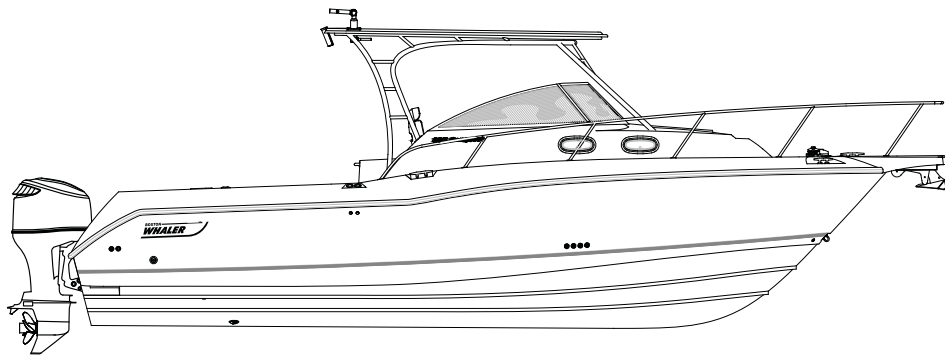


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# ***305 Conquest***



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

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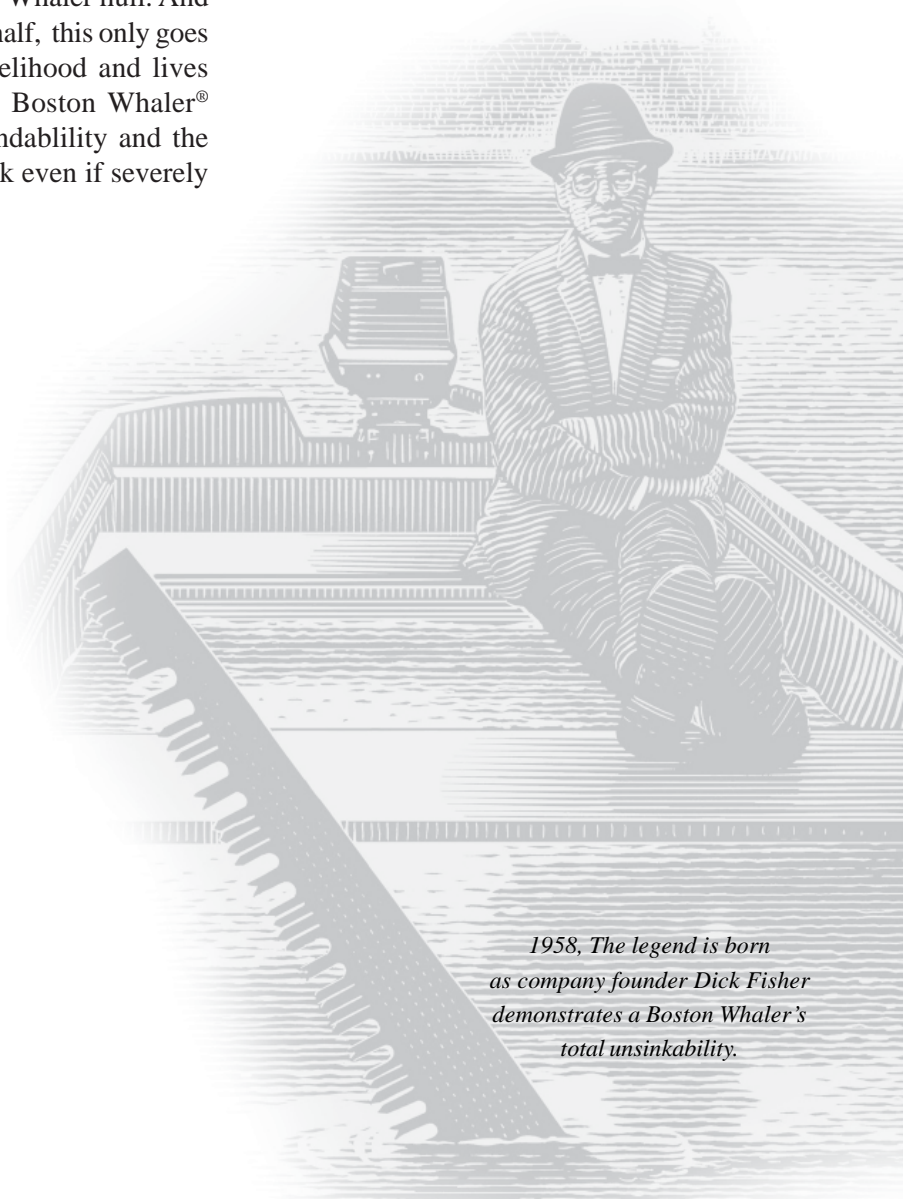
## HISTORY

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

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

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

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



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

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



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## PREFACE

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

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

**BOSTON WHALER® • A BRUNSWICK COMPANY**  
**MRP #1896583**

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**305 CONQUEST**  
May, 2007

THE FOLLOWING ARE REGISTERED TRADEMARKS OF THE BRUNSWICK CORPORATION:

305 CONQUEST, BOSTON WHALER®.



Specifications and standard equipment are subject to change. Boston Whaler is not responsible for changes to parts or accessories manufactured by companies other than Boston Whaler. Boston Whaler, Whaler, the Boston Whaler logo, Clarion, Conquest, Dauntless, Montauk, Nantucket, and Outrage are registered trademarks. Accutrack, Eastport, Unibond, The Unsinkable Legend, Ventura, and Whaleboard are trademarks of Boston Whaler, Incorporated. Mercury and Optimax are registered trademarks of Mercury Marine, and SmartCraft is a trademark of Mercury Marine.



### 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](http://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 (See next page), 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.whaler.com](http://www.whaler.com)

#### ***United States Coast Guard***

Phone ..... 1-800-368-5647  
Internet ..... [www.uscgboating.org](http://www.uscgboating.org)

#### ***Boat US Foundation***

Phone ..... 1-800-336-2628  
Internet ..... [www.boatus.com/foundation](http://www.boatus.com/foundation)

#### ***Canadian Coast Guard***

Phone ..... 1-800-267-6687  
Internet ..... [www.ccg-gcc.gc.ca/main\\_e.htm](http://www.ccg-gcc.gc.ca/main_e.htm)



## Boston Whaler® Limited Warranty

Boston Whaler warrants to the first retail owner of its 2008 model year boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use ("Boston Whaler Boat"), that it will repair or replace, at its sole discretion, any defects in material or workmanship in the Boston Whaler Boat that are reported within applicable warranty periods, subject to the remedies, exclusions, and limitations set out below.

**1. Limited Structural Hull Warranty - 0-5 Years:** Boston Whaler will provide 100% reimbursement for any repair or replacement as a result of Structural Hull Defect in material or workmanship which is reported within five (5) years (60 months) from the date of the first retail purchase of the Boston Whaler Boat. 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/Deck which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions.

**2. Limited Structural Hull Warranty - 5-10 Years:** For any defect reported during the 60-120 month period from the date of the first retail purchase of the Boston Whaler Boat, Boston Whaler will reimburse repairs or replacement as a result of a Structural Hull Defect in material or workmanship on a pro-rata basis. Reimbursement will be based on the percentage of the number of months left of limited warranty coverage after the first 60 months have elapsed. A declining value of 1.67% will be assessed to each month after the first 60 month period. For example, a defect is reported 6 years and 3 months or 75 months after the date of purchase. 75 months minus the first 60 months equals 15 months of pro rata coverage. The 15 months of pro rata coverage is multiplied by 1.67% and equals 25%. This means 25% of the warranty has expired. Therefore, any authorized repair and/or replacement will qualify for 75% reimbursement of the total cost.

**3. Limited Warranty on Accessories Manufactured and Installed By Boston Whaler:** Boston Whaler will repair or replace any accessories manufactured and installed by Boston Whaler that are defective in factory materials and/or workmanship which are reported within one year from date of sale to the original purchaser.

**Sole Remedy:** In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the owner's boat as of the date of the owner's claim. **THE REMEDY OF REPAIR OR REPLACEMENT OF PARTS OR MATERIALS THAT ARE FOUND TO BE DEFECTIVE IN FACTORY MATERIALS OR WORKMANSHIP COVERED BY THIS LIMITED WARRANTY SHALL CONSTITUTE THE OWNER'S SOLE AND EXCLUSIVE REMEDY AGAINST BOSTON WHALER FOR ANY CLAIMS WHATSOEVER OF ECONOMIC LOSS RESULTING FROM PRODUCT FAILURE.** The terms and conditions contained in this limited warranty may not be modified, altered or waived by any action, inaction, or representations, whether oral or in writing, except upon the express, written authority of a management level employee of Boston Whaler.

**Statute of Limitations:** Any action for rescission or revocation against Boston Whaler shall be barred unless it is commenced within two (2) years from the date of accrual of such cause of action.

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

TO THE EXTENT REQUIRED BY LAW ANY IMPLIED WARRANTY OF MERCHANTABILITY IS LIMITED FOR 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.**

**RETAIL CUSTOMERS IN THE EUROPEAN UNION (EU) MAY HAVE LEGAL RIGHTS UNDER APPLICABLE NATIONAL LEGISLATION REGARDING THE SALE OF CONSUMER GOODS WHICH ARE NOT AFFECTED BY THIS LIMITED WARRANTY. THE RETAIL CUSTOMER'S LEGAL RIGHTS UNDER ANY APPLICABLE NATIONAL LEGISLATION REGARDING THE SALE OF CONSUMER GOODS SHALL NOT BE AFFECTED.** You can receive information relating to authorized EU dealers by contacting Boston Whaler at the address listed below.

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

(1) 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 or deterioration of cosmetic surface finishes, including discoloration, chalking, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, 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, 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; (8) any Boston Whaler boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures; (9) use of improper trailer; (10) any Boston Whaler boat used for Commercial Purposes i.e. more than 50% usage for business or revenue-producing purposes; (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, unless the repair was preapproved by Boston Whaler; and (14) any item exceeding the expressed coverage limits specified in any Boston Whaler limited warranty.

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

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

**Transferability:** The Limited Warranty on Accessories Manufactured and Installed By Boston Whaler, set out in paragraph 3 above, is not transferable. The Limited Hull Warranty is transferrable to a subsequent owner, except this limited warranty will not transfer to any new owner of a boat which has been salvaged and resold, or resold after a declaration of a total loss or a constructive total loss, i.e. the cost of repair exceeds the value of the boat. The new owner must fill out and send in a Boston Whaler warranty transfer form, accessible from [www.whaler.com](http://www.whaler.com), a copy of the bill of sale, and a \$50.00 fee to Boston Whaler, 100 Whaler Way, Edgewater, Florida 32141, within 30 days of purchase.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141  
Internet Address: [www.whaler.com](http://www.whaler.com)



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### Explanation of Safety Labels

**The most important aspect of boating is safety.**

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

#### Warning Labels

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

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

#### **DANGER**

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

#### **WARNING**

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

#### **CAUTION**

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

#### **NOTICE**

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

### Safety Precautions

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

#### **DANGER**

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

#### **WARNING**

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

#### **CAUTION**

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

#### **NOTICE**

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



### **SAFE Boating means:**

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

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

### **To obtain these skills:**

- Take a Coast Guard, U.S. Power Squadron or equivalent boating safety course. (Call the Boat/U.S. Foundation at 1-800 336-2628 for information on available courses, or go to: “[www.boatus.com/foundation](http://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
- ☐ Navigation lights-working
- ☐ Horn - working
- ☐ Fuel system-no leaks or fumes
- ☐ Power steering fluid-filled
- ☐ Steering system-working smoothly & properly
- ☐ Battery-electrolyte level within range
- ☐ Float plan-filed with friend or relative

#### ***Trailer (if applicable)***

- ☐ Boat position-secure on trailer
- ☐ Tiedowns-tight
- ☐ Winch-locked
- ☐ Trailer hitch-connected
- ☐ Safety chains-attached
- ☐ Swing tongue-secured with safety clip
- ☐ Engine clearance-in trailering position (see engine manual for recommended guidelines)
- ☐ Electrical-Lights, brake lights, turn signals working
- ☐ Mirrors-adjusted for trailering

#### ***After Return***

- ☐ PFD’s & other safety gear-dry, stowed for next use
- ☐ Fuel tank-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



### Legally Mandated Equipment (Minimum Required)

#### Consult your national and state Boating Law Enforcement Agency.

The following equipment is the minimum required by the U.S. Coast Guard for a boat from 26' to less than 40' (7.9 meters to less than 12.2 meters)) in length.

#### Personal Flotation Devices (PFD's)

The following are mandatory:

- One (1) Coast Guard approved Type I, II or III PFD for each person aboard.
- One (1) Type IV on board

A type V is acceptable if worn for approved use.

### NOTICE

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

#### Fire Extinguisher (Portable)

The U.S. Coast Guard requires one (1) Type B-1 fire extinguisher be on board. The American Boat & Yacht Council (ABYC) recommends that you carry two (2) A,B or C Type fire extinguishers on board and located near the helm and galley for easy reach.

#### FIRE EXTINGUISHER LOCATION

The hand held fire extinguisher required for the 285 Conquest can be stored in the side pocket starboard of the helm seat (See figure 2.9.1).

#### 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 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 servicable condition and not be expired. **Store all pyrotechnic signals in a well marked, waterproof container.**

### Additional Recommended equipment for safe operation

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

- First Aid kit
- Charts/Maps
- Visual distress signals (for day or night use)
- Marine VHF radio
- Moisture repellent
- Mooring Lines
- Fenders
- Waterproof flashlights
- High power spotlight
- Spare propeller
- Tool kit:
  - Screwdrivers, (phillips & flat)
  - Pliers, (regular, vise-grip, tongue & groove)
  - Wrenches, (box, open end, allen & adjustable)
  - Socket set, (metric and/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

### Impaired Operation

Give special attention to the effects of alcohol and drugs while boating. No other single factor causes as many marine accidents and deaths. The detrimental effects of alcohol and drugs are increased by wind, waves and



### **WARNING**

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

sun, and will decrease your response time and ability to act in critical situations. Death or serious injury and damage to personal and private property can result from being impaired while operating a boat.

### 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 will require a working Carbon monoxide detection system, preferably in each sleeping quarter.**

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

Symptoms of Carbon Monoxide poisoning include:

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

**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 breathe fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen. Seek immediate medical attention.

Dangerous concentrations of Carbon Monoxide will be present if:

- The engine exhaust system leaks.
- Insufficient fresh air is circulating where people are present.

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

- Be sure to have sufficient ventilation when using canvas cabin enclosures when underway, anchored, moored or docked.
- Open all forward hatches, portlights 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 exhaust system regularly.

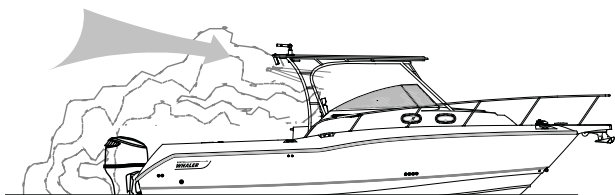
#### **DANGER**

**EXHAUST FUMES FROM ENGINES CONTAIN DEADLY CARBON MONOXIDE.**

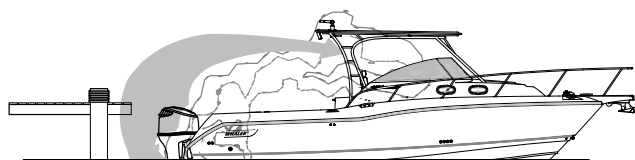
**NEVER allow anyone to swim behind the boat nor use the swim ladder when engine(s) are running.**



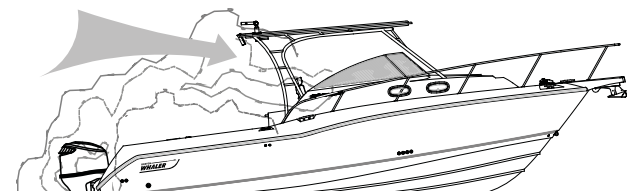
Examples of accumulation of Carbon Monoxide  
Fig. 1.5.1



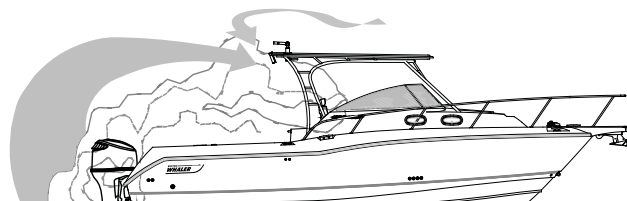
WINDS BLOWING EXHAUSTS TOWARD BOAT OCCUPANTS.



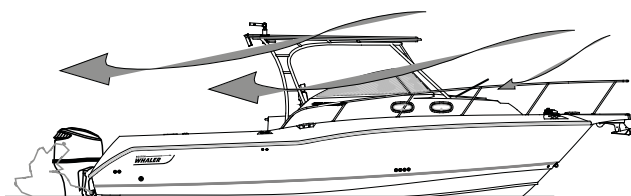
BLOCKING EXHAUSTS



OPERATING WITH "BOW HIGH"



OPERATING AT SLOW SPEED  
OR DEAD IN WATER



GOOD AIR FLOW

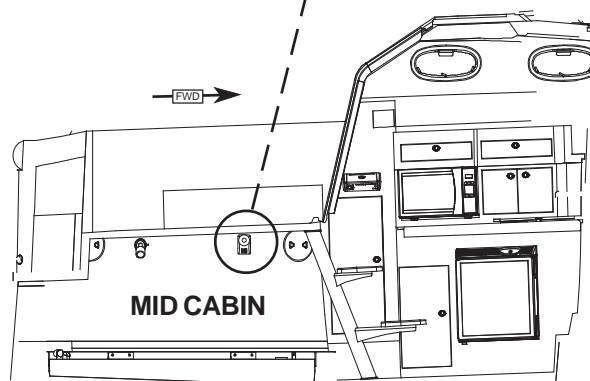
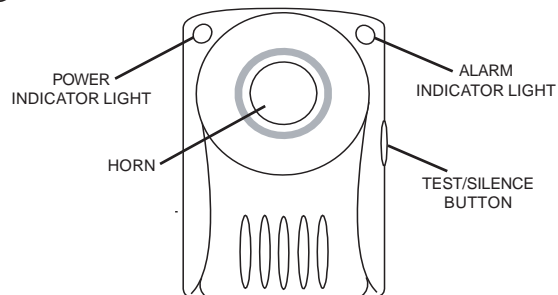
## Carbon Monoxide Detector

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

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

## Carbon Monoxide Detector

Fig. 1.5.2



**⚠ DANGER**

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

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



### Lifesaving Equipment

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

### PFD Requirement

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

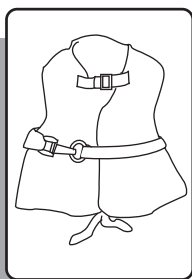
The law requires that PFD's must be readily accessible, if not worn. "Readily Accessible" means removed from storage bags and unbuckled.

### NOTICE

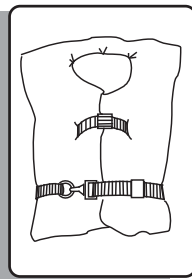
**Children and non-swimmers MUST wear PFDs at all times when aboard.**

### PFD Classifications

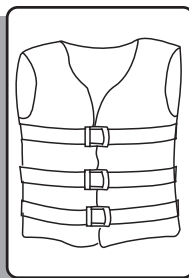
Listed below are the several different types of PFD's, each life jacket has different purposes, choose one that will suit your purpose.



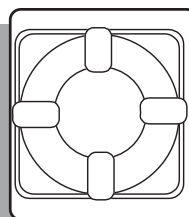
**Type I, Off-shore Life Jacket** is considered the most buoyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



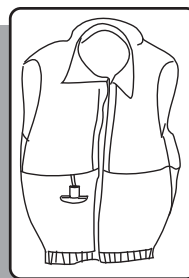
**Type II, Near-shore Life Vest**, "keyhole" vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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



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



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

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

### Boarding (Wear a PFD)

- Board only one person at a time.
- Step or climb into cockpit. Never jump into boat.
- 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.
- Children and non-swimmers must wear PFD's 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 accessible, that is, removed from storage bags and unbuckled. Throwable devices must be readily available, that is, right at hand.

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

### Maintain Control

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

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

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

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

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

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

### 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.



## 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.**



- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.
- Remember the "Rule of Thirds": one third total fuel usage for the trip out; one third total fuel usage while out; one third total fuel usage for the return trip.



### 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.

## Emergency Situations

### NOTICE

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

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

#### Medical Emergency

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

#### Water Rescue

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

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

#### *Returning to the victim:*

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



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

### ***Making contact:***

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

### ***Getting back aboard:***

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

### ***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 these harmful fumes.

## **DANGER**

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

### ***To lessen the danger of fire:***

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

### ***Flooding, Swamping and Capsizing***

In the event of Flooding, Swamping or Capsizing:

#### ***FLOODING***

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



## Section 1• Safety

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- 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 has not automatically turned ON, switch it ON immediately.
- The deck scuppers on your boat are designed to drain the deck of water.
- Keep the bilge pump 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 of 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 has not automatically turned ON, switch it 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 observing the waves as they form into breakers when passing over a sand bar.

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

### **Distress Signals**

#### ***VISUAL DISTRESS SIGNALS, (VDS)***

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

Other recognized visual distress signals include:

- Flames in a bucket
- Code flags November & Charlie displayed together.
- 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/telephone alarm
- Position indicating radio beacon (EPIRB)
- Morse Code S-O-S (3 short 3 long 3 short) sounded by any means.
- Fog horn sounded continuously.

### **Radio Communication**

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

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

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



### • URGENCY-

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

### • SAFETY-

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

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

### Weather

#### **DANGER**

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

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

Following are some weather related rules:

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



#### **WARNING**

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

#### **NOTICE**

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

#### Weather Warning Penants

Fig. 1.12.1



Red flag-  
winds to 33 knots  
(38 mph).

#### **Gale**



2 Red flags  
winds 34 - 47 knots  
(38 - 54 mph)

#### **Storm**



Square Red flag  
w/Black box  
winds 48 - 63 knots  
(55 - 73 mph)

#### **Hurricane**



Two (2) Square Red flags  
w/Black box  
winds 64+ knots  
(74+ mph)

- 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 storm's location relative to your location and the direction the storm is moving).

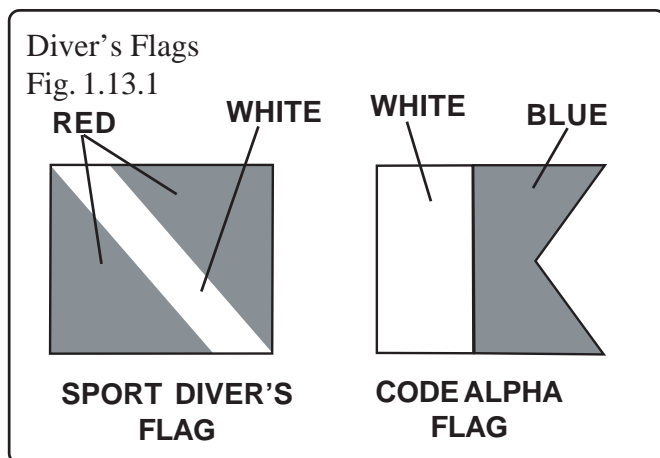
### Swimming, Diving & Water Skiing

#### Swimming

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

#### Diving

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



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

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

#### Water Skiing

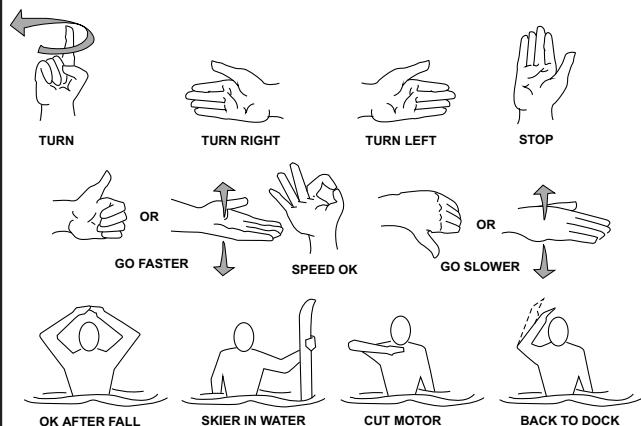
- Always have at least two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved Personal Flotation Devices (PFD's)
- Ski only in daylight when visibility is good.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



## Water Skiing Signals

### Skiing Signals

Fig. 1.14.1



**Turn** – Arm raised, circle with index finger extended.

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

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

**Stop** – Raise arm with palm vertical and facing forward.

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

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

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

**OK After a Fall** – Clasp hands together overhead.

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

**Cut Motor** – Draw finger across throat.

**Back to Dock** – Pat top of head.

## ! WARNING

### SWIMMING/DIVING HAZARD

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

### SKIING HAZARDS

- Skiers must use a safety approved Personal Flotation Device (PFD).
- Ski only during daylight and in good visibility.
- Avoid shallow water, other boats, navigational aids and other obstructions.
- Keep at least 100 ft. (30 meters) 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.



### Engine Emergency 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**

The 285 Conquest is equipped with an ignition shutdown safety switch. The switch is located on the console below the throttle/shift 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 where the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut down the engine. This switch is designed to shut the engine off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard. This would most likely occur as a result of poor operating practices.

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

Accidental loss of power can be hazardous, particularly

while docking or in heavy seas, strong current or high winds. Passengers and crew may lose balance and the boat may lose steering control.

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

### Float Plan

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

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

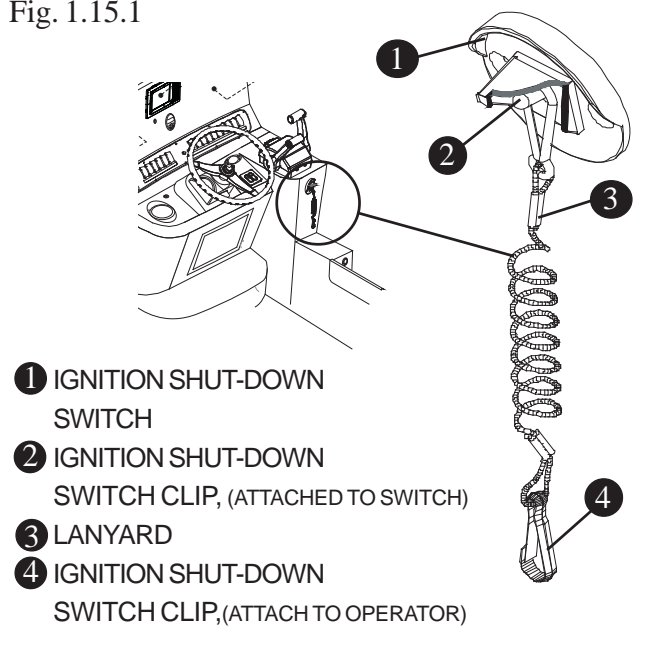
If there are any changes to the float plan they should be conveyed to the person holding the float plan. Once you return you should contact the person holding the float plan to let them know you are back.

### Chart Your Course

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

Engine Emergency Stop Switch

Fig. 1.15.1





### **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 the propeller(s) for damage
- If aground, consider the bottom grade before moving off, (damage to the hull and propeller(s) 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.

### **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.



### 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.
- 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.

#### **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.**

### America's Waterway Watch

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

### Warning Label Locations

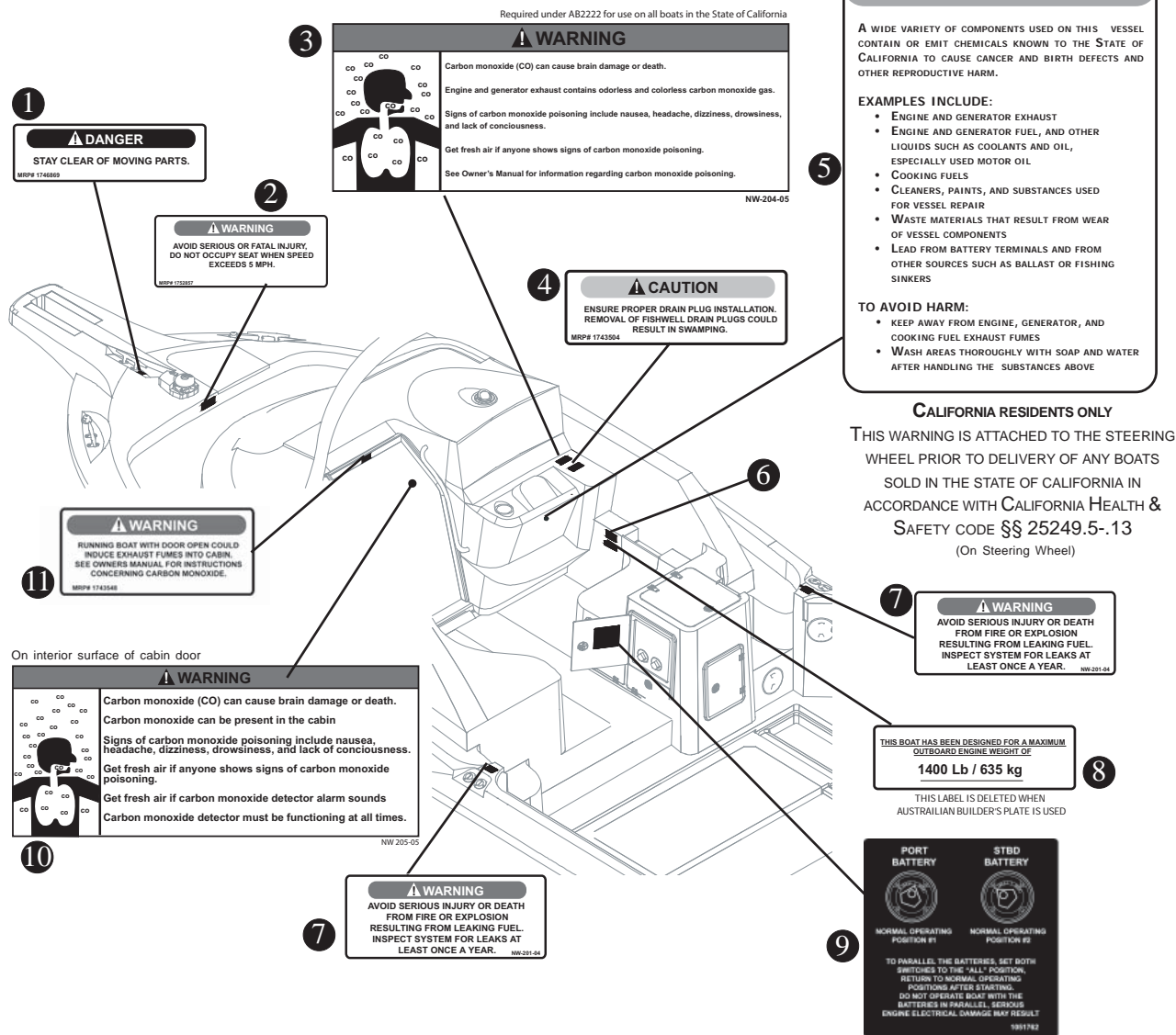
Mounted at key locations throughout the boat (See pages 18 & 19), warning labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. **DO NOT REMOVE OR OBSTRUCT ANY WARNING LABEL.** Replace any label which becomes illegible.



## Warning Label Locations

### Warning Label Locations

Fig. 1.18.1



### Replacement Part No.

1	STAY CLEAR OF MOVING PARTS .....	1746896
2	DO NOT OCCUPY SEAT ABOVE 5 MPH .....	1752857
3	WARNING CO HELM .....	1811368
4	FISHWELL DRAIN PLUG .....	1743504
5	PROPOSITION 65 HANG TAG .....	1795087
6	MANUFACTURER'S CERTIFICATION .....	SEE FIGURE 2.2.1
7	FUEL HAZARD WARNING .....	995704
8	MAXIMUM ENGINE WEIGHT 1400 LBS/635 KG .....	1774308
9	PARALLEL BATTERY DETAIL .....	1051762
10	WARNING CO CABIN .....	1812911
11	RUNNING BOAT WITH DOOR OPEN .....	1743548

### NOTICE

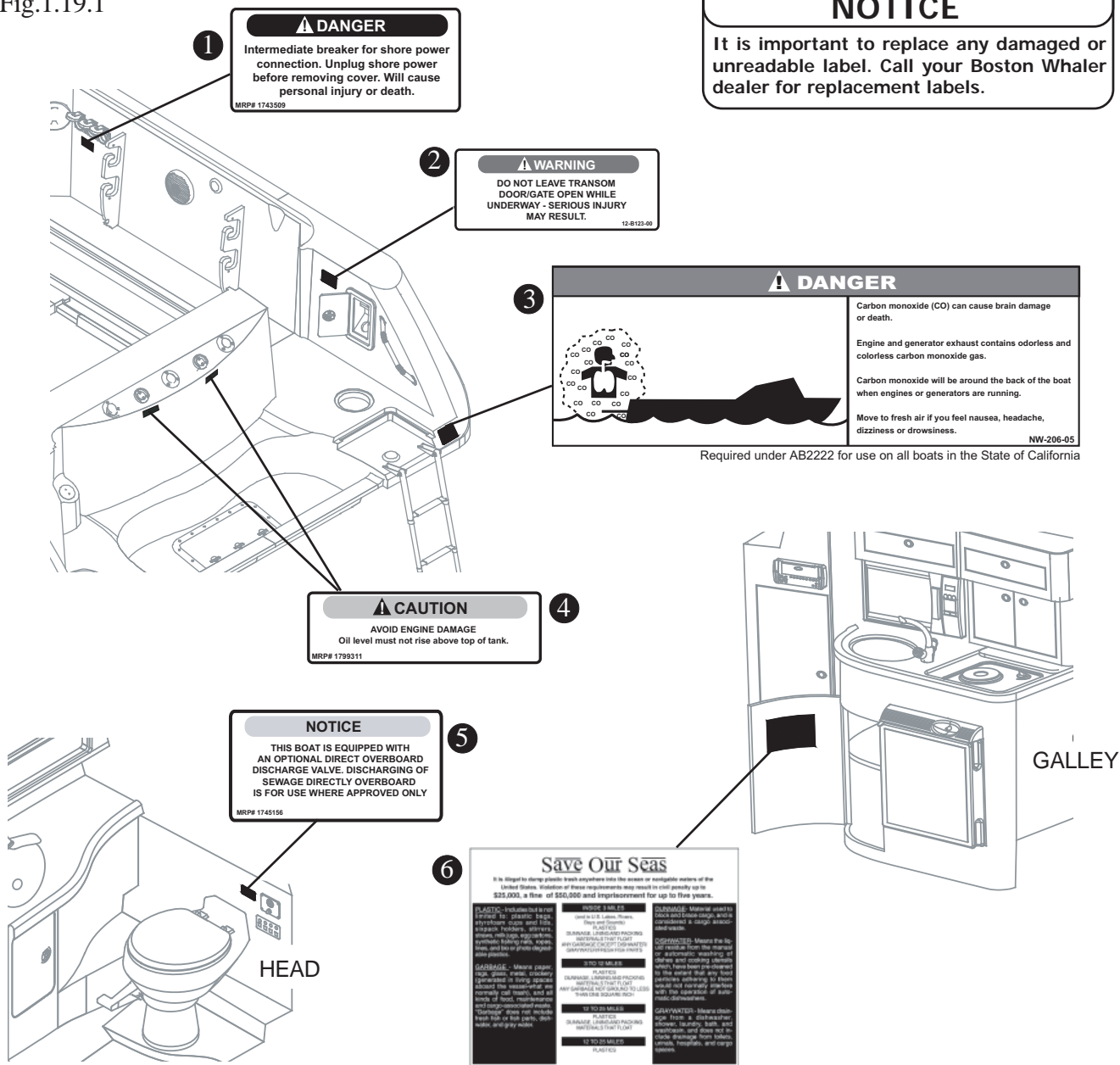
It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.



## Warning Label Locations

### Warning Label Locations

Fig.1.19.1



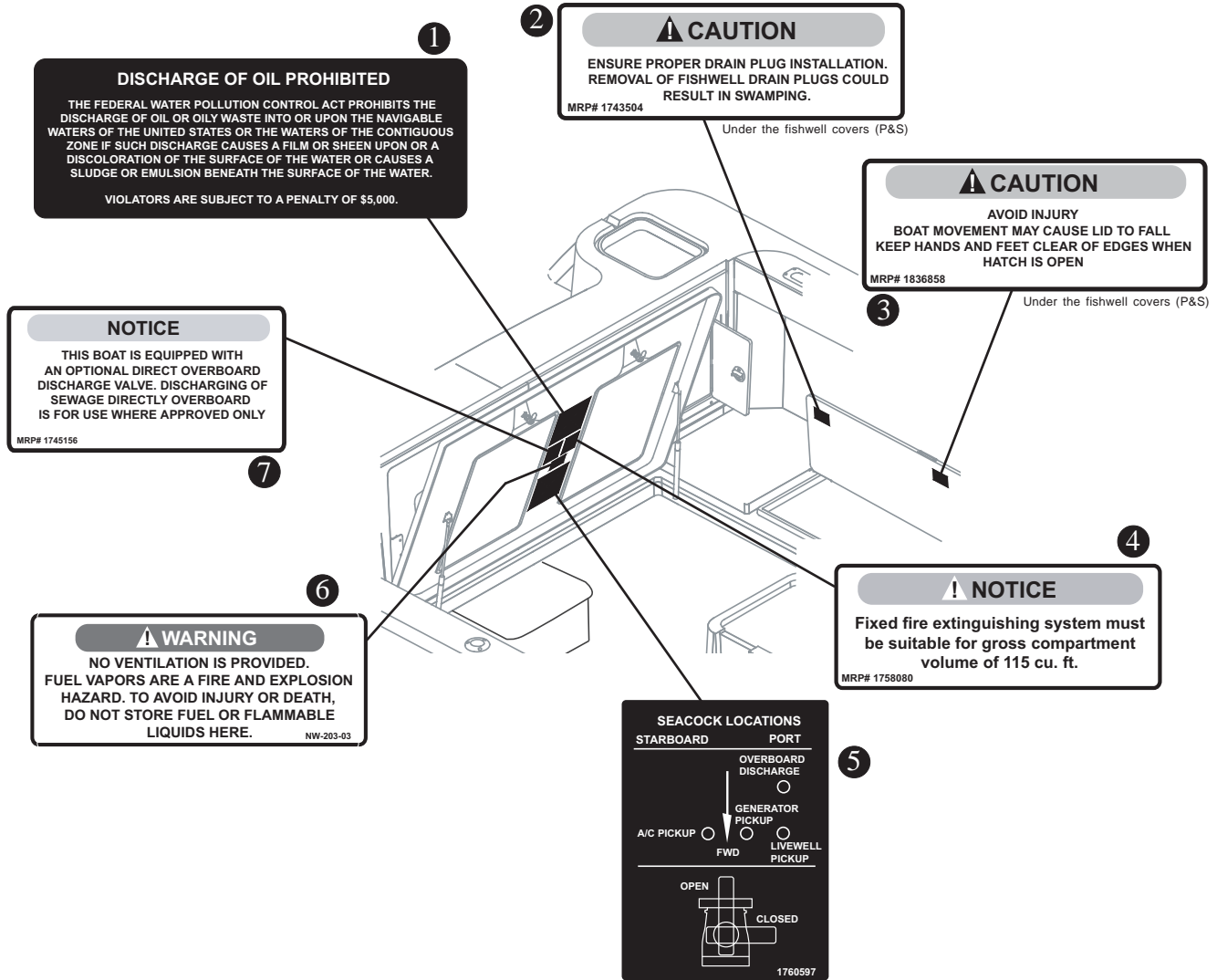
### Replacement Part No.

- |   |                                    |         |
|---|------------------------------------|---------|
| 1 | WARNING-INTERMEDIATE BREAKER ..... | 1743509 |
| 2 | WARNING-TRANSOM DOOR .....         | 1743571 |
| 3 | WARNING-CO TRANSOM .....           | 1811367 |
| 4 | CAUTION-OIL TANK LEVEL .....       | 1799311 |
| 5 | NOTICE-OVERBOARD DISCHARGE .....   | 1745156 |
| 6 | DISPOSAL OF GARBAGE .....          | 1744745 |



## Warning Label Locations

Warning Label Locations  
Fig.1.20.1



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

### Replacement Part No.

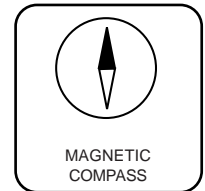
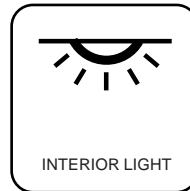
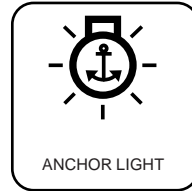
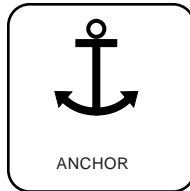
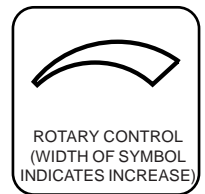
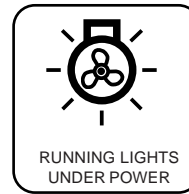
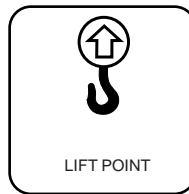
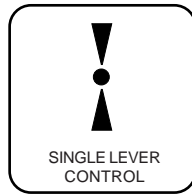
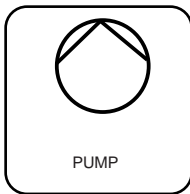
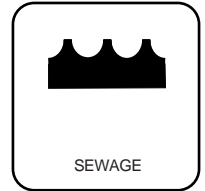
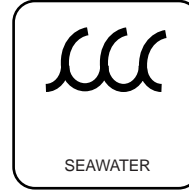
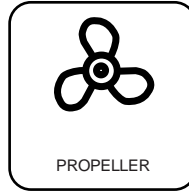
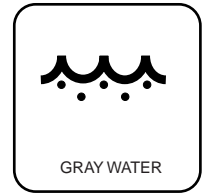
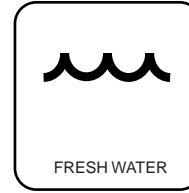
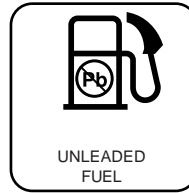
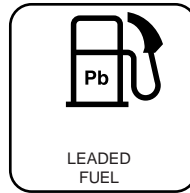
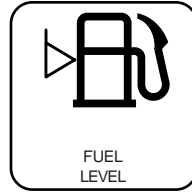
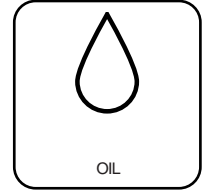
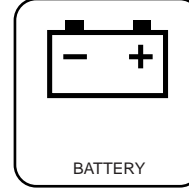
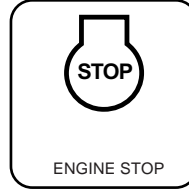
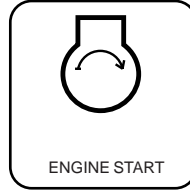
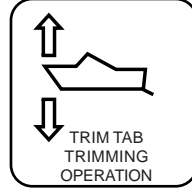
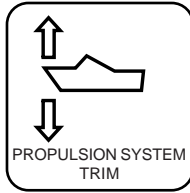
1	DISCHARGE OF OIL .....	1744737
2	CAUTION FISHWELL DRAIN PLUGS .....	1743504
3	CAUTION-INJURY TO HANDS AND FEET .....	1836858
4	NOTICE-BILGE VOLUME .....	1758080
5	SEACOCK LOCATIONS .....	1760597
6	WARNING-DO NOT STORE FUEL .....	1691003
7	NOTICE-OVERBOARD DISCHARGE .....	1745156



## Section 1 • Safety

### Key to Symbols on Controls & Prints

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





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## Section 2 • General Information

### Construction Standards

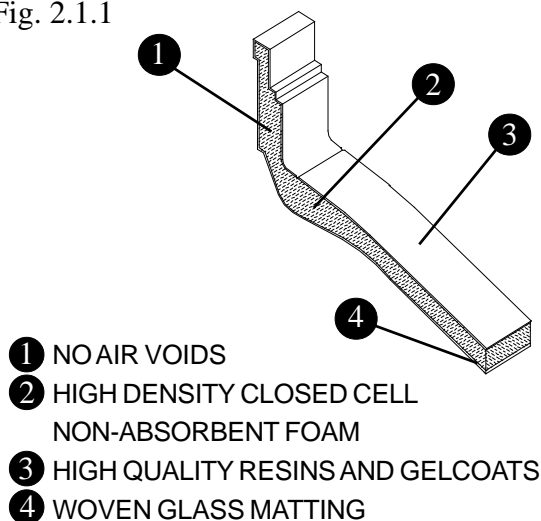
Boston Whaler® is dedicated to creating a superior product which will provide comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations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

### Our Hull

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

#### Hull Construction

Fig. 2.1.1



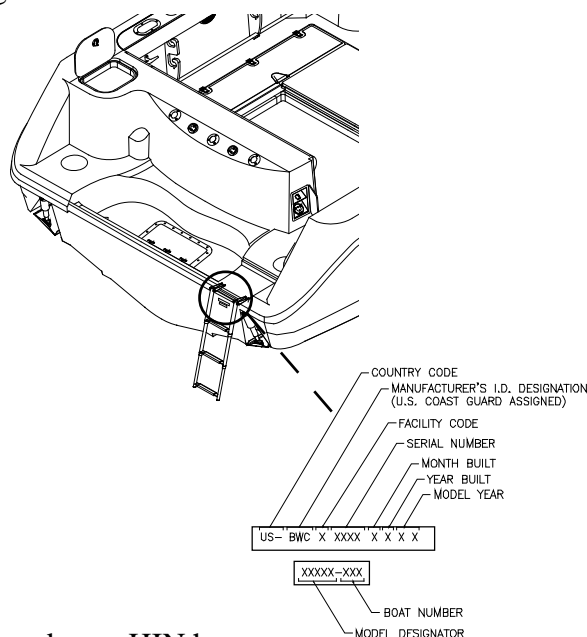
### Hull Identification Number

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

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

### Hull Identification Number (HIN)

Fig. 2.1.2



Record your HIN here:

### Servicing Your Boston Whaler

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

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

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

### Manufacturer's Certification

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



### ⚠ DANGER

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

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

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

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

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

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

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

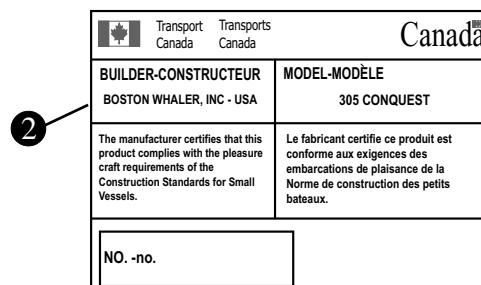
An **Australian Builder's plate** means that your Boston Whaler® has been certified to comply with safety standards set by the National Marine Safety Committee.

### Certification Plates

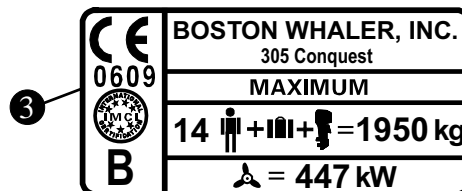
Fig. 2.2.1



Replacement Part No. 125062



Replacement Part No. 1755389



Replacement Part No. 1755392



Replacement Part No. 1850589

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



## Section 2 • General Information

### Certification Design Category

**A (Ocean):** Designed for extended voyages where conditions may exceed wind force 8 on the Beaufort scale (47 mph and above) and significant wave heights of 4 meters (13.12 feet) and above, and vessels largely self-sufficient.

**B (Offshore):** Designed for offshore voyages where conditions up to, and including, wind force 8 (39-46 mph) and significant wave heights up to, and including 4 meters (13.12 feet) may be experienced.

**C (Inshore):** Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 (25-31 mph) and significant wave heights up to, and including, 2 meters (6.56 feet) may be experienced.

**D (Sheltered waters):** Designed for voyages on small lakes, rivers and canals where conditions up to, and including, wind force 4 (13-18 mph) and significant wave heights up to, and including, 0.5 meters (1.64 feet) may be experienced.

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

### NOTICE

Your 305 Conquest is design category B

### WARNING

It is imperative that you follow the recommendations listed on your capacity plate regarding the maximum amount of weight the boat can safely carry.

### Power Capacity

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

The engine on the 305 Conquest has been tested and proven to be best suited for general use under normal conditions and load.

If you are re-powering your Boston Whaler®, you should pay particular attention to the maximum/minimum horsepower and maximum safe engine weight load your Boston Whaler® boat is rated for. There is a maximum engine weight label located starboard of the helm seat (See Figure 1.19.1).

### NOTICE

The 305 Conquest is designed for a **MAXIMUM** outboard engine weight of 1400 LBS (635 kg).

### WARNING

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

### NOTICE

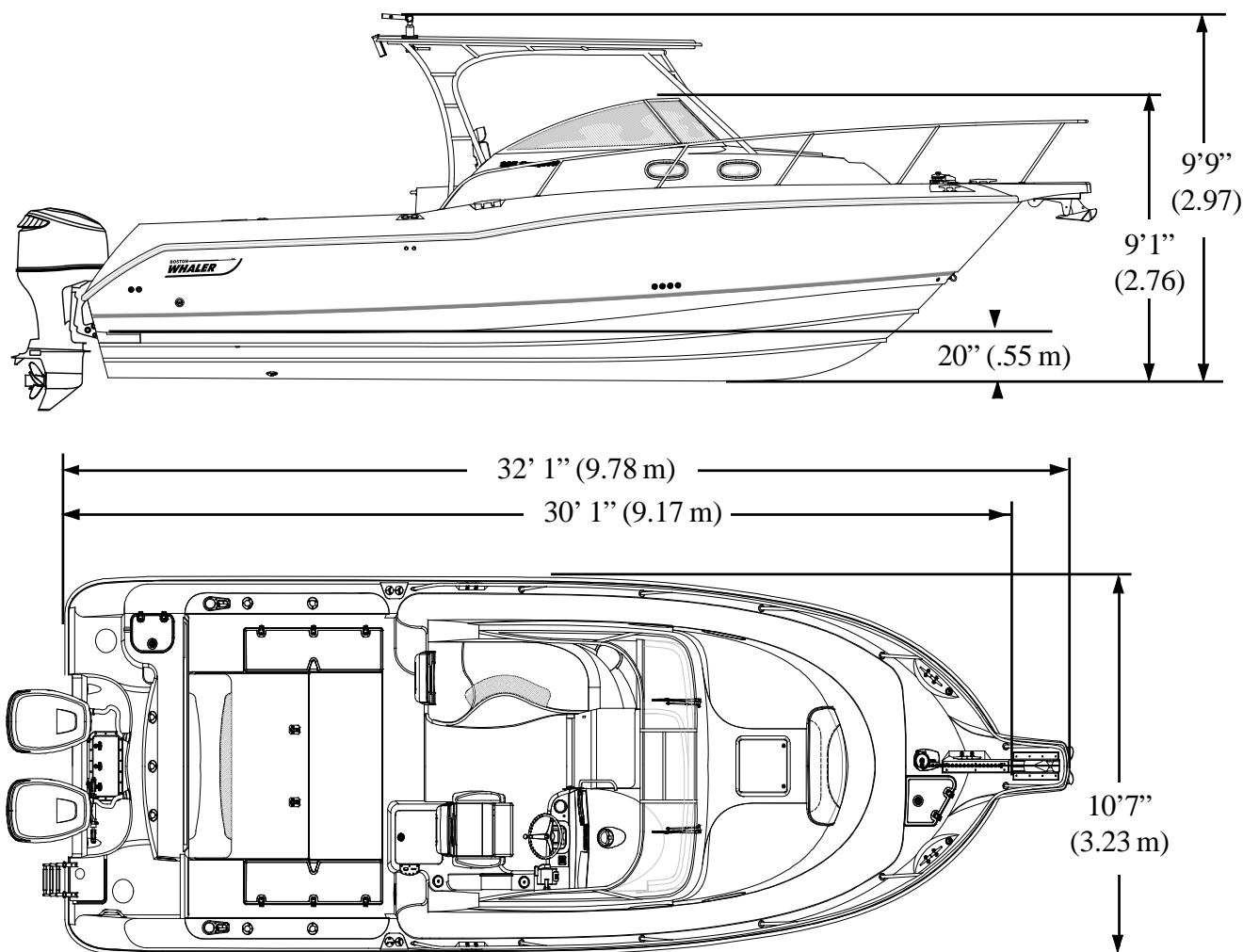
Always adjust the speed and direction of the craft to the varying sea conditions.



## Section 2 • General Information

### Dimensions & Clearances

Fig. 2.4.1



### Specifications & Dimensions

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

Overall Length	32' 1"	9.78 m	Persons	14	
Length of Hull (center line)	30' 1"	9.17 m	Maximum Horsepower	600 HP	447 kw
Bridge Clearance	9' 1"	2.76 m	Minimum Horsepower	400 HP	298 kw
Beam	10' 7"	3.23 m	Fuel Capacity	300 gal.	1135 L
Draft, (Hull only) <sup>1</sup>	20"	.55 m	Diesel Fuel capacity (Option)	15 gal.	56.8 L
Weight (dry, no engine)	8500 lbs.	3855 kg	Water Capacity	60 gal.	227 L
Swamped Capacity	2200 lbs	998 kg	Waste Capacity	10 gal.	37.8 L
Maximum Engine Weight	1400 lbs.	635 kg			
Maximum Weight, (passengers, engine(s), gear <sup>2</sup> )	4300 lbs	1950 kg			

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

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

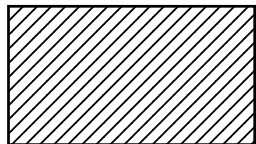


### Passenger Locations

#### Deck Occupancy

Fig. 2.5.1

##### Working deck



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

##### Accommodation deck



This area of the boat is inside the cockpit & cabin and includes helm seating. Movement in this area should be done with extreme caution while the boat is underway.

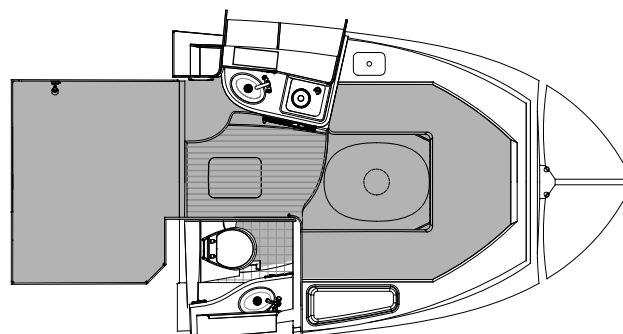
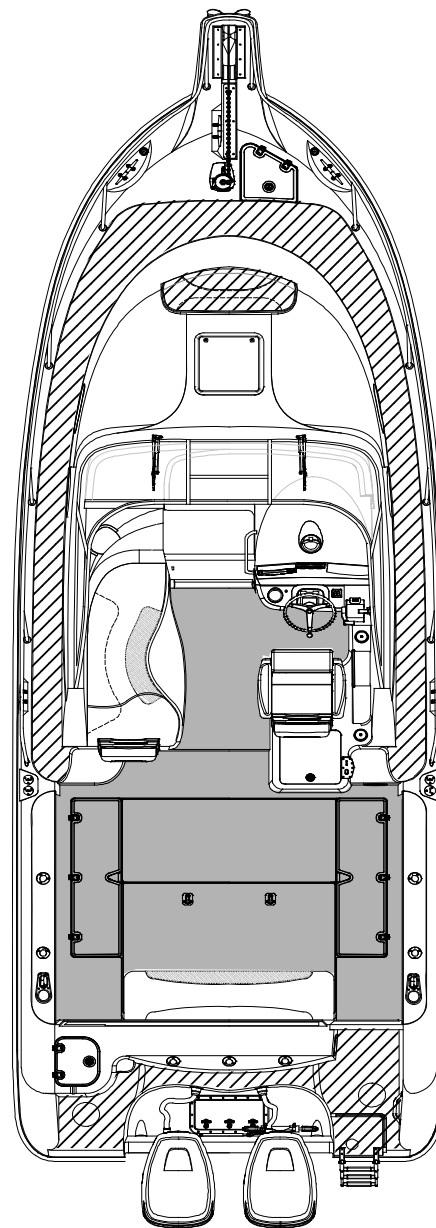
A sudden shift in boat direction can cause a loss of balance and lead to injury or death.

#### ⚠ DANGER

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

#### ⚠ WARNING

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

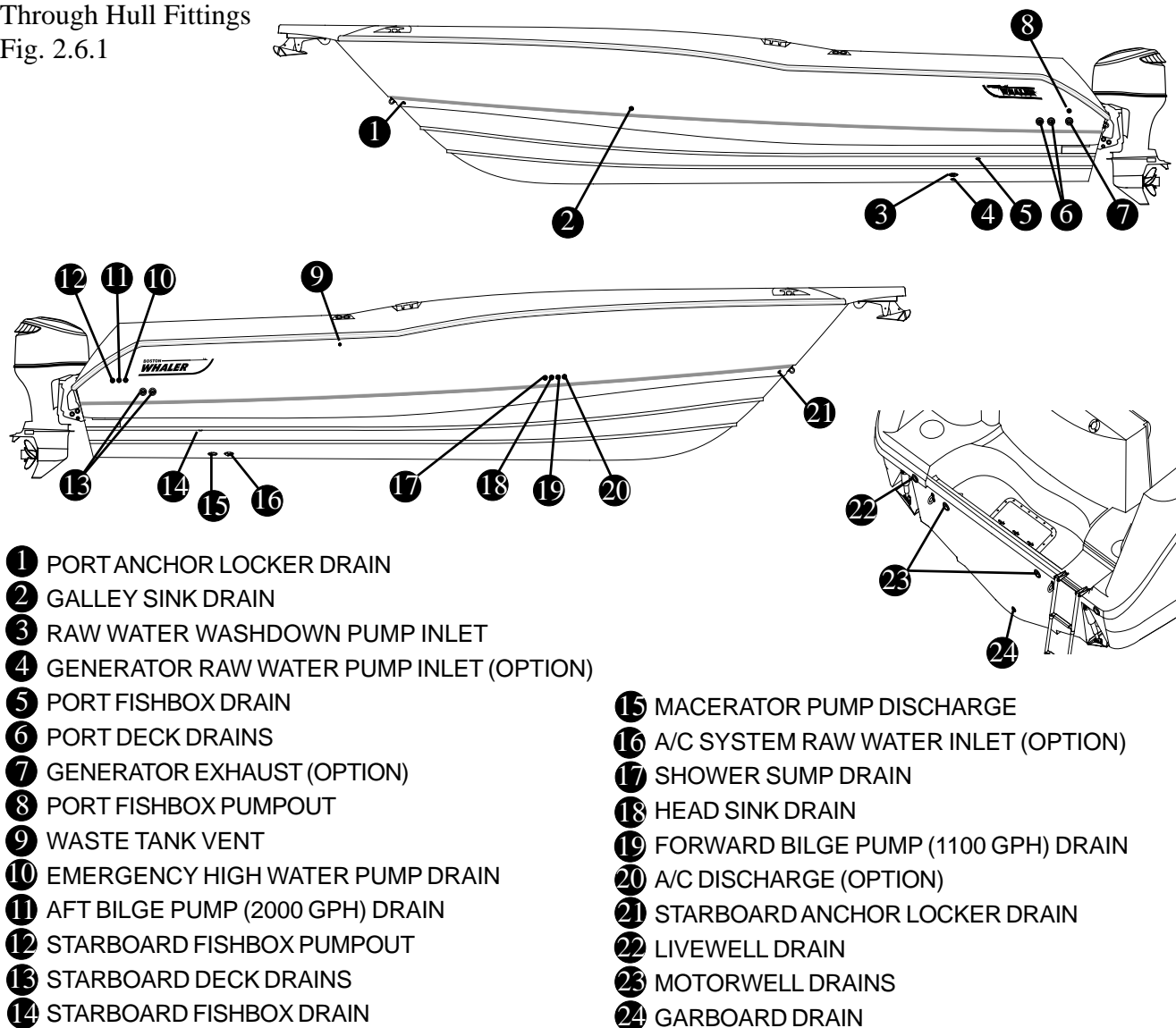




### Location of Thru-Hull Fittings

Through Hull Fittings

Fig. 2.6.1



## NOTICE

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

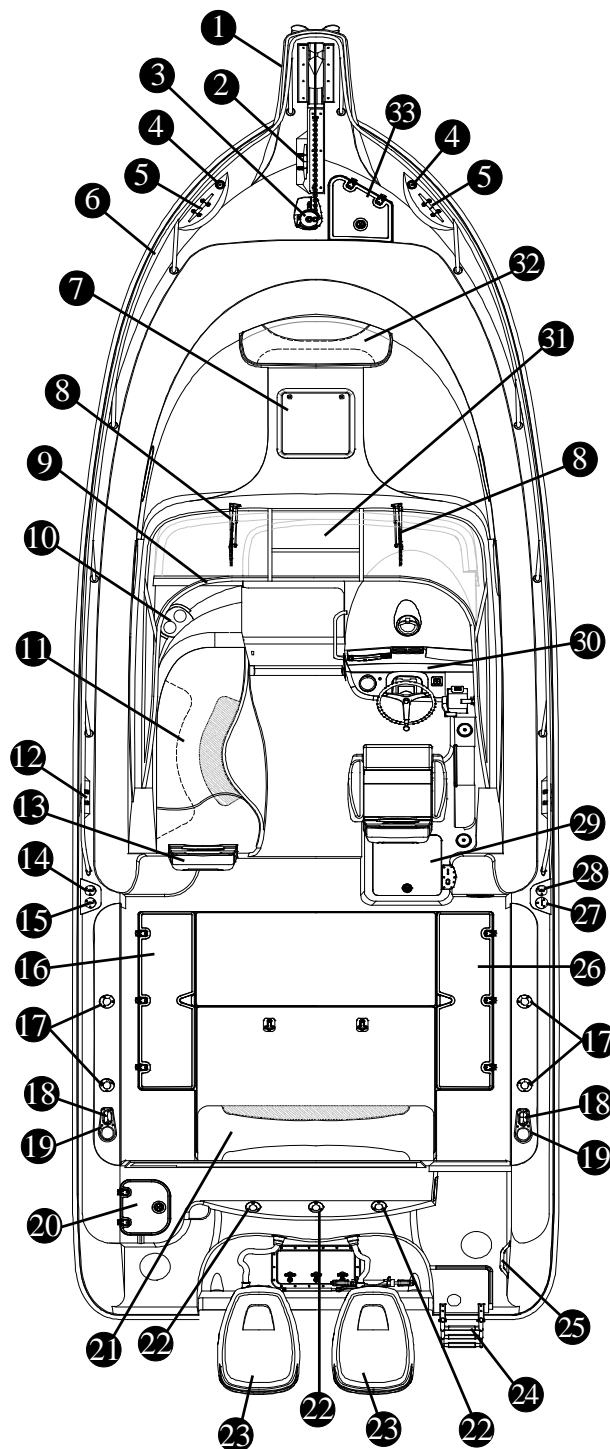


### Features

#### Deck features

Fig. 2.7.1

- 1 ANCHOR PULPIT W/ANCHOR ROLLER
- 2 ANCHOR PULPIT CLEAT
- 3 LOW PROFILE WINDLASS (OPTION)
- 4 NAVIGATION LIGHT (P&S)
- 5 BOW CLEAT (P&S)
- 6 STAINLESS STEEL BOW RAIL
- 7 HATCH W/SCREEN
- 8 WINDSHIELD WIPERS (P&S)
- 9 WINDSHIELD W/ALUMINUM FRAME
- 10 COMPANION SEAT CUPHOLDERS (2)
- 11 COMPANION LOUNGE SEAT W/SWIVEL BACK
- 12 SPRINGLINE CLEATS (P&S)
- 13 CAMPANION SWIVEL BACK LOUNGE SEAT
- 14 PORT FUEL TANK DECK FILL PLATE
- 15 WASTE PUMPOUT DECK FITTING
- 16 PORT INSULATED FISHBOX
- 17 GUNNEL MOUNTED CUPHOLDERS (2 P&S)
- 18 STERN CLEAT (UNDER GUNNEL)
- 19 HAWSEPIPE W/CUPHLODER (P&S)
- 20 24 GAL (90.8 L) LIVEWELL
- 21 FOLDAWAY STERN BENCH SEAT
- 22 TRANSOM MOUNTED RODHOLDERS (3)
- 23 DUAL 225 CXL DTS VERADO® 4-STROKE ENGINES W/POWER ASSIST STEERING\*
- 24 TELESCOPING SWIM LADDER W/COVER
- 25 GRAB RAIL
- 26 STARBOARD INSULATED FISHBOX
- 27 AUXILIARY FUEL TANK DECK FILL PLATE
- 28 STARBOARD FUEL TANK DECK FILL PLATE
- 29 BAIT PREP STATION
- 30 CONTROL CONSOLE (SEE FIGURE 2.9.1)
- 31 ELECTRIC WINDSHIELD VENT
- 32 BOW SEAT CUSHION
- 33 ANCHOR LOCKER W/DRAIN



\* Optional Engine availability:

Dual 250 CXL DTS Mercury Verado® 4-strokes with power assisted steering

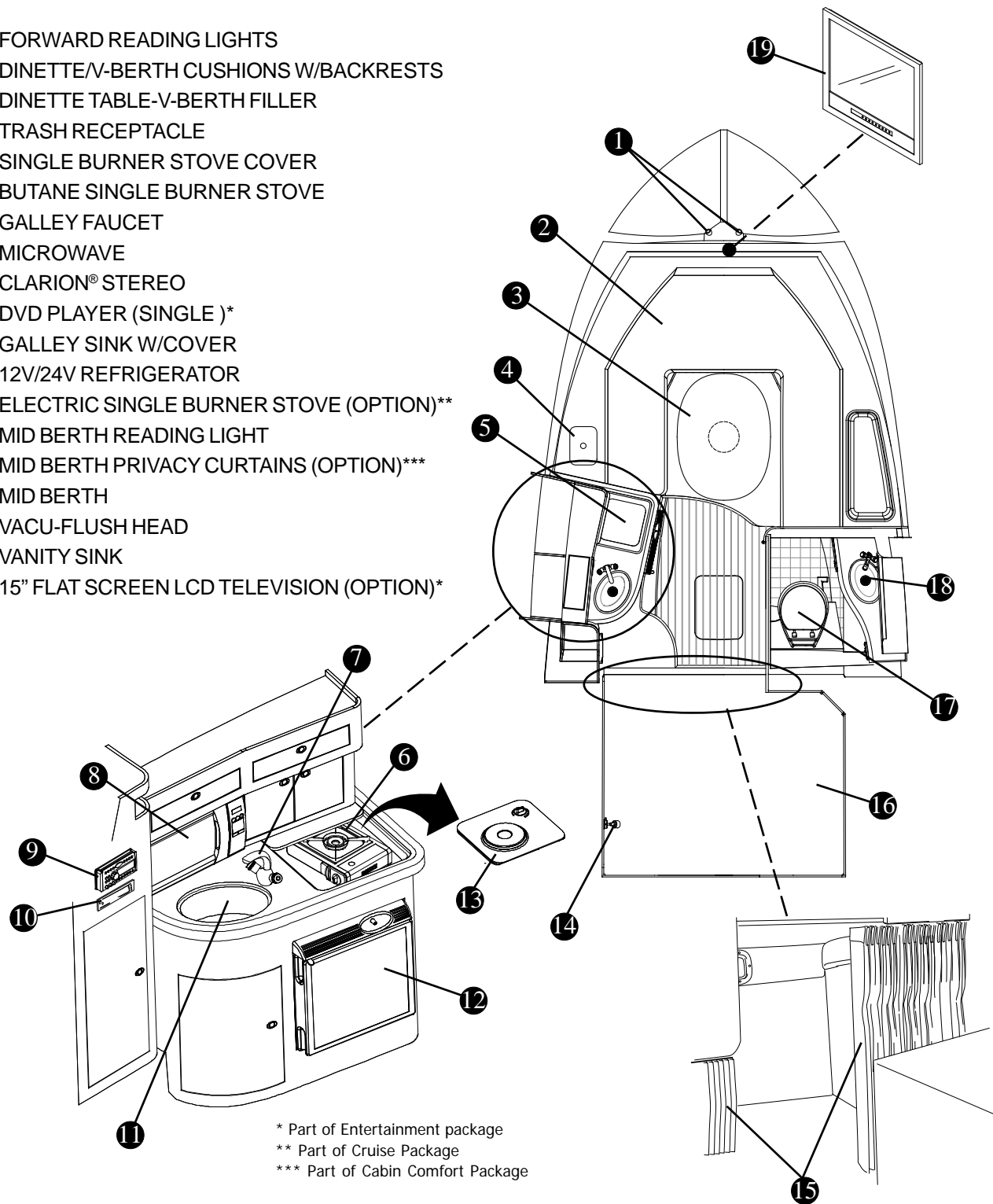


## Section 2 • General Information

### Cabin Features

Fig. 2.8.1

- 1 FORWARD READING LIGHTS
- 2 DINETTE/V-BERTH CUSHIONS W/BACKRESTS
- 3 DINETTE TABLE-V-BERTH FILLER
- 4 TRASH RECEPTACLE
- 5 SINGLE BURNER STOVE COVER
- 6 BUTANE SINGLE BURNER STOVE
- 7 GALLEY FAUCET
- 8 MICROWAVE
- 9 CLARION® STEREO
- 10 DVD PLAYER (SINGLE )\*
- 11 GALLEY SINK W/COVER
- 12 12V/24V REFRIGERATOR
- 13 ELECTRIC SINGLE BURNER STOVE (OPTION)\*\*
- 14 MID BERTH READING LIGHT
- 15 MID BERTH PRIVACY CURTAINS (OPTION)\*\*\*
- 16 MID BERTH
- 17 VACU-FLUSH HEAD
- 18 VANITY SINK
- 19 15" FLAT SCREEN LCD TELEVISION (OPTION)\*



\* Part of Entertainment package

\*\* Part of Cruise Package

\*\*\* Part of Cabin Comfort Package

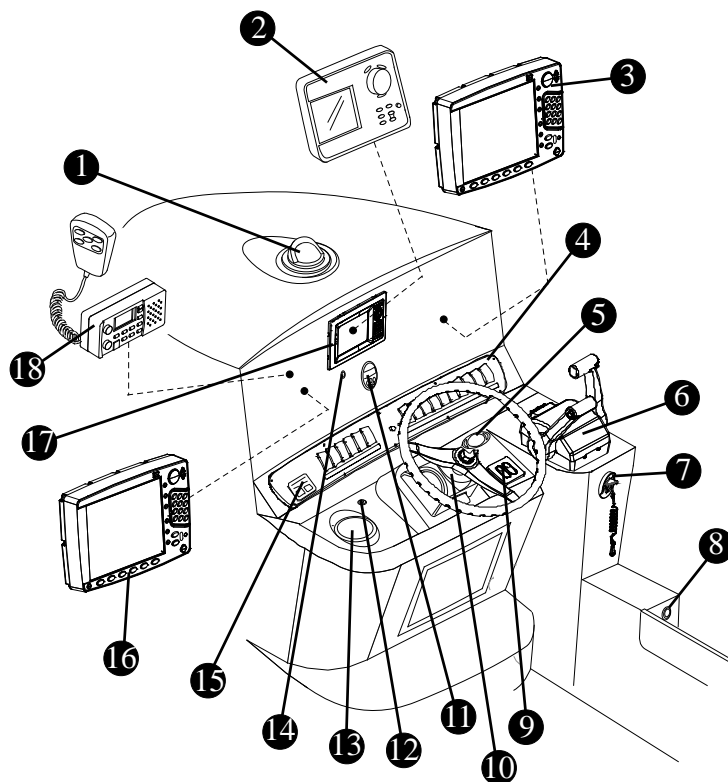


## Section 2 • General Information

### Control Station Features

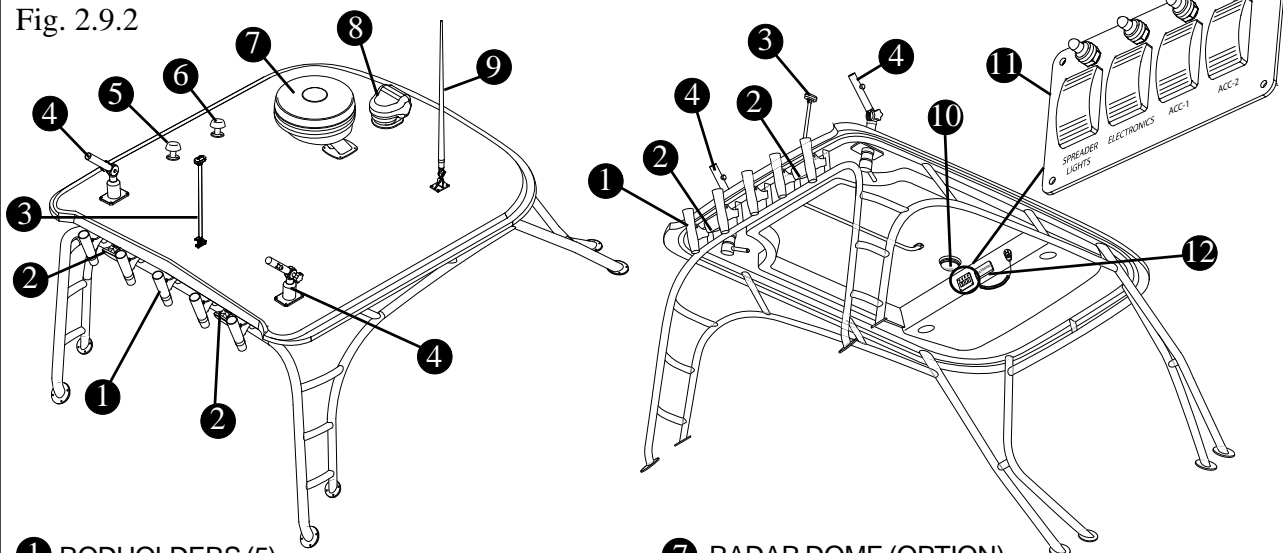
Fig. 2.9.1

- 1 MAGNETIC COMPASS
- 2 NORTHSTAR 3300 AUTO PILOT (OPTION)
- 3 NORTHSTAR 6100i (OPTION)
- 4 SWITCH PANEL
- 5 SPOTLIGHT CONTROL PAD (OPTION)
- 6 THROTTLE/GEAR CONTROL
- 7 EMERGENCY SHUT OFF SWITCH
- 8 12V ACCESSORY PLUG
- 9 TRIM TAB CONTROL PAD
- 10 HYDRAULIC STEERING
- 11 STEREO REMOTE
- 12 MP3 PLAYER RECEPTACLE
- 13 CUPHOLDER
- 14 AMBIENT AIR TEMPERATURE SENSOR
- 15 ENGINE START/STOP SWITCH
- 16 NORTHSTAR 6100i (DUAL OPTION)
- 17 SMARTCRAFT™ VESSELVIEW
- 18 NORTHSTAR 721 VHF RADIO



### Hardtop Features

Fig. 2.9.2



- 1 RODHOLDERS (5)
- 2 SPREADER LIGHTS (2)
- 3 ALL-ROUND (ANCHOR) LIGHT
- 4 RADIAL OUTRIGGER (OPTION)
- 5 SIRIUS® SATELLITE RADIO ANTENNA (OPTION)
- 6 GPS ANTENNA (OPTION)

- 7 RADAR DOME (OPTION)
- 8 SPOTLIGHT WITH REMOTE (OPTION)
- 9 VHS ANTENNA (OPTION)
- 10 DOME LIGHT
- 11 HARDTOP SWITCH PANEL
- 12 NORTHSTAR 721 VHF RADIO\*

\*VHS radio located here when dual Northstar 6100i display is installed on console.

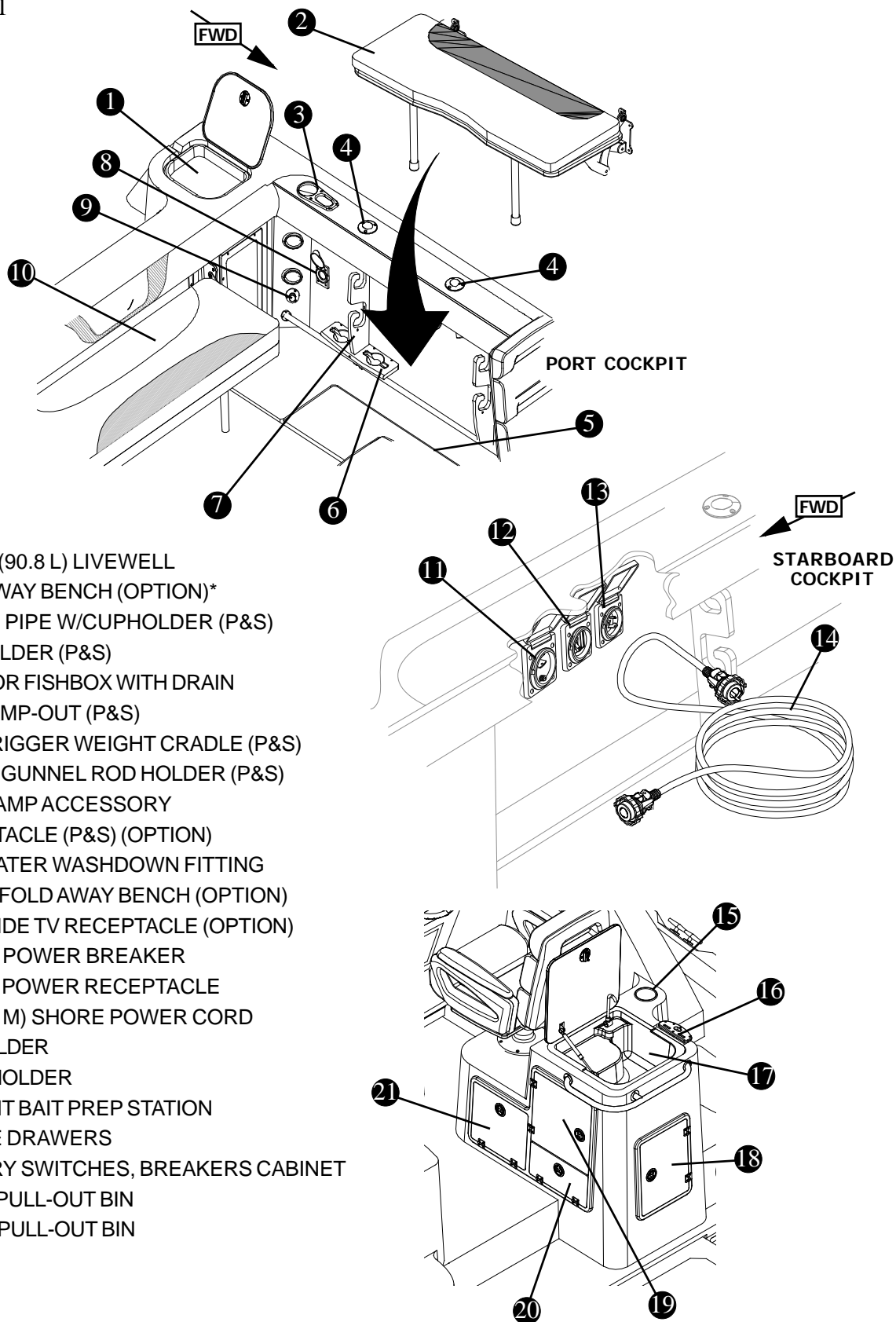
\*\* See page 3-33 for more information.



## Section 2 • General Information

### Cockpit/Transom Features

Fig. 2.10.1



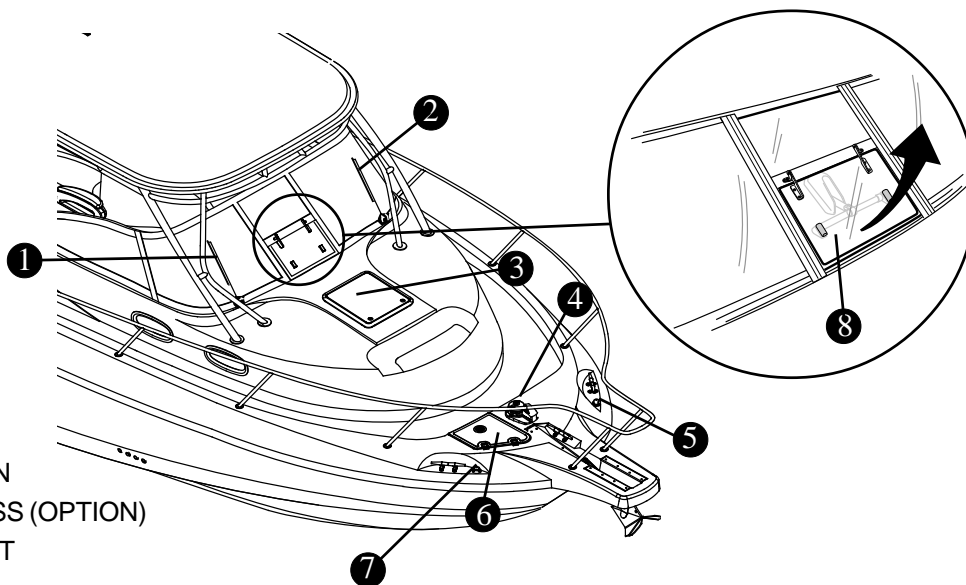


## Section 2 • General Information

### Bow Features

Fig. 2.11.1

- ① STARBOARD WIPER
- ② PORT WIPER
- ③ BOW HATCH W/SCREEN
- ④ LOW PROFILE WINDLASS (OPTION)
- ⑤ PORT NAVIGATION LIGHT
- ⑥ ANCHOR LOCKER
- ⑦ STARBOARD NAVIGATION LIGHT
- ⑧ ELECTRIC WINDSHIELD VENT

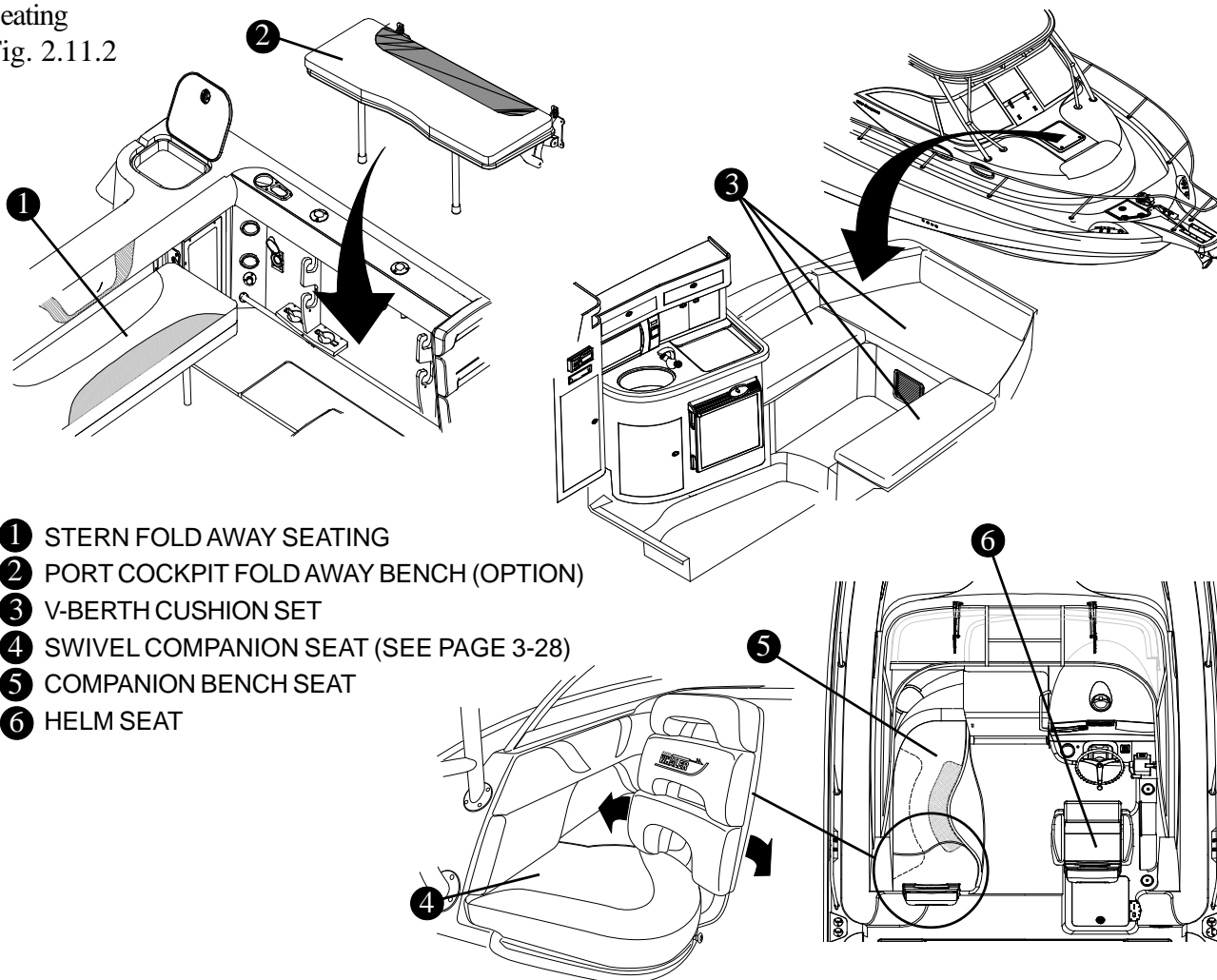


### Seating

#### Seating

Fig. 2.11.2

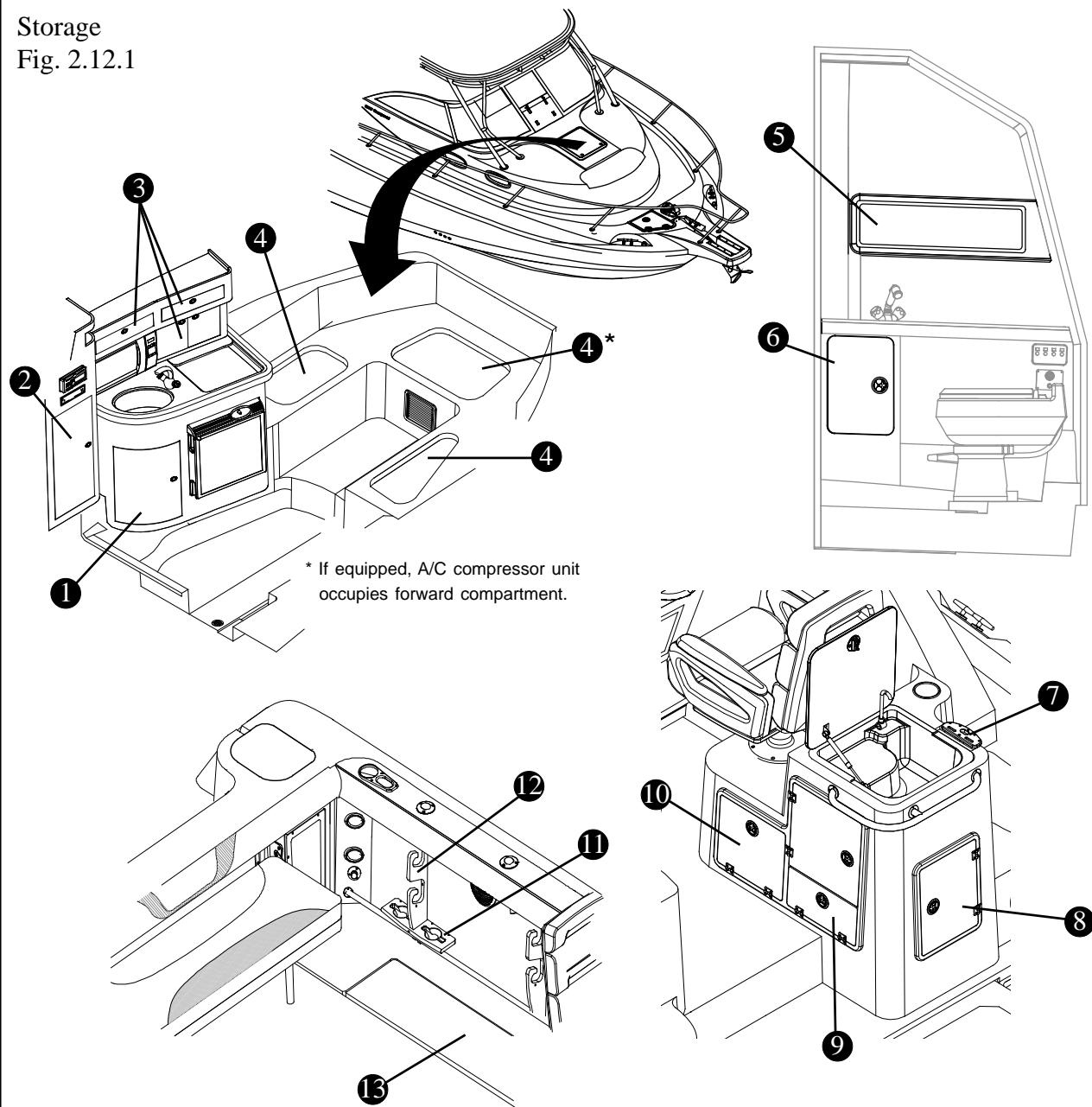
- ① STERN FOLD AWAY SEATING
- ② PORT COCKPIT FOLD AWAY BENCH (OPTION)
- ③ V-BERTH CUSHION SET
- ④ SWIVEL COMPANION SEAT (SEE PAGE 3-28)
- ⑤ COMPANION BENCH SEAT
- ⑥ HELM SEAT





### Storage

Storage  
Fig. 2.12.1



- ① LOWER GALLEY STORAGE
- ② CEDAR LINED HANGING LOCKER
- ③ GALLEY STORAGE
- ④ V-BERTH UNDER CUSHION STORAGE
- ⑤ HEAD COMPARTMENT UPPER CABINET
- ⑥ HEAD COMPARTMENT VANITY STORAGE
- ⑦ KNIFE/TOOL HOLDER

- ⑧ TACKLE DRAWERS
- ⑨ SMALL PULL-OUT BIN
- ⑩ LARGE PULL-OUT BIN
- ⑪ DOWNRIGGER WEIGHT RACK (P&S)
- ⑫ UNDER GUNWALE ROD RACKS (P&S)
- ⑬ FISHBOX (P&S)

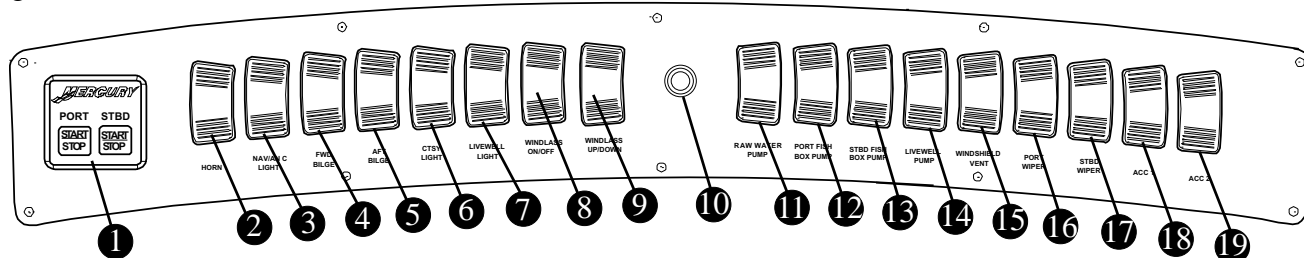


## Section 2 • General Information

### Control Station Switch Panel

Switch Panel

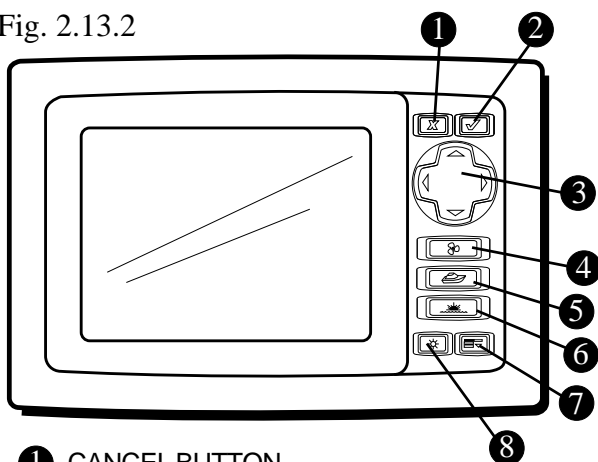
Fig. 2.13.1



- |                                   |                           |
|-----------------------------------|---------------------------|
| 1 ENGINE START/STOP SWITCH        | 11 RAW WATER PUMP         |
| 2 HORN                            | 12 PORT FISHBOX PUMP      |
| 3 NAVIGATION/ANCHOR LIGHTS        | 13 STARBOARD FISHBOX PUMP |
| 4 FWD BILGE PUMP                  | 14 LIVEWELL PUMP          |
| 5 AFT BILGE PUMP                  | 15 WINDSHIELD VENT        |
| 6 COURTESY LIGHT                  | 16 PORT WIPER             |
| 7 LIVEWELL LIGHT                  | 17 STARBOARD WIPER        |
| 8 WINDLASS ON/OFF                 | 18 ACCESSORY 1            |
| 9 WINDLASS UP/DOWN                | 19 ACCESSORY 2            |
| 10 AMBIENT AIR TEMPERATURE SENSOR |                           |

SmartCraft® VesselView

Fig. 2.13.2



- |                                 |
|---------------------------------|
| 1 CANCEL BUTTON                 |
| 2 ENTER BUTTON                  |
| 3 TRACKPAD                      |
| 4 PROPULSION DATA BUTTON        |
| 5 VESSEL DATA BUTTON            |
| 6 ENVIRONMENT/NAVIGATION BUTTON |
| 7 BRIGHTNESS/ALARM BUTTON       |
| 8 MENU                          |

### SmartCraft™ VesselView

Your boat is equipped with the SmartCraft™ VesselView feature. 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.

If integrated with the optional Northstar 6100i navigation system (See next page), the SmartCraft® VesselView will display up to the minute course, speed, and fuel-to-destination 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.



### Electronics/Navigation (Option)

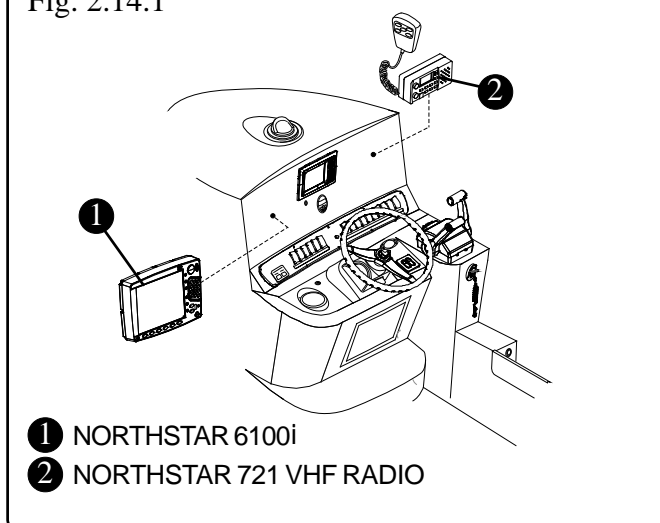
If equipped with the electronics/navigation option, the electronic equipment on the 305 Conquest includes:

- Northstar 6100i (GPS/chart plotter/fish finder)
- 600 watt transducer
- Northstar VHF 721 radio

The optional 6100i which provides a full-featured color GPS/vector charting system is interfaced with the standard SmartCraft® VesselView with the addition of the SmartCraft® gateway for fully integrated navigation and critical vessel operational information on a single display. Major functions can be accessed with a single keystroke.

Electronics/Navigation Package

Fig. 2.14.1



### Deluxe Electronics/Navigation (Option)

If equipped, the deluxe electronics package includes:

- Northstar 6100i (GPS/chart plotter/fish finder)
- 600 watt transducer
- Northstar VHF 721 radio
- Northstar Radome 4KW radar

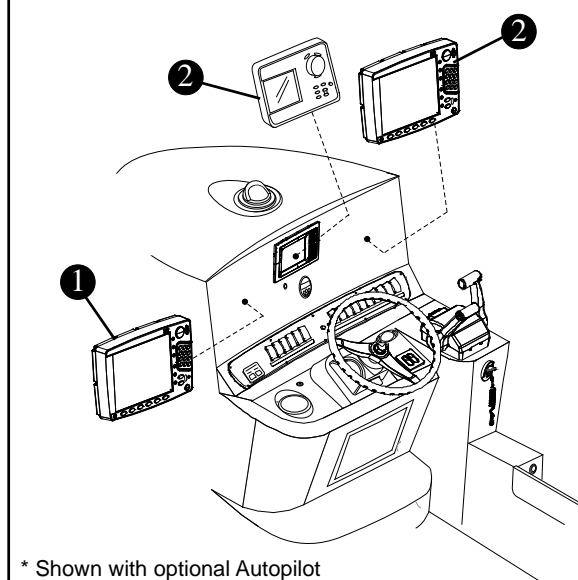
### Dual Northstar Navigators (Option)

The dual Northstar 6100i gives the operator the ability to share data between the two Navigator units and/or display charts and critical vessel information on one screen while displaying radar output on the other, thus enhancing data readability and interpretation. Sharing of data is fully automatic and no special operation is required.

The SmartCraft® system and GPS antenna are interfaced to only one of the 6100i Navigators in the network. This is the “master” unit. The dual Navigator is the “slave” unit. The “master” unit must be turned ON in order to transmit data to the “slave” unit. In such a case as the “master” unit is unavailable, the “slave” can be easily converted to a “master”.

Dual Northstar 6100i (Option) \*

Fig. 2.14.2



\* Shown with optional Autopilot

- 1 NORTHSTAR 6100i  
2 NORTHSTAR NS3300 AUTOPILOT  
3 DUAL DISPLAY NORTHSTAR 6100i

**NOTE:** VHS radio is installed in hardtop above helm when this option is chosen.

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



### Digital Throttle/Shift (DTS®)

#### 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 boating safer and more enjoyable.

The 305 Conquest is equipped with a state of the art “drive-by-wire” gear shift and throttle control system. The Digital Throttle/Shift (DTS®) is the latest technology in recreational boating. Located on the console, starboard of the helm (See figure 2.9.1). The gear shift/throttle control unit controls both the shifting mechanism and throttle.

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. Neutral is the most central position of the control unit and acts as an idle (you will hear and feel a click when neutral is engaged). While in this position, the propeller is not rotating.

There is a “THROTTLE ONLY” button on the throttle control that when depressed will disengage the shifting mechanism and will allow you to operate the throttle without engaging the propeller. The button will automatically engage the shifting mechanism once the throttle control has been moved back to its center position.

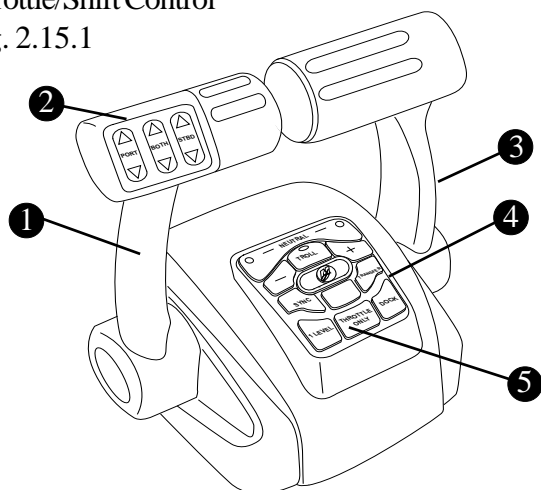
REFER TO THE ENGINE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

### Power Trim Operation

The power trim & tilt system located on the shift control lever (See figure 2.16.1).allows you to raise and lower the engine for optimum performance in the water and for trailering, launching and beaching. The switch is a momentary switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle.

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

Throttle/Shift Control  
Fig. 2.15.1



- ① SHIFT CONTROL LEVER
- ② POWER TRIM SWITCH PAD
- ③ THROTTLE CONTROL LEVER
- ④ CONTROL FUNCTION PAD
- ⑤ THROTTLE ONLY BUTTON

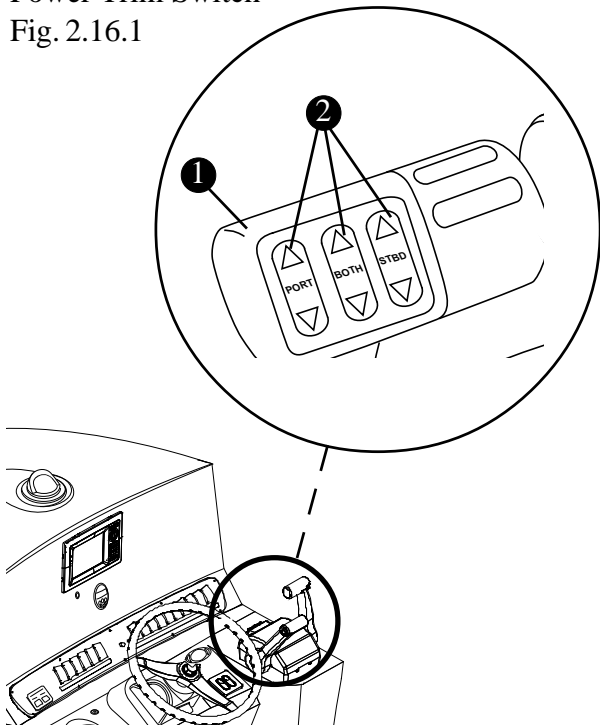
#### NOTICE

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



### Power Trim Switch

Fig. 2.16.1



- ① SHIFT CONTROL LEVER
- ② POWER TRIM SWITCHES

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



## Section 2 • General Information

### Navigation Lighting

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

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

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

### NOTICE

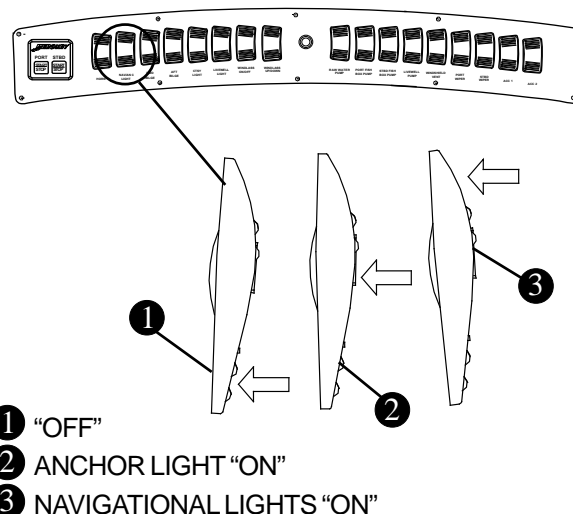
The improper sequence of navigation lighting may be as dangerous as no lighting at all.

### Operating the Navigation Lighting

A three-position switch, located on the console switch panel marked “NAV/ANC” (See below) controls the navigation and anchor lighting.

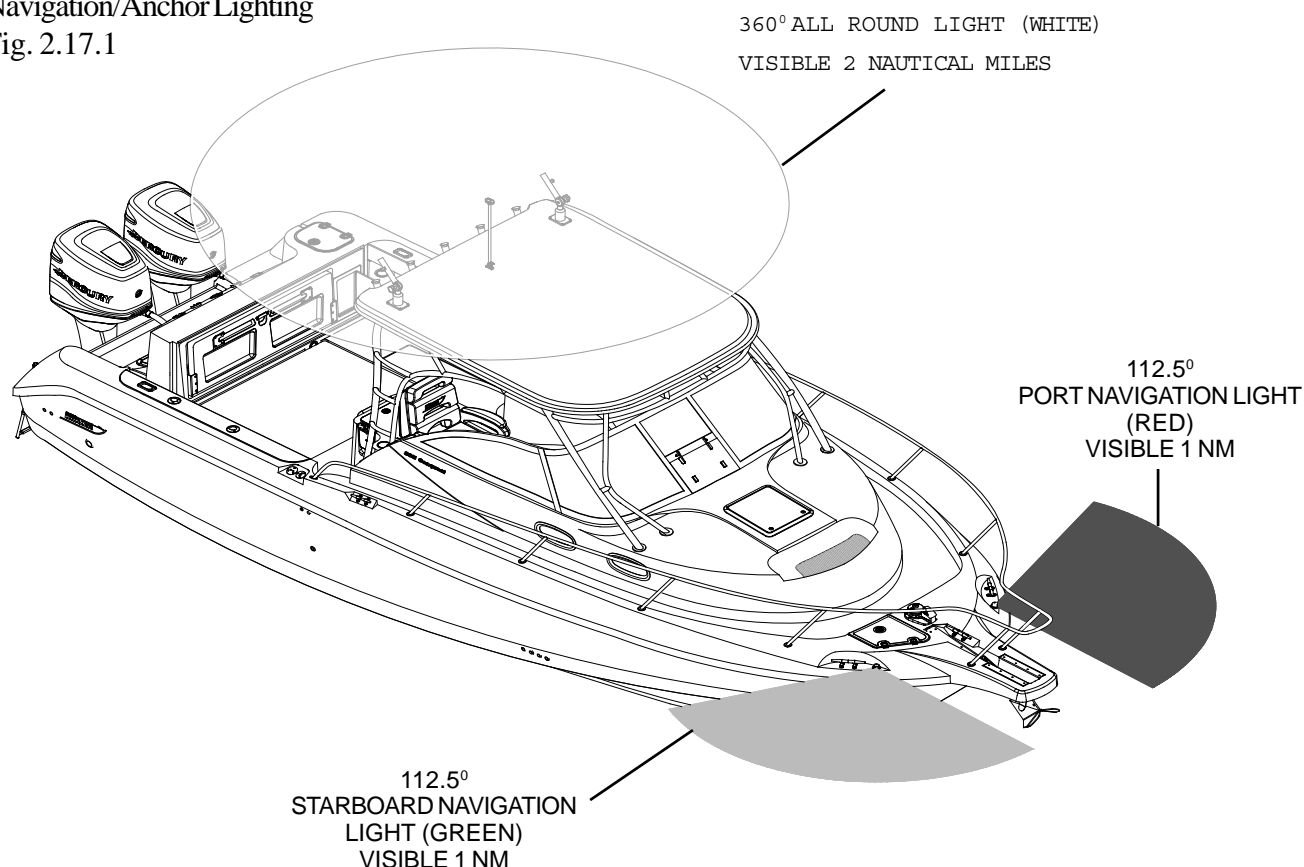
NAV/ANC Switch

Fig. 2.17.2



Navigation/Anchor Lighting

Fig. 2.17.1





## Section 2 • General Information

In the “Navigation Lights” position the port (red), starboard (green) and all around (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°, all around light will illuminate, showing other boaters your location while at anchor.

### Trim tabs

#### NOTICE

**Ensure continuous visibility of other boats, swimmers and obstacles during bow-up transition to planing. Adjust engine to an intermediate trim as soon as boat is on plane to avoid possible ejection due to boat spinout. Do not attempt to turn boat when the engine is trimmed extremely down/under/in.**

Your 305 Conquest is equipped with electrically powered trim tabs.

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

An untrimmed boat will:

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

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

### Operation

The trim tabs are controlled by rocker switches located on the center part of your console (See figure 2.9.1). 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.

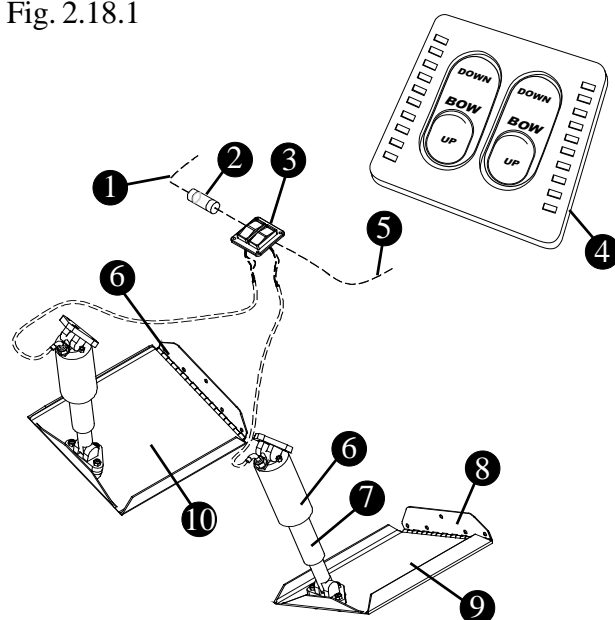
- Reduce resistance in the steering system.
- Give you a smoother more stable ride.
- Speed will increase and there will be less strain on the engines.

### Maintenance

The trim tabs are a completely sealed unit, waterproof and maintenance free. Aside from a general cleaning when the boat is out of the water you should also inspect the planes and hinges for marine growth and remove as necessary.

#### Electrically Powered Trim Tabs

Fig. 2.18.1



- ① POSITIVE WIRE
- ② 20 AMP BREAKER
- ③ TRIM TAB SWITCH
- ④ TRIM TAB SWITCH W/INDICATORS
- ⑤ NEGATIVE WIRE
- ⑥ LOW VOLTAGE ELECTRIC MOTOR
- ⑦ STAINLESS STEEL RAM
- ⑧ STAINLESS STEEL HINGE
- ⑨ STARBOARD TRIM TAB PLATE
- ⑩ PORT TRIM TAB PLATE

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



### Propeller

#### NOTICE

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

The engine on your 305 Conquest has been equipped with a propeller which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propeller to give your boat slightly different performance characteristics.

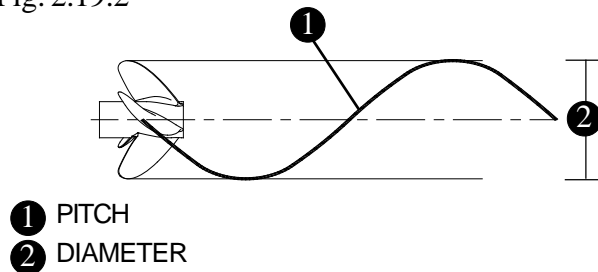
Propellers have two basic characteristics, diameter and pitch.

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

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

#### Propeller Pitch & Diameter

Fig. 2.19.2



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.

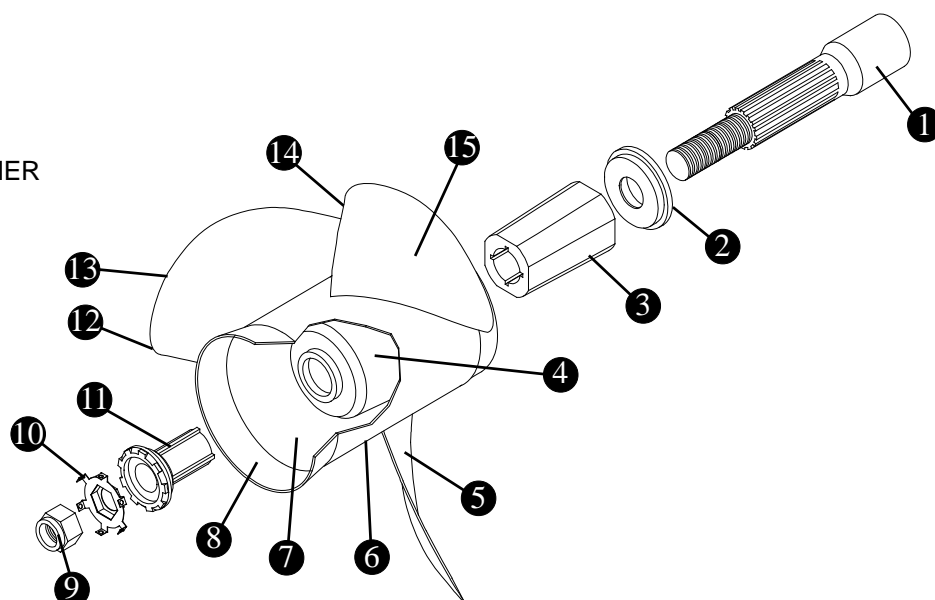
#### ⚠ DANGER

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

#### Propeller Assembly

Fig. 2.19.1

- 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





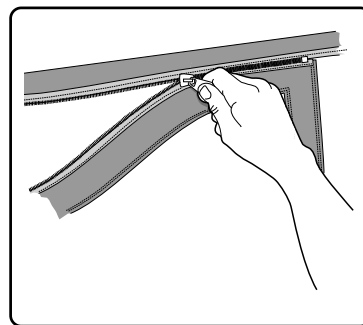
## Section 2 • General Information

### Canvas (Option)

The optional canvas weather curtain set will keep their 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).

If equipped the 305 canvas set consists of a port and starboard side curtain, an aft drop curtain and a forward windshield visor with a zippered opening for ventilation.

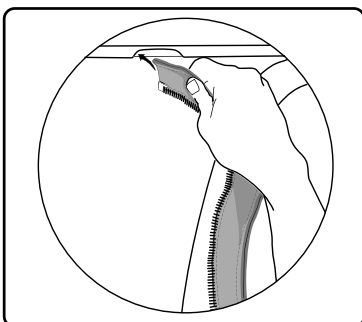
Zip the canvas section to the zipper track to secure the canvas panel.



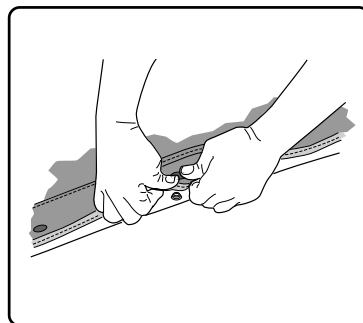
### Installation

To install your canvas:

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

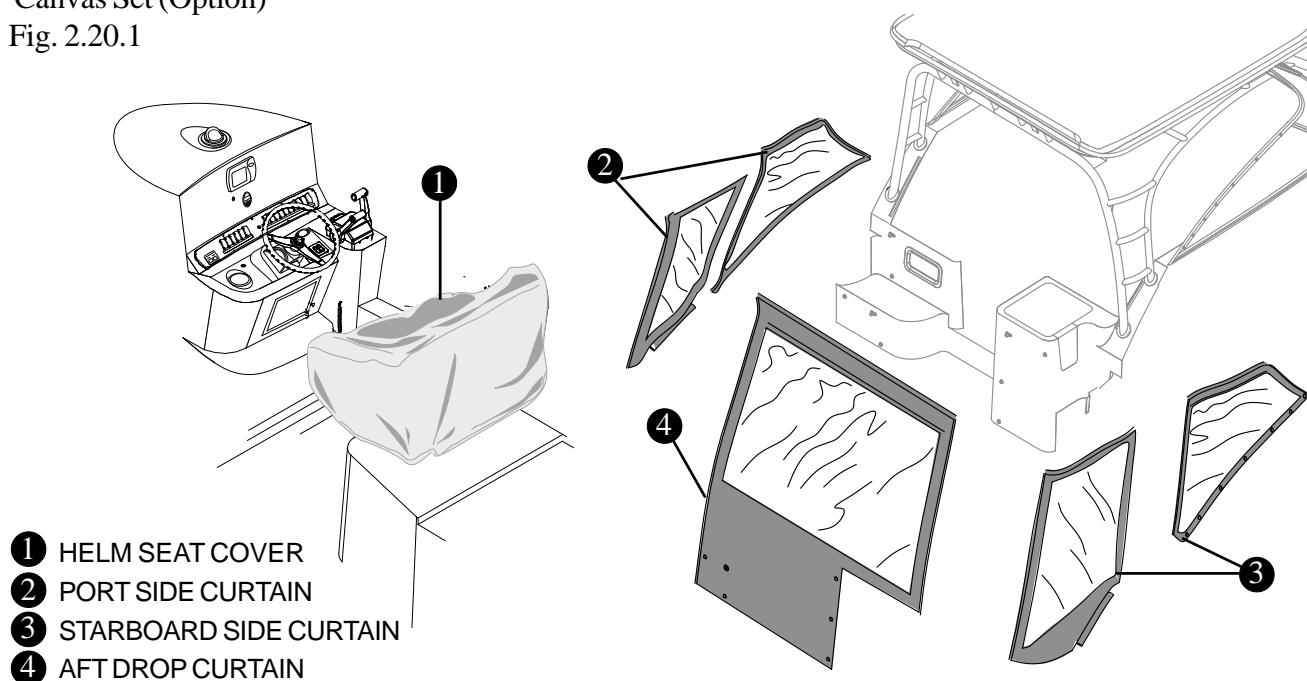


Snap the bottom of the canvas section to the windshield or deck.



Zip 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.

Canvas Set (Option)  
Fig. 2.20.1



NOTE: ALL CANVAS OFFERED IN CHOICE OF BLUE OR BLACK

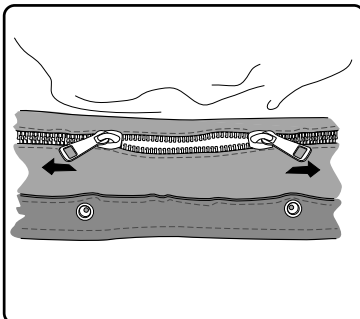


## Section 2 • General Information

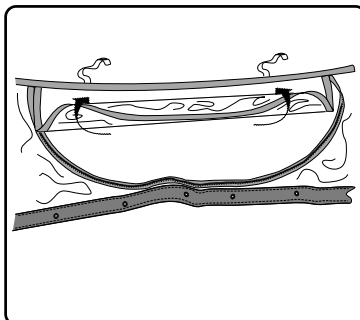
Never remove canvas by pulling roughly on one edge. To prevent damage to the fabric, fasteners should be unsnapped as close to the button as possible. If the snaps become difficult to unsnap use a lubricant for snaps or zippers or vaseline, chapstick, etc. Take care that the lubricant will not stain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

The center section of the forward visor can be unzipped and rolled up to provide air flow while your canvas is installed.

Unzip the u-shaped zipper by pulling the zippers from the center all the way to the top of the visor.



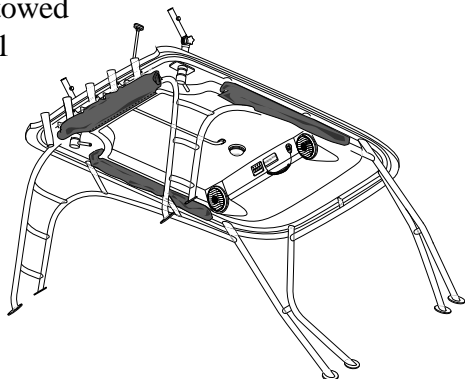
Roll the vinyl panel up toward the top of the visor and secure by snapping the front and back integrated straps together.



### Stowing Your Canvas

The optional canvas weather curtain set can be stowed by rolling the canvas sections up into the underside of the hardtop and securing them to the zippered track.

Canvas Stowed  
Fig. 2.21.1



**NOTE:** PORTIONS OF THE HARDTOP FRAME HAVE BEEN REMOVED FOR CLARITY.

Take care not to crease or fold the vinyl panels while rolling them into the stowed position. Allow canvas to air dry completely before stowing.

### NOTICE

**NEVER** store canvas in such a way that the vinyl window sections will touch vinyl to vinyl. Place a separator sheet (i.e. towel or soft blanket, etc.) between the pieces of vinyl.

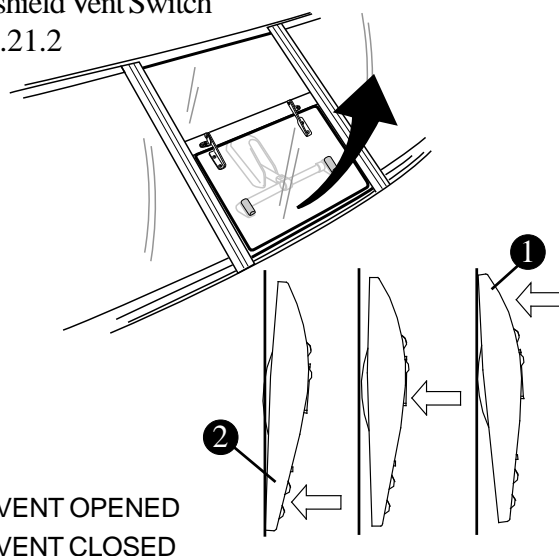
### NOTICE

Consult your Boston Whaler® dealer or check with your canvas owner's manual before using any chemical treatments on your canvas.

### Electric Windshield Vent

The windshield vent in the center of the windshield is electrically actuated. A switch labeled WINDSHIELD VENT is located on the console switch panel and there is a reset breaker, labeled likewise, located on the helm breaker panel (See figure 4.6.1). 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 Vent Switch  
Fig. 2.21.2



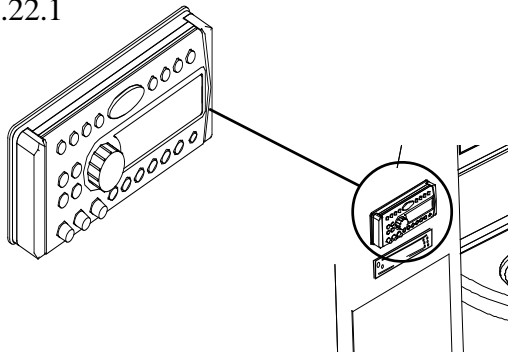
- 1 VENT OPENED
- 2 VENT CLOSED



### Entertainment System

The entertainment system on the 305 Conquest consists of a Clarion® AM/FM digital stereo with CD player, remote control and MP3 input. The stereo unit is located on the face of the aft upper cabinet in the galley and the remote control is located at the helm (See figure 2.9.1). There are four (4) waterproof speakers positioned throughout the boat.

Digital Stereo With CD Player  
Fig. 2.22.1



#### Satellite Radio (Option)

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

#### DVD Player (Option)

If equipped, the DVD player is located on the face of the aft upper cabinet in the galley below the stereo.

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

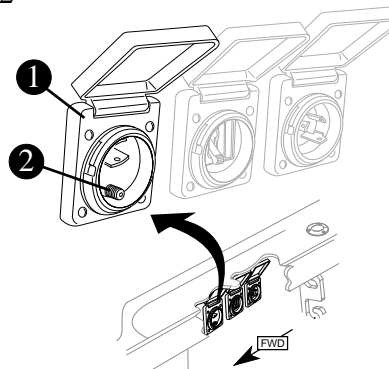
#### Flat Screen TV (Option)

If equipped, the 15" LCD Monitor is located on the forward wall of the v-berth (See figure 2.8.1). The connection for dockside cable reception is located under the starboard gunwale in the cockpit (Figure 2.10.1)

#### Dockside Television Hookup

For television reception dockside, attach one end of a television cable to the dockside cable jack and the other end to the television jack located under the starboard gunwale. Refer to "Shore Power" in the Electrical section, page 4-7 for complete dockside power connection.

Dockside Television Hookup (Option)  
Fig. 2.22.2



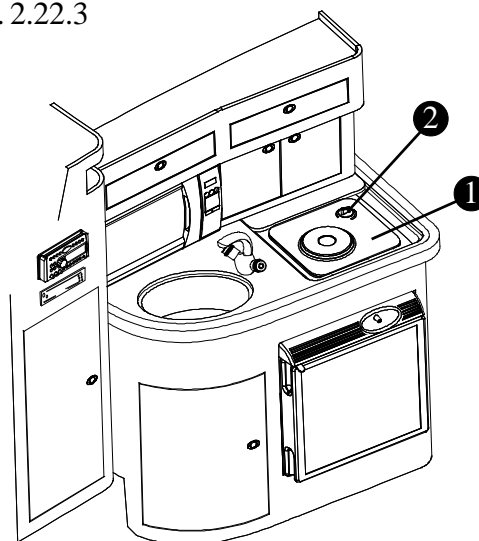
- ① TELEVISION RECEPTACLE
- ② TELEVISION CABLE JACK

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

#### Electric Stove (Option)

The optional electric stove is a single burner unit with an "infinite" control. The settings begin at low and increase heat output as you turn the knob clockwise.

Electric Stove (Option)  
Fig. 2.22.3



- ① ELECTRIC STOVE
- ② HEAT CONTROL KNOB

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

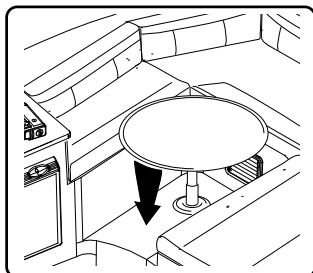


### V-Berth

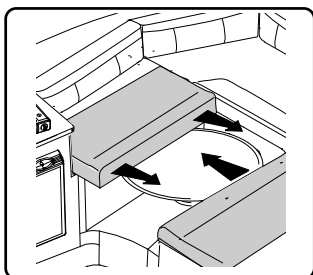
The cabin on your boat can be converted into sleeping quarters to accommodate two people comfortably in the forward section of the cabin.

To convert the cabin:

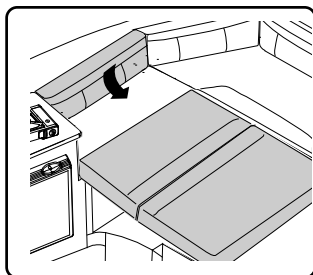
The dinette table pedestal is gas actuated and can be easily lowered by pulling out on the pedestal handle and gently lowering the table.



Pull the side seat cushions to the middle using the dinette table for support.



Complete the berth by using the back cushions to fill the remaining space.



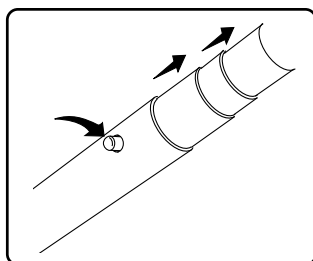
### Radial Outriggers (Option)

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

#### Operation

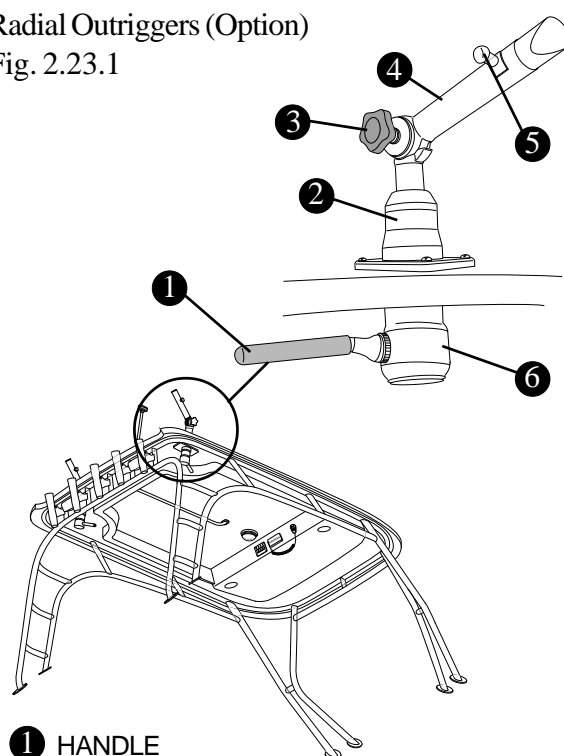
##### To extend the outriggers:

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



### Radial Outriggers (Option)

Fig. 2.23.1

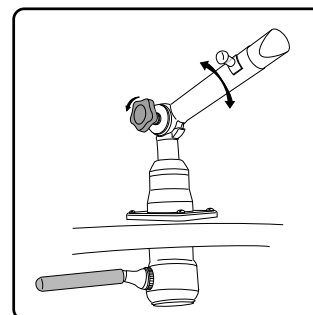


- ① HANDLE
- ② UPPER UNIT
- ③ CAM KNOB
- ④ EXTENDABLE SHAFT
- ⑤ SHAFT LOCK
- ⑥ LOWER UNIT

#### To position the outriggers:

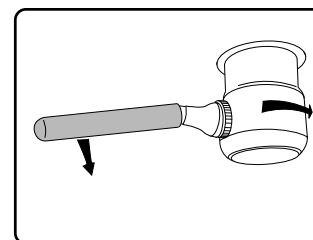
Raising or lowering:

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



Rotating the outriggers:

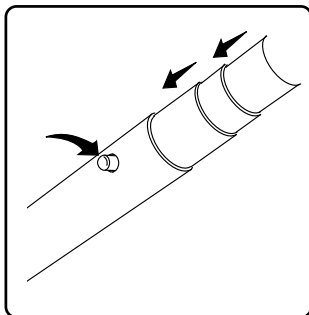
Pull down on the lower unit handle and rotate to the desired position. When released the handle will hold the outrigger shaft into position.





### *To retrieve the outriggers:*

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



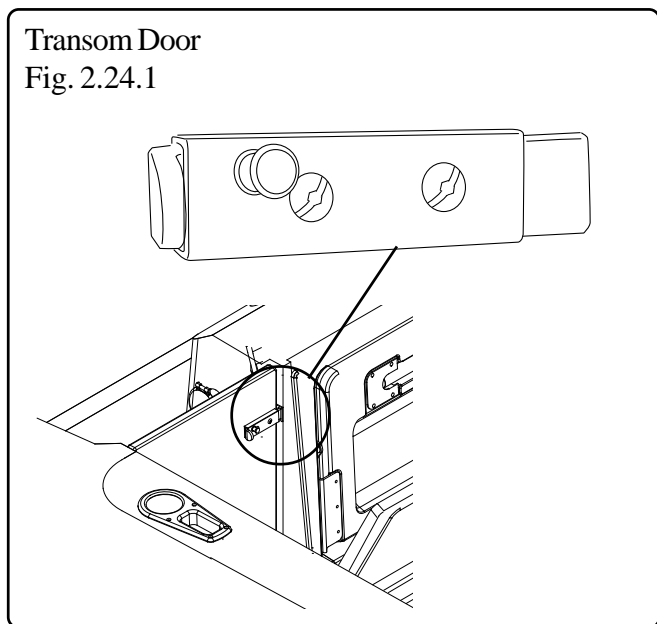
### **Maintenance**

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

### **Transom Door**

The transom door on the 305 Conquest includes a manual latch with a self locking feature.

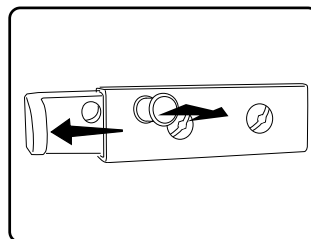
Transom Door  
Fig. 2.24.1



### **Operation**

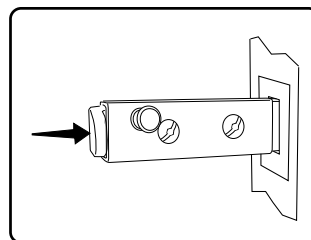
To open the transom door:

Pull out on the self locking button and pull the latch toward the starboard side of the boat.



To lock the transom door:

Close the door and push the latch into the receiver on the door frame. When the latch is fully seated, the locking button will snap into place securing the latch from backing out.



### **! WARNING**

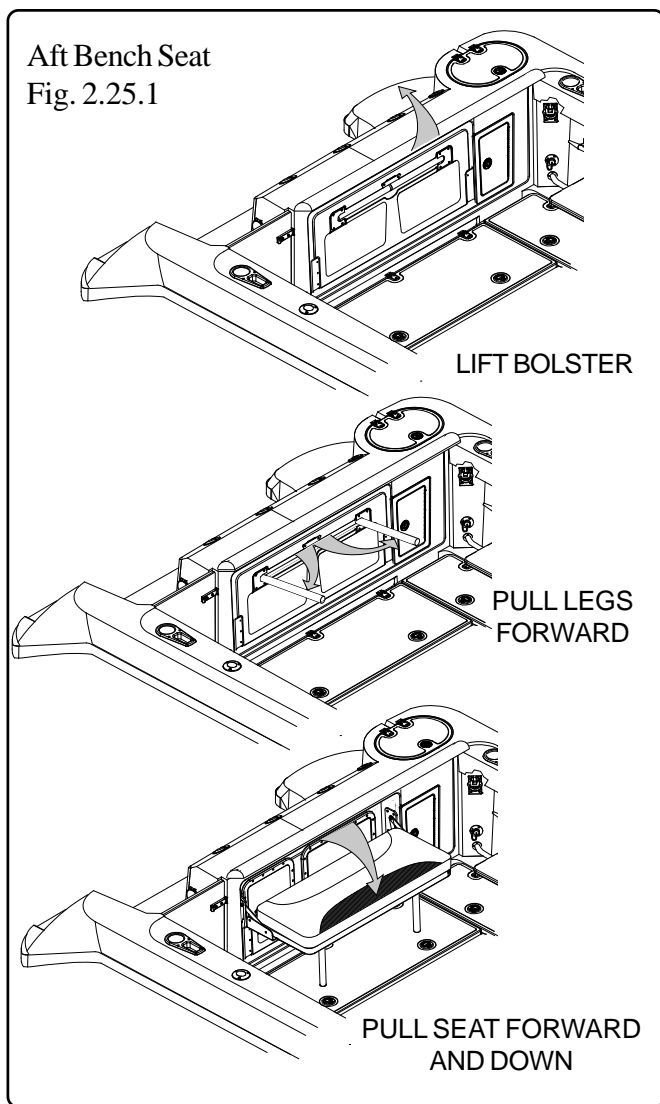
The transom door should be closed and secured when the engines are running and the boat is under way.



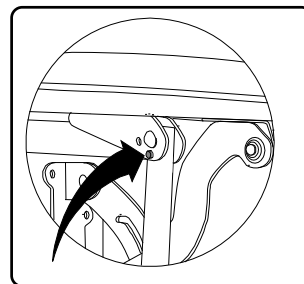
### Foldaway Aft Bench Seat

When the aft bench is not in use it can be folded flush into the transom. To use the seat; raise the bolster, pull the legs out toward you and then pull the seat out and down.

Aft Bench Seat  
Fig. 2.25.1

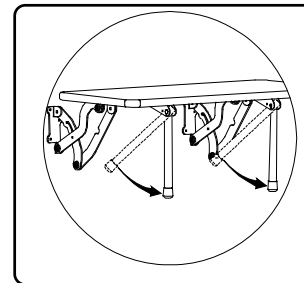


A spring-loaded retaining pin locks each leg in the raised or lowered position by extending into the holes located in the leg hinge.



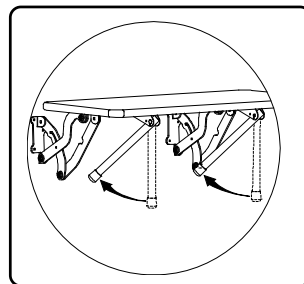
### Raising the Seat

1. Lift the seat into the level position.
2. Lower each leg by pressing the retaining pin and pivoting the leg into the down and locked position, as indicated by the pin extending into the hole located in the leg hinge.

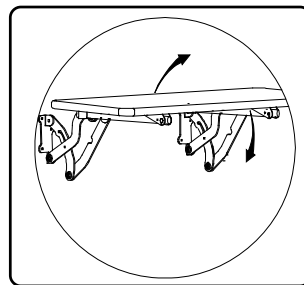


### Lowering the Seat

1. Disengage the retaining pin by pressing and pivot the legs into the up and locked position.

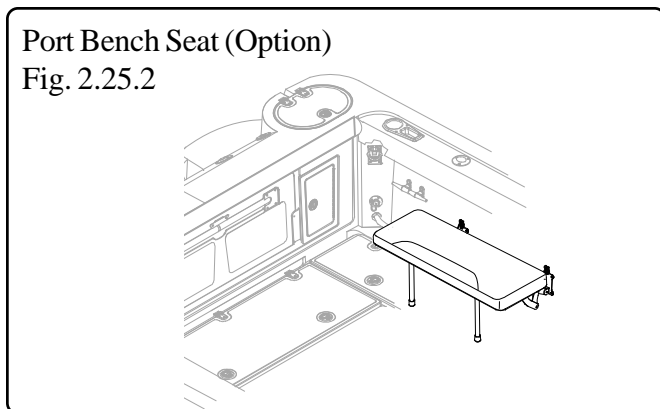


2. Pull up on the aft part of the seat and rotate the forward part of the seat down to the stowed position.



### Foldaway Port Seat (Option)

Port Bench Seat (Option)  
Fig. 2.25.2





### Stowable Cockpit Table (Option)

Your 305 Conquest can be equipped with a cockpit table for entertaining in the cockpit. The table is removable and stowable. The table top is stowed in the underside of the aft cockpit access hatch. The pedestal for the table is stowed in clips in the port storage compartment in the cabin.

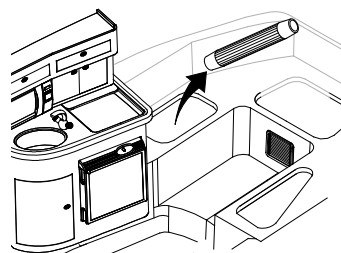
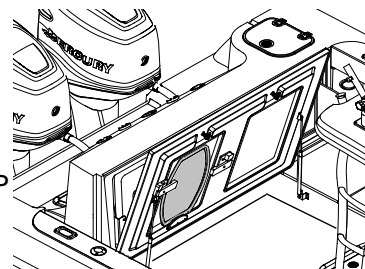
#### *To set up the table:*

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

Cockpit Table (Option)

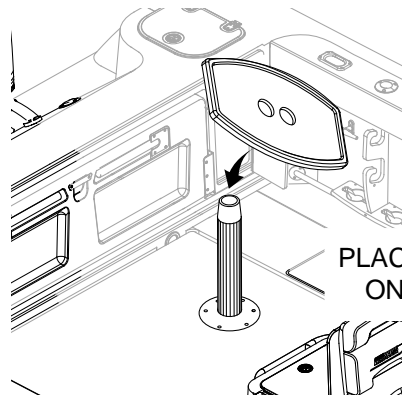
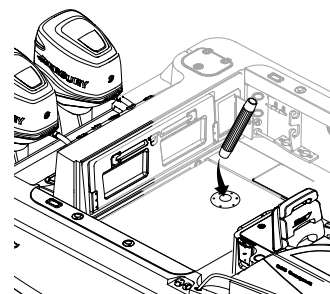
Fig. 2.26.1

REMOVE TABLE TOP  
FROM STORAGE



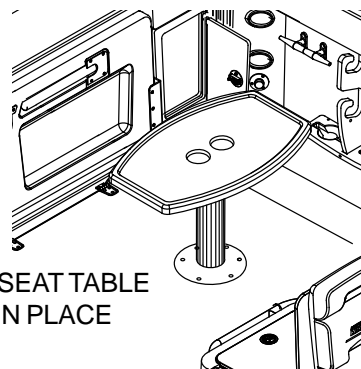
REMOVE PEDESTAL  
FROM STORAGE

PLACE PEDESTAL IN  
RECEIVER PLATE



PLACE TABLE TOP  
ON PEDESTAL

FIRMLY SEAT TABLE  
TOP IN PLACE

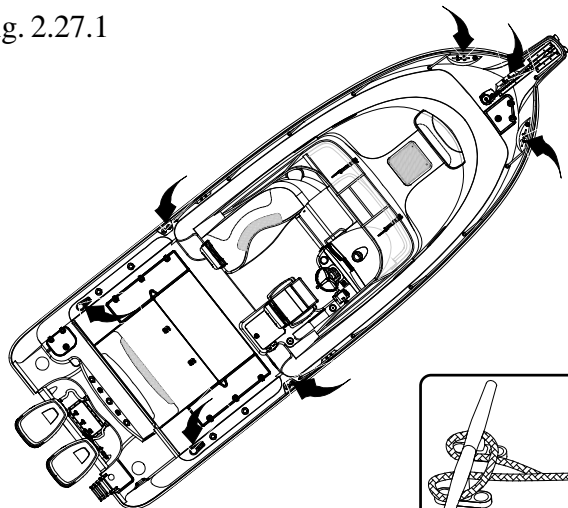




### Docking, lifting and trailering

Cleat Locations

Fig. 2.27.1



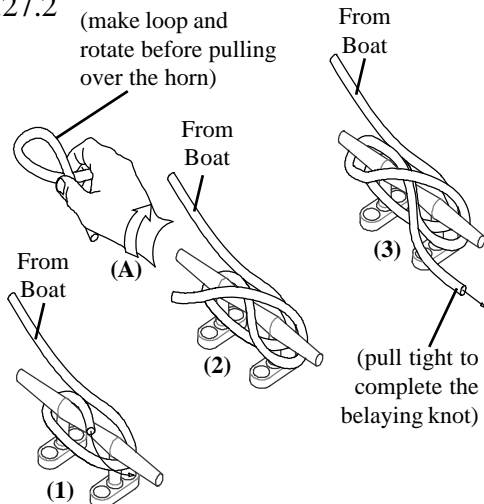
#### Docking

Your 305 Conquest has (7) 8 inch cleats, One at the anchor pulpit, two located at the bow, two amidship and two located in the aft cockpit under the port & starboard gunwale. The cleats are used to secure the boat to the dock while loading/unloading or mooring. Please learn the proper way to secure the boat and how best to use the mooring points of your boat.

Figure 2.28.2 shows the correct method for tying a belaying knot, commonly used to secure a boat to a dock. This knot will hold fast and is simple to release when needed.

#### Belaying Knot

Fig. 2.27.2



#### Lifting

### ⚠ DANGER

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

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

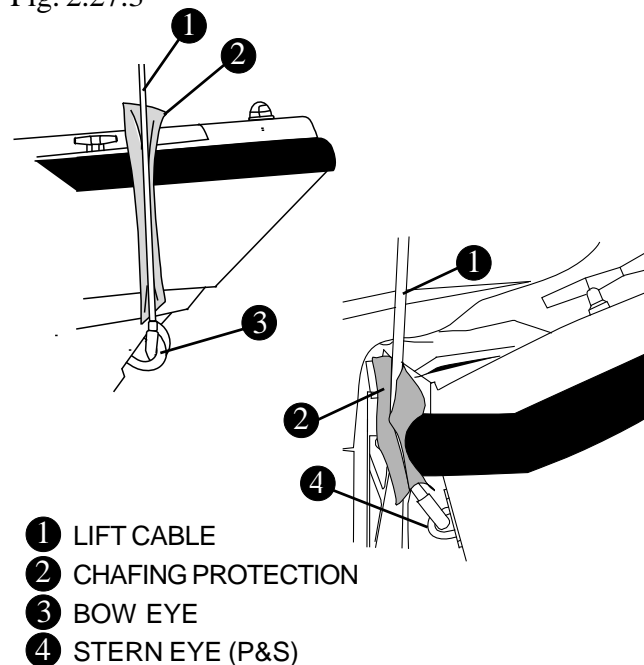
### ⚠ CAUTION

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

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

#### Proper Short Duration lifting

Fig. 2.27.3





## Section 2 • General Information

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

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



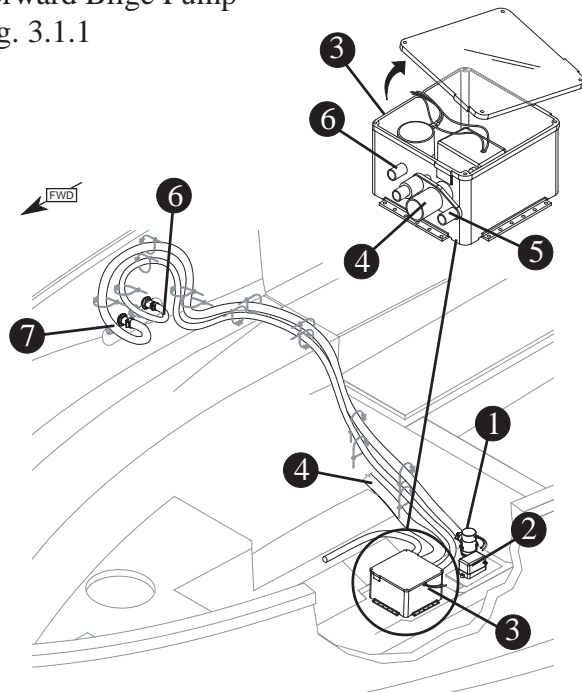
### Bilge Pumps

Your 305 Conquest is equipped with three (3) bilge pumps and a shower sump with pump and float switch. The aft bilge pump and the high water bilge pump are rated at 2,000 GPH (7571 LPH) and the forward bilge pump at 1,100 GPH (4164 LPH). Each pump is activated automatically by a mercury free float switch when the water in the bilge reaches a predetermined level.

Switches on the console switch panel labeled FWD BILGE & AFT BILGE( See figure 2.13.1) control the operation of the pumps. The switches should remain in the AUTO position while in use, unless the operator wishes to manually operate the pumps by depressing the switch to the ON position.

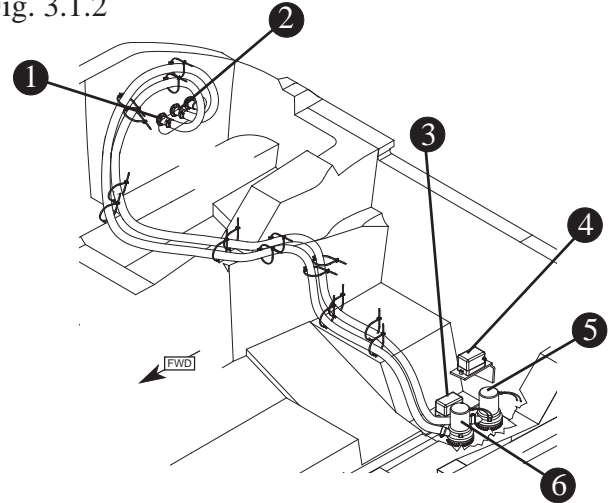
All bilge pumps, and the shower sump, discharge water overboard by way of thru-hull fittings ( See figure 2.6.1).

Forward Bilge Pump  
Fig. 3.1.1



- ① BILGE PUMP (1,100 GPH/4164 LPH)
- ② FLOAT SWITCH
- ③ SHOWER SUMP W/INTEGRAL PUMP & FLOAT SWITCH
- ④ FROM SHOWER DRAIN
- ⑤ FROM A/C CONDENSATION DRAIN
- ⑥ SHOWER SUMP THRU HULL DISCHARGE
- ⑦ BILGE PUMP THRU HULL DISCHARGE

Aft Bilge Pump  
Fig. 3.1.2



- ① HIGH WATER PUMP THRU HULL DRAIN
- ② AFT BILGE PUMP THRU HULL DRAIN
- ③ FLOAT SWITCH
- ④ HIGH WATER PUMP FLOAT SWITCH
- ⑤ EMERGENCY HIGH WATER BILGE PUMP
- ⑥ AFT BILGE PUMP

### Maintenance

The aft pump & emergency high water pump can be accessed through the aft cockpit hatch. Access to the forward pump and shower sump is through a hatch in the floor of the cabin. Access to the shower sump pump can be gained by removing the screws on each corner of the top of the unit.

Frequently inspect the area under the float switches to ensure they are free from debris and gummy bilge oil. To clean, soak in heavy duty bilge cleaner for 10 minutes, agitating several times. Check for unrestricted operation of the float. Repeat the cleaning procedure if necessary.

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

If water does not come out of discharge hose:

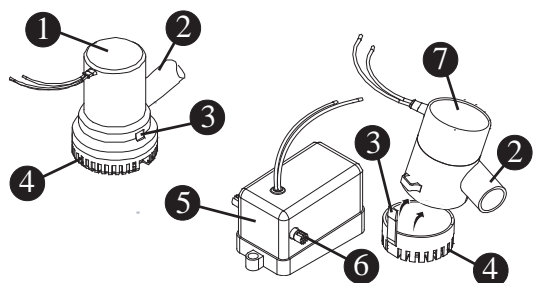
1. Remove the motor module to see if the impeller rotates with the power on.



## Section 3 • Systems & Components Overview & Operation

2. Remove any debris that may have accumulated in the nozzle section or strainer base.
3. Check hose and connection on hull side for debris and proper connections.

BILGE PUMP & FLOAT SWITCH  
FIG. 3.2.1



- 1 AFT BILGE PUMP (2,000 GPH/7571 LPH)
- 2 DISCHARGE
- 3 LOCK TAB
- 4 WATER INLET
- 5 FLOAT SWITCH
- 6 MANUAL TEST KNOB
- 7 FORWARD BILGE PUMP (1100 GPH/4164 LPH)

### NOTICE

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

### 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. **Violators are subject to severe penalties and may also be responsible for the cost of cleanup which may be substantial.**

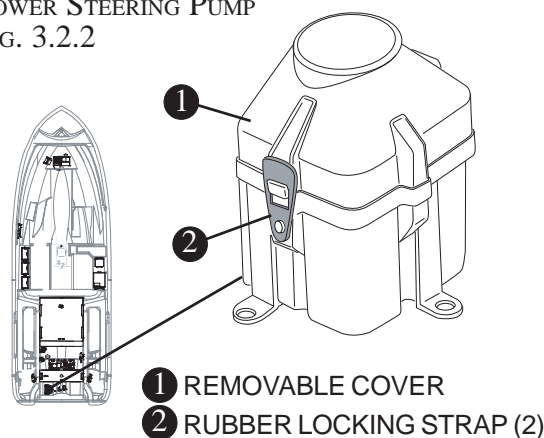
Use rags or sponges to soak up fuel or oily waste, then dispose of them properly ashore. If there is a large

quantity of fuel or oil in the bilge, contact a knowledgeable marine service to remove it. **Never pump contaminated bilge discharge overboard.**

### Power Steering

The Verado® four-stroke engines on your boat incorporate power assisted steering by use of an enclosed hydraulic pump located in the aft bilge. The pump can be accessed through the hatch in the aft center cockpit deck. **The pump is electrically operated to provide hydraulic pressure to the steering system.**

POWER STEERING PUMP  
FIG. 3.2.2

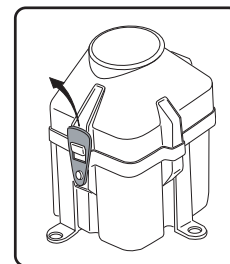


- 1 REMOVABLE COVER
- 2 RUBBER LOCKING STRAP (2)

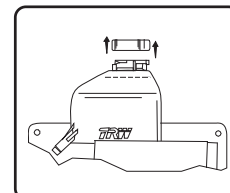
### Filling & Maintenance

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

- Release cover by pulling the locking strap up and out.



- Unscrew cap and check the fluid level in the reservoir, fill if necessary.





## Section 3 • Systems & Components Overview & Operation

- if necessary, fill using  
**SAE 0W-30 Full Synthetic Power Steering Fluid ONLY.**
- Replace cap and cover

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

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

### Fuel System

#### NOTICE

Fuel tanks should never be filled to capacity. Allow 2% for expansion.

The 305 Conquest is equipped with a gasoline fuel system. **Please take time to read and understand all the fuel related information and warnings in the engine owner's packet.**

#### Fuel tanks

Your boat is equipped with three (3) aluminum fuel tanks. The port and starboard tanks have a volume of 110 gal (416.3L) each. The auxiliary tank, located under the mid cabin floor, has a volume of 75 gal (284L).

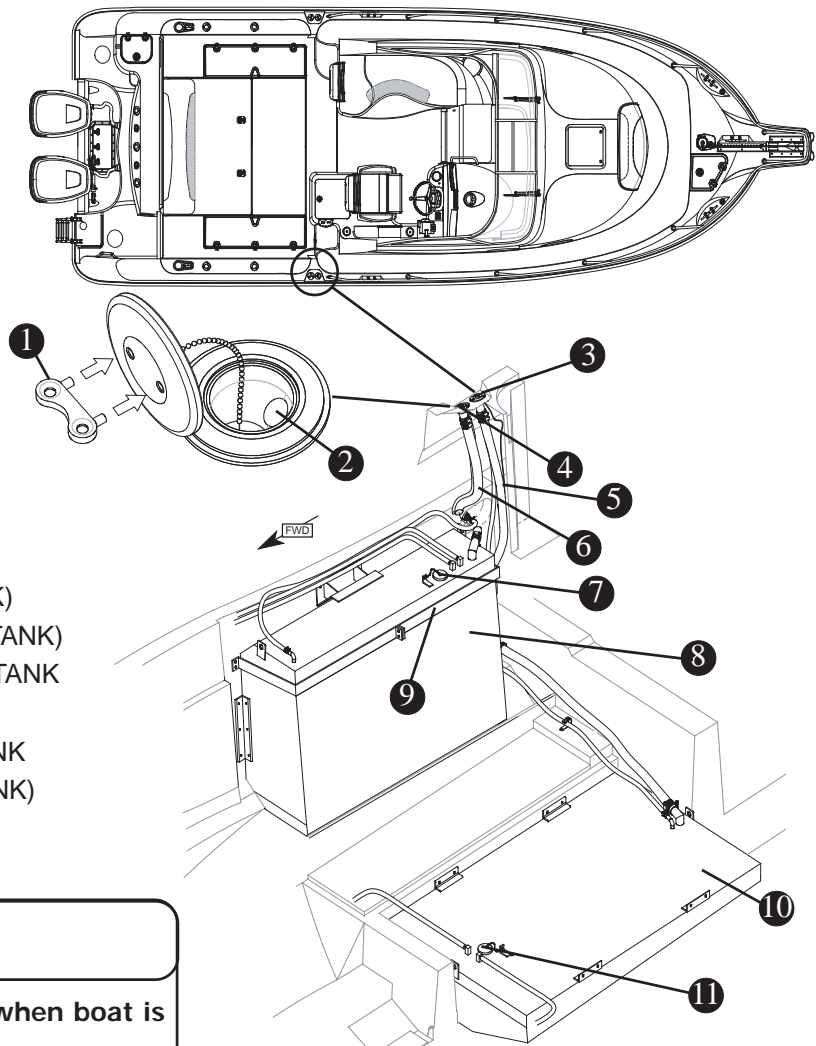
Fuel fills are located amidship on the port and starboard gunwale and marked "GAS". The fuel fill deck plates can be opened by use of a special key that is included in your owner's manual packet. **Refer to the engine manufacturer's manual for recommended types of fuel to use.**

Fuel Tank  
Fig. 3.3.1

- ① GAS FILL KEY
- ② INTEGRATED FUEL TANK VENT
- ③ FUEL FILL (AUXILIARY TANK)
- ④ FUEL FILL (STARBOARD TANK)
- ⑤ FUEL FILL HOSE (AUXILIARY TANK)
- ⑥ FUEL FILL HOSE (STARBOARD TANK)
- ⑦ FUEL TANK SENDER (STARBOARD TANK)
- ⑧ 110 GAL. (416.3 L) ALUMINUM FUEL TANK
- ⑨ TANK STRAP
- ⑩ 75 GAL. (284 L) ALUMINUM FUEL TANK
- ⑪ FUEL TANK SENDER (AUXILIARY TANK)

#### NOTICE

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



Starboard fuel tank shown, port tank is typical



### ⚠ 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.

Monitor the fuel level in the tank often. A fuel tank 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.

When recapping the fill inlet make sure that it is secure to prevent spills and to prevent the intrusion of water into the system.

### Fuel Vent

The fuel fill has an integrated vent with flame arresting and anti-surge capabilities located at the side of the fuel fill inlet.

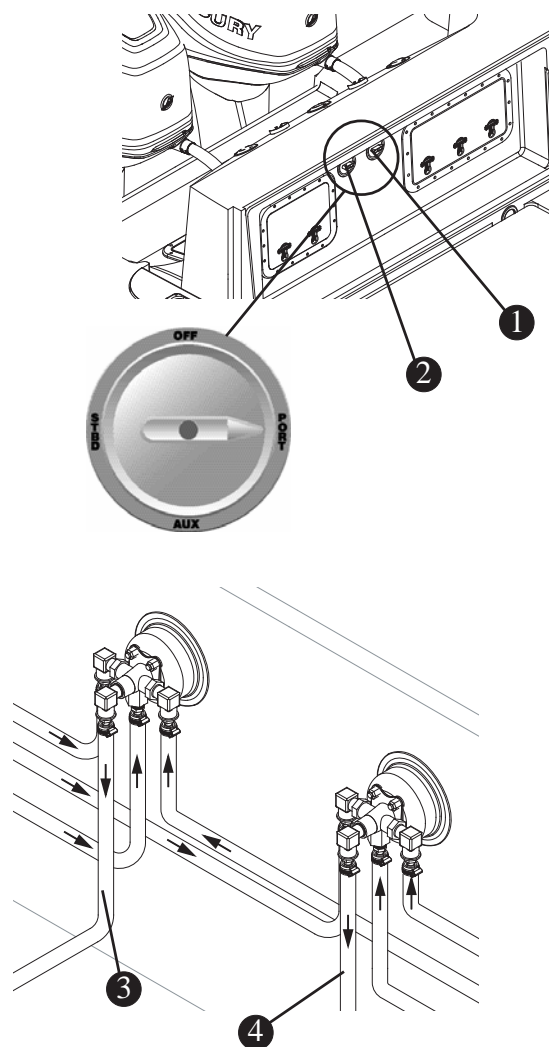
### Tank Selection

There are two 3-way fuel valves that control the flow of fuel to the engines. The fuel system is designed to have the port engine supplied by the port fuel tank and the starboard engine by the starboard tank. Both engines can also be run from the auxilliary fuel tank. (If both engines draw from the same saddle tank, the boat will eventually list to the opposite side of the tank being used). The valves have PORT, STBD, AUX and OFF clearly marked on the perimeter of each valve. Turn the valve handles to the desired position for the appropriate tank. Be sure to always check the level of each fuel tank and position of fuel valves to prevent the boat from becoming unbalanced while underway. The tank selector fuel valves are located behind the stern foldaway seat.

### Fuel Monitoring

The Port, Starboard and Mid (auxiliary) fuel tanks are monitored using the SmartCraft VesselView display panel. The display will give you information on fuel consumption and fuel level by tank.

FUEL SELECTOR VALVES  
FIG. 3.4.1



- ① PORT FUEL VALVE
- ② STARBOARD FUEL VALVE
- ③ FUEL FEED TO PORT ENGINE
- ④ FUEL FEED TO STARBOARD ENGINE

Your SmartCraft™ VesselView owner's manual provides information on its usage and care to maximize the systems performance.

### NOTICE

Careful monitoring of the fuel system is essential, a good rule of thumb is the 1/3rd method. Fill your fuel tank and remember to use 1/3rd for the trip out, 1/3rd for the trip back and 1/3rd in reserve for emergencies.



### Maintenance

Hoses and fittings should be inspected at least every 100 hours. Check the hoses for cracks, abrasions and deterioration and the strong smell of fuel prior to starting the engine(s). If the hoses or fittings are damaged or worn, replace them with only marine grade replacement parts. Your authorized Boston Whaler® dealer will have all the parts information you will need.

### Tank Cleaning

Excessive water and sediment may force you to consider having the tank professionally cleaned. If you are frequently changing fuel filter/water separators and notice a loss in power, consult a professional tank cleaning contractor regarding this procedure and proper disposal of residue and water.

### Static Electricity and the Fuel System

#### DANGER

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

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

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

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

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

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

#### 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.

#### NOTICE

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

- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.
- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.
- Allow areas where gasoline vapors could collect to be ventilated before starting the engine.



## Section 3 • Systems & Components Overview & Operation

- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Portable tanks should only be filled while on shore, never on board the boat.

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

### Ethanol-Blended Fuel

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

#### NOTICE

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

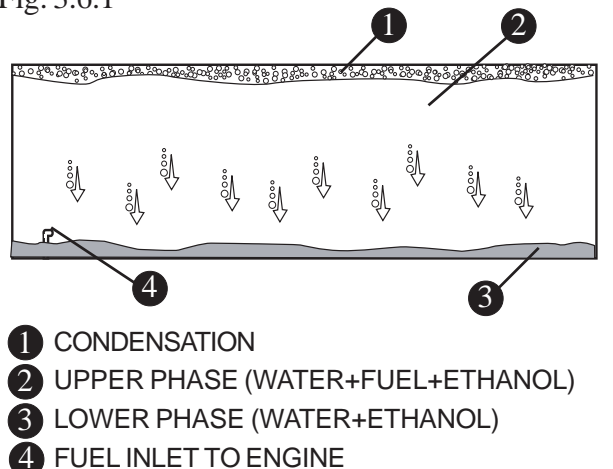
The fuel-system components of your Mercury engine(s) have been tested to perform with the maximum level of ethanol-blended gasoline (10% ethanol) currently allowed by the EPA in the United States.

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

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

#### Example of Phase Separation

Fig. 3.6.1



### Filling the Tank

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

### Phase Separation

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





### 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.**

#### Fuel Filters

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

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

#### Maintenance

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

#### Storage

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

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

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

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



## Starting the Engines

### CAUTION

**NEVER** start or operate your 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.

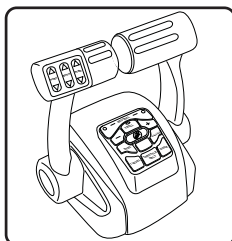
### Prior to Starting

- Operator should know boating safety, safe navigation, and boat operating procedures.
- Make sure that the lower unit of the engine is in the water.
- Make certain the gear shift/throttle control is in the neutral position. (The engine will not start if the control lever is in any other position than NEUTRAL).
- Be sure the emergency engine shutoff switch (See figure 1.15.1) is in the “RUN” position.

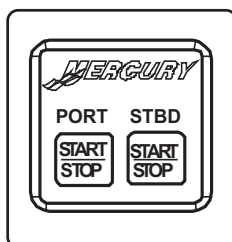
### Starting the Engines

The port and starboard master ignition key switches are located on the forward wall of the head in the cabin. The switches must be turned on to start the engines.

- Turn the master key switches on (clockwise).
- Be sure gear shift and throttle control levers are in the NEUTRAL position.

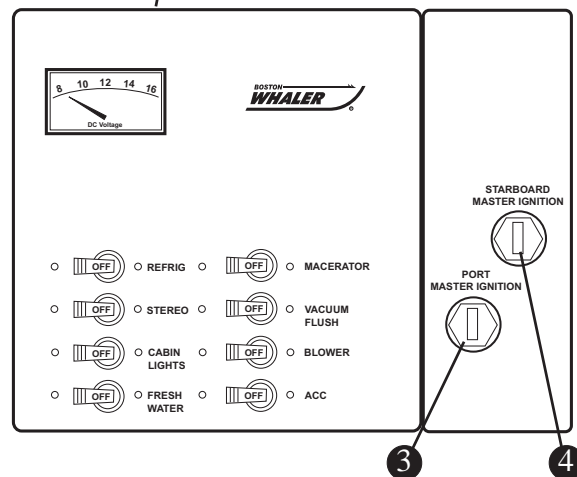
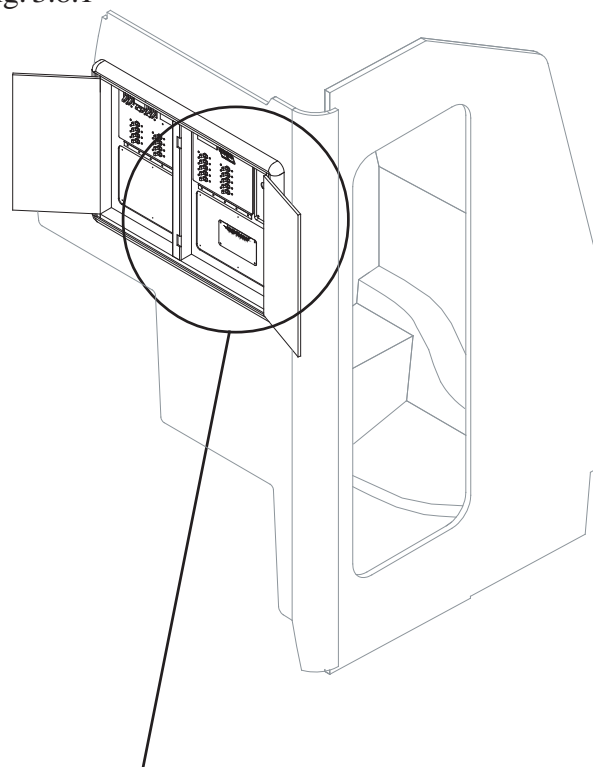


- Press START/STOP button(s) on the control station switch panel (See figure 2.13.1).



### Master Key Switches

Fig. 3.8.1



1 PORT ENGINE IGNITION SWITCH

2 STARBOARD ENGINE IGNITION SWITCH

**NOTE:** 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 position other than NEUTRAL.



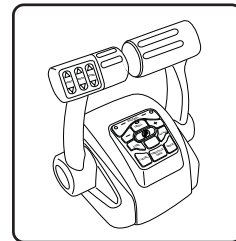
## Section 3 • Systems & Components Overview & Operation

The “ACTIVE” light located on the console control will become illuminated once the engines are started and communicating with the control.



### Stopping the Engines

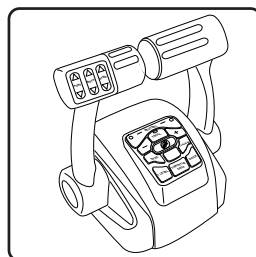
- Be sure that the gear shift and throttle controls are in the NEUTRAL position



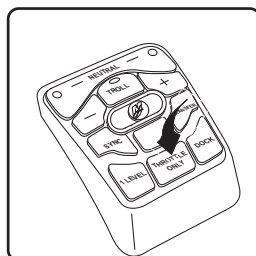
### Warming Up the Engines

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

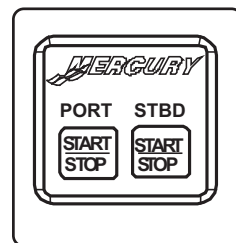
- Be sure that the gear shift and throttle control levers are in the NEUTRAL position.



- 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.



- Press the start/stop button on the control station switch panel for the appropriate engine.



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

**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.



### 305 *Conquest*



## Section 3 • Systems & Components Overview & Operation

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.

### NOTICE

- Be sure to fill the water tank from a source known to provide safe, pure drinking water.
- If you do not use the freshwater system for long periods of time or only use it seasonally it is recommended that you disinfect the system before using it (See page 3-8).

The following procedure is recommended to disinfect the freshwater system:

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

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

### Fresh Water Pump

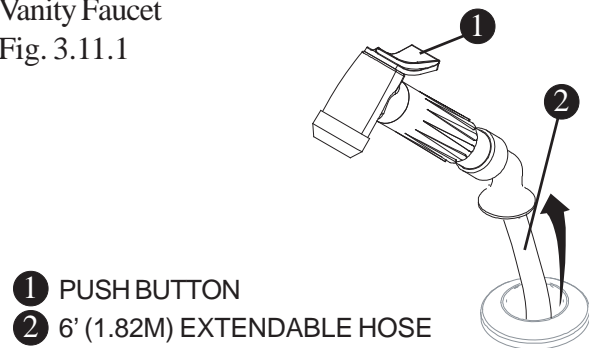
The fresh water pump draws water from the water tank and provides pressure to the galley faucet, head compartment, transom shower, and the prep station. To energize the system, turn on the “FRESH WATER” switch located on the DC Main Distribution Panel and the “WATER HEATER” switch located on the AC panel (See figure 4.6.1).

If the water heater has not been used for some time, it may take up to 20 minutes before hot water is available to the system.

### Head Vanity Sink/Shower

The vanity sink faucet is attached to a hose which can be extended approximately 6 ft. (1.82 m) and used to shower. There is a hook on the forward wall of the compartment that can be used to hang the spray head. A drain in the floor of the compartment discharges the used water overboard by way of the shower sump.

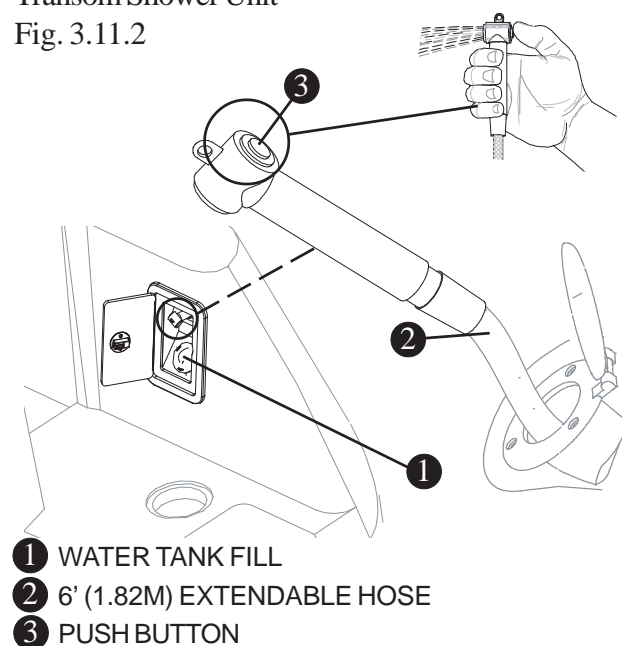
Vanity Faucet  
Fig. 3.11.1



### Transom Shower

The transom shower is located behind an access door in the starboard aft cockpit. The shower hose extends approximately 6 ft. (1.82 m) and is fitted with a spray head activated by a button on the back of the unit.

Transom Shower Unit  
Fig. 3.11.2





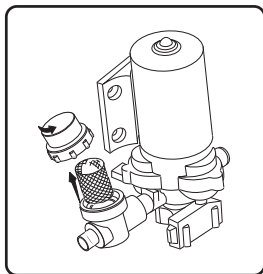
### Maintenance

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

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

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

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



### Water Heater

#### NOTICE

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

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

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

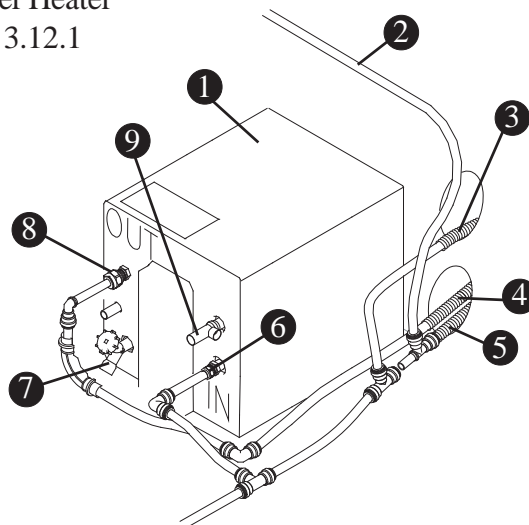
**NOTE:** If the water heater has not been used for some time it will take approximately 20 minutes for the water to heat.

#### NOTICE

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

### Water Heater

Fig. 3.12.1



- 1 6 GAL (22.7 L) WATER HEATER
- 2 FROM FRESH WATER TANK
- 3 TO PREP STATION
- 4 HOT WATER LINE
- 5 COLD WATER LINE
- 6 COLD WATER INLET
- 7 DRAIN FAUCET
- 8 HOT WATER OUTLET
- 9 RELIEF VALVE

#### ! WARNING

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

#### ! CAUTION

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

### Maintenance

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



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

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

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

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

### Livewell

The 305 Conquest is equipped with a 24 gal. (91 L) livewell located on the port side of the stern deck. This system keeps your baitfish alive by circulating fresh seawater through the tank.

### Operation

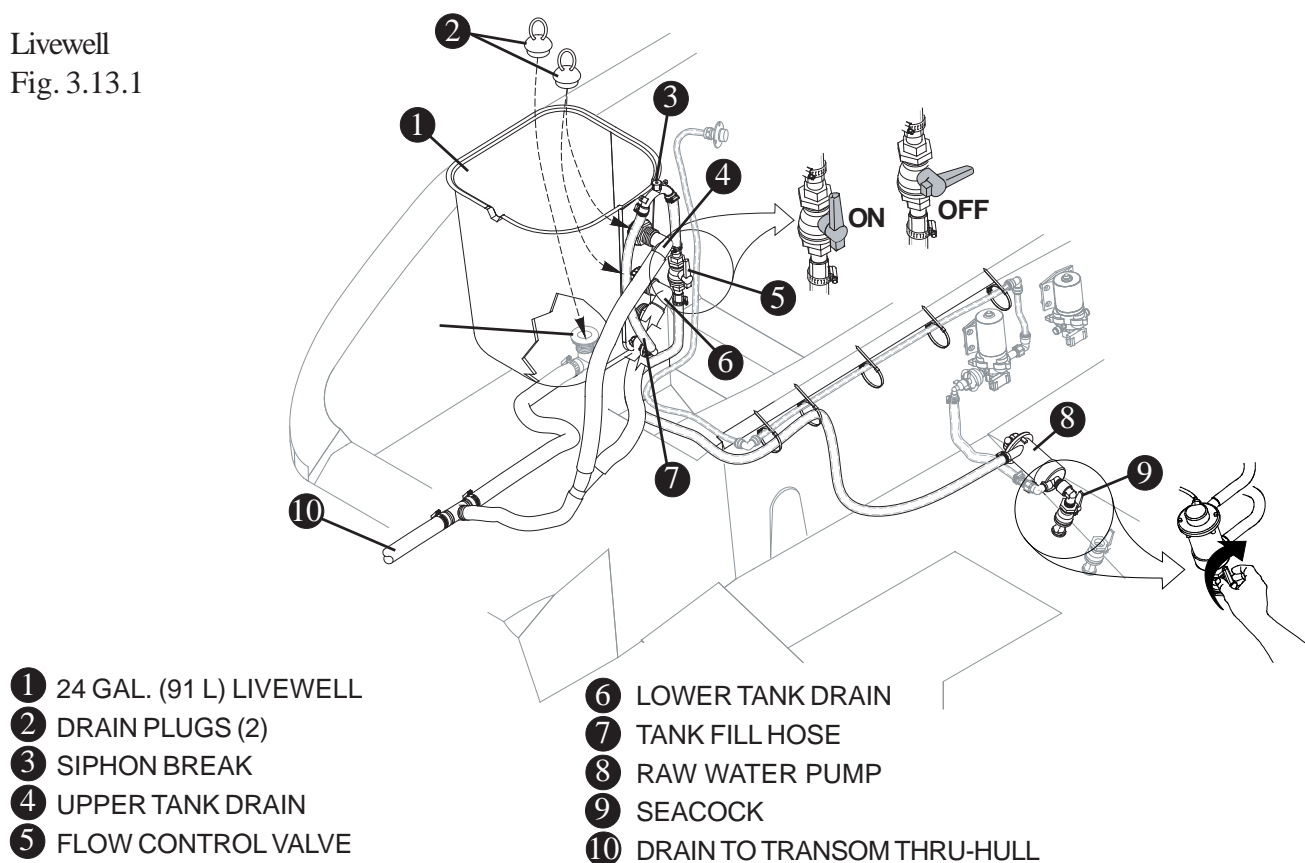
## NOTICE

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

A flow direction nozzle on the inlet head directs flow of seawater in a circular motion through the tank. The system continuously circulates fresh seawater through the livewell tank.

The system is serviced by a raw water pump, seacock and plumbing which can be accessed through the hatch located on the aft cockpit floor and by the cockpit door on the aft port transom.

Livewell  
Fig. 3.13.1





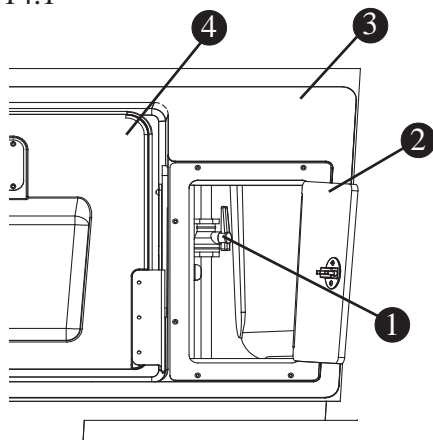
Before operating the system make certain the hull seacock and flow control valve are in the open position. The hull seacock can be accessed through the aft cockpit deck hatch and the livewell flow control valve through the access door on the port aft cockpit wall. The flow control valve lets you adjust the flow of water into the livewell tank, turning the handle clockwise 90° will stop the flow of water.

Fill the livewell by pressing the switch marked “LIVEWELL PUMP” on the console switch panel (See figure 2.13.1). A drain tube with strainer connects to the livewell overflow drains and will direct overflow/excess water to the transom thru-hull drain.

You can regulate the amount of water in the livewell by inserting the second drain plug (supplied) into the lower overflow drain thus raising the level of water to the upper overflow drain.

Livewell Flow Control Valve

Fig. 3.14.1



- 1 LIVEWELL FLOW CONTROL VALVE
- 2 ACCESS DOOR
- 3 STERN
- 4 STERN FOLDAWAY SEAT

### Maintenance

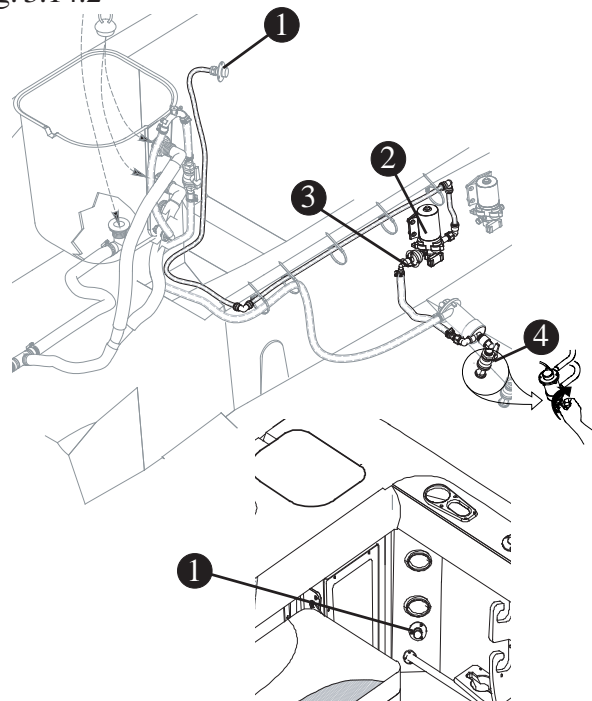
Maintenance of the livewell system requires periodic inspection of the raw water intake strainer and all hose connections. Clean away debris and/or tighten hose connections as required.

### Raw Water Washdown

The raw water washdown is located on the port aft of the cockpit. It is supplied by a 3.5 GPM pump activated by the “RAW WATER PUMP” switch on the console switch panel (See figure 2.13.1).

Raw Water Washdown

Fig. 3.14.2



- 1 RAW WATER WASHDOWN CONNECTION
- 2 RAW WATER PUMP
- 3 STRAINER
- 4 RAW WATER SEACOCK

The fitting allows for the connection of a common garden hose. There is a cap that is tethered to the fitting and should remain on the connection when not in use.

### NOTICE

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

### Operation

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



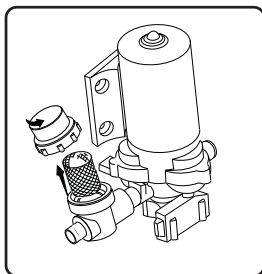
### Maintenance

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

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

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

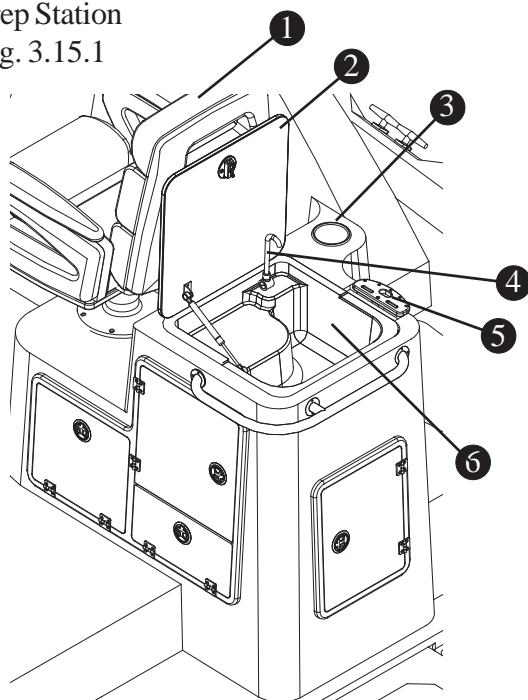
The raw water pump (See figure 3.14.1) can be accessed through the aft cockpit deck hatch.



### Prep Station

Your boat features a bait prep station located directly behind the helm chair. The integral swivel faucet is pressurized by the fresh water pump which provides cold running water to the station. A cup holder and knife holder are located starboard of the sink.

Prep Station  
Fig. 3.15.1



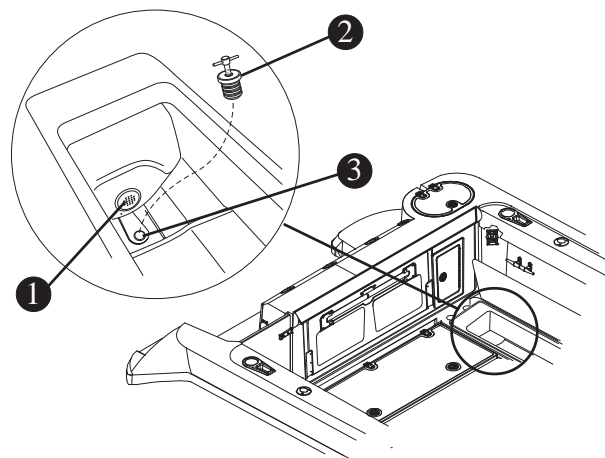
- |              |                |
|--------------|----------------|
| ① HELM SEAT  | ④ FAUCET       |
| ② LID        | ⑤ KNIFE HOLDER |
| ③ CUP HOLDER | ⑥ SINK         |

### Fish Box with Pump Out Discharge

The deep well fish boxes located port and starboard in the cockpit utilize an electrical pump system for each box to discharge water overboard by way of thru-hull fittings port and starboard (See figure 2.6.1). In addition, there is a bottom drain with a plug in each of the compartments.

The discharge pumps are located aft of the compartments on the port and starboard and can be accessed through the hatch in the aft cockpit deck. The pumps are independently activated by switches on the console switch panel and are protected by breakers located on the helm breaker box behind the door under the wheel at the helm. Check these breakers first and reset if a problem arises with the pumps failing to activate when the switches are depressed.

Fish Boxes  
Fig. 3.15.2



**NOTE:** Port side shown, Starboard side typical.

- ① PUMPOUT DISCHARGE DRAIN
- ② DRAIN PLUG (SUPPLIED)
- ③ FISH BOX DRAIN

### ! WARNING

The fishbox drain plugs **MUST** be installed before putting your boat into the water



### Head System

#### Environmental Considerations

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

*The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include: Coastal waters, Estuaries, The Great Lakes and Intercoastal waterways, Freshwater lakes and Impoundments*

*accessible through locks and other flowing waters that are navigable interstate by vessels subject to this regulation. (40 CFR, 140.3)*

Your 305 Conquest has a head compartment located on the aft starboard side of the cabin. It is fitted with a VacuFlush® waste containment system that includes: The VacuFlush® toilet, vent, holding tank, vacuum pump and associated hoses and clamps.

### NOTICE

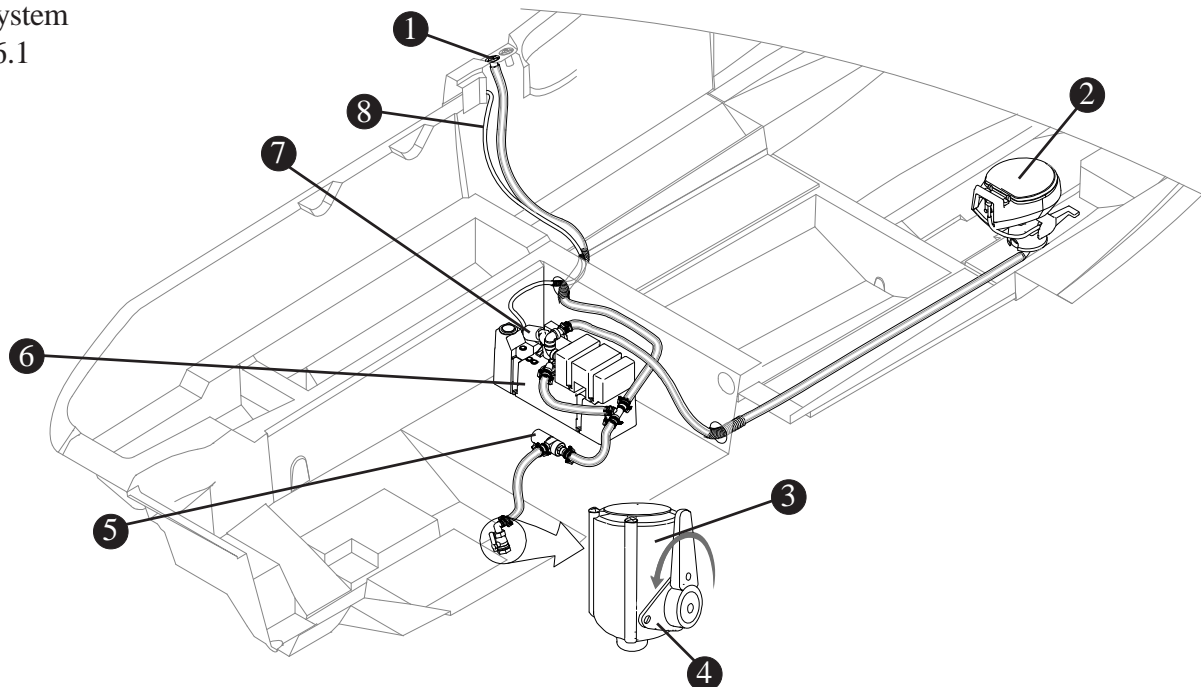
**This boat is equipped with an overboard discharge seacock.**

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

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

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

Waste System  
Fig. 3.16.1



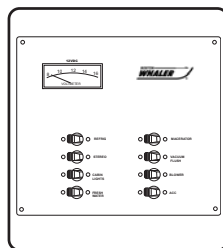
- ① "WASTE" PUMPOUT DECK PLATE
- ② VACU FLUSH® TOILET
- ③ LOCKABLE DISCHARGE SEACOCK
- ④ LOCKING PLATE

- ⑤ MASERATOR PUMP
- ⑥ 10 GAL. (37.8 L) HOLDING TANK
- ⑦ VACUUM PUMP
- ⑧ THRU-HULL VENT HOSE

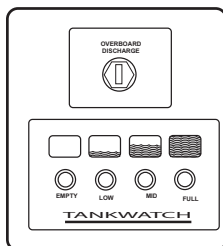


## OPERATION

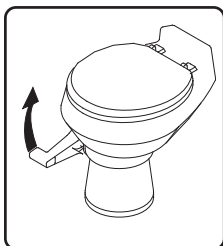
- Energize the switch marked “VACUUM FLUSH” on the DC Main Distribution Panel.



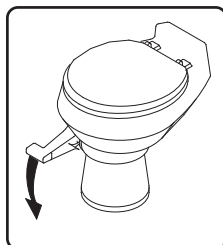
- Turn the keyswitch located in the head (above the tankwatch panel) clockwise.



- Raise the lever to fill the bowl with water, **more water is required when flushing solids.**



- To flush, push the lever down for three (3) seconds or until the contents have cleared the bowl.



The flush lever will automatically return to a neutral position. If the contents of the toilet were not emptied, you will have to wait till there is sufficient vacuum (the vacuum pump stops running) before attempting to clear the bowl.

## Dockside Discharge

### NOTICE

Dockside discharge is the preferred method of waste disposal.

The “Tankwatch” panel located on the aft wall of the head (Figure 3.17.1) will give you an indication of the

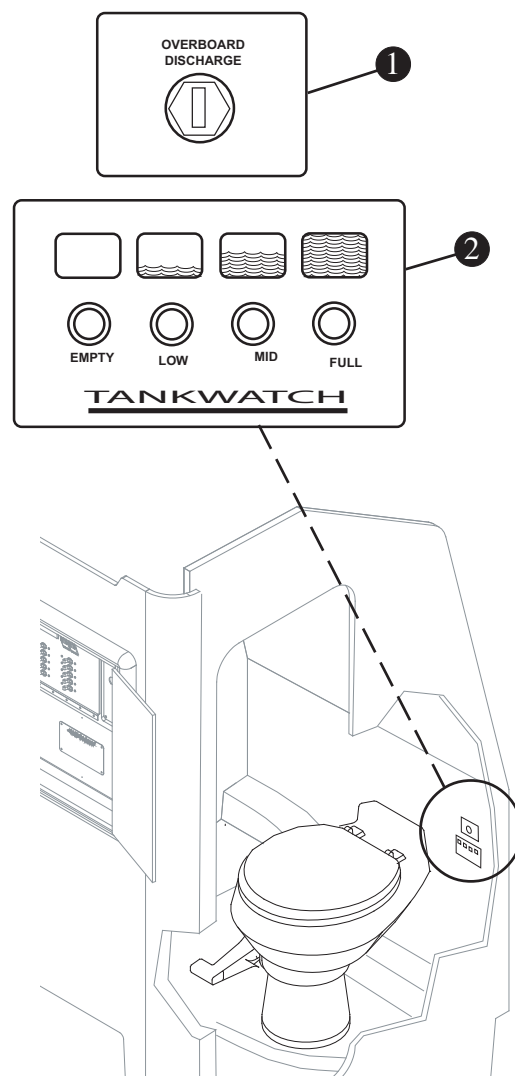
### NOTICE

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

level of waste that is in the holding tank. There are four (4) levels of indication, empty, low, mid and full. When the indicator reads full; you should have the holding tank emptied.

### Key Switch & Level Indicator Panels

Fig. 3.17.1



- 1 VACU-FLUSH® ACTIVATION KEY SWITCH
- 2 HOLDING TANK LEVEL INDICATOR PANEL



### NOTICE

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

**NEVER** use residential tissue paper in your marine waste system.

The dockside discharge deck plate is located on the port gunwale, amidship, and is marked “WASTE” (See figure 2.7.1). Access is gained by use of a special key that is included in the owner’s manual packet.

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

#### ***Macerator/Overboard Discharge***

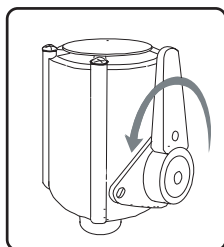
The macerator/discharge pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through the macerator seacock located in the aft bilge.

The macerator is designed to handle waste, toilet and facial tissue and will not pump solids. The key necessary to actuate the overboard discharge unit can be found in your owner’s manual packet.

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

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

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



#### ***Macerator Operation***

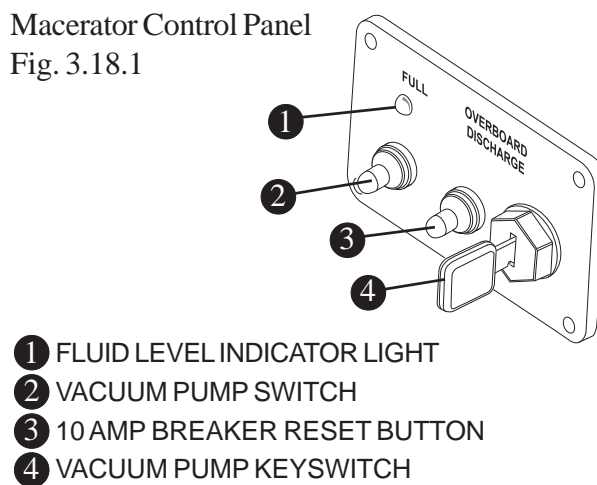
The macerator control panel is located on the aft wall of the head compartment. If the “FULL” light is on you must empty the holding tank before the system will function properly.

##### ***To Operate the Macerator:***

- Make sure the discharge seacock is in the open position.
- Insert the macerator key, which is included in your owners manual packet, into the panel.
- De-energize the vacuum pump by depressing the push button/switch. The button should be extended.
- Depress the lever on the toilet to deplete the vacuum.
- Turn the key clockwise and hold it there. The keyswitch is a momentary type, which means that it needs to be held during the discharge cycle. Turning the keyswitch clockwise will discharge the contents of the holding tank through the macerator pump, which processes it before evacuating it overboard.
- When you are satisfied that the tank has been emptied, return the key to the upright position.
- Energize the system by depressing the push button/switch. The button will remain depressed.
- The system is now ready for normal operation.

Macerator Control Panel

Fig. 3.18.1



- ① FLUID LEVEL INDICATOR LIGHT
- ② VACUUM PUMP SWITCH
- ③ 10 AMP BREAKER RESET BUTTON
- ④ VACUUM PUMP KEYSWITCH



### **Maintenance**

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

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

### **NOTICE**

**NEVER** use residential tissue paper in your marine waste system.

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

- De-energize the vacuum pump by depressing the push button/switch.
- Depress the lever on the toilet to depleat the vacuum.
- After completion of the discharge, energize the vacuum pump by returning the switch or button to its normal position.



### **CAUTION**

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

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



### Air Conditioning (Option)

If equipped, the reverse-cycle air conditioning system consists of a air handler (7000 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 air handler unit is located in the cabin and can be accessed through a hatch under the forward cushion. Care should be taken so as not to stow items around the air handler that may block the return air grill or damage the freon lines running to the compressor.

### Operation

The air conditioning/heating system is controlled by the “AIR CONDITIONER” switch on the AC Main Distribution Panel and a keypad located on the aft starboard bulkhead of the cabin (See below). 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.

### Maintenance

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

The seawater strainer located in the aft bilge (See below) should be inspected frequently and cleaned out if plugged. The strainer can be accessed by lifting the deck cover in the aft cockpit

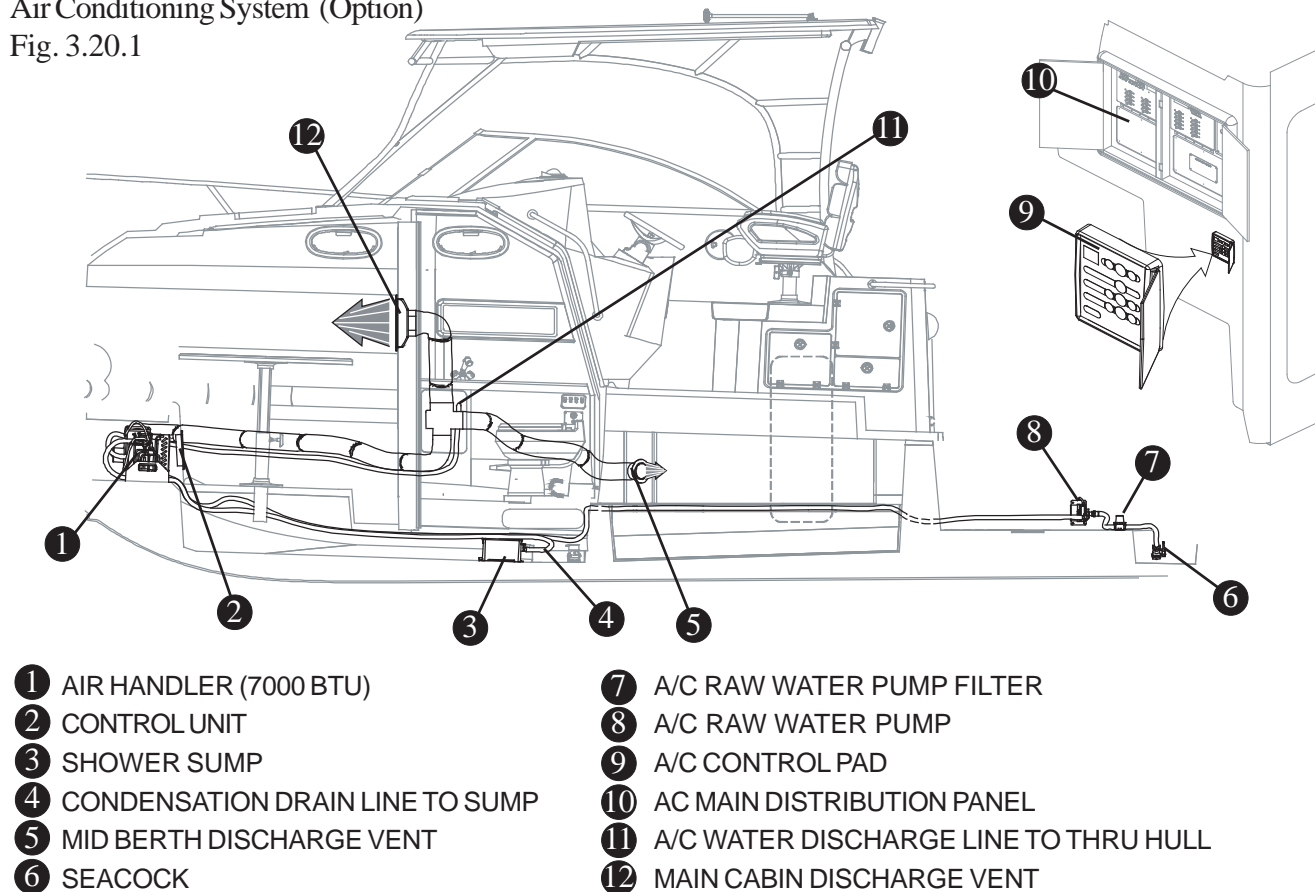
### Starting the System

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

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

Air Conditioning System (Option)

Fig. 3.20.1





### Generator (Option)

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

If equipped, the diesel 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.

### Fuel

Use a clean, good quality diesel fuel with a cetane number of 45 or greater. Clean fuel prevents the fuel injectors and pumps from clogging. Avoid storing the fuel for more than a month. Take care to keep all dirt, water and other contaminants out of the fuel to prevent the growth of microbes. Microbes form slime that clogs the fuel filter and lines.

### NOTICE

**Fuel Recommendation  
# 2 Diesel**

### ! 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

**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.

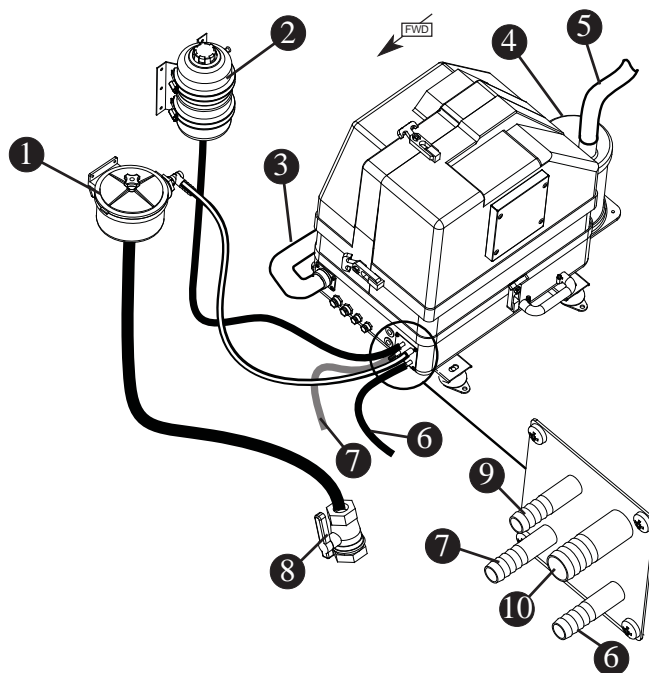
**NEVER** store diesel fuel in galvanized containers; the galvanized coating reacts chemically to produce flaking that quickly clogs filters or causes fuel pump or injector failure.

The generator draws fuel from its own tank located on the port aft side of the compartment. The fuel system has its own filter and fuel level indicator. The exhaust from the generator passes through a high efficiency marine lift type water cooled muffler and is discharged by a flexible hose via a through hull fitting. The generator has a housing which acts as protection and a sound shield. It can be removed by pulling latches located on the housing.

### Generator, Diesel (Option)

Fig. 3.21.1

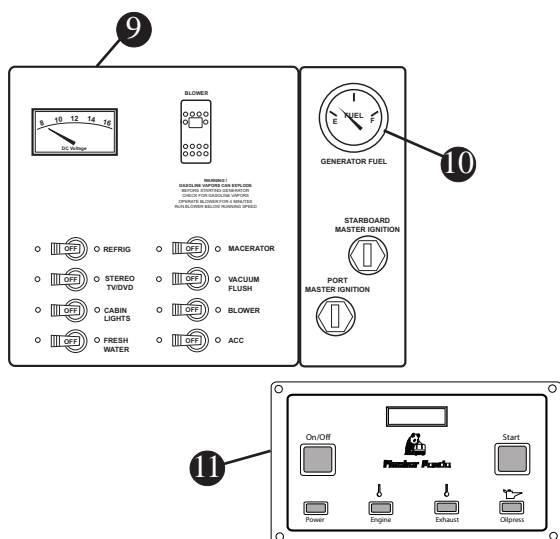
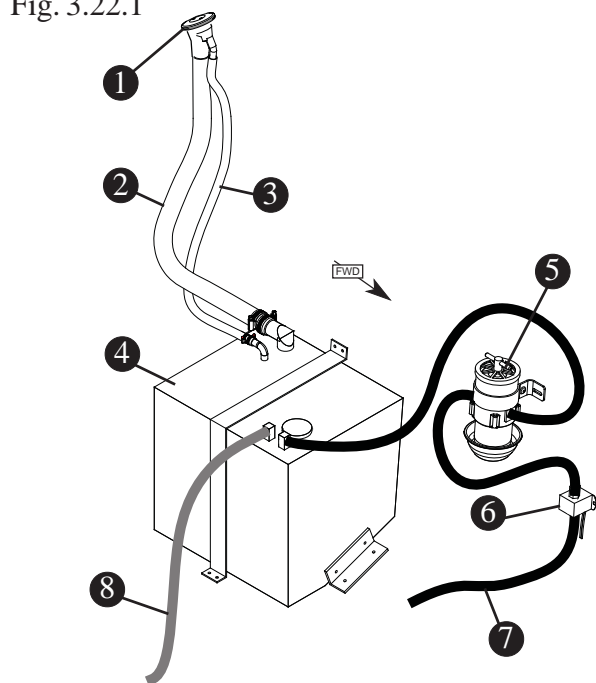
- 1 RAW WATER STRAINER
- 2 EXPANSION TANK
- 3 EXHAUST HOSE
- 4 MUFFLER
- 5 EXHAUST TO PORT THRU HULL
- 6 TO FUEL TANK (FUEL RETURN)
- 7 FROM FUEL TANK
- 8 RAW WATER INTAKE SEACOCK
- 9 TO EXPANSION TANK
- 10 FROM WATER STRAINER





## Diesel Fuel Tank (Option)

Fig. 3.22.1



- 1 DIESEL FILL DECK PLATE
- 2 FUEL FILL HOSE
- 3 FUEL VENT HOSE
- 4 15 GAL. (56.8L) ALUMINUM FUEL TANK
- 5 FUEL/WATER SEPARATOR
- 6 FUEL PUMP
- 7 FUEL FEED TO GENERATOR
- 8 FUEL RETURN FROM GENERATOR
- 9 DC MAIN DISTRIBUTION PANEL
- 10 GENERATOR FUEL GAUGE
- 11 GENERATOR REMOTE PANEL

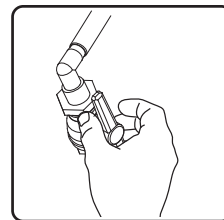
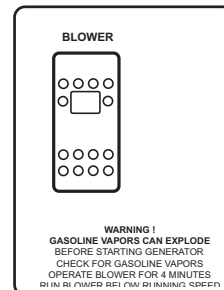
## Starting The Generator

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

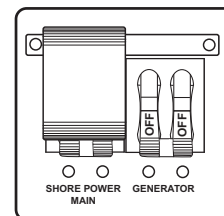
- Operate the blower for 4 minutes and manually check the bilge for fuel or fuel vapor.

Also, run the blower when operating below cruising speed.

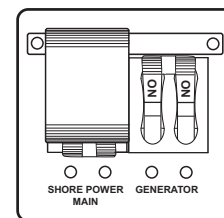
- Refer to the Manufacturers Operations Manual for a Pre-Start Checklist.
- OPEN the generator seacock



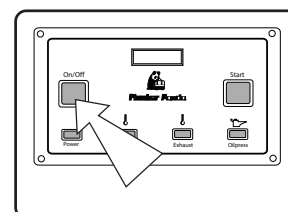
- Make sure that the slide selector on the AC MDP is covering the "SHORE POWER MAIN" switches.



- The generator must be turned ON to start.



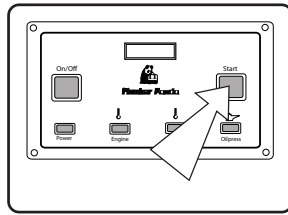
- Press the On/Off button on the remote start panel. The indicator light will illuminate and the fuel gauge will be activated.





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- Press the START button until the generator starts.



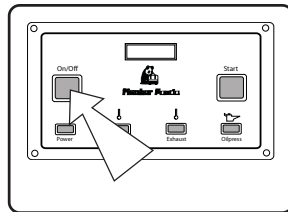
DO NOT crank the generator for more than 20 seconds at a time. Allow for a 60 second cool down period between cranking attempts.

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

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

### Stopping The Generator

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



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

### Maintenance

#### WARNING

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

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

## NOTICE

**35 hour maintenance service is required.**

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

### Operation in European Union Member Countries

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

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



### Fire Supression 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.

#### ! DANGER

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

#### ! 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.

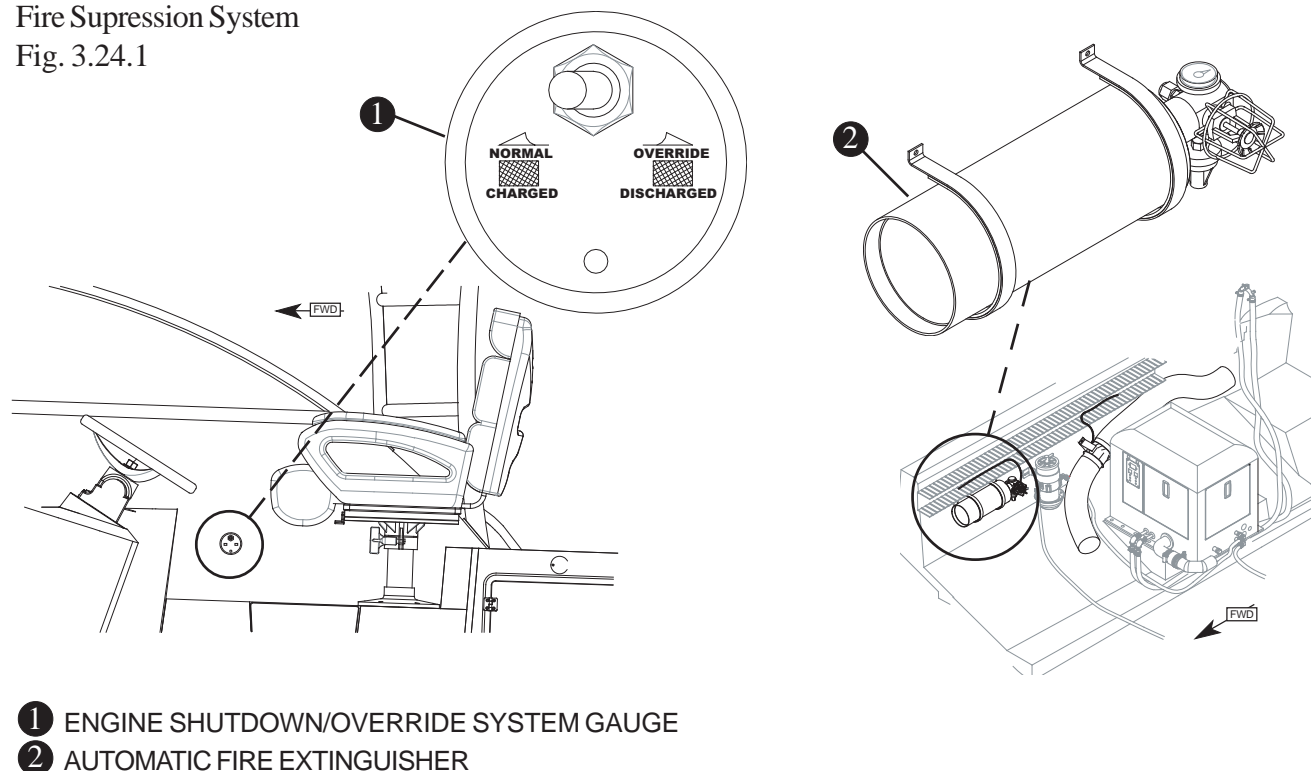
The 305 Conquest has a USCG approved automatic fire supression system that is installed with the generator option. The automatic fire supression system is located on the starboard wall of the machinery access compartment. The system will activate when the temperature in the enclosed area reaches 165°F (74°C).

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

#### *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.

Fire Supression System  
Fig. 3.24.1





## Section 3 • Systems & Components Overview & Operation

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- 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.

There is an engine shutdown/override system gauge located on the starboard wall next to the helm (See figure 3.24.1). This gauge will indicate the condition of the system. The gauge has two indicator lights that need to be monitored. When the system is operating normally and is fully charged, the **green** light will be lit. When the system has been discharged, the **red** light will be lit, and all precautions must be made to safeguard the boat against the possibility of fire spreading beyond the compartment. If no fire is indicated and the discharge light is lit, there

might be a leak in the system. It is recommended that the gauge be checked daily to insure that operation is normal.

Once the system has been discharged the power to the diesel generator engine and the blower fan will be cut. This insures that the compartment will be “soaked” with extinguishant. Once the danger of fire has been extinguished, the toggle switch can be moved from “NORMAL” to “OVERRIDE”. This will allow power to the diesel generator and the blower fan.

It is possible for this system to be recharged. It is recommended that the fire suppression tank be weighed on an accurate scale every six (6) months.

There is a chart in the manufacturers owner’s manual that lists the weight of the canister and contents.

Read the manufacturers owner’s manual to familiarize yourself with the various parts that make up the fire suppression system.

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



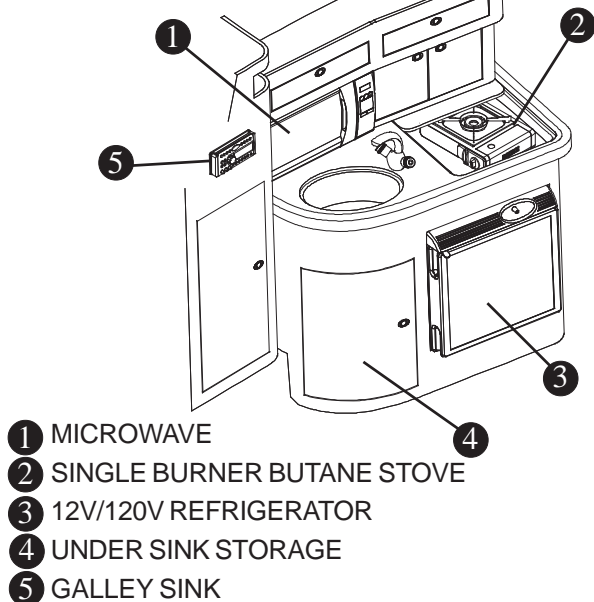
### Galley System

#### Standard galley

The standard galley in your boat includes a molded countertop with wood cabinetry, a galley sink with fresh water faucet, a 12V/120V refrigerator, microwave and a single burner butane stove (See figure 2.8.1).

Cruising Package (Optional)

Fig. 3.26.1



#### **⚠ DANGER**

- The butane stove is a source of dangerous carbon monoxide gas (CO).
- **BEFORE** using the butane stove, open doors and windows and deck hatch to make sure there is enough fresh air ventilation.

#### **⚠ WARNING**

##### MAINTAIN OPEN VENTILATION

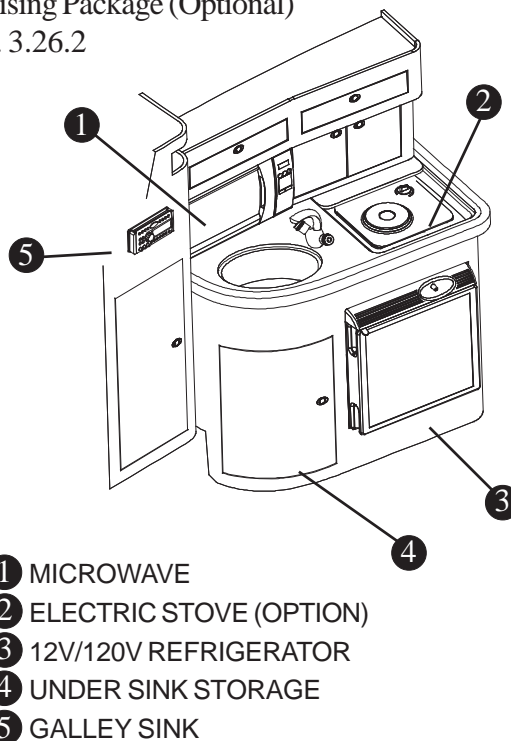
Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.

#### Optional Galley (Cruising Package)

The optional cruising package (see below) includes an electric stove.

Cruising Package (Optional)

Fig. 3.26.2



#### **⚠ WARNING**

##### BURN/SCALDING and/or FIRE HAZARD

- read the instruction manual before using the stove.
- **DO NOT** use the stove while underway.
- During and after use **DO NOT** touch or allow clothing or other flammable material to come in contact with heated stove or areas near the stove
- When not in use, butane canister must be stored in the cockpit.



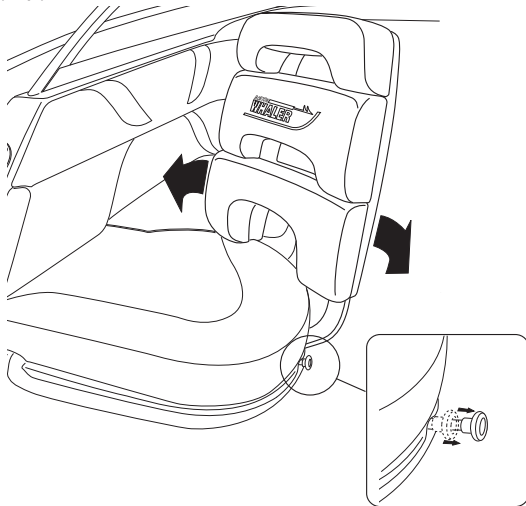
### Swivel Lounge Seat

The unique design of the Port lounge seat allows the user to rotate the seat back 180° from a typical front facing position to a position facing aft thus make it more comfortable to interact with those passengers who may be seated in the cockpit or to more easily keep a watchful eye on outrigger activity.

#### Operation

To swivel the seat, pull out the handle at the base of the seat and rotate the seatback to the desired position.

Port Swivel/Lounge Seat  
Fig. 3.27.1



### 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. There is a "Port 12V 30A Source" and "STBD 12V 30A Source" breaker on the Helm Breaker Panel located behind the door below the steering wheel. Should there be any interruption in power, check here first. 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.

#### CAUTION

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

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

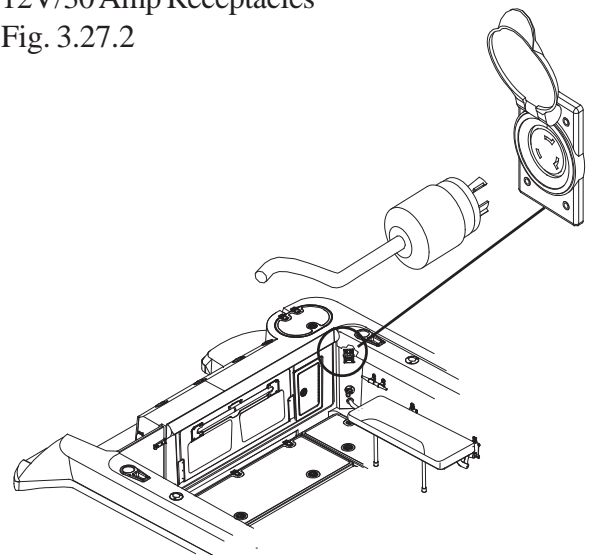
#### NOTICE

There are storage cradles designed for holding the downrigger weights when not in use. Because of the variety of weights available these cradles are designed to hold the most common weights used.

#### NOTICE

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

12V/30 Amp Receptacles  
Fig. 3.27.2



**NOTE:** Port side shown, Starboard side typical



### Anchoring

#### WARNING

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

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

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

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

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

**The scope** is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. Scope also depends on the type of anchor, tides, winds, sea conditions and type of sea floor the

anchor is in. Since you want to know how much rode to use when anchoring, use this common formula:

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

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

*Example:*

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

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

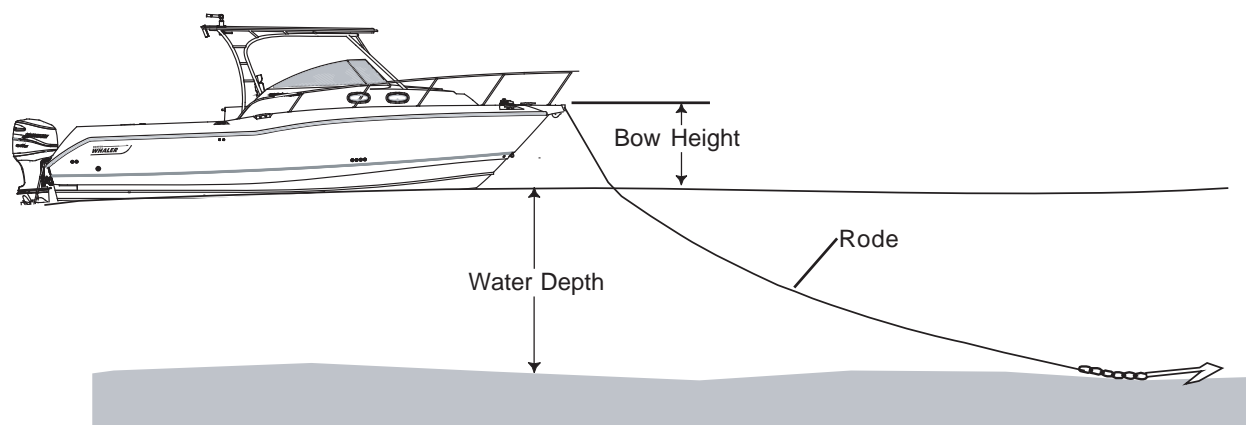
$$\text{Rode length} = 91 \text{ feet}$$

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

#### Considerations

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

Proper Anchoring  
Fig. 3.28.1



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



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

### NOTICE

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

#### Lowering The Anchor

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

### NOTICE

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

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

#### Setting the Anchor

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

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

### CAUTION

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

#### Weighing the Anchor

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

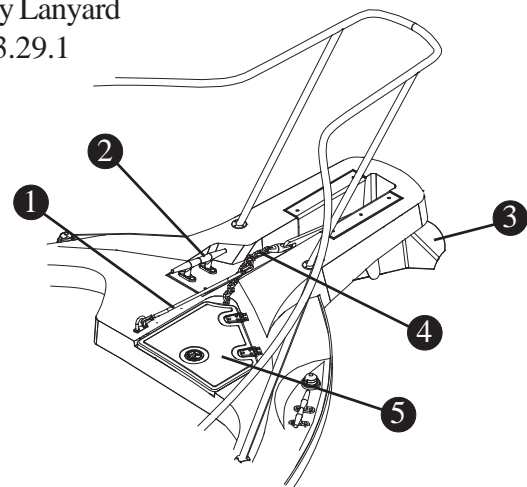
#### Safety lanyard

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

### WARNING

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

Safety Lanyard  
Fig. 3.29.1



- ① SAFETY LANYARD
- ② BOW PULPIT CLEAT
- ③ ANCHOR
- ④ CHAIN RODE
- ⑤ BOW LOCKER



## Anchor Windlass (Option)

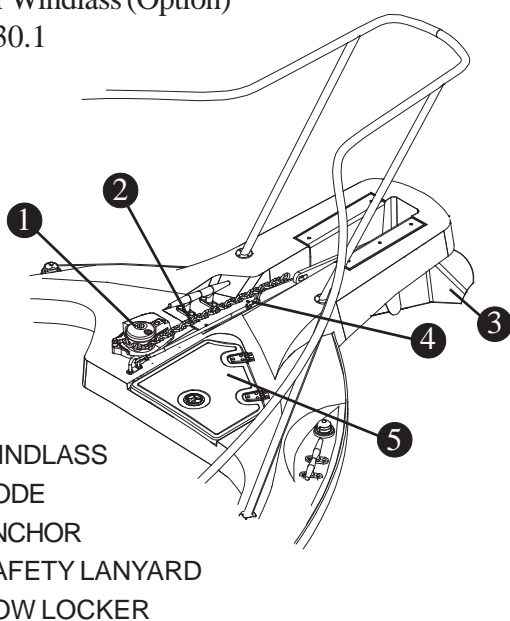
### NOTICE

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

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

Anchor Windlass (Option)

Fig. 3.30.1



### Operation

To operate the windlass from the helm and with the use of the remote, the WINDLASS breaker on the battery switch panel (See figure 4.2.1) must be ON.

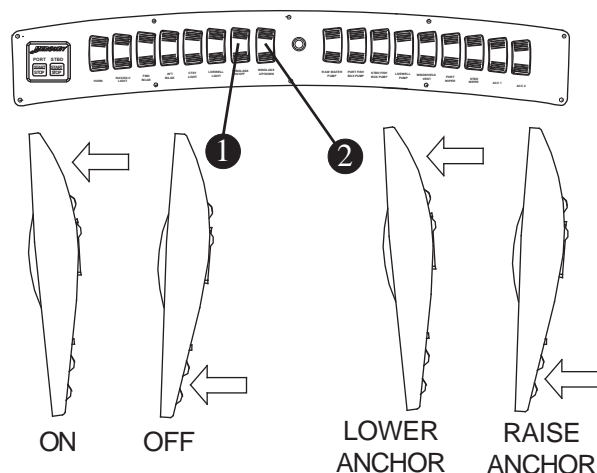
### Operating The Windlass From the Helm

The anchor windlass is powered, at the helm, by a switch on the control station switch panel.

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

Anchor Windlass (Option)

Fig. 3.30.2



- 1 WINDLASS POWER BUTTON
- 2 WINDLASS ACTUATOR SWITCH

### NOTICE

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

### Lowering the Anchor

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

### Raising the Anchor

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

### Operating The Windlass With Remote

## ⚠ DANGER

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

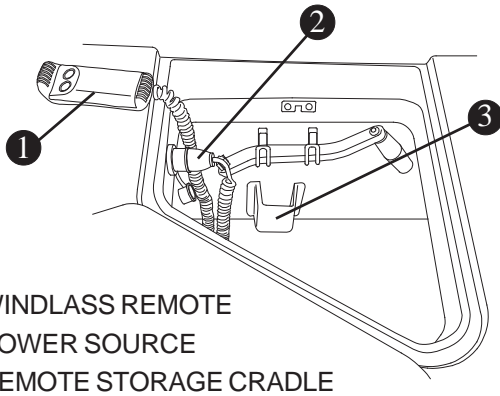


## Section 3 • Systems & Components Overview & Operation

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

Anchor Windlass Remote (Option)

Fig. 3.31.1



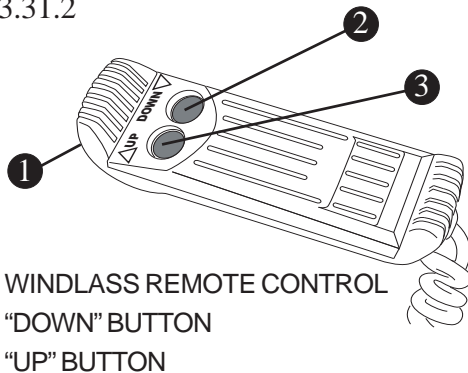
### Remote Operation

#### NOTICE

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

Anchor Windlass Remote (Option)

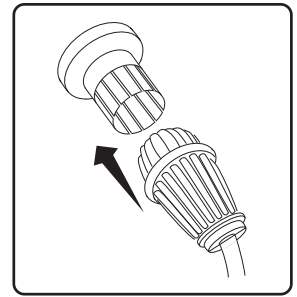
Fig. 3.31.2



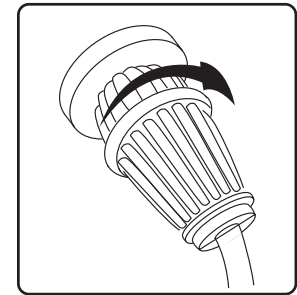
#### ! WARNING

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

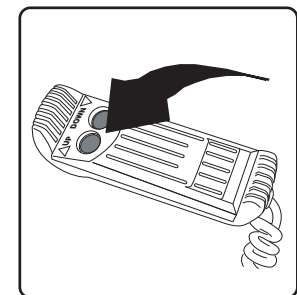
- Plug the power cable into the power receptacle on the starboard side of the bow locker (Figure 3.23.1)



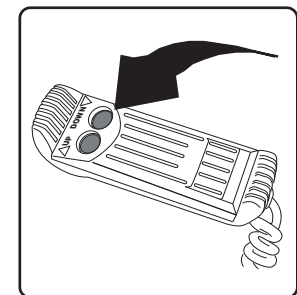
- turn the forward portion of the plug clockwise to lock.



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



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



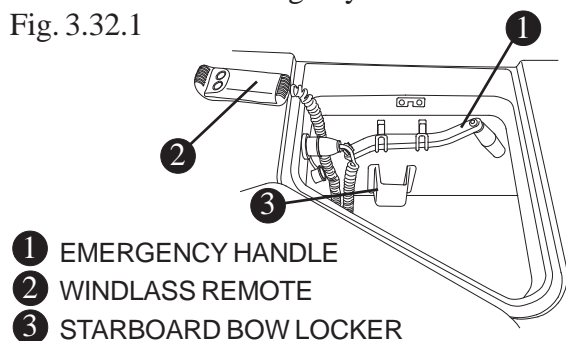
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS.

### Operating The Windlass Manually

In the event that there is a loss of power to the windlass the anchor can be raised and/or lowered manually by using the emergency handle located in the bow locker (See figure 3.33.1).



Windlass Manual/Emergency Handle  
Fig. 3.32.1

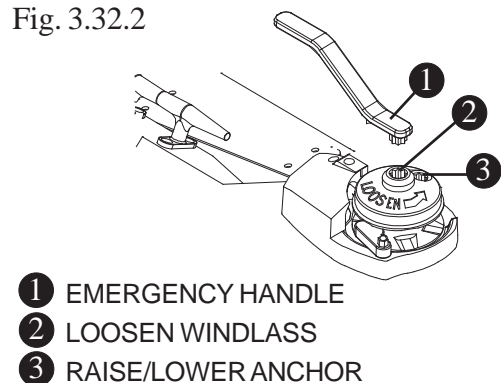


If there is a loss of power to the windlass, check the “WINDLASS” circuit breaker located on the battery switch breaker panel at the bait prep station (See figure 4.2.1). If the breaker is tripped, reset the breaker by pushing the lever up. If the breaker continues to trip, have the anchor windlass system checked by a qualified marine electrician.

### Manual Operation

There are two star sockets on the top of the windlass used for manual deployment of the anchor. Inserting the emergency handle into the center socket and turning it counter-clockwise will loosen the anchor windlass

Windlass Manual/Emergency Operation  
Fig. 3.32.2



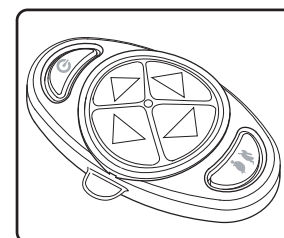
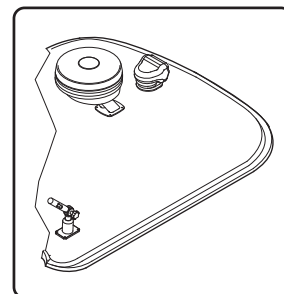
chainwheel. The star socket located off-center is used for retrieving and lowering the anchor. Turning the handle counterclockwise will allow you to lower the anchor, while turning it clockwise will raise it.

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

### Spotlight (Option)

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

The 2-speed spotlight with Directional Flexibility is controlled by a wireless remote located at the helm station which gives the operator a full 360° horizontal rotation and a 135° vertical tilt with fingertip control.



### Programming the Transmitter

The light has been pre-programmed at the factory, and it is not necessary to re-program the transmitter, unless you experience outside interference.

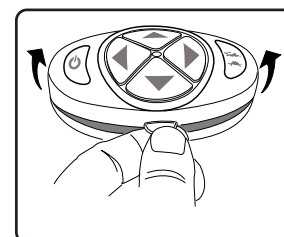
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS.

### Replacing the Batteries

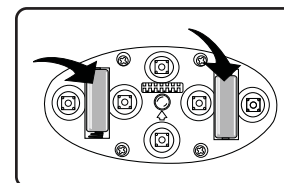
The spotlight is powered by two (2) GP 23A 12V batteries located in the remote control pad at the helm.

To replace the batteries:

- pull the protective cover up and off of the remote;



- Replace the batteries with two (2) fresh GP 23A 12V batteries.





### Rigging

Boston Whaler® has installed several rigging troughs throughout the hull and hardtop to allow the owner to run new wiring for electronics. This diagram will show the location and give instructions on how to run the wires.

#### ***Rigging The hardtop***

There is a removable headliner panel in the aft starboard cabin that hides a 1/8" nylon cord. The panel is held in place by 3 christmas tree clips. Use a christmas tree clip remover to gently release the panel. There is an access hole that holds the nylon rigging cord for the hardtop. There is approximately 6ft. (1.82m) of cord at the cabin and approximately 10ft. (3.04m) of cord at the hardtop end. There is a tag at the end of each nylon cord that says "DO NOT PULL". Tie this cord around the end of the electronics cable to run it up from the cabin or down through the hardtop. The fiberglass hardtop has a channel that will allow rigging from the hardtop frame through the hardtop to the electronics box area on the forward section of the hardtop.

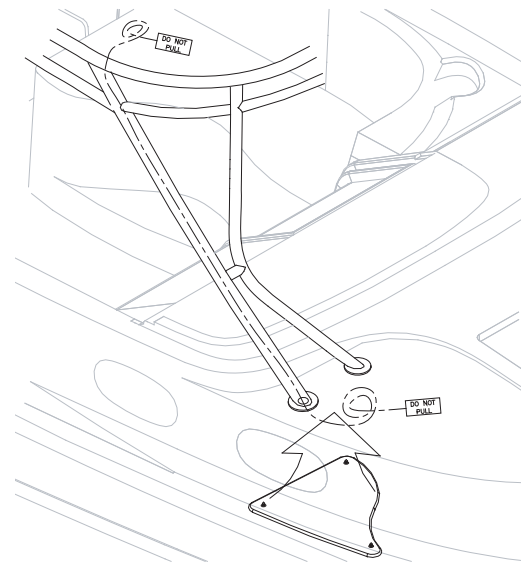
#### ***Rigging The Console***

There is also a 1/8" nylon cord under the headliner that will allow you to run rigging through to the console. The cord exits through a rigging hole behind the helm console. Access can be gained though the upper aft head compartment wall. The cabin door must be closed before access can be made. If you must look inside this access, USE CAUTION that the door is closed and secured from opening before working in this area.

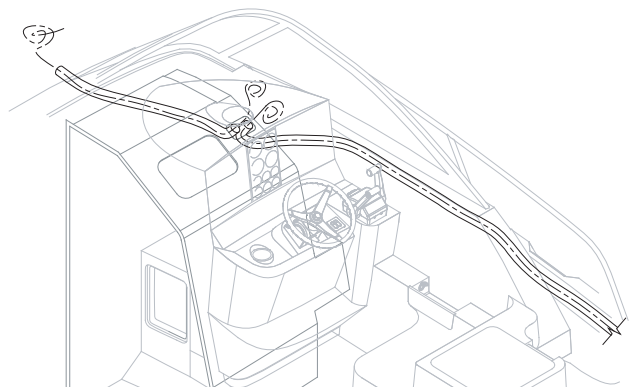
#### ***Rigging The Hull***

There is a nylon cord that runs from the console, down the starboard gunwale and exits out of the aft starboard section of the cockpit machinery compartment. The cord at this end is approximately 6ft. (1.82m). The rigging hose is 2 inches in diameter. This diameter will be important as the rigging tube gets more populated. To allow for more electrical accessories to be run through the rigging tube at a later date, tie another piece of nylon cord to the current accessory wiring being run and use that for later runs.

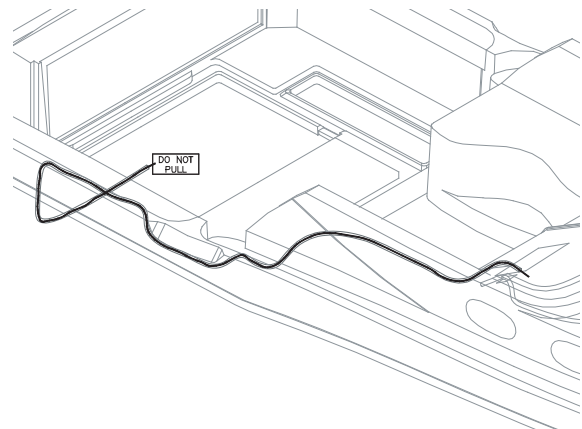
Rigging  
Fig. 3.34.1



HARDTOP RIGGING CORD



CONSOLE RIGGING TROUGH



HULL RIGGING CORD



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### DC Electrical System

The DC electrical system on the 305 Conquest is powered by three lead-acid batteries. The batteries are charged by the engines when the engines are running or by shore power when connected. The batteries power essential systems on your boat:

- Engine Ignition.
- Engine tilt trim system
- Helm switch panel & helm instrument panel
- Lighting/Navigation systems
- Livewell system
- Electronics and add-on accessories
- Interior Lighting
- Auto entertainment system

A fourth battery can be added when the optional generator is chosen.

#### Batteries

### NOTICE

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

#### Battery Trays

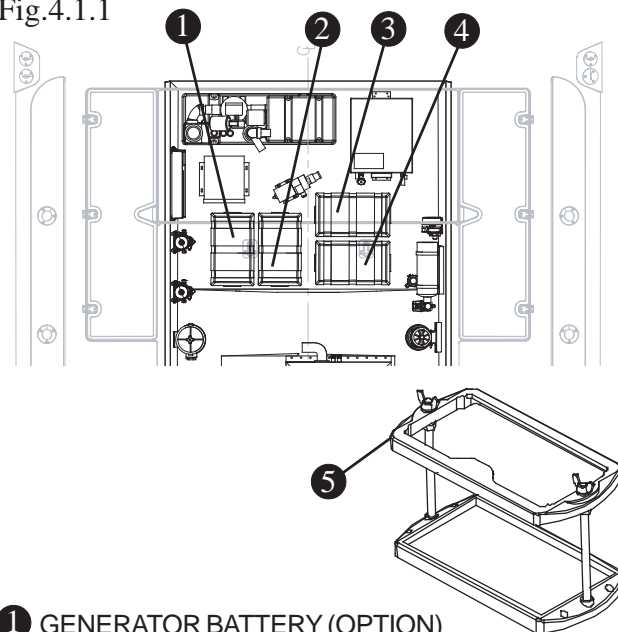
Your batteries should always be enclosed in the battery trays provided with your boat and secured in place by the retaining lids. The trays will ensure that while underway the batteries will not move around, thus causing damage to components fitted in the same area.

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

- Coating the terminals with dielectric grease
- Keeping the batteries dry
- If not using a sealed battery, check & maintain the water level. **USE DISTILLED WATER ONLY.**
- Removing the batteries from the boat during cold weather or long term storage.

#### Batteries

Fig.4.1.1



- 1 GENERATOR BATTERY (OPTION)
- 2 PORT BATTERY
- 3 STBD #2 BATTERY
- 4 STBD #1 BATTERY
- 5 BATTERY RACK

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. Overcharging the battery can be just as detrimental to its life as running it down too far.

### ⚠ 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.**



### Battery Charging

The batteries primary source of re-charging is through the alternators on the engines, while in use. Alternate sources can be through the use of shore power connections or an optional on-board generator.

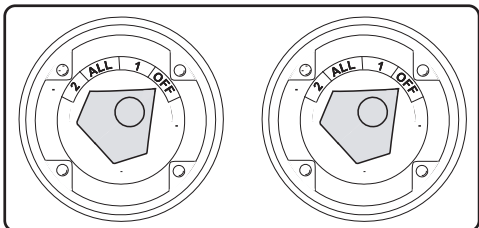
There is a power converter that will help charge the batteries while connected to shore power/generator. The converter will take the shore power/generator AC load and convert it to a 12Volt DC load. The batteries charge can be read by the DC volt gauge on the cabin Main Distribution Panel (See figure 4.4.1).

### Battery Switches

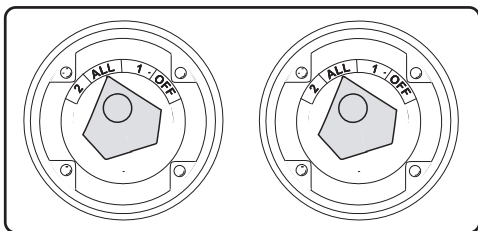
Your 305 Conquest uses two (2) battery selector switches to control delivery of DC power from the three batteries. The battery switches are located on the inboard side of the cockpit prep station.

The battery switches have four (4) settings, OFF, ALL, 1 & 2:

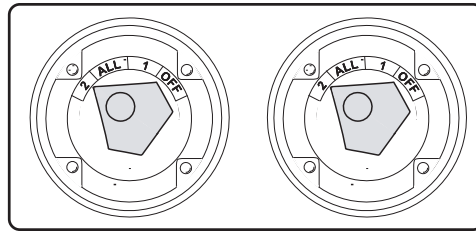
- **“OFF”** - you will have no power to the engines.



- **“ALL”** - you will have power from all batteries at the same time. This parallels the batteries to assist you in starting the engine, once the engine is started the battery switch should be switched from the “ALL” setting, and set to charge either the port or starboard batteries.



- Port battery switch on **“1”**, starboard battery switch on **“2”** is the preferred position for normal operation.

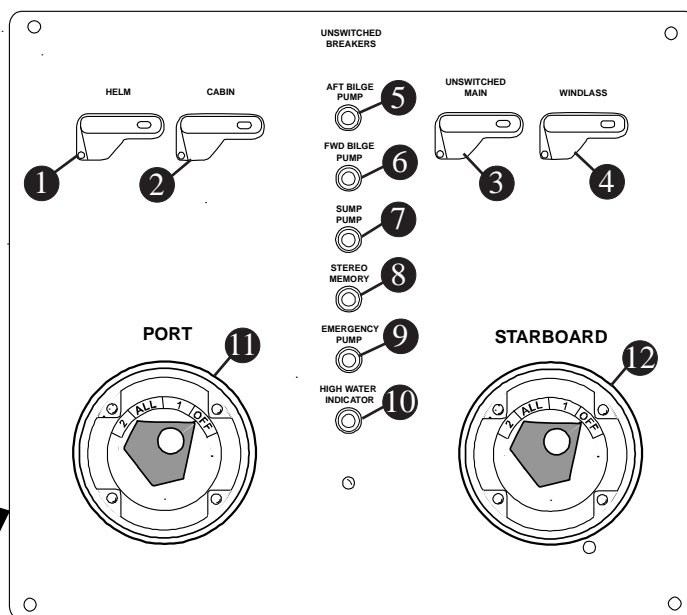
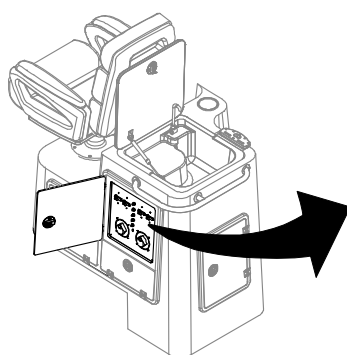


When the engines are shut down or not providing a charge, the system allows you to run all the boats functions from battery position #2 only. In the event the starboard batteries (number “2” position) discharge completely, you will still be able to start the engine by turning the battery switch(s) to the number “1” position. This accesses the charged battery for engine start. After the engine starts, return the battery switches to the number “2” position until it all batteries are charged.



## Battery Switch Panel

Fig. 4.3.1



- 1 HELM MAIN BREAKER ..... 80 AMP
- 2 CABIN MAIN BREAKER ..... 80 AMP
- 3 UNSWITCHED MAIN ..... 50 AMP
- 4 WINDLASS MAIN BREAKER ..... 120 AMP
- 5 AFT BILGE PUMP ..... 15 AMP
- 6 FORWARD BILGE PUMP ..... 6 AMP

- 7 EMERGENCY PUMP ..... 15 AMP
- 8 HIGH WATER INDICATOR
- 9 SUMP PUMP ..... 5 AMP
- 10 STEREO MEMORY ..... 15 AMP
- 11 PORT BATTERY SWITCH
- 12 STARBOARD BATTERY SWITCH

### ! 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.
- **ALWAYS** disconnect the battery before doing any work or maintenance on the electrical system.
- **NEVER** turn off the battery switches or disconnect the battery cables while the engines are running.

### ! WARNING

Do not operate boat with batteries in "ALL" once the engine is started or serious engine electrical damage may result.

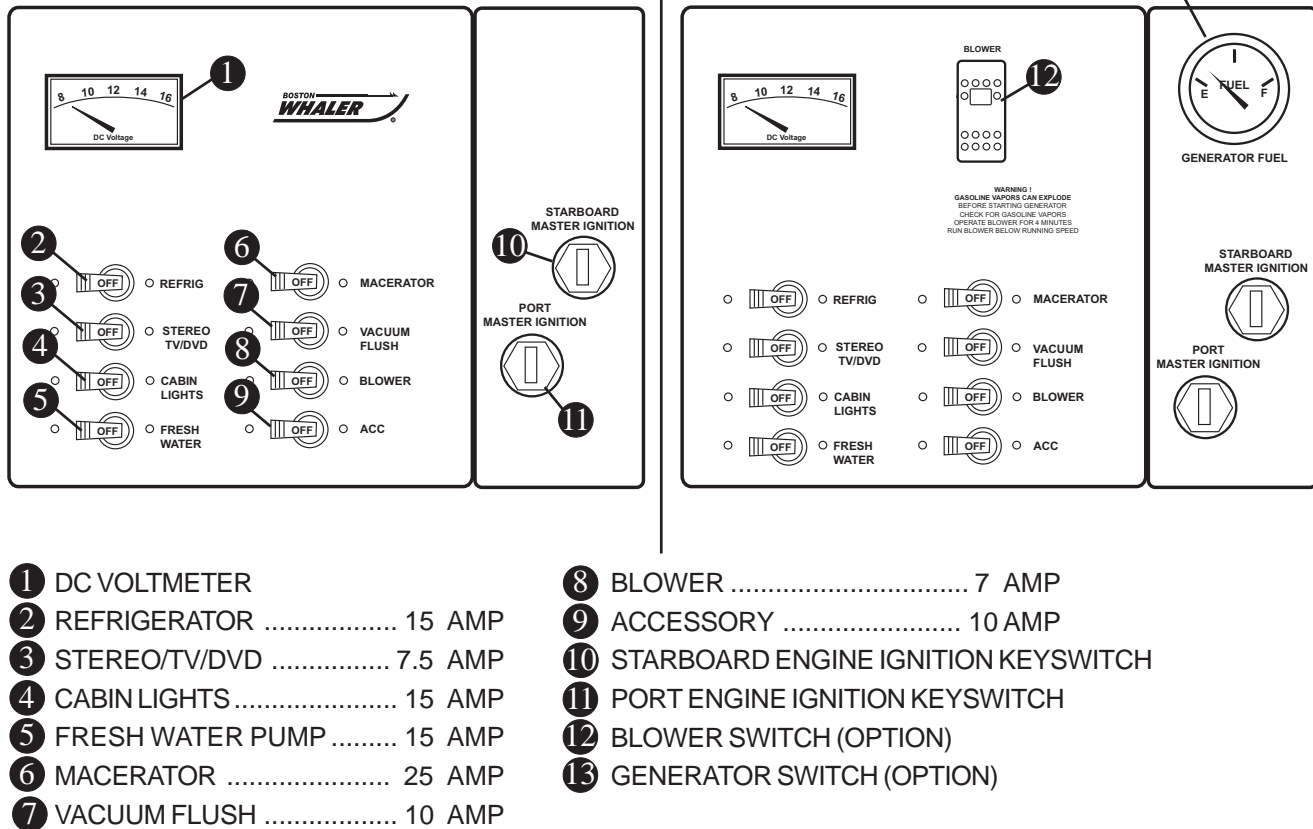
Use the "ALL" position only if both batteries are near the same voltage. If one battery is strong and the other weak, high current could cause battery damage.

The Bilge pump, stereo memory and clean power for the DTS system still draw power from the starboard batteries even if the switch is set to "OFF". For this reason it is recommended that the boat be run on battery position #2 except when periodically charging battery #1.



### 12VDC Main Distribution Panels

Fig. 4.4.1



## DC Main Distribution Panel

The 305 Conquest has a 12 Volt Direct Current (DC) electrical system that provides power to all essential systems and some optional equipment. The DC electrical system is controlled primarily through a Main Distribution Panel (MDP) located on the aft starboard wall in the main cabin.

### Operation

The branch breakers on the MDP are a toggle type breaker, whereas the component breakers on the Helm Breaker Panel are a push button type breaker.

- Push the appropriate breaker lever to the “ON” position.
- If an overload occurs, the breaker will automatically trip and the lever will move back to the “OFF” position, determine the cause of the trip and correct it prior to resetting the breaker.

- If a push button breaker trips; the button will fully extend, push the button to reset the breaker after it has been determined what caused the circuit to trip.
- De-energize the circuit by turning it to the “OFF” position when they are not in use. Leaving the breakers in the “ON” position places undue load on the batteries. Make a habit of de-energizing the the breakers before turning the main battery switches “OFF”. This will help to preserve the contacts on the battery switch.

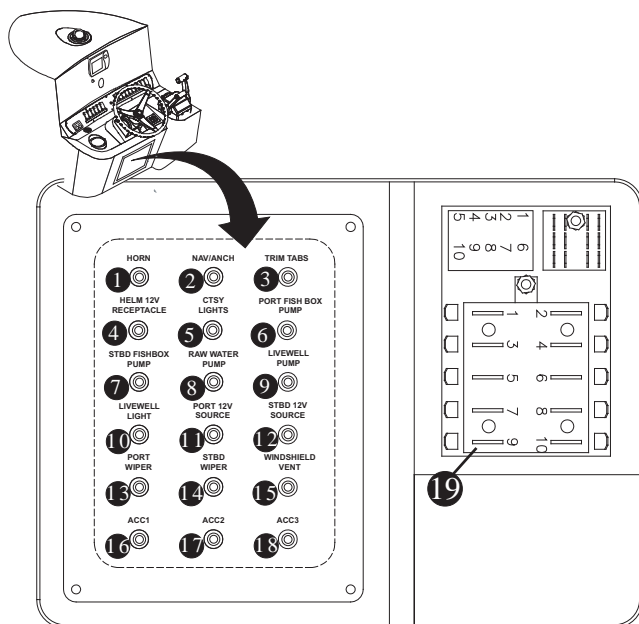


**NEVER** reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.



## Helm Breaker Panel

Fig. 4.5.1



- 1 HORN ..... 5 AMP
- 2 NAV/ANCH ..... 5 AMP
- 3 TRIM TABS ..... 20 AMP
- 4 HELM 12V RECEPTACLE ... 10 AMP
- 5 COURTESY LIGHTS ..... 10 AMP
- 6 PORT FISHBOX PUMP ..... 20 AMP
- 7 STBD FISHBOX PUMP ..... 20 AMP
- 8 RAW WATER PUMP ..... 15 AMP
- 9 LIVEWELL PUMP ..... 5 AMP
- 10 LIVEWELL LIGHT ..... 5 AMP
- 11 PORT 12V SOURCE ..... 30 AMP
- 12 STBD 12V SOURCE ..... 30 AMP
- 13 PORT WIPER ..... 5 AMP
- 14 STBD WIPER ..... 5 AMP
- 15 WINDSHIELD VENT ..... 5 AMP
- 16 ACCESSORY 1 ..... 10 AMP
- 17 ACCESSORY 2 ..... 10 AMP
- 18 ACCESSORY 3 ..... 10 AMP
- 19 ELECTRONICS FUSE BOX

## Maintenance

Very little is required in the way of maintenance, periodic checks should be made to ensure all connections are tight and that the wiring and terminals have not been damaged in any way through chafing against fixed objects or vibration. before attempting to tighten any connection, it is important to turn all the battery switches to the “OFF” position. Use ONLY the appropriate tool for the job. If the wiring has been damaged, consult a qualified marine technician.

## DC Voltmeter

There is a DC Voltage gauge on the DC MDP; located on the upper left side of the panel it indicates the battery condition in volts (8-16 volts). It will register 12 volts or more if the battery is in good condition and will register less than 12 volts if the battery is weak.

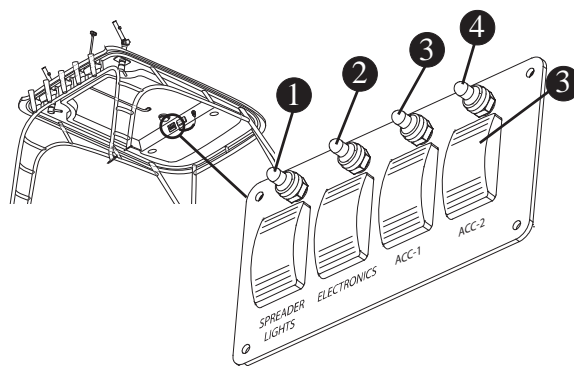
## Component Breakers

Component reset breakers are located on the helm breaker panel and the hardtop switch panel.

If a component breaker trips, determine and correct the problem before resetting the breaker. Should a circuit breaker trip repeatedly, have a qualified electrician determine and correct the cause of the trip.

## Hardtop Switch Panel Reset Breakers

Fig. 4.5.2



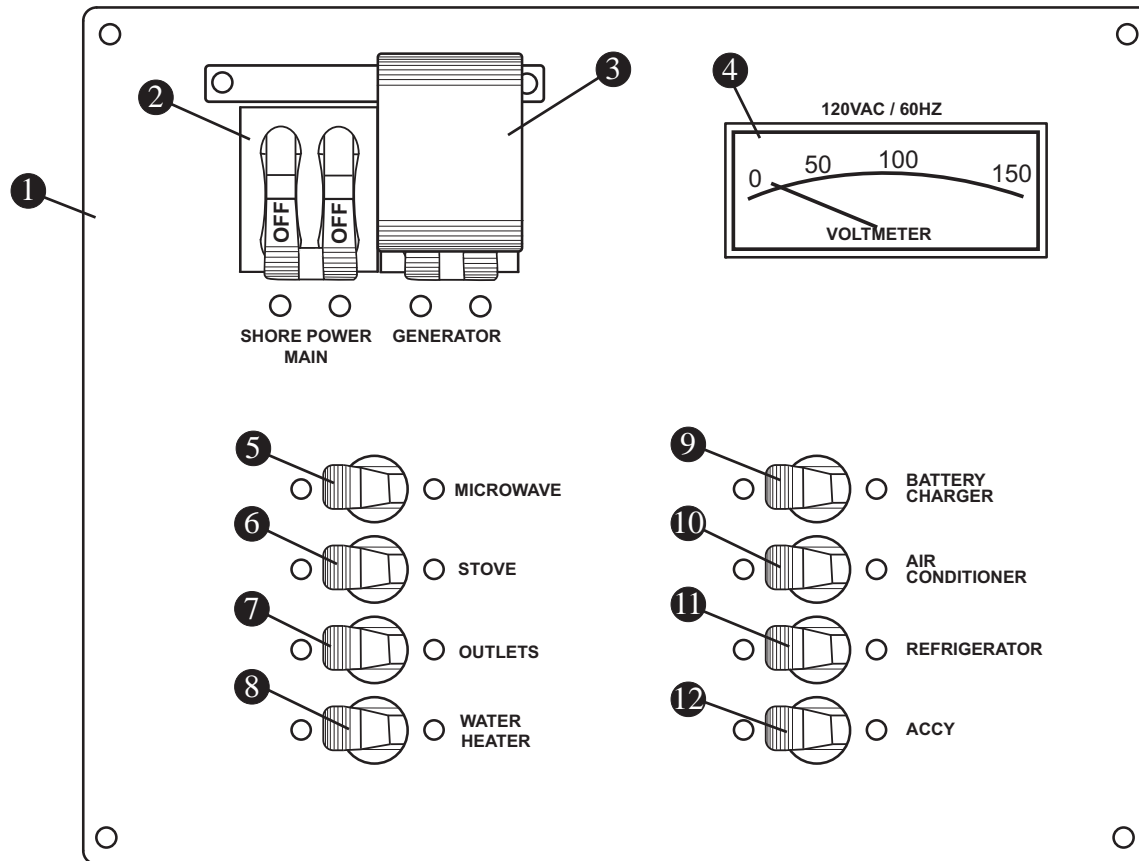
- 1 SPREADER LIGHTS ..... 10 AMP
- 2 ELECTRONICS ..... 10 AMP
- 3 ACC-1 ..... 10 AMP
- 4 ACC-2 ..... 10 AMP



## AC Electrical System

120VAC Main Distribution Panels

Fig. 4.6.1



### AC 120v Main Distribution Panel

Those systems which are non-essential or which require electrical power beyond the reasonable capacity of the batteries are provided with power from the 120 Volt Alternating Current (AC) electrical system. These systems include:

- Air conditioning/Reverse cycle heating
- Water heater
- Electric stove

- Battery chargers
- Electrical outlets
- Microwave oven
- Refrigerator, (which has the capacity to operate on either AC or DC power and automatically switches to AC when available).

The AC electrical system can be fed by either a 30 amp shore power connection or an optional 4 kilowatt generator. The AC Main Distribution Panel (MDP)



controls both sources of power. There is a slide bar that allows only one source of power to be used at a time. Before making a power connection/disconnection; the main breakers should be in the “OFF” position.

### AC Voltmeter

This will indicate the voltage available (0-150 Volts) at the Main Distribution Panel. It will normally register 120 Volts. **If the meter registers less than 110 volts or more than 125 Volts, DO NOT energize any AC circuits.** Return the power source switch to the “OFF” position and contact your Boston Whaler® dealer.

### WARNING

**DO NOT attempt to use more than two (2) high amperage appliances at the same time as overloading of the circuit may result, causing breakers to trip.**

### Shore Power

Your 305 Conquest has the ability to run the AC electrical system by means of a shore power connection which can be used, while docked, to energize all the systems on your boat, including those which require power beyond the capabilities of the batteries.

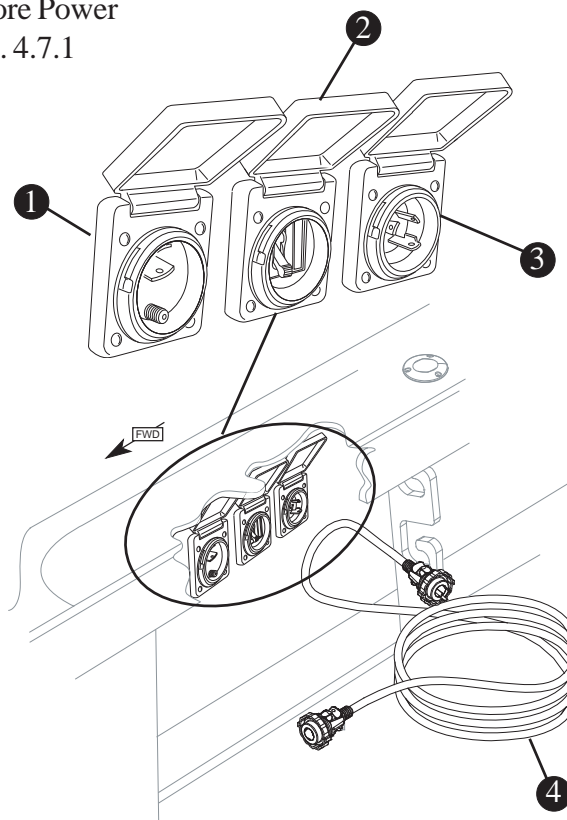
A supplied 50 ft. (15.24M) shore power cord with weather tight plugs is used to connect to dockside power facilities.

### CAUTION

- It is imperative that the shore power receptacles are dry before plugging into the dockside power receptacle.
- Route and tie the power cord from the boat to the dockside power box to prevent people tripping over it and injuring themselves.
- The shore power cord should also be routed or secured to prevent falling into the water causing stress on the plugs and receptacles.
- The use of extension cords for shore power is not recommended. Extensions can cause a voltage drop and may prevent some electronic devices from operating correctly.

### Shore Power

Fig. 4.7.1



- ① TELEVISION RECEPTACLE (OPTION)
- ② INTERMEDIATE SHORE POWER BREAKER
- ③ SHORE POWER RECEPTACLE
- ④ SHORE POWER CORD

### NOTICE

**Be sure that the boat is securely moored before connecting to dockside power.**

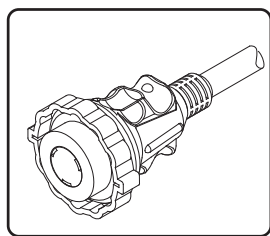
#### To Connect Shore Power:

##### 1. On The Boat:

- Make sure that the “Shore Power Main” breaker and all equipment breakers on the AC Main Distribution panel are OFF.
- Be sure that the shore power intermediate breaker (on starboard gunwale) is OFF.
- Assure that receptacle and plugs are dry. Spray a moisture repellant into the receptacle and cord plugs.



- Plug power cord end into receptacle on starboard gunwale.



Turn clockwise to lock and thread the locking ring onto the receptacle to prevent accidental unplugging.

### **2. On The Dock:**

- Turn **OFF** the dock breaker.
- Assure that receptacle and plugs are dry. Spray a moisture repellant into the receptacle.
- Plug power cord end into dockside receptacle.
- Turn **ON** the dockside breaker.

### **3. On The Boat:**

- Turn **ON** shore power intermediate breaker (on starboard gunwale).
- Turn **ON** the “Shore Power Main” breaker on the MDP panel. Check the AC voltmeter for proper voltage.
- Turn **ON** the equipment breakers.



## CAUTION

**NEVER operate 120 volt shore power if the voltmeter registers less than 110 volts or more than 125 volts.**

### ***To Disconnect Shore Power:***

#### **1. On The Boat:**

- Turn **OFF** all equipment breakers on the AC Main Distribution panel.
- Turn **OFF** the “Shore Power Main” breaker on the MDP panel.
- Turn **OFF** Shore Power intermediate breaker (on starboard gunwale).

#### **2. On The Dock:**

- Turn **OFF** the dockside breaker.
- Disconnect the dockside end of the power cord.

#### **3. On The Boat:**

- Disconnect the power cord from the shore power receptacle on the starboard gunwale.
- Clean the power cord, spray the plugs with moisture repellent, and store the cord in a dry location on the boat.

It is imperative that you keep the shore power cord and the plug ends clean and dry. This is especially necessary if your boat is used in salt water. Always clean and spray your cord ends with moisture repellent before using and before storing the cord.

### ***Isolation Transformer***

Your boat is equipped with an isolation transformer located forward of the holding tank. The transformer can be accessed through the access hatch in the aft cockpit.

The boat’s electrical system and grounding conductor are not actually connected to the dockside system when using shore power.

The isolation transformer transfers power from the dockside electrical system to the boat’s electrical system by magnetic coupling. This means there is no direct electrical connection between the earth-grounded shore AC power and boat AC power. The benefits of isolating the power this way include:

- Greatly reducing shock hazards to people swimming around the boat.
- Preventing reverse polarity due to a mis-wired shore power pedestal
- Providing further protection to people on board as well as sensitive AC appliances and equipment.
- Preventing galvanic current corrosion due to direct connection to AC shore power.



### Fuse Block

There is an electronics fuse block located in the lower console (See figure 4.5.1).

In the event you need to replace a fuse, use only the same amperage as the original. It is recommended that you carry spare fuses.

If a fuse is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance fuse failure or breaker tripping.

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



### WARNING

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

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

### Ground Fault Interrupter Receptacle (GFI)

Your boat is equipped with two (2) Ground fault interrupter receptacles. One located on the starboard lower cabinet wall inside the head compartment and one on the forward port wall of the galley cabinet.

There are two (2) outlets that are not GFCI rated that are located under the galley sink cabinet. These outlets are used to power the microwave oven and the refrigerator. **DO NOT** use them for anything other than powering those appliances.

Please read and understand the CAUTION block below regarding GFI receptacles.

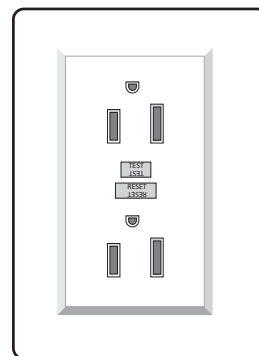


### CAUTION

**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.**

The GFI receptacle is designed to protect people from the line-to-ground shock hazards which could occur from defective tools or appliances operating from the receptacle, or from down-line outlets protected by it.

The GFI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normal healthy persons. The receptacle will not protect people against line-to-line or line-to-neutral faults, short circuits or overloads.



### Testing

The GFCI outlet has a TEST and RESET button that you can use to regularly test the outlet for proper operation. Before testing the outlet, push the RESET button in. Plug an appliance into the outlet (such as a lamp) and turn it on. Push the TEST button, the appliance should shut OFF. If it does, the circuit was interrupted and it is working properly. Push the RESET button to return the power to the outlet. If the power to the appliance was not interrupted, have a qualified marine electrician check the system to find the problem.

### International Option

All readily accessible 220V outlets are protected by a Residual Current Circuit Breaker (RCCB). This current breaker includes a test switch to verify proper operation. Its function is similar, but not identical to the GFI receptacle.

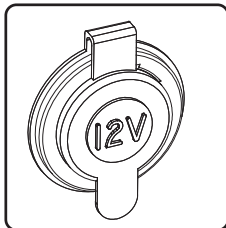


### 12 Volt Accessory Receptacle

#### NOTICE

**DO NOT** insert a cigarette lighter into this receptacle. Damage to the unit & system could occur.

Your 305 Conquest is equipped with two 12 volt accessory receptacles. One is located in the top of the side pocket starboard of the helm seat (See figure 2.9.1). The other is located on the aft wall of the starboard cabin. They are



DC receptacles to be used with any 12 volt accessories using this style of plug.

There is a 10 amp breaker located on the DC Main Distribution Panel (See figure 4.4.1). **Be sure to use accessories that do not exceed the rated capacity of the circuit, (10 amps) or the breaker will trip.**



## Section 4 • Electrical System

### Electrical Schematics

The schematics on pages 4-9 thru 4-16 were generated by technicians in the Boston Whaler® Engineering Department and are for reference, to be used by service technicians.

Boston Whaler® does not recommend that you attempt to work on the electrical system yourself. Instead, we suggest that you take your boat to an authorized Boston Whaler® dealer for electrical service.

Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the customer and is not obligated to make any updates to units built prior to the change.

### Wiring Identification Chart

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

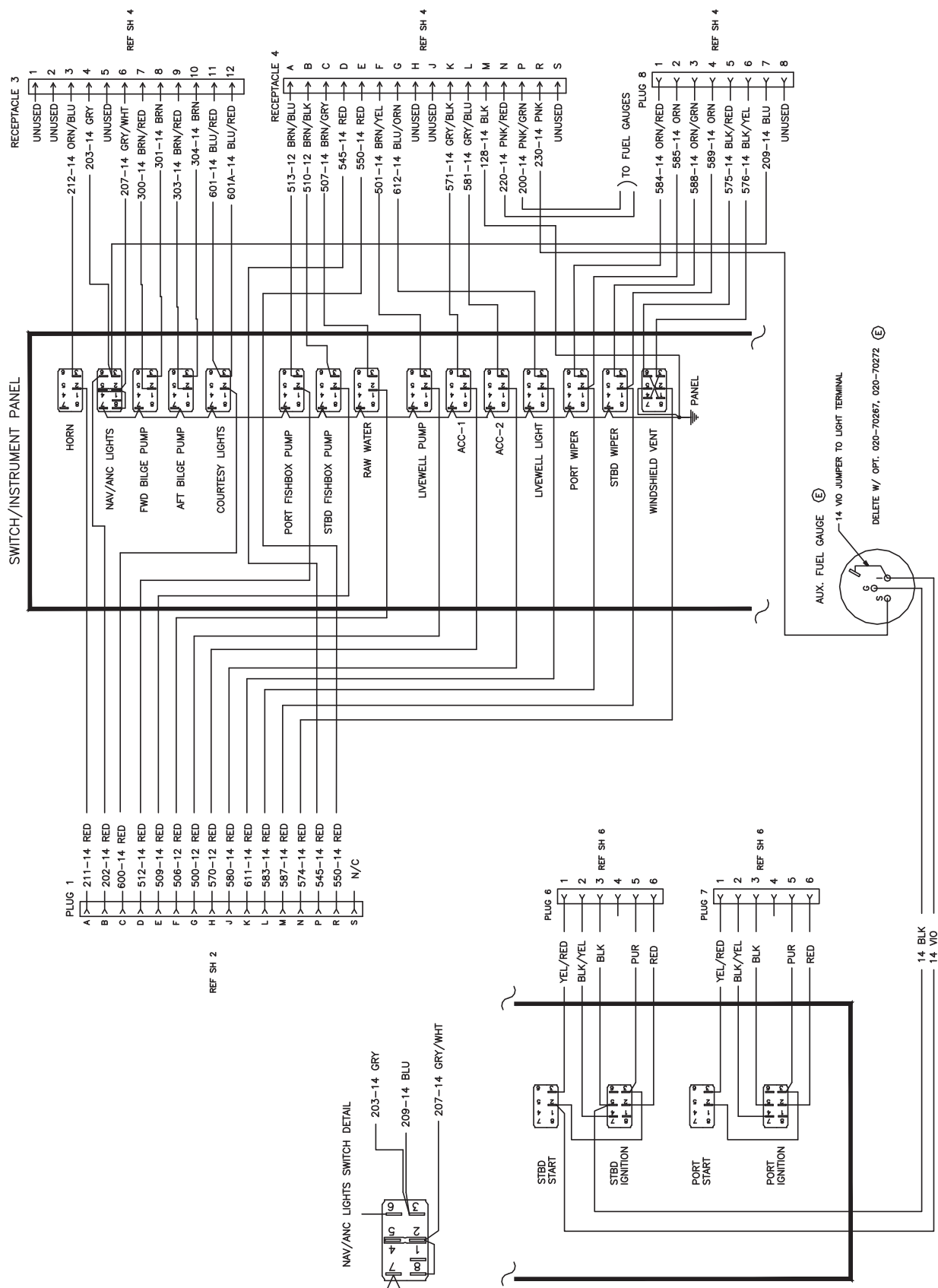
**Wire Color Chart for DC and Special Circuit**

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



## Helm Switch Panel Schematic

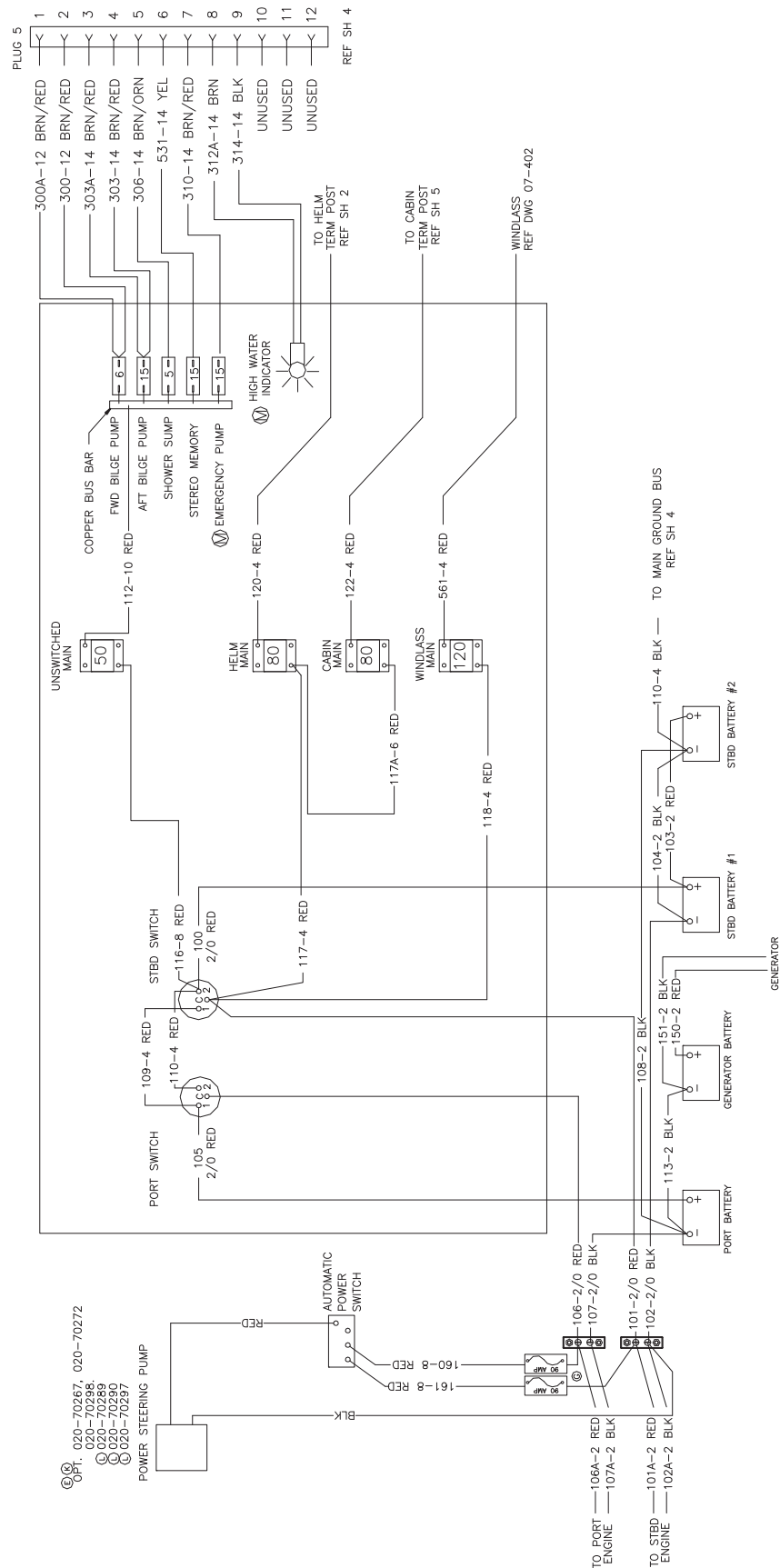
### Fig. 4.12.1





## Section 4 • Electrical System

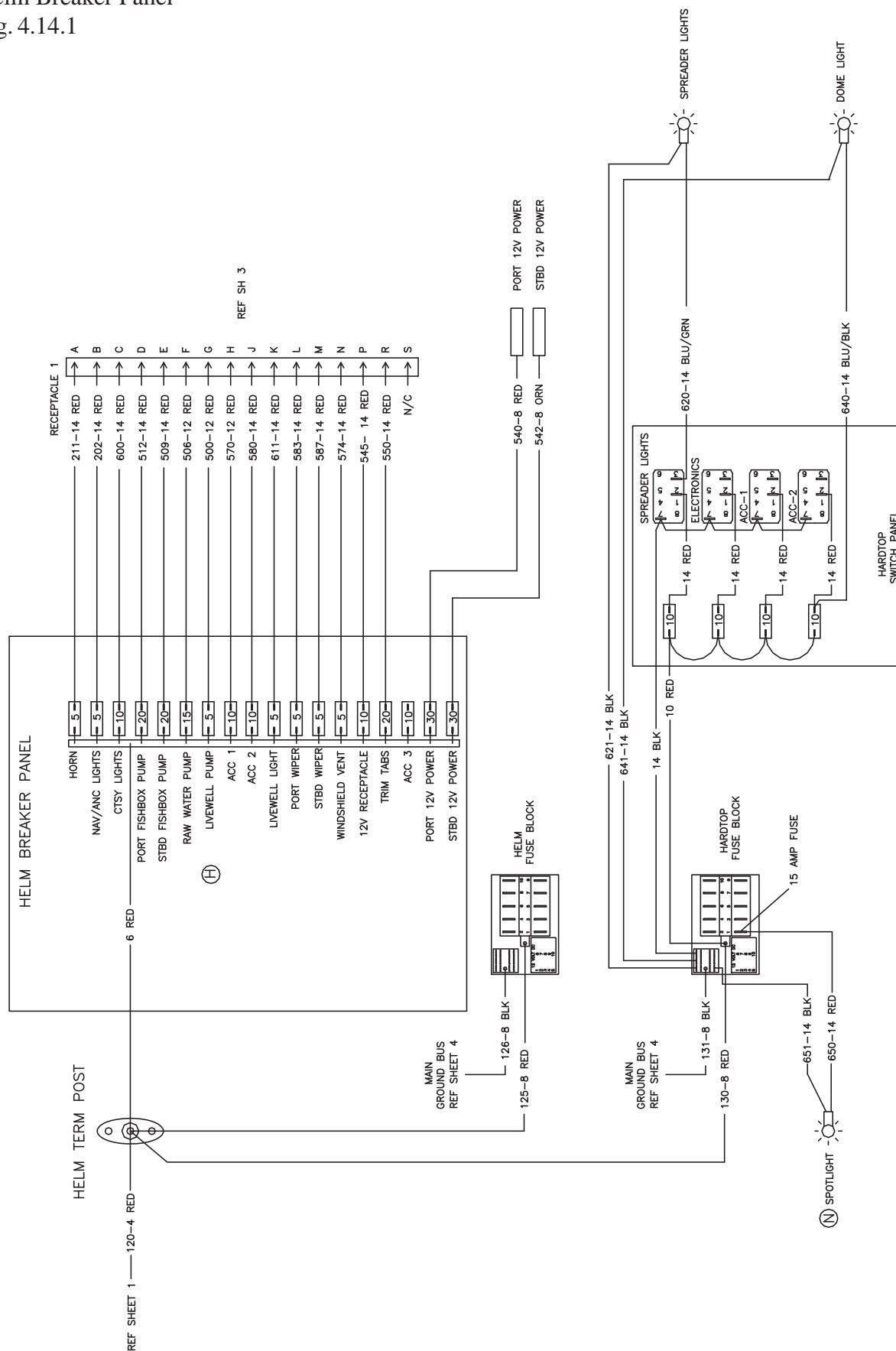
Battery Switch Panel  
Fig. 4.13.1





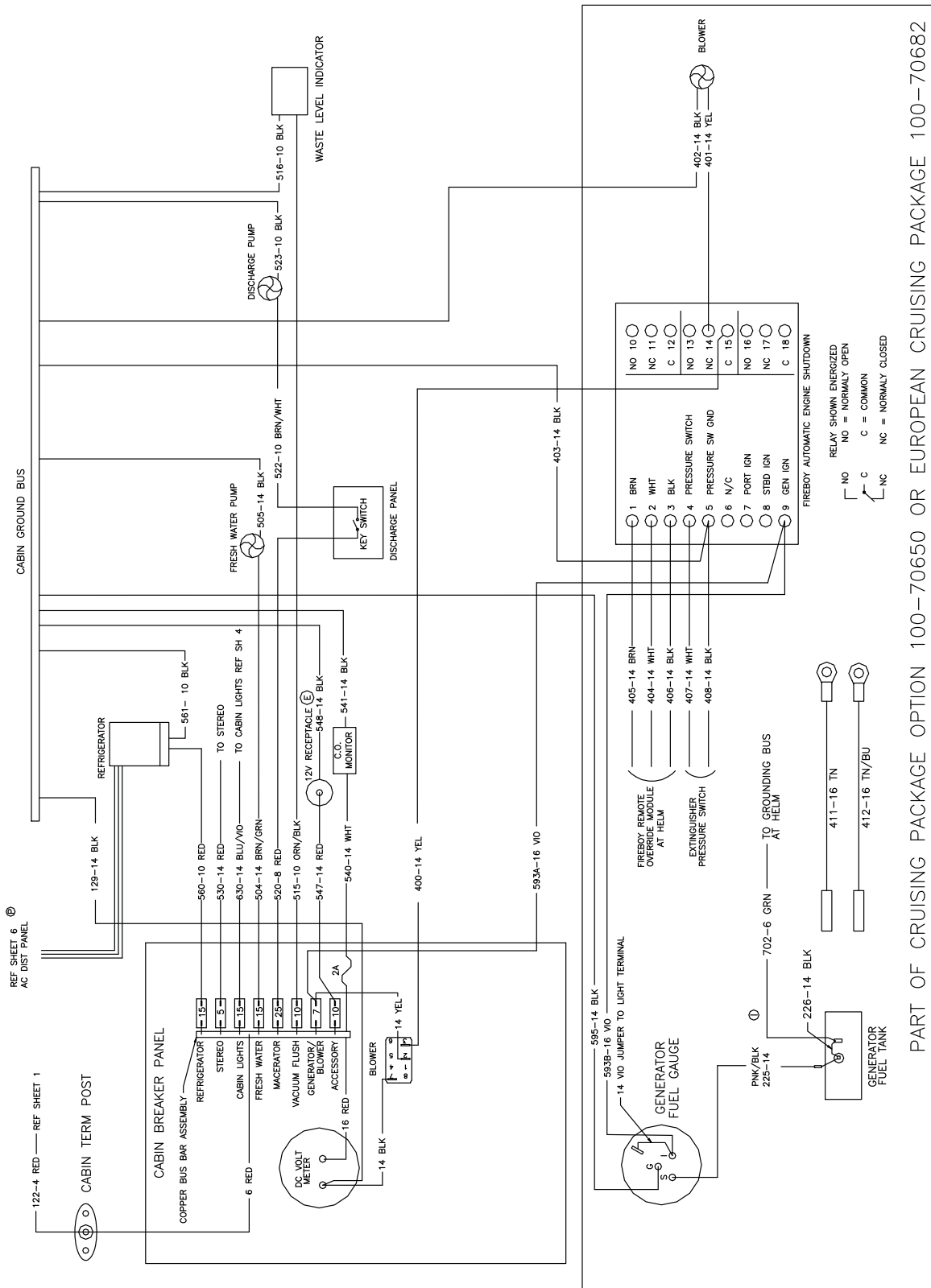
## Helm Breaker Panel

Fig. 4.14.1





Cabin Breaker Panel  
Fig. 4.15.1

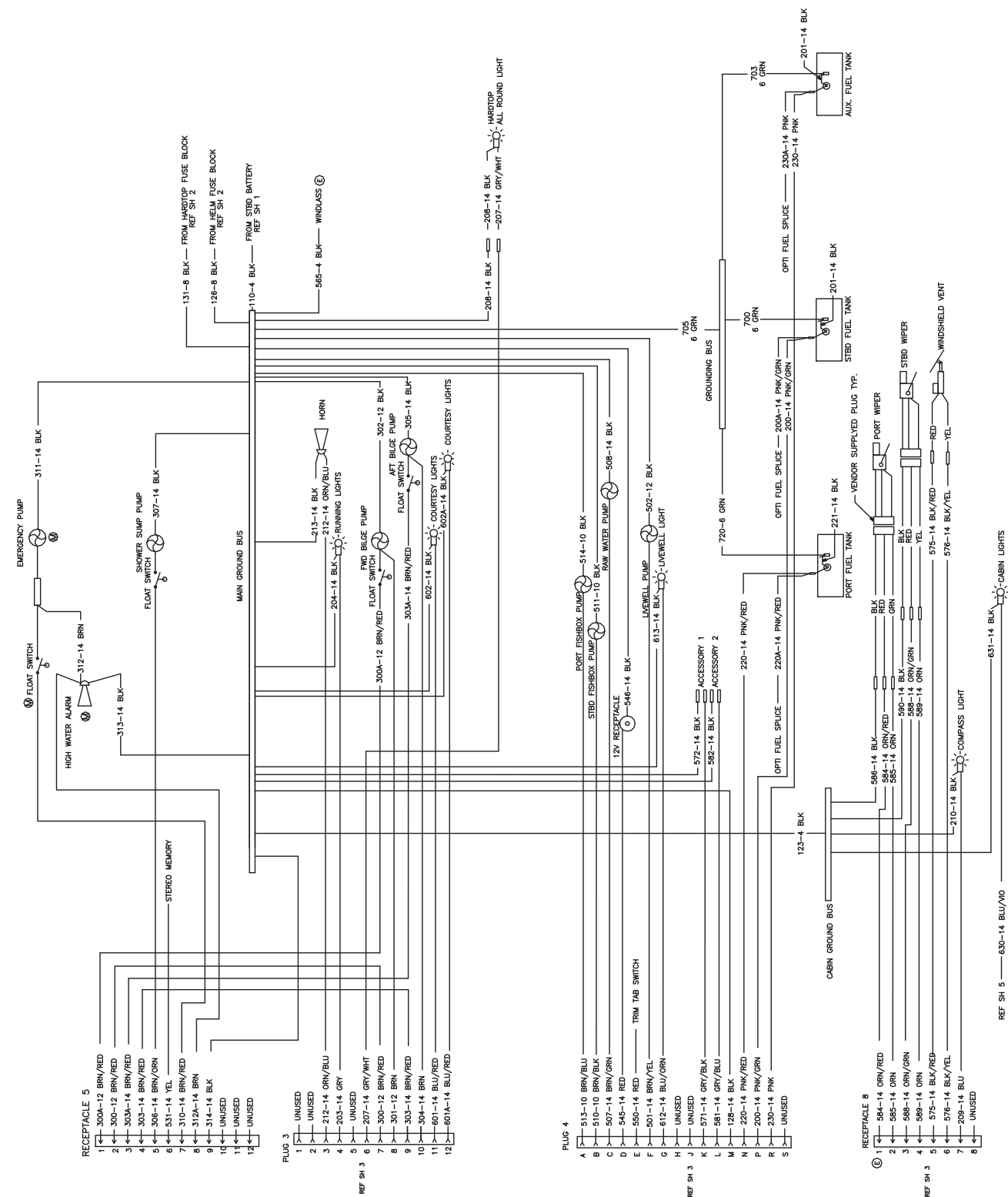


PART OF CRUISING PACKAGE OPTION 100-70650 OR EUROPEAN CRUISING PACKAGE 100-70682



## Hull Wiring Diagram

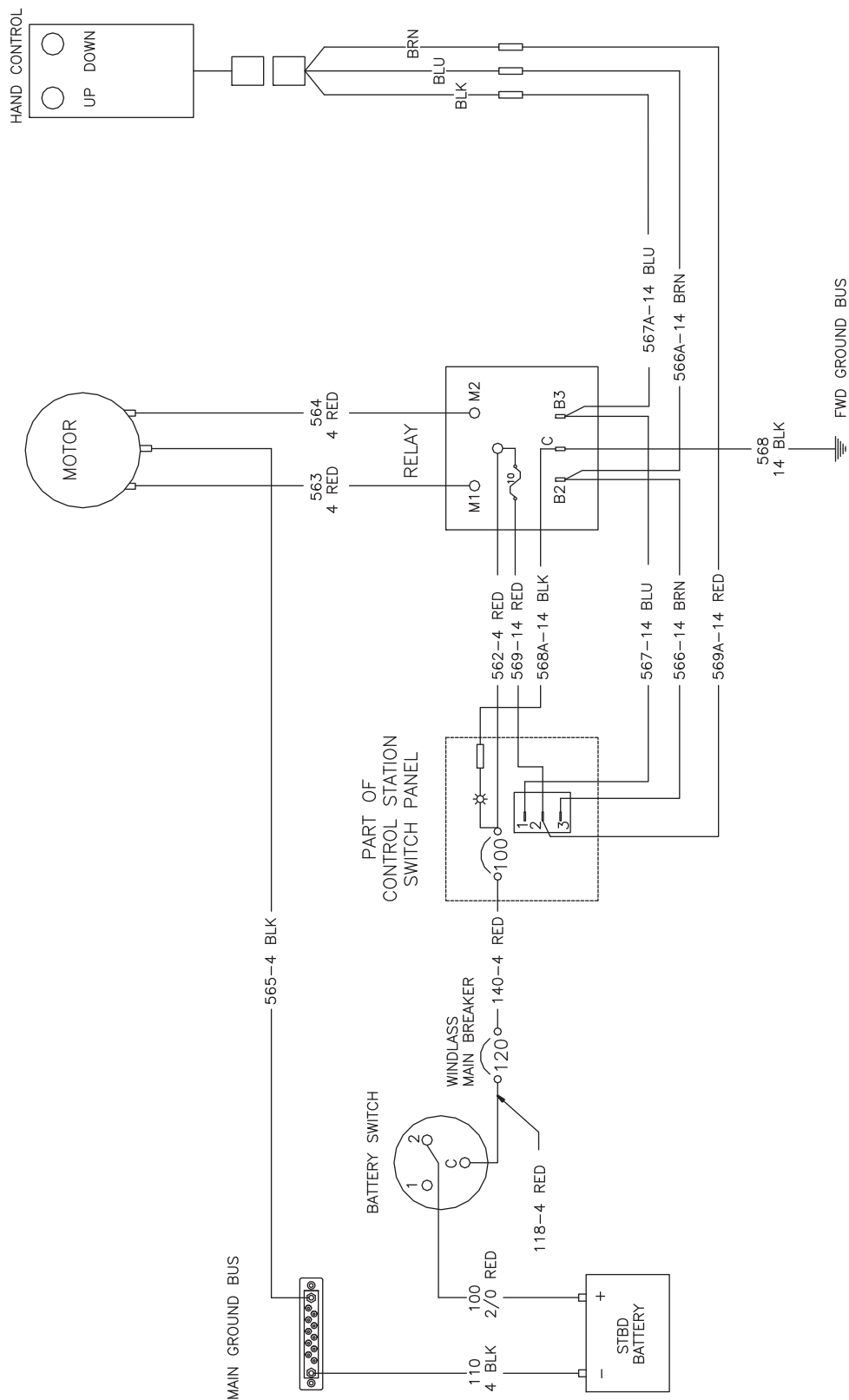
Fig. 4.16.1





## Section 4 • Electrical System

Windlass Wiring Diagram  
Fig. 4.17.1





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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.

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 a boat which is used in fresh water.

This section provides **general guidelines** for 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.

### NOTICE

**Refer to the individual manufacturer's 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 insure 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.**

## Cleaning Your Boat

### Hull

Clean the bottom of your boat of marine growth immediately, if the debris dries it will harden and will make its removal very difficult. Waxing of the exterior surfaces is recommended to be done at least twice a

year to protect the gelcoat of your boat. Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat, compounding must be done after washing and prior to waxing. Check with your Boston Whaler® dealer on a compatible rubbing compound for your boat.

### Windshield

When washing your windshield never use abrasive powders, gritty cloths or steel wool. Always use a damp cloth or a chamois when drying.

### Stainless Steel/Metal Trim

Metal trim and fittings will stay bright if coated with a good grade metal polish or paste wax after washing. Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Crevice corrosion, a brownish coloring, occurs where two pieces of stainless hardware meet.

This condition is caused by impurities in water and air and can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

## Hull Maintenance (Blisters)

### Causes

The fiberglass and resin structure of your boat is porous (intrusion of water into the gelcoat will take some time). Blistering is caused by water soluble materials in the hull laminate. The effect of osmotic pressure allows water to impregnate below the gelcoat 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 blisters forming in the gelcoat of fiberglass boats. Fiberglass blisters can form in near-surface layers of the gelcoat 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 hulls below the waterline also contributed to the formation of blisters on the hull.



### 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 long term storage of the boat out of water. If blisters are present in the hull, they need to be properly cleaned and dried out before any barrier protection can be applied. Contact your Boston Whaler® dealer for more information on 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.**

Painting the bottom of your boats hull is a good way to slow the formation of hull blisters, and also keeping bottom growth (fouling) under control. To determine the waterline, you will need to place the boat in water and with a full load of fuel and gear, mark the waterline. Measure above the marked line 1 to 3 inches for placement of the tape line. Masking tape is not recommended for the types of paint you will be using. Preparation is the key to a successful hull painting. If the hull is bare, the gelcoat will have to be dewaxed before sanding can begin, otherwise the wax will be dragged into the scratches and will reduce the adhesion properties of the paint. After the dewaxing is complete, a light sanding with 80 grit paper is recommended. Proper ventilation and capture of the dust created by sanding is essential. The paint can be applied after sanding and cleaning

#### WARNING

**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.**

is complete. Follow the 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.

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jackstands etc.) and paint accordingly. Follow the manufacturer's recommendation for do's and don't's after the painting is complete. If the hull bottom is already painted, you must be sure to test the paint's adhesion to the already painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will "Lift" the old paint. NEVER apply paint without first preparing the old painted surface. The 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 boats hull. Painting your boats hull will adversely affect the boats speed and performance. If your boat will spend most of its time in the water, it might be a good idea to paint the hull bottom, if you will be trailering the boat to and from the water, you might want to forgo the painting. This is an abbreviated section on painting your hull bottom. Your Boston Whaler® dealer should have information on properly painting your boats hull or recommendations on businesses that will paint your hull for you.

### **Painted Hull Care (Bottom)**

The painted hull bottom will need to be inspected annually. Any growth will affect the boats performance and overall look. If it has been a while between inspections you might notice algae or slime growth. 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 that much harder to remove. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Fresh water, salt water and water temperature can all affect the types of growth that you will find on your boats hull.

### **Vinyl Cushion Care**

The vinyl cushions on your 285 Conquest will keep their appearance and suppleness if cared for properly. Salt water, salt residue, dirt, ultra-violet rays etc. will take their toll on vinyl products causing them to lose their luster and texture. A thorough cleaning with a good vinyl upholstery cleaner will keep the vinyl soft. Keep the vinyl dry to prevent mildew, make sure there is no moisture between the cushions.

The cushions on your boat are made of Nautolex®, a durable vinyl material by OMNOVA Solutions, Inc. and are protected by a finish called PreFixx®.

This protective finish is designed to be cleaned easily, over and over, without showing signs of wear. The PreFixx finish gives you the freedom to remove stains with ease that were not possible before.

The vinyl material and superior finish has been tested to resist heavy abrasion. There is a 3 step cleaning process recommended by the manufacturer. Following this procedure will ease in cleaning the vinyl cushions.

Complete cleaning instructions are included in the owner's packet. Read all information provided by the cushion manufacturer regarding the proper cleaning and maintenance.

**Note:** As the level of stain is increased, the likelihood of using solvents may be necessary.

Read and follow all information from the solvent manufacturer regarding safety and handling of this material.

Wear proper protective equipment to insure your personal safety. Only use solvents in a well ventilated

area and test the solvent in an inconspicuous section of the affected vinyl. Keep all solvents away from open flame and any other forms of ignition.

### **Corian® Care**

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.



### Long Term Storage

#### NOTICE

**Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water. For better protection paint the hull below the waterline with a high grade anti-fouling paint.**

Storage or winter lay-up will require you to make sure that your boat and its systems are properly conditioned for extended periods of non-usage.

### 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 engines vital moving parts from corrosion and rust caused by freezing of trapped water or excessive condensation due to climatic changes is very important. Internal engine parts can be effected by rust due to lack of proper lubrication. Freezing water in the engine can cause extensive damage to the internal moving parts.

It is important that you follow all the recommendations set by the engine owner's operations manual. It will give you a schedule of when these important functions need to be done.

### Fuel System

Tank(s), hoses, fuel pump and carburetor should be treated to help prevent the formation of varnish and gum. Temperature extremes cause condensation to accumulate in the fuel tank(s). Empty gas tanks collect condensation which could lead to fuel contamination and/or premature wear of your system.

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it

is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

### Trailer Storage

If you will be storing the boat for an extended amount of time on its trailer, you will need to lift the trailer off of its wheels. Use care when raising the trailer. The surface should be level and conditioned to accept the weight of the boat and trailer and allow for adequate drainage. Covering the wheels will protect them from harmful UV rays. Repeatedly immersing the trailer in water during boat launching can cause a variety of problems. Water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenance of you trailer.

### Electrical System

#### NOTICE

**Store the batteries in a cool, dry location. Periodically check the batteries during storage.**

The batteries should be removed from the boat. Remove the negative (-) cable first, then the positive (+) cable and fully charge the batteries. Clean the external surface of the battery and check all water levels before and after charging. Grease both terminals and bolts on the cable ends.

### 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.



### Canvas Care & Maintenance

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas to degrade over time. The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Boston Whaler® dealer or check with your owner's manual before using any chemical treatments on your canvas. To keep the canvas and metal parts in good working condition and keep a 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.

Simply brush off any loose dirt, pollen, etc. hose down and clean with a mild solution of a natural soap in lukewarm water (no more than 100 ° F. 38° C.). Rinse thoroughly to remove soap. Allow the canvas to completely air-dry. After each use especially in salt water areas, rinse the canvas completely with fresh cold water. Let the canvas dry completely before stowing. All metal components should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order.

Lubricate the snaps of the canvas with petroleum jelly, use a parafin wax on the zippers to keep them in proper working order. If you have stubborn cleaning cases call your Boston Whaler® dealer for proper cleaning procedures.

### NOTICE

**Do not use bleach or solvents to clean the canvas material.**

### NOTICE

**Consult your Boston Whaler® dealer or check with your canvas owner's manual before using any chemical treatments on your canvas.**

### NOTICE

**NEVER store canvas in such a way that the vinyl window sections will touch vinyl to vinyl. Place a separator sheet (i.e. towel or soft blanket, etc.) between the pieces of vinyl.**



## Section 5 • Care & Maintenance

*Fill out the log below after scheduled service or maintenance is performed.*

MAINTENANCE LOG			
DATE	ENGINE HOURS	SERVICED BY	MAINTENANCE PERFORMED
NOTES			