

280 Dauntless

Owner's Manual



THE UNSINKABLE LEGEND

280 Dauntless



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**.

Introduction



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.

HISTORY

Since our founding more than 60 years 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.

NOTE: Equipment may vary depending on options selected.

If needed in connection with selling your boat, service history or warranty records on vessels should be requested from the original selling dealer, the servicing dealer and/or the previous owner (where applicable). Information regarding open safety recalls is maintained by the United States Coast Guard, and can be obtained by visiting uscgboating.org.

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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.

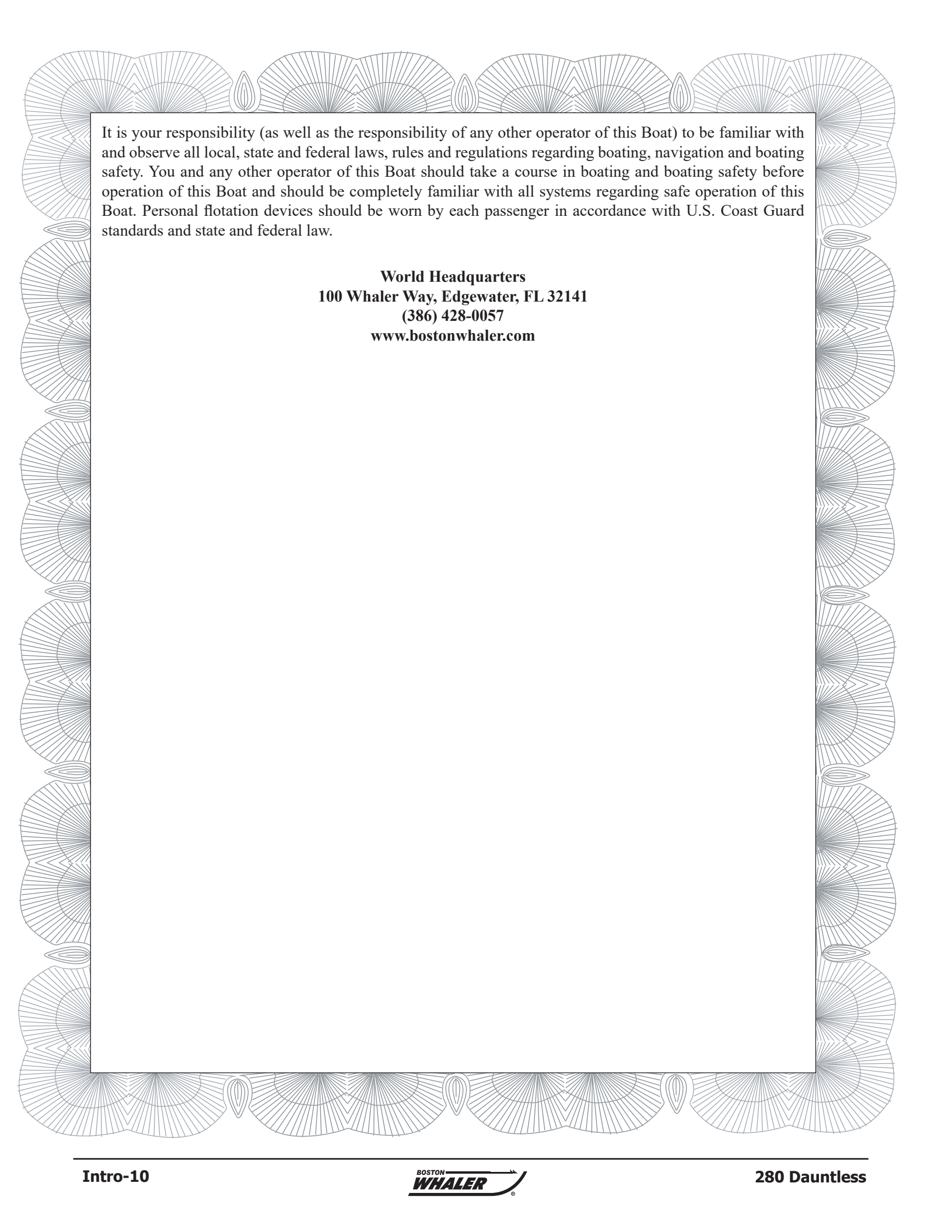
MODIFICATIONS & SEVERABILITY

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 Information*

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

*Outside 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.



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 blower is working
- ☐ 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

Trailing (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 tanks (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

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.
- 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
- Display navigation lights between sunset and sunrise and during periods of restricted visibility, such as rain, fog, haze, etc.

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.

WARNING

STABILITY HAZARD

- **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.**

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

Drowning hazard - Boats must carry one wearable personal flotation devices (PFDs) for every passenger on board. Boats must have at least one throwable life preserver.

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

Legally Mandated Equipment

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)

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.



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.

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

Carbon Monoxide (CO)

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
- Ringing in the ears
- Unconsciousness
- Headaches
- Nausea

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 CO poisoning is suspected, have the victim breath fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen. CO can accumulate in dangerous concentrations anywhere in or around your boat including on back decks, swim platforms, or in water around generator 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 CO.
- 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.

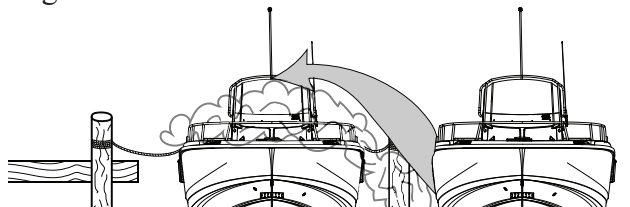
⚠ DANGER

- **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.**

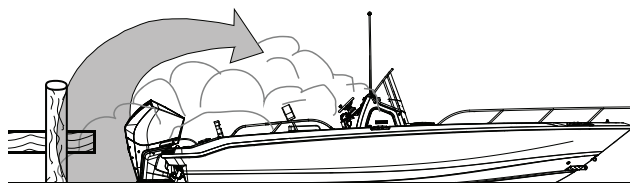
⚠ DANGER

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

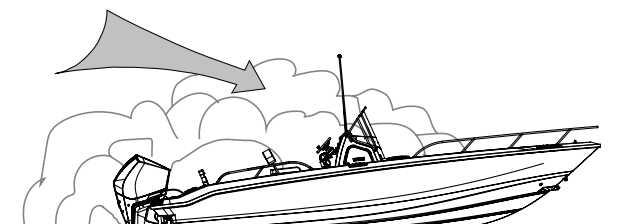
Carbon Monoxide Accumulation Scenarios
Figure 1.6.1



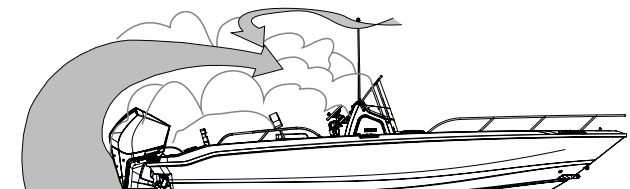
EXHAUST FROM OTHER BOATS.



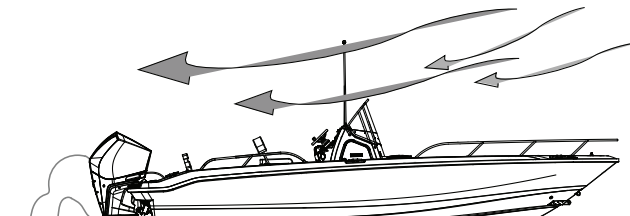
BLOCKAGE OF EXHAUST BY OBSTRUCTION



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

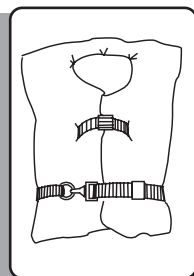
Children and non-swimmers must wear PFDs at all times when aboard.

PFD Classifications

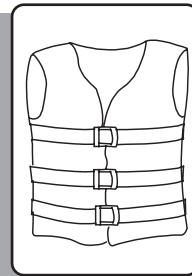
Listed below are the several different types of PFDs, each life jacket has different purposes, choose one that will suit your purpose.



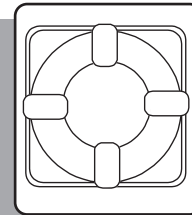
Type I, The off-shore life jacket is considered the most buoyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



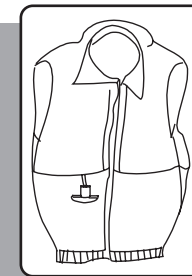
Type II, Near-shore life vest, a keyhole vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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

Fire is a serious boating hazard. Boats will burn quickly. Do not remain onboard and fight a fire for more than a few minutes. If the fire is out of control and cannot be put out with the fire suppression equipment onboard, abandon ship immediately. The fumes released during a fire are toxic and should be avoided. Even after the fire has been extinguished, proper ventilation of the area is required to minimize exposure to harmful fumes.

DANGER

- **Fires can spread quickly. 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.**

To lessen the danger of fire:

- Extinguish all smoking materials, shut off blowers, stoves, engine(s) and generator(s).
- Keep bilge area clean, oil and fuel spills should be cleaned immediately.
- If possible throw burning materials overboard.
- If fire is accessible, release the contents of the fire extinguisher(s) into the base of the fire.
- If the fire is in an enclosed compartment and 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 accident reporting requirements.

Propulsion, Control or Steering Failure

If there is a propulsion, control or steering failure:

- Stop the engine, (shut off at ignition or pull on the emergency engine shut-off switch).
- Drop anchor 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.

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 (see Figure 1.12.1). Television, radio, and internet can give you access to NOAA weather

reports that will help you 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 the wind with enough power to maintain slow headway.
- If you encounter fog, determine your position, set a safe course, slow down and alert other boats of your presence 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.

WARNING

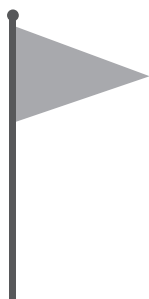
A sudden change in wind direction or speed or an increase in wave height indicates deteriorating weather.

NOTICE

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

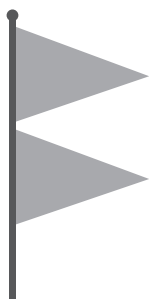
Weather Warning Pennants
Figure 1.12.1

Small craft



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

Gale



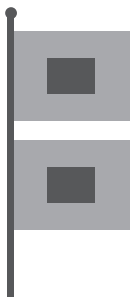
Two red flags: Winds
34-47 knots
(39-54 mph)

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 1.12.2). Keep at least 100 feet (30 meters) away.

Diver's Flags
Figure 1.12.2



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

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

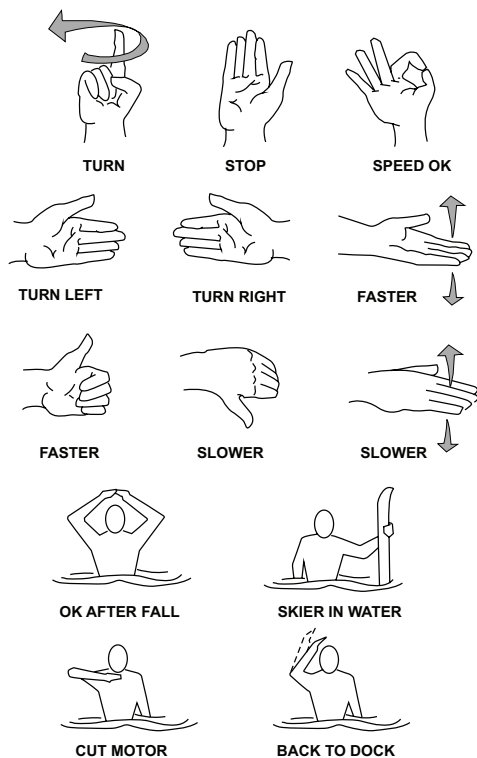
Water Skiing

- Always have two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved personal flotation devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 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 1.13.1).
- 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 who are watching the skier must be aware of this fact and be prepared to take appropriate action to avoid injury.

Water Skiing Signals

Figure 1.13.1



Turn – Arm raised, circle with index finger extended.

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

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

Stop – Raise arm with palm vertical and facing forward.

Faster – Thumb 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.

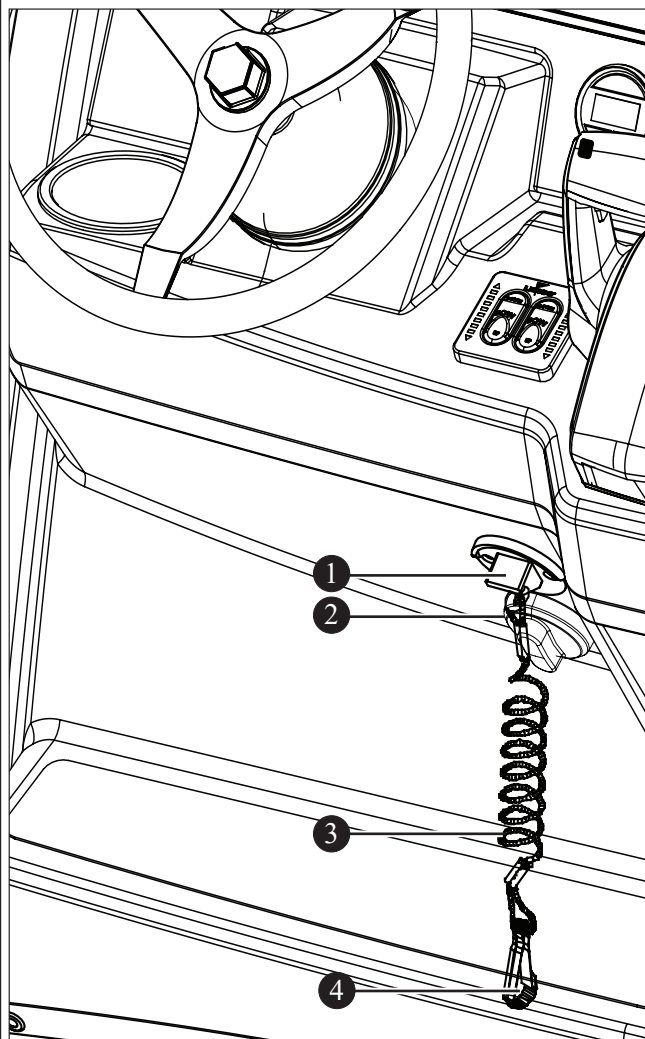
Towed inflatable types, aka tubes, produce tremendous stress on the tow point and rope, far greater than devices like waterskis, kneeboards or wakeboards. When pulling a tube use both stern eye strong points in combination with a proper tube harness and tow rope. Parasails and kites should never be used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

Engine Emergency Stop Switch

⚠ 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 HELM SWITCH CLIP
- 3 LANYARD
- 4 OPERATOR SWITCH CLIP

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

1st Mate™ Safety and 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

WARNING

Hitting an object in or under the water or boating in dangerous currents can cause serious injury or death to occupants in the boat. You must know where the hazards are and avoid them. In uncharted waters, boat very slowly and post a lookout.

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

WARNING

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

CAUTION

Reduce speed in a congested waterway. Be alert for no wake markers.

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

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



2156485

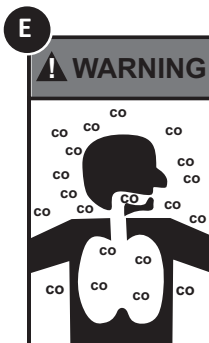
⚠ DANGER

- 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.



D

2417275



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

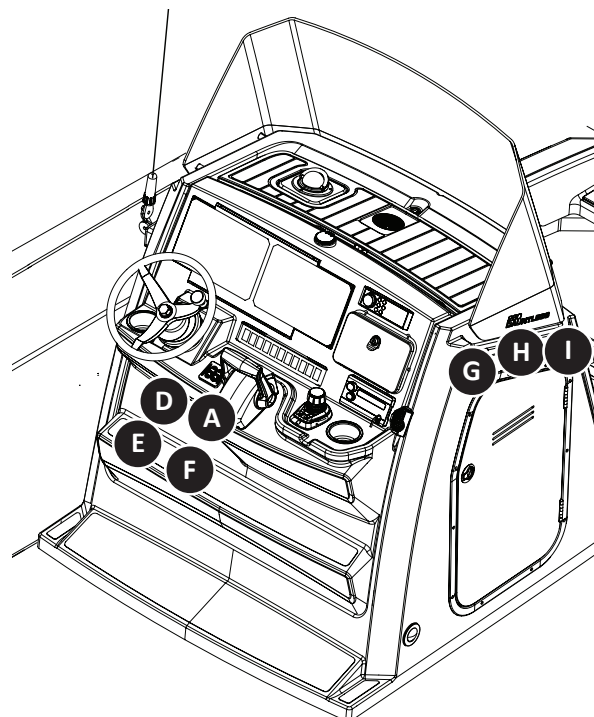
Engine and generator exhaust contains odorless, colorless CO gas.

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



F

⚠ WARNING

DOOR MUST BE SECURED IN THE CLOSED POSITION WHILE VESSEL IS UNDERWAY.

2063402

G

⚠ 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

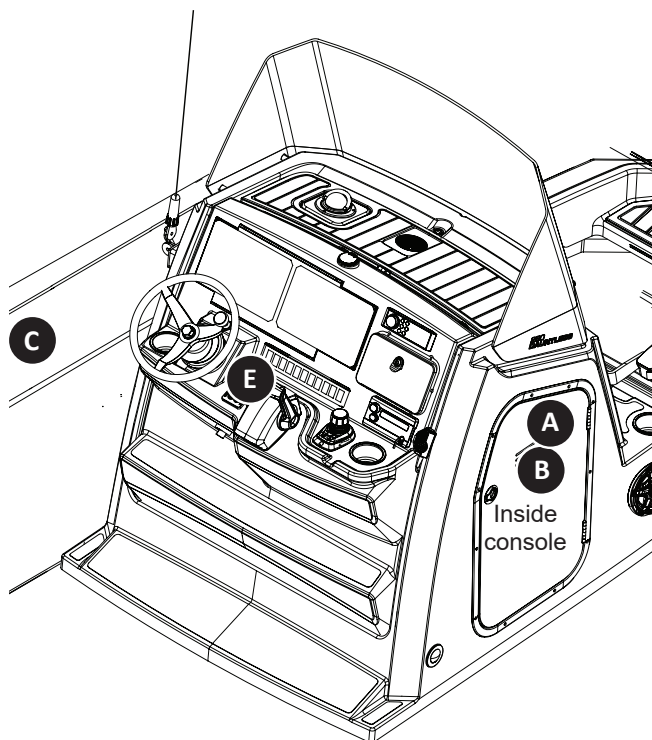
H

⚠ 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

Label Locations



A

Save Our Seas

It is *illegal* to dump plastic trash anywhere into the ocean or navigable waters of the United States. Violation of these requirements may result in civil penalty up to \$25,000, a fine of \$50,000 and imprisonment for up to five years.

<p>PLASTIC - Includes but is not limited to: plastic bags, styrofoam cups and lids, sixpack holders, stirrers, straws, milk jugs, egg cartons, synthetic fishing nets, ropes, lines, and bio or photo degradable plastics.</p> <p>GARBAGE - Means paper, rags, glass, metal, crockery (generated in living spaces aboard the vessel-what we normally call trash), and all kinds of food, maintenance and cargo-associated waste. "Garbage" does not include fresh fish or fish parts, dishwater, and gray water.</p>	<p>INSIDE 3 MILES (and in U.S. Lakes, Rivers, Bays and Sounds)</p> <p>PLASTICS DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT ANY GARBAGE EXCEPT DISHWATER/GRAYWATER/FRESH FISH PARTS</p> <p>3 TO 12 MILES</p> <p>PLASTICS DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH</p> <p>12 TO 25 MILES</p> <p>PLASTICS DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT</p> <p>12 TO 25 MILES</p> <p>PLASTICS</p>	<p>DUNNAGE - Material used to block and brace cargo, and is considered a cargo associated waste.</p> <p>DISHWATER - Means the liquid residue from the manual or automatic washing of dishes and cooking utensils which, have been pre-cleaned to the extent that any food particles adhering to them would not normally interfere with the operation of automatic dishwashers.</p> <p>GRAYWATER - Means drainage from a dishwasher, shower, laundry, bath, and washbasin, and does not include drainage from toilets, urinals, hospitals, and cargo spaces.</p>
--	--	--

2029125

B

NOTICE

THIS BOAT IS EQUIPPED WITH AN OPTIONAL DIRECT OVERBOARD DISCHARGE VALVE. DISCHARGING OF SEWAGE DIRECTLY OVERBOARD IS FOR USE WHERE APPROVE ONLY.

2063381

C

Vessel's certification plate (see chapter 2, *General Information*).

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

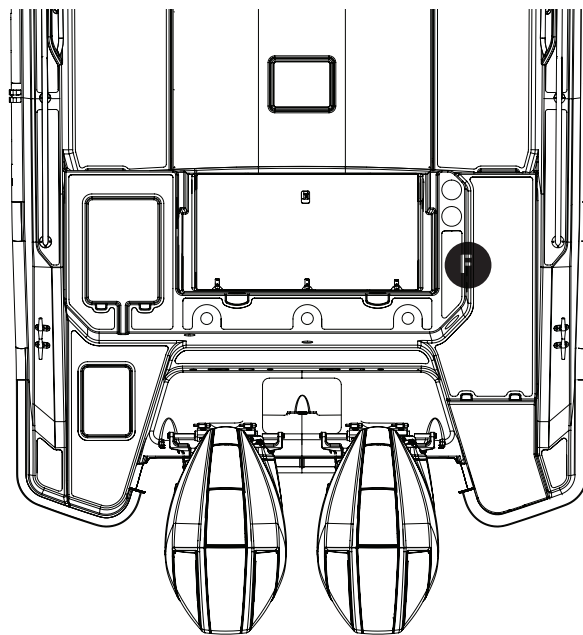
E



CAUTION

REMOVE ENGINE STEERING BRACKET BEFORE STARTING ENGINES.

2166526



F



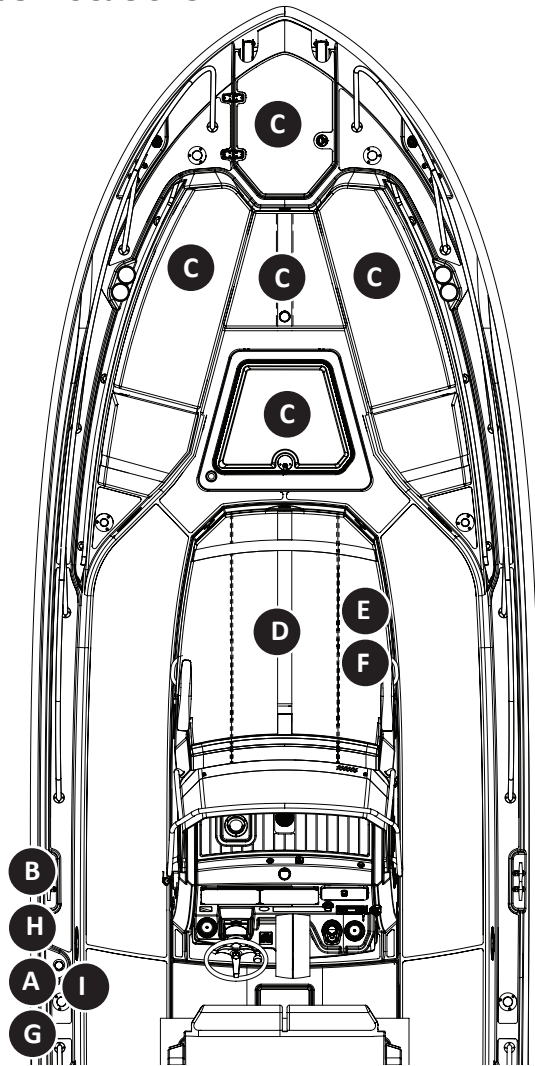
WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE, EXPLOSION OR ELECTRICAL SHOCK


- This device must be connected to a ground fault circuit interrupter (GFCI) protected AC outlet.
- When using an extension cord, connect charger AC plug before connecting to GFCI protected AC outlet.
- Make connection in an open atmosphere free of explosive fumes.
- Make connection in a secure manner that will avoid contact with water.

2243525

Label Locations



A **⚠ 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

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

B **1400 lb / 635 kg**

1774308

C **⚠ CAUTION**

AVOID INJURY
BOAT MOVEMENT MAY CAUSE LID TO FALL
KEEP HANDS AND FEET CLEAR OF EDGES WHEN HATCH IS OPEN

1836858

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

D **DISCHARGE OF OIL PROHIBITED**

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON OR A DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF \$5,000.

2063413

E **⚠ 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

F **⚠ 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

For Canadian vessels

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

H **NOTICE**

GASOLINE RECOMMENDATIONS


Minimum octane rating of 91 in the U.S. and Canada.
Minimum octane rating of 96 outside the U.S. and Canada.
Refer to engine manual for additional information.

2038447

I **⚠ WARNING**

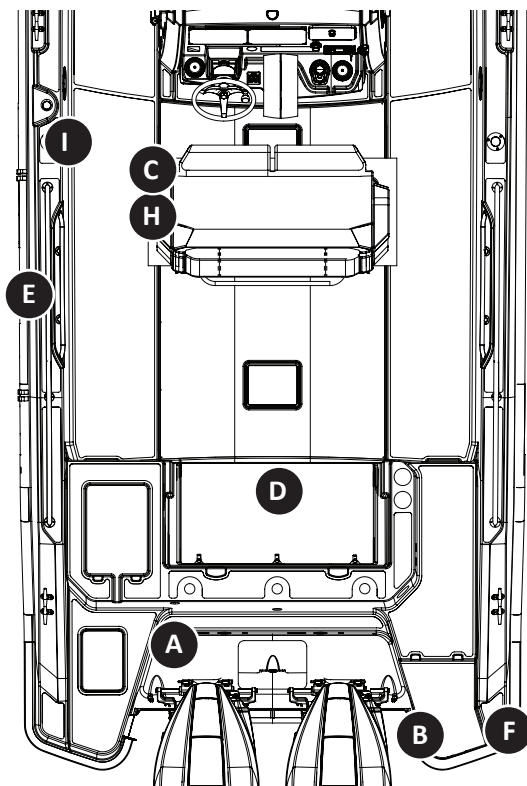
Failure to follow these warnings could cause **SERIOUS INJURY** or **DEATH**.

- 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

Label Locations



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

E

! WARNING

ENGAGE THE SAFETY PIN TO SECURE DOOR WHILE OPEN AND CLOSED.

2216790

F

! 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

H

! WARNING

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

2276527

Located on hardtop next to watersports tow point (not shown).

! 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 ENGINE IS RUNNING**

1590140

I

! 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



2184707

B

! 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

C

! CAUTION

EQUIPMENT DAMAGE CAN OCCUR. PULL RELEASE PIN BEFORE ACTIVATING SEAT MECHANISM.

2394816

D

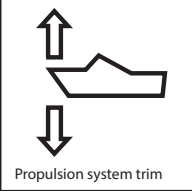
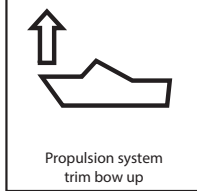
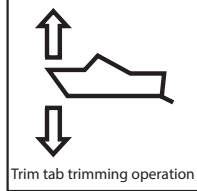
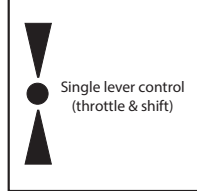
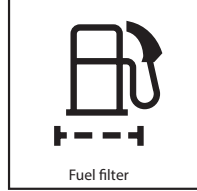
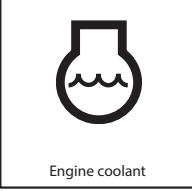
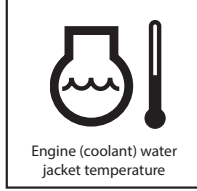
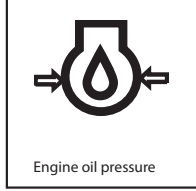
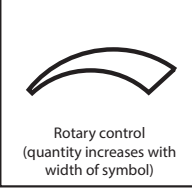
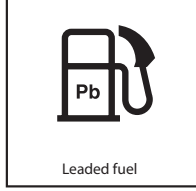
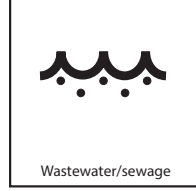
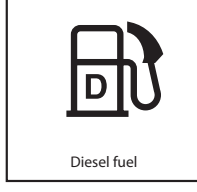
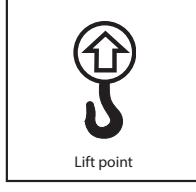
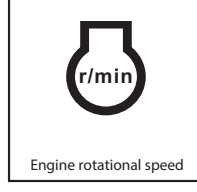
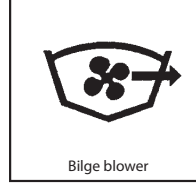
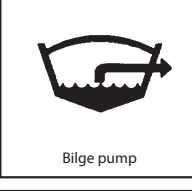
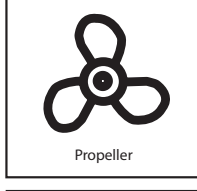
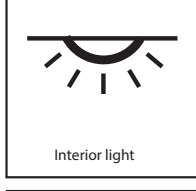
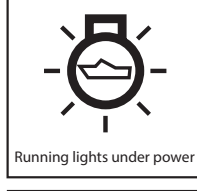
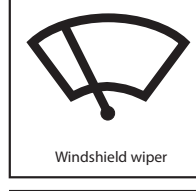
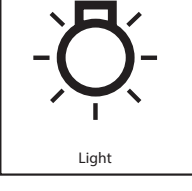
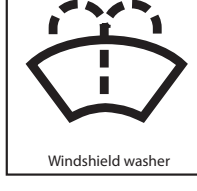

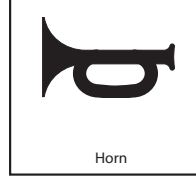
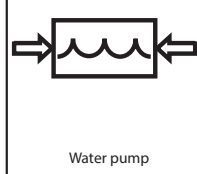
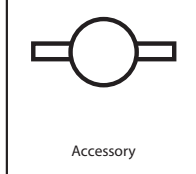
! CAUTION

**AVOID INJURY
BOAT MOVEMENT MAY CAUSE LID TO FALL
KEEP HANDS AND FEET CLEAR OF EDGES WHEN
HATCH IS OPEN**

1836858

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	

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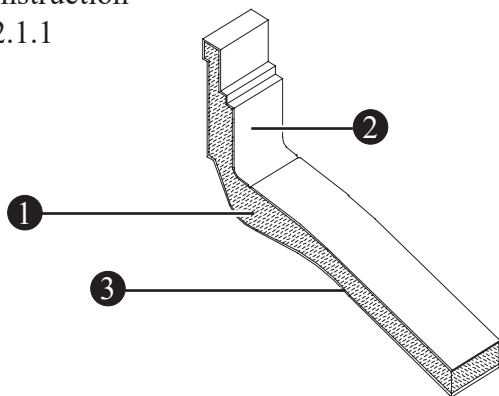
Construction Standards

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 unbond-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



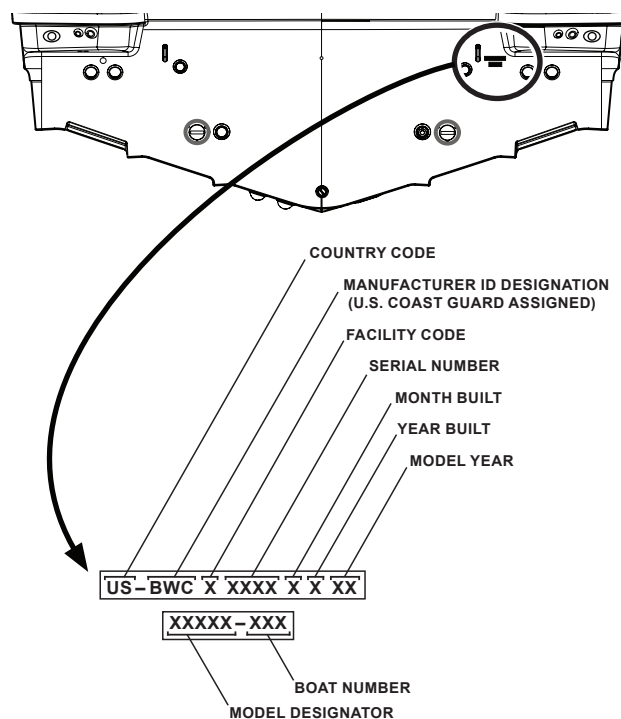
- 1 High density, closed-cell foam
- 2 High-quality resins and gelcoats
- 3 Fiberglass matting

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, where applicable. The specifications and dimensions 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.

Manufacturer's Certification

All boats must comply with federal regulations regarding maximum capacities. The *Specifications and Dimensions* 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.



Canadian Conformity Plate

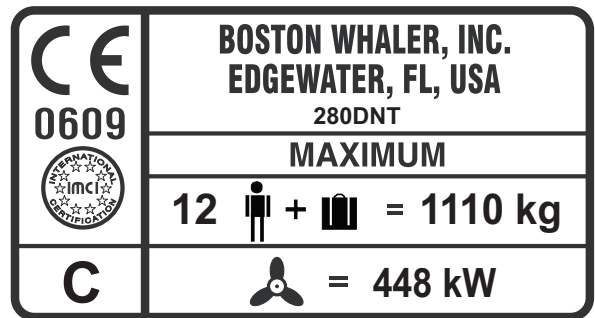
A Canada Compliance Notice indicates that your boat has been certified to comply with construction standards for small vessels by Transport Canada (TC). Recreational vessels up to 6 meters (19.7 feet) have passenger and cargo weight capacities compliant with TC regulations. Vessels over 6 meters are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

CANADIAN COMPLIANCE NOTICE AVIS DE CONFORMITE CANADIEN	
Boston Whaler (BWC) Edgewater, FL, USA	
MODEL / MODÈLE: 280 DAUNTLESS	
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.	

2370141

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.



2370094

Australian Builder's Plate

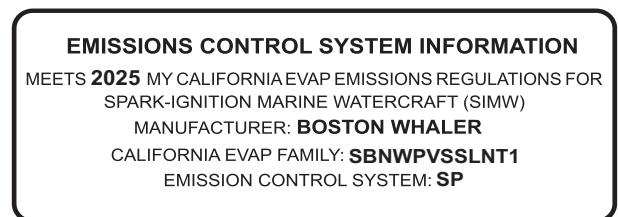
An Australian Builder's Plate indicates that your boat has been certified and the passenger and cargo weight capacities comply with either the International Organization for Standardization (ISO) regulations or American Boat and Yacht Council (ABYC) standards as noted on the capacity plate.



2370093

Emission Control System Plate

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



2431706

Certification Design Category

NOTICE

The 280 Dauntless 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 and Dimensions* 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 280 Dauntless is designed for a maximum outboard engine weight of 1400 lbs (635 kg).

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 and Dimensions (measurements are approximate and subject to variance)

A	Overall length (engine up)	32' 4" (9.9 m)	O	Bridge clearance (anchor light up)	11' (3.4 m)
B	Overall length (engine down)	30' 9" (9.4 m)		Swamped capacity ³	5000 lbs (2268 kg)
C	Hull length (bow to transom)	27' 9" (8.5 m)		Maximum engine weight	1400 lbs (635 kg)
D	Hull length (bow to swim platform)	28' 8" (8.7m)		Max weight (passengers, engines, gear ²)	3847lbs (1745 kg)
E	Overall height	9' 2" (2.8m)		Max weight (passengers, gear ²)	2447 lbs (1110 kg)
F	Beam	9' (2.8 m)		Maximum persons' capacity	12
G	Draft (dual V8 engines down) ¹	2' 11.5" (.9 m)		Maximum horsepower	600 HP (448 kW)
H	Draft (dual V8 engines up) ¹	1' 9" (.53 m)		Minimum horsepower	350 HP (261 kW)
K	Freeboard (midship)	3'1" (.94 m)		Fuel capacity	160 gal (606 L)
L	Bridge clearance	6' 6" (2 m)		Weight (fuel, water, engine)	7410 lbs (3361 kg)
M	Bridge clearance (Hardtop)	8' 1" (2.5 m)			

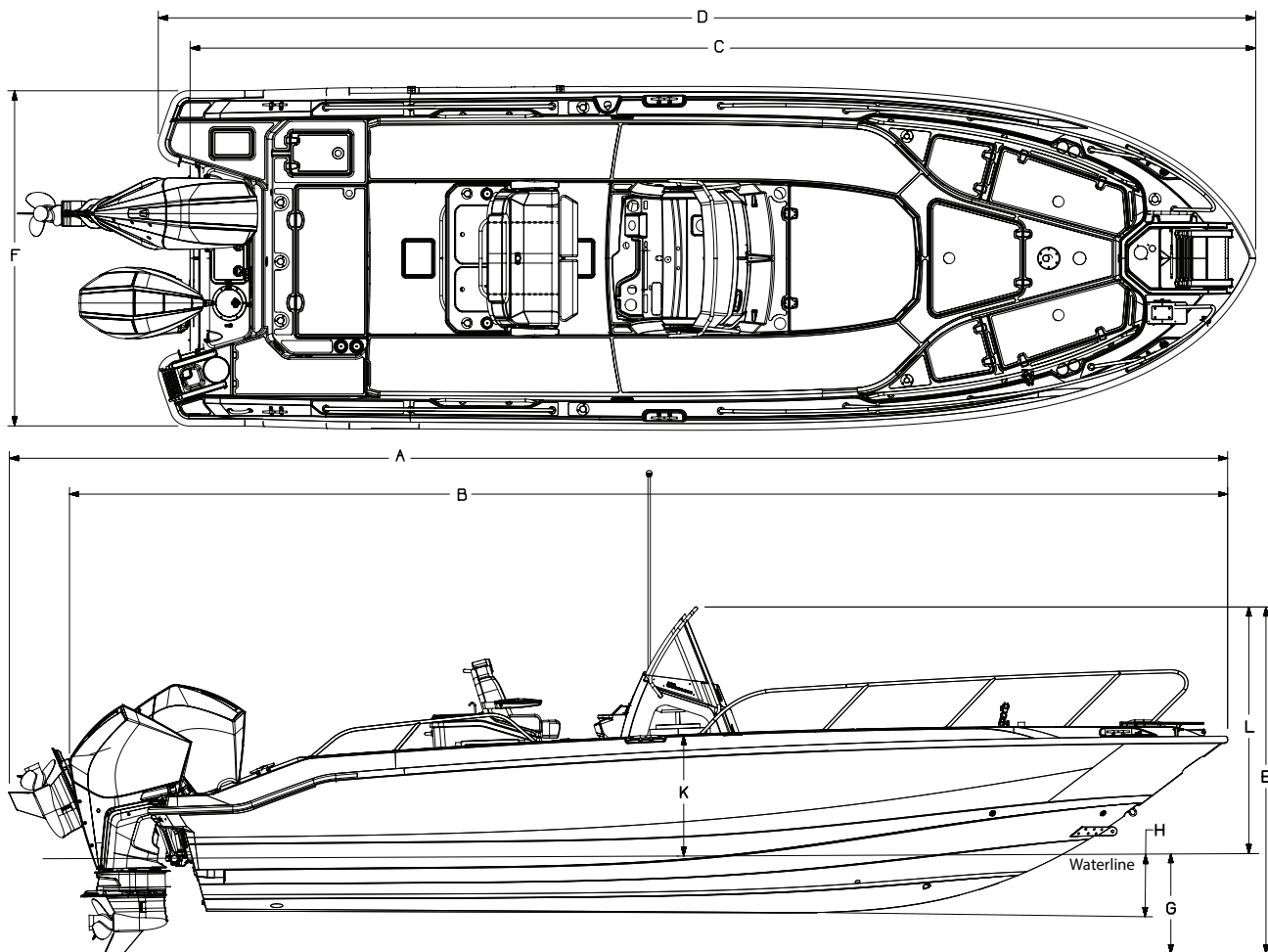
¹ Optional equipment and loading capacity of the boat affects draft and bridge clearance measurements. Follow the recommendations listed on the capacity plate regarding the maximum amount of weight this vessel can safely carry.

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

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

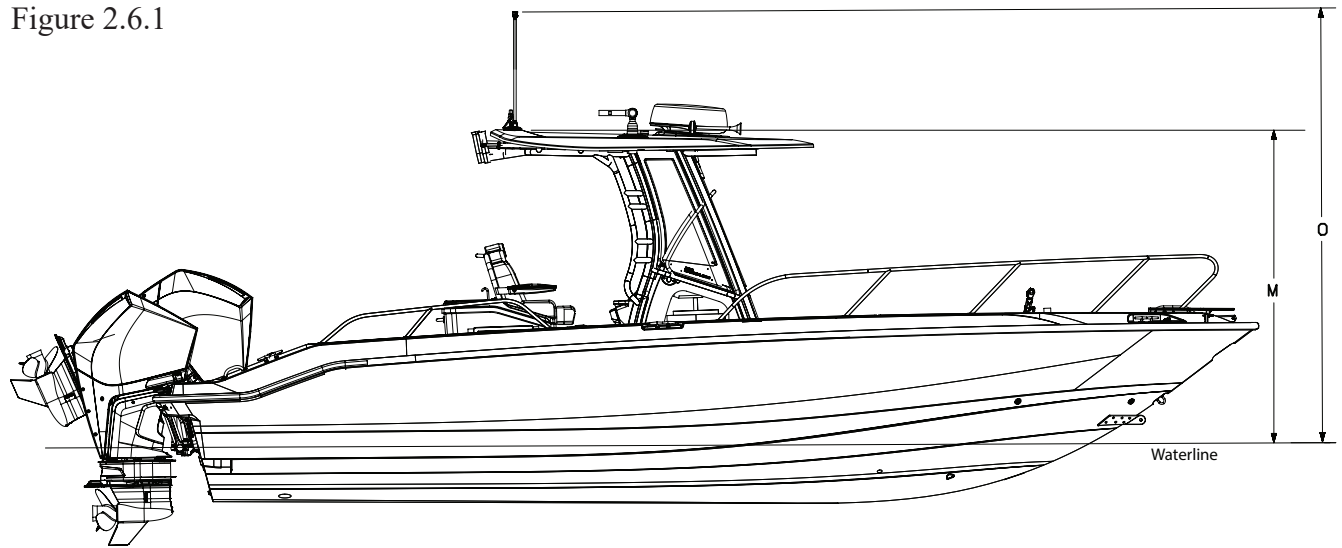
Dimensions and Clearances

Figure 2.5.1



Specifications and Dimensions (Continued)

Dimensions and Clearances
Figure 2.6.1



NOTE: See table on previous page

Deck Occupancy

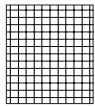
Figure 2.7.1

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.

Stay off



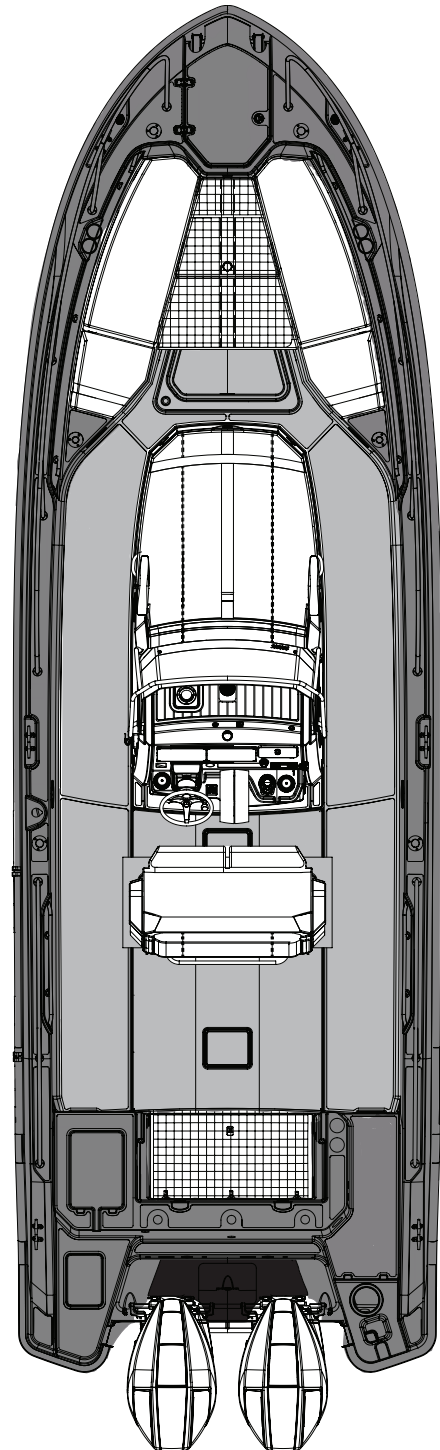
Do not stand or walk in this area. Serious injury could result. If necessary, stand or walk only where non-skid is applied.

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

Seating
Figure 2.8.1



WARNING

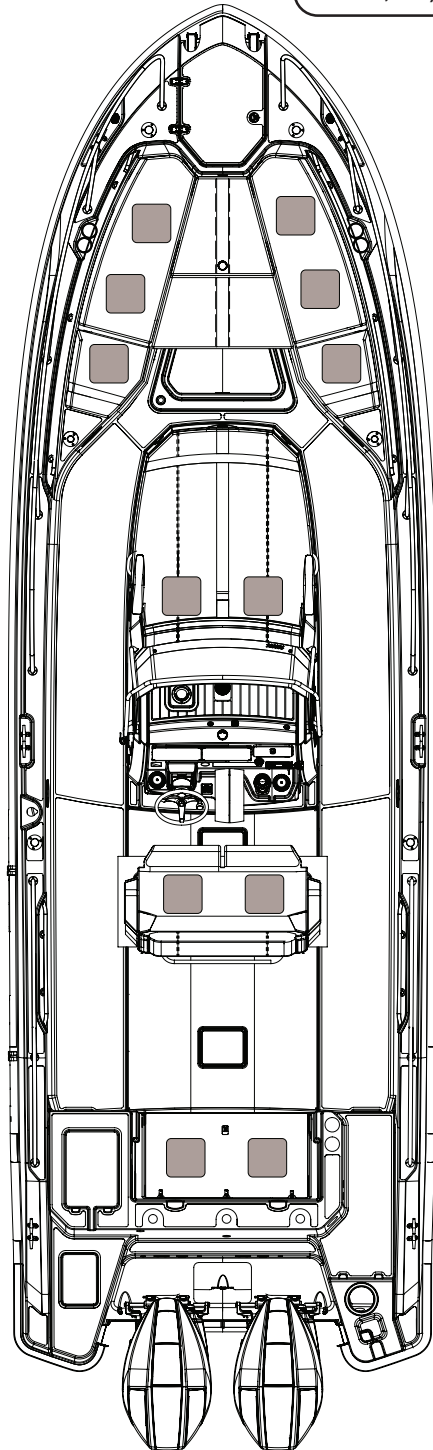
Never allow passengers to ride in an area (bow, gunwales, transom, etc.) that poses a hazard to themselves or the boat.



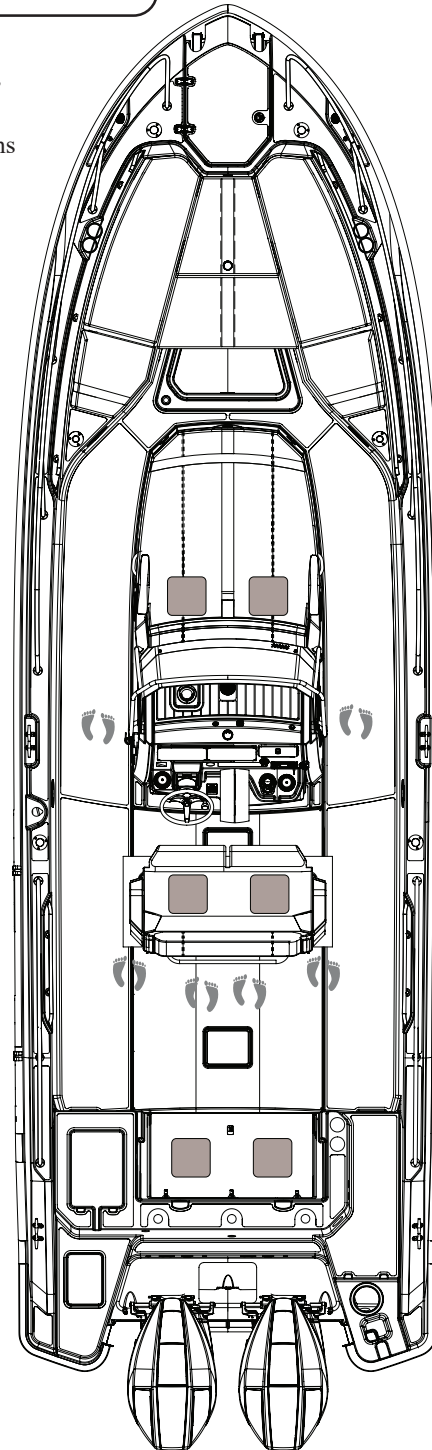
= Recommended seating locations



= Recommended standing locations



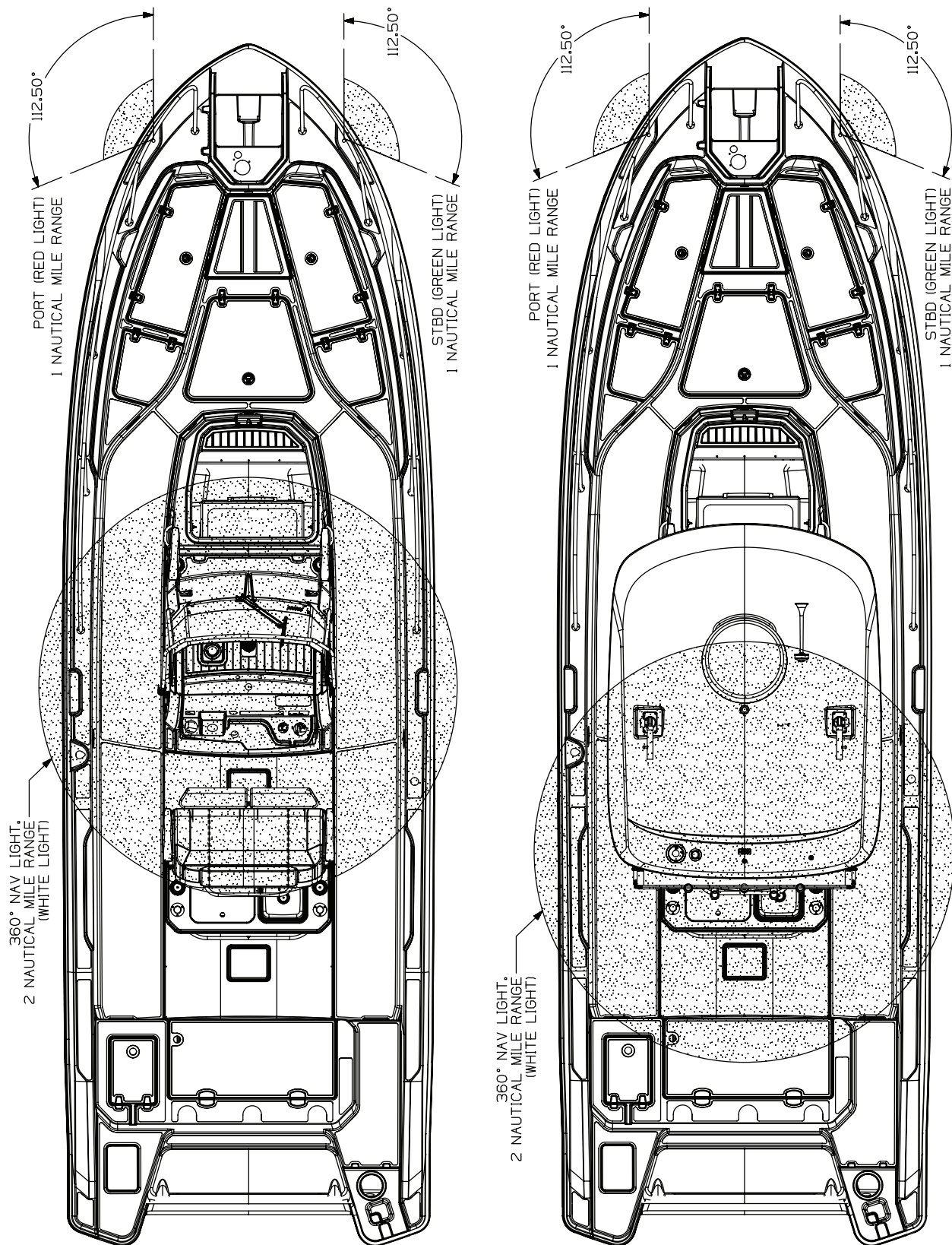
Recommended occupant locations
while moored, at idle or under 5 mph



Recommended occupant locations
on-plane

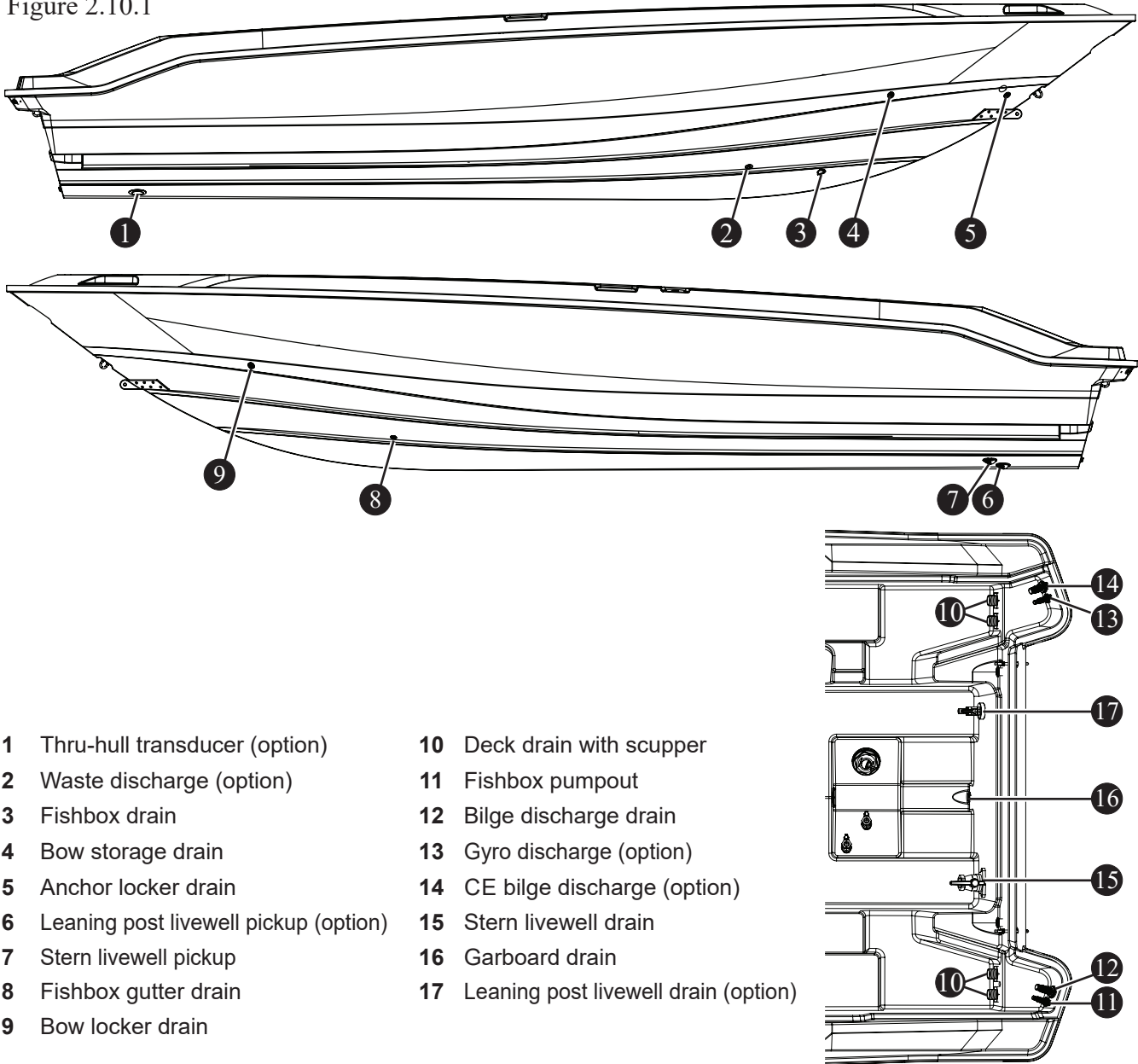
*NOTE: Hardtop
not shown.*

Navigation Lighting
Figure 2.9.1



Thru-Hull Fittings

Figure 2.10.1



- | | |
|---|---|
| 1 Thru-hull transducer (option) | 10 Deck drain with scupper |
| 2 Waste discharge (option) | 11 Fishbox pumpout |
| 3 Fishbox drain | 12 Bilge discharge drain |
| 4 Bow storage drain | 13 Gyro discharge (option) |
| 5 Anchor locker drain | 14 CE bilge discharge (option) |
| 6 Leaning post livewell pickup (option) | 15 Stern livewell drain |
| 7 Stern livewell pickup | 16 Garboard drain |
| 8 Fishbox gutter drain | 17 Leaning post livewell drain (option) |
| 9 Bow locker drain | |

NOTICE

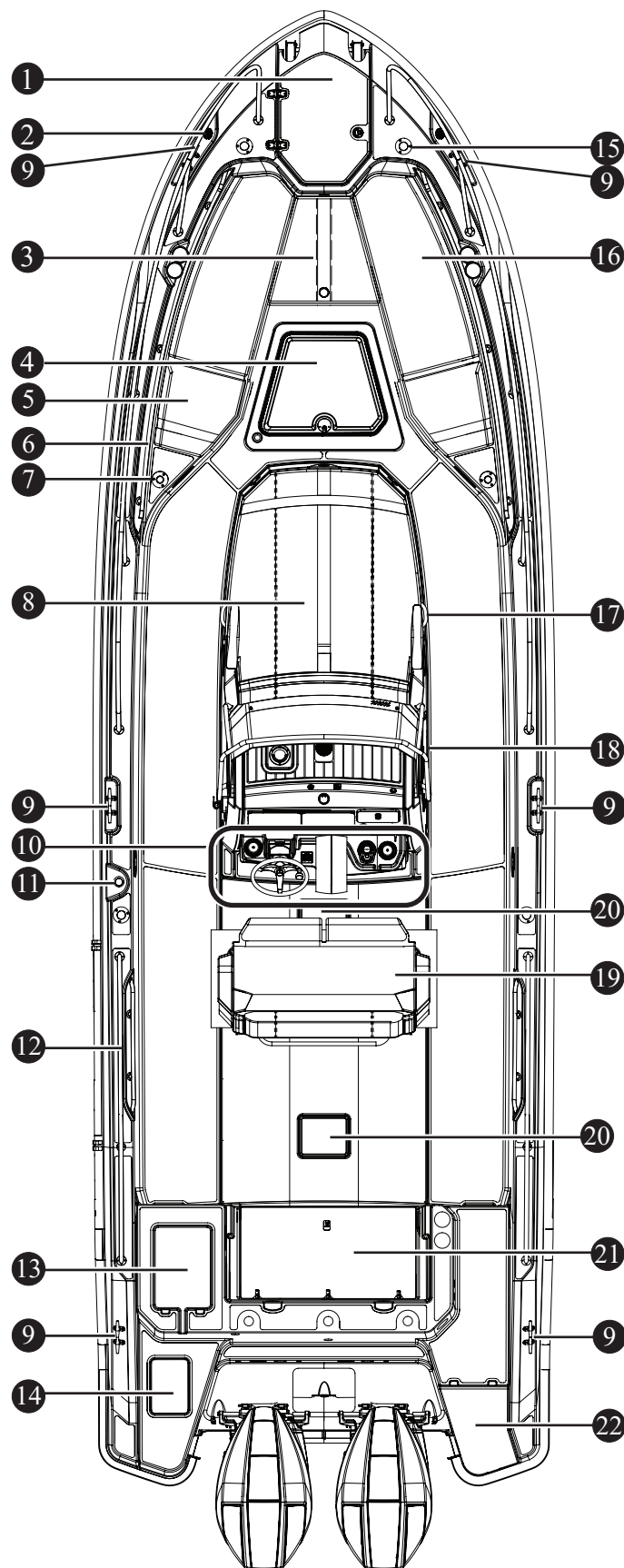
- The deck drain provides self bailing capabilities while boat is static in the water and no passengers. This feature prevents accumulation of water in the cockpit.
- Depending on the boat type, underwater fittings may require drain plugs. Garboard and fishbox drain plugs must be in place before boat 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

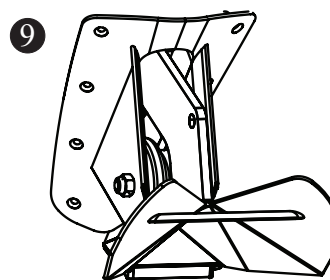
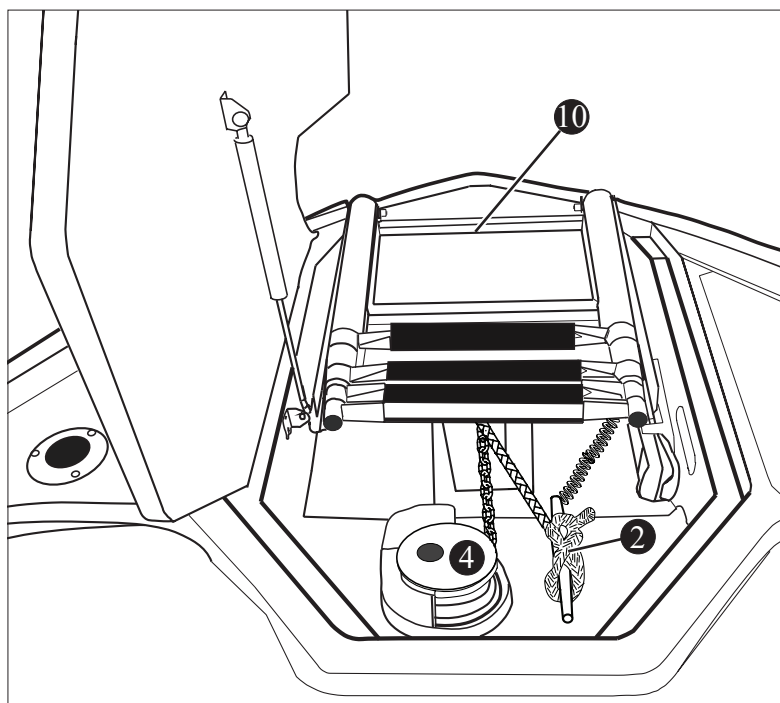
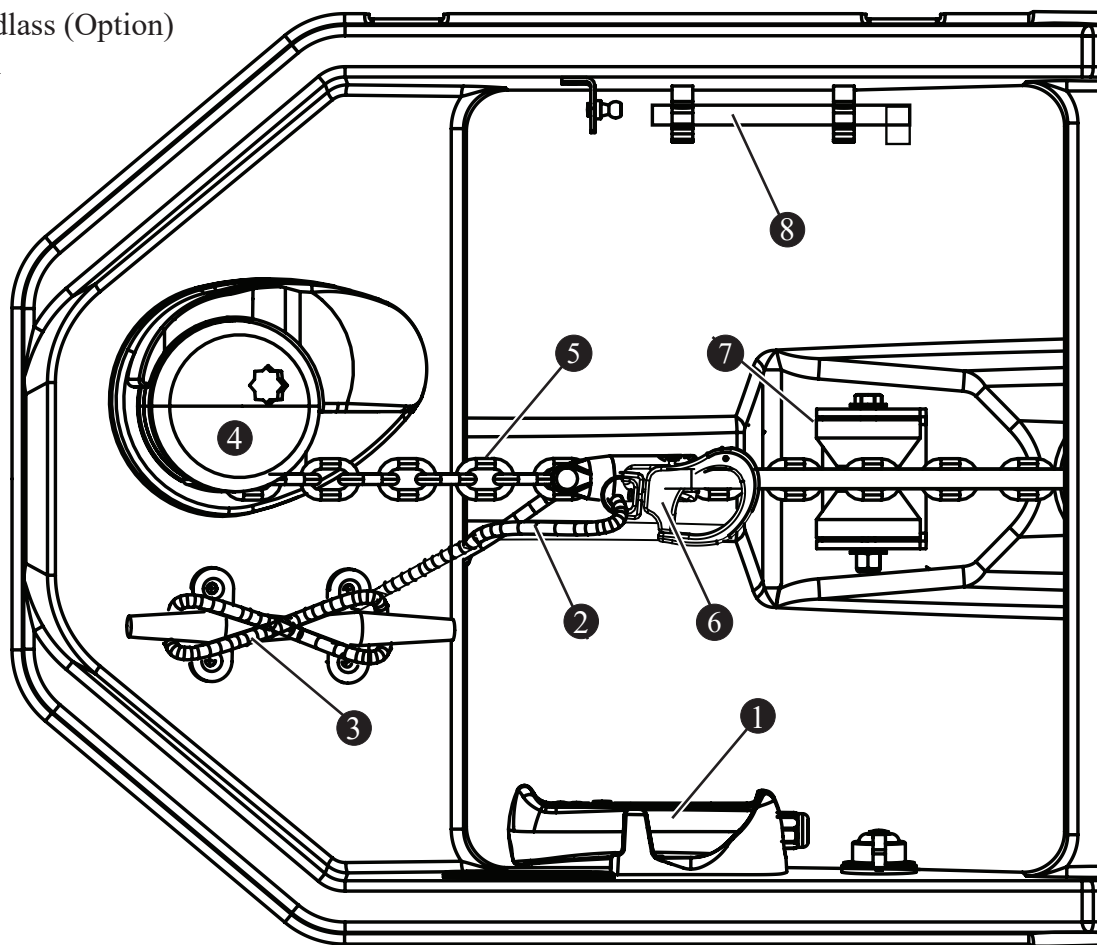
- 1 Anchor locker
- 2 Navigation side light (2)
- 3 Bow table (option)
- 4 Fishbox
- 5 Folding backrest (2)
- 6 Forward grab rail (2)
- 7 Rod holder (9)
- 8 Console lounge
- 9 Cleat
- 10 Helm
- 11 Fuel fill
- 12 Aft grab rail (2)
- 13 Stern Livewell
- 14 Access plate
- 15 Bow shade socket (2)
- 16 Bow lounge
- 17 Console lounge grab rail (2)
- 18 Console storage/head
- 19 Helm seat/leaning post
- 20 Fuel tank inspection plate (2)
- 21 Fold-down bench
- 22 Reboarding ladder



Features

Anchor/Windlass (Option)

Figure 2.12.1



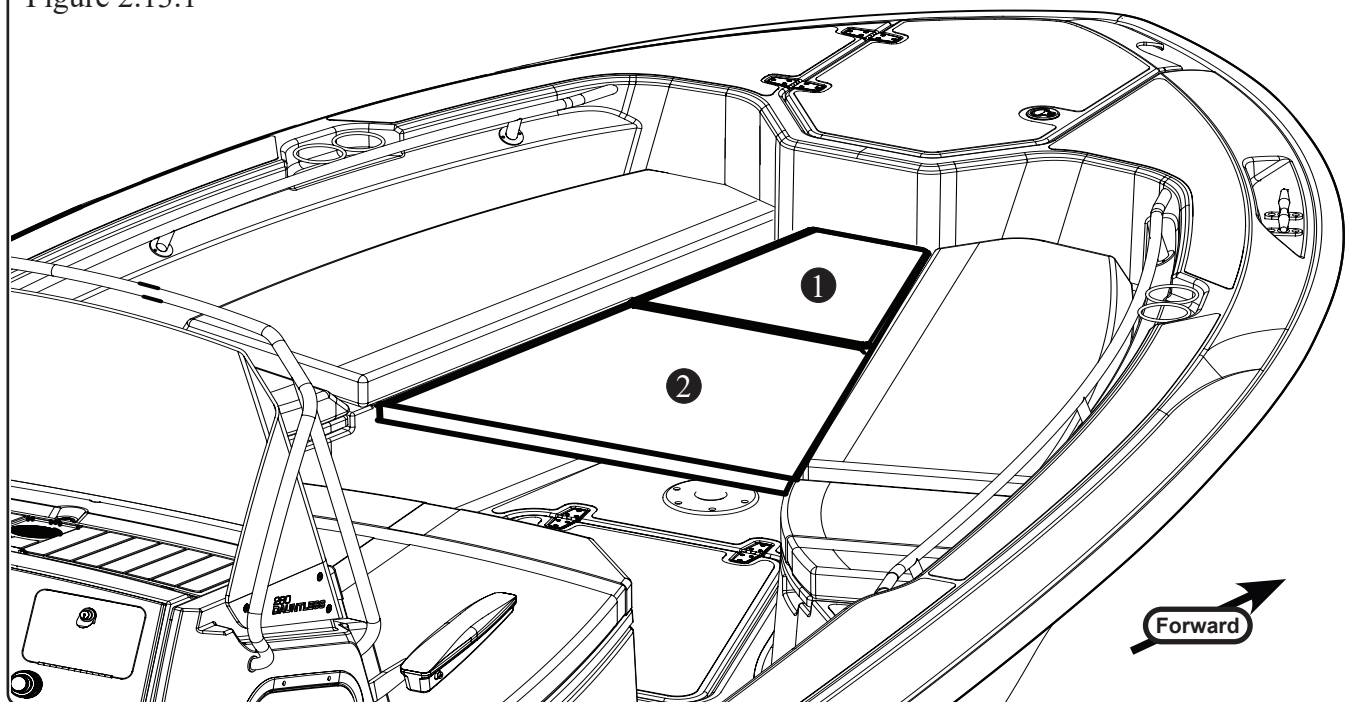
- 1 Windlass remote
- 2 Anchor lanyard
- 3 Cleat
- 4 Windlass
- 5 Chain rode
- 6 Clevis hook
- 7 Anchor roller
- 8 Windlass emergency handle
- 9 Anchor
- 10 Beach-boarding ladder (option)

NOTE: For ladder set-up instructions refer to chapter 3, *Systems Overview and Operations*.

Features

Fishing Platform (Option)¹

Figure 2.13.1



1 Bow table/fishing platform

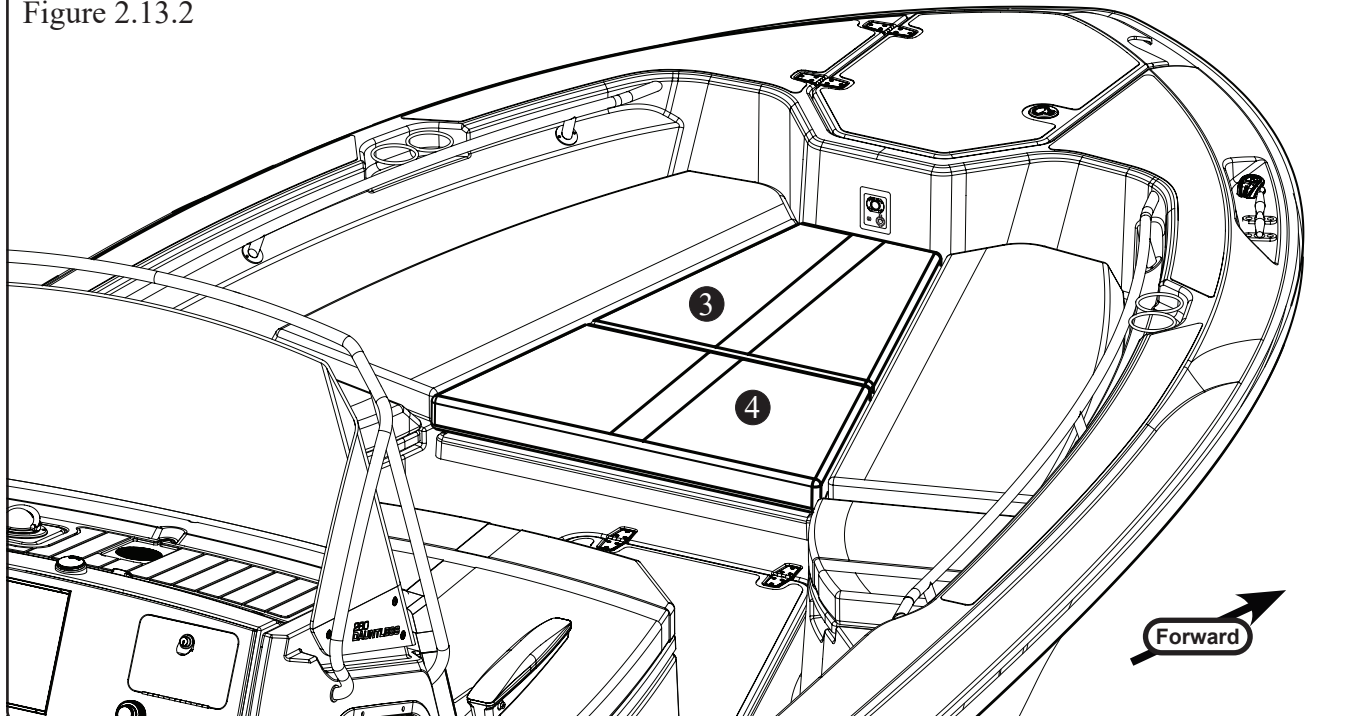
2 Fishing platform

3 Bow lounge cushion (forward)

4 Bow lounge cushion (aft)

Bow Lounge (Option)¹

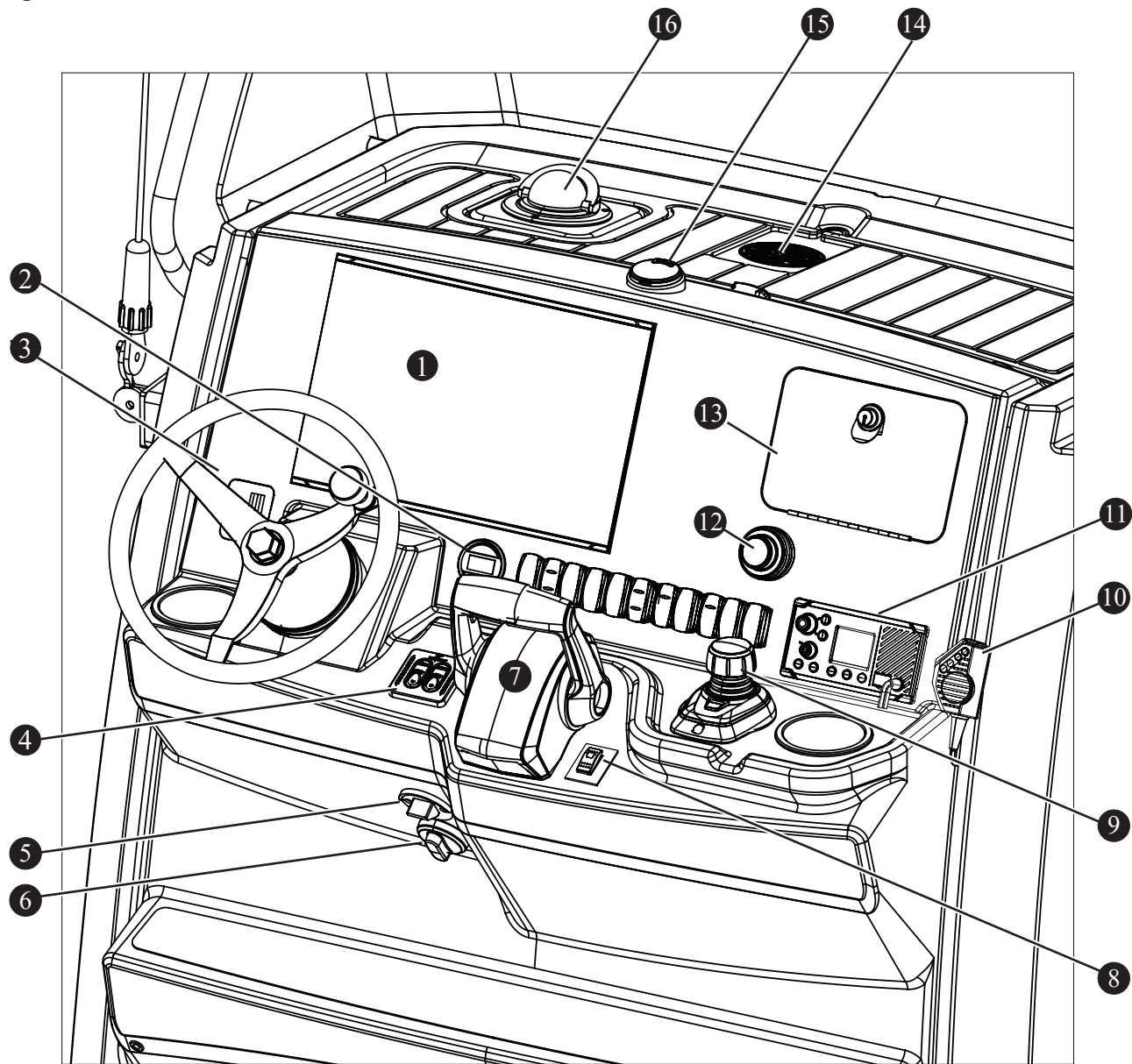
Figure 2.13.2



¹NOTE: For set-up instructions refer to chapter 3, *Systems Overview and Operations*.

Features

Helm
Figure 2.15.1

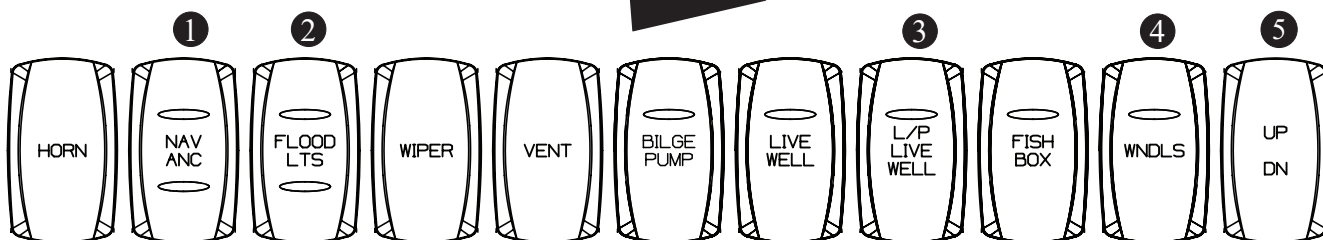
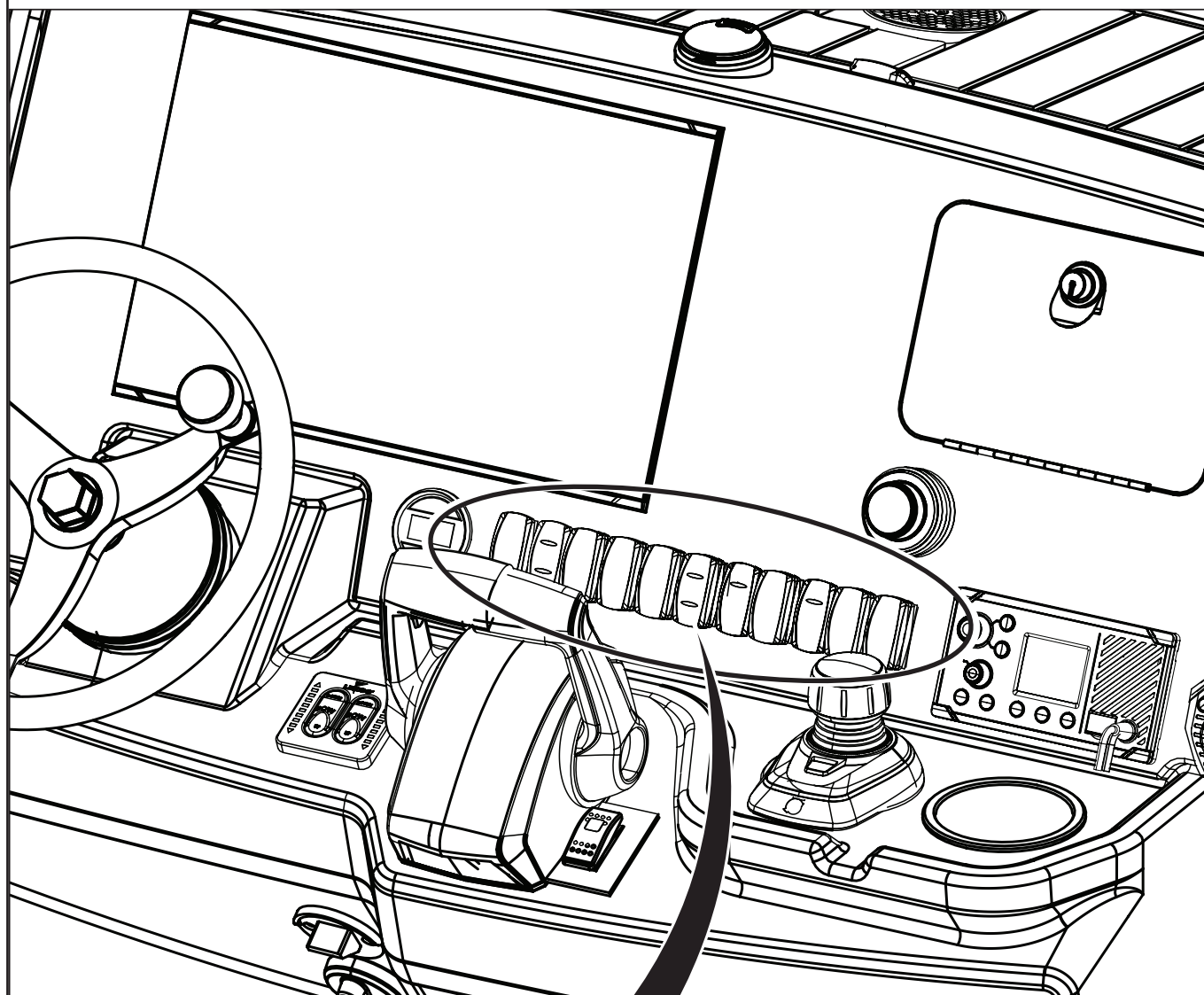


- | | |
|--|--------------------------------------|
| 1 16" Helm display (option) | 9 Joystick (option) |
| 2 Jack plate gauge (single engine option) | 10 VHF radio handset (option) |
| 3 Swim patio override switch (option) | 11 VHF radio (option) |
| 4 Trim tabs | 12 Stereo (option) |
| 5 Engine emergency stop switch | 13 Lockable console storage (option) |
| 6 Diagnostic port (option) | 14 Phone charging pad |
| 7 Gear Shift and Throttle control | 15 Navigation light (option) |
| 8 Jack plate switch (single engine option) | 16 Compass |

NOTE: Dual engine gear shift and throttle control shown.

Features

Helm Switch Panel
Figure 2.16.1

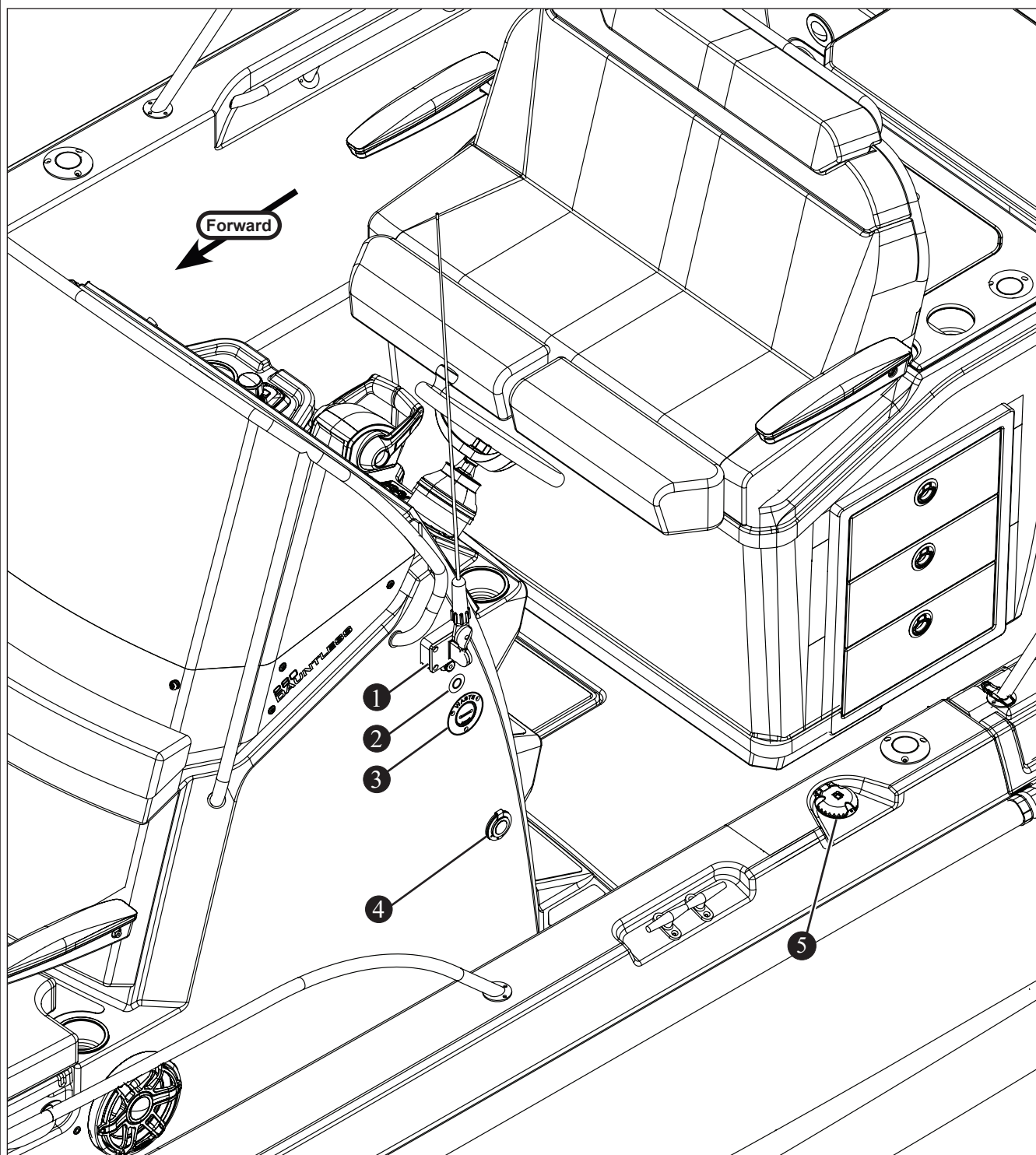


- 1 Navigation and anchor light
- 2 Flood lights
- 3 Leaning post (L/P) livewell (option)

- 4 Windlass (option)
- 5 Windlass up/down (option)

Features

Port Side of Helm
Figure 2.17.1



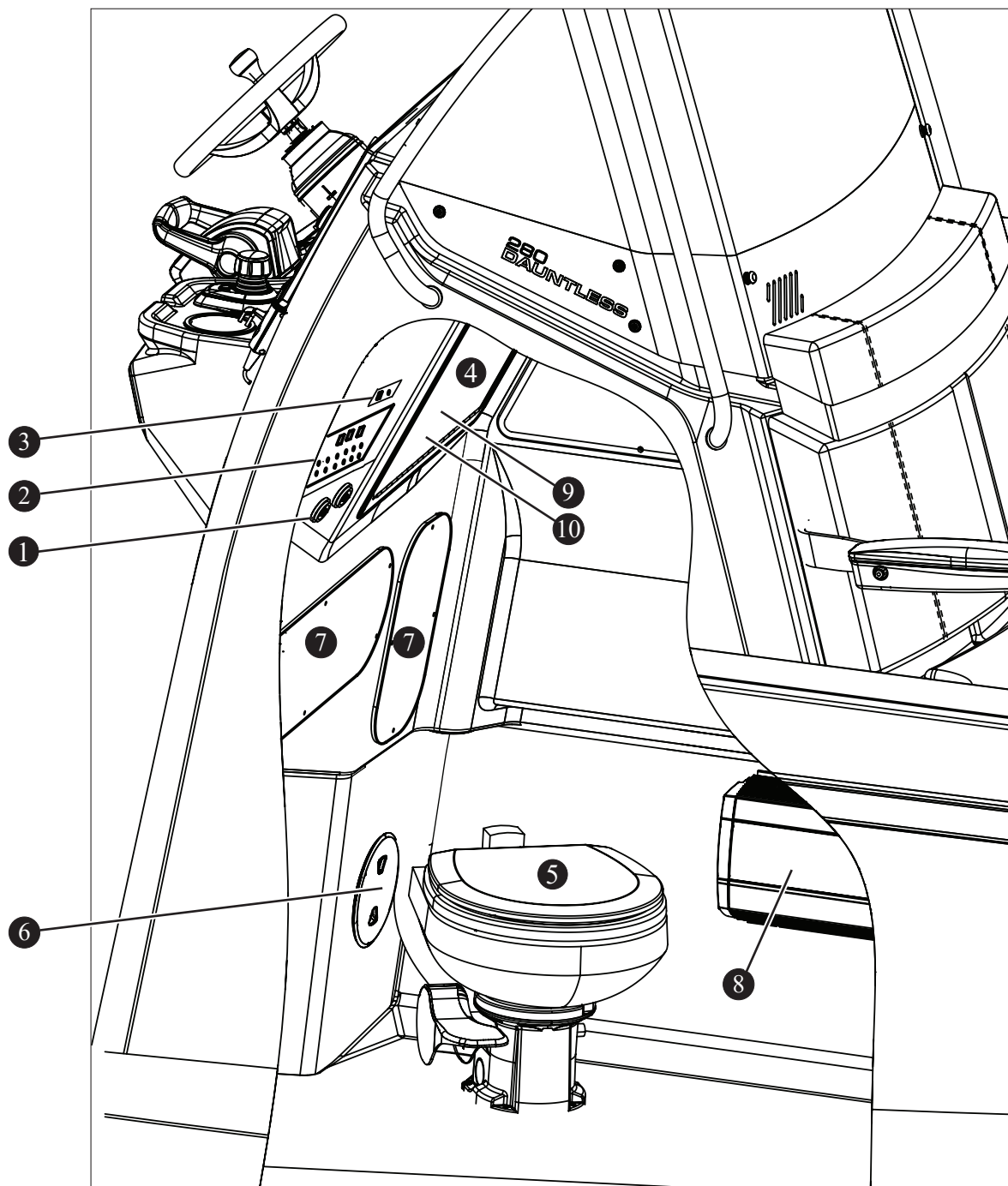
- 1 VHF radio antenna (option)
- 2 Waste vent (option)
- 3 Waste pumpout

- 4 Battery charger outlet (option)
- 5 Fuel fill

Features

Console Storage/Head

Figure 2.18.1



- 1 Ignition key (dual engine option)
- 2 DC distribution panel
- 3 Overboard discharge panel (option)
- 4 Drop-down access door
- 5 Toilet (option)

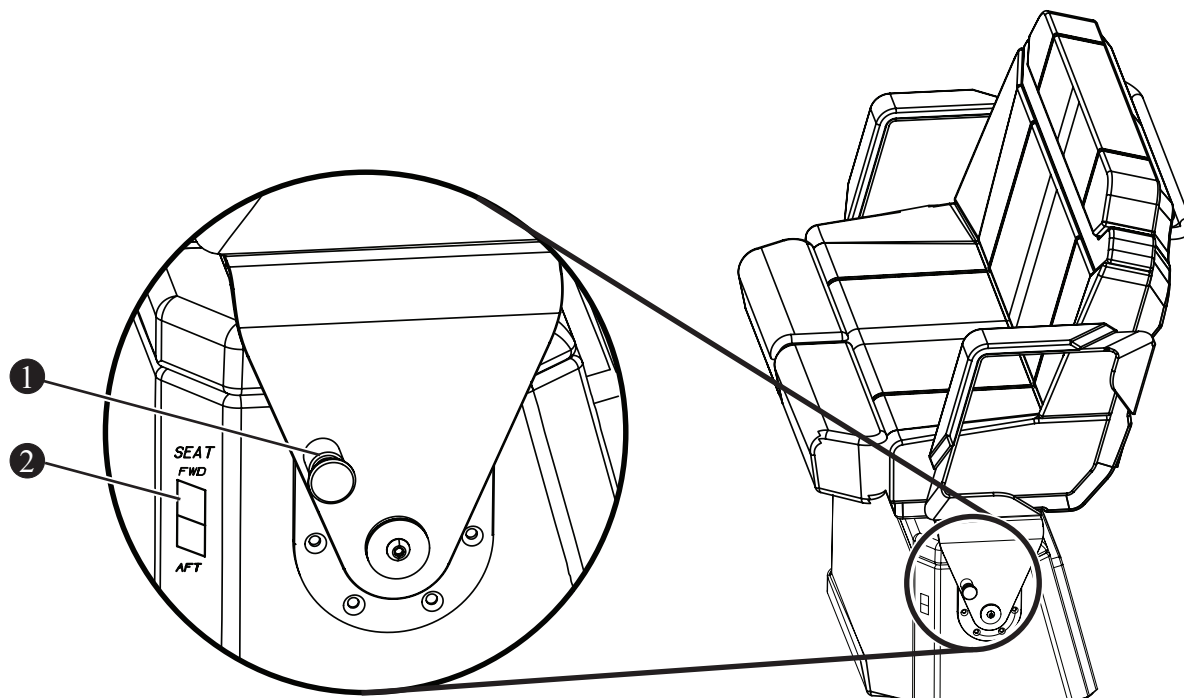
- 6 Access plate
- 7 Access panel (2)
- 8 Battery charger (option)¹
- 9 Stereo amplifier (option)
- 10 Radio module (option)

¹For optional gyroscopic stabilizer or trolling motor

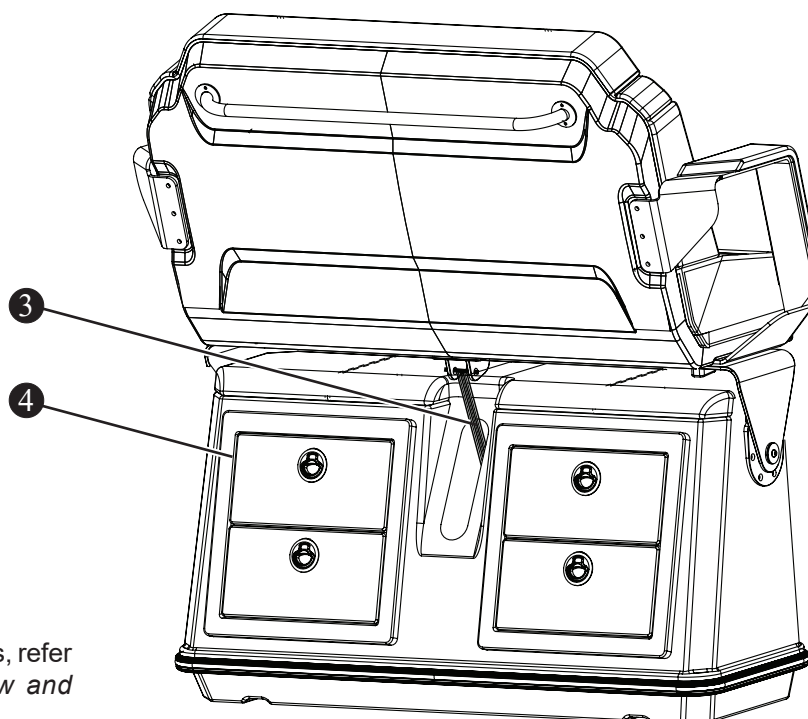
Features

Convertible Helm Seat

Figure 2.19.1



- 1 Seat locking pin
- 2 Seat fwd/aft switch
- 3 Seat actuator
- 4 Storage drawers



NOTE: For operational instructions, refer to chapter 3, *Systems Overview and Operations*.

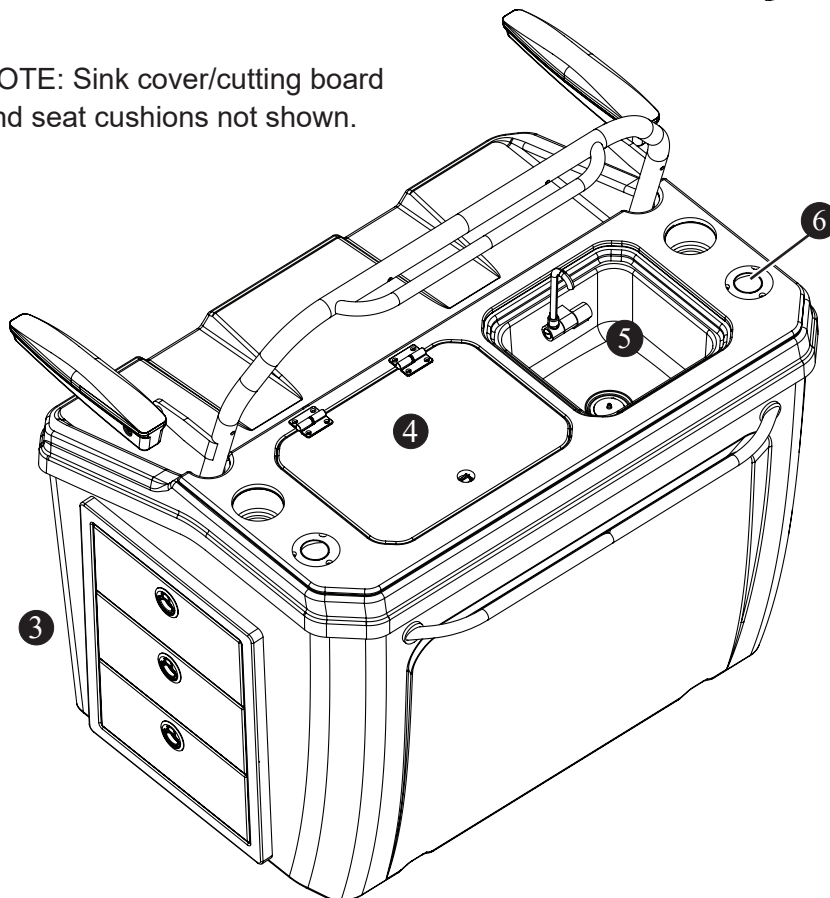
Features

Leaning Post Livewell with Sink (Option) Figure 2.20.1

NOTE: Optional leaning post with gyroscopic stabilizer not shown.



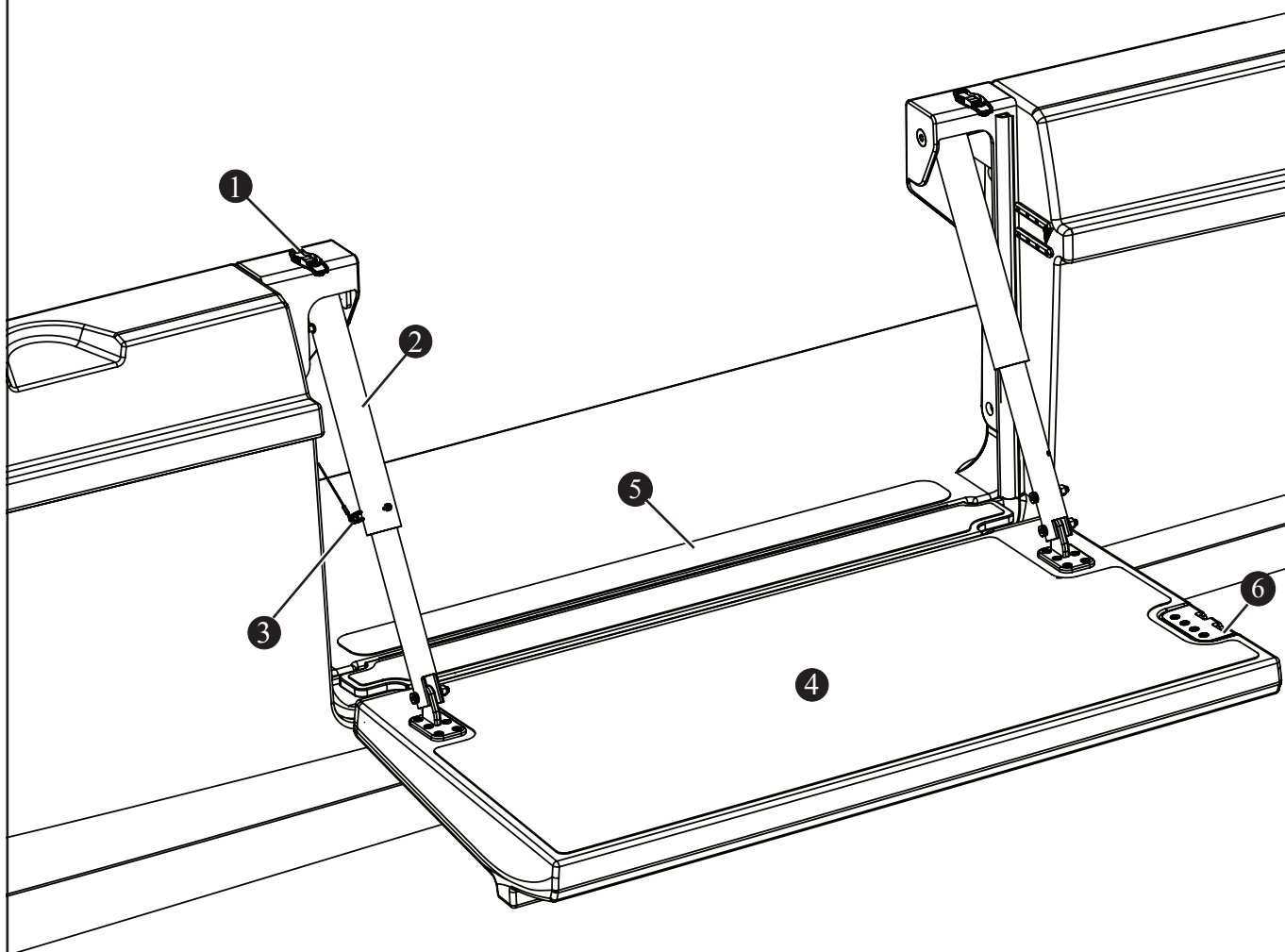
NOTE: Sink cover/cutting board and seat cushions not shown.



- 1 Refrigerator
- 2 Refrigerator vent (6)
- 3 Storage drawers
- 4 Leaning post livewell
- 5 Sink
- 6 Rod holder (2)

Features

Swim Patio (Option)
Figure 2.21.1



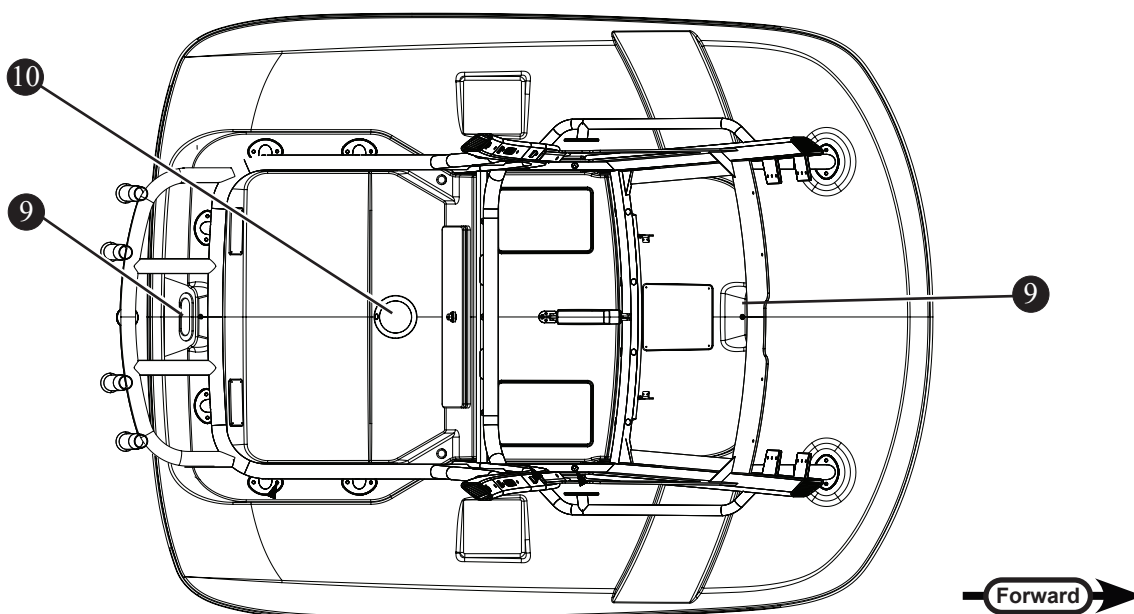
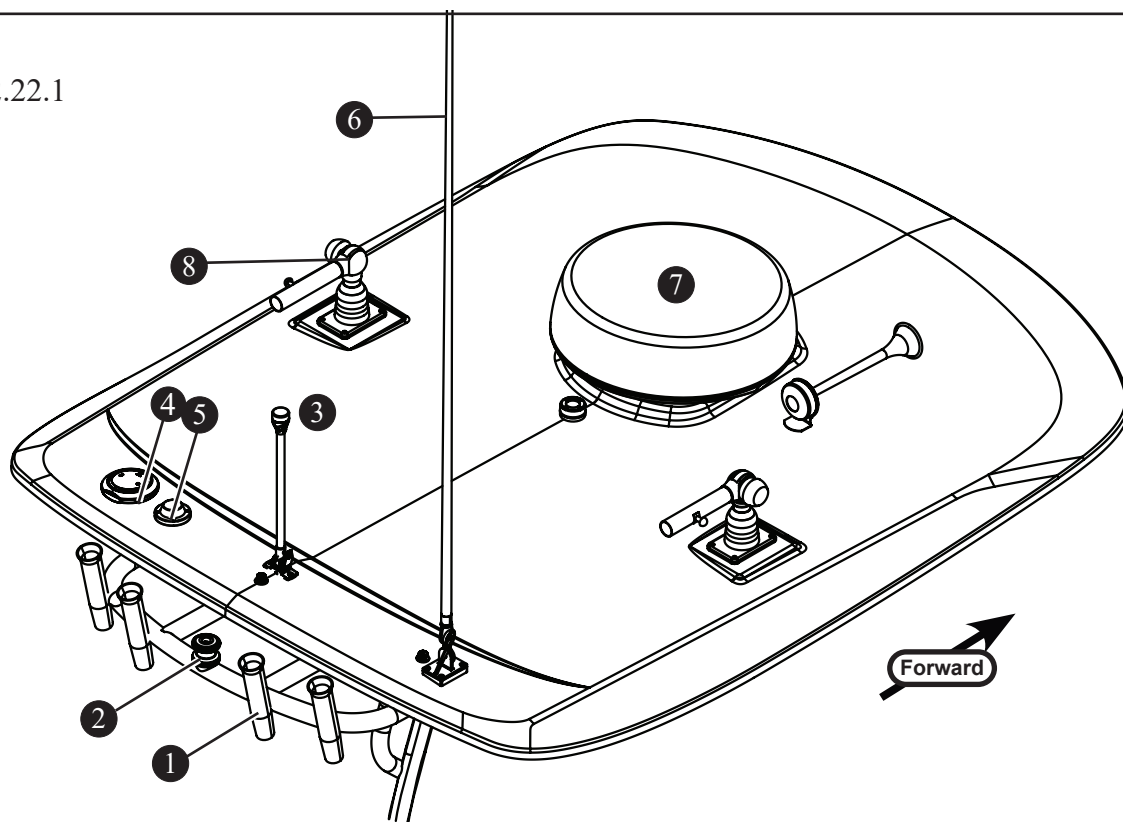
- 1 Latch (2)
- 2 Strut (2)
- 3 Safety pin

- 4 Swim patio
- 5 Non-skid strip
- 6 Ladder bracket

NOTE: For operational instructions, refer to chapter 3, *Systems Overview and Operations*.

Features

Hardtop
Figure 2.22.1

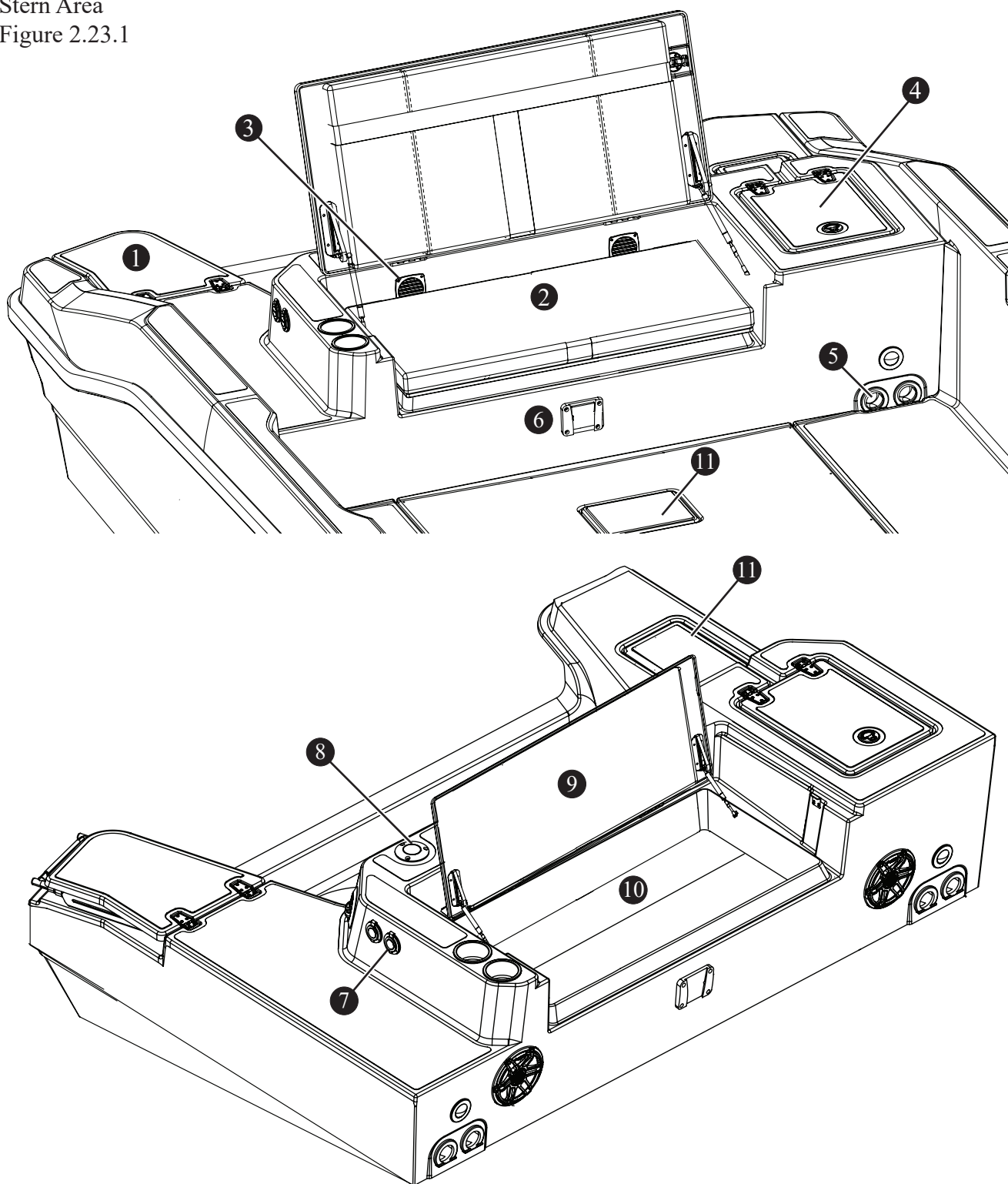


UNDERSIDE OF HARDTOP

- | | | |
|----------------------------|------------------------------|-------------------|
| 1 Rod holder (option) | 5 Satellite antenna (option) | 9 Flood light (2) |
| 2 Watersports tow point | 6 VHF Antenna (option) | 10 Map light |
| 3 All-round (anchor) light | 7 Radar (option) | 11 Horn |
| 4 GPS Antenna (option) | 8 Outrigger (2) (option) | |

Features

Stern Area
Figure 2.23.1



1 Reboarding ladder lid

2 Stern seat

3 Vent (2) (option)

4 Stern livewell

5 Deck drain (4)

6 Table mounting bracket (option)

7 Battery charger plug (2) (option)

8 Rod holder (3)

9 Stern seat base/lid

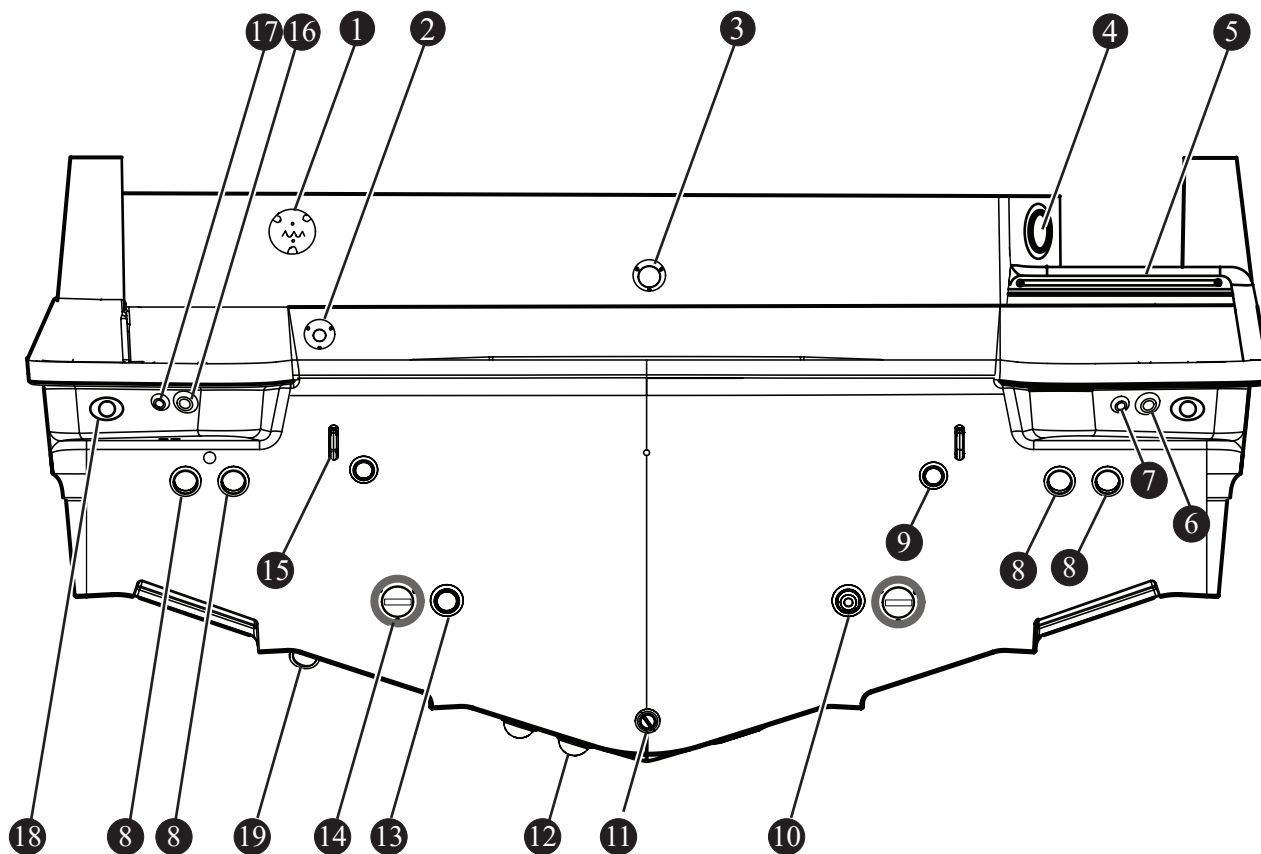
10 Storage area/bilge lid

11 Access plate (2)

Features

Transom

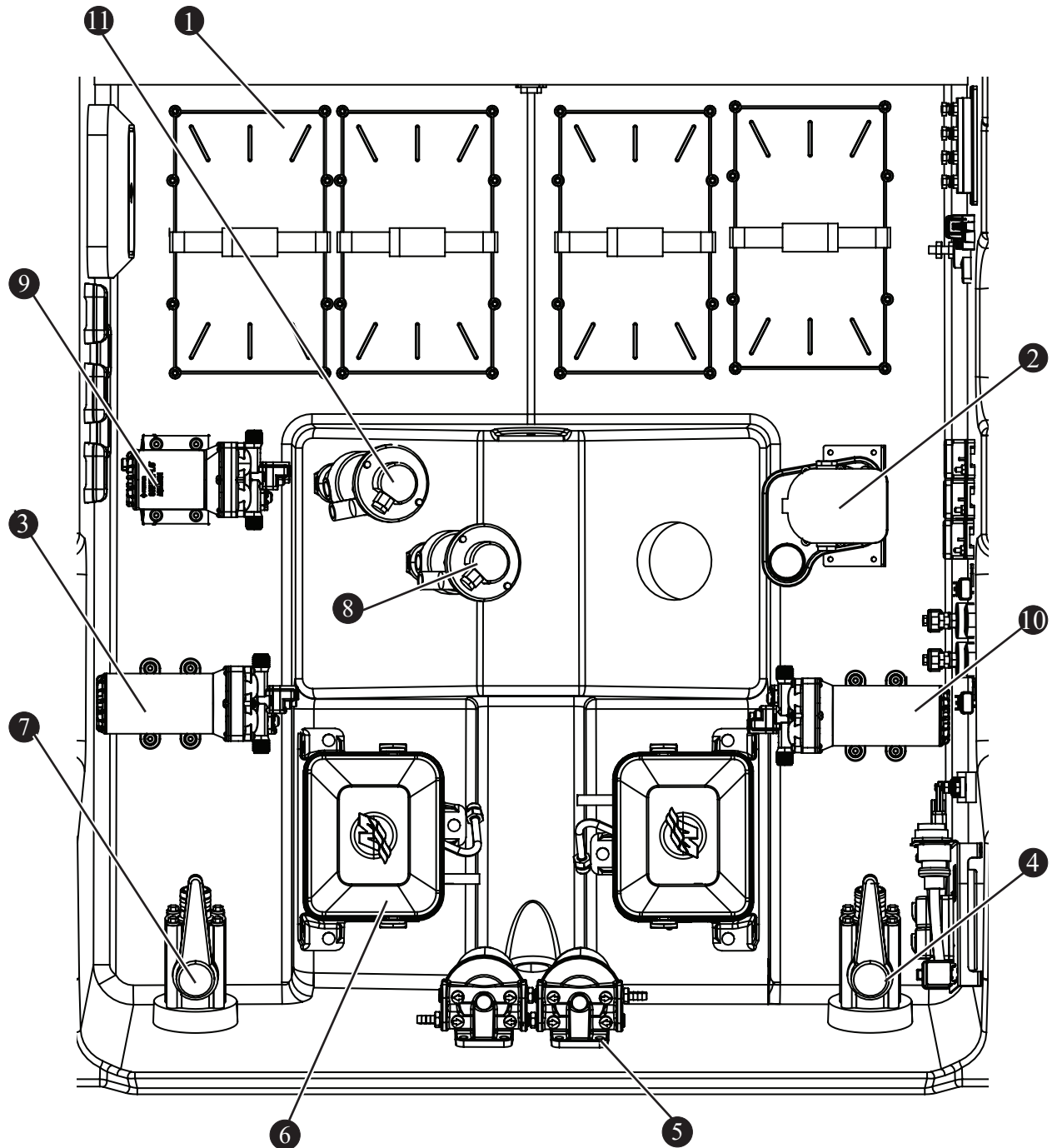
Figure 2.24.1



- | | |
|--|---|
| 1 Freshwater fill | 11 Drain plug |
| 2 Raw water washdown (option) | 12 Raw water pickup (2) (option) |
| 3 Fire port (CE option) | 13 Stern livewell drain |
| 4 Freshwater shower | 14 Underwater light (2) (option) |
| 5 Reboarding ladder | 15 Stern eye (2) |
| 6 CE bilge discharge | 16 Bilge discharge |
| 7 Gyroscopic stabilizer discharge (option) | 17 Fishbox pumpout |
| 8 Deck drain (4) | 18 Propeller warning light (2) (option) |
| 9 Motorwell drain (2) | 19 Transducer |
| 10 Leaning post livewell/sink drain (option) | |

Mechanical Access Hatch (Top View)

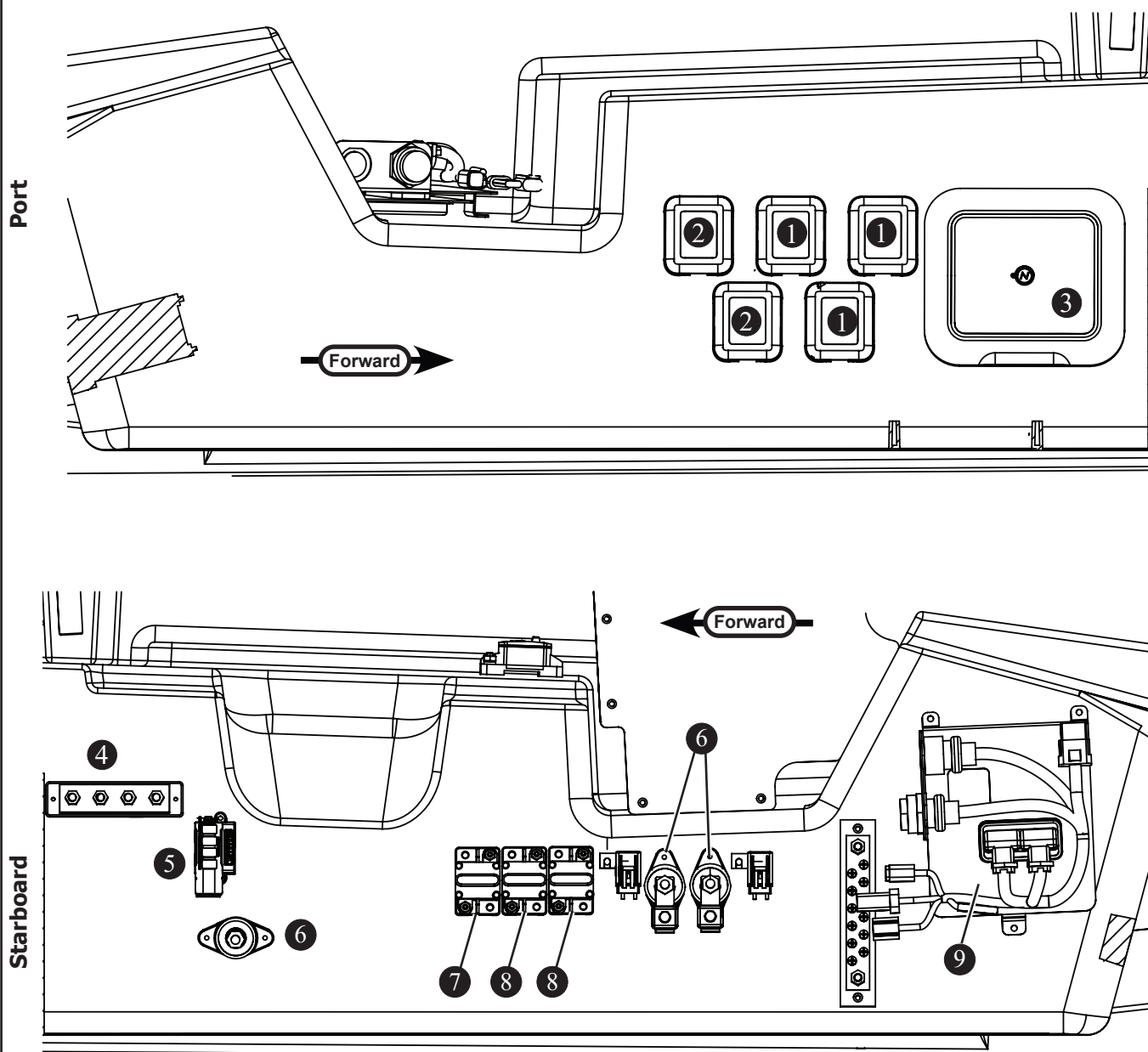
Figure 2.25.1



- | | |
|--|---------------------------------------|
| 1 Dual engine battery (4) (option) | 7 Stern livewell drain |
| 2 Power pole pump (option) | 8 Leaning post livewell pump (option) |
| 3 Gyroscopic stabilizer pump (option) | 9 Freshwater pump |
| 4 Leaning post livewell/sink drain (option) | 10 Raw water pump (option) |
| 5 Fuel filter (2 with dual engines) | 11 Stern livewell pump |
| 6 Steering pump (2) (w/ dual engines and joystick) | |

Mechanical Access Hatch (Port & Starboard Views)

Figure 2.26.1



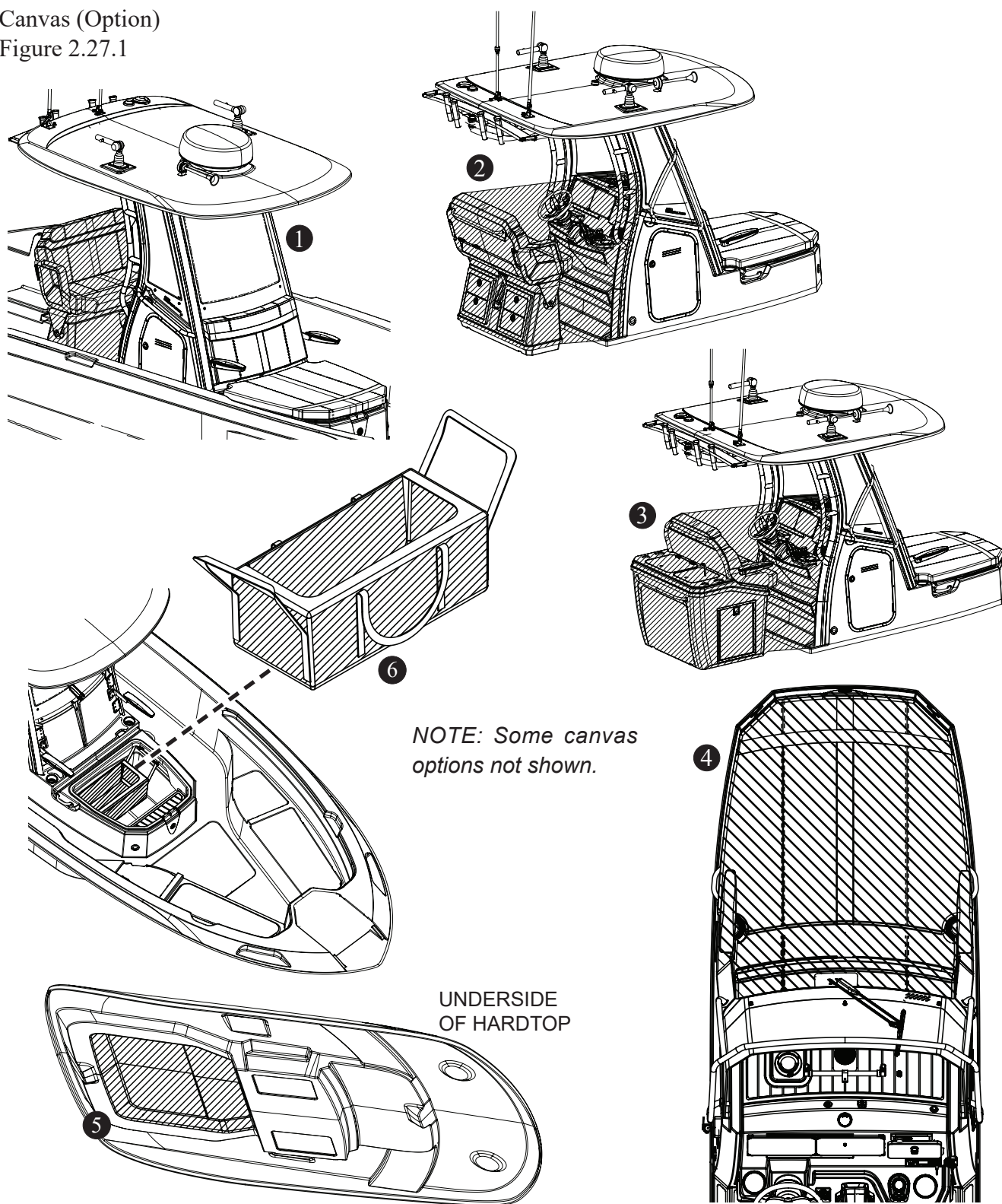
- 1 NAUTIC-ON battery sensor
- 2 NAUTIC-ON bilge sensor
- 3 NAUTIC-ON hub
- 4 Buss bar
- 5 Fuse block

- 6 Single post buss bar
- 7 Circuit breaker (50A)
- 8 Circuit breaker (80A)
- 9 Joystick harness kit (option)

Features

Canvas (Option)

Figure 2.27.1

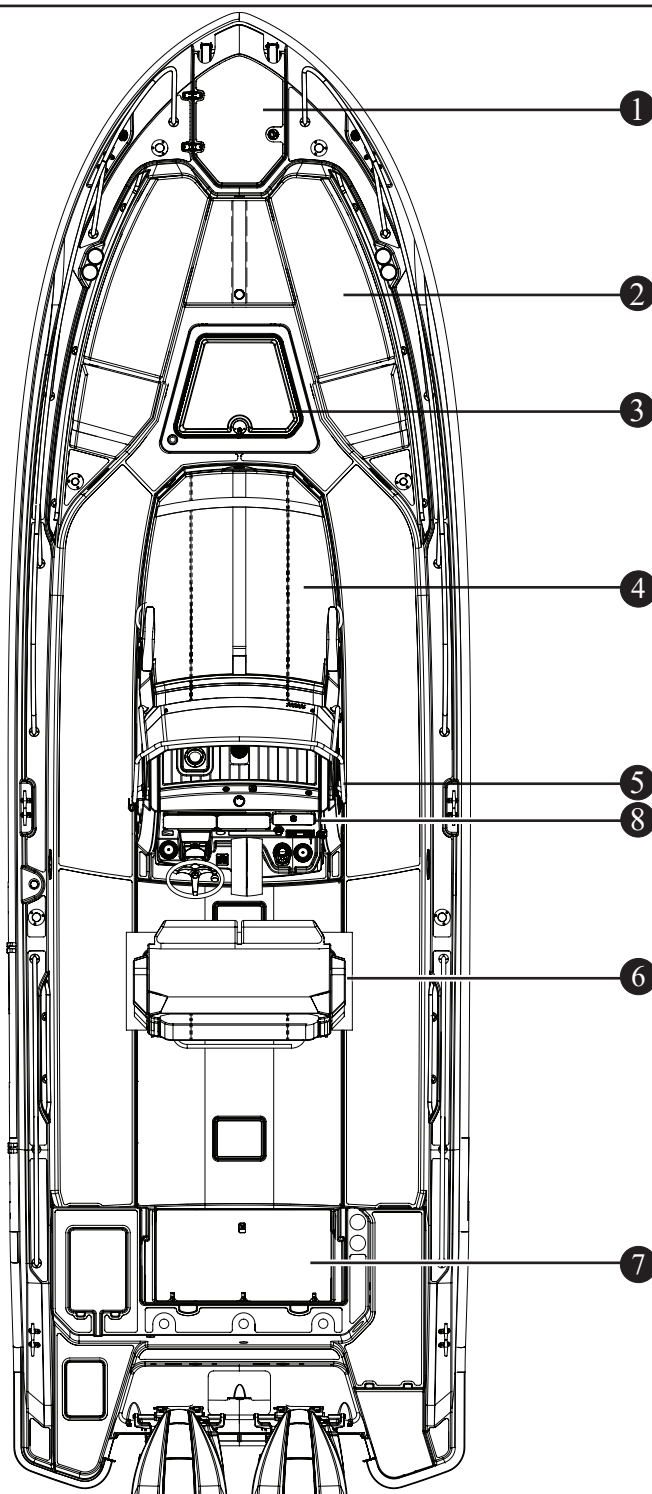


- 1 Leaning post and console cover
- 2 Leaning post and console face cover
- 3 Leaning post with sink and console face cover

- 4 Bow lounge cover
- 5 Hardtop storage
- 6 Storage bag

Features

Storage
Figure 2.28.1



- | | |
|---------------------------------|----------------------------|
| 1 Anchor locker | 5 Console storage/head |
| 2 Bow storage locker (2) | 6 Leaning post drawers |
| 3 Fishbox | 7 Stern seat storage |
| 4 Console lounge storage locker | 8 Lockable console storage |

NOTE: Hardtop storage not shown.

Boat Start-up



CAUTION

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

NOTICE

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 the engine is trimmed extremely down, under or in.



CAUTION

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

Pre-start Check

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

Start-up Procedure

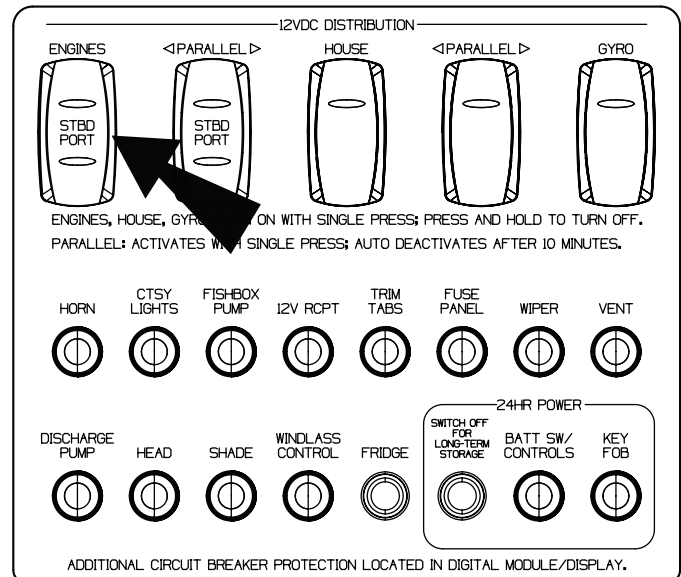
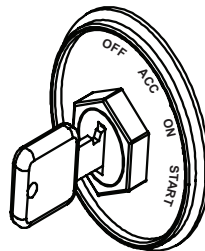
1. In console storage/head area, power up the boat by pressing up on *ENGINES* battery switch on the 12VDC distribution panel; switch illuminates.
2. Insert ignition key(s) and rotate to the *ON* position. The key switch has the following settings:

OFF: No power to engine or instrumentation.

ACC (accessory): Power to instrumentation

ON: Engine power on

START: (disabled)



NOTE: Optional 12VDC distribution panel shown is dual engine with gyroscopic stabilizer.

3. Ensure *GEAR SHIFT AND THROTTLE CONTROL* lever(s) is in the neutral position and the neutral indicator is illuminated (see Figure 3.2.1 and Figure 3.3.1).
4. Using the engine trim switch(es) (see Figure 3.3.1), ensure lower unit of engine is in the water.
5. Insert one end of lanyard into engine emergency stop switch (see Figure 3.2.1) and the opposite end attach to self (operator).
6. Press *START/STOP ALL ENGINES* button on gear shift and throttle control (see Figure 3.3.1). The electronic starting system automatically cranks engine for starting. If engine fails to start, the system stops cranking. Press start/stop button again until engine starts.

Engine(s) Warm Up

The *THROTTLE ONLY* button (see Figure 3.3.1) on the gear shift and throttle control allows the operator to increase engine RPMs for warm-up without being in gear. To operate:

1. Ensure gear shift and throttle control levers are in neutral.
2. Press *THROTTLE ONLY* button.
3. Advance port gear shift and throttle control to increase engine RPMs to warm engines. RPMs are limited in throttle only mode to prevent engine damage.
4. To disengage, return port gear shift and throttle control back to neutral position.
5. Press *THROTTLE ONLY* button to turn off.

Shut-down Procedure

1. Make sure the boat is securely moored to the dock before shutting down the engine.
2. Move gear shift and throttle control to the neutral position.
3. Press *START/STOP ALL ENGINES* button to stop engines (see Figure 3.3.1).
4. Before leaving vessel be sure turn ignition switch(es) inside console storage/head to the *OFF* position.
5. Press up on the *ENGINES* battery switch for five seconds and release.

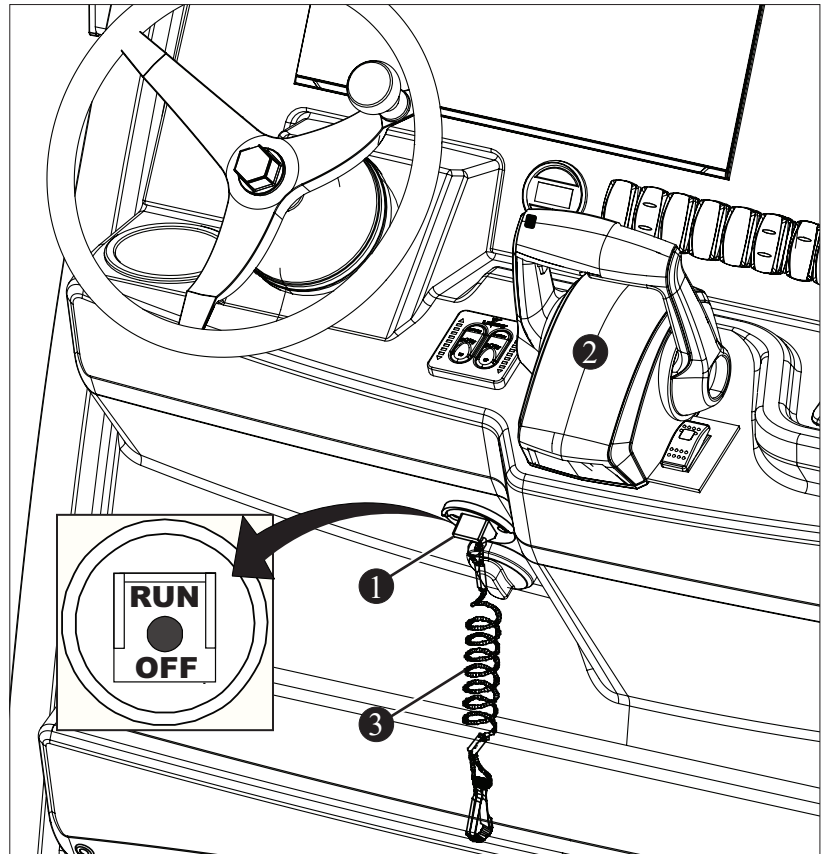
REFER TO THE ENGINE MANUFACTURER'S MANUAL IN OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Gear Shift and Throttle Control

The gear shift and throttle control is used to manage both the shifting mechanism and the throttle (see Figure 3.3.1). This control regulates engine RPMs, which controls the speed of the boat. Moving the lever forward shifts the engine(s) into forward gear. Continuing to move the lever forward progressively increases the forward speed of the boat. Moving the lever backwards shifts the engine(s) into reverse gear, and continuing to move the lever back progressively increases the reverse speed of the boat. The lever(s) must be in the neutral position to start the engine(s). When in neutral, otherwise known as the idle position, the propeller is not engaged. A neutral indicator light is illuminated atop the gear shift and throttle control lever when in neutral.

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

Helm
Figure 3.2.1



1 Engine emergency stop switch

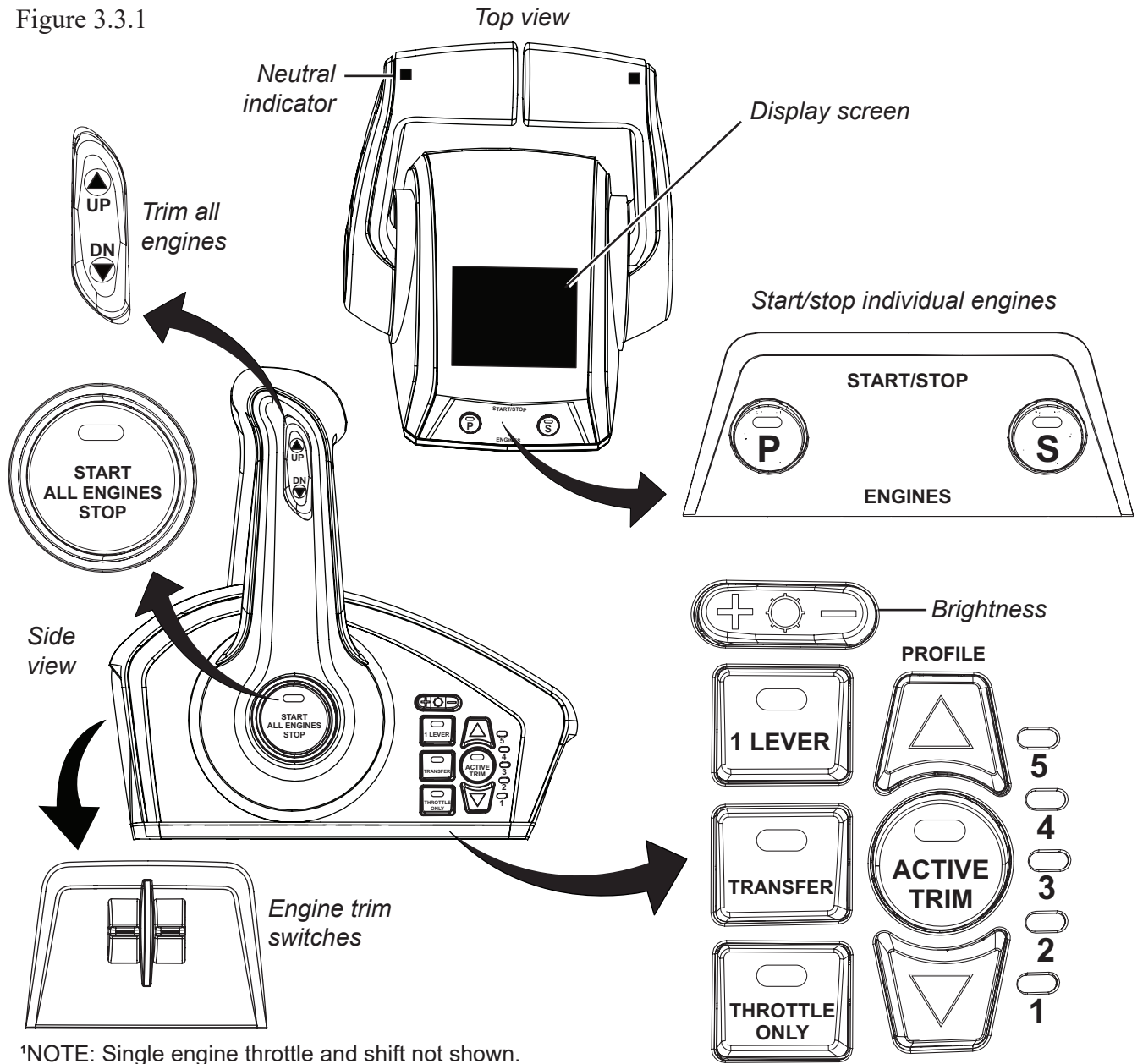
3 Lanyard

2 Gear shift and throttle control¹

¹NOTE: Dual engine throttle and shift shown.

Gear Shift and Throttle Control¹

Figure 3.3.1



Neutral indicator - Illuminates when engines are in neutral.

Trim all engines - Raises and lowers all engines.

Start/stop all engines - Starts or stops all engines sequentially.

Start/stop individual engines - Starts or stops an individual engine.

Display screen (option) - Shows pop-ups for advanced features as well as system information and faults.

Engine trim switches - Raises and lowers individual engines.

Brightness - Increases and decreases brightness on control unit.

1 Lever - Enables gear shift and throttle control functions of all engines to be controlled by the port lever.

Transfer - (Disabled)

Throttle only - Increase engine RPMs without shifting into gear.

Active Trim - Turns the Active Trim feature on or off.

Profile - Changes the selected Active Trim profile.

Joystick Piloting (Option)

If equipped, joystick piloting technology provides effortless maneuverability and replaces a bow thruster set up (see Figure 3.4.1). Joystick piloting can assist with docking, maneuvering in tight spaces, and operating in less-than-ideal environments by providing the operator 360 degree movement. It also allows the operator to effortlessly move a multi-engine boat in any direction - including sideways, diagonally or spinning on its own axis - with a simple push or twist of the joystick. The joystick allows control of the throttle, shifting, and steering with one hand as it works in conjunction with engine steering to move the boat in the desired direction. If equipped, the joystick is located at the helm.

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

Skyhook® (Digital Anchor)

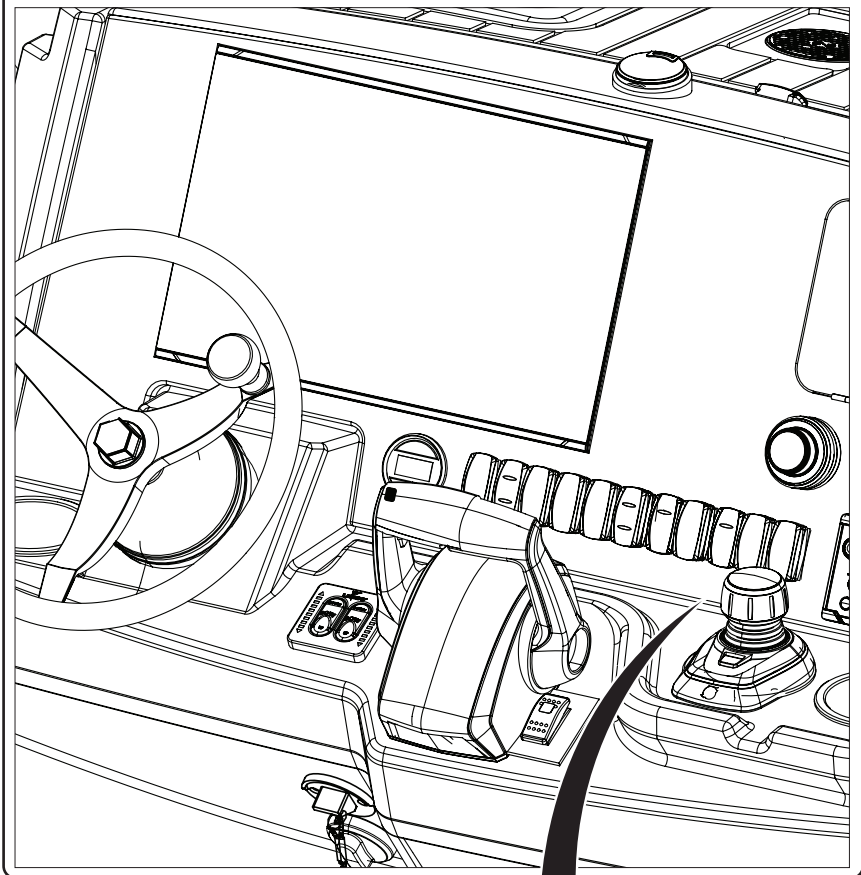
Skyhook pinpoints the boat's position using GPS and the engines to maintain position and heading (see Figure 3.4.2). This function is ideal for holding a boat over a fishing spot, waiting for a drawbridge to open or for maintaining position while waiting to refuel at a marina.

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

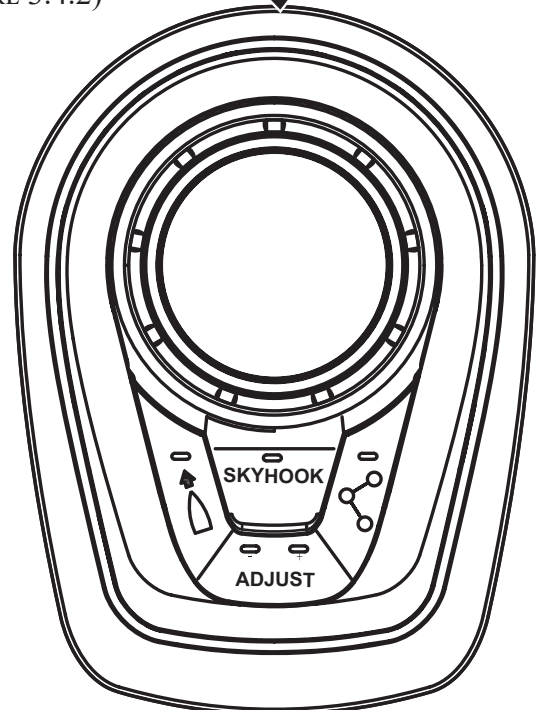
Integrated Autopilot

Auto heading and waypoint sequencing make navigating to a destination simple and efficient. A built-in digital compass set on auto heading maintains course and makes precise corrections with the touch of a finger. One-degree heading adjustments are made with a tap on the joystick. Plot trips with multiple stops between a starting point and a final destination with waypoint sequencing.

Joystick Location
(FIGURE 3.4.1)



Joystick Top View
(FIGURE 3.4.2)



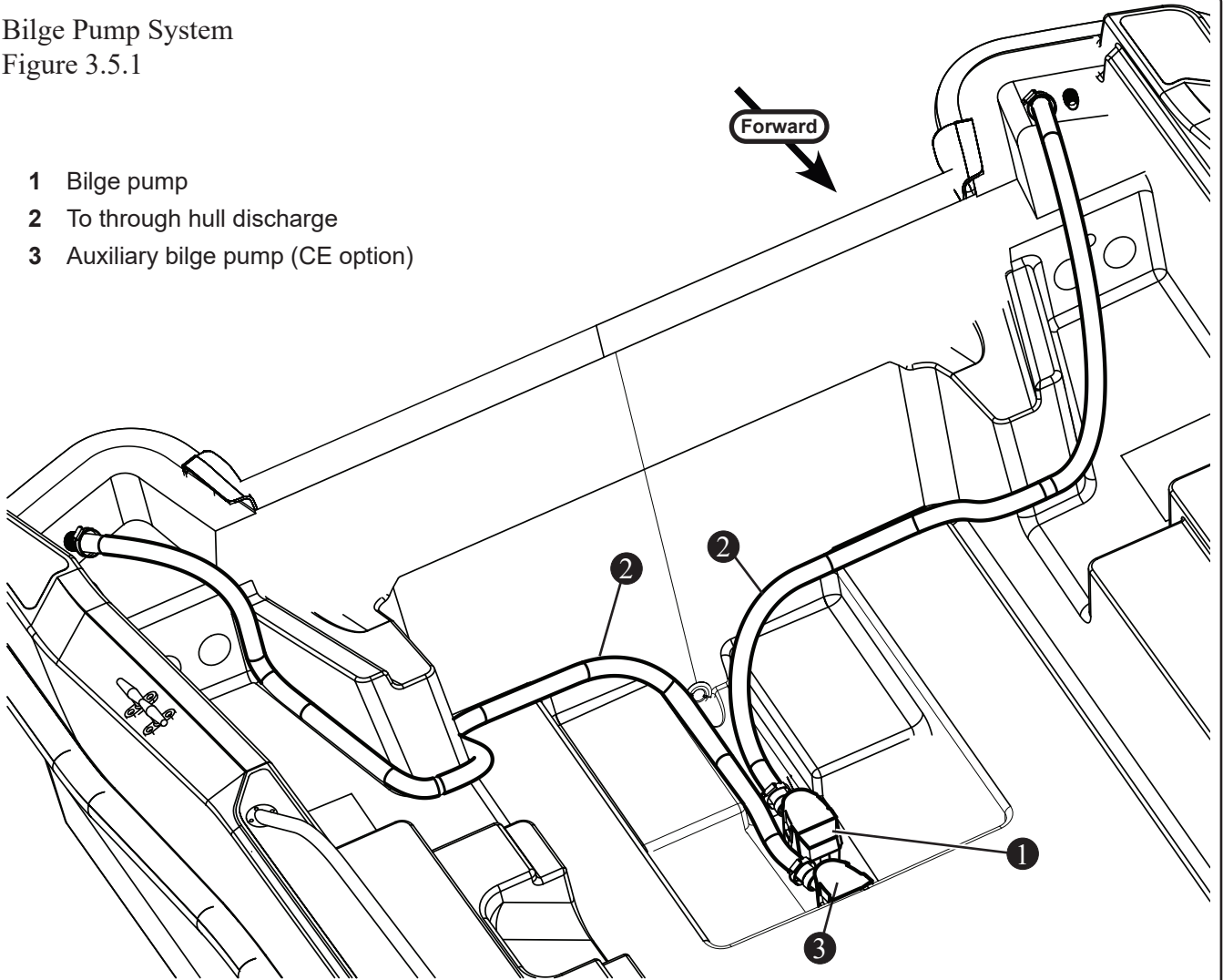
Bilge Pump

Located in the mechanical access hatch (see Figure 3.5.1 and Figure 3.5.2), 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 or the *SWITCHES* screen on the helm display. Operate the pump manually by pressing once to turn on; the pump turns off automatically. For maintenance information refer to chapter 5, *Care and Maintenance*.

Bilge Pump System

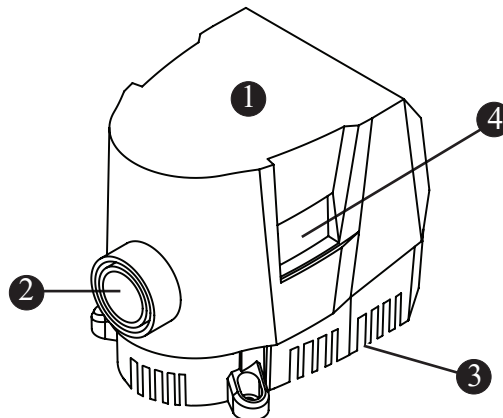
Figure 3.5.1

- 1 Bilge pump
- 2 To through hull discharge
- 3 Auxiliary bilge pump (CE option)



Bilge Pump
(FIGURE 3.5.2)

- 1 Bilge pump
- 2 Discharge outlet
- 3 Water intake
- 4 Locking tab



NOTICE

If bilge pump is set to **on** position it operates continuously and discharges the battery. Bilge pump's water intake must remain 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

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.

The fuel system (see Figure 3.7.1) is designed to meet EPA regulations using certified components to limit fuel vapor emissions. The fuel system provides the following benefits:

- 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 when it is sealed.

Fuel Tank

The fuel tank (see Figure 3.7.1) has a usable fuel capacity of 160 gallons (606 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 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

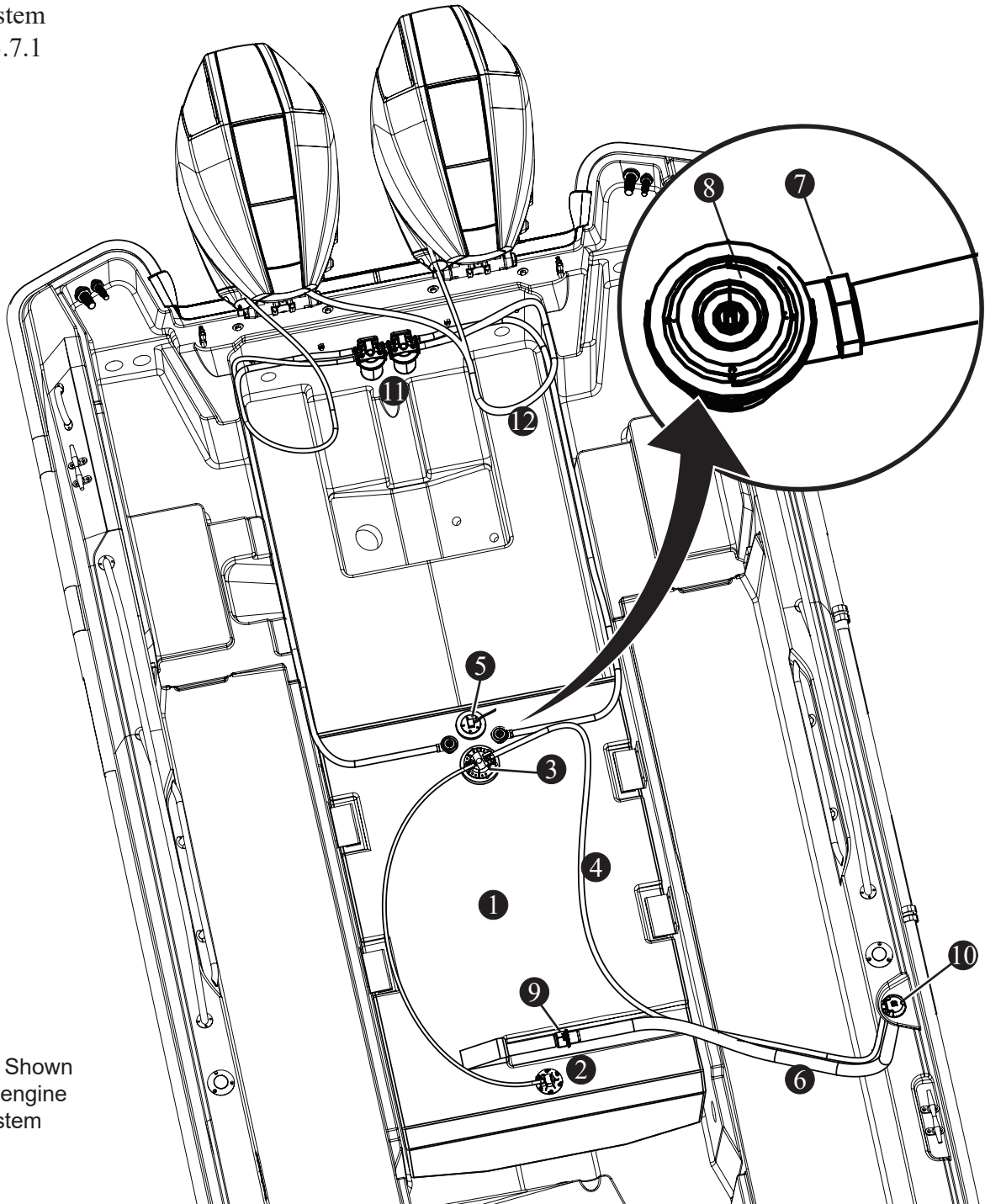
WARNING

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.

The fuel system is designed to automatically shut off the fuel nozzle when the tank is full. The SecureStop automatic fuel shut off system (fuel fill deck fitting, integrated check valve, fill limit vent valve), ensures a clean a trouble-free fill-up. Attempting to fill the tank past this point may cause some components to malfunction.

Fuel System

Fuel System
Figure 3.7.1



NOTE: Shown
is dual engine
fuel system
option.

- | | |
|--------------------------|-----------------------|
| 1 Fuel tank | 7 Anti-siphon valve |
| 2 Grade valve | 8 Fuel demand valve |
| 3 Fill level vent valve | 9 Inlet control valve |
| 4 Fuel vent hose | 10 Fuel fill |
| 5 Fuel tank level sensor | 11 Fuel filter |
| 6 Fuel fill hose | 12 Engine fuel feed |

WARNING

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

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.

NOTICE

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

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.**

NOTICE

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

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.
- Never use homemade containers to fill tanks.

- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engine, motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel 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.
- Portable tanks should only be filled while on shore, never on board the boat.

Ethanol Blended Fuels

NOTICE

The use of improper gasoline or additives can damage the 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.

It is advisable to carry extra on-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.

Theft Deterrent with 1st Mate and Remote Connectivity System (Whaler Watch) (Option)

Whaler Watch is a remote-monitoring system that provides a snapshot of the boat's key components, operating systems, as well as alarm notifications.

Subscribing to Whaler Watch* allows use of the app and Web portal to monitor the following:

- 1st Mate safety and security system – Anti theft feature immobilizes engines.
- GPS tracking system with geofence notifications.
- Remote monitoring and notification of high-water bilge alarm, tank levels, batteries, shore power connections, and propulsion system information.
- Remote control of courtesy and underwater lights.

*A limited subscription to Whaler Watch is included and thereafter the service is subscription based. To access the system remotely visit whalerwatch.net.

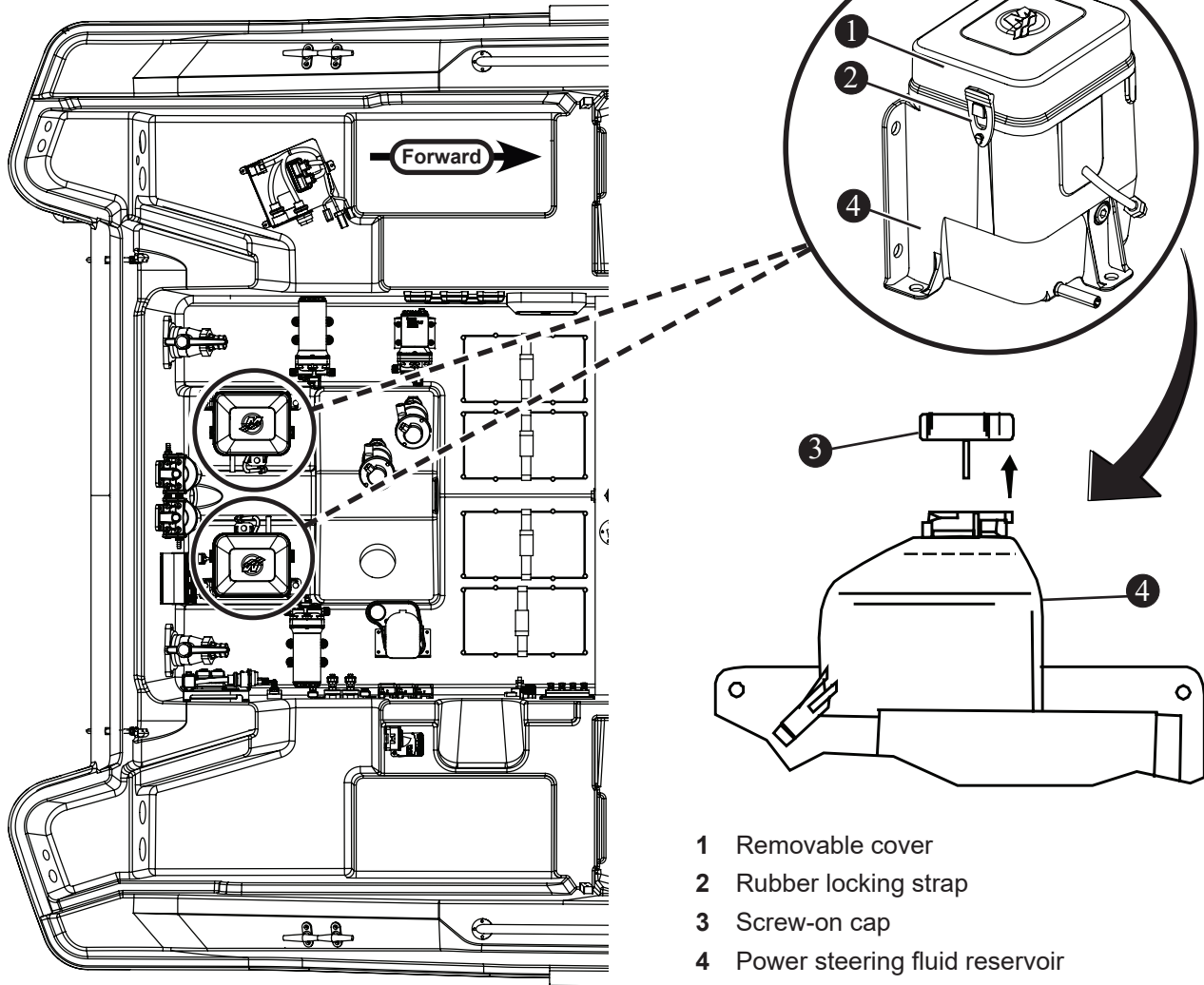
For more information, see the owner's packet or contact an authorized Boston Whaler dealer.

Power Steering

The engines on this vessel incorporate hydraulic power steering by use of hydraulics. The power steering units are located in the mechanical access hatch (see Figure 3.10.1). Check fluid level before each trip. If necessary add SAE 0W-30 synthetic power steering fluid only.

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

Power Steering
Figure 3.11.1



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 gear shift and throttle control, have several selectable trim profiles that allow the operator to compensate for changes in boat load, operator preference, and weather conditions.

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

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.

Trim Tabs

ATTENTION

Visibility from the helm station 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.

This vessel is equipped with powered trim tabs (see Figure 3.11.2). The trim tab electrical circuit is protected with a 20 amp fuse located inside the console storage/head. Trim tabs 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 reduce fuel economy and increase wear on the engine.

Operation

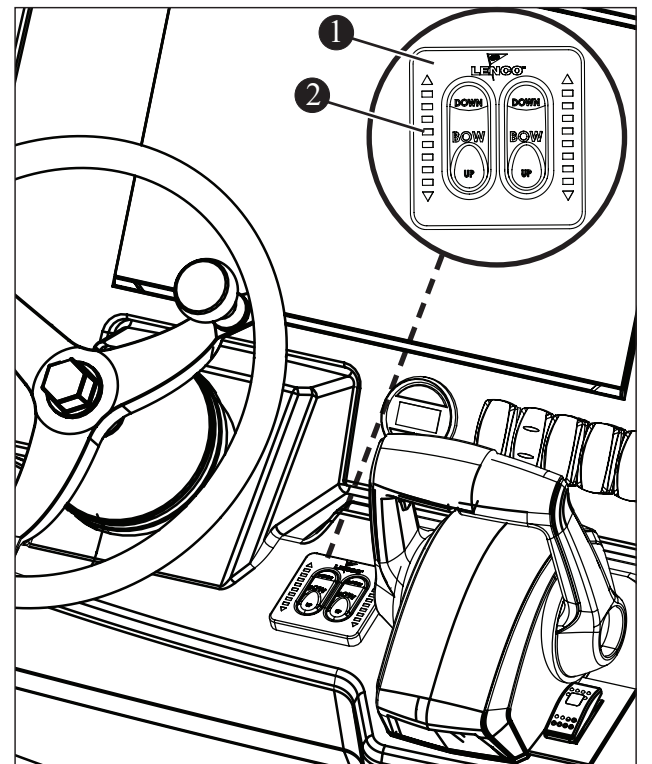
The trim tabs are controlled by rocker switches located at the helm (see Figure 3.11.1). Short momentary bursts of the rockers will achieve proper attitude of the hull. Using the trim tabs will:

- 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 3.12.1

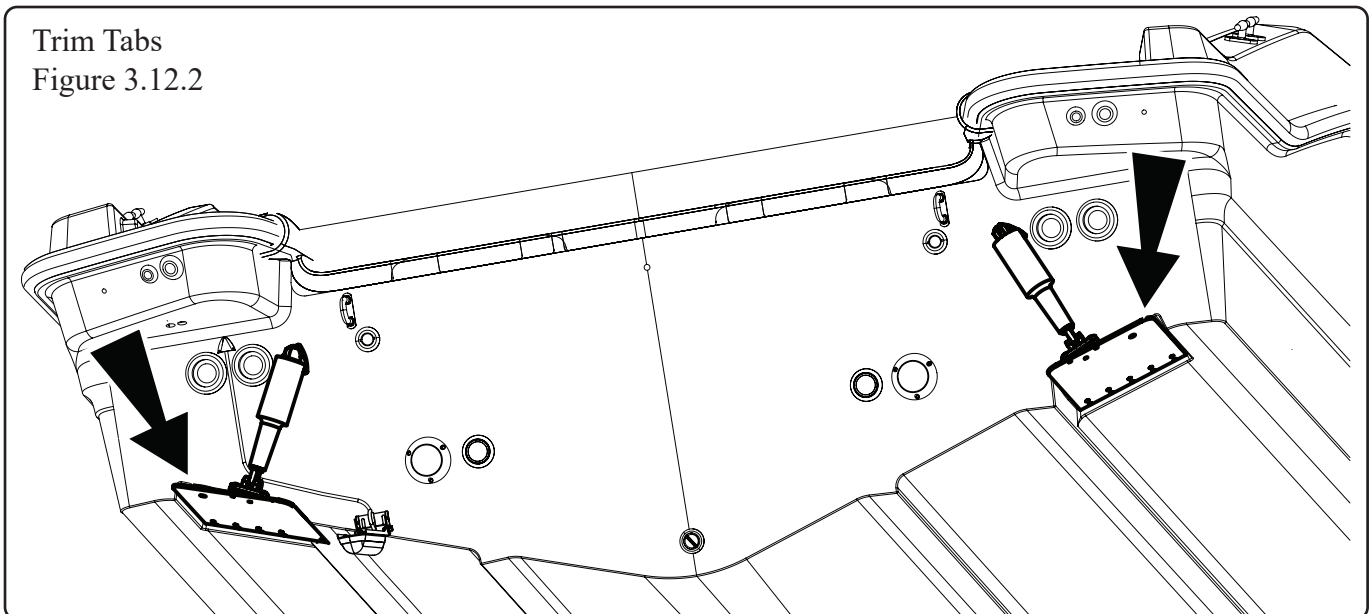


1 Switch panel

2 Level indicators

Trim Tabs

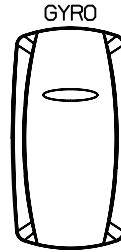
Figure 3.12.2



Gyroscopic Stabilizer (Option)

The gyroscopic stabilizer (gyro), located inside an optional leaning post configuration (see Figure 3.12.1), reduces boat roll motion independent of boat speed. This keeps the vessel more stable for moving around the boat and helps reduce motion sickness. To operate:

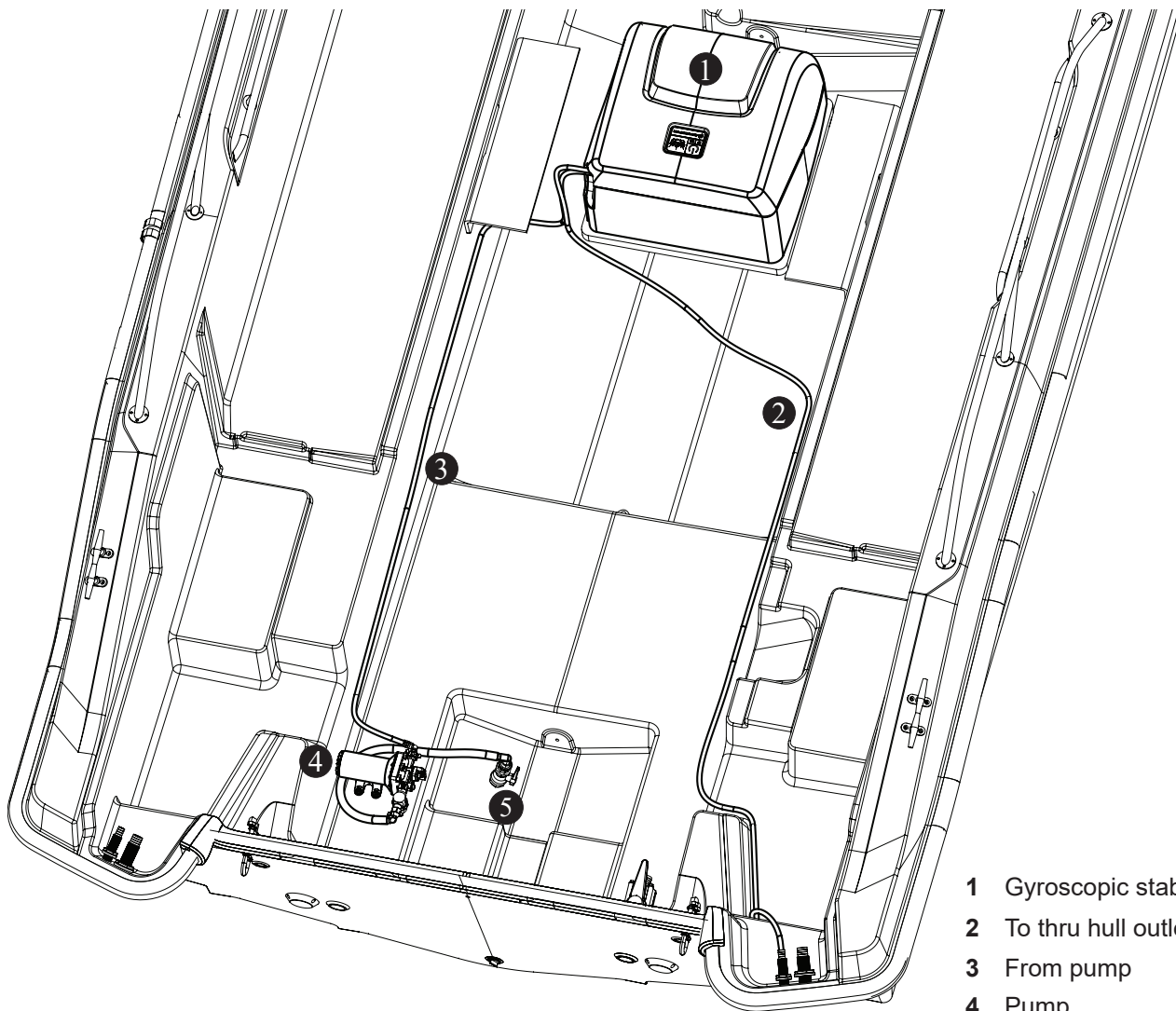
1. Open gyro's *Raw water seacock* (see Figure 3.12.1).
2. In the head, turn on gyro power by pressing the *GYRO* switch on the 12VDC Distribution panel.
3. At the helm display, navigate to the *Home* screen and click on the *Seakeeper* icon to start up the gyro. Refer to the owner's packet for complete gyro instructions.



WARNING

Gyroscopic stabilizer cover prevents personnel or equipment from contacting unit while in operation; keep covered. Do not step on or place anything on cover. If contact is necessary while unit's flywheel is spinning, lock control at helm display to stop gyroscopic stabilizer from precessing (tilting). Maintenance should not be attempted unless gyroscopic stabilizer is locked and the flywheel has stopped spinning.

Gyroscopic Stabilizer (Option)
Figure 3.13.1



- 1 Gyroscopic stabilizer
- 2 To thru hull outlet
- 3 From pump
- 4 Pump
- 5 Raw water seacock

Freshwater System (Option)

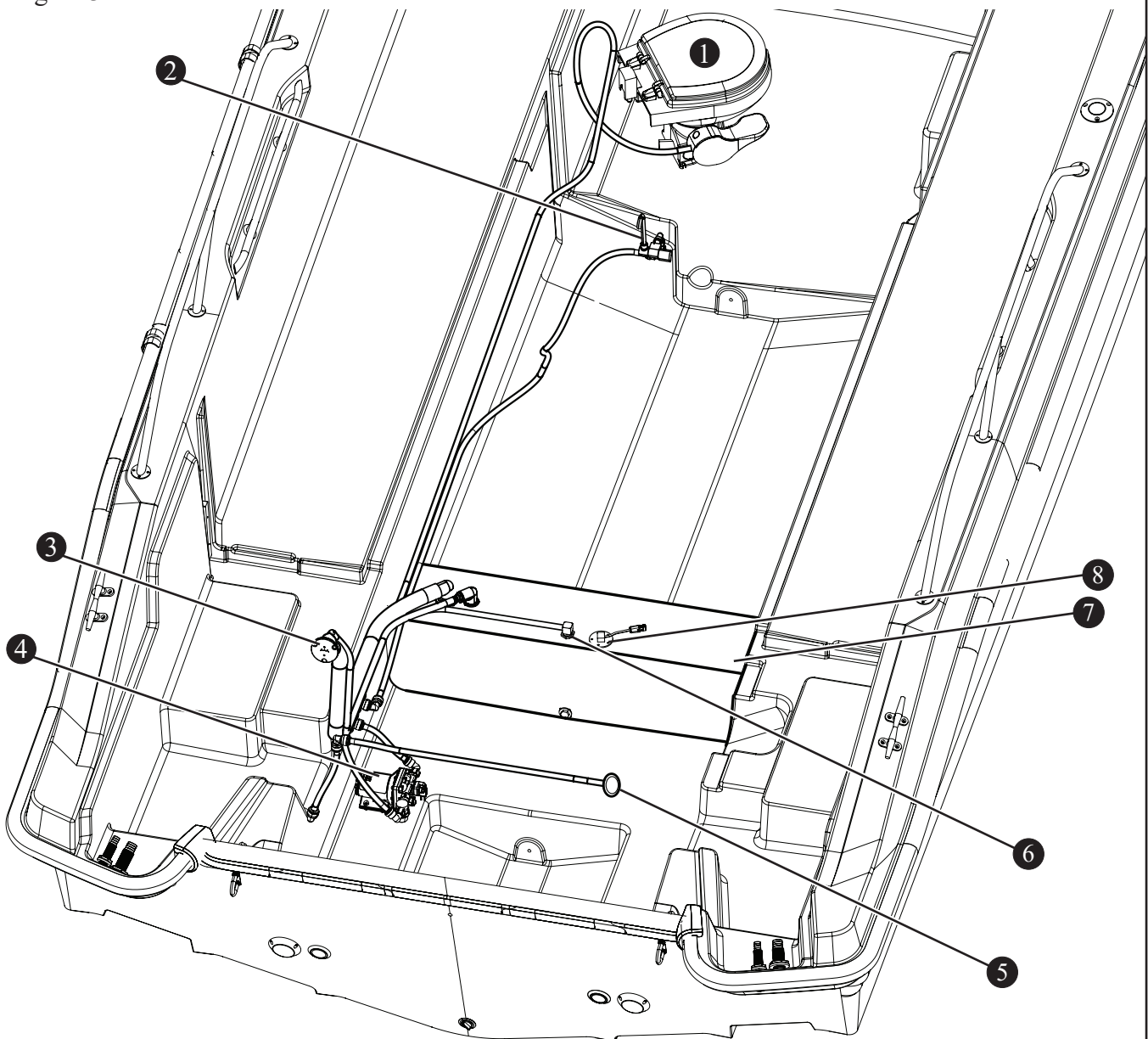
Depending on the options selected, the freshwater system may include a combination of the following: 18-gallon tank with freshwater shower, sink with freshwater faucet, fill cap, and pump (see Figure 3.13.1). Only use a plastic hose to fill water tank.

Freshwater pump will not function if water level falls below a predetermined level. For maintenance information refer to chapter 5, *Care and Maintenance*.

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 3.14.1



- | | | |
|---------------------|---------------------|----------------------|
| 1 Toilet | 4 Water pump | 7 Freshwater tank |
| 2 Faucet | 5 Shower | 8 Water level sensor |
| 3 Vented water fill | 6 Water tank pickup | |

Raw Water Washdown (Option)

The raw water washdown connection is located on the port side of motorwell (see Figure 3.15.1). The fitting allows for connection of a common garden hose (not included). The raw water washdown pump is activated from the helm display.

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

Livewell

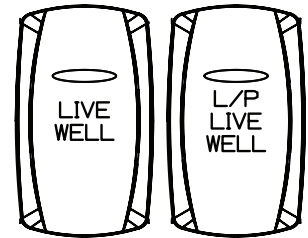
ATTENTION

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

NOTICE

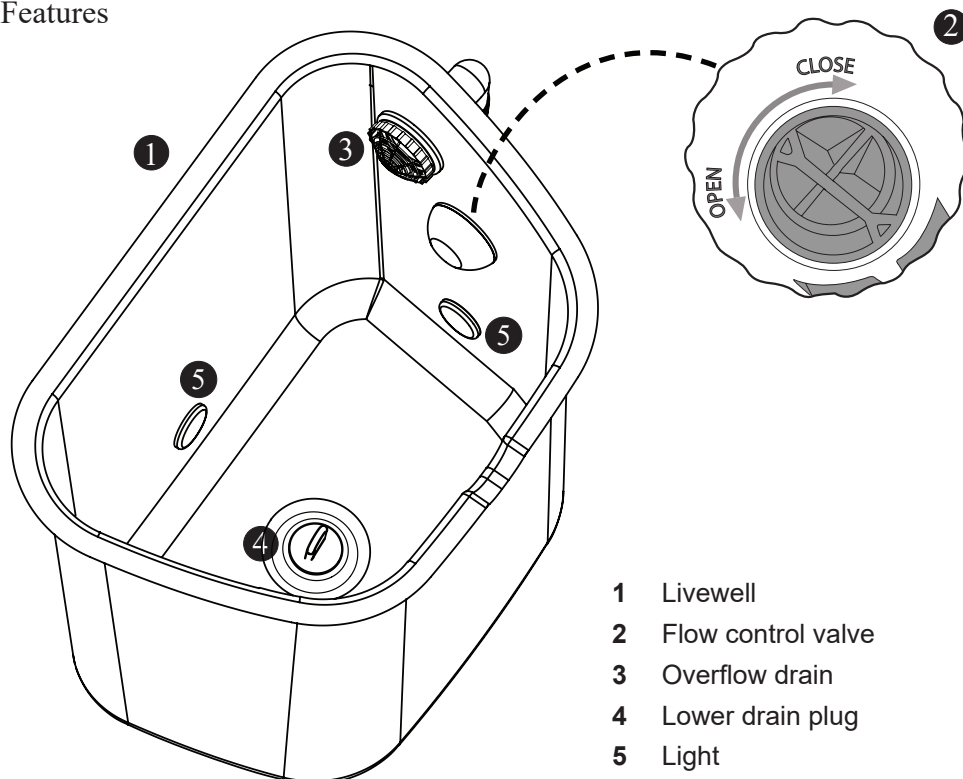
If seacock and flow control valve are left open while vessel is underway, water may enter livewell.

The standard 19-gallon livewell, located at the stern, keeps baitfish alive by circulating fresh seawater through the tank (see Figure 3.15.1). An optional 30-gallon livewell with sink is located in the cockpit's optional leaning post. Before operating either system, ensure the pump seacock(s) and flow control valve(s) are in the open position. The seacock(s) (see Figure 3.15.1) can be accessed through the mechanical access hatch. For both the standard and optional livewells, the flow control valve allows water flow adjustment into the livewell tank (see Figure 3.14.1). Turn the handle clockwise to stop the flow of water. Fill the livewell using the livewell switch(es) on the helm switch panel or via the helm display. A drain tube connects to the livewell overflow drains and directs overflow water to a transom thru-hull drain. Regulate the amount of water in the livewell by inserting the drain plug into the lower drain thus raising the level of water to the overflow drain.



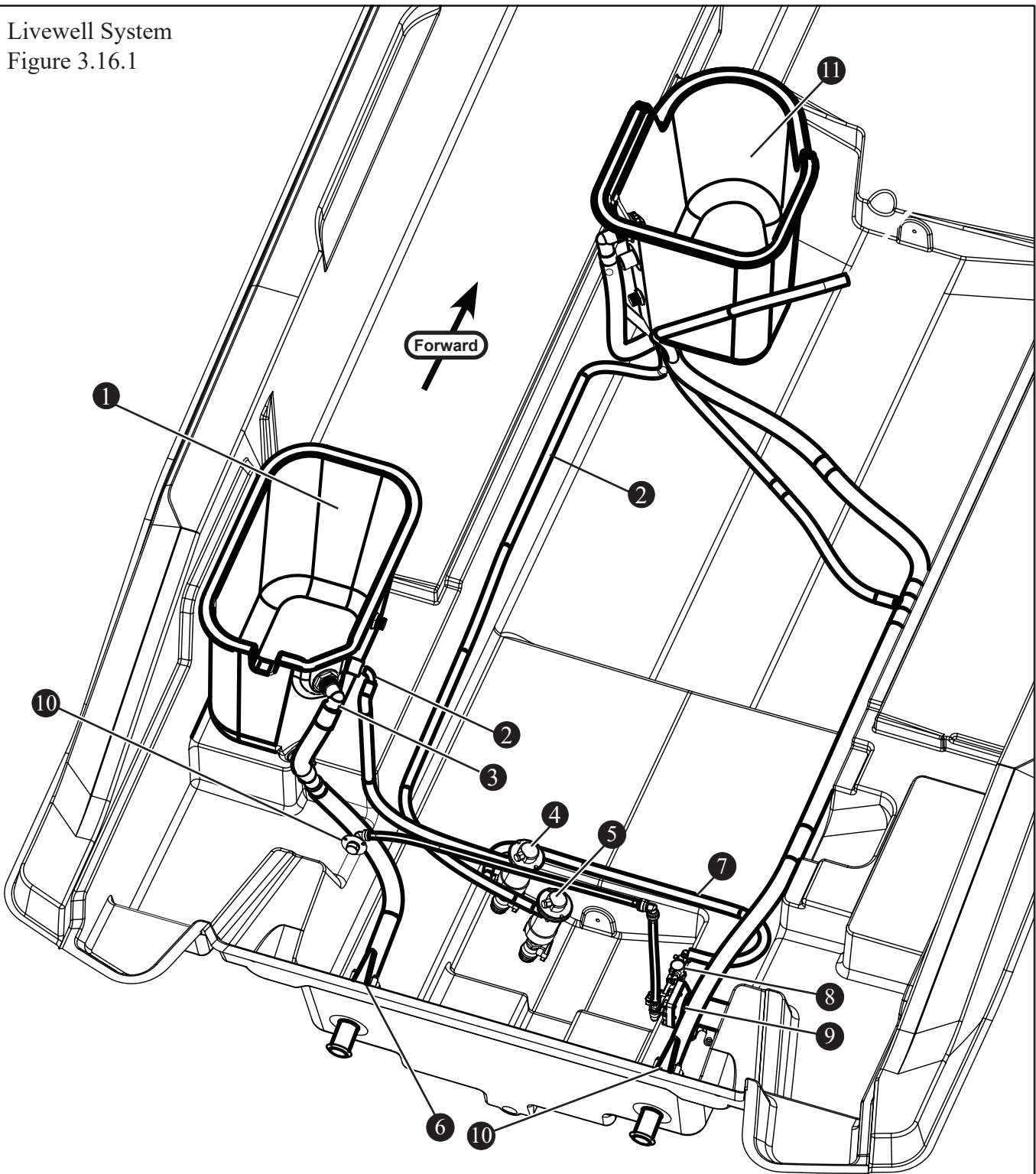
For maintenance information refer to chapter 5, *Care and Maintenance*.

Livewell Internal Features
Figure 3.14.1



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

Livewell System
Figure 3.16.1



- | | |
|---------------------------------------|---|
| 1 Stern livewell | 7 Raw water pickup hose (option) |
| 2 Leaning post livewell fill hose (2) | 8 Raw water filter (option) |
| 3 Overflow and drain hose | 9 Raw water pump (option) |
| 4 Stern livewell pump | 10 Raw water washdown connection (option) |
| 5 Leaning post livewell pump (option) | 11 Leaning post livewell (option) |
| 6 Drain seacock | 12 Drain seacock (option) |

Waste System

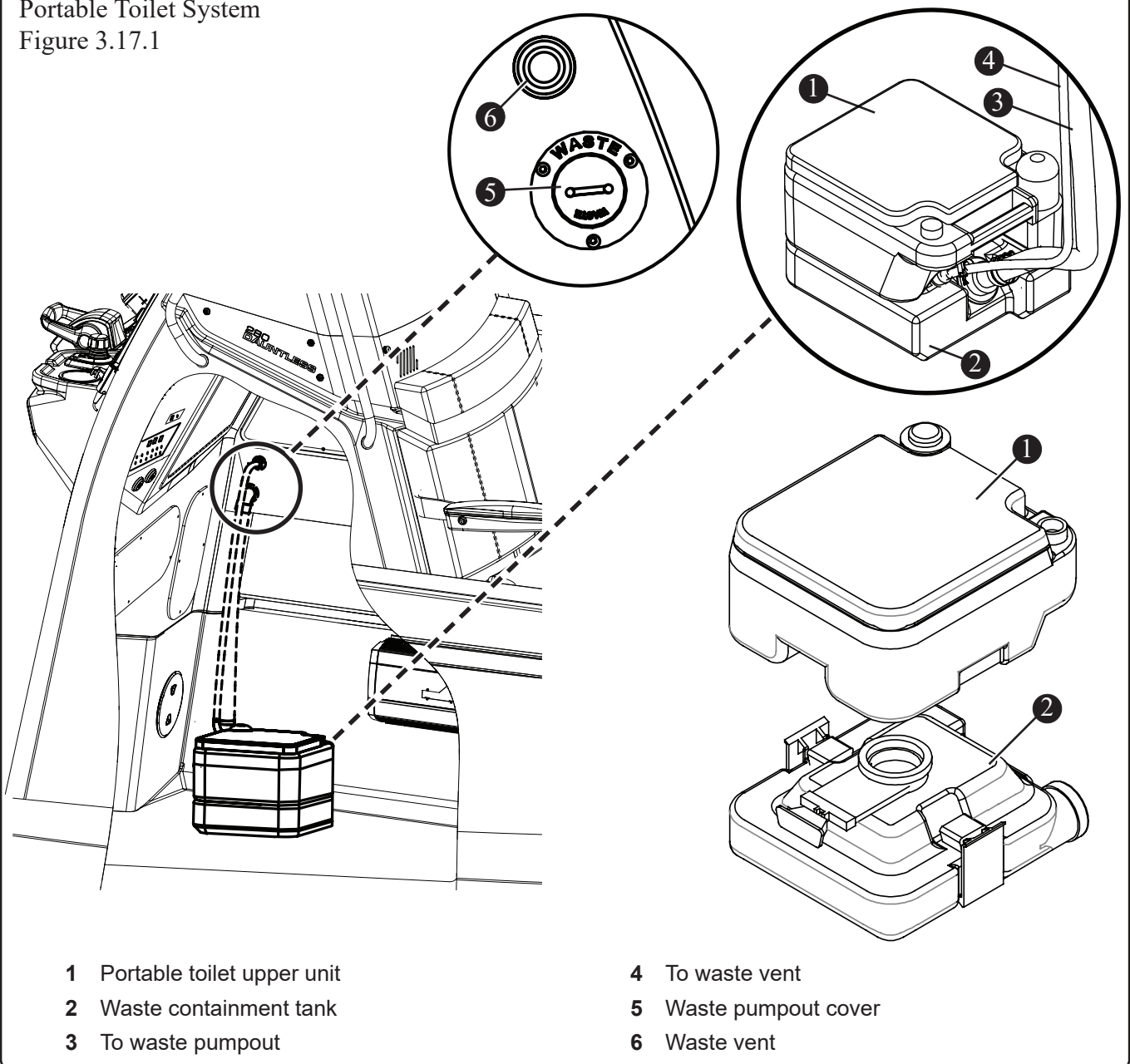
This vessel is equipped with a portable toilet (see Figure 3.16.1) inside the console storage/head area, and has also has the option of a VacuFlush toilet (see Figure 3.18.1) in the same location.

Portable Toilet

The two-piece portable toilet holds freshwater for flushing in the upper half and waste in the lower half (see Figure 3.16.1). The waste containment tank holds 2.8 gallons (10.6 liters). The unit can be manually removed from the boat for emptying. For pumpout information, see *Dockside Pumpout* later in this section.

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

Portable Toilet System
Figure 3.17.1



VacuFlush Toilet (Option)

The VacuFlush toilet (see Figure 3.18.1), located in the console storage/head area, uses freshwater for flushing the foot pedal operated toilet.

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

Overboard Discharge of Waste



WARNING

Keep overboard discharge seacock in closed position when toilet is not in use. Failure to do so could result in flooding or property damage.

This vessel is equipped with a waste containment/disposal system (see Figure 3.18.1) that includes a holding tank, macerator/discharge pump, discharge seacock, overboard discharge panel, and waste pumpout.

The macerator/discharge pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through the seacock located inside the console lounge. Empty the holding tank when the overboard discharge panel's *TANK FULL* light is on. The key used to actuate the overboard discharge panel can be found in the owner's packet. To operate the system:

1. Lift open the console lounge to access overboard discharge seacock (see Figure 3.18.1); open seacock.
2. In console storage/head area, press the *HEAD* button on the DC distribution panel.

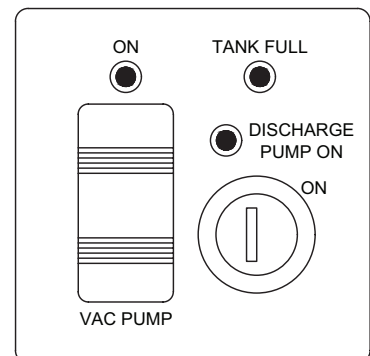
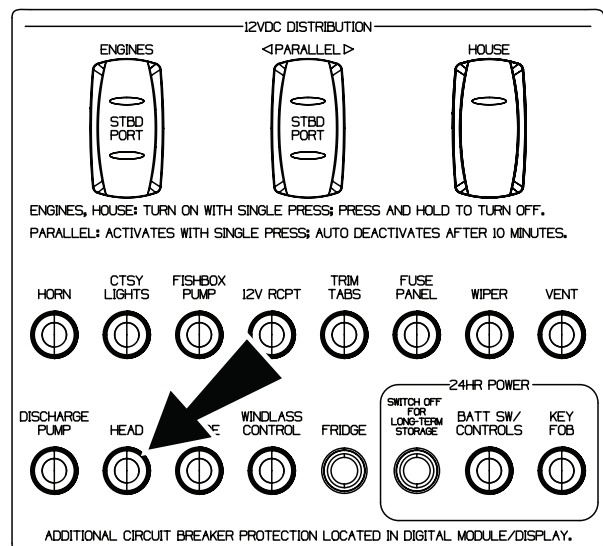
3. In console storage/head area, turn overboard discharge panel key to *ON*.
4. Press and hold *VAC PUMP* switch until waste holding tank is empty; release switch.
5. Turn key off.
6. Close overboard discharge seacock.

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

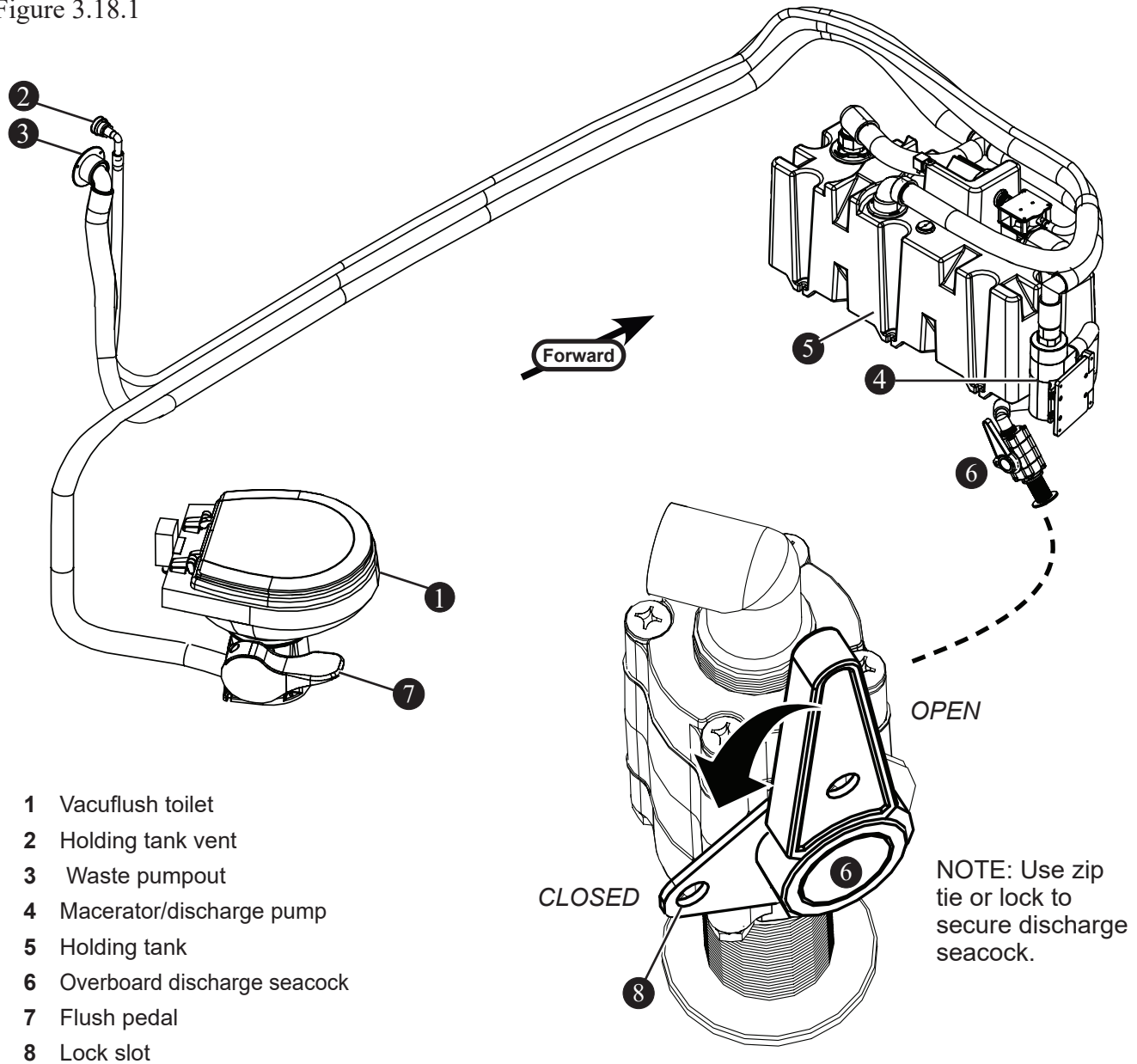
NOTICE

This boat is equipped with an overboard discharge seacock. Severe state and federal penalties are levied for discharging raw sewage and solid waste in waters where it is not permitted. Disable macerator by attaching a zip tie or padlock to seacock or by removing seacock handle while in a closed position, which would avoid potential fines. It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.

The low-water consumption waste system requires the use of special paper to prevent clogs. The manufacturer has provided information regarding the type of paper that must be used. Never use residential tissue paper in your marine waste system.



Waste Containment/Disposal System
Figure 3.18.1



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 Set-up (Option)

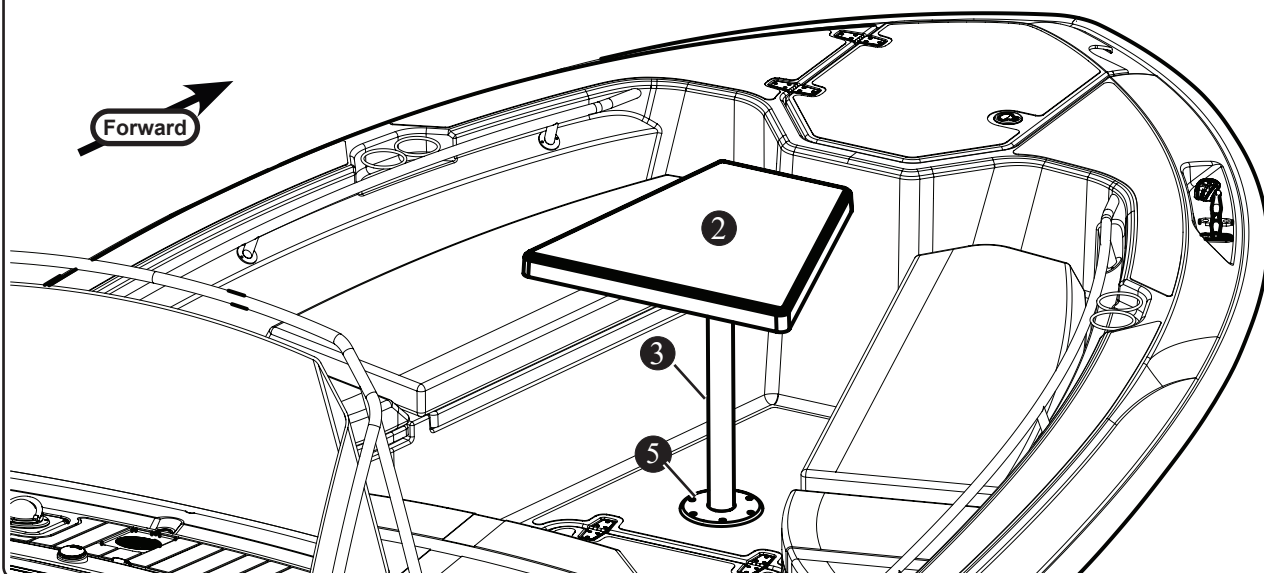
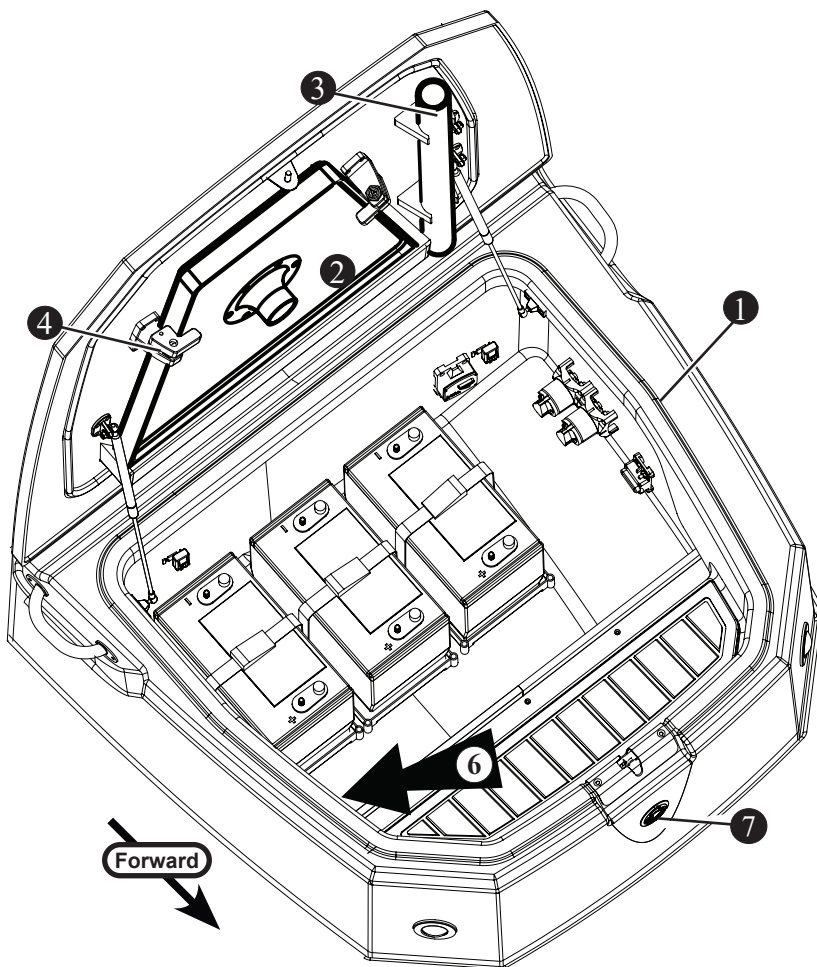
If equipped, the bow table is assembled at the bow. The table components are located in the *CONSOLE LOUNGE LOCKER*. To install (see Figure 3.19.1):

Bow Table Set-up

Figure 3.19.1

1. Release *LOCKER LATCH*.
2. While holding table in place, swing retaining hinges out to release table.
3. Remove *SUPPORT POST* and place into *FLOOR RECEPTACLE*; place table on top, pressing down until post is seated.
4. Stow table and post while underway.

- 1 Console lounge locker
- 2 Bow table/fishing platform
- 3 Support post
- 4 Retaining hinge (2)
- 5 Floor receptacle
- 6 Fold-down step
- 7 Locker latch

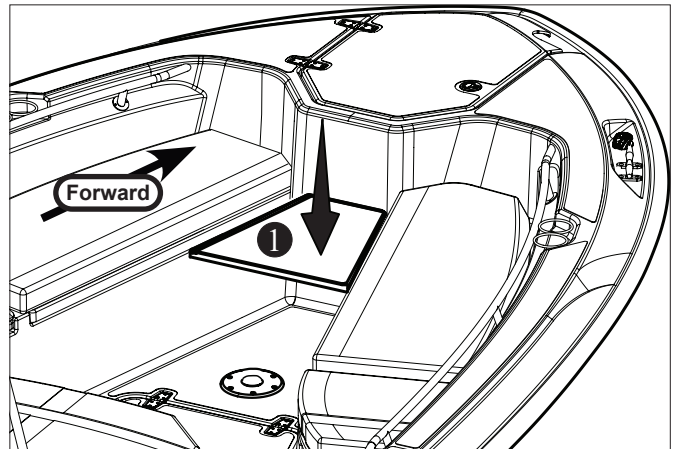


Fishing Platform Set-up (Option)

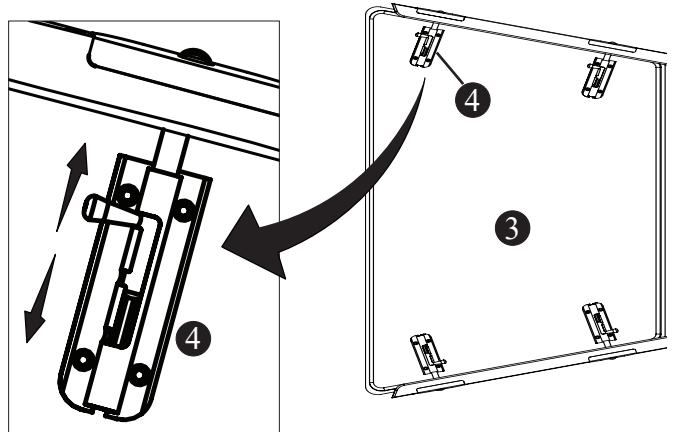
If equipped, the fishing platform is assembled at the bow. There is no designated, on-board storage location for the fishing platform. To install (see Figure 3.20.1):

Fishing Platform Set-up
Figure 3.20.1

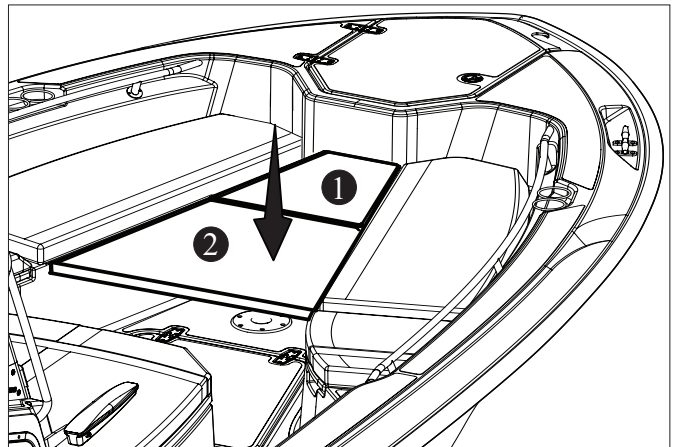
1. Retrieve *BOW TABLE/FISHING PLATFORM* (see Figure 3.21.1) and place in position shown.



2. From underside of table/platform, lock in place with four *SLIDE LOCKS*.



3. Retrieve *FISHING PLATFORM* from console lounge locker and place in position shown; lock with four *SLIDE LOCKS*.
4. Stow all equipment while underway.



- 1 Bow table/fishing platform
- 2 Fishing platform

- 3 Underside of aft fishing platform
- 4 Slide lock (4)

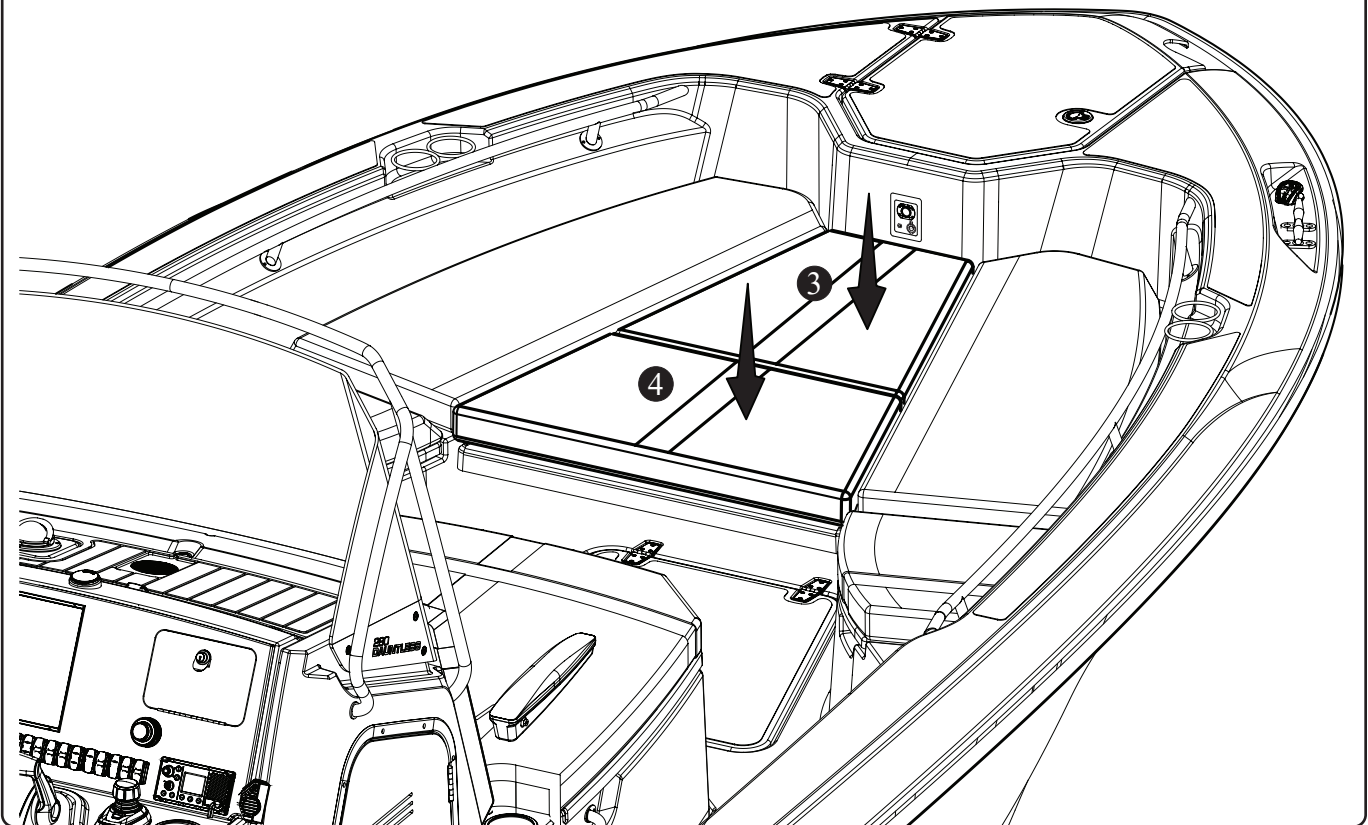
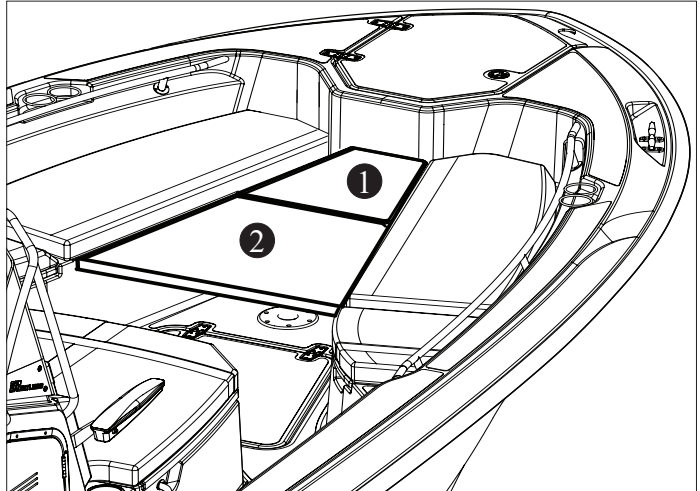
Bow Lounge Set-up (Option)

If equipped, the bow lounge is assembled at the bow. The lounge components are located in the *CONSOLE LOUNGE LOCKER* (see Figure 3.19.1). To install:

Bow Lounge Set-up
Figure 3.21.1

1. Follow the instructions for fishing platform set-up (see Figure 3-20.1).
2. Place *BOW LOUNGE CUSHION (FORWARD)* and *BOW LOUNGE CUSHION (AFT)* onto fishing platform and snap in place.
3. Stow all equipment while underway.

- 1 Bow table/fishing platform
- 2 Fishing platform
- 3 Bow lounge cushion (forward)
- 4 Bow lounge cushion (aft)

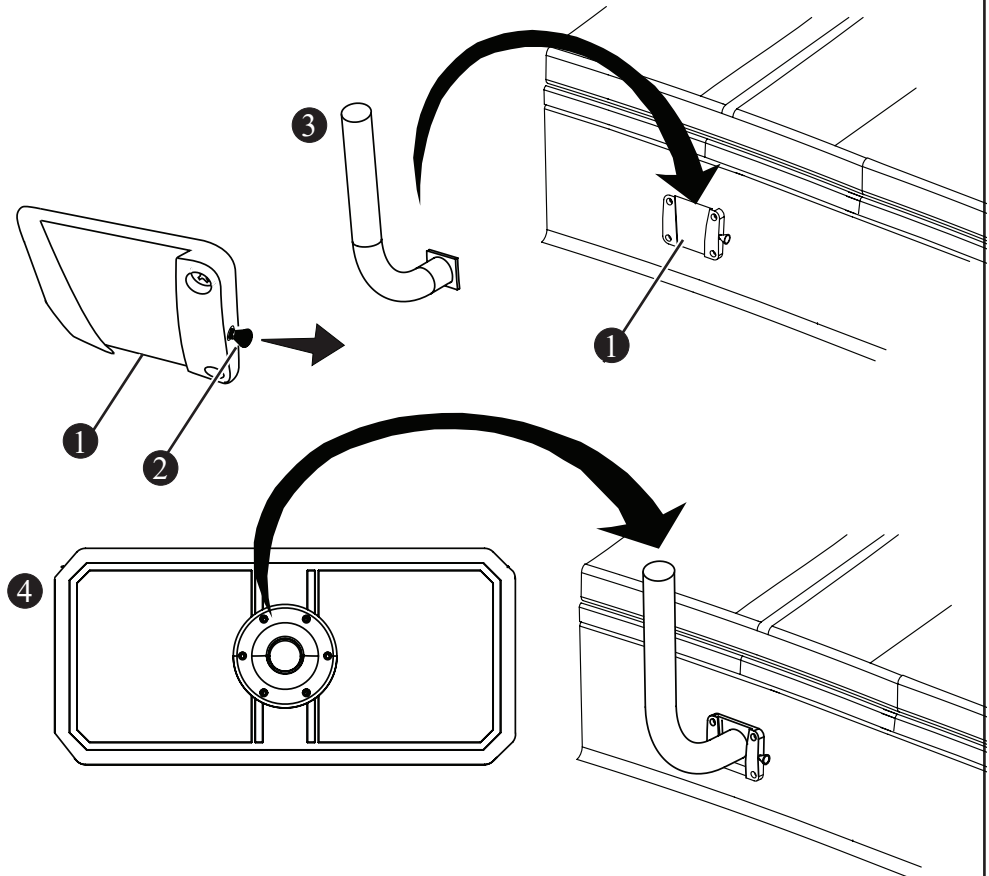


Cockpit Table Set-up (Option)

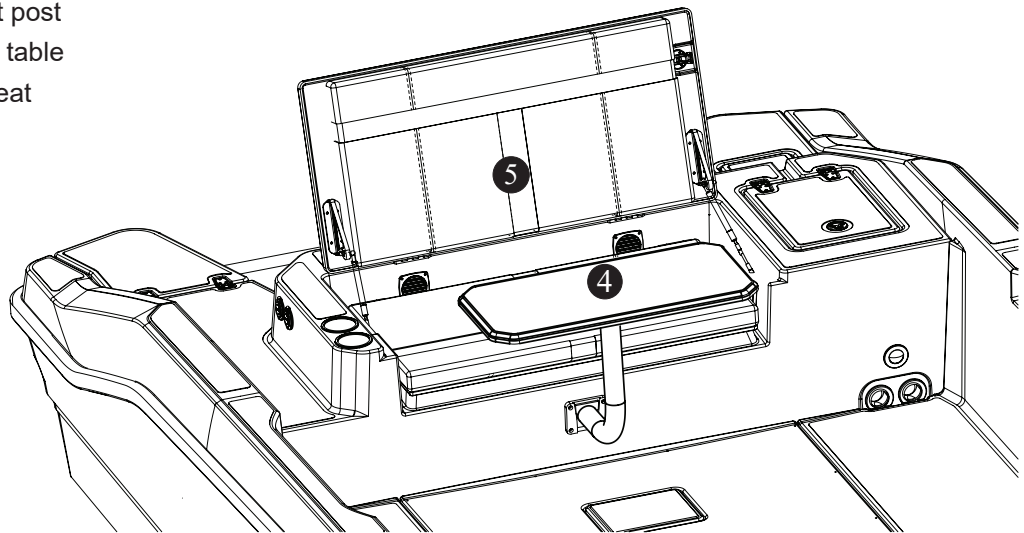
If equipped, the cockpit table is located on the underside of the stern seat, and the table post in the storage compartment under the seat. Assemble the table as follows (see Figure 3.22.1):

Cockpit Table Set-up
Figure 3.23.1

1. Retract mounting bracket locking pin and insert the support post into the bracket; release locking pin.
2. Place the cockpit table onto the support post.



- 1 Mounting bracket
- 2 Bracket locking pin
- 3 Support post
- 4 Cockpit table
- 5 Stern seat



Convertible Helm Seat

WARNING

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

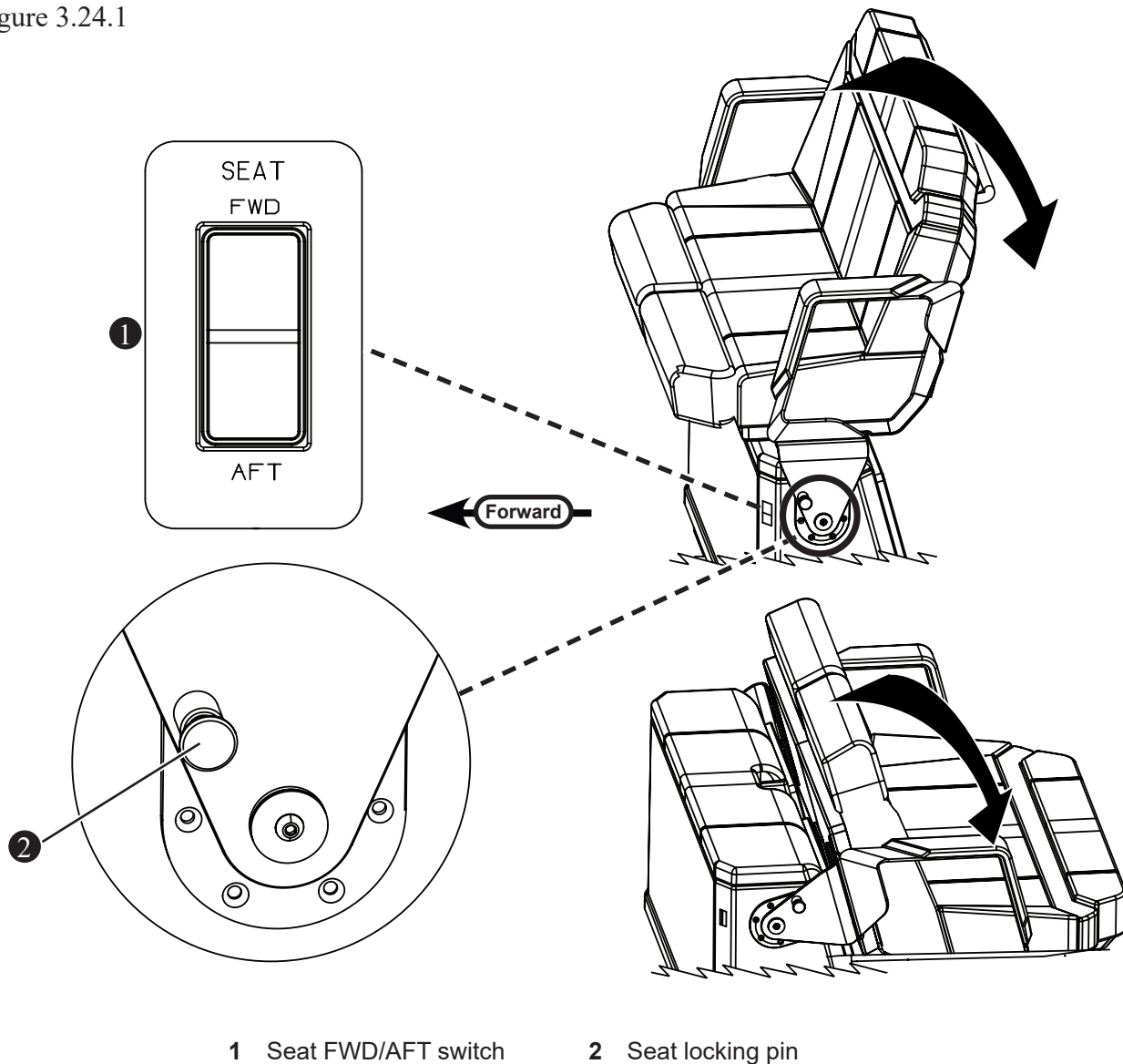
CAUTION

Equipment damage can occur. Pull release pin before activating seat mechanism.

The convertible helm seat can be rotated to face aft (see Figure 3.23.1). Only use seat in forward facing position while underway. Do not rotate seat while underway. To operate:

1. Pull out and hold *SEAT LOCKING PIN*, then press and hold *AFT* on seat switch until seat rotation stops; release seat locking pin.
2. To rotate to forward-facing position, press and hold *FWD* on switch until seat rotation stops and locking pin engages.

Convertible Helm Seat Positions
Figure 3.24.1

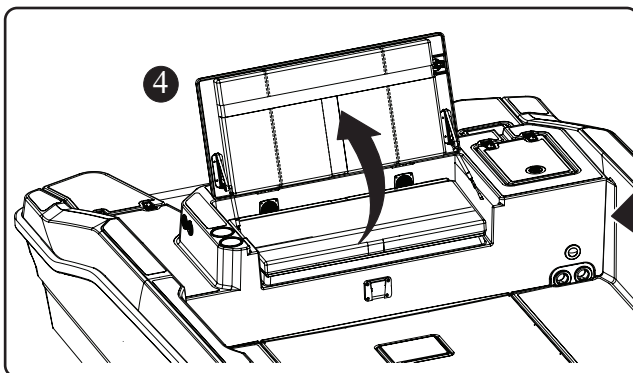
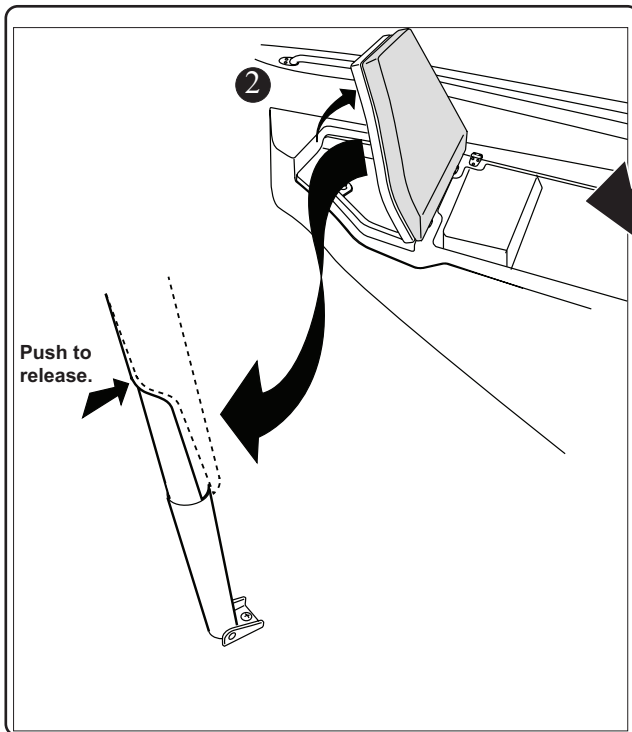


Folding Seats

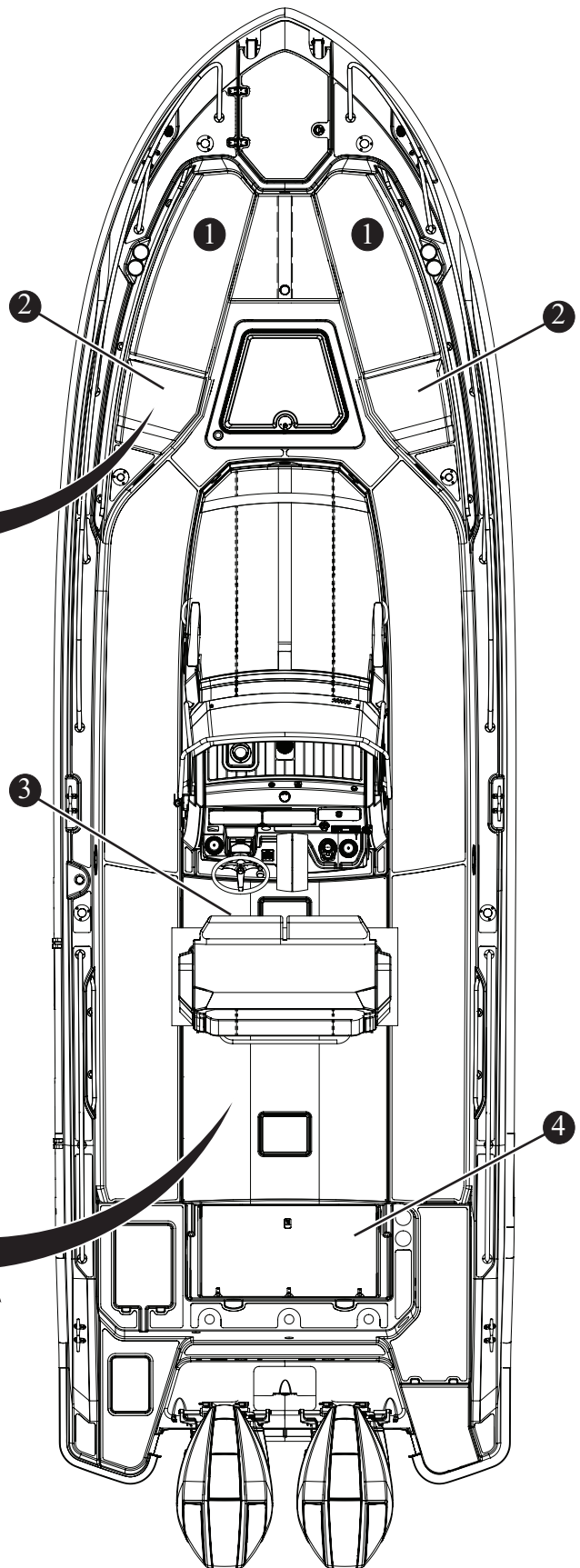
Folding Seats
Figure 3.25.1

NOTICE

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



- 1 Bow seating area
- 2 Folding backrest seat (2)
- 3 Helm seat
- 4 Stern seat



Sun Shade (Option)

If equipped, the powered sun shade (see Figure 3.25.1) can be deployed or retracted by depressing the *Shade* switch located on the helm switch panel. The sun shade is protected by a breaker located on the DC breaker panel in the head.

Bow Shade (Option)

If equipped, set up shade as follows (see Figure 3.25.1):

1. Assemble four pole sections into two poles.
2. Insert poles into bow shade sockets.
3. Using the provided clips, attach bow shade to bow poles and hardtop.

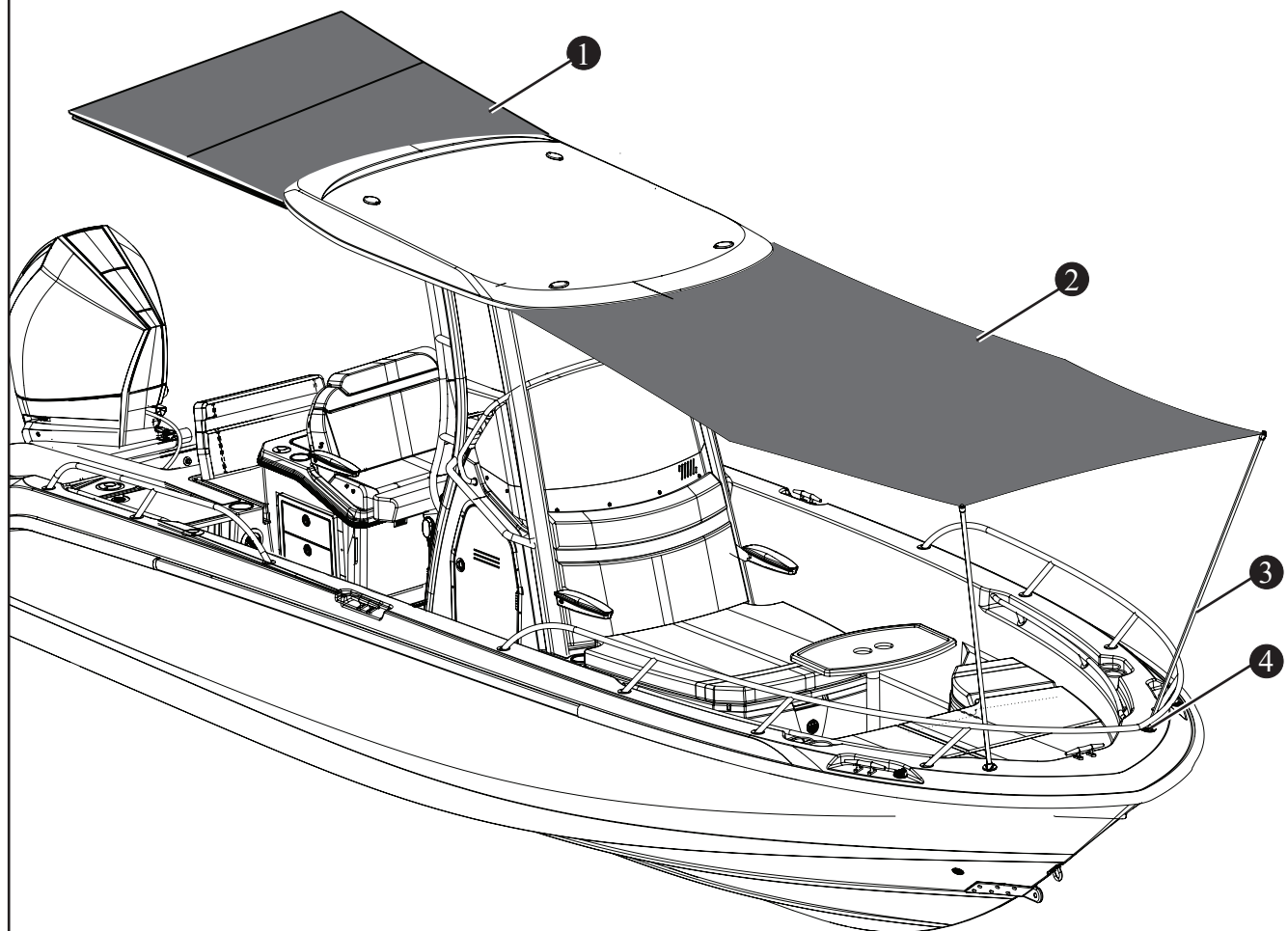
WARNING

Electric sun shade and bow shade are intended for use while boat is anchored or moored and not while underway. Damage to boat or personal injury could occur if shade is used while underway.

NOTICE

The sun shade has a reset functionality to enable a service technician to reset the shade position. In the event the shade does not operate at either the fully extended or fully retracted position, contact a Boston Whaler dealer for details.

Sun Shade & Bow Shade
Figure 3.26.1



- 1 Sun shade
- 2 Bow shade

- 3 Bow shade pole (2)
- 4 Bow shade socket (2)

Entertainment System (Option)

The entertainment system includes a stereo radio, amplifier, waterproof speakers, and USB input. The bluetooth-enabled stereo is controlled through the helm display and the helm-mounted volume control.

The premium stereo adds two subwoofers and an additional amplifier.

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

Navigation Lighting

NOTICE

Regulations state that all boats, no matter the size, must display navigation lights.

Your boat comes equipped with navigation lighting for your safety. Regulations state that all boats must display navigation lights between sunset and sunrise and during periods of restricted visibility, such as rain, fog, haze, etc. If operating in reduced visibility or between sunset and sunrise it is necessary to maintain a safe speed and post a lookout.

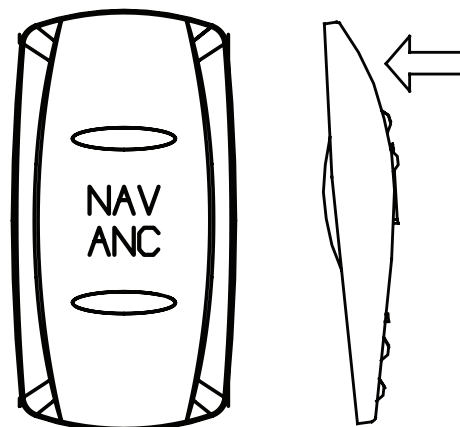
It is the responsibility of the operator to ensure that the navigation lights are in good working order and that the proper lighting shown and not obstructed in its intended arc of visibility. Do not modify navigation lights. This vessel's navigation lights may include an expiration date on the housing. 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 required navigation lights. 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.

NAV/ANC Switch

Figure 3.27.1

- 1 press** Navigational lights *on*
- 2 press** Anchor light *on*
- 3 press** *Off*



Swim Patio Set-up (Option)

CAUTION

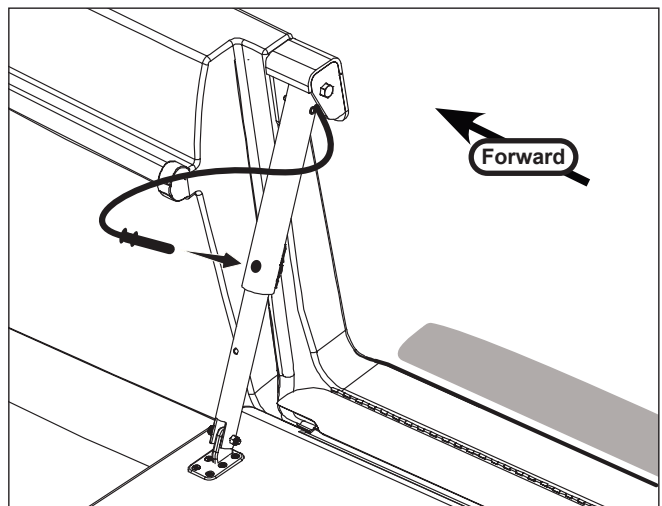
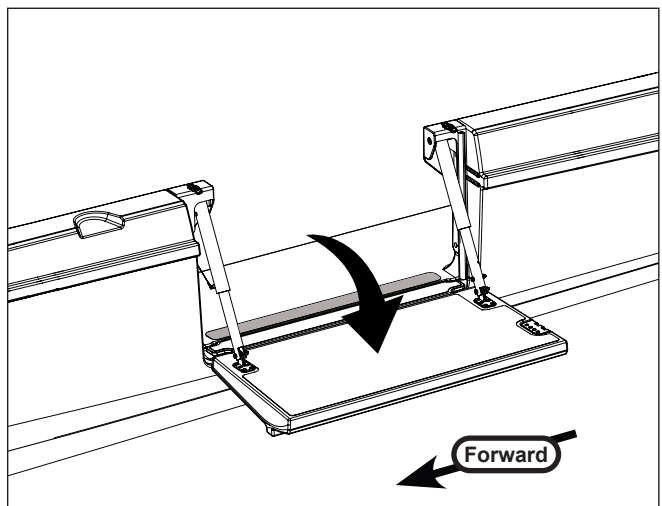
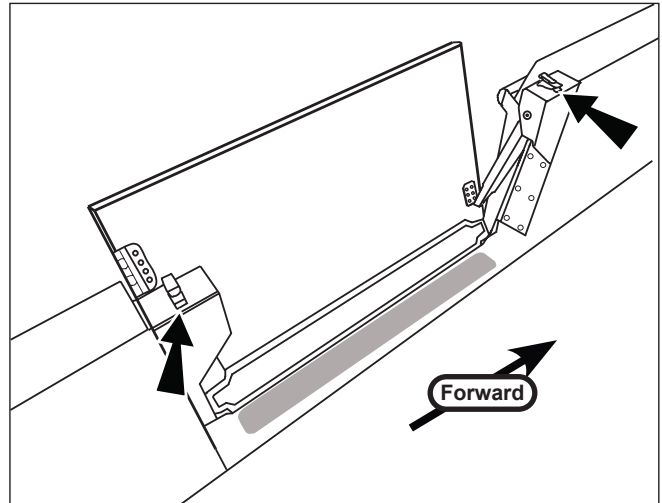
SWAMPING HAZARD - Do not overload the port side of the boat when the swim patio is open. This may allow an excessive amount of water to enter and cause an unstable condition.

The swim patio, located on the port gunwale, is a patio for swimming and fishing. See the following page for information on the swim patio's safety override switch and ladder. To operate:

1. Release latches on each side of patio door; patio automatically opens to rest at a 45-degree angle to the water.
2. Push patio down with foot to fully deploy.
3. Insert safety pin in strut to lock in down position.
4. Reverse procedure to close and secure door.

WARNING

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



Swim Patio Override

DANGER

Never ignore an alarm.

The swim patio override switch (see Figure 3.28.1), located at the helm, prevents the engines from starting if the patio is deployed. If the patio is deployed while the engines are running an audible alarm sounds to alert the operator.

The *OVER RIDE* switch may be used if the engines must be started with the swim patio deployed. To override, depress the override switch while turning the ignition. Once the engine(s) starts release the switch. The switch is illuminated when the patio is deployed.

Swim Patio Ladder

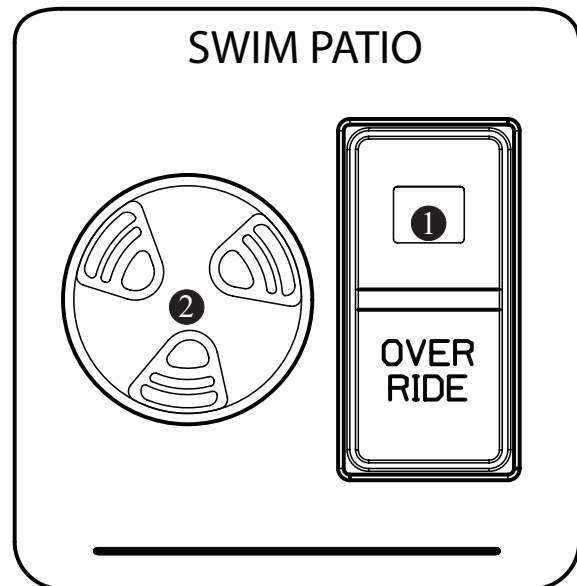
WARNING

Rotating propeller may cause serious injury or death. Do not approach or use ladder when engine is running.

Operate the swim patio ladder (see Figure 3.28.2) as follows:

1. Retrieve swim patio ladder from under stern seat.
2. Insert lugs on ladder into ladder bracket on swim patio and rotate down into a vertical position.
3. Reverse procedure to retrieve ladder.
4. Stow ladder under stern seat.

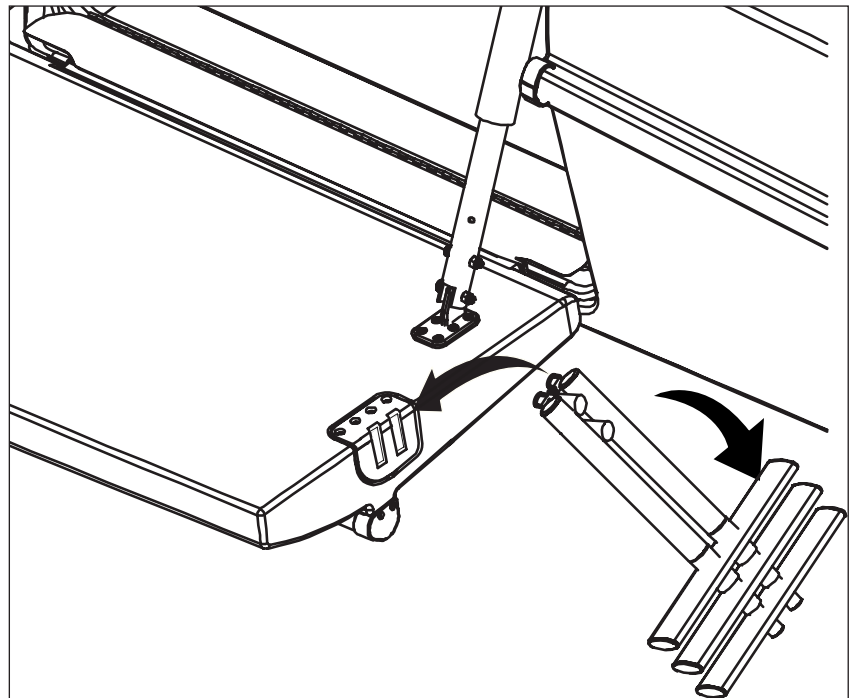
Swim Patio Override Switch
Figure 3.28.1



1 Override switch

2 Alarm speaker

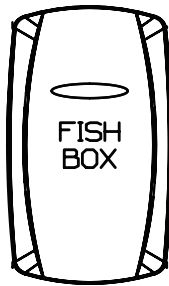
Swim Patio Ladder
Figure 3.28.2



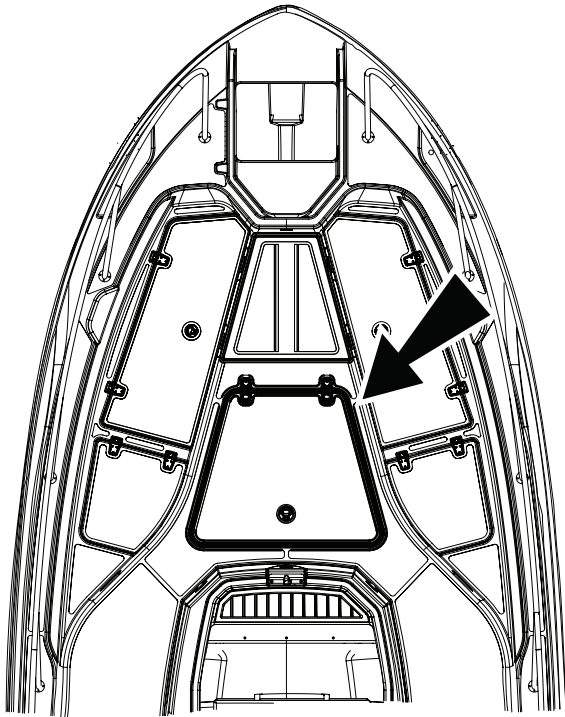
Fishbox with Pumpout

The fishbox, located on the forward deck (see Figure 3.29.1) utilize a pump system to discharge water overboard by way of a thru-hull fitting on the transom. The discharge pump can be accessed through the aft mechanical access hatch. Clean out any obstructions that inhibit the pump from operating correctly.

The discharge pump is activated by the *FISH BOX* switch at the helm. This pump is protected by the *FISHBOX PUMP* breaker located on the DC distribution panel in the console storage/head. If the pump fails to activate when the switch is depressed, check the fishbox pump breaker and reset if needed.



Forward Fishbox
Figure 3.30.1

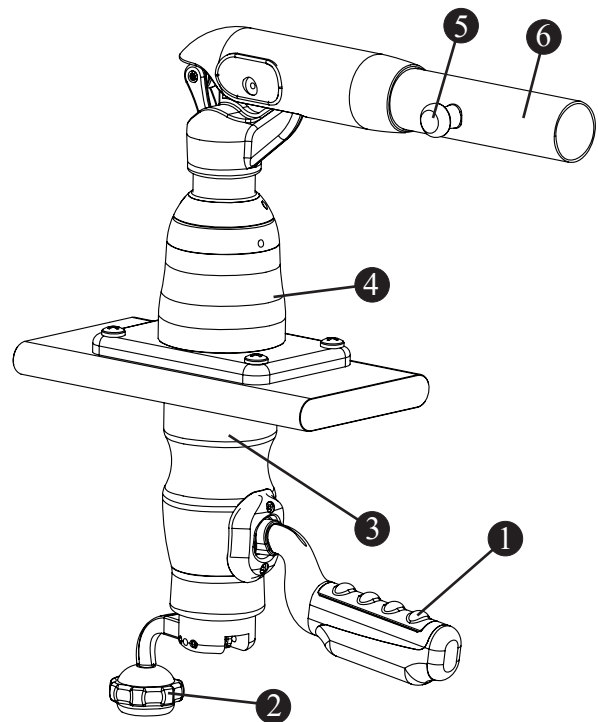


Outriggers (Option)

If equipped, there are two radial outriggers located on the port and starboard side of the hardtop (see Figure 3.29.2). The outriggers are adjustable to provide ease of operation and storage.

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

Radial Outriggers (Option)
Figure 3.29.2



- 1 Adjustment handle
- 2 Power crank handle
- 3 Lower unit
- 4 Upper unit
- 5 Shaft lock
- 6 Extendable shaft

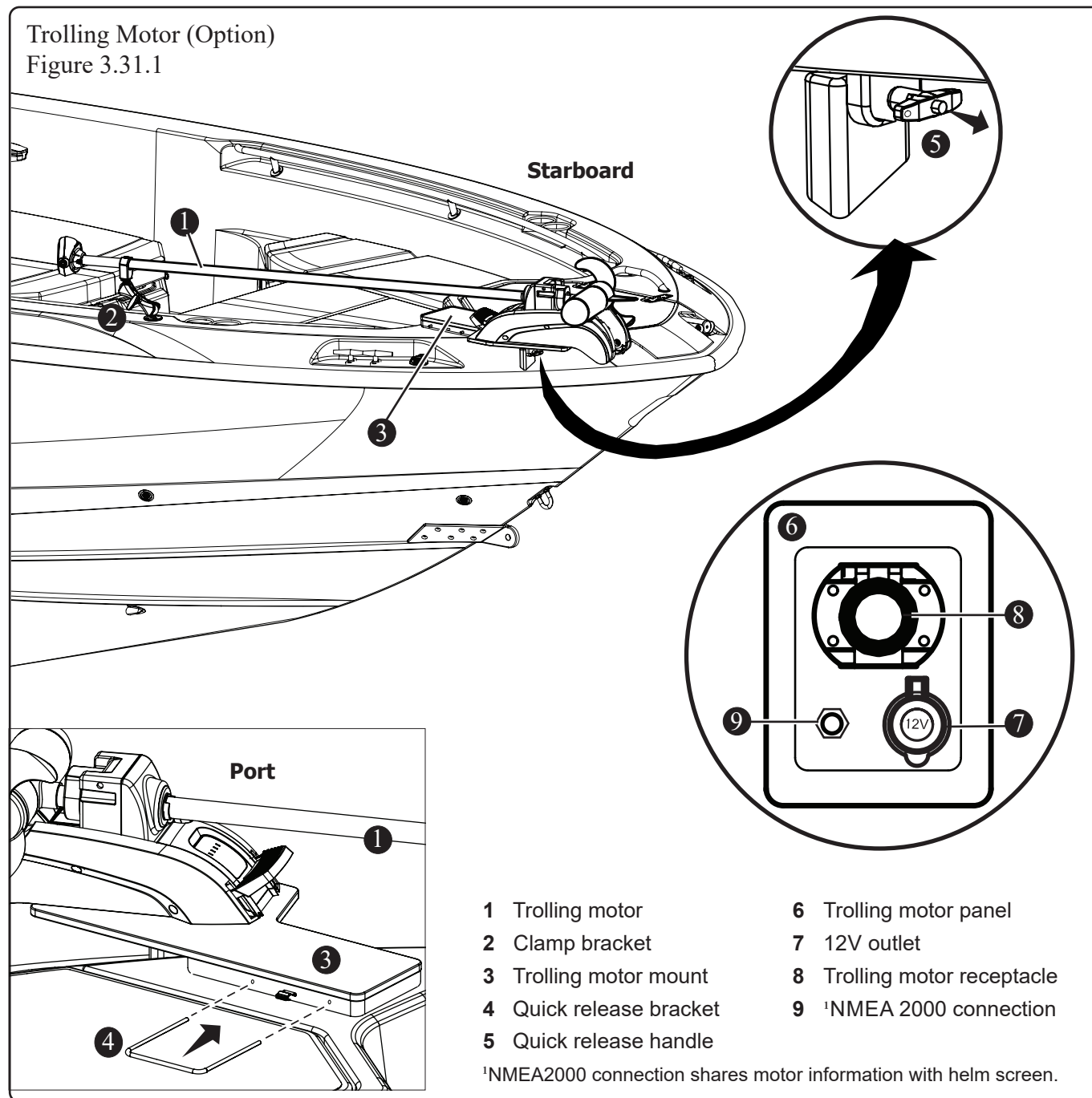
Trolling Motor (Option)

If equipped, the 36V, battery-powered trolling motor (see Figure 3.30.1) includes a trolling motor panel, three batteries, a battery charger, and a circuit breaker. At the helm display, navigate to the *Home* screen and click on the *Motorguide* icon to control the trolling motor. To install an after market trolling motor, contact a Boston Whaler® dealer.

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

WARNING

There is a risk of electrical shock. Always have a qualified marine electrician install any system upgrades that are not already installed on r boat. There are a variety of wiring configurations up to 36 Volts. Incorrect wiring will adversely affect trolling motors performance. Always use the correct circuit protection and wire gauge when upgrading a trolling motor wiring system.

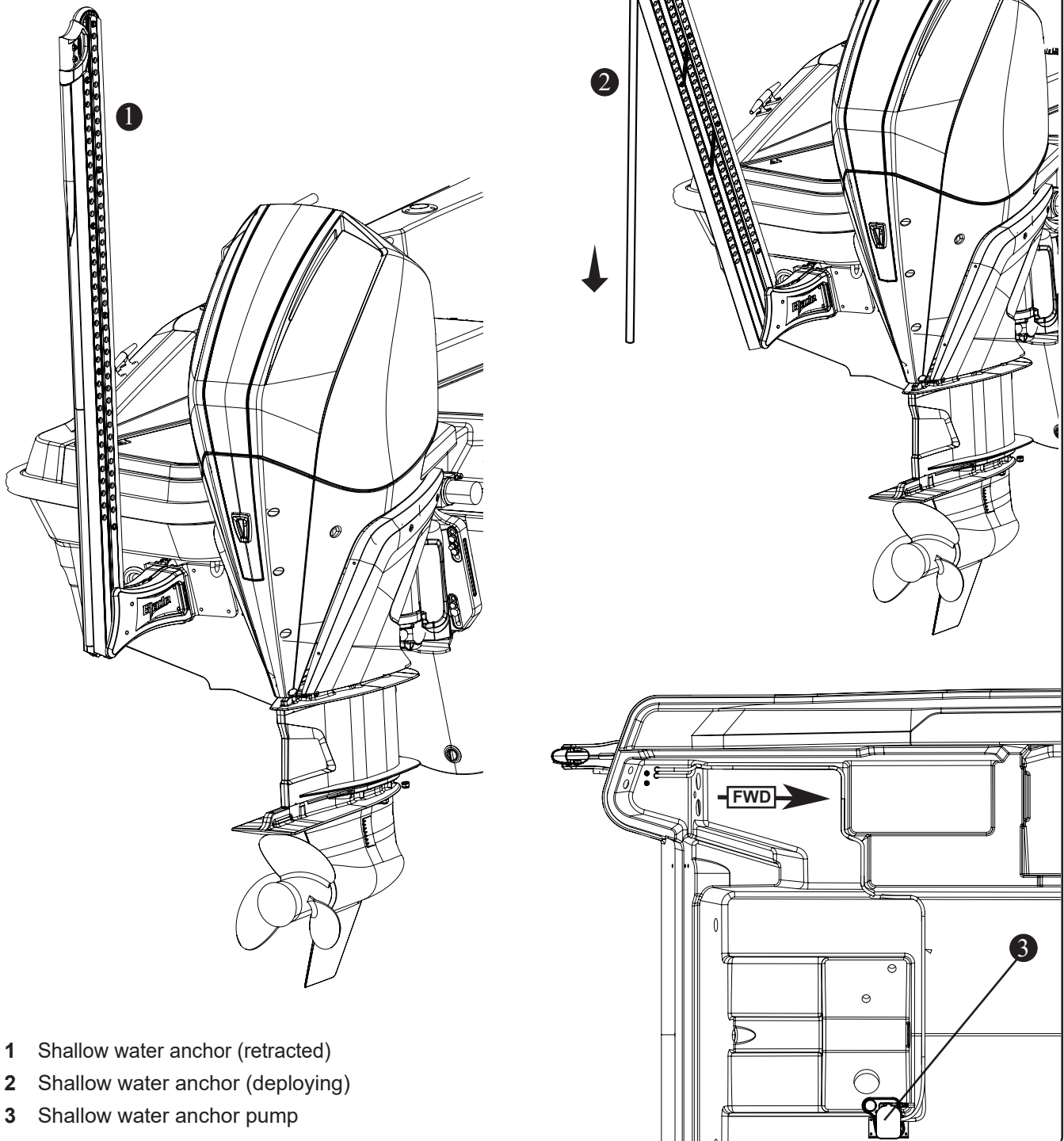


Shallow Water Anchor (Option)

If equipped, the shallow water anchor is used to hold the boat in a stationary position in water up to 10 feet deep (see Figure 3.31.1). Deployment and retraction is controlled by a remote included with the system.

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

Shallow Water Anchor (Option)
Figure 3.32.1



Jack Plate (Option)

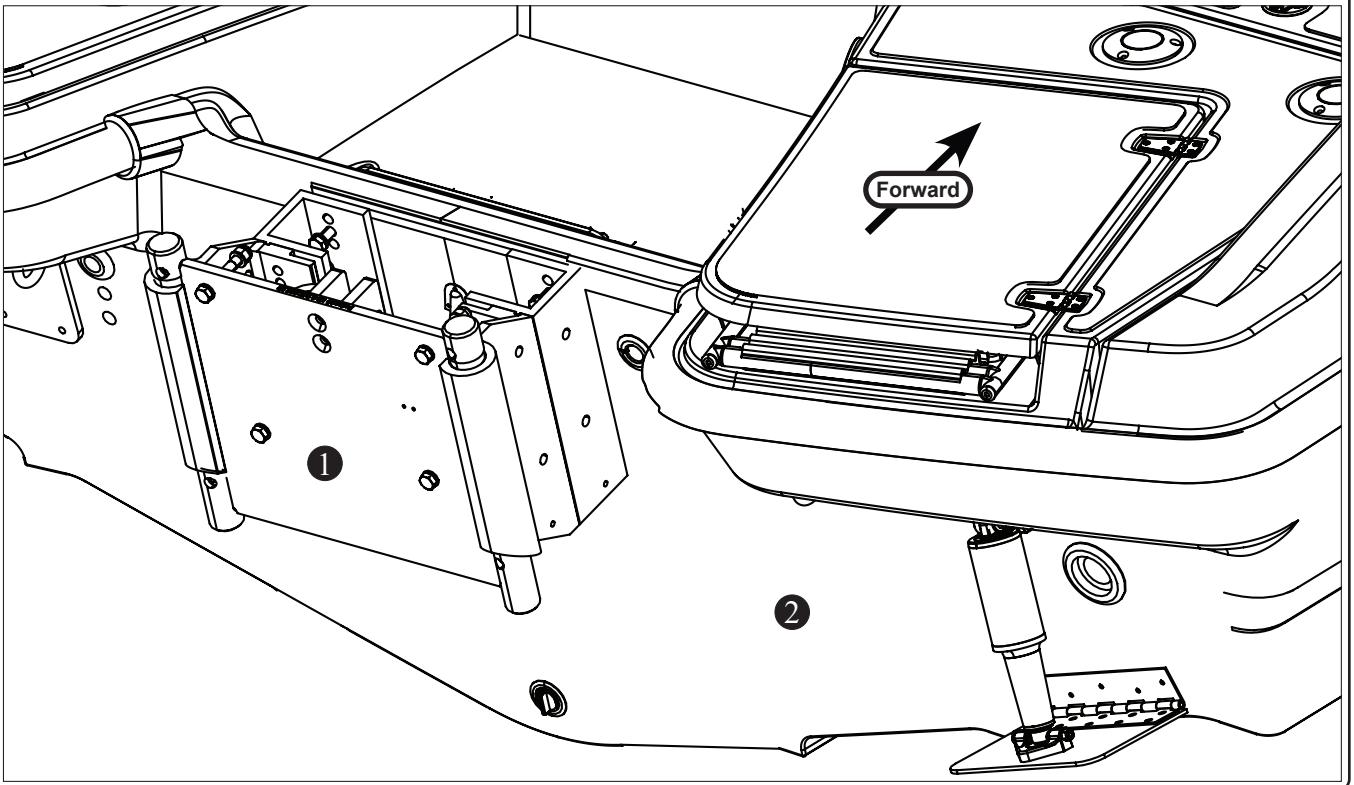
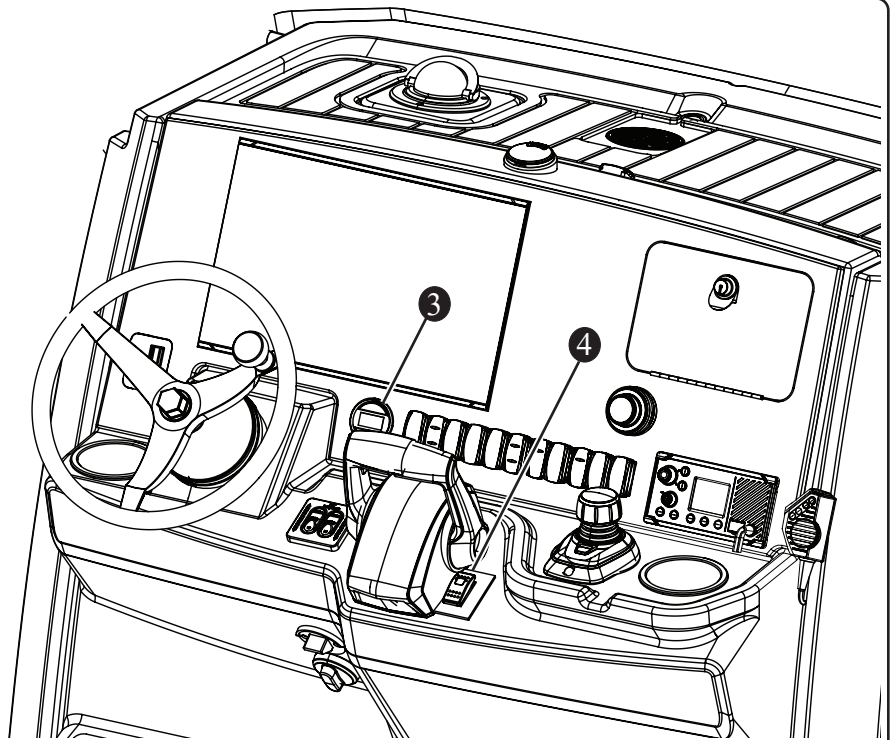
If equipped, the jack plate, located at the transom, is an engine mounting bracket that allows the engine to be raised or lowered vertically (see Figure 3.32.1). In addition to allowing shallow water access, the jack plate when raised, positions the propeller closer to the water line, reducing engine drag and increasing speed.

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

Jack Plate (Option)

Figure 3.33.1

- 1 Jack plate
- 2 Transom
- 3 Jack plate gauge
- 4 Jack plate switch



Beach Boarding Ladder (Option)

NOTICE

Do not use beach boarding ladder to board the boat from the water.

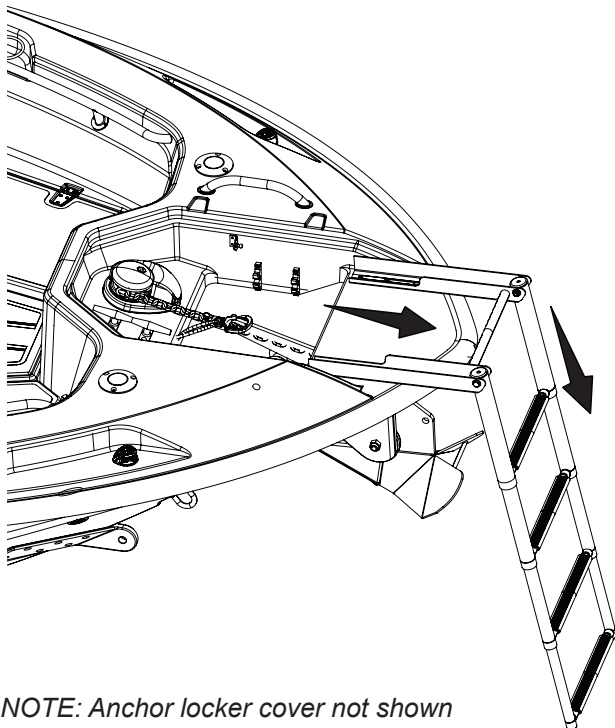
CAUTION

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

The beach boarding ladder, if equipped, is stored in the bow anchor locker when not in use (see Figure 3.33.1). To deploy ladder:

1. Open anchor locker¹.
2. Extend ladder forward.
3. Flip ladder down and extend down to beach.

Beach Boarding Ladder (Option)
Figure 3.34.1



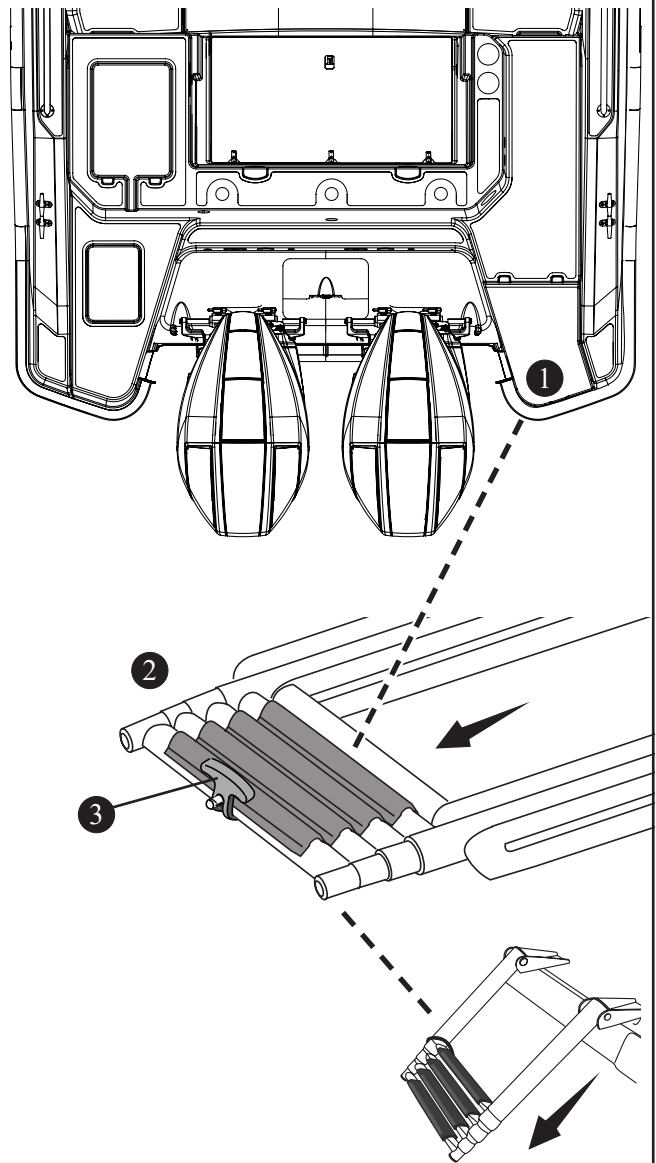
¹NOTE: Anchor locker cover not shown

Reboarding Ladder

The reboarding ladder is located under the ladder access cover (see Figure 3.33.2). 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 extend down.
3. Extend ladder rungs.

Reboarding ladder
Figure 3.34.2



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

Watersports Tow Point

The watersports tow point is used for skiing or wakeboarding only (see Figure 3.34.1). If engaged in tubing or such other activities requiring the watersports equipment to be tied to the boat, attach the tow rope to the stern eyes at the transom.

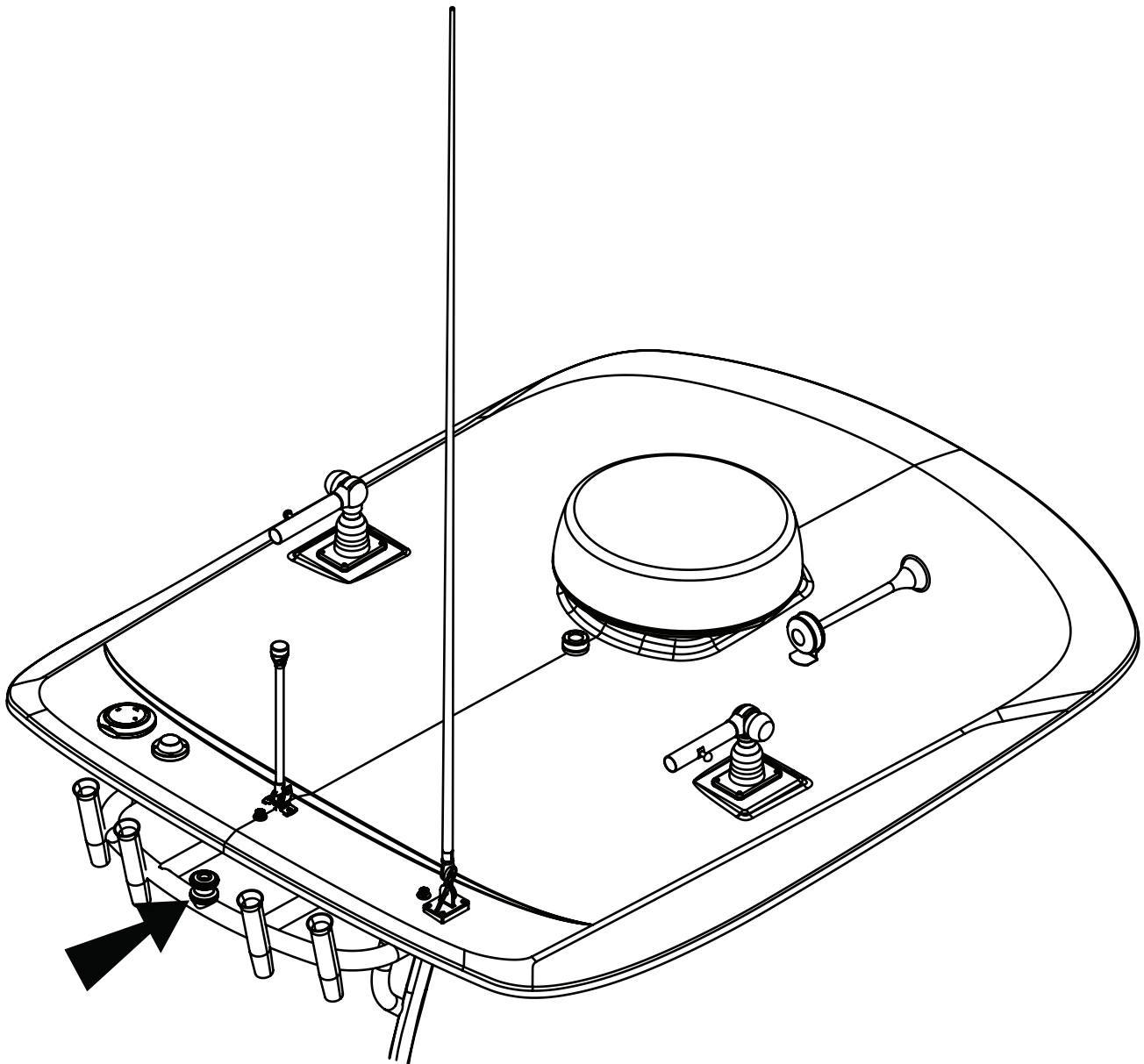


CAUTION

Do not use watersports tow point with any equipment tied to the tow rope.

Read and understand the safety rules for recreational activities in Chapter 1, *Safety*.

Watersports Tow Point
Figure 3.35.1



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.

WARNING

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.

NOTICE

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

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 3.36.1). 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 length = (bow height + water depth) × 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. However, less than 5, the anchor will break out too easily.

CAUTION

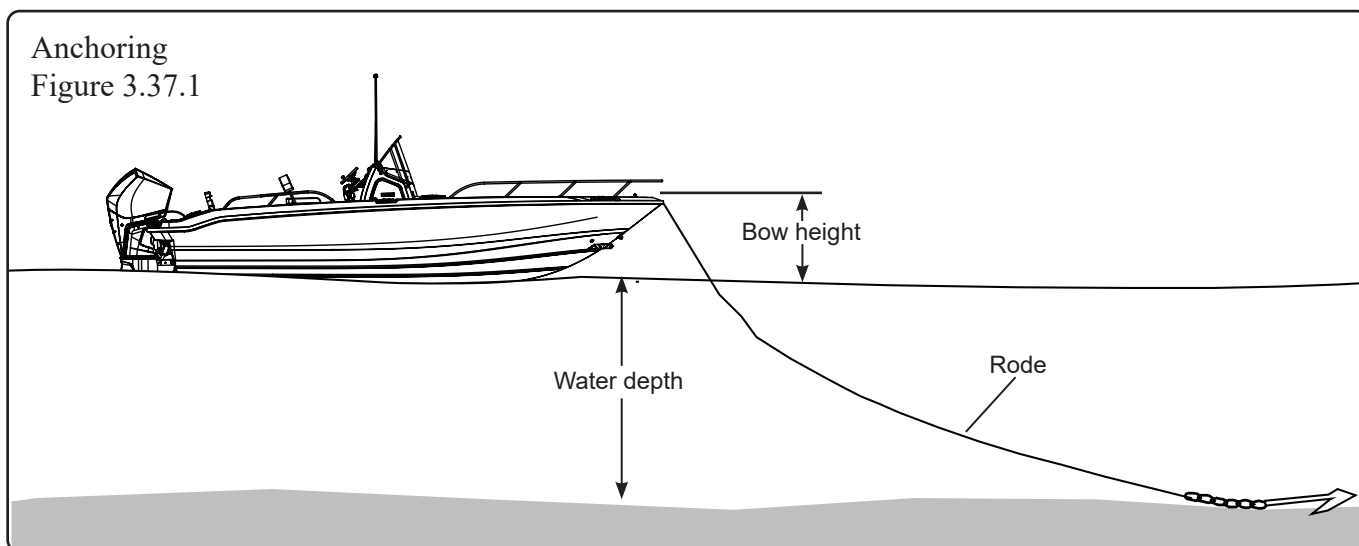
To avoid property damage, engage gypsy lock and ensure anchor is secured with lanyard before getting underway.

NOTICE

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

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

Anchoring
Figure 3.37.1



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

Lowering the Anchor

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

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 the 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.

Anchor Windlass

DANGER

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

The windlass (see Figure 3.37.1) allows anchoring of the boat by raising and lowering the anchor. The windlass can be operated from the helm, from the bow with the remote control, or manually. The windlass breaker on the DC distribution panel must be turned on.

NOTICE

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

Always secure the lanyard when underway. Failure to do so may result in accidental deployment of the anchor.

Be sure to read and fully understand the anchor windlass instructions included in the owner's packet before operating the anchor windlass.

Helm Operation

The anchor windlass is controlled at the helm by two switches on the helm switch panel. The *WNDLS* switch provides power to the windlass. Push the *UP/DWN* switch to power the anchor windlass up or down. Make certain that the anchor lanyard's clevis is detached from the chain and is clear of any moving parts. Once the anchor and rode is secure in the up position, the clevis can be re-attached to the chain rode.

Remote Operation

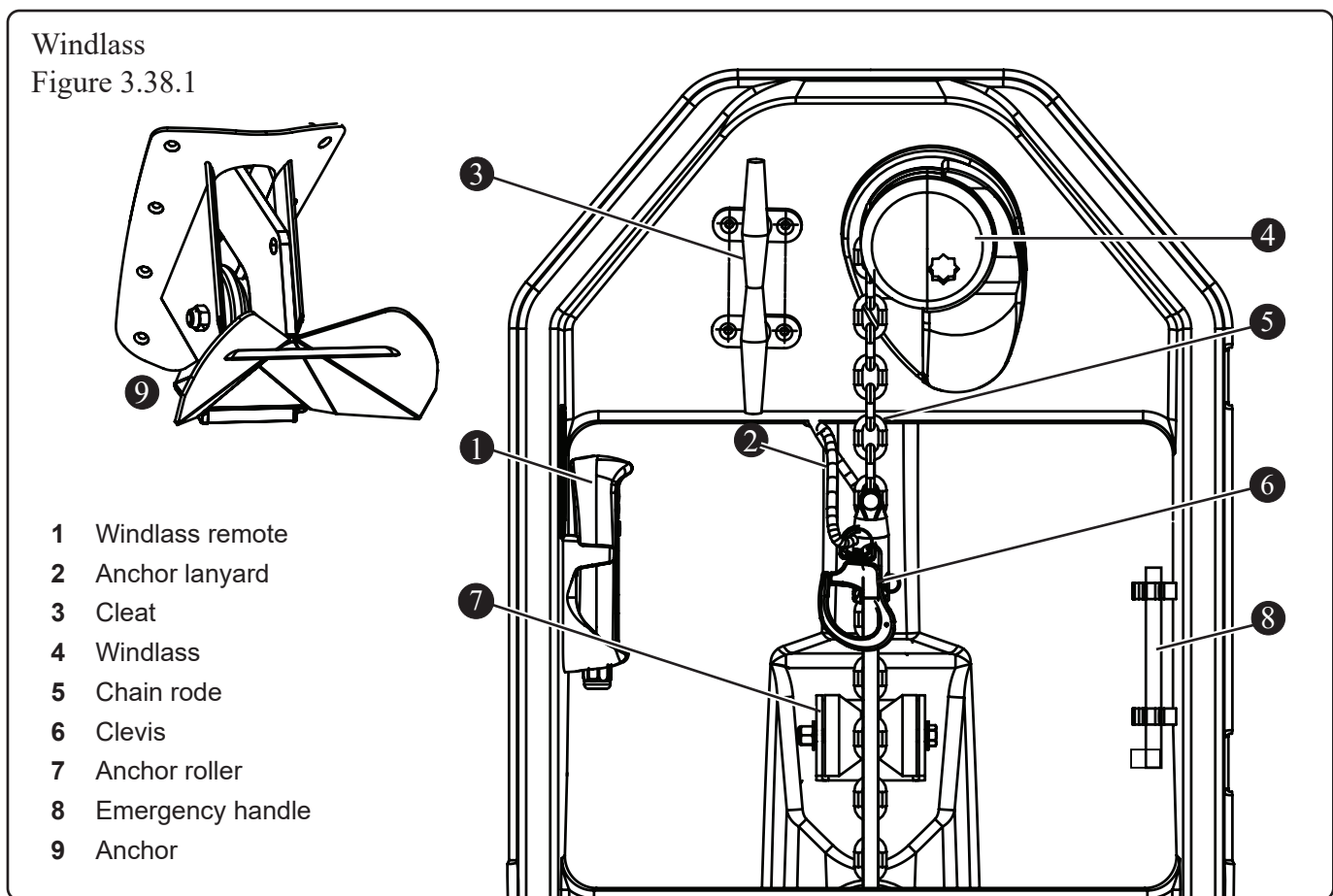
The anchor windlass can be operated remotely from the bow with the windlass remote, which is stowed in the anchor locker. To use:

1. On helm switch panel, press *WNDLS* button.
2. To raise anchor, press and hold on *UP* button on remote.
3. To lower the anchor, press and hold on the *DOWN* button on the remote.

Emergency Handle

If there is a loss of power to the windlass, the anchor can be raised and/or lowered manually with the emergency handle located in the anchor locker (see Figure 3.37.1).

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



Propeller

⚠ DANGER

Disconnect power by moving battery switches 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 engines on this vessel have 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

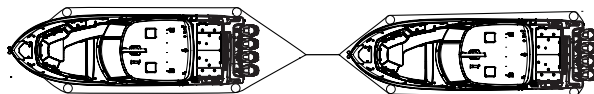
Towing or being towed places extreme tension on tow lines and strong points (cleats, bow stern/eyes). Do not stand directly in line with tow line. Serious injury or death and/or vessel damage may occur if towing gear fails.

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.

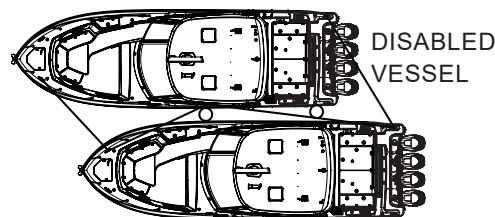
When towing is necessary, create a bridle with a line around the hull or use spring lines to secure the disabled vessel to the towing vessel (see Figure 3.38.1), whenever possible. Either of these methods distributes the load over a wide area. Be sure to use fenders or other chafe protection at pressure points.

Towing
Figure 3.39.1

BRIDLE



SPRING LINE



The bow eye (see Figure 3.39.2) 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:

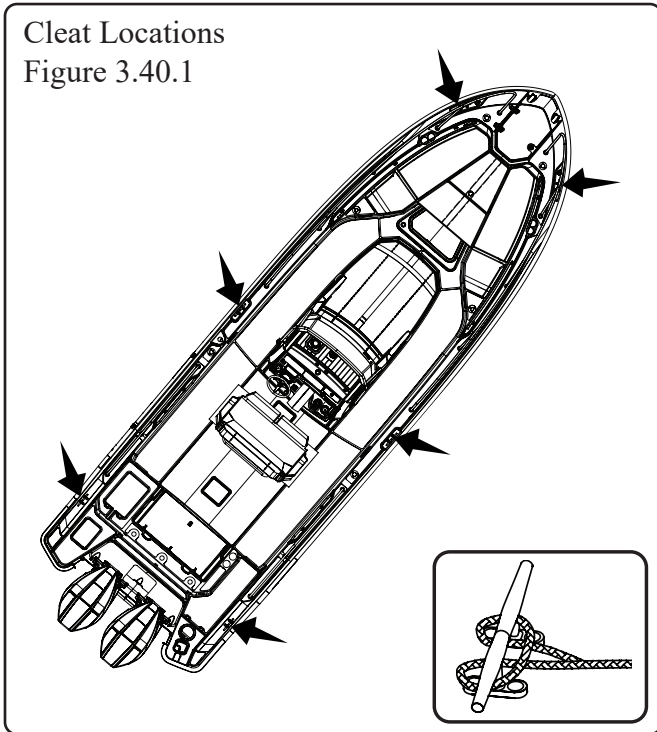
- Display the proper markings and navigation lights on towing vessel and disabled vessel.
- Disabled vessel should never be larger or heavier than towing vessel.
- Ensure all tow lines/bridle are adequately sized and in good condition.

- 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 seven cleats to use for tying up to a dock, two located at the bow, two located midship, and two located at the stern (see Figure 3.39.1).

Cleat Locations
Figure 3.40.1



There is a seventh cleat located inside the anchor locker. While loading/unloading or mooring, learn the proper way to secure the boat and best use the boat's mooring points.

Lifting

⚠ DANGER

Use only the lifting points specified. 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.

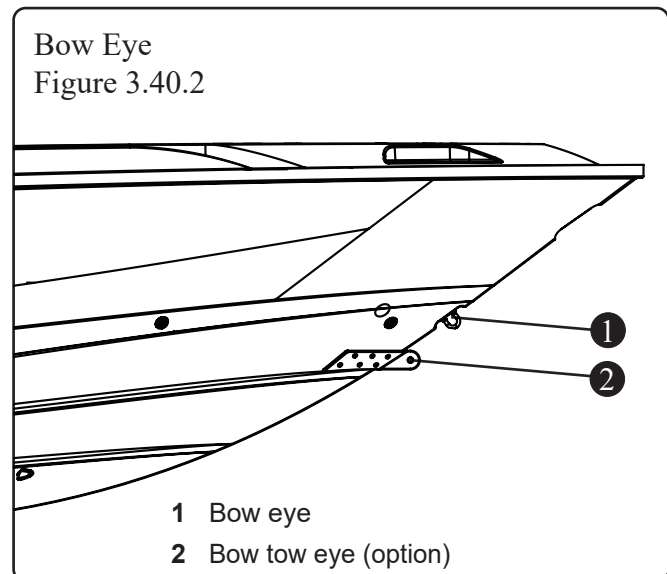
The bow eye is used to haul out this vessel out of the water onto a trailer and hold it in place. The stern eyes are used as tie down points while trailering. The bow and stern eyes may only be used for short-term lifting of the boat such as servicing (see Figure 3.40.1). For long-term lifting or storage, use flat, wide belt-type slings and spreaders long enough to keep pressure from gunwales. Do not allow slings to contact underwater fittings.

Bow Eye

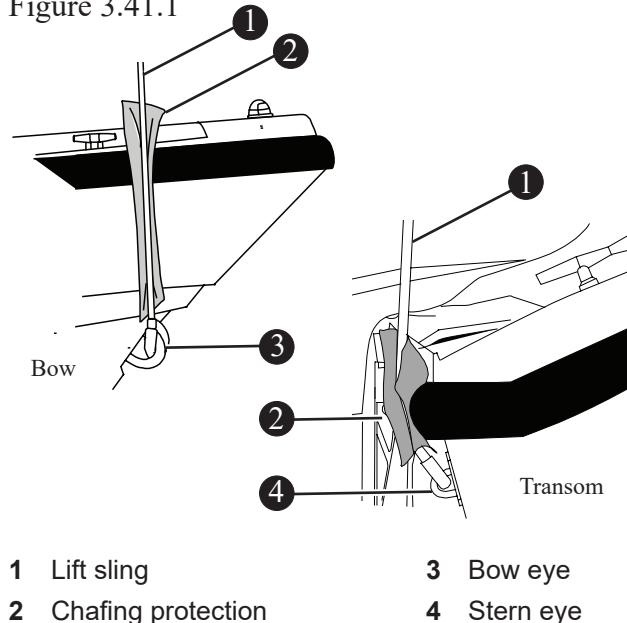
The bow eye, located on the front hull of the boat, is reinforced with a steel-backing plate (see Figure 3.39.2). Whether lifting this vessel out of the water for routine maintenance or long-term storage, consider the following (see Figure 3.40.1):

- If using a professional lifting service, check 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.
- 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 Eye
Figure 3.40.2



Short-term Lifting
Figure 3.41.1



Trailer

NOTICE

The 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:

- A single roller at *WINCH STAND/ASSEMBLY* (see Figure 3.2.1) is permitted.
- Hull bottom must be solely supported by a fixed *BUNK STYLE ASSEMBLY* (see Figure 3.2.1).

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/cables (see Figure 3.2.1) 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

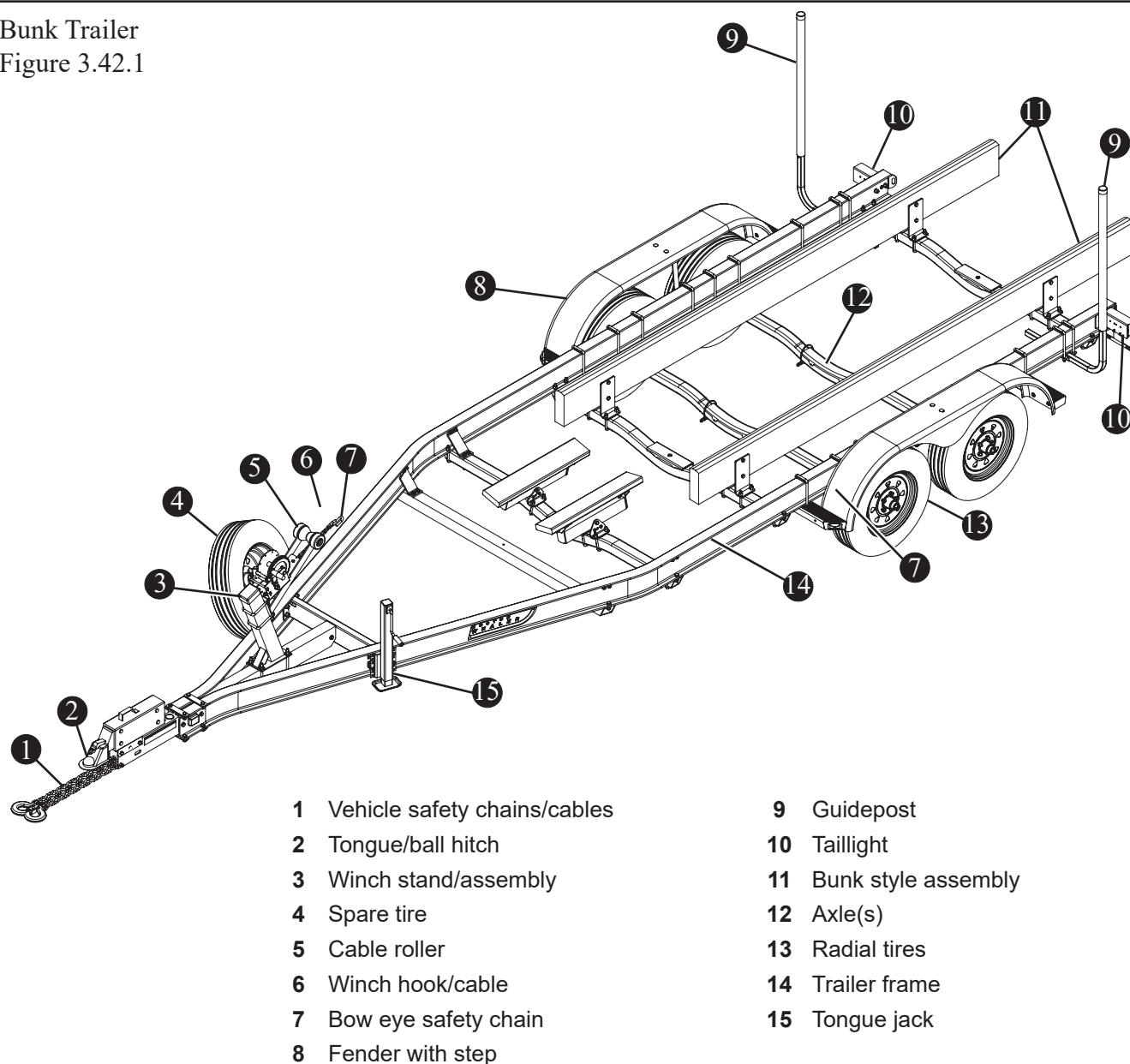
! CAUTION

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 3.42.1



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

DC Electrical System

This vessel's DC electrical system is powered by a series of batteries that are charged when the engines are running or by connecting to shore power. The house batteries power the engines, trim tabs, helm, lighting, livewell, fresh/raw water systems, and sun shade.

Batteries

Depending on options selected, there are four batteries in the bilge and three in the console lounge locker (see Figure 4.1.1 and Figure 4.2.1). Bilge batteries supply power to the engine(s) and house, and the console lounge locker batteries supply power to either the gyroscopic stabilizer or the trolling motor. Always secure batteries in battery trays with retaining straps. To remove a battery, disconnect cable from negative terminal first, followed by positive cable; remove retaining straps.

DANGER

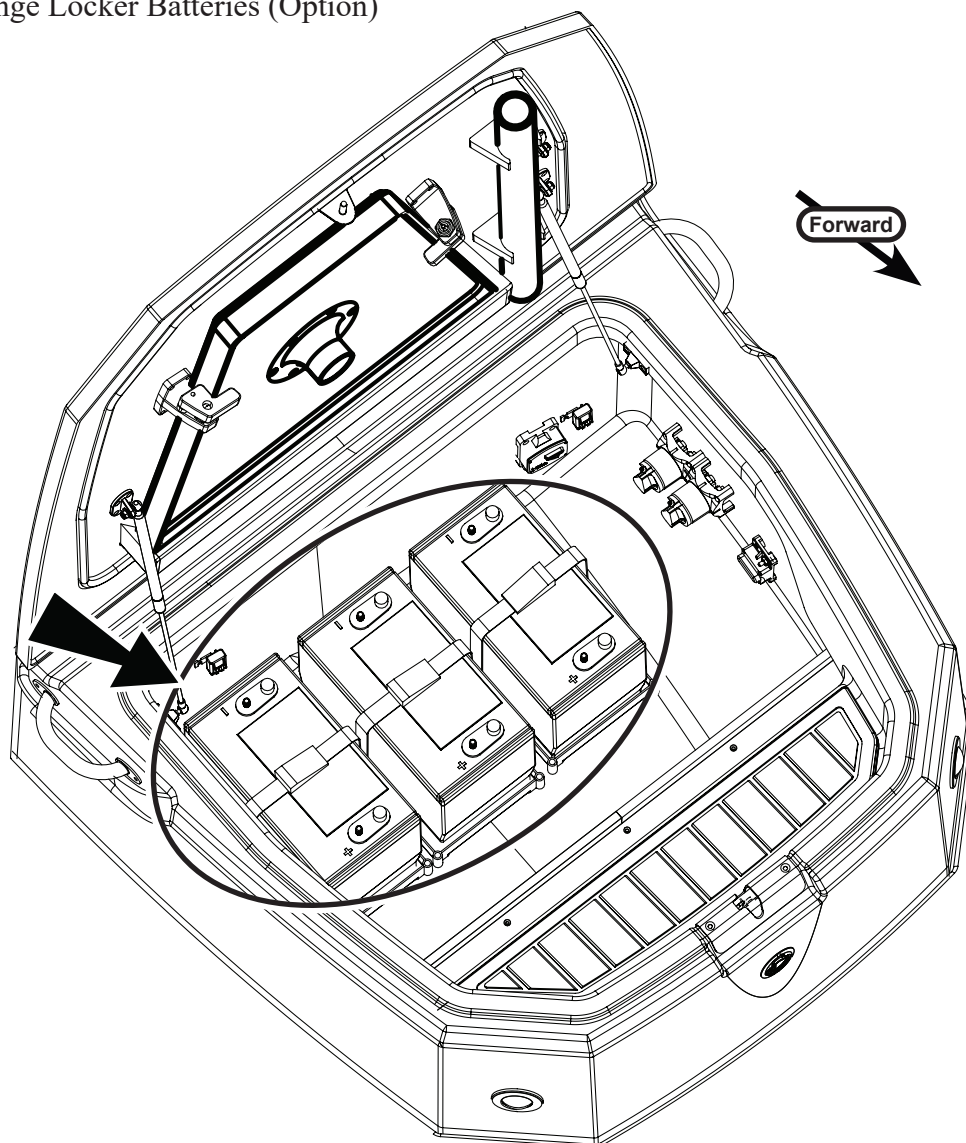
Batteries contain hazardous substances which can cause serious injury. Avoid contact with skin, eyes, and clothing. If contact occurs, immediately flush with large quantities of water and obtain medical assistance.

NOTICE

Ensure that the batteries meet Mercury's AGM and CCA requirements.

Console Lounge Locker Batteries (Option)

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	4

* Marine Cranking Amps

** Trolling motor option adds three more batteries

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

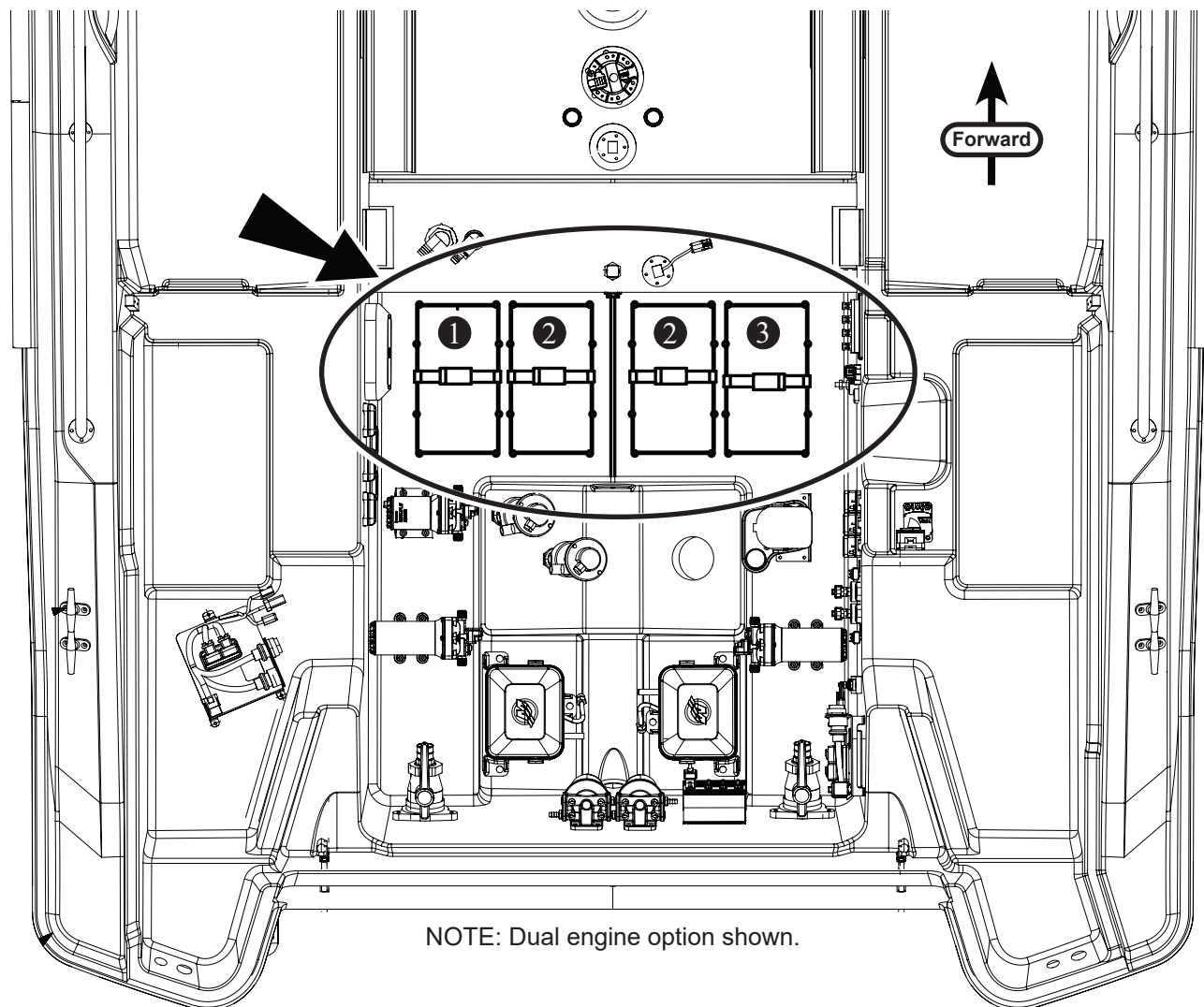
* Cold Cranking Amps

** Trolling motor option adds three more batteries

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

Bilge Batteries

Figure 4.2.1



NOTE: Dual engine option shown.

1 Port engine 2 House 3 Starboard engine

Battery Trays

Battery trays ensure batteries do not shift while underway (see Figure 4.1.1 and Figure 4.2.1). Always secure batteries in battery trays with retaining straps. To remove a battery, disconnect cable from negative terminal first, followed by positive cable; remove retaining straps.

Battery Plates

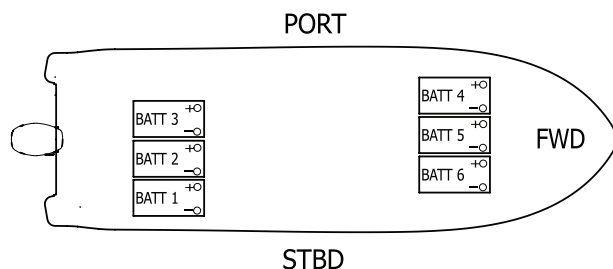
This vessel is equipped with a battery plate(s) detailing battery locations and their use (see Figure 4.3.1).

Battery Plates

Figure 4.3.1

Single-Engine Battery Plate

28DNT SINGLE ENGINE BATTERY LOCATIONS



BATTERY 1 IS FOR THE ENGINE

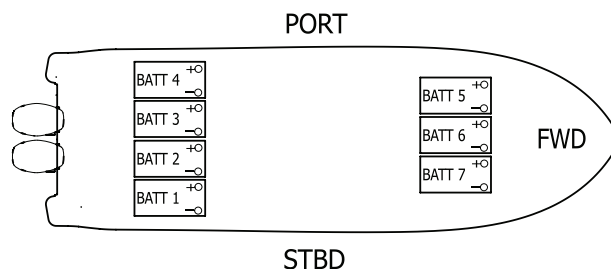
2 & 3 PROVIDE 12VDC FOR HOUSE LOAD
4, 5, & 6 PROVIDE 36VDC FOR TROLLING MOTOR*

SEE OWNERS MANUAL FOR BATTERY
SPECIFICATIONS. SET BATTERY CHARGERS TO
BATTERY MANUFACTURERS RECOMMENDED
SETTINGS. *DENOTES OPTIONAL FEATURE

MRP #2401939

Dual Engine Battery Plate

28DNT DUAL ENGINE BATTERY LOCATIONS



BATTERY 1 IS FOR STARBOARD ENGINE
BATTERY 4 IS FOR PORT ENGINE

2 & 3 PROVIDE 12VDC FOR HOUSE LOAD
5, 6, & 7 PROVIDE 12VDC FOR GYRO* OR
PROVIDE 36VDC FOR TROLLING MOTOR*

SEE OWNERS MANUAL FOR BATTERY
SPECIFICATIONS. SET BATTERY CHARGERS TO
BATTERY MANUFACTURERS RECOMMENDED
SETTINGS. *DENOTES OPTIONAL FEATURE

MRP #2401940

Component Breakers

This vessel utilizes manual reset breakers on the 12VDC distribution panel (see Figure 4.4.1) located inside the head. If breaker replacement is necessary, use the same amperage as the original. Replacing with one of lower amperage will not be sufficient to carry the load and will cause nuisance breaker tripping. Replacing a breaker with one of higher amperage will not provide adequate protection against an electrical malfunction, creating a fire hazard.

When leaving the boat for more than a week, press *SWITCH OFF FOR LONG-TERM STORAGE*. This disables power to the entire boat including all switches in the *24-HOUR POWER* grouping.



CAUTION

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

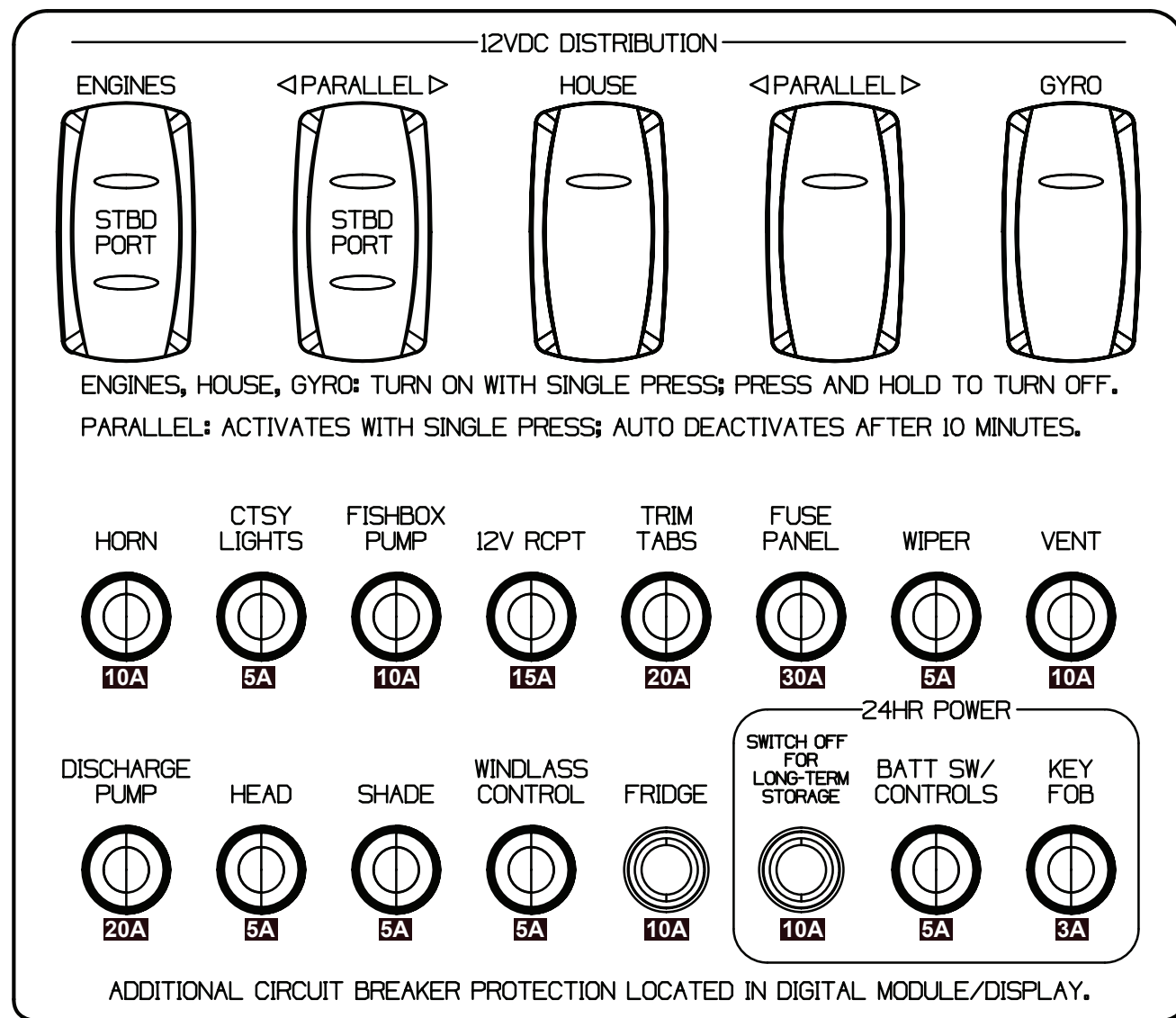


CAUTION

Do not parallel both parallel switches at the same time as equipment damage may occur.

DC Distribution Panel¹

Figure 4.4.1



¹The 12VDC distribution panel shown is for the dual engine with gyroscopic stabilizer option.

NOTE: This symbol **5A** indicates the specific amperage of the item shown (e.g., **5A** = 5 amps)

Remote Battery Switches

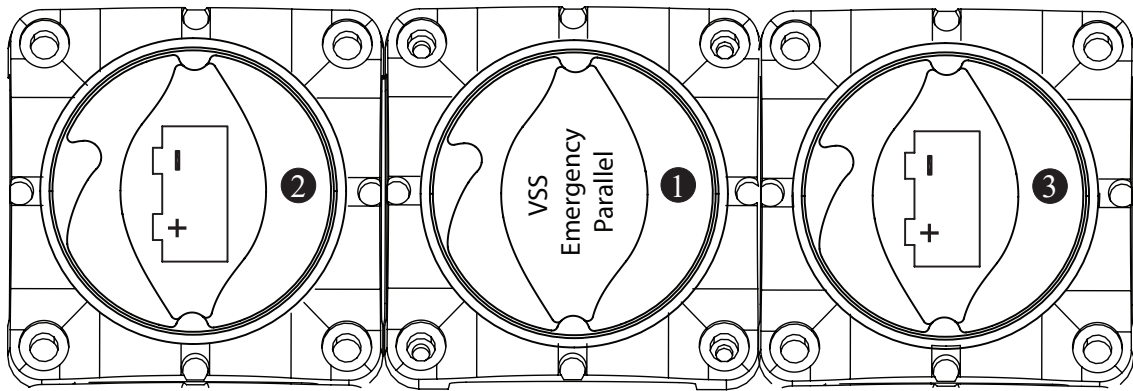
Remote battery switches (see Figure 4.5.1), located inside the mechanical access hatch, are used to manage delivery of DC power from the batteries. If equipped with the optional gyroscopic stabilizer, two additional battery switches are located in the console lounge locker.

Batteries are automatically connected in parallel through the use of voltage sensitive switches (VSS) when a sufficient charging source is present. The battery banks are automatically separated when the charging source falls below a certain voltage level for a predetermined amount of time. The use of VSS parallel switches eliminates the need to monitor battery voltage and decide whether or not to parallel or combine the battery banks.

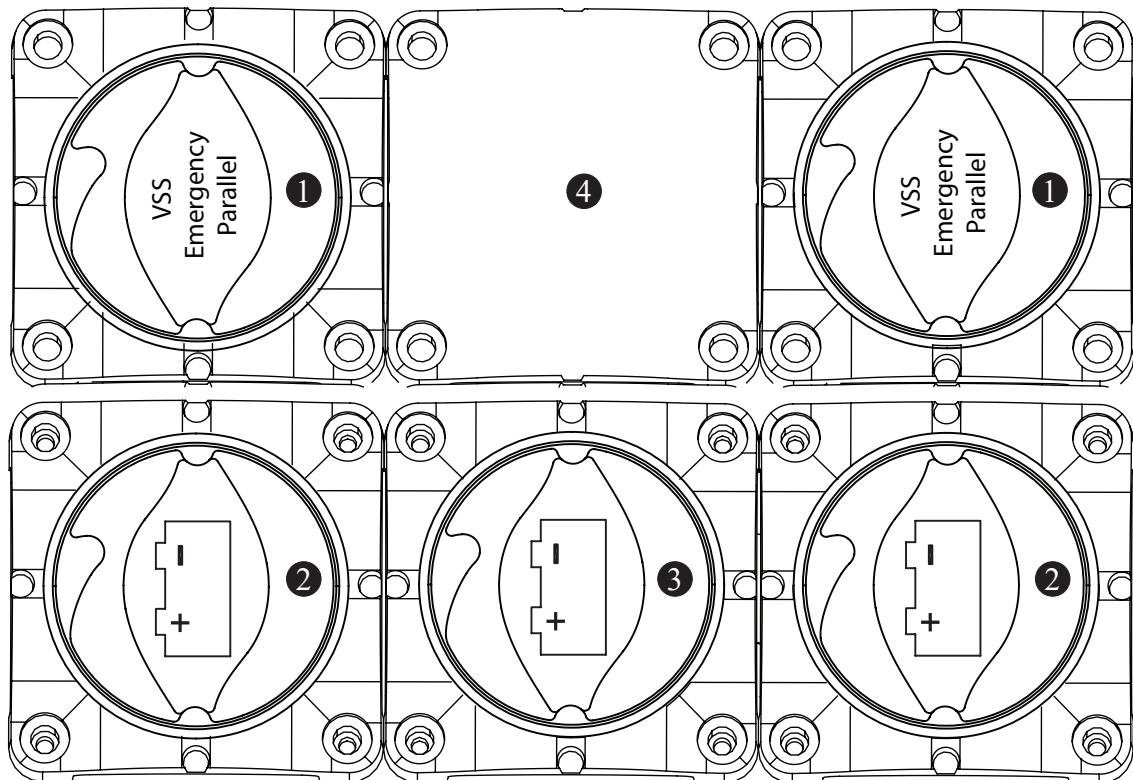
Remote Battery Switches
Figure 4.5.1

- | | |
|----------|---------------------|
| 1 VSS | 3 House |
| 2 Engine | 4 Blank (no switch) |

Single-engine Vessel



Dual-engine Vessel



Manual Control Override

Each of the remote battery switches has a manual override as an added level of safety that allows manual on/off control with or without power and provides lock off for servicing the electrical system.

Battery Charger (Option)

This vessel has options for three battery chargers, one in the head (see chapter two, *General Information*) and two in the mechanical access hatch (see Figure 4.6.1). Battery chargers automatically increase current output when there is a drop in battery voltage. When the batteries are charged, the unit maintains a small current flow to keep the batteries fully charged and ready for service without overcharging.

Overload Protection

If an electrical short or overload occurs in the electrical system the charger reduces its output voltage to avoid internal damage. When an electrical short occurs, the red light on the front panel of the battery charger is illuminated. The overload or short must be identified and resolved before the charger resumes charging. For electrical system service contact an authorized Boston Whaler dealer.

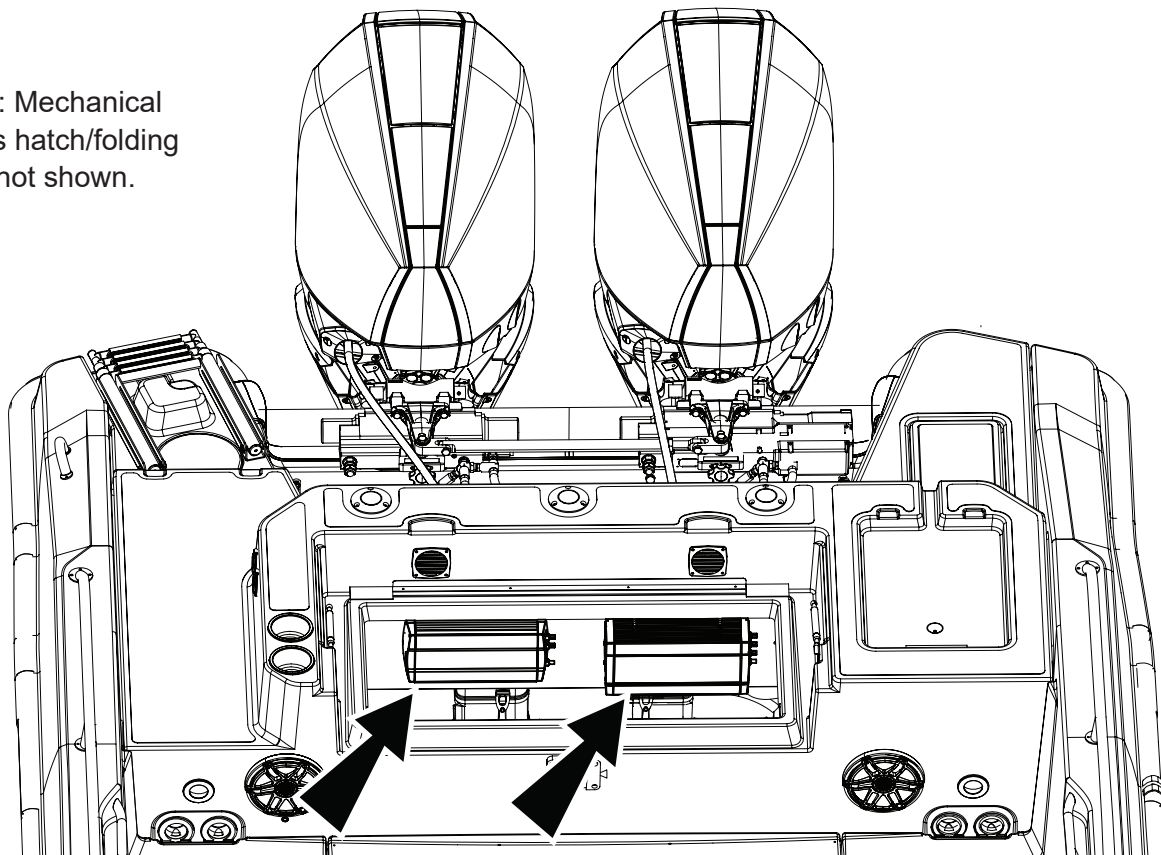
Charge Rate

The battery charger has selectable profiles that affect the charge rate. The charge rate profile is pre-set at the factory to match the battery type (AGM) installed on this vessel. Matching the charge rate to the battery type installed extends battery life and maximizes battery performance.

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

Aft Battery Chargers (Option)
Figure 4.6.1

NOTE: Mechanical
access hatch/folding
cover not shown.



Dockside Battery Charging (Option)

DANGER

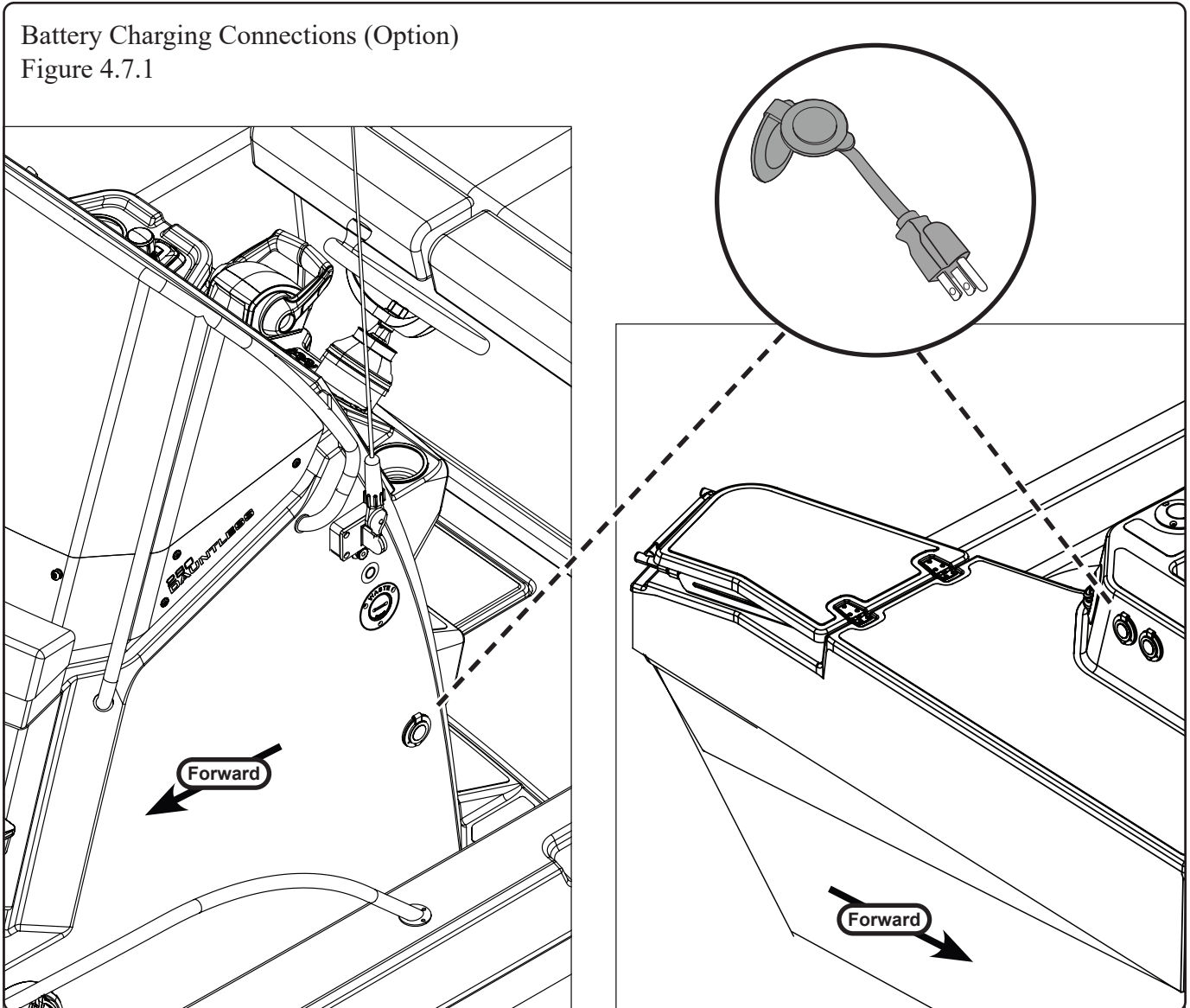
To avoid serious injury or death from fire explosion or electrical shock, the charger must be connected to a ground fault circuit interrupter protected outlet.

NOTICE

A heavy duty UL approved extension cord can be used to connect to charger. After connection is made, plug extension cord into 120VAC ground fault circuit interrupter outlet. When charging is complete, unplug outlet first, then charger.

Depending on options, this vessel may be equipped with one or two battery charging connections, one at the stern for the house batteries and one at the port console for either the gyroscopic stabilizer or the trolling motor batteries (see Figure 4.7.1). Before using, inspect the batteries and charging system for loose connections or wiring. To charge the batteries, connect the extension cord to a ground fault circuit interrupter outlet at home or at the dock. Completely draining the batteries before recharging shortens battery life. If a battery remains discharged long enough it becomes impossible to charge.

Battery Charging Connections (Option)
Figure 4.7.1

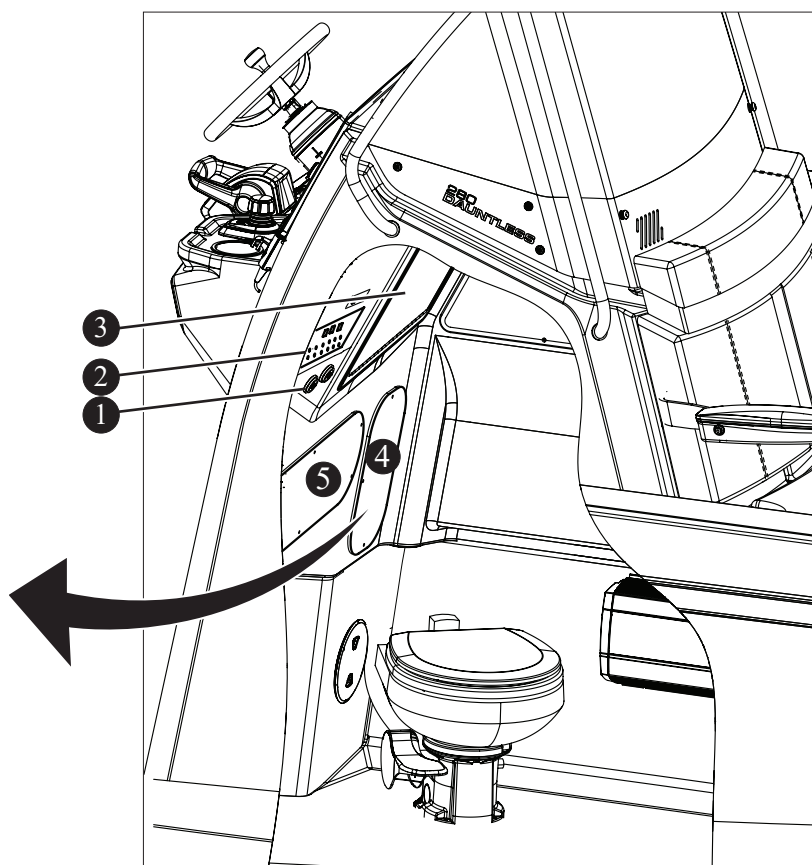
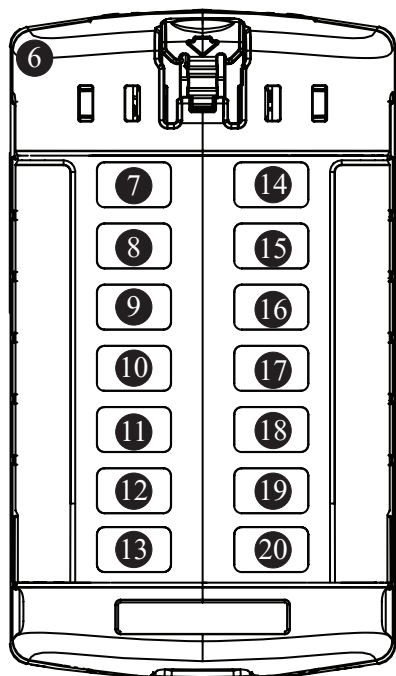


Fuse Blocks and Circuit Breakers

Fuse blocks and circuit breakers are located in the head, the mechanical access hatch, and the console lounge locker (see Figure 4.8.1 through Figure 4.11.1). If a fuse blows or a circuit breaker trips, determine the cause of the failure and replace the fuse or reset the breaker lever. If the problem persists, seek the assistance of a qualified marine electrician.

Should a fuse require replacement, only replace with one of the same amperage as the original. Always carry spare fuses. If a fuse is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment and cause fuse failure or a circuit breaker to trip. If a fuse is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and create a fire hazard.

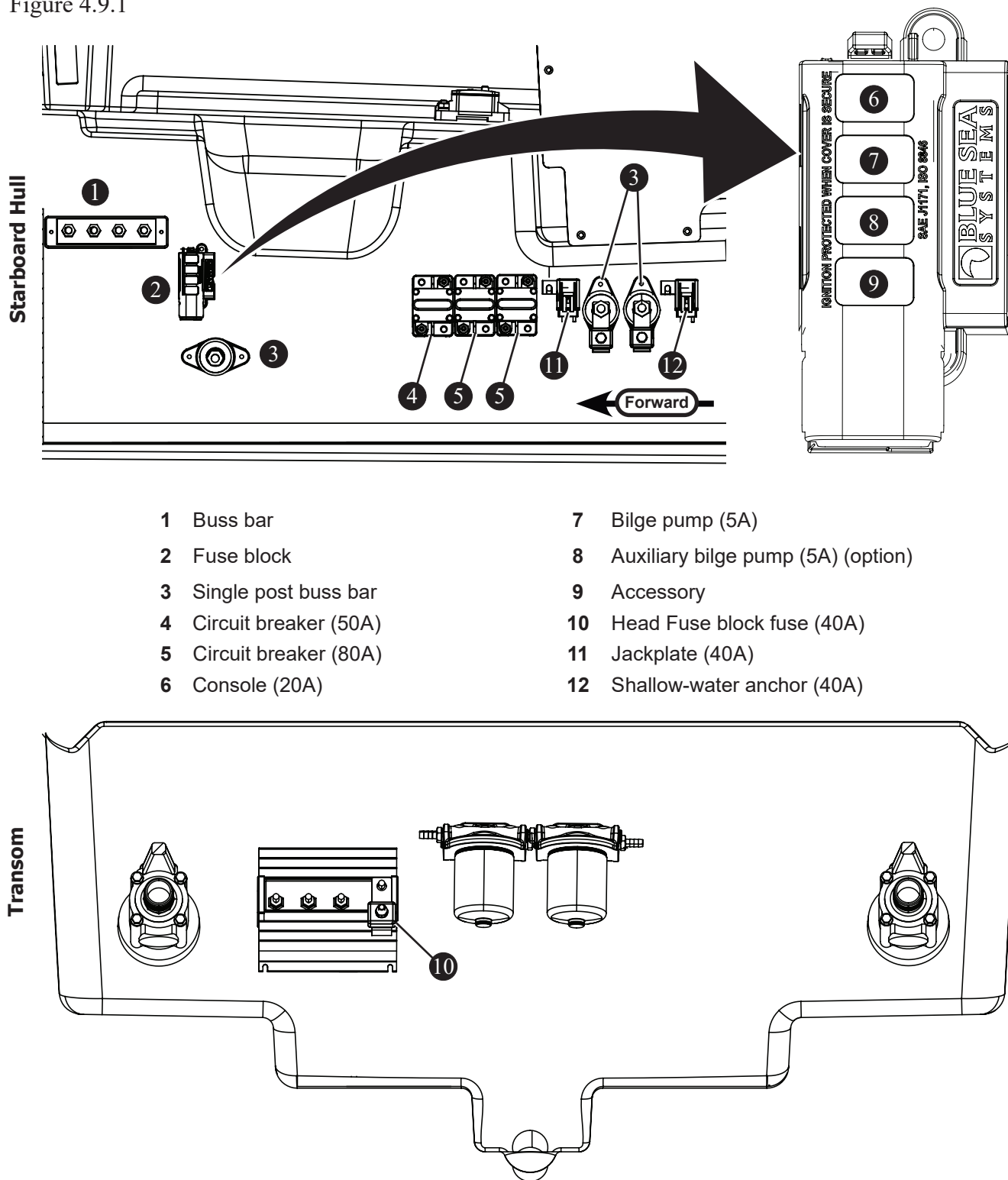
Head Fuse Block
Figure 4.8.1



- | | |
|--------------------------------------|------------------------------------|
| 1 Ignition keys (dual engine option) | 11 HTML server (1A) |
| 2 DC Distribution panel | 12 Satellite weather (2A) (option) |
| 3 Console storage door | 13 Helm display (3A) |
| 4 Fuse block access panel | 14 USB outlet (2A) |
| 5 Access panel | 15 Stereo (15A) |
| 6 Fuse block | 16 Helm display (7.5A) |
| 7 Trim Tabs (20A) | 17 Helm display (3A) |
| 8 VHF radio (10A) (option) | 18 Sonar hub (3A) (option) |
| 9 NEMA2000 Network (3A) | 10 Wireless phone charger (2A) |
| 10 Network switch (5A) | 20 Accessory |

Mechanical Access Hatch Fuses & Breakers

Figure 4.9.1



⚠ CAUTION

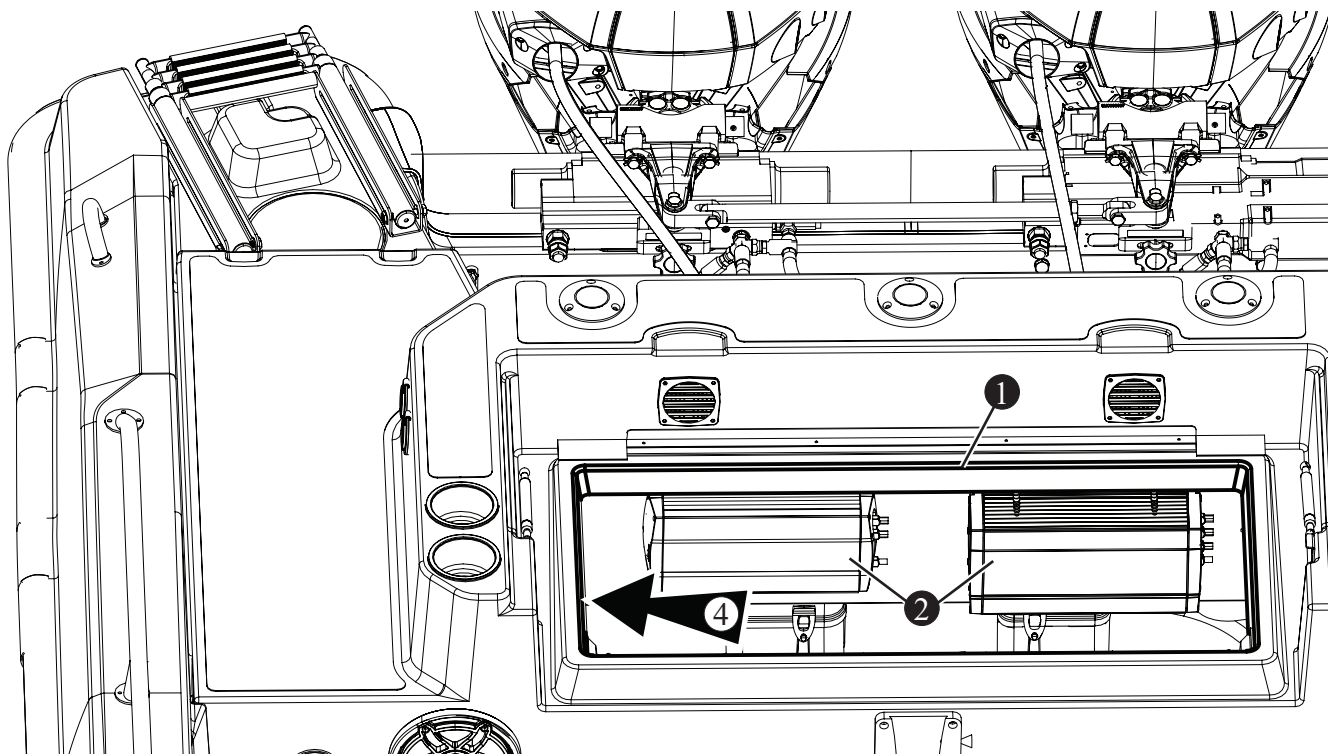
Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.

Main DC Circuit Breaker

The *MAIN DC CIRCUIT BREAKER* is located in the mechanical access hatch (see Figure 4.10.1). If the circuit breaker trips, determine and correct the problem prior to resetting the circuit breaker. To reset the circuit breaker, rotate the *ON/OFF SWITCH* to the *ON* position. To access breaker:

1. Open mechanical access hatch under the transom's bench seat.
2. Open *DROP-DOWN DOOR* (SEE FIGURE 4.10.1). The main circuit breaker is located aft in this compartment.

Main DC Circuit Breaker
Figure 4.10.1



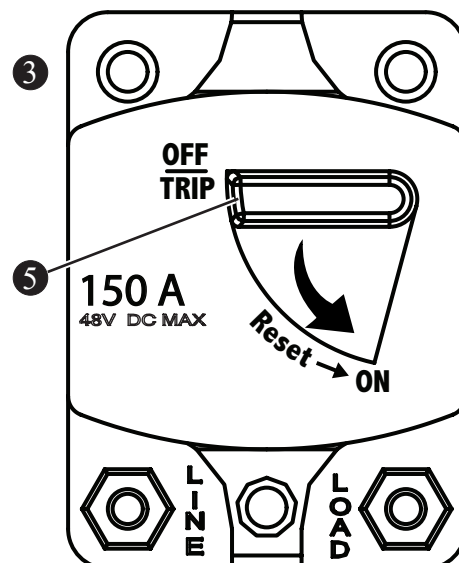
NOTE: Mechanical access hatch/folding cover removed for clarity.

- 1 Mechanical access hatch opening
- 2 Battery charger (2) (dual engine option)
- 3 Main DC circuit breaker
- 4 Drop-down door location
- 5 On/off switch



WARNING

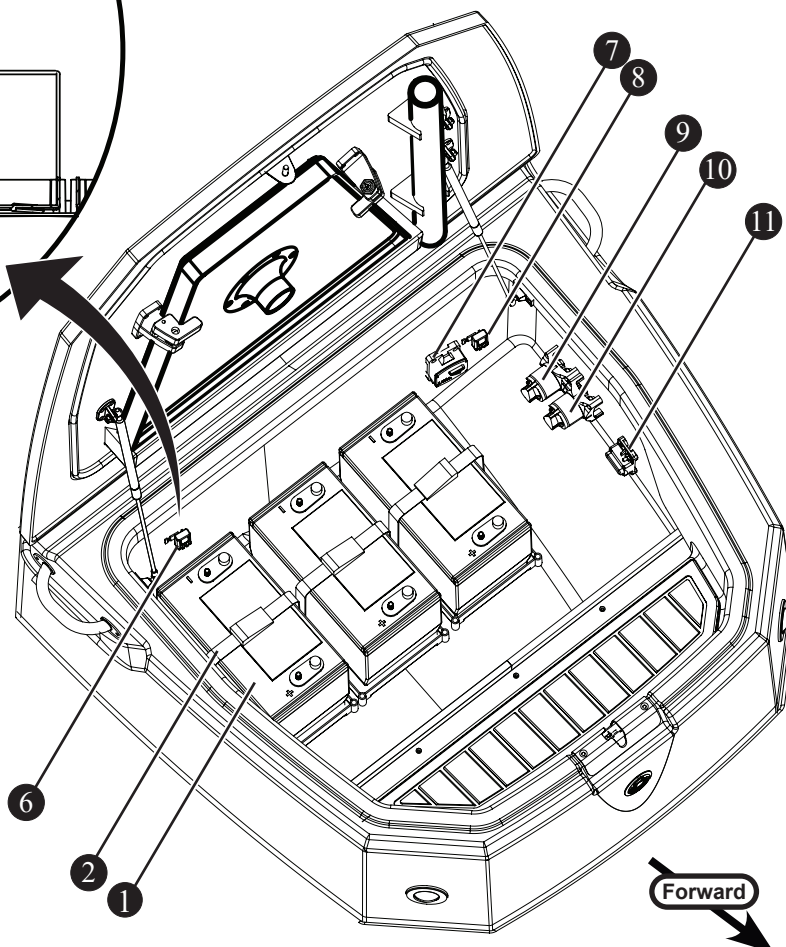
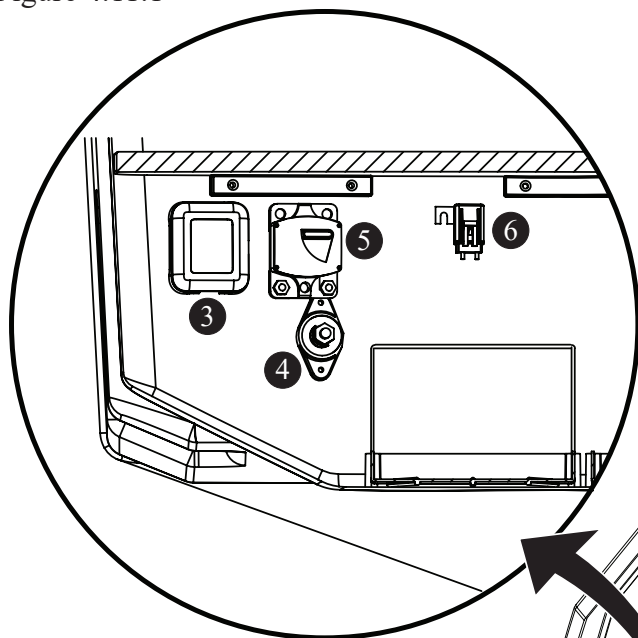
Use of higher amperage fuses or breakers is a fire hazard. Use fuses and breakers having the same amperage rating as the original or as specified.



Console Lounge Breakers and Components
Figure 4.11.1

NOTICE

Ensure that the batteries meet Mercury's AGM and CCA requirements



- 1 Battery (3) for gyro or trolling motor option
- 2 Retaining strap
- 2 Circuit breaker
- 3 NAUTIC-ON battery sensor
- 4 Single post buss bar
- 5 Circuit breaker (60A)
- 6 Gyro battery switch indicator (option)
- 7 Circuit breaker (150A)
- 8 Gyro switch pump (15A) (option)
- 9 Gyro parallel battery switch (option)
- 10 Remote battery switch
- 11 Circuit breaker (80A)

Gyroscopic Stabilizer Remote Battery Switch /Parallel Switch

Optional batteries located in the console lounge are either for the optional gyroscopic stabilizer or the optional trolling motor (see Figure 4.11.1). For more information, see *Remote Battery Switches* earlier in this chapter.

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

NAUTIC-ON™ Remote Connectivity¹ (Option)

NAUTIC-ON is a remote boat monitoring system that provides owners 24/7 access to boat data via the NAUTIC-ON smartphone app. NAUTIC-ON modules are located in the mechanical access hatch (see Figure 4.11.1 and Figure 4.12.1). Specific functions include:

- Monitoring house and engine battery status and bilge pump activity
- Live engine data and diagnostics
- Geographic tracking with smart bread crumbing and geofence
- Weather conditions at the boat

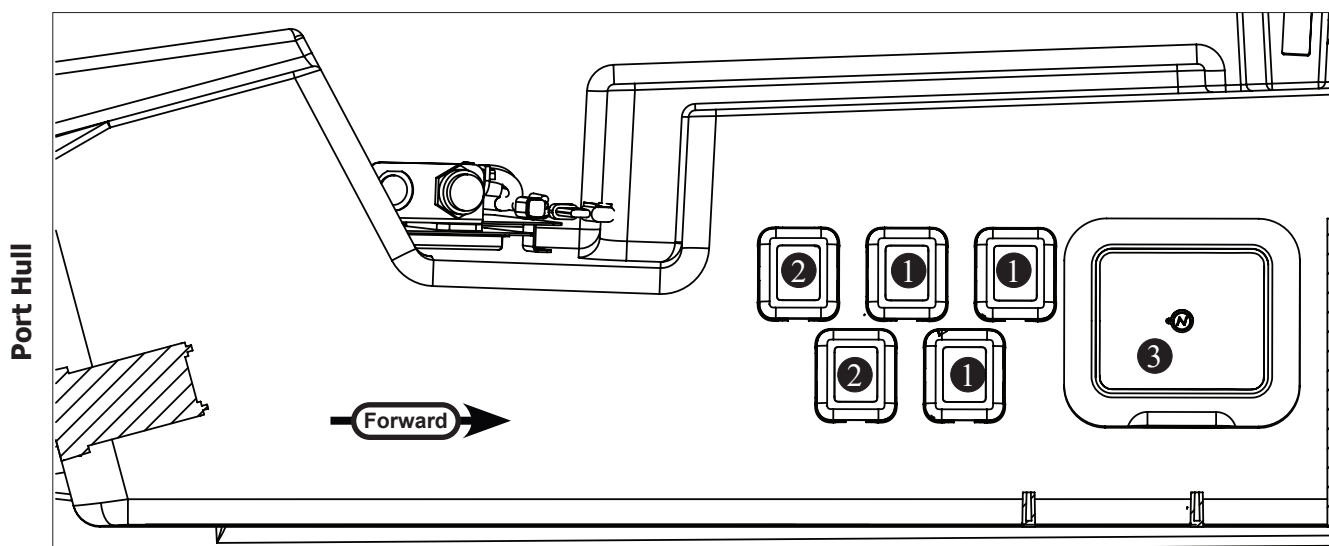
¹A limited subscription is included with this option and thereafter the service is subscription based.

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

NOTICE

Certain systems (bilge pumps, NAUTIC-ON, and remote battery switching) continue to draw battery power when all switches are off.

NAUTIC-ON Components
Figure 4.12.1



1 NAUTIC-ON battery sensor

2 NAUTIC-ON bilge sensor

3 NAUTIC-ON hub

Digital Switching

This vessel's digital switching system replaces traditional mechanical switches and circuit breakers with digital power distribution modules to provide monitoring and control of the electrical system. These modules are controlled from the helm displays, wireless remote, or switch panels, and are located throughout the boat. For the convenience of the operator, some switch functions duplicate those of mechanical switches.

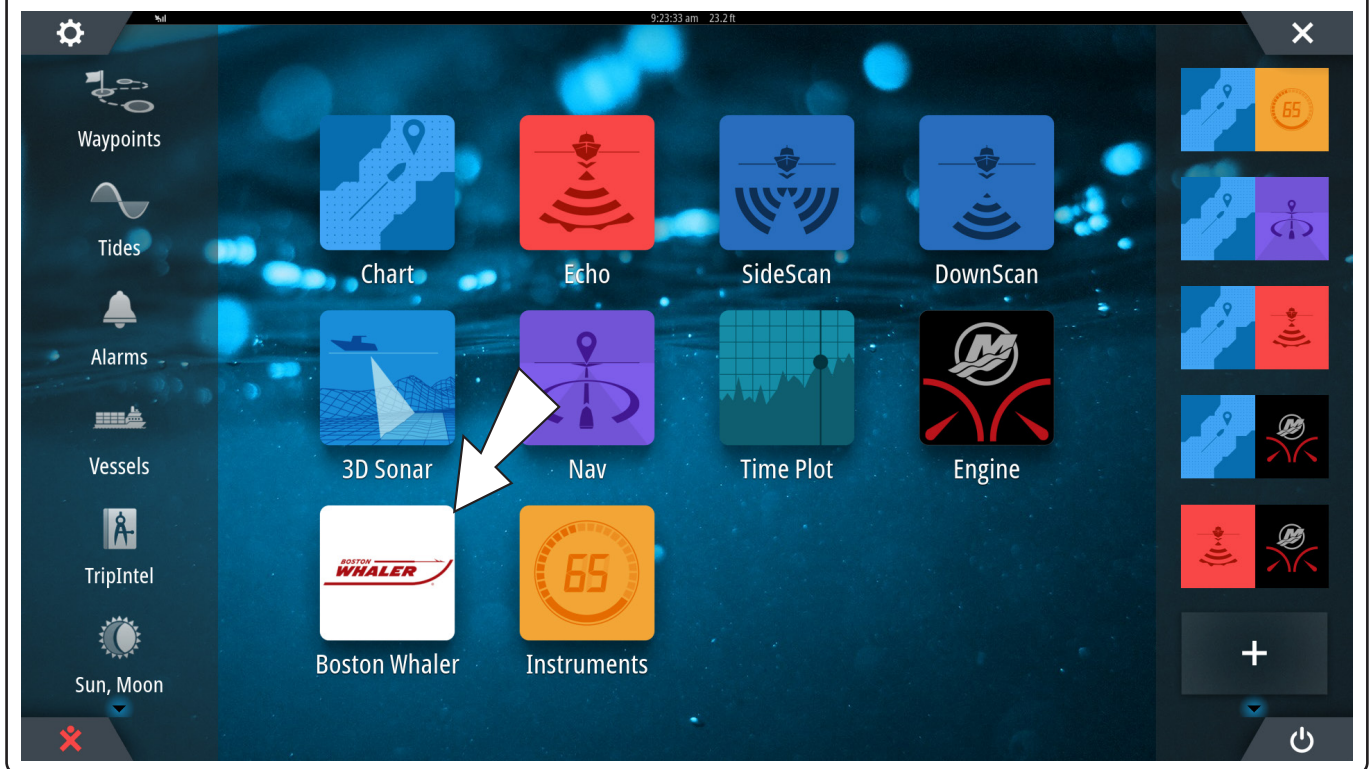
Digital Switching Helm Display

Tap on the *Boston Whaler* icon on the helm display to access digital switching screens (see Figure 4.13.1).

CAUTION

To maintain digital switching access, do not update software on navigation system or VesselView without first contacting a Boston Whaler dealer.

Boston Whaler Icon
Figure 4.13.1



Digital Switching Tabs

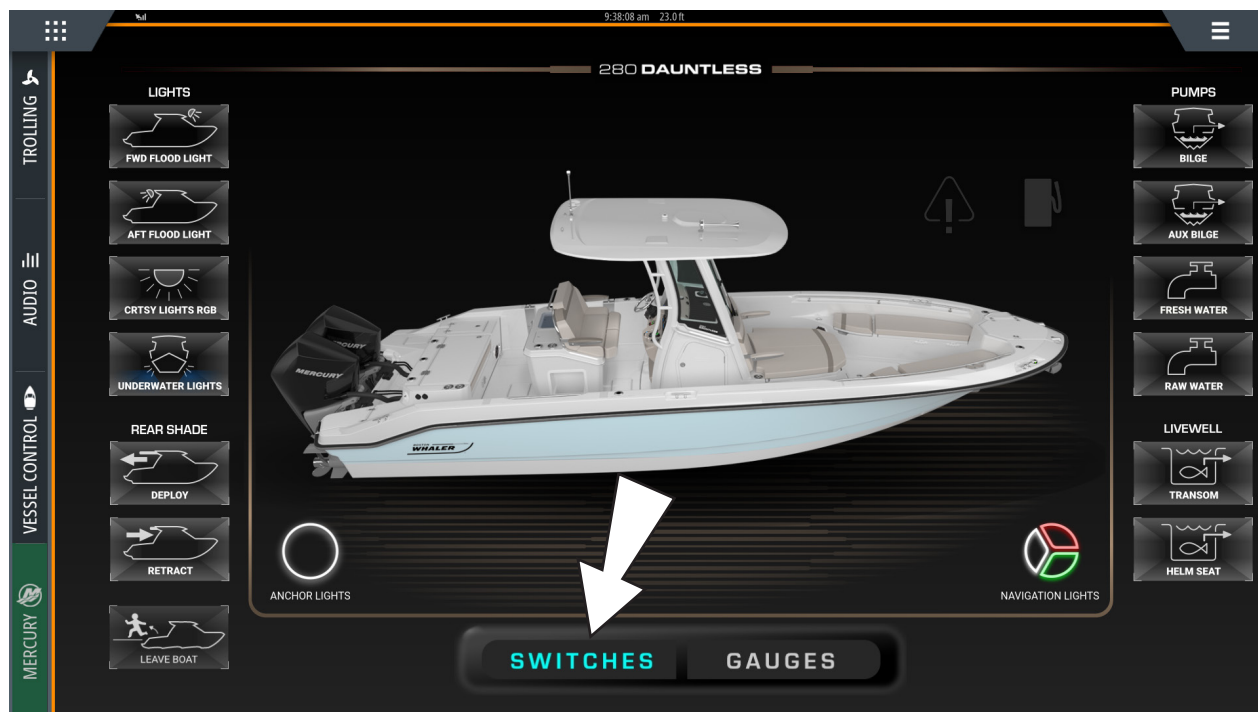
There are two digital switching system tabs, switches and gauges. Switches are illuminated a specific color when selected.

Switches Tab

Tap *SWITCHES* to monitor and control on a variety of switches including lights, sun shade, bilge and more (see Figure 4.14.1).

Switches Tab

Figure 4.14.1

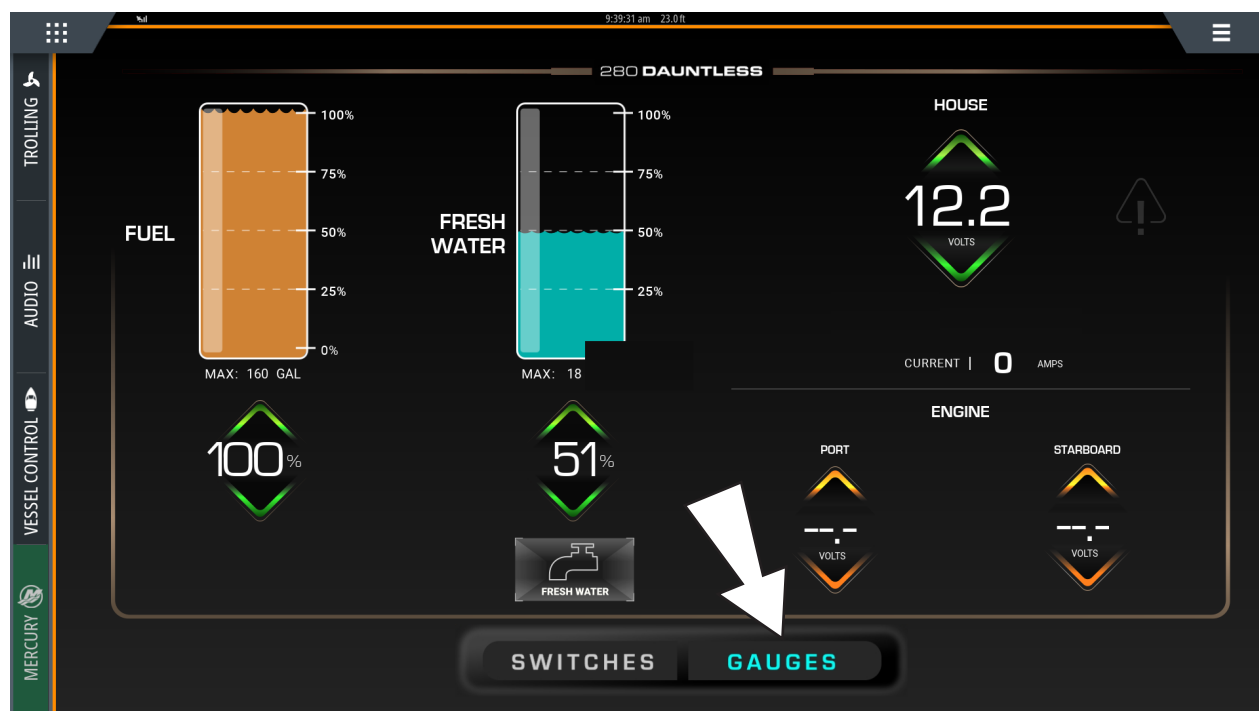


Gauges Tab

Tap *GAUGES* to monitor fuel, freshwater, and power levels (see Figure 4.14.2).

Gauges Tab

Figure 4.14.2



Alarms

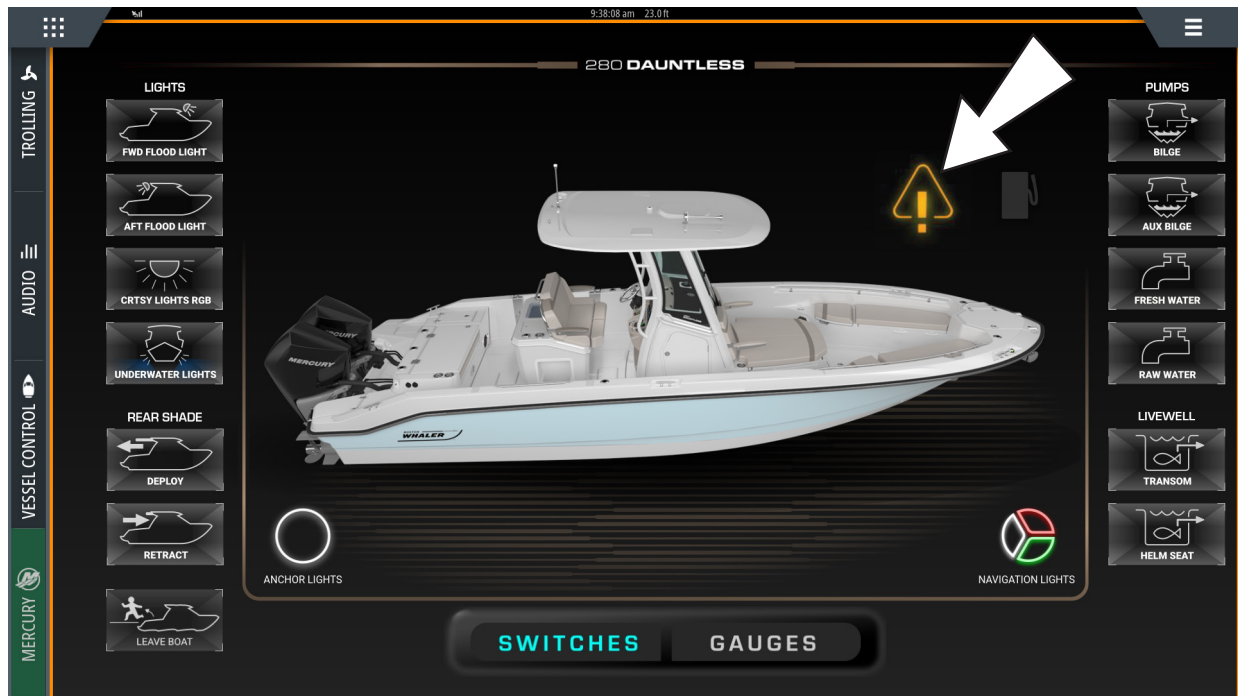
If an electrical systems fails, an alarm sounds and a warning symbol appears on the *SWITCHES* screen (see Figure 4.15.1). Tap on the warning triangle to access the *ALARMS* and *DIAGNOSTIC* tabs (see Figure 4.16.1).

⚠ DANGER

Never ignore an alarm.

Warning Symbol

Figure 4.15.1

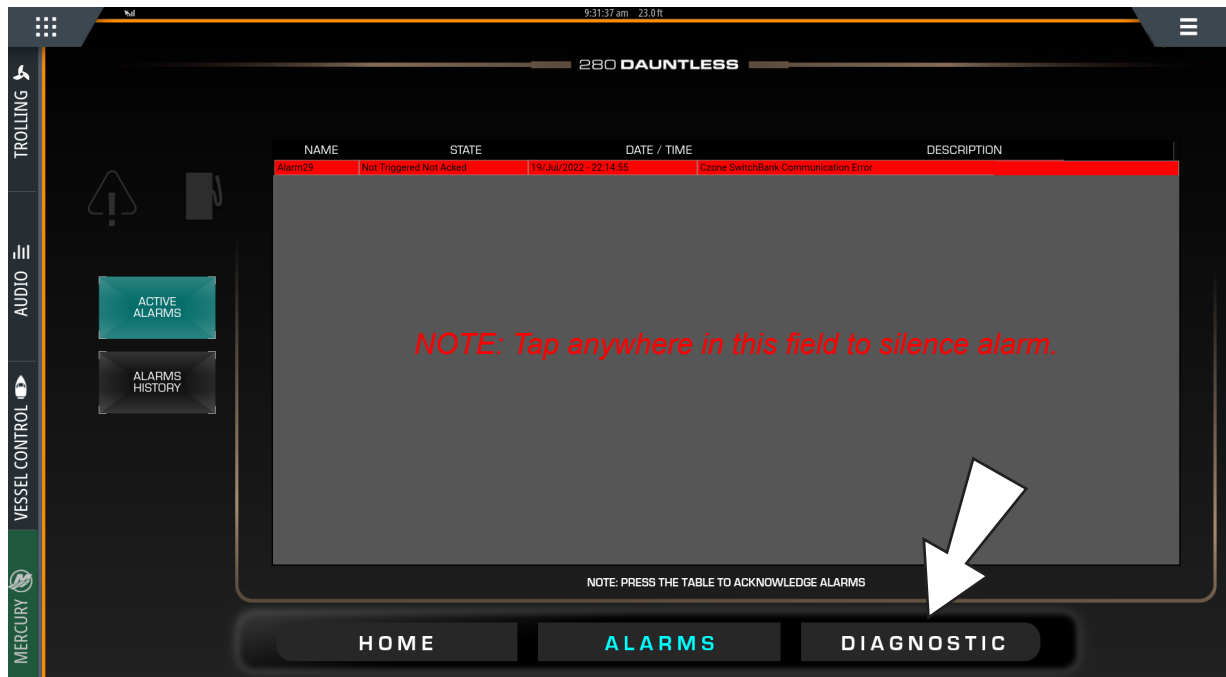


Silence Alarm

If an alarm sounds, silence it by tapping anywhere in the center field on the *ALARMS* tab screen (see Figure 4.16.1). The specific issue that triggered the alarm will be listed in the center field. Click on the *DIAGNOSTIC* tab for additional status information.

For further information, contact a Boston Whaler dealer or Boston Whaler customer service.

Silence Alarm Field
Figure 4.16.1



Low Fuel

When a fuel pump symbol appears on the *SWITCHES* screen (see Figure 4.16.2), this indicates fuel level is low. Tap on the symbol to be transferred to the *GAUGES* tab and view the fuel tank level.

Fuel Pump Symbol
Figure 4.16.2

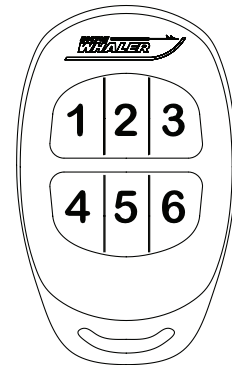


CZone Wireless Remote

The wireless remote control key fob (see Figure 4.17.1) allows operation of six different functions from a distance of up to 250 feet (80 meters).

CZone Wireless Remote Key Fob
(FIGURE 4.17.1)

- 1 House battery switch on/off
- 2 Disabled
- 3 Engine battery switches on/off
- 4 Leave boat¹
- 5 Disabled
- 6 Courtesy lights²



¹NOTE: *Leave boat* mode button turns on all courtesy lights for two minutes. After two minutes the house and engine batteries are disconnected. To cancel the sequence, press *Leave boat* button again; courtesy lights stay on.

²NOTE: Each press of *Courtesy lights* button sequences through light settings *blue, red, white, off*.

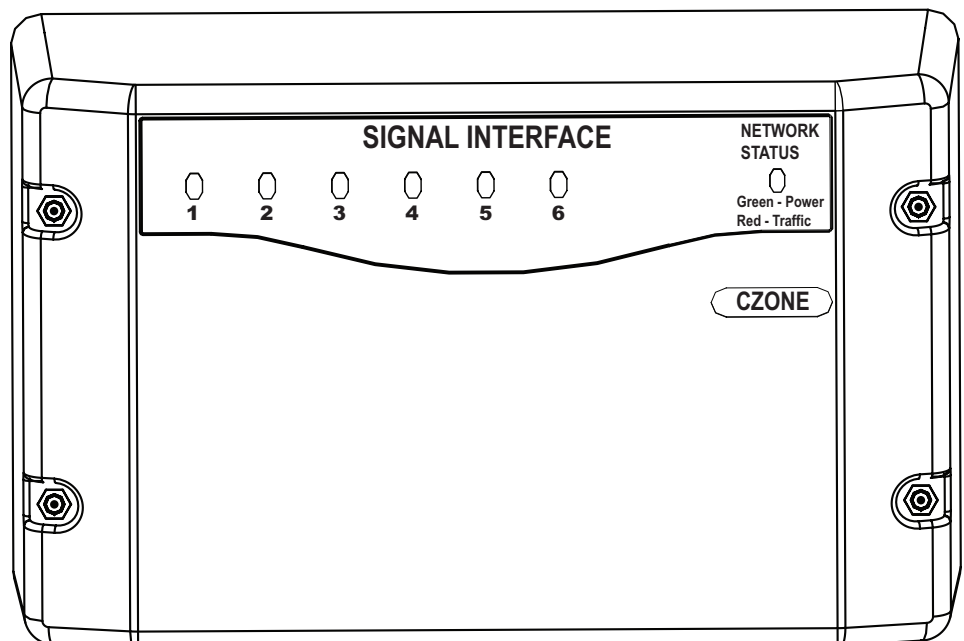
CZone Modules

Two CZone modules provide control, monitoring, and device management for circuits throughout the boat. The Control X module and the Contact 6 module (see Figure 4.17.2 and Figure 4.18.1) are located inside the mechanical access hatch and the head, respectively.

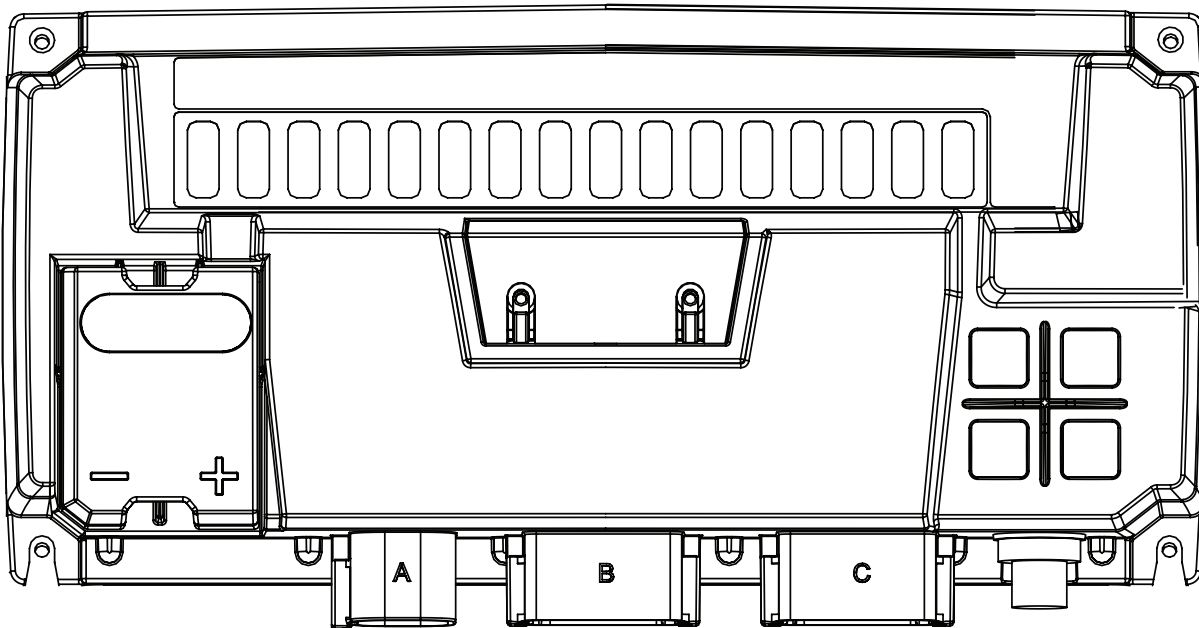
REFER TO OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

Contact 6 Module
(FIGURE 4.17.2)

NOTE: Illustration may not be representative of CZone module installed in this vessel.



Control X Module
(FIGURE 4.18.1)

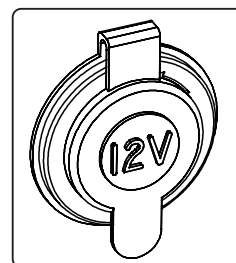


NOTE: Illustration may not be representative of CZone module installed in this vessel.

Receptacles

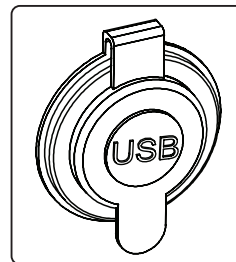
12 Volt Accessory Receptacle

This vessel is equipped with one 12V accessory receptacle protected by a 15 amp breaker located on the DC distribution panel. Do not exceed the rated capacity of the circuit or the breaker will trip. Inserting a cigarette lighter could damage the equipment.



USB Receptacle

This vessel is equipped with one USB receptacle at the helm protected by a 2 amp fuse. Do not exceed the rated capacity of the circuit when charging devices.

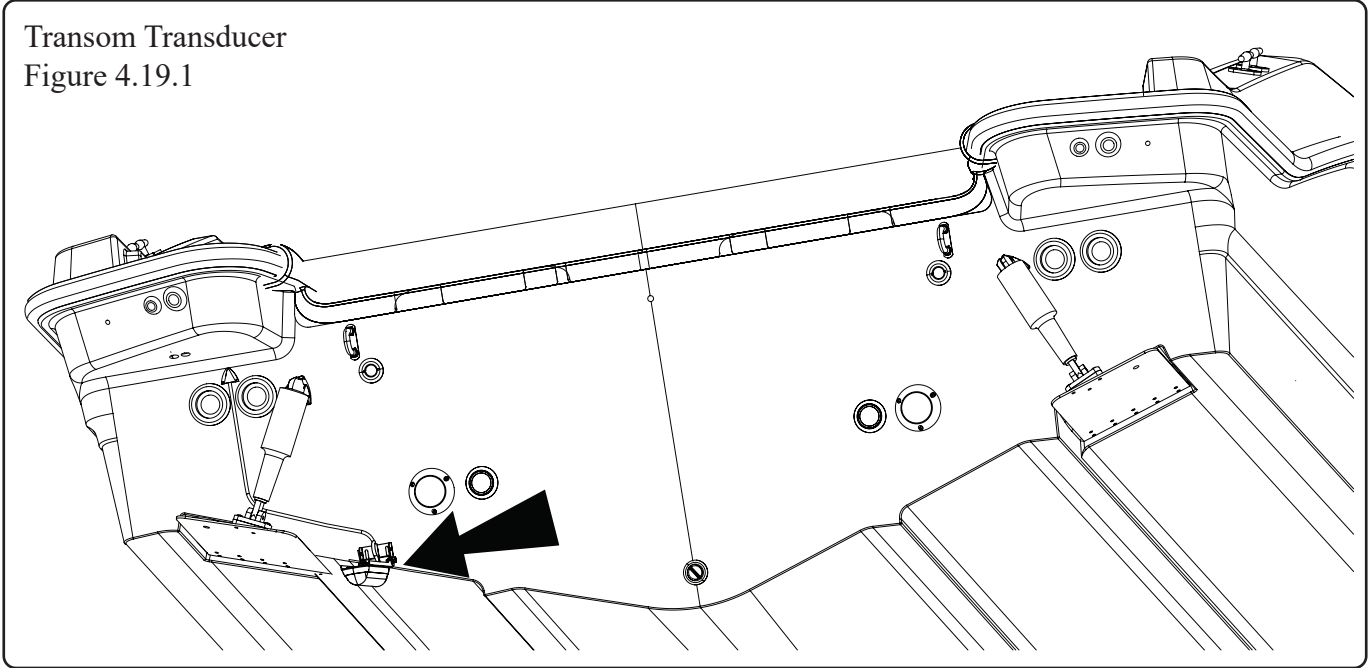


Transducer

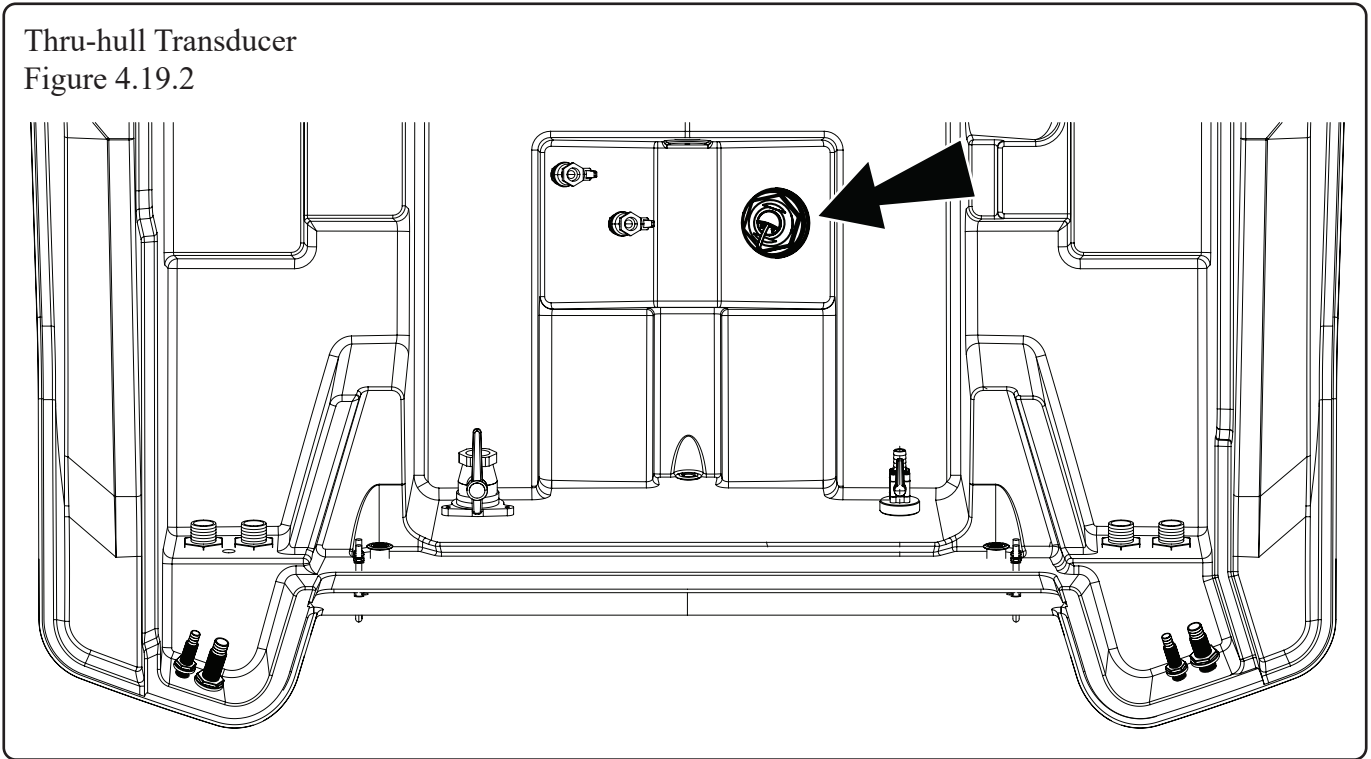
The transom transducer (see Figure 4.19.1) and the optional hull transducer (see Figure 4.19.2) both act as an antenna for the sonar system, sending sound waves through the water, bouncing off objects and traveling back to the boat to be translated into usable data such as depth, structure, or movement under the boat.

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

Transom Transducer
Figure 4.19.1



Thru-hull Transducer
Figure 4.19.2

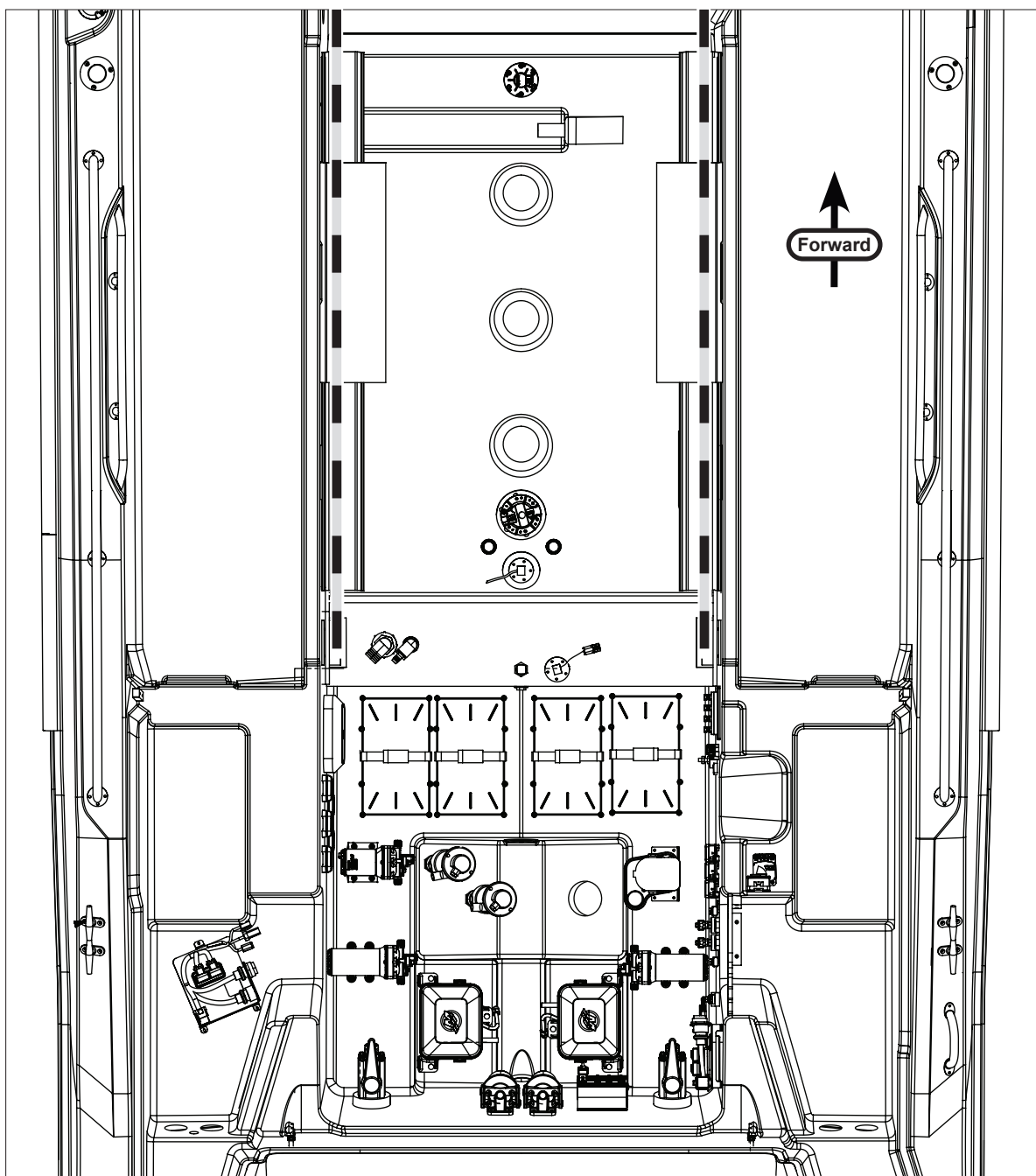
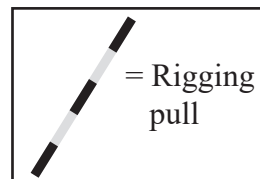


Rigging Pulls

Factory-installed rigging pulls are provided to assist with the routing of new wiring. This vessel is equipped with a rigging pull tied off at either end of two rigging troughs (see Figure 4.20.1). When using a rigging pull be sure to attach a cord to each run of new wiring to ensure a new pull is in place for future use.

For further information on rigging pulls, contact your dealer or Boston Whaler.

Rigging Troughs
Figure 4.20.1

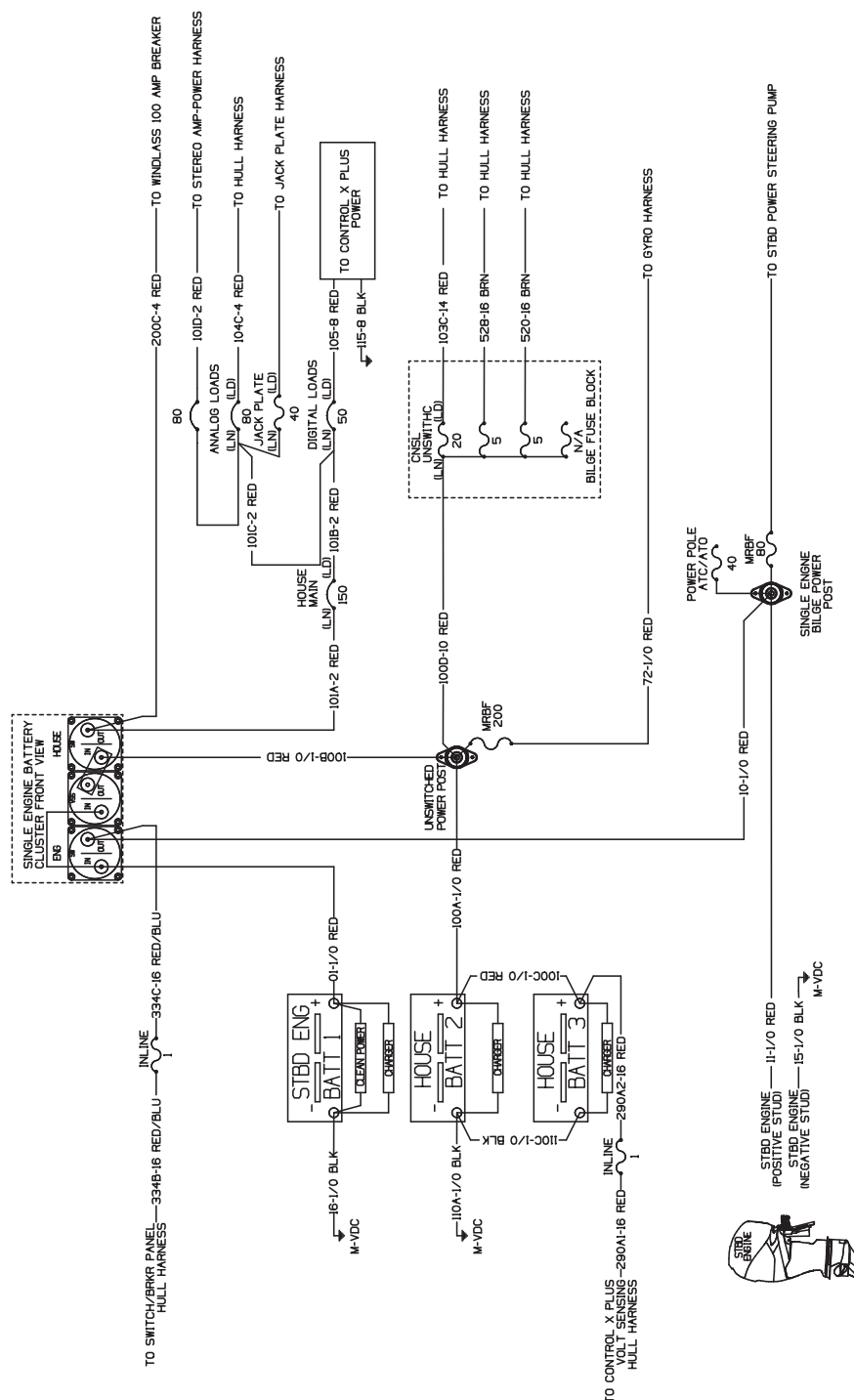


Electrical Schematics

Boston Whaler adheres to electrical wiring requirements that meet ABYC E-11 standards. The schematics on the following pages are for reference and use by Boston Whaler service technicians. Boston Whaler reserves the right to change or update the electrical system on any model at any time without notice. In addition, Boston Whaler is not obligated to make any updates to units built prior to a change. Contact Boston Whaler customer service for current electrical schematics.

Wiring Schematic

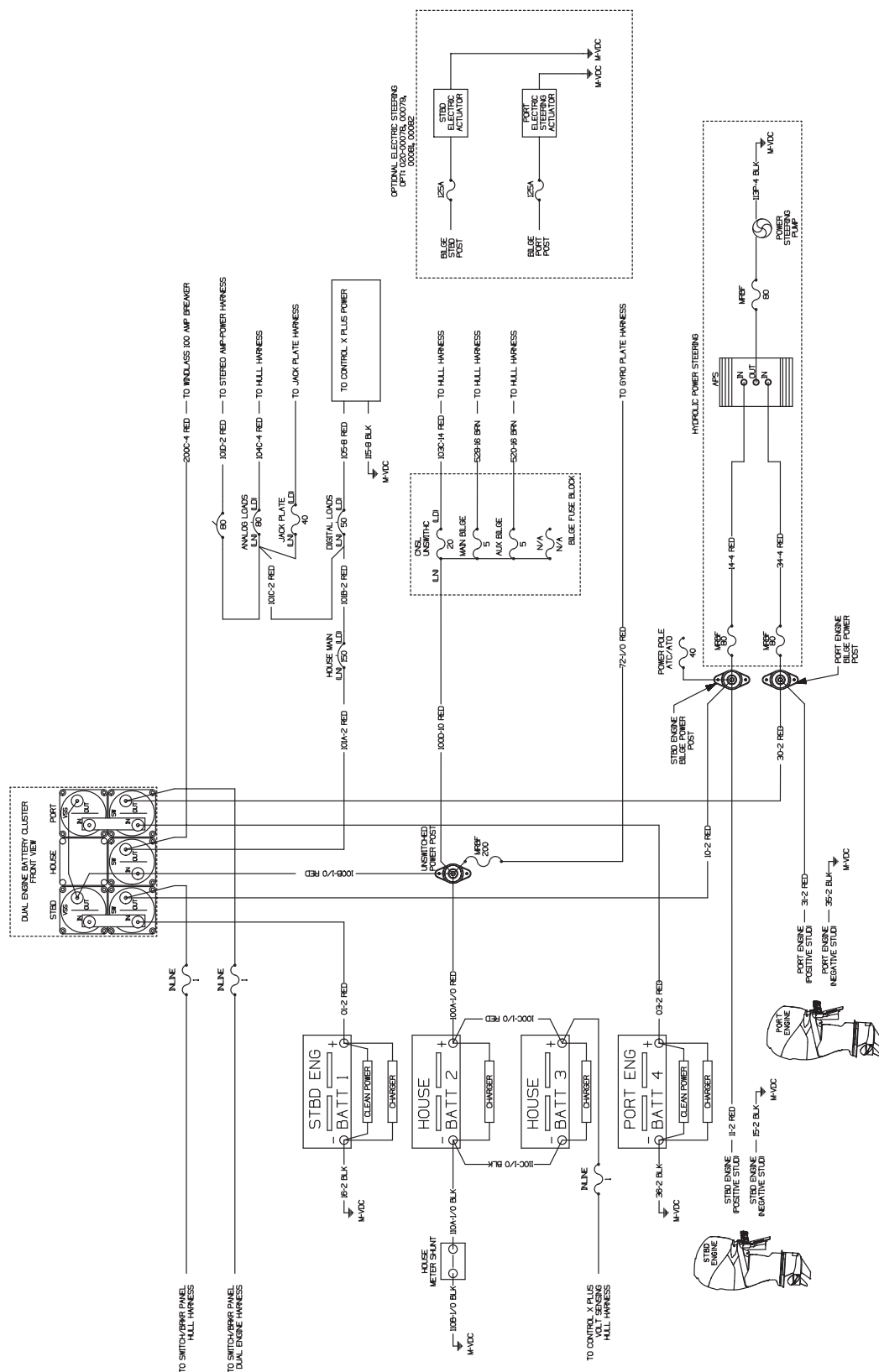
Figure 4.21.1



6048-07-401_E

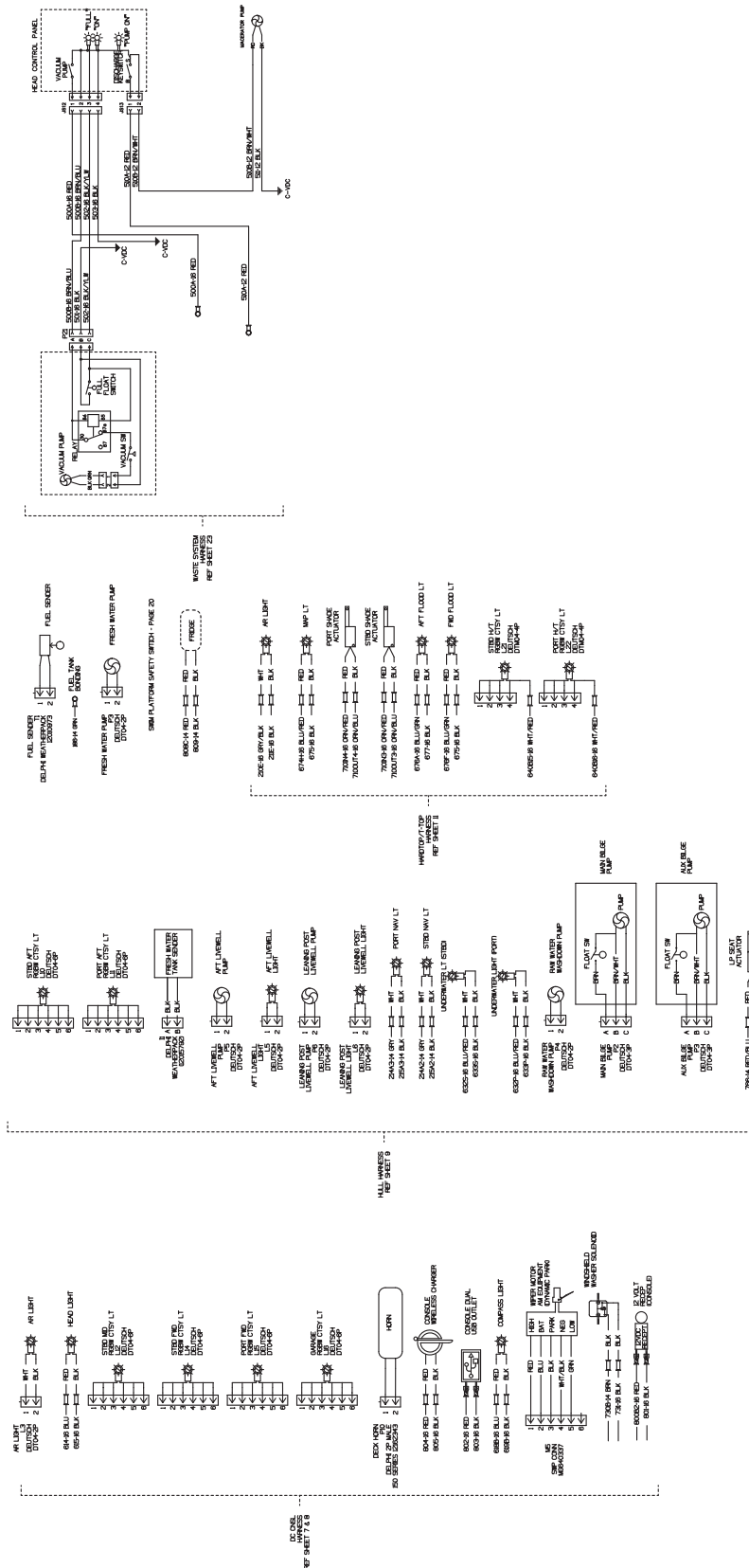
Wiring Schematic

Figure 4.22.1



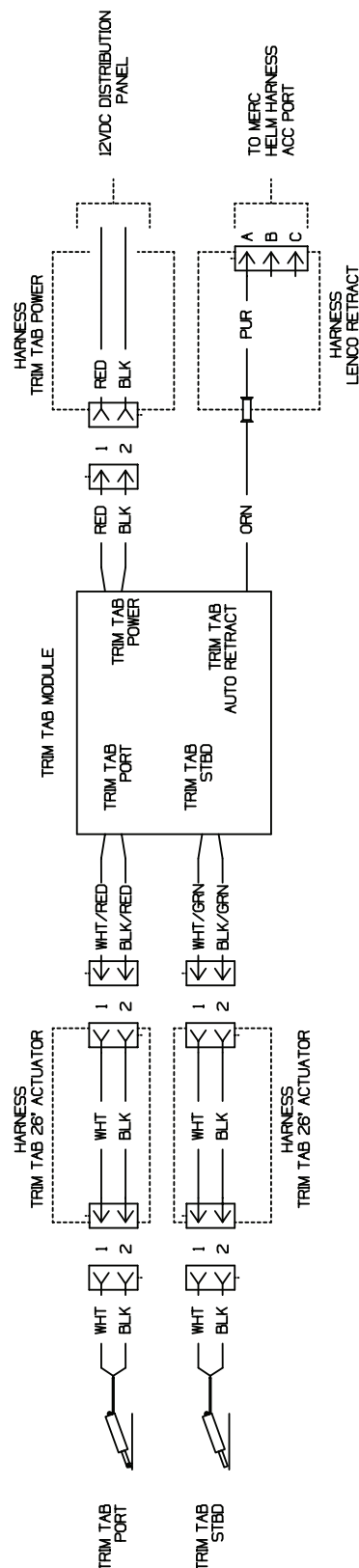
6048-07-401 E

Wiring Schematic
Figure 4.23.1



Wiring Schematic
Figure 4.24.1

TRIM TABS

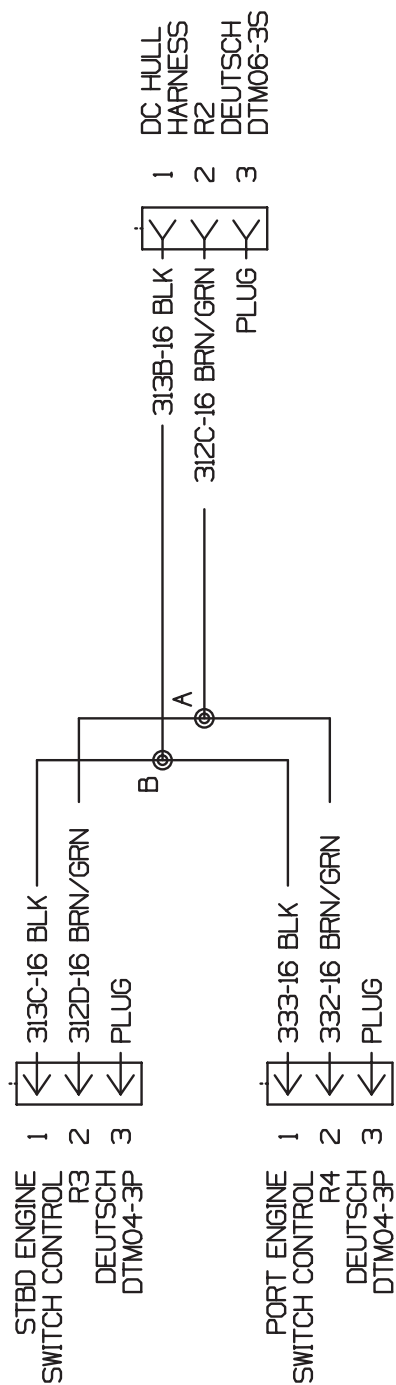


6048-07-401_E

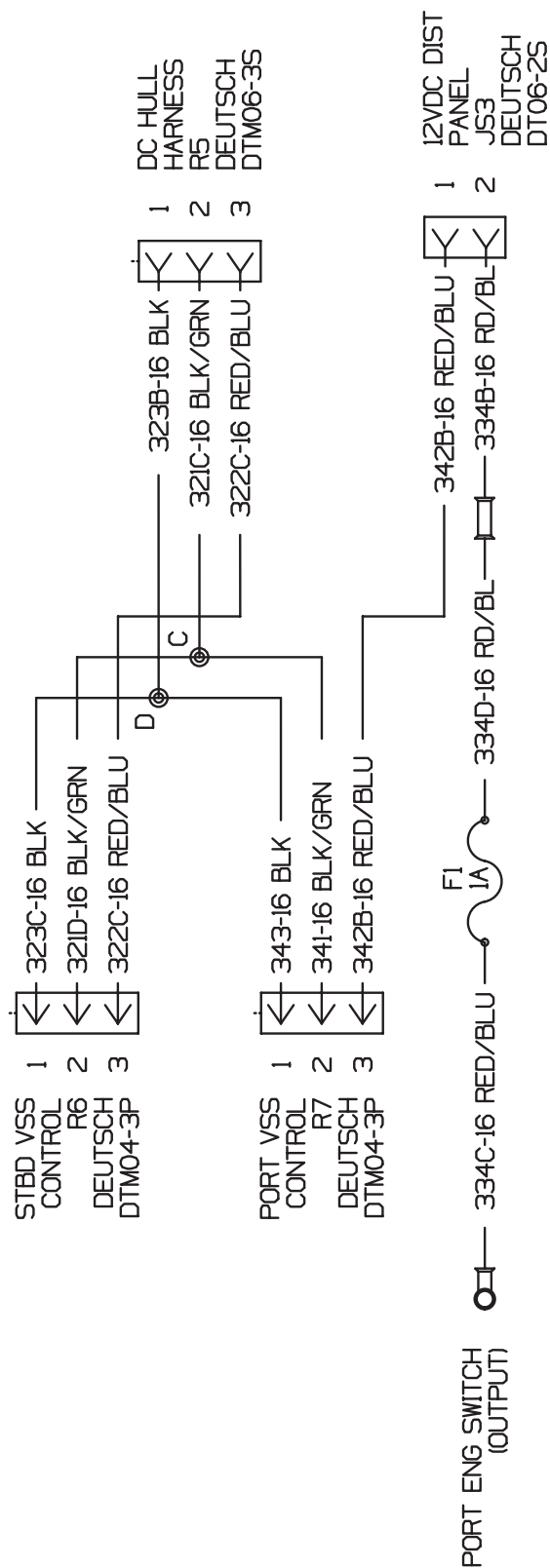
Wiring Schematic

Figure 4.25.1

DUAL ENGINE SW CONTROL ADAPTER



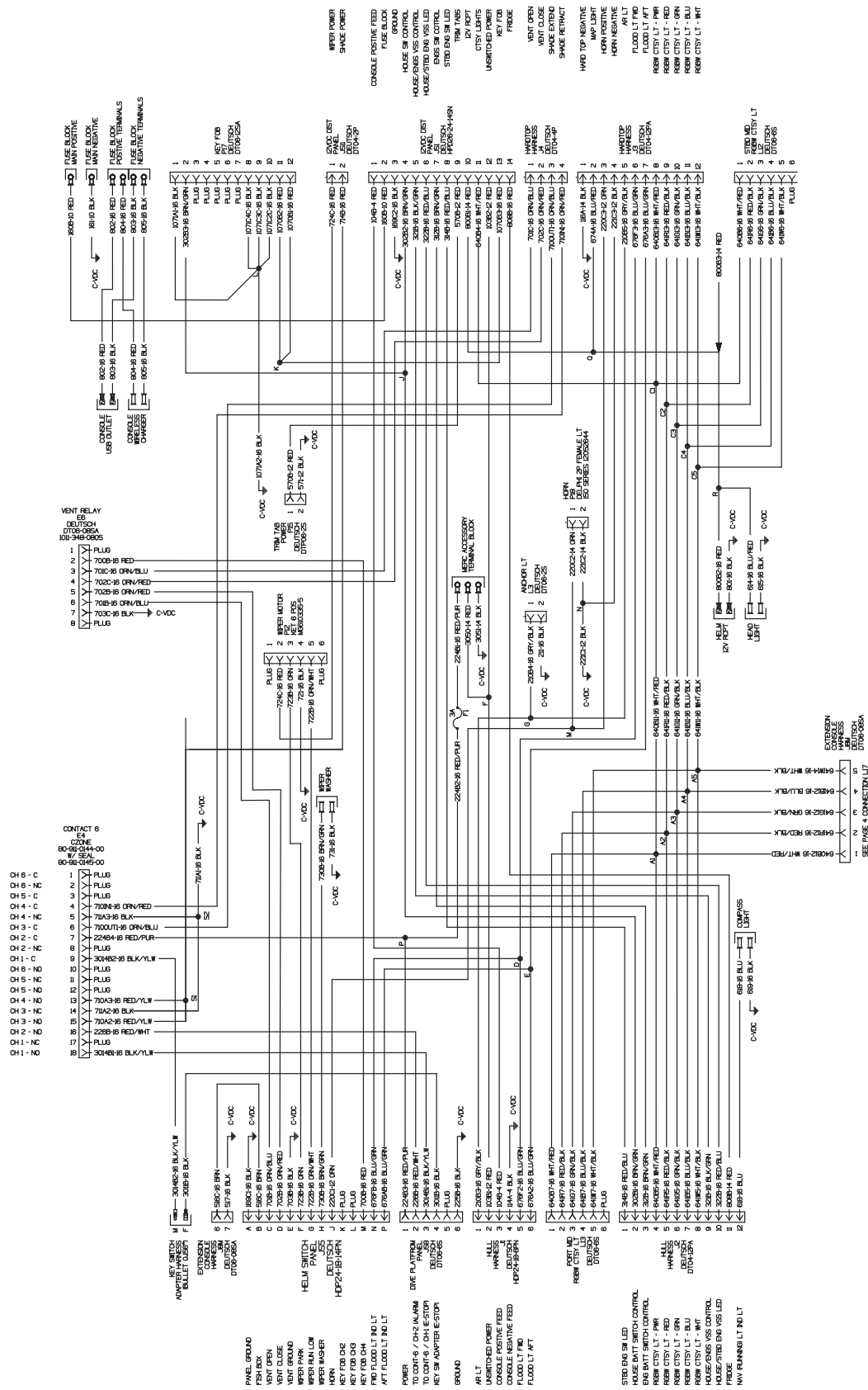
DUAL ENGINE VSS CONTROL ADAPTER



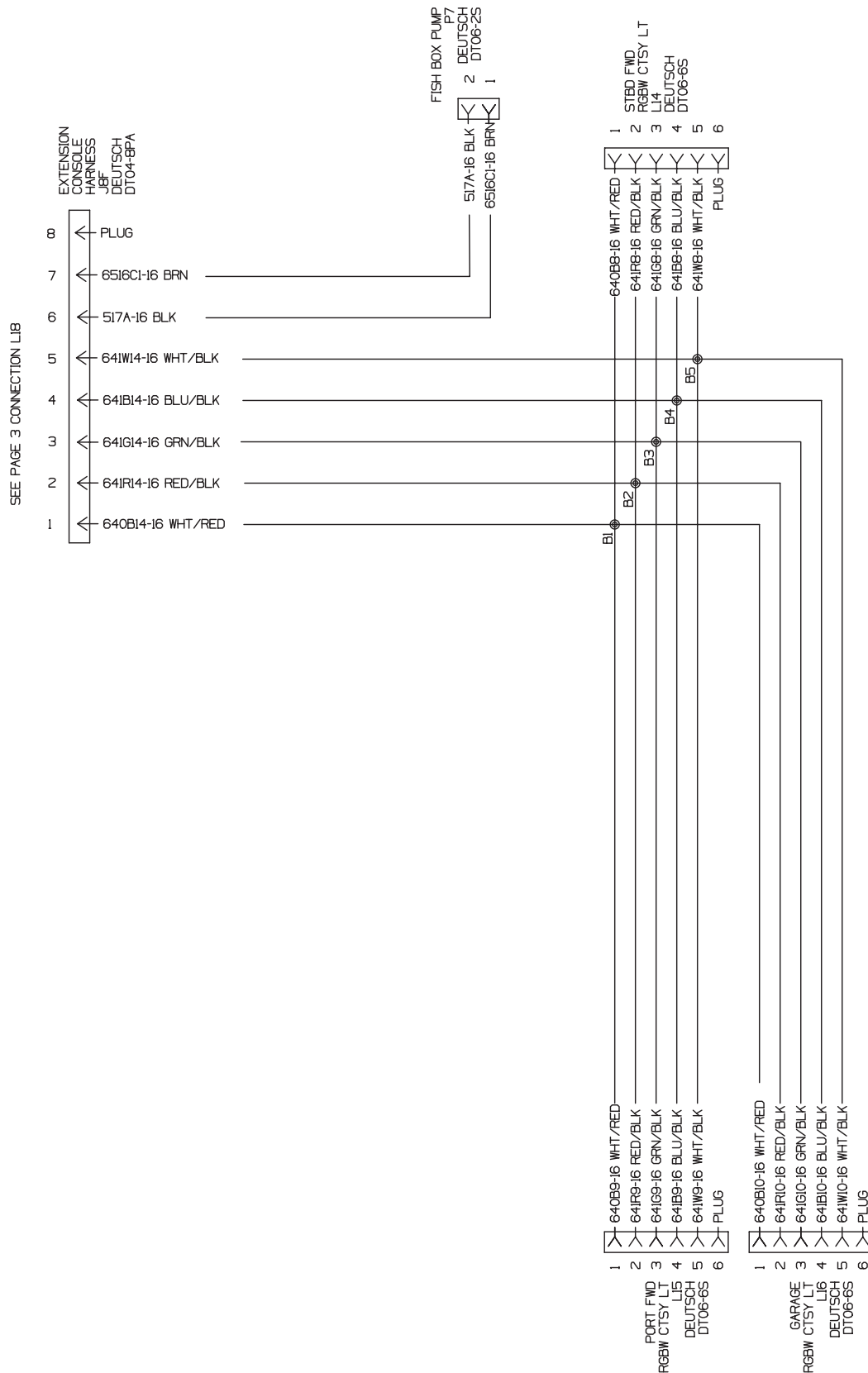
6048-07-401_E

Wiring Schematic

Figure 4.26.1

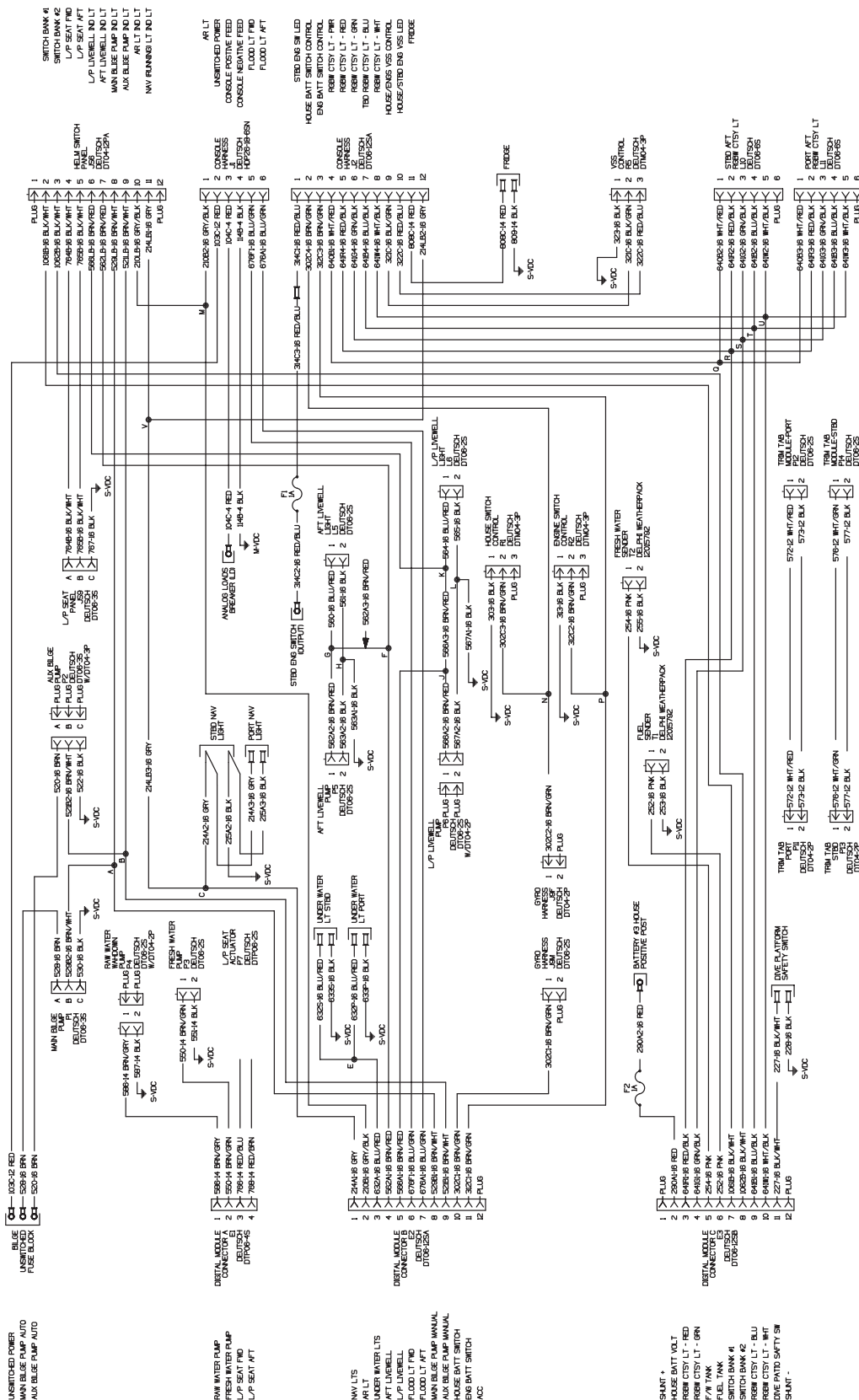


Wiring Schematic
Figure 4.27.1



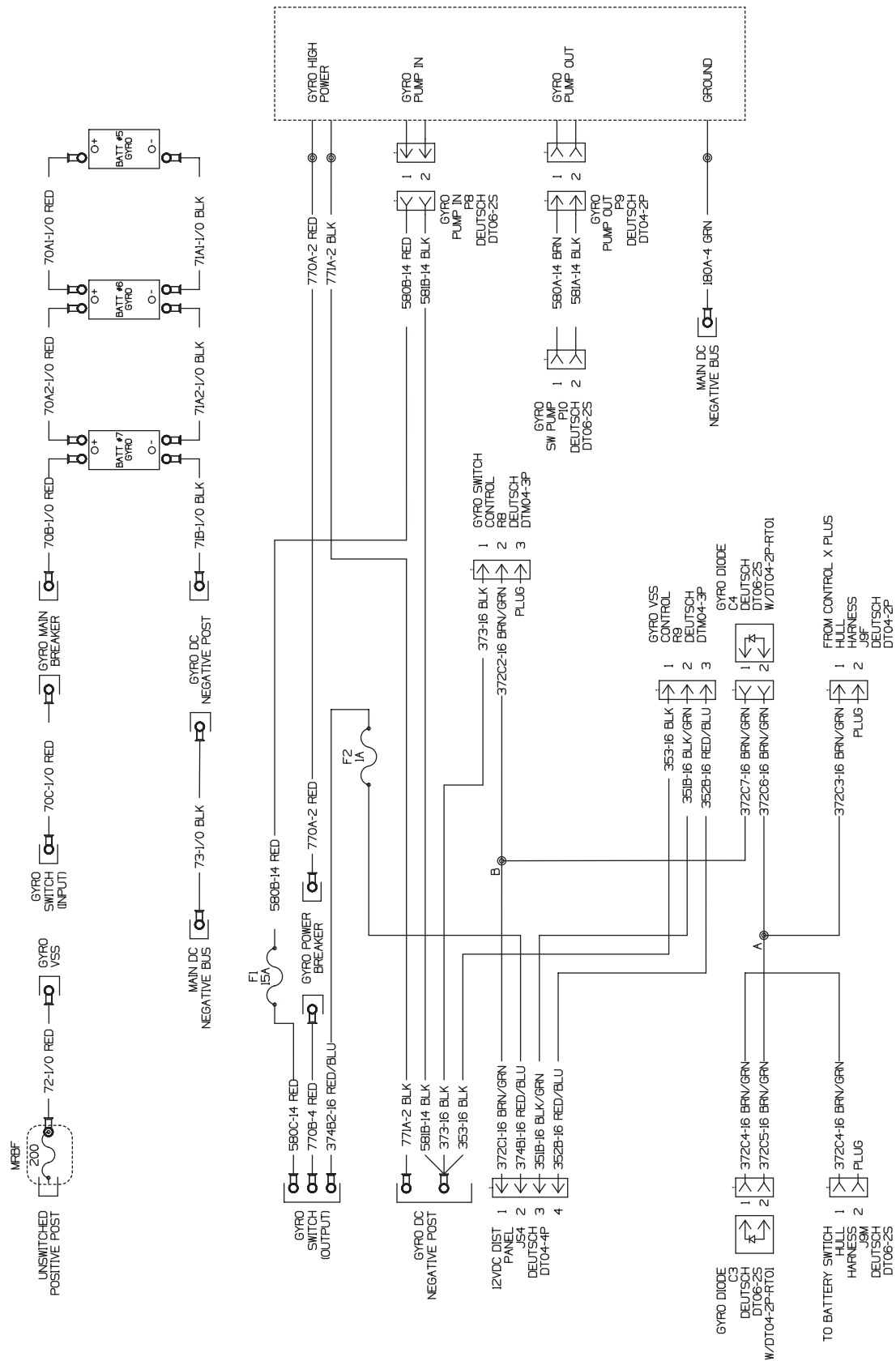
6048-07-401_E

Wiring Schematic
Figure 4.28.1

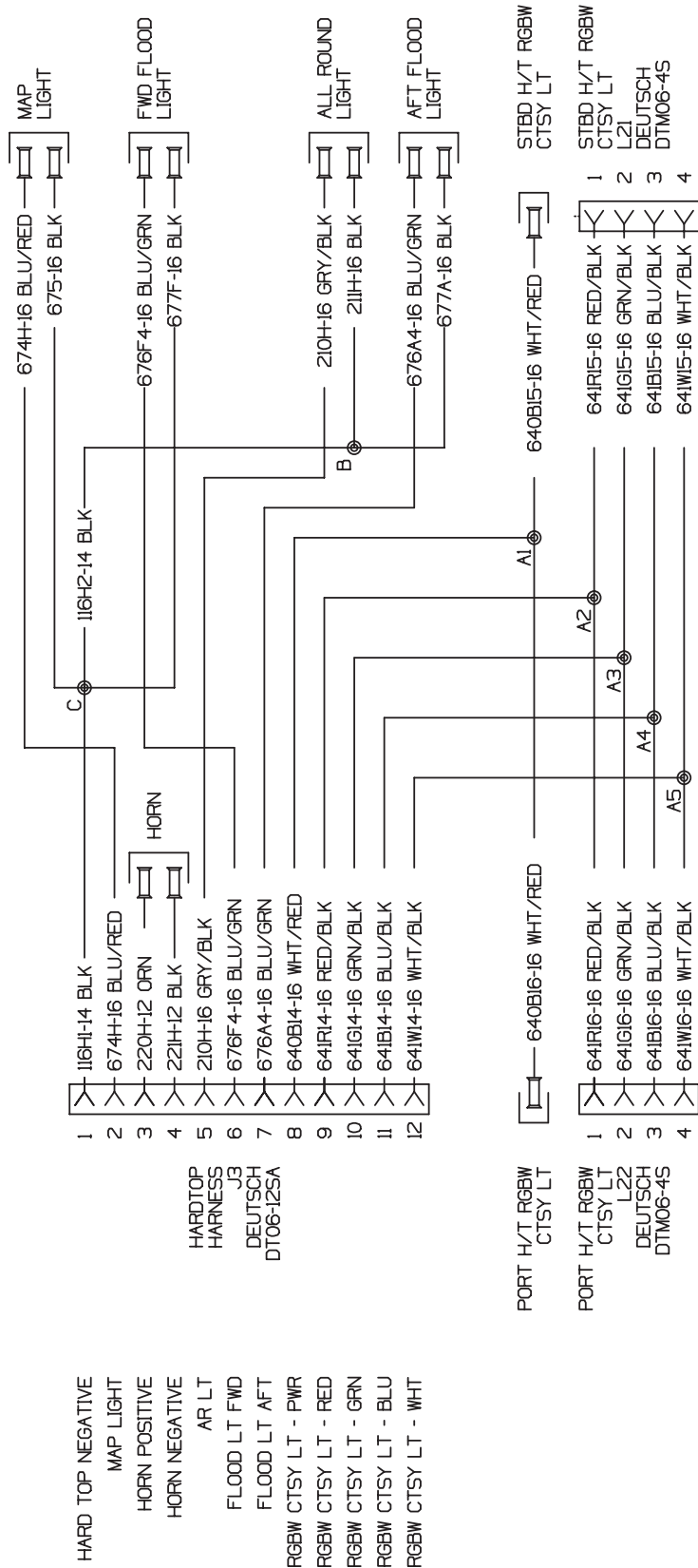


6048-07-401_E

Wiring Schematic Figure 4.29.1

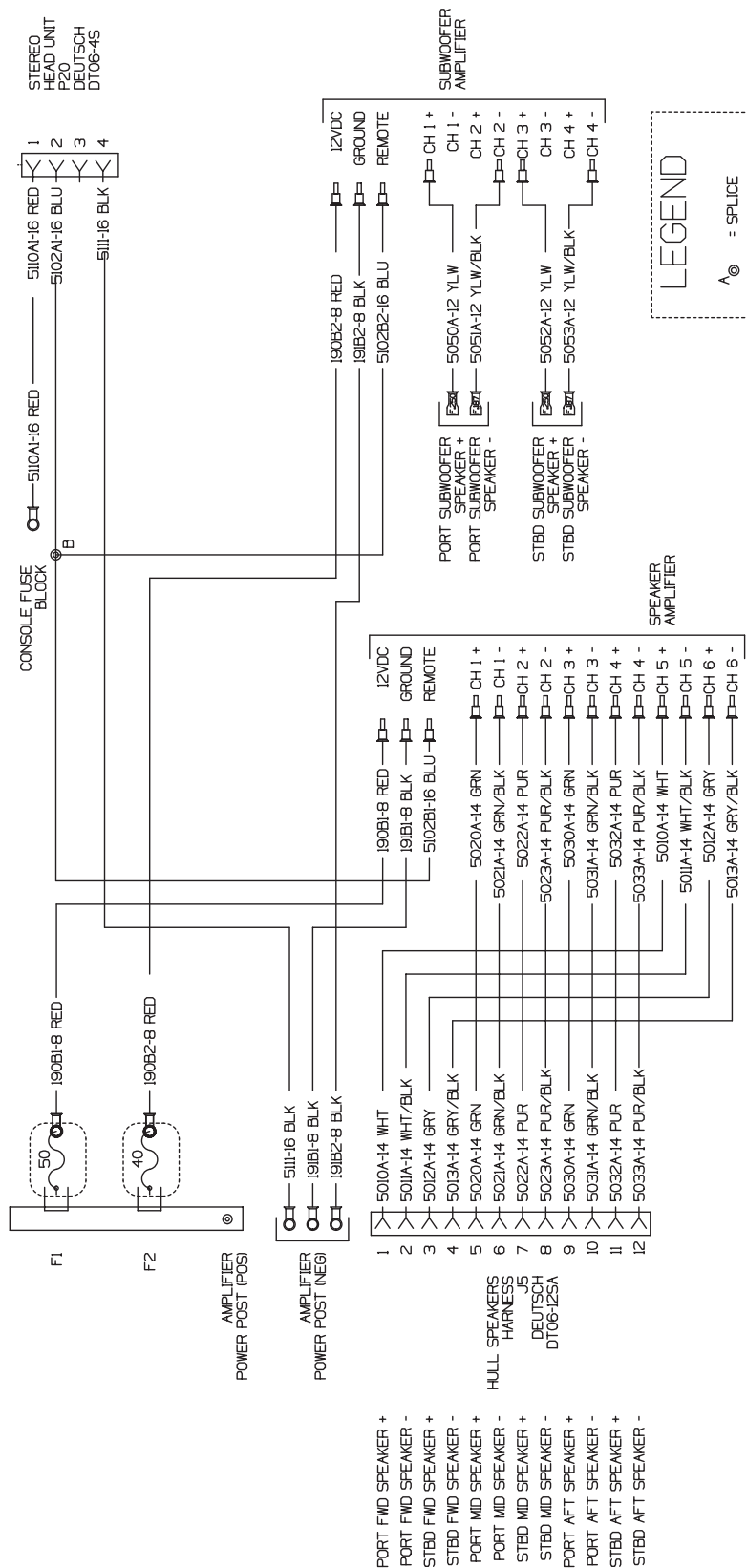


Wiring Schematic
Figure 4.30.1



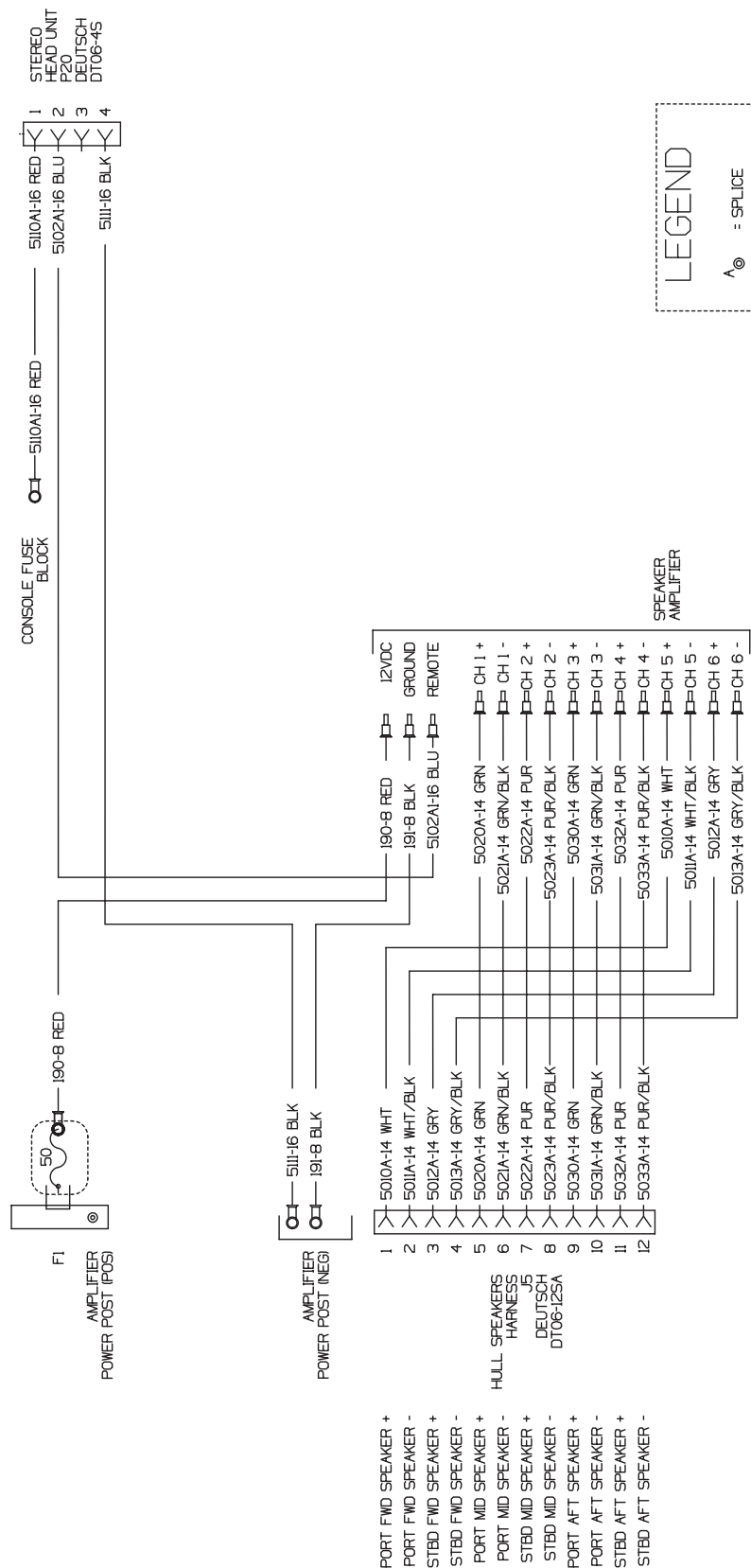
6048-07-401_E

Wiring Schematic
Figure 4.31.1



6048-07-401_E

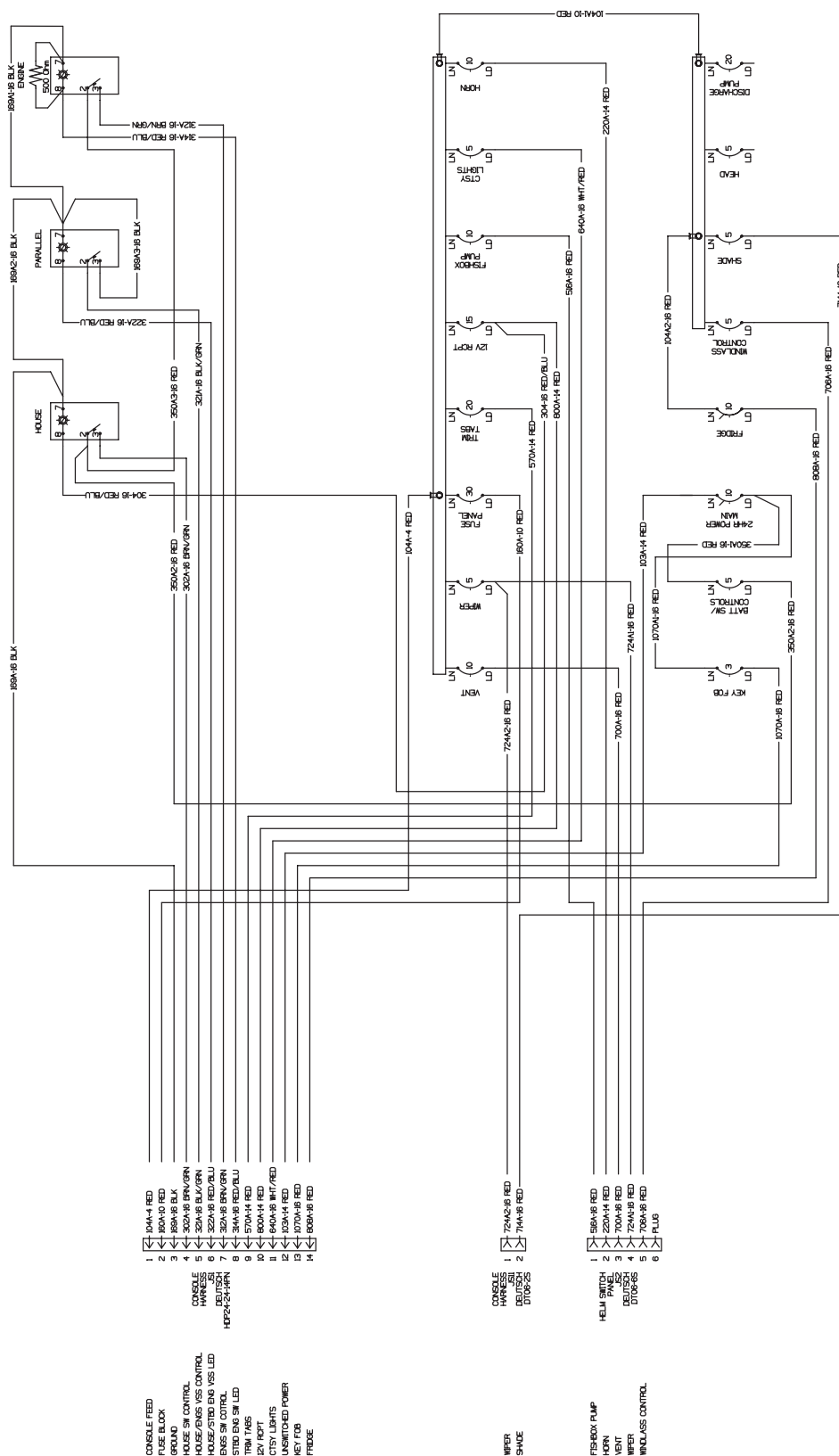
Wiring Schematic
Figure 4.32.1



6048-07-401_E

Wiring Schematic

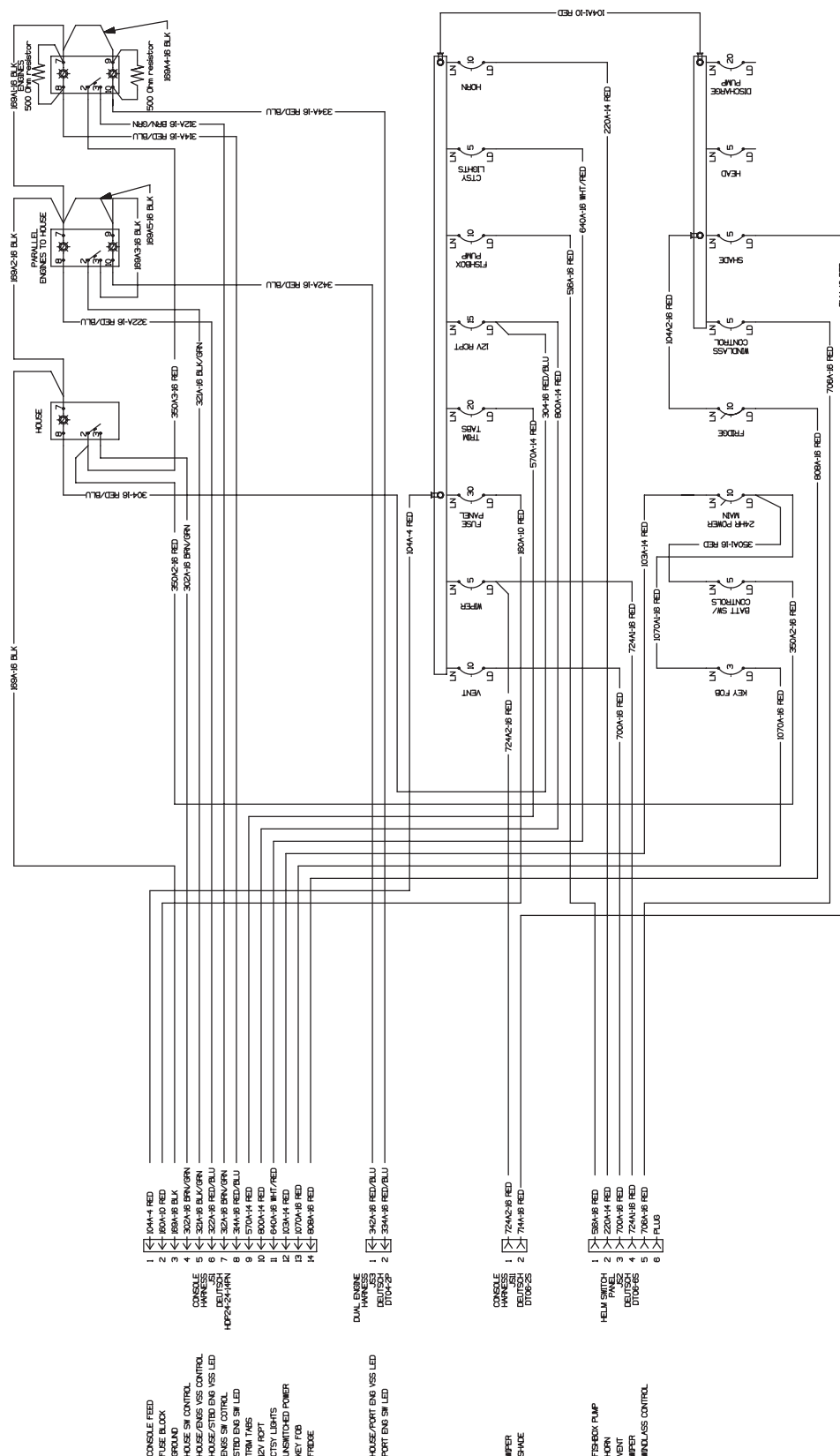
Figure 4.33.1



6048-07-401 E

Wiring Schematic

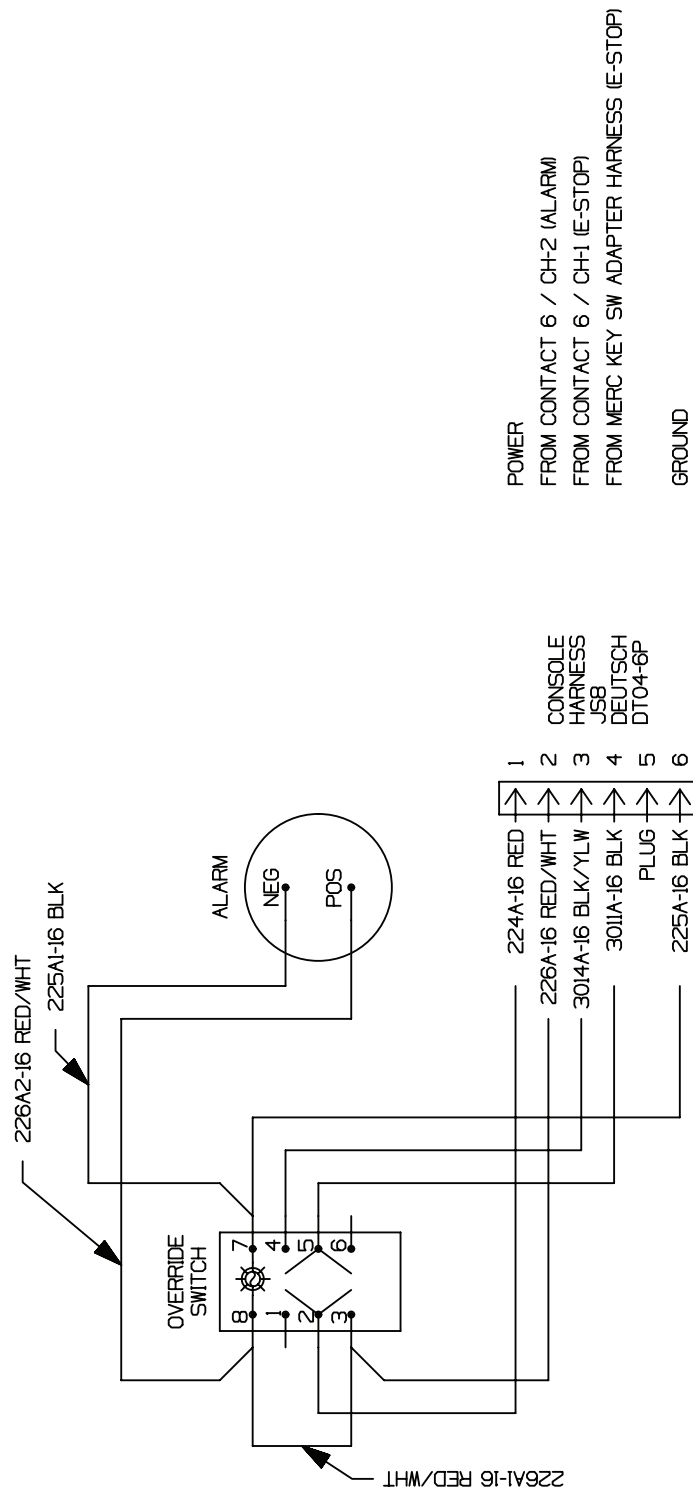
Figure 4.34.1



6048-07-401 E

Wiring Schematic
Figure 4.35.1

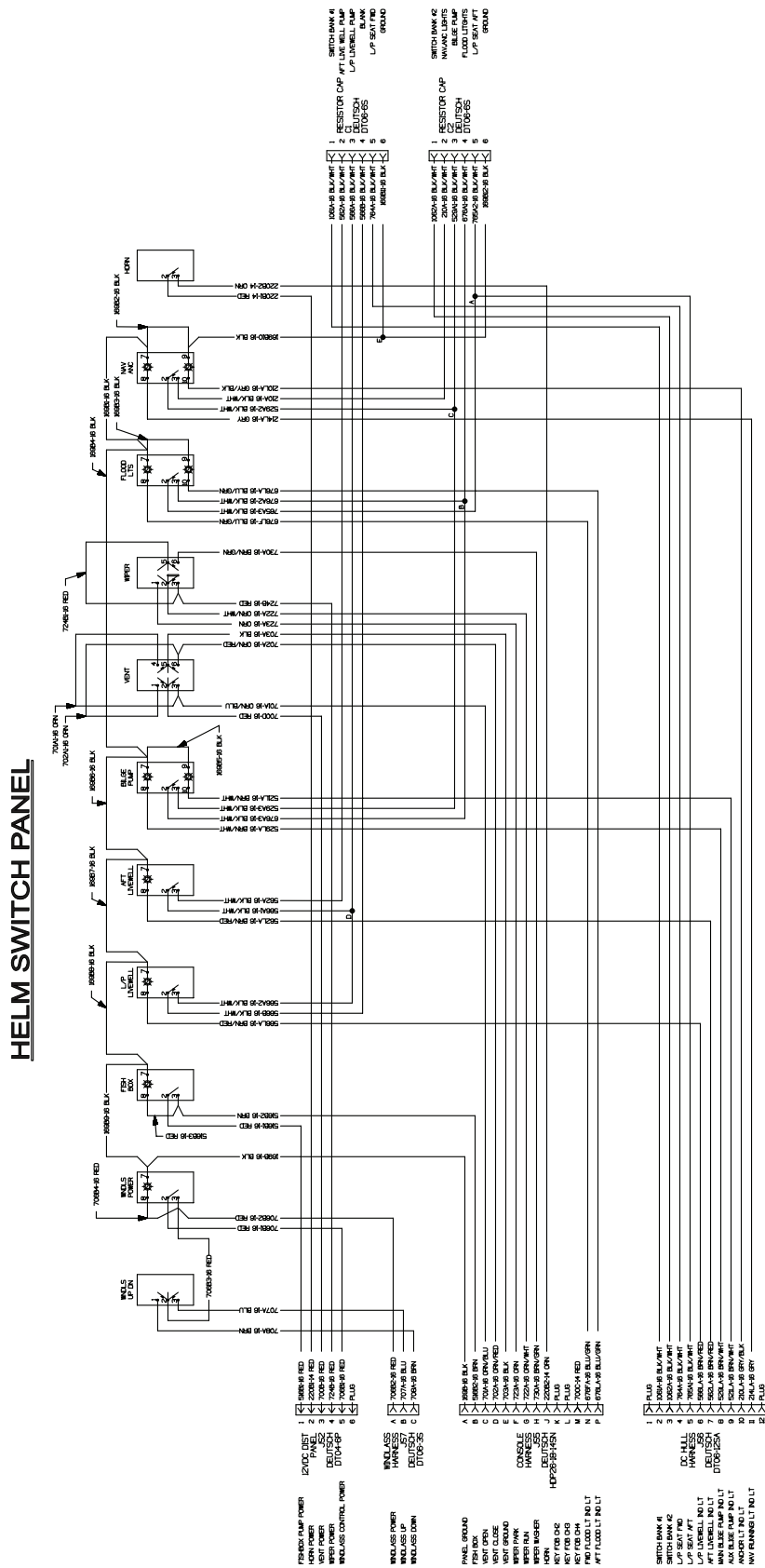
SWIM PLATFORM ALARM PANEL



6048-07-401_E

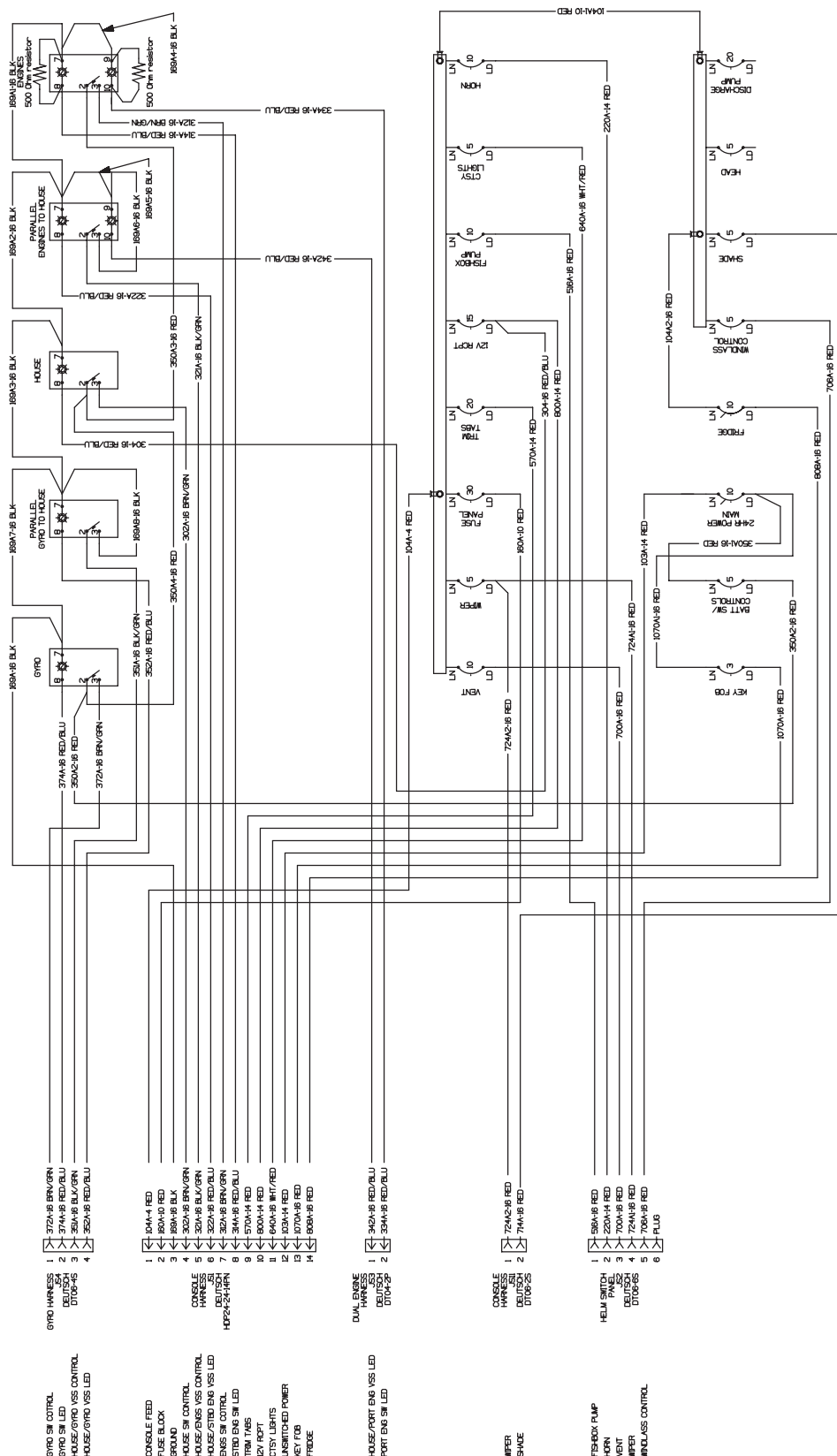
Wiring Schematic

Figure 4.36.1



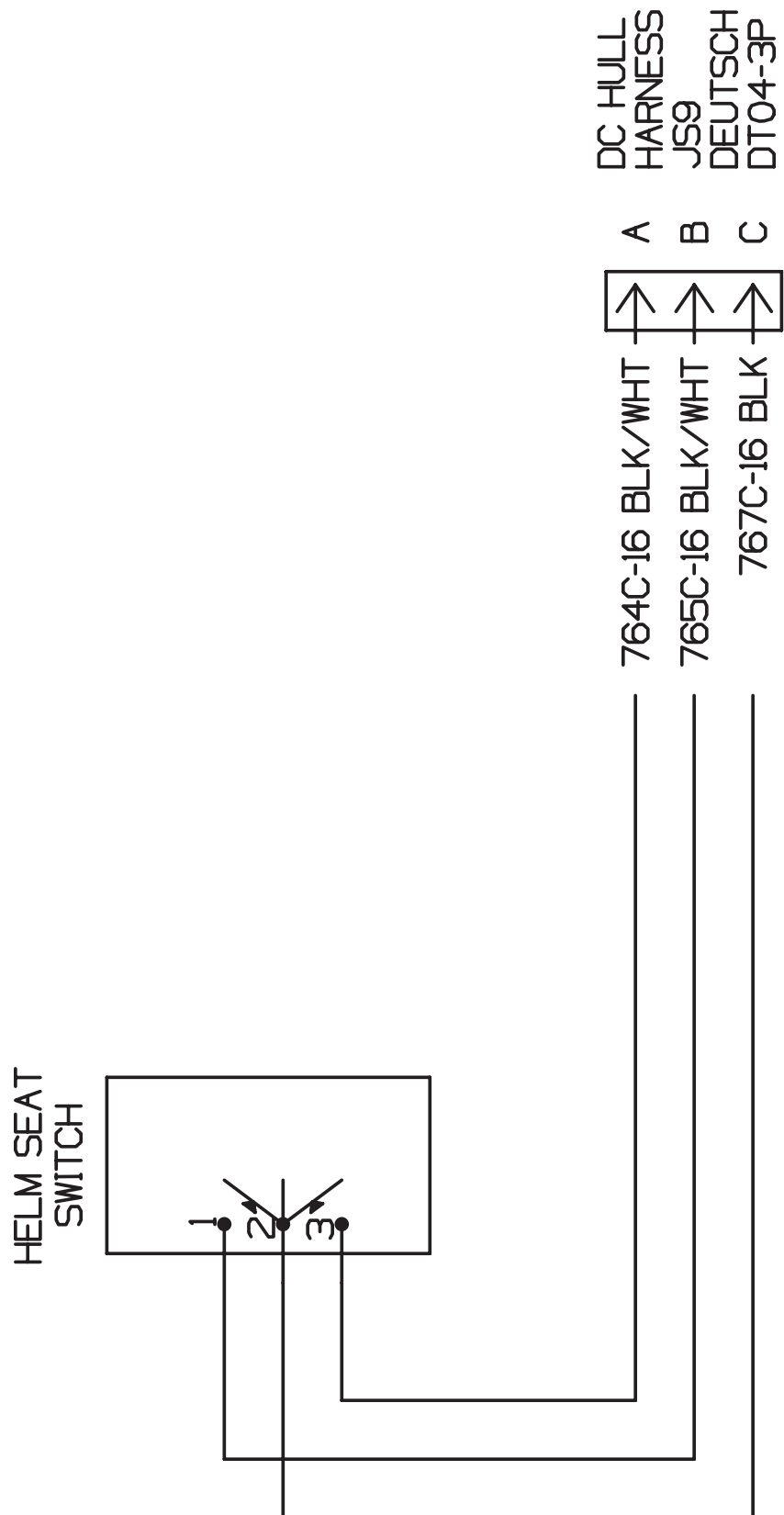
6048-07-401_E

Wiring Schematic
Figure 4.37.1



6048-07-401_E

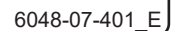
Wiring Schematic
Figure 4.38.1



6048-07-401_E

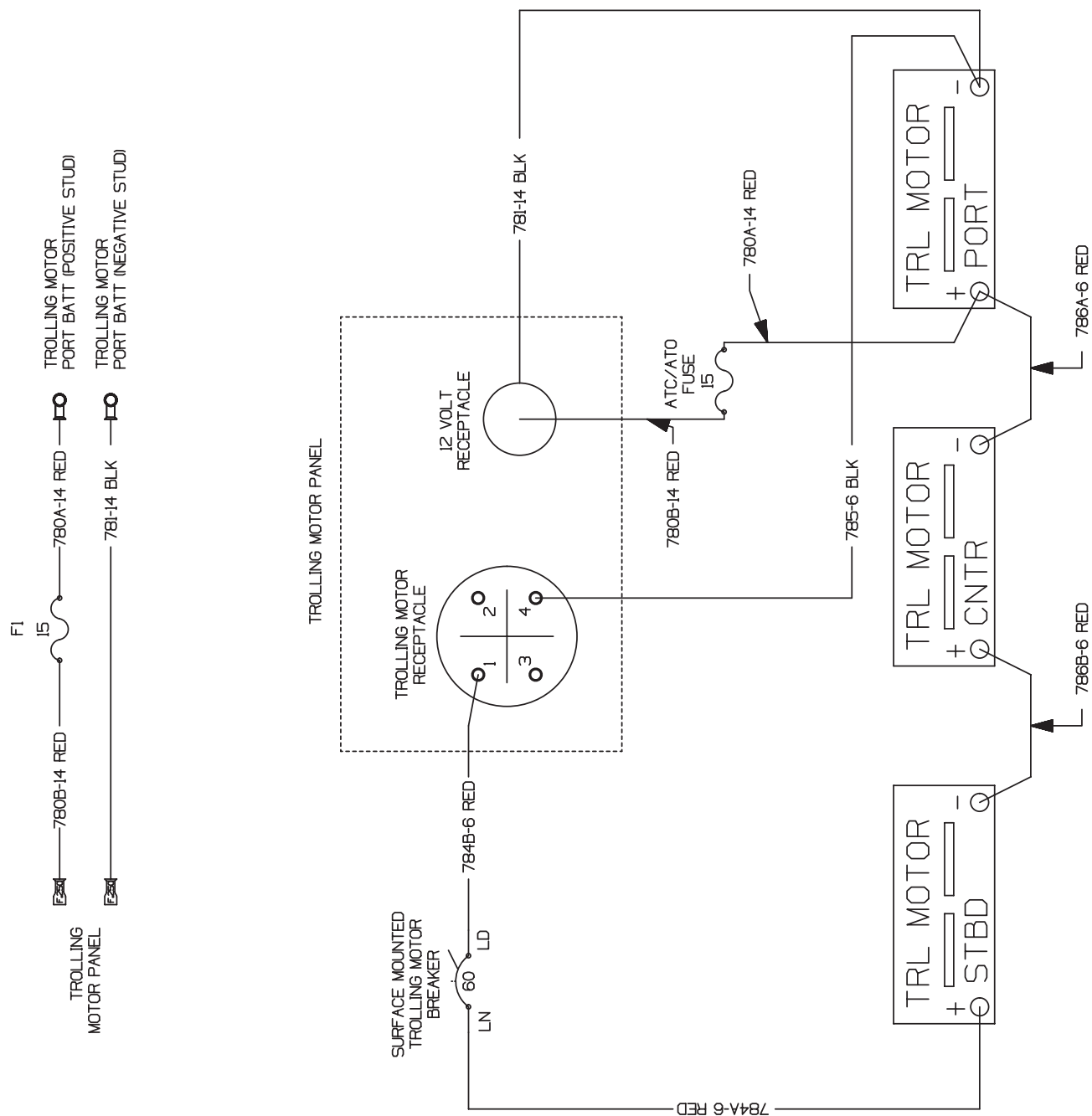
4-39

280 Dauntless



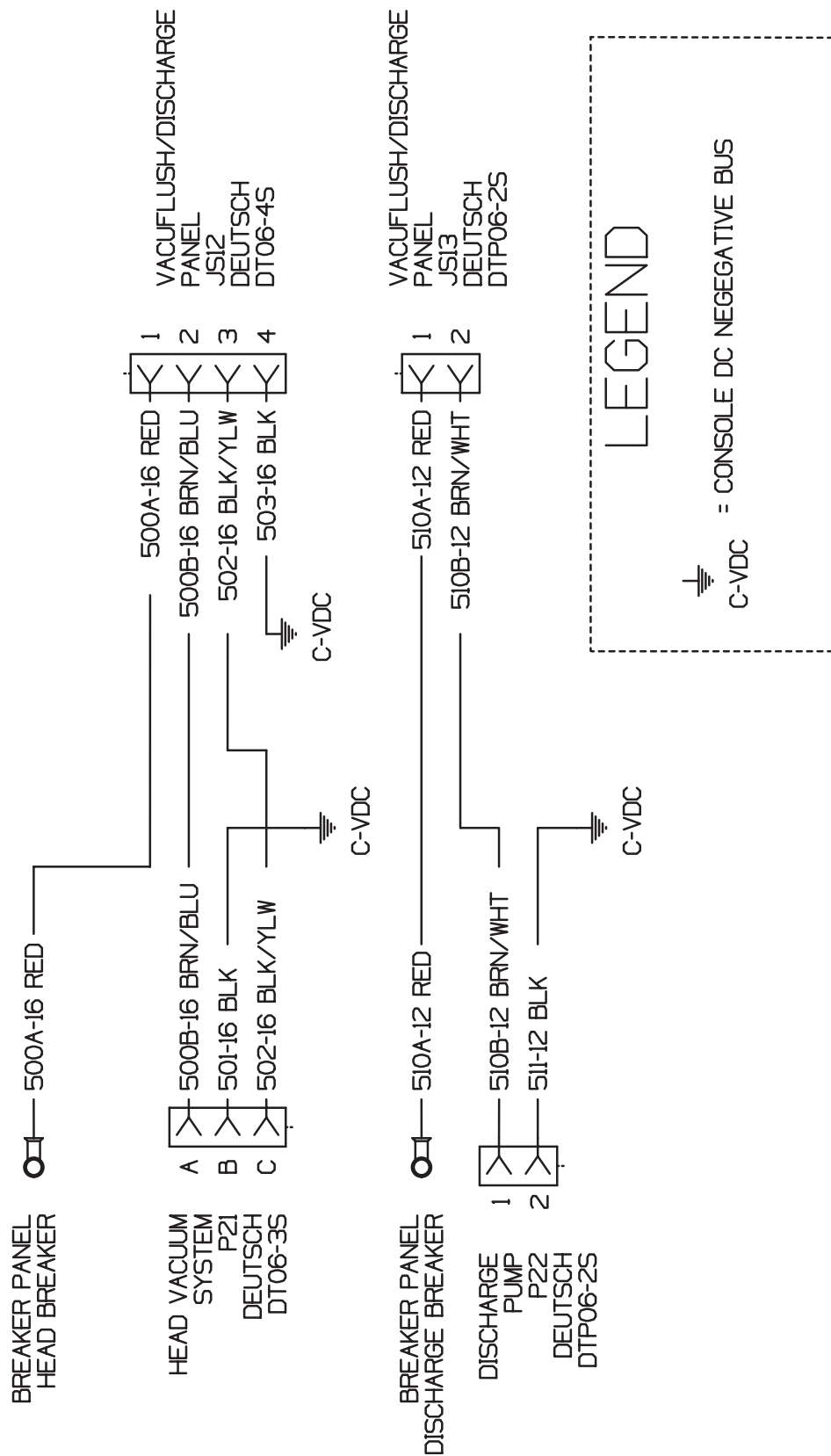
Wiring Schematic

Figure 4.40.1



6048-07-401 E

Wiring Schematic
Figure 4.42.1



6048-07-401_E

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.

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.

⚠ 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.

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, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

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 hull, trim tabs, and engines 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, they need to be properly cleaned and dried out before any barrier protection can be applied.

CAUTION

Some bottom paints contain metals that can cause corrosion of outboard engines. Leave a minimum of 3/4" unpainted surface around all engine parts. Use only 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

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.

WARNING

Proper ventilation and capture of the dust created by sanding is essential. The dust created by sanding is toxic and should not be inhaled. A proper fitting respirator must be used. Do not use a paper filter mask.

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.

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.

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/manufacturer recommended operating range.

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 inch to 3 inches for placement of the tape line. Make sure that there is enough paint left to cover areas that were not accessible (slings, jack stands etc.) and paint accordingly. Follow the paint manufacturer's recommendation for do's and don'ts after painting is complete.

NOTICE

The use of masking tape is not recommended for hull-bottom paints.

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 boat surfaces.

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

Never use strong solvents or detergents which contain chlorine.

Never use silver cleaners.

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 any 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 your 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 the 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

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.

Vinyl Windows

NOTICE

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

The canvas on this vessel may incorporate Eisenglass or Makrolon® polycarbonate windows. Regular cleaning, utilizing compatible cleaners, coupled with proper maintenance improves the vinyl's service life.

NOTICE

- **Never use window cleaners, detergents, abrasives, petroleum-based products, or alcohol to clean vinyl windows.**
- **Do not handle vinyl windows with sunscreen on your hands. Sunscreen permanently clouds vinyl where handled.**
- **Do not fold vinyl. Store flat or rolled with smooth paper or soft cloth (like a bed sheet) between layers when dry.**

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

- Rinse vinyl thoroughly with fresh water to remove any dust, dirt particles, salt water or environmental agents before applying cleaning products. This should be done frequently to avoid build up of salt water, dirt and other environmental contaminants.
- Using a soft non-abrasive cloth, wash windows inside and out with a mild soap and water solution. Rinse completely with cool water.
- Do not use detergents.
- Use separate clean, soft cloths or sponges for application of cleaners and polishes. Use a small amount of cleaner or streaking may occur. If streaking or a film occurs, follow up application with a water rinse.

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.

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 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:

- Press *Freshwater* pump switch on main distribution panel (under companion lounge seating) to start pump.
- Open all faucets, sprayers, and wash-down connections.
- Run system until tank is completely empty.
- Press *Freshwater* pump switch again to stop pump.
- Add a non-toxic antifreeze to freshwater tank per manufacturer's recommendations.
- Press *Freshwater* pump switch again to start pump.
- Run system until antifreeze is seen running out of all faucets, sprayers, and wash-down connections.
- Close all faucets, wash-down connections and sprayers.
- Press *Freshwater* pump switch again to stop pump.

If a water heater is a part of the system, isolate the tank by disconnecting the in and out hoses and connecting them together. Make sure that the tank contains a sufficient amount of non-toxic antifreeze to avoid freezing and causing damage. Do not run the water heater without water in the unit.

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:

- Flush entire system thoroughly by allowing potable water to flow through it.
- Drain system completely.
- Fill entire system with a chlorine solution strength of at least 100 parts per million. Allow to stand for one hour
- Drain entire system.
- Flush system thoroughly with potable water.
- Fill with potable water.

Waste System

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

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.

NOTICE

Follow battery manufacturer recommendations regarding long term battery storage.

Mixing Fresh/New and Used/Dead Batteries

The fresh battery will deliver current into a dead

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

Mixing Battery Types

Different battery types are designed for different purposes. Mixing an AGM battery with a lead-acid battery will not improve performance 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

- Disconnect battery cables (negative first).

NOTICE

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

- Remove battery from boat.
- Clean terminal ends of cables and battery terminals with a solution of baking soda and water. Rinse thoroughly with clean water.
- Apply a coat of dielectric grease on terminal ends of cables and battery terminals.
- Store battery in a cool, dry area.
- 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.

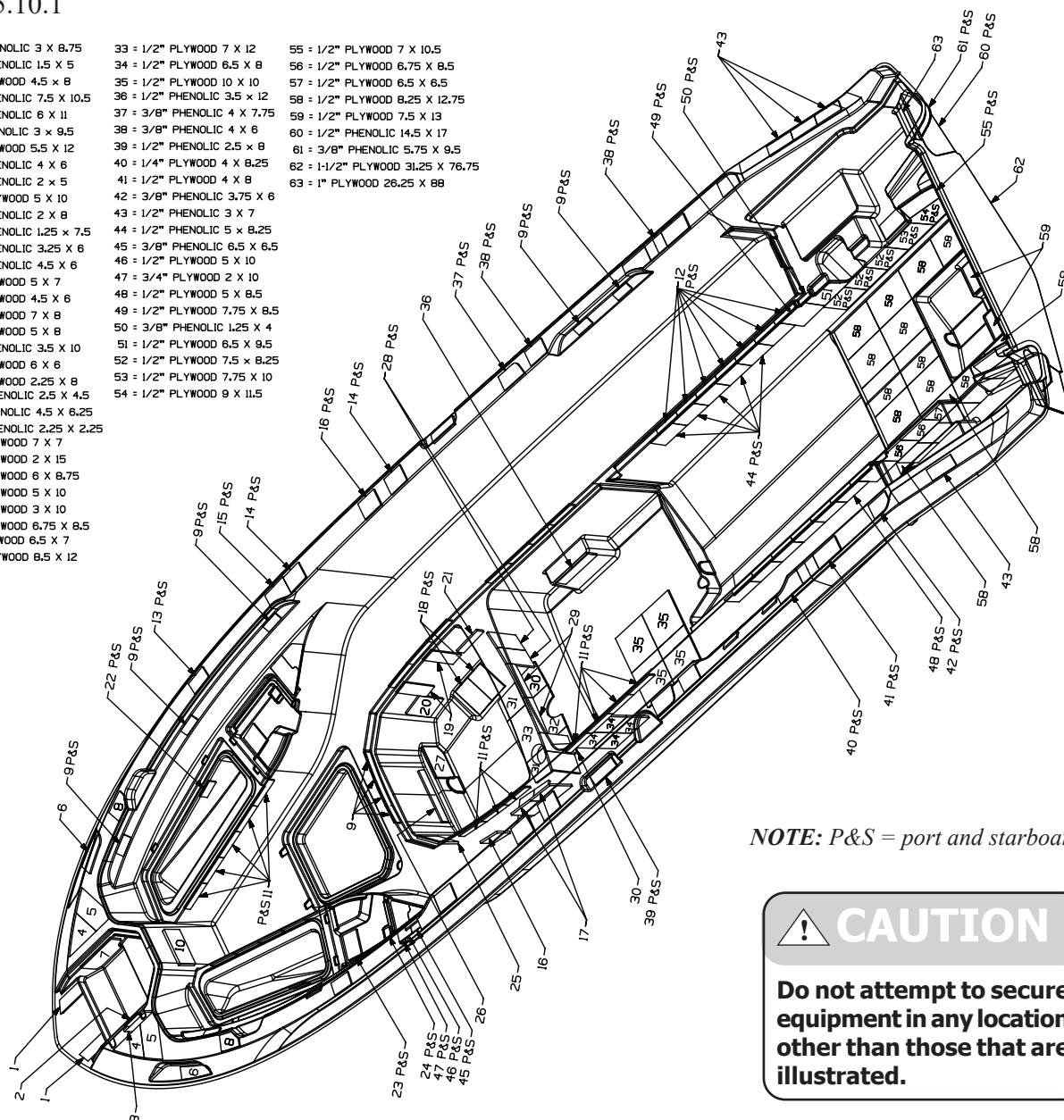
Reinforcement Dimensions

Figure 5.10.1

- 1 = 1/2" PHENOLIC 3 X 8.75
- 2 = 3/8" PHENOLIC 1.5 X 5
- 3 = 1/2" PLYWOOD 4.5 X 8
- 4 = 3/8" PHENOLIC 7.5 X 10.5
- 5 = 3/8" PHENOLIC 6 X 11
- 6 = 1/2" PHENOLIC 3 X 9.5
- 7 = 1/2" PLYWOOD 5.5 X 12
- 8 = 3/8" PHENOLIC 4 X 6
- 9 = 3/8" PHENOLIC 2 X 5
- 10 = 3/4" PLYWOOD 5 X 10
- 11 = 3/8" PHENOLIC 2 X 8
- 12 = 3/8" PHENOLIC 1.25 X 7.5
- 13 = 3/8" PHENOLIC 3.25 X 6
- 14 = 3/8" PHENOLIC 4.5 X 6
- 15 = 1/4" PLYWOOD 5 X 7
- 16 = 1/2" PLYWOOD 4.5 X 6
- 17 = 1/2" PLYWOOD 7 X 8
- 18 = 1/2" PLYWOOD 5 X 8
- 19 = 3/8" PHENOLIC 3.5 X 10
- 20 = 1/2" PLYWOOD 6 X 6
- 21 = 1/2" PLYWOOD 2.25 X 8
- 22 = 3/8" PHENOLIC 2.5 X 4.5
- 23 = 1/2" PHENOLIC 4.5 X 6.25
- 24 = 3/8" PHENOLIC 2.25 X 2.25
- 25 = 1/2" PLYWOOD 7 X 7
- 26 = 1/2" PLYWOOD 2 X 15
- 27 = 1/2" PLYWOOD 6 X 8.75
- 28 = 1/2" PLYWOOD 5 X 10
- 29 = 1/2" PLYWOOD 3 X 10
- 30 = 1/2" PLYWOOD 6.75 X 8.5
- 31 = 1/2" PLYWOOD 6.5 X 7
- 32 = 1/2" PLYWOOD 6.5 X 12

- 33 = 1/2" PLYWOOD 7 X 12
- 34 = 1/2" PLYWOOD 6.5 X 8
- 35 = 1/2" PLYWOOD 10 X 10
- 36 = 1/2" PHENOLIC 3.5 X 12
- 37 = 3/8" PHENOLIC 4 X 7.75
- 38 = 3/8" PHENOLIC 4 X 6
- 39 = 1/2" PHENOLIC 2.5 X 8
- 40 = 1/4" PLYWOOD 4 X 8.25
- 41 = 1/2" PLYWOOD 4 X 8
- 42 = 3/8" PHENOLIC 3.75 X 6
- 43 = 1/2" PHENOLIC 3 X 7
- 44 = 1/2" PHENOLIC 5 X 8.25
- 45 = 3/8" PHENOLIC 6.5 X 6.5
- 46 = 1/2" PLYWOOD 5 X 10
- 47 = 3/4" PLYWOOD 2 X 10
- 48 = 1/2" PLYWOOD 5 X 8.5
- 49 = 1/2" PLYWOOD 7.75 X 8.5
- 50 = 3/8" PHENOLIC 1.25 X 4
- 51 = 1/2" PLYWOOD 6.5 X 9.5
- 52 = 1/2" PLYWOOD 7.5 X 8.25
- 53 = 1/2" PLYWOOD 7.75 X 10
- 54 = 1/2" PLYWOOD 9 X 11.5

- 55 = 1/2" PLYWOOD 7 X 10.5
- 56 = 1/2" PLYWOOD 6.75 X 8.5
- 57 = 1/2" PLYWOOD 6.5 X 6.5
- 58 = 1/2" PLYWOOD 8.25 X 12.75
- 59 = 1/2" PLYWOOD 7.5 X 13
- 60 = 1/2" PHENOLIC 14.5 X 17
- 61 = 3/8" PHENOLIC 5.75 X 9.5
- 62 = 1-1/2" PLYWOOD 31.25 X 76.75
- 63 = 1" PLYWOOD 26.25 X 88



NOTE: P&S = port and starboard

CAUTION

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