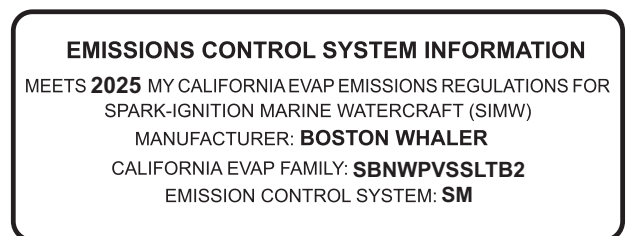
An Australian Builder's Plate indicates that your boat has been certified and the passenger and cargo weight capacities comply with either the International Organization for Standardization (ISO) regulations or American Boat and Yacht Council (ABYC) standards as noted on the capacity plate.



2409724

Emission Control System Plate

An Emissions Control System Information plate indicates that your boat is compliant with California emissions regulations.



2431705

Certification Design Category

NOTICE

The 210 Vantage is design category C

Boats are classified into four categories depending on their propensity to withstand both the force of the wind and height of the waves. The categories (A, B, C, D) are designed to sensitize the boat operator to navigate safely. The Beaufort Scale is used to classify the force of the wind ranging from 0 (calm) to 12 (hurricane). Devised by Francis Beaufort of the British Navy, the scale offers a uniform description of the effect of different winds at sea.

A: A recreational craft given design category A is considered to be designed for winds that may exceed wind force 8 (on 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 meters.

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 meters.

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 meters, with occasional waves of 0.5 meters.

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.

Power Capacity

The *Specifications* table includes details on the maximum rated power listed for this vessel. Do not exceed this rating. The various engine types offered today are more powerful and require constant maintenance to stay at optimal performance. The operator must read all information regarding the

safety features, warning notices and Mercury maintenance schedules for safe operation of the engine.

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

If you are re-powering this vessel, pay particular attention to the maximum/minimum horsepower and maximum safe engine weight load this vessel is rated for. There is a maximum engine weight label located at the helm.

NOTICE

The 210 Vantage is designed for a maximum outboard engine weight of 550 lbs (249kg).



WARNING

Do not exceed maximum engine power rating stated on certification plate.

Use caution while accelerating and ensure passengers are safely seated in designated areas and all gear is stowed securely.

NOTICE

Always adjust boat speed and direction according to the varying sea conditions.

Chapter 2 • General Information

Specifications (measurements are approximate and subject to variance)

A	Overall length (engine up)	24' 10" (7.6 m)	G	Draft (engine down) ¹	3' 1" (.94 m)
B	Overall length (engine down)	23' 10" (7.3 m)	H	Draft engine down	1' 7" (.48 m)
C	Hull length (bow to transom)	21' 3" (6.5 m)	K	Bridge clearance	5' (1.5 m)
D	Hull length (bow to swim platform)	22' 8" (6.9 m)	L	Bridge clearance (suntop)	7' (2.1 m)
E	Overall height	8' 5" (2.5 m)	M	Bridge clearance (anchor light up)	9' 2" (2.8 m)
F	Beam	8' 6" (2.6 m)			

¹ Optional equipment and loading condition of the boat affects draft and bridge clearance measurements. Follow the recommendations listed on the capacity plate regarding the maximum amount of weight this vessel can safely carry.

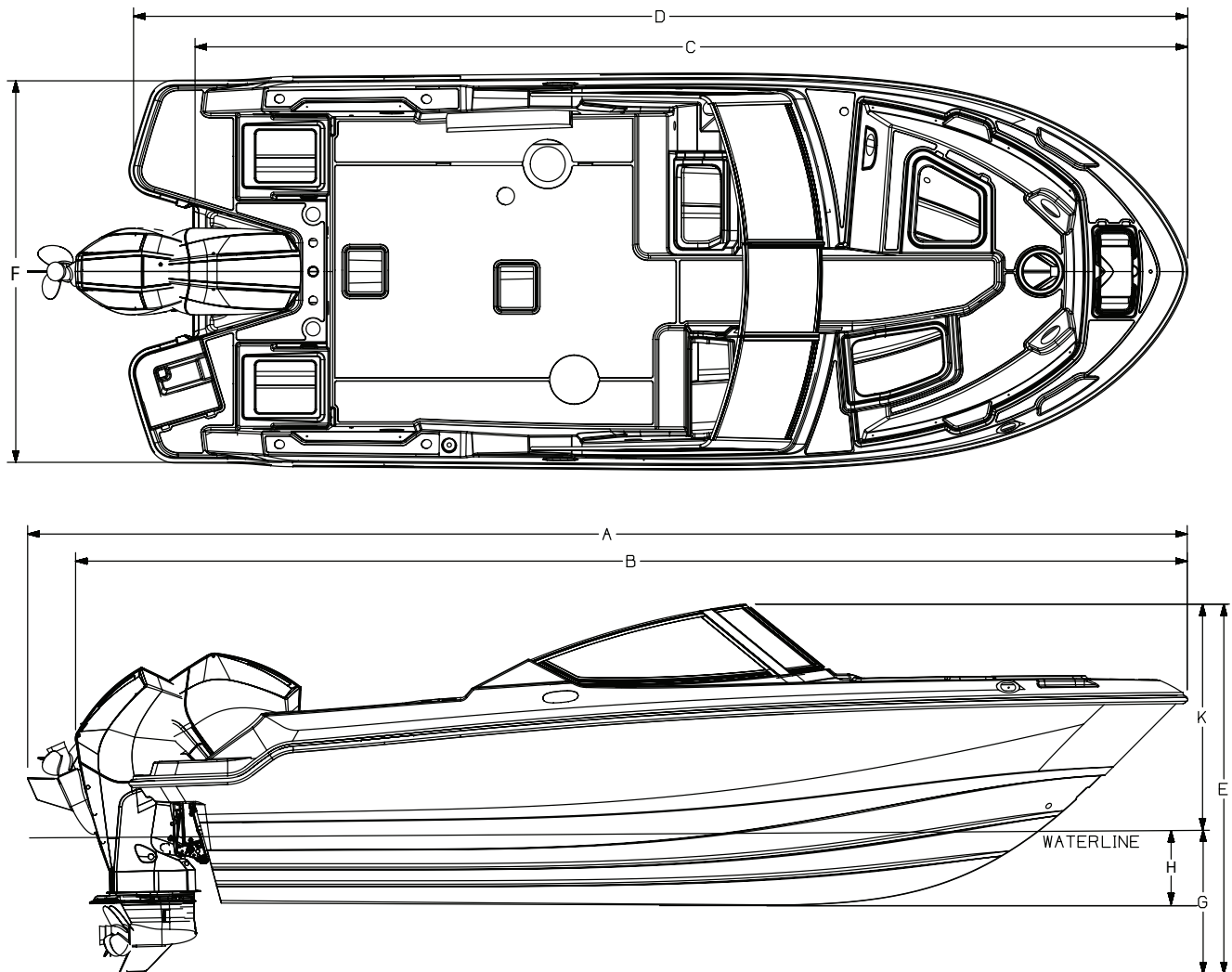
Swamped capacity ³	2600 lbs (1179 kg)	Fuel capacity	80 gal (303 L)
Maximum horsepower	250 hp (149 kW)	Weight (fuel, water, engine)	4,880 lbs (2214 kg)
Minimum horsepower	200 hp (112 kW)	Water capacity	9 gal (34 L)

² Exceeding the maximum weight capacity affects boat performance. Do not exceed the weight listed on the capacity plate.

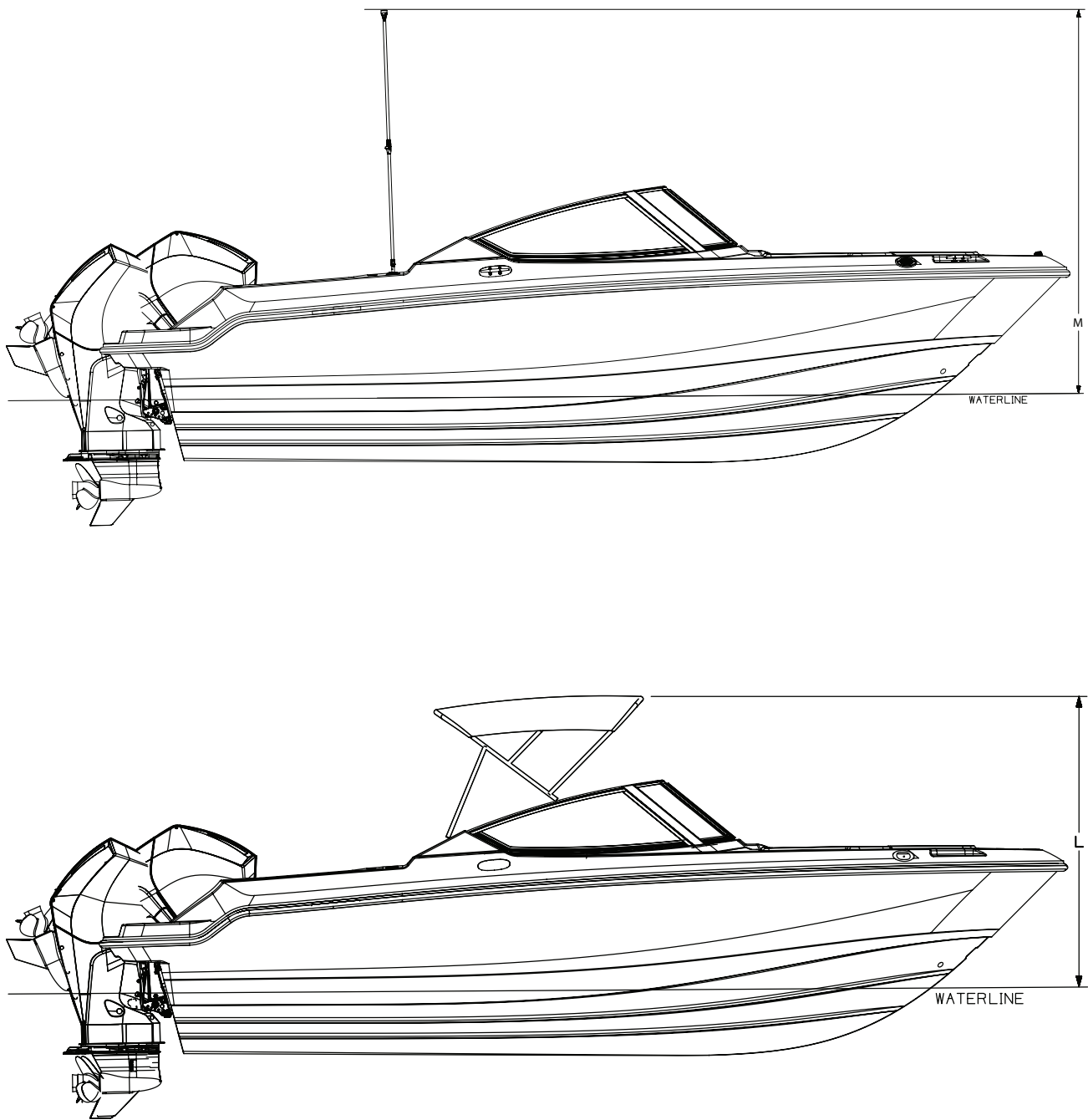
³ Swamped capacity is the amount of combined weight from dry persons and gear the boat can support and still stay afloat.

Dimensions and Clearances

Figure 2.5.1



Dimensions and Clearances
Figure 2.6.1



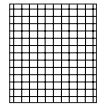
Deck Occupancy

Working Deck



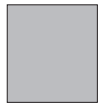
This area is intended for occupation only while mooring, anchoring, loading/unloading or when the boat is at rest.

Custom Working Deck



When stern seats are in the stowed position or fishing platform is set up, these areas are intended for occupation while mooring, anchoring, or when the boat is at rest.

Accommodation Deck

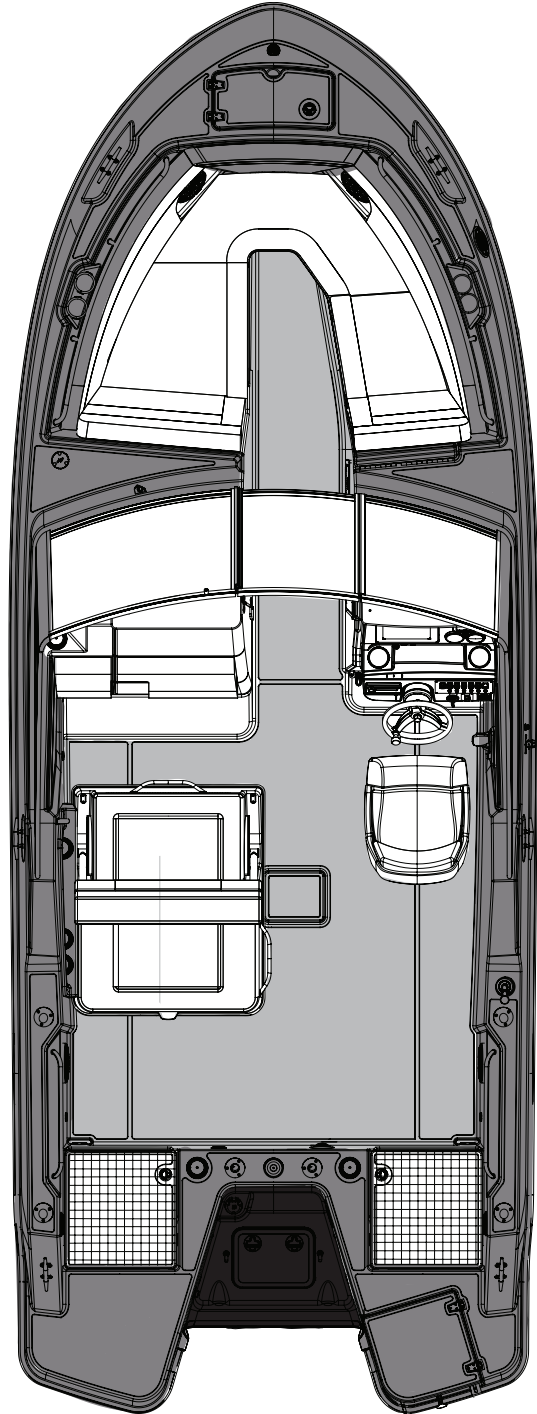


Movement in this area should be done with extreme caution while the boat is underway. A sudden shift in boat direction can cause a loss of balance and lead to injury or death.

Keep Off



Do not stand or walk in this area. Serious injury could result. If necessary, stand or walk only where non-skid is applied.



DANGER

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

WARNING

Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces.


Never occupy the working decks while the boat is underway.


Use care when waxing to ensure that walkways are not made slippery.

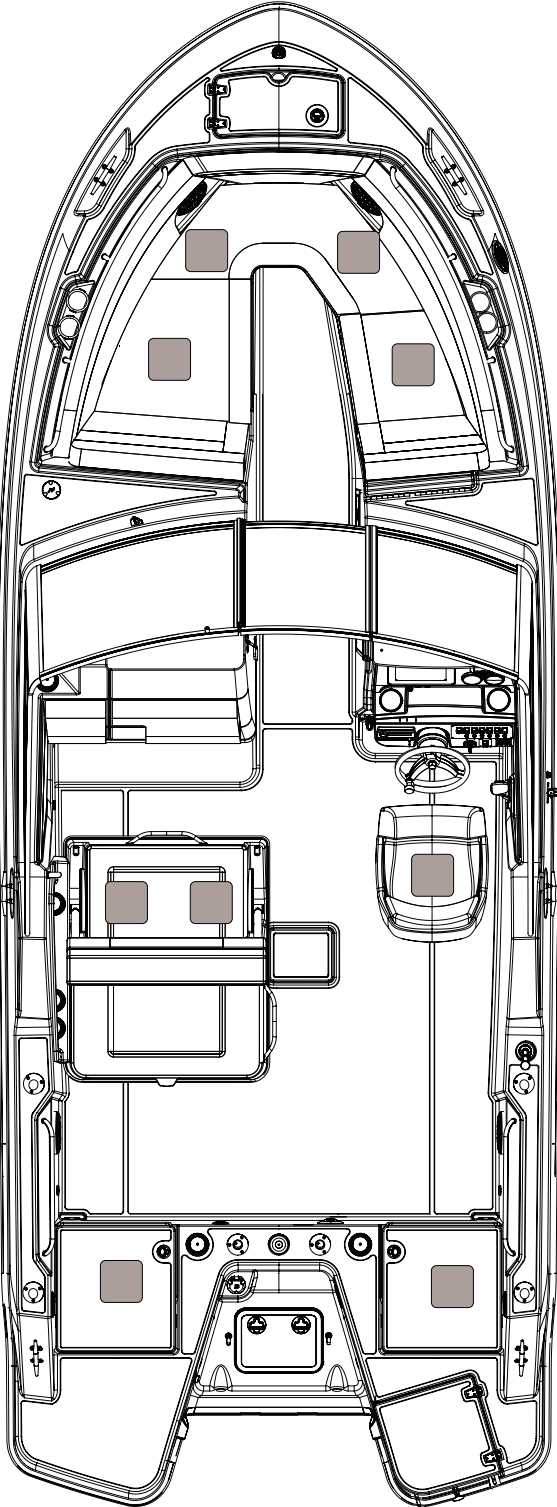
Passenger Locations

WARNING

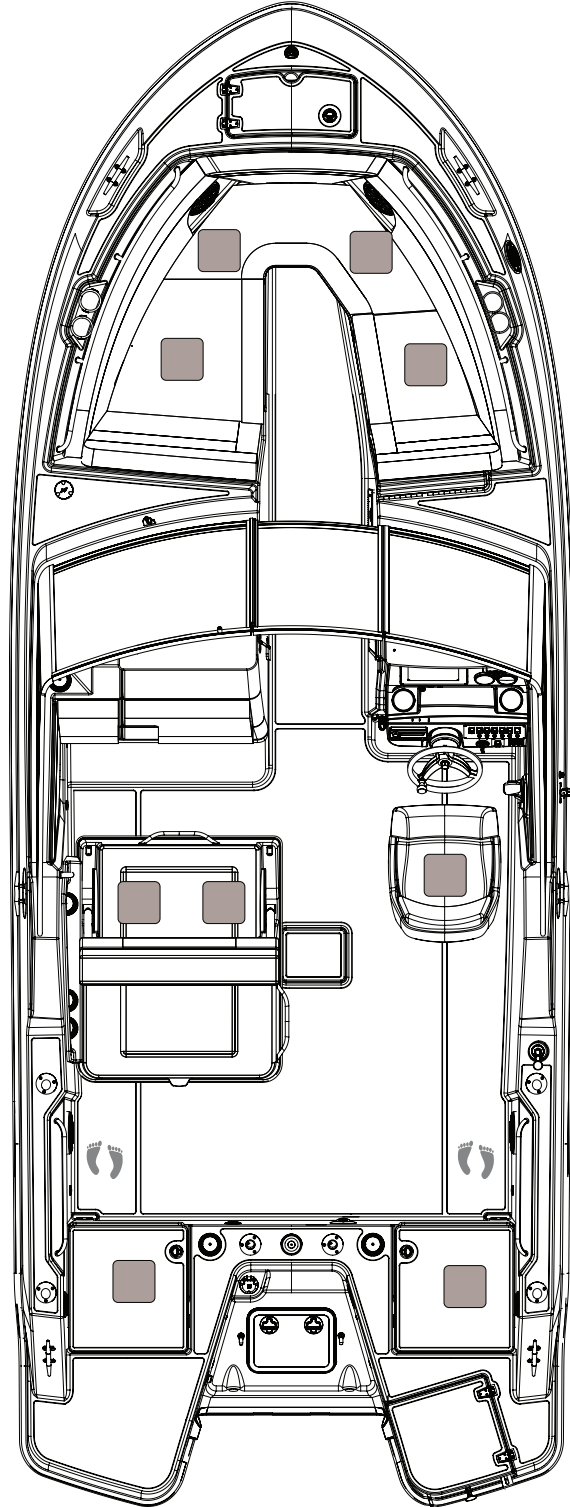
Never allow passengers to ride in an area (bow, gunwales, transom, etc.) that poses a hazard to themselves or the boat.

 = Recommended seating locations

 = Recommended standing locations

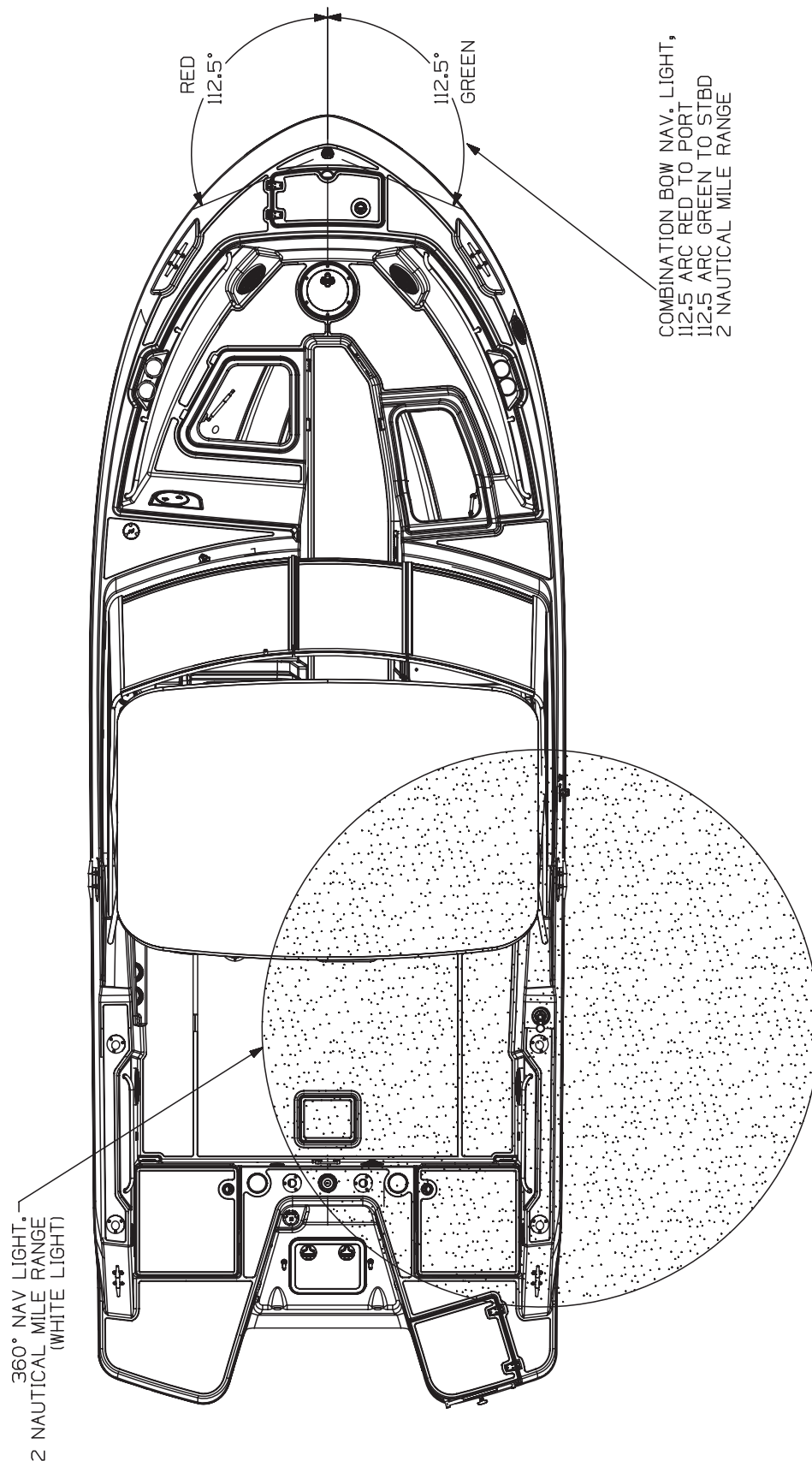


Recommended occupant locations while moored, at idle or under 5 MPH.

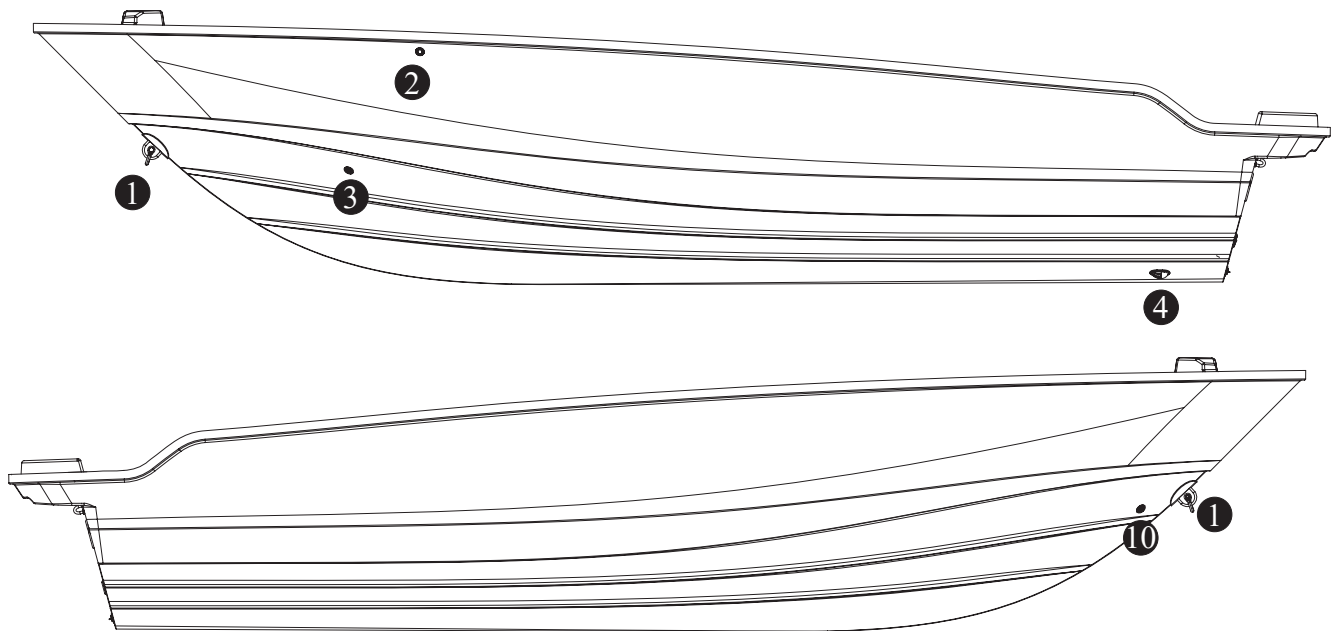


Recommended occupant locations while on-plane.

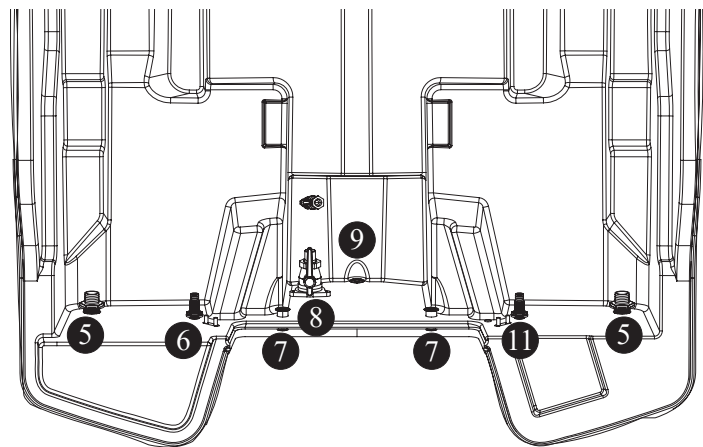
Navigation Lighting



Thru-hull Fittings



- 1 Bow eye
- 2 Fuel/water vent (option)
- 3 Bow storage drain
- 4 Raw water pickup (option)
- 5 Deck drain
- 6 Bilge pump drain
- 7 Motorwell drain
- 8 Livewell drain (option)
- 9 Garboard drain
- 10 Anchor locker drain
- 11 CE bilge pump drain (option)



NOTICE

The deck drain provides self bailing capabilities while boat is static in the water and no passengers. This feature prevents accumulation of water in the cockpit.

Depending on the boat type, underwater fittings may require drain plugs. Garboard and fishbox drain plugs must be in place before boat enters the water. Any submerged fitting must be plugged or seacock needs to be closed.

Check thru-hull fittings and deck drain scupper flaps annually for proper seal. When boat enters the water, check fittings for dripping. Clean, remove, and reseal underwater fittings bi-annually.

Contact an authorized Boston Whaler dealer if thru-hull fittings need replacing. Improperly installed fittings can cause premature hull failure and may void the Boston Whaler warranty.

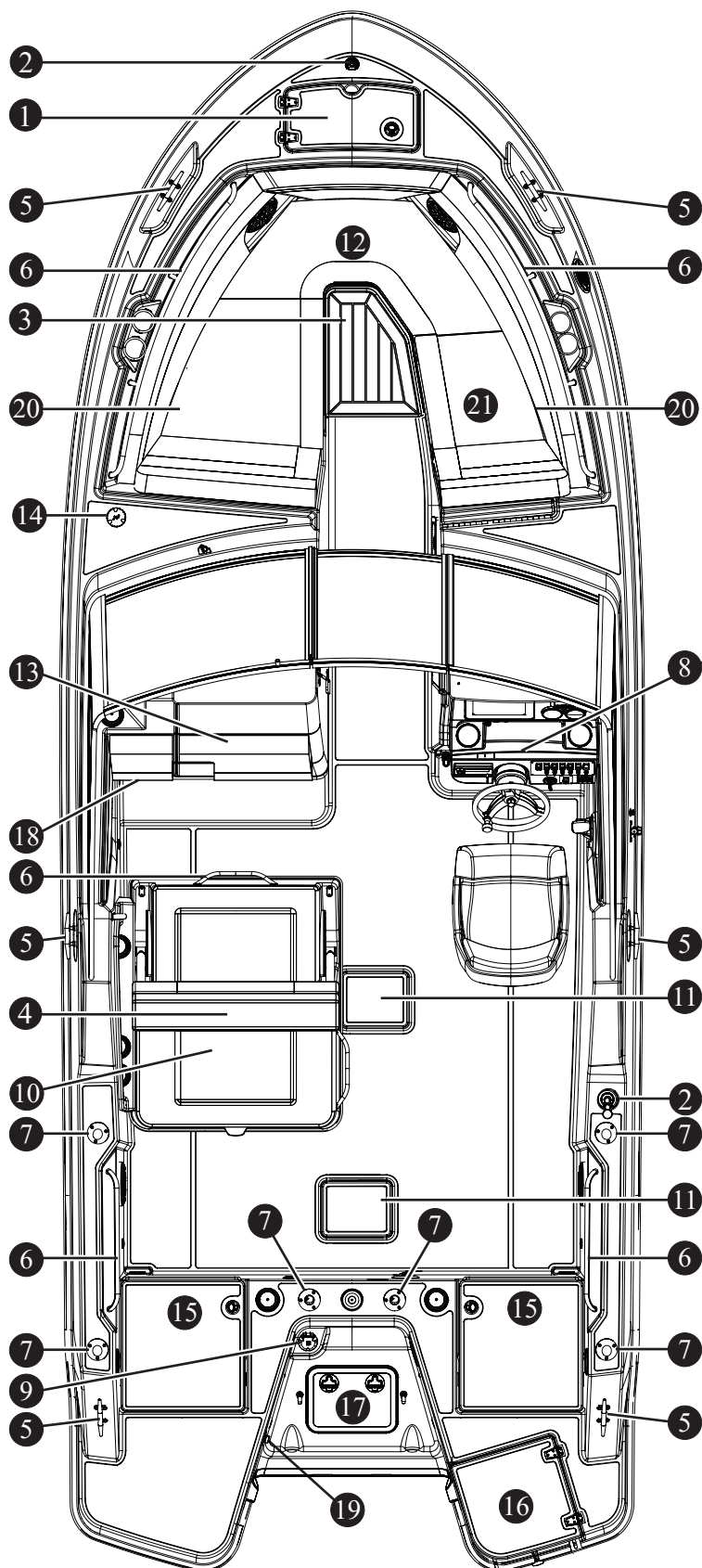
A standard 1" Snap-tite plug can be used to replace the drain plug(s) in this vessel. Always carry spare plugs to be used in the event that the drain plug(s) become lost or damaged.

Features

Deck

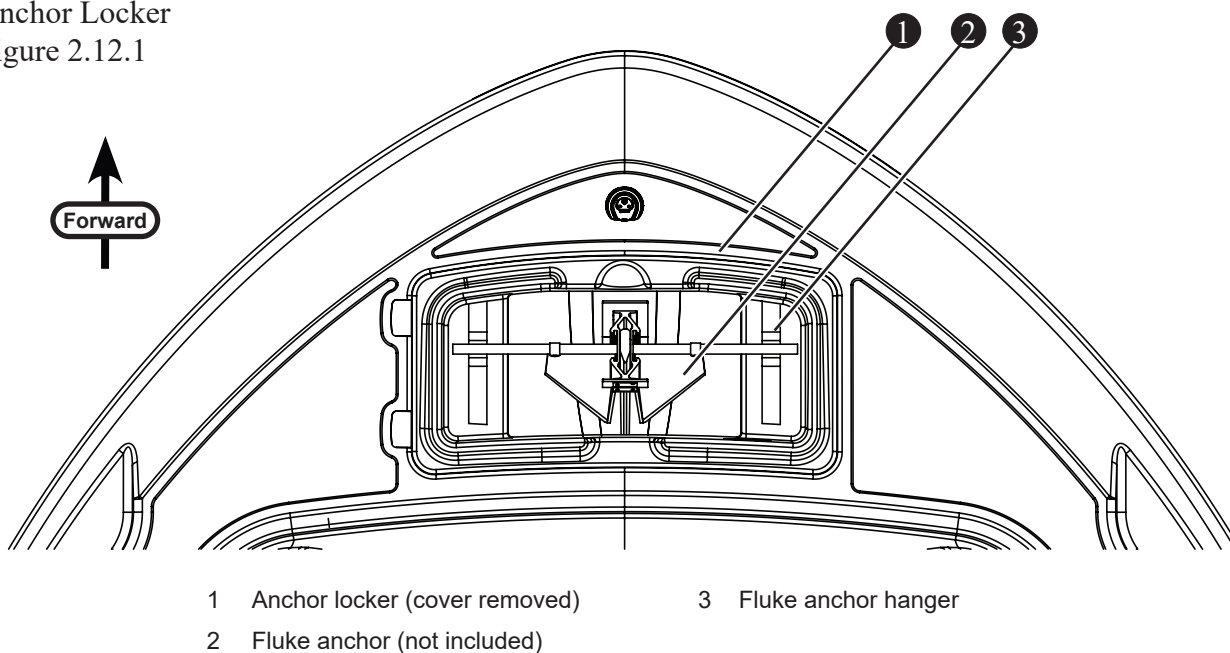
Figure 2.11.1

- 1 Anchor locker
- 2 Navigation/anchor light (2)
- 3 Bow table (option)
- 4 Convertible seat (option)
- 5 Cleat
- 6 Grab rail
- 7 Rod holder
- 8 Helm
- 9 Fuel fill
- 10 Livewell (option) or cooler
- 11 Fuel tank inspection plate
- 12 Bow lounge
- 13 Head
- 14 Deck pumpout (option)
- 15 Flip-up seat/fishing platform
- 16 Reboarding ladder
- 17 Motorwell access hatch
- 18 Freshwater fill (option)
- 19 Raw water washdown connection (option)
- 20 Bow storage locker
- 21 Flip-up bow seat

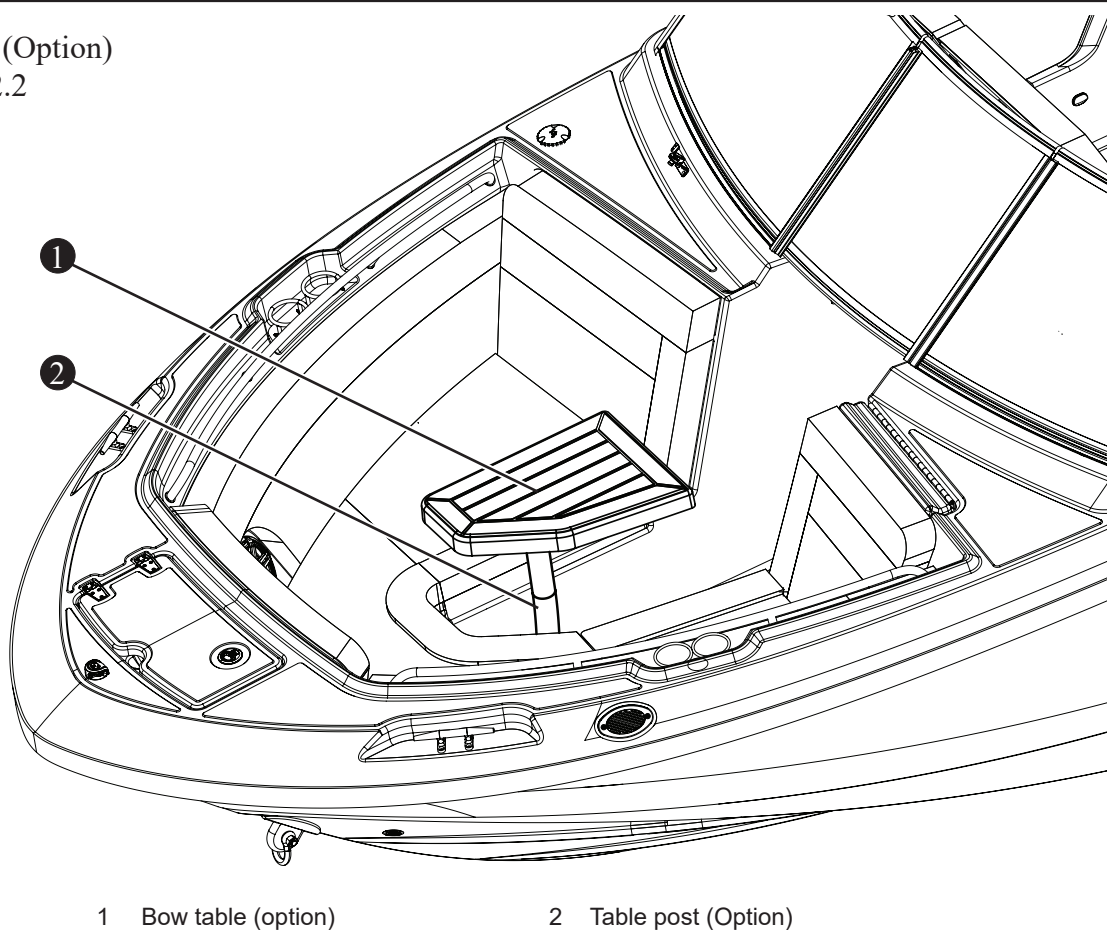


Features

Anchor Locker
Figure 2.12.1



Bow Table (Option)
Figure 2.12.2



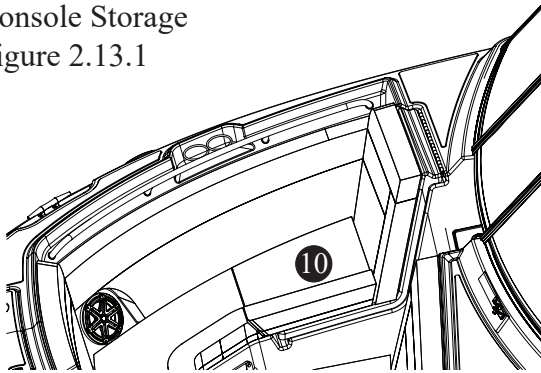
NOTE: For instructions on converting the bow lounge to a bow table set up, refer to *Bow Table/Lounge* in chapter 3, *Systems Overview and Operations*.

Features

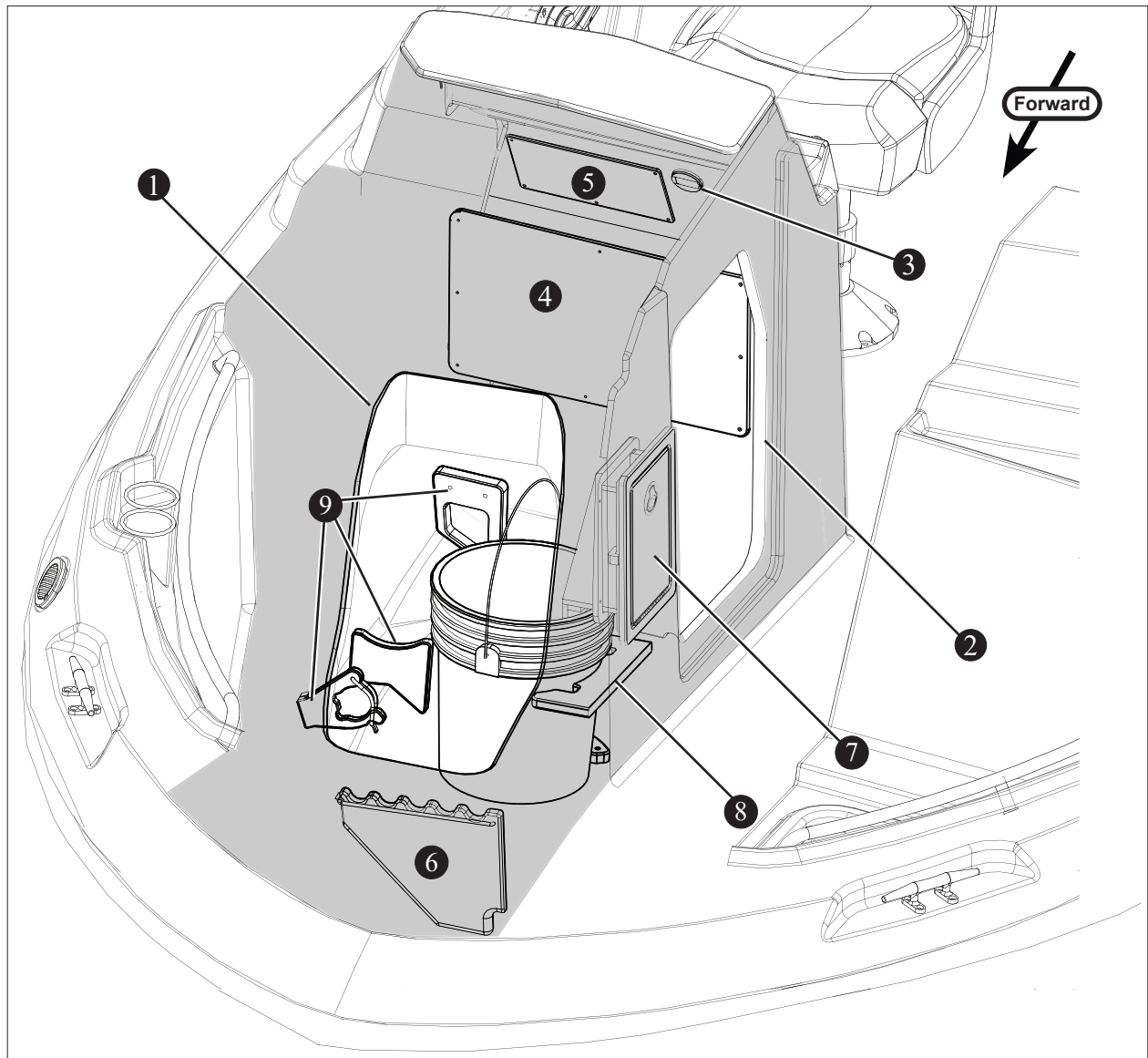
Console Storage Area

The console storage area forward of the helm has two access points, via the console access door and under the flip-up bow seat. The helm fuse block, chart card reader, and waste bucket are located in this area, as are the ski pylon and fishing rod storage rack (see Figure 2.13.1).

Console Storage
Figure 2.13.1

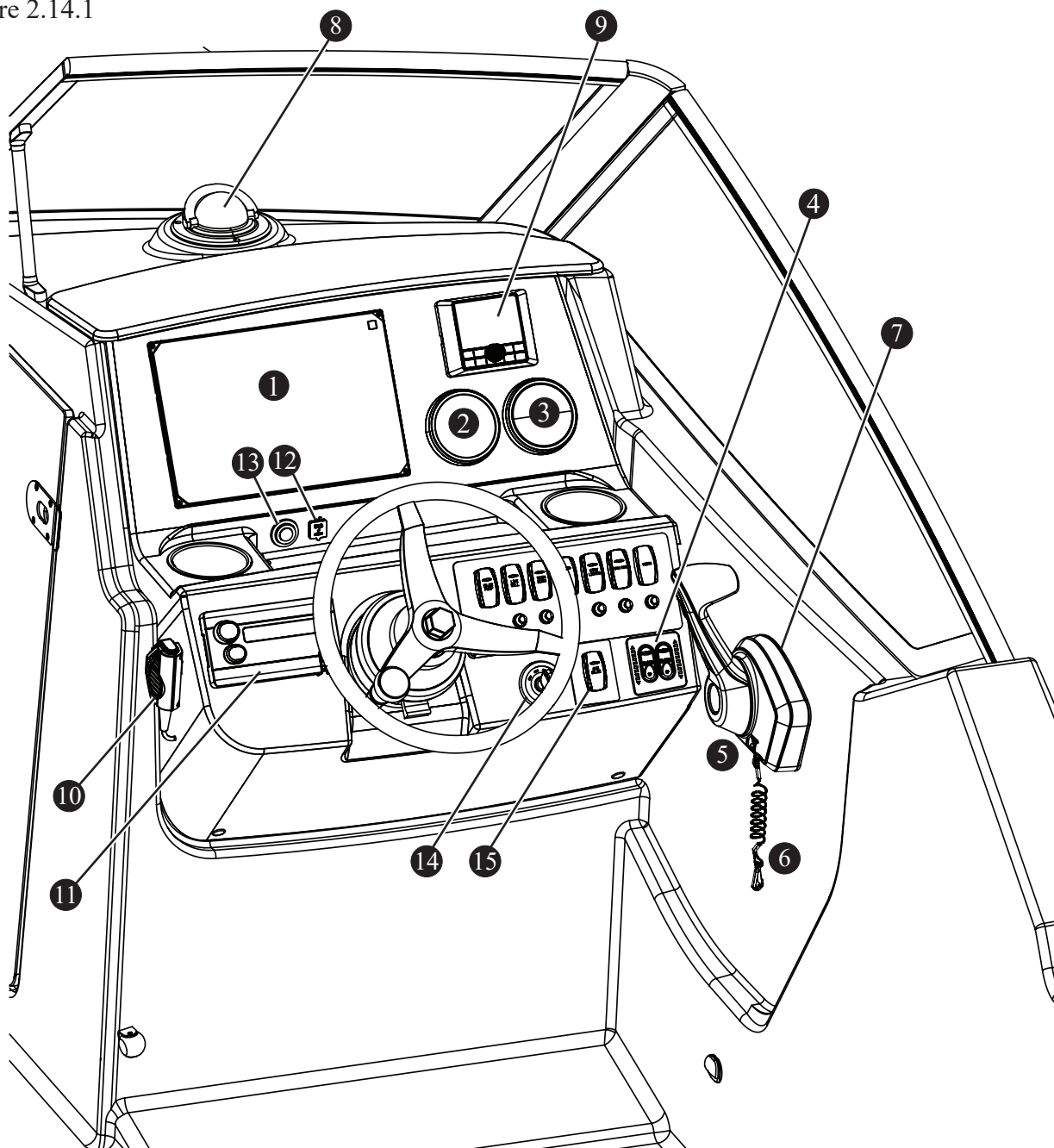


- 1 Console storage access via seat
- 2 Console storage access via door
- 3 Chart card reader (option)
- 4 Helm fuse block access panel
- 5 Service access panel
- 6 Fishing rod storage rack (option)
- 7 Waste bucket access
- 8 Waste bucket
- 9 Ski pylon holder (3-piece) (option)
- 10 Flip-up bow seat



Features

Helm
Figure 2.14.1



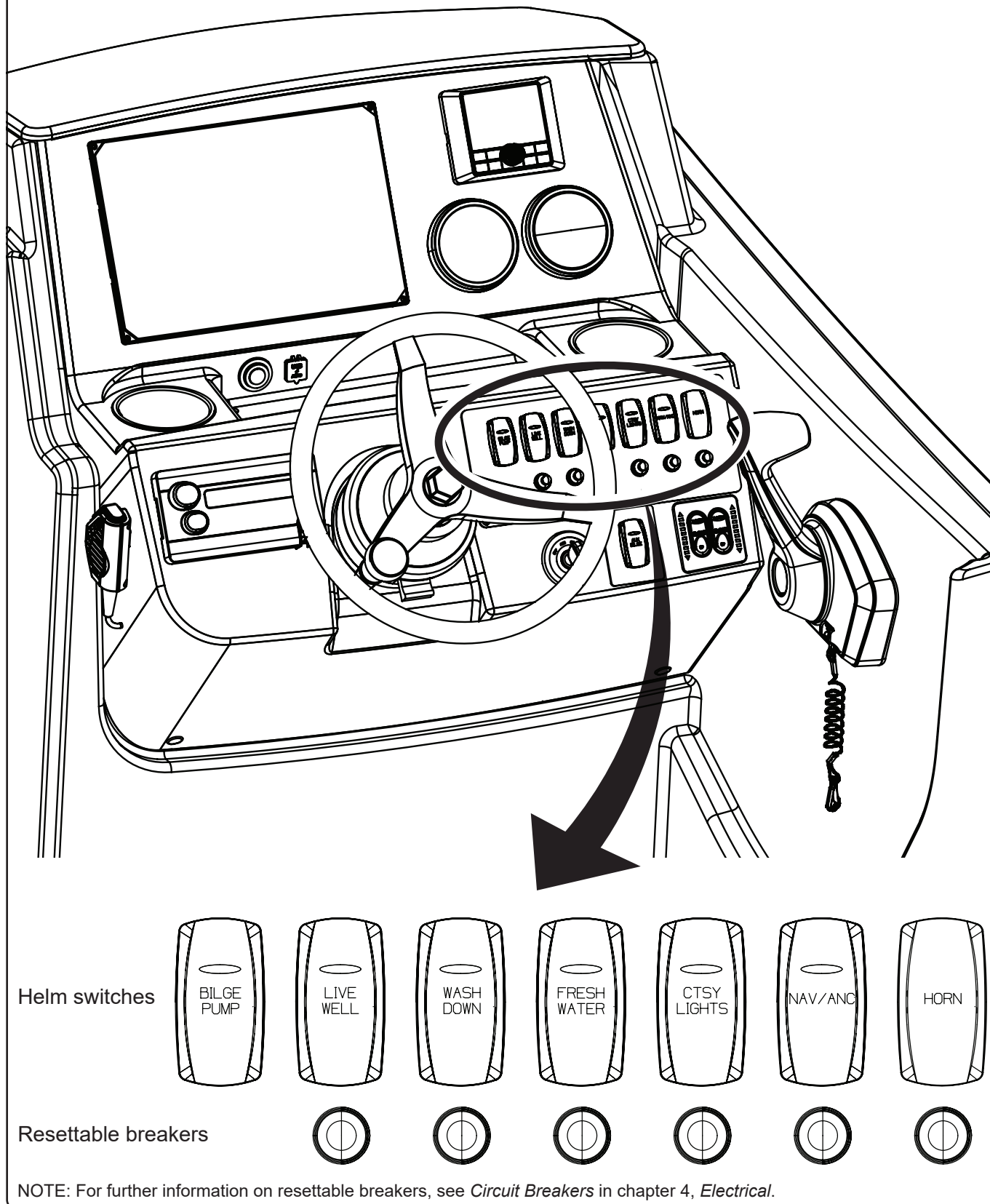
- 1 Helm display (option)
- 2 Speedometer
- 3 Tachometer
- 4 Trim tab panel (option)
- 5 Engine emergency stop switch
- 6 Lanyard
- 7 Throttle and shift control
- 8 Compass

- 9 Stereo (option)
- 10 VHF radio handset (option)
- 11 VHF radio (option)
- 12 USB audio (option)
- 13 12V receptacle
- 14 Ignition
- 15 Auxiliary bilge switch (option)

Features

Helm Switch Panel

Figure 2.15.1



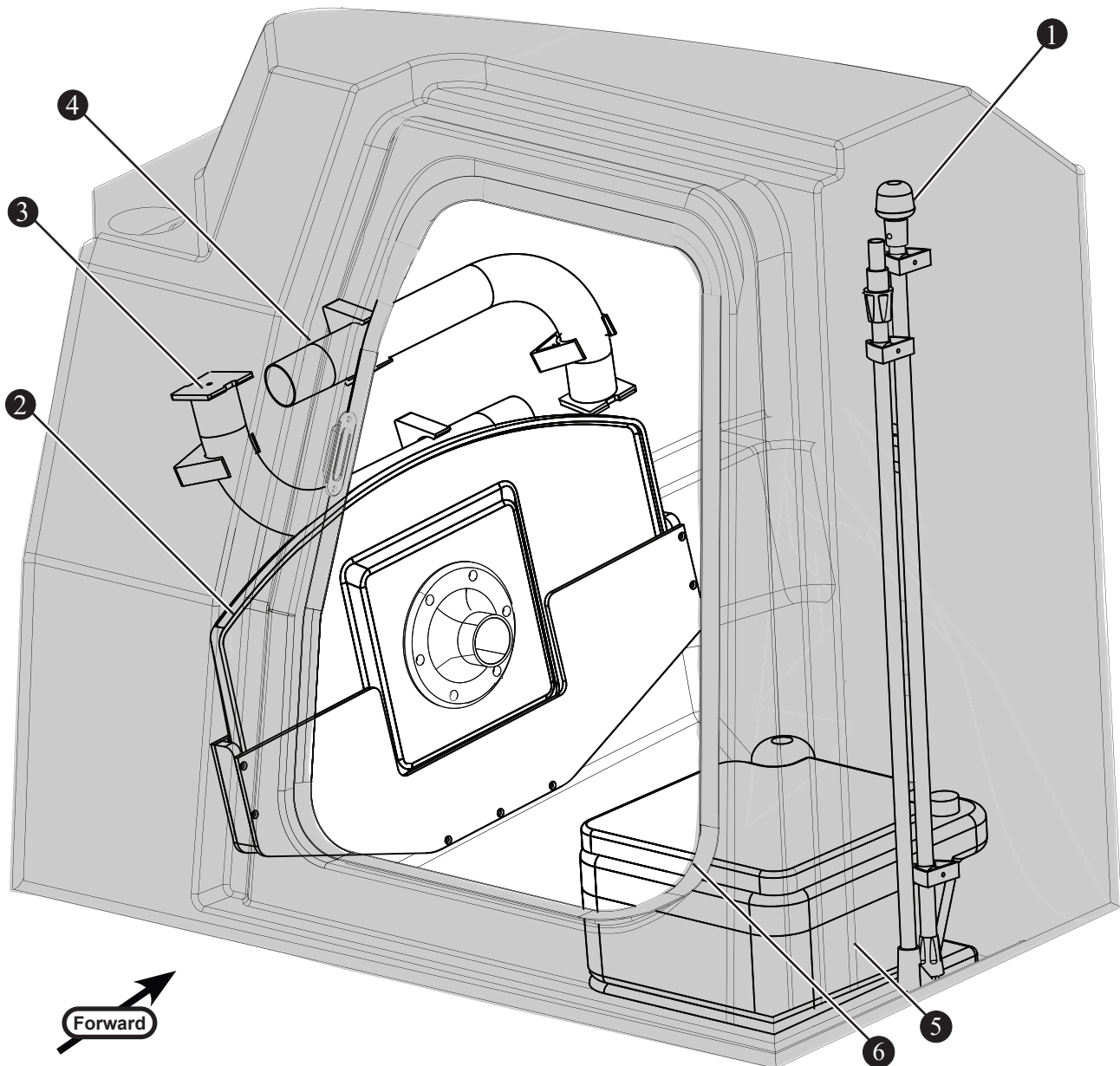
Features

Head

The head (see Figure 2.16.1) has dedicated storage brackets for the pole navigation light. Dedicated storage for the following options, if equipped, can also be found in the head: the stern table and support, and the bow table support. The bow table's storage location is in the lowered position at the bow.

For further toilet information, see the *Waste System* section in the *Systems Overview and Operation* chapter.

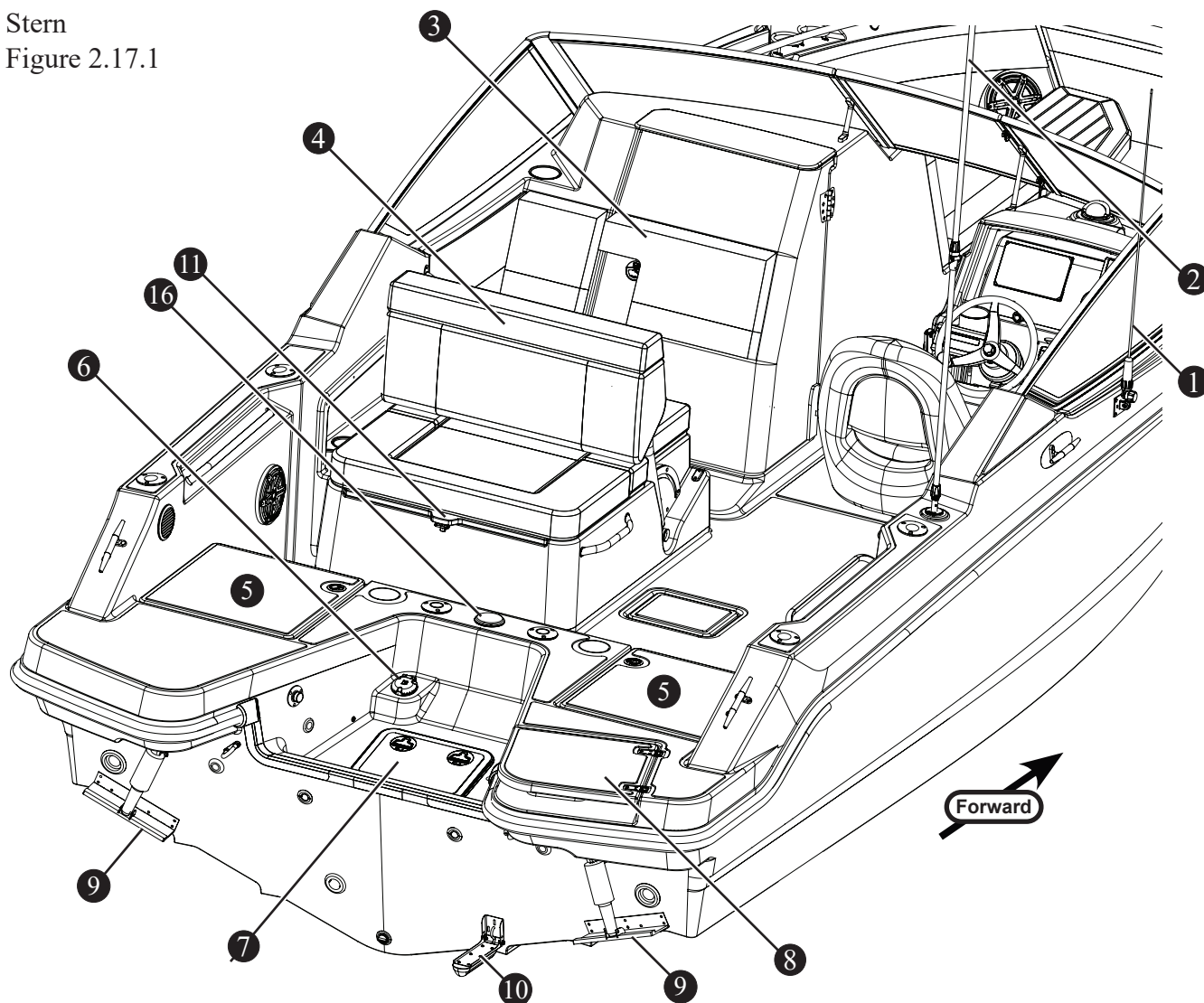
Head Equipment
Figure 2.16.1



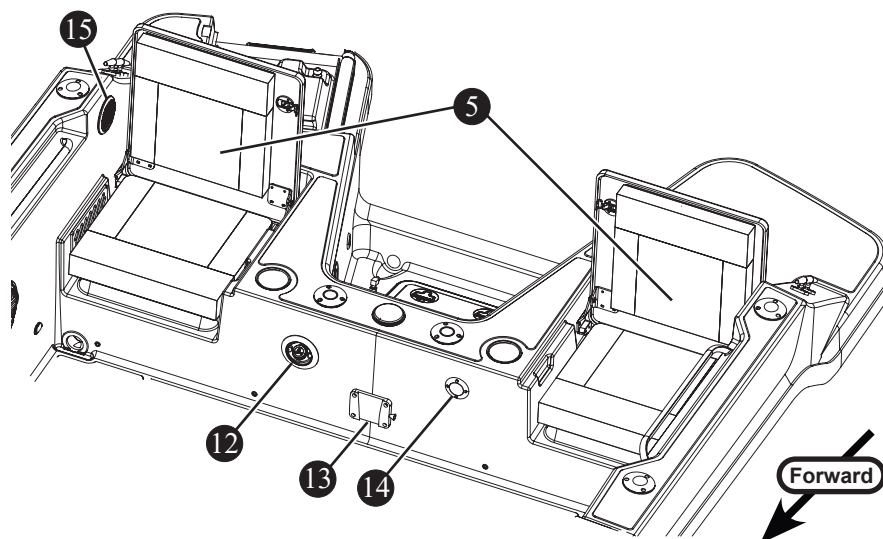
- | | | |
|-----------------------------------|--|---------------------------------|
| 1 Pole navigation light & bracket | 3 Stern table support & bracket (option) | 5 Portable toilet (option) |
| 2 Stern table & holder (option) | 4 Bow table support (option) | 6 Head opening (door not shown) |

Features

Stern
Figure 2.17.1



- 1 VHF radio antenna (option)
- 2 Navigation/anchor light
- 3 Head
- 4 Convertible seat
- 5 Flip-up seat/fishing platform
- 6 Fuel fill
- 7 Motorwell access hatch
- 8 Swim ladder
- 9 Trim tab (option)
- 10 Transducer (option)
- 11 Livewell (option) or storage
- 12 Freshwater shower (option)
- 13 Stern table bracket (option)
- 14 Fire port (CE only)
- 15 Bilge vent (CE only)
- 16 Ski tow pylon slot (option)



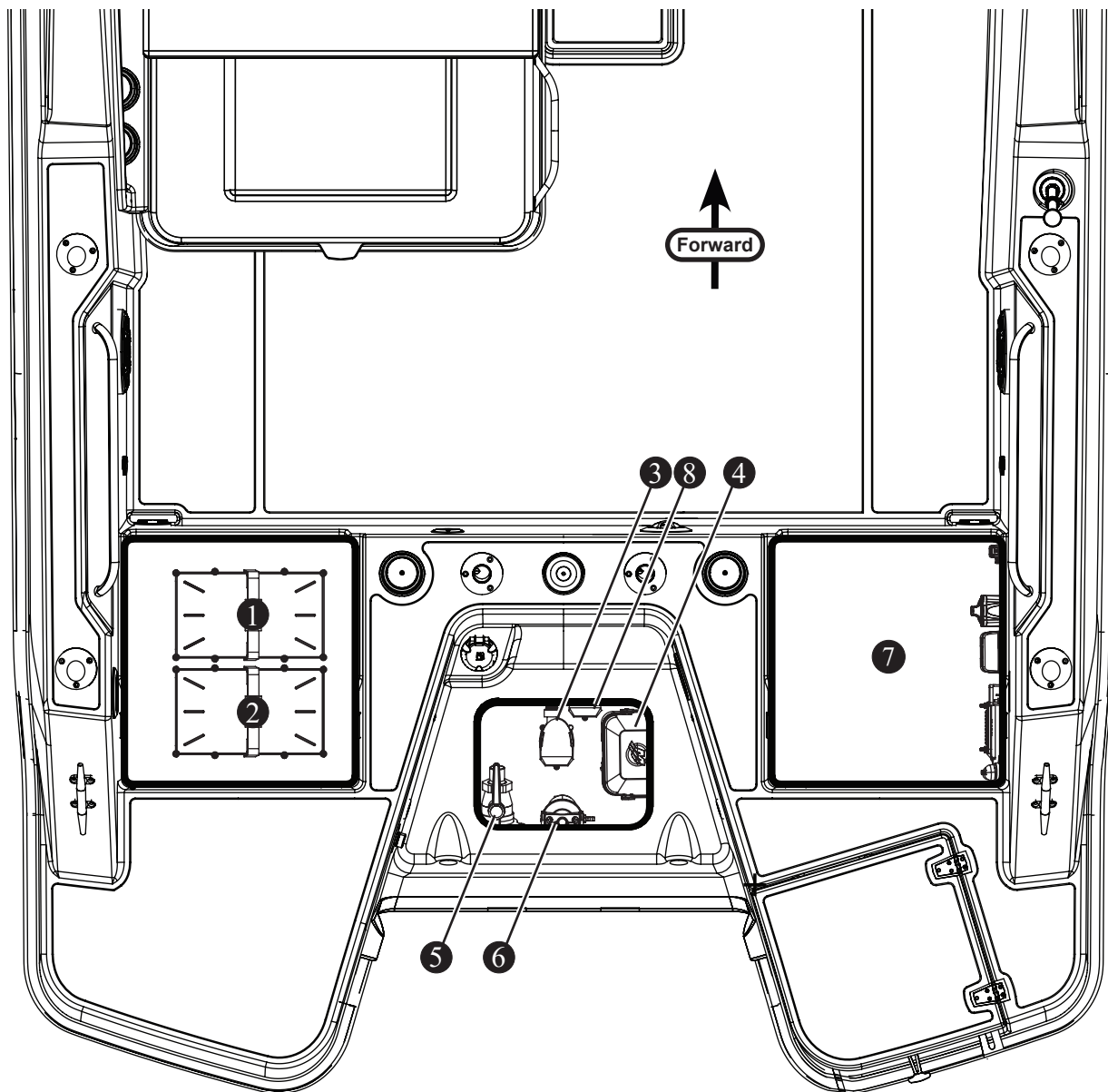
Features

Stern Access Hatches

At the stern of the boat are three access hatches, two underneath the flip-up seats, and one in the motorwell (see Figure 2.18.1). For further information on electrical equipment located under the starboard flip-up seat's access hatch, see the *Electrical Equipment Access* section in the *Electrical* chapter.

Stern

Figure 2.18.1

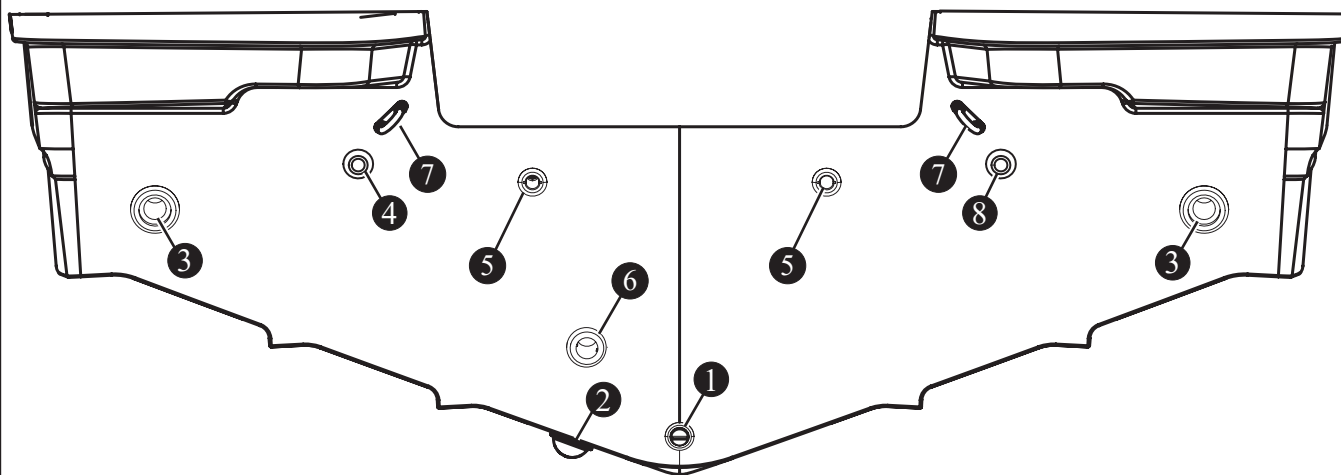


- | | |
|-----------------------|---------------------------------------|
| 1 House battery | 5 Livewell drain seacock |
| 2 Engine battery | 6 Fuel filter |
| 3 Bilge pump | 7 Starboard flip-up seat access hatch |
| 4 Power steering pump | 8 Bilge pump (CE only) |

NOTE: Hatches not shown.

Features

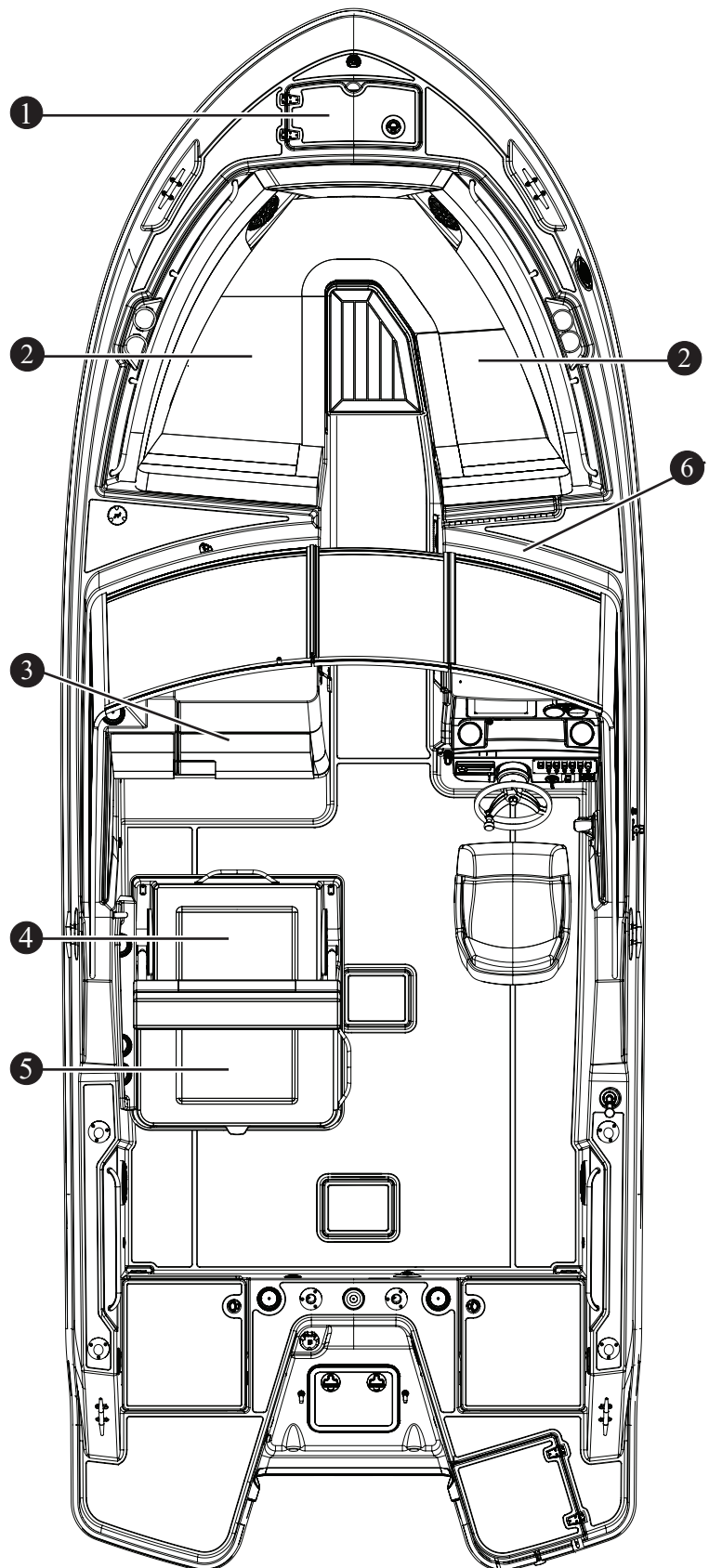
Transom
Figure 2.19.1



- | | |
|-----------------------------|----------------------------------|
| 1 Drain plug | 5 Motorwell drain |
| 2 Raw water pickup (option) | 6 Cooler/livewell drain (option) |
| 3 Deck drain | 7 Stern eye |
| 4 Bilge drain | 8 CE bilge pump drain (option) |

Features

Storage Areas
Figure 2.20.1



- 1 Anchor locker
- 2 Bow storage locker
- 3 Head
- 4 Convertible storage locker
- 5 Livewell/cooler (option)
- 6 Console storage

Learn Safe Boating

Boating requires considerably greater skills than operating a land vehicle. The boat operator should know boating safety, safe navigation, and safe boat operating procedures. Taking a boating course is the best way to prepare for a safe and enjoyable experience on the water. For further information see *Boating Courses* in the *Introduction* section.

Throttle and Shift 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 transom.

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 to avoid possible ejection due to boat spinout. Do not attempt to turn boat when engine is trimmed extremely down, under or in.

⚠ CAUTION

Never start or operate engine(s) (even momentarily) without water circulating through all cooling water intake holes in engine gear case to prevent damage to the water pump (running dry) or cause engine overheating.

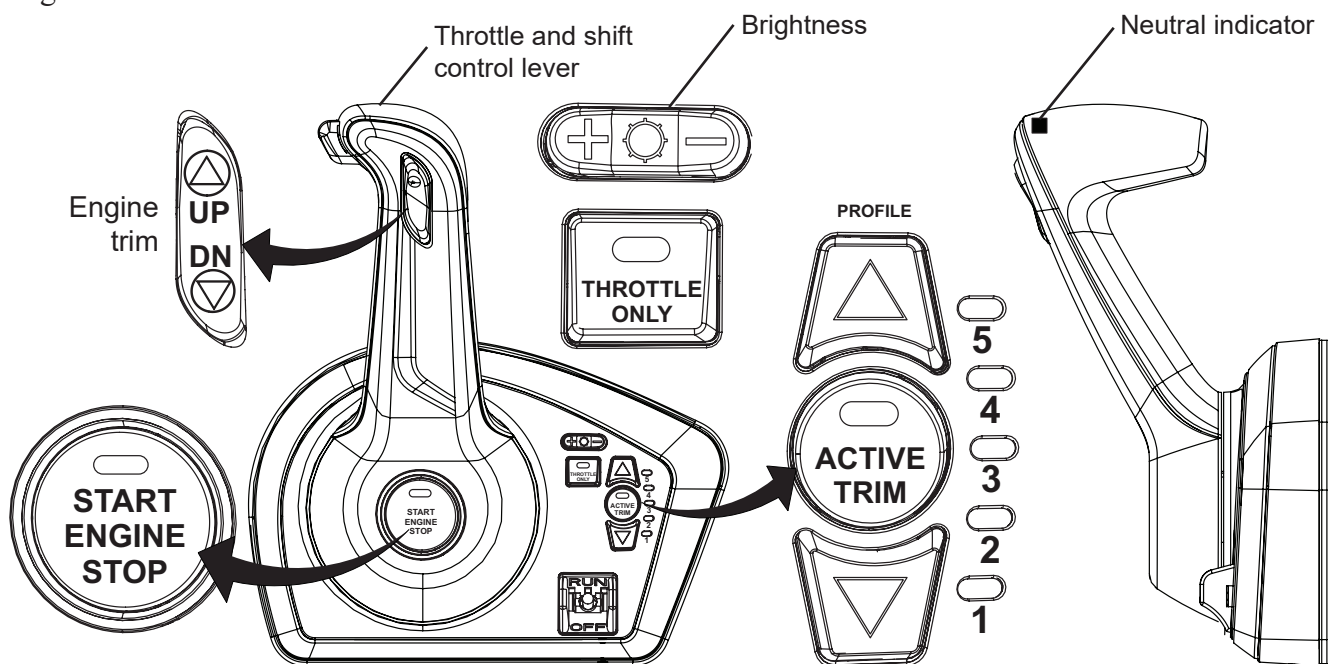
NOTICE

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

The throttle and shift control is used to manage both the shifting mechanism and the throttle (see Figure 3.1.1). This control regulates engine RPMs, which controls the speed of the boat. Moving the lever forward shifts the engine into forward gear. Continuing to move the lever forward progressively increases the forward speed of the boat. Moving the lever backwards shifts the engine into reverse gear, and continuing to move the lever back progressively increases the reverse speed of the boat. The lever must be in the neutral position to start the engine. When in neutral, otherwise known as the idle position, the propeller is not engaged. A neutral indicator light is illuminated atop the throttle and shift lever when in neutral.

Throttle and Shift Control

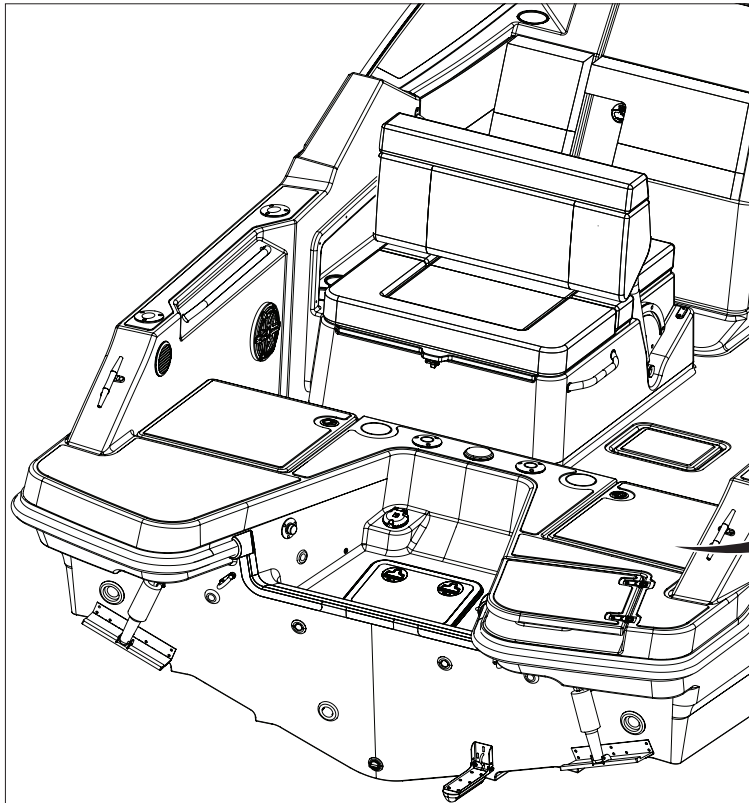
Figure 3.1.1



REFER TO OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Start-up Procedure

Battery Switch
Figure 3.2.1



1. In starboard seat access hatch, rotate the battery switch clockwise to the *ON* position (see Figure 3.2.1).
2. At helm, insert ignition key (see Figure 3.3.1). The *ignition switch* has the following settings:

OFF	No power	ON	Power to engine/instrumentation
ACC	(Disabled)	START	Start engine

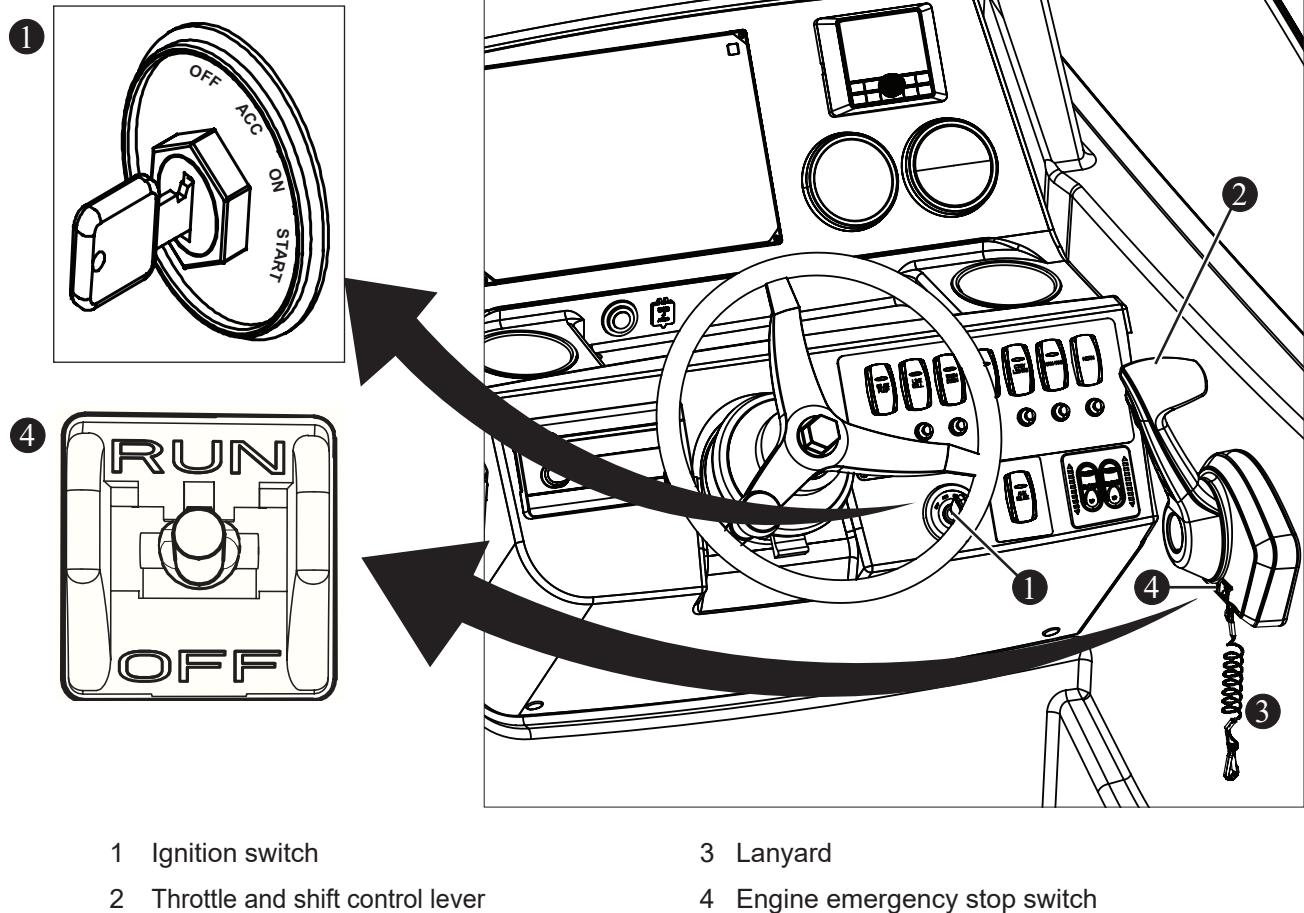
3. Ensure *throttle and shift control lever* is in the neutral position and the *neutral indicator* is illuminated (see Figure 3.1.1).
4. Using the *engine trim UP/DN* switch (see Figure 3.1.1), ensure lower unit of engine is in the water.
5. Insert one end of *lanyard* into *engine emergency stop switch* (see Figure 3.3.1) and attach opposite end to self (operator).
6. There are two ways to start the engine:
 - a. Turn ignition key switch to *START* position and release (see Figure 3.1.1); system automatically cranks engine. If engine fails to start, repeat procedure.
 - b. Press *START/ENGINE STOP* button on throttle and shift control (see Figure 3.1.1); system automatically cranks engine. If engine fails to start, press button again.

Engine Warm Up

The *THROTTLE ONLY* button (see Figure 3.1.1) on the throttle and shift control allows the operator to

Helm

Figure 3.3.1



increase engine RPMs for warm-up without being in gear. To operate:

1. Ensure throttle and shift lever is in neutral.
2. Press *THROTTLE ONLY* button (see Figure 3.1.1).
3. Advance throttle and shift lever to increase engine RPMs and warm engine.

NOTE: RPMs are limited in throttle only mode to prevent engine damage.

4. To disengage, return throttle lever back to neutral position.
5. Press *THROTTLE ONLY* button to turn off.

Shut-down Procedure

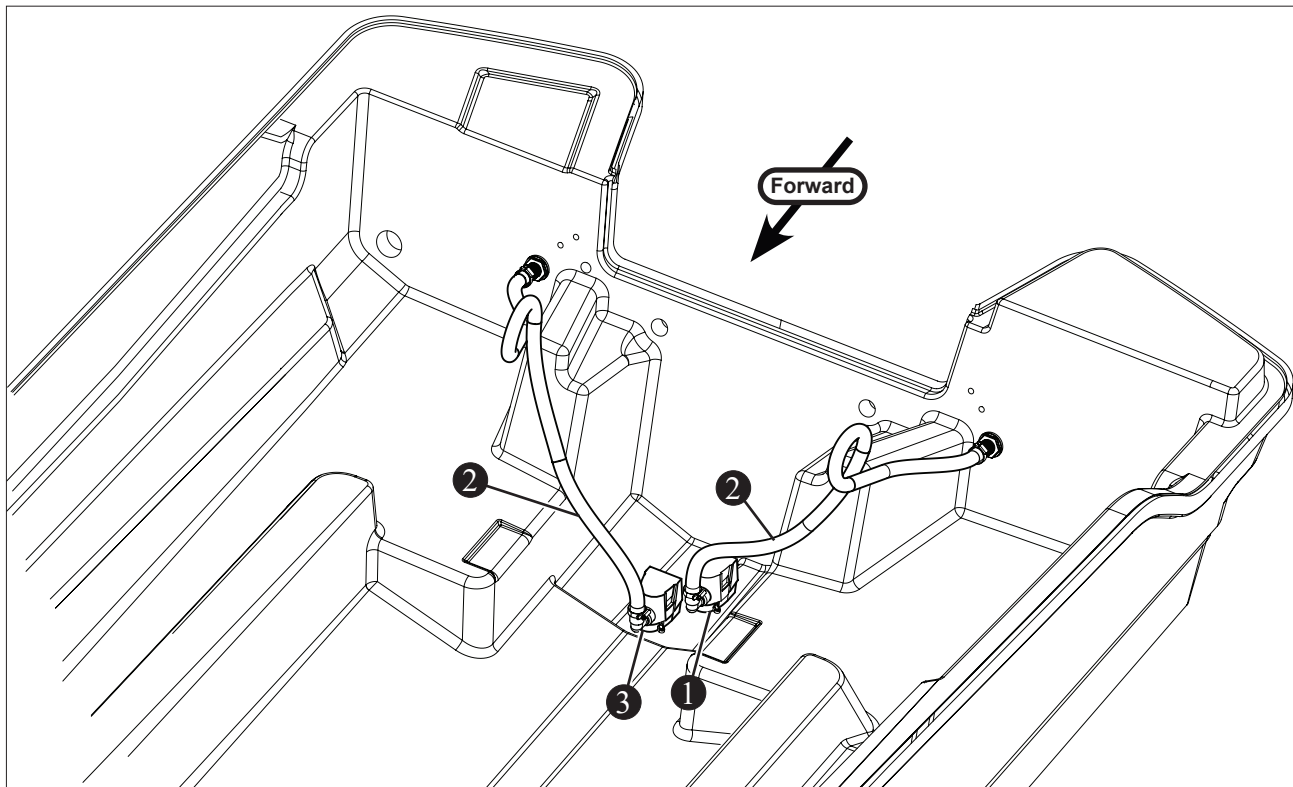
1. Make sure boat is securely moored to dock before shutting down engine.
2. Move throttle and shift lever to the neutral position.
3. Turn ignition key switch to *OFF* position or press *START/ENGINE STOP* button to shut down engine.
4. Before leaving vessel, turn *ignition switch* to the *OFF* position and rotate battery switch counterclockwise to the *OFF* position.

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

Bilge Pump

Located in the motorwell access hatch (see Figure 3.4.1 and Figure 3.4.2), the *bilge pump* is activated automatically by a float switch when water reaches a predetermined level. The bilge pump can also be manually controlled from the helm switch panel. Press bilge pump switch once to turn it on and turn off when done using. For maintenance information refer to chapter 5, *Care and Maintenance*.

Bilge Pump System
Figure 3.4.1

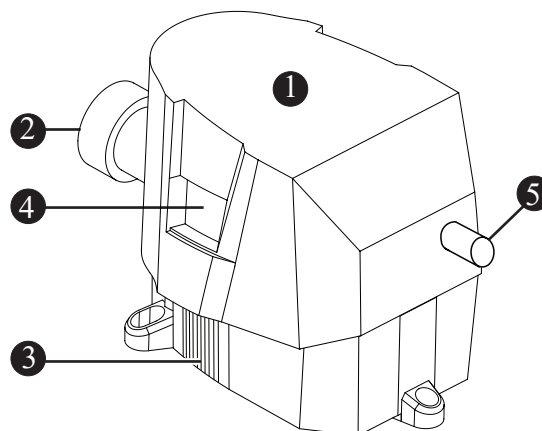


1 Bilge pump

3 Auxiliary bilge pump (CE option)

2 To through hull discharge

Bilge Pump
(FIGURE 3.4.2)



1 Bilge pump

2 Discharge outlet

3 Water intake

4 Locking tab

5 Test knob

NOTICE

If helm's bilge pump switch is set to the on position it operates continuously and discharges the battery. Keep bilge pump's water intake clear of debris to prevent continuous operation and battery discharge.

Fuel and Oil Spills

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 properly ashore. If a large quantity of fuel or oil is in the bilge, contact a Boston Whaler dealer to remove it. Never pump contaminated bilge discharge overboard.

Fuel System

DANGER

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

Check for leaks in tubing, connections and hoses. Avoid all forms of ignition when the fuel fumes are noticed.

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

CAUTION

Fuel spills can be dangerous and can subject offenders to severe penalties.

Leaking fuel is a fire and explosion hazard; inspect system regularly. Examine fuel tanks and exposed lines for leaks and corrosion.

CAUTION

Use of improper fuel can seriously damage engine and voids the warranty. Follow engine manufacturer's recommendations regarding the types of fuel and oil to use.

WARNING

Fuel system on this vessel complies with all applicable ABYC standards. Fueling station pump flow rates exceeding 18 gallons (68 liters) per minute may damage system components and cause fuel leakage into the vessel.

WARNING

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

WARNING

Use of a portable fuel container to fill fuel tank can result in overfilling and circumvent the safety features designed into fuel tank.

NOTICE

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

NOTICE

Record this vessel's fuel capacity and consumption. Drastic changes in consumption and mileage may indicate a problem.

The fuel system (see Figure 3.6.1) is designed to meet EPA regulations using certified components to limit fuel vapor emissions. The fuel system has the following features:

- Automotive style refueling, nozzle shut-off, fuel nozzle retention. System sends a signal to the pump to shut off before there is any spit-back or well-back through the fill opening.
- Overfill protection reduces the possibility of accidental fuel spills.
- Reduced hydrocarbon emissions via a permanently attached cap with a positive closure mechanism that features an audible click, to inform the operator when it is sealed.

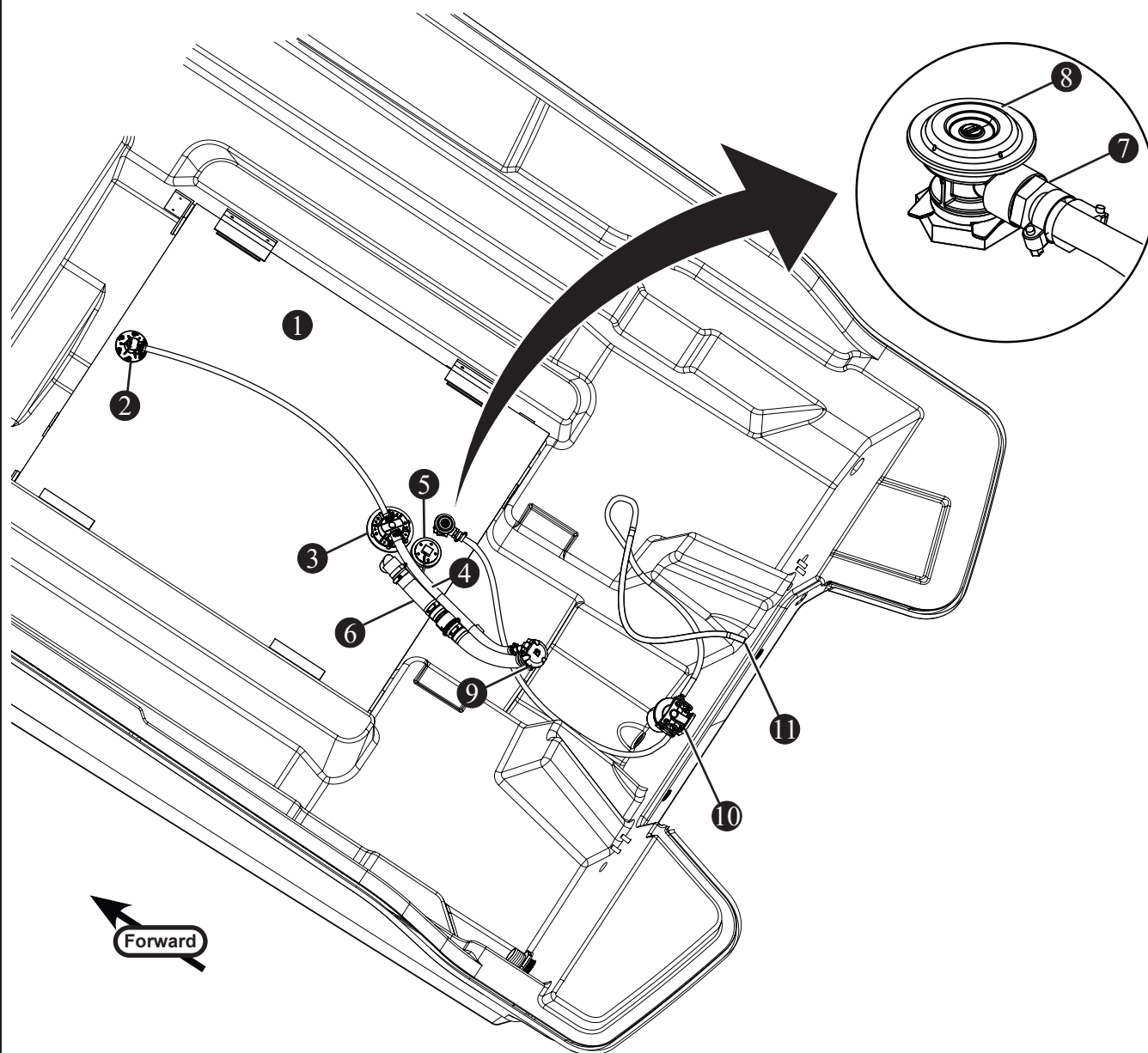
Fuel Tank

The fuel tank (see Figure 3.6.1) has a usable fuel capacity of 80 gallons (303 liters). Review and understand all fuel related information and warnings in the owner's packet and the included safety inserts. The engine can stall due to fuel starvation or by allowing sediment to enter the fuel line. Monitor fuel level often.

Fuel Vent

The fuel tank vent is integrated into the fuel fill deck fitting. The VaporTec fuel pressure management system (fuel fill deck fitting, integrated check valve, fill limit vent valve, and grade valve) ensures that the fuel system maintains proper vapor pressure, which, if unchecked, can seriously damage a boat or engine. The vent serves as an over pressure/vacuum release with anti-surge and flame/spark arresting protection. Grade valves have been added to the tank to allow proper ventilation when the boat is stored, or trailered, on a moderate incline, without fuel seepage.

Fuel System
Figure 3.6.1



- | | |
|--------------------------|---------------------|
| 1 Fuel tank | 7 Anti-siphon valve |
| 2 Grade valve | 8 Fuel demand valve |
| 3 Fill level vent valve | 9 Fill cap |
| 4 Fuel vent hose | 10 Fuel filter |
| 5 Fuel tank level sensor | 11 Engine fuel feed |
| 6 Fuel fill hose | |

Fuel Distribution System

Fuel is delivered to the engine through the fuel valve, anti-siphon valve (ASV) and the fuel line. The fuel valve prevents built up tank pressure from being transferred to the engine while still allowing fuel to flow. The *anti-siphon valve* is a safety feature designed to prevent 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.

Filling the Tank

The fuel system is designed to automatically shut off the fuel nozzle when the tank is full. Attempting to fill the tank past this point may cause some components to malfunction.

Static Electricity

Static electricity can ignite gasoline vapors. Use extreme caution when fueling from a source other than marinas and gas stations. This vessel's bonding system protects it from creating and discharging static electricity. Keep vessel in contact with the water or a land-based grounding system. To reduce static electricity while refueling:

- Never fuel boat in unsafe conditions such as suspended on a sling or in a situation that increases the likelihood of static discharge.
- 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 tank.
- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well lit areas.
- Always keep fuel nozzle in contact with edge of the fuel tank opening when filling.
- Ventilate areas where gasoline vapors could collect before starting the engine.
- Wipe up any spillage completely and dispose of rags or waste on shore.

- Secure the *fill cap* tightly.
- Never use homemade containers to fill tanks.
- Portable tanks should only be filled while on shore, never on board the boat.

Ethanol Blended Fuels

NOTICE

Use of improper gasoline or additives can damage fuel system and is considered misuse of the system. Damaged caused by improper gasoline or additives is not covered under warranty.

⚠ CAUTION

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

Ethanol's high-octane rating may be useful in increasing the octane level of unleaded gasoline. The fuel system components of Mercury engines have been tested to perform with a 10 percent maximum level of ethanol-blended gasoline. Special precautions should be considered with the use of fuel containing ethanol in the fuel system. Fuels with ethanol can attack some fuel system components, such as tanks and lines, if they are not constructed from ethanol compatible materials. This can lead to operational problems or safety issues such as clogged filters, leaks or engine damage.

This vessel was manufactured and shipped from the factory with ethanol compatible materials. Before introducing gasoline with ethanol into the fuel tank, ask the dealer if any components have been added or replaced that are not recommended by Boston Whaler, Mercury, or may not be ethanol compatible. It is best to maintain a full tank of fuel when the vessel is not in use. This will reduce air flow in and out of the tank due to changes in temperature as well as limiting ethanol exposure to humidity and condensation in the tank.

Phase Separation

Humidity and condensation create water in the fuel tank which can adversely 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. There is no practical additive that can prevent or correct phase separation. The only solution is to keep water from accumulating in the tank. If phase separation does occur, drain the fuel, clean and dry the tank completely and refill with fresh fuel.

Fuel/Water Separators

NOTICE

Carry spare filters onboard as contaminated fuel can easily clog a filter.

A fuel water separator (filter) is provided for the engine. The addition of another in-line filter to the system may create a possible flow restriction that can starve the engine of fuel.

Carry extra engine filters in case filter plugging from debris in the fuel tank becomes a problem during boating. Consult a Boston Whaler dealer for recommendations regarding filters that meet Mercury's specifications.

For maintenance information refer to chapter 5, *Care and Maintenance*.

Fuel and Boat Storage

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for a period of two months or more, it is best to completely remove all fuel from the tank. If not possible, fill tank and add fuel stabilizer per manufacturer's instructions. Maintaining a partially full tank during storage is not recommended because the void above the fuel allows air movement that can introduce water through condensation.

VesselView Mobile (Option)

If equipped, VesselView allows the operator to receive critical operational information using the

VesselView cell-phone app. The VesselView system continuously monitors and reports information ranging from basic operating data to detailed vessel environment information. It also includes:

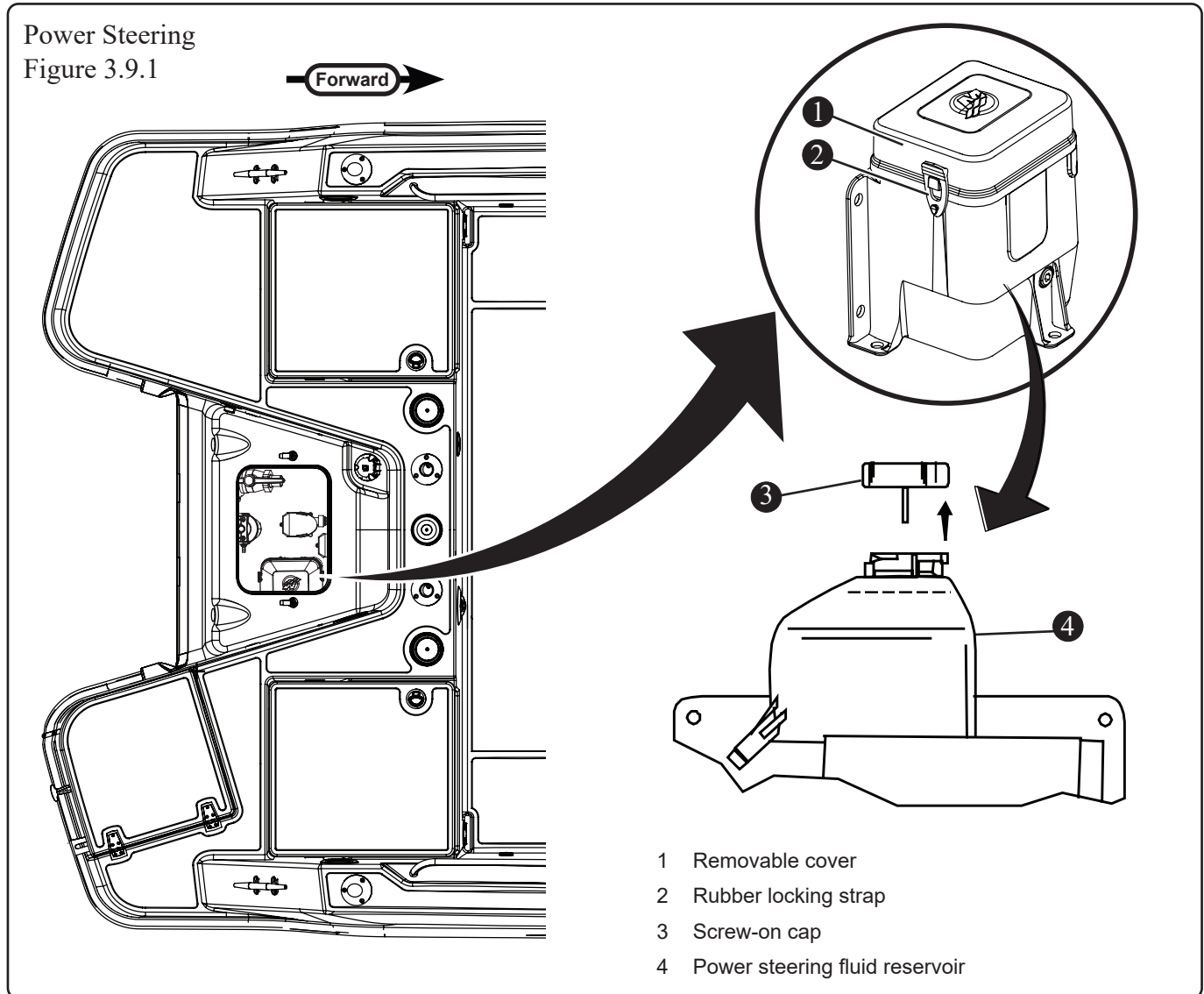
- Maintenance reminders
- Mapping
- Performance summary
- Fault code diagnostics

REFER TO OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Power Steering

The engine is rotated to steer the boat using hydraulic power steering. The *power steering fluid reservoir* is located under the motorwell access hatch (see Figure 3.9.1). Check the power steering fluid level before each trip. Use only SAE 0W-30 synthetic power steering fluid.

For maintenance information refer to chapter 5, *Care and Maintenance*.



Active Trim

Active Trim is a GPS, speed-based engine trim system that adjusts engine trim based on changes in boat speed and maneuvers to improve performance, fuel economy, and ease of operation. Active Trim switches, located on the side of the throttle and shift control, have several selectable trim profiles that allow the operator to compensate for changes in boat load, operator preference, and weather conditions.

NOTICE

Boats can be operated in a manner and speed resulting in trim angles that cause visibility to be obscured. Motor trim, hull trim plane, and speed are factors that affect a boat's trim angle.

REFER TO OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Trim Tabs (Option)

ATTENTION

Visibility from helm may be limited. Use of trim tabs may be necessary to maintain adequate visibility in some running conditions. Avoid serious injury or death from collisions. Maintain a lookout as required by USCG Navigation Rules.

Trim tabs (see Figure 3.10.1) assist with leveling the vessel when there is uneven weight distribution or strong cross winds. Trim tab use may also increase operator visibility, particularly during initial acceleration. An untrimmed boat reduces fuel economy and increases engine wear.

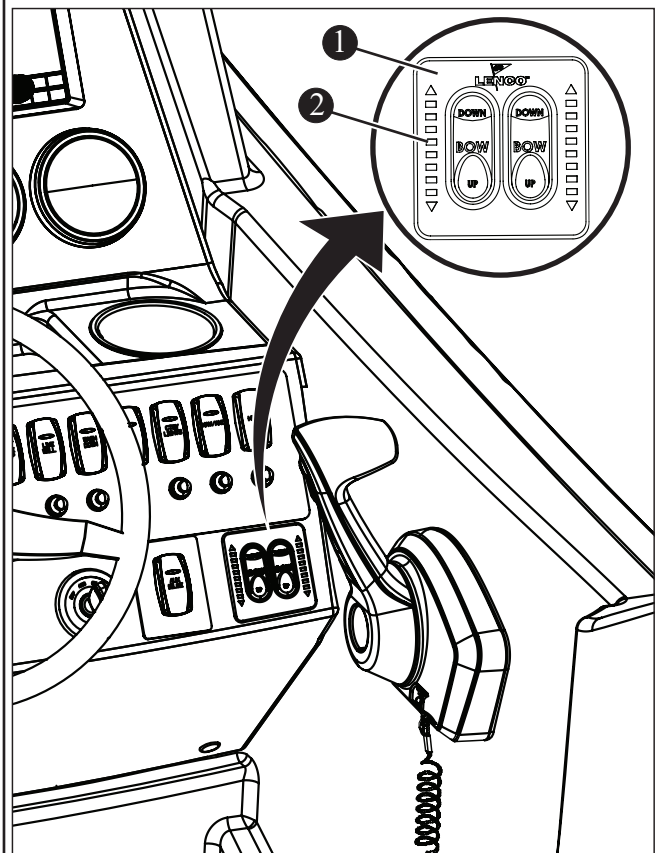
Operation

The trim tabs are controlled by switches located at the helm (see Figure 3.10.2). Press momentarily on the switch to adjust the attitude of the hull. Use the trim tabs to:

- Level the boat fore and aft, port and starboard
- Reduce steering system resistance
- Increase speed
- Reduce strain on the engine.
- Provide a smoother, more stable ride.

For maintenance information refer to chapter 5, *Care and Maintenance*.

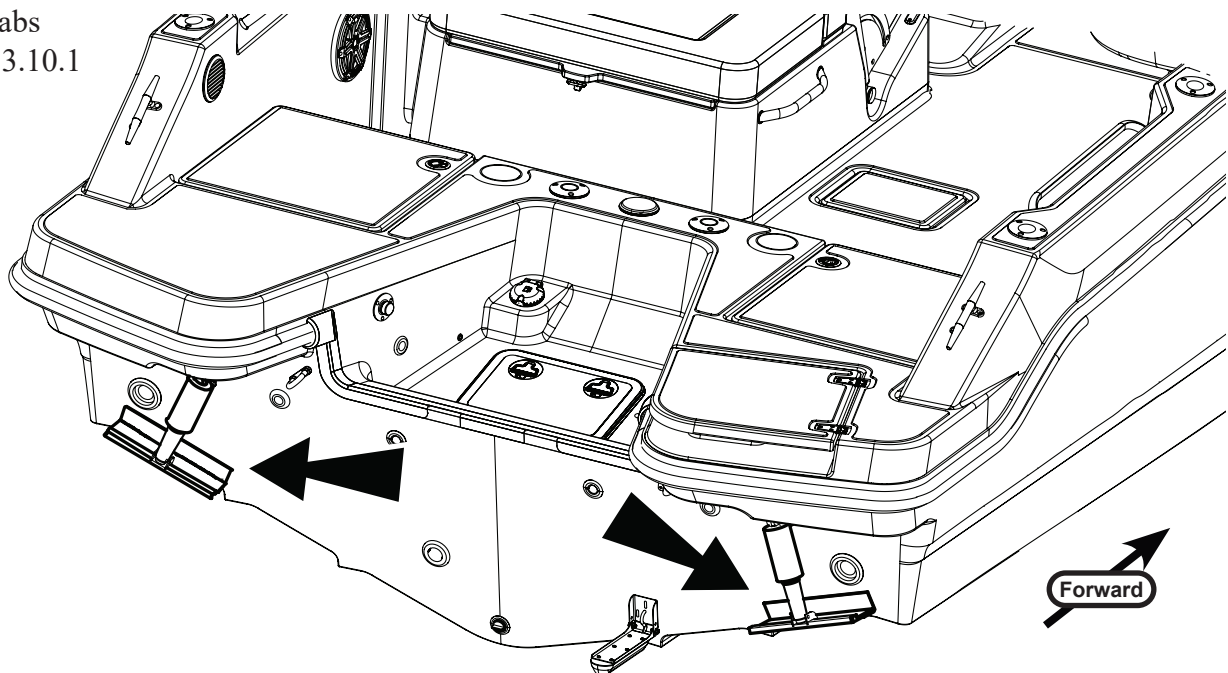
Trim Tab Switches
Figure 3.10.2



1 Switch panel

2 Level indicators

Trim Tabs
Figure 3.10.1



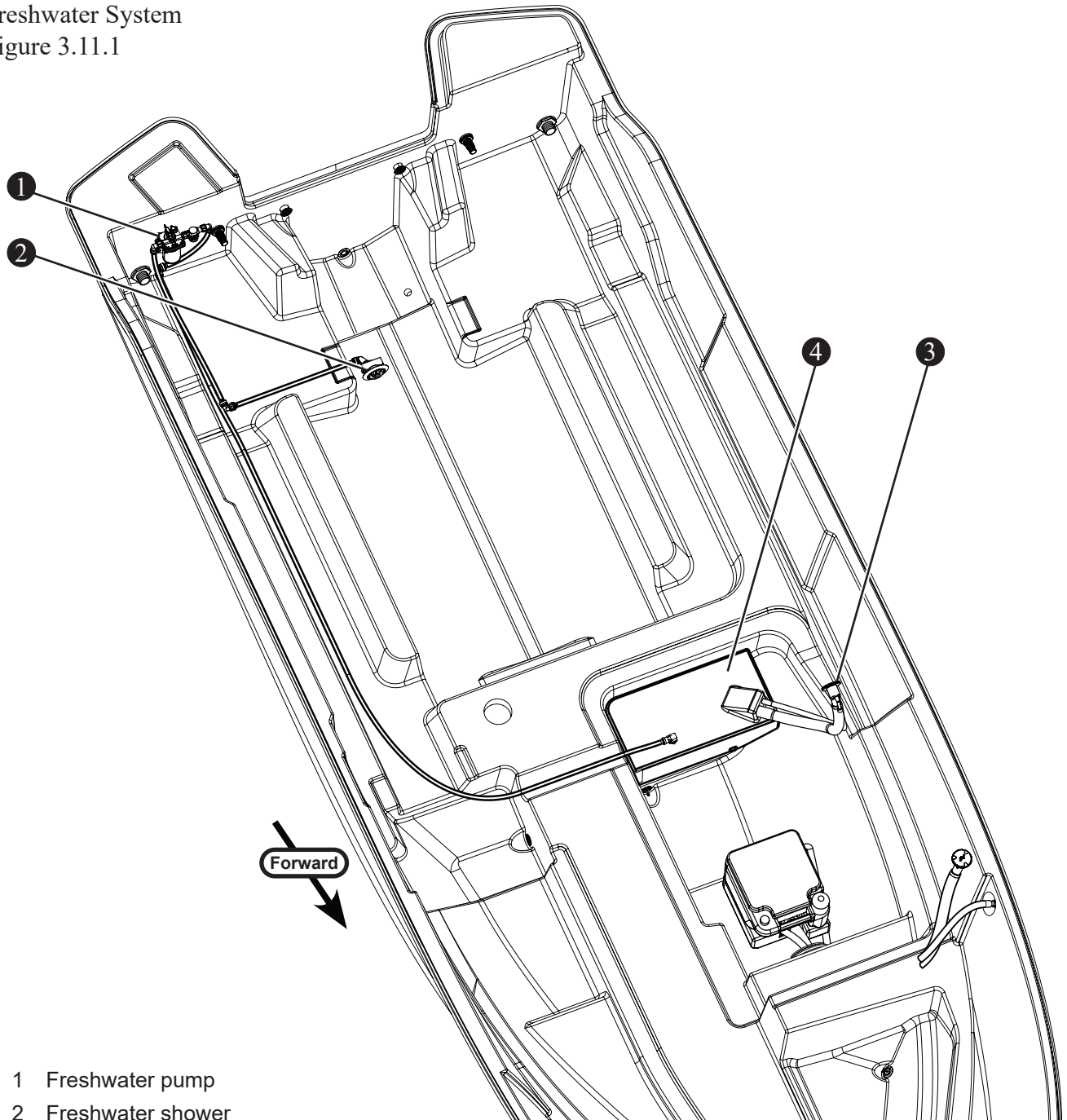
Freshwater System (Option)

The optional freshwater system includes a 9 gallon (34 liter) tank, freshwater shower, fill cap, and pump (see Figure 3.11.1). Use a plastic hose to fill the *freshwater tank*. The *freshwater pump* will not function if the water depth falls below a predetermined level.

NOTICE

Only fill water tank from a source known to provide safe, pure drinking water. If freshwater system is unused for long periods of time or seasonally, disinfect system before using it.

Freshwater System
Figure 3.11.1



- 1 Freshwater pump
- 2 Freshwater shower
- 3 Freshwater fill
- 4 Freshwater tank

Waste System (Option)

The waste system includes a portable toilet, waste pump out, and waste vent (see Figure 3.12.1). The two-piece portable toilet holds freshwater for flushing in the upper half and waste in the lower half. Add fresh water via the *water fill*. Add water to the toilet bowl using the manual water pump. To flush, pull flush lever out.

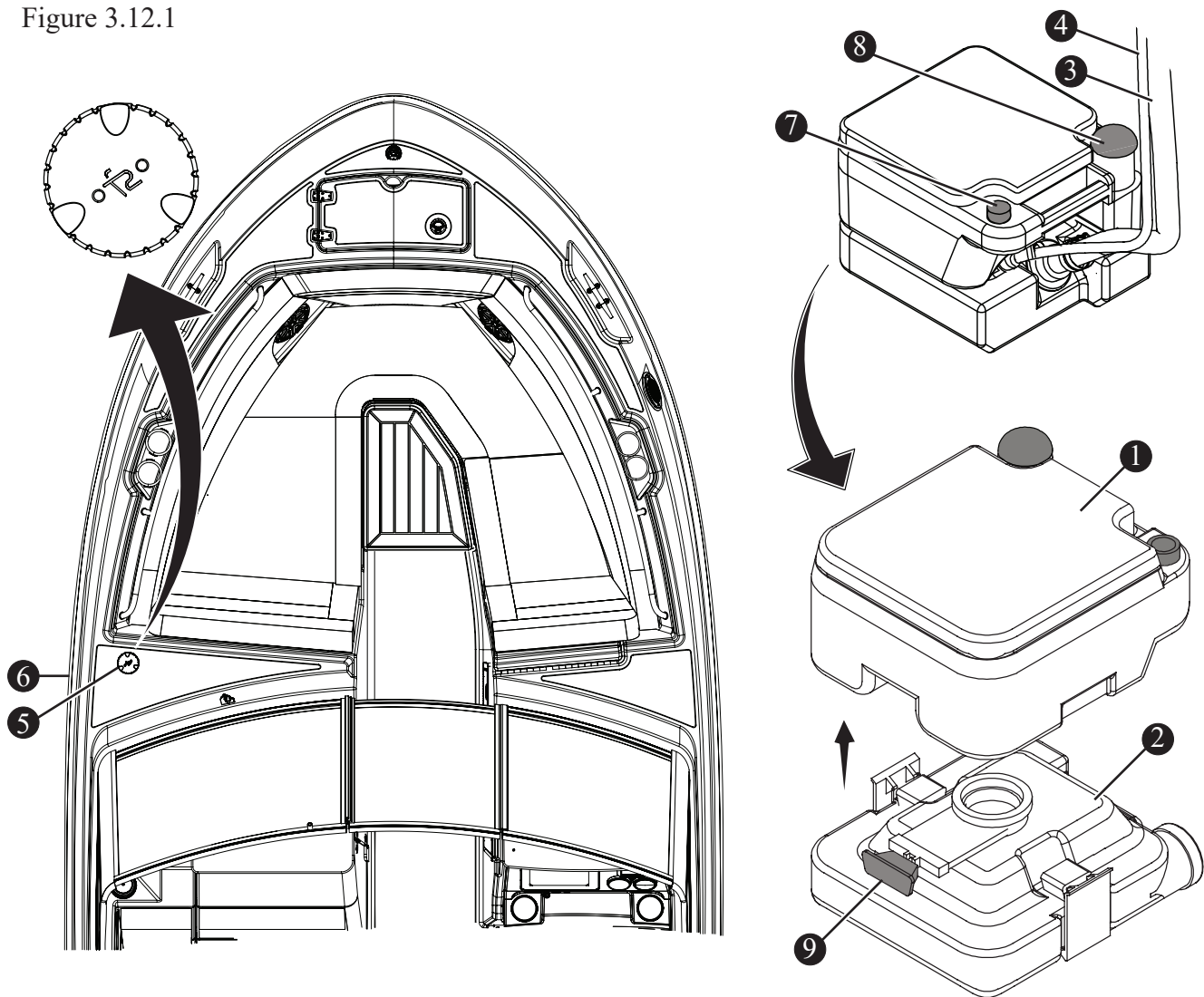
The waste containment tank holds 2.8 gallons. The unit can be manually removed from the boat for emptying. For waste pump out information, see *Waste Pumpout*.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Waste Pumpout (Option)

The *waste pumpout* is located just forward of the windshield (see Figure 3.12.1). Most dockside facilities have equipment to fit this connection. Dockside discharge is always the preferred method of waste disposal.

Portable Toilet System
Figure 3.12.1



1 Portable toilet upper unit

2 Waste containment tank

3 To waste pumpout

4 To waste vent

5 Waste pumpout

6 Waste vent (port side)

7 Water fill

8 Manual water pump

9 Flush lever

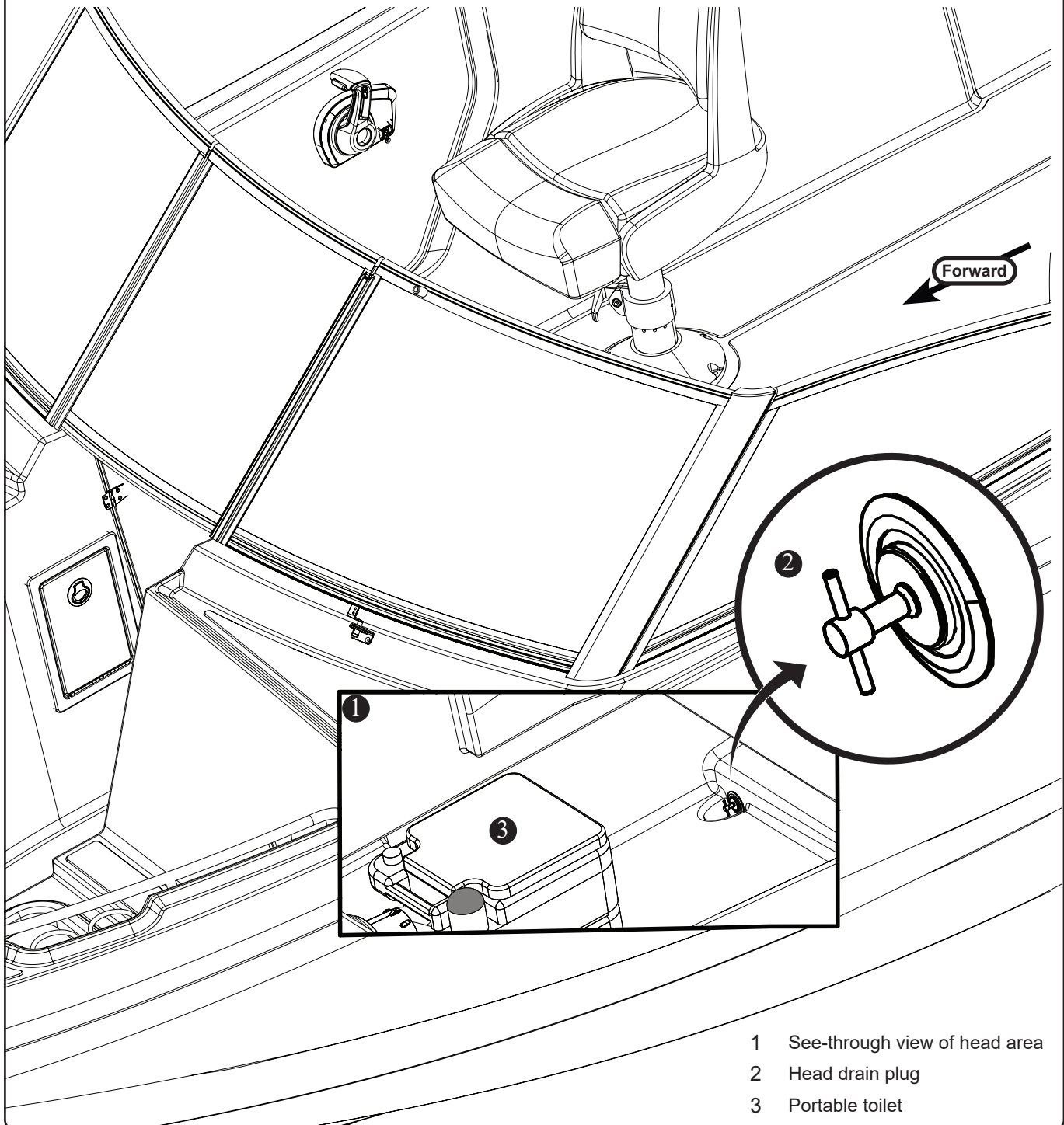
Head Drain Plug

The *head drain plug*, located on the aft floor inside the head (see 3.13.1), prevents fuel vapors from reaching the head compartment. This plug must remain in place at all times unless draining accumulated water.

WARNING

Drain plug must be installed at all times to prevent carbon monoxide and fuel vapors from entering.

Head Drain Plug
Figure 3.13.1



Raw Water System (Option)

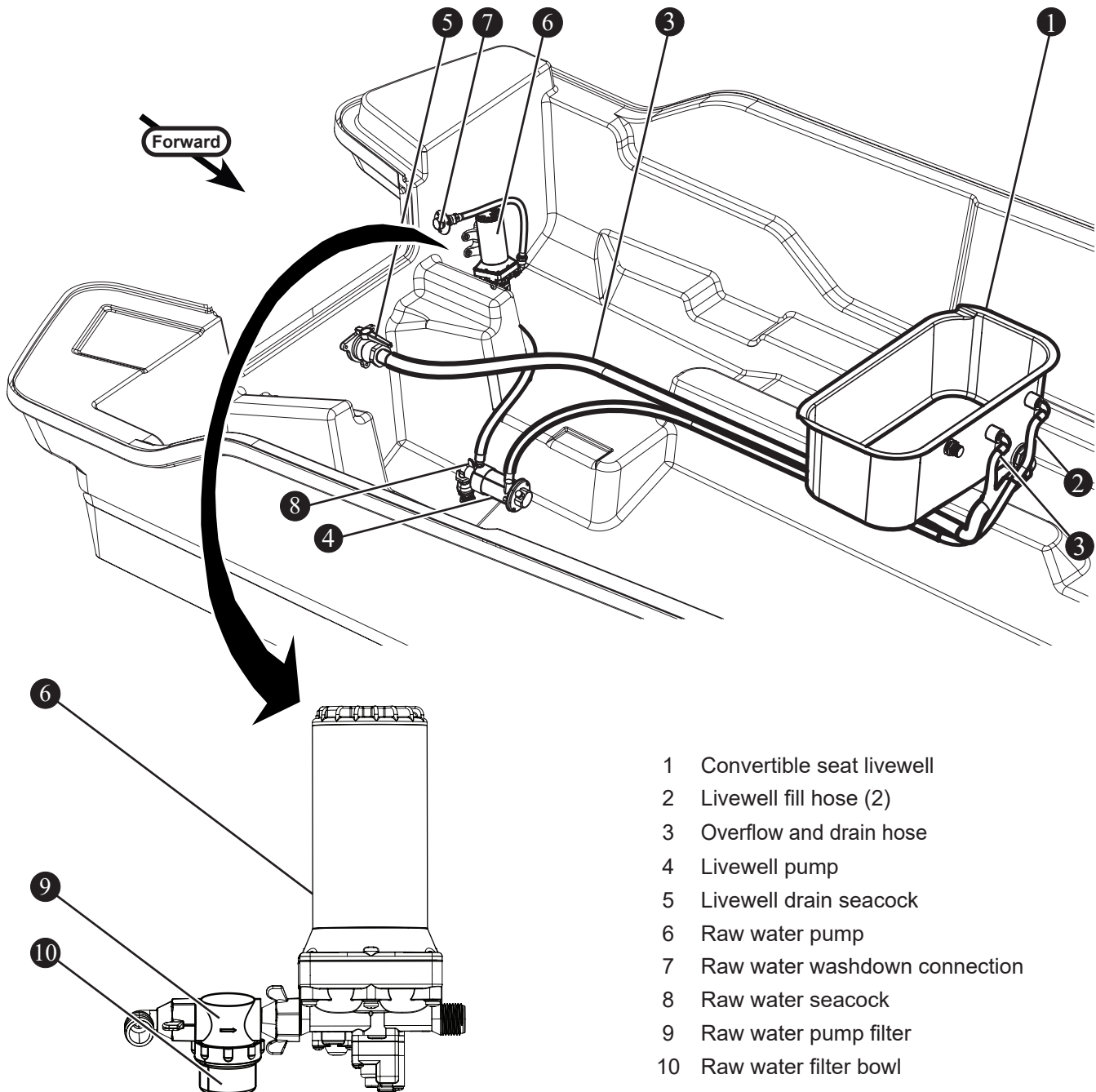
This vessel's raw water system (Figure 3.14.1) has two key features, a livewell for baitfish and a raw water washdown connection for hosing down the self-draining cockpit. This system has two pumps, one for drawing in raw lake/ocean water and the second for pressurizing the raw water washdown. To operate raw water washdown:

1. Open raw water seacock (Figure 3.14.1).

ATTENTION

The seacock must be in open position when livewell and washdown are in use. Running pump dry may damage unit.

Raw Water System
Figure 3.14.1



2. Connect standard garden hose to *raw water washdown connection* (see Figure 3.14.1).
3. Begin pumping raw water by pressing helm's *WASH DOWN* switch.
4. Press the helm's *WASH DOWN* switch to stop water flow.
5. Close seacock when finished using raw water washdown.

Livewell

The standard 18-gallon livewell, located under the aft side of the convertible cockpit seat, keeps baitfish alive by circulating fresh seawater through the tank.

To operate the livewell system:

1. Open *raw water seacock* (Figure 3.14.1).
2. Open *livewell drain seacock* (see Figure 3.14.1).
3. At helm switch panel, press *LIVE WELL* switch.
4. Insert *drain plug* into drain (see Figure 3.15.1).
5. Rotate *flow control valve* counterclockwise to start water flow into livewell (see Figure 3.15.1).
6. Rotate *flow control valve* clockwise to stop water flow (see Figure 3.15.1).
7. Pull *drain plug* to empty livewell.
8. Close seacock and *flow control valve* when finished using livewell.

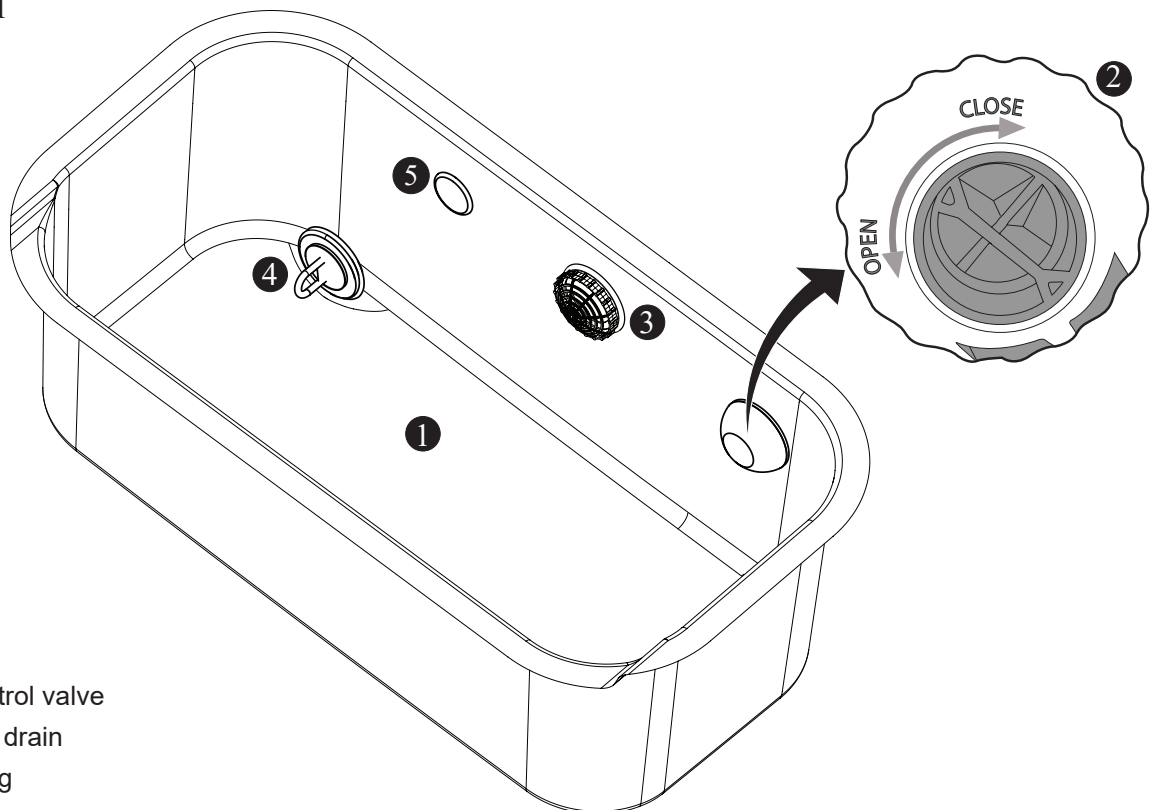
For maintenance information refer to chapter 5, *Care and Maintenance*.

NOTICE

If seacock and flow control valve are left open while vessel is underway, water may enter livewell.

Livewell Tank Equipment

Figure 3.14.1



- 1 Livewell
- 2 Flow control valve
- 3 Overflow drain
- 4 Drain plug
- 5 Light

Environmental Considerations

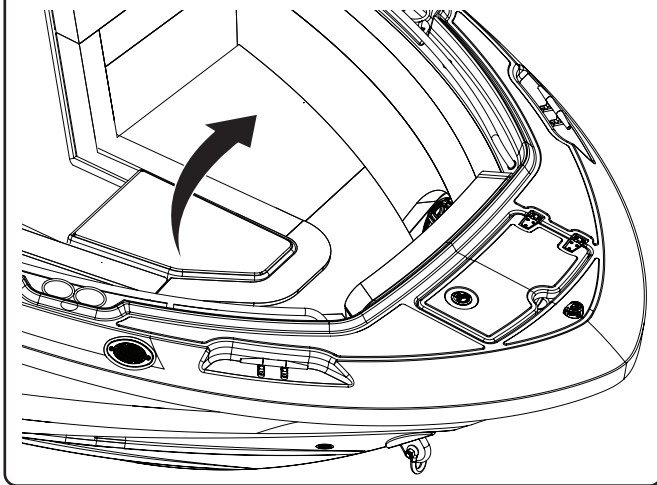
The Environmental Protection Agency (EPA) standards state that in freshwater lakes, reservoirs, impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate traffic subject to this regulation, marine sanitation certified by the United States Coast Guard (U.S.C.G.) installed on vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated or any other waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include: Coastal waters, Estuaries, The Great Lakes and Intercoastal waterways, Freshwater lakes and Impoundments accessible through locks and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR, 140.3).

Bow Table/Lounge (Option)

The bow lounge area can be transformed to include a bow table. To assemble table:

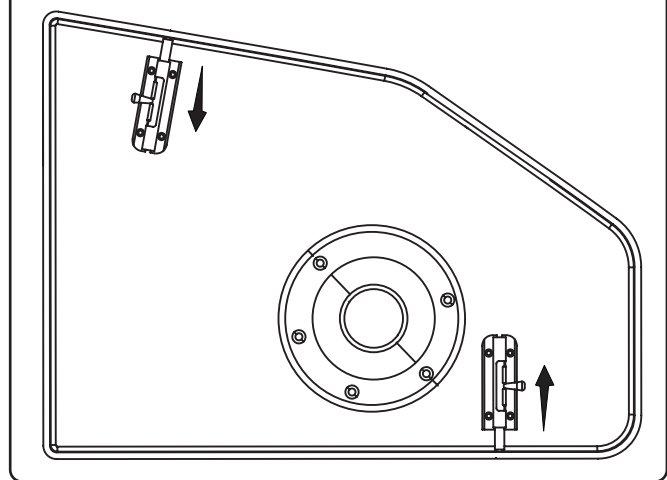
1. Unsnap and remove bow-filler cushion (see Figure 3.16.1).

Bow-filler Cushion
Figure 3.16.1

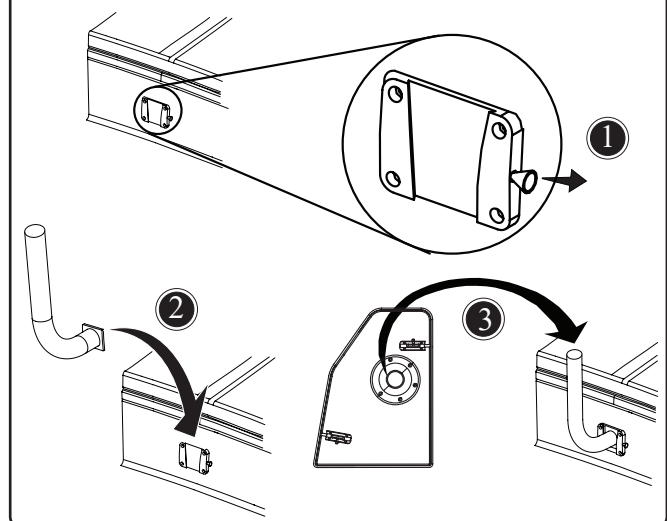


2. From underside of table, unlock two slide locks and set table top aside (see Figure 3.16.2).
3. Retrieve table support post from storage in head.
4. To assemble table, follow steps 1-3 in Figure 3.16.3. Bow table shown fully assembled in Figure 3.17.1.

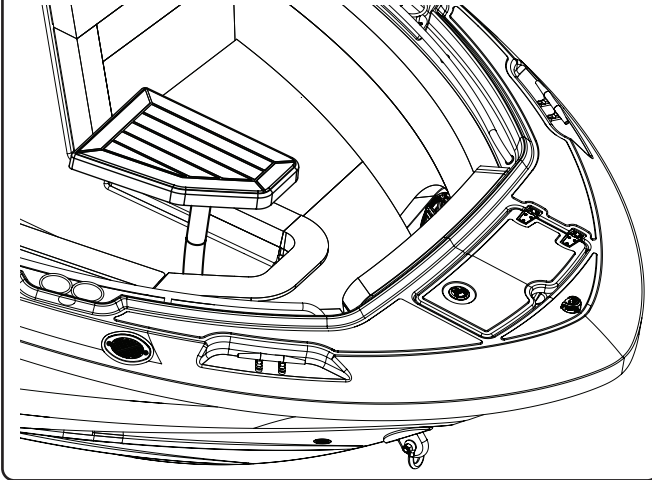
Slide Locks
Figure 3.16.2



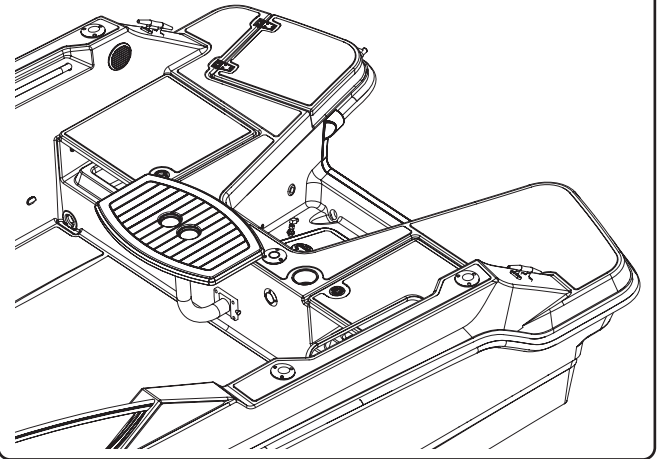
Bow Table
Figure 3.16.3



Bow Table
Figure 3.17.1



Stern Table
Figure 3.17.3

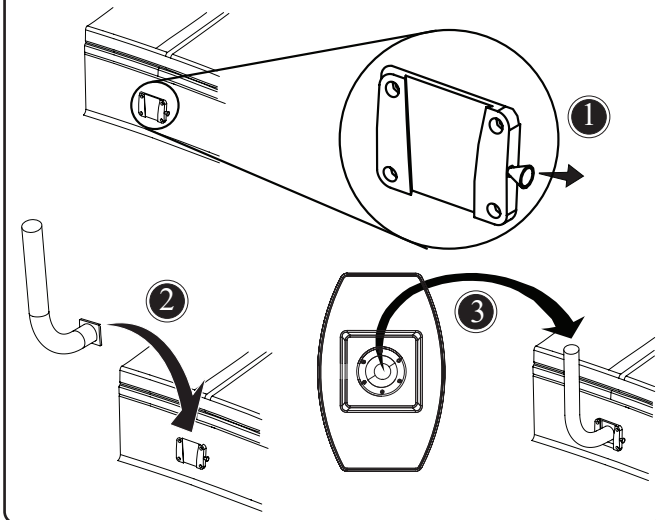


Stern Table (Option)

Assemble the stern table as follows:

1. Retrieve stern table and support post from storage in the head.
2. To assemble table, follow step 1-3 in Figure 3.17.2. Stern table shown fully assembled in Figure 3.16.3.

Stern Table
Figure 3.17.2

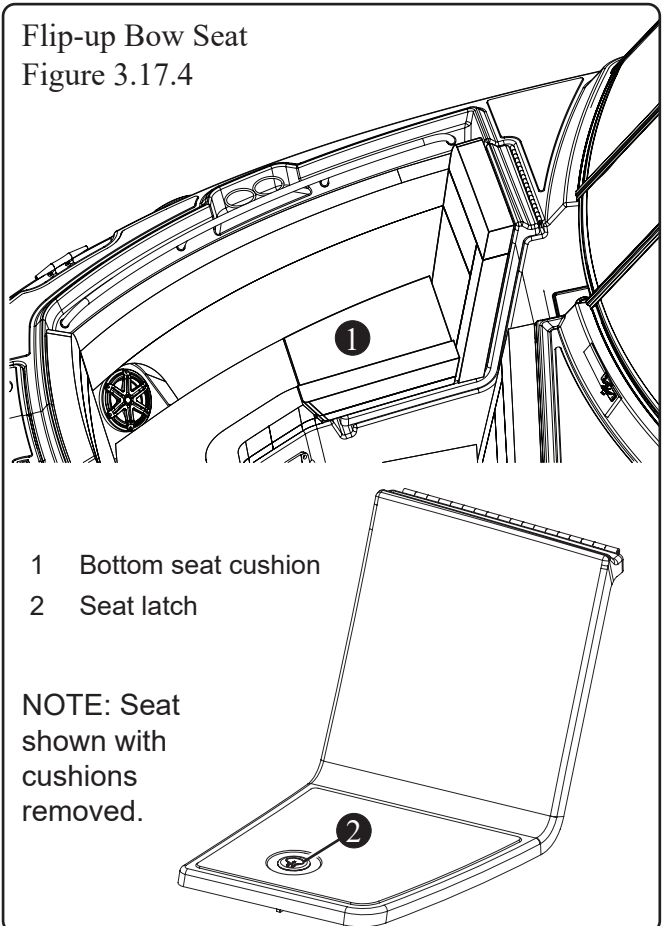


Flip-up Bow Seat

The flip-up bow seat (see Figure 3.17.4) affords access to the console storage area. To operate:

1. Unsnap *bottom seat cushion* (see Figure 3.16.4).
2. Release *seat latch* under cushion; flip seat up.

Flip-up Bow Seat
Figure 3.17.4



Convertible Cockpit Seat

⚠ WARNING

Moving parts can crush or pinch fingers, hands or other body parts. To avoid injury, stay clear of folding or moving parts.

⚠ CAUTION

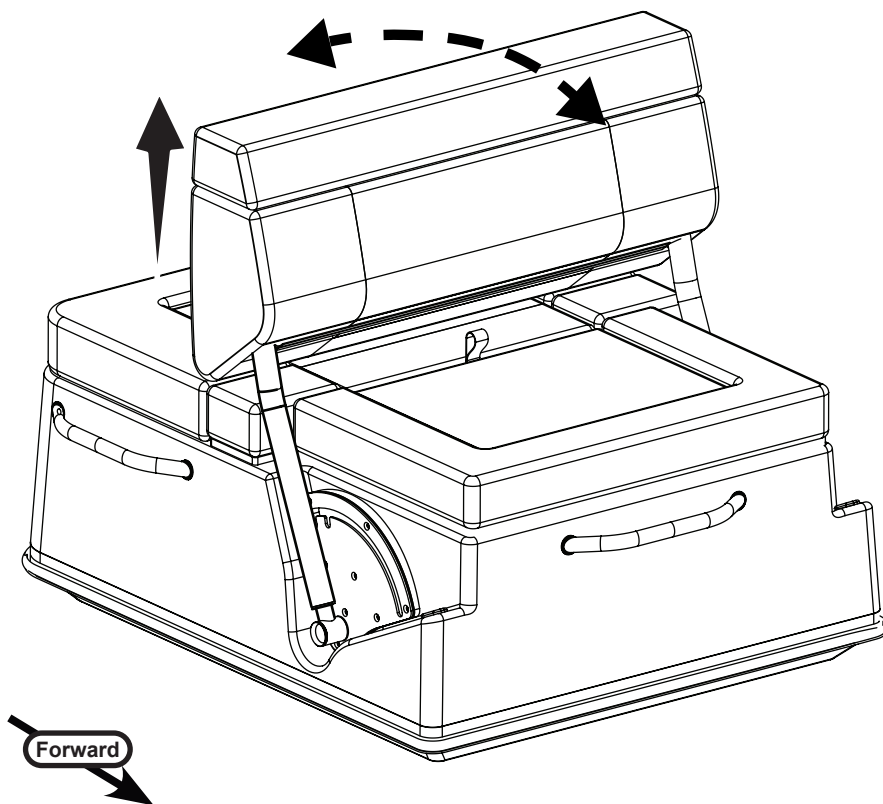
Equipment damage can occur. Lift seat back before rotating seat mechanism.

The convertible cockpit seat can be rotated to face aft, forward, or fully recline into a lounge. Use seat in *forward-facing position* while underway. Do not rotate seat while boat is moving. To operate:

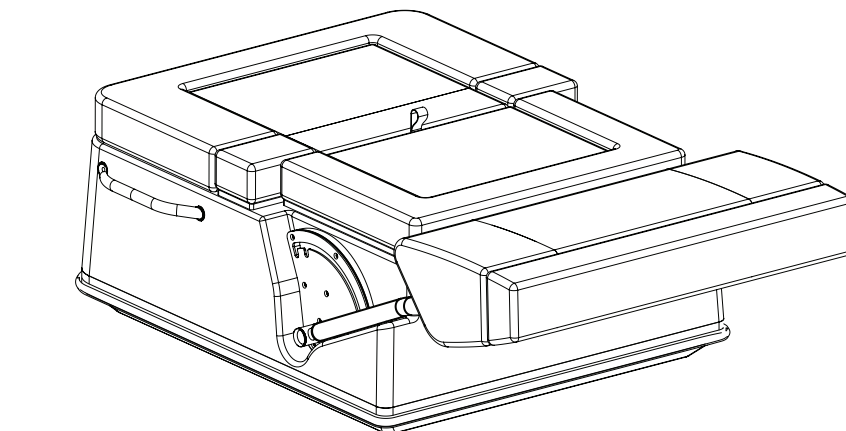
1. Lift seat back (see Figure 3.18.1) and rotate in desired direction; lower seat back to lock in place.
2. To move to *lounge position*, lift and rotate seat back forward and down. Lift back to return to upright.

Seat Positions
Figure 3.18.1

Forward-facing position



Lounge position



Entertainment System (Option)

The entertainment system includes a stereo, four waterproof speakers, and a USB audio input. The bluetooth-enabled stereo is controlled at the helm.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Navigation Lighting

This vessel is equipped with navigation lighting for your safety. Regulations require all boats display navigation lights between sunset and sunrise and during periods of restricted visibility, such as rain, fog, and haze. If operating in reduced visibility or between sunset and sunrise maintain a safe speed and post a lookout. It is the operator's responsibility to ensure that navigation lights are in good working order and proper lighting is shown and not obstructed in its intended arc of visibility.

When running a vessel with navigation lights on, do not use any other lights as they may interfere with navigation lighting. This vessel's navigation lights may include an expiration date on the housing. If one is located, replace light before expiration date even if light is functional, as lighting quality may be compromised.

Do not add lights that interfere with navigation lighting. Some lights, such as blue colored lights, may be illegal to display on a boat. It is the owner's responsibility to ensure that displayed lights are also compliant with local regulations.

Reboarding Ladder

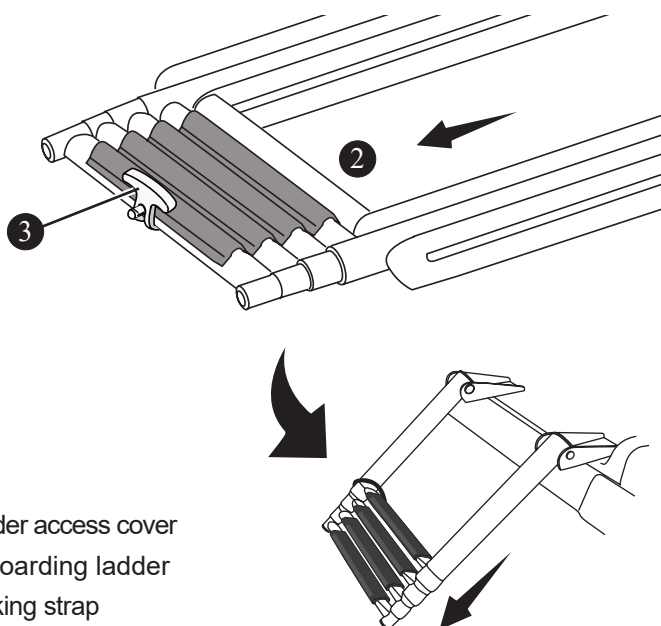
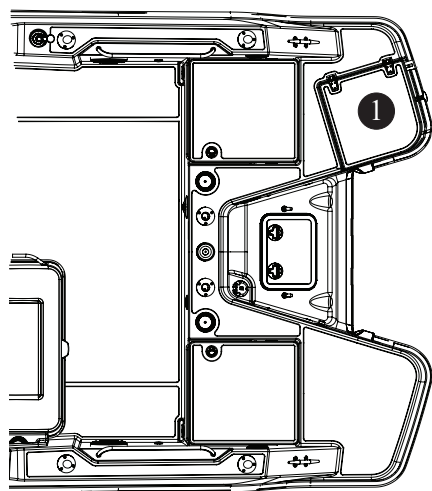
The *reboarding ladder* is located under the *ladder access cover* (see Figure 3.19.1). The ladder can be deployed without raising the cover. To deploy the reboarding ladder:

1. Release ladder's *locking strap*.
2. Pull ladder out and rotate down.
3. Extend ladder rungs.

NOTICE

Improper navigation lighting sequence may be as dangerous as no lighting at all.

Reboarding Ladder
Figure 3.19.1



- 1 Ladder access cover
- 2 Reboarding ladder
- 3 Locking strap

Anchor (Not Included)

NOTICE

Before using anchor, ensure anchor line is securely attached to eye in bottom of anchor locker and to anchor itself.

This vessel can accommodate a variety of different anchors in the anchor storage compartment. Consult a Boston Whaler dealer for the right anchor for different uses.

Anchor Buffer

If an anchor is added to this vessel, the owner's packet includes a strip of adhesive-backed neoprene designed to act as a buffer to prevent hull chafing. Cut the neoprene to the specific size needed and adhere.

Anchoring

⚠ WARNING

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

Collision hazard - Anchor only in areas where the boat will not disrupt other boats. Do not anchor in a channel or tie up to navigational aids as it is both dangerous and illegal.

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

⚠ CAUTION

Be careful trailing lines do not foul the propeller.

To anchor, turn bow into the wind or current and put the engine in neutral. When the boat comes to a stop, lower the anchor from the bow (see Figure 3.21.1). Proper anchoring requires knowledge of rode and scope and understanding the relationship between rode, scope and anchor performance.

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

Scope: The scope is 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. To determine how much rode to use when anchoring, use this common formula: Rode

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

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

Example:

$\text{Rode length} = (3 \text{ feet} + 10 \text{ feet}) \times 7^1$

$\text{Rode length} = 13 \text{ feet} \times 7^1$

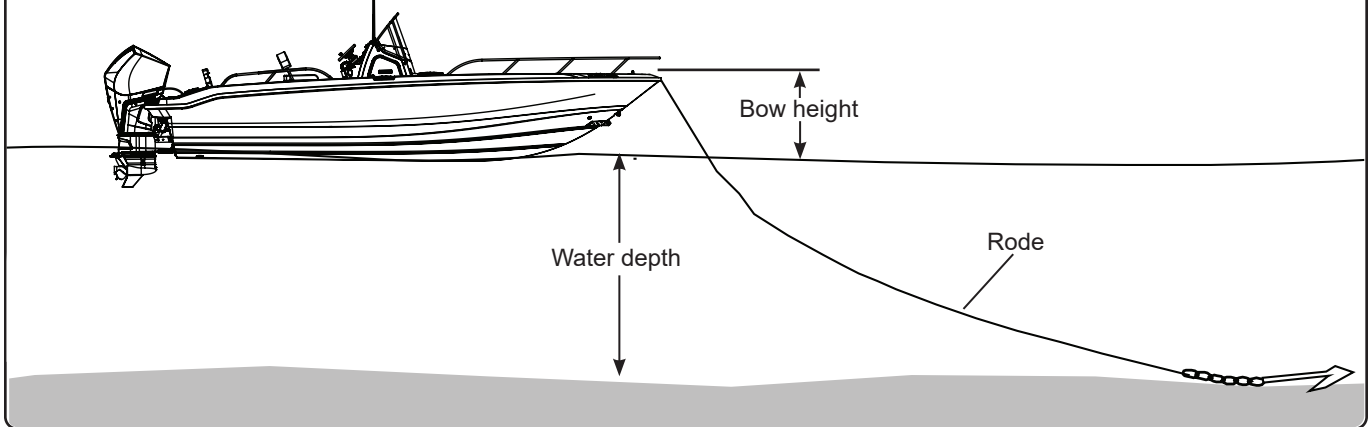
$\text{Rode length} = 91 \text{ feet}$

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 are leaving the boat. Understand the principles of rode and scope and their effect on anchor performance. Because there are a variety of anchors with different uses, discuss with a Boston Whaler dealer the right anchor for this vessel.

¹Scope may range from 5 to 10 or more, but less than 5, the anchor will break out too easily.

Anchoring
Figure 3.21.1



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

Lowering the Anchor

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

Setting the Anchor

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

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

Weighing Anchor

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

Propeller

DANGER

Disconnect power by rotating battery switch to the off position prior to removing propeller.

WARNING

Rotating propeller may cause serious injury or death. Shut off engine when near persons are in water.

NOTICE

Always carry spare propellers, propeller hardware and a propeller wrench on board. Should propellers become damaged they can then be easily replaced.

Under no circumstances use a propeller which allows the engine to operate at a higher than recommended RPM.

The engine on this vessel has been equipped with propellers best suited for general use under normal conditions and load to achieve maximum RPMs which meet Mercury requirements. Propellers have two basic characteristics, diameter and pitch. Diameter is that distance measured across the propeller hub from the outer edge of the 360 degrees that is made by the propeller's blade during a single rotation. Pitch is that distance in inches that a propeller travels if rotated one revolution without any slippage. In general, changing to a lower pitch propeller increases acceleration and load pulling capability, with a slight decrease in top end speed. All propellers are designed to provide maximum forward thrust. Consult a Boston Whaler dealer before changing propellers.

Towing, Docking, Lifting and Trailing

Towing

WARNING

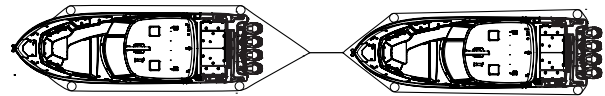
Towing or being towed places extreme tension on tow lines and strong points (cleats, bow stern/eyes). Do not stand directly in line with tow line. Serious injury or death and/or vessel damage may occur if towing gear fails.

If it becomes necessary to have this vessel towed, the U.S. Coast Guard or a private salvage company experienced in this type of operation are better equipped to perform this service. Only use another recreational boat as a last resort as doing so may cause damage to one or both boats due to operator

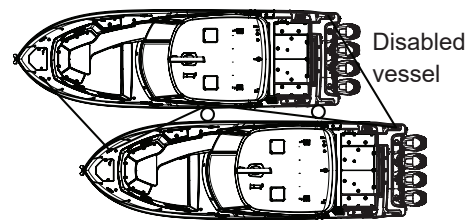
inexperience or other conditions such as weather and/or current. The other boat may assist by standing by and keeping the disabled boat's bow at the proper angle until help arrives.

Towing
Figure 3.22.1

Bridle



Spring line



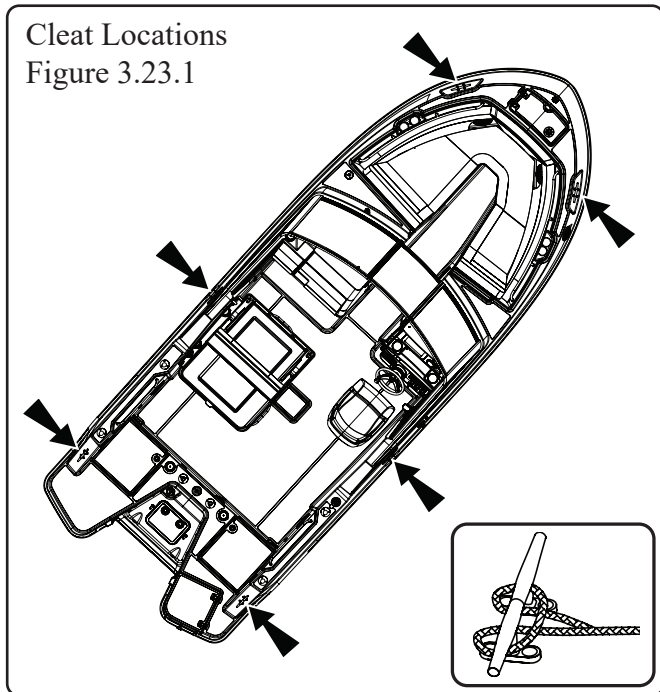
When towing is necessary, create a bridle with a line around the hull or use spring lines to secure the disabled vessel to the towing vessel (see Figure 3.22.1), whenever possible. Either of these methods distributes the load over a wide area. Be sure to use fenders or other chafe protection at pressure points. The bow eye (see Figure 3.23.2) is typically used to haul out and hold this vessel on a trailer. Before operating with a boat in tow, seek professional advice and/or training (e.g., USCG Auxiliary, US Power Squadrons, or BoatUS) to master towing fundamentals. While operating with a boat in tow, these regulations and guidelines must be followed:

- Display the proper markings and navigation lights on towing vessel and disabled vessel.
- Disabled vessel should never be larger or heavier than towing vessel.
- Ensure all tow lines/bridle are adequately sized and in good condition.
- Only secure tow lines to strong points designed for towing (bow/stern eyes, reinforced cleats).
- Designate experienced crew to monitor, identify, and manage risks.
- While underway, be prepared to adjust tow line length and speed to meet current conditions.

Docking

This vessel has six cleats (see Figure 3.23.1). for securing the boat to the dock. While loading/unloading or mooring, learn the proper way to secure the boat and how best to use the boat's cleats when using a slip, a designated space next to a dock, or mooring. A mooring is a permanent anchor spot which requires a floating buoy, a rope line, chains, and an anchor. A tender (or dinghy) is usually required to reach the boat from the dock.

Cleat Locations
Figure 3.23.1



Lifting

⚠ DANGER

Using the cleats for lifting is dangerous and could cause serious injury or death.

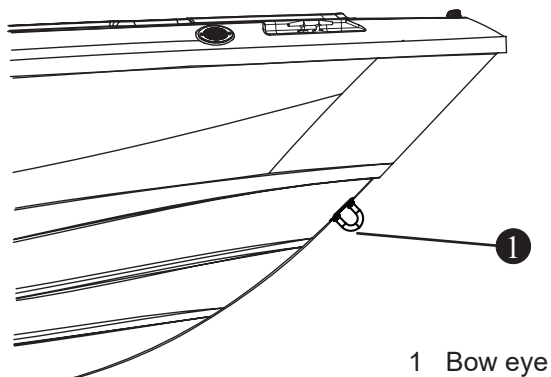
⚠ CAUTION

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

The bow eye (see Figure 3.23.2) is used to haul the boat out of the water onto a trailer and hold it in place. The stern eyes are used as tie down points while trailering. The bow and stern eyes may only be used for short-term lifting of the boat such as servicing (see Figure 3.24.1). When lifting this vessel out of the water for routine maintenance or long-term storage, consider the following:

- If using a professional lifting service, check

Bow Eye
Figure 3.23.2



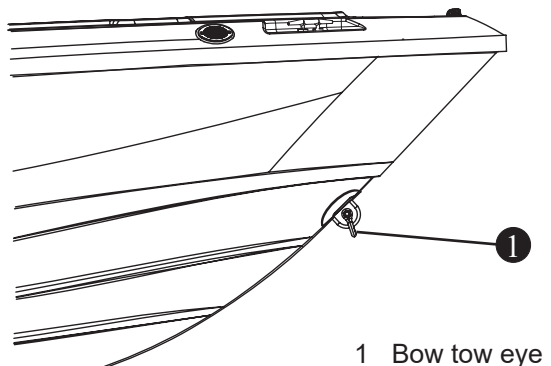
all credentials and ask for proof of insurance.

- Use a wide, flat, belt-type sling for lifting to minimize stress on the gunwales. Careful location of slings is required.
- Slings should not contact underwater fittings.
- If using a lifting hook, attach to bow and stern lifting eyes.
- Use a spreader bar on the stern eyes and use chafing protection on the top of the transom.
- All drain plugs should be removed and the boat positioned with the bow slightly higher than the stern so water accumulated in the cockpit and/or bilge can easily drain.

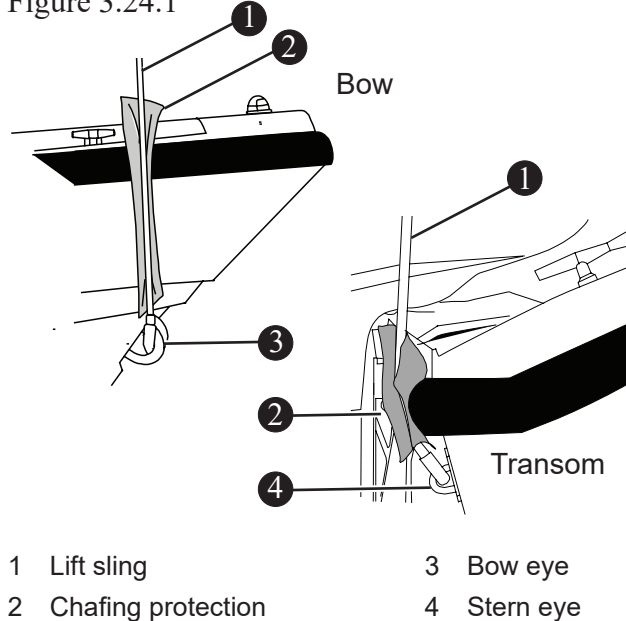
Bow Tow Eye (Option)

The bow tow eye, located on the front hull of the boat, is reinforced with a steel-backing plate (see Figure 3.23.3).

Bow Tow Eye
Figure 3.23.3



Short-term Lifting
Figure 3.24.1



Trailer

NOTICE

Warranty may be void if a trailer with rollers is used. Use a trailer with bunks only.

This vessel has the option of being fitted with an aluminum trailer matched to the boat's length and width. If a trailer is not provided by Boston Whaler, then the following design considerations must be followed to not void your structural hull warranty:

- Trailers equipped with rollers can damage the hull of this vessel and should never be used to support the hull bottom.
- A single roller at *winch stand/assembly* (see Figure 3.25.1) is permitted.
- Hull bottom must be solely supported by a fixed *bunk style assembly* (see Figure 3.25.1).

Securing Boat to Trailer

! DANGER

Never use only tie down straps to secure boat to trailer. A safety chain must also be used to secure bow eye to winch stand.

Bow Eye Safety Chain/Cable

Attach trailer's *safety chain/cable* to bow eye to prevent boat from sliding off trailer should winch strap or cable break. Attach safety chain before

attaching winch strap. Do not secure safety chains to bumper of towing vehicle.

Aft Tie-Down Straps

Tie-down straps are needed to secure the boat from the stern. The tie-down straps must be secured to the trailer frame and to the stern eyes or aft cleats. Padding or similar chafe protection should be used wherever the tie-down straps come in contact with the hull.

Securing Trailer to Tow Vehicle

! CAUTION

Never use improperly matched hitch ball and coupler. Do not secure chains to bumper of tow vehicle.

Vehicle Safety Chains/Cables

Safety chains/cable (see Figure 3.25.1) are connected to the trailer and 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. Do not secure the safety chains to the bumper of the towing vehicle.

Trailer Hitch

A properly matched trailer hitch ball and coupler is important. Ensure the coupler and the hitch ball are the same size and properly seated and locked.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Engine Trailering

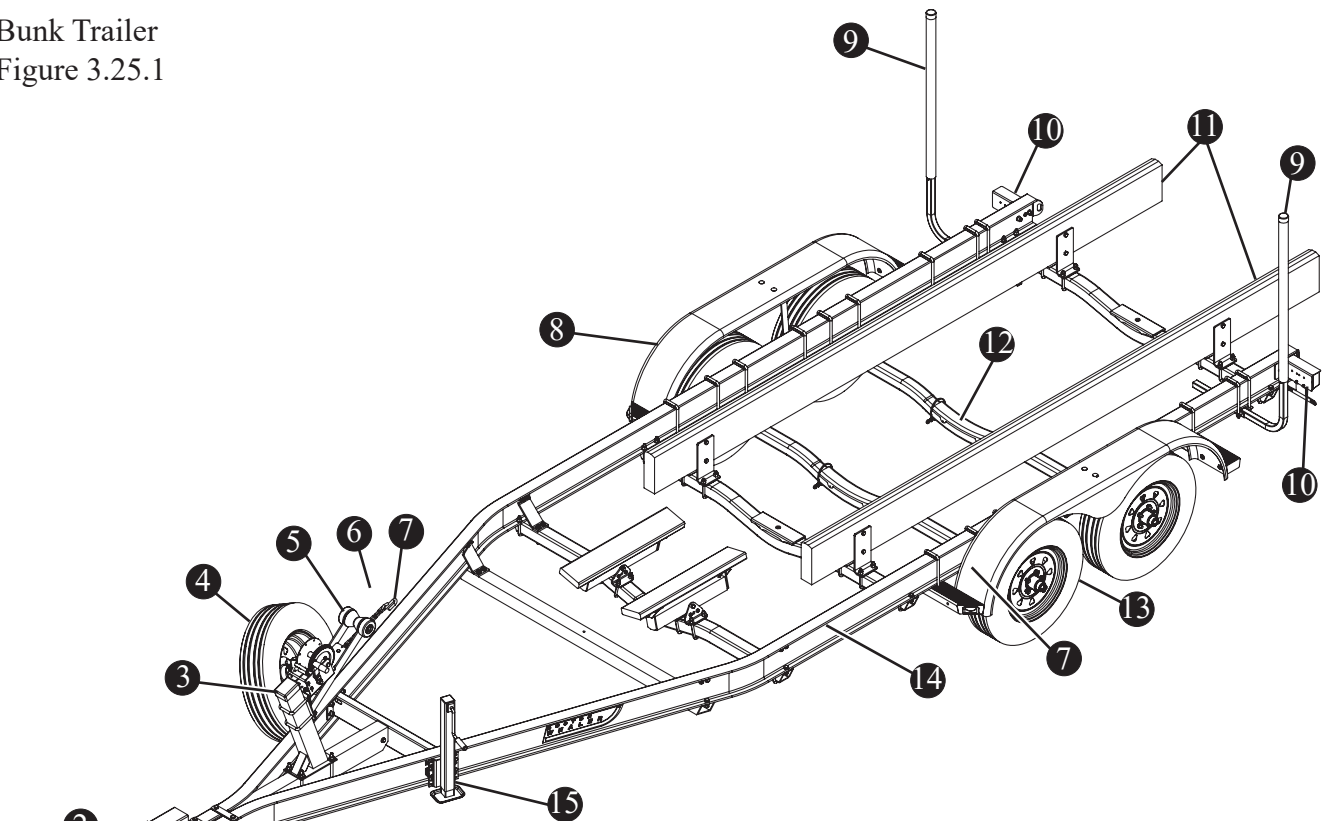
! CAUTION

Do not rely on power trim/tilt system or tilt support lever on engine to maintain proper ground clearance for trailering. The engine tilt support lever is not intended to support engine for trailering.

Trail the boat with the outboard 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. Consult a Boston Whaler dealer for engine support recommendations.

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

Bunk Trailer
Figure 3.25.1



- | | |
|------------------------|------------------------|
| 1 Safety chains/cables | 9 Guidepost |
| 2 Tongue/ball hitch | 10 Taillight |
| 3 Winch stand/assembly | 11 Bunk style assembly |
| 4 Spare tire | 12 Axle(s) |
| 5 Cable roller | 13 Radial tires |
| 6 Winch hook/cable | 14 Trailer frame |
| 7 Bow eye safety chain | 15 Tongue jack |
| 8 Fender with step | |

NOTE: Trailer shown represents typical trailer construction and is not specific to this model.

DC Electrical System

The DC electrical system is powered by two batteries that are charged when the engine is running.

Batteries

This vessel's two batteries are located under the port flip-up seat (see Figure 4.1.1). The house battery powers the helm, trim tabs, livewell, and the fresh/raw water systems. The engine battery is used to start the engine.

To ensure batteries do not shift while underway, secure them in battery trays with retaining straps. To remove a battery, disconnect negative terminal cable followed by positive cable; remove retaining straps.

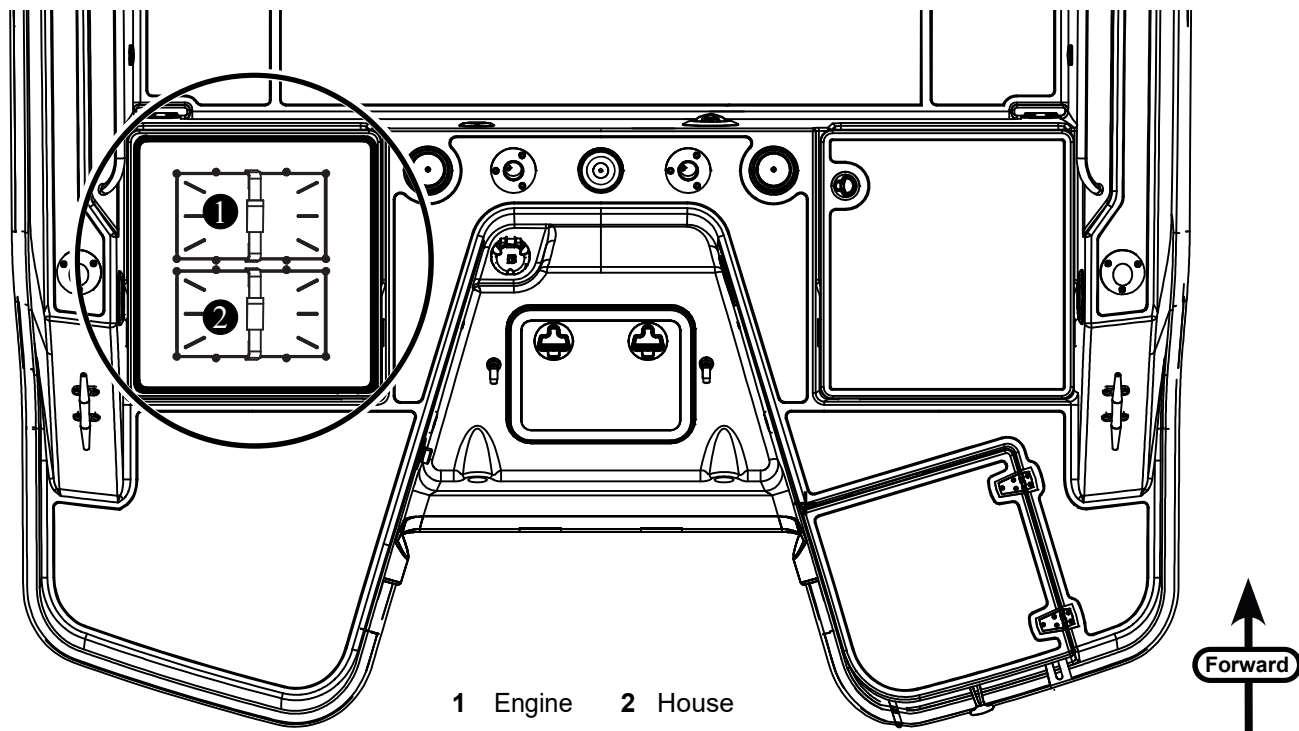
⚠ DANGER

Batteries contain hazardous substances which can cause serious injury. Avoid contact with skin, eyes, and clothing. If contact occurs, immediately flush with large quantities of water and obtain medical assistance.

NOTICE

Ensure batteries meet Mercury's AGM and CCA requirements.

Batteries
Figure 4.1.1



⚠ CAUTION

No sparks or open flame in battery area.

Battery will explode if flame or spark ignites hydrogen given off during charging.

Battery should always be disconnected before doing any electrical system work.

Never reset circuit breaker without first determining and correcting the cause of trip. Should circuit repeatedly trip, seek qualified electrician to determine and correct cause.

If equipped with battery switch, stop engine before turning to off position.

The following table is 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	2

* Marine Cranking Amps

** Trolling motor option adds three more batteries

Application	Group	Volts	CCA*	Reserve	Qty.**
Int'l (EN)	31	12	975	65Ah	2

* Cold Cranking Amps

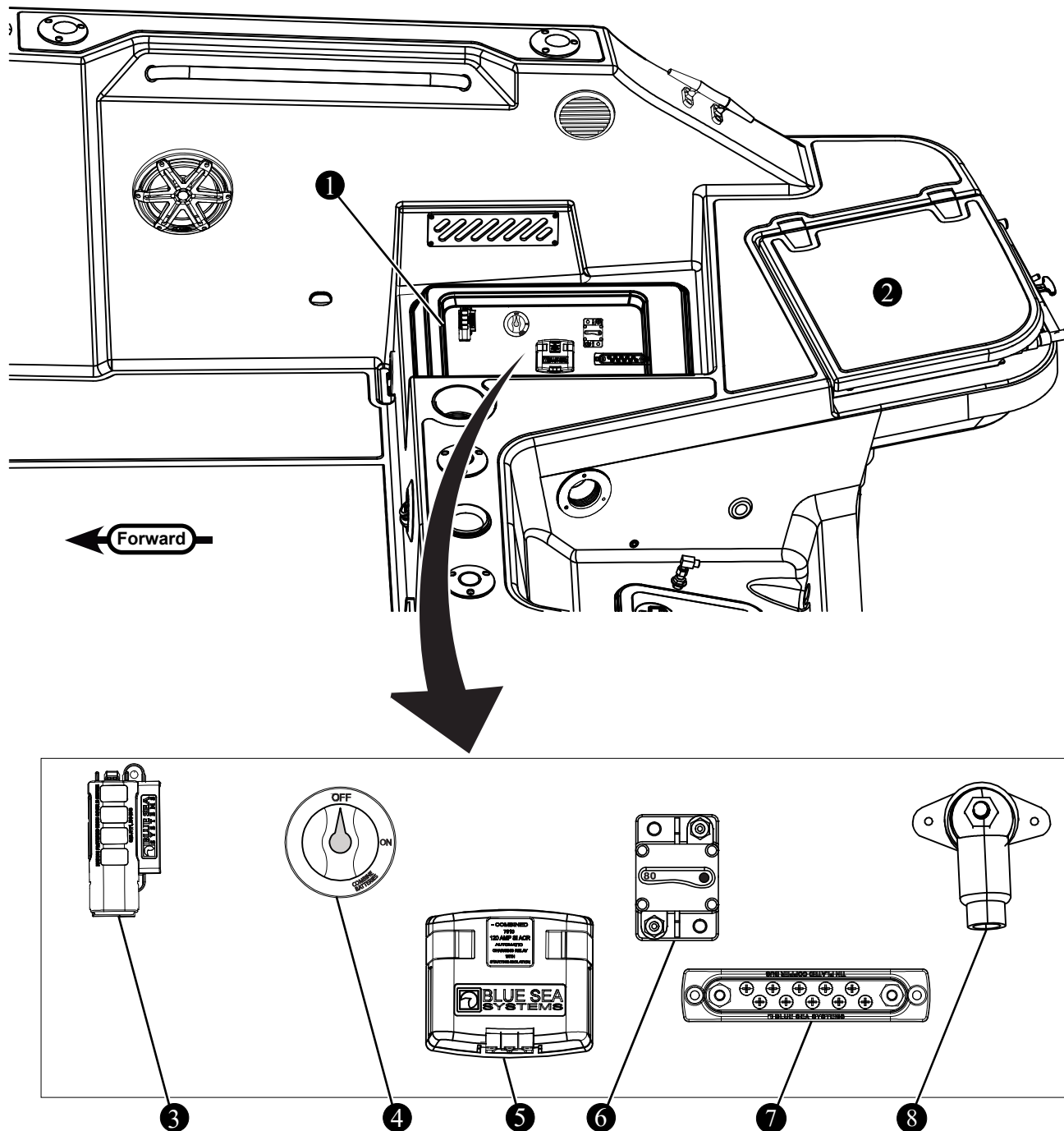
REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Electrical Equipment Access

Electrical equipment located under the starboard flip-up seat's (see Figure 4.2.1) is detailed in this section.

Electrical Equipment

Figure 4.2.1



- | | |
|--|---------------------------------|
| 1 Flip-up seat access hatch (hatch not shown) | 5 Automatic charging relay |
| 2 Swim ladder access cover (location reference only) | 6 Main DC circuit breaker (80A) |
| 3 Bilge fuse block | 7 Buss bar |
| 4 Battery switch | 8 Single post buss bar |

Battery Switch

The single battery switch, located under the starboard flip-up seat (see Figure 4.3.1), is used to manage delivery of DC power from the batteries, and for combining battery power (paralleling). For more information on starting up the boat see *Start-up Procedure* in chapter 3, *Systems Overview and Operation*.

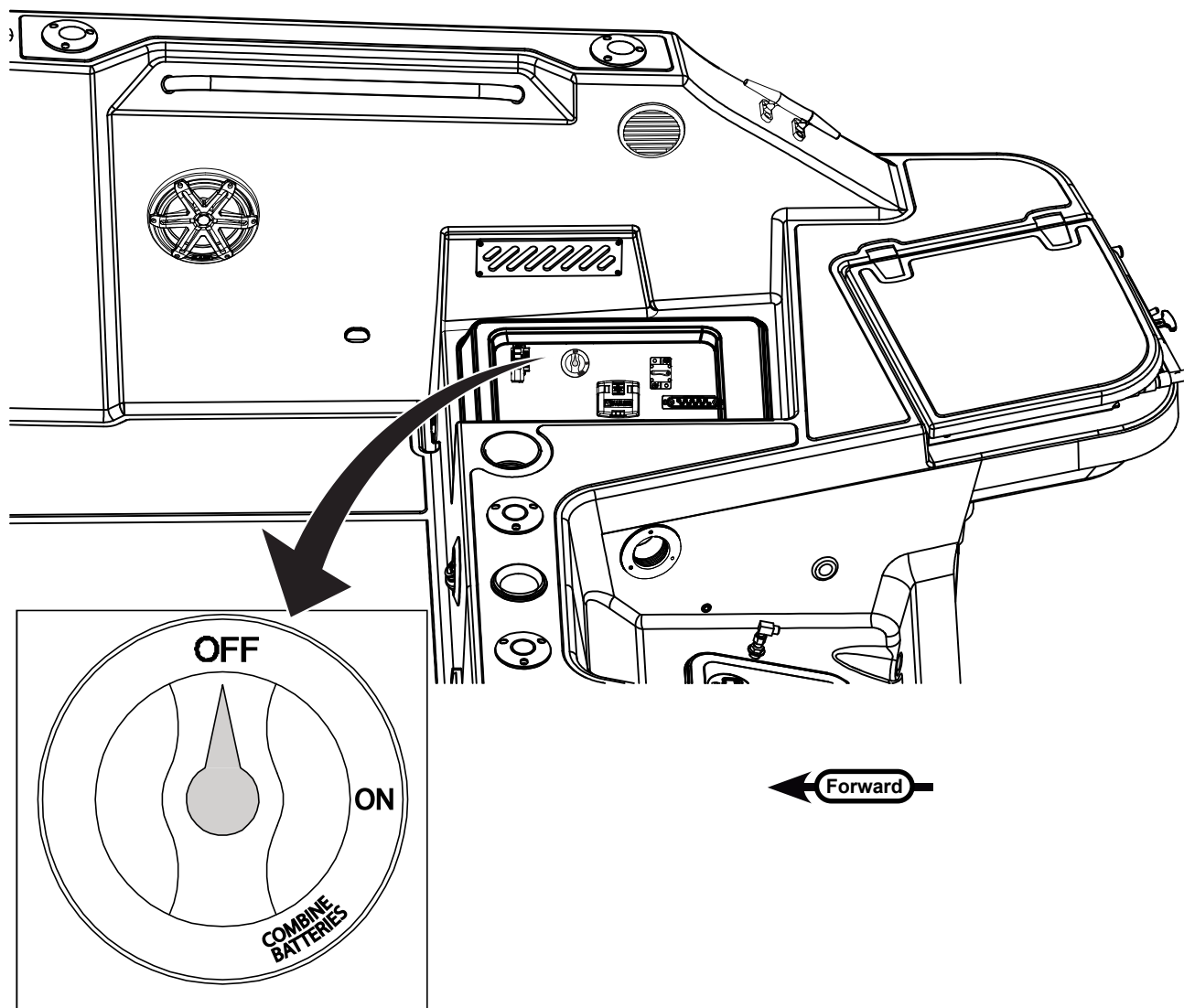
Paralleling Battery Power

Paralleling the boat's batteries combines the power of both the house and engine batteries together, and is used to start the engine when battery strength is low. If combined engine starting power is required, parallel the batteries as follows:

1. Under starboard flip-up seat's access hatch (see Figure 4.3.1), rotate battery switch clockwise to the *COMBINE BATTERIES* position; power is combined from both batteries.
2. Start engine at helm. Once started, rotate battery switch to *ON* position (see Figure 4.3.1).

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Battery Switch Access and Positions
Figure 4.3.1



Fuse Blocks

The vessel has two fuse blocks, one in the console storage (see Figure 4.4.1) and the other in the bilge (see Figure 4.2.1). If a fuse blows, determine the cause of the failure and replace with a fuse of the same amperage. If the problem persists, seek the assistance of a qualified marine electrician. If a fuse is replaced with one of lower amperage it will not be sufficient to carry the electrical load and either the fuse will failure or the circuit breaker will trip. Always carry spare fuses.

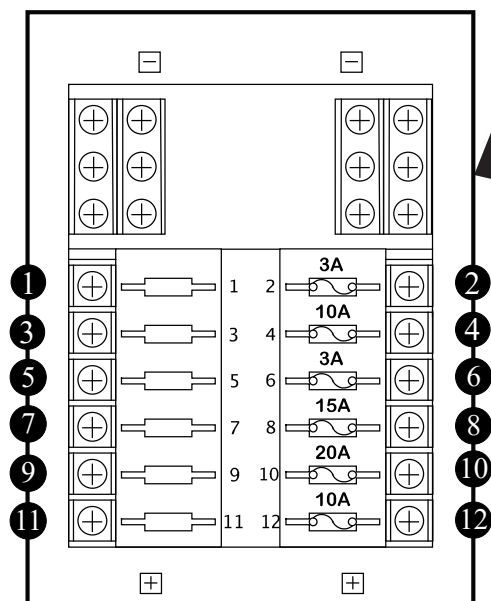
WARNING

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.

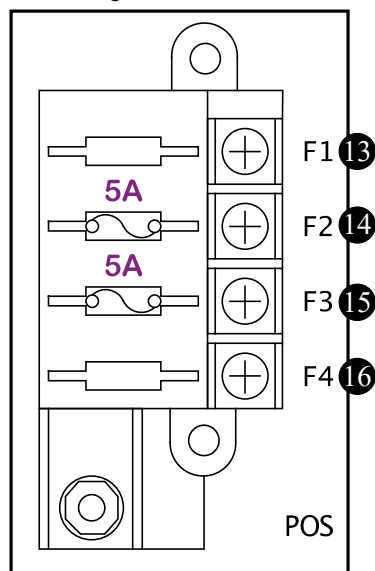
Fuse Blocks

Figure 4.4.1

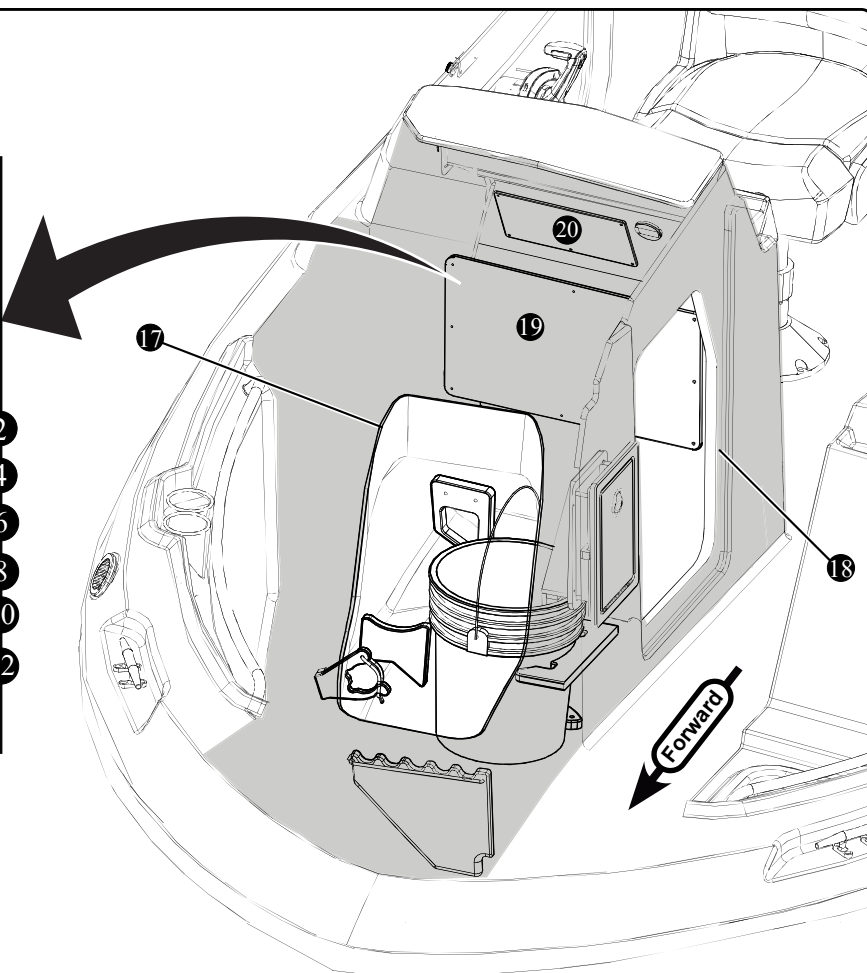
Console Storage Fuse Block



Bilge Fuse Block



- | | |
|------------------------------|--|
| 1 Accessory | 11 Accessory |
| 2 NEMA2000 Network (3A) | 12 12V outlet (10A) |
| 3 Accessory | 13 Accessory |
| 4 VHF radio (10A) (option) | 14 Bilge pump (5A) |
| 5 Accessory | 15 Auxiliary bilge pump (5A) (CE option) |
| 6 Helm display (3A) (option) | 16 Accessory |
| 7 Accessory | 17 Console storage access via seat |
| 8 Stereo (15A) | 18 Console storage access via door |
| 9 Accessory | 19 Helm fuse block access panel |
| 10 Trim Tabs (20A) (OPTION) | 20 Service access panel |



Circuit Breakers

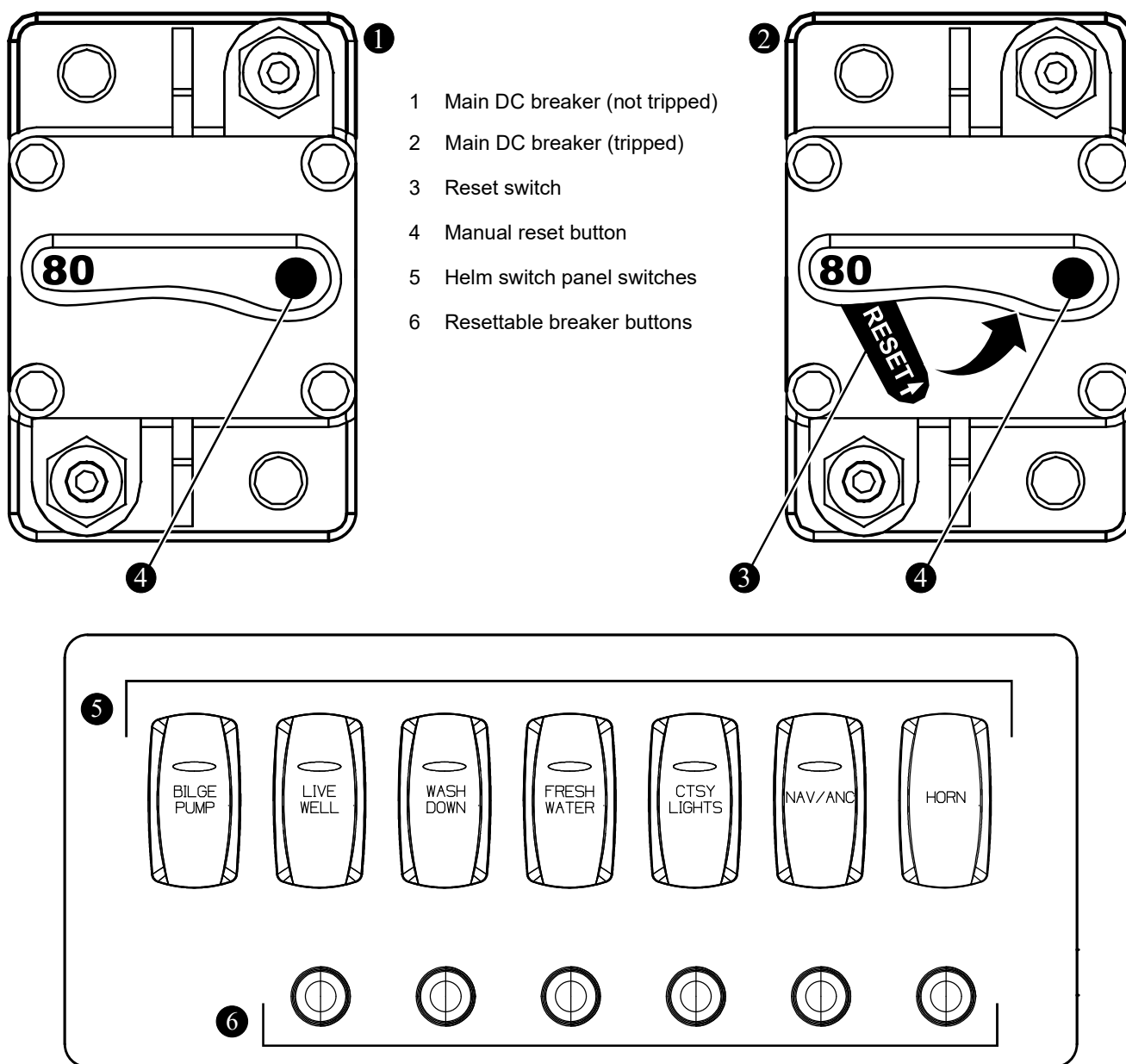
Circuit breakers protect electrical circuits from overloading by interrupting the flow of power when a fault or short circuit is detected. There are two types of circuit breakers on this vessel, the *main DC breaker* (80A) and the helm's *resettable breakers* (see Figure 4.5.1). The main DC breaker manages power to the entire boat, while the resettable helm breakers manage power to the *helm switch panel switches* only. The *main DC breaker* is located under the starboard flip-up seat's access hatch (see *Electrical Equipment Access* earlier in this section). To reset the main DC circuit breaker, rotate the *RESET* switch up. The *manual reset button* is for long-term storage or service use only. To reset a resettable breaker, push in the specific breaker button.

⚠ CAUTION

Never reset a breaker without first determining and correcting cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.

Circuit Breakers

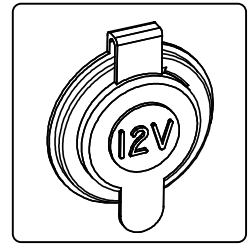
Figure 4.5.1



Receptacles

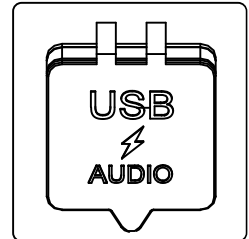
12 Volt Accessory

This vessel is equipped with one 12V accessory receptacle protected by a 10A fuse located on the console storage fuse block. Do not exceed the rated capacity of the circuit or the fuse will blow. Inserting a cigarette lighter could damage the equipment.



USB Audio (Option)

This vessel has one USB receptacle at the helm, if equipped. This receptacle is used for charging USB-connected devices and playing back audio files via the optional stereo. Do not exceed the rated capacity of the circuit when charging devices.

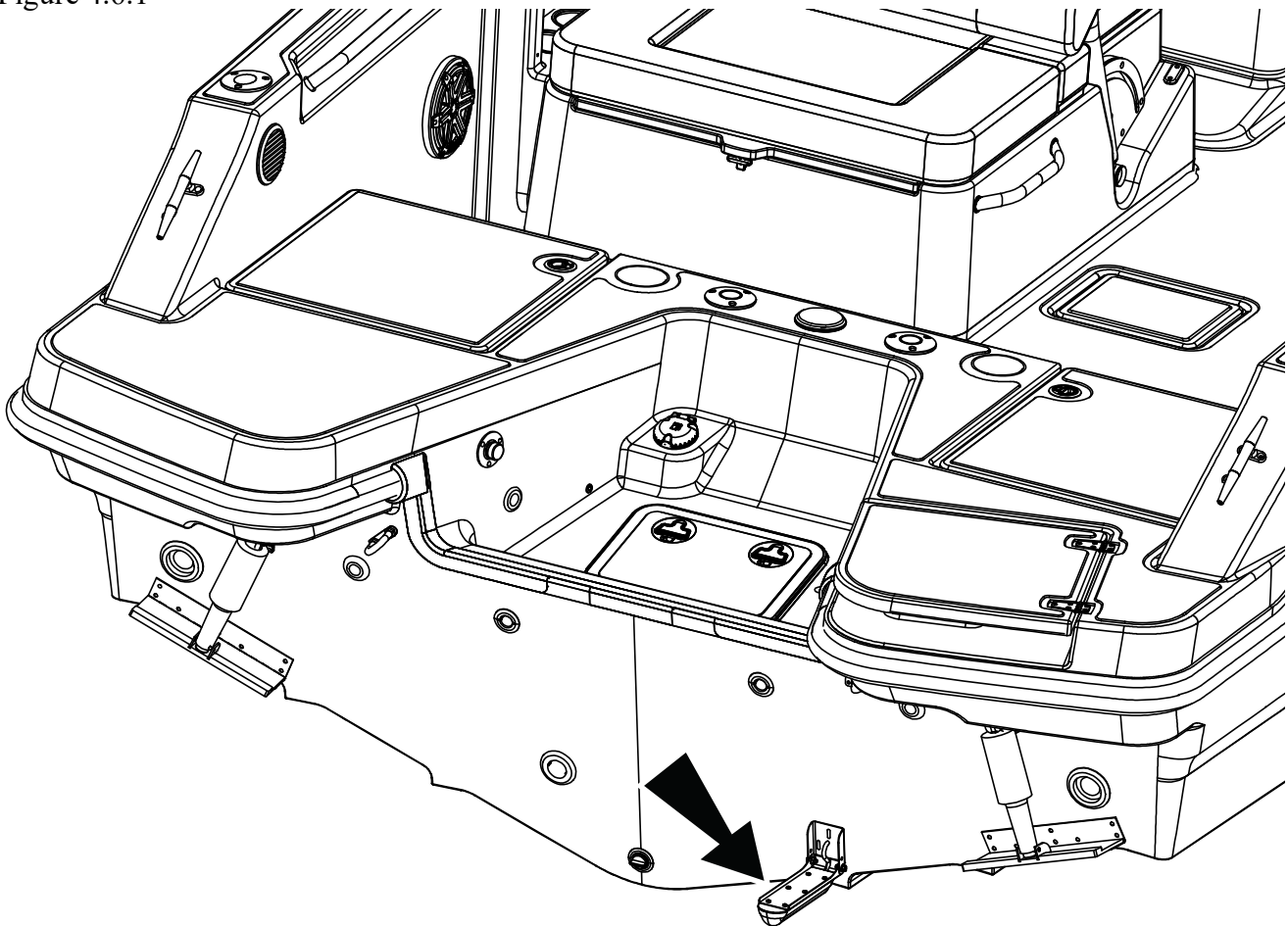


Transducer (Option)

The transom transducer (see Figure 4.6.1) acts as an antenna for the sonar system, sending sound waves through the water, bouncing off objects and traveling back to the boat to be translated into usable data such as depth, structure, or movement under the boat.

Should after market installation be required, contact a Boston Whaler dealer for more information.

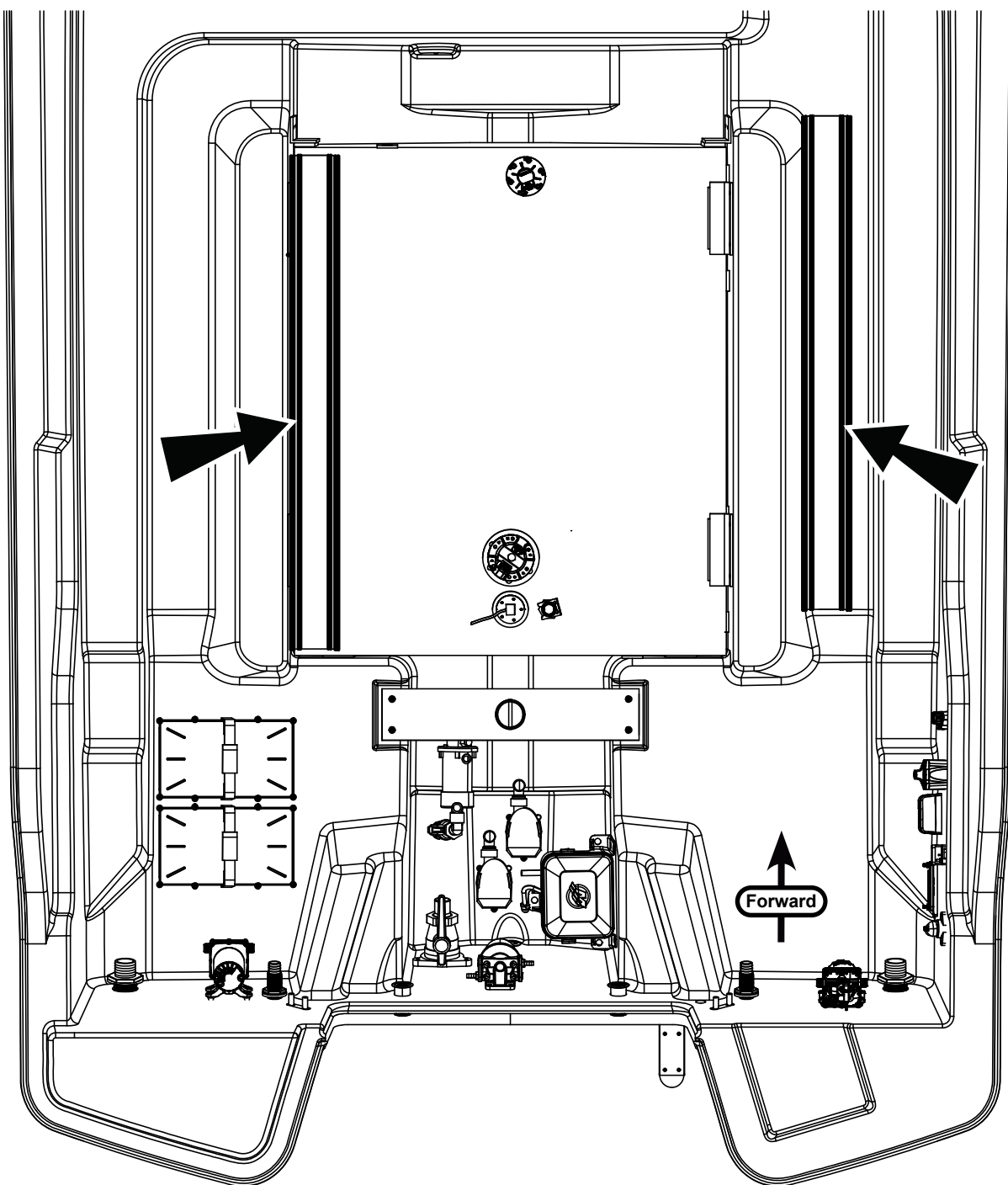
Transom Transducer
Figure 4.6.1



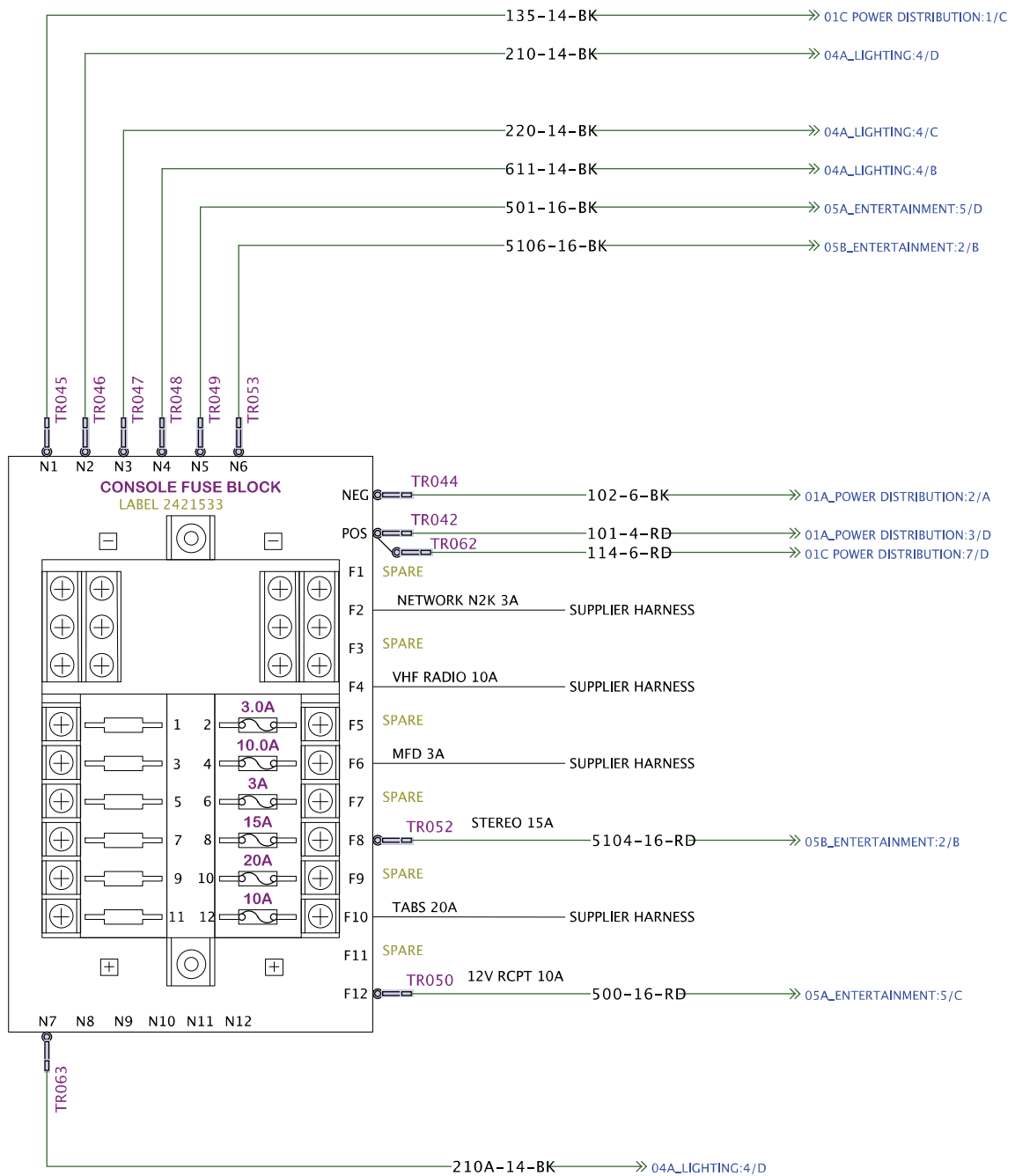
Rigging Troughs

Factory-installed rigging troughs are provided to assist with wire routing for any new equipment added (see Figure 4.7.1). For further information on use of rigging troughs, contact your dealer or Boston Whaler.

Rigging Troughs
Figure 4.7.1

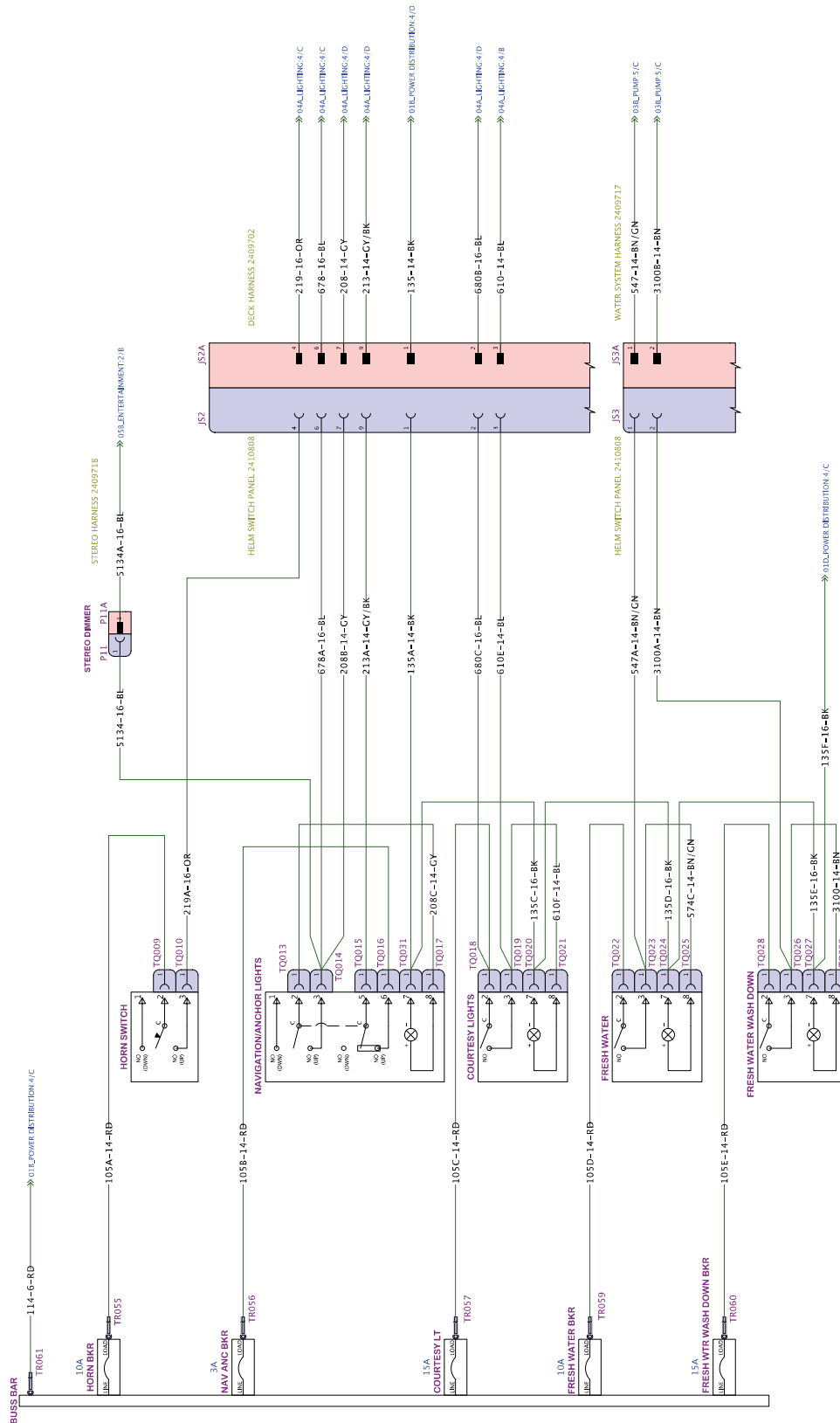


Console Fuse Block
Figure 4.9.1



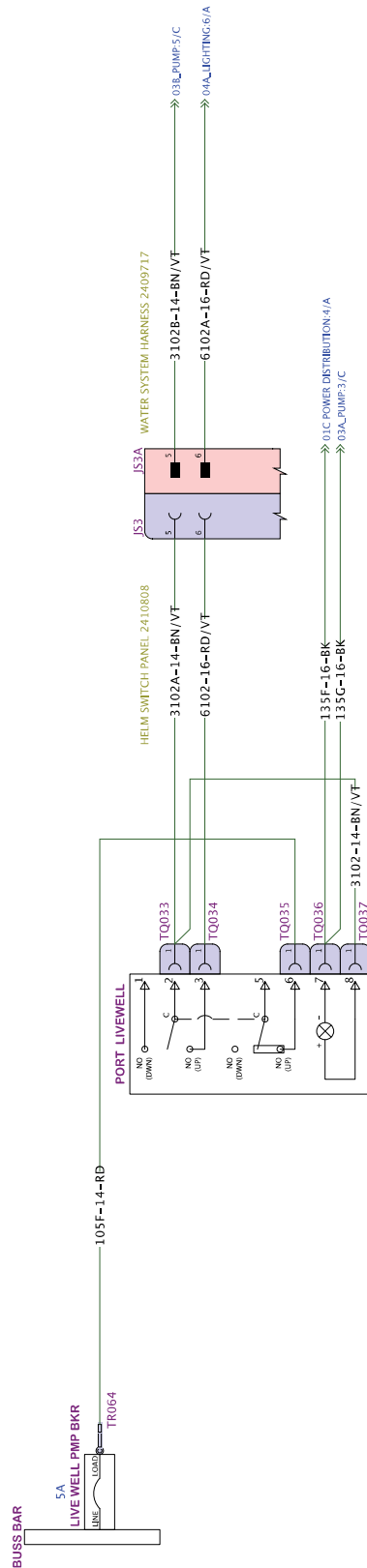
Resettable Breakers

Figure 4.10.1



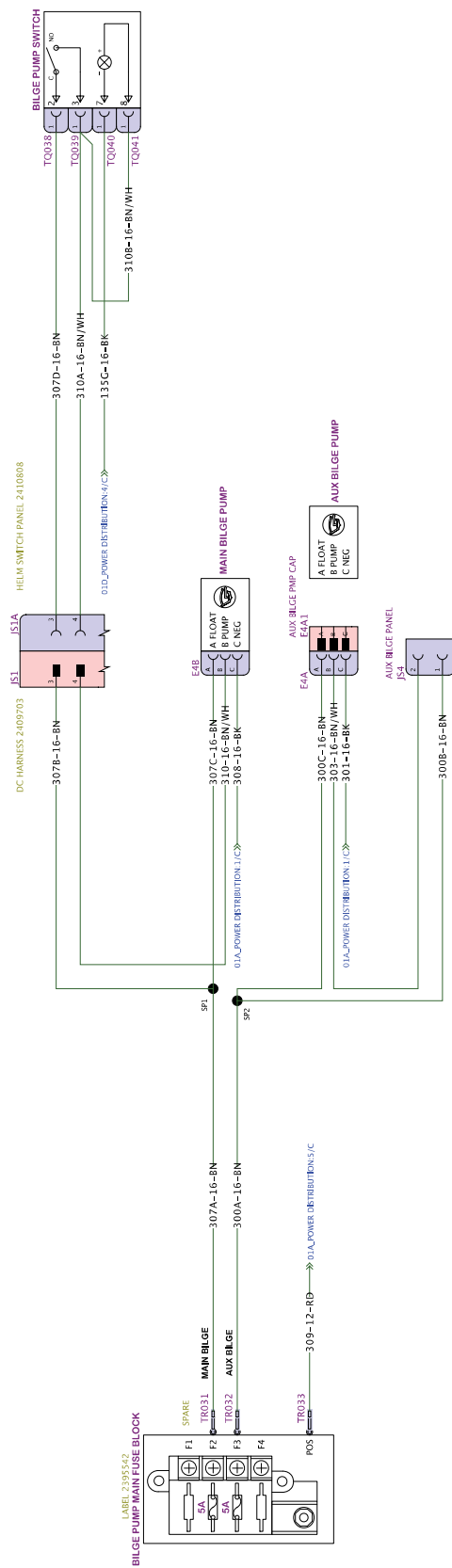
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Livewell (Option)
Figure 4.11.1



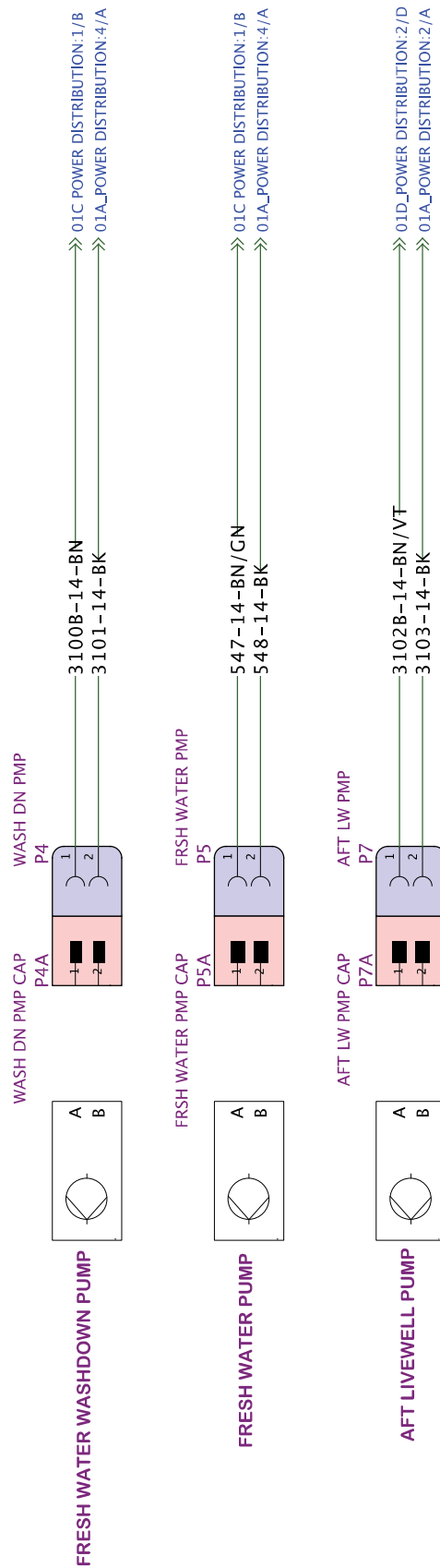
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Bilge Fuse Block
Figure 4.12.1



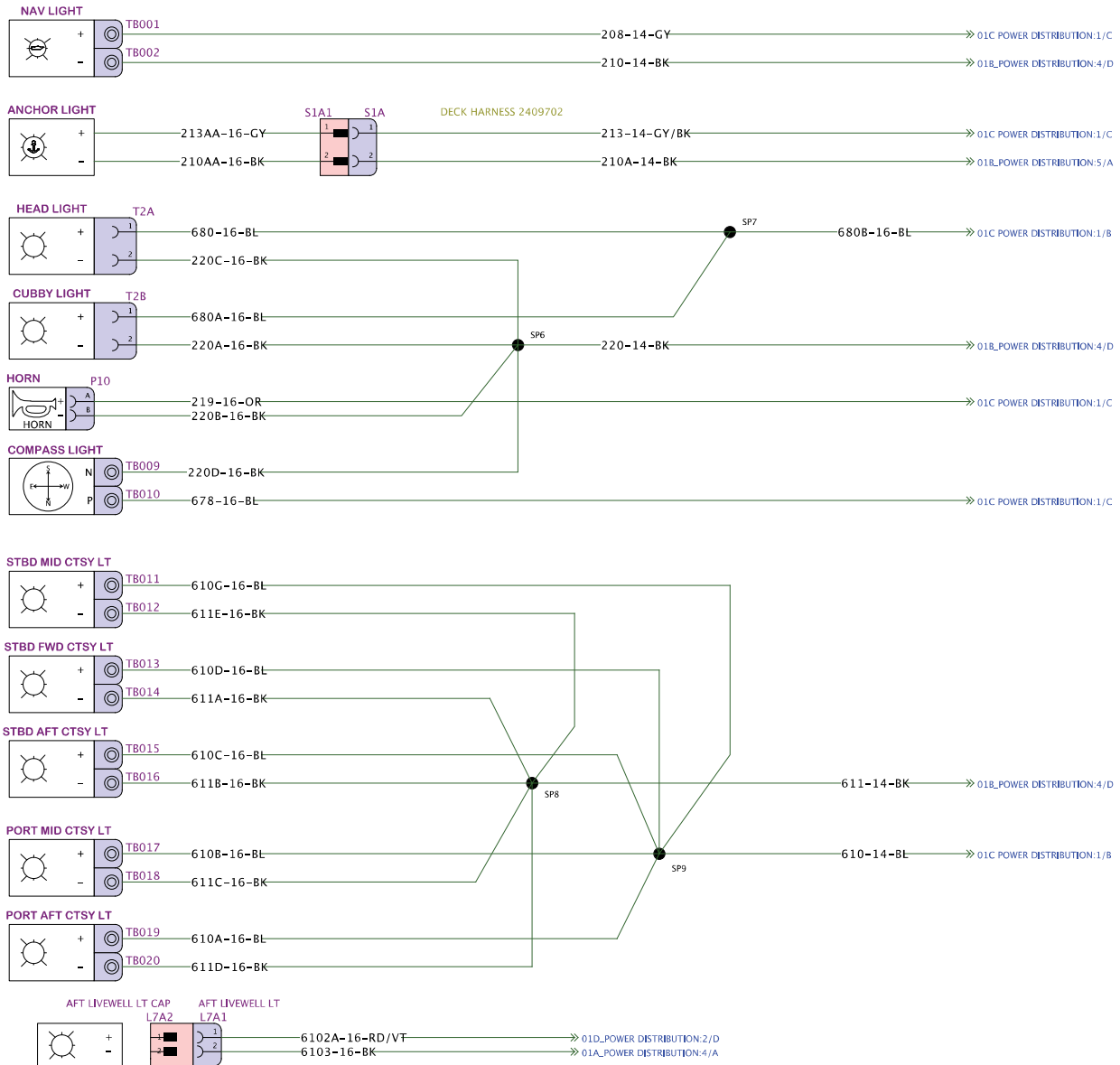
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Freshwater System
Figure 4.13.1



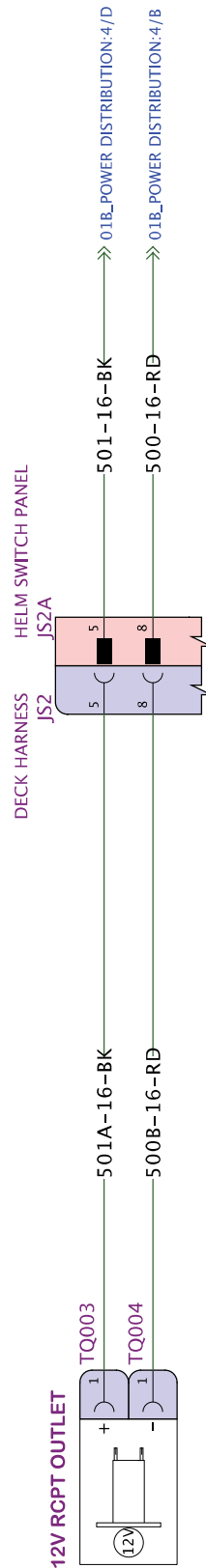
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Lighting
Figure 4.14.1

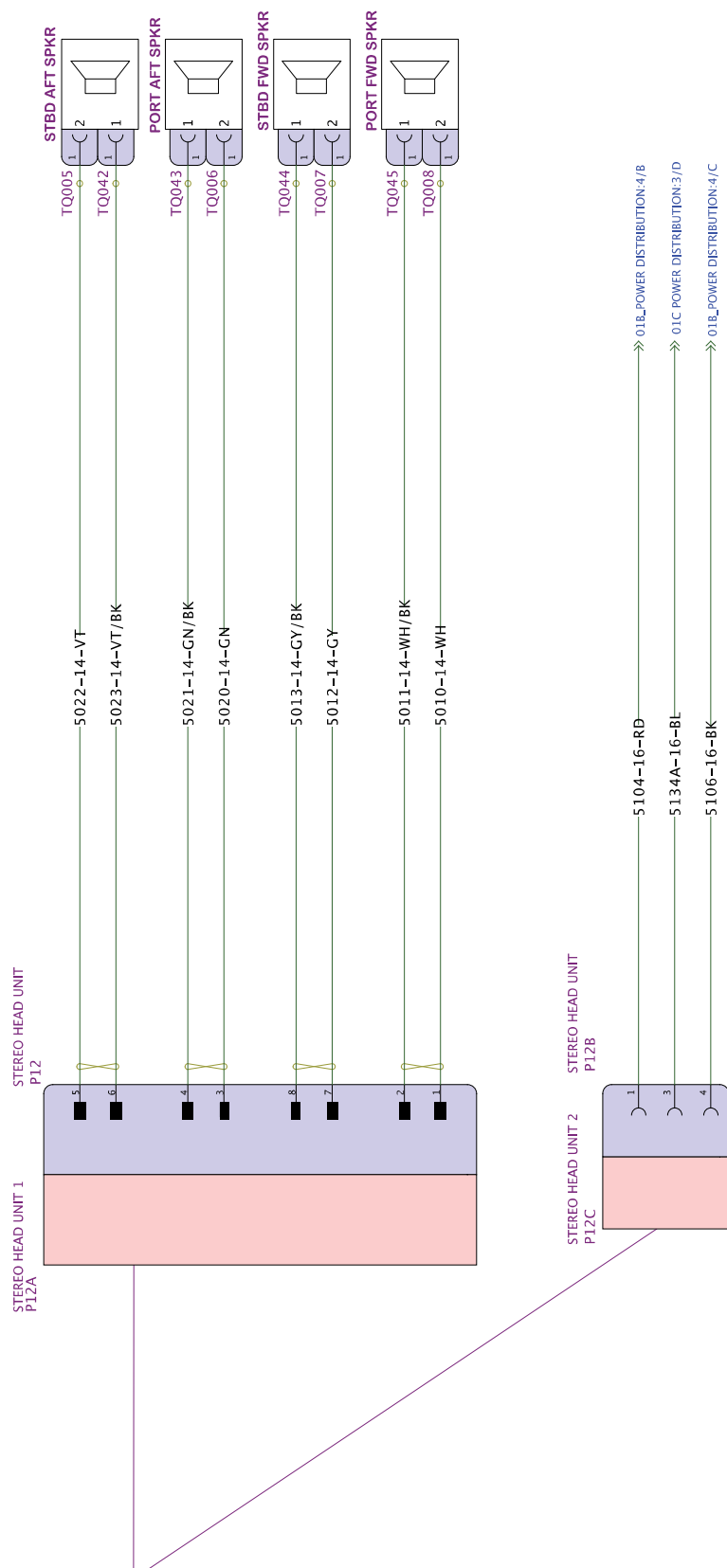


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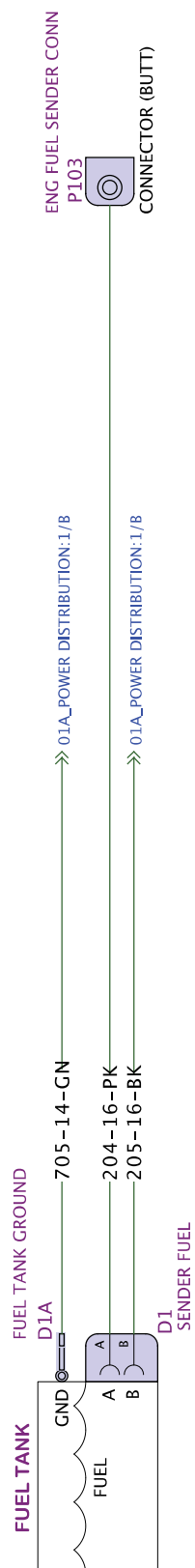


Stereo (Option)
Figure 4.16.1



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Fuel System
Figure 4.17.1



Routine Care and Maintenance

NOTICE

Refer to manufacturers' manuals for important information regarding service, care, and maintenance of equipment and components. Failure to do so may in some cases void warranty.

DANGER

When using solvents read all information from the solvent manufacturer regarding safe 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.

WARNING

Regularly inspect and test hardware, fittings, windshields, hatches, seams, etc., for proper seal. Reseal and/or readjust/tighten as needed.

Routine inspection, service, and maintenance of this vessel, systems, and components are vital to assure your safety, as well as prolonging the life of this vessel. Develop regular routines for inspecting and servicing this vessel.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

The interval between necessary service or maintenance is highly variable, depending on the environment where the vessel is used. For example, corrosion of boat parts and components occurs more rapidly in a salt water environment than in fresh water. This chapter provides only general guidelines for the care and cleaning of this vessel. It is your responsibility to determine whether maintenance and care intervals need to be accelerated due to boat usage and/or operating environment.

Hull

Fresh water, saltwater, and water temperature can all affect the types of growth on this vessel's hull. Any growth affects 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 boat's

surface. 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 a Boston Whaler® dealer for recommendations on a compatible rubbing compound for this vessel or a professional hull cleaning service.

Aquatic Invasive Species (AIS)

Aquatic invasive species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway. As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatic hitchhikers. In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.

Clean

Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment. Rinse, scrub or wash, as appropriate, away from storm drains, ditches, or waterways. Rinse watercraft, trailer, and equipment with hot water, when possible. Flush motor according to owner's manual.

Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, motorwell, hatches, anchor locker, livewell, and engine.

Dry

Allow the boat to completely dry before visiting any other bodies of water. Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.

Waxing Gel Coat Surfaces

NOTICE

Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gel coat of this vessel.

Waxing is necessary to provide added protection to the gel coat. Periodic cleaning and waxing ensures this vessel is protected and looks good longer. Do not wax over dirt. Make sure the surface of this vessel 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 are free 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 this vessel, use a wide-fan nozzle only and move in a continuous motion. Do not concentrate the high pressure on a small area of the boat surface and never use a fine pinpoint nozzle as the concentrated stream can cause damage. Do not pressure wash the helm console as this may compromise the integrity of the electronics and gauges as well as other equipment. Also avoid pressure washing caulk seams. When staining from build-up does occur, use only cleaning agents recommended for use on marine gel coat. Never use an abrasive cleaner or an abrasive pad to remove stubborn stains. Never use strong solvents to clean. Use care when covering 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 raised and allow air to circulate.

Hull Blistering

Blistering is rarely ever seen but is caused by water soluble materials in the hull laminate. The fiberglass and resin structure of this vessel is porous, however, intrusion of water into the gel coat takes 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 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. Damage can range from cosmetic to catastrophic, although the latter is very rare. Studies seem to point to 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

Epoxy coatings can be applied to hulls, 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 this vessel stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift reduces 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 a Boston Whaler dealer for more information on hull blister prevention and treatment.

Sacrificial Anodes



CAUTION

Do not paint over sacrificial anodes. This action renders them useless and leads to deterioration of the underwater metal parts of this vessel.

Sacrificial anodes are installed on this vessel's engine to protect metallic parts from corrosion damage. Anodes must be replaced regularly. Inspect anodes often and replace when the anode is approximately 50 percent deteriorated. If an increase in anode consumption is noticed, there may be an electrical issue that needs to be addressed on your vessel or a neighboring boat at the dock. Contact a qualified marine electrician.

Deck

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

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 this vessel's hull.

NOTICE

If blisters are present in the hull, properly clean and dry them out before applying any barrier protection.

CAUTION

Some bottom paints contain metals that can corrode outboard engines. Leave a minimum of 3/4" unpainted surface around all engine parts. Only use paints specifically designed for aluminum engines as anti-fouling protection.

If this vessel will spend most of its time in the water, painting the bottom of this vessel's hull is a good way to slow the formation of hull blisters and to keep bottom growth (fouling) under control. Conversely, if you will be trailering the boat to and from the water, you might want to forgo the painting.

The following is an abbreviated section on painting the hull bottom. Your Boston Whaler dealer should have information on properly painting this vessel's hull or recommendations on businesses that specialize in this area.

Bare Hull Painting

WARNING

Proper ventilation and capture of dust created by sanding is essential as this dust is toxic and should not be inhaled. A proper fitting respirator must be used, not a paper-filter mask.

Proper preparation is the key to successful hull painting. Begin by scrubbing the surface thoroughly with a stiff brush using an all-purpose marine soap and water to remove loose dirt and contamination. Flush with fresh water to remove all soap residue.

The gelcoat must be dewaxed of mold-release wax before sanding can begin, otherwise wax will be deposited in the scratches and 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. 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 this vessel's hull.

NOTICE

Painting this vessel'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/manufacture's recommended operating range.

NOTICE

Do not use masking tape when painting hull bottom.

If the hull bottom is already painted, test the paint's adhesion to the painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will lift the old paint. Never apply paint without first preparing the old painted surface. Follow the paint manufacturer's recommendations. Thin layers are better than one thick layer.

Humidity and weather play a role in how and when paint should be applied. To determine the waterline, place the boat in water with a full load of fuel and gear. Mark the waterline and measure above the marked line 1-3 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 don'ts after painting is complete.

Rubrails

The rubrail on this vessel 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 and water. Do not use any cleaning agents which contain chemicals.

Although the outer shell is tough and durable, there is a chance that it can be breached. Use care when docking or exposing the rubrail to conditions which may cause damage such as docking against heavily barnacle-encrusted pilings. Some tears (cleanly sliced) can be repaired with a super glue-type product. Thoroughly clean and dry the affected area. Apply glue and hold the surfaces together. Areas which have been torn or are affected by heavy abrasion must have the damaged section replaced. Please see a Boston Whaler dealer for this type of repair.

Fiberglass and Non-Skid

To protect this vessel's 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 deck and non-skid areas the wax forms a protective non-slick surface which keeps debris from sticking. Dirt, soot, bird droppings, and fish blood rinse right off. Follow the wax manufacturer's detailed instructions.

Stainless Steel

NOTICE

Never use abrasive cleaners, detergents or soft scrub type cleaners to wash this vessels surfaces.

Never use abrasive pads, brushes or sponges to attempt to remove stubborn stains.

Never use strong solvents or detergents which contain chlorine.

To ensure optimum corrosion resistance of stainless trim and fittings, clean and maintain them regularly. Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Frequent routine cleaning of stainless steel with a mild soap and water solution - and coating with a

quality cleaning wax - helps maintain the finish. To maintain:

1. Wash with mild soap and cold water.
2. Dry thoroughly.
3. Apply cleaning wax with a soft, dry cloth.
4. Allow wax to dry, then polish and buff.

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 marine-grade polish using a sponge, cloth or small bristled brush in the nooks and crannies.

Seats (Mechanical Parts)

NOTICE

Never use abrasive cleaners, detergents or soft scrub type cleaners to wash this vessels surfaces.

Never use abrasive pads, brushes or sponges to attempt to remove stubborn stains.

Never use strong solvents or detergents which contain chlorine.

Always wash metallic parts with soap and water, and rinse thoroughly with clean 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

Preventative maintenance is essential to the life of the metals on this vessel. 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 warranty protective coatings on metals in the marine environment. Proper owner maintenance is required to reduce deterioration which results 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 causes surface pitting 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 adequately-sized wire.

Standard Vinyl Cushions



CAUTION

Wear rubber gloves when using solvents. Use caution when cleaning around buttons, stitching, and wooden or decorative trim as solvents could seriously damage such areas.

Saltwater, salt residue, dirt and ultra-violet rays will take their toll on vinyl products causing them to lose their luster and texture. To clean standard cushions:

- 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. Rinse cleaned area with fresh water and dry with a clean, soft, 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, cloth or towel.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Cool Technology Vinyl Cushions (Option)

If this vessel is equipped with cool technology vinyl seat cushions, clean this material per the manufacturer's instructions at <https://spradling.group/en-sm>

Water Exposure

Boat cushions are not waterproof and will absorb and hold water. Do not leave the cushions in standing water or exposed to heavy, prolonged rain. If cushions become waterlogged, remove the foam from the cushion, press out as much water as possible from the foam and allow to air dry. To prevent mildew, keep the vinyl dry and make sure that moisture does not accumulate between the cushions.

Instrumentation

When gauges are exposed to a saltwater environment, salt crystals may form on the bezel and plastic covers. Remove salt crystals with a soft damp cloth. Clean with a mild household detergent or plastic cleaner. Never use abrasive solvents or dirty rags 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 customer service at 920-929-5040.

Canvas

NOTICE

Do not use detergents, bleach or solvents to clean canvas.

To keep canvas in good condition it should be cleaned regularly before dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. Canvas can be cleaned without being removal. Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas to degrade over time.

Maintaining Appearance

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

- 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 canvas to soak. Do not allow soap to dry.
- Rinse thoroughly with fresh water.
- Let canvas dry completely. Do not store canvas while wet.

The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult a Boston Whaler dealer or check the canvas manufacturer's instructions before using any chemical treatment on canvas.

Stubborn Canvas Stains

NOTICE

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

Soak fabric for approximately twenty minutes in a mild solution consisting of no more than 1/2 cup of bleach and 1/4 cup 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. 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.

Canvas Zippers

NOTICE

Do not use petroleum based products, such as petroleum jelly, on the zippers or fasteners.

Lubricate zippers and fasteners periodically with a clear silicone spray. A wax candle can also be used to lubricate the zipper track. Replace any missing or corroded fasteners.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Tempered Glass Windshield

NOTICE

Do not use abrasives, harsh chemicals or metal scrapers on glass windshield.

Use commercially available glass cleaners or a mixture of fresh water and vinegar to clean glass windows, windshield or port lights. Dry with a soft terry cloth towel or chamois.

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

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

extended periods of non-usage. Follow the guidelines on winterizing this vessel and the boat's systems. If inexperienced with the process of winterization it is best to hire the services of a professional.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Engine

CAUTION

Never start or run an outboard engine, even momentarily, without having water circulating through water intakes in gear case. This will prevent damage to water pump (running dry) or engine overheating.

Protecting your engine's vital moving parts from corrosion 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. To maintain:

- Replace engine oil and filter, running the engine to drain as much old oil as possible.
- Flush engine with fresh water using flush muffs or similar device attached to raw water pickup.
- Let all water drain from engine.
- Fog engine while running. Spray until it stalls.
- Run fuel which has been treated with conditioner and stabilizer through engine.
- Replace lower unit gear oil. Check for moisture in old oil, a sign of deteriorating seals.
- Remove prop and grease shaft and threads.
- Treat all grease fittings with manufacturer-recommended lubricant.
- Lightly lubricate exterior of engine or polish with a good wax.
- Check engine mount bolts. Ensure they are torqued to 55 ft/lbs.
- Fill tank to capacity; add fuel stabilizer/conditioner.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Fuel System

Treat tank(s), hoses, and fuel pumps 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.

Inspect your fuel system annually for leaks. You should check the fuel-tank area below the floor for liquid fuel, or a strong odor of gasoline before each outing, but at least once a year you should open each access port to any of the fuel-system components to inspect for leakage. If any leakage or seeping of fuel around any fuel-system fitting is found, or there is a strong odor of gasoline, do not turn on or off any electrical appliances or attempt to start this vessel; open all hatches to allow the compartment to ventilate, and call a qualified service/repair person for inspection and repair of the leak before using boat.

Freshwater System

If the freshwater system won't be used for an extended amount of time it is recommended that it be drained. To drain:

1. Press *Freshwater* pump switch on helm switch panel to start pump.
2. Open freshwater sprayer.
3. Run system until tank is completely empty.
4. Press *Freshwater* pump switch again to stop.
5. Add a non-toxic antifreeze to freshwater tank per manufacturer's recommendations.
6. Press *Freshwater* pump switch again to start pump.
7. Run system until antifreeze is seen running out sprayer.
8. Close sprayer.
9. Press *Freshwater* pump switch again to stop pump.

Freshwater System Disinfection

After initial installation of the freshwater system, component replacement, or long-term storage, it is vital that it be properly disinfected. To disinfect:

1. Flush entire system thoroughly by allowing

potable water to flow through it.

2. Drain system completely.
3. Fill entire system with a chlorine solution strength of at least 100 parts per million. Allow to stand for one hour
4. Drain entire system.
5. Flush system thoroughly with potable water.
6. Fill with potable water.

Electrical System

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

Batteries

Engine and house electrical systems 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. And when the generator is on, the battery chargers. Keep in mind the following battery recommendations.

Mixing Batteries

NOTICE

Follow battery manufacturer recommendations regarding long term battery storage.

A 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 and instead may result in reduced performance, damaged equipment, or 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 cause damage, leakage or battery

rupture. Use the same type of batteries throughout the boat.

Long-term Battery Storage

NOTICE

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

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

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.

Protecting Valuables

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

Cover

When covering this vessel 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. To help keep this vessel dry and mildew free, consider placing commercial odor and moisture absorbing products under the cover.

Trailer Storage

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 prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenance.

REFER TO THE OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Environment

Antifreeze and other winterizing fluids can be toxic to aquatic 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, and at the minimum, punishable by fines. Used antifreeze or any winterization fluids, should not be disposed of into sanitary sewers or publicly-owned treatment plants. Direct any questions regarding recycling antifreeze or other toxic fluids to your state's EPA office.

Reinforcement Locations

This vessel has been manufactured with reinforcement in various locations throughout the deck. In the event you wish to add equipment that requires penetrating the deck with fasteners, Figure 5.10.1 illustrates the size and type of reinforcement materials (see Figure 5.10.1) for reinforcement locations. The table below provides a description of the material and recommended fasteners to secure added equipment.

Reinforcement	Construction	Equipment Weight	Fastener Type ¹
Plywood	Standard boat building material	Light	Self-tapping screws
Trevira	Thick spun bound polyester fabric	Light	Sheet Metal screws
Aquaplas	High density plastic	Medium	Self-tapping screws
Phenolic	Fiberglass reinforced composite board	Heavy	Drill and tap

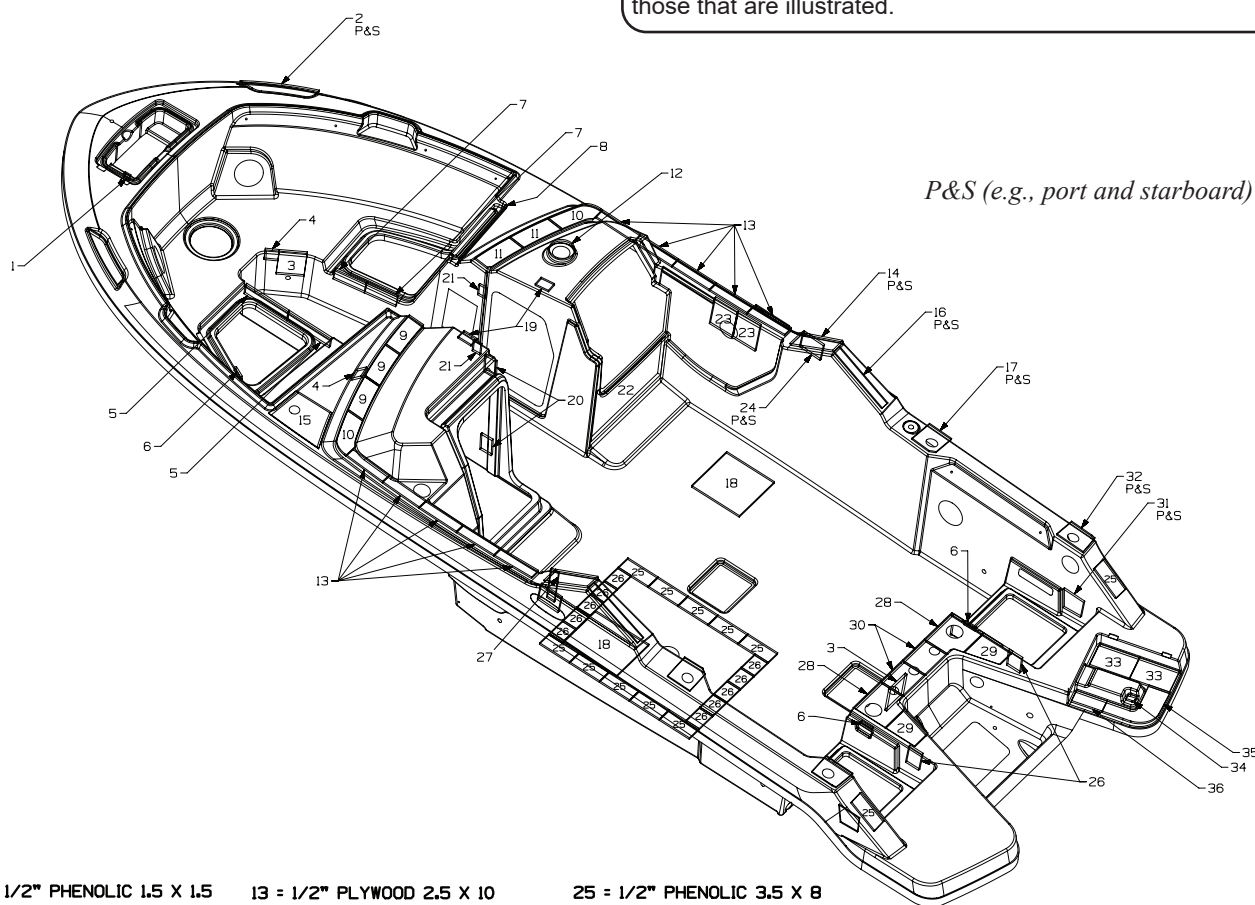
¹Drill and countersink a pilot hole to prevent damage to the gelcoat surface.

Reinforcement Dimensions

Figure 5.10.1

CAUTION

Do not attempt to secure equipment in any location other than those that are illustrated.



1 = 1/2" PHENOLIC 1.5 X 1.5
2 = 1/2" PHENOLIC 2.5 X 17
3 = 1/2" PHENOLIC 6 X 7
4 = 1/2" PLYWOOD 3 X 3
5 = 1/2" PLYWOOD 3 X 11.375
6 = 1/2" PHENOLIC 1 X 3
7 = 1/2" PLYWOOD 3 X 7.5
8 = 1/2" PLYWOOD 1 X 19.25
9 = 1/2" PLYWOOD 4 X 10
10 = 1/2" PLYWOOD 7 X 10.25
11 = 1/2" PLYWOOD 3.75 X 10
12 = 1/2" PLYWOOD 4 X 4

13 = 1/2" PLYWOOD 2.5 X 10
14 = 1/2" PLYWOOD 4.25 X 12.25
15 = 1/2" PLYWOOD 9 X 14
16 = 3/8" PHENOLIC 2 X 15.875
17 = 3/8" PHENOLIC 6 X 6.5
18 = 1/2" PHENOLIC 12.75 X 12.75
19 = 1/2" PLYWOOD 2.25 X 3.5
20 = 1/2" PHENOLIC 3 X 5
21 = 1/2" PHENOLIC 2 X 3
22 = 1/2" PLYWOOD 15 X 25.25
23 = 1/2" PLYWOOD 6 X 8
24 = 1/2" PHENOLIC 5 X 5.5

25 = 1/2" PHENOLIC 3.5 X 8
26 = 1/2" PHENOLIC 3.5 X 5
27 = 3/8" PHENOLIC 2 X 10
28 = 1/2" PHENOLIC 8 X 10
29 = 1/2" PHENOLIC 7.375 X 7.75
30 = 1/2" PHENOLIC 6.25 X 8
31 = 1/2" PHENOLIC 5.25 X 5.5
32 = 3/8" PHENOLIC 5.25 X 7
33 = 1/2" PHENOLIC 6.75 X 9.125
34 = 1/2" PHENOLIC 2 X 2
35 = 1/2" PHENOLIC 11.25 X 11.5
36 = 1/2" PHENOLIC 3.5 X 7