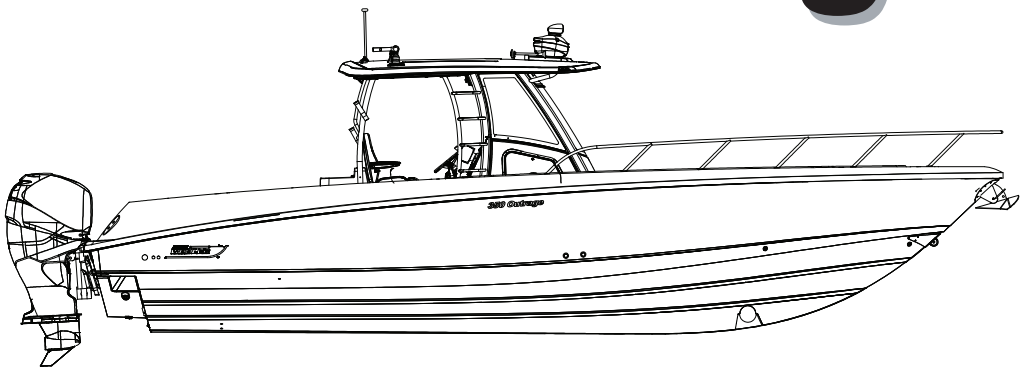
350 Outrage



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

⚠ WARNING

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

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

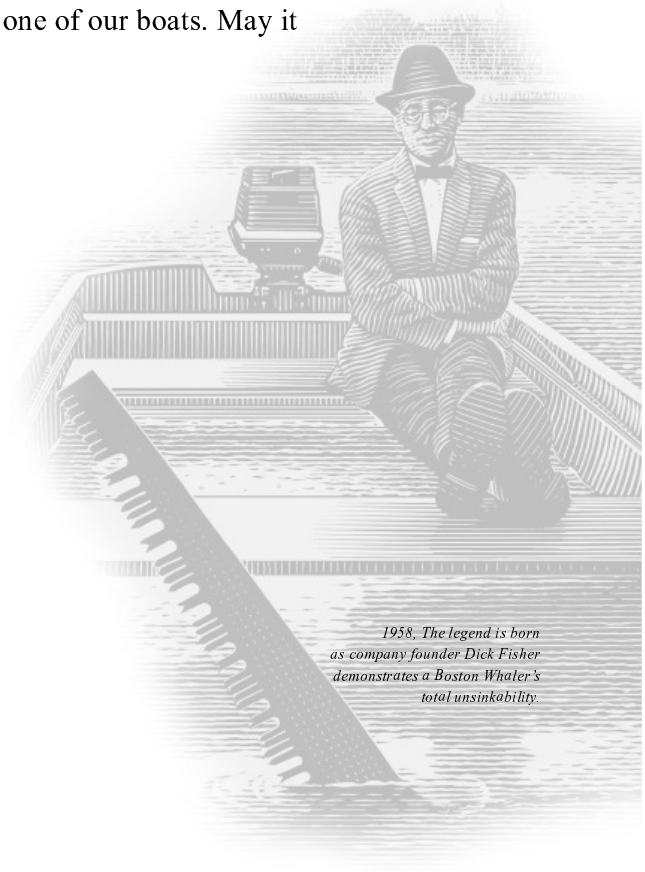
For over 50 years now, Boston Whaler has been represented by a select group of the best dealers in the boating industry. Boston Whaler depends on this extremely qualified network of dealers to provide you, our customer, with a truly exceptional boating experience.

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

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

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

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



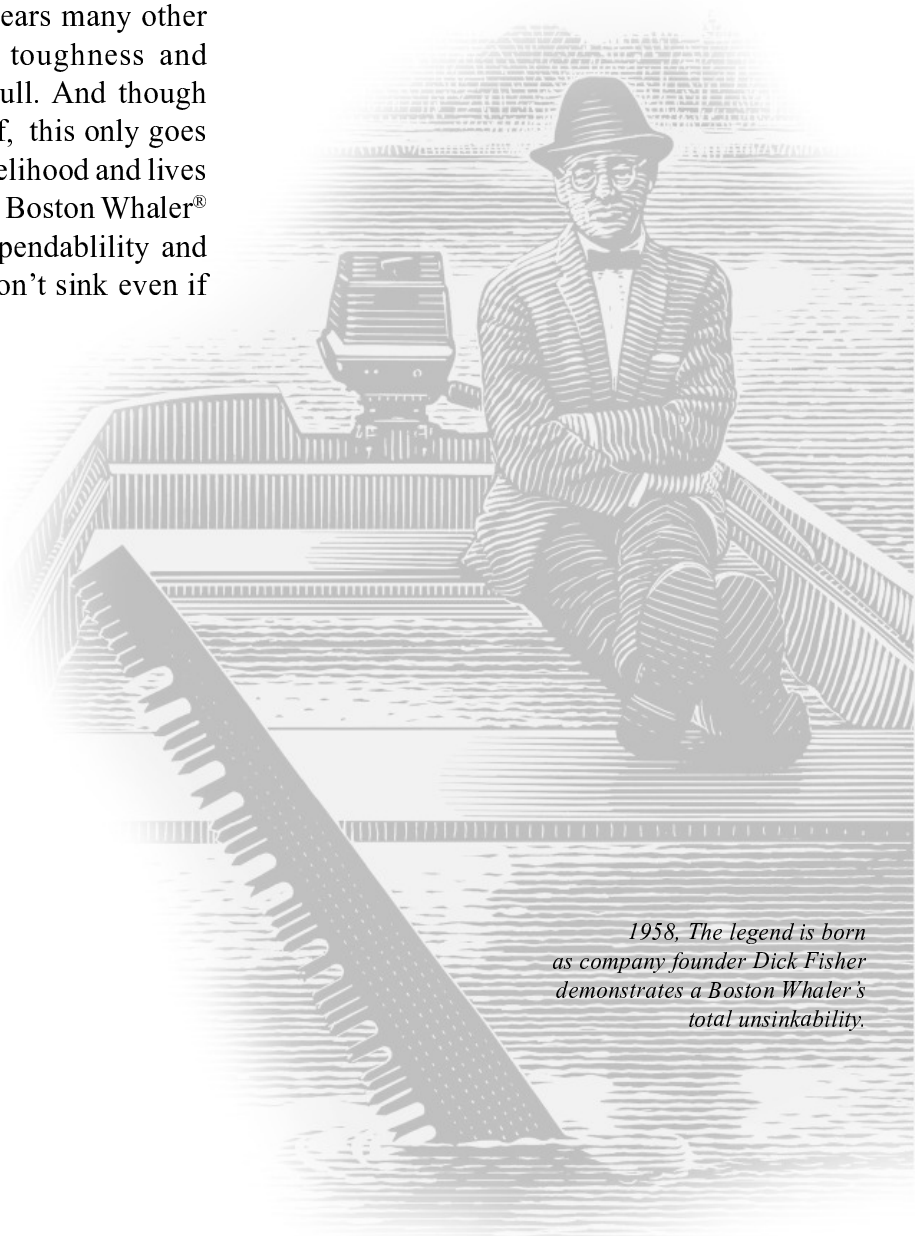
1958. The legend is born as company founder Dick Fisher demonstrates a Boston Whaler's total unsinkability.

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

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

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

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



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

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

Section 1 • Safety

Section 2 • General Information

Section 3 • Systems & Components Overview & Operation

Section 4 • Electrical

Section 5 • Care & Maintenance

Attachments

Preface

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

BOSTON WHALER • A BRUNSWICK COMPANY
MRP #2357976

350 OUTRAGE
JULY, 2020

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 2021 model year boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use ("Boat"), subject to the remedies, exclusions, and limitations set out below.

1. **Ten-Year Structural Hull Limited Warranty:** Any Structural Hull Defect in material or workmanship which is reported within ten (10) years from the date of sale to the original retail owner will be repaired or replaced at Boston Whaler's sole discretion. The "Hull" shall mean the single fiberglass molded shell and integral structural components. A Structural Hull Defect shall mean a substantial defect in the Boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions.
2. **Three-Year Limited Warranty on Components Manufactured or Installed By Boston Whaler:** ***(not applicable to 13 Super Sport or 16 Super Sport models):*** Boston Whaler will repair or replace, at its sole discretion, any components manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship, which are reported within three (3) years from the date of sale to the original retail owner, and are not addressed in the specific warranties listed in paragraphs 1 or 4 or set out in the Exclusions paragraph below.
3. **One-Year Limited Warranty on Accessory Components for the 13 Super Sport and 16 Super Sport Models:** Boston Whaler provides the following Limited Warranty to the original retail owner of any factory-authorized accessory for the 2021 model year 13 Super Sport and 16 Super Sport, if purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website or any Boston Whaler affiliate and utilized under normal, non-commercial use ("Accessory"), subject to the remedies, exclusions, and limitations set out below. Boston Whaler will repair or replace, at its sole discretion, any Accessory that is defective in material or workmanship, which is reported within one (1) year from the date of sale to the original retail owner. Boston Whaler is not responsible for any defect and/or damage to the Accessory and/or the boat caused by improper installation, whether performed by the retail owner, dealer or any other third party.
4. **One-Year Limited Warranty on Upholstered Items, Canvas, Teak, and Powder Coating:** Boston Whaler will repair or replace, at its sole discretion, any upholstered items, canvas, teak, and powder coating manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship and are reported within one (1) year from the date of sale to the original retail owner.
5. **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, 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, andelectronics.
3) Damage, deterioration, discoloration or mold of cushions or cosmetic surface finishes, including scratches, gouges, chips, chalking, blistering, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, plastics or acrylic materials, or anti-fouling bottom paint.
4) Windshield breakage and leakage.
5) Any Boston Whaler Boat initially sold at retail by a party other than an authorized Boston Whaler dealer.
6) Damage resulting from abuse, misuse, improper rigging and installation by an owner or any other person or entity not being an authorized dealer, accidents, overloading or powering in excess of the recommended maximum horsepower.
7) Failure of the owner to use, maintain, or store the boat as specified in the Boston Whaler owner's manual; and any other failure to provide reasonable care and maintenance. Normal wear and tear maintenance items are excluded from warranty coverage including but not limited to filters, bulbs, batteries, bungees, wiper blades, anchor rope, trailer finishes, tires, brakes, bearings and lights.
8) Any Boston Whaler Boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures.

9) Damages resulting from use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper boat lift or sling.
10) Any Boston Whaler Boat used for commercial purposes, which includes, but is not limited to, any for-profit or other revenue-generating uses.
11) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
12) Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
13) Any failure or defect arising from a previous repair made by a non-authorized service provider.
14) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Manufacturer Warranty.
15) Failure of the owner to use, maintain, or store an Accessory in reasonable fashion; and any other failure to provide reasonable care and maintenance.
16) Any accessory which has been altered or modified from Boston Whaler factory specifications.
17) Any accessory not purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website, or authorized Boston Whaler affiliate. For a list of Boston Whaler's affiliates, please refer to www.brunswick.com.
18) Any accessory used for commercial purposes, which includes but is not limited to, any for-profit or other revenue generating uses.
19) Any defect or repair requiring redesign of the Boat, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971 or the recall laws of any other foreign jurisdiction.

SOLE REMEDY

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

OTHER LIMITATIONS

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

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

STATUTE OF LIMITATIONS

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

OWNER'S OBLIGATIONS

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

MODIFICATIONS & SEVERABILITY

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

GOVERNING LAW AND VENUE

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

SAFETY

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

World Headquarters, 100 Whaler Way, Edgewater, FL 32141
Phone (386) 428-0057

Internet Address: www.bostonwhaler.com

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 2021 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 2021 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.

ENVIRONMENTAL POLICIES

In keeping with environmental policies and practices, Boston Whaler reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period.

EXCLUSIONS

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

1) Expenses for hauling out, transportation to and from the dealer or the Boston Whaler factory for warranty service.

2) Equipment or accessories which are not installed by Boston Whaler or which carry their own individual warranties, including but not limited to engines, engine components, batteries, propellers, controls, steering mechanisms, and electronics.

3) Damage, deterioration, discoloration or mold of cushions or cosmetic surface finishes, including scratches, gouges, chips, chalking, blistering, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, plastics or acrylic materials, or anti-fouling bottom paint.

4) Windshield breakage and leakage.

5) Any Boston Whaler Boat initially sold at retail by a party other than an authorized Boston Whaler dealer.

6) Damage resulting from abuse, misuse, improper rigging and installation by an owner or any other person or entity not being an authorized dealer, accidents, overloading or powering in excess of the recommended maximum horsepower.

7) Failure of the owner to use, maintain, or store the boat as specified in the Boston Whaler owner's manual; and any other failure to provide reasonable care and maintenance. Normal wear and tear maintenance items are excluded from warranty coverage including but not limited to filters, bulbs, batteries, bungees, wiper blades, anchor rope, trailer finishes, tires, brakes, bearings and lights.

8) Any Boston Whaler Boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures.

9) Damage resulting from use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper boat lift or sling.

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

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

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

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

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

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

16) Any Accessory which has been altered or modified from Boston Whaler factory specifications.

17) Any Accessory not purchased from an authorized Boston Whaler Dealer, authorized Boston Whaler website, or authorized Boston Whaler affiliate. For a list of Boston Whaler's affiliates, please refer to www.brunswick.com.

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

19) Any defect or repair requiring redesign of the Boat, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971 or the recall laws of any other foreign jurisdiction.

ACCESS FOR SERVICE

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

STATUTE OF LIMITATIONS

Without prejudice to your mandatory statutory rights, any action for rescission or revocation against Boston Whaler shall be barred unless it is commenced within one (1) year from the date of accrual of such cause of action, unless a longer period is prescribed by local law. This section shall not apply to Boston Whaler Boats purchased in Australia.

ASSIGNMENT OF COMPONENT WARRANTIES

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

OWNER'S OBLIGATIONS

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

REGISTRATION & WARRANTY TRANSFER POLICY

The limited warranty coverage is activated by the authorized selling dealer registering the sale of a new Boat with Boston Whaler.
The Ten-year, Three-year, and One-year Limited Warranties are transferable to a subsequent owner, except the One-year Accessory Warranty which is not transferrable, and this Limited Manufacturer Warranty will not transfer to any new owner of a boat which has been salvaged and resold, or resold after a declaration of a total loss or a constructive total loss, i.e., the cost of repair exceeds the value of the boat. The new owner must fill out and 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.

MODIFICATIONS & SEVERABILITY

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

SAFETY

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

THE FOLLOWING SECTION IS APPLICABLE TO AUSTRALIAN CONSUMERS ONLY

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

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

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

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CALIFORNIA EVAPORATIVE EMISSIONS CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS:

The California Air Resources Board and Boston Whaler, Inc. ("Boston Whaler") are pleased to explain the evaporative emission control system's warranty on your 2021 MY spark-ignition marine watercraft (SIMW). In California, new spark-ignition marine watercraft must be designed, built, and equipped to meet the State's stringent anti-smog standards. Boston Whaler must warrant the evaporative emission control system on your spark ignition marine watercraft for the period listed below provided there has been no abuse, neglect or improper maintenance of your spark-ignition marine watercraft.

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

MANUFACTURER'S WARRANTY COVERAGE:

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

OWNER'S WARRANTY RESPONSIBILITIES:

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

SIMW EVAPORATIVE EMISSIONS WARRANTY PARTS:

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

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

PRIVACY STATEMENT

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

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

Owner's manual

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

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

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

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

Your responsibilities

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

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

Source of Information

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

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

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

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

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

Warranties

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

Contact Phone Numbers and Internet Addresses

Boston Whaler, Inc.

Phone.....1-877-294-5645
Internet .....www.bostonwhaler.com

United States Coast Guard

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

Boat US Foundation

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

Canadian Coast Guard

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

Explanation of Safety Labels

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

Warning Labels

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

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

⚠ DANGER

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

Safety Precautions

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

⚠ DANGER

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

ATTENTION

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

SAFE Boating means:

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

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

To obtain these skills:

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

In Addition:

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

Safe Boating Checklist

Before Departure

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

Trailering (if applicable)

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

After Return

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

General Considerations

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

Maintain Control

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

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

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

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

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn too quickly, increase or decrease speed abruptly, your passengers are at risk of being thrown overboard or thrown about the boat.

When visibility becomes impaired because of weather 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 into cockpit.
- Load gear after you are aboard. Carrying gear while boarding can cause you to lose balance.
- Distribute weight evenly.
- Instruct passengers where to sit during on-plane operation to reduce the possibility of falling overboard during high speed maneuvers.
- If gear is not immediately needed, stow it in secure areas.
- Safety gear must be immediately accessible at all times.

Impaired Operation

⚠ WARNING

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

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

Operator's Responsibility

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 that all occupants always wear a U.S. 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, 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 your boat at speeds which exceed the operator's ability to react if an emergency develops. At night, turn on the appropriate navigation lights and cruise at a reduced speed that will allow you plenty of time to avoid dangerous situations.

⚠ WARNING

STABILITY HAZARD

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

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

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

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

  DO NOT overload the stern.

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

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

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

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

Legally Mandated Equipment
(Minimum Required)

Consult your National Boating Law Enforcement Agency. The following equipment is the minimum required by the U.S. Coast Guard for a boat which

is more than 26 ft. (7.9M) in length but less than 40 ft. (12.2M) in length.

Personal Flotation Devices (PFD's)

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

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

A Type V device is acceptable (See page 1.7) if worn for approved use.

ALWAYS WEAR A PFD WHEN BOATING.

⚠ WARNING

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

- **Children and non-swimmers MUST wear PFD's at all times when aboard.**

NOTICE

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

Unassisted Reboarding

The transom ladder (See figure 3.37.3) can be deployed to accommodate a person reboarding the boat without assistance.

Fire Extinquishers (Portable)

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

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

Whistle, Horn

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

Visual distress Signals

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

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

Additional Recommended equipment for safe operation

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

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

Carbon Monoxide (CO)

⚠ DANGER

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

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

Symptoms of Carbon Monoxide poisoning include:

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

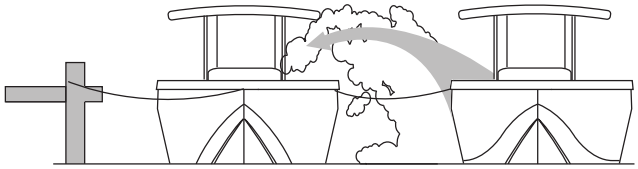
GET MEDICAL ATTENTION AS SOON AS POSSIBLE.

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

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

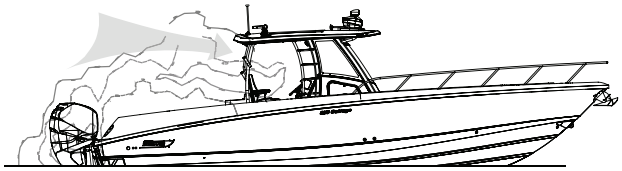
Carbon Monoxide Accumulation Scenarios

Examples of accumulation of Carbon Monoxide
Fig. 1.6.1



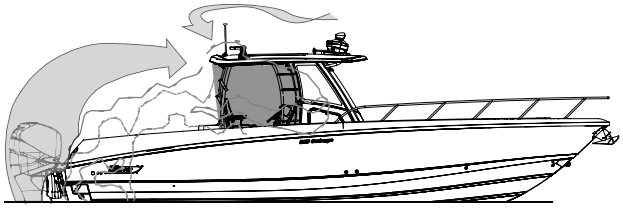
EXAUST FROM OTHER BOATS

BLOCKAGE OF EXHAUST BY OBSTRUCTION



OPERATING AT A HIGH BOW ANGLE

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



RUNNING OR AT IDLE
WITH CANVAS INSTALLED

GOOD AIR FLOW

Dangerous concentrations of Carbon Monoxide will be present if the engine(s) exhaust system leaks OR insufficient fresh air is circulating.

To minimize the danger of Carbon Monoxide accumulation when the Engine(s) and/or Generator are running (or by use of fuel burning equipment.):

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

In the event an alarm activates:

- Evacuate enclosed areas immediately.
- Shut OFF any fuel burning equipment or appliances.
- Open hatches, doors, portlights, etc. to improve ventilation.
- If making way, head boat into the wind.

⚠ DANGER

Never ignore an alarm.

⚠ DANGER

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

Lifesaving Equipment

PFD Requirement

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

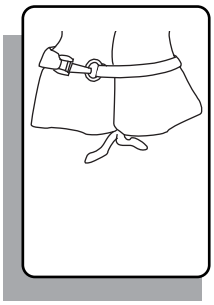
One (1) wearable personal flotation device (PFD, Type I, II, III or V) for every person onboard and at least one (1) throwable device, (Type IV).

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

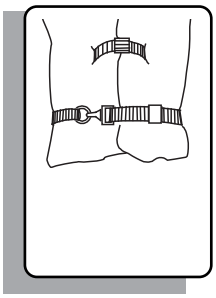
Before purchasing PFD's, ensure that there is an attached tag indicating they are approved by the U.S.Coast Guard or by your National Boating Law Enforcment Agency.

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

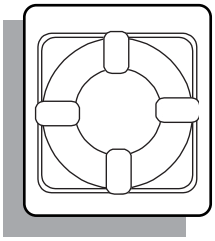
Listed below are the several different types of PFD's, each life jacket has different purposes, choose one that will suit your purpose.



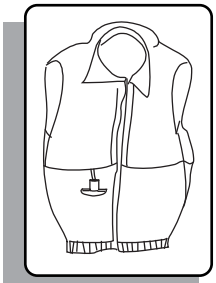
Type I, Off-shore Life Jacket is considered the most bouyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



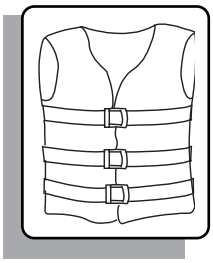
Type II, Near-shore Life Vest, "keyhole" vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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



Type IV, Throwable Devices, horseshoe bouys, ring bouys and bouyant 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 bouyancy and an inflatable chamber.

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

General Considerations

- Know how your boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea and traffic conditions.
- Instruct passengers on location and use of safety equipment and procedures.
- Instruct passengers on the fundamentals of operating your boat in case you are unable to do so.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.

⚠ WARNING

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

⚠ WARNING

STABILITY HAZARD

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

  DO NOT allow passengers to ride on the bow of a closed bow boat at speeds over 5 mph.

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

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

  DO NOT overload the stern.
- **Passengers should remain seated while boat is moving.**

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

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

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

⚠ WARNING

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

- **Anyone who controls the boat must have taken a boating safety course and have trained in the proper operation of the boat.**
- **Always operate the boat at speeds that will not put people or property in danger.**
- **Be constantly aware of conditions in all directions when underway and before turning.**
- **Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when:**

  - visibility is impaired;

  - in rough water; and

  - in congested waterways.
- **Watch your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.**

Emergency Situations

NOTICE

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

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

Medical Emergency

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

Water Rescue

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

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

Returning to the victim:

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

Making contact

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

Getting back aboard

- Try to reach the person overboard with a pole, or by throwing a life preserver. NEVER swim to them except as a last resort.

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

Unassisted Reboarding

The transom ladder (See figure 3.37.3) can be deployed to accommodate a person reboarding the boat without assistance.

Fire

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

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

⚠ WARNING

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

⚠ DANGER

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

To lessen the danger of fire

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

Flooding, Swamping and Capsizing

In the event of Flooding, Swamping or Capsizing:

Flooding

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

Swamping

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

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

Capsizing

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

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

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

Collision

In the event of collision:

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

Propulsion, Control or Steering failure

If there is a propulsion, control or steering failure:

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

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

Outboard engines require propulsion to control the direction the boat will take. Without propulsion, the steering is virtually useless. If you are in a congested waterway you will need to react quickly to warn others that you have lost power, propulsion or steering control and that assistance will be needed.

Grounding

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

If you do run aground, the course of action depends on how hard the boat hits bottom and whether the boat remains stranded. If it is a simple touch, you may need only to inspect the lower drive of the engine and the hull of the boat. If posssible do a thorough

inspection before trying to get loose, throwing the boat into reverse before this is done may do more damage.

Distress Signals

Visual Distress Signals, (VDS)

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

Other recognized visual distress signals include:

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

Audible Distress Signals, (ADS)

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

Other recognized audible distress signals include:

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

Radio Communication

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

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

- **EMERGENCY**-
  "MAYDAY, MAYDAY, MAYDAY,"- used when life or vessel is in imminent danger.
- **URGENCY**-
  "PAN-PAN, PAN-PAN, PAN-PAN" (pronounced PAHN-PAHN)-used when a person or vessel is in some jeopardy less than indicated by a "MAYDAY" call.
- **SAFETY**-
  "SECURITY, SECURITY, SECURITY" (pronounced SAY-CURE-IT-AY)-used for navigational safety or weather warning.

An emergency situation will be hectic and there will not be time to learn proper radio procedure. **LEARN WHAT TO DO BEFORE YOU NEED TO DO IT.**

If you hear a distress call, stop all radio transmissions. If you can directly assist, respond on the emergency frequency. If you cannot assist, do not transmit on that frequency. However, continue to monitor until it is obvious that help is being provided.

Weather

⚠ DANGER

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

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

Following are some weather related rules:

- Understand the design limitations of your boat.
- Check the weather forecast and water conditions before leaving and while underway.
- Wear a Personal Flotation Device (PFD)
- If a storm approaches, immediately seek a safe harbor.
- If a storm hits have everyone sit in the cabin or cockpit deck in the boat. Head the bow into the wind with enough power to maintain slow headway.
- If you encounter fog, determine your position, set a safe course, slow down and alert other boats of your presence with a sound signal.
- If a lightning storm approaches, the safest action is to dock and disembark. If you cannot return to shore, have passengers go inside the cabin and remain there until the storm passes.
- Stay out of the water during a lightning storm. If caught swimming during a storm, get back into the boat and remain there until the storm passes. (remember that lightning can strike several miles away from the storm itself. Be aware of the storms location relative to your location and the direction the storm is moving).

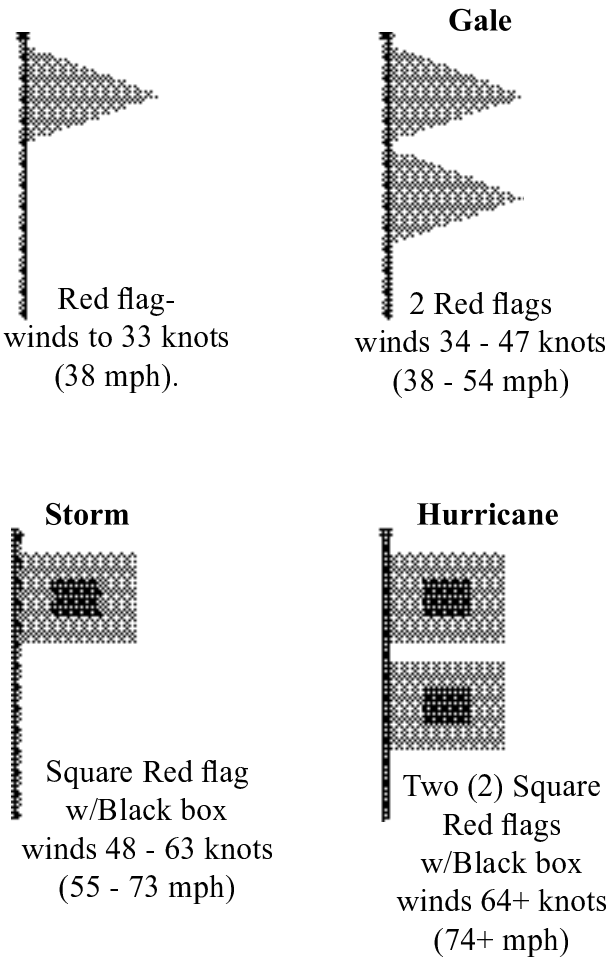
⚠ WARNING

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

NOTICE

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

Weather Warning Penants
Fig. 1.13.1



Swimming, Diving & Water Skiing

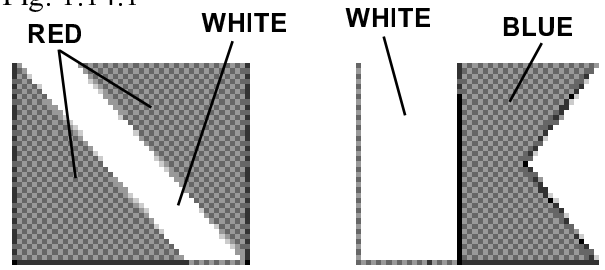
Swimming

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

Diving

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

Diver's Flags
Fig. 1.14.1



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

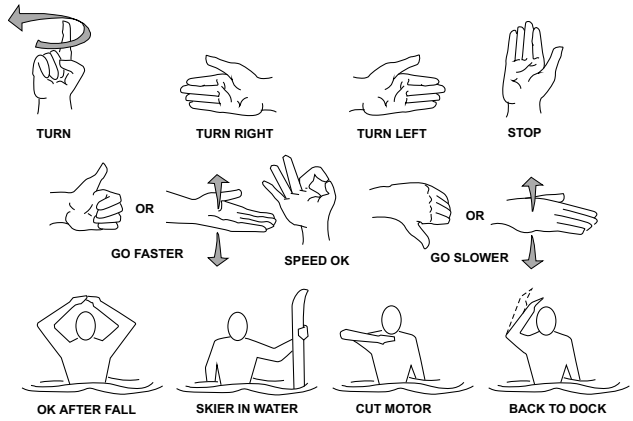
CODE ALPHA FLAG-Blue and white penant designates boat being used in dive operations.

Water Skiing

- Always have two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved Personal Flotation Devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 m.p.h.), it takes only 5 seconds to overtake a fallen skier who was 60 meters (200 feet) in front.
- Ski only in areas where skiing is permitted.

Water Skiing Signals

Skiing Signals
Fig. 1.14.2



Turn – Arm raised, circle with index finger extended.

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

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

Stop – Raise arm with palm vertical and facing forward.

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

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

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

OK After a Fall – Clasp hands together overhead.

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

Cut Motor – Draw finger across throat.

Back to Dock – Pat top of head.

- Observe local restrictions on length of tow line.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand signals (Figure 1.14.2).
- Your boat will handle differently while towing a skier. Experiment carefully to learn the difference.

- Skiers may start from the shore or dock, if boat traffic allows. When returning, pick up skiers from water. Do not ski back to shore or dock.
- Give immediate attention to fallen skiers.
- Keep a downed skier in sight and on the operator's side of the boat when approaching the skier. **Never back up to anyone in the water.**
- Turn off engine in gear (to prevent propeller "windmilling") before picking up skier.
- If the skier suddenly releases the tow rope, it can backlash into cockpit. Spotters who are watching the skier must be aware of this fact and be prepared to take appropriate action to avoid injury.

⚠ DANGER

PROPELLER SAFETY

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

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

⚠ WARNING

SWIMMING/DIVING HAZARD

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

SKIING HAZARDS

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

PERSONAL INJURY HAZARD

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

Emergency Engine Stop Switch

⚠ WARNING

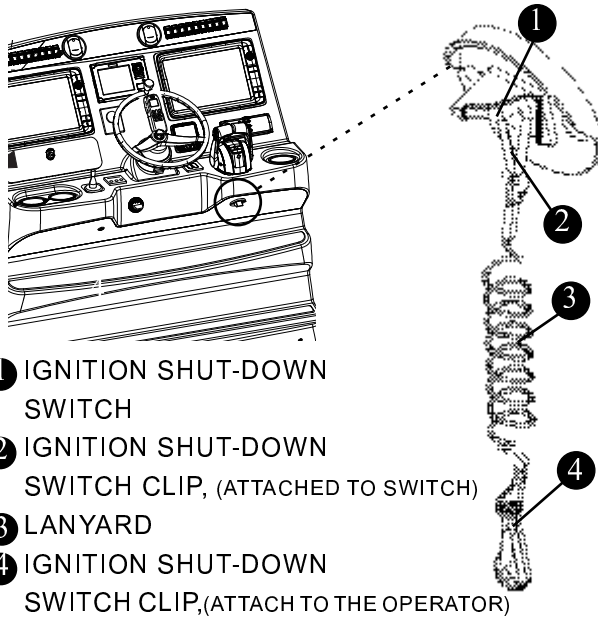
Wear the lanyard at all times when operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation

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

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

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

Engine Stop Switch
Fig. 1.16.1



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

NOTICE

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

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

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

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

Float Plan

Float plans are important to you should you encounter problems on the water. A float plan should describe where you will be boating, departure time and return, number and names of passengers and destination.

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

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

Chart Your Course

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

⚠ WARNING

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

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

If an object is struck or if you run aground:

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

Environmental Considerations

Fuel & Oil Spillage

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is bilge discharge. Use rags or sponges to soak up fuel or oily waste, then dispose of it properly ashore. If there is much fuel or oil in the bilge, contact a knowledgeable marine service to remove it. Never pump contaminated bilge overboard. Help protect your waters.

Excessive Noise

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

Wake / Wash

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

⚠ WARNING

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

⚠ CAUTION

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

Homeland Security Restrictions

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

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

⚠ DANGER

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

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

America's Waterway Watch

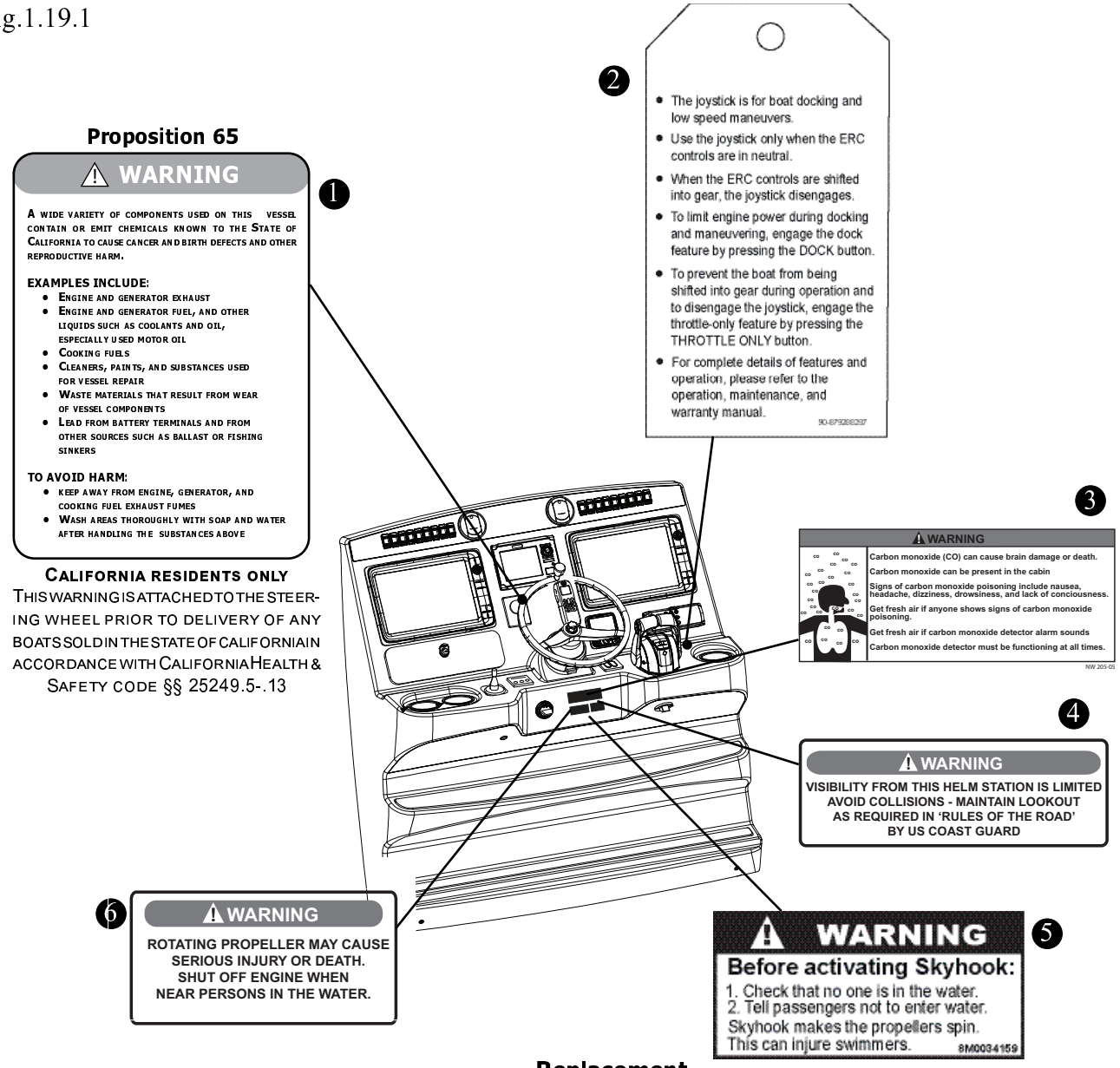
In March, 2005, the U.S. Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. A*merica's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious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

Warning Label Locations

Mounted at key locations throughout the boat (See figures 1.19.1 - 1.23.1), warning labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. **DO NOT REMOVE OR OBSTRUCT ANY WARNING LABEL.** Replace any label which becomes illegible.

Warning Label Locations

Warning Label Locations
Fig.1.19.1



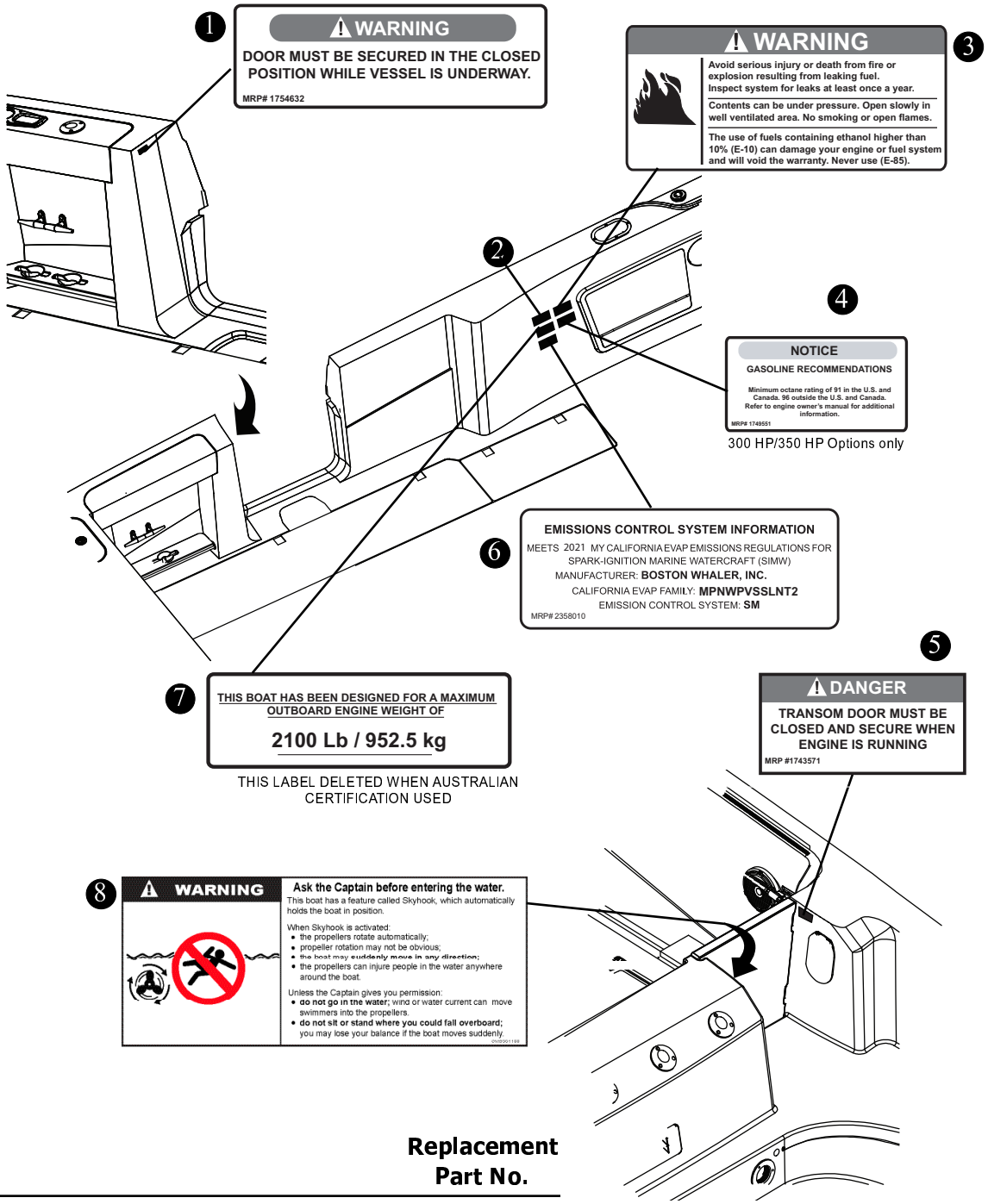
	Replacement Part No.
1 PROP 65 HANG TAG	1795087
2 HANG TAG W/JOYSTICK LABEL KIT (OPTION)	2121785
3 DANGER, CO HELM	1811368
4 WARNING, LIMITED VISIBILITY FROM HELM	1752856
5 WARNING W/JOYSTICK LABEL KIT (OPTION)	2121785
6 WARNING, ROTATING PROPELLER	1950698

NOTICE

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

Warning Label Locations

Warning Label Locations
Fig.1.20.1

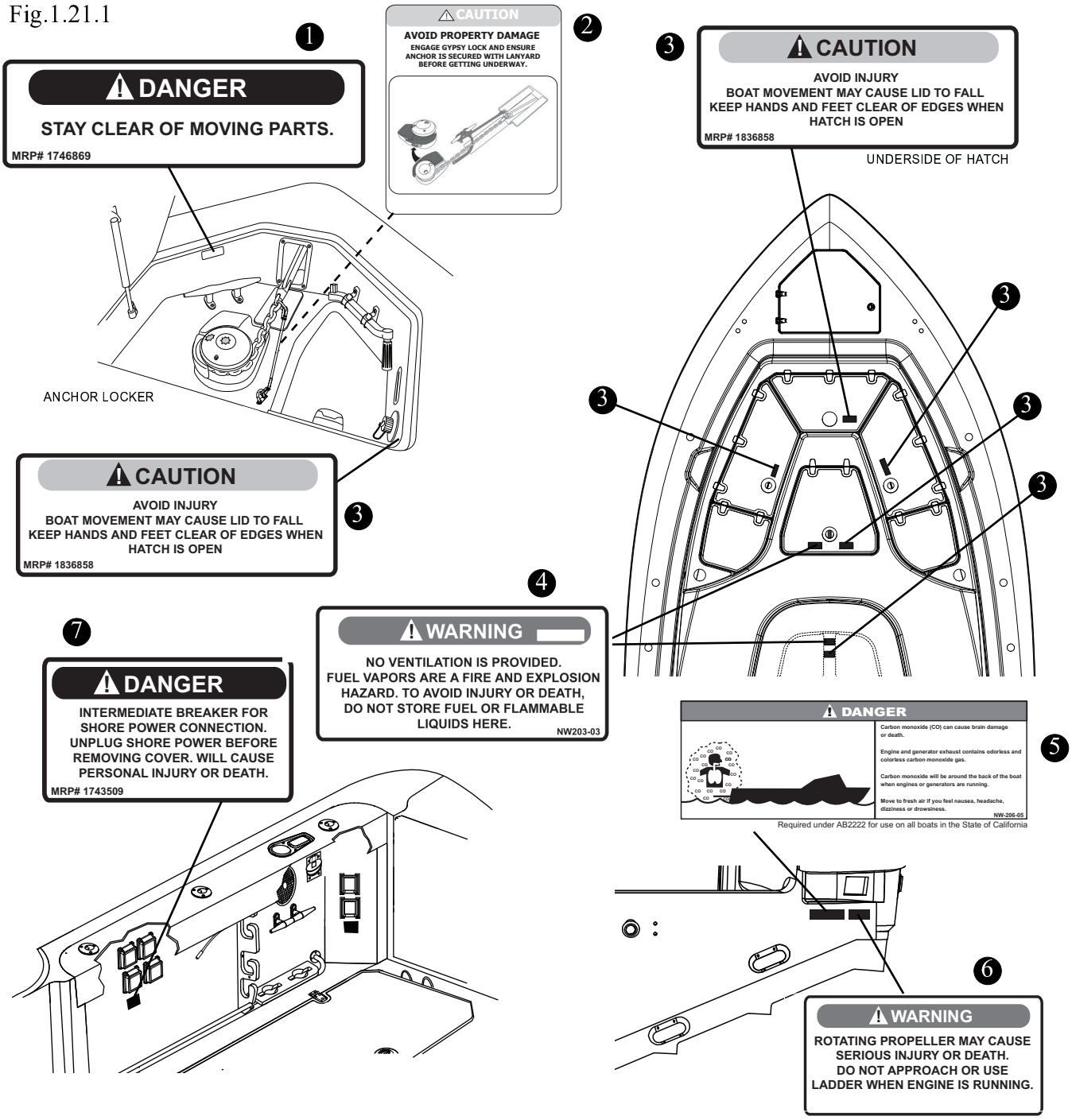


	Replacement Part No.
1 WARNING, SECURE DOOR	2063402
2 VESSEL CERTIFICATION/CAPACITY	SEE FIGURE 2.2.1
3 WARNING, LEAKING FUEL	2096004
4 FUEL RECOMMENDATION 91 OCTANE (OPTION)	2038447
5 DANGER, TRANSOM DOOR SECURE	2063385
6 LABEL, CALIFORNIA ARB COMPLIANCE	2358010
7 MAXIMUM ENGINE WEIGHT	1851949
8 WARNING W/JOYSTICK LABEL KIT (OPTION)	2121785

NOTICE

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

Warning Label Locations (Cont'd)
Fig.1.21.1

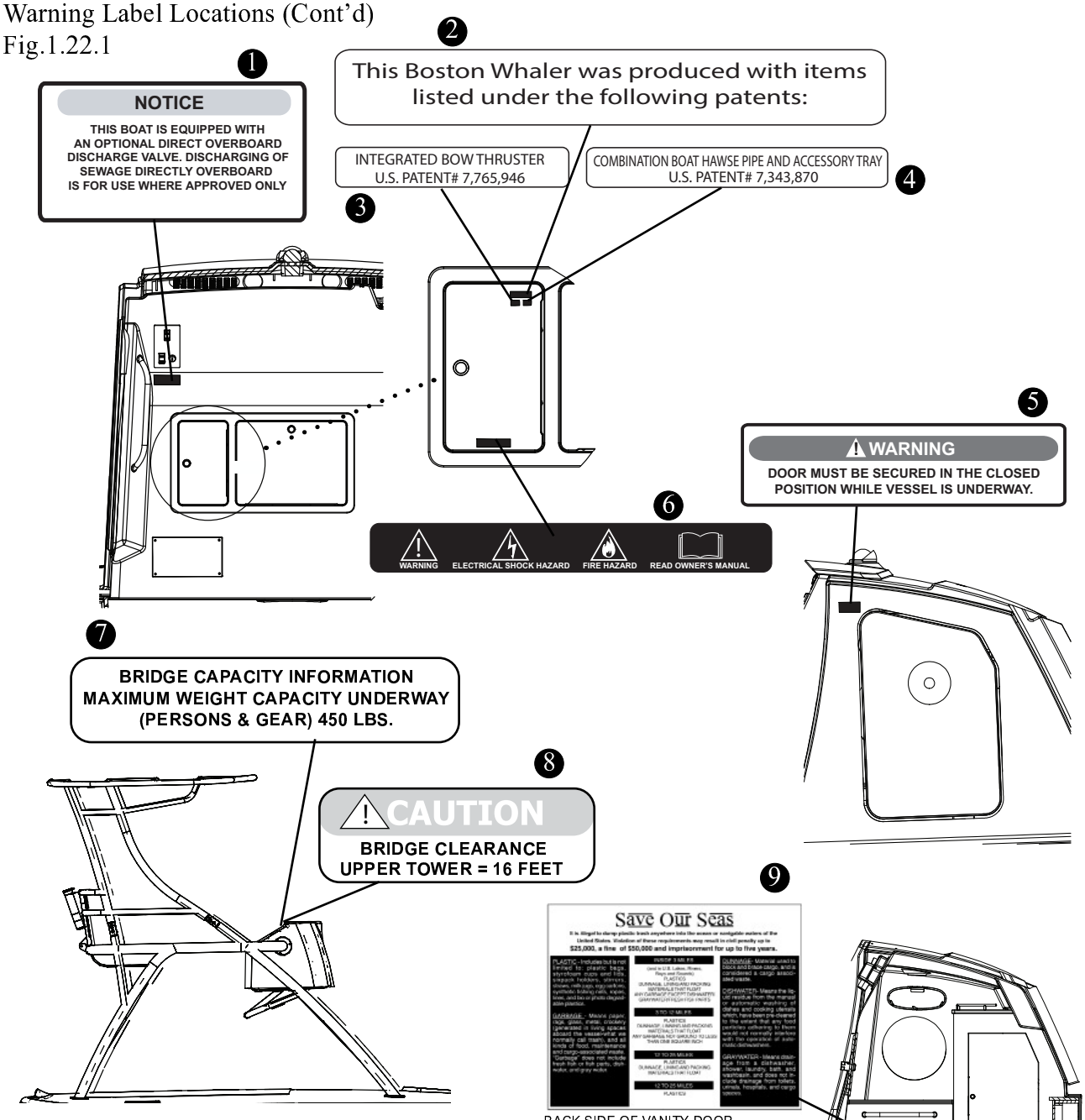


	Replacement Part No.
1 DANGER, STAY CLEAR OF MOVING PARTS	2028932
2 CAUTION, AVOID PROPERTY DAMAGE	2147835
3 CAUTION, AVOID INJURY, BOAT MOVEMENT	1836858
4 WARNING, DO NOT STORE FUEL	1691003
5 DANGER, CO TRANSOM	1811367
6 WARNING, ROTATING PROPELLER	1903624
7 WARNING, INTERMEDIATE BREAKER	2029122

NOTICE

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

Warning Label Locations (Cont'd)
Fig.1.22.1



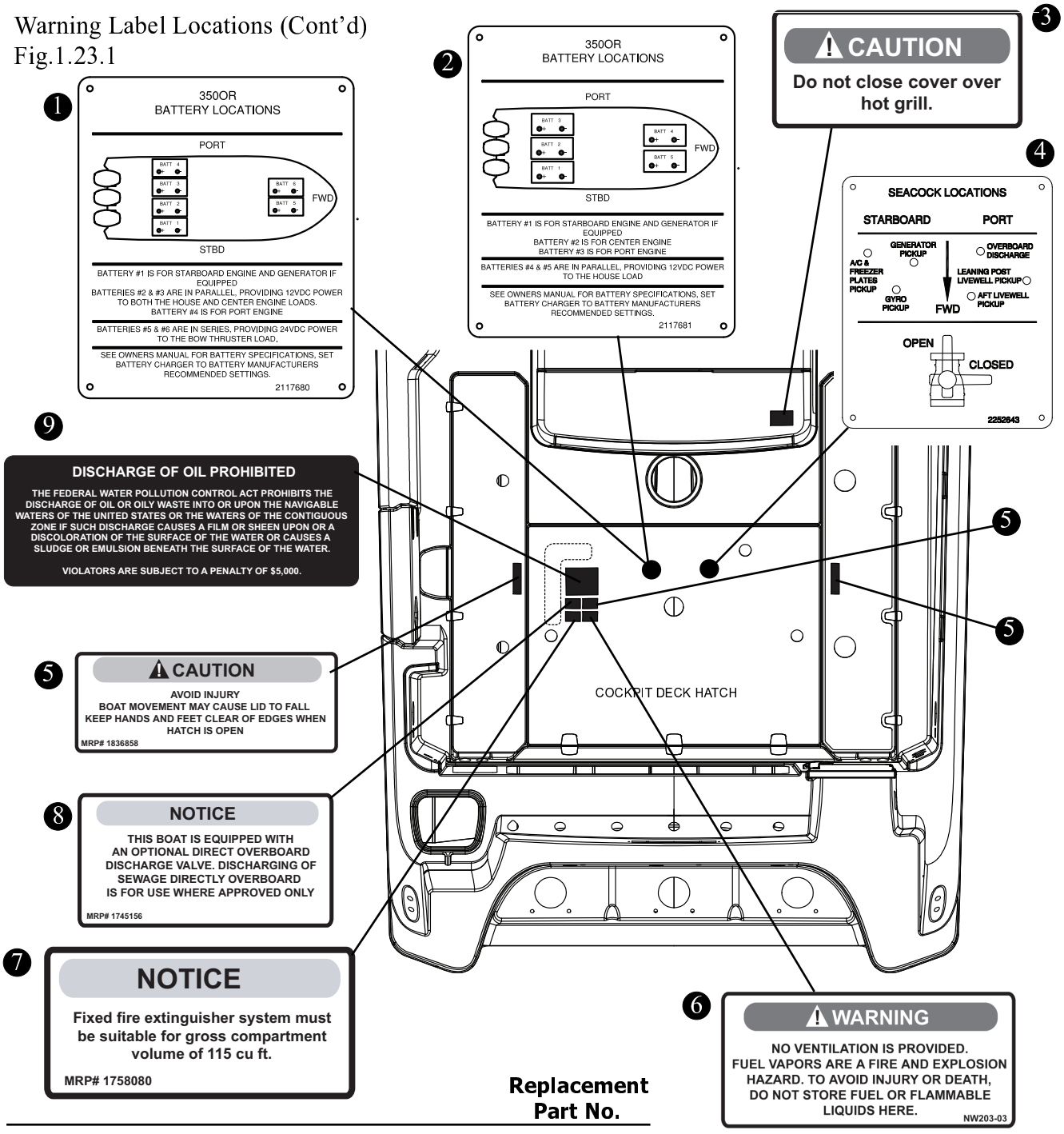
BACK SIDE OF VANITY DOOR

	Replacement Part No.
1 NOTICE, OVERBOARD DISCHARGE	2063381
2 PATENT NOTICE	2088481
3 PATENT, BOW THRUSTER	2063996
4 PATENT, HAWSE PIPE/DRINK HOLDER	2063995
5 WARNING, DOOR SECURED, CLOSED	2063402
6 WARNING, PANEL	2025598
7 BRIDGE CAPACITY	221911
8 BRIDGE CLEARANCE	2097628
9 SOS, DISPOSAL OF GARBAGE	2029125

NOTICE

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

Warning Label Locations (Cont'd)
Fig.1.23.1



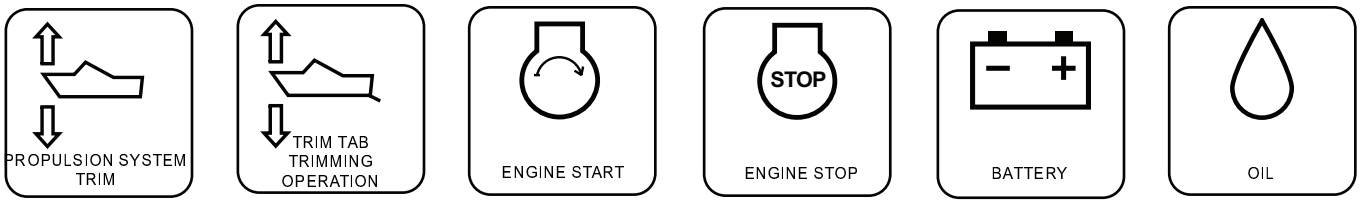
	Replacement Part No.
1 BATTERY LOCATION PLATE	2117680
2 JOYSTICK BATTERY LOCATION PLATE (OPTION)	2117681
3 CAUTION, GRILL COVER	2120586
4 SEACOCK LOCATIONS PLATE	2252643
5 CAUTION, AVOID INJURY, BOAT MOVEMENT	1836858
6 WARNING, DO NOT STORE FUEL	1691003
7 NOTICE, BILGE VOLUME	2066100
8 NOTICE, OVERBOARD DISCHARGE	2063381
9 DISCHARGE OF OIL	2063375

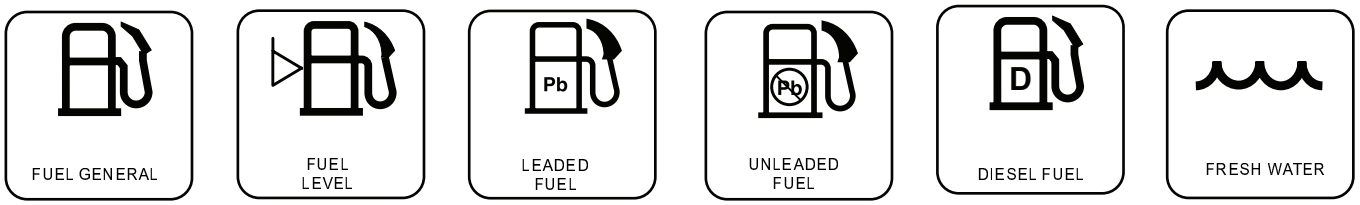
NOTICE

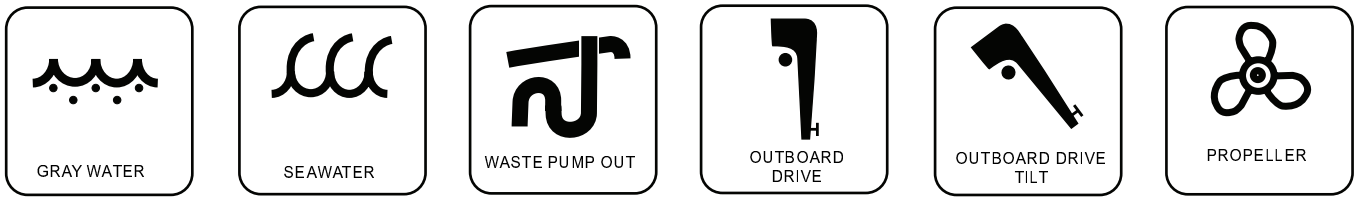
It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

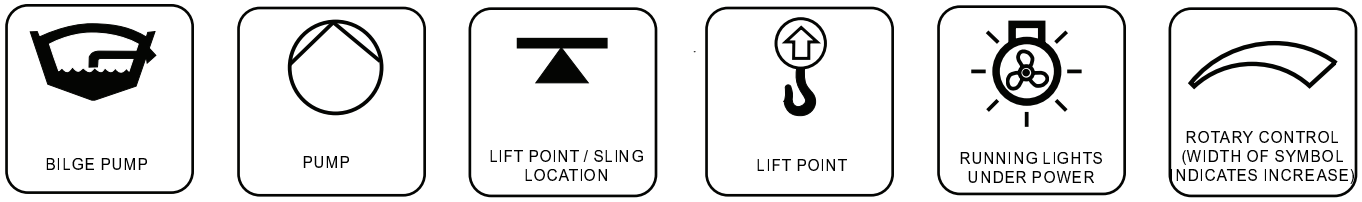
Key to Symbols on Controls & Prints

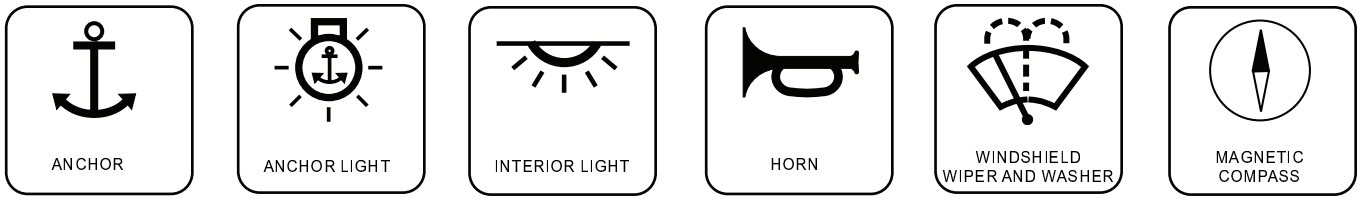
Although not used in this manual, some of these symbols may be found on the controls, gauges, and hardware on your boat. This page is to help you understand what the symbols mean.











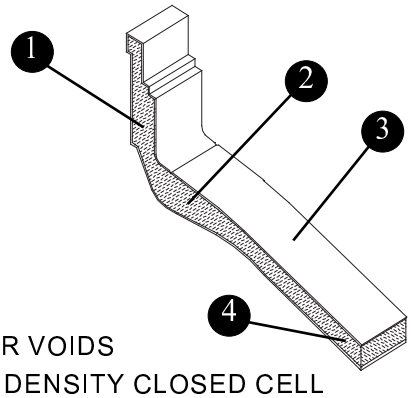
Construction Standards

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

Our Hull

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

Hull Construction
Fig. 2.1.1



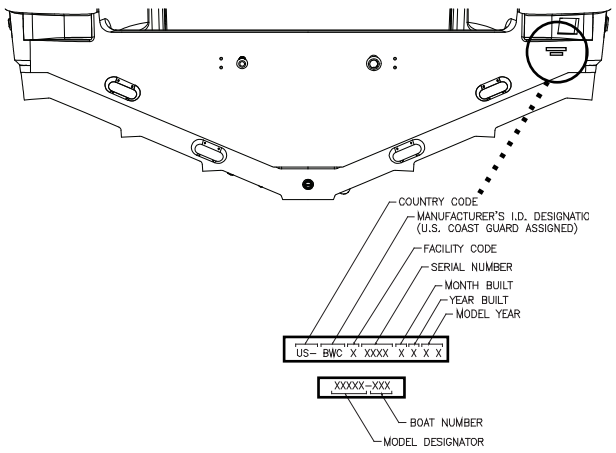
1. NO AIR VOIDS
2. HIGH DENSITY CLOSED CELL NON-ABSORBENT FOAM
3. HIGH QUALITY RESINS AND GELCOATS
4. WOVEN GLASS MATTING

Hull Identification Number

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

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

Hull Identification Number (HIN)
Fig. 2.1.2



Record your HIN here:

Servicing Your Boston Whaler

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

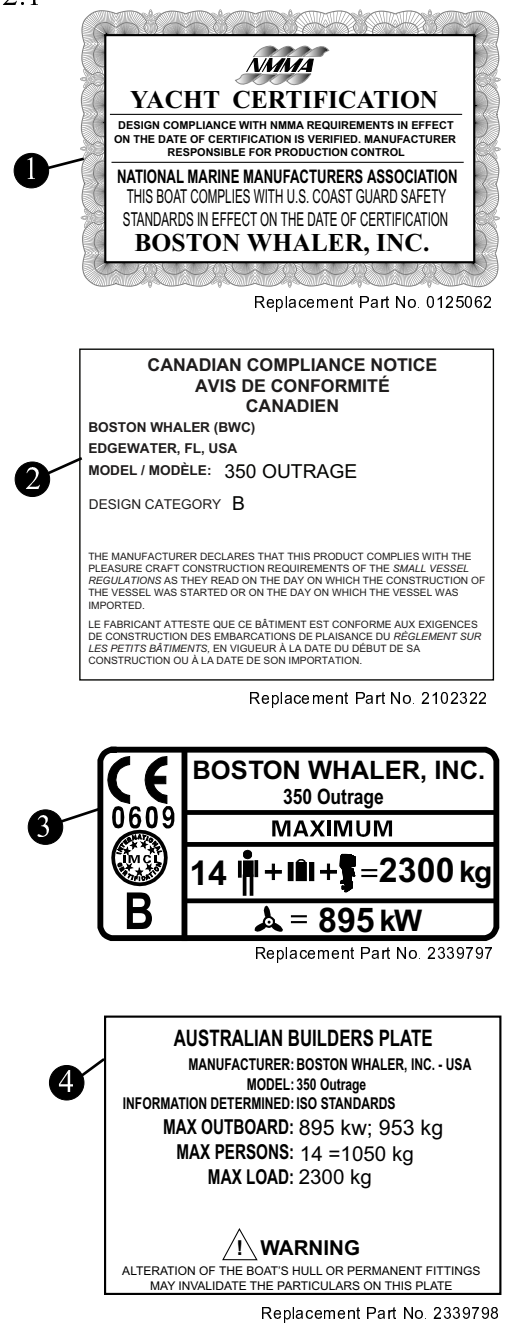
To find a Boston Whaler® dealer in your area call: **1-800-942-5379** (Domestic/International).

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

Manufacturer's Certification

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

Certification Plates
Fig. 2.2.1



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

⚠ DANGER

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

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

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

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

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

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

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

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

Certification Design Category

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

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

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

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

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

NOTICE

The 350 Outrage is category B

Power Capacity

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

The engines on the 350 Outrage have been tested and proven to be best suited for general use under normal conditions and load.

If you are re-powering your Boston Whaler®, you should pay particular attention to the maximum/ minimum horsepower and maximum safe engine weight load for which your boat is rated.

NOTICE

The 350 Outrage is designed for a maximum outboard engine weight of 2100 LBS (953 kg).

NOTICE

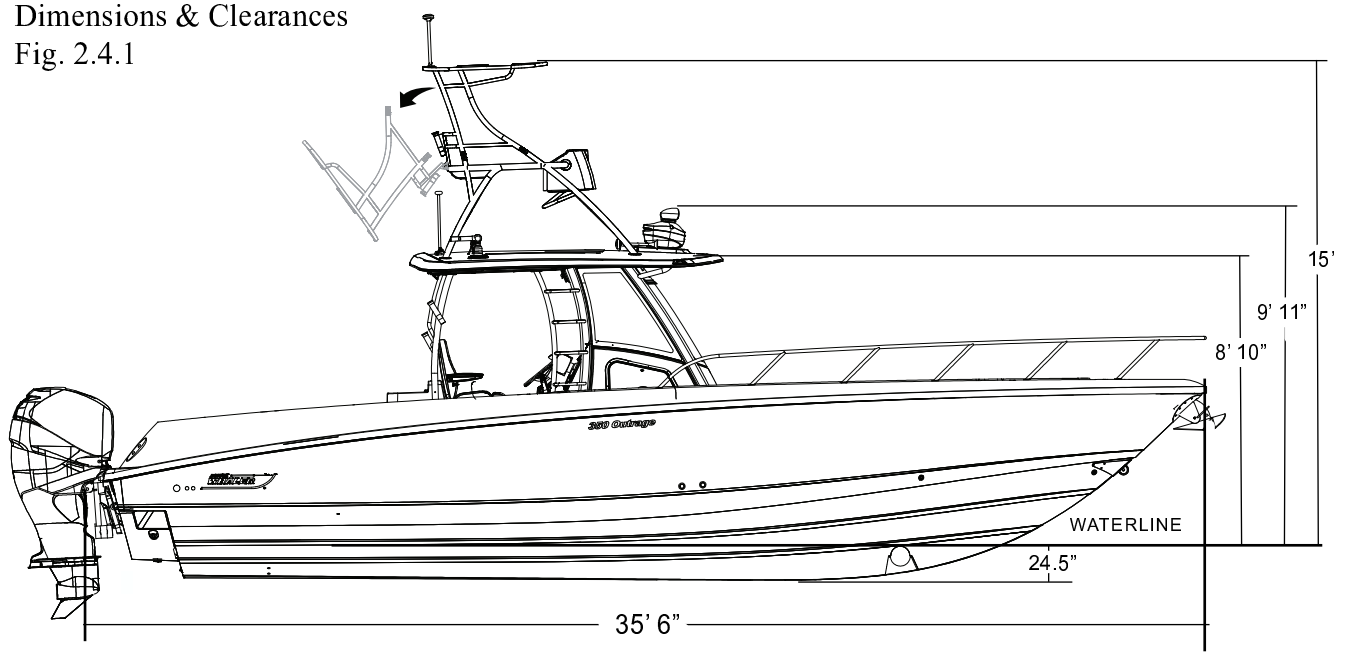
Always adjust the speed and direction of the craft to the varying sea conditions.

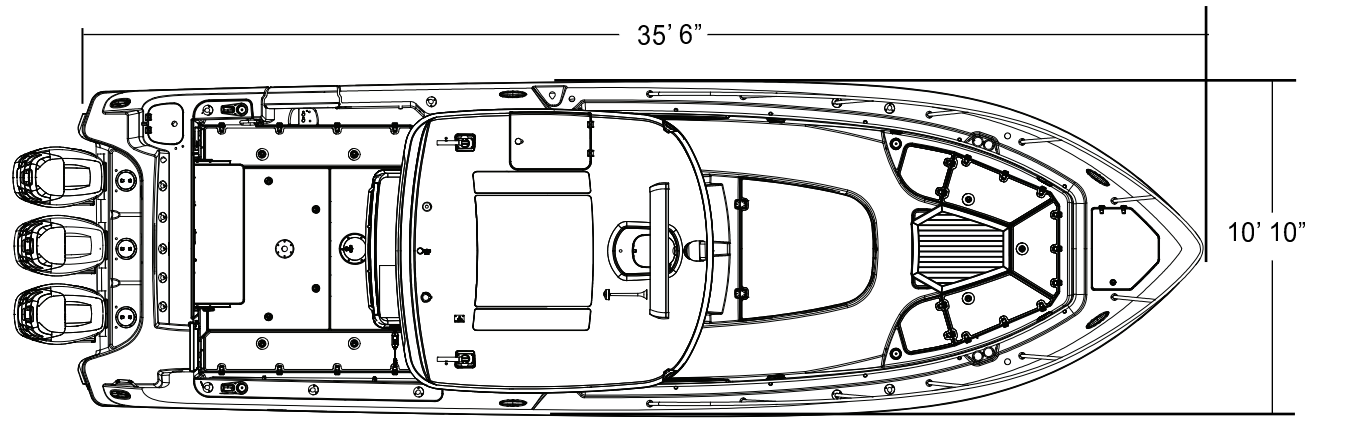
⚠ WARNING

DO NOT Exceed the maximum engine power rating for your boat.

Use caution while accelerating. Make sure passengers are safely seated in designated areas of the boat and all gear is stowed securely.

Dimensions & Clearances
Fig. 2.4.1





Specifications & Dimensions

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

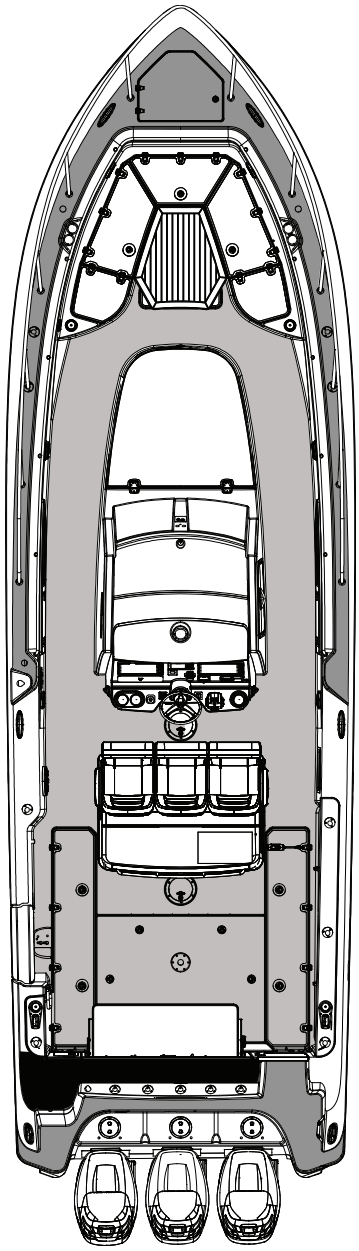
Overall Length	35’ 6”	10.82	m	Swamped Capacity	5,000 lbs	2268	kg
Bridge Clearance				Maximum Engine Weight	2,100 lbs.	953	kg
- with hardtop	8’ 10”	2.70	m	Maximum Weight,	5,071 lbs	2300	kg
- with optional radar	9’ 11”	3.02	m	(passengers, engine(s), gear[2])			
- top of anchor light	10’ 9”	3.28	m	Persons	14		
- w/optional upper control	15’ 0”	4.57	m	Maximum Horsepower	1200 HP	895	kw
Beam	10’10”	3.30	m	Minimum Horsepower	750 HP	559	kw
Draft, (boat only[1])	24.5”	0.62	m	Fuel Capacity:	400 gal.	1514.16	L
Weight (dry, no engine)	11,000 lbs.	4990	kg	Water Capacity	45 gal.	170.34	L
Weight (fuel, water, engine)	15,936 lbs.	7228	kg	Waste Capacity	7 gal.	26	L

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

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

Passenger Areas

Deck Occupancy
Fig. 2.5.1



NOTE: Hardtop removed for clarity

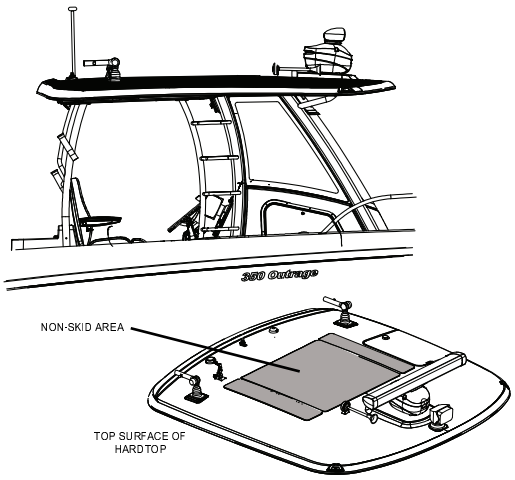
Working deck:

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

Accomodation deck:

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

Do Not stand or walk on this area while underway. Serious injury could result. If necessary, stand or walk only where non-skid is applied.



⚠ WARNING

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

⚠ DANGER

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

⚠ DANGER

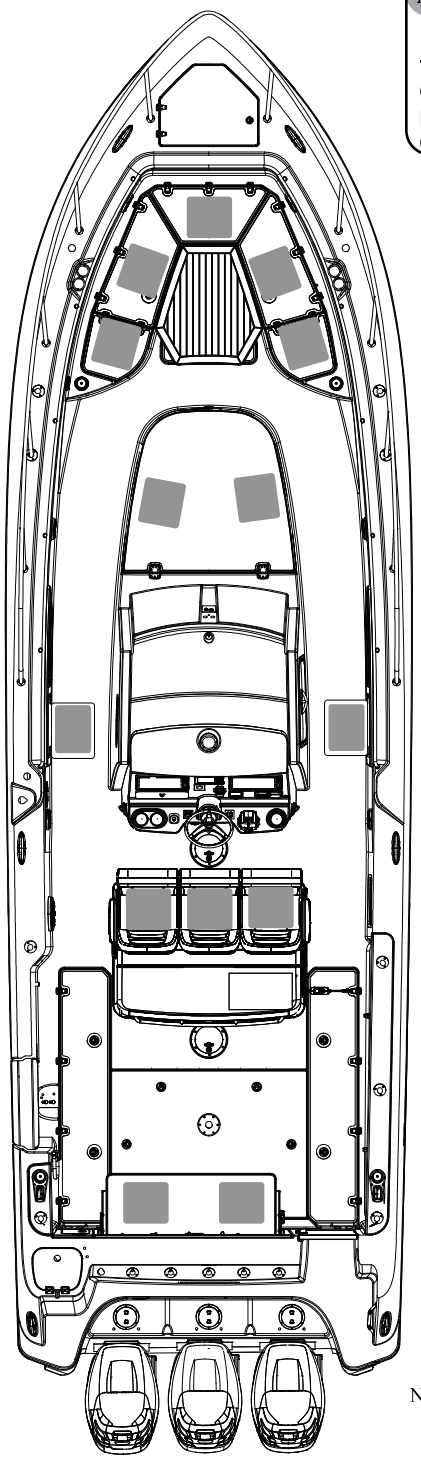
Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accomodation deck clean, so if movement is neccessary it will be free of obstruction.

Recommended Passenger Locations

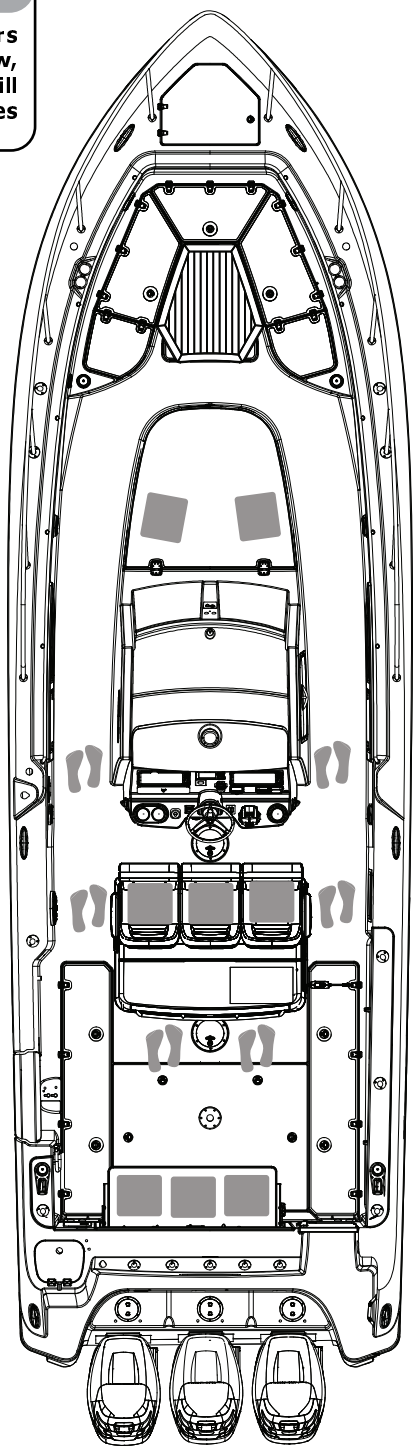
Recommended Seating & On-Plane Locations
Fig. 2.6.1

⚠ WARNING

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



NOTE: Hardtop removed for clarity

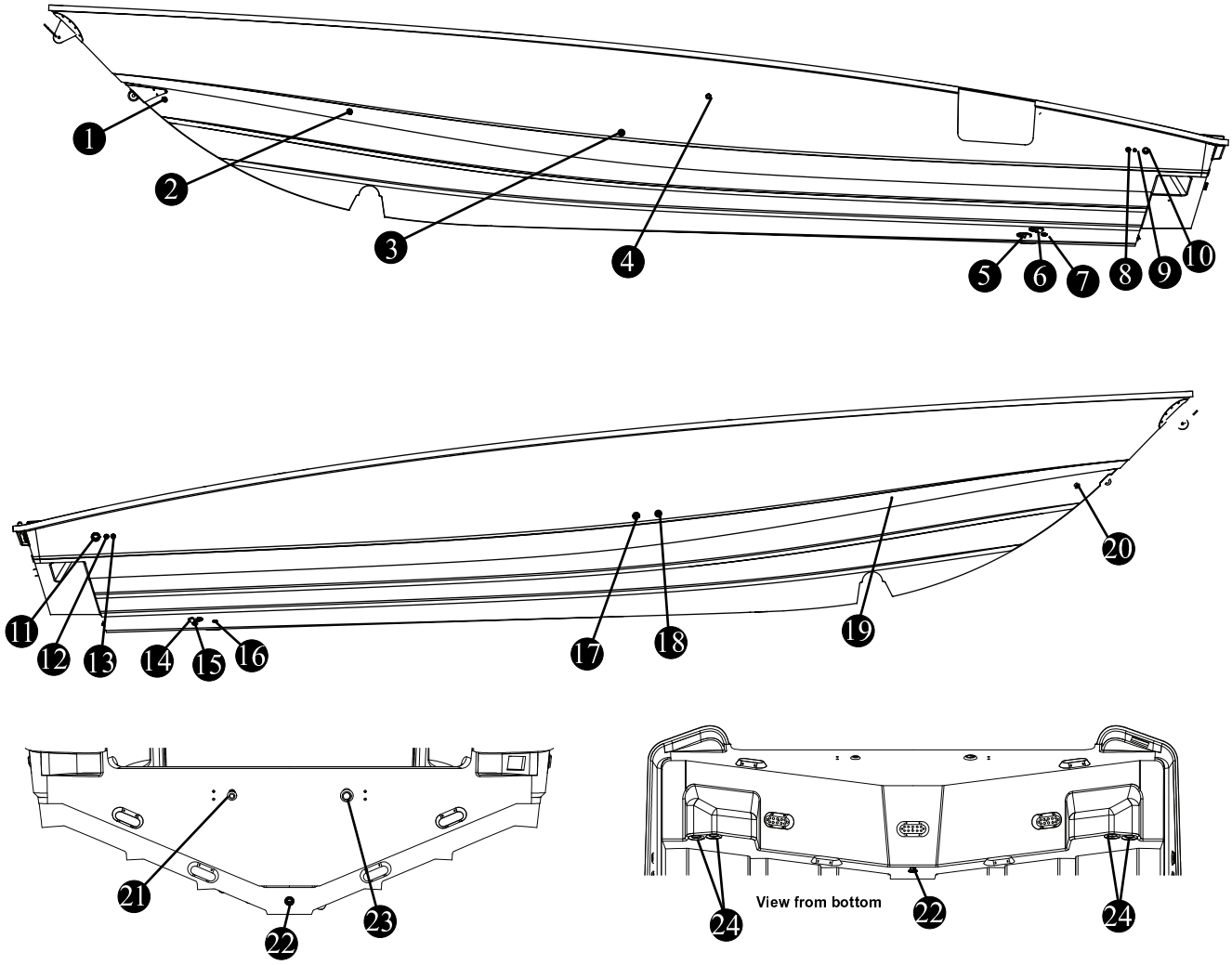


RECOMMENDED SEATING
while moored, at idle or at speed under 5 mph

RECOMMENDED ON-PLANE LOCATIONS

Location of Thru-Hull Fittings

Thru-Hull Fittings, Port
Fig. 2.7.1



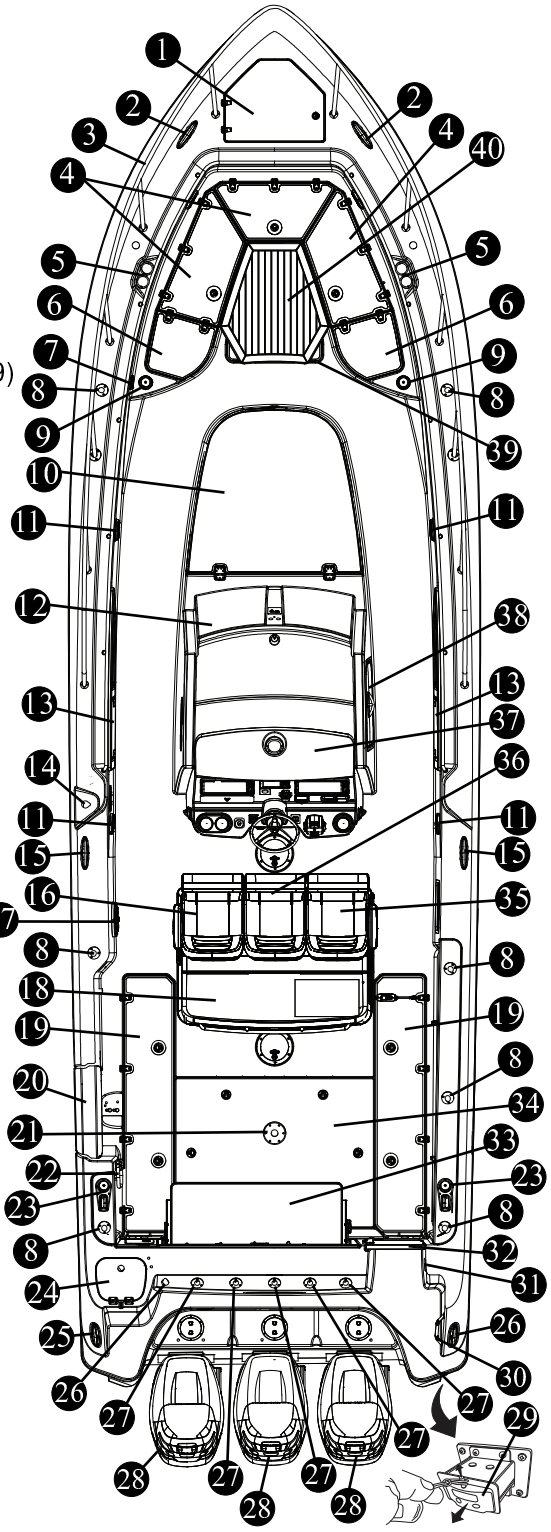
1. PORT ANCHOR LOCKER DRAIN
2. PORT BOW STORAGE DRAIN
3. FORWARD PORT FISHBOX & HEAD SINK OUTLET WATER HEATER OUTLET (OPTION)
4. HEAD SYSTEM VENT
5. RAW WATER INTAKE
6. PREP STATION LIVEWELL INTAKE (OPTION)
7. MACERATOR DISCHARGE
8. HIGH LEVEL BILGE PUMP DISCHARGE
9. PORT FISHBOX PUMPOUT
10. AFT LIVEWELL DRAIN
11. GENERATOR EXHAUST OUTLET (OPTION)
12. STARBOARD FISHBOX PUMP DISCHARGE
13. BILGE PUMP DISCHARGE
14. FREEZER PLATE & AC INTAKE (OPTION)
15. GENERATOR INTAKE (OPTION)
16. GYRO STABILIZER INTAKE (OPTION)
17. AC & FREEZER PLATE DRAIN (OPTION) & GYROSCOPE STABILIZER DRAIN (OPTION)
18. FORWARD FISHBOX PUMPOUT, SUMP & FORWARD BILGE DRAIN
19. STARBOARD BOW STORAGE DRAIN
20. STARBORD ANCHOR LOCKER DRAIN
21. PREP STATION SINK DRAIN
22. TRANSOM DRAIN
23. PREP STATION LIVEWELL DRAIN (OPTION)
24. DECK DRAINS

NOTICE

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

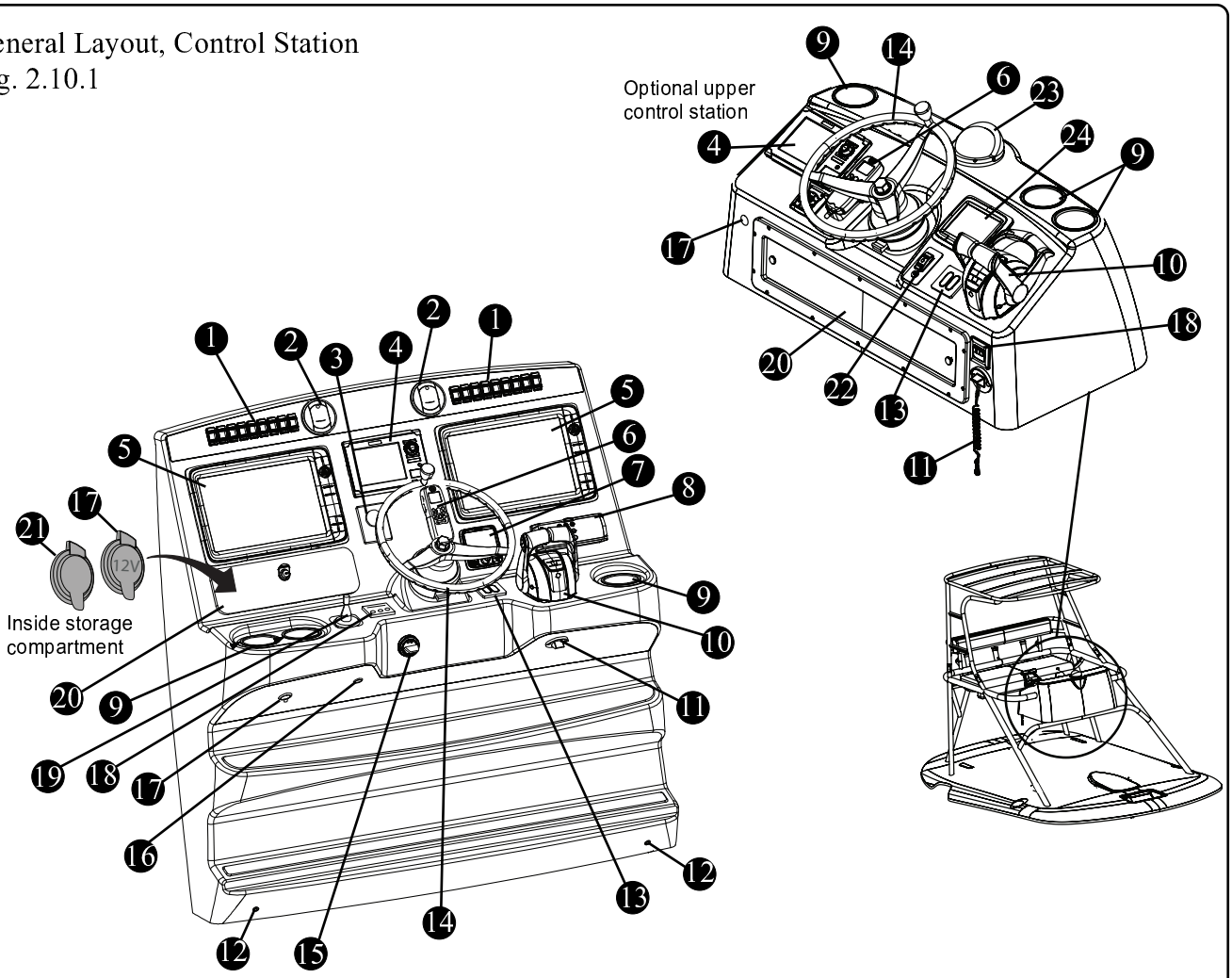
General Layout

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



1. ANCHOR LOCKER W/THRU HULL ANCHOR ROLLER
2. BOW PULL UP CLEATS (P&S)
3. STAINLESS STEEL BOW RAIL (OPTION)
4. BOW, UNDER SEAT STORAGE
5. INTEGRATED CUPHOLDERS (P&S)
6. FORWARD SEATING W/FOLDING BACKREST (P&S)
7. STEREO REMOTE
8. GUNNEL MOUNTED RODHOLDERS (FWD & AFT, P&S) (9)
9. CUPHOLDERS
10. FORWARD CONSOLE SUN LOUNGE
11. STEREO SPEAKERS
12. SUN LOUNGE BACKREST W/FOLDING ARMREST
13. FOLD-DOWN TROLLING SEATS (P&S) (OPTION)
14. FUEL FILL
15. MID-SHIP PULL UP CLEATS (P&S)
16. PORT COMPANION SEAT
17. STEREO SPEAKER (OPTION)
18. DELUXE LEANING POST/BAIT PREP STATION
19. IN-DECK FISHBOX W/PUMPOUT (P&S)
20. DIVE/BOARDING DOOR W/REMOVABLE LADDER
21. AFT COCKPIT TABLE BRACKET (OPTION)
22. FOLD AWAY GRAB RAIL FOR DIVE/BOARDING ACCESS
23. HAWSE PIPE W/AFT CLEAT UNDER (P&S)
24. FULL-FILL, AERATED, 23 GALLON LIVEWELL DECK
25. PULL-UP CROSS TIE CLEAT (P&S)
26. FRESH WATER FILL
27. TRANSOM MOUNTED RODHOLDERS (5)
28. FOUR STROKE MERCURY ENGINE
29. EXPANDABLE SWIM LADDER WITH COVER
30. STAINLESS STEEL GRAB RAIL
31. TRANSOM SHOWER (OPTION)
32. TRANSOM DOOR W/STAINLESS STEEL LATCH
33. FOLDAWAY STERN BENCH SEAT
34. MECHANICAL EQUIPMENT HATCH
35. STARBOARD COMPANION SEAT
36. ADJUSTABLE HELM SEAT
37. CONSOLE
38. CONSOLE INTERIOR ACCESS DOOR
39. INSULATED FORWARD FISHBOX W/PUMPOUT
40. BOW TABLE/SUN LOUNGE (OPTION)

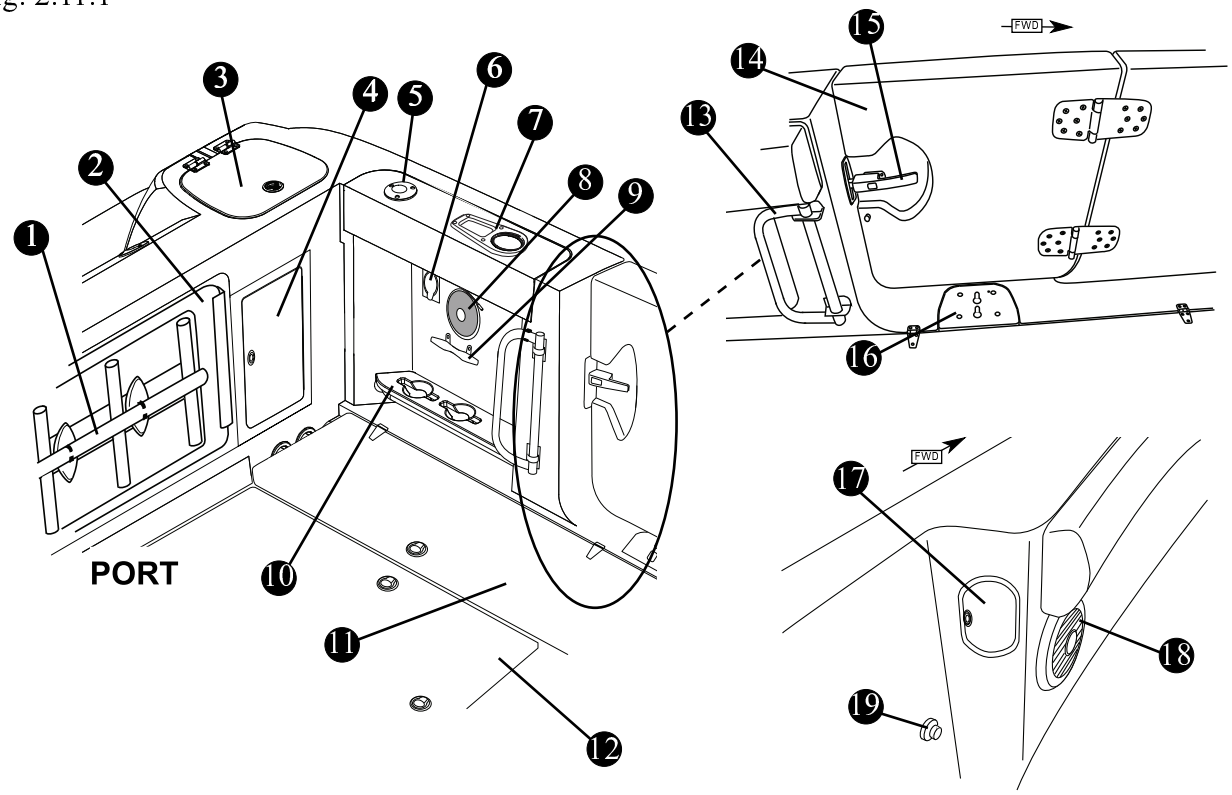
General Layout, Control Station
Fig. 2.10.1



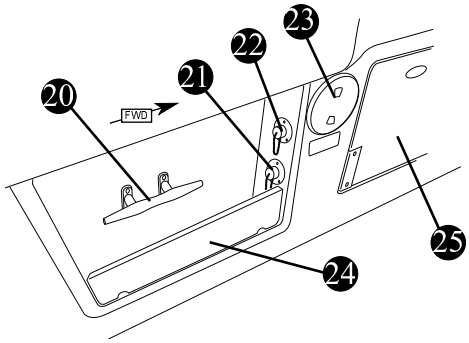
1. CONSOLE SWITCH PANELS
2. A/C VENTS (OPTION)
3. SPOTLIGHT REMOTE (OPTION)
4. SMARTCRAFT™ VESSELVIEW 7 DISPLAY
5. RAYMARINE E165, 15” SCREEN (GPS/CHARTPLOTTER/FISHFINDER) (OPTION)
6. VHF RADIO (OPTION)
7. RAYMARINE SMARTPILOT™ AUTOPILOT (OPTION)
8. FUSION IP700 COLOR LCD STEREO
9. CUPHOLDERS (3)
10. GEAR SHIFT/THROTTLE CONTROL
11. ENGINE SHUT DOWN SWITCH
12. CONSOLE DRAINS
13. TRIM TAB CONTROL PAD
14. STAINLESS STEEL STEERING WHEEL
15. IGNITION LOCK (OPTION)
16. AMBIENT TEMPERATURE SENSOR
17. 12V ACCESSORY RECEPTACLE
18. ENGINES START/STOP SWITCH
19. BOW THRUSTER TOGGLE (OPTION)
20. CONSOLE STORAGE
21. MP3 PLAYER INPUT
22. HORN SWITCH
23. MAGNETIC COMPASS
24. RAYMARINE A65, 5.7” SCREEN (MULTIFUNCTION DISPLAY) (OPTION)

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

General Layout, Port Aft Cockpit
Fig. 2.11.1

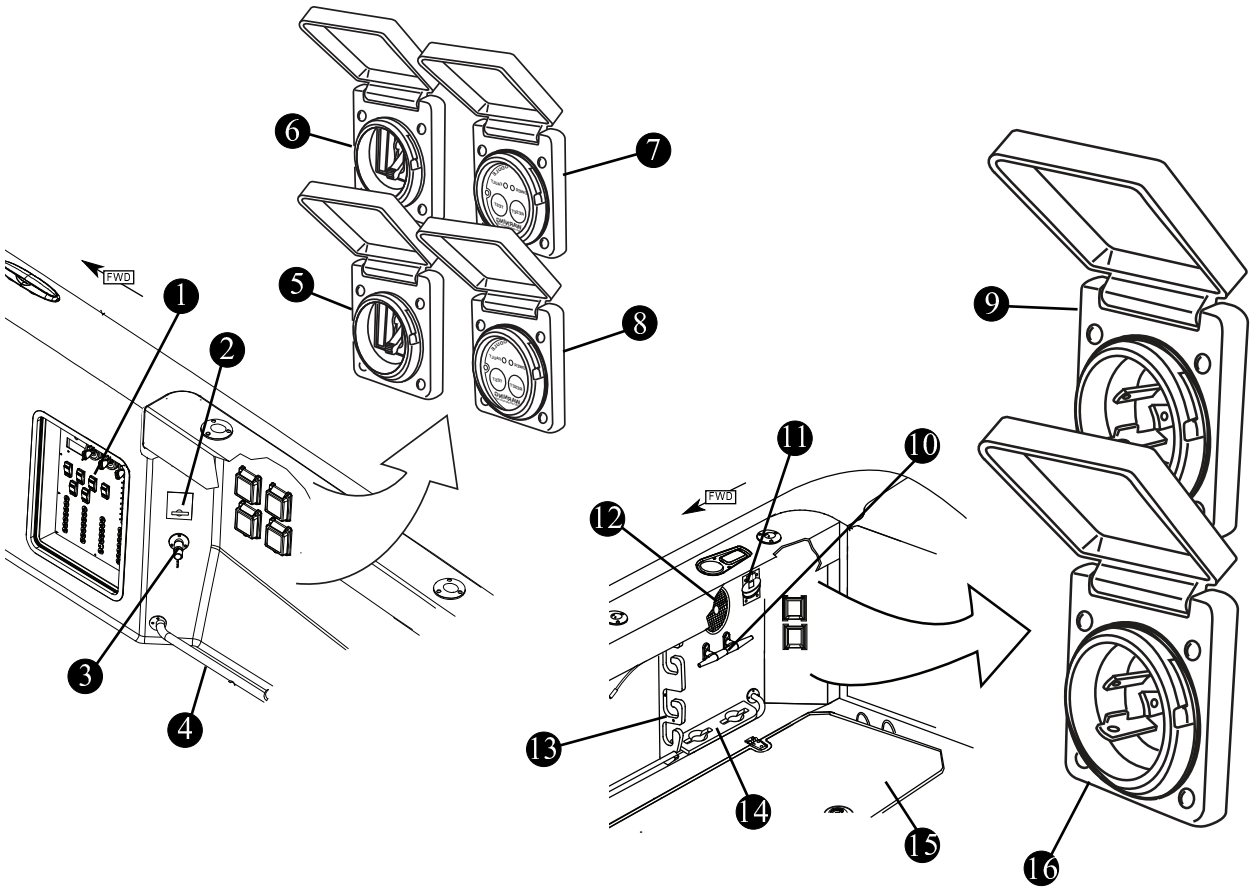


1. DEPLOYABLE STAINLESS STEEL DIVE LADDER
2. FOLDAWAY AFT BENCH SEAT (SEE PAGE3-39)
3. 24 GAL. (90.8 L) FULL-FILL, AERATED LIVEWELL
4. LIVEWELL FLOW VALVE ACCESS DOOR
5. GUNNEL MOUNTED ROD HOLDER (P&S)
6. 12V/30AMP DC RECEPTACLE FOR ELECTRIC REELS AND/OR DOWNRIGGERS (P&S) (OPTION)
7. HAWSE PIPE WITH CUPHOLDER (P&S)
8. WATERPROOF STEREO SPEAKER (P&S)
9. AFT CLEAT (P&S)
10. DOWNRIGGER WEIGHT HOLDERS (P&S)
11. INSULATED FISHBOX WITH PUMPOUT (P&S)
12. COCKPIT MECHANICAL HATCH
13. DEPLOYABLE GRAB RAIL FOR DIVE DOOR
14. DIVE/BOARDING DOOR
15. STAINLESS STEEL LATCH
16. DIVE LADDER BRACKET



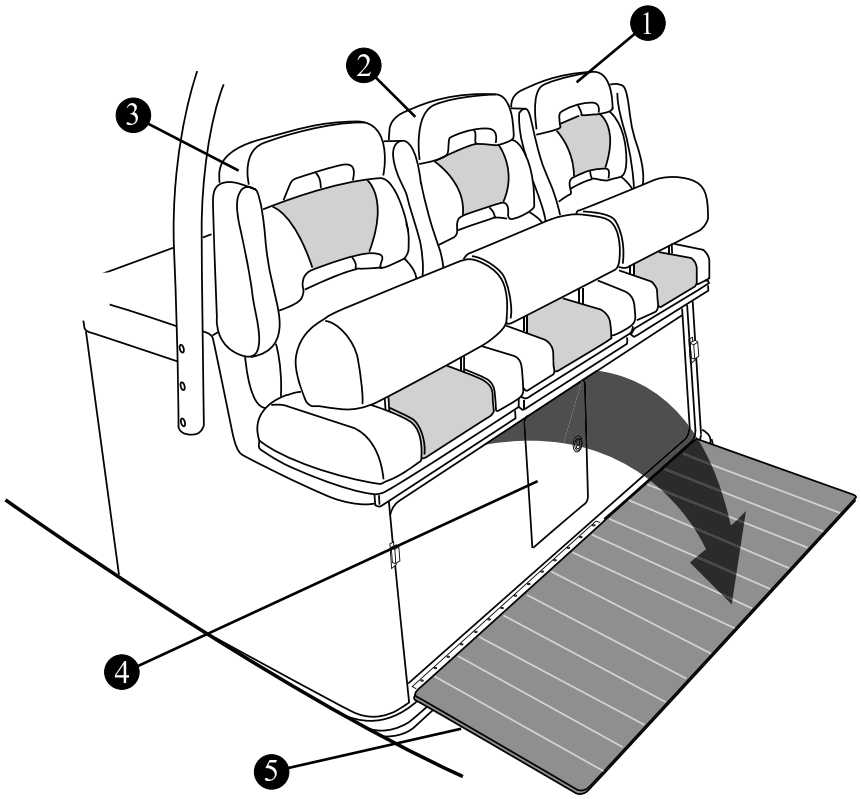
17. DIVE DOOR FRESH WATER SHOWER
18. STEREO SUBWOOFER
19. MAGNETIC DIVE DOOR BUMPER/HOLDER
20. SPRING LINE CLEAT
21. FRESH WATER HOSE FITTING
22. RAW WATER HOSE FITTING
23. ACCESS PLATE TO FUEL FILL LINE
24. SIDE STORAGE POCKET
25. FOLD DOWN TROLLING SEAT (OPTION) (P&S)

General Layout, Starboard Aft Cockpit
Fig. 2.12.1



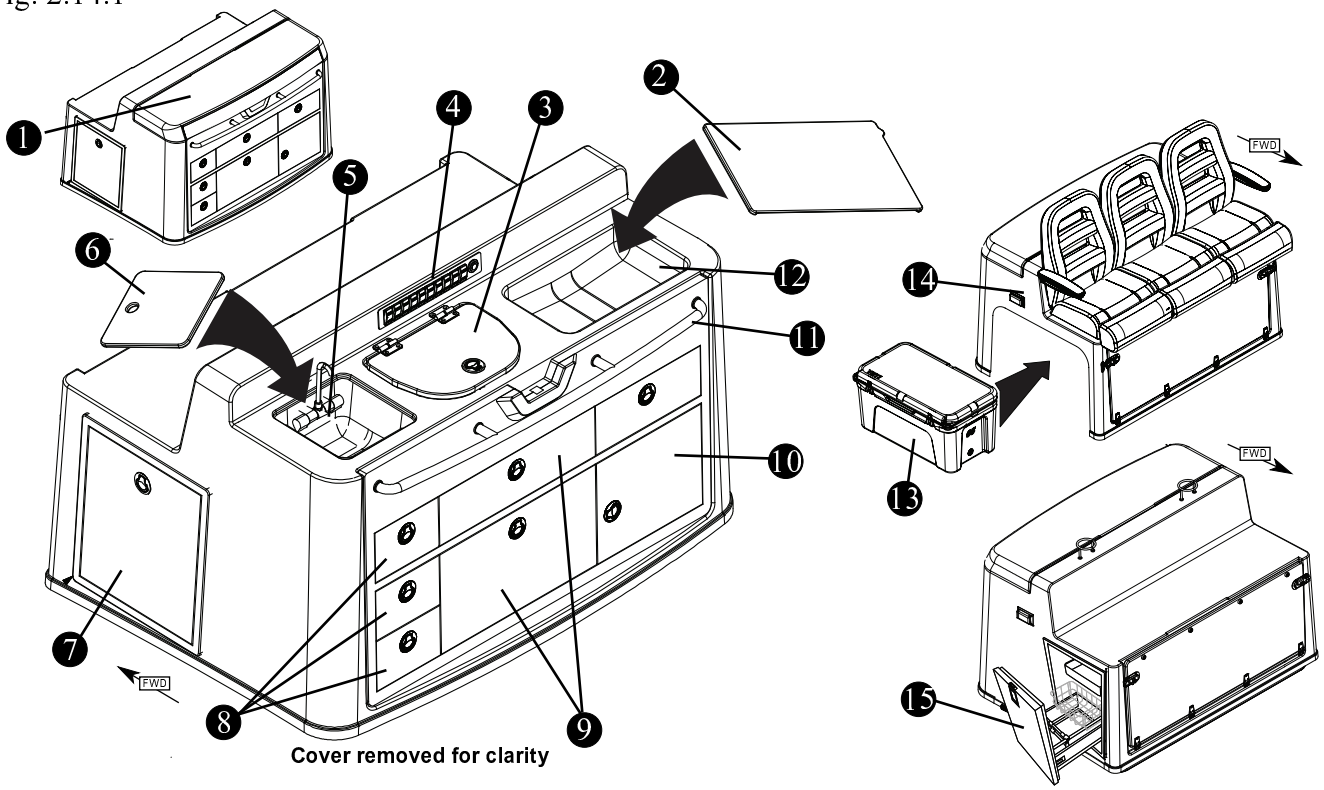
1. MAIN DC BREAKER PANEL W/ENGINE IGNITION
2. MANUAL AUTOMATIC FIRE SUPPRESSION SYSTEM
3. SEA WATER FAUCET
4. STAINLESS STEEL KICK RAIL
5. LINE 2 SHORE POWER MAIN BREAKER (OPTION)
6. SHORE POWER MAIN SWITCH
7. ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER)
8. ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER) (OPTION)
9. SHORE POWER RECEPTACLE
10. AFT CLEAT
11. 12V/30AMP DC RECEPTACLE FOR ELECTRIC REELS AND/OR DOWNRIGGERS (P&S) (OPTION)
12. WATERPROOF STEREO SPEAKER (P&S)
13. UNDER GUNNEL ROD HOLDER
14. DOWNRIGGER WEIGHT HOLDER (P&S)
15. INSULATED FISHBOX WITH PUMPOUT (P&S)
16. LINE 2 SHORE POWER RECEPTACLE (OPTION)

General Layout, Control Station Seating
Fig. 2.13.1

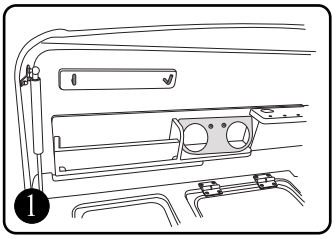


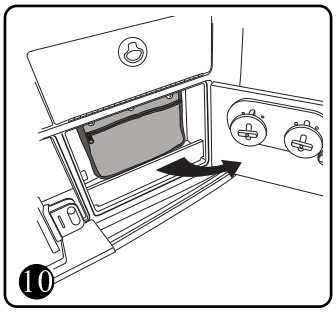
1. PORT BOLSTER STYLE SEAT W/ FLIP UP THIGH RISE AND FOLD DOWN ARM RESTS
2. CAPTAINS BOLSTER STYLE SEAT W/ FLIP UP THIGH RISE AND FOLD DOWN ARM RESTS
3. STARBOARD BOLSTER STYLE SEAT W/ FLIP UP THIGH RISE AND FOLD DOWN ARM RESTS
4. ACCESS DOOR
5. FOLD DOWN VISIBILITY PLATFORM

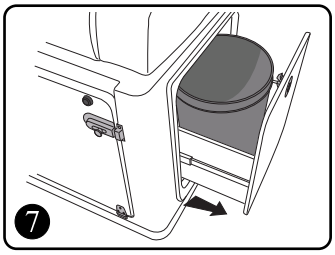
General Layout, Deluxe Leaning Post/Bait Prep Center
Fig. 2.14.1

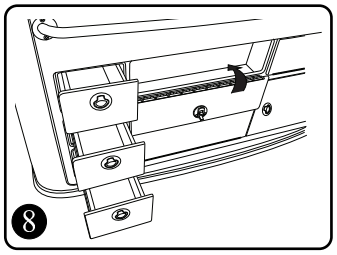


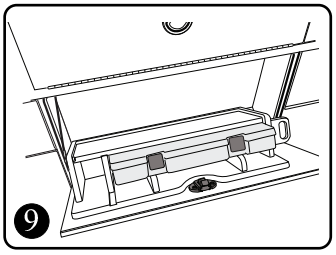
1. COVER W/STORAGE, TOOL AND LURE BAG HOLDERS, DRINK HOLDERS (4)
2. BAIT PREP AREA CUTTING BOARD
3. 40 GAL (151.4) PRESSURAIZED AERATED LIVEWELL
4. SWITCH PANEL W/ILLUMINATED TEXT &12V RECEPTACLE
5. FRESHWATER SINK*
6. REMOVABLE SINK COVER
7. SLIDE OUT 5 GAL (18.93) PAIL STORAGE
8. STORAGE DRAWERS
9. TACKLE STORAGE
10. LURE BAGS (3) W/DEDICATED STORAGE AND LEADER HOLDERS
11. STAINLESS STEEL GRAB RAIL
12. BAIT PREP AREA
13. 65 QUART (61.51) SLIDE OUT CARRY-ON COOLER
14. 120V OUTLET
15. STARBOARD PULL -OUT REFRIGERATOR (OPTION)





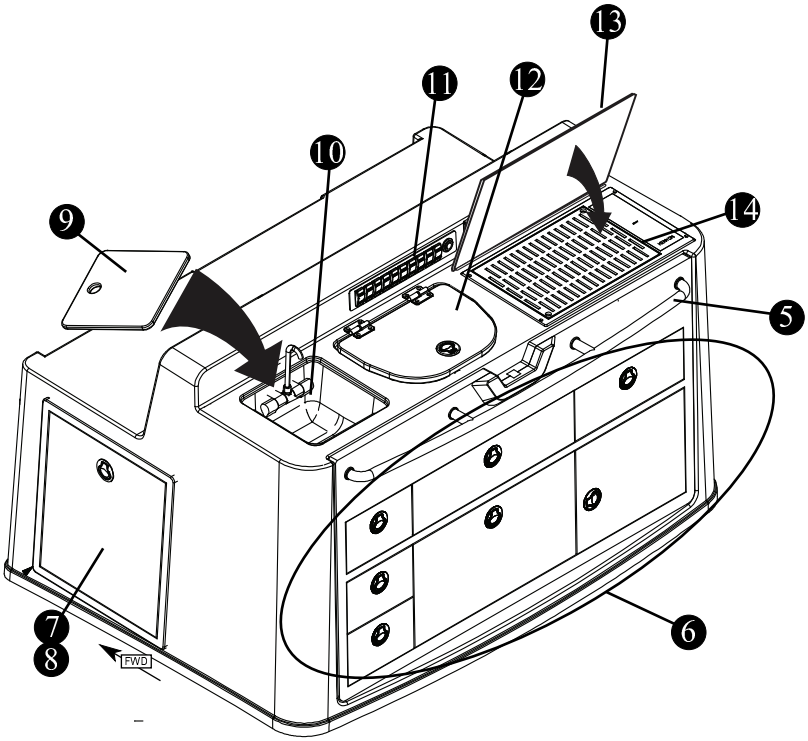




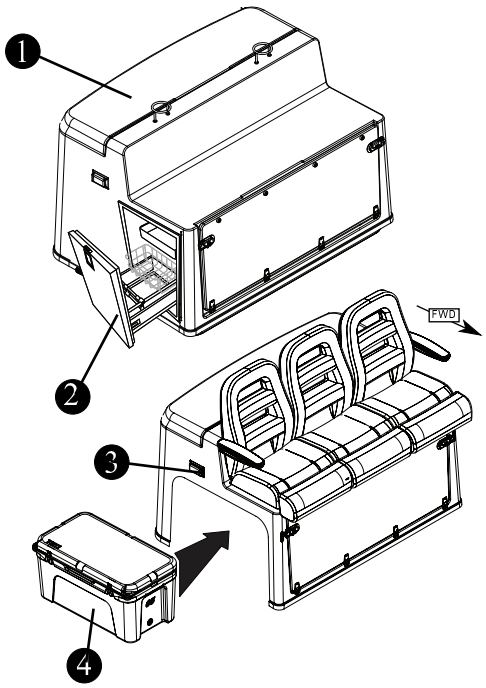


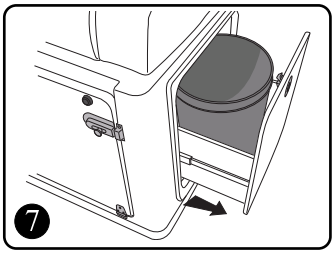
*Cold only. Must choose convenience package for hot & cold running water.

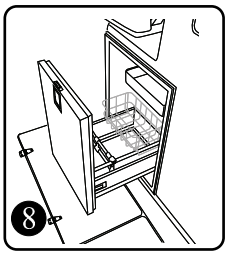
General Layout, Summer Kitchen (Option)
Fig. 2.15.1



Cover removed for clarity



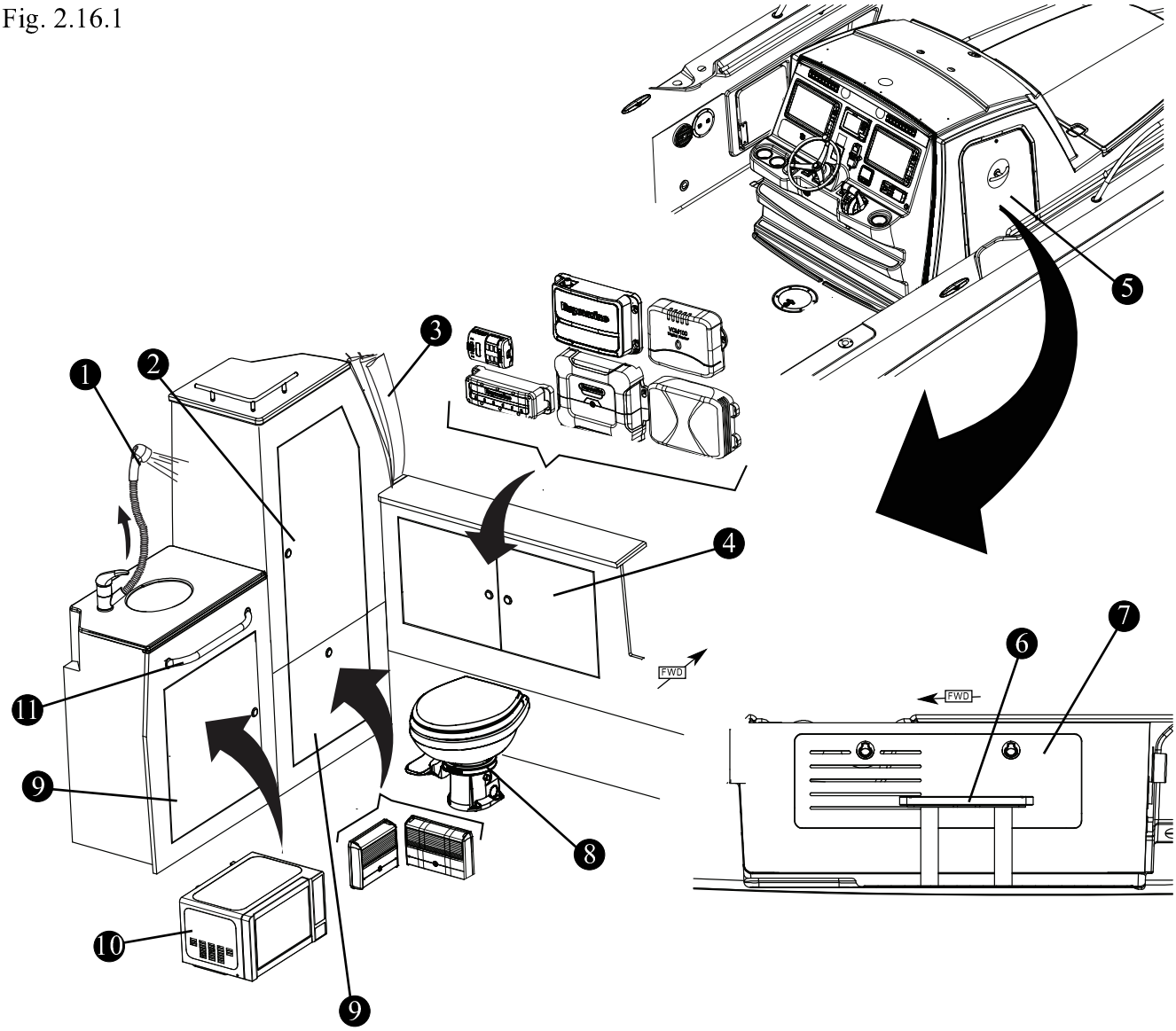




1. COVER W/STORAGE & DRINK HOLDERS (4)
2. STARBOARD PULL -OUT REFRIGERATOR (OPTION)
3. 120V OUTLET
4. 65 QUART (61.51) SLIDE OUT CARRY-ON COOLER
5. STAINLESS STEEL GRAB RAIL
6. STORAGE DRAWERS
7. SLIDE OUT 5 GAL (18.93) PAIL STORAGE
8. PORT PULL -OUT REFRIGERATOR (OPTION)
9. REMOVABLE SINK COVER
10. FRESHWATER SINK*
11. SWITCH PANEL W/ILLUMINATED TEXT &12V RECEPTACLE
12. 40 GAL (151.4) PRESSURAIZED AERATED LIVEWELL
13. ELECTRIC GRILL COVER W/HEAT PROTECTIVE LINER (OPTION)
14. ELECTRIC GRILL (OPTION)

***Cold only. Must choose convenience package for hot & cold running water.**

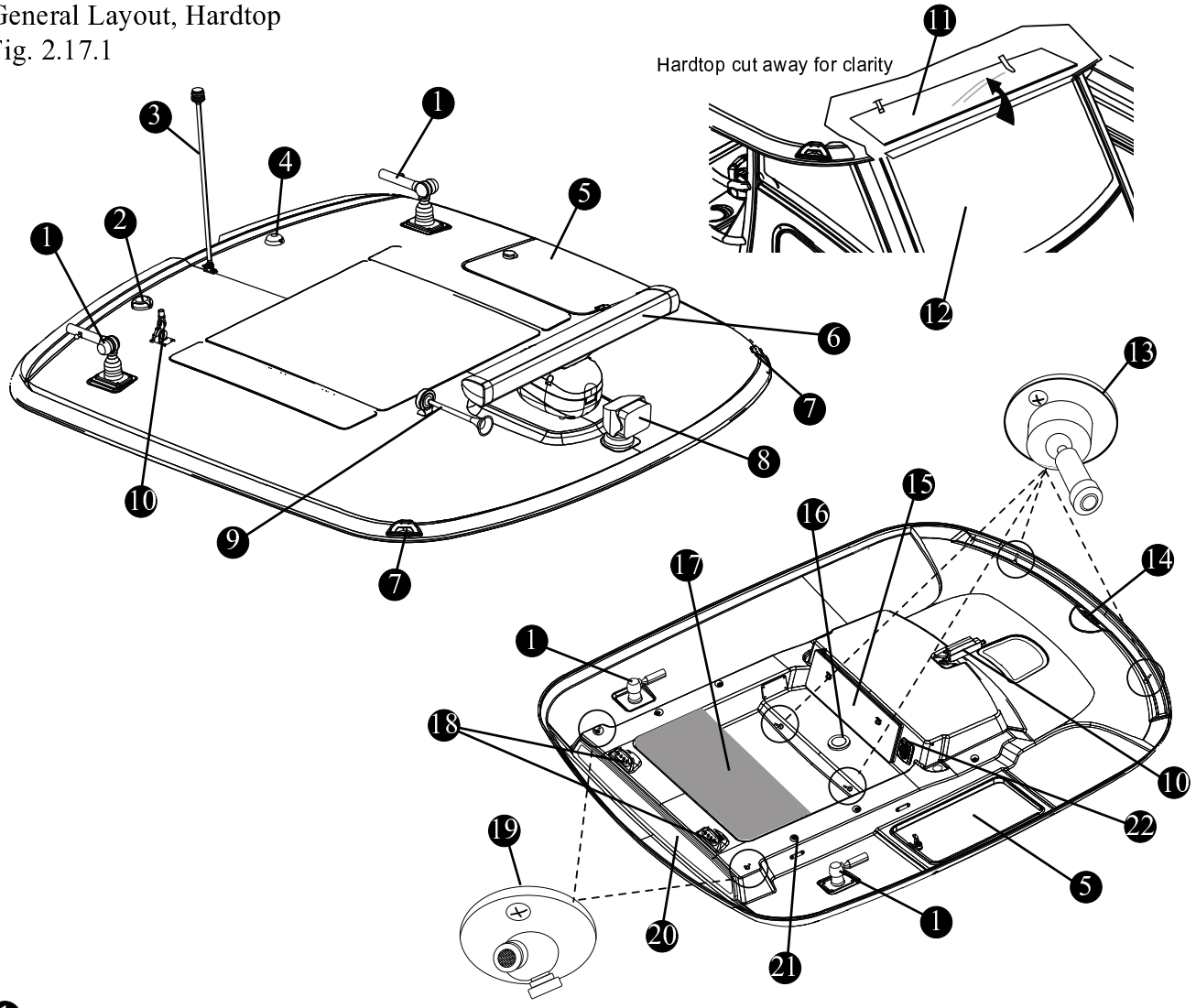
General Layout, Console Interior
Fig. 2.16.1



1. PULL-OUT FAUCET SPRAYER*
2. HANGING CLOSET
3. SHOWER CURTAIN
4. ELECTRONICS CABINET
5. LOCKABLE FIBERGLASS SIDE ENTRY DOOR W/STAINLESS STEEL PANTAGRAPH HINGE
6. INTERIOR SYNTHETIC TEAK STEP
7. MECHANICAL CABINET
8. VACU-FLUSH TOILET W/OVERBOARD DISCHARGE AND DOCKSIDE PUMPOUT
9. STORAGE CABINET
10. MICROWAVE (OPTION)
11. STAINLESS STEEL GRAB RAIL

***Cold only. Must choose convenience package for hot & cold running water.**

General Layout, Hardtop
Fig. 2.17.1



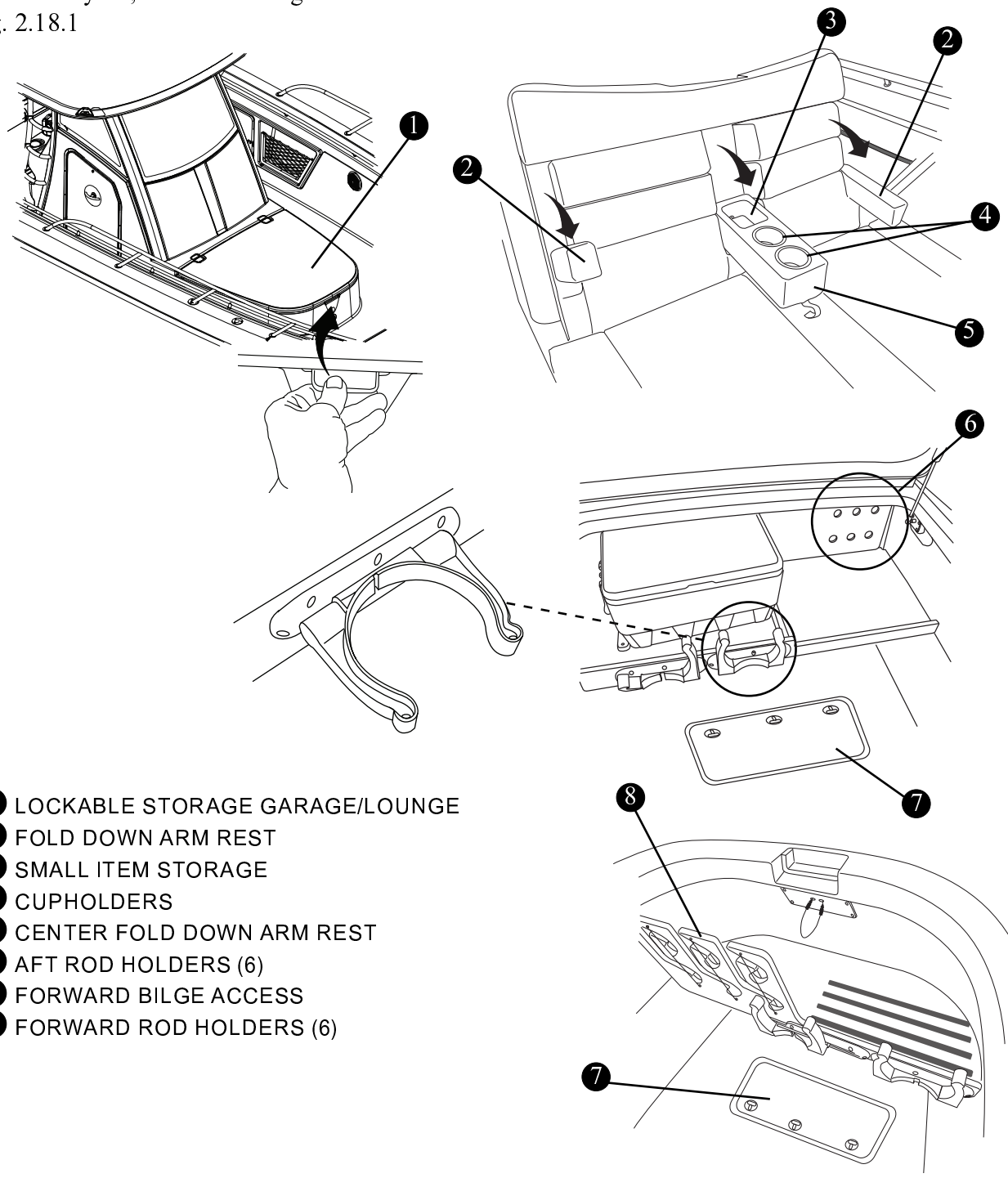
1. RADIAL OUTRIGGERS (P&S) (OPTION)
2. GPS ANTENNA FOR E165W RAYMARINE (OPTION)
3. ANCHOR LIGHT
4. SIRIUS/XM® SATELLITE RADIO ANTENNA (OPTION)
5. ACCESS HATCH TO HARDTOP SURFACE
6. RAYMARINE 4KW HD DIGITAL 48" OPEN ARRAY ANTENNA (OPTION)*
7. NAVIGATION LIGHT (P&S)
8. SPOTLIGHT WITH REMOTE (OPTION)
9. ELECTRIC HORN
10. VHF RADIO ANTENNA (OPTION)
11. ELECTRICALLY ACTUATED WINDSHIELD VENT
12. TEMPERED GLASS WINDSHIELD
13. HELM AND FORWARD MISTING NOZZLES (4) (OPTION)
14. FORWARD COCKPIT FLOOD LIGHT
15. LOCKABLE ELECTRONICS BOX
16. LED CHART LIGHTING (RED & WHITE)
17. LIFE JACKET STORAGE
18. AFT COCKPIT FLOOD LIGHTS
19. AFT COCKPIT MISTING NOZZLES (2) (OPTION)
20. ELECTRICALLY RETRACTABLE SUNSHADE (OPTION)
21. LED BLUE LIGHTING (6)
22. VHF RADIO SPEAKER (OPTION)

⚠ CAUTION

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

* Must select navigation package

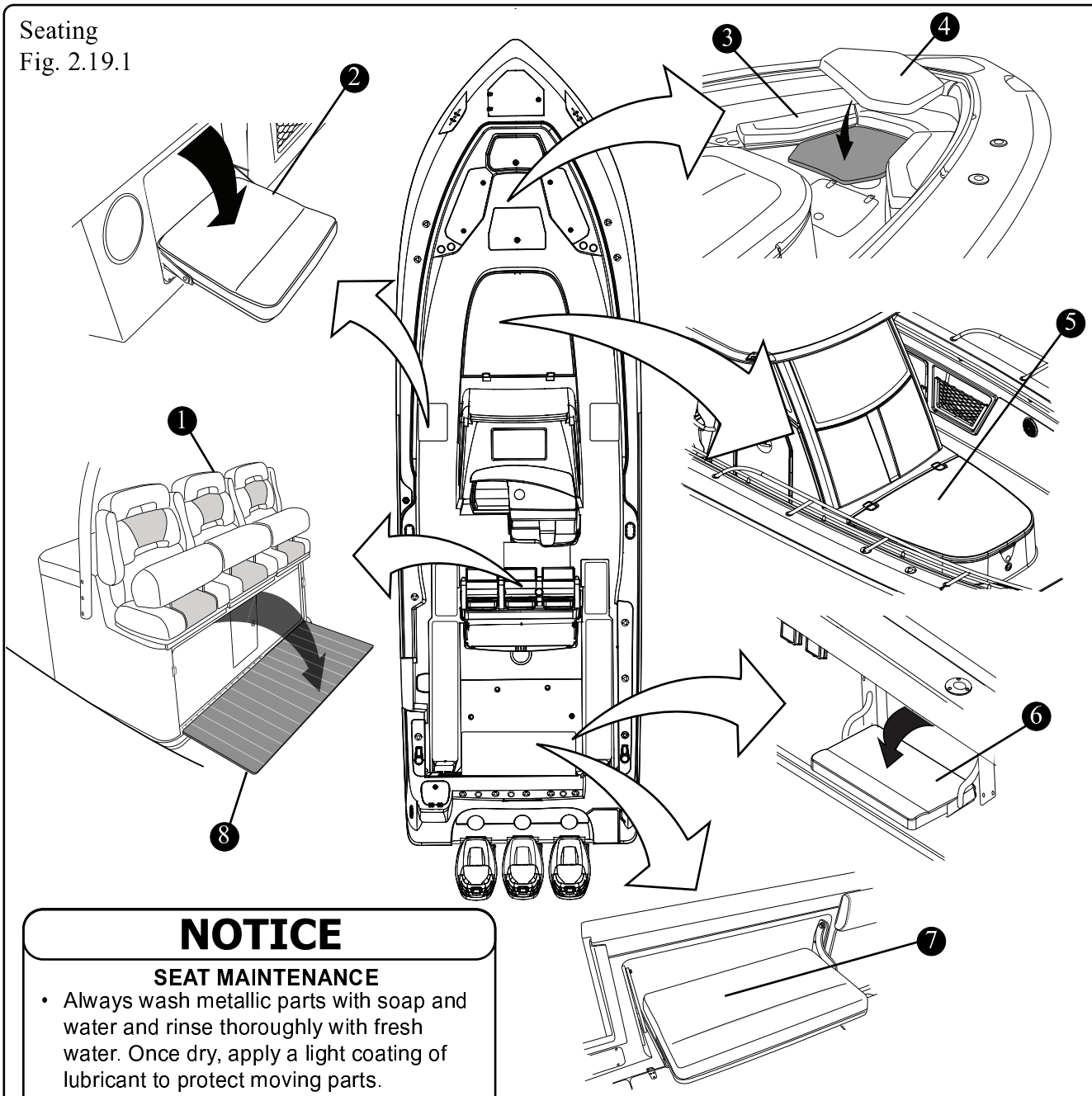
General Layout, Console Lounge
Fig. 2.18.1



1. LOCKABLE STORAGE GARAGE/LOUNGE
2. FOLD DOWN ARM REST
3. SMALL ITEM STORAGE
4. CUPHOLDERS
5. CENTER FOLD DOWN ARM REST
6. AFT ROD HOLDERS (6)
7. FORWARD BILGE ACCESS
8. FORWARD ROD HOLDERS (6)

Seating

Seating
Fig. 2.19.1



NOTICE

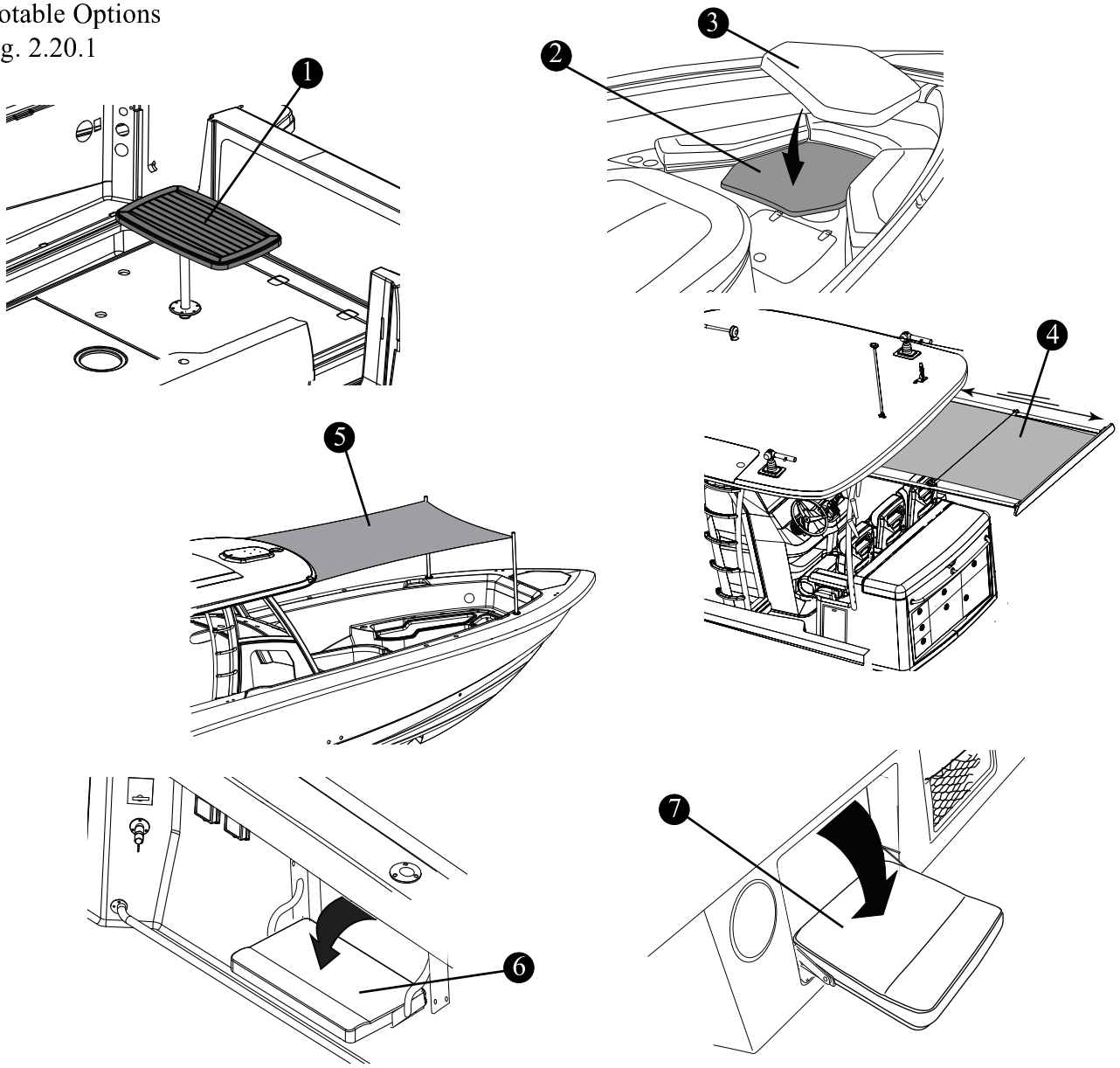
SEAT MAINTENANCE

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

1. HELM SEATING
2. FOLD AWAY GUNNEL TROLLING SEAT (OPTION) (P&S)
3. BOW SEATING
4. BOW TABLE/CUSHION (OPTION)
5. FORWARD CONSOLE LOUNGE
6. FOLDAWAY STARBOARD AFT SEAT (OPTION)
7. FOLDAWAY AFT BENCH SEAT
8. HELM FOLD DOWN STANDING PLATFORM

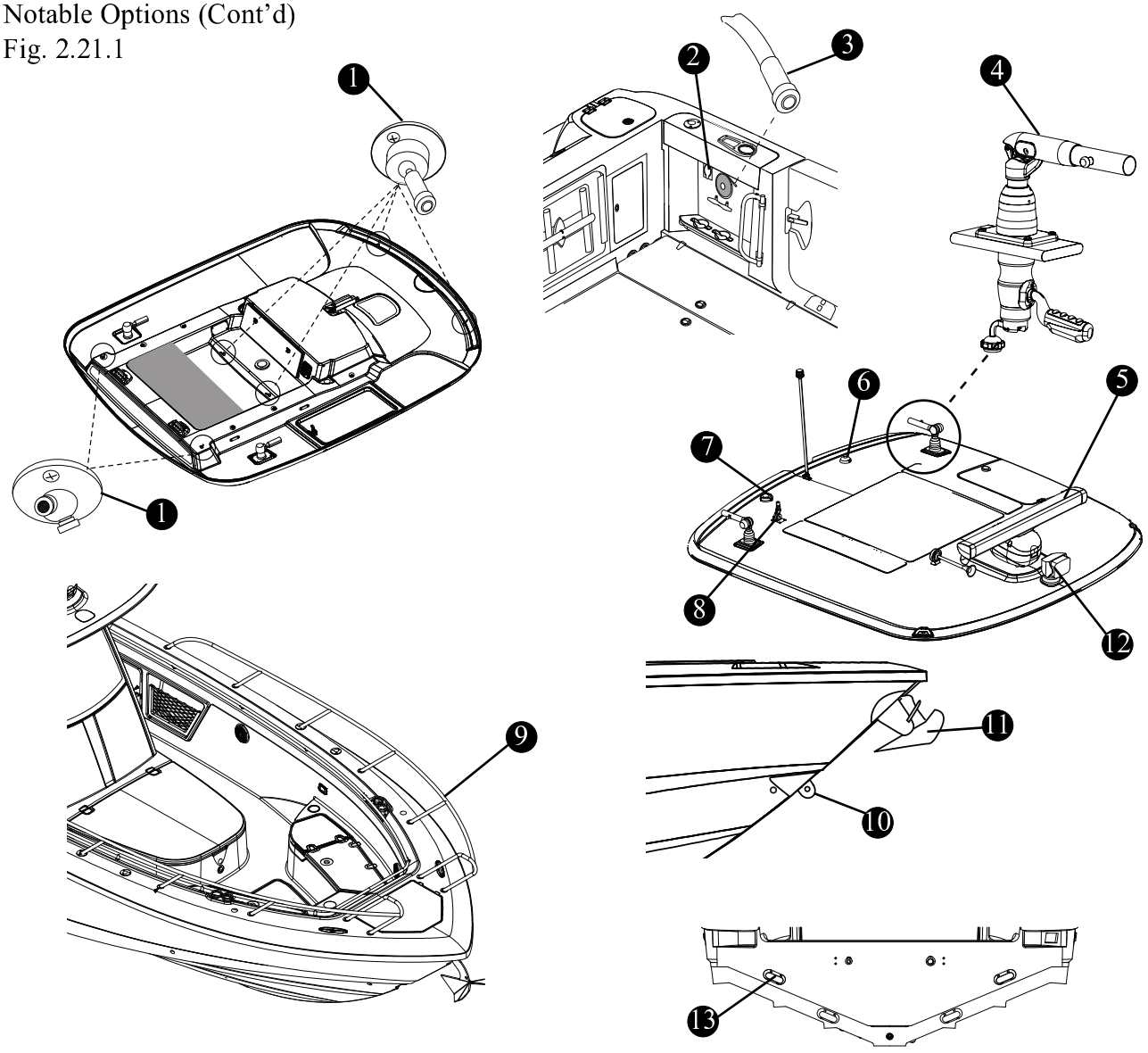
Notable Options

Notable Options
Fig. 2.20.1

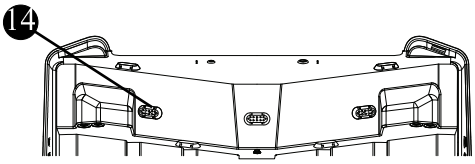


1. AFT COCKPIT TABLE
2. BOW TABLE
3. BOW TABLE CUSHION
4. ELECTRICALLY ACTUATED, HARDTOP SUNSHADE
5. BOW SUNSHADE
6. AFT COCKPIT STARBOARD FOLD AWAY SEAT
7. FOLD DOWN TROLLING SEATS (P&S)

Notable Options (Cont'd)
Fig. 2.21.1

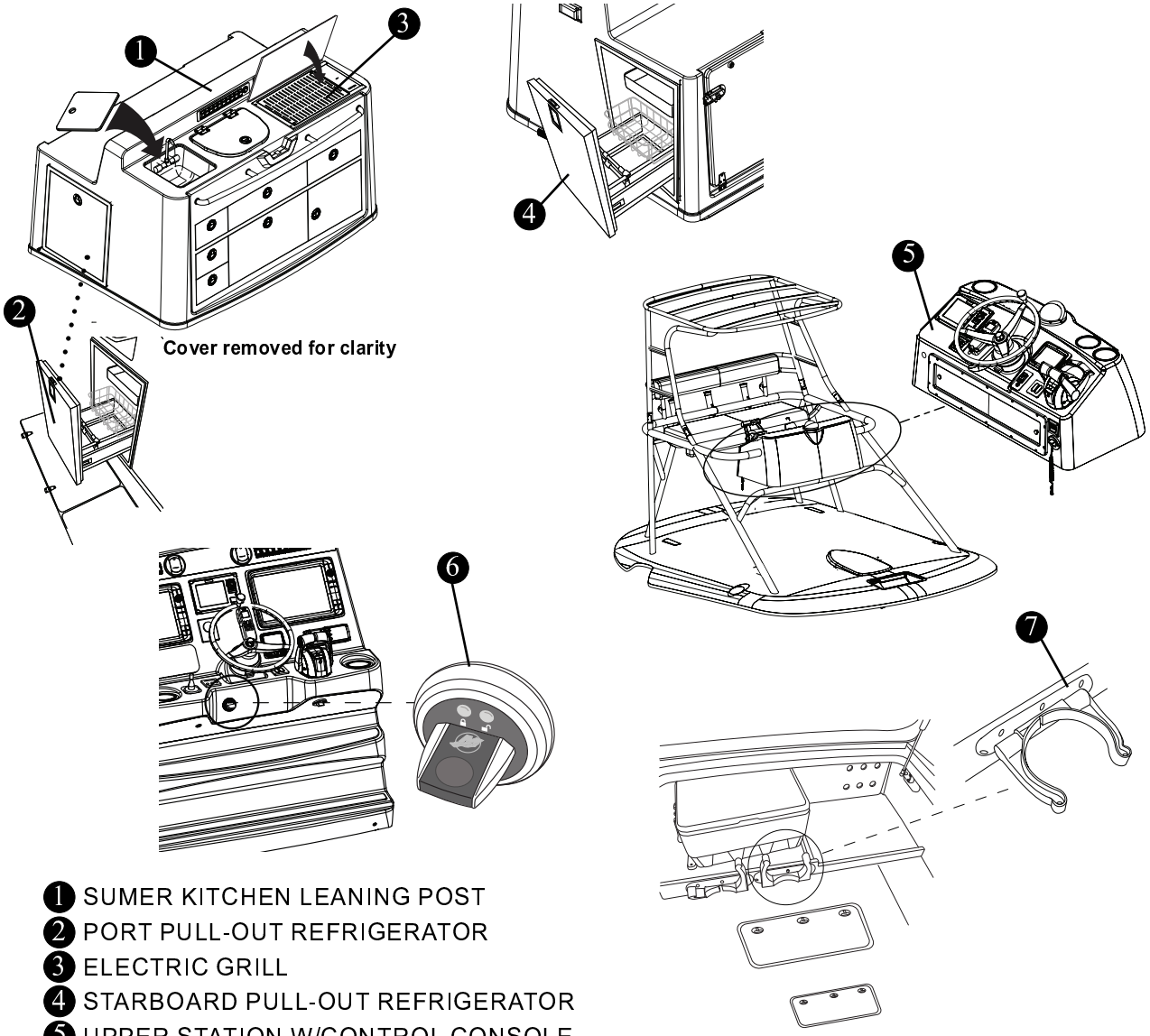


1. MISTING SYSTEM/HARDTOP
2. 12 VOLT/30 AMP RECEPTACLES AT TRANSOM (P&S)
3. MISTING SYSTEM/COCKPIT (P&S)
4. RADIAL OUTRIGGERS
5. 4KW HD DIGITAL RADAR W48" OPEN ARRAY ANTENNA
6. SIRIUS SATELLITE RADIO RECIEVER W/ANTENNA
7. GPS ANTENNA
8. VHF RADIO ANTENNA
9. SPLIT BOW RAIL
10. BOW TOW EYE
11. STAINLESS STEEL ANCHOR
12. SPOTLIGHT W/REMOTE
13. TRANSOM UNDERWATER LIGHTS
14. HULL UNDERWATER LIGHTS



View from bottom of boat

Notable Options (Cont'd)
Fig. 2.22.1



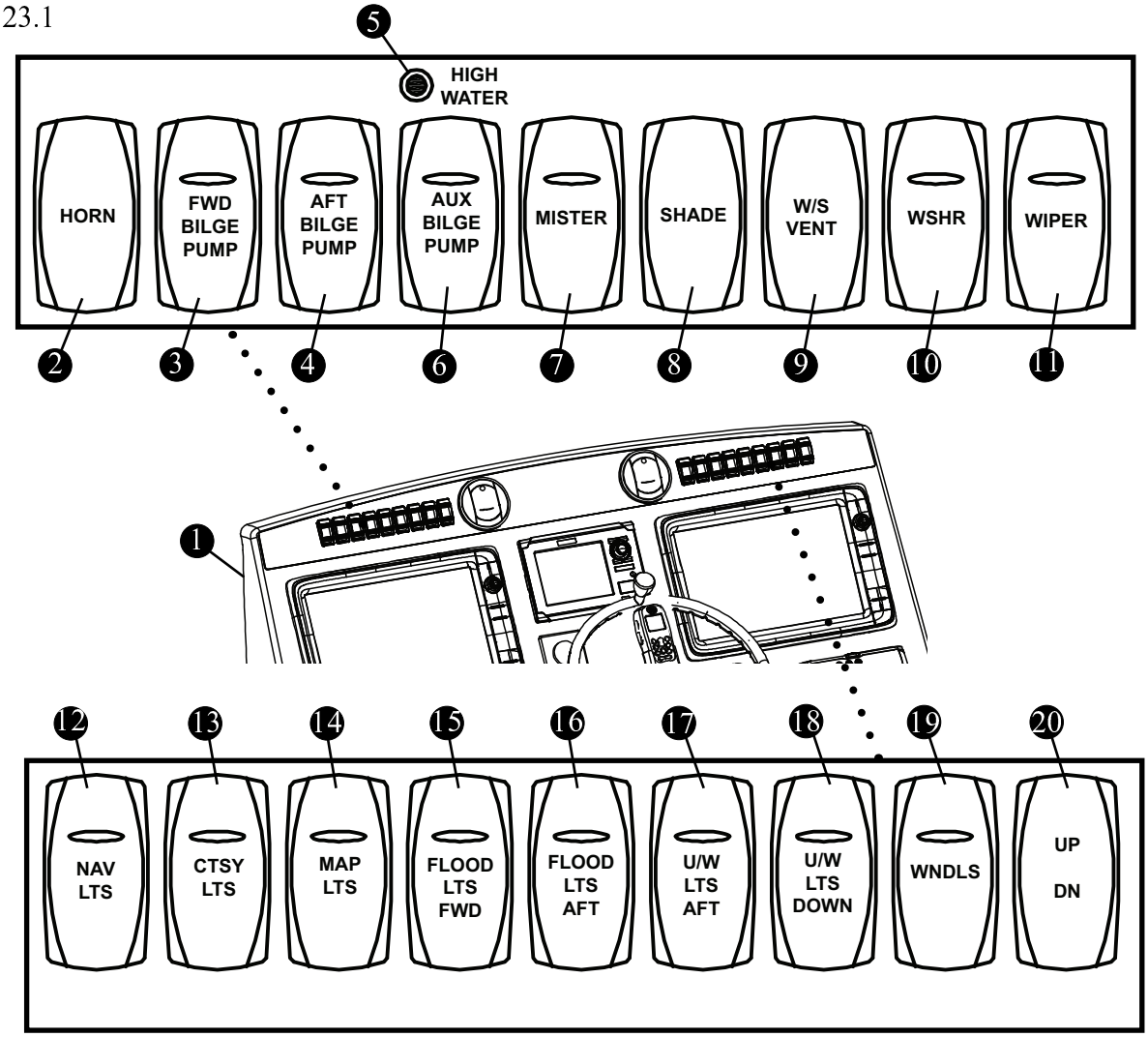
1. SUMER KITCHEN LEANING POST
2. PORT PULL-OUT REFRIGERATOR
3. ELECTRIC GRILL
4. STARBOARD PULL-OUT REFRIGERATOR
5. UPPER STATION W/CONTROL CONSOLE
6. ANTI THEFT SECURITY SYSTEM (INCLUDES TELAMATICS TRACKING W/GEOFENCE IMMOBILIZATION)
7. DIVE TANK RACK (4)

Available options (not shown)

- BOW RAIL
- FREEZER PLATES FOR PORT AND STARBOARD AFT FISHBOXES
- AIR CONDITIONING
- HARDTOP WEATHER ENCLOSURE
- HARDTOP WING CURTAINS
- AUGMENTED REALITY
- THERMAL NIGHT VISION
- SUMMER KITCHEN
- CONVENIENCE PACKAGE (MICROWAVE, COFFEEMAKER, WATER HEATER)
- ELECTRONICS
- GENERATOR
- ENGINE WATER SEPARATORS/FUEL FILTER
- PREMIUM STEREO

Switch Panels

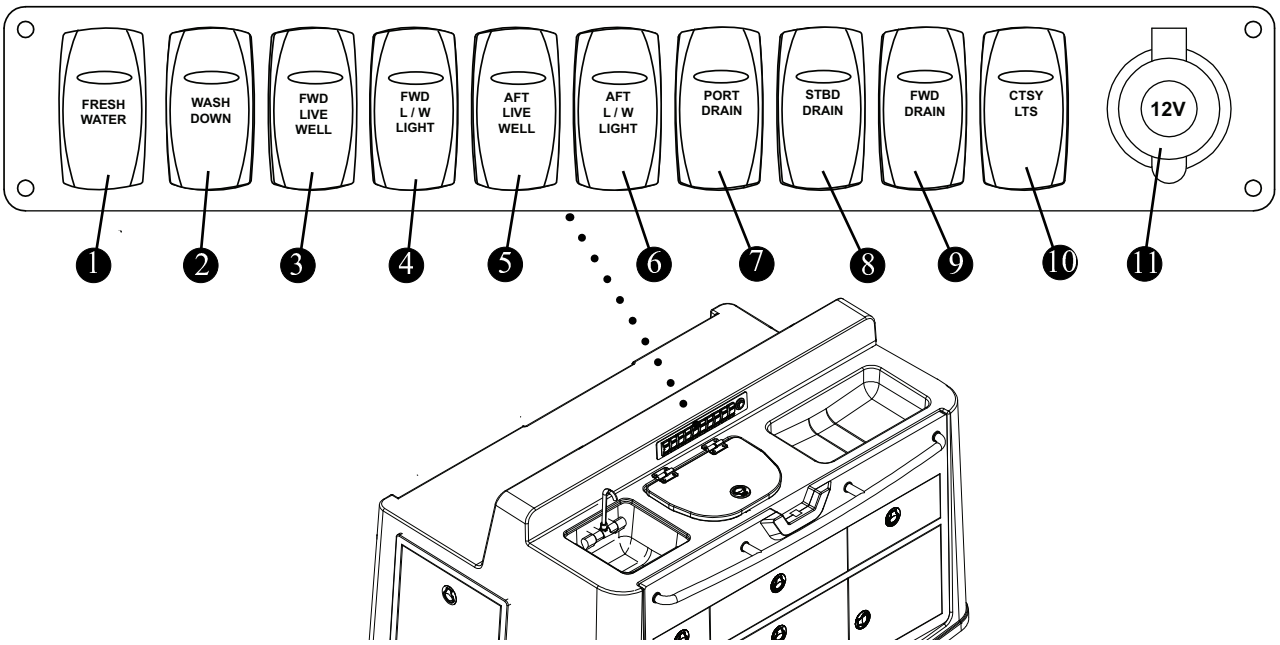
Helm Switch Panel
Fig. 2.23.1



1. CONTROL STATION
2. HORN
3. FORWARD BILGE PUMP
4. AFT BILGE PUMP
5. HIGH WATER ALARM
6. HIGH WATER BILGE PUMP
7. MISTER (OPTION)
8. COCKPIT SHADE (OPTION)
9. WINDSHIELD VENT
10. WINDSHIELD WASHER
11. WINDSHIELD WIPER
12. NAVIGATION LIGHTS
13. COURTESY LIGHTS
14. MAP LIGHTS
15. FORWARD FLOOD LIGHTS
16. AFT FLOOD LIGHTS
17. TRANSOM UNDERWATER LIGHTS (OPTION)
18. HULL UNDERWATER LIGHTS (OPTION)
19. WINDLASS POWER
20. WINDLASS CONTROL

Switch Panels

Deluxe Leaning Post Switch Panel
Fig. 2.24.1



1. FRESH WATER
2. RAW WATER WASH DOWN
3. LEANING POST LIVEWELL
4. LEANING POST LIVEWELL LIGHT
5. AFT LIVEWELL
6. AFT LIVEWELL LIGHT
7. PORT DRAIN
8. STARBOARD DRAIN
9. FORWARD DRAIN
10. COURTESY LIGHTS
11. 12V ACCESSORY RECEPTACLE

Joystick Piloting (Option)

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

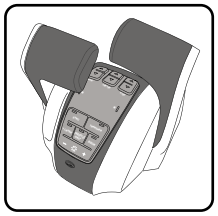
The system allows the operator to effortlessly move a multi-engine boat in any direction - including sideways, diagonally or spinning on its own axis - with a simple push or twist of a joystick. The operator controls the throttle, shifting and steering with one hand, with the joystick working in conjunction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

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

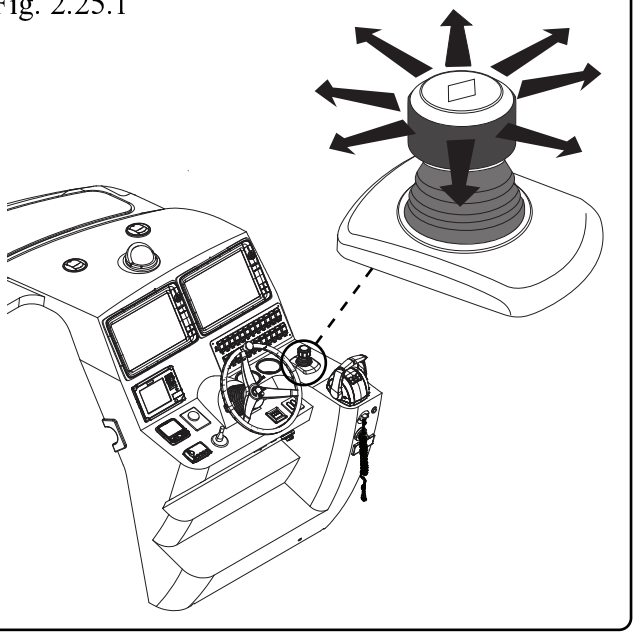
System Features

Digital Throttle & Shift (DTS)

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



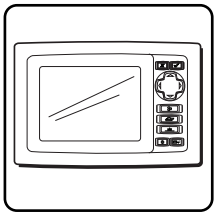
Joystick Piloting (Option)
Fig. 2.25.1



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

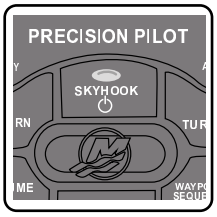
VesselView®

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



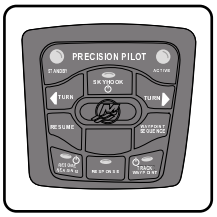
Skyhook® (digital anchor)

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



Integrated Autopilot

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



Gear Shift & Throttle Control

⚠ CAUTION

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

NOTICE

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

Digital Throttle/Shift (DTS®)

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

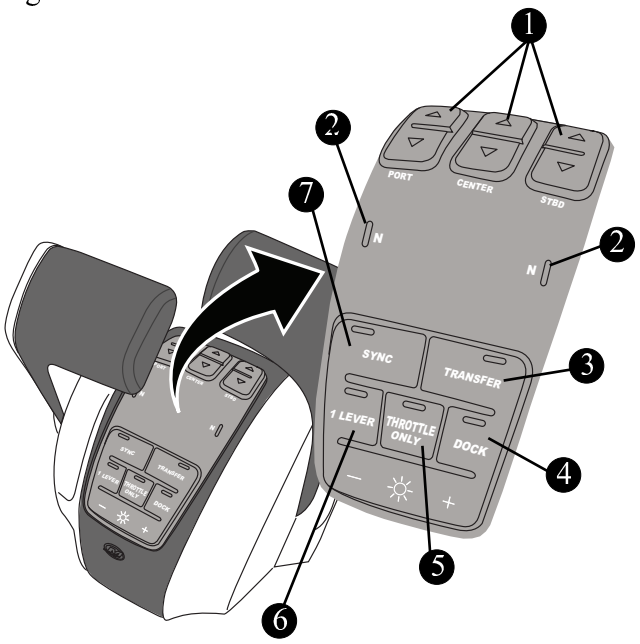
The DTS® system is monitored through the Smartcraft® VesselView display which will give you a visual readout of all functions regarding your boats engine as well as direction, and applicable fluid capacities.

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

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

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

Digital Throttle/Shift (DTS®)
Fig. 2.26.1



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

DTS Control Pad

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

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

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

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

Shadow Mode Technology

With triple engines, the DTS® system incorporates Shadow Mode Technology which enables the center engine to "shadow" or follow the outboard engines when the outboard engines are in the same gear.

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

Auto Sync®

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

Transfer

Station transfer allows engine control to be transferred from one control station to the other.

Power Trim Operation

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

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

NOTICE

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

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

The trim switches are located on the control pad. The engines can be individually trimmed by pressing the appropriate coordinating switch. All engines can be trimmed at the same time by pressing the trim switch located on the port throttle control lever.

Trim Switch Control
Fig. 2.27.1

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

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

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

Power Trim

ATTENTION

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

The power trim & tilt system located on the shift control lever (Fig. 2.19.1).allows you to raise and lower the engine to achieve optimum performance and is used for trailering, launching and beaching.

Operation

The engine trim is controlled by a momentary rocker switch, where constant pressure must be applied to the switch during the raising and lowering cycles. Use the power trim switch to obtain ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases the best all-round performance is obtained when the boat runs at an angle between a 3 to 5 degrees.

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

Trim Guidelines

When running in choppy waters it is suggested that you trim your prop out to keep the bow high and proceed at slower speed with caution.

Running in heavy seas (3-4 feet) requires increased attention to the control of your boat. As such it is best to trim the engine far enough down to keep the boat level and on plane at slower speeds.

⚠ CAUTION

AVOID DAMAGE

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

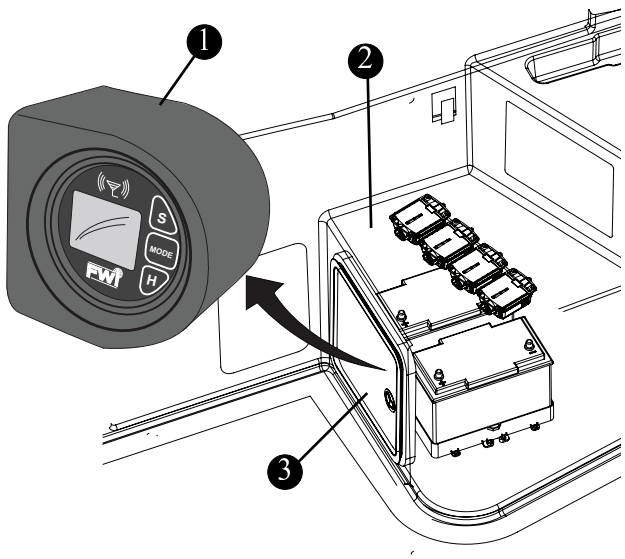
Theft deterrent System (Option)

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

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

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

Theft Deterrent System (TDS) (Option)
Fig. 2.28.1



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

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

SmartCraft™ VesselView

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

System Calibration (For First Time Use)

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

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

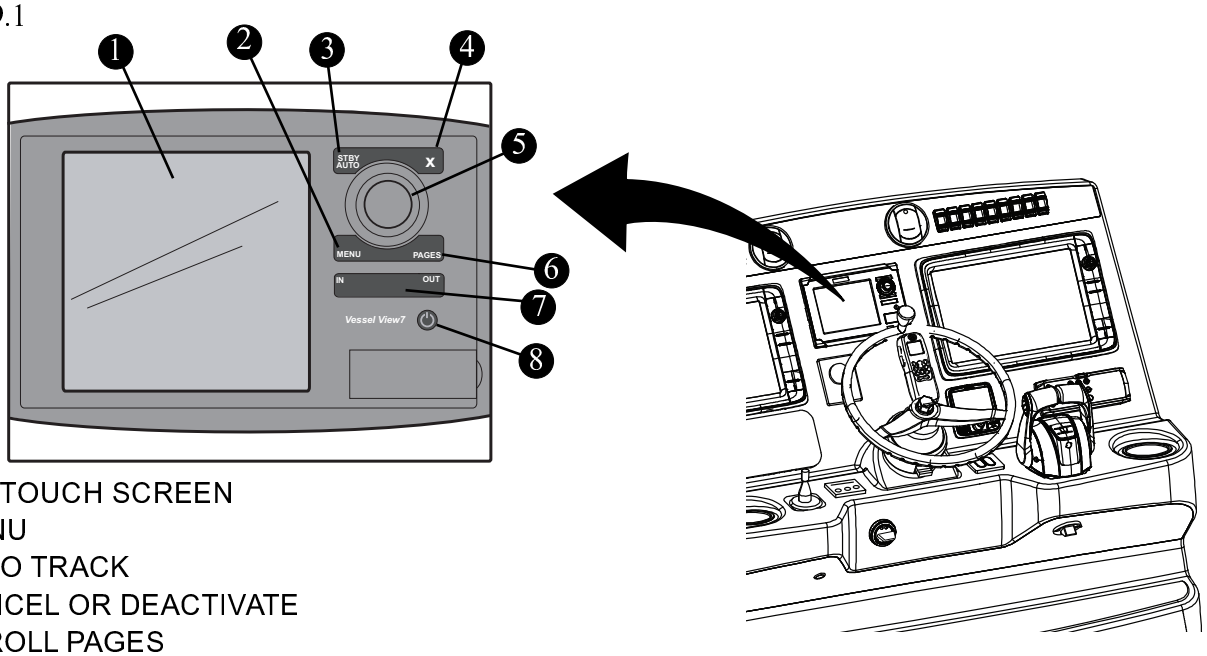
REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

SmartCraft™ VesselView MOBILE

VesselView MOBILE connects the SmartCraft™ data network to your iPhone or android mobile device via Bluetooth Low Energy4.0(BLE). With VesselView MOBILE you have the power of SmartCraft™ on your mobile device with all the digital data your SmartCraft™ engine supports plus new features such as:

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

SmartCraft™ VesselView
Fig. 2.29.1



1. 6.4" TOUCH SCREEN
2. MENU
3. AUTO TRACK
4. CANCEL OR DEACTIVATE
5. SCROLL PAGES
6. PAGES
7. ZOOM SCREEN
8. POWER

Navigation Lighting

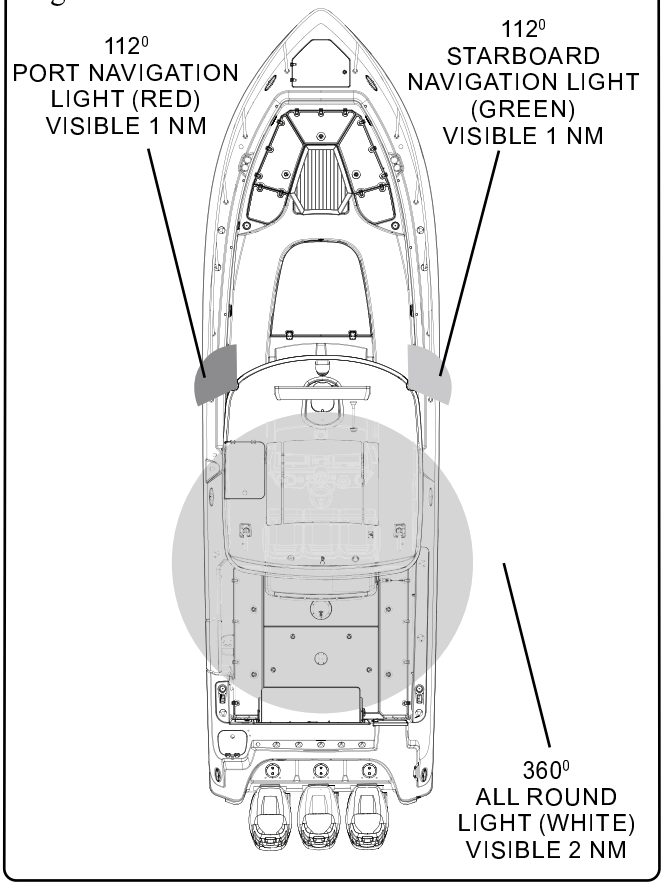
NOTICE

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 is shown and not obstructed in its intended arc of visibility. This vessel's navigation lights may include an expiration date on the housing.

Navigation/Anchor Lighting
Fig. 2.30.1



⚠ CAUTION

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

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 responsibilty to ensure that displayed lights are also compliant with local regulations.

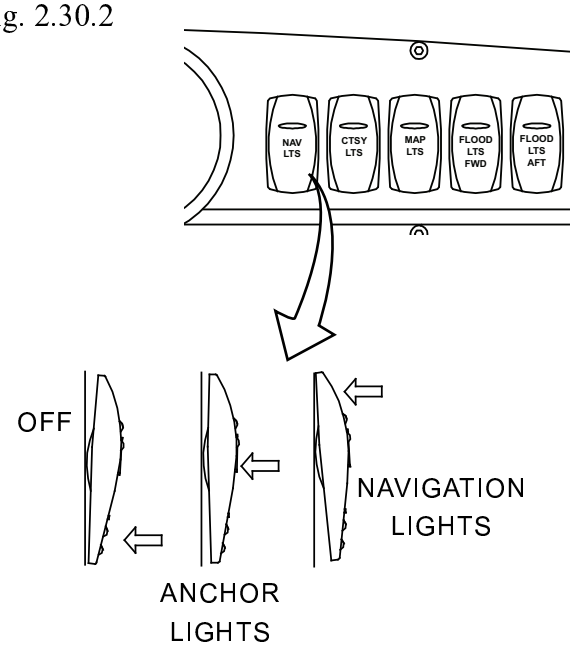
Operating the Navigation Lighting

A three-position switch, located on the console switch panel marked “NAV/ANC” (Figure 2.30.2), controls the navigation and anchor lighting. In the “Navigation Lights” position (See below), the port (red) and starboard (green) and mast (white) lights will illuminate. These lights let other vessels know the approximate size and direction of travel of your boat, depending on which lights they can see. In the “Anchor Lights” position, the white, 360-degree light will illuminate, showing other boaters your location while at anchor.

⚠ CAUTION

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

Navigation/Anchor Lighting
Fig. 2.30.2



Canvas (Option)

⚠ DANGER

CARBON MONOXIDE DANGER

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

The 350 Outrage optional canvas set consists of helm side enclosures with aft drop curtain, wing curtains, helm seat cover, console cover, storage garage cover, forward cushion cover and generator.

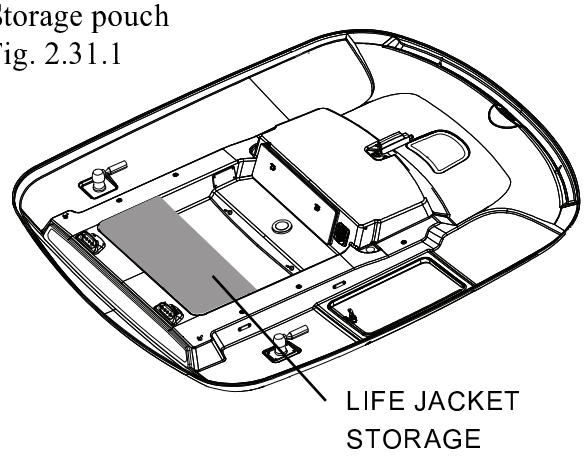
Your canvas weather curtain set will keep its appearance and maintain proper working order provided you follow a few simple steps for cleaning and maintenance (See "Canvas Care & Maintenance", section 5 of this manual).

The canvas can be stored in a net pouch and stowed in the cabin.

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

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

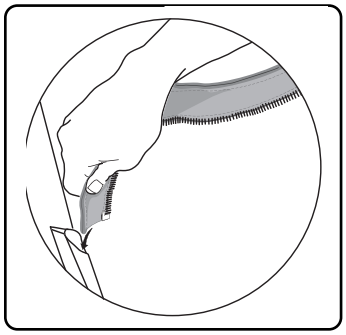
Storage pouch
Fig. 2.31.1



Installation

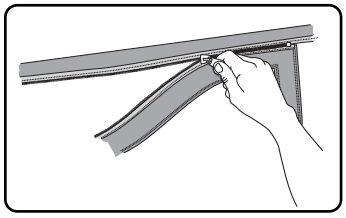
To install your canvas (for the first time):

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

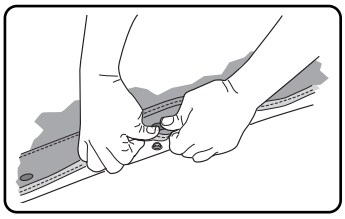


Once installed, it is not necessary to remove the zipper tracks each time you remove the canvas

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

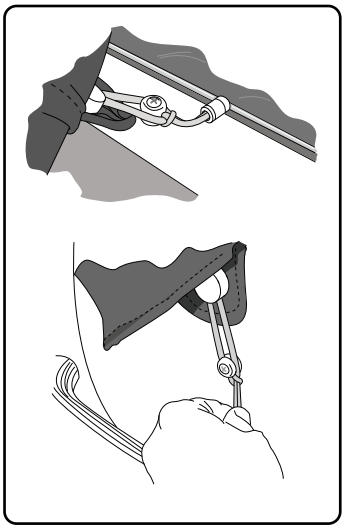


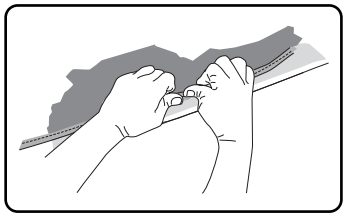
Attach the bottom of the canvas section(s) to the snaps where appropriate.



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

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





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

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

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

To Remove Canvas

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

⚠ DANGER

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

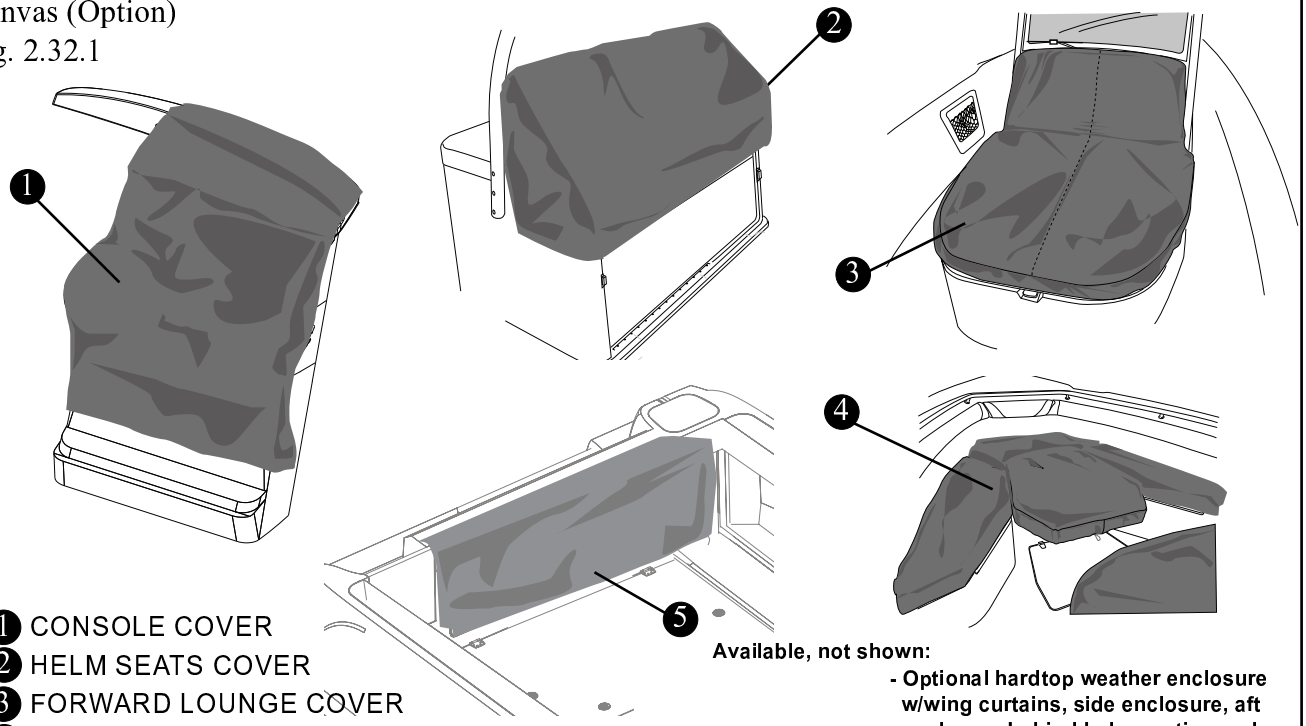
CO sickness symptoms include headache, nausea and dizziness. DO NOT mistake these symptoms for sea sickness.

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

See page 1-6 of this manual for additional important information regarding Carbon Monoxide.

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

Canvas (Option)
Fig. 2.32.1



1. CONSOLE COVER
2. HELM SEATS COVER
3. FORWARD LOUNGE COVER
4. FORWARD CUSHION OPTION COVER
5. AFT BENCH SEAT COVER

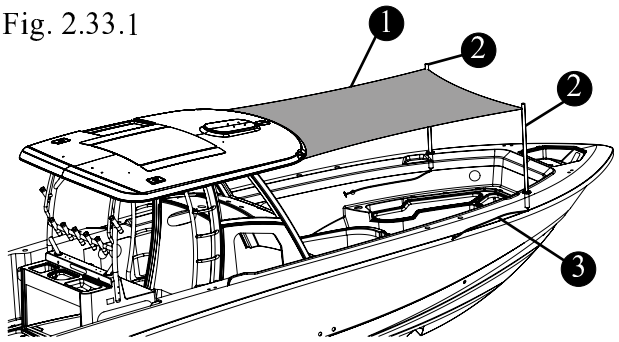
Available, not shown:

- **Optional hardtop weather enclosure w/wing curtains, side enclosure, aft enclosure behind helm seating and full beam enclosure.**
- **Full canvas cover from hardtop to fore and aft deck**

Forward Bow Shade (Option)

Your boat can be equipped with an optional forward bow shade providing cooling shade over the forward lounge area.

Forward Bow Shade
Fig. 2.33.1



1 BOW SHADE
2 SUPPORT RODS (SUPPLIED) (P&S)
3 DRAIN (P&S)

Bow Thruster

⚠ WARNING

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

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

Your boat is equipped with a 4kW bow thruster with a dedicated battery bank and charging system. The electrically driven bow thruster gives the operator more maneuverability of the bow when docking or maneuvering the vessel in narrow channels or where space is at a premium.

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

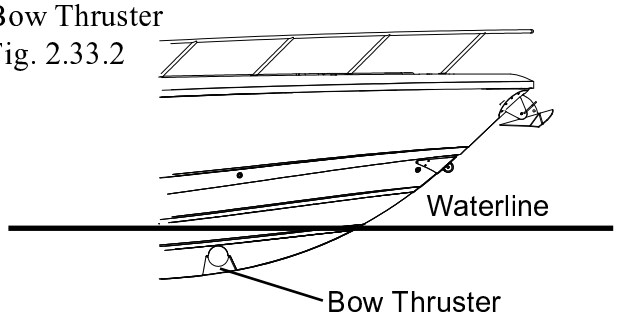
The bow thruster motor, batteries,battery charger and fuse block can be accessed by lifting the access hatches in the floor of the forward console lounge.

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

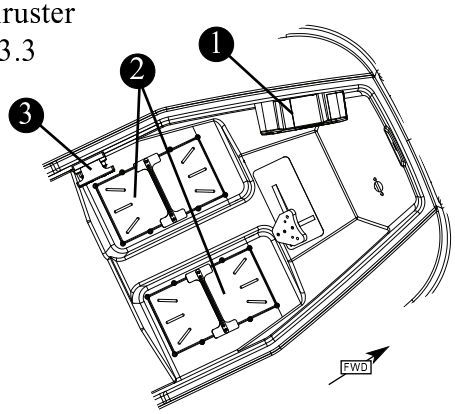
⚠ WARNING

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

Bow Thruster
Fig. 2.33.2



Bow Thruster
Fig. 2.33.3

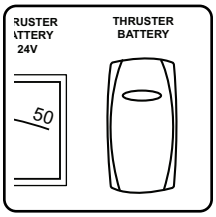


1 BOW THRUSTER BATTERY CHARGER
2 BATTERY TRAYS
3 BATTERY SWITCH

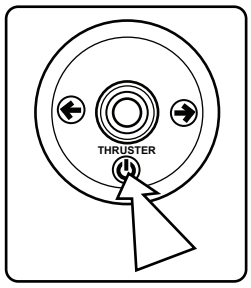
NOTICE

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

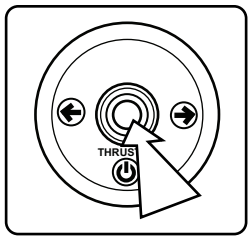
To Operate The Bow Thruster:



- Depress battery switch located on the DC Distribution panel..



- Press the activation button for 1 second.



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

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

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

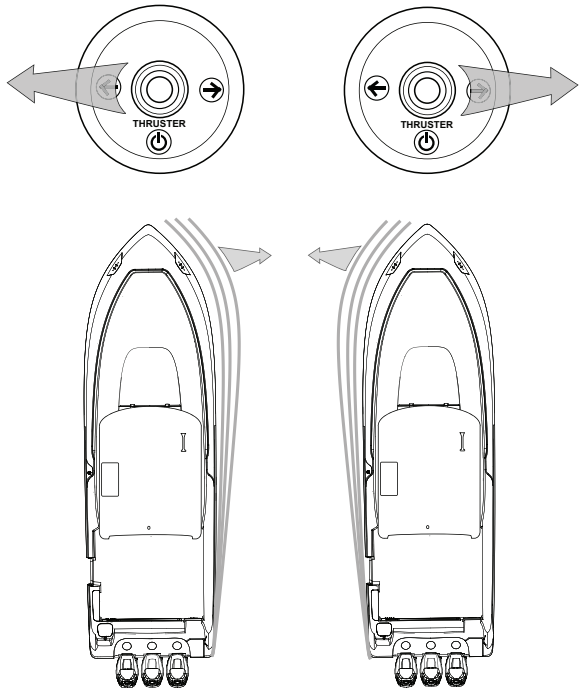
NOTICE

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

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

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

Bow Thruster Movement
Fig. 2.34.1



⚠ CAUTION

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

⚠ DANGER

DO NOT OPERATE THRUSTER OUT OF WATER

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

In addition, this action will void the warranty.

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

Towing, Docking and lifting

Bow Tow Eye (Option)

⚠ WARNING

PERSONAL INJURY HAZARD

Towing or being towed stresses the boat(s). hardware and lines. Failure of any part can seriously injure people or damage the boat(s).

DO NOT stand directly in line with the tow line. If it were to break, it would "snap Back" causing injury or damage to everything in its path.

The optional bow tow eye which is located on the hull, extreme front of the boat, is reinforced with a stainless steel backing plate located in the anchor locker.

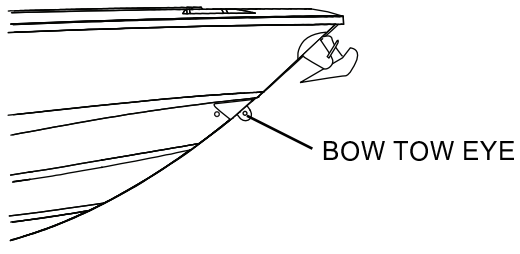
In the event that it becomes necessary for you to have your boat towed, the U.S. Coast Guard or a private salvage company experienced in this type of operation are better equipped to perform the service.

Use another recreational boat only as a last resort. Doing so may cause damage to one or both boats due to operator inexperience or other conditions such as weather and/or current.

In addition, the pitch of most propellers on average recreational vessels is geared toward maximizing the speed of the vessel, not torque, thus making towing inefficient and stressful on the engine

Another recreational boat may assist by standing by, and possibly keeping the disabled boat's bow at a proper angle until help arrives.

Bow Tow Eye (Option)
Fig. 2.35.1

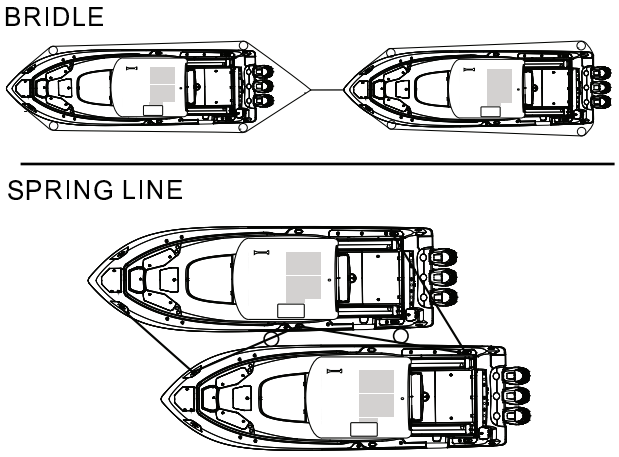


If it becomes necessary to tow your boat:

If possible, create a bridle with a line around the hull or superstructure or use spring lines to secure the towed vessel to the towing vessel (See below).

Either of these methods will distribute the load over a wide area. Be sure to use fenders or other chafe protection at the pressure points.

Methods of Towing
Fig. 2.35.2



If using the bow eye to tow is the only option:

- Use double-braided or braid-on-braid line. NEVER use three-stranded twisted nylon; it has too much elasticity, can break and "snap back" causing severe injury or damage.
- Attach the tow line to the bow tow eye only. DO NOT attach the tow line to a cleat or deck rail.
- Have towing vessel move slowly to prevent strain on a slack line.
- Keep someone at the helm of the towed vessel to steer.
- Keep lines clear of propellers on both boats.
- Keep hands and feet clear of the other boat.
- NEVER hold a towline after it is pulled taut.

Docking

Your boat has nine (9) 10 inch cleats, one located in the anchor locker, two located at the bow (P&S), two located amidship under the gunnel (P&S), two located in the aft cockpit under the gunnel (P&S) and two at the stern (P&S). The cleats are used to secure the boat to the dock. While loading/unloading or mooring, please learn the proper way to secure the boat and how best to use the mooring points of your boat.

⚠ WARNING

DO NOT use cleats to tow another boat.

Lifting

DO NOT use the bow eye for lifting the boat.

⚠ DANGER

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

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

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

- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.

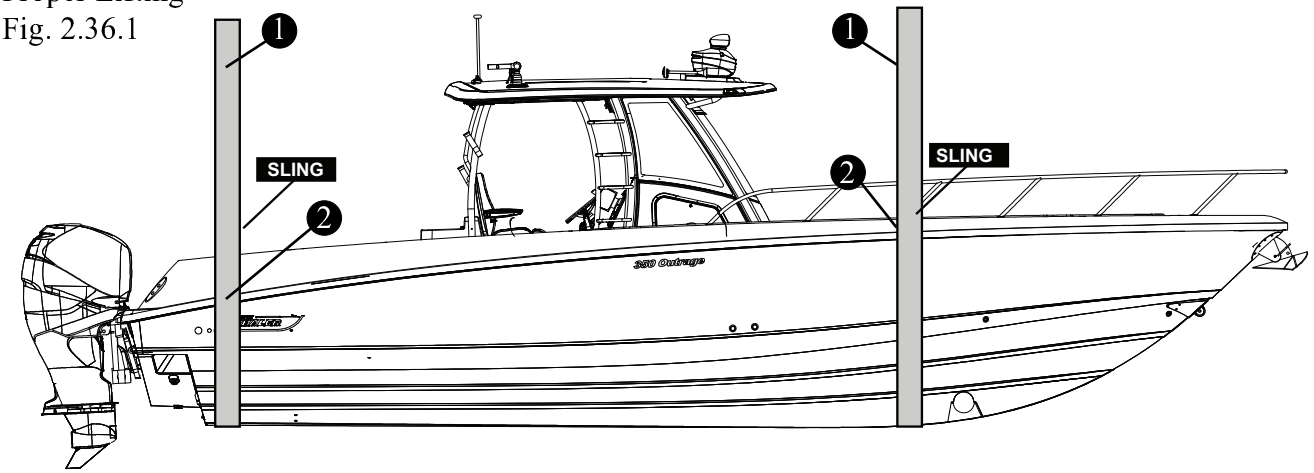
NOTICE

CLOSE THE A/C SEACOCK

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

- Ensure that fishboxes and bilge are pumped out prior to lifting.
- Use a wide, flat, belt sling for lifting to minimize stress on the gunwales.
- Careful location of the sling is required. **DO NOT place slings where contact with underwater fittings will occur.**
- When secured on land, pull the garboard drain, ensure that motorwell drains and deck drains are free flowing and position the boat with the bow slightly higher than the stern so that any water which is allowed to accumulate in the cockpit, motorwell or bilge can easily drain from the boat.

Proper Lifting
Fig. 2.36.1



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

Yacht Tender Package (Option)

If equipped, the yacht tender package consists of the following components (Figure 2.37.1):

- Clam shell covers over thru hull outlets to prevent water coming back into the boat.
- Ball valves on the port and starboard fish box outlets.
- High water float switch (Original equipment).
- Trumpet horn on hardtop (Original equipment).
- Strobe light added to hardtop.
- On/Off tow system switch.

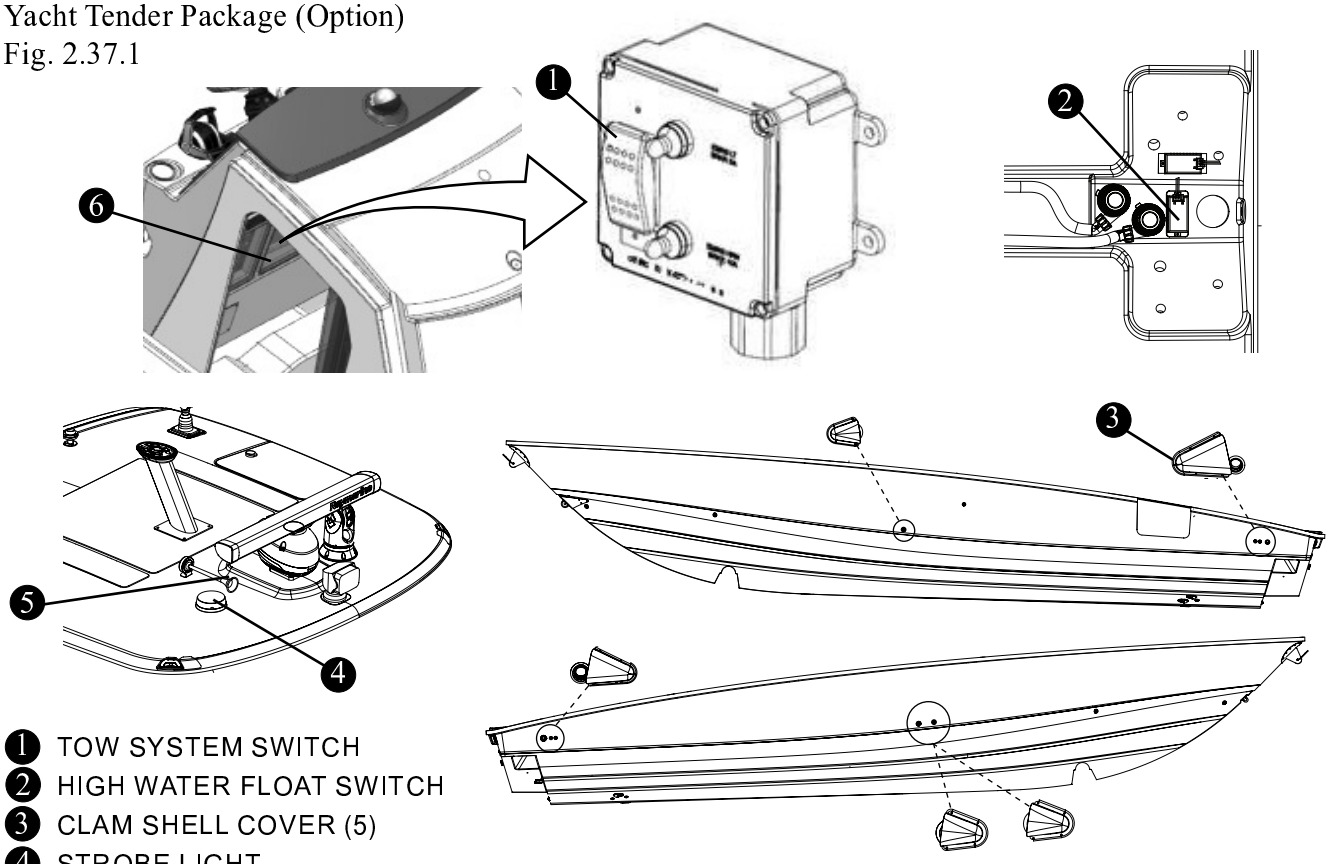
The system is activated by a switch located behind an access panel on the starboard wall of the head and above the fresh water manifold (Figure 2.37.1).

Preparing Yacht Tender Package

- Close the fishbox pump outlet ball valves in the aft bilge on both port and starboard side between the pumps and hull sides.
- Turn OFF all battery switches.

  The power to the system is on the unswitched side of the house battery switch. The house battery switch can remain OFF while under tow except in the tow condition where vessel navigation lights are needed.
- Turn ON tow switch located behind access panel on aft wall of console interior. (Figure 2.37.1).
- Switch must be in the ON position while under tow. This provides power to the horn and the emergency strobe light on the hardtop. Both are activated by the high water float switch in the aft bilge (Figure 2.37.1).

Yacht Tender Package (Option)
Fig. 2.37.1



1. TOW SYSTEM SWITCH
2. HIGH WATER FLOAT SWITCH
3. CLAM SHELL COVER (5)
4. STROBE LIGHT
5. TRUMPET HORN
6. AFT CONSOLE INTERIOR ACCESS PANEL

Components not shown:
Ball valves on P&S fishbox pump outlets.

Out of Water storage

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

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

Specifications for keel stands (Figure 2.37.1) which meet the Boston Whaler requirements for support of your boats keel can be obtained by contacting your dealer or Boston Whaler.

NOTICE

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

⚠ CAUTION

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

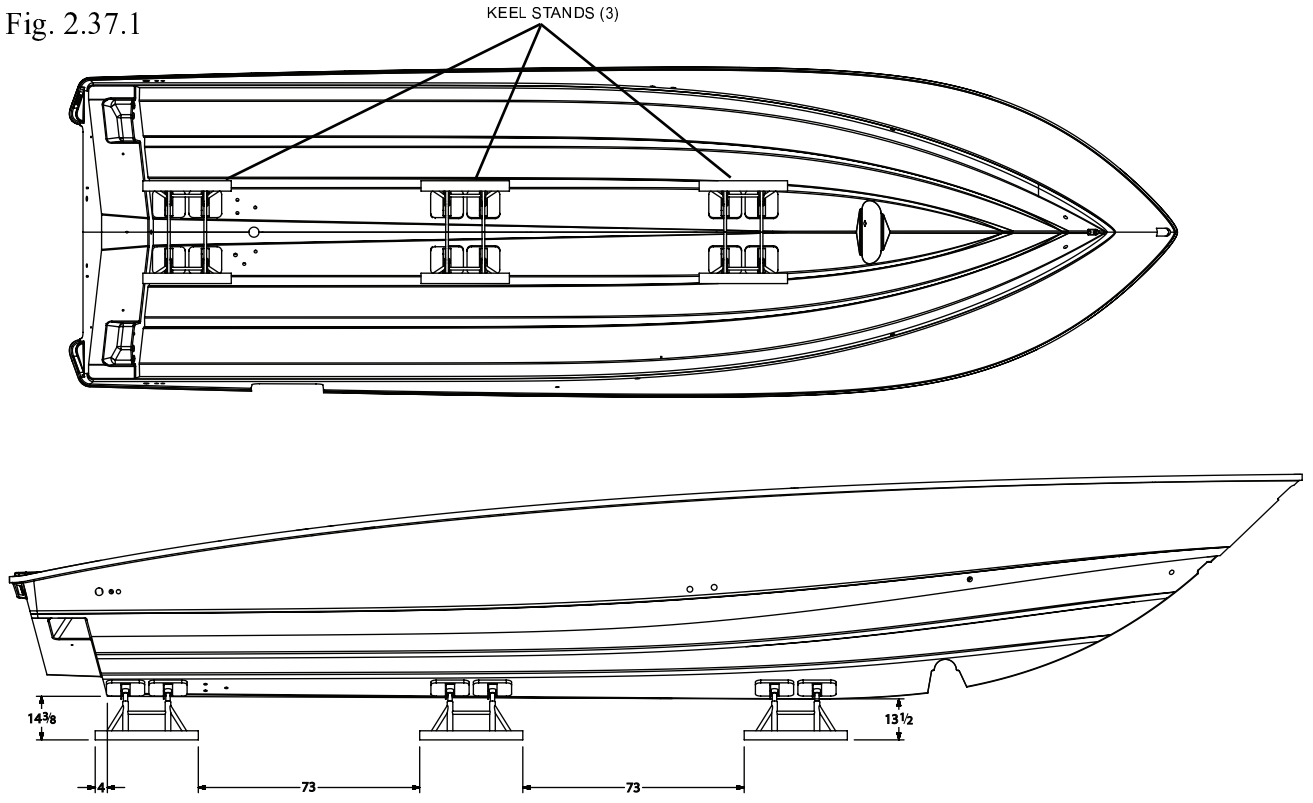
Use ONLY the keel stands required by Boston Whaler for support of your boat out of water.

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

Out of Water storage (Option)

In the event that required keel stands are not available see figure 2.38.1 for recommended out of water support of your boat.

Keel Stands
Fig. 2.37.1



⚠ CAUTION

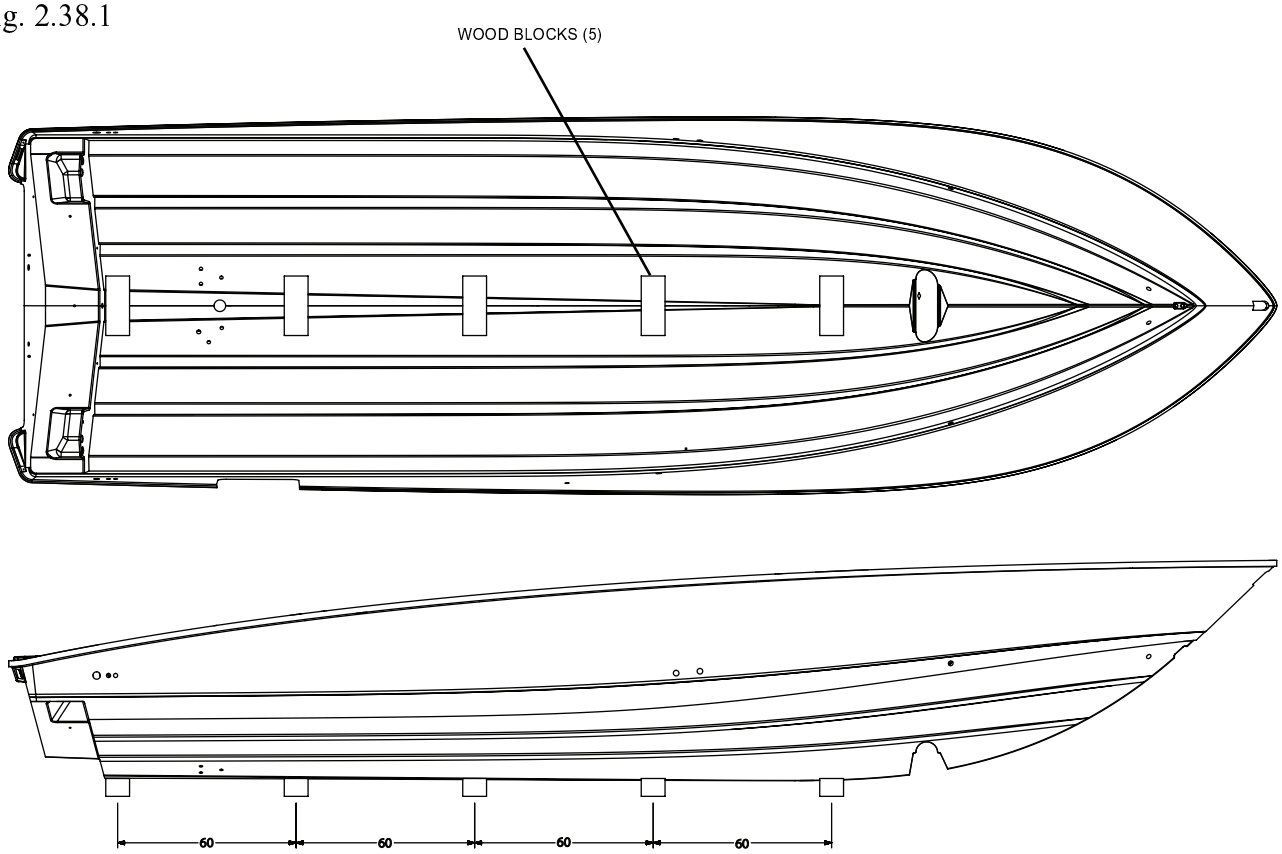
In addition to the five (5) wood blocks, use a minimum of four (4) side stands, two (2) placed at port and two (2) placed at starboard.

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

NOTICE

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

Hull Support (Option)
Fig. 2.38.1



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Bilge Pumps

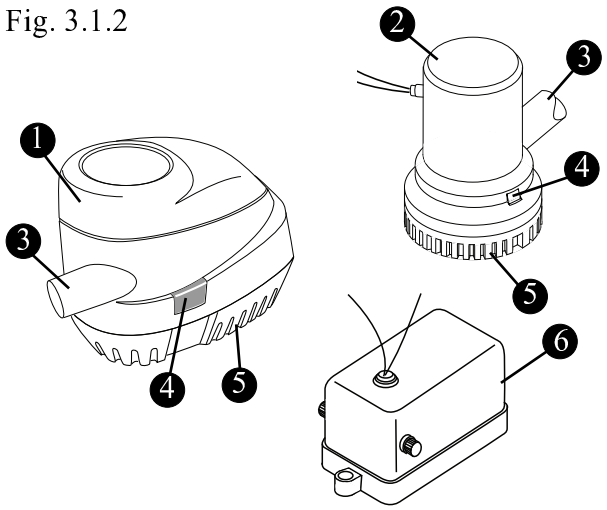
Your boat is equipped with three (3) automatic bilge pumps, one forward (1100 GPH - 4,164 LPH), one aft (2000 GPH - 7,571 LPH) and one high water emergency pump (2000 GPH - 7,571 LPH).

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

By depressing the switch on the control station switch panel labeled FWD BILGE PUMP or AFT BILGE PUMP (See figure 2.23.1) the operator can energize the pumps manually.

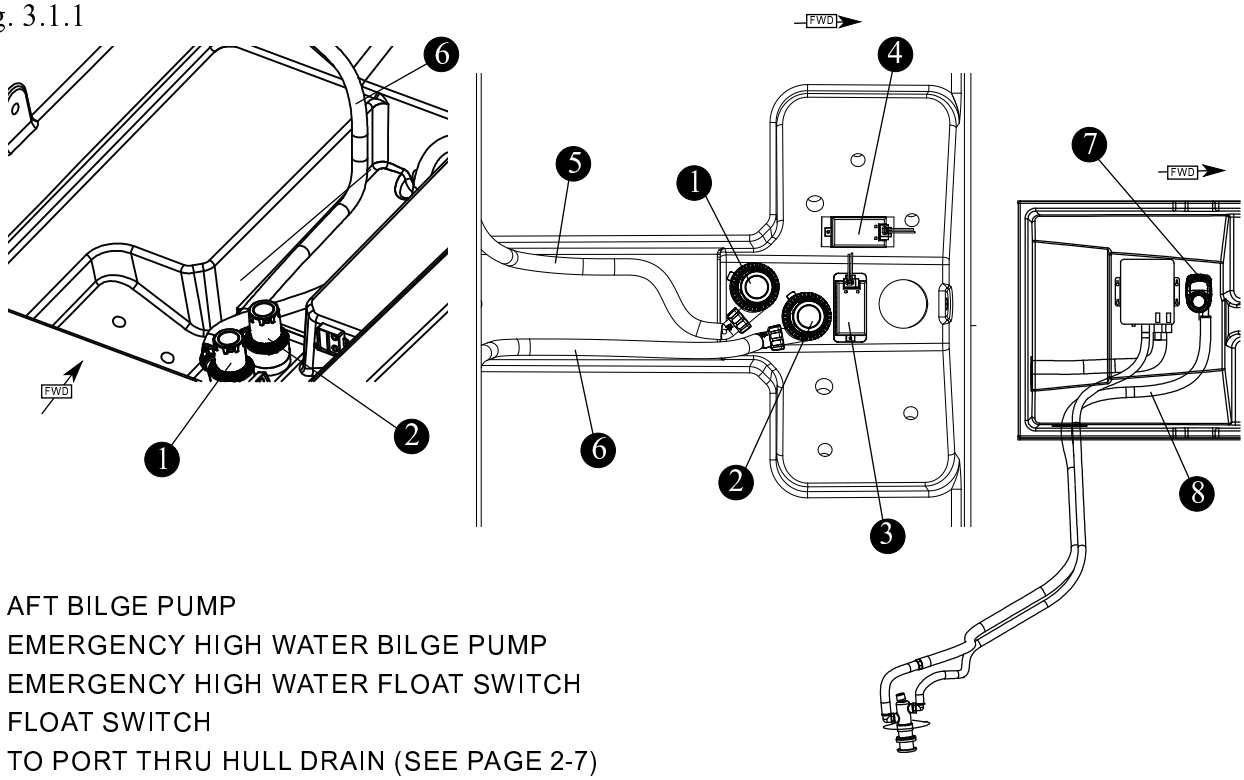
The aft pump discharges water overboard by way of a thru-hull fitting on the aft starboard hull. The high water pump discharges water overboard by way of a thru-hull fitting on the midship starboard hull (See figure 2.7.1).

Bilge Pumps & Float Switch
Fig. 3.1.2



1. FORWARD PUMP 1100 GPH (4164 LPH)
2. AFT PUMPS (2) 2000 GPH (7571 LPH)
3. WATER OUTLET
4. LOCK TAB
5. WATER INLET
6. FLOAT SWITCH

Bilge Pump Locations
Fig. 3.1.1



1. AFT BILGE PUMP
2. EMERGENCY HIGH WATER BILGE PUMP
3. EMERGENCY HIGH WATER FLOAT SWITCH
4. FLOAT SWITCH
5. TO PORT THRU HULL DRAIN (SEE PAGE 2-7)
6. TO STARBOARD THRU HULL DRAIN (SEE PAGE 2-7)
7. FORWARD BILGE PUMP
8. TO STARBOARD THRU HULL DRAIN (SEE PAGE 2-7)

Access to the Pumps

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

Maintenance

To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor (Figure 3.1.2).

If water does not come out of the discharge hose:

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

NOTICE

Inspect the bilge pump intakes frequently and keep them free of dirt or material which may impede the flow of water through the pump.

Bilge Pump Maintenance

NOTICE

Inspect the bilge pump intakes frequently and keep them free of dirt or material which may impede the flow of water through the pump.

Float Switch

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

To clean:

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

Emergency High Water Bilge Pump

In the event that water has risen in the bilge sufficiently to activate the high water float switch, the emergency high water bilge pump will automatically begin to pump water out of the bilge. An audible alarm (loud buzzer) will sound at the helm and the "HIGH WATER" indicator light on the helm switch panel (See fig. 2.23.1) will be ON.

Take immediate action:

- Switch all bilge pumps ON.
- Use your radio to broadcast a PAN-PAN distress call (See page 1-13).
- Turn OFF all AC and DC breakers before stepping into the water in the bilge.
- Determine the problem and take necessary action to stop the inflow of water.
- If after you determine your situation no longer requires assistance, you must cancel the PAN-PAN call.

NOTICE

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

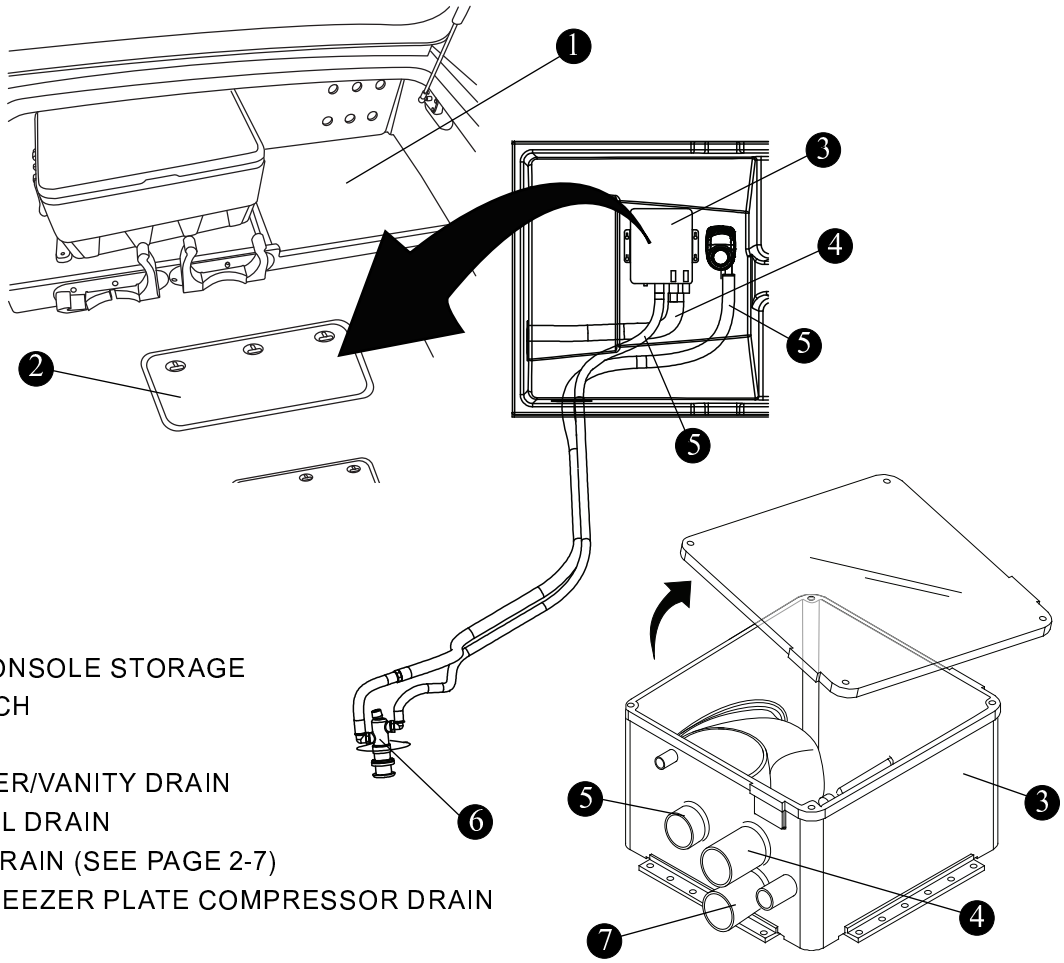
Fuel & Oil Spillage

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

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

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

GRAY WATER SUMP
FIG. 3.3.1



1. FORWARD CONSOLE STORAGE
2. ACCESS HATCH
3. SUMP
4. FROM SHOWER/VANITY DRAIN
5. TO THRU HULL DRAIN
6. THRU HULL DRAIN (SEE PAGE 2-7)
7. FROM A/C, FREEZER PLATE COMPRESSOR DRAIN

Gray Water Sump

Your boat is equipped with a gray water sump located under a hatch beneath the cushion of the bunk/setee in the cabin (See fig. 3.3.1).

Gray water from the shower & vanity, water from the water heater drain and the storage garage drain collect in the sump.

The sump contains its own automatic pump. When there is enough water in the sump to raise the float switch and start the pump the water is discharged through the thru hull drain (See fig. 2.6.2).

Maintenance

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

Fuel System

⚠ CAUTION

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

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

Your fuel system provides the following benefits:

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

Fuel tank

Your boat is equipped with a low permeation aluminum fuel tank with a useable fuel capacity of 400 gallon (1514 L). The useable capacity of the fuel tank is different from the tank capacity marked

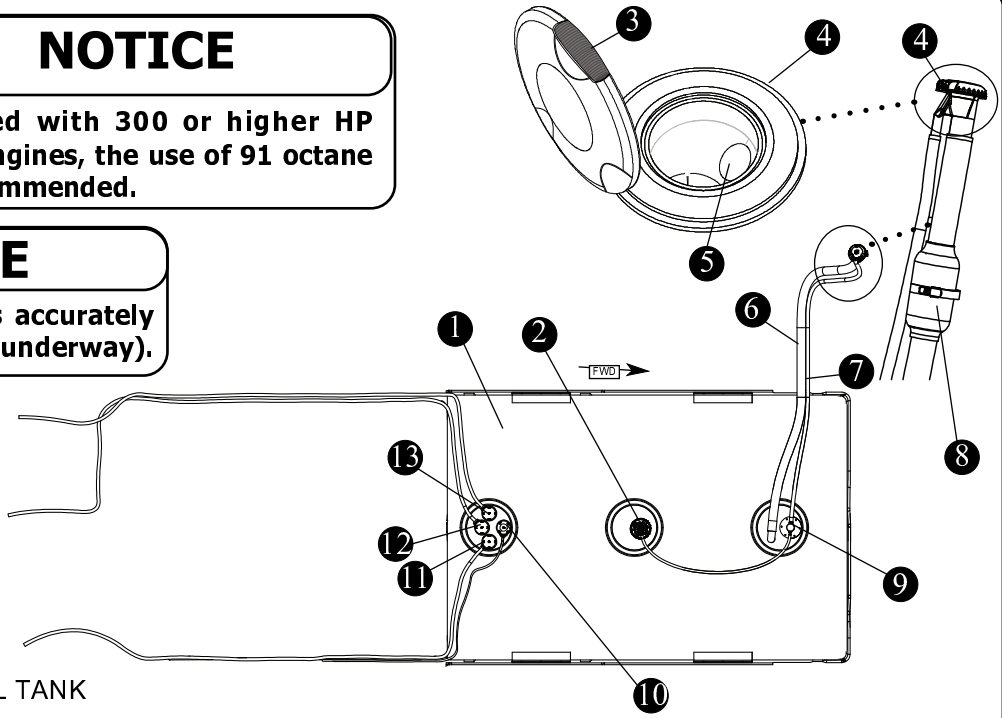
Fuel Tank
Fig. 3.4.1

NOTICE

If equipped with 300 or higher HP Verado® engines, the use of 91 octane fuel is recommended.

NOTICE

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



1. 400 GAL. (1514 L) FUEL TANK
2. GRADE VALVE
3. FUEL FILL CAP RELEASE BUTTON
4. FUEL FILL DECK PLATE
5. FUEL FILL INTEGRATED VENT
6. FUEL FILL HOSE
7. FUEL FILL VENT HOSE
8. INTEGRATED CHECK VALVE (ICV)
9. FILL LIMIT VENT VALVE (FLVV)
10. GENERATOR FUEL DEMAND VALVE (OPTION)
11. STARBOARD ENGINE FUEL DEMAND VALVE (FDV)
12. CENTER ENGINE FUEL DEMAND VALVE (FDV)
13. PORT ENGINE FUEL DEMAND VALVE (FDV)

⚠ CAUTION

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

NOTICE

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

on the tank from the manufacturer. The difference is the non-useable portion of the tank which results from the fuel in the tank that is below the pickup tube and the ullage area that has been incorporated into your tank. It is recommended that you follow all instructions regarding the filling of fuel tanks. **Please take time to read and understand all the fuel related information and warnings regarding gasoline and your boat, in the engine owner's packet.**

Fuel tanks with levels less than 1/4 full can cause engine stalling problems due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keep the tank full and monitor the fuel level often to prevent this from happening.

Fuel Vent

The fuel tank vent is integrated into the fuel fill deck fitting (See fig. 3.2.1). The VaporTec fuel pressure management system, (fuel fill deck fitting, integrated check valve, fill limit vent valve, grade valve), ensures that the fuel system constantly maintains proper vapor pressure in all situations. This eliminates any unintended pressure which can seriously damage a boat or engine. The vent serves as an over pressure/vacuum release with anti-surge and flame/spark arresting protection. The fuel vent system also plays an important role in controlling the "FULL" level of fuel with the use of the FLVV (Fill Limit Vent Valve). Grade Valves have been added to the tank which allows proper ventilation of the tank when the boat is stored, or trailered, on a moderate incline, without fuel seepage.

Filling The Tank

This fuel system is designed to automatically shut off the fuel nozzle when the tank is full, similar to an automotive fuel system. The tank is filled when the fuel fill nozzle has shut itself off the second time. The SecureStop automatic fuel shutoff system (Fuel Fill Deck Fitting, Integrated Check Valve, Fill Limit Vent Valve), guarantees the boater a clean trouble-free fillup. Details such as valve design and deck fill nozzle retention features ensure consistent fillup/shutoff. Attempting to fill the tank past this point may cause some of the components to not function properly, or malfunction.

Fuel Distribution System

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

⚠ WARNING

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

⚠ WARNING

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

NOTICE

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

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

Static Electricity and the Fuel System

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

Your boats bonding system protects it from creating and discharging static electricity. Your boat must be in contact with the water or a land based grounding system while fueling.

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

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

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- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).

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

⚠ DANGER

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

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

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

Ethanol-Blended Fuels

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

NOTICE

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

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

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

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

Filling The Tank

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

Phase Separation

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

Additives

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

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

Fuel Filters

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

Fuel/water Separator

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

Maintenance

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

Storage

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

⚠ CAUTION

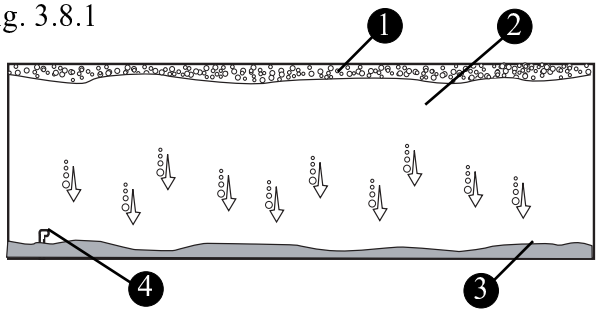
The use of fuels containing ethanol higher than 10 percent (E-10) can damage your engine and/or fuel system and will void the warranty.

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

maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

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

Example of Phase Separation
Fig. 3.8.1

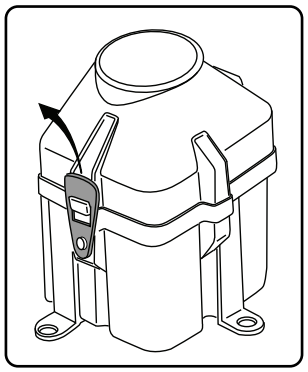


1 CONDENSATION
2 UPPER PHASE (WATER+FUEL+ETHANOL)
3 LOWER PHASE (WATER+ETHANOL)
4 FUEL INLET TO ENGINE

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

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

Power Steering

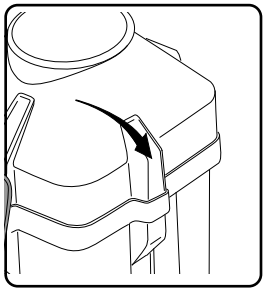


The Verado four-stroke engines use an enclosed hydraulic pump unit. **The pump is electrically operated to provide hydraulic pressure to the steering system.** The pump is located in the aft of the bilge and can be accessed by removing the access hatch behind the aft bench seat.

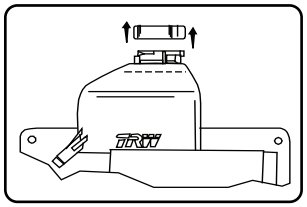
Filling & Maintenance

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

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



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



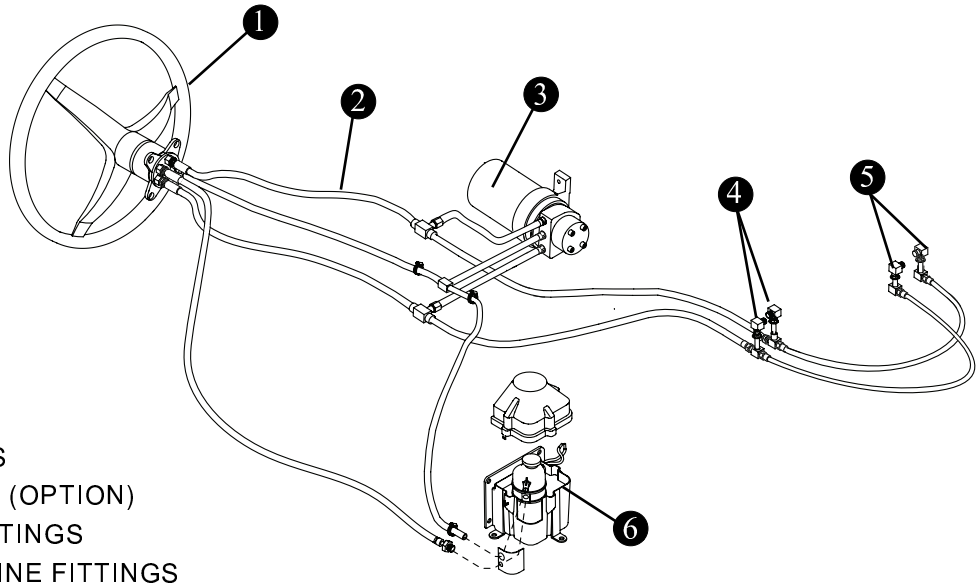
- Replace cap and cover.

Make a habit of checking the fluid level before each trip. Proper maintenance of this system will ensure

NOTICE

Ensure that cover is properly seated to prevent intrusion of water into the pump enclosure.

Power Steering
Fig. 3.9.1



1. HELM
2. HYDRAULIC LINES
3. AUTOPILOT PUMP (OPTION)
4. PORT ENGINE FITTINGS
5. STARBOARD ENGINE FITTINGS
6. POWER STEERING PUMP

worry-free usage for the life of your boat. Steering system integrity is imperative when engaging in recreational water activities. Special care and attention must be taken to ensure proper performance of the steering system and should include the following:

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

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

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

Starting/Stopping the Engines

⚠ CAUTION

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

- Operator should know boating safety, safe navigation, and boat operating procedures.
- Make sure that the lower unit of the engine is in the water.
- Make certain the gear shift/throttle control is in the neutral position. (The engine will not start if the control lever is in any other position than NEUTRAL)
- Be sure the engine stop switch (See figure 1.16.1) is in the "RUN" position.

Starting the Engines

The master ignition key switches are located at the bottom of the AC distribution panel (See fig. 3.10.1) behind an access door on the port wall of the cabin. **The switches must be turned on to activate the system.**

NOTICE

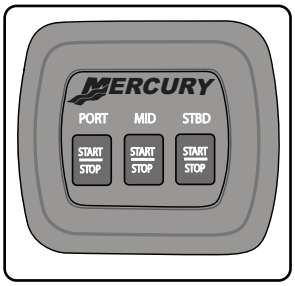
The engines CANNOT be started from this location.

NOTICE

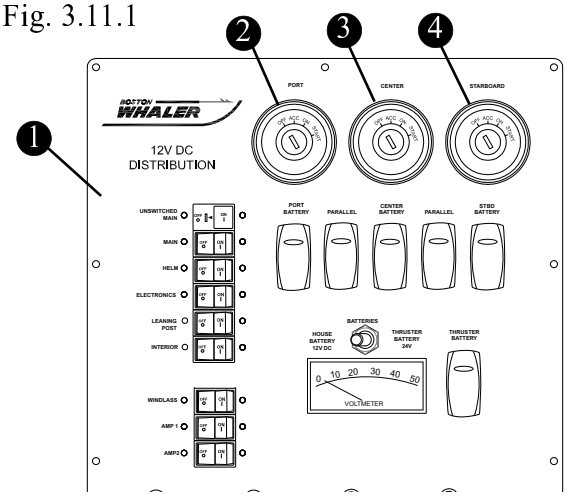
The gear shift/throttle control levers will not allow engine starting if the control levers are in any other position than NEUTRAL.

- Turn the master ignition key switches ON (clockwise).
- Be sure the throttle control levers are in the NEUTRAL position.

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

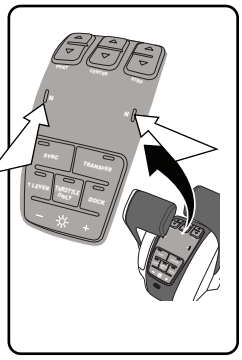


Master Key Switches
Fig. 3.11.1



1 AC DISTRIBUTION PANEL
2 PORT ENGINE KEYSWITCH
3 CENTER ENGINE KEYSWITCH
4 STARBOARD ENGINE KEYSWITCH

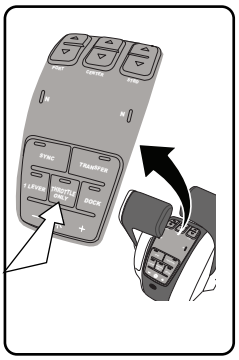
The neutral (N) lights located on the throttle remote pad will become illuminated once the engines are started and communicating with the throttle control.



Warming Up the Engines

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

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



- Press and hold the "THROTTLE ONLY" button while moving the control handle ahead to the forward position.
- Hold in the button until the horn sounds twice and the neutral lights start flashing. The flashing lights indicate that throttle only is engaged.
- Advance the control handles to increase engine RPM.

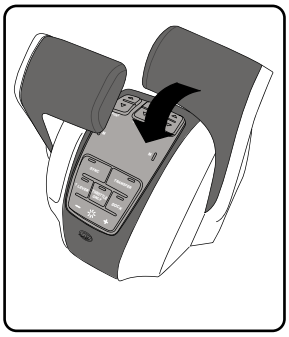
  NOTE: Engine RPM is limited to prevent engine damage.

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

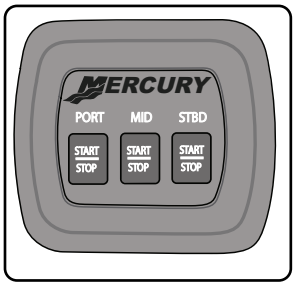
The warm-up mode can be re-activated by turning the engines off and re-starting.

Stopping the Engines

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



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



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

Fresh Water System

The freshwater system on your boat includes: one pump, a 45 gal (170 L) fresh water tank and plumbing connections for water service to the head, vanity sink, bait prep station sink, transom shower, dive door shower and anchor locker.

Filling the Tank

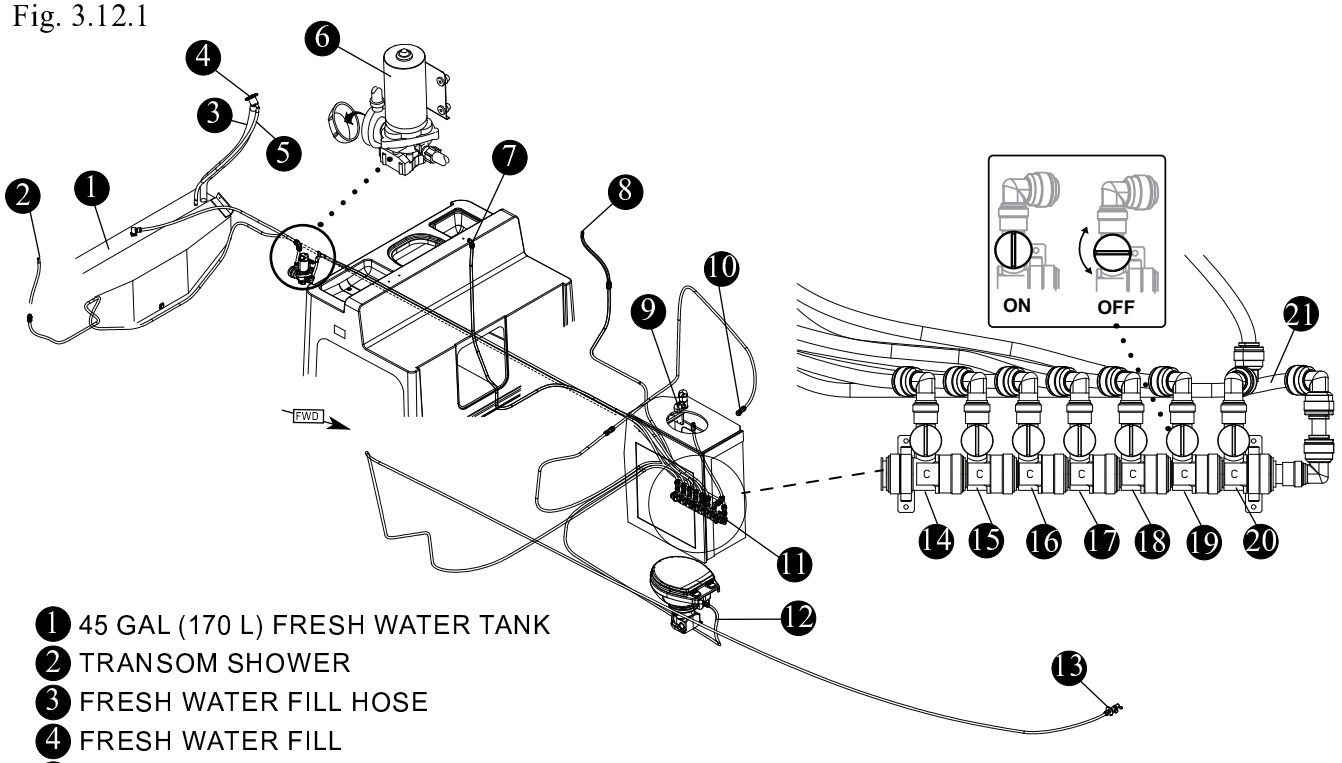
The water tank can be filled through the water fill deck plate located on the port transom (See fig. 2.9.1).

Fill the tank only from a source known to provide safe, pure drinking water. Use only a plastic hose to fill the water tank. Using a rubber hose can give the water a disagreeable taste.

NOTICE

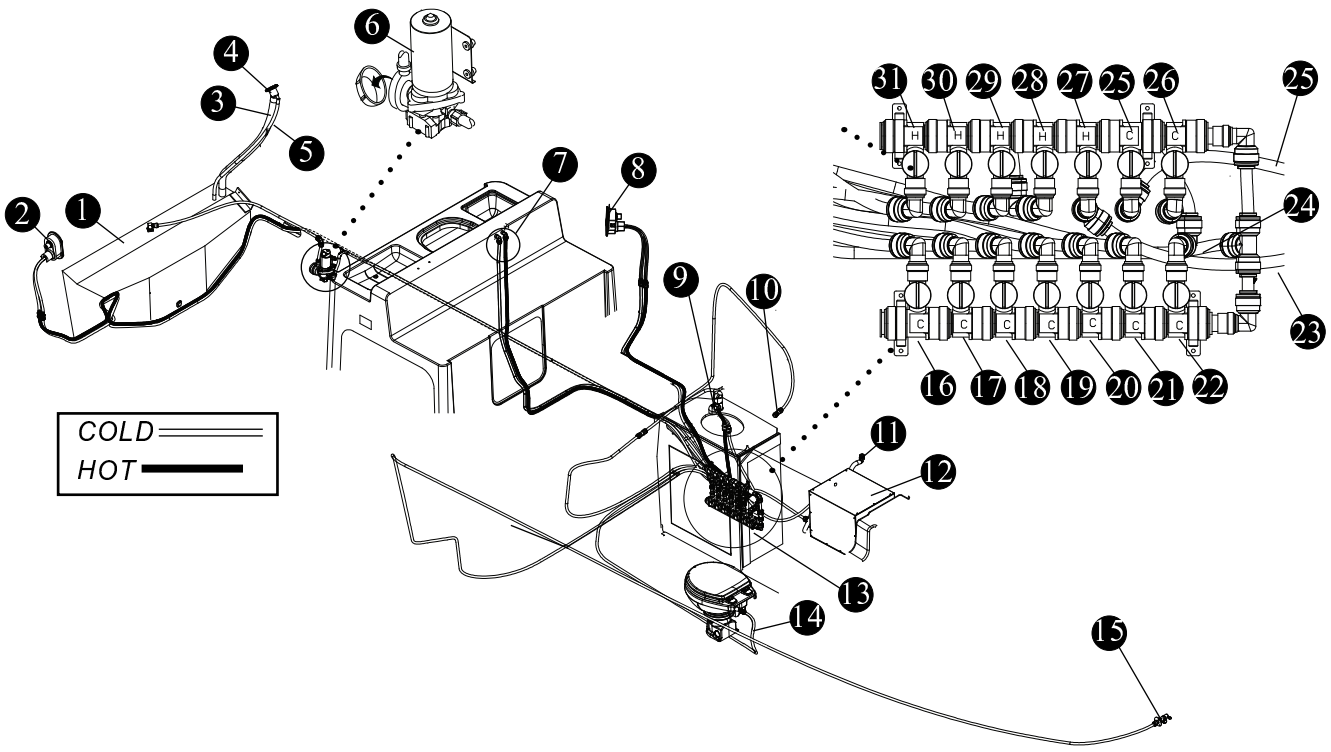
- **Be sure to fill the water tank from a source known to provide safe, pure drinking water.**
- **If you do not use the freshwater system for long periods of time or only use it seasonally it is recommended that you follow the disinfecting practice before using it.**

Fresh Water System
Fig. 3.12.1



1. 45 GAL (170 L) FRESH WATER TANK
2. TRANSOM SHOWER
3. FRESH WATER FILL HOSE
4. FRESH WATER FILL
5. VENT HOSE
6. FRESH WATER PUMP
7. TO PREP STATION SINK
8. TO DIVE DOOR SHOWER, MID SHIP
9. VANITY SINK
10. TO WINDSHIELD WASHER
11. FRESH WATER MANIFOLD
12. TO HEAD
13. TO ANCHOR LOCKER
14. TRANSOM SHOWER
15. DIVE DOOR SHOWER
16. PREP STATION SINK
17. HEAD SINK
18. WINDSHIELD WASHER
19. ANCHOR LOCKER
20. HEAD
21. FROM FRESH WATER TANK

Fresh Water System, Convenience Package (option)
Fig. 3.13.1



1. 45 GAL (170 L) FRESH WATER TANK
2. TRANSOM SHOWER
3. FRESH WATER FILL HOSE
4. FRESH WATER FILL
5. VENT HOSE
6. FRESH WATER PUMP
7. PREP STATION SINK
8. DIVE DOOR SHOWER, MID SHIP
9. VANITY SINK
10. TO WINDSHIELD WASHER
11. DOCKSIDE WATER INLET
12. WATER HEATER
13. MANIFOLD
14. HEAD
15. TO ANCHOR LOCKER
16. TRANSOM SHOWER
17. DIVE DOOR SHOWER
18. PREP STATION SINK
19. VANITY SINK
20. WINDSHIELD WASHER
21. ANCHOR LOCKER
22. HEAD
23. FROM WATER HEATER
24. FROM FRESH WATER TANK
25. TO WATER HEATER
26. MISTERS (OPTION)
27. WATER HEATER FEED
28. VANITY SINK (HOT)
29. PREP STATION SINK (HOT)
30. DIVE DOOR SHOWER (HOT)
31. TRANSOM SHOWER (HOT)

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

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

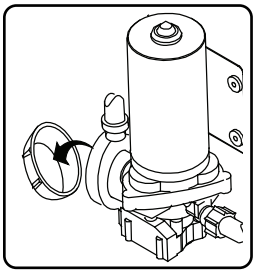
The following procedure is recommended to disinfect the freshwater system:

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

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

Freshwater Pump

Your boat has a fresh water pump located in the port side bilge area aft of the battery trays. To access the pump, lift the equipment hatch in the aft cockpit deck.



To operate the system, turn ON the "FRESH WATER" breaker located on the DC Breaker Panel located on the starboard gunnel. This will energize the "FRESH WATER" switch on the bait prep station switch panel (See figure 2.24.1).

When activated, the freshwater pump draws water from the water tank and provides pressure to the entire freshwater system.

Periodically check the hoses and connections for leaks and/or loose fittings. A loss of pressure will result in low water flow.

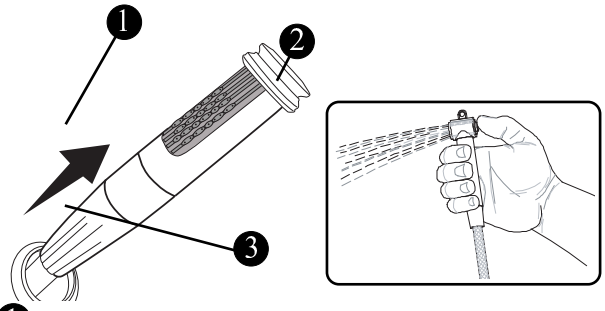
Deck Showers

The 350 Outrage is equipped with two deck showers, one is located on the starboard side, aft of the transom door and the other is located forward of the dive door on the port side of the cockpit.

The showers are supplied by the fresh water system and have a hose which extends approximately 6' (1.82M).

The shower units are pressurized by the fresh water pumps and the spray head is activated by depressing the button on the back of the unit.

Transom Shower
Fig. 3.14.1



1 6' (1.82M) EXTENDABLE HOSE
2 PUSH BUTTON
3 WATER TEMPERATURE CONTROL*

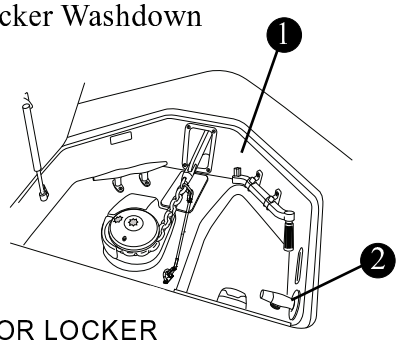
*Must choose convenience package

Anchor Locker Washdown

For your convenience, there is a fitting located at the bow in the anchor locker which allows for the connection of a common garden hose. This connection allows for the use of fresh water at the bow of your boat. It is important that the cap which is tethered to the connection be screwed onto the fitting when it is not being used.

The "FRESH WATER" switch located on the bait prep station switch panel (See page 2-24) must be ON to operate the anchor locker freshwater washdown.

Anchor Locker Washdown
Fig. 3.15.1



1 ANCHOR LOCKER
2 FRESH WATER FITTING

Misting System (Option)

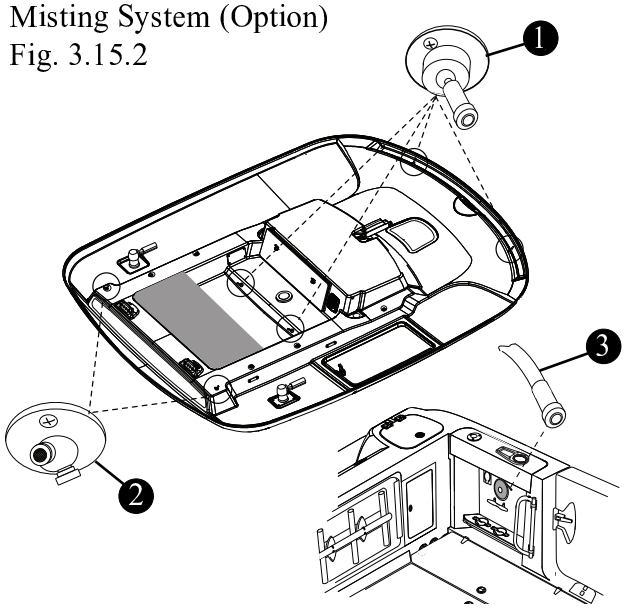
If equipped, the misting system consists of one (1) pump and plumbing connections for water service to eight (8) misting heads. Six heads are located in various spots on the hardtop and one each located port and starboard under the cockpit gunnels. The system utilizes the boat's fresh water system to provide a cooling mist of fresh water throughout the helm and cockpit as well as the forward lounge area.

The system is activated by the "MISTER" switch on the helm switch panel (See fig. 2.23.1).

Maintenance

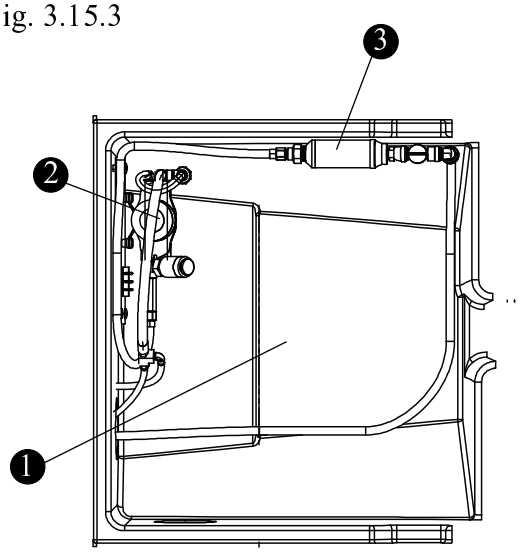
Mister jets are designed to spray out as a cone. If the water is streaming out or not coming out at all the jets need to be cleaned. Simply unscrew each jet and soak in CLR or vinegar for 15-20 minutes, rinse thoroughly with clean water and replace. If still not working, calcium deposits may have developed in which case you will need to place the jet in a towel and "tap" it on a hard surface to free the anti-drip ball inside.

Misting System (Option)
Fig. 3.15.2



1 HARDTOP FORWARD MISTERS
2 HARDTOP AFT MISTERS
3 COCKPIT GUNNEL MISTERS (P&S)

Misting System (Option)
Fig. 3.15.3



1 FORWARD CONSOLE
2 MISTER PUMP
3 MISTER FILTER

Changing the Filter

The misting system has an in-line, replacable filter located on the port wall adjacent to the water heater in the forward console. Access to the filter can be gained thrugh the lower door on the hanging closet.

Access to the mister pump can be gained thrugh the hatch on the lower aft wall of the forward console.

A dirty filter will clog the Mister Jets. The filter should be replaced approximately every three (3) months (depending on useage). To replace the filter, remove the water line from each end of the unit and reattach a fresh filter to the lines.

Replacement filters can be purchased by calling customer service at Misters Unlimited (1-888-764-6478) or by going to www.mistersunlimited.com and finding a dealer in your area.

It is recommended to flush the lines when replacing the filter. Remove one jet head and allow the system to run freely for 1-3 minutes

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

Water Heater (Option)

NOTICE

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

Operation

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

Turn "ON" the "WATER HEATER" switch located on the AC Main Distribution Panel. Once both the "FRESH WATER" switch and the "WATER HEATER" switches are "ON" the system can be utilized.

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

NOTICE

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

⚠ WARNING

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

⚠ CAUTION

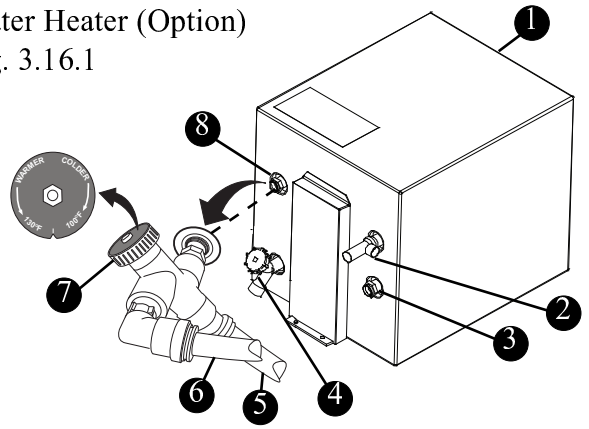
SCALDING INJURY - Turn OFF the water heater and wait for the water in the storage tank to cool before opening the drain valve to flush the tank.

Maintenance

The water heater connections will need to be inspected regularily. Access to the water heater can be made through the back wall of the hanging closet in the forward console. If you notice any leaks around the water heater call your dealer.

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

Water Heater (Option)
Fig. 3.16.1



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

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

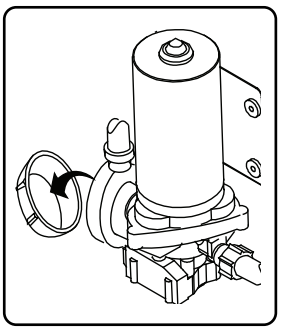
Make certain that the system is completely drained before laying up for the winter season. The freshwater tank will have to be drained and flushed with a non-toxic anti-freeze before winter storage.

Tempering Valve

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

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

Fresh Water System Maintenance



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

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

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

Automatic Engine Flushing System (Option)

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

Operation

- Attach a water hose to the fresh water inlet (Figure 3.17.1).
- Activate the system by depressing the button on the panel (Figute 3.17.1).

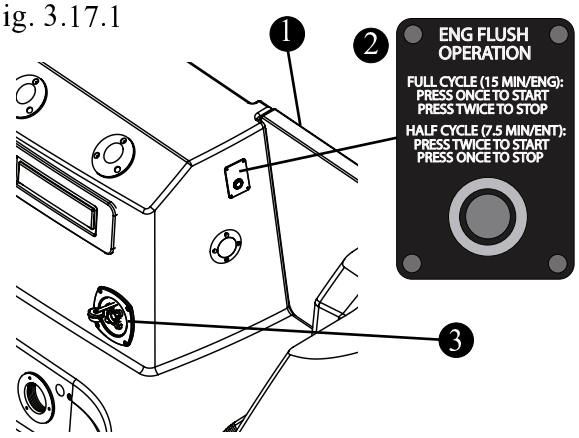
Operation: Full Cycle (15 minutes)

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

Half Cycle (7.5 minutes)

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

Engine Flush System (Option)
Fig. 3.17.1



1 TRANSOM DOOR
2 ENGINE FLUSH PANEL
3 DOCKSIDE FRESH WATER INLET

Raw Water System

ATTENTION

The seacock MUST be in the OPEN position when washdown is in use. Running the pump dry may damage the unit.

The Raw water system includes a pump, two (2) seacocks with auxiliary pump, two (2) livewells and a washdown hose connection.

The seacocks must be set in the OPEN position (Figure 3.18.1) for the raw water system to function. The seacock, livewell pump and raw water pump can be accessed through the equipment hatch in the aft cockpit deck.

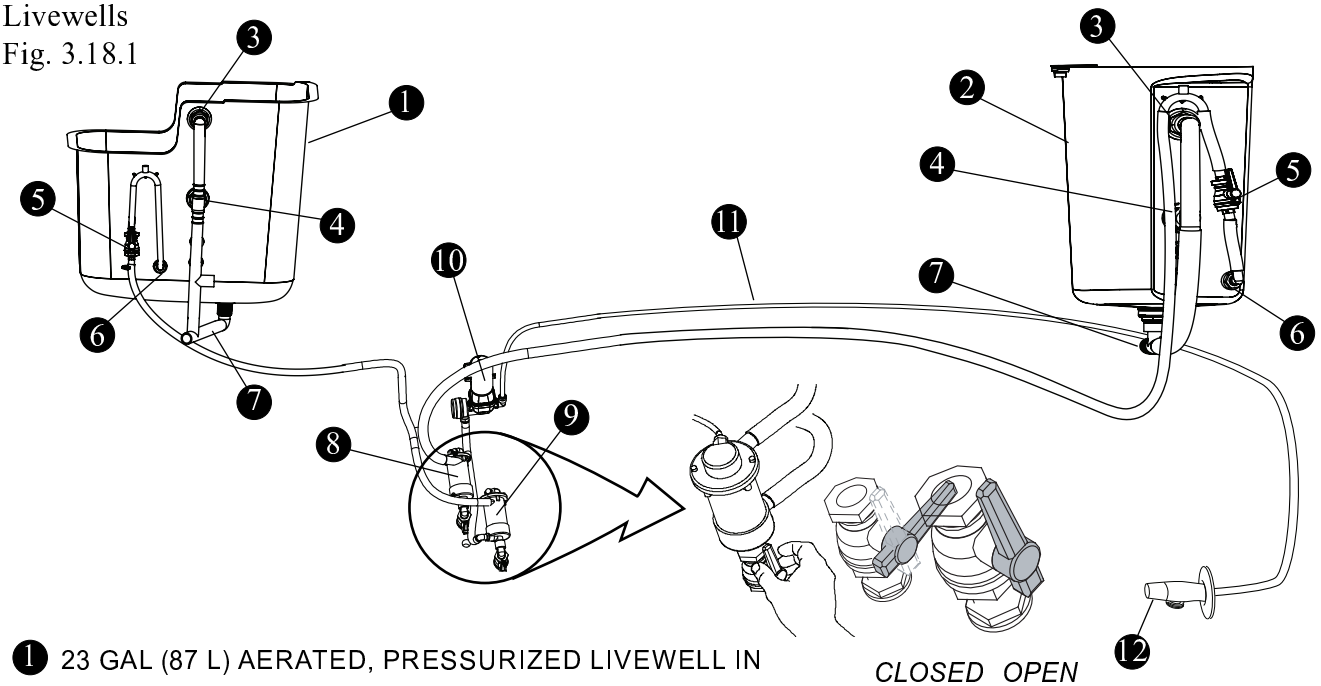
Make sure that the hull seacock is set in the open position and turn ON The "WASHDOWN" switch on the bait prep station switch panel (See fig. 2.24.1) by pushing on the top of the switch. The raw water pump will be activated and the system will become functional.

"Full-Fill" Livewells

Your boat is equipped with two (2) full-fill livewells A 40 gal. (151.4 L) livewell is located at the center of the bait preparation station and a 23 gal. (87 L) livewell is located on the aft port side of the transom. The livewells keep baitfish alive by circulating fresh seawater through the tank.

You can regulate the amount of water in the livewell by inserting the second drain plug (supplied) into the mid overflow drain, thus raising the level of water to the upper overflow drain. This "Full-Fill" design provides a stable environment to reduce fatigue on your baitfish resulting in a more active and longer lasting product.

Livewells
Fig. 3.18.1



1. 23 GAL (87 L) AERATED, PRESSURIZED LIVEWELL IN THE PORT TRANSOM
2. 40 GAL. (151.4 L) AERATED, FULL-FILL LIVEWELL IN THE BAIT PREP STATION
3. UPPER LEVEL OVERFLOW DRAIN
4. MID LEVEL OVERFLOW DRAIN
5. FLOW CONTROL VALVE
6. LIVEWELL FILL INLET
7. BOTTOM DRAIN
8. BAIT PREP LIVEWELL INTAKE/PUMP
9. AFT LIVEWELL INTAKE/PUMP
10. RAW WATER WASHDOWN PUMP
11. TO RAW WATER WASHDOWN FITTING
12. RAW WATER WASHDOWN FITTING

"Full-Fill" Livewell Operation

- Make sure that the hull seacocks are in the open position (See fig. 3.18.1).
- Insert a drain plug (supplied) into the mid overflow drain and fill the livewell completely. The upper overflow drain will allow the water to rise to just below the lid before starting to drain. Maintaining this water level enhances the stability of the water in the tank.
- Open the livewell flow control valves. The flow control valve for the transom livewell is located behind the access door on the aft port side of the cockpit (Figure 3.19.1).

  The flow control valve for the bait prep station livewell is located behind the access door on the front of the leaning post below the helm seat and behind the drop down standing platform (Figure 3.19.1).
- Fill the livewells by pressing the switches marked "FWD LIVEWELL" & "AFT LIVEWELL" on the bait prep station switch panel (See page 2-24).

ATTENTION

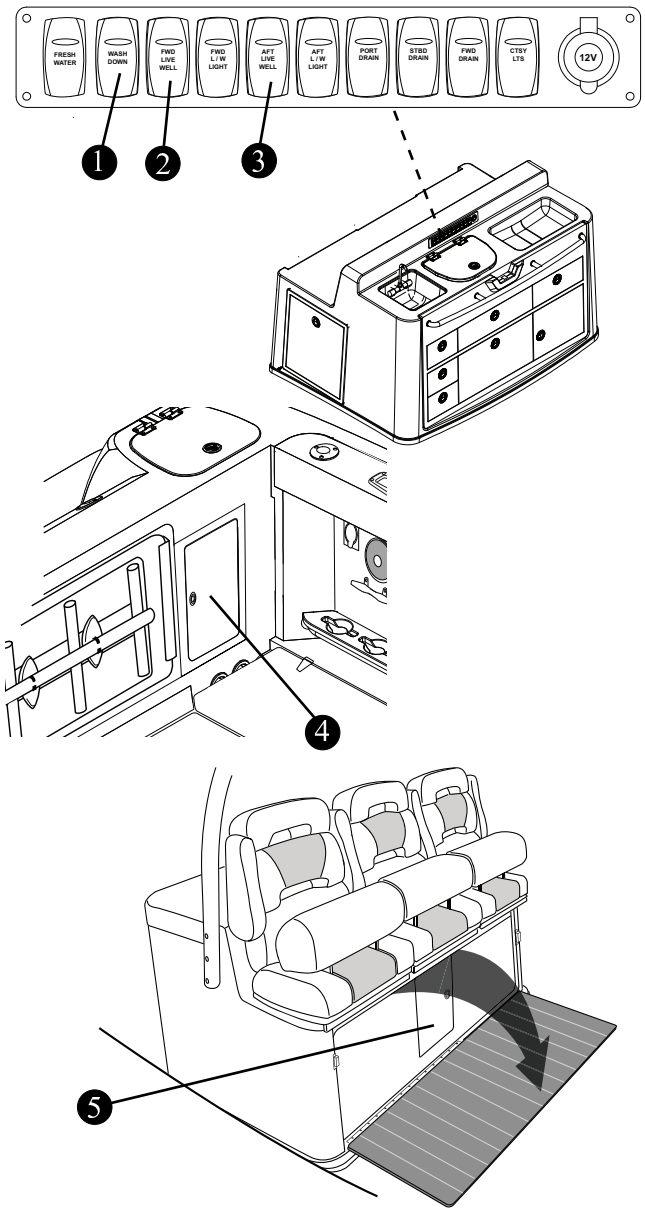
The seacock MUST be in the OPEN position when livewell is in use. Running the pump dry may damage the unit.

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

Maintenance

Maintenance of the livewell system requires periodic inspection of the raw water intake strainer and all fittings and hoses for system integrity to prevent leaks. Clean away debris and/or tighten hose connections as required. The system should be run at least every other month to keep the pumps impellers in good condition.

Livewells
Fig. 3.19.1



1. RAW WATER SWITCH
2. BAIT PREP STATION LIVEWELL SWITCH
3. AFT LIVEWELL SWITCH
4. AFT LIVEWELL ACCESS DOOR
5. BAIT PREP STATION LIVEWELL ACCESS DOOR

Raw Water Washdown

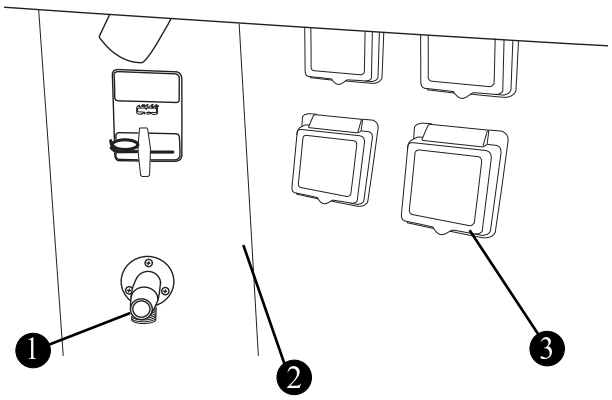
The raw water washdown hose connection is located on the starboard gunnel, midship. The fitting allows for connection of a common garden hose. The raw water washdown is supplied by a pump activated by the “WASHDOWN” switch on the bait prep switch panel (Figure 2.24.1).

Maintenance

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

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

Raw Water Washdown
Fig. 3.20.1



1 RAW WATER WASHDOWN FAUCET
2 STARBOARD GUNNEL

Head System

Environmental Considerations

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

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

NOTICE

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

NOTICE

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

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

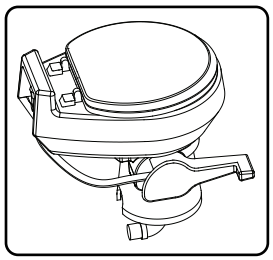
It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.

The 350 Outrage is equipped with a waste disposal system located in the head in the forward cabin. The system is protected by the "INTERIOR" breaker on the DC Breaker Panel on the starboard gunnel, midship. The breaker must be ON for the system to function.

The waste system includes a Vacu-Flush® toilet, a 7 Gal. (26 L) holding tank with vacuum pump and a thru-hull vent.

Vacu-Flush® Head

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



Operation

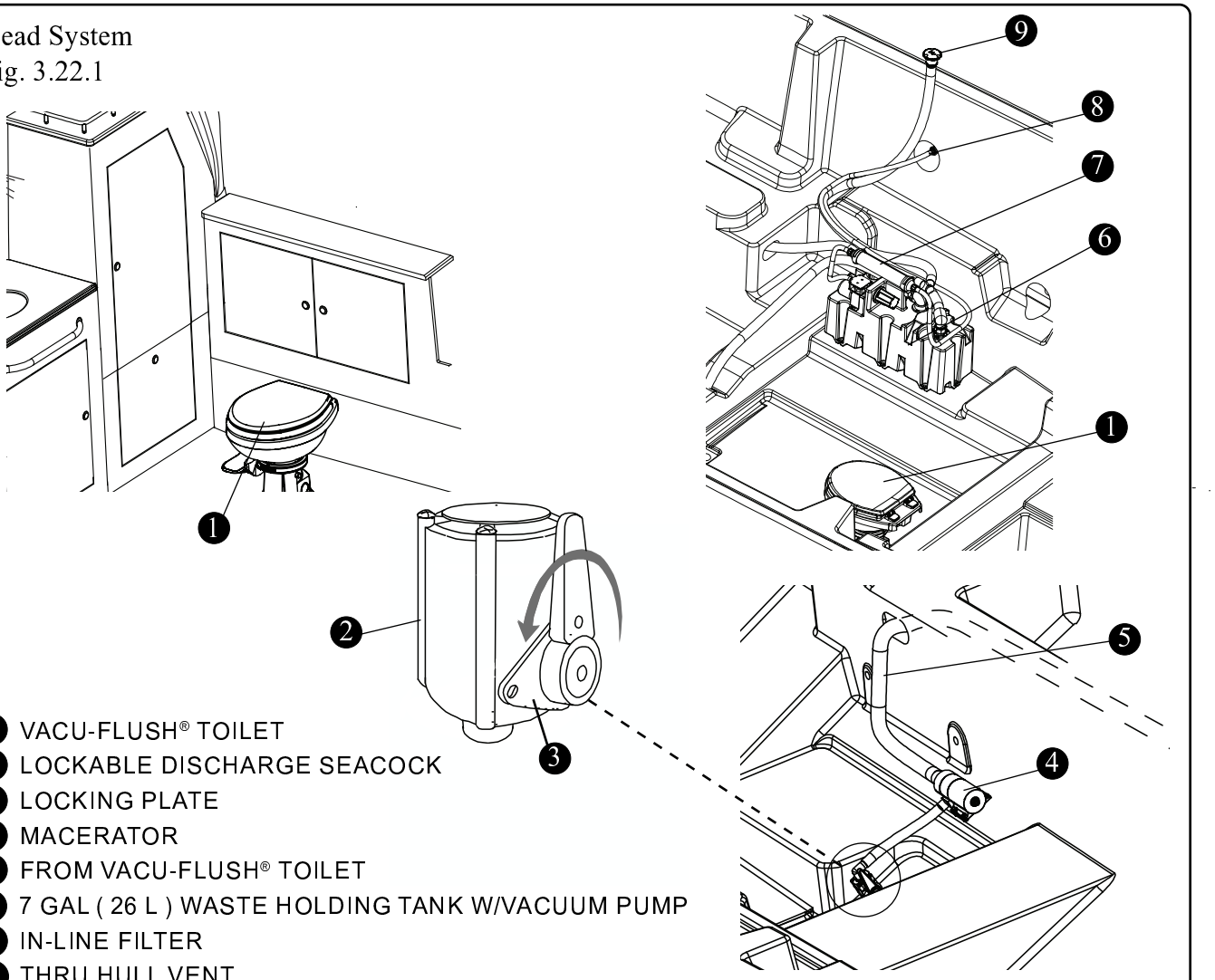
- Make sure the "LEANING POST" breaker is ON (See page 4-6)
- Depress the "VACU PUMP" switch located on the discharge panel (See fig. 3.22.2).
- Depress the "FRESH WATER" switch located on the bait prep switch panel (See figure 2.24.1)
- If there is no water in the bowl, lift the foot pedal to add sufficient water.
- To flush, depress the foot pedal until bowl is clear.

NOTICE

NEVER use residential tissue paper in your marine waste system.

Waste from the head is directed into the holding tank located in the bilge. A holding tank fluid level indicator is located on the overboard discharge panel (See figure 3.22.2) which is located on the aft wall of the console interior. When the FULL light is on, the holding tank must be emptied before the head

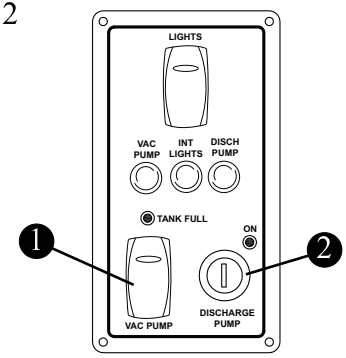
Head System
Fig. 3.22.1



1. VACU-FLUSH® TOILET
2. LOCKABLE DISCHARGE SEACOCK
3. LOCKING PLATE
4. MACERATOR
5. FROM VACU-FLUSH® TOILET
6. 7 GAL (26 L) WASTE HOLDING TANK W/VACUUM PUMP
7. IN-LINE FILTER
8. THRU HULL VENT
9. DOCKSIDE DISCHARGE DECK PLATE

can be reused. However, it would be a good practice to empty the tank when the 3/4 light is on to avoid damage to the system.

Overboard Discharge Panel
Fig. 3.22.2



1. VACUUM PUMP SWITCH
2. VACUUM PUMP KEYSWITCH

Macerator & Dockside Discharge

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

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

NOTICE

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

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

To lock the discharge seacock; rotate the handle until the hole in the handle is aligned with the hole in the locking plate (See figure 3.22.1) and insert a padlock (not supplied).

⚠ WARNING

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

Overboard Discharge

The macerator discharge pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through the discharge seacock located in the aft bilge.

There is a control panel located on the aft wall of the console interior. If the "FULL" light is on you MUST empty the holding tank before the system will function properly.

- Assure that the "INTERIOR" breaker located on the DC Breaker Panel is ON (See page 4-6).
- Make sure the discharge seacock is in the open position.
- Insert the macerator key, which is included in your owners manual packet, into the panel.
- De-energize the vacuum pump by depressing the bottom of the rocker switch.
- Depress the lever on the toilet to deplete the vacuum.
- Turn the key clockwise to "ON" and hold it there.
- When you are satisfied that the tank has been emptied, return the key to the upright position.
- Energize the system by depressing the top of the rocker switch.

NOTICE

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

Maintenance

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

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

NOTICE

NEVER use residential tissue paper in your marine waste system.

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

Dockside Pump-Out

NOTICE

Dockside discharge is the preferred method of waste disposal.

To empty the holding tank, the services of a dockside pump-out station is required. Follow instructions at the station and make sure the pump out hose is inserted into the deck plate marked "WASTE". located on the port midship gunnel.

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

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

NOTE: Prior to using either method of discharging sewage:

- De-energize the vacuum pump by depressing the bottom of the rocker switch.

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

Waste System Vent

The waste system vents odors associated with waste operations through the port midship thru hull fitting (Figures 2.7.1).

Replacing Old Vent Filter

NOTICE

Replace vent at beginning of each boating season for most effective odor control.

NOTICE

If holding tank overflow occurs and vent filter becomes fouled, replace vent filter immediately.

The vent filter is located above the holding tank in the bilge (See fig. 3.22.1) and can be accessed through the mechanical hatch in the aft cockpit deck.

- Unscrew vent hose fittings from old vent filter.
- Remove old filter from bracket, seal open ends with tape or wrap inside plastic bag, and discard.
- Install new vent filter in bracket and attach to vent hose fittings.

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

Air Conditioning (Option)

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

The unit can be accessed through the panel on the starboard side, bottom of the console interior.

Operation

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

The keypad allows the operator to preset the temperature for the cabin. The air unit will activate automatically when the temperature of the cabin is not consistent with the preset temperature. When the air handler is activated, seawater is pumped into the system by way of a seacock and strainer, passes through the compressor cooling the condensing coils, and then flows overboard through the thru-hull drain

Starting the System

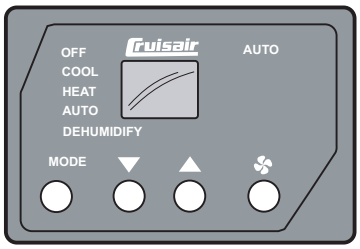
- Make sure the seacock is OPEN.
- Turn ON the AIR CONDITIONER breaker on the "SHORE POWER 2"panel located on the aft wall of the console interior..
- Set the keypad to the desired temperature.

Maintenance

The air conditioning unit requires very simple maintenance. Periodically check and clean the raw water intake on the exterior of the hull, the water strainer at the pump and the air filter.

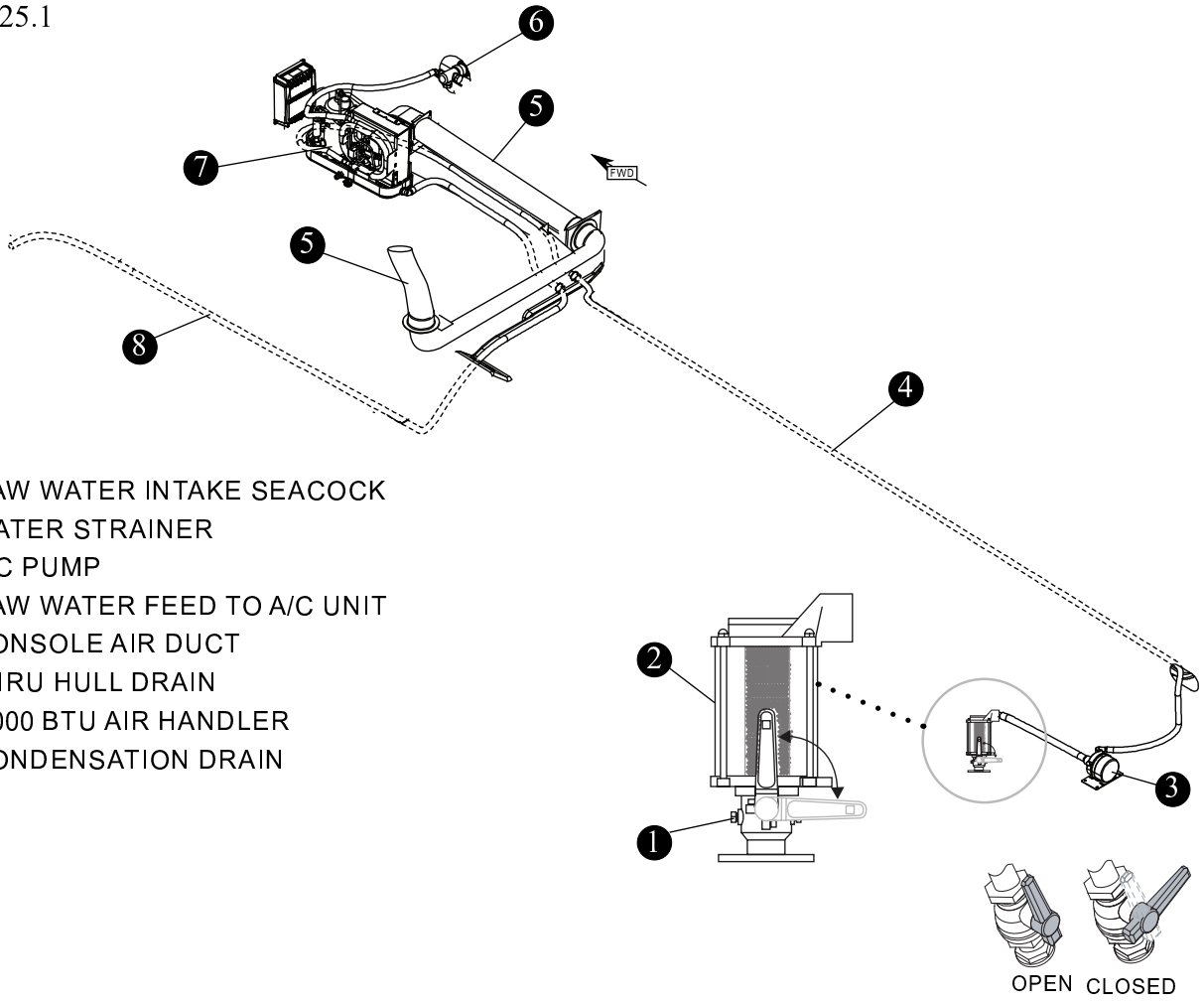
If need be, access to the A/C unit can be achieved by removing the panel on the starboard wall of the console interior behind the step.

A/C Variable Control panel
Fig. 3.24.1



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

A/C System
Fig. 3.25.1



1. RAW WATER INTAKE SEACOCK
2. WATER STRAINER
3. A/C PUMP
4. RAW WATER FEED TO A/C UNIT
5. CONSOLE AIR DUCT
6. THRU HULL DRAIN
7. 6,000 BTU AIR HANDLER
8. CONDENSATION DRAIN

Generator (Option)

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

If equipped, the gas powered generator is driven by a self contained engine and provides 120 Volt Alternating Current, (AC). Connections to the AC electrical system are made through cables connected to the slide selector switch on the AC distribution panel. The generator has a built in cooling pump which draws cooling water through a seacock located in the aft machinery compartment. This water passes through a strainer before entering the engine cooling manifold.

⚠ WARNING

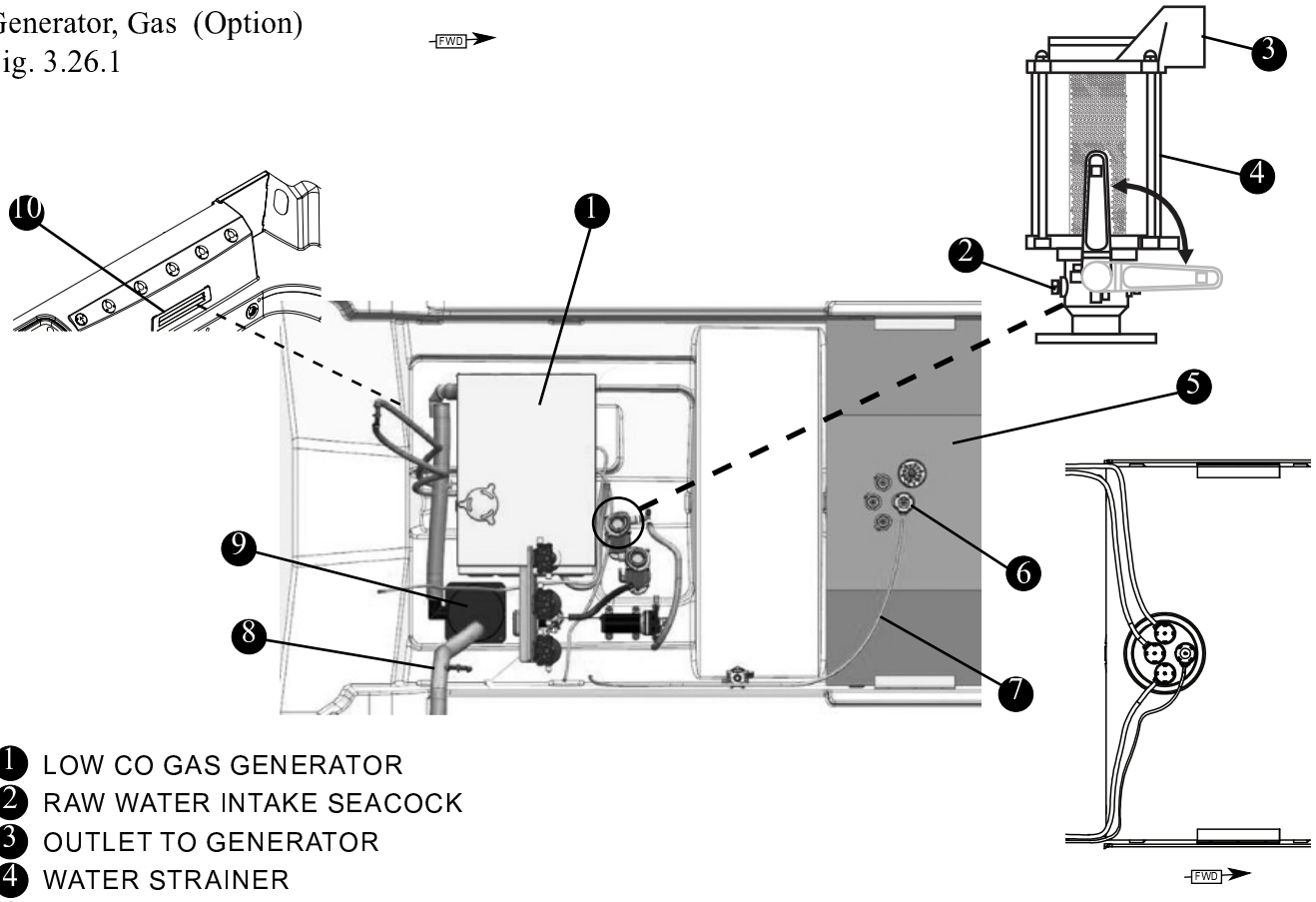
CARBON MONOXIDE can cause severe NAUSEA, FAINTING or DEATH. The exhaust system must be leakproof and routinely inspected.

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

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

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

Generator, Gas (Option)
Fig. 3.26.1



1. LOW CO GAS GENERATOR
2. RAW WATER INTAKE SEACOCK
3. OUTLET TO GENERATOR
4. WATER STRAINER
5. FUEL TANK
6. FUEL DEMAND VALVE (FDV)
7. FUEL FEED TO GENERATOR
8. EXHAUST TO STARBOARD THRU HULL
9. MUFFLER
10. TRANSOM THRU HULL VENT

NOTICE

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

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

DO NOT run the generator set out of fuel because the fuel lines will draw in air and necessitate bleeding the system before restarting the unit. The generator should be shut off before the fuel level reaches the 1/4 tank level where it is designed to run out of fuel.

The operations manual included in the owners packet will have complete instructions on bleeding the fuel system should it be needed.

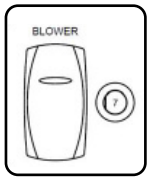
The exhaust from the generator passes through a high efficiency marine lift type water cooled muffler and is discharged by a flexible hose via a through hull fitting. The generator has a housing which acts as protection and a sound shield. It can be removed by pulling latches located on the housing.

Starting The Generator

ATTENTION

Ensure generator seacock is open before starting. Close seacock when generator is not in use to prevent generator damage while underway.

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

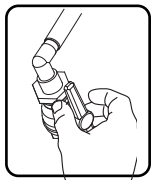


- Operate the blower for 4 minutes and manually check the bilge for fuel vapor.

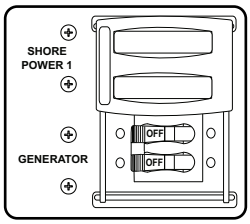
  Also, run the blower when operating below cruising speed.

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

- OPEN the generator seacock.

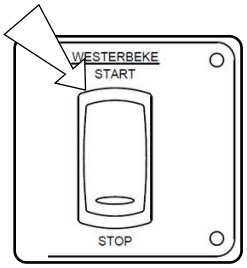


- The generator breaker must be turned OFF to start.



- Check for water in the strainer.

- Press the START button until the generator starts.



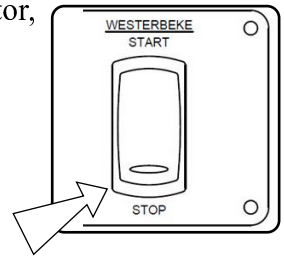
DO NOT crank the generator for more than 20 seconds at a time. Allow for a 60 second cool down period between cranking attempts.

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

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

Stopping The Generator

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



Maintenance

⚠ WARNING

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

Your operations manual will have a complete maintenance schedule that will need to be followed to keep your generator in peak operating condition. Inspect the parts often and perform required service

at the prescribed intervals. Maintenance work must be performed by appropriatly skilled and suitably trained maintenance personnel familiar with generator set operation and service.

Operation in European Union Member Countries

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

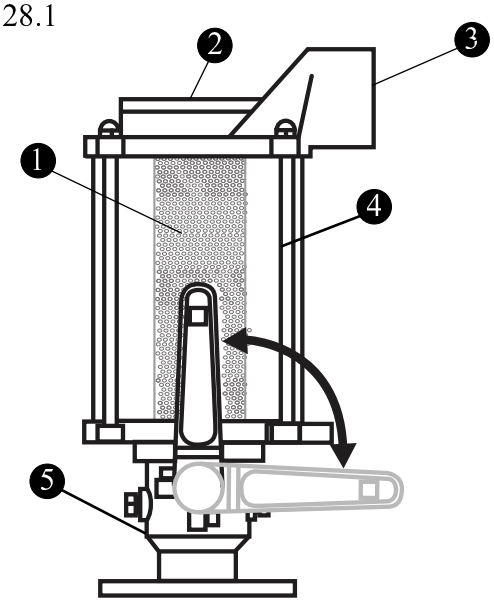
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Raw Water Strainer Maintenance

Periodically check the raw water strainer for debris and clean as necessary (See fig. 3.28.1).

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

Raw Water Strainer
Fig. 3.28.1



1. STRAINER
2. REMOVABLE CAP
3. OUTLET
4. CLEAR BODY
5. INTAKE SEACOCK

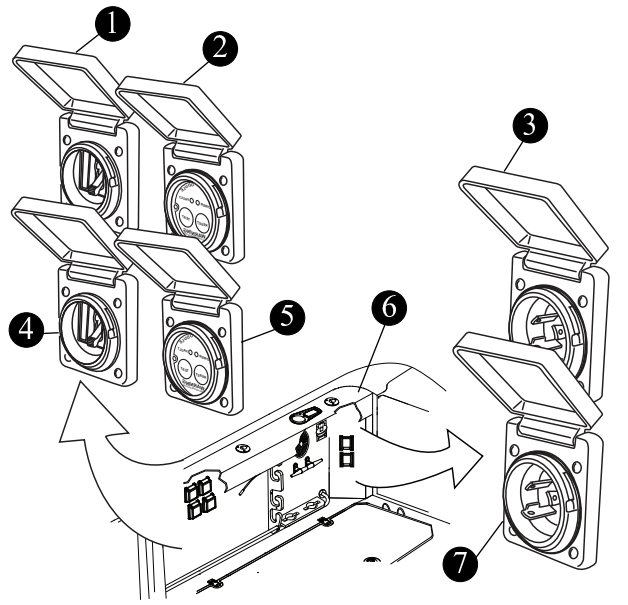
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Shore Power (Option)

If equipped the shore power system provides dockside power to operate all of your boat's electrical system and charge your batteries.

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

Shore Power hookups
Fig. 3.29.1



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

⚠ DANGER

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

ELCI (Equipment Leakage Circuit Interruptor)

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

The ELCI is designed to protect people from line-to-ground shock hazards which may occur from defective, misused or neglected electrical equipment. The ELCI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normal healthy persons. If an imbalance of current is sensed, the ELCI will trip when the ground fault exceeds 0.030 amps. This tripping action will occur within a fraction of a second to prevent serious injury.

⚠ DANGER

The receptacle will not protect against line-to-line or line-to-neutral faults, short circuits or overloads.

TESTING & TROUBLESHOOTING
TEST BEFORE EACH USE

NORMAL OPERATING STATE - Sensing device GREEN LED is ON and circuit breaker is at ON position.

Step 1 - Press TEST button. GREEN LED should go OUT and RED LED should come ON and circuit breaker should trigger to OFF position.

Step 2 - If sensing device LED or breaker does not trip or change state DO NOT USE. Consult an electrician for assistance.

Step 3 - Press RESET button. The RED LED should turn OFF and the GREEN LED should turn ON.

Step 4 - Manually reset (switch) circuit breaker to ON position to restore circuit power.

WARNING

IF ABOVE TESTS FAIL, **DO NOT USE**. CONSULT A QUALIFIED ELECTRICIAN FOR REPAIR OR REPLACEMENT.

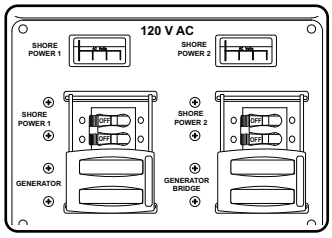
⚠ CAUTION

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

Shore Power Operation

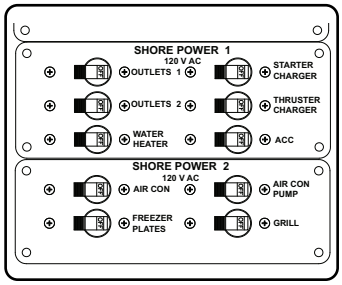
Before making shore power connections make sure your boat is properly moored.

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

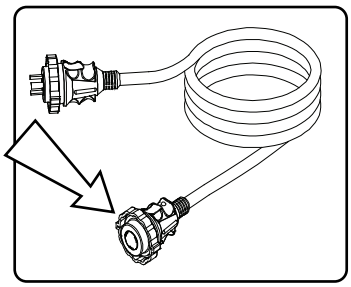


- **make sure the breakers are OFF.**

- Assure that ALL component breakers are OFF.



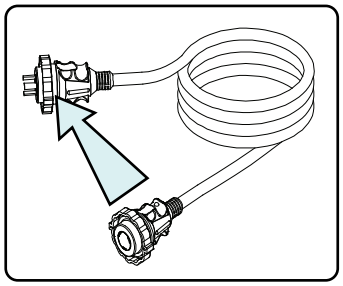
- Using the shore cords, (supplied) connect the female plug to the boat receptacle first.



⚠ CAUTION

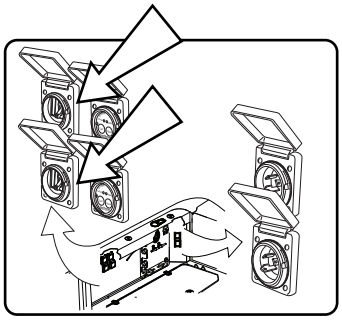
Shore power cords should be secured or routed to avoid laying or falling into water and to avoid stress on shore power plug and inlet.

- Next connect the male plug to the dockside panel.

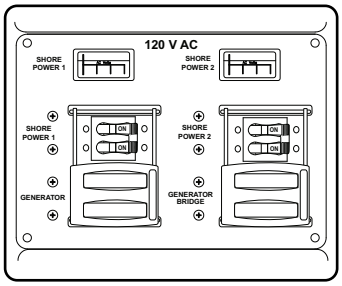


- Turn dockside panel breakers ON.

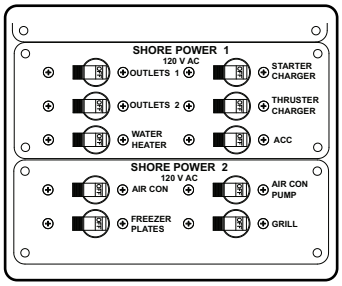
- Switch the boat side shore power breaker(s) ON.



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



- It is now safe to turn on component breaker.



⚠ CAUTION

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

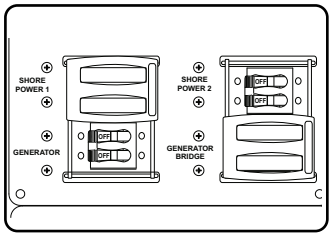
⚠ CAUTION

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

Single Cord Shore Power

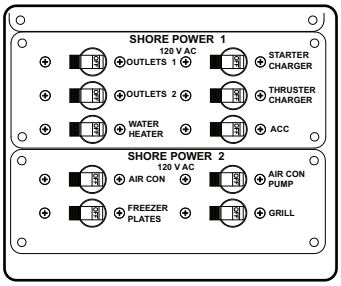
In some cases you may be limited to operating your boat's equipment utilizing only a single shore power cord. The following procedure will provide the most efficient power to the boat.

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

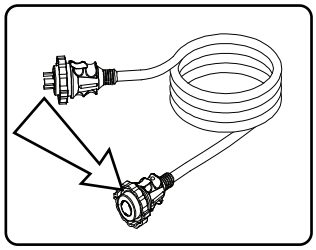


- **make sure the breakers are OFF.**

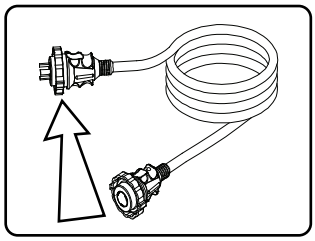
- Assure that ALL component breakers are OFF.



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

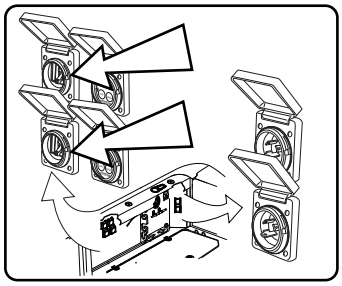


- Next connect the male plug to the dockside panel.

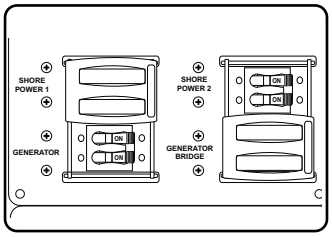


- Turn dockside panel breakers ON.

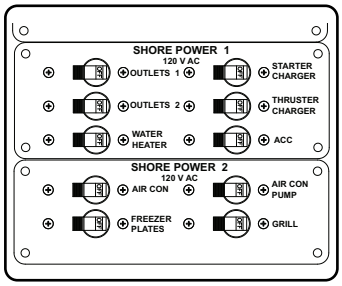
- Switch the boat side shore power breaker(s) ON.



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

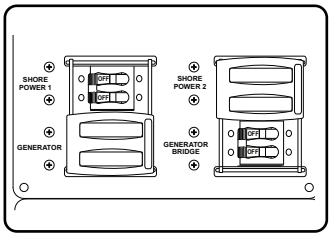


- It is now safe to turn on component breaker.



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

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



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

Battery Charging

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

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

NOTICE

Reference the Battery Charger section in chapter 4 for additional information.

Shore Power Load Management

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

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

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

Galvanic Isolator

Your boat is equipped with a galvanic isolator, which blocks low voltage DC on the shore power ground wire.

The galvanic isolator prevents dockside electrolytic voltages from damaging the metal parts of your boat which come in contact with the water. Additionally, the galvanic isolator will safely conduct high currents (above 1.5 volts) to ground in the event of a short circuit or power leakage on your boat.

Maintenance

The galvanic isolator on your boat is highly reliable. It should, however, be tested once per season, and re-tested after a condition that may have influenced it, such as a lightning strike in the vicinity, or on-board electrical short that either caused a circuit breaker or fuse to blow.

⚠ CAUTION

Under normal conditions the zincs on your boat should last at least one year, much longer if no problems occur. If abnormal deterioration of the zincs occur a problem exists and should be corrected immediately.

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

Fire Suppression System (Option)

NOTICE

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

If equipped, the 350 OR has a USCG approved automatic fire supression system that is installed with the generator option. The automatic fire supression system is located in the starboard side of the machinery access compartment. The system will activate when the temperature in the enclosed area reaches 165°F (74°C).

⚠ DANGER

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

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

A small panel located at the console will indicate that discharge of the suppression system has occured (Figure 3.33.1).

Fire Suppression Panel
Fig. 3.33.1

In The Event of Discharge:

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

⚠ DANGER

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

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

⚠ CAUTION

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

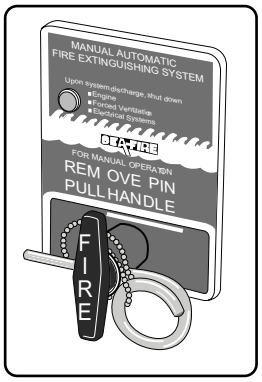
Manual override System

The automatic fire extinquisher can be activated manually by pulling the manual override handle located on the starboard freeboard midship.

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

To Operate

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



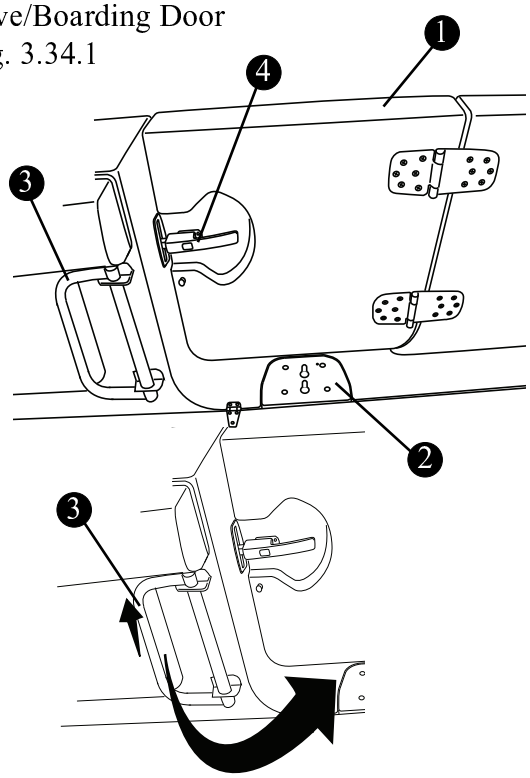
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Dive Door

The inovative design of the 350 Outrage includes a portside door for ease of transition to and from the water or dock. The door opens wide and features a swivel grab handle to assist persons entering or exiting the water. To use the grab handle, lift up and swivel into place.

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

Dive/Boarding Door
Fig. 3.34.1



1. PORTSIDE FIBERGLASS DIVE DOOR
2. STAINLESS STEEL LADDER BRACKET
3. SWIVEL GRAB HANDLE
4. STAINLESS STEEL LATCH

⚠ DANGER

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

Dive Ladder

⚠ DANGER

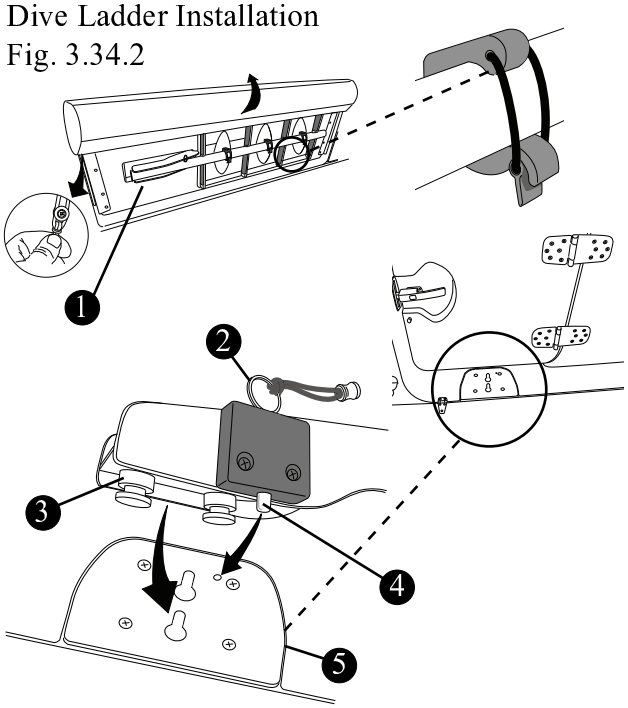
The dive ladder should NEVER by deployed when boat is in motion or the engines are running.

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

The installation of the dive ladder is quick and easy.

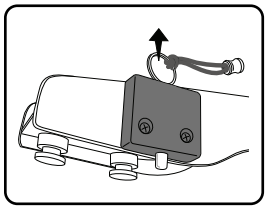
- Remove the ladder from its stowed position on the base of the aft bench seat.
- Rotate the brace at the top of the ladder so that it is perpendicular to the shaft.
- Insert the two pegs on the brace into the deck bracket.
- Secure the ladder into place by pushing the brace outboard until it seats firmly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

Dive Ladder Installation
Fig. 3.34.2



1. DIVE LADDER (STOWED)
2. LOCKING PIN RELEASE RING
3. DIVE LADDER BRACE
4. LOCKING PIN
5. DECK BRACKET

To remove the dive ladder from the dive door bracket:



- Pull up and hold the release ring.
- Pull dive ladder bracain board and lift up out of the deck bracket.

- Secure the ladder into place on the aft bench seat (See fig. 3.34.2).

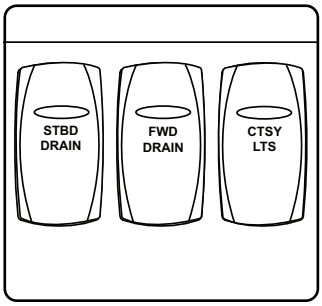
NOTICE

ALWAYS use bungee straps to secure the dive ladder in the aft bench seat brackets (See fig. 3.35.2).

Fishboxes with Pump Out Discharge

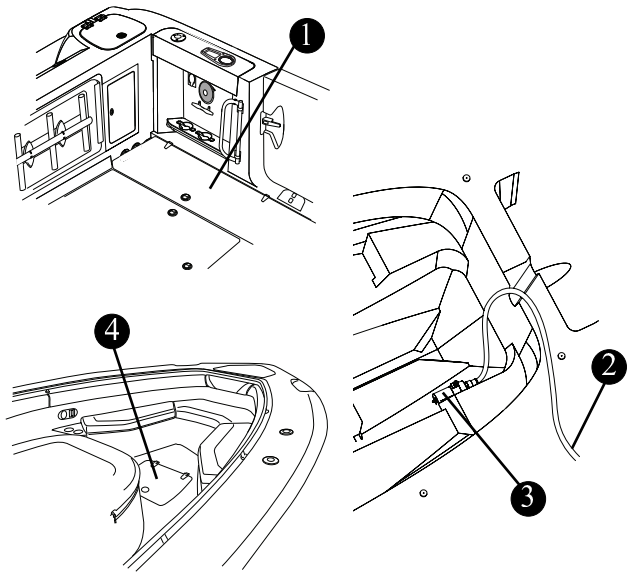
The 350 Outrage has three (3) deep well, insulated fish boxes. One (1) each located port and starboard in the cockpit and one (1) in the forward deck. The boxes have gasketed lids and draw latches for a secure seal. The fish boxes utilize an electrical pump system to discharge water overboard by way of thru-hull fittings port and starboard (See page 2-7).

The cockpit discharge pumps are located in the bilge and can be accessed through the hatch in the aft cockpit deck. The forward discharge pump can be accessed through the forward hatch under the bunk cushion in the cabin.



The pumps are independently activated by switches on the leaning post switch panel and are protected by breakers located on the leaning post breaker box behind the door under the helm seat. Check these breakers first and reset if a problem arises with the pumps failing to activate when the switches are depressed.

Fish Boxes
Fig. 3.35.1



1. AFT COCKPIT FISHBOX*
2. AFT FISHBOX THRU HULL DRAIN*
3. FISHBOX DISCHARGE PUMP
4. FORWARD FISHBOX

* Port side shown, starboard typical.

NOTICE

Water from the forward cockpit fishboxes (P&S) drains into the shower sump where it is then discharged through the thru hull fitting.

Cockpit Fishbox Freezer Plates (Option)

The optional freezer plates are available as a single unit for the aft starboard cockpit fishbox or as a dual installation utilizing both the aft port and starboard fishboxes.

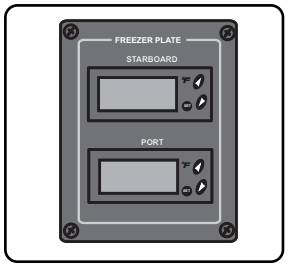
If equipped, the optional fishbox freezer plates transform the cockpit fishboxes into a deep cold cooler.

The compressor for the freezer plate(s) is located behind an access panel on the lower starboard side of the console interior behind the step.

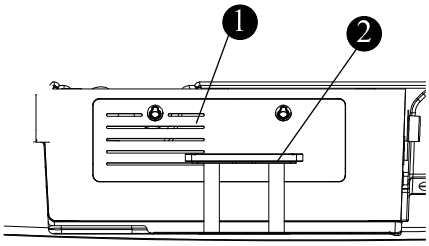
The system utilizes the A/C intake seacock to provide the raw water necessary for the plate(s) to function. The water is discharged through a

thru hull fitting on the starboard side of the hull (See fig. 2.7.1).

The temperature of the fishbox can be regulated from the temperature control panel located on the aft wall of the console interior below the A/C control.



Freezer Plate Compressor Access
Fig. 3.36.1

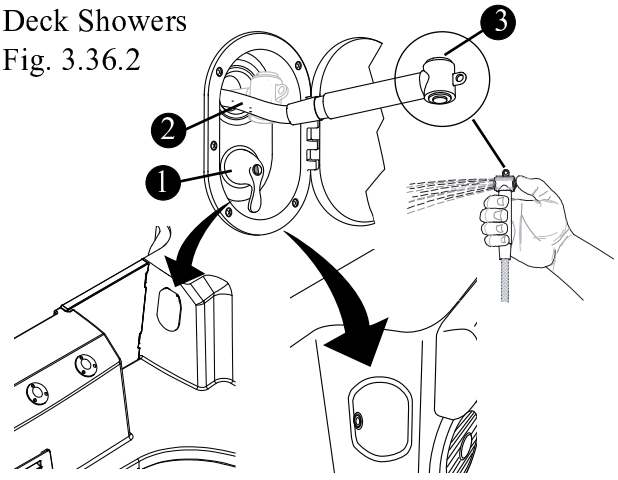


1 ACCESS PANEL
2 INTERIOR STEP

Deck Showers

The 350 Outrage is equipped with two deck showers. The transom shower is located on the starboard transom. There is a second shower located forward of the dive door on the port gunnel.

Deck Showers
Fig. 3.36.2



1 WATER TEMPERATURE REGULATOR*
2 6' (1.82M) EXTENDABLE HOSE
3 PUSH BUTTON

*Cold only unless convenience pkg is chosen.

The shower hoses extend approximately 6 ft. (1.82 m) and are fitted with a spray head activated by a button on the back of the unit.

Electric Downrigger Receptacles, (Option)

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

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

The receptacles are protected by 30 amp in-line fuses located in the transom and can be accessed through the hatches behind the aft stern seat. The receptacles are active when the battery switches are ON.

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

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

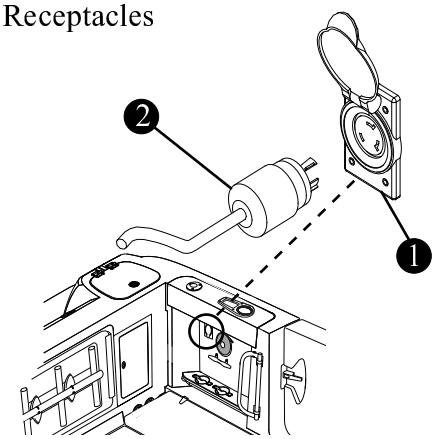
Consult with your Boston Whaler® dealer for details on selecting and mounting the downriggers that will best suit your application.

⚠ CAUTION

The location for mounting of the downrigger base is important, refer to the wood location diagram (See page 5-15) for areas on the gunwales that are specifically designed for withstanding the stress generated by a downrigger.

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

12V/30 Amp Receptacles
Fig. 3.37.1



1 12V/30A RECEPTACLE (P&S)
2 PLUG (SUPPLIED)

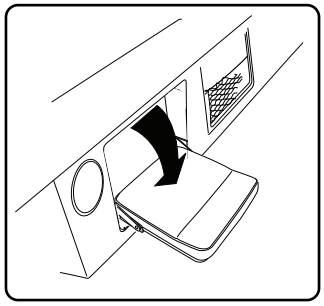
NOTE: Port side shown, Starboard side typical

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

Foldaway Trolling Seats (Option)

⚠ CAUTION

Trolling seats are for use ONLY when your boat is stopped or at slow trolling speed. DO NOT use the trolling seats above trolling speeds as injury can occur.



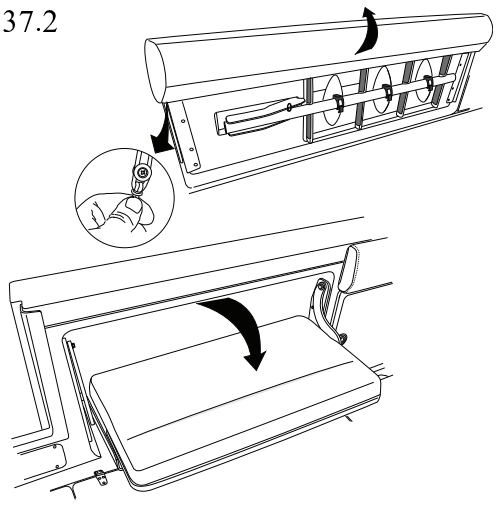
Unique trolling seats are located on the port and starboard walkways opposite the console. The seat is folded away into the freeboard when not in use but can be dropped down to provide stable additional seating when necessary.

Simply lift up on the seat using the molded hand hold and pull away from the freeboard to drop down in a seated position.

Foldaway Aft Bench Seat

When the aft bench is not in use it can be folded flush into the transom. To use the seat; raise the bolster, then, using the handle lift the seat up and out toward you and push down.

Aft Bench Seat
Fig. 3.37.2



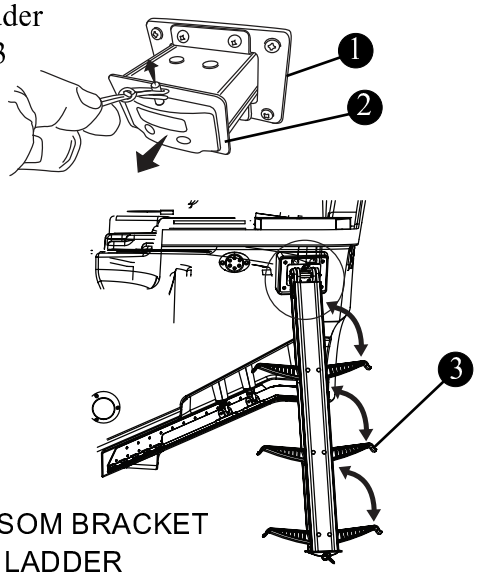
Collapsible Swim Ladder

The unique swim ladder can be folded and stowed into the transom cavity.

Using the Swim Ladder:

- Pull UP on the latch cord to release the ladder
- Pull the ladder Completely out of the transom
- Rotate ladder downward
- Pull individual steps out of stowed position and rotate completely until seated firmly.

Swim Ladder
Fig. 2.37.3



1 TRANSOM BRACKET
2 SWIM LADDER
3 COLLAPSIBLE STEPS

Stowable Cockpit Table (Option)

Your boat can be equipped with a table for entertaining in the cockpit. The table is removable and stowable. If equipped, the table top is stowed in the underside of the aft cockpit access hatch along with the pedestals.

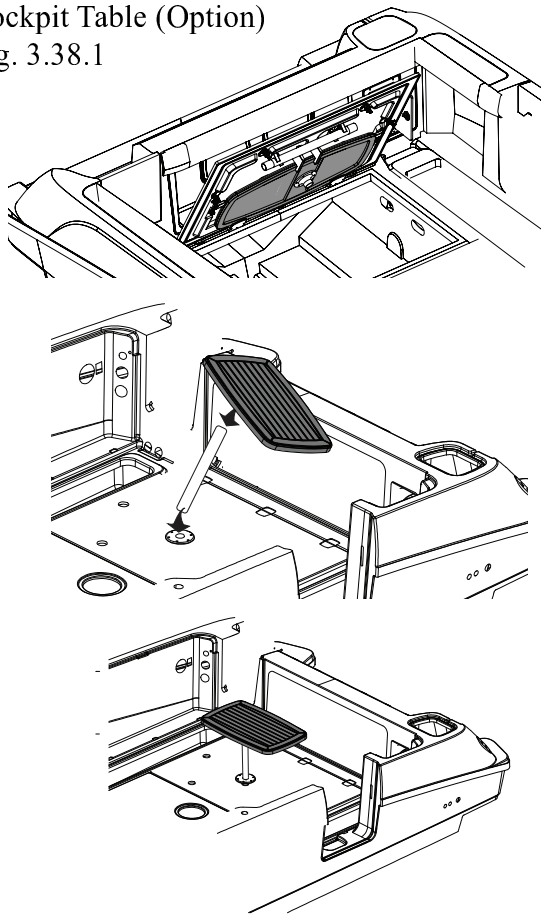
ATTENTION

Stow table when not in use. Refer to teak care instructions in section 5.

To set up the table:

- Remove the table top from the underside of the cockpit hatch and set aside in the cockpit.
- Remove the pedestals from the storage clips.
- Lower the hatch.
- place the pedestals upright in the receiver plates located on the hatch.
- Place the table top on the pedestals and ensure that it is securely seated on the pedestals.

Cockpit Table (Option)
Fig. 3.38.1



Leaning Post Refrigerator(s) (Option)

If equipped the AC/DC refrigerator is located on the port side of the bait prep station. The refrigerator replaces the standard pull out which includes a 5 gal. bucket.

An optional starboard refrigerator is also available.

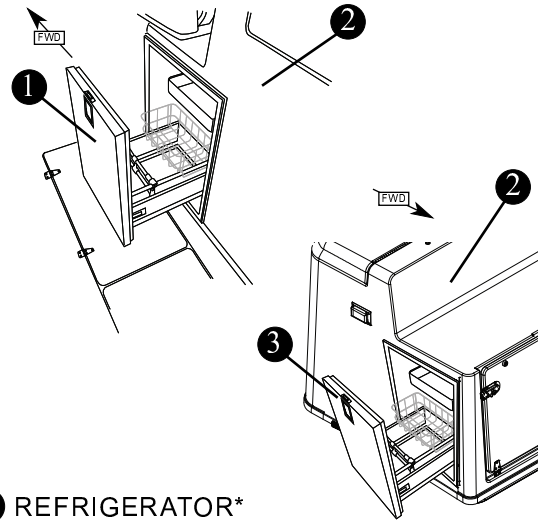
The refrigerator is powered by shore power, if connected or generator (option). The "LEANING POST" breaker on the AC Main Distribution Panel (See page 4-6) must be ON to operate the refrigerator. The unit is protected by a breaker on the bait prep station breaker panel (See page 4-9).

If not connected to shore power or optional generator, the refrigerator/freezer is powered by the house batteries.

NOTICE

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

Summer Kitchen Port Refrigerator (Option)
Fig. 3.38.2



1 REFRIGERATOR*
2 SUMMER KITCHEN
3 STBD REFRIGERATOR (OPTION)*

*Must chose Summer Kitchen option

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

Electric Grill (Option)
(Must chose Summer Kitchen option)

⚠ WARNING

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

If equipped, the electric grill provides a safe method of grilling without the hazard of open flames associated with propane gas or charcoal grills.

The grill is powered by shore power, if connected or generator (option). The "GRILL" breaker on the AC Main Distribution Panel (See page 4-8) must be ON to operate the grill.

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

To remove the grease pan (Fig. 3.39.1):

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

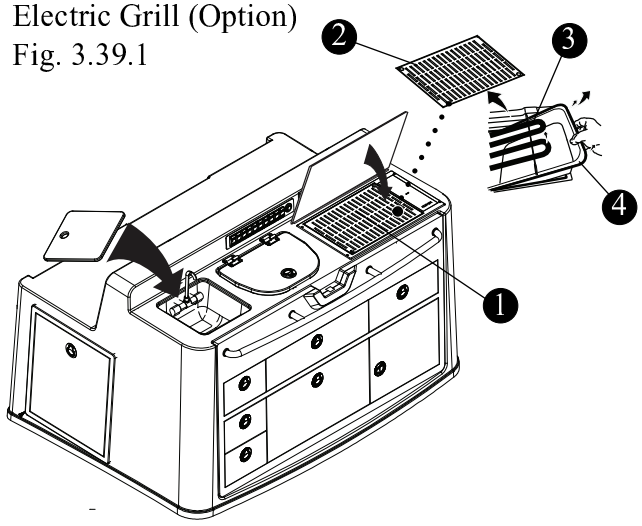
When replacing the pan, assure that it is completely contained within the grill and that the side of the pan does not extend outside of the grill sides.

Dedicated Batteries with Inverter (Option)

The summer kitchen option includes three (3) additional 12 volt batteries and an inverter, dedicated to the operation of the electric grill. When underway the grill is powered by the dedicated batteries through the inverter which provides the necessary power to operate the grill. Fully charged batteries will provide power to the grill for one (1) hour on high heat and one and a half hours (1.5) on medium heat.

When at dock, operating under shore power, the inverter automatically switches to recharge the dedicated batteries.

Electric Grill (Option)
Fig. 3.39.1



1. ELECTRIC GRILL
2. GRATE
3. HEATING ELEMENT
4. REMOVABLE GREASE PAN

NOTICE

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

Automatic Shut-Off

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

⚠ CAUTION

The electric grill will become dangerously hot.

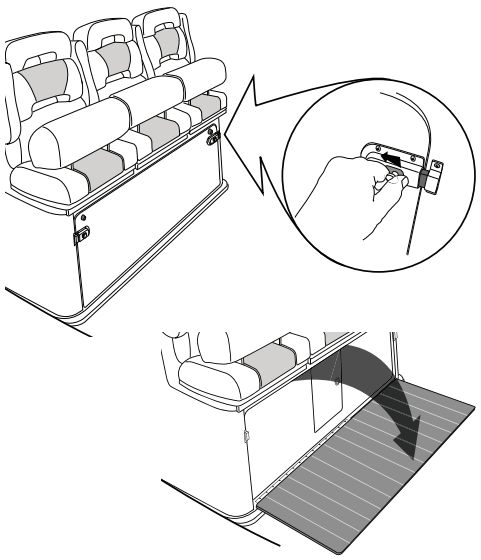
Depending on the level of heat used for cooking, the grill will automatically shut off 60-90 minutes after ignition. However, it is good practice to close the lid when not in use. This action will engage the automatic shut-off switch and cut power to the grill.

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

Fold Down visibility Platform

The innovative design of the helm incorporates a foldaway platfom which can be lowered to provide improved visibility for shorter operators or when conditions mandate.

Visibility Platform
Fig. 3.40.1



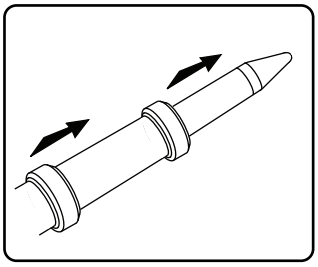
Radial Outriggers (Option)

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

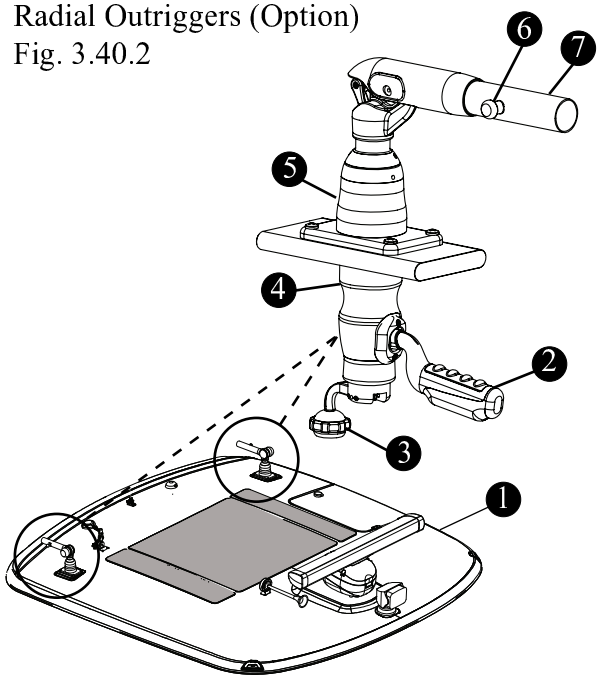
Operation

Extending Outriggers:

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



Radial Outriggers (Option)
Fig. 3.40.2

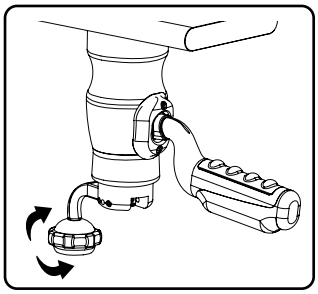


1. HARDTOP
2. ROTATION ADJUSTMENT HANDLES
3. POWER CRANK HANDLE
4. LOWER UNIT
5. UPPER UNIT
6. SHAFT LOCK
7. EXTENDABLE SHAFT

To position the outriggers:

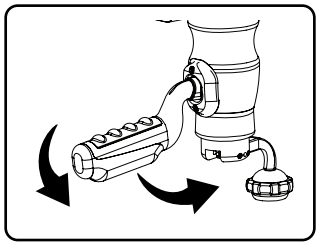
Raising or lowering:

Extend the power crank handle out and lock into place. To raise, turn handle clockwise. to lower, turn handle counterclockwise



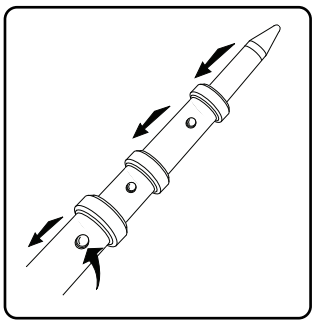
Rotating Outriggers:

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



Retrieving Outriggers:

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

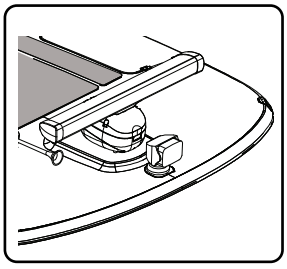


Maintenance

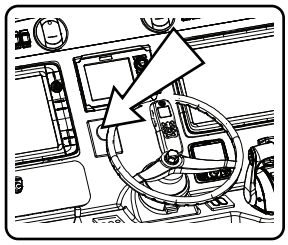
When at port, extend the outriggers and clean with a mild, non-abrasive soap and fresh water, wipe with a dry cloth and allow to air dry. When dry, collapse the outriggers to the stowed position. Periodically lightly lubricate the cam and the shaft of the cam knob.

Spotlight (Option)

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



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



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

Hardtop Access

A hatch on the port side of the hardtop and the unique ladder-like design of the hardtop frame provide easy access the surface of the hardtop, if necessary, for maintenance or repair of hardtop mounted equipment.

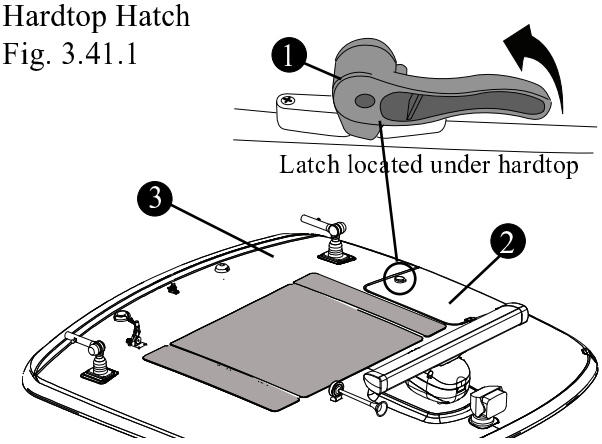
The hatch is secured by rotating the latch handle on the aft underside of the hatch. ALWAYS ensure that the hatch is secure while boat is underway

The surface of the hardtop has non-skid areas to provide a safe standing and walking environment. While occupying the hardtop surface it is best to remain on these areas.

⚠ DANGER

To avoid risk of injury or death, DO NOT occupy hardtop while boat is in motion.

Hardtop Hatch
Fig. 3.41.1



1 LATCH HANDLE
2 HARDTOP ACCESS HATCH
3 HARDTOP

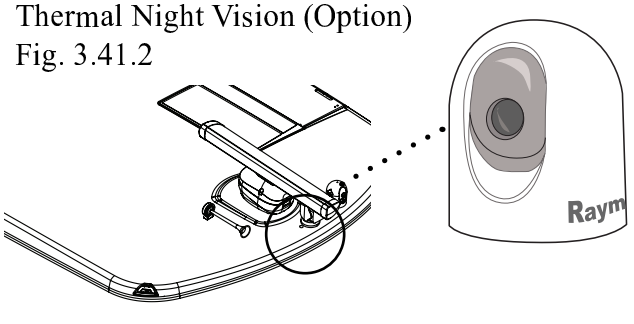
Thermal Night Vision (Option)

If equipped, the fixed mount thermal night vision camera (Figure 3.41.2) gives the operator the ability to detect floating objects, navigation aids, other vessels and even people in the water at night using thermal imaging technology.

The camera is controlled remotely from the IR camera application on the Raymarine display.

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

Thermal Night Vision (Option)
Fig. 3.41.2



Electric Windshield Vent

The windshield vent at the top of the windshield is electrically actuated. A switch labeled "W/S VENT" is located on the helm switch panel (See fig. 2.23.1).

By depressing the top of the switch you can open the vent. To close the vent depress the bottom of the switch. The vent switch is a momentary switch which means that it must be depressed and held in position for the vent to open or close completely.

Windshield Wiper/Washer

The windshield wiper is controlled by a toggle switch labeled "WIPER" on the helm switch panel (See fig. 2.23.1). The switch is protected by a reset breaker located on the DC Main distribution panel located on the starboard freeboard, midship (See figure 4.6.1).

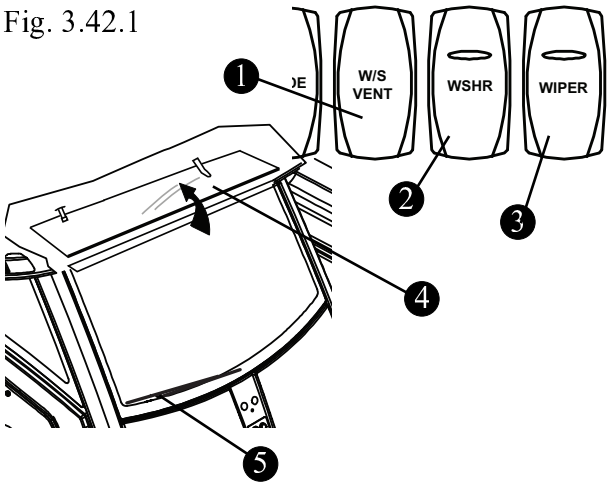
The windshield washer is activated depressing the switch labeled "WSHR" located on the helm switch panel (See fig. 2.23.1)

NOTICE

Recommended Blade replacement:

ANCO wiper blades - 28 inches

Windshield Vent
Fig. 3.42.1



1. WINDSHIELD VENT SWITCH
2. WINDSHIELD WASHER SWITCH
3. WINDSHIELD WIPER SWITCH
4. ELECTRIC WINDSHIELD VENT
5. WINDSHIELD WIPER

Electric Sun Shade (Option)

If equipped, the electrically actuated cockpit sun shade can be deployed or retracted by depressing the "SHADE" switch located on the helm switch panel (See fig. 2.23.1).

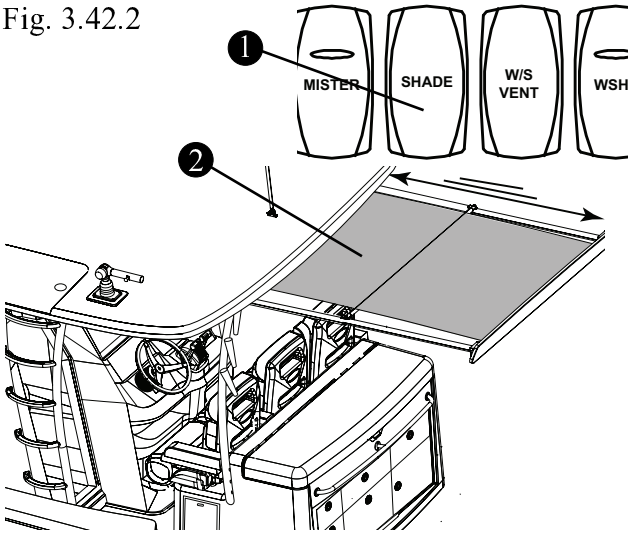
The sun shade is protected by a breaker located on the DC Main distribution panel located on the starboard freeboard, midship (See figure 4.6.1).

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

NOTICE

A reset functionality has been incorporated into the sun shade controller to enable a service technician to quickly 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.

Electric Sun Shade
Fig. 3.42.2

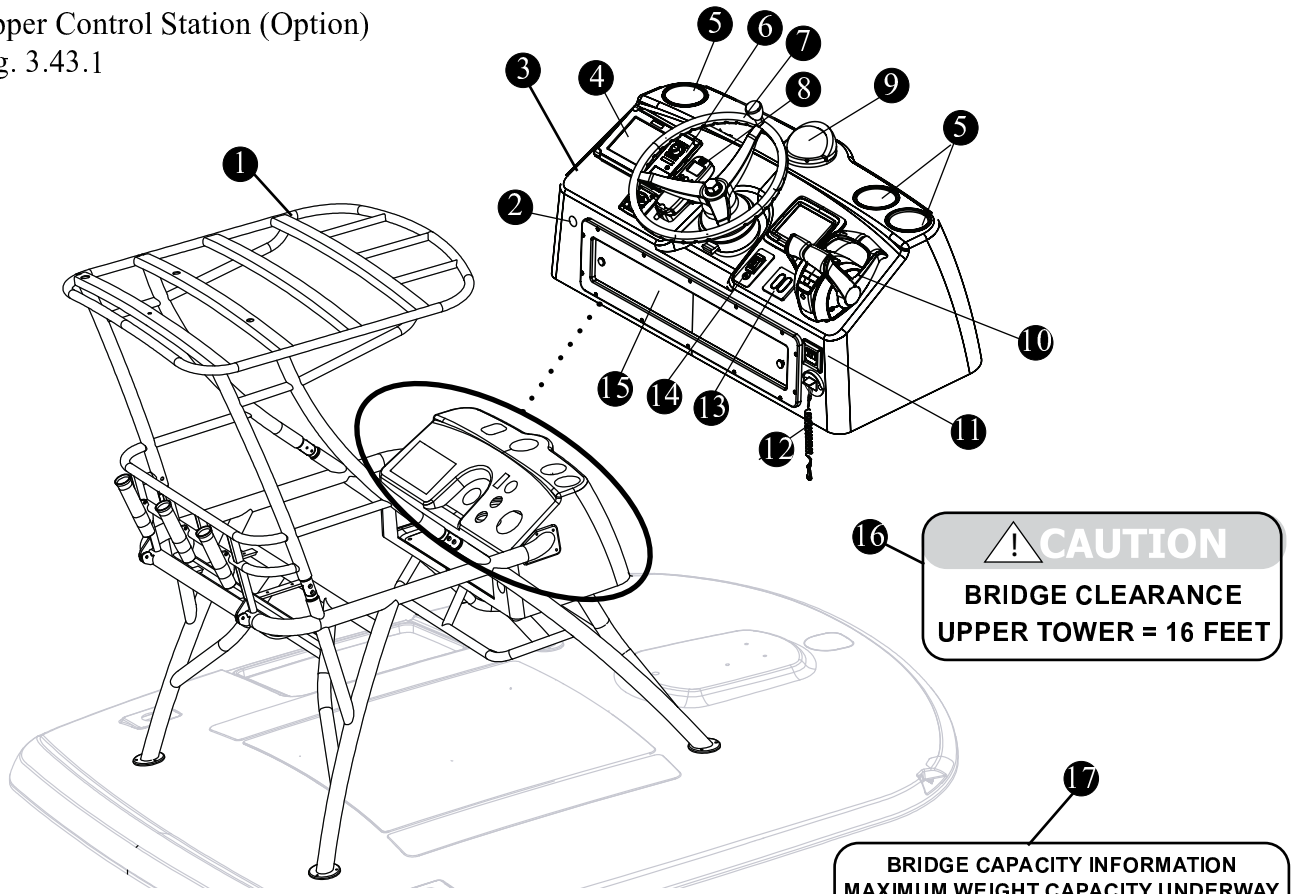


1. SUN SHADE SWITCH
2. ELECTRIC SUN SHADE

⚠ CAUTION

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

Upper Control Station (Option)
Fig. 3.43.1



1. UPPER STATION
2. 12V ACCESSORY RECEPTACLE
3. UPPER CONTROL STATION
4. SMARTCRAFT VESSELVIEW 7 DISPLAY
5. CUPHOLDERS
6. SPOTLIGHT REMOTE (OPTION)
7. STAINLESS STEEL STEERING WHEEL
8. RAYMARINE 260 VHF RADIO (OPTION)
9. MAGNETIC COMPASS
10. GEAR SHIFT/THROTTLE CONTROL
11. START/STOP SWITCH
12. ENGINE SHUT DOWN SWITCH
13. TRIM TAB CONTROL PAD
14. HORN SWITCH
15. STORAGE
16. BRIDGE CLEARANCE LABEL.....2097628
17. BRIDGE CAPACITY LABEL.....221911

Upper Control Station (Option)

Station Transfer

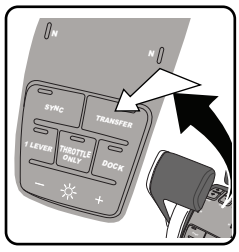
Station transfer allows engine control to be transferred from one control station to the other. Station transfer can be achieved by either of two methods.

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

METHOD 1

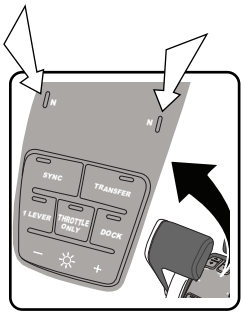
Transfer delay: This method delays station transfer until the control handles at the station you are transferrring to match the handle positions of the station you are transferring from.

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



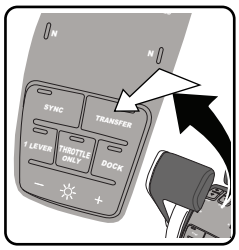
Station Transfer (Cont'd)

The neutral light will turn on.



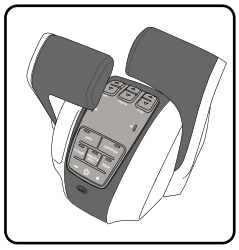
2. The lights will blink if the positions of the control handles are not aligned with the control handles at the station you are transferring from. Move the control handles until the blinking stops and the lights are solid.

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



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

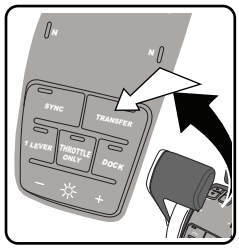
NOTE: Station transfer is cancelled if not completed within ten (10) seconds. Press and release the TRANSFER button again to re-initiate a station transfer.



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

METHOD 2

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



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

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

⚠ WARNING

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

Vanity

The vanity in the console interior features a contemporary acrylic sink with a fresh water faucet which is pressurized by the fresh water pump. The spray head is attached to a hose which can be extended approximately 6 ft. (1.82 m) and is activated by depressing the button on the spray head.

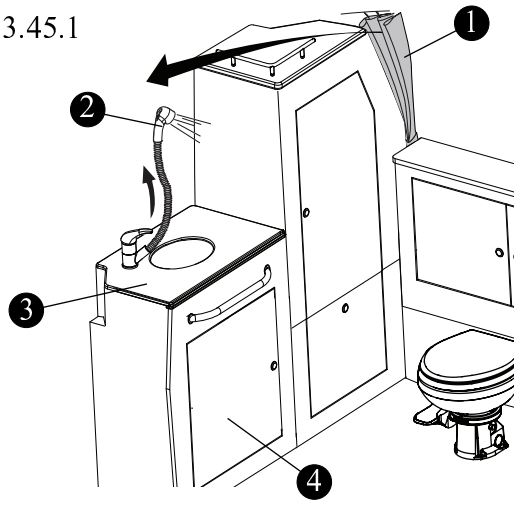
The vanity also houses the microwave (option) and there is a trash can rack and toilet paper holder on the vanity door. The vanity also provides a small area for storage in the bottom of the cabinet.

Shower Curtain

The shower curtain is affixed to an overhead track and can be pulled around to protect the remaining cabin area from getting wet while the shower is in operation.

Before activating the shower wand, simply pull the curtain around the full length of the track (Figure 3.45.1). When finished, return the curtain to the forward wall of the cabin and secure with the velcro fabric wrap.

Shower Curtain
Fig. 3.45.1



1. SHOWER CURTAIN
2. FAUCET W/EXTENDABLE SPRAYER
3. VANITY SINK
4. VANITY STORAGE

Stereo/DVD Player

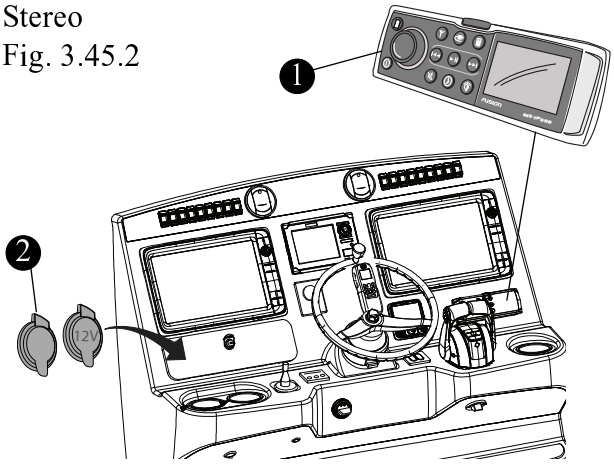
The stereo system consists of a Fusion® AM/FM digital stereo, with 3.5" color display, waterproof speakers, two (2) amplifiers, a remote control unit located on the forward port wall of the bow lounge area, and two MP3 inputs.

The stereo unit is locate on the starboard side of the helm. The MP3 input is located at the helm inside the port storage box.

The stereo amplifiers are located in the bottom cabinet of the hanging closet in the console interior (See fig. 2.16.1).

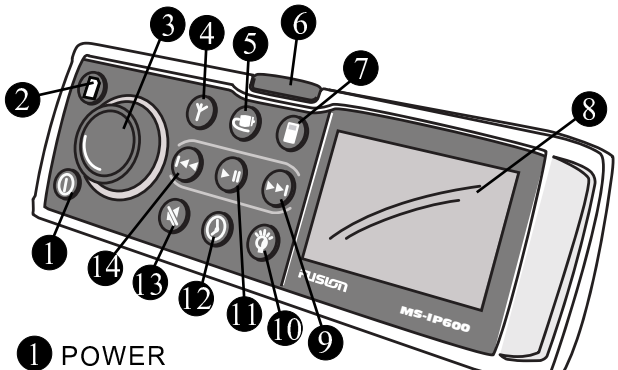
The stereo option is also available with an optional Sirius® satellite radio receiver and antenna.

Stereo
Fig. 3.45.2



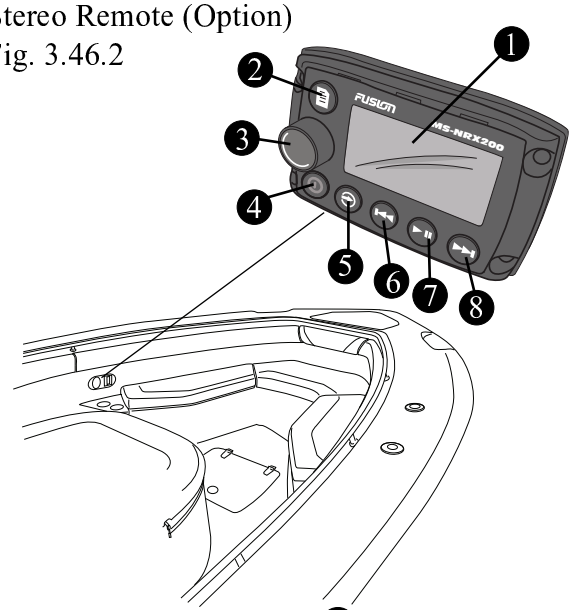
1. FUSION® AM/FM DIGITAL STEREO
2. MP3 INPUT
3. CENTER LOUNGE ARM REST

Digital Stereo
Fig. 3.46.1



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

Stereo Remote (Option)
Fig. 3.46.2



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

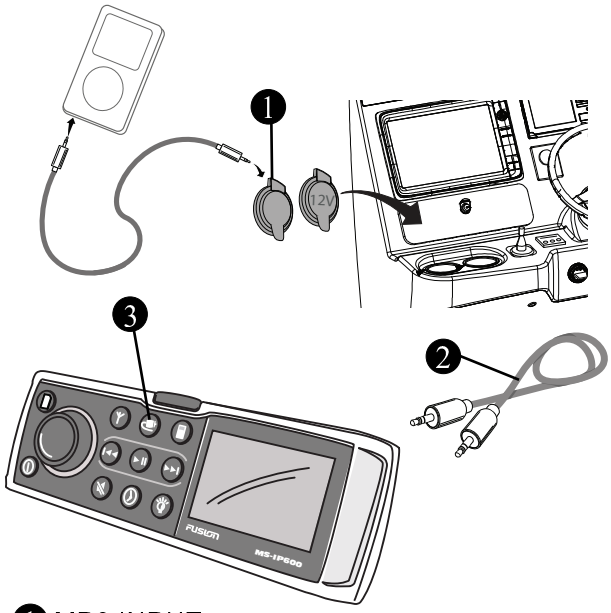
Operating Your MP3 Player

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

- Insert one end of the stereo cable into your MP3 player and the other end into the MP3 input (Figure 3.46.3).
- Turn the stereo ON.
- Press the CD button at the top of the stereo unit to access the MP3 source.
- Turn your MP3 player ON.

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

MP3 Operation
Fig. 3.46.3



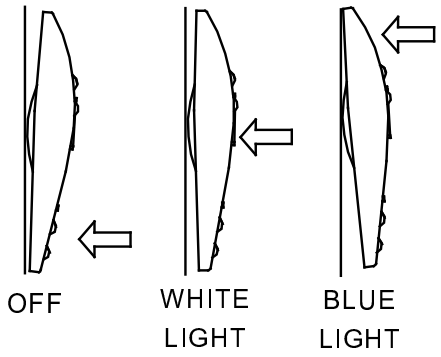
1. MP3 INPUT
2. 1/8" MINI STEREO CABLE (NOT SUPPLIED)
3. MP3 BUTTON

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

Cockpit Lighting

The courtesy lights placed around the cockpit, forward and aft, are dual lamp (white & blue) lights which are powered by the "CTSY LTS" switch on the helm switch panel (See fig. 2.23.1). The lights are protected by the "COURTESY LIGHTS" breaker on the DC distribution panel located on the starboard midship freeboard (See fig. 4.6.1). The switch on the helm switch panel is a three position switch which allows for blue or white lighting selection (Figure 3.47.1).

Cockpit Lighting Switch
Fig. 3.47.1



Storage Garage Lights

There are three (3) white courtesy lights in the console storage garage which light when the lid of the garage is raised and are turned off when the lid is closed. The lights are protected by the "COURTESY LIGHTS" breaker on the DC distribution panel located on the starboard midship gunnel.

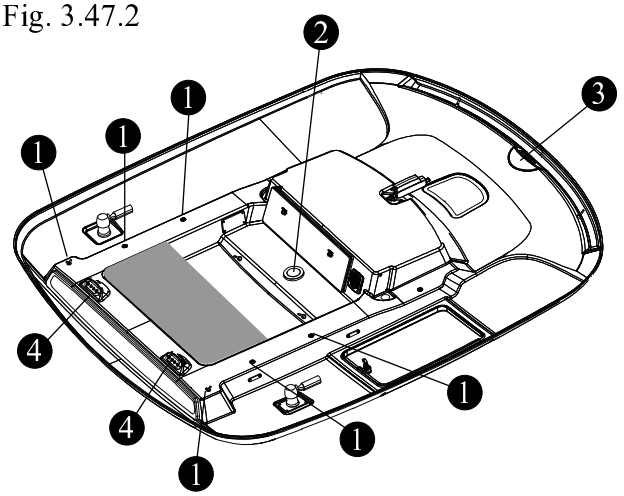
Hardtop Lighting

Blue Aesthetic lighting

The hardtop of the 350 Outrage has six (6) blue aesthetic lights, one (1) dual lamp (red & white) map light, one (1) bow area flood light and two (2) aft cockpit flood lights (Figure 3.47.2).

The blue lights are located around the underside perimeter of the hardtop. They are powered by the "CTSY LIGHTS" switch on the helm switch panel (See fig. 2.23.1).

Hardtop Lighting
Fig. 3.47.2



1 BLUE AESTHETIC LIGHTING
2 DUAL LAMP (RED/WHITE) MAP LIGHT
3 FORWARD BOW FLOOD LIGHT
4 AFT COCKPIT FLOOD LIGHTS

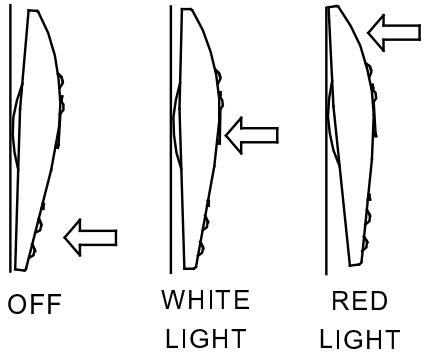
Map Lights

The dual lamp (red & white) map light directly above the console is powered by the "MAP LTS" switch on the helm switch panel (See fig. 2.23.1) and are protected by the "MAP LIGHTS" breaker on the DC distribution panel located on the starboard midship gunnel (See fig. 4.6.1). The switch on the helm switch panel is a three position switch which allows for red or white lighting selection (Figure 3.47.3).

Flood Lights

The aft flood lights (See fig. 3.47.2) are powered by the "FLOOD LTS AFT" switch on the helm switch panel (See fig. 2.23.1). They are protected by the "FLOOD LIGHTS" breaker on the DC distribution

Map Lights Switch
Fig. 3.47.3



panel located on the starboard midship freeboard (See fig. 4.6.1).

The forward flood light (See fig. 3.47.2) is powered by the "FLOOD LTS FWD" switch on the helm switch panel (See fig. 2.23.1). It is protected by the "FLOOD LIGHTS" breaker on the DC distribution panel located on the starboard midship freeboard (See fig. 4.6.1).

Underwater Lights

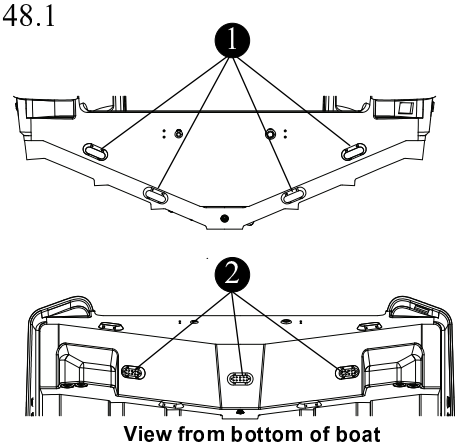
If equipped, there are four (4) blue underwater lights located on the transom just below the surface of the water and three (3) lights on the bottom of the hull. When lit the lights illuminate the water in a translucent blue glow which enhances the after dark experience of being on the water and in addition may on occasion attract a myriad of marine life.

The underwater lights are powered by the "U/W LIGHTS AFT" and "U/W LIGHTS DOWN switchs on the helm switch panel (See fig. 2.23.1). The lights are protected by the "UNDERWATER LIGHTS" breaker on the DC distribution panel located on the starboard midship freeboard (See fig. 4.6.1).

⚠ CAUTION

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

Underwater Lights
Fig. 3.48.1

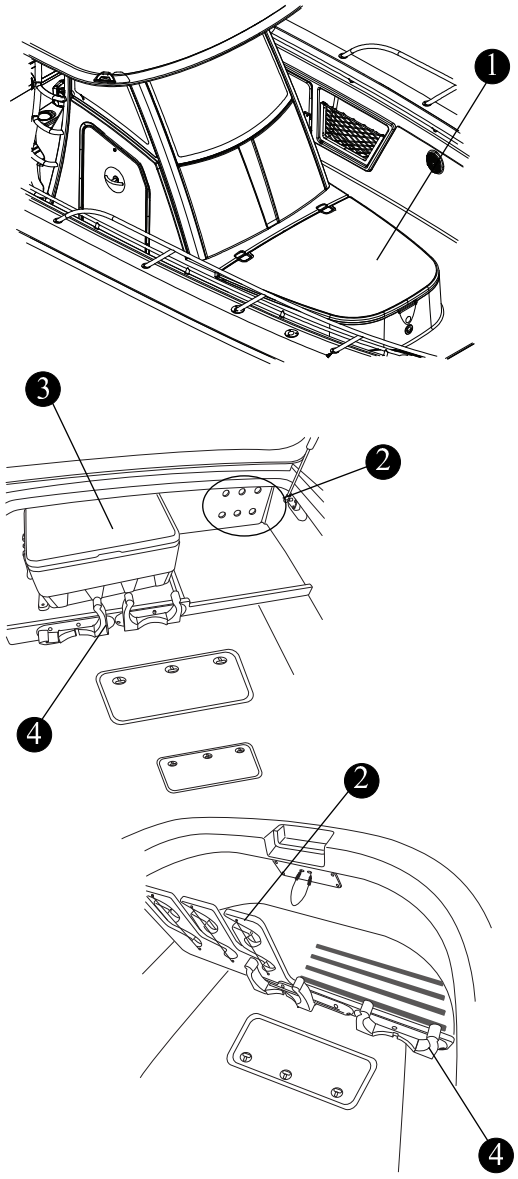


1 TRANSOM UNDERWATER LIGHTS
2 HULL UNDERWATER LIGHTS

Storage Garage

Under the console sun lounge there is a large, lockable, lighted area for storage of equipment and personal items. Six (6) fishing rod holders, two five (5) gallon buckets, two (2) storage bins and a 36 quart (34 L) cooler are included.

Sun Lounge Storage Garage
Fig. 3.48.2



1 SUN LOUNGE STORAGE GARAGE
2 SIX (6) ROD HOLDERS
3 36 QUART (34 L) COOLER
4 DIVE TANK RACKS (OPTION)

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.

Your vessel may be equipped with electrically powered trim tabs (Fig. 2.23.1). If installed, the trim tabs are located on the bottom of the hull at the transom and are used to assist in leveling your vessel caused by uneven weight distribution or strong cross winds. The use of trim tabs may also increase your operator visibility, particularly during initial acceleration.

NOTICE

NEVER paint over the zinc anodes nor between the zinc and the metal it contacts.

An untrimmed boat will:

- Reduce fuel economy
- Increase wear on your engine.

Operation

The trim tabs are controlled by rocker switches located at the helm console. Short momentary bursts of the rockers will achieve proper attitude of the hull. The trim tab switch is marked “bow up” and “bow down”.

Using the trim tabs will:

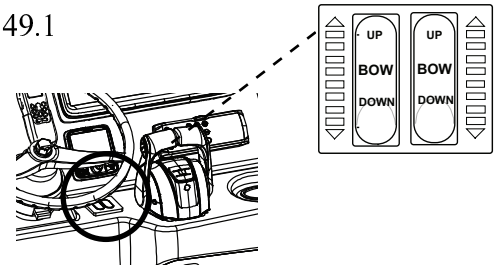
- Level the boat; fore and aft, port and starboard.
- Reduce resistance in the steering system.
- Increase speed
- Reduce strain on the engines
- Provide a smoother, more stable ride

Maintenance

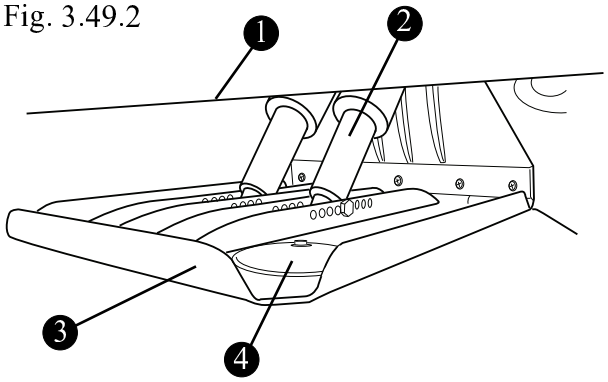
The trim tabs are sealed, waterproof and maintenance free. General cleaning is recommended, and marine growth should be removed when the boat is out of the water. Also inspect the sacrificial anodes regularly and replace as necessary, refer to chapter 5 for additional information.

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

Trim Tab switch w/indicators
Fig. 3.49.1



Electrically Powered Trim Tabs
Fig. 3.49.2



1 TRANSOM
2 LOW VOLTAGE ELECTRIC MOTOR
3 TRIM TAB PLANE
4 ZINC ANODE

Electrolytic Corrosion & Zinc Anodes

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

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

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

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

Maintenance

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

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

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

Auto Glide Boat Control System (Option)

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

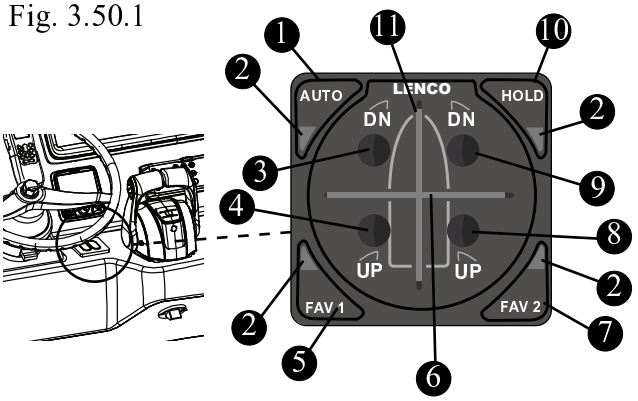
With the Auto Glide, your boat's running angle is measured 25 times per second. The data is used by the Auto Glide control box to:

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

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

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

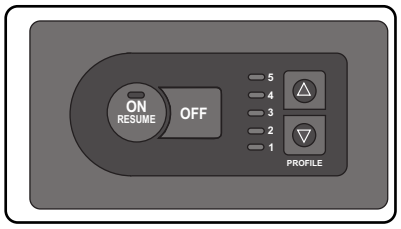
Auto Glide Key Pad
Fig. 3.50.1



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

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

Active Trim (Option)



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

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

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

Active Trim has five selectable trim profiles that accommodate nearly any boat application. These

profiles allow operators to compensate for changes in boat load, operator preference and weather conditions, while maintaining full auto operation.

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

Seakeeper Gyro Stabilizer (Option)

ATTENTION

Ensure gyro stabilizer seacock is open before starting. Close seacock when gyro stabilizer is not in use.

If equipped, you boat will have four (4) additional 12V batteries which can be accessed through a hatch in the bottom of the forward lounge. Fully charged batteries will provide power to the gyroscopic stabilizer for six (6) to seven (7) hours.

A dedicated battery charger is also included and is located in the bilge. A remote display is located on the control console.

A dedicated Automatic Charging Relay (ACR) is located in the starboard side of the bilge compartment. The ACR will redirect excess charge from the house battery bank to the gyroscopic stabilizer battery bank to extend run time over seven (7) hours.

NOTICE

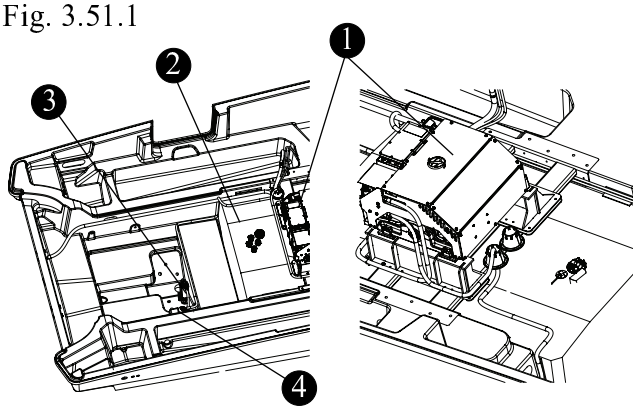
The generator must be ON in order for the gyro stabilizer to function.

Spool-up Time to Rated Speed - **50 minutes**
Spool-up Time to Stabilization - **35 minutes**
Full speed to zero RPM - **approx 2 hours**

⚠ WARNING

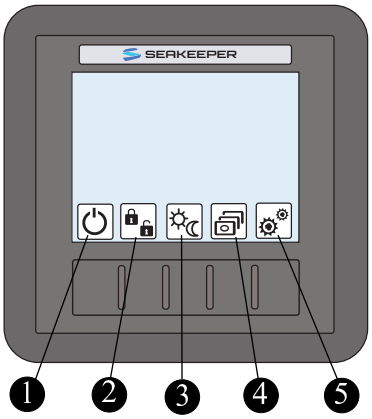
Gyro cover panels are provided to prevent personnel or equipment from contacting the gyro while it is in operation. These covers should not be stood on, or have anything placed on top. The covers should always be in place during operation. If it is ever necessary to touch the gyro while the flywheel is spinning, the gyro must be locked at the display to stop the gyro from precessing (tilting). Gyro maintenance should not be attempted unless the gyro is locked and the flywheel has stopped spinning.

Gyro Stabilizer (Option)
Fig. 3.51.1



1. SEAKEEPER GYRO STABILIZER
2. FUEL TANK
3. WATER STRAINER W/ INTAKE SEACOCK
4. SEAWATER PUMP TO GYRO

Gyro Stabilizer Remote Display (Option)
Fig. 3.51.2



1. ON/OFF AND FAULT RESET
2. GYRO LOCK/UNLOCK
3. DISPLAY BRIGHTNESS (DAY/NIGHT)
4. SCREEN VIEWS (TOGGLE)
5. SETTINGS

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

Propeller

NOTICE

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

The engines on your 350 Outrage have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. Your boat has been propped to achieve maximum RPMs which meet Mercury requirements.

Trimming the Engines

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

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

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

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

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

Changing Propellers

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

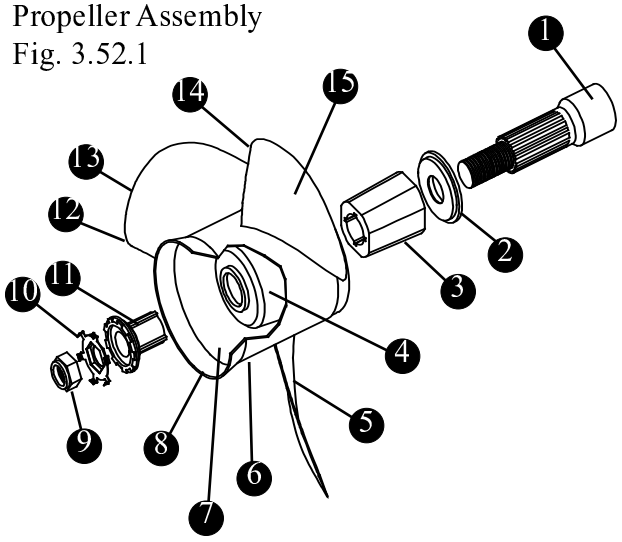
In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your Boston Whaler® dealer. All propellers are designed to provide maximum forward thrust,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

Propellers have two basic characteristics, diameter and pitch.

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

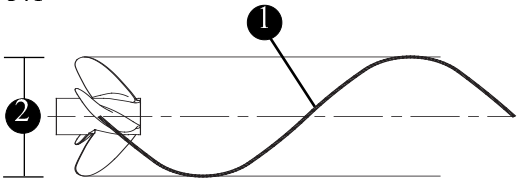
Pitch is that distance in inches that a propeller will travel if rotated one revolution without any slippage.

Propeller Assembly
Fig. 3.52.1



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

Propeller Pitch & Diameter
Fig. 3.53.1



1 PITCH
2 DIAMETER

⚠ DANGER

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

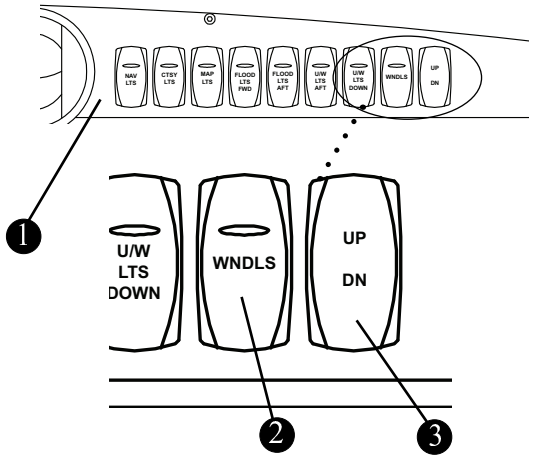
Anchor Windlass

⚠ DANGER

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

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

Windlass Switches
Fig. 3.53.2



1 HELM SWITCH PANEL
2 WINDLASS POWER SWITCH
3 WINDLASS OPERATION SWITCH

The anchor windlass is controlled by switches located on the helm switch panel (See fig. 2.23.1) or by a hand held remote located in the bow locker (See fig. 3.52.2).

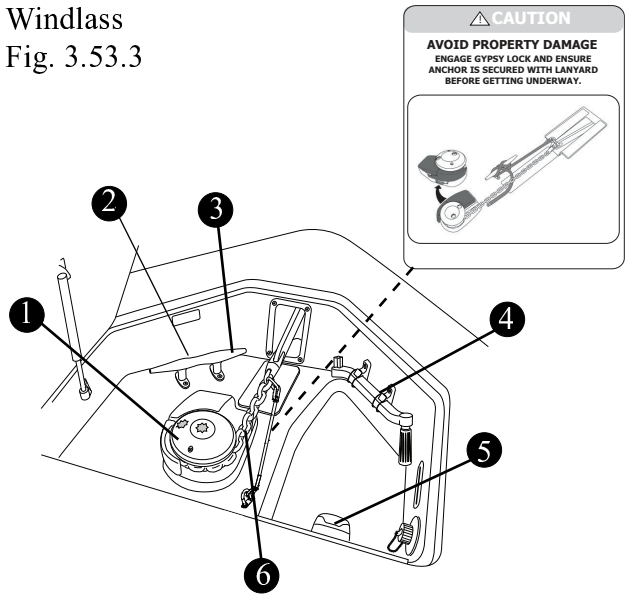
The "WNDLS" switch on the helm switch panel controls power to the windlass.

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

When not in use, the remote can be stored in a receptacle located on the aft bulkhead of the bow locker. The power source for the remote is located on the starboard side of the locker.

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

Windlass
Fig. 3.53.3



1 WINDLASS
2 ANCHOR LANYARD
3 ANCHOR CLEAT
4 EMERGENCY HANDLE
5 WINDLASS REMOTE
6 CHAIN RODE

Be sure to attach the anchor lanyard when the anchor is stowed in the bow pulpit.

NOTICE

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

The windlass is protected by a 100 amp circuit breaker located on the DC distribution panel (See page 4-6). If there is a loss of power to the windlass, check the "WINDLASS" circuit breaker. If the breaker is tripped, reset the breaker.

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

Operation

NOTICE

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

Operating From the Helm

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

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

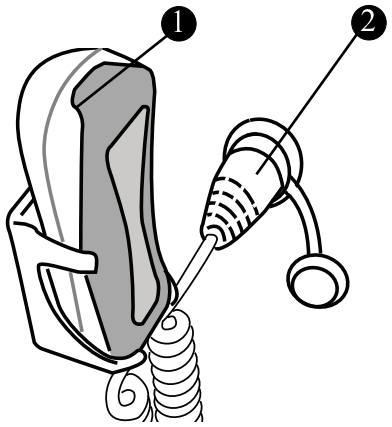
Operating From the Bow

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

⚠ WARNING

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

Windlass Remote
Fig. 3.54.1

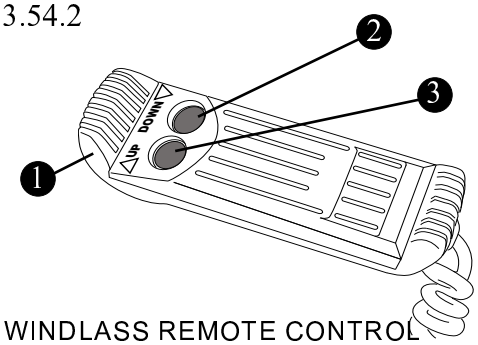


1 HAND HELD REMOTE
2 POWER SOURCE

⚠ DANGER

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

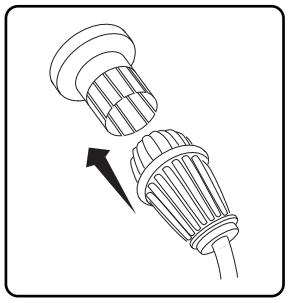
Anchor Windlass Remote
Fig. 3.54.2



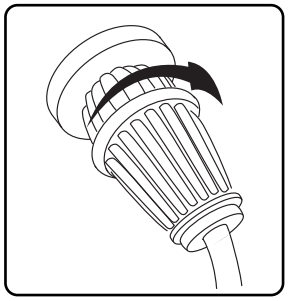
1 WINDLASS REMOTE CONTROL
2 "DOWN" BUTTON
3 "UP" BUTTON

The windlass remote is protected by a 10 amp manual reset breaker located on the battery switch panel (See page 4-11). If there is a loss of power to the windlass remote, check the "WINDLASS CONTROL" breaker. If the breaker is tripped, reset the breaker.

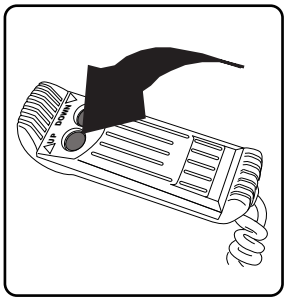
- Plug the power cable into the power receptacle on the aft of the bow locker.



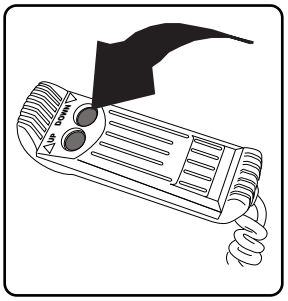
- Turn the forward portion of the plug clockwise to lock.



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



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

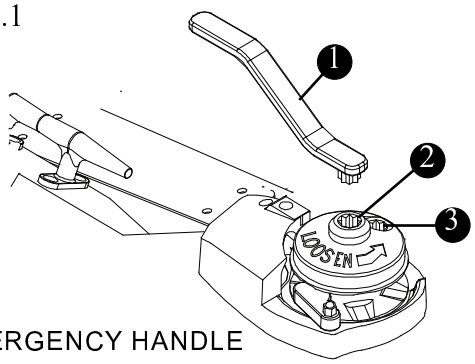


REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Operating The Windlass Manually

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

Windlass Manual/Emergency Operation
Fig. 3.55.1



1 EMERGENCY HANDLE
2 LOOSEN WINDLASS
3 RAISE/LOWER ANCHOR

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

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

Anchoring

The 350 Outrage is equipped with a windlass, anchor, rode and an anchor roller davit. Stow the anchor in the davit when not in use.

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

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

Considerations

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

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

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

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

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

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

Example:

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

Rode length = 13 feet X 7*

Rode length = 91 feet

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

Lowering The Anchor

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

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

Setting the Anchor

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

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

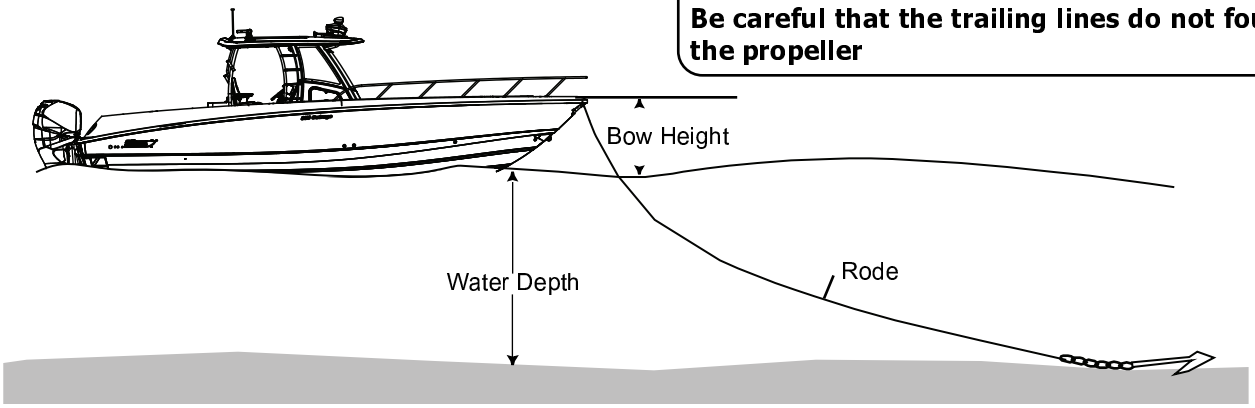
Weighing the Anchor

To weigh (or retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing.

Proper Anchoring
Fig. 3.57.1

⚠ CAUTION

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



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

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Electrical Systems

DC Electrical System

The 350 Outrage is equipped with an electrical system powered by a series of deep-cycle, lead-acid batteries. The batteries are charged by running the generator or when the engines are running or can be charged by shore power when the engines and generator are off.

A battery charger located on the port wall of the battery compartment (See fig. 4.1.1) facilitates the charging of the batteries when using shore power. See Section 3, page 3-30 for shore power operation.

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

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

NOTICE

Your boat has a separate battery bank and charging system for the bow thruster. See page 2-32 for bow thruster information.

Batteries

⚠ DANGER

Batteries contain sulfuric acid which is dangerous and can cause serious injury. AVOID contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance.

NOTICE

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

NOTICE

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

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

Application	Group	Volts	MCA*	RC 25	Qty.
USA (SAE)	31	12	800	135 min	4

* Marine Cranking Amps

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

* Cold Cranking Amps

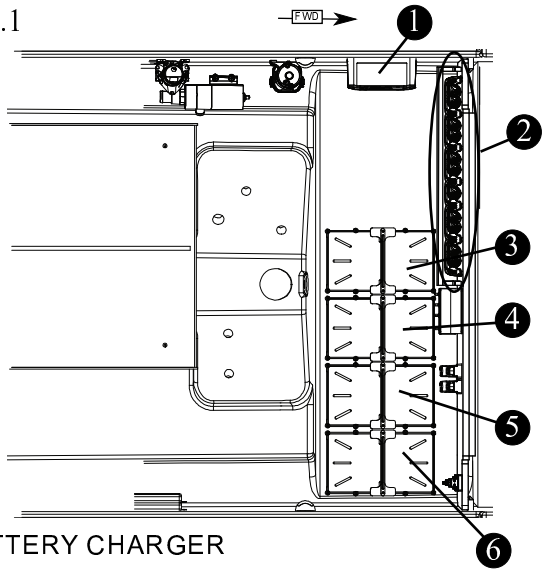
NOTICE

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

Battery Trays

The battery trays, located in the forward starboard corner of the bilge, house and secure the batteries. Your batteries should always be secured in the battery trays provided with your boat and secured in place

Battery Trays
Fig.4.1.1



1. BATTERY CHARGER
2. BATTERY REMOTE SWITCHES AND AUTOMATIC CHARGING RELAYS (ACR)
3. PORT ENGINE BATTERY TRAY
4. CENTER ENGINE BATTERY TRAY
5. HOUSE BATTERY TRAY
6. STARBOARD ENGINE BATTERY TRAY

by the retaining brackets. The trays will ensure that while underway the batteries will not move around, thus causing damage to components fitted in the same area.

The batteries can be removed from the trays by first removing the negative wires from the terminal posts followed by removing the positive wires then removing the retaining lid on the battery tray.

⚠ CAUTION

- **Never use an open flame in the battery storage area.**
- **Avoid striking sparks near the battery.**
- **A battery will explode if a flame or spark ignites the free hydrogen given off during charging.**
- **The battery should always be disconnected before doing any work or maintenance on the electrical system.**
- **If equipped with a battery switch, you will need to stop the engine before moving the switch to the "OFF" position.**

Battery Charger

The battery charger, mounted on the port side of the bilge (See figure 4.1.1) automatically increases current output when there is a drop in battery voltage. When the batteries are charged, the unit maintains a small current flow to keep the batteries fully charged and ready for service without overcharging.

Charge Rate

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

Overload Protection

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

Maintenance

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

Battery Switches

Your boat uses battery switches (one for each engine) to control delivery of DC power from the batteries. These battery switches are advanced electric relay switches located on the forward port bulkhead in the bilge and are actuated via a rocker switch on the DC distribution panel.

The DC distribution panel is located behind an access door on the starboard freeboard opposite the control station.

⚠ CAUTION

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

When the engines are shut down or not providing a charge, the boats systems will draw power from the center battery. This will allow you to run all the boats functions without affecting the port or starboard batteries.

Remote Battery Switches

Each battery switch on the panel (See fig. 4.6.1) is wired to a remote switch located on the forward port bulkhead in the bilge (See fig. 4.1.1).

Automatic Charging Relays (ACR)

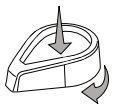
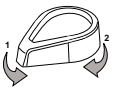
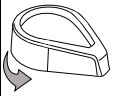
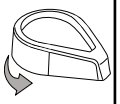
The batteries on the 350 Outrage are automatically connected in parallel through the use of ACRs (Automatic Charging Relay) when a sufficient charging source is present. The battery banks are automatically separated when the charging source falls below a certain voltage level for a predetermined amount of time.

The use of ACRs eliminates the need for the operator to monitor battery voltage and decide whether or not it is ok to parallel the battery banks. It also eliminates the chance of a dead battery bank if a paralleling switch were left in the "Combined" position without a sufficient charging source present.

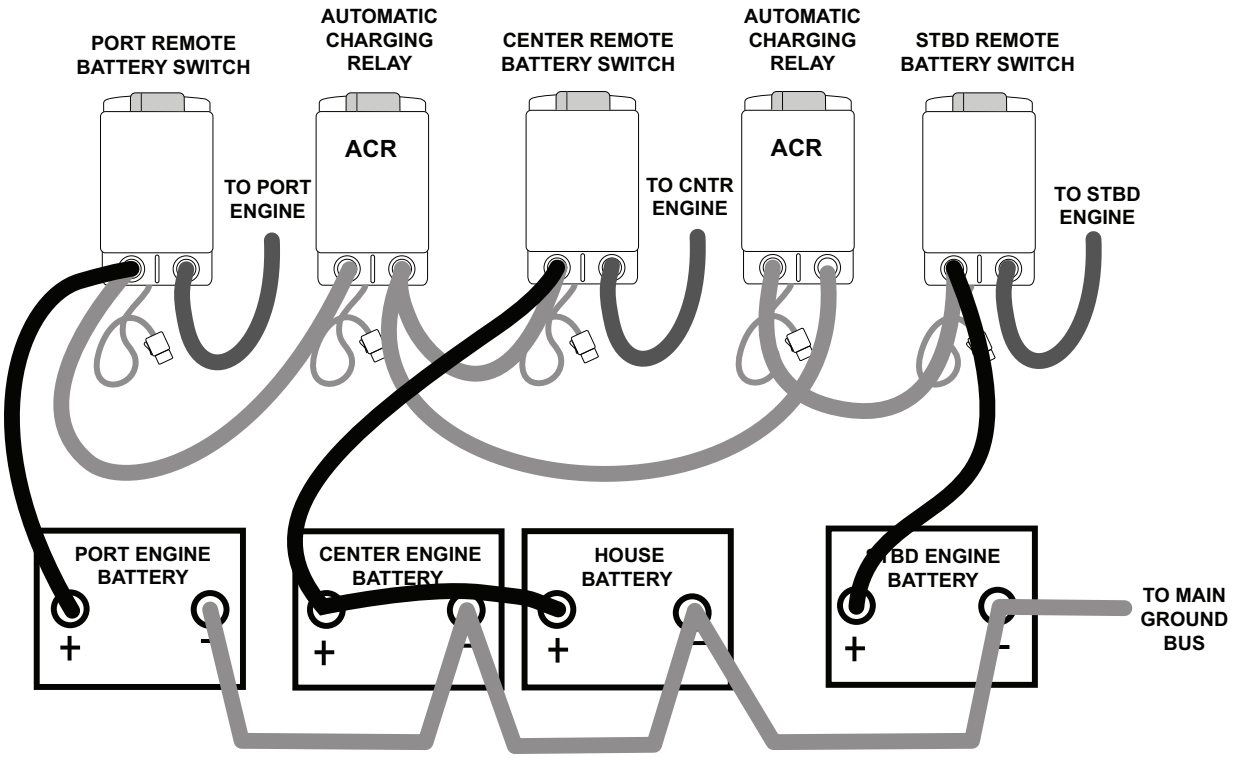
Manual Control Override

Each of the remote battery switches and ACR units have a manual override knob on the top of the unit 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 (See chart at the top of right column).

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

Manual Control Override Knob Operation		
To combine battery banks	With Override Knob in (REMOTE position) push button until latched (Push to latch ON).	
To isolate battery banks that are connected	Rotate Override Knob to right to release button from latch ON mode (button pops up). Rotate Override Knob to left (REMOTE position).	
To prevent remote operation.	Rotate Override KNob to right (LOCK OFF position).	
To secure for servicing.	With Override Knob in (LOCK OFF position), pass cable tie through hole.	

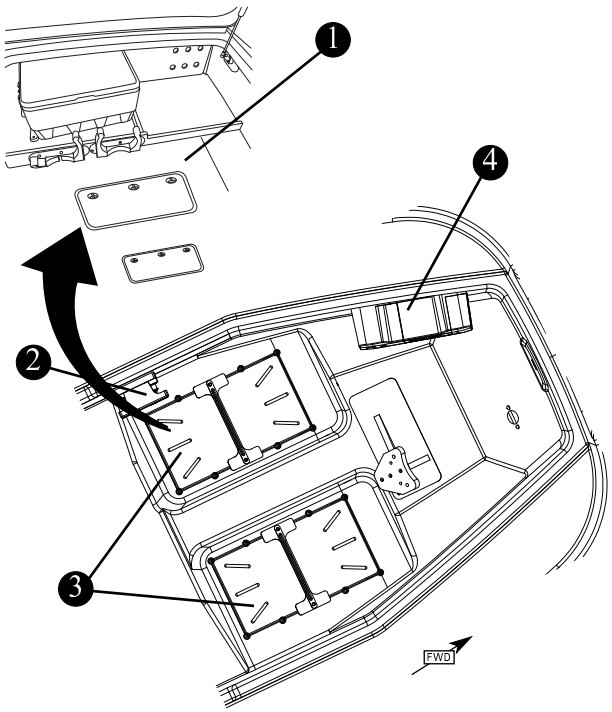
Remote Battery Switches & ACRs
Fig. 4.3.1



Bow Thruster Batteries

There are battery trays, for the two (2) batteries which provide the 24 volts necessary to operate the bow thruster, along with a battery switch and battery charger located under the sun lounge storage area. Access to the bow thruster, batteries, battery charger and battery switch can be made through the hatches in the floor of the storage area.

Bow Thruster
Fig. 4.4.1



1. SUN LOUNGE STORAGE
2. BATTERY SWITCH
3. BATTERY TRAYS
4. BOW THRUSTER BATTERY CHARGER

The chart below is is only a recommendation. Refer to your bow thruster owner's manual for exact battery requirements.

Application	Group	Volts	capacity	Qty.
USA (SAE)	27	12	110-140 Ah	2

⚠ WARNING

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

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

Battery Maintenance

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

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

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

When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become more alike in an electrical charge. The electricity conducting battery acid becomes weaker and the voltage drops. As the battery remains discharged, the process continues until recharging the battery becomes impossible.

If the battery does become run down be sure to recharge it as soon as possible. Over charging the battery can be just as detrimental to its life as running it down too far.

12 Volt Accessory Receptacles

NOTICE

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

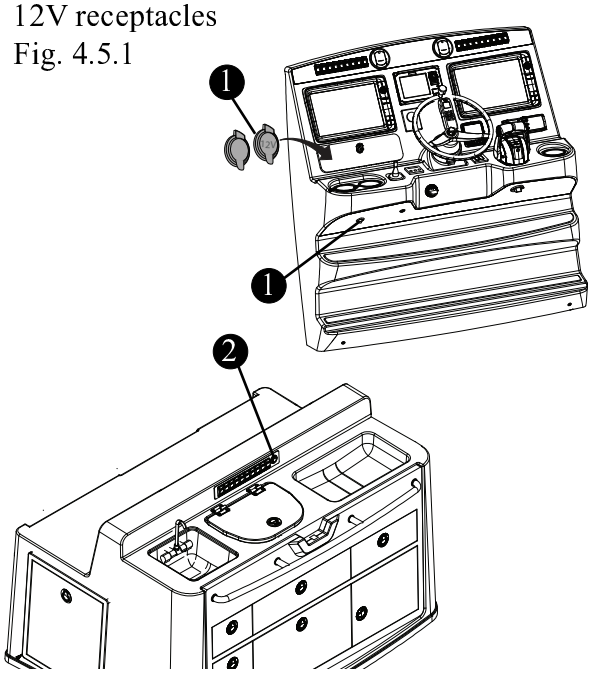
Your 350 Outrage is equipped with three (3) 12 volt receptacles. One receptacle is located below the port cupholders at the helm, another is located in the lockable storage box on the port side of

the console and another is located on the switch panel on the bait prep station.

These receptacles are made of corrosion resistant marine grade materials and have a moisture proof cap. The helm receptacles are protected by a 10 amp breaker on the DC distribution breaker panel. The receptacle at the bait preparation station is protected by a 10 amp breaker on the panel located behind the access door behind the fold down standing platform on the front of the unit below the helm seats (Figure 4.5.2).

Be sure to use accessories that DO NOT EXCEED the rated capacity of the circuit, (15 amps).

12V receptacles
Fig. 4.5.1

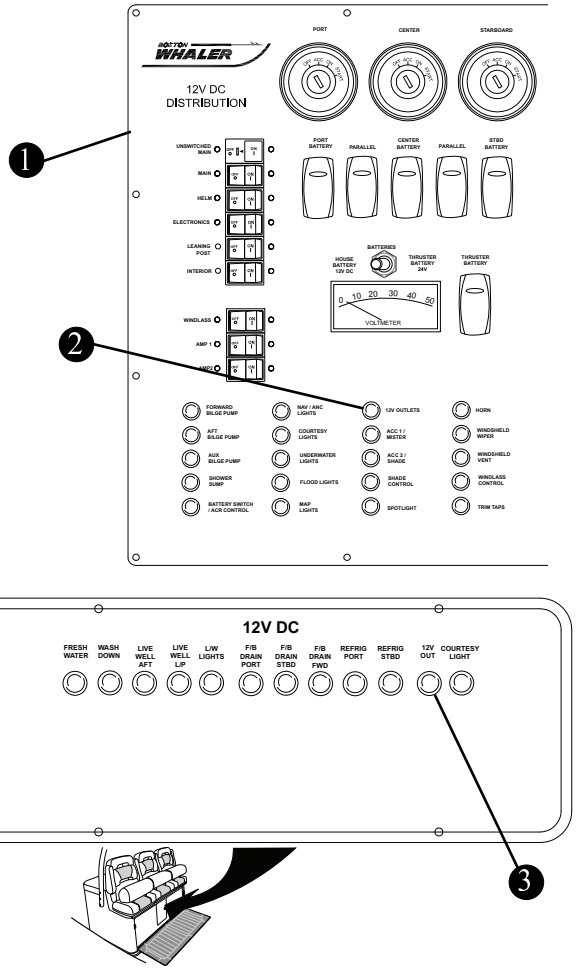


1. CONTROL STATION RECEPTACLES
2. FORWARD LOUNGE RECEPTACLE
3. BAIT PREP STATION RECEPTACLE

120 Volt Receptacles

Your boat is equipped with three (3) 120 volt receptacles. There is a receptacle located on the starboard side of the leaning post another is located on the aft wall of the console interior aft of the vanity and a the third is located on the starboard aft wall of the forward console storage garage..

12V receptacles breakers
Fig. 4.5.2



1. DC DISTRIBUTION PANEL
2. BREAKER FOR CONTROL STATION 12V OUTLETS
3. BREAKER FOR BAIT PREP STATION 12V OUTLET

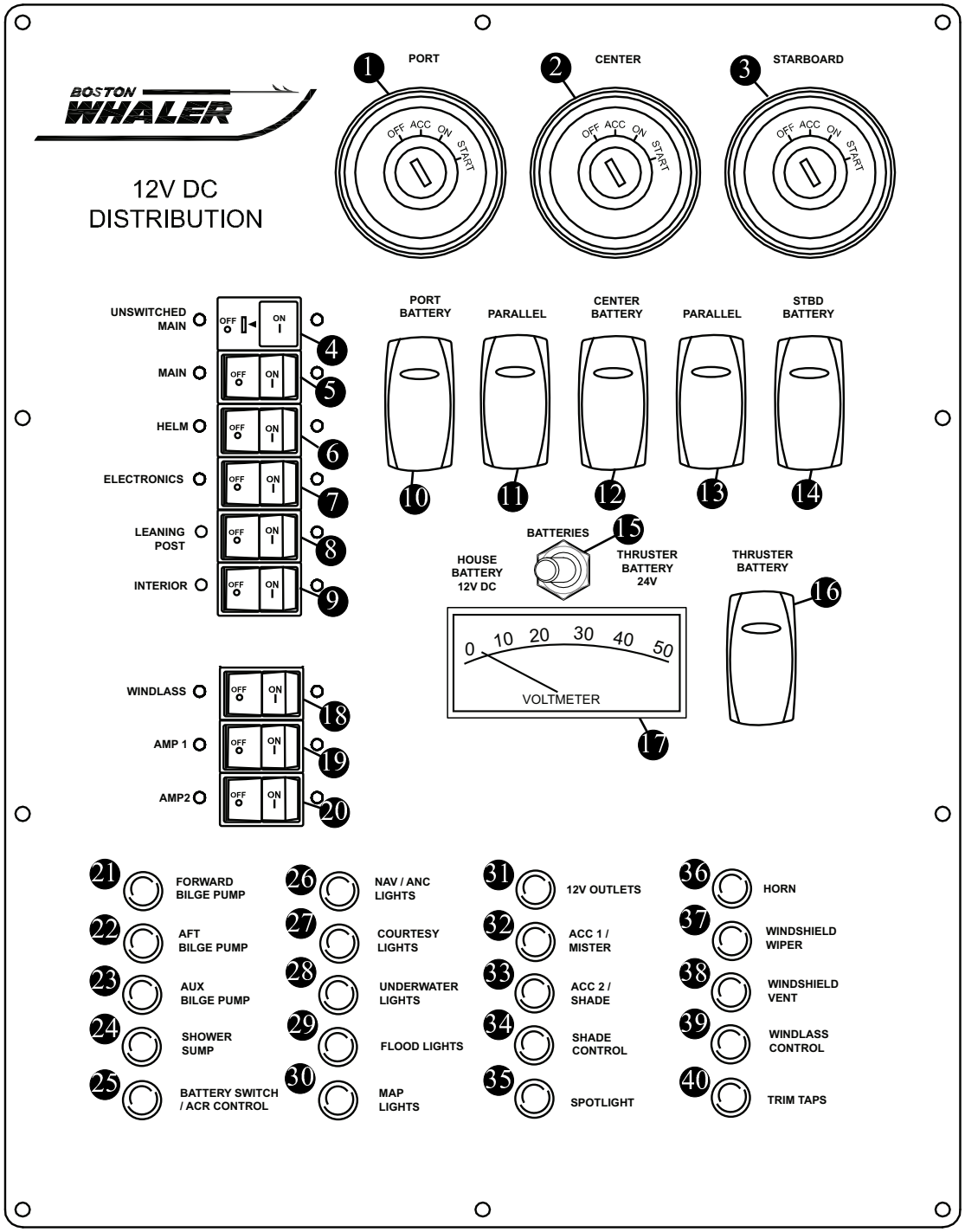
The receptacles can be used while the generator is running or while connected to shore power (See Section 3 - Systems & Components Overview & Operation, Page 3-29 & 3-32).

The outlets are protected by a breaker on the 120V DC Distribution Panel located in the cabin.

Main DC Breaker Panel

Your boat's DC electrical system operates on 12/24V power supplied by the center and house engine batteries. The DC distribution panel is located on the starboard side midship gunnel.

DC Distribution Panel
Fig. 4.6.1

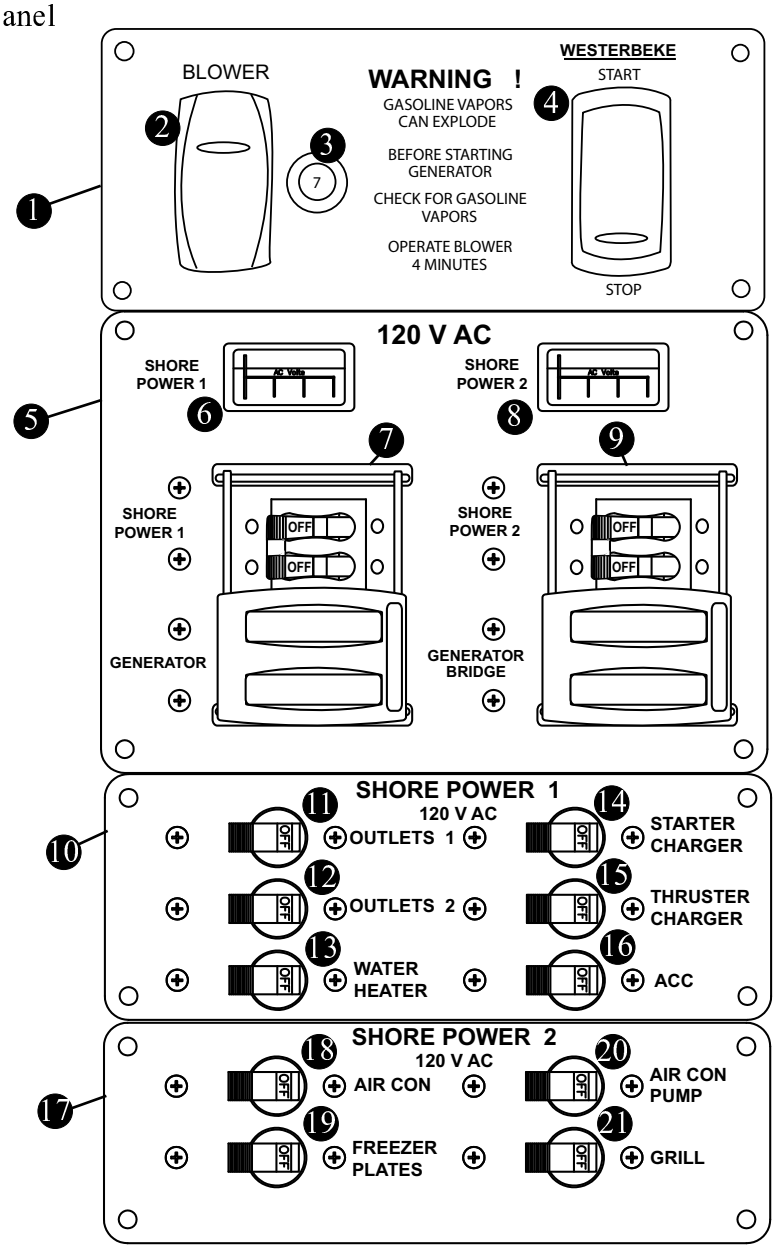


DC Distribution Panel Callouts
Fig. 4.7.1

1. PORT ENGINE IGNITION
2. CENTER ENGINE IGNITION
3. STARBOARD ENGINE IGNITION
4. UNSWITCHED MAIN . . . . . 50 AMPS
5. MAIN . . . . . 100 AMPS
6. HELM FUSE BLOCK . . . . . 50 AMPS
7. ELECTRONICS FUSE BLOCK . . . . . 50 AMPS
8. LEANING POST . . . . . 60 AMPS
9. INTERIOR . . . . . 50 AMPS
10. PORT BATTERY SWITCH
11. PORT BATTERY/CENTER BATTERY PARALLEL SWITCH
12. CENTER BATTERY SWITCH
13. CENTER BATTERY/STARBOARD BATTERY PARALLEL SWITCH
14. STARBOARD BATTERY SWITCH
15. HOUSE/THRUSTER BATTERY VOLTAGE METER TOGGLE
16. THRUSTER BATTERY SWITCH
17. ANALOG VOLTMETER
18. WINDLASS . . . . . 100 AMPS
19. AMP 1 . . . . . 50 AMPS
20. AMP 2 . . . . . 50 AMPS
21. FORWARD BILGE PUMP . . . . . 6 AMPS
22. AFT BILGE PUMP . . . . . 12 AMPS
23. AUXILIARY BILGE PUMP . . . . . 12 AMPS
24. SHOWER SUMP . . . . . 3 AMPS
25. BATTERY SWITCH/ACR CONTROL 15 AMPS
26. NAV/ANCHOR LIGHTS . . . . . 15 AMPS
27. COURTESY LIGHTS . . . . . 5 AMPS
28. UNDERWATER LIGHTS . . . . . 5 AMPS
29. FLOOD LIGHTS . . . . . 3 AMPS
30. MAP LIGHTS . . . . . 3 AMPS
31. 12V OUTLETS . . . . . 10 AMPS
32. ACC 1/ MISTER . . . . . 15 AMPS
33. ACC 2/SHADE . . . . . 10 AMPS
34. SHADE CONTROL . . . . . 5 AMPS
35. SPOTLIGHT . . . . . 15 AMPS
36. HORN . . . . . 15 AMPS
37. WINDSHIELD WIPER . . . . . 15 AMPS
38. WINDSHIELD VENT . . . . . 5 AMPS
39. WINDLASS CONTROL . . . . . 5 AMPS
40. TRIM TABS . . . . . 30 AMPS

Main AC Breaker Panel

AC Distribution Panel
Fig. 4.8.1



1. GENERATOR CONTROL PANEL (OPTION)
2. BLOWER SWITCH (OPTION)
3. BLOWER BREAKER (OPTION) . . . . . 7 AMPS
4. GENERATOR START/STOP SWITCH (OPTION)
5. 120 VOLT AC PANEL
6. LINE 1 VOLTAGE METER
7. LINE 1 SOURCE SELECTOR
8. LINE 2 VOLTAGE METER (OPTION)
9. LINE 2 SOURCE SELECTOR (OPTION)
10. AC BREAKER PANEL
11. OUTLETS 1 . . . . . 15 AMPS
12. OUTLETS 2 . . . . . 15 AMPS
13. WATER HEATER (OPTION) . . . . . 15 AMPS
14. STARTER CHARGER . . . . . 15 AMPS
15. THRUSTER BATTERY CHARGER 15 AMPS
16. ACCESSORY . . . . . 15 AMPS
17. AC BREAKER PANEL (OPTION)
18. AIR CONDITIONER (OPTION) . . . . . 15 AMPS
19. FREEZER PLATES (OPTION) . . . . . 15 AMPS
20. AIR CONDITIONER PUMP (OPTION) . 5 AMPS
21. GRILL (OPTION) . . . . . 15 AMPS

AC Electrical System

Your boat's AC electrical system operates on 120/30A power from the generator (option) or shore power. See Section 3 - page 3-26 for information regarding the operation of your generator and Section 3 - page 3-29 for information regarding the operation of the shore power system. The AC distribution panel is located in a cabinet on the aft wall of the console interior.

Component Breakers

Your boat utilizes manual reset breakers for the various components throughout the boat. The breakers can be found on panels located in various places on your boat (Figure 4.6.1 thru 4.9.1).

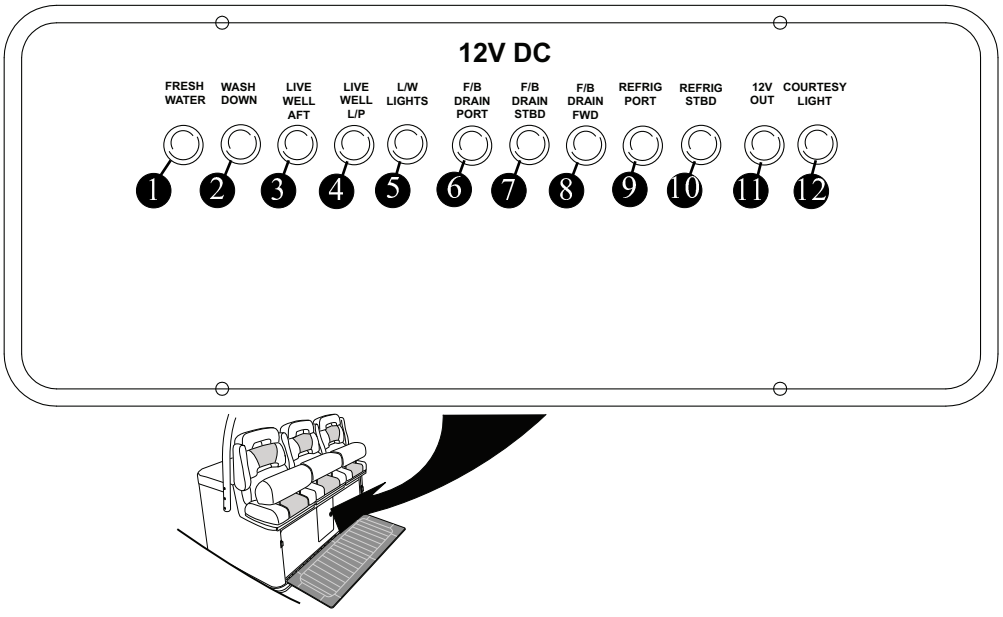
If a component breaker trips, determine and correct the problem before resetting the breaker. Should a circuit breaker trip repeatedly, have a qualified marine electrician determine and correct the cause of the trip.

In the event it is necessary to replace a breaker, use only the same amperage as the original. If a breaker is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance breaker tripping. Conversely, if a breaker is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and will create a fire hazard.

⚠ WARNING

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

Bait Prep Station Breaker Panel
Fig. 4.9.1



1. FRESH WATER PUMP . . . . . 10 AMPS
2. WASHDOWN PUMP . . . . . 15 AMPS
3. LIVEWELL AFT PUMP . . . . . 5 AMPS
4. LEANING POST LIVEWELL PUMP 5 AMPS
5. LIVEWELL LIGHTS . . . . . 5 AMPS
6. PORT FISHBOX DRAIN . . . . . 10 AMPS
7. STARBOARD FISHBOX DRAIN. . . . 10 AMPS
8. FORWARD FISHBOX DRAIN. . . . . 10 AMPS
9. PORT REFRIGERATOR (OPTION) 15 AMPS
10. STARBOARD REFRIGERATOR (OPTION) . . . . . 15 AMPS
11. 12V OUTLET . . . . . 10 AMPS
12. COURTESY LIGHTS. . . . . 5 AMPS

NAUTIC-ON™ Remote Connectivity*

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

* A limited subscription is included and thereafter the service is subscription based.

NOTICE

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

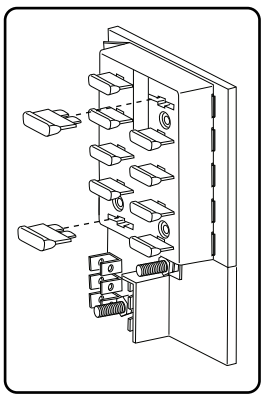
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Fuse Blocks

⚠ 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.



There are three (3) electronics fuse blocks on the 350 Outrage. One is located in the aft wall of the console interior. Another is located in the deluxe leaning post. The third fuse block is located in the hardtop.

In the event you need to replace a fuse, use only the same amperage as the original. It is recommended that you carry spare fuses.

If a fuse is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance fuse failure or breaker tripping.

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

Ground Fault Interrupter Receptacle (GFI)

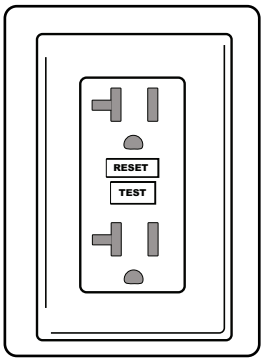
Your boat is equipped with three (3) Ground Fault Interrupter (GFI) receptacles. One is located on the aft wall of the console interior, another on the starboard side of the deluxe leaning post and a third on the aft starboard wall of the storage garage.

The GFI receptacle is designed to protect people from the line-to-ground shock hazards which could occur from defective tools or appliances operating from the receptacle, or from down-line outlets protected by it.

The GFI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normall healthy persons. The receptacle will not protect people against line-to-line or line-to-neutral faults, short circuits or overloads

Please read and understand the CAUTION block below regarding GFI receptacles.

Testing



The GFI outlet has a TEST and RESET button that you can use to regularily test the outlet for proper operation. Before testing the outlet, push the RESET button in. Plug an appliance into the outlet (such as a lamp) and turn it on. Push the TEST button, the appliance should

⚠ WARNING

Persons with heart problems or other conditions which may make them susceptible to electric shock may still be injured by ground faults on circuits protected by the GFI receptacle. No safety devices yet designed will protect against all hazards or carelessly handled or misused electrical equipment or wiring.

shut OFF. If it does, the circuit was interrupted and it is working properly. Push the RESET button to return the power to the outlet. If the power to the appliance was not interrupted, have a qualified marine electrician check the system to find the problem.

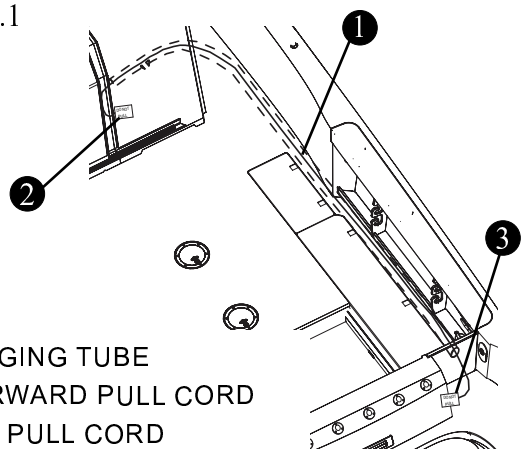
Rigging

Your boat has a rigging tube located below the floor and outboard of the starboard stringer to allow the owner to run new wiring for electronics. There is a pull cord installed in the tube with the ends bundled and tied at either end of the tube. The ends are located in the aft bilge, starboard upper corner of the mechanical bulkhead and inside the console behind the access door on the aft wall of the console interior.

There is also a cord located in the starboard frame of the hardtop which terminates in the console at one end and the electronics box at the other.

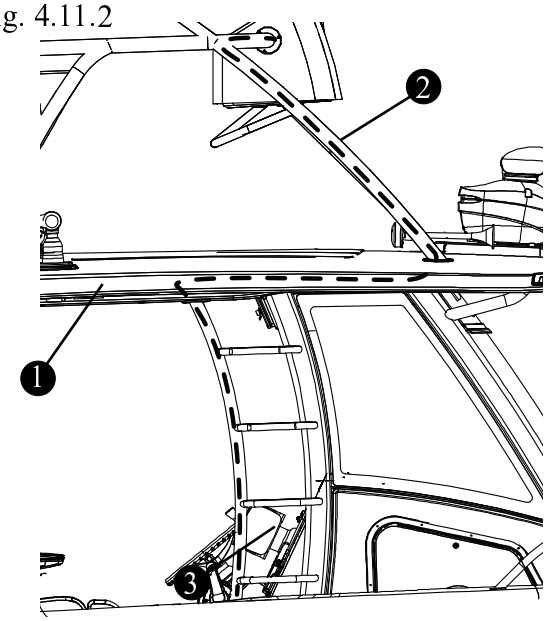
Tie another piece of nylon cord to the current accessory wiring being run and use that for later runs.

Rigging Tube/Pull
Fig. 4.11.1



1 RIGGING TUBE
2 FORWARD PULL CORD
3 AFT PULL CORD

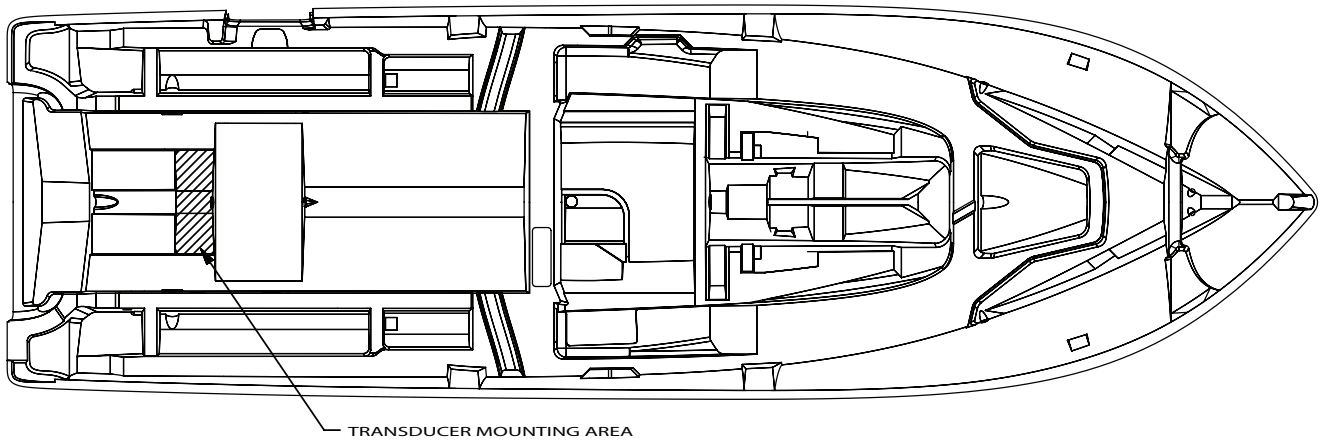
Hardtop Rigging
Fig. 4.11.2



1 HARDTOP
2 UPPER STATION (OPTION)

Transducer Mounting Location

Transducer Location
Fig. 4.11.3



Electrical Schematics & Harnesses

The following pages contain schematics pertaining to the electrical system in your boat. These schematics were generated by electrical engineers in the Boston Whaler® Engineering Department and are for reference and to be used by service technicians.

Boston Whaler® does not recommend that you attempt to work on the electrical system yourself. Instead, we suggest that you take your boat to an authorized Boston Whaler® dealer for electrical service.

Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the customer and is not obligated to make any updates to units built prior to the change.

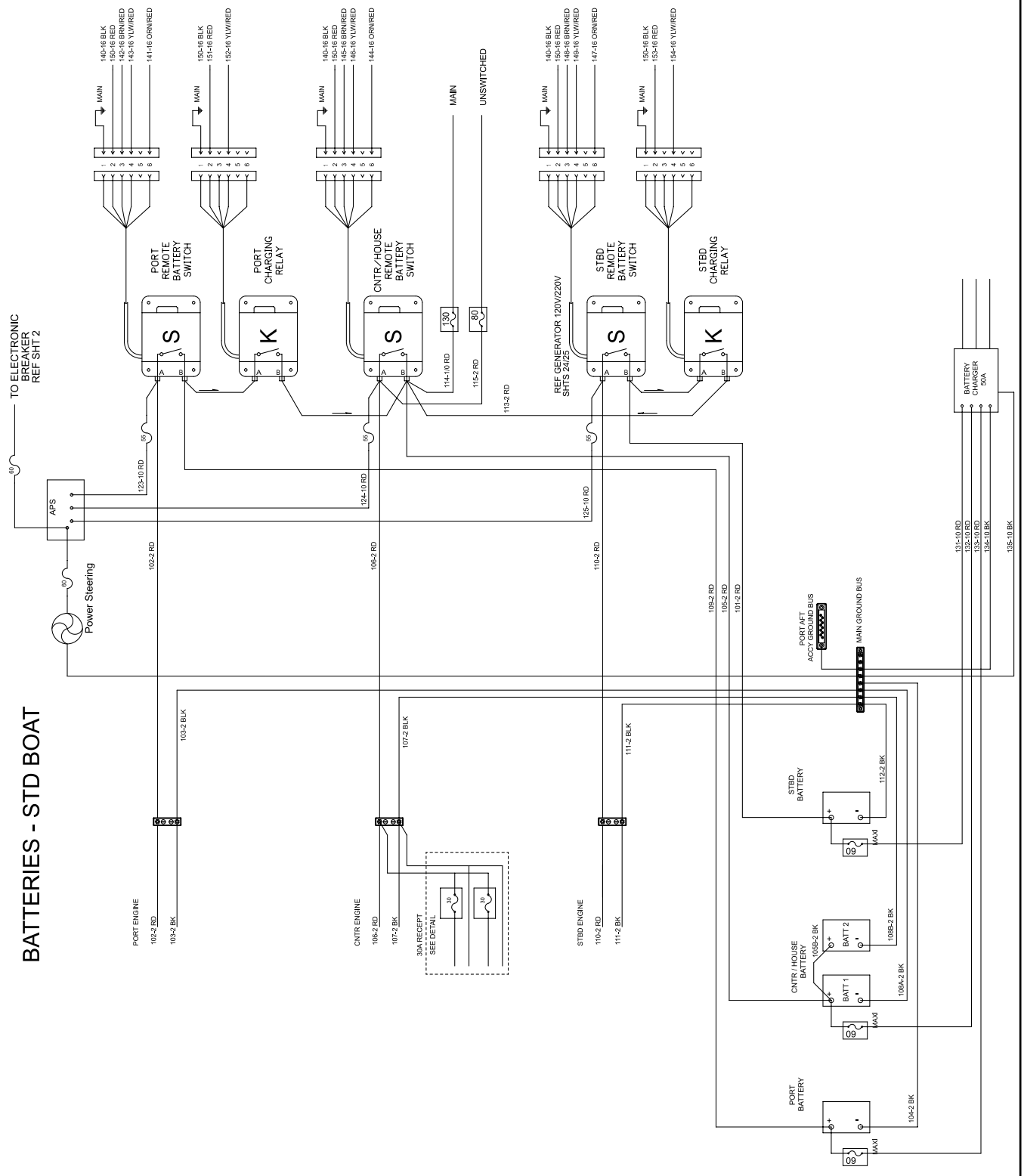
Wiring Identification Chart

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

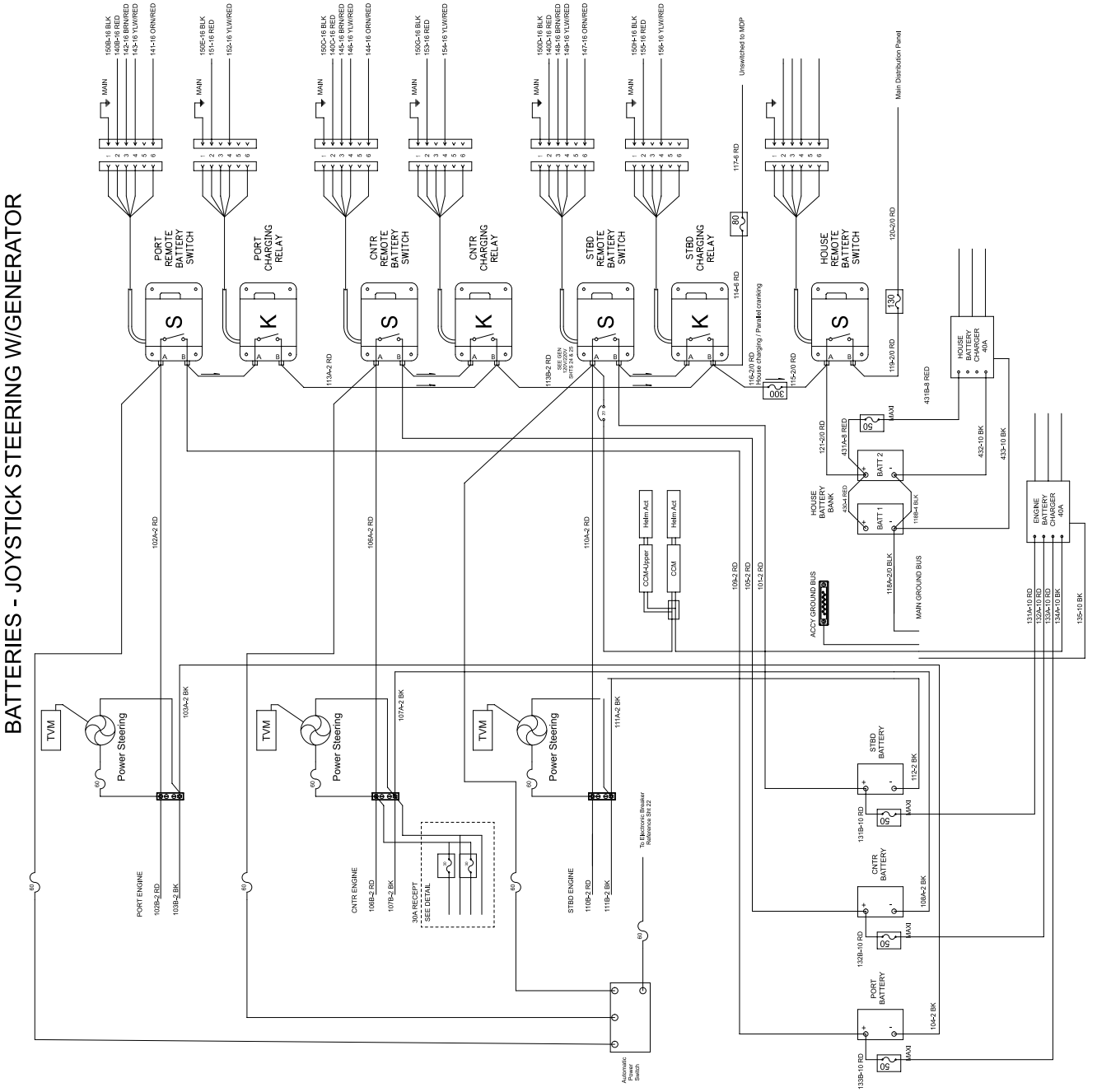
Wire Color Chart for DC and Special Circuit

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

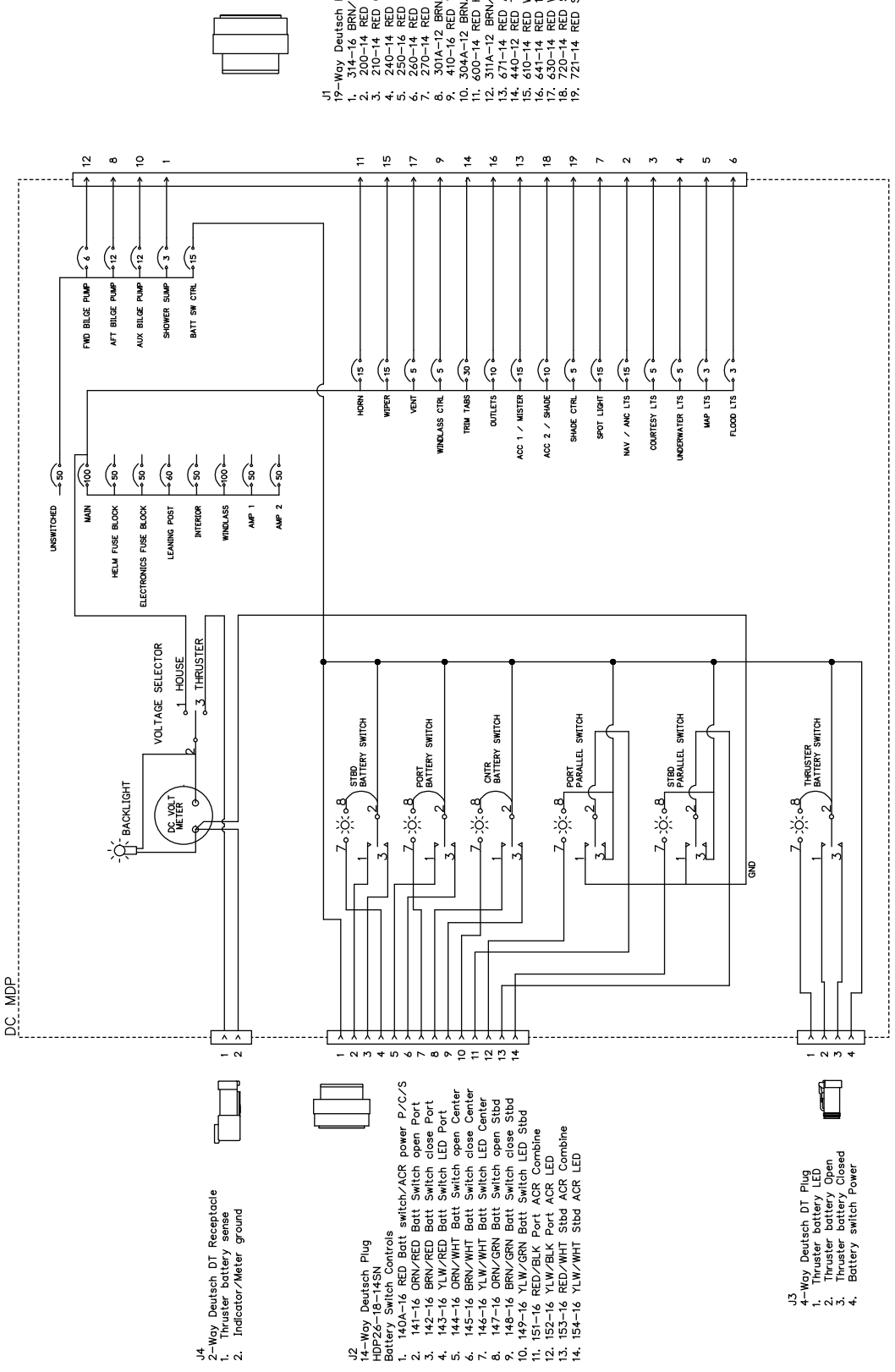
Batteries
Fig. 4.13.1



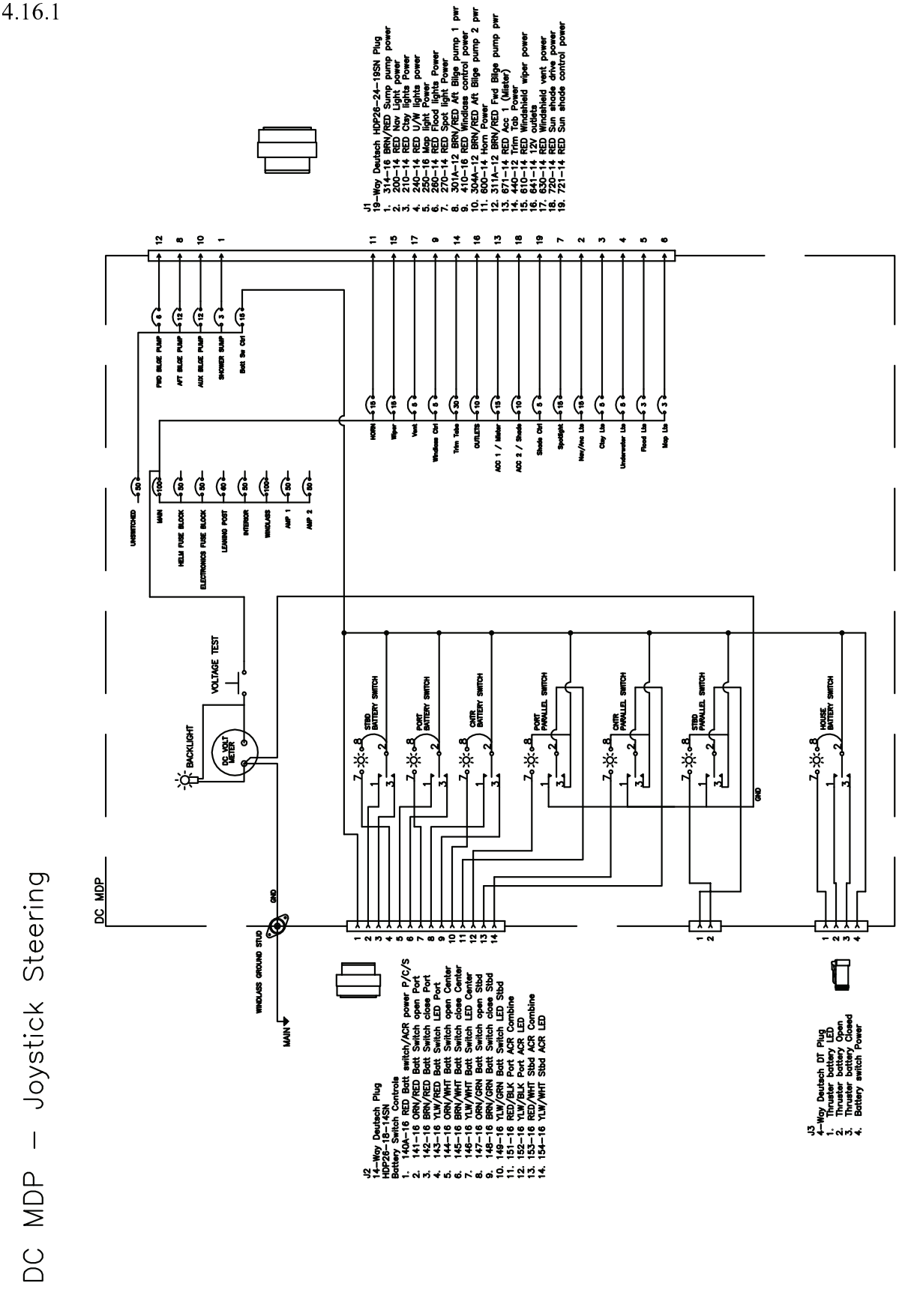
Joystick Piloting (Option)
Fig. 4.14.1



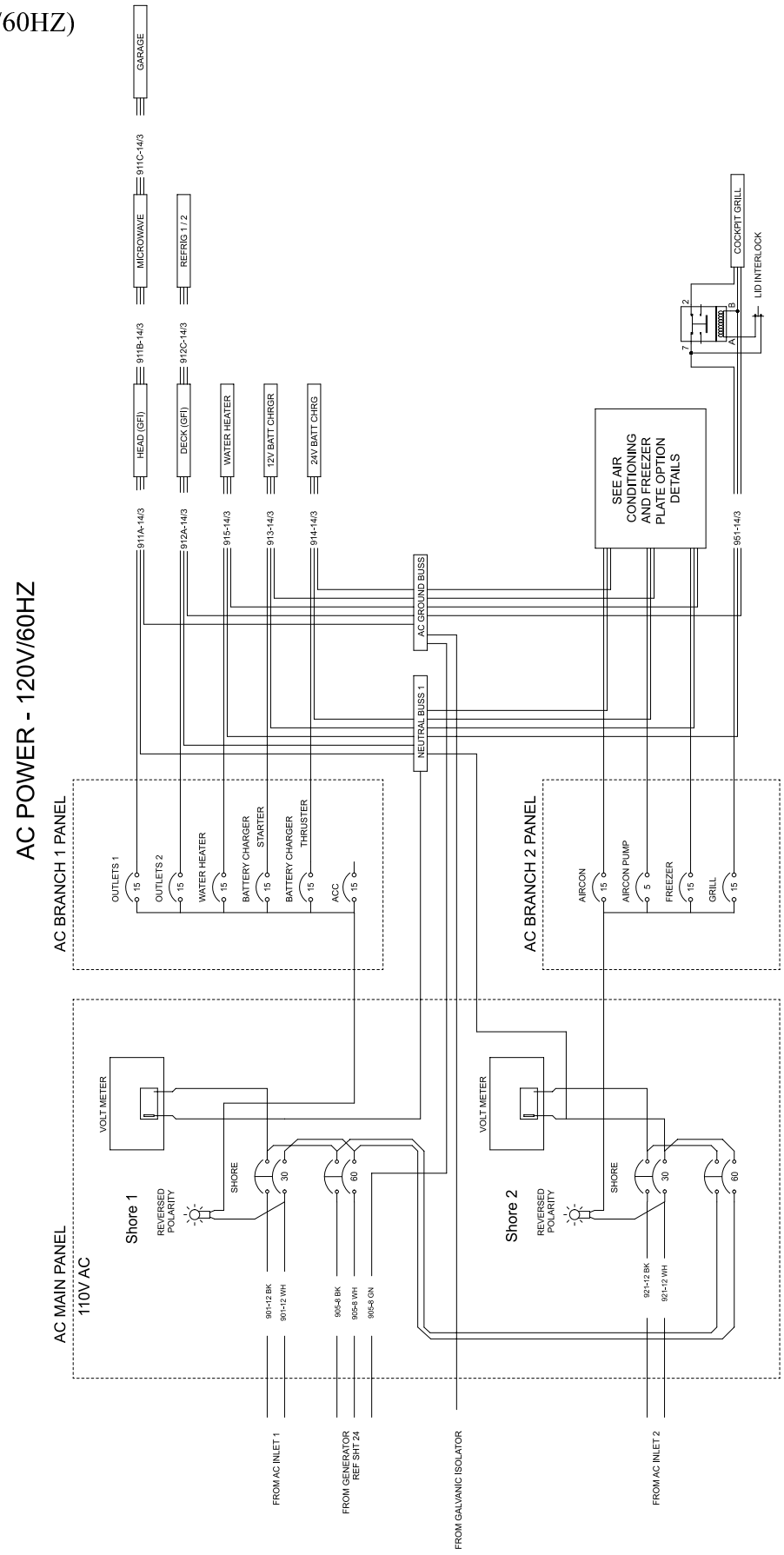
DC Wiring
Fig. 4.15.1



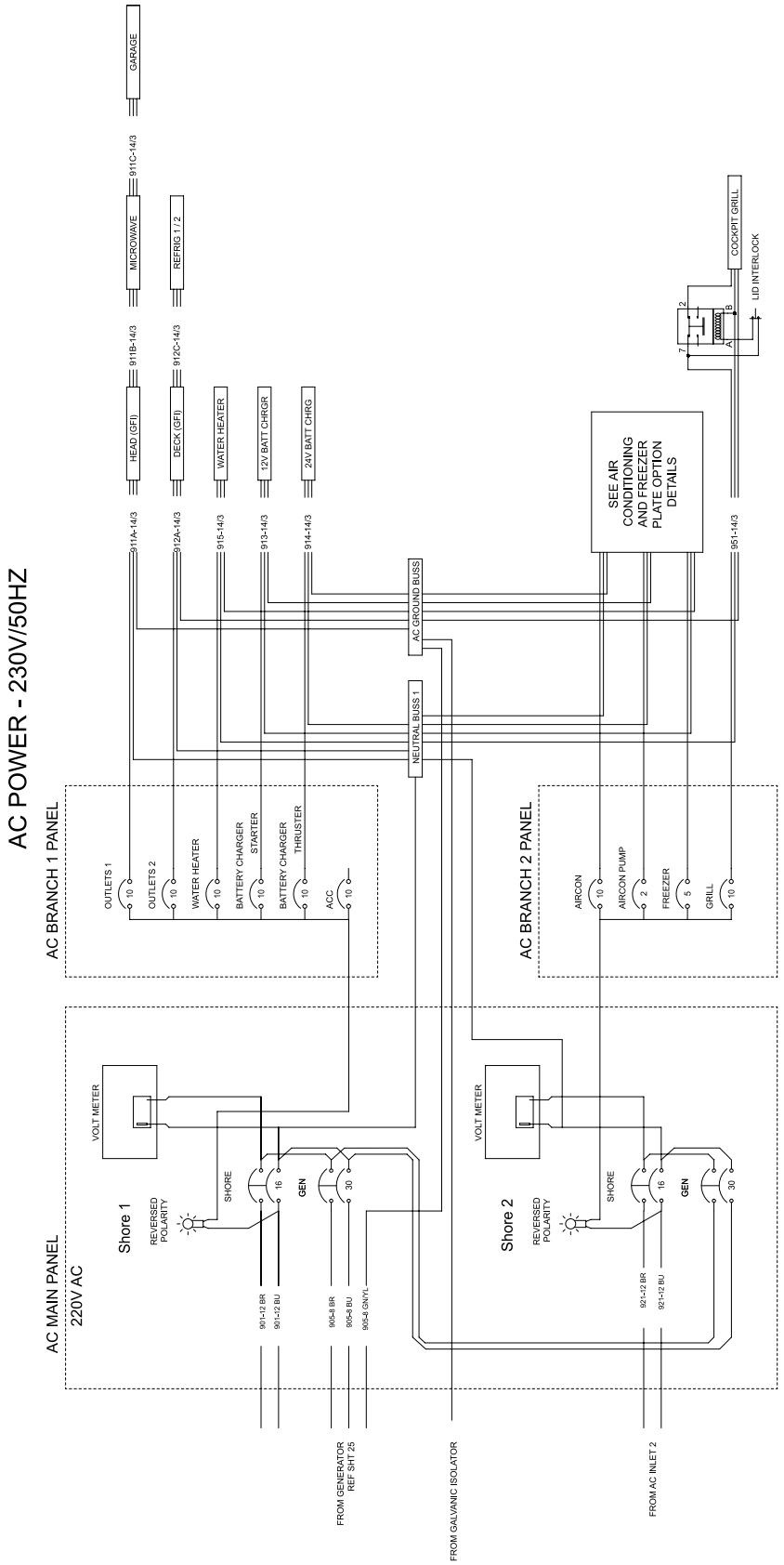
MDP Joystick Piloting (Option)
Fig. 4.16.1



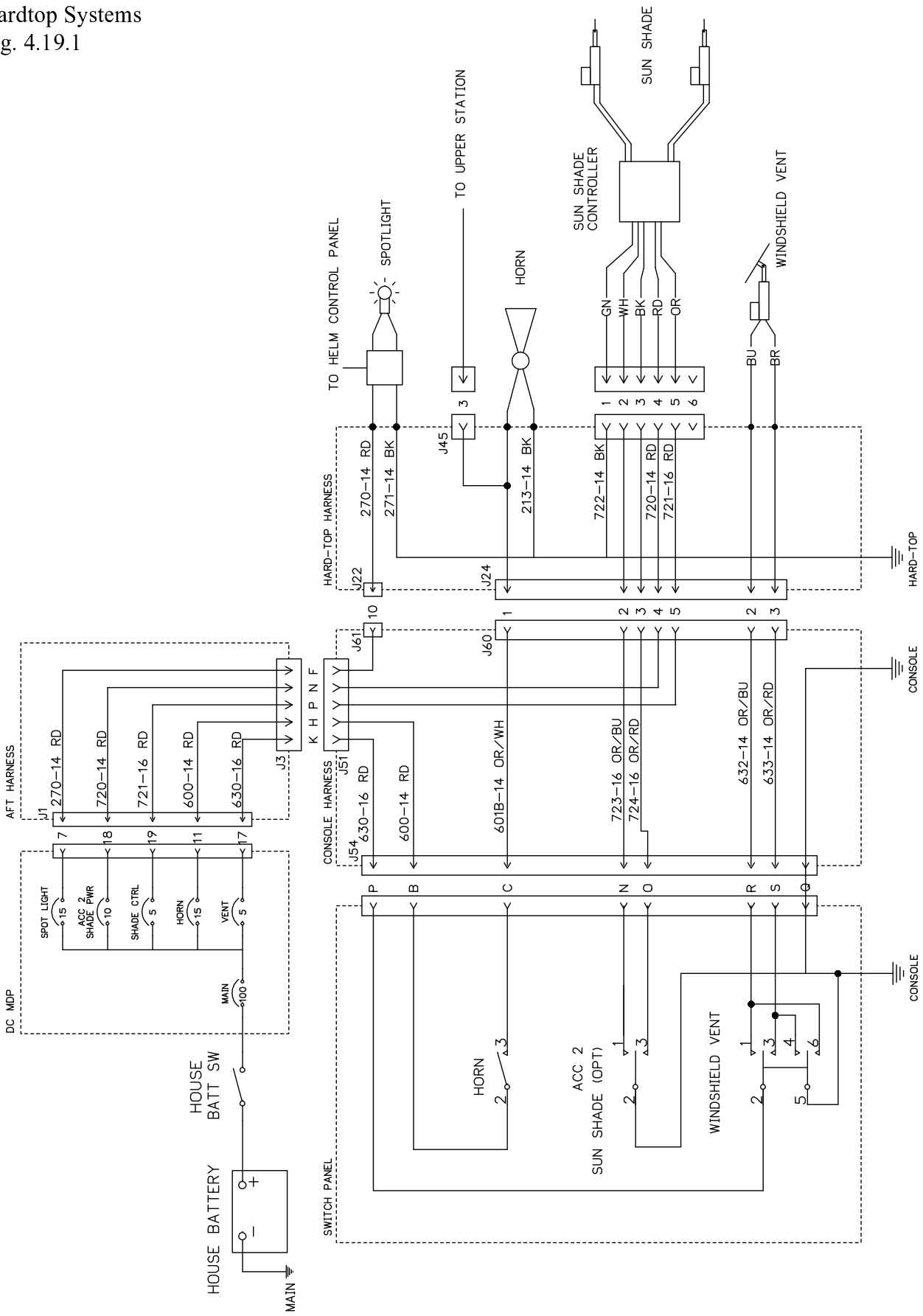
AC Power (120V/60HZ)
Fig. 4.17.1



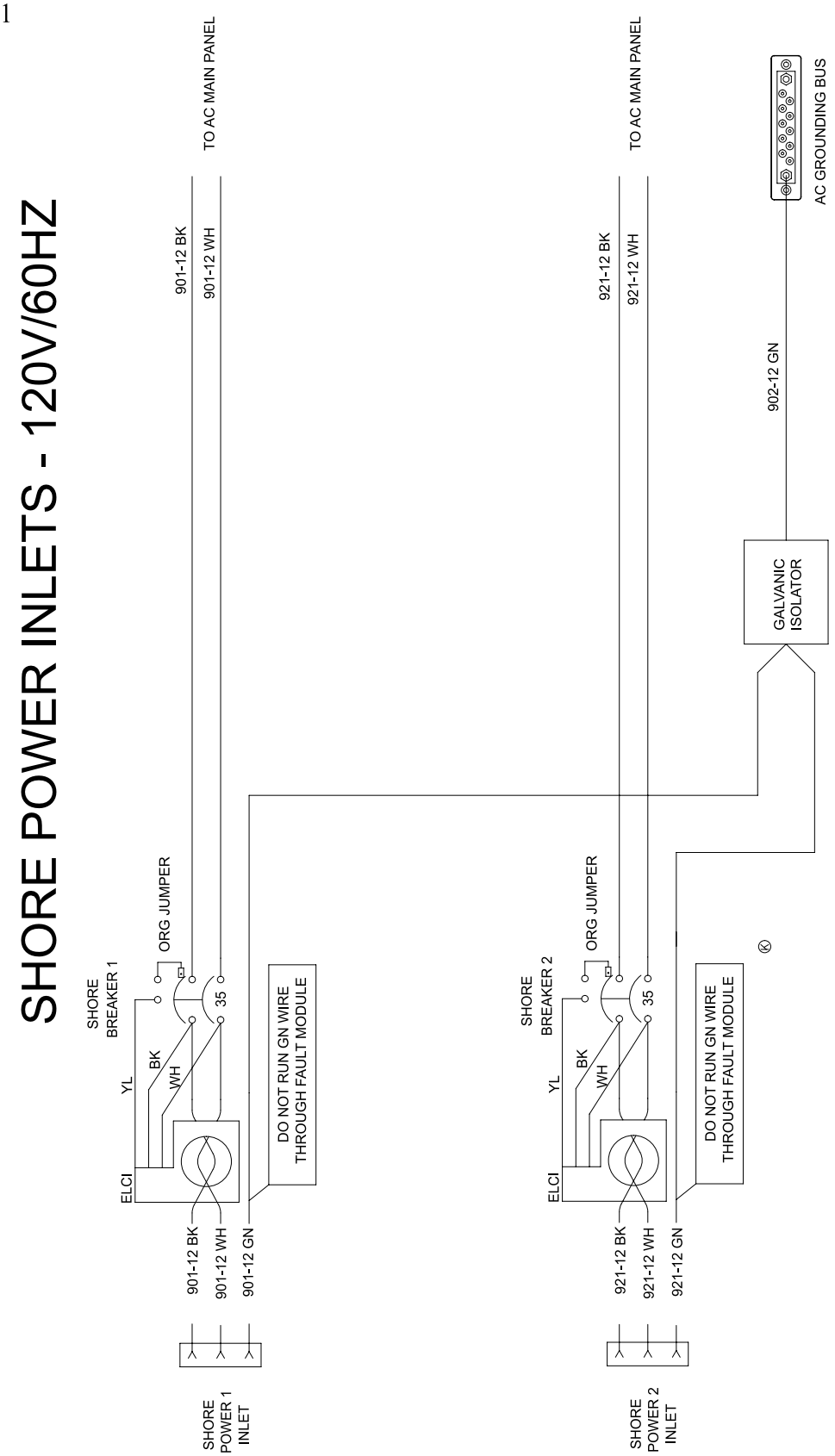
AC Power (230V/50HZ) OPTION
Fig. 4.18.1



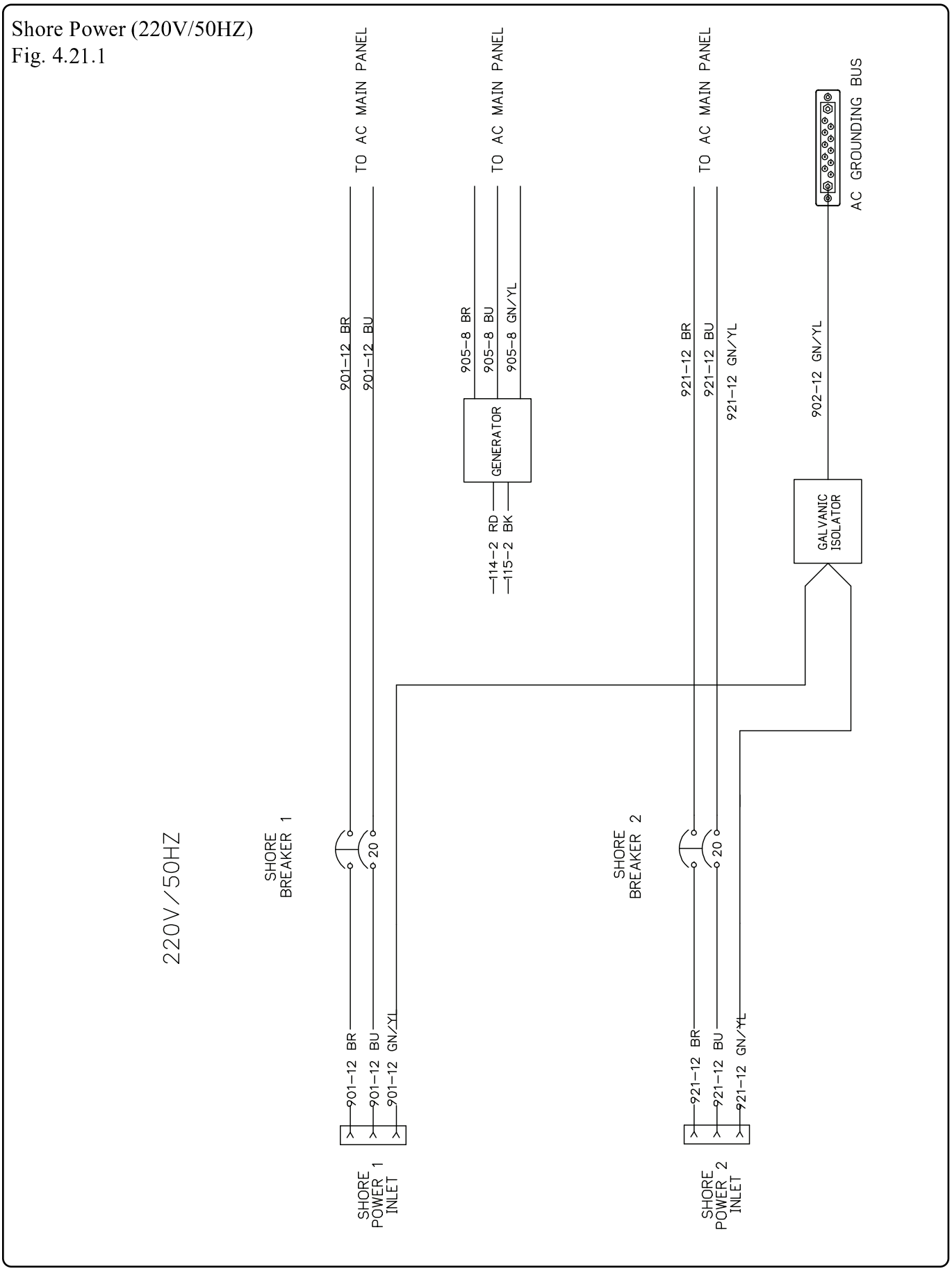
Hardtop Systems
Fig. 4.19.1



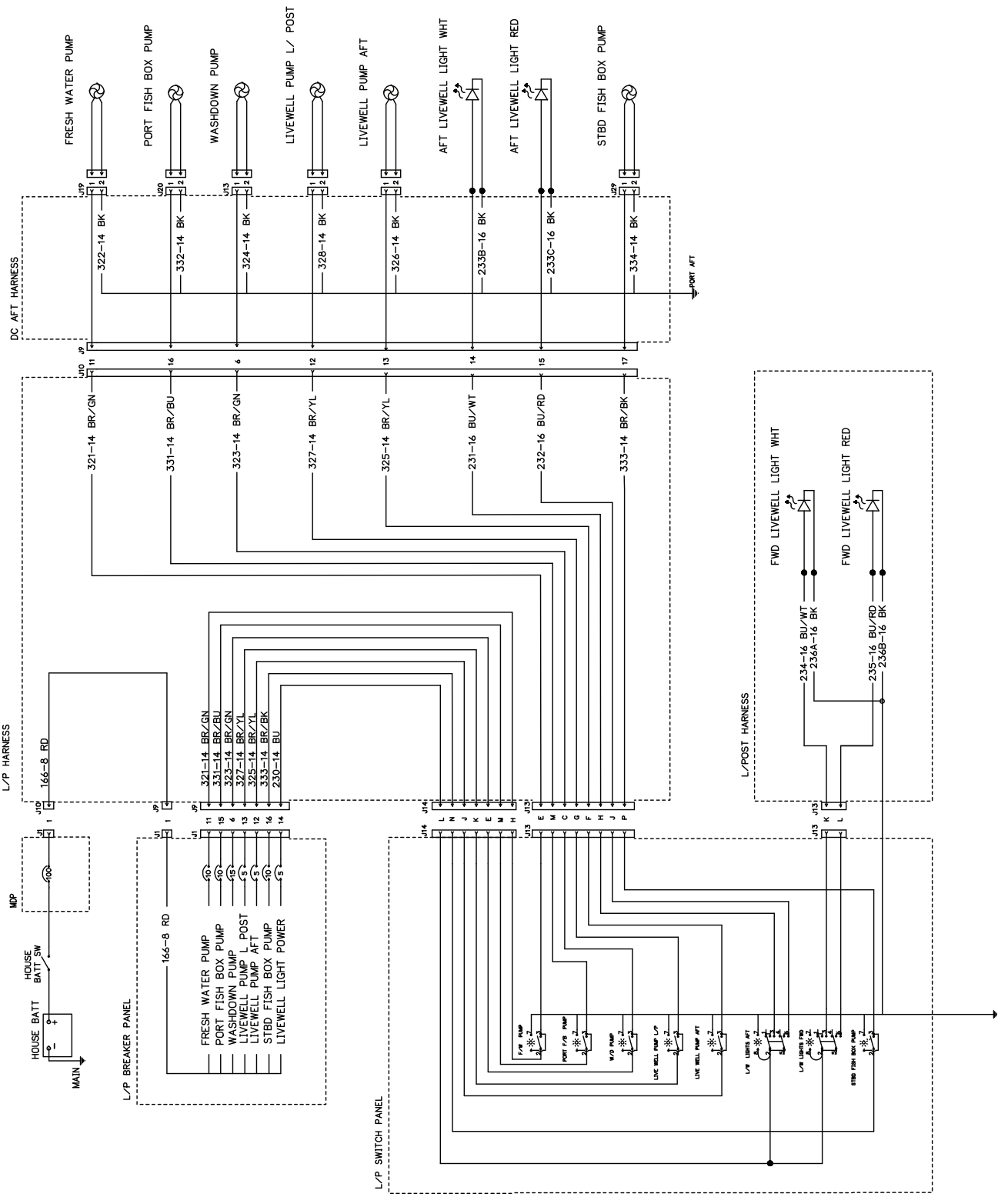
Shore Power (120V/60HZ)
Fig. 4.20.1



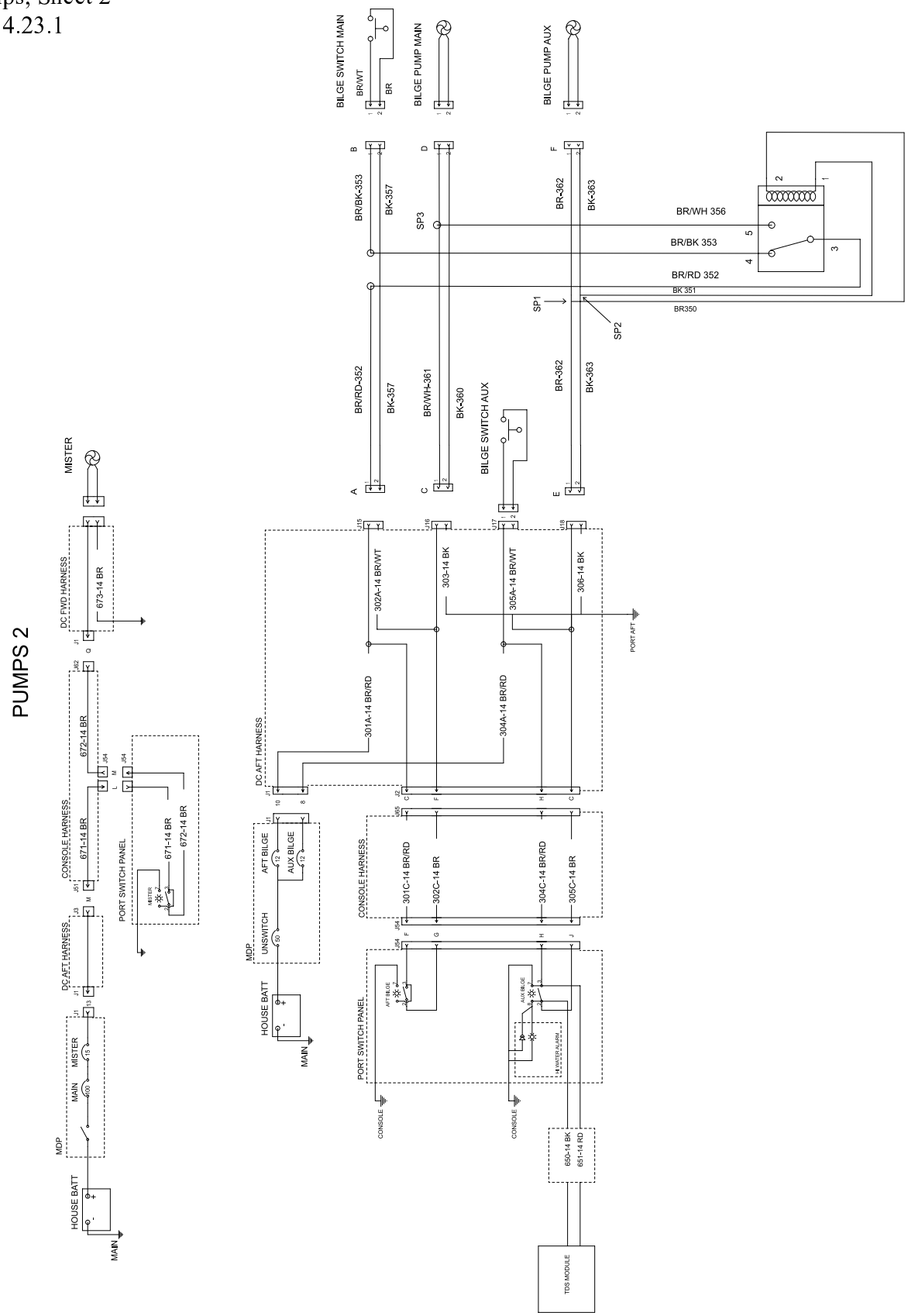
Shore Power (220V/50HZ)
Fig. 4.21.1



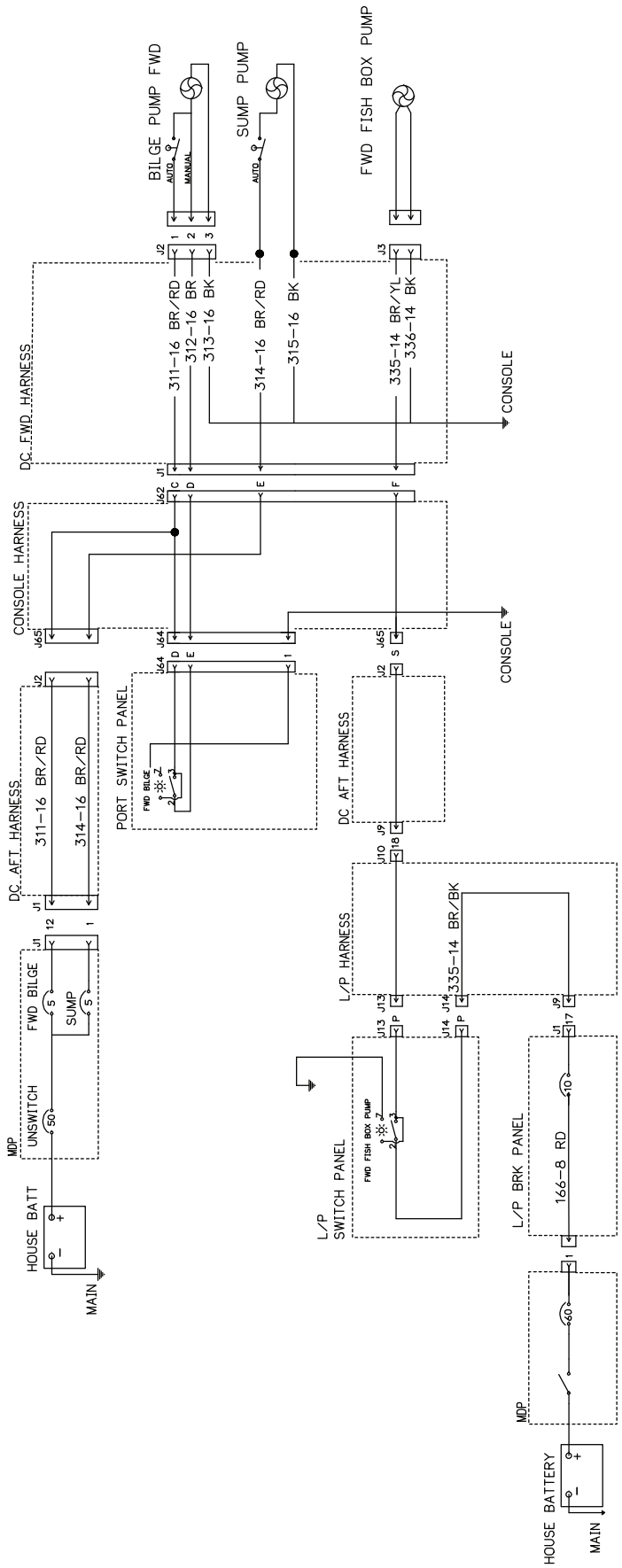
Pumps, Sheet 1
Fig. 4.22.1



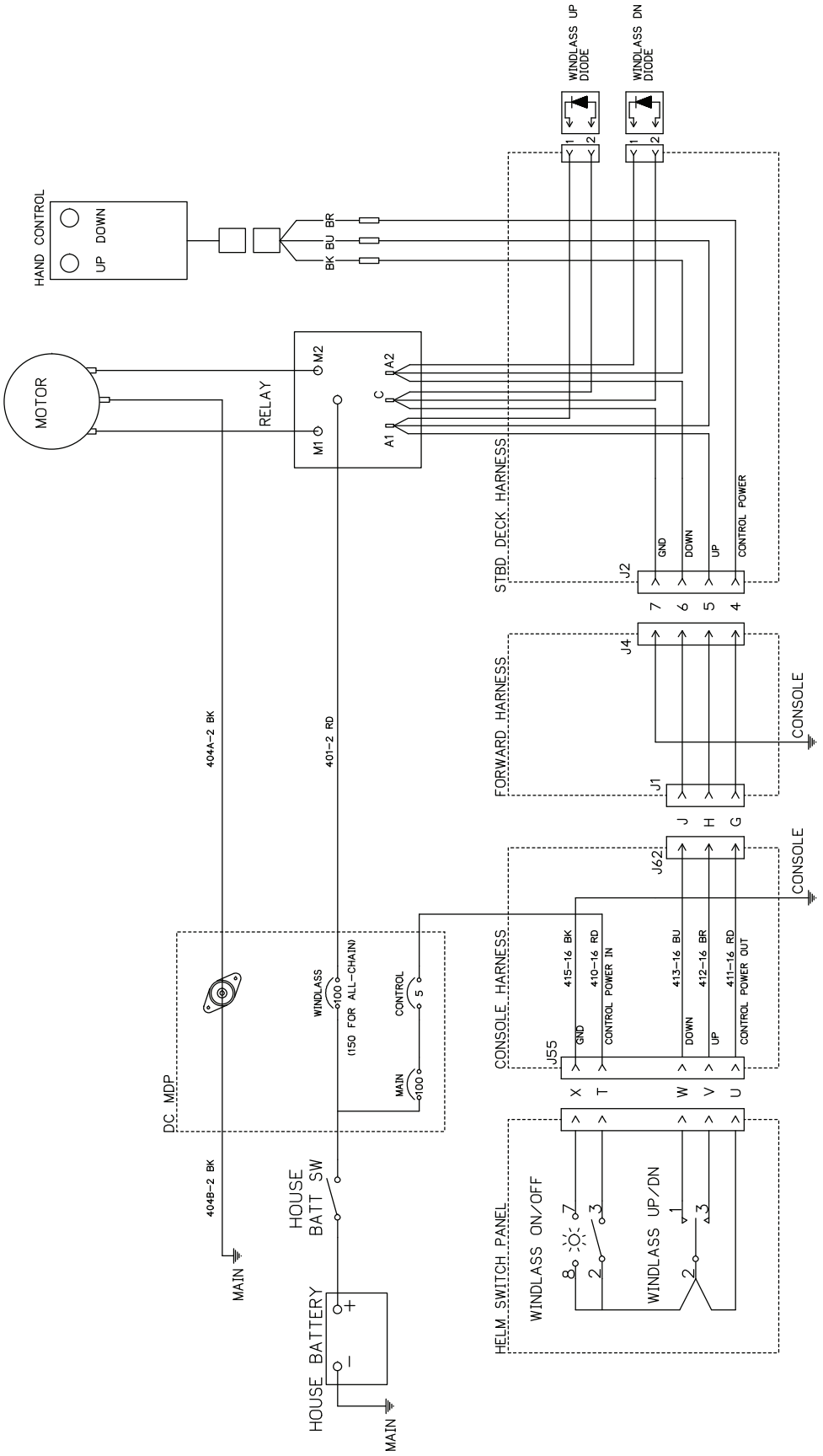
Pumps, Sheet 2
Fig. 4.23.1



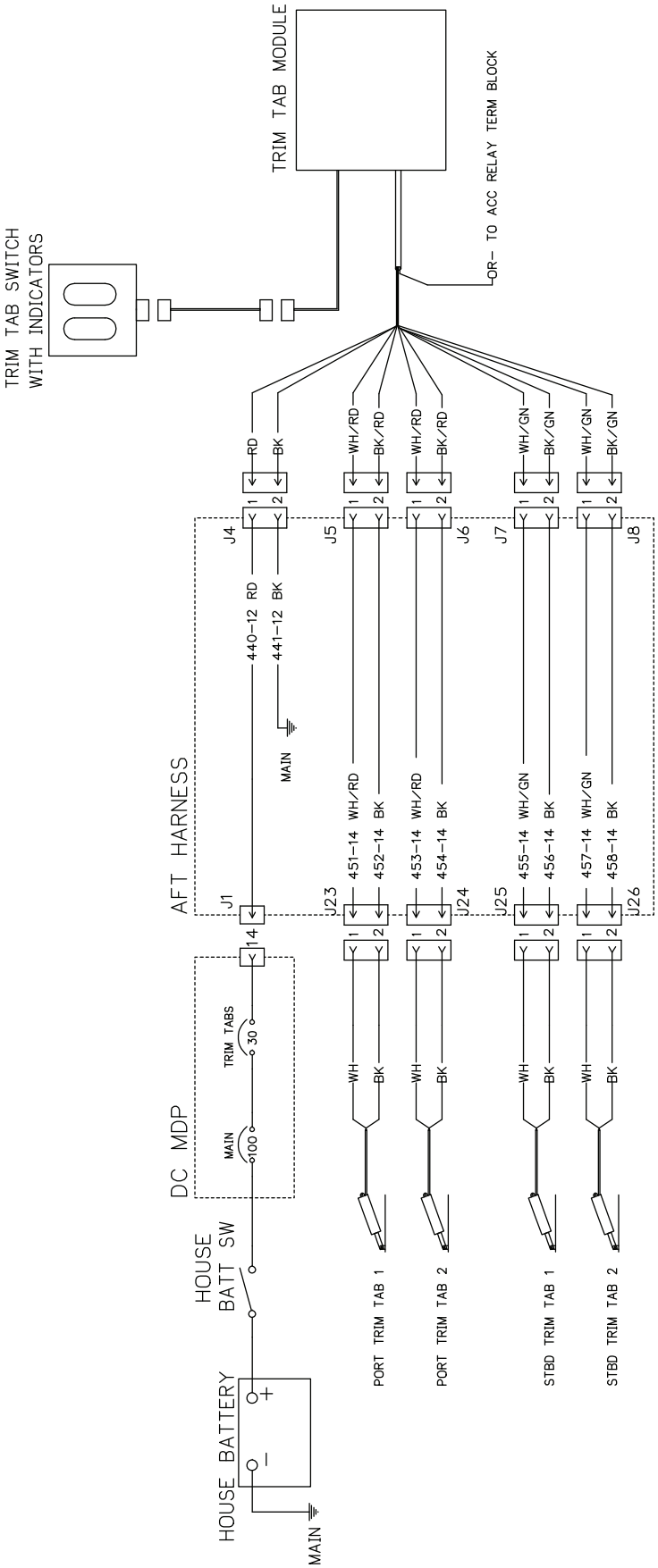
Pumps, Sheet 3
Fig. 4.24.1



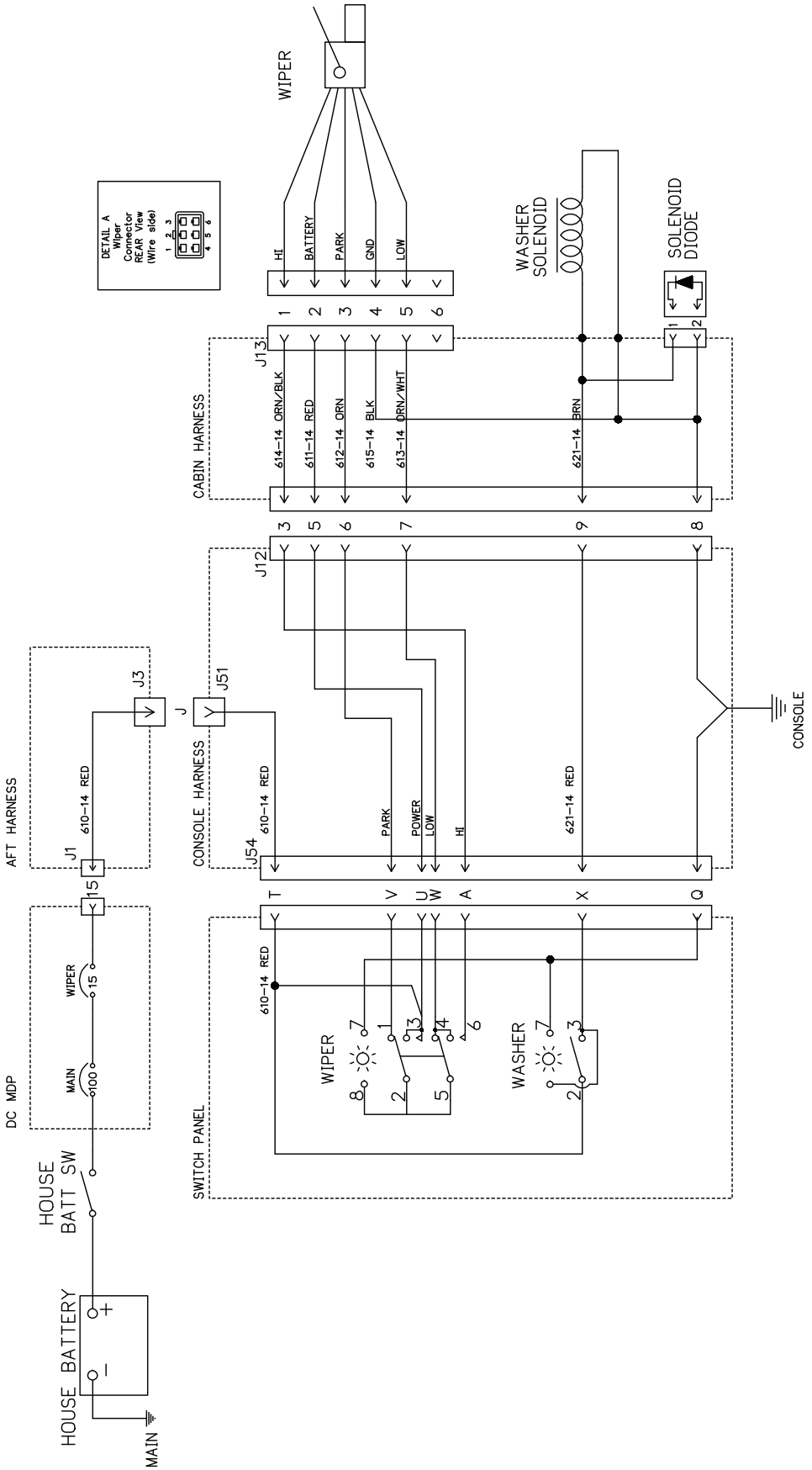
Windlass
Fig. 4.25.1



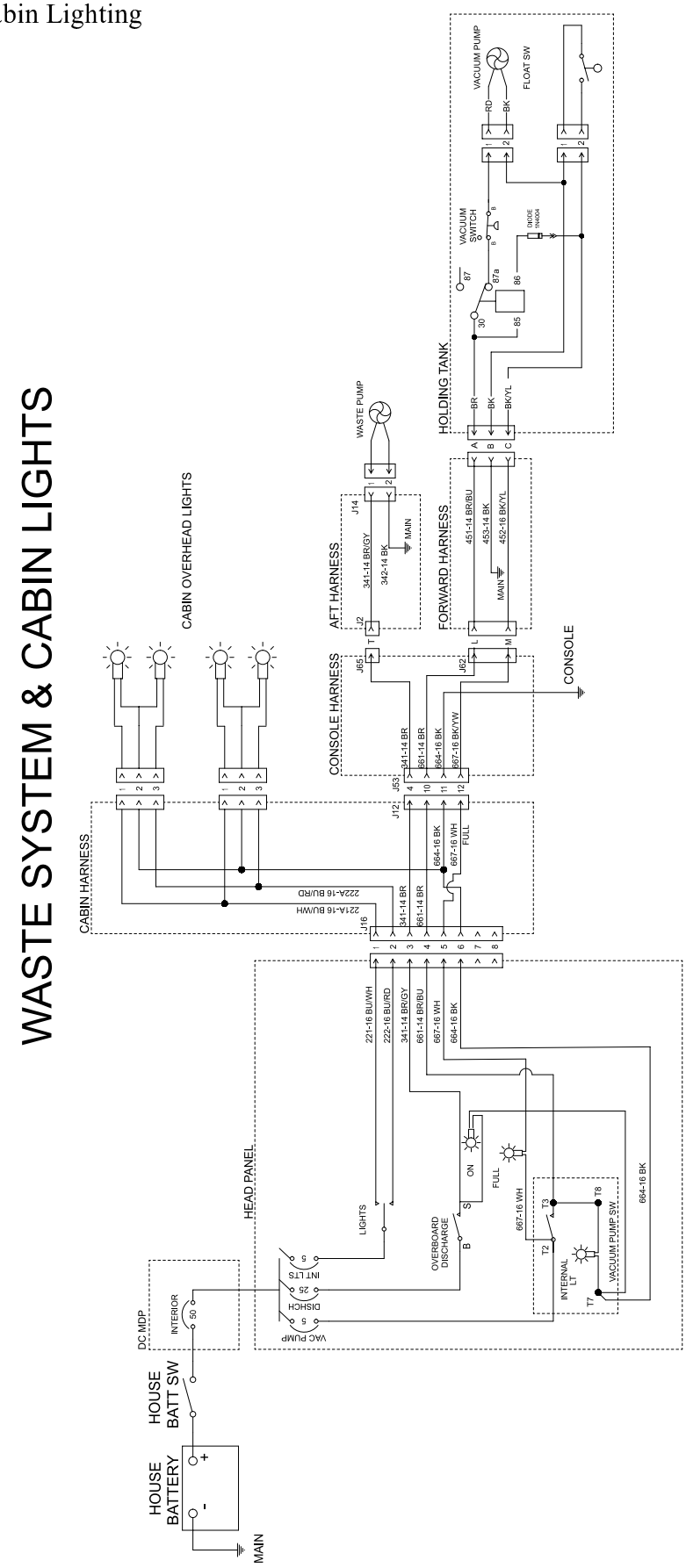
Trim Tabs
Fig. 4.26.1



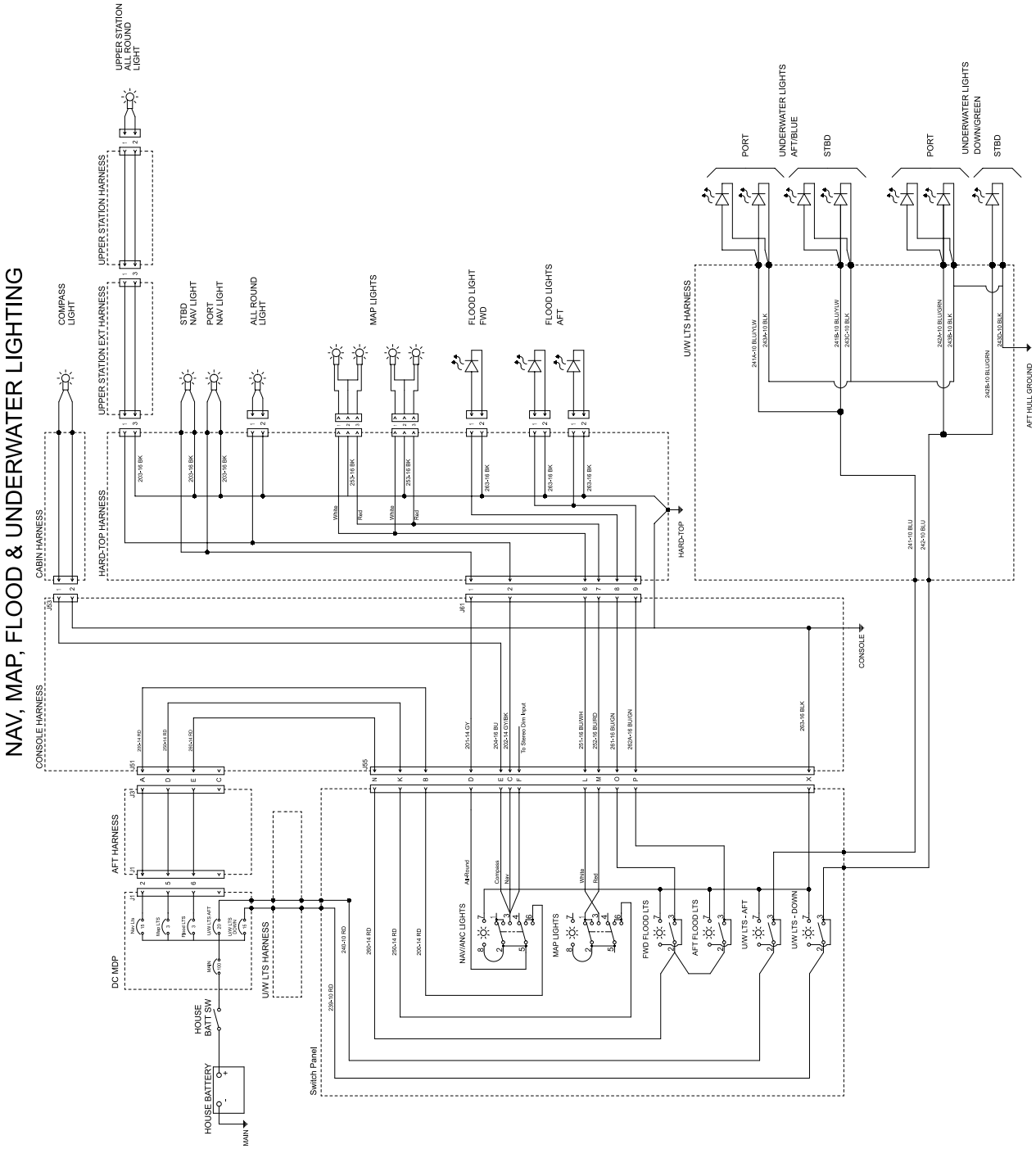
Wiper & Washer
Fig. 4.27.1



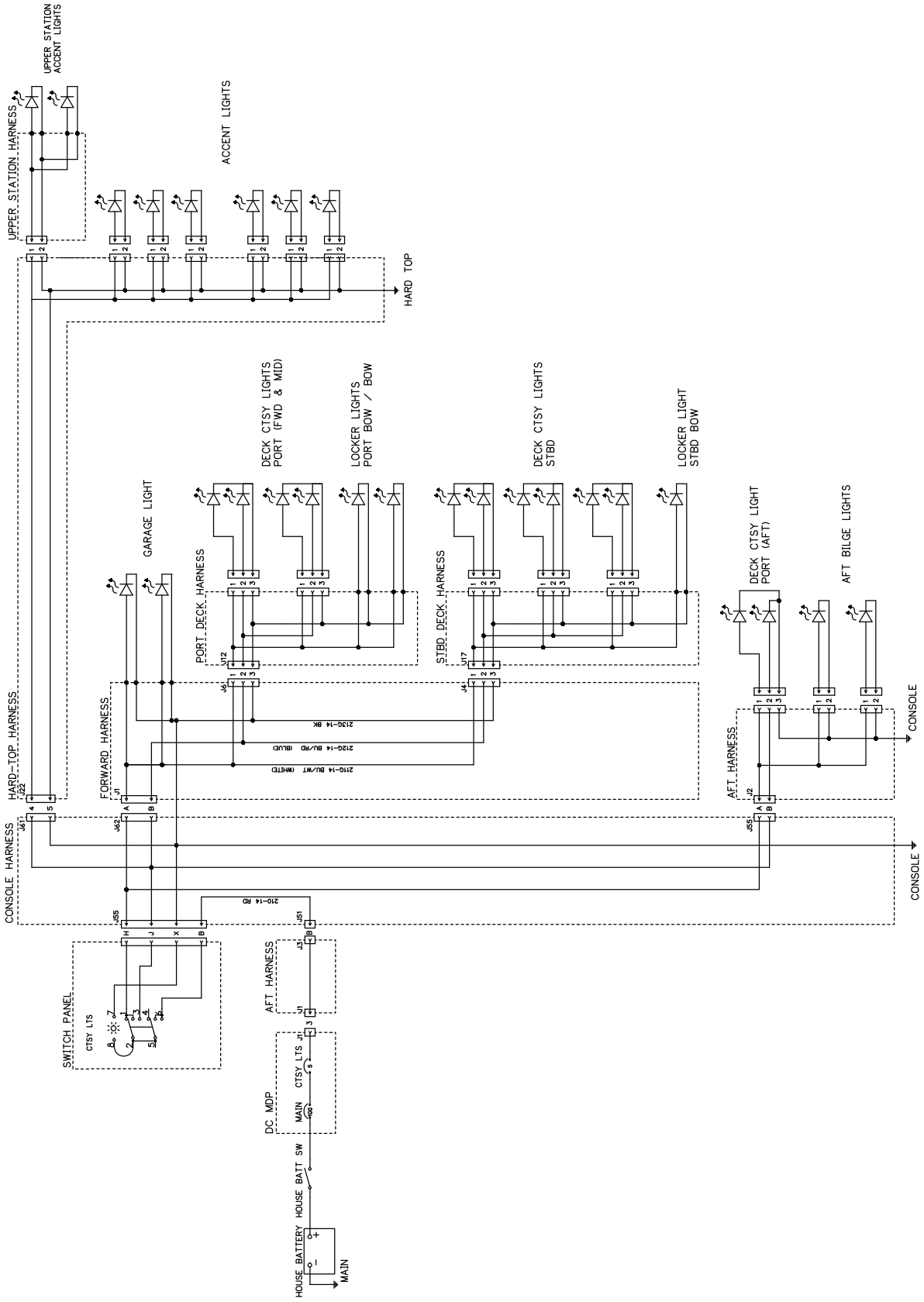
Waste System & Cabin Lighting
Fig. 4.28.1



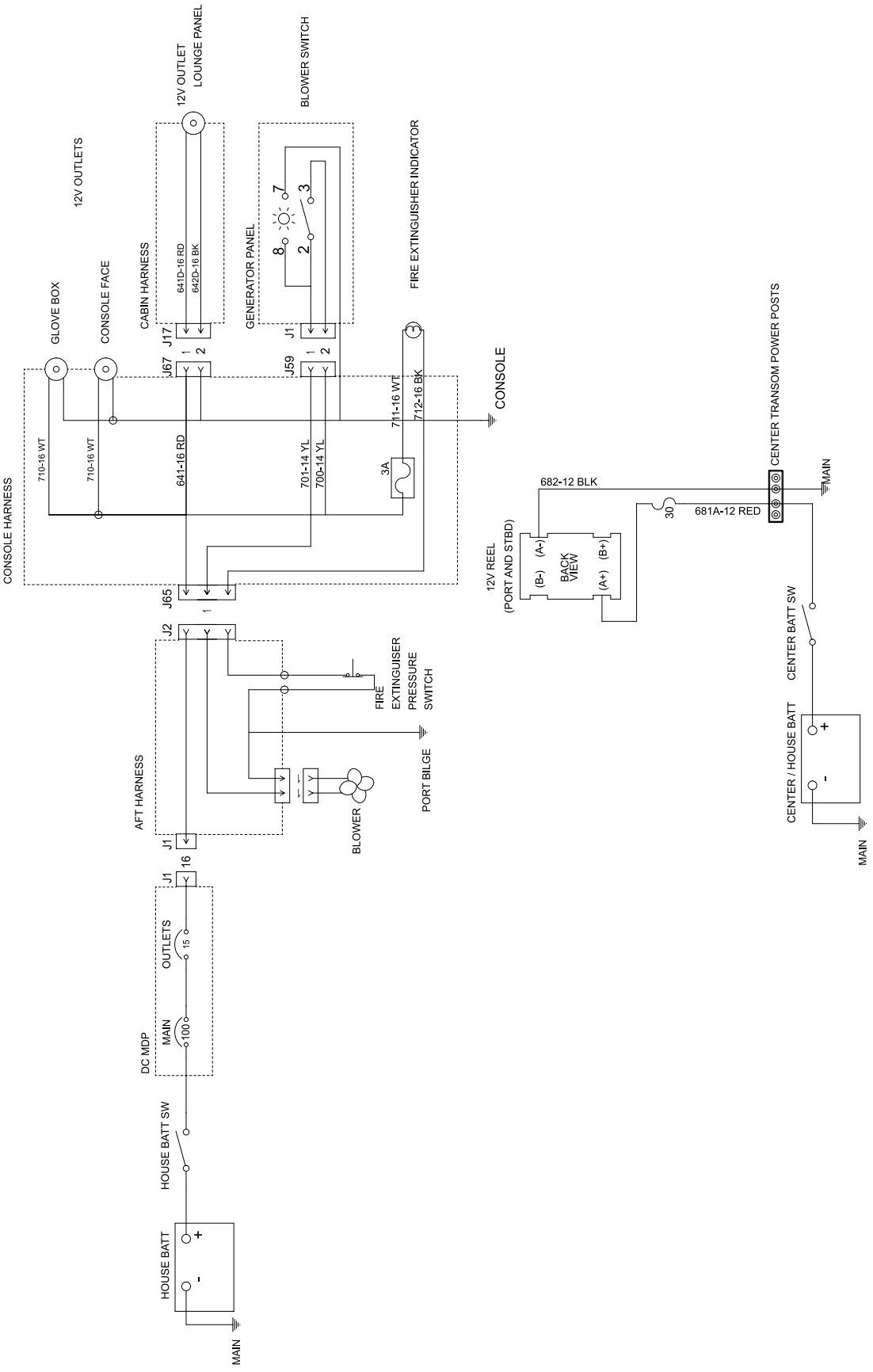
Nav, Map, Flood & Under Water Lighting
Fig. 4.29.1



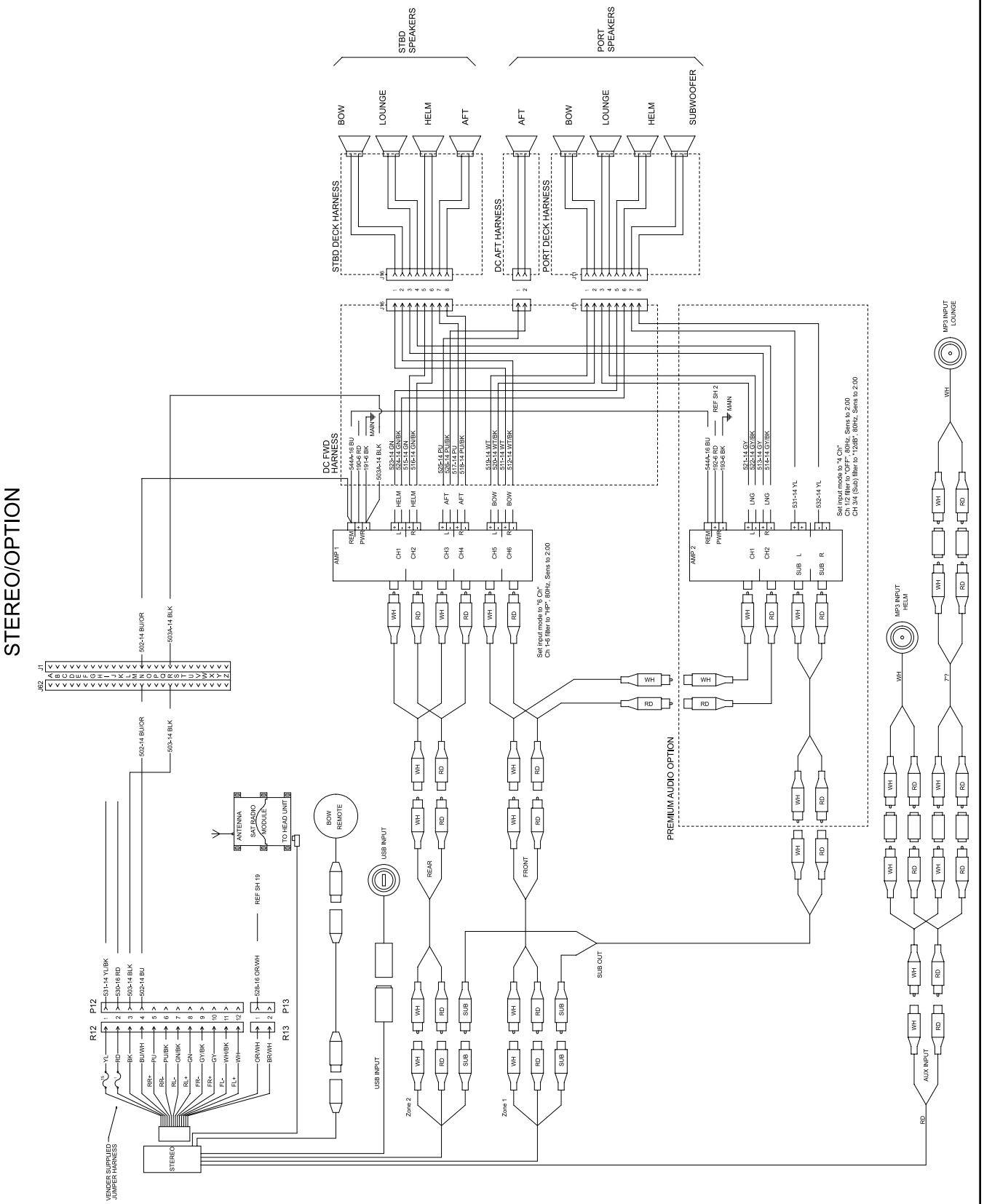
Courtesy & Locker Lighting
Fig. 4.30.1



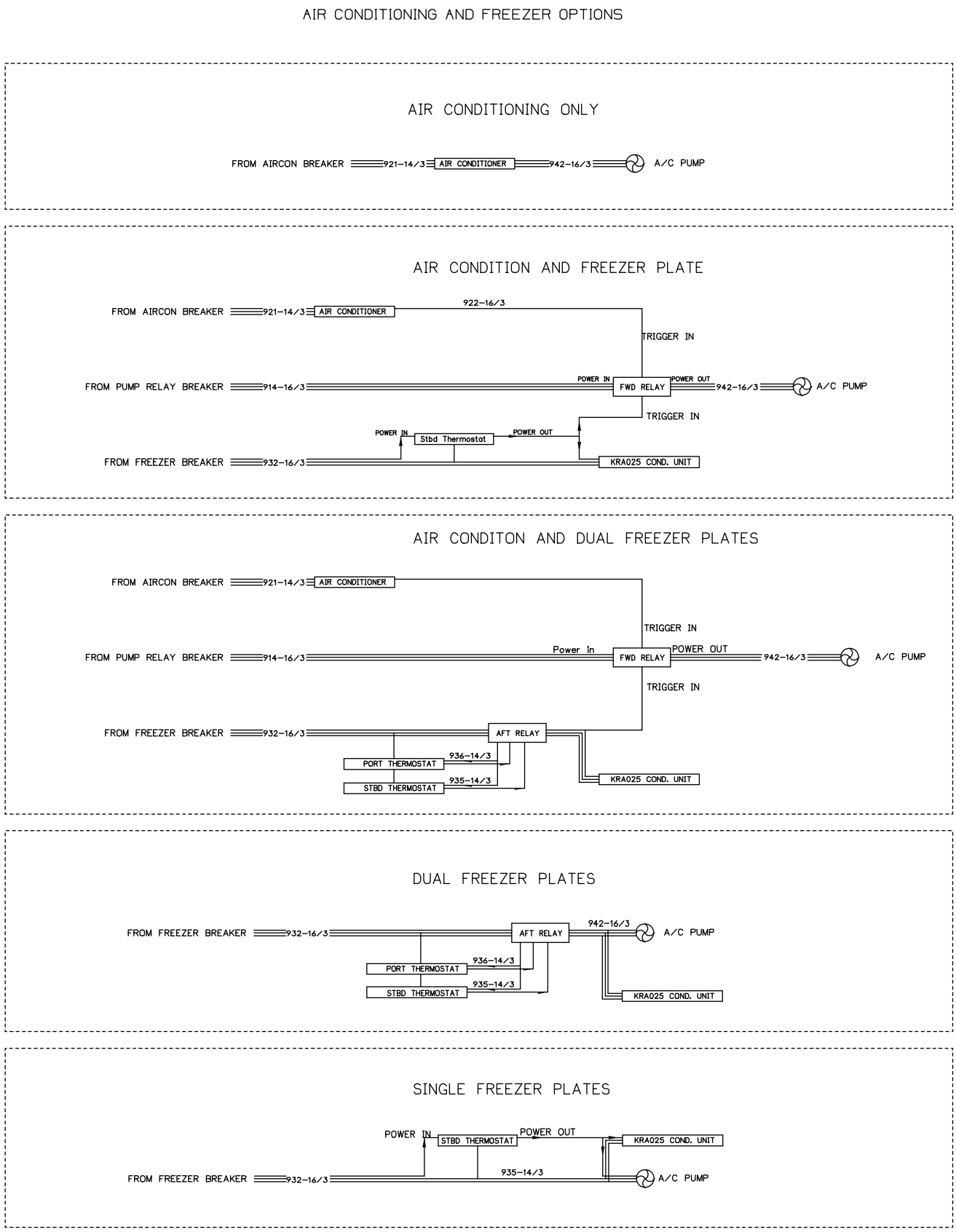
Courtesy Outlets, Blowers, Extinguisher Indicator & 30A Reel Outlet
Fig. 4.31.1



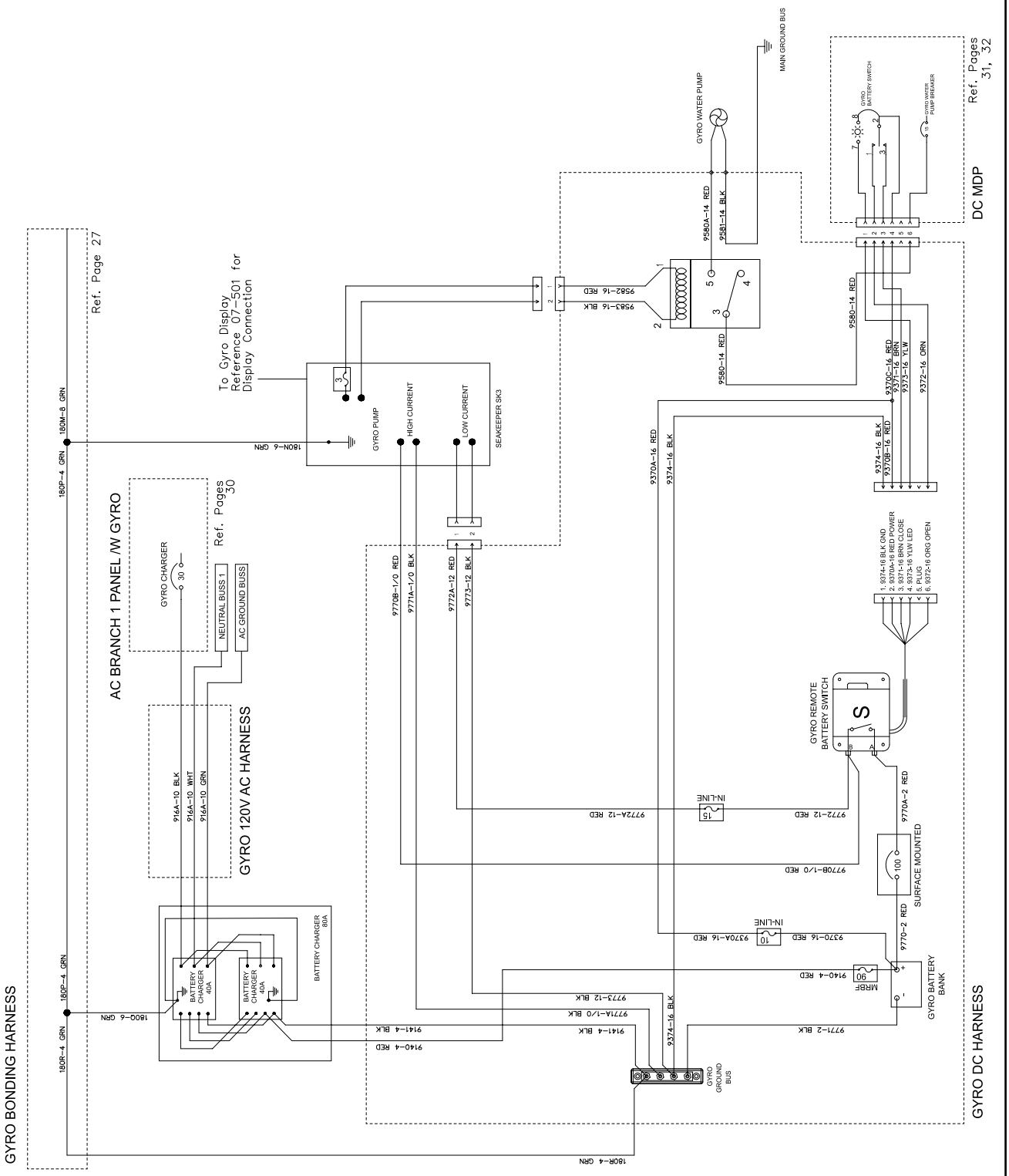
Stereo (Option)
Fig. 4.32.1



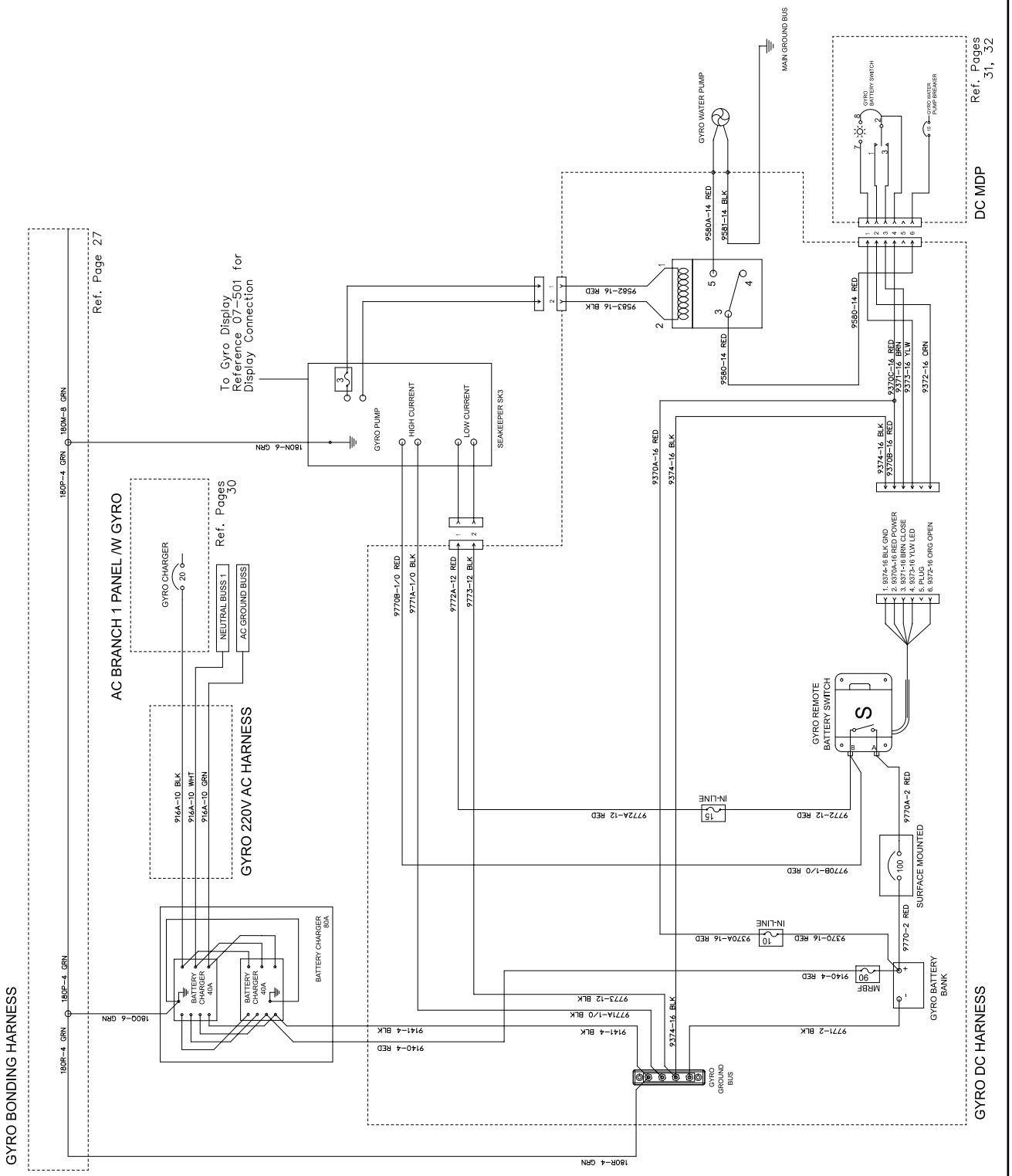
Freezer Plates (option)
Fig. 4.33.1



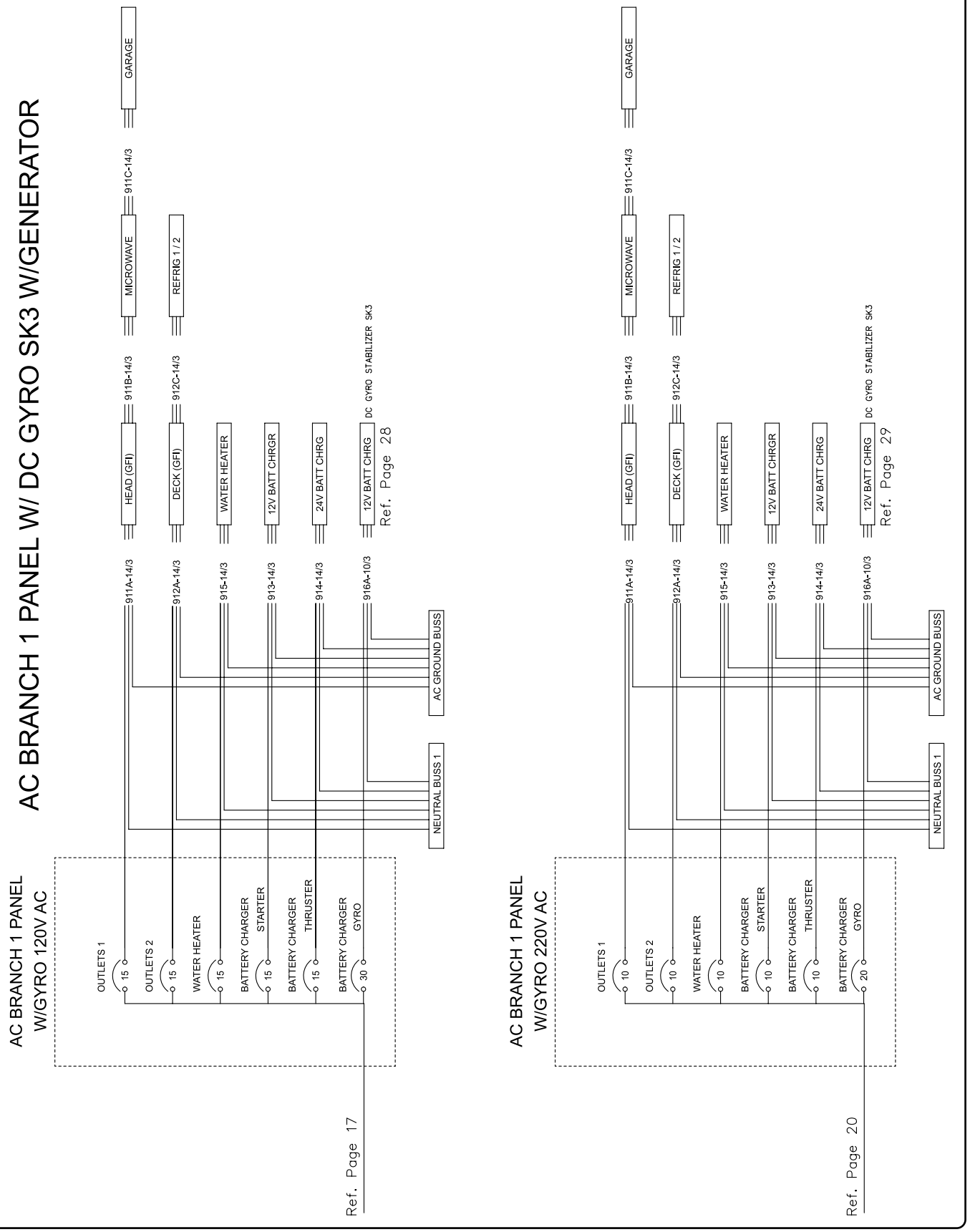
DC Seakeeper 3 w/generator 120V/60Hz AC Charger (option)
Fig. 4.34.1



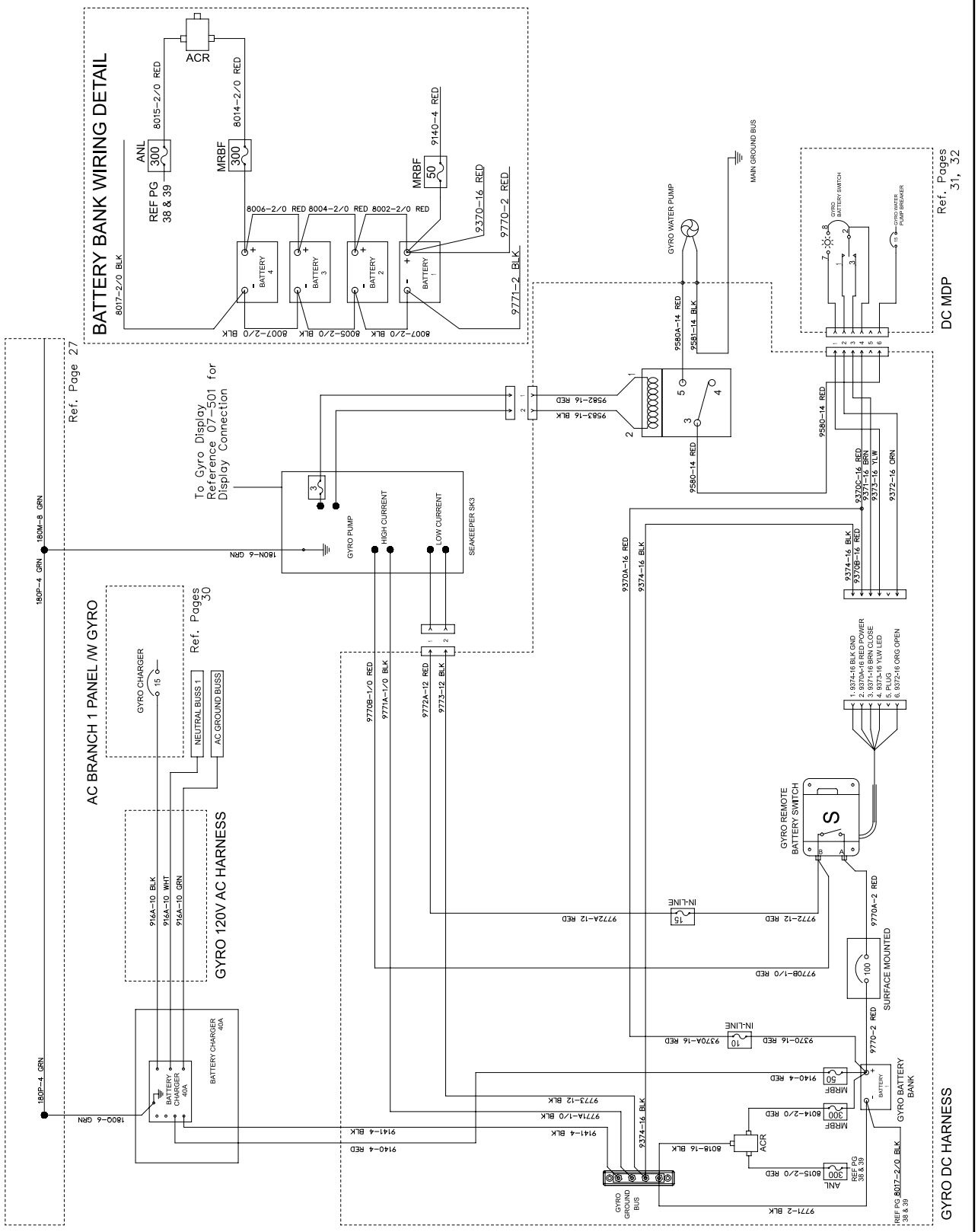
DC Seakeeper 3 w/generator 230V/50Hz AC Charger (option)
Fig. 4.35.1



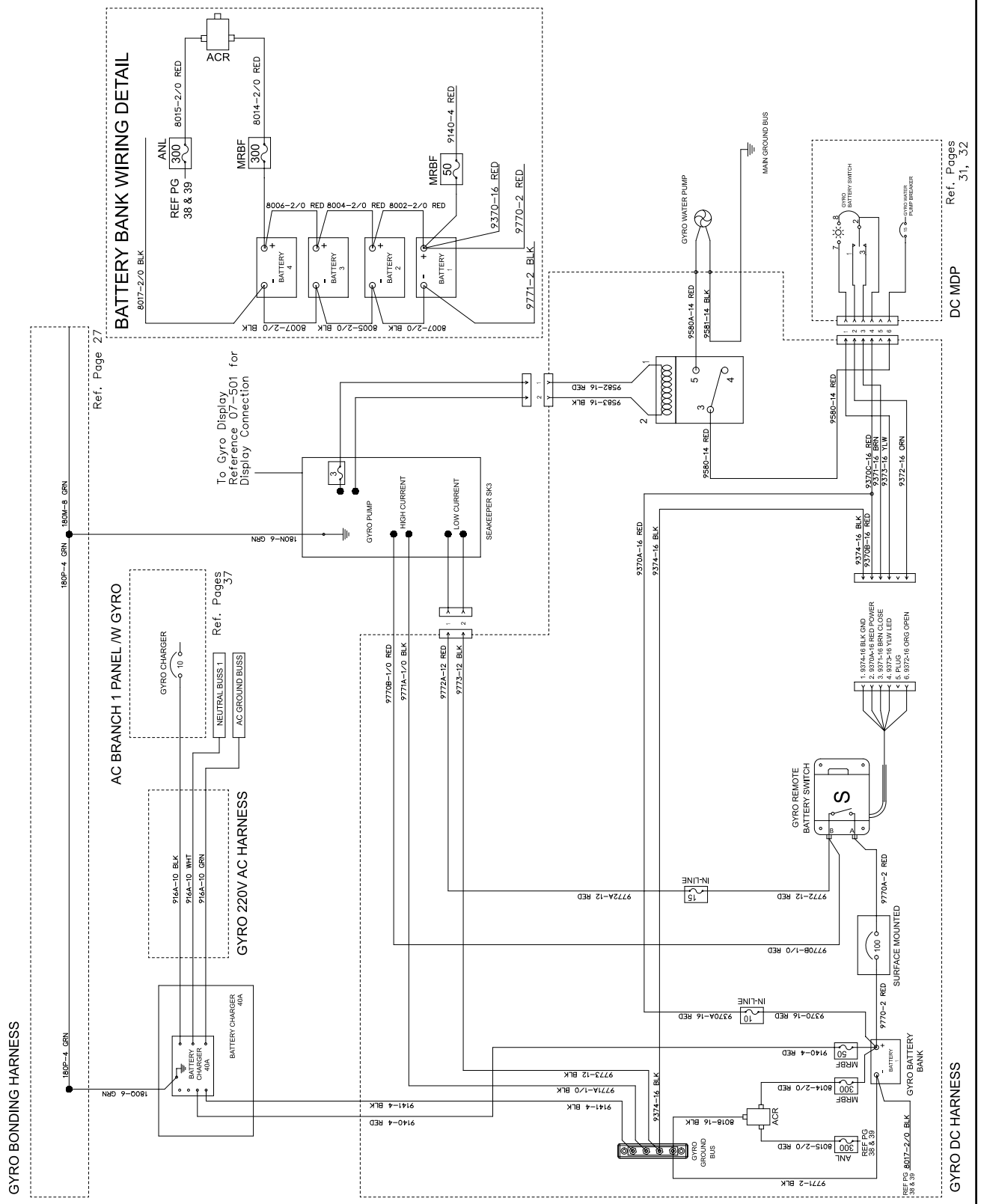
AC Branch w/Seakeeper 3 w/generator (option)
Fig. 4.36.1



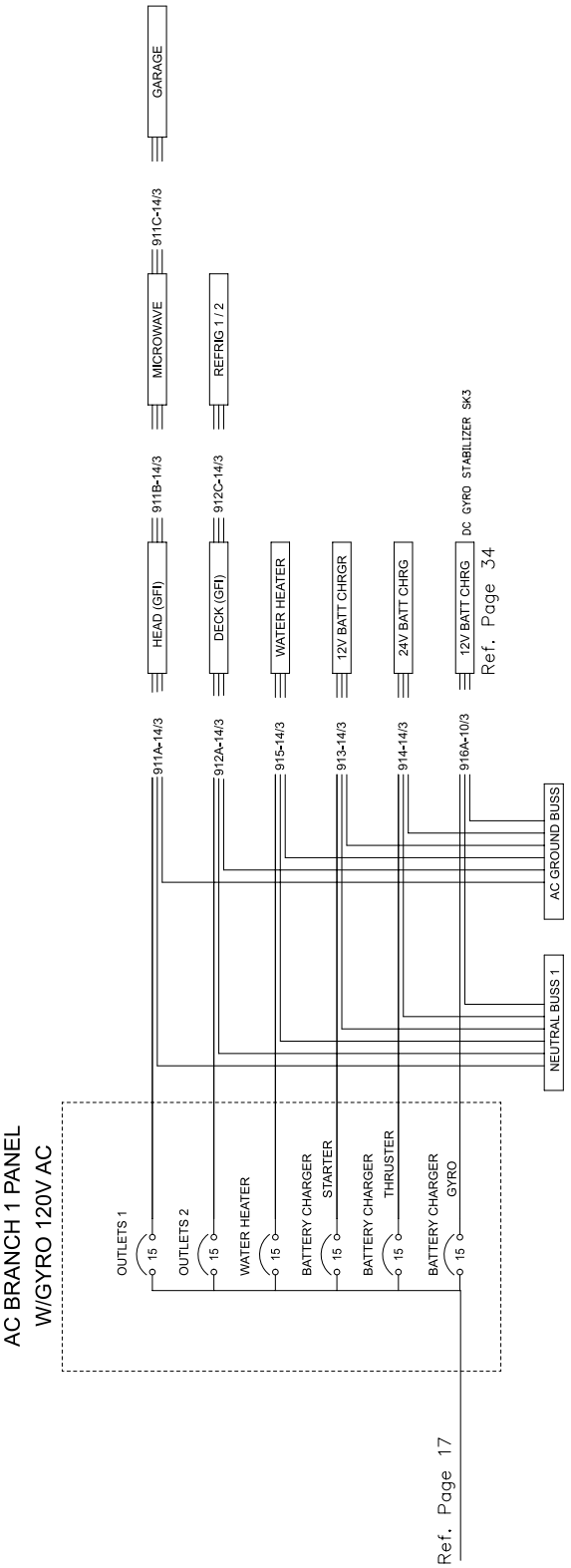
DC Seakeeper 3 w/NO generator 120V/60Hz AC Charger (option)
Fig. 4.37.1

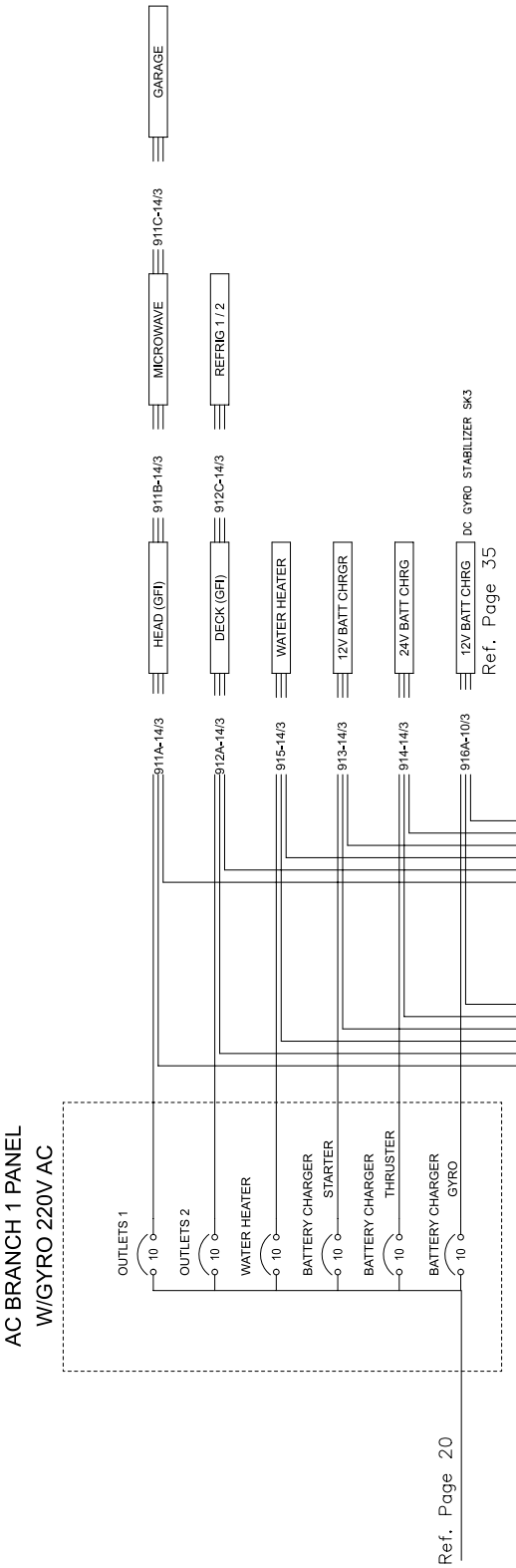


DC Seakeeper 3 w/NO generator 230V/50Hz AC Charger (option)
Fig. 4.38.1

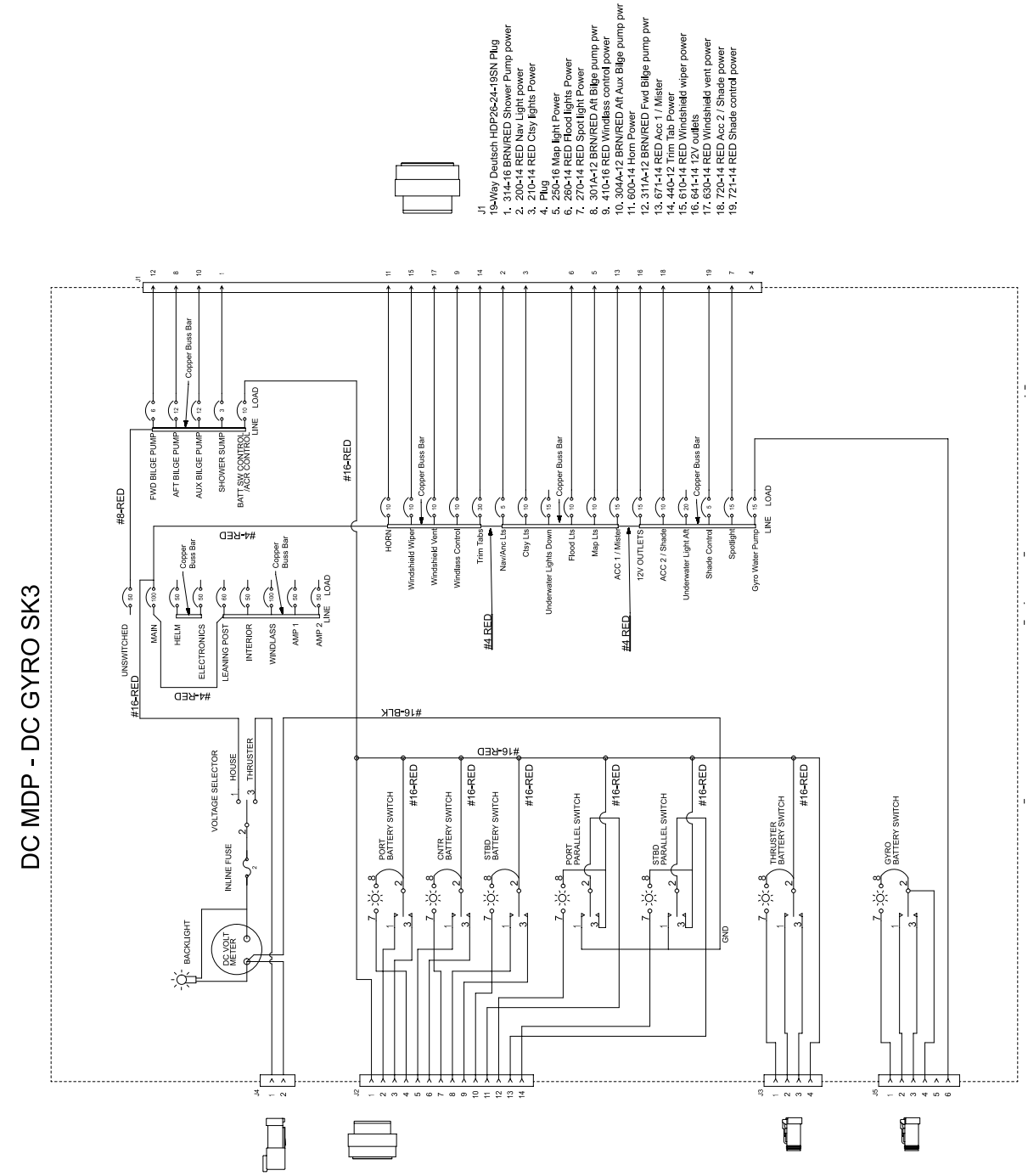


AC Branch w/Seakeeper 3 w/NO generator (option)
Fig. 4.39.1

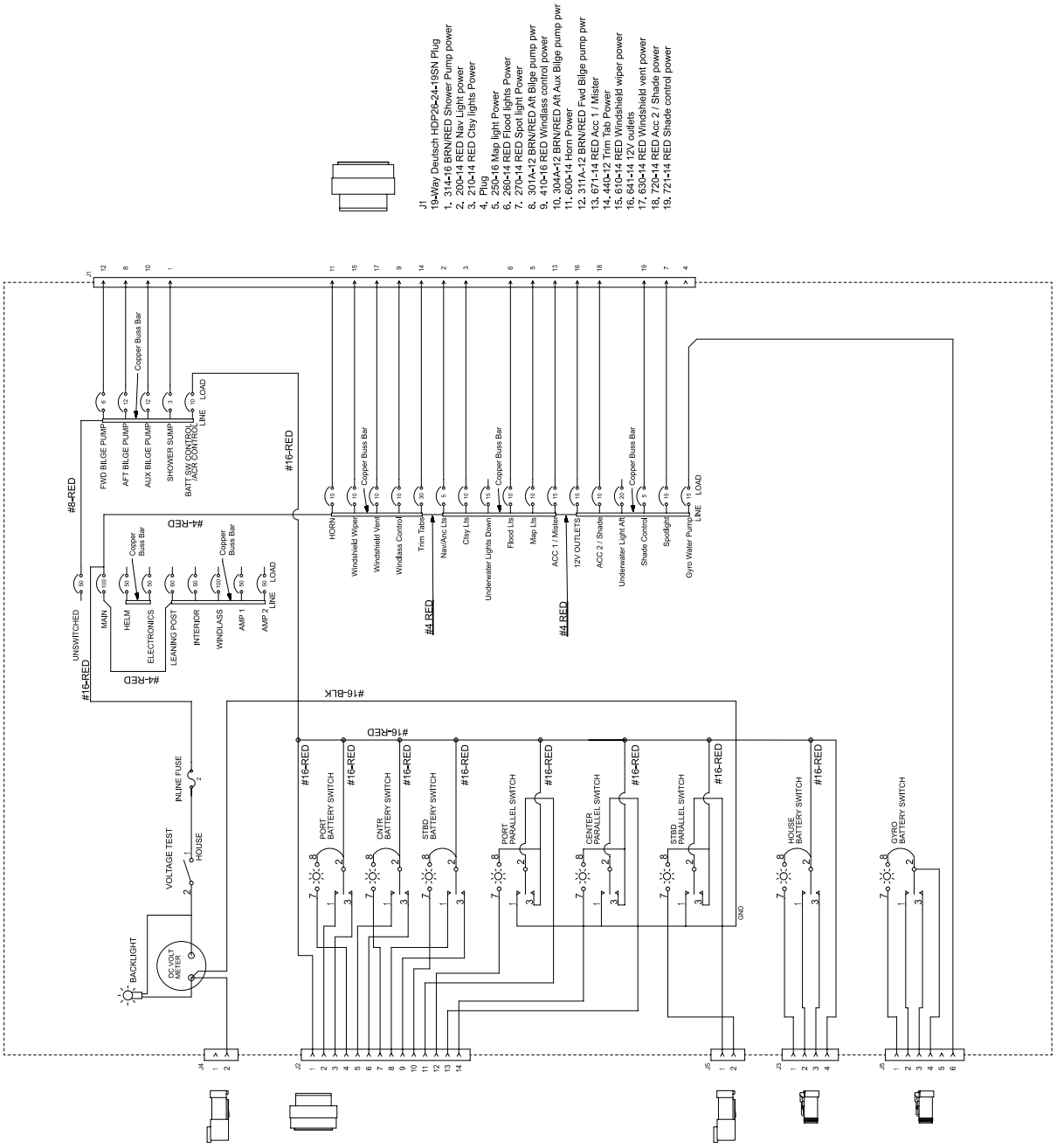




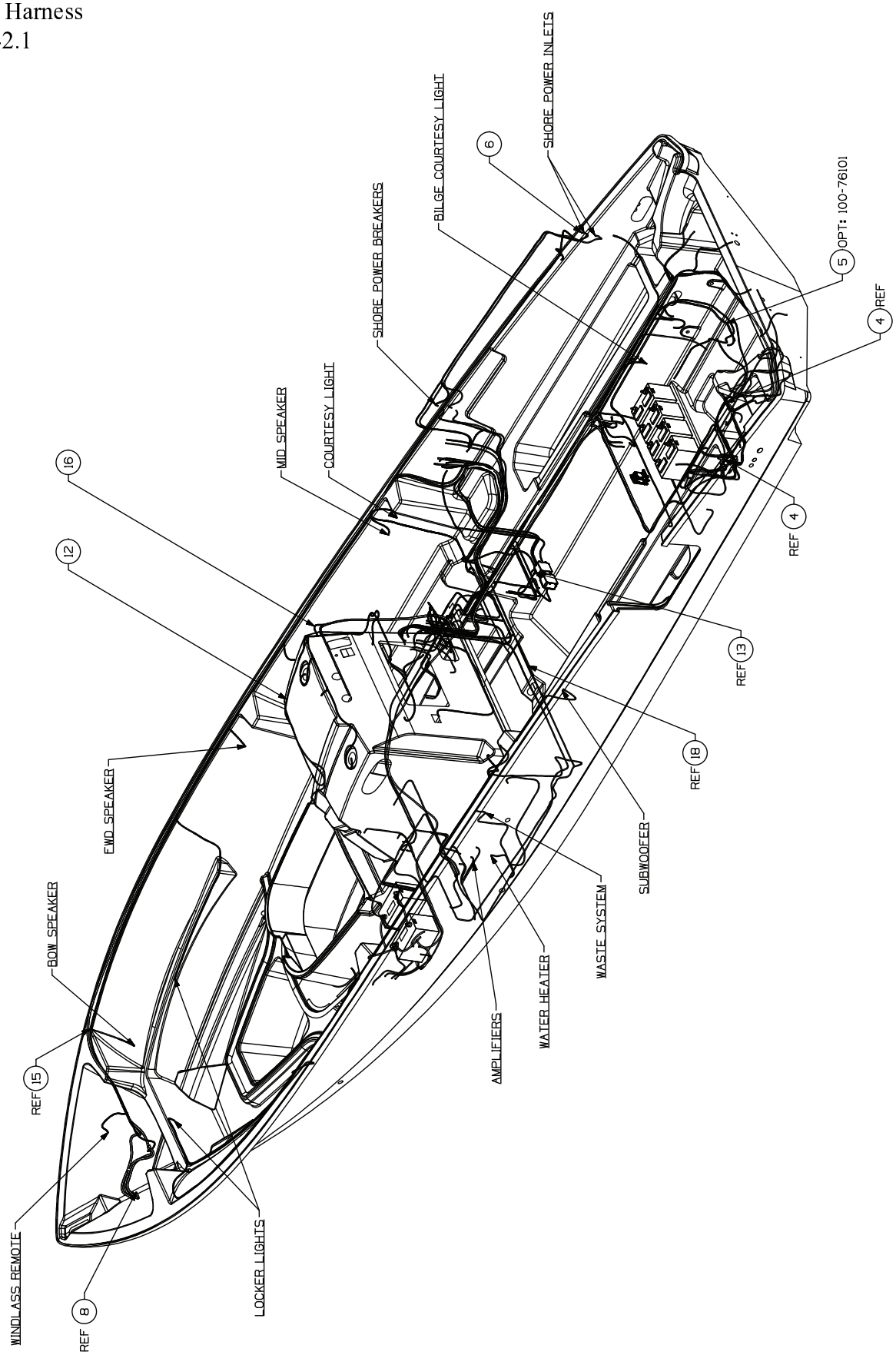
DC MDP - DC Seakeeper 3 (option)
Fig. 4.40.1



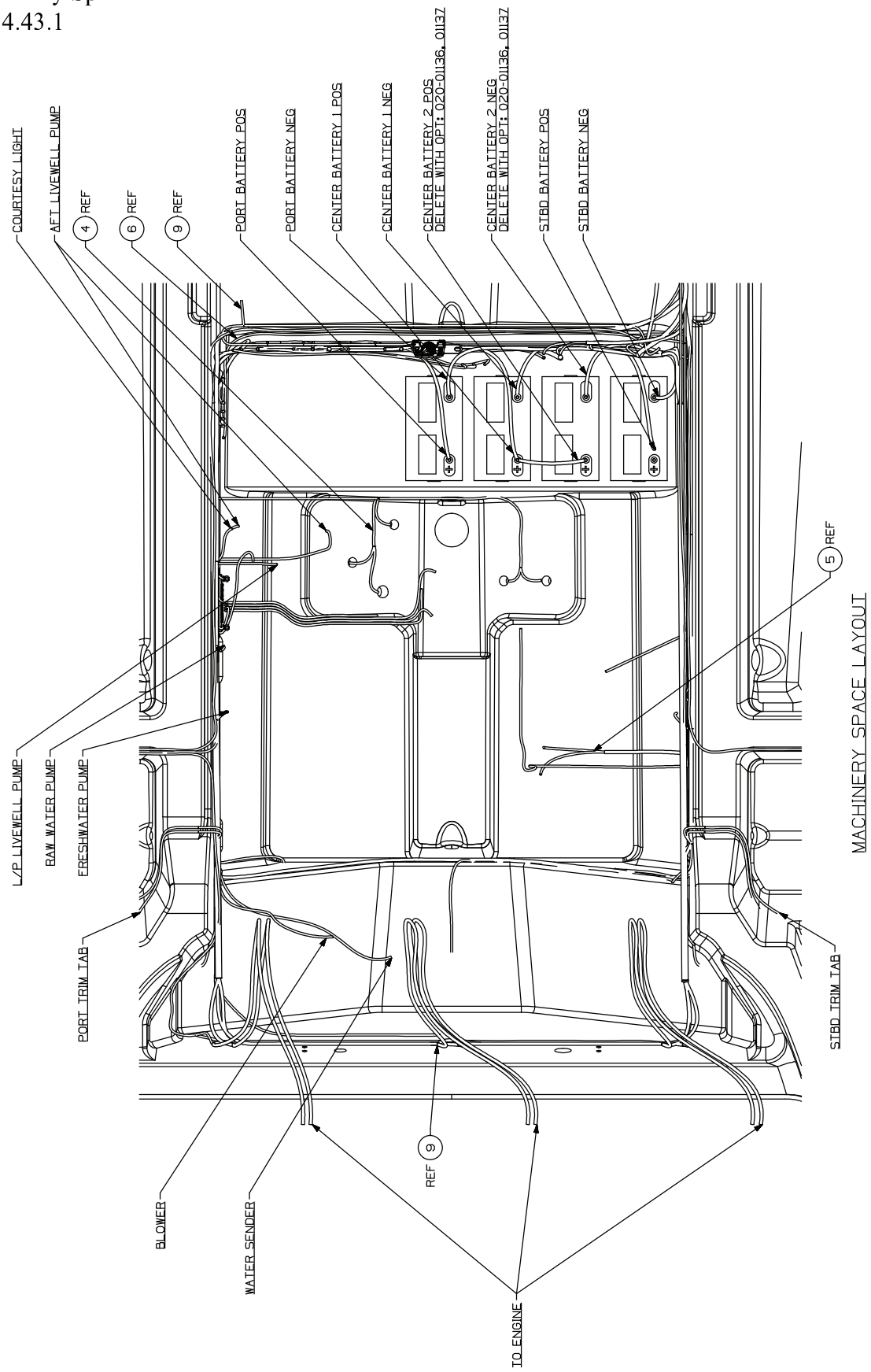
DC MDP - DC Seakeeper 3 - Joystick Steering (option)
Fig. 4.41.1



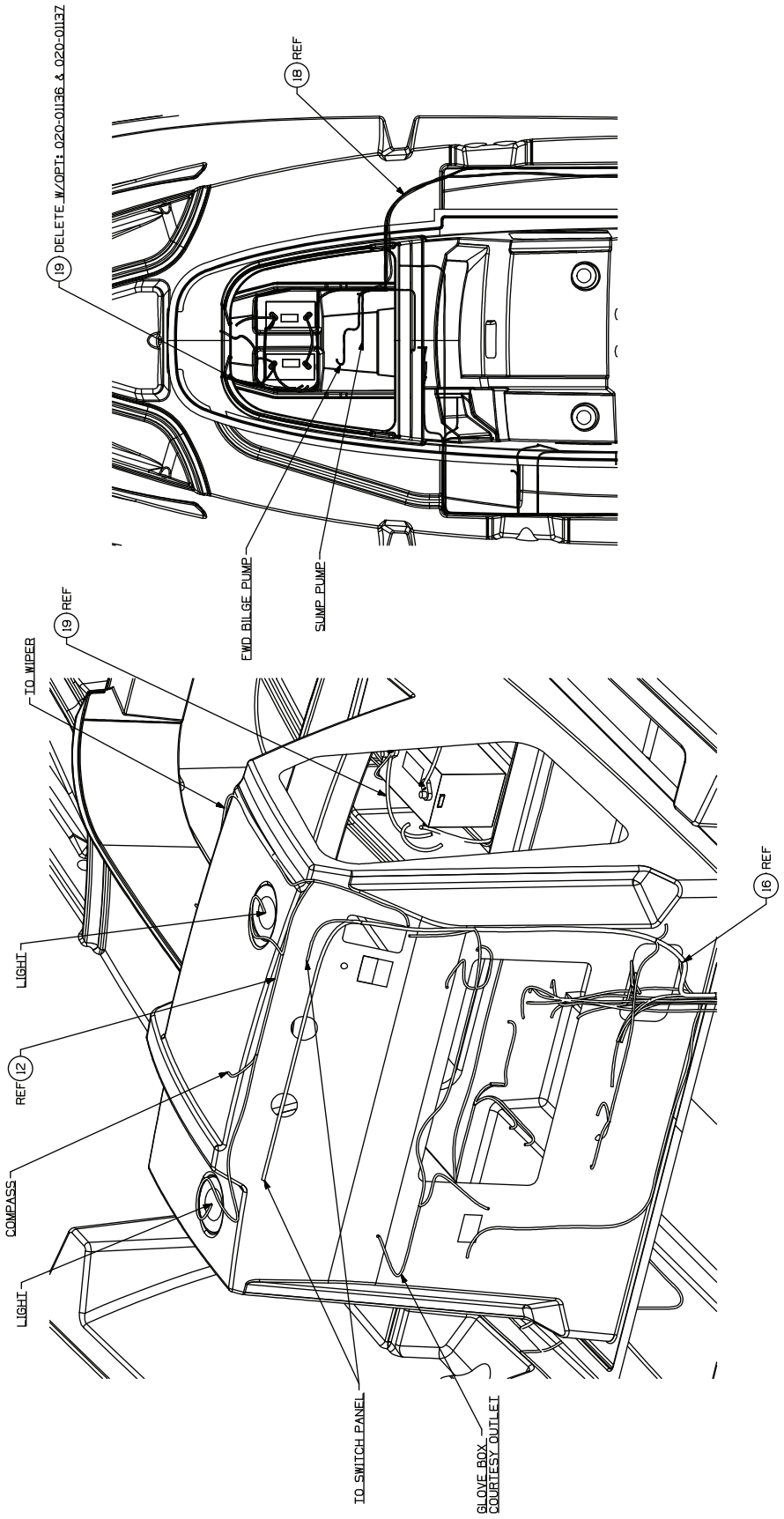
Battery Harness
Fig. 4.42.1



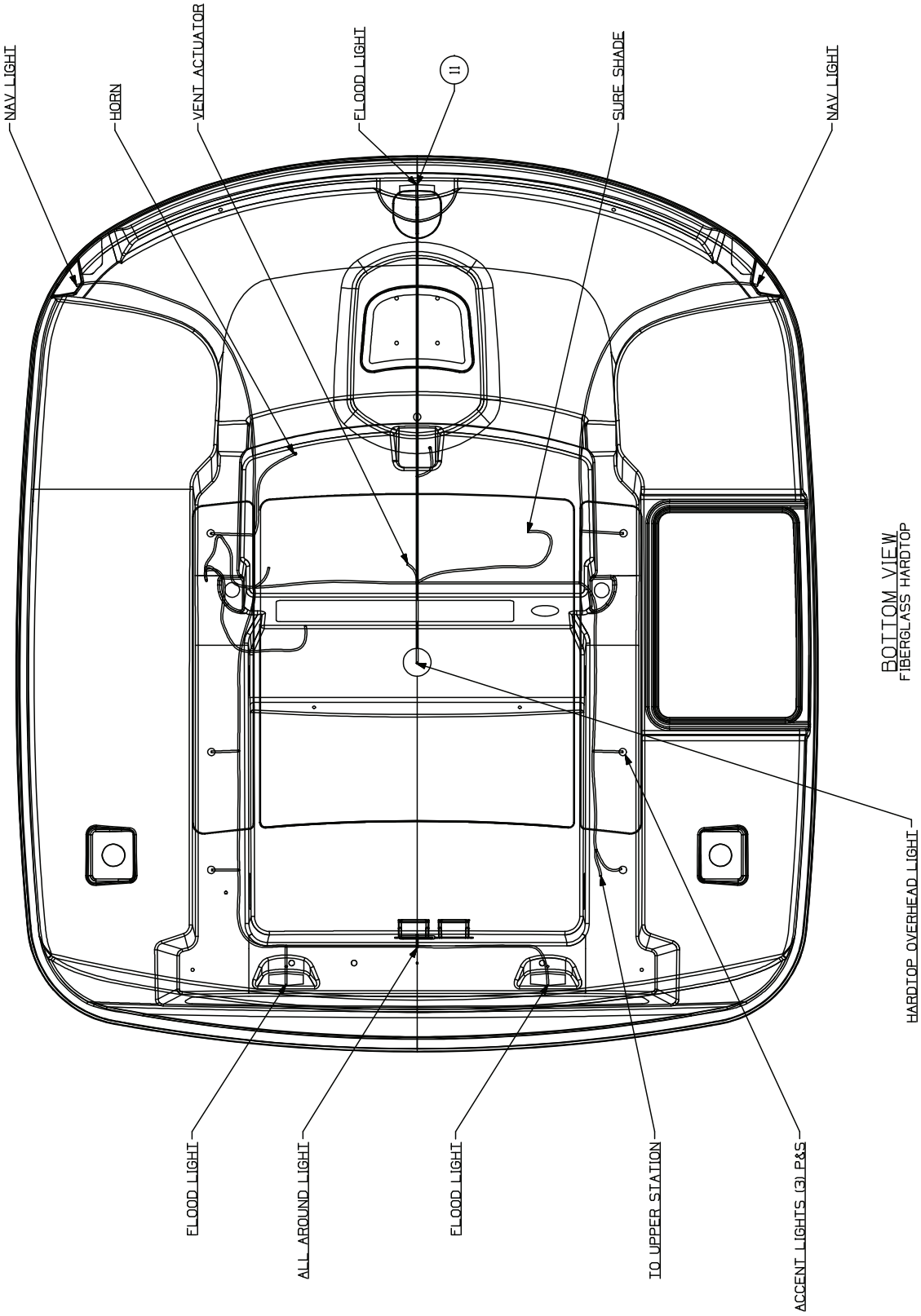
Machinery Space Harness
Fig. 4.43.1



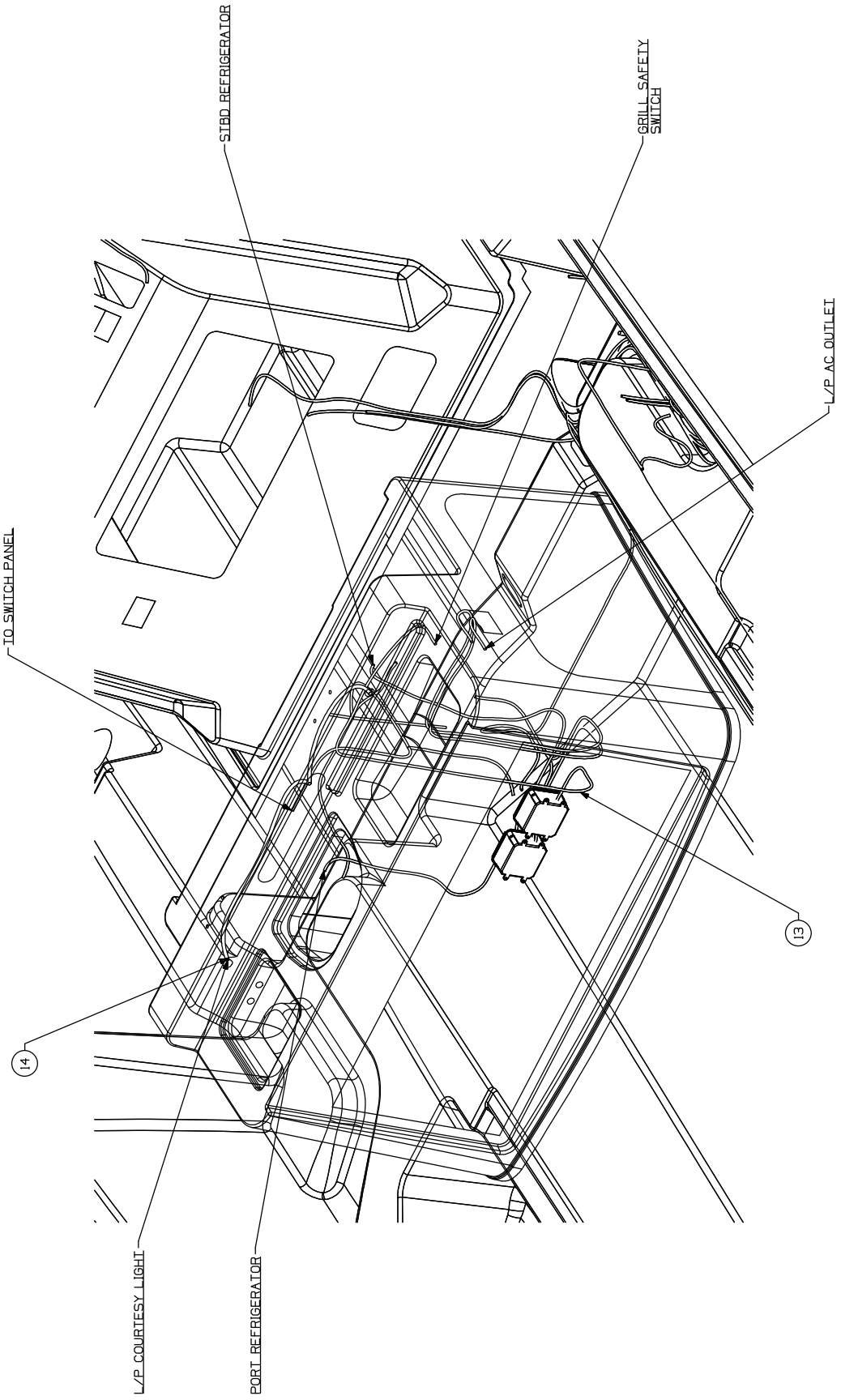
Console Harness
Fig. 4.44.1



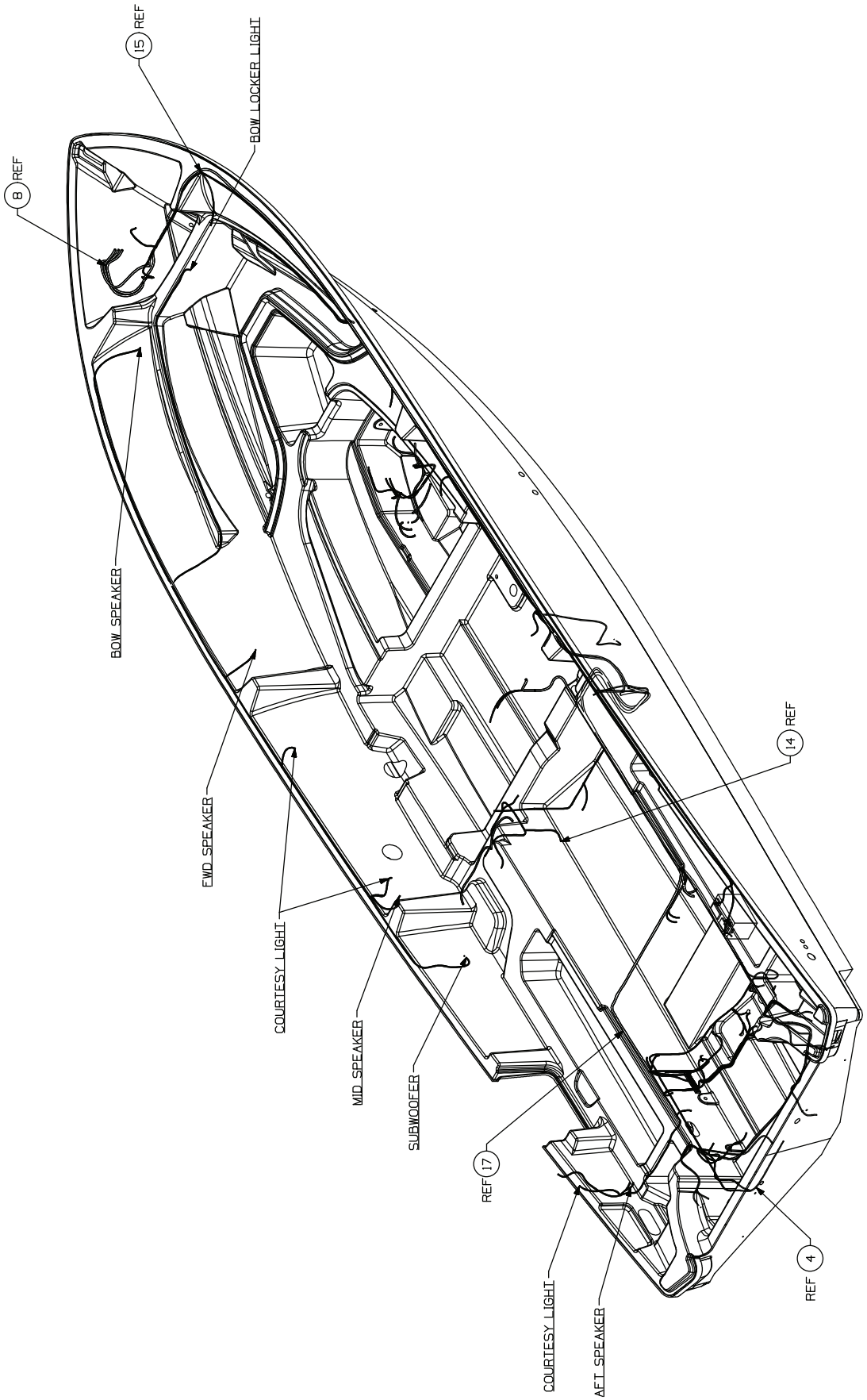
Hardtop Harness
Fig. 4.45.1



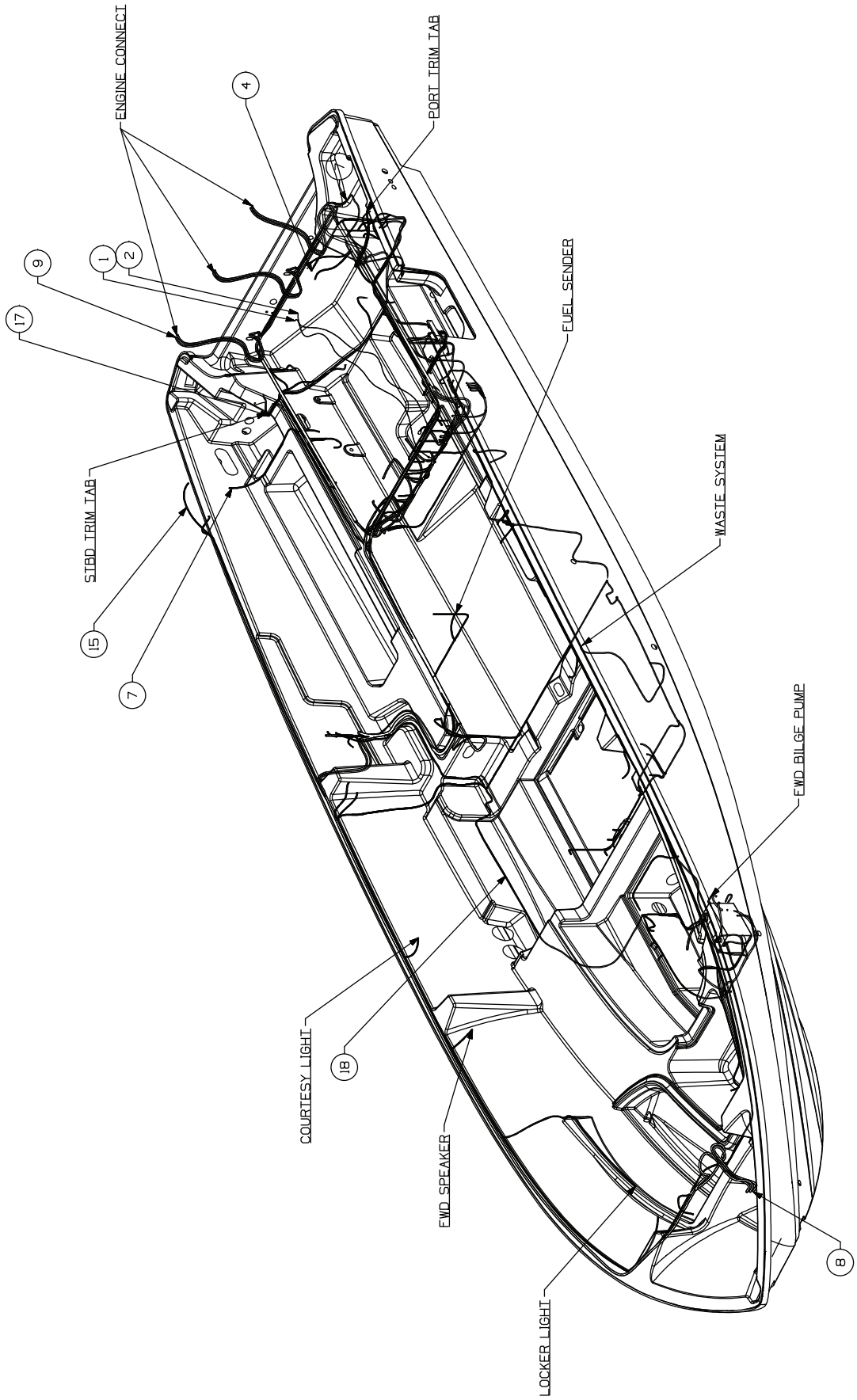
Leaning Post Harness
Fig. 4.46.1



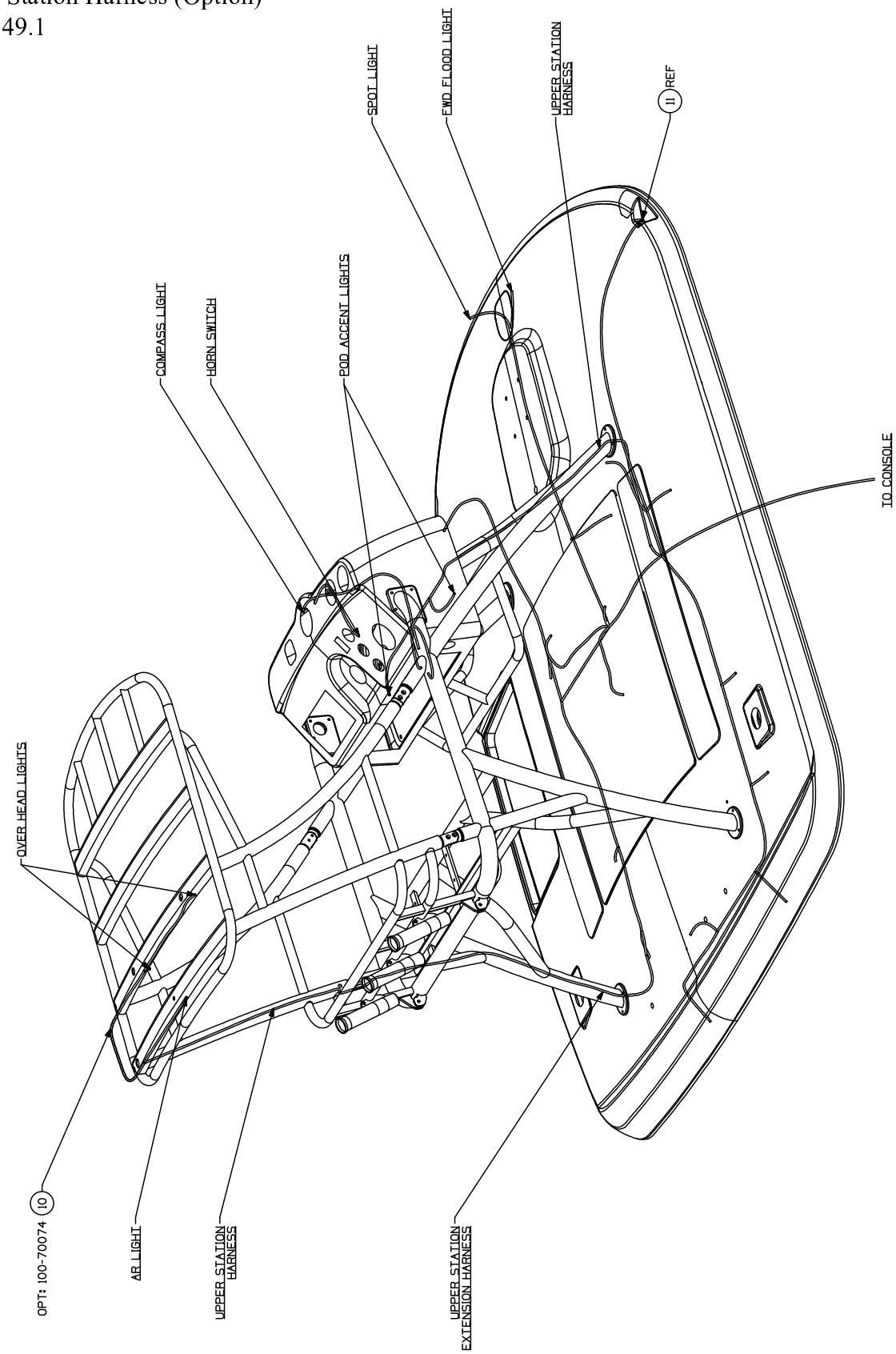
Port Harness
Fig. 4.47.1



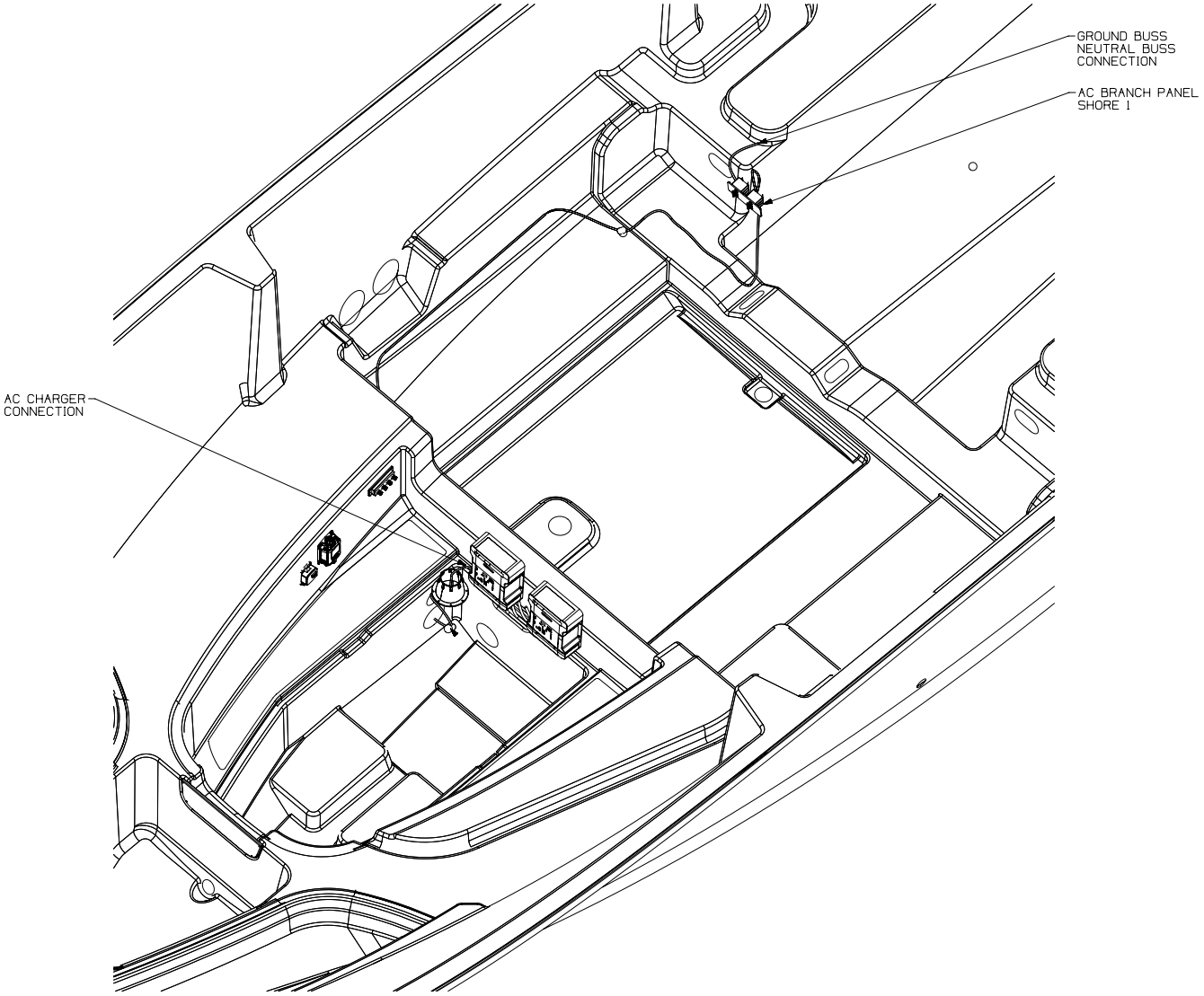
Starboard Harness
Fig. 4.48.1



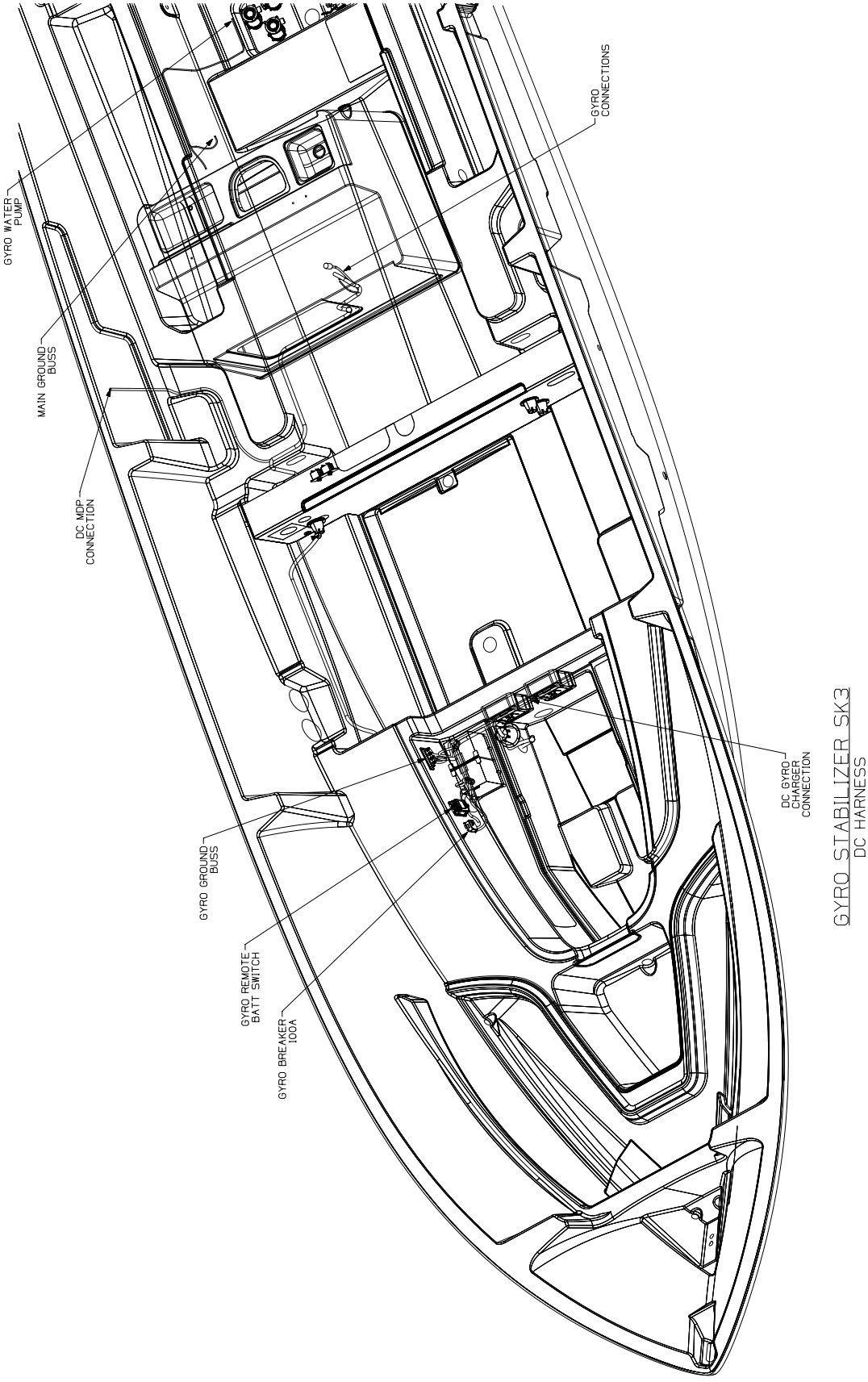
Upper Station Harness (Option)
Fig. 4.49.1



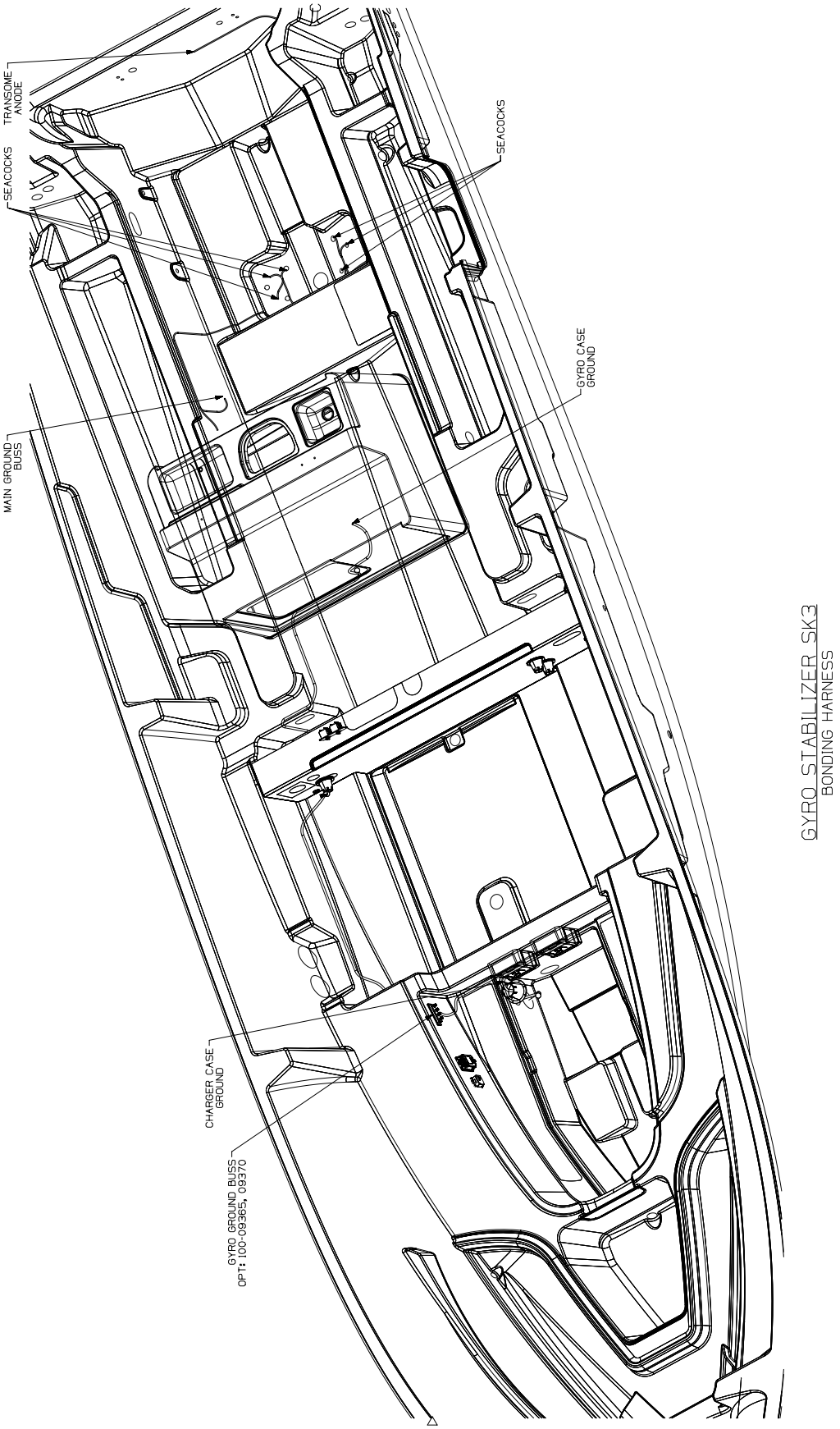
Seakeeper SK3 120V/230V AC (Option)
Fig. 4.50.1



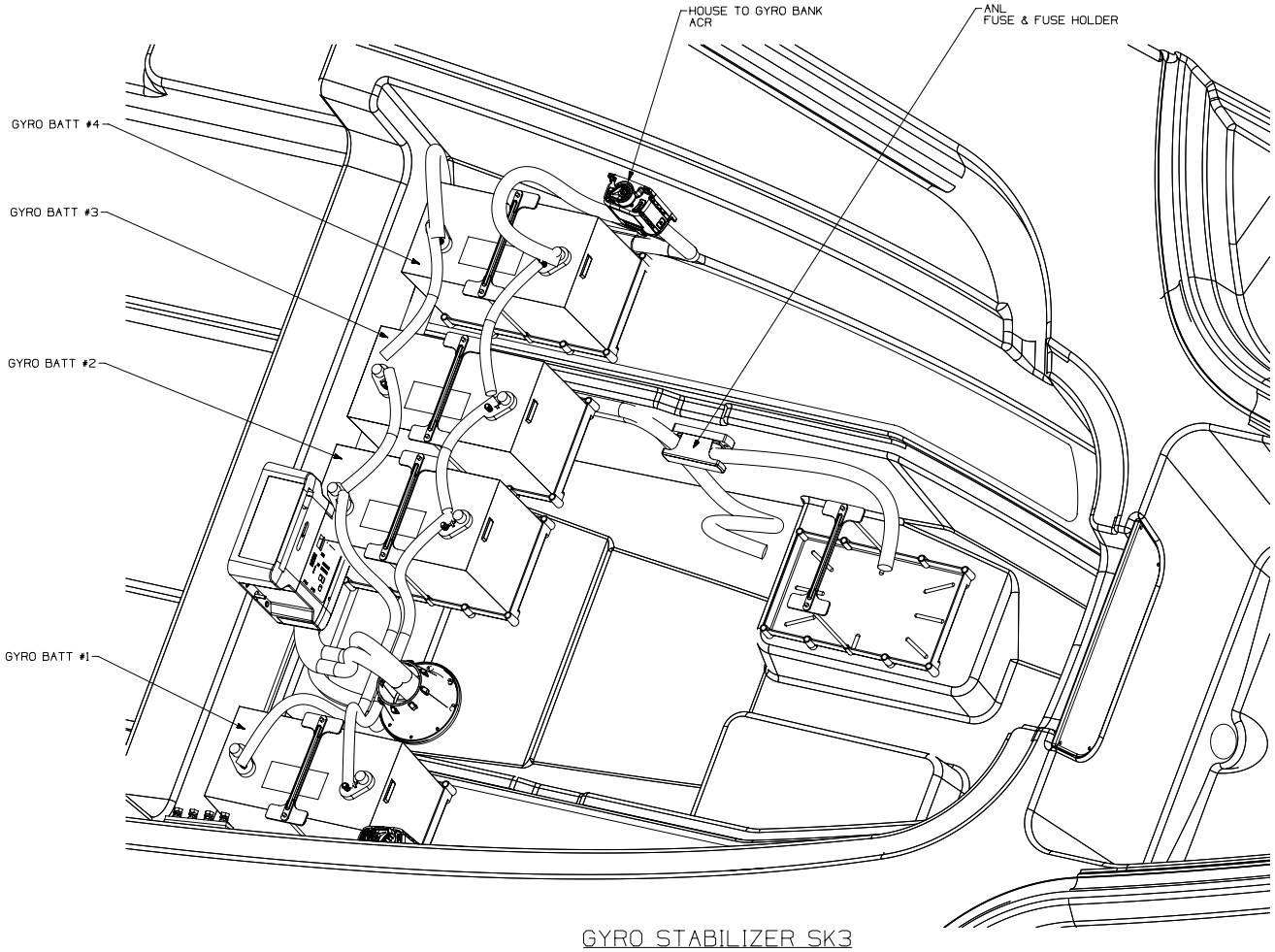
Seakeeper SK3 DC Harness (Option)
Fig. 4.51.1



Seakeeper SK3 Bonding Harness (Option)
Fig. 4.52.1



Seakeeper SK3 Battery-Joystick Piloting (Option)
Fig. 4.53.1



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Routine Care & Maintenance

NOTICE

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

Owner's Manuals for your boat and each of the various components and equipment can be found in your Owner's Manual Packet.

⚠ DANGER

When using solvents read all information from the solvent manufacturer regarding safety and handling of the material.

Wear proper protective equipment to ensure your personal safety.

Only use solvents in a well ventilated area and keep all solvents away from open flame and any other forms of ignition.

Routine inspection, service and maintenance of your boat, boat systems and components are vital to assure your safety, as well as prolonging the life of your boat. You should develop regular routines for inspecting and servicing your boat.

⚠ WARNING

IMPORTANT

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

The interval between necessary service or maintenance is highly variable, depending on the environment in which your boat will be used. For example, corrosion of boat parts and components will occur far more rapidly in a salt water environment than on a boat which is used in fresh water.

This section provides **only general guidelines** for the care and cleaning of your boat. It is **your responsibility** to determine whether maintenance and care intervals need to be accelerated due to your boat usage and/or operating environment.

Hull

Fresh water, saltwater and water temperature can all affect the types of growth that you will find on your boat's hull.

Any growth will affect the boat's performance and overall look. If it has been a while between inspections you might notice algae or slime growth on the hull. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be much harder to remove.

Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat. If compounding is necessary it must be done after a thorough washing and prior to waxing.

If the growth is more severe, you may need to enlist the services of a professional hull cleaning company.

Check with your Boston Whaler® dealer for recommendations on a compatible rubbing compound for your boat or a professional hull cleaning company in your area.

Waxing the Gel Coat Surfaces

Waxing is necessary to provide added protection to the gel coat. A periodic good cleaning and waxing will also ensure that your boat will be protected and look good longer.

NOTICE

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

Do not wax over dirt. Make sure the surface of your boat has received a thorough washing and rinsing and is clean before waxing. If a rubbing compound has been necessary, make sure that any minor scratches or surface pitting is cleaned of compound residue. Use a good quality carnauba wax or a high quality wax designed for marine gel coat. Apply several coats.

Hull Maintenance

If using a pressure washer to clean the hull and deck surfaces of your boat it is important that you use the wide fan nozzle only and move the spray head in a continuous motion. Do not concentrate the high pressure on a small area of the boat surface and NEVER use the fine pinpoint nozzle as the concentrated stream can cause damage to the surface of your boat.

It is also recommended that you refrain from pressure washing the console as high pressure may compromise the integrity of the electronics and gauges as well as other equipment installed on your boat. Also avoid pressure washing all caulk seams.

When staining from build-up does occur, use only cleaning agents that are recommended for marine gel coat for use on those stubborn stains.

NEVER use an abrasive cleaner to wash your boat's hull.

NEVER use an abrasive pad to attempt to remove stubborn stains.

NEVER use strong solvents to clean.

NEVER apply tape or any other type of adhesives directly to the painted surfaces on your boat.

Use care when covering your boat's painted surfaces as tarps and other such covers can trap dirt and cause chafing. It is best to use a frame of either aluminum or wood to keep the cover up and allow air to circulate.

Hull Blistering

Due to the quality of the materials used in the hulls of Boston Whalers, blistering is rarely ever seen. Blistering is caused by water soluble materials in the hull laminate. The fiberglass and resin structure of your boat is porous. However, intrusion of water into the gel coat will take some time. The effect of osmotic pressure allows water to impregnate below the gel coat and substrate thus forming a blister.

There have been extensive university studies funded by the United States Coast Guard regarding the cause and effect of blistering in the gel coat of fiberglass boats. Fiberglass blisters can form anywhere from near-surface layers of the gel coat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare occurrence). The studies seemed to point toward long term immersion of the hull in warm water as a primary cause of hull blisters. Stress cracks on the hull below the waterline also contribute to the formation of hull blisters.

Prevention

There are a variety of ways to prevent the formation of hull blistering. Epoxy coatings can be applied to the hull, followed by hull painting. An alkyd-urethane-silicone marine paint can also be used to aid in the prevention of hull blisters.

Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the likelihood of hull blisters forming. Be sure to use a bunk type lift or trailer for storage of the boat out of water.

Contact your Boston Whaler® dealer for more information on the prevention and treatment of hull blisters.

Bottom Painting

⚠ DANGER

There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all the precautions and regulations listed by the manufacturer before and after painting your boats hull.

NOTICE

If blisters are present in the hull, they need to be properly cleaned and dried out before any barrier protection can be applied.

⚠ CAUTION

Some bottom paints contain metals that can cause corrosion of the outboard engine. Leave a minimum of 3/4" unpainted around all engine parts. Use only a paint specifically designed for aluminum engines as anti fouling protection.

If your boat will spend most of its time in the water, painting the bottom of your boat's hull is a good way to slow the formation of hull blisters and to keep bottom growth (fouling) under control.

If you will be trailering the boat to and from the water, you might want to forgo the painting.

Following is an abbreviated section on painting your hull bottom. Your Boston Whaler® dealer should have information on properly painting your boat's hull or recommendations on businesses that will paint your hull for you.

Zinc Anodes

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

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

⚠ CAUTION

DO NOT paint over zinc plates. This action will render them usless and lead to deterioration of the underwater metal parts of your boat.

Bottom Painting a Bare Hull

Since the boat has never been painted preparation is the key to successful hull painting. Take extra care and time in preparation before proceeding to paint.

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

⚠ WARNING

Proper ventilation and capture of the dust created by sanding is essential. The dust created by sanding is toxic and should not be breathed. A proper fitting respirator must be used.

DO NOT use a paper filter mask.

The gelcoat will have to be dewaxed of mold release wax before sanding can begin, otherwise the wax will be dragged into the scratches and will reduce the adhesion properties of the paint.

Remove any mold release wax that may be present using fiberglass surface prep solvent and a scrub pad. Scrub only a few square feet at a time. Flush with fresh water. If the water beads up or separates, continue scrubbing the surface. When the water sheets off, the wax contaminate has been removed.

After the dewaxing is complete, application of a primer coat is recommended. Pay close attention to scratches, nicks and dings in the surface. If necessary, fill any repair areas with a watertite epoxy filler. After filler is cured, sand with 80 grit paper until smooth. Remove the sanding residue using a fiberglass solvent wash.

The paint can be applied after sanding and cleaning is complete. Follow the paint manufacturer's recommendations for application.

Bottom Painting a Pre-Painted Hull

⚠ WARNING

Bottom paint is designed to resist algae growth which means it has chemicals embedded in the paint that are harmful if ingested. Take all necessary precautions required before painting or repainting your boat's hull.

If the hull bottom is already painted, you must be sure to test the paint's adhesion to the already painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will "lift" the old paint. **NEVER** apply paint without first

NOTICE

Painting your boat's hull will adversely affect the boat's speed and performance and may require re-propping if the maximum engine RPMs drop below the engine model/mfg recommended operating range.

preparing the old painted surface following the paint manufacturer's recommendations.

Follow the paint manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

To determine the waterline, you will need to place the boat in water with a full load of fuel and gear.Mark the waterline and measure above the marked line 1 to 3 inches for placement of the tape line.

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jack stands etc.) and paint accordingly. Follow the paint manufacturer's recommendation for do's and dont's after the painting is complete.

NOTICE

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

Rubrail Care

The rubrail on your boat is constructed of an injected high density PVC vinyl material which laboratory tests have proven to be highly resistant to staining, fading and cracking.

As resilient as this material is, you still need to follow some basic maintenance precautions.

General maintenance requires a thorough cleaning with mild soap & water. **DO NOT** use any cleaning agents which contain chemicals.

Although the outer shell is tough and durable, there is a chance that it can be breached. Use care when docking or exposing the rubrail to conditions which may cause damage such as docking against heavily barnacle-encrusted pilings.

Some tears (cleanly sliced) can be repaired with a "Super Glue" type product.

Thoroughly clean and dry the affected area. Apply glue and hold the surfaces together.

Areas which have been torn or are affected by heavy abrasion will have to have the damaged section replaced. Please see your Boston Whaler® dealer for this type of repair.

Cleaning Fiberglass & Non-Skid

To protect your deck and non-skid areas from the deteriorating affects of the sun, oxidation, water spots and pollution, use a good quality "fiberglass and non-skid deck" wax every two to three months.

When applied to your deck and non-skid areas, as recommended by the manufacturer, the wax forms a protective non-slick surface which will keep debris from sticking. Dirt, soot, bird droppings, and even fish blood will rinse right off.

NOTICE

NEVER use abrasive cleaners, detergents or soft scrub type cleaners to wash your boats surfaces.

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

NEVER use strong solvents or detergents which contain chlorine.

Stainless Steel Care

The cleaner your stainless trim and fittings can be kept, the greater the assurance of optimum corrosion resistance. Without proper care even the best stainless steel will corrode.

Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Frequent routine cleaning of your stainless steel with a mild soap and water solution and coating with a good grade cleaning wax will help maintain the finish.

- Wash with mild soap and cold or lukewarm water.

- Dry THOROUGHLY.
- Apply cleaning wax with a soft, dry cloth.
- Allow wax to dry, then polish and buff.

Even the finest cleaning powders can scratch or burnish a mill-rolled surface. On polished finishes, rubbing or wiping should be done in the direction of the polish lines, NOT across them.

Crevice corrosion, a brownish coloring which occurs where two pieces of stainless hardware meet is caused by impurities in water and air. It can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

NOTICE

NEVER use abrasive cleaners, detergents or soft scrub type cleaners to wash your boats surfaces.

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

NEVER use strong solvents or detergents which contain chlorine.

NEVER use silver cleaners.

Teak Maintenance

The teak features on your boat are constructed of natural wood, are durable in all climates, and require little maintenance. Clean teak surfaces by regularly washing with soap and water using a soft brush or sponge. Do not use a steel brush or steel wool. Do not use a pressure washer. Do not use strong solvents or harsh cleaners on the caulking as they can damage or dissolve the caulk. Bleach can be used to treat darker spots on the wood surface. Use fine grain sandpaper to keep the surface smooth and blemish free. There are several maintenance options for teak:

Let-it-be (Recommended)

Left alone with the elements, teak changes to a silver-grey patina. To maintain, occasionally wash with soap and water. A light sanding every few years keeps the surface smooth; always sand with the wood grain.

Oiling

Apply oil to retain or increase the darkness of the original wood. There are numerous products on the market that provide a variety of different characteristics. Refer to the manufacturer's instructions for proper application.

Lacquer

A correctly applied lacquer ensures years of low-level maintenance and minimizes the risk of mold. Some lacquers can be applied with various grades of thinner to reduce shine. The wood will likely darken when lacquer is applied. Carefully research product information to ensure it's suitable for both teak and caulking.

Seats (Mechanical Parts)

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

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

Aluminum Care

Preventative maintenance is essential to life of the metals on your boat. The presence of salt particles and moisture is the major cause of white spots, pitting and corrosion.

The use of harsh chemicals can also cause deterioration. Manufacturers and applicators of protective coatings will not warrant protective coatings on metals in the marine environment. Proper owner maintenance is required to reduce deterioration which will result in most cases by failure to wash down and wipe dry after each use and/or the use of abrasive, acidic or other improper cleaners.

Wash completely using a soft cloth and mild detergent to remove salt particles. Hosing alone will not dislodge all particles. **DO NOT** allow soap to dry as it may cause stains on coated surfaces. Make sure to wash and dry the full circumference of aluminum parts.

Apply an aluminum protectorant at least twice each year, more frequently as conditions warrant. Neglect

will cause pitting of the surface which cannot be reversed.

Inspect and repair or replace all damaged nylon bushings, washers or other hardware designed to prevent contact with dissimilar metals.

Whenever electrical or electronic changes are made to the boat, a qualified marine technician should check aluminum parts for stray currents. Make sure all electronic equipment is properly grounded with adequate sized wire.

Cushions

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

The cushions on your boat are made of a durable vinyl material called OMNOVA which is protected by a finish called PreFixx®. PreFixx® will keep your cushions looking new far longer than most other vinyl upholstery.

To Clean Your Cushions

⚠ CAUTION

Solvents are flammable. Exercise proper care. Wear rubber gloves during all cleaning activity.

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

- **Remove ordinary dirt and smudges** with a mild soap and water solution. Dry with a soft, lint-free cloth or towel.
- **More difficult stains** can be cleaned using rubbing alcohol (isopropyl alcohol). Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.
- **Seemingly permanent stains** like ballpoint ink can be cleaned with active solvents such as nail polish remover when applied with a soft cloth or damp sponge and rubbed. Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

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

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

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

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

Cleaning Your Instrument Gauges

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

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

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

Powder Coated Surfaces

Your boat has been manufactured with a powder coating on the Hardtop frame.

While most powder coat finishes are tougher and much more flexible than conventional solvent based paints, they are about the same hardness as automotive paint, so they will scratch.

To clean a powder coated surface, gently wash with a clean, soft cloth and a mild detergent followed by a clear water rinse.

Even though most powder coatings are highly resisitant, certain solvents can harm them and should be avoided. DO NOT APPLY:

- Nail polish remover
- Paint or lacquer thinner
- Motor oils
- Transmission or brake fluids
- Parts cleaning fluids

If any of the above should contact the powder coated surface, immediately wipe the area with a soft, clean cloth, and wash as described above.

Powder Coating Touch-Up

If it is necessary to apply touch-up paint on areas of the finish that have been scratched or damaged the powder material supplier should be contacted for their recommendation of the proper touch-up material to use.

Single component Acrylic Enamel (spray enamel) touch-up paint is commonly used for repair of minor damage in the powder coated finish. In some cases a two-component catalyzed paint system may be required to achieve the desired repair. In all cases, perform a color and adhesion test in an inconspicuous area of the finish to assure compatibility before applying the paint to the damaged area.

NOTICE

For the best results, use Orbit Industries touch-up paint, RAL 9010 Pure White.

Orbit Industries: 1-800-448-3885

Touch-up Procedure

- CLEAN surface of dirt, oil, grease, etc.
- SAND LIGHTLY with 400 grit wet/dry abrasive paper.
- REMOVE sanding dust with a lint-free cloth dampened with mineral spirits.
- TEMPERATURE of surface and paint must be at room temperature (between 70 to 90 degrees is ideal).
- APPLY paint to minor scratches by spraying a small amount of paint into the container's cap. Using a small brush, carefully apply the paint sparingly to the properly prepared surface. DO NOT APPLY A HEAVY COAT ALL AT ONCE. Apply several light coats allowing the paint to dry until tacky between each coat.

NOTICE

The visual, mechanical, chemical as well as corrosion protective and weather resistance properties of repaired areas ARE NOT equal to those of the original powder coating and are not suitable for long term performance.

NOTICE

If painting over exposed or bare metal, a chemical pretreatment process and/or primer sealer is recommended.

Follow manufacturer's recommendations.

FOR MORE INFORMATION, CONTACT APEX POWDER COATING, INC CUSTOMER SERVICE AT 1-864-288-2739

NOTICE

It is highly recommended that you DO NOT penetrate the powder coating on your boat by securing equipment or other objects onto the coated surface. If necessary, contact the manufacturer for repair recommendations.

Canvas Care and Maintenance

NOTICE

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

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

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

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

Maintaining a good appearance

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

On a regular basis

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

The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Boston Whaler® dealer or check your canvas manufacturer's manual **BEFORE** using any chemical treatments on your canvas.

Cleaning Stubborn Stains

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

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

NOTICE

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

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

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

Maintaining Zippers and Hardware

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

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

NOTICE

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

Maintaining Your Vinyl Windows

The canvas on your boat may incorporate Eisenglass or Makrolon® polycarbonate windows. In either case, with a few care and cleaning steps your windows will provide lasting enjoyment. Regular cleaning, utilizing compatible cleaners, coupled with proper maintenance techniques will significantly improve the vinyl's service life.

NOTICE

- **NEVER USE regular window cleaners, detergents, abrasives, petroleum based products, or alcohol to clean your vinyl windows.**
- **DO NOT HANDLE VINYL WITH SUNSCREEN ON YOUR HANDS! Sunscreen will permanently cloud the vinyl where handled.**
- **DO NOT fold vinyl. Store flat or rolled with smooth paper or soft cloth (i.e. bed sheet) between layers when dry.**

- Rinse vinyl thoroughly with clear 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 (Woolite, Joy, Palmolive, etc.) 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 the manufacturer's recommended products).
- Use a small amount of cleaner or streaking may occur.

  If you get streaking or a leftover film, follow up the application with a water rinse.

- Dry with a soft cloth or chamois to prevent water spots. Polish with a separate cloth.
- Don't leave cleaners on for long periods; wash immediately.
- Don't apply cleaners in direct sunlight or at elevated temperatures.
- Don't use scrapers, squeegees, razors, brushes, or towels.

Using a soft non-abrasive cloth, wash the vinyl curtains inside and out with mild soap and water mixture. **RINSE COMPLETELY** with cool water.

To minimize fine or hairline scratches apply a mild automotive polish (i.e. Johnson's Paste Wax) and remove with a soft, clean cloth. **DO NOT USE ABRASIVE PLASTIC POLISHES.**

Storing Clear Vinyl

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

NOTICE

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

The above substances will attack the surface of the vinyl.

NOTICE

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

Cushions

⚠ CAUTION

Solvents are flammable. Exercise proper care. Wear rubber gloves during all cleaning activity.

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

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

The cushions on your boat are made of a durable vinyl material called OMNOVA which is protected by a finish called PreFixx®. PreFixx® will keep your cushions looking new far longer than most other vinyl upholstery.

To Clean Your Cushions

- **Remove ordinary dirt and smudges** with a mild soap and water solution. Dry with a soft, lint-free cloth or towel.
- **More difficult stains** can be cleaned using rubbing alcohol (isopropyl alcohol). Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.
- **Seemingly permanent stains** like ballpoint ink can be cleaned with active solvents such as nail polish remover when applied with a soft cloth or damp sponge and rubbed. Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

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

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

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

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

Cleaning Tempered Glass Windshield

NOTICE

DO NOT USE abrasives, harsh chemicals or metal scrapers on glass.

NOTICE

For windshields with aluminum frames refer to "Aluminum Care" in this section.

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

Corian® Solid Surface Countertops

Corian® was developed for a lifetime of easy care. Following the simple guidelines below will keep your Corian® surface looking as new as the day it was installed.

Routine Care

Soapy water, ammonia-based cleaners or commercial solid surface cleaners, if used routinely, will remove most dirt and residue from the countertop.

Minor Cuts and Scratches

Rub the scratch in a straight line with a fine grit sand paper periodically switch rubbing direction 90° until all of the scratch is removed. Rinse top with water. Select the next lighter grit paper and rub over a large area to blend in the sanding. Continue the process using successively finer grits until desired gloss level is achieved. Wipe surface with damp cloth and let dry.

Heat Damage

Corian® has excellent heat resistant properties. However, as with all countertop materials, it is important to minimize direct exposure to intense heat. We recommend the use of trivets or hot pads when placing hot objects on the countertop.

Other Damage

In most cases Corian® can be repaired if accidentally damaged. However, to prevent any permanent damage to your countertop avoid exposing the surface to strong chemicals, such as paint removers, oven cleaners, nail polish remover, etc. If contact occurs quickly flush the surface with water. Avoid cutting directly on the countertop.

Refurbishing

Over time and use your countertop may acquire a patina, changing the appearance of the finish. Using a general countertop polish rub the entire surface in a circular motion, rinse with clear water and wipe dry.

Misting System

Mister Jets™ are designed to spray in a cone shape. If mist from the jet is shooting a straight line or nothing is coming out then the jet is clogged. To clean the jets, simply unscrew the clogged jet and soak in CLR or vinegar for 15-20 minutes, rinse thoroughly with clean water. Before replacing the jets, inspect the O-ring to make sure that it is not damaged in any way. If damaged, replace the O-ring before assembly.

If jet is still not working, calcium deposits may have developed inside the jet which restrict the tiny anti-drip ball. To correct this situation, wrap the jet in a towel and "tap" it on a hard surface (i.e. counter top or floor). This should free the anti-drip ball and allow the jet to function properly.

Replacing the Filter

Filter replacement is dependent on water condition and usage. The mineral content in water varies from region to region. At the very least, the filter should be replaced at the beginning of your boating season.

If the misters are not functioning properly after cleaning with CLR replacing the filter should correct the situation.

NOTICE

Depending on usage, the filter should be changed every three months or once a season.

Flushing the System

It is recommended that the system be flushed each time the filter is changed. To flush the system, remove one of the jets at the end of the line and allow the system to run freely for one to three minutes.

Winterizing the System

If the system will not be in use, remove all the heads from the mister nozzles, clean them with CLR and store them. Do not replace them on the nozzles. Completely drain all water out of the system.

Remove the mister lines from the pump. If the in-line filter will be usable when the mister system is put back into service, remove it from the system and store it in an area that will not freeze.

NOTICE

As a precaution against insects and/or dirt getting into the exposed mister lines, cover or plug the nozzles and line ends.

FOR MORE INFORMATION OR TO ORDER PARTS CONTACT MISTERS UNLIMITED™ CUSTOMER SERVICE AT 1-888-764-6478.

Long Term Storage & Winterization

Long periods of storage, winter lay-up and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods of two months or more it is best to make sure that the boat and its systems are properly conditioned for such extended periods of non-usage.

The guidelines presented on the following pages give basic instructions on "winterizing" your boat and boat systems. If inexperienced with the process of winterization it is best to hire the services of a professional.

In addition, always consult the owner's manuals of the various systems and equipment on your boat for the manufacturer's recommendations on winterizing and long term storage.

Engine

⚠ CAUTION

Never start or run your outboard (even momentarily) without having water circulating through the cooling water intake holes in the gear case. This will prevent damage to the water pump (running dry) or overheating of the engine.

Protecting your engine's vital moving parts from corrosion and rust caused by freezing of trapped water or excessive condensation due to climatic changes is very important. Freezing water in the engine can cause extensive damage to the internal moving parts. Internal engine parts can also be affected by rust due to lack of proper lubrication

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

In addition, it is important that you follow all the recommendations set by the engine manufacturer's operation manual.

Fuel System

Tank(s), hoses, and fuel pumps should be treated to help prevent the formation of varnish and gum.

Temperature extremes will cause condensation to accumulate in an empty or partially filled fuel tank leading to fuel contamination and/or premature wear of your system.

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

NOTICE

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

Battery

NOTICE

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

Engine and house electrical systems on our boats have become increasingly more complex and are reliant on a good source of power. The house source of power typically comes from a battery bank comprised of two or three batteries in parallel. The charging source for the batteries while away from the dock is the engines; or if equipped a generator a generator and the generator is on, battery chargers. As the engines/generator are providing a charge output to the house bank through the automatic charging relays (ACRs), keep in mind the following battery recommendations.

Mixing fresh/new and used/dead batteries

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

Mixing battery types

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

Mixing battery brands

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

NOTICE

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

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

NOTICE

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

Livewell/Raw Water System

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

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

Fresh Water System

If the water system will not be used for an extended amount of time it is recommended that it be drained.

- Energize the freshwater pump switch on the instrument panel.
- Open all faucets and wash-down connections. Activate any sprayers connectd to the system.
- Run the system until the fresh water tank is completely empty.
- De-energize the freshwater pump switch on the instrument panel.
- Add a non-toxic antifreeze to the water tank per manufacturer's recommendations.
- Energize the freshwater pump switch on the instrument panel.
- Run the system until antifreeze is seen running out of all faucets,wash-down connections and sprayers.
- Close all faucets, wash-down connections and sprayers.
- De-energize the freshwater pump switch on the instrument panel.

If a water heater is a part of the system, isolate the tank by disconnecting the in and out hoses and connecting them together. Make sure that the tank contains a sufficient amount of non-toxic antifreeze to avoid freezing and causing damage.

After Long Term Storage

Before you fill the freshwater system it is vital that it be properly disinfected.

The following procedure is recommended to disinfect the freshwater system:

- Flush the entire system thoroughly by allowing potable water to flow through it.
- Drain the system completely.
- Fill the entire system with an approved disinfecting solution (check with your

dealer for recommendations) and follow the method prescribed by the manufacturer.

- After disinfecting, drain the entire system.
- Flush the entire system thoroughly several more times with potable water.
- Fill with potable water.

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

Head System

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

Air Handling System

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

Sump

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

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

Electrical System

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

Deck

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

Drainage

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

NOTICE

Ensure that ALL drain plugs are removed (i.e. fishboxes, garboard drain, livewells, etc.)

Avoid Loss

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

Cover

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

NOTICE

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

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

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

Environment

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

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

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

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

Reinforcement Locations

Your boat has been manufactured with reinforcement in various locations throughout the deck.

In the event you wish to add equipment to your boat which requires you to penetrate the deck with fasteners, the diagram on the next page illustrates the size, location and type of the reinforcement available. The chart below provides a description of the material and recommended fasteners to secure your equipment.

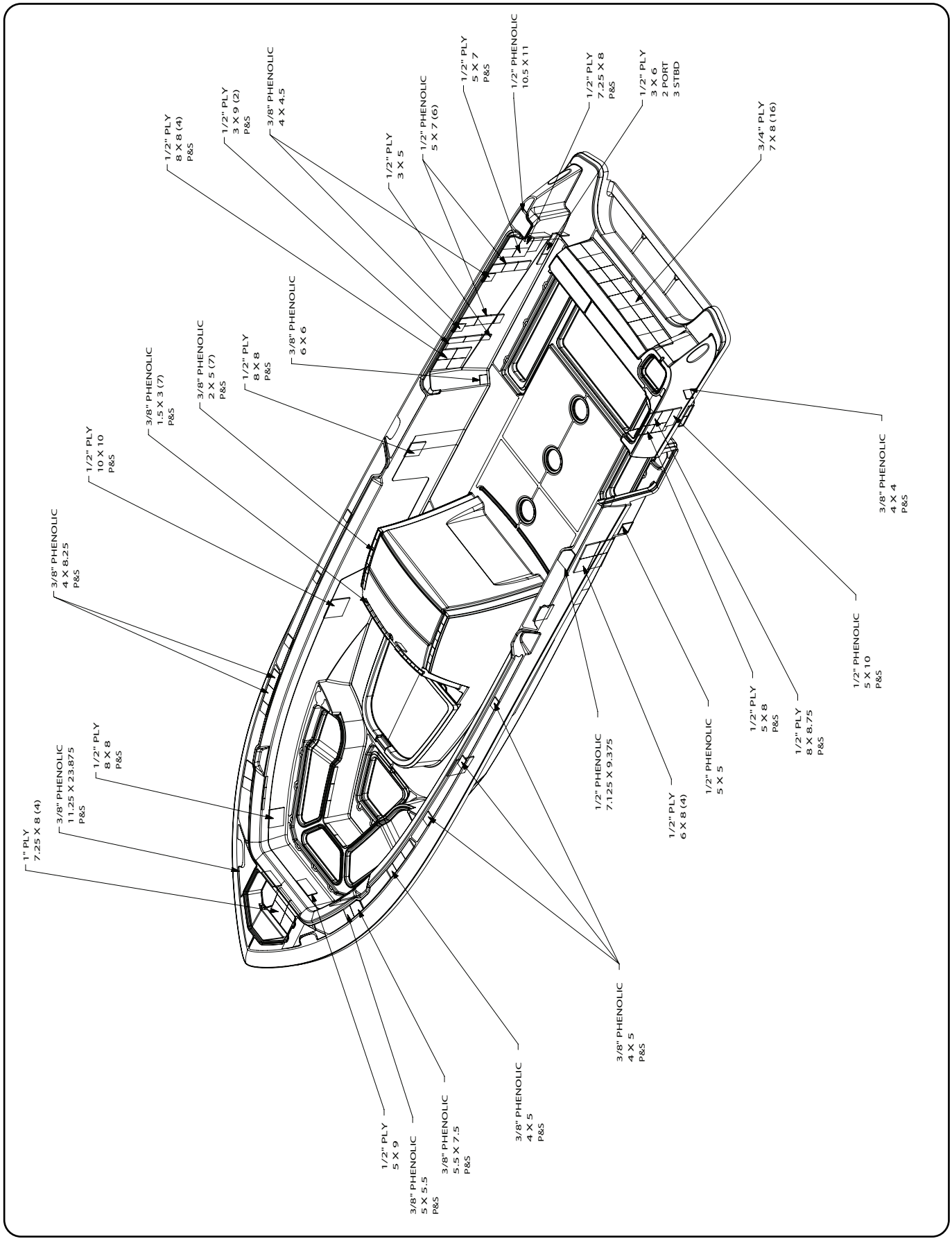
⚠ CAUTION

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

Reinforcement	Construction	Equipment weight	Fastener Type*
Plywood	Standard boatbuilding material	Light	Self-tapping screws
Trevira	Thick spunbound polyester fabric	Light	Sheet Metal screws
Sparalloy	High density plastic	Medium	Self-tapping screws
Phenolic**	Reinforced composite board	Heavy	Drill & Tap

* In all cases it is recommended to drill and countersink a pilot hole to prevent damage to the gelcoat surface.
**Also known as Whaleboard

Reinforcement Location Diagram



Fill out the log below after scheduled service or maintenance is performed.

MAINTENANCE LOG

DATE	ENGINE HOURS	SERVICED BY	MAINTENANCE PERFORMED

NOTES

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