345 Conquest

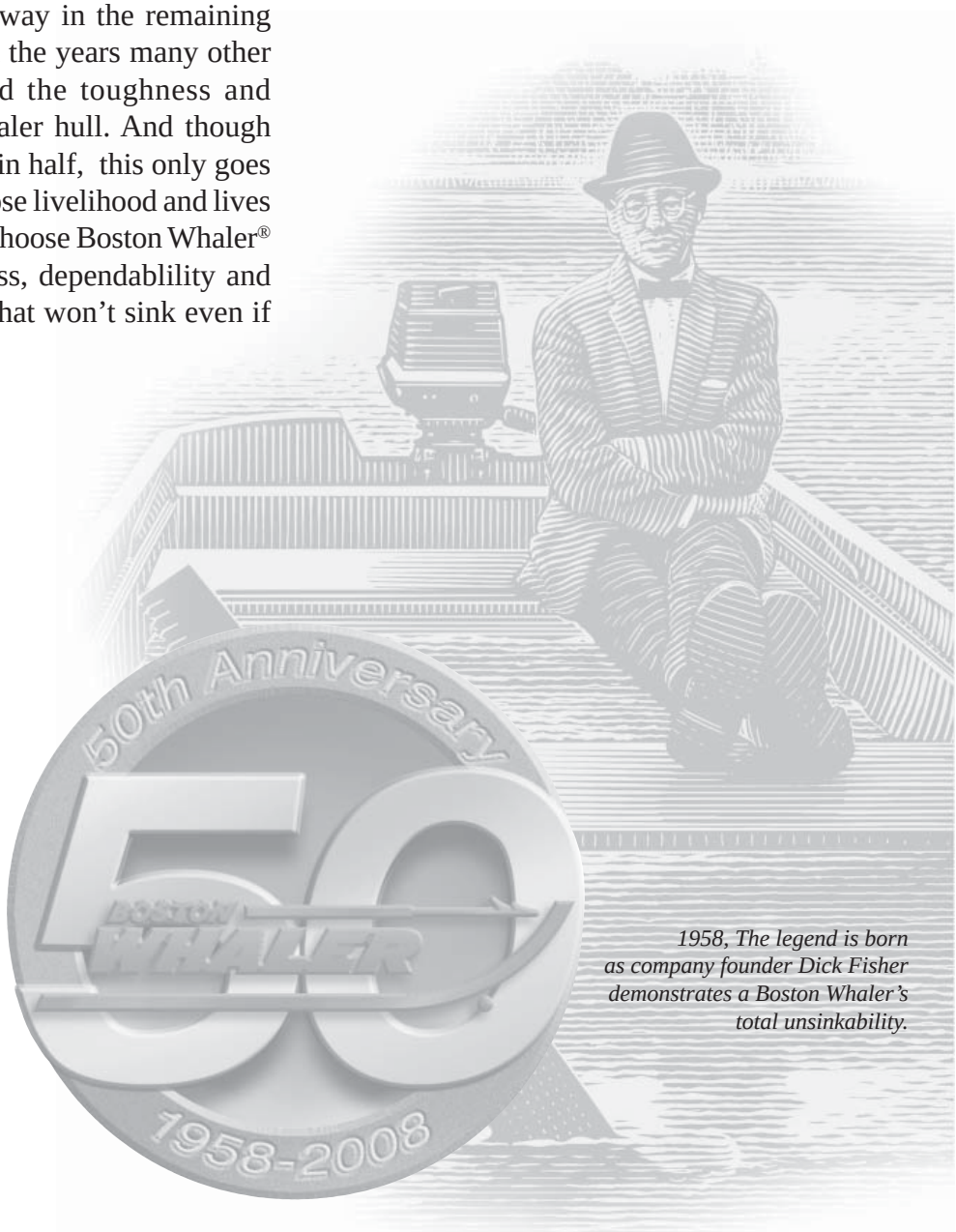
“The mission of Boston Whaler® is to provide consumers with the <u>safest, highest quality, most durable</u> boats in the world”

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

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

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

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



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

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

Section 1 • Safety

Section 2 • General Information

Section 3 • Systems & Components Overview & Operation

Section 4 • Electrical

Section 5 • care & Maintenance

Preface

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

BOSTON WHALER • A BRUNSWICK COMPANY
MRP #1851933

345 CONQUEST
SEPTEMBER, 2007

Owner's manual

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

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

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

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

Your responsibilities

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

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

Source of Information

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

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

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

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

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

Warranties

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

Contact Phone Numbers and Internet Addresses

Boston Whaler, Inc.

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

United States Coast Guard

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

Boat US Foundation

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

Canadian Coast Guard

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

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 ratacoverage. 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 INCI-

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 ant-fouling bottom paint; (4) windshield breakage and leakage; (5) any Boston Whaler boat initially sold at retail by a party other than anauthorized 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 Whler 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 Puposes 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, 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

Explanation of Safety Labels

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

Warning Labels

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

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

⚠ DANGER

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

Safety Precautions

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

⚠ DANGER

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

SAFE Boating means:

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

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

To obtain these skills:

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

In Addition:

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

Safe Boating Checklist

Before Departure

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

Trailering (if applicable)

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

After Return

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

Legally Mandated Equipment
(Minimum Required)

Consult your National Boating Law Enforcement Agency. The following equipment is the minimum required by the U.S. Coast Guard for a boat which is more than 26 ft. (7.9M) in length but less than 40 ft. (12.2M) in length.

Personal Flotation Devices (PFD's)

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

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

A Type V device is acceptable (See page 1.6) if worn for approved use.

ALWAYS WEAR A PFD WHEN BOATING.

Fire Extinquishers (Portable)

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

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

Whistle, Horn

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

Visual distress Signals

If you operate your boat in coastal waters or on the Great Lakes, you must have a visual distress signals for day and night use on board. At least three (3) U.S.C.G. approved pyrotechnic devices marked with date showing service life must be carried, be readilly accessable, 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 neccessary for safe boating, especially if your boat is out of sight of land.

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

Impaired Operation

⚠ WARNING

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

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 sun, and will decrease your response time and ability to act in critical situations. Death or serious injury, 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 requires a working Carbon Monoxide detection system, preferably in each sleeping quarter.**

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

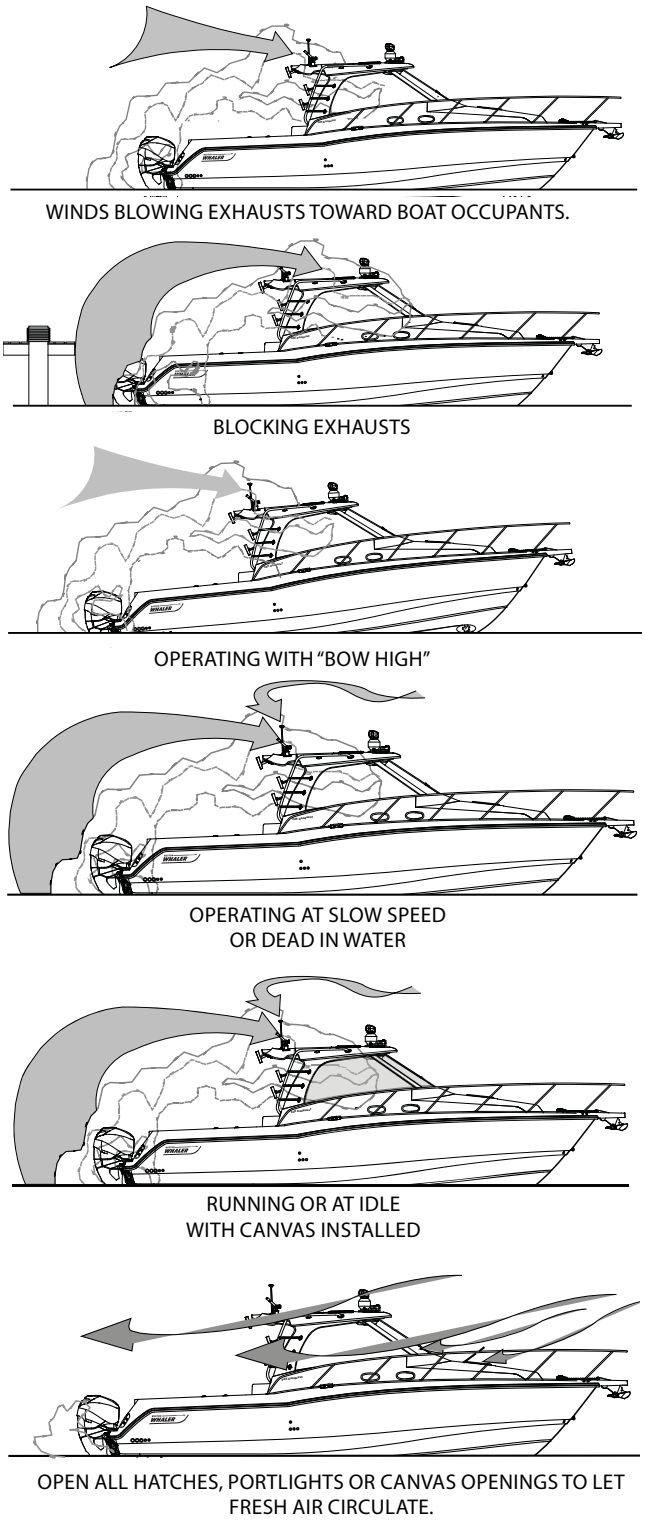
Symptoms of Carbon Monoxide poisoning include:

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

GET MEDICAL ATTENTION AS SOON AS POSSIBLE.

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

Examples of accumulation of Carbon Monoxide
Fig. 1.4.1



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

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

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

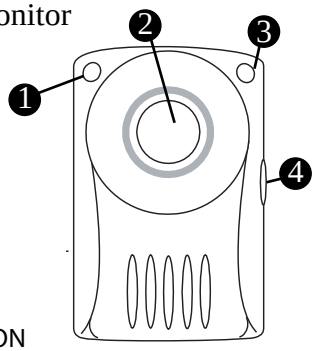
- Be sure to have sufficient ventilation when using canvas enclosure.
- Open all forward hatches and leave cabin door open.
- Operate all fuel burning appliances, such as charcoal, propane, LPG, CNG or alcohol cooking devices in areas where fresh air can circulate.
- Do not idle the engine(s) without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

Carbon Monoxide Detectors

There are two (2) Carbon Monoxide Detectors on your boat. One is located on the port side of the forward cabin and the second is located on the starboard side of the mid cabin. The detectors are very sensitive and will notify you before dangerous amounts of Carbon Monoxide can accumulate which will allow you to take measures to dissipate the gas from the affected areas.

Follow all recommendations regarding this section to keep everyone aboard safe from Carbon Monoxide poisoning..

Carbon Monoxide Monitor
Fig. 1.5.1



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

⚠ DANGER

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

Lifesaving Equipment

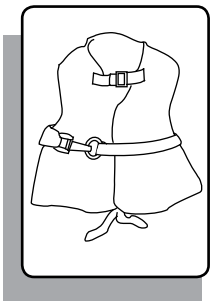
PFD Requirement

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

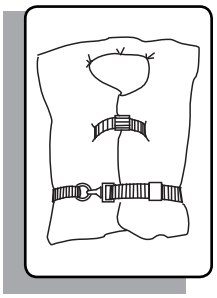
One (1) wearable personal flotation device (PFD, Type I, II, III or V) for every person onboard and at least one (1) throwable device, (Type IV).

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

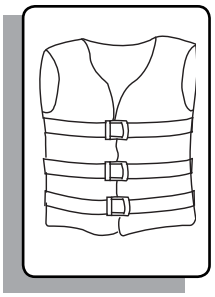
Listed below are the several different types of PFD's, each life jacket has different purposes, choose one that will suit your purpose.



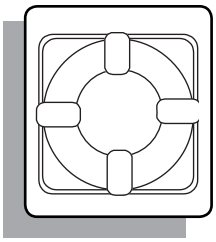
Type I, Off-shore Life Jacket is considered the most bouyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



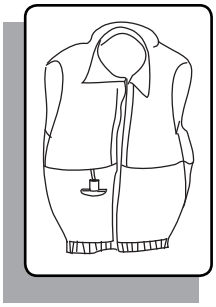
Type II, Near-shore Life Vest, "keyhole" vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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



Type IV, Throwable Devices, horseshoe bouys, ring bouys and bouyant cushions are designed to be grasped, not worn.



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

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

The operator is responsible for instructing everyone aboard on the location and use of PFD's.

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 accesible, 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, 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.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.

⚠ WARNING

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

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

  - visibility is impaired;

  - in rough water; and

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

⚠ WARNING

STABILITY HAZARD

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

  DO NOT allow passengers to ride on the bow of a closed bow boat at speeds over 5 mph (See warning, pg. 1-17).

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

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

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

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

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

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

⚠ 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.

Emergency Situations

NOTICE

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

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

Medical Emergency

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

Water Rescue

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

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

Returning to the victim:

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

Making contact:

- Stop or slow the boat and circle toward the person overboard.
- Try to aproach heading into the wind or into the waves.
- Keep person overboard constantly in sight.
- When almost alongside, 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 harmful fumes.

⚠ WARNING

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

⚠ DANGER

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

To lessen the danger of fire:

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

Flooding, Swamping and Capsizing

In the event of Flooding, Swamping or Capsizing:

Flooding-

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

Swamping-

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

Capsizing-

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

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

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

Collision

In the event of collision:

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

Propulsion, Control or Steering failure:

If there is a propulsion, control or steering failure:

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

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

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

Grounding

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

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

Distress Signals

Visual Distress Signals, (VDS)

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

Other recognized visual distress signals include:

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

Audible Distress Signals, (ADS)

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

Other recognized audible distress signals include:

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

Radio Communication

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

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

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

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

Weather

⚠ DANGER

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

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

Following are some weather related rules:

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

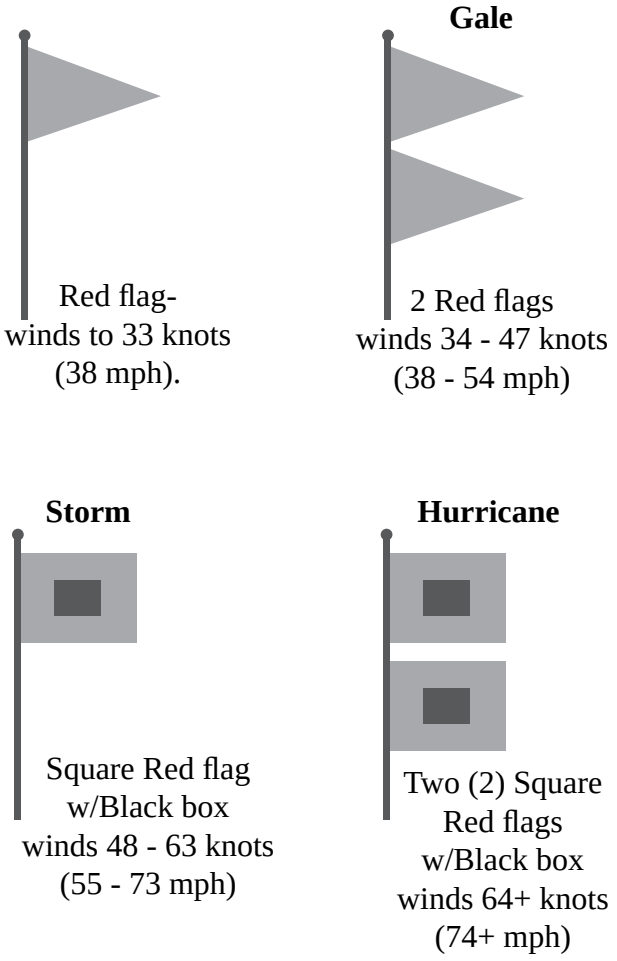
⚠ WARNING

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



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

Swimming, Diving & Water Skiing

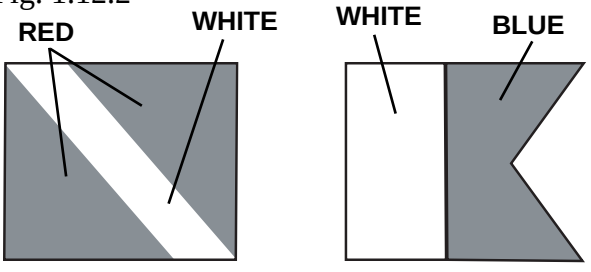
Swimming

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

Diving

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

Diver's Flags
Fig. 1.12.2



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

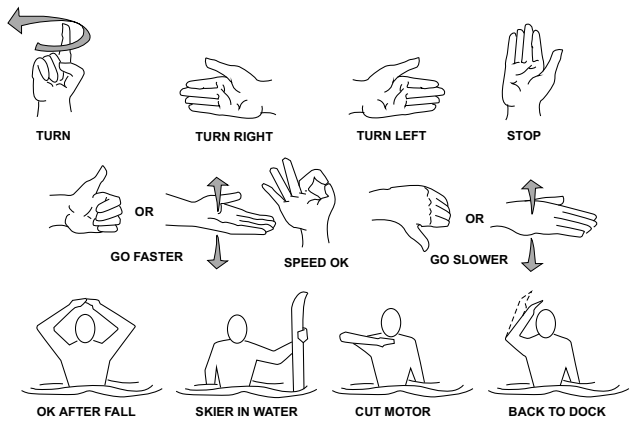
CODE ALPHA FLAG-Blue and white penant designates boat being used in dive operations.

Water Skiing

- Always have two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved Personal Flotation Devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 m.p.h.), it takes only 5 seconds to overtake a fallen skier who was 60 meters (200 feet) in front.
- Ski only in areas where skiing is permitted.
- Observe local restrictions on length of tow line.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand signals (Figure 1.13.1).
- 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. 1.13.1



Turn – Arm raised, circle with index finger extended.

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

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

Stop – Raise arm with palm vertical and facing forward.

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

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

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

OK After a Fall – Clasp hands together overhead.

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

Cut Motor – Draw finger across throat.

Back to Dock – Pat top of head.

⚠ WARNING

SWIMMING/DIVING HAZARD

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

SKIING HAZARDS

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

PERSONAL INJURY HAZARD

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

Emergency Engine Stop Switch

⚠ WARNING

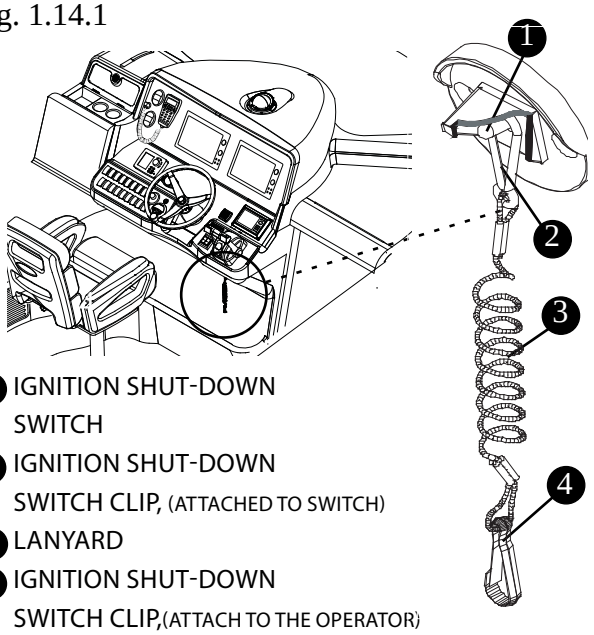
Wear the lanyard at all times when operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation

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

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

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

Emergency Engine Stop Switch
Fig. 1.14.1



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

NOTICE

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

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

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

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

Float Plan

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

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

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

Chart Your Course

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

⚠ WARNING

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

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

If an object is struck or if you run aground:

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

Environmental Considerations

Fuel & Oil Spillage

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

Excessive Noise

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

Wake / Wash

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

⚠ WARNING

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

⚠ CAUTION

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

Homeland Security Restrictions

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

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

⚠ DANGER

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

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

America's Waterway Watch

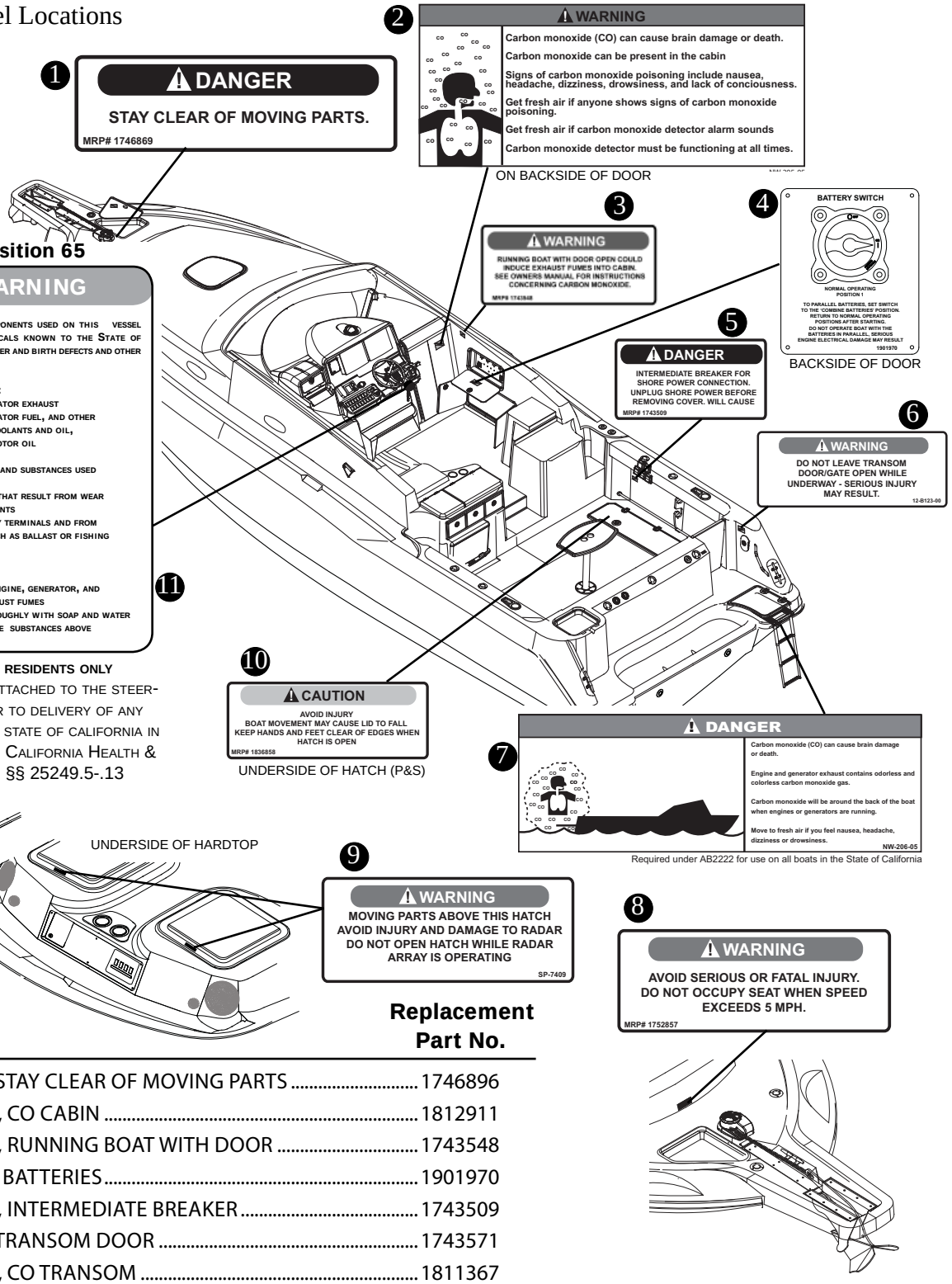
In March, 2005, the U.S. Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. A*merica's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious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

Warning Label Locations

Mounted at key locations throughout the boat (See figure 1.17.1), warning labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. **DO NOT REMOVE OR OBSTRUCT ANY WARNING LABEL.** Replace any label which becomes illegible.

Warning Label Locations

Warning Label Locations
Fig.1.17.1

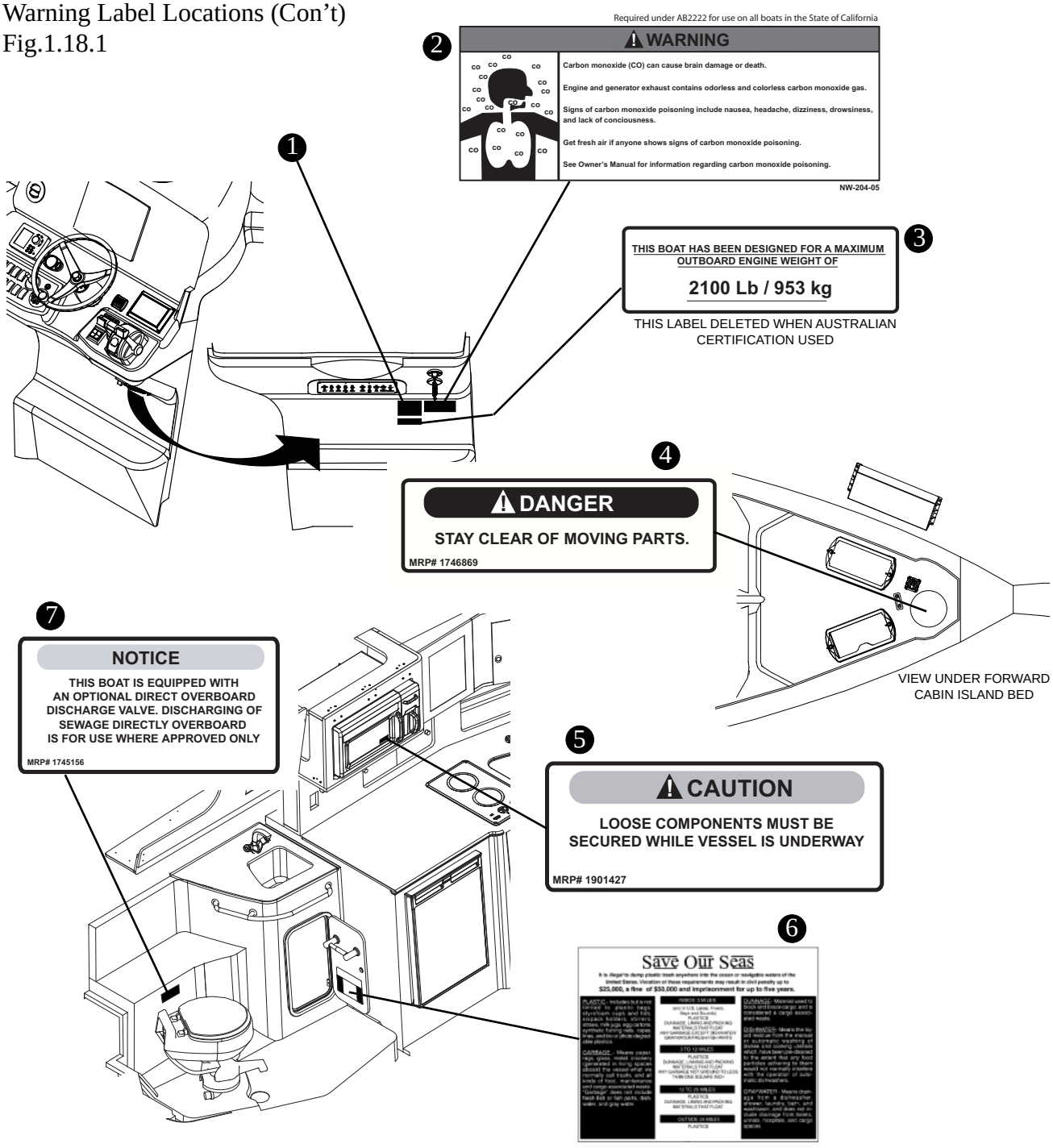


	Replacement Part No.
1 DANGER, STAY CLEAR OF MOVING PARTS	1746896
2 WARNING, CO CABIN	1812911
3 WARNING, RUNNING BOAT WITH DOOR	1743548
4 PARALLEL BATTERIES	1901970
5 WARNING, INTERMEDIATE BREAKER	1743509
6 DANGER, TRANSOM DOOR	1743571
7 WARNING, CO TRANSOM	1811367
8 WARNING, DO NOT OCCUPY SEAT	1752857
9 WARNING, RADAR ARRAY IN MOTION	1888985
10 CAUTION, AVOID INJURY, BOAT MOVEMENT	1836858
11 PROP 65 HANG TAG	1795087

NOTICE

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

Warning Label Locations (Con't)
Fig.1.18.1

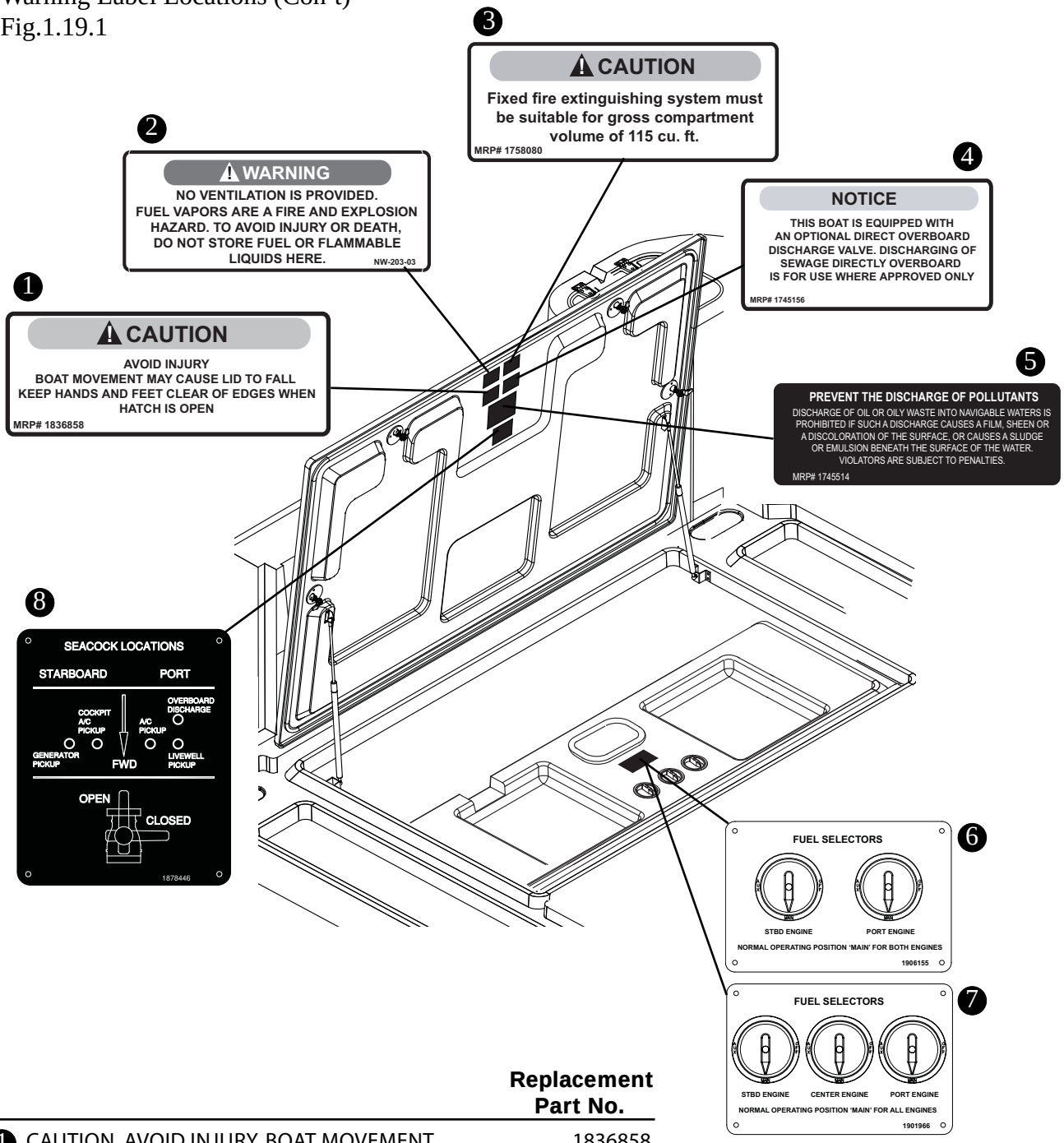


		Replacement Part No.
1	VESSEL CERTIFICATION/CAPACITY	SEE FIGURE 2.2.1
2	DANGER, CO HELM	1811368
3	MAXIMUM ENGINE WEIGHT	1851949
4	DANGER, STAY CLEAR OF MOVING PARTS	1746896
5	NOTICE, LOOSE COMPONENTS	1901427
6	DISPOSAL OF GARBAGE	1744745
7	NOTICE, OVERBOARD DISCHARGE	1745156

NOTICE

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

Warning Label Locations (Con't)
Fig.1.19.1



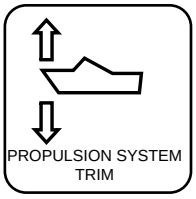
	Replacement Part No.
1 CAUTION, AVOID INJURY, BOAT MOVEMENT	1836858
2 WARNING, DO NOT STORE FUEL	1691003
3 NOTICE, BILGE VOLUME	1758080
4 NOTICE, OVERBOARD DISCHARGE	1745156
5 DISCHARGE OF POLLUTANTS	1745514
6 FUEL SELECTOR DETAIL (DUAL ENGINES)	1906155
7 FUEL SELECTOR DETAIL (TRIPLE ENGINES)	1901966
8 SEACOCK LOCATIONS	1878446

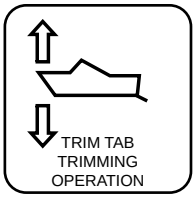
NOTICE

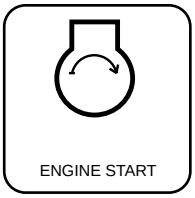
It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

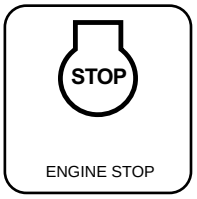
Key to Symbols on Controls & Prints

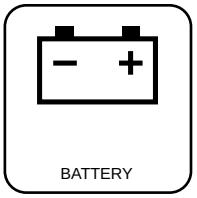
Although not used in this manual, some of these symbols may be found on the controls, gauges, and hardware on your boat. This page is to help you understand what the symbols mean.

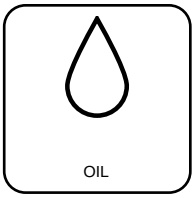


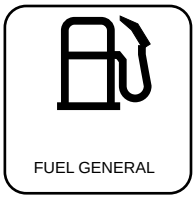


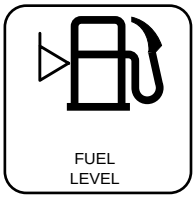


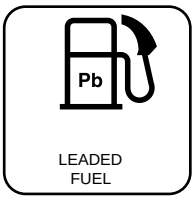


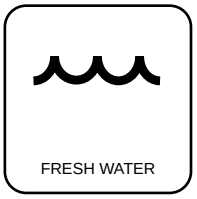


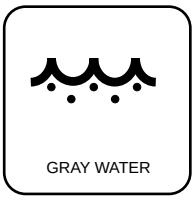


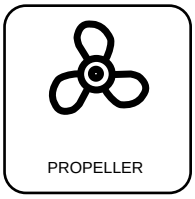


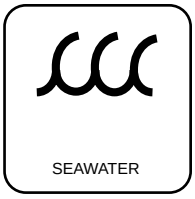


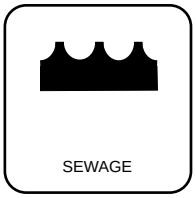


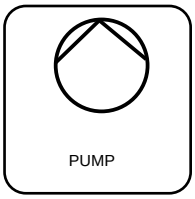


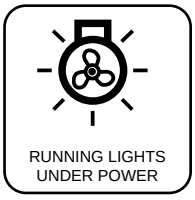


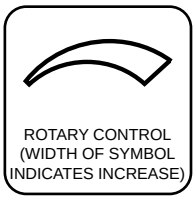


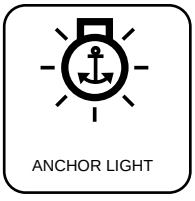


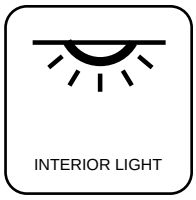


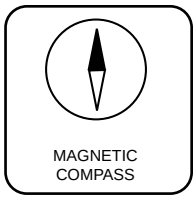












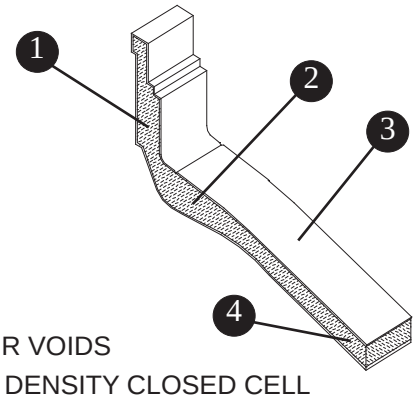
Construction Standards

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

Our Hull

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

Hull Construction
Fig. 2.1.1



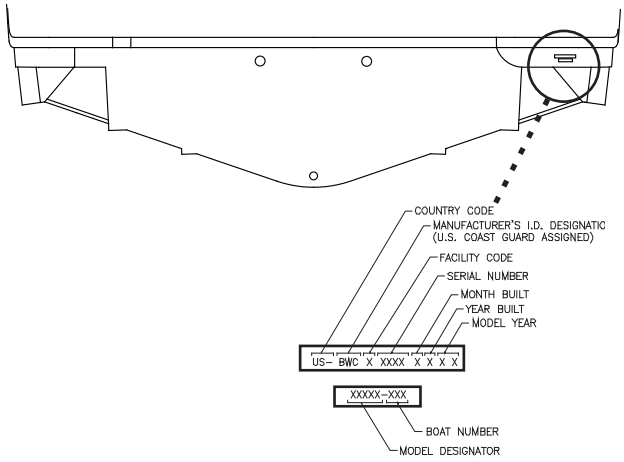
1. NO AIR VOIDS
2. HIGH DENSITY CLOSED CELL NON-ABSORBENT FOAM
3. HIGH QUALITY RESINS AND GELCOATS
4. WOVEN GLASS MATTING

Hull Identification Number

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

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

Hull Identification Number (HIN)
Fig. 2.1.2



Record your HIN here:

Servicing Your Boston Whaler

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

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

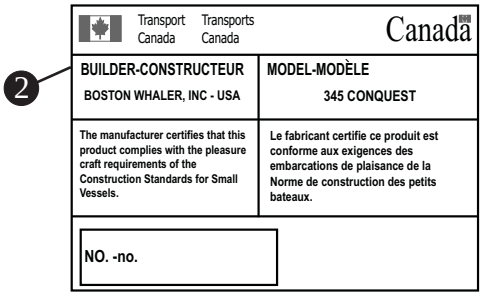
In the unlikely event that a problem is not handled to your satisfaction, discuss any warranty related problems directly with the service manager of the dealership or your sales person. Give the dealership an opportunity to help the service department resolve the matter for you.

Manufacturer's Certification

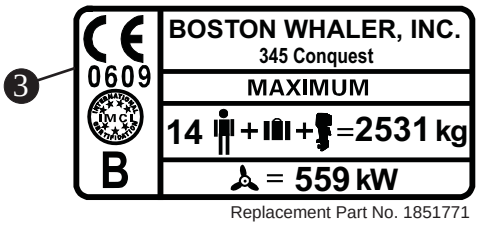
All boats must comply with federal regulations regarding maximum capacities. The certification plate (See figure 2.2.1) located on the port gunwhale opposite the operator's console indicates certification by the National Marine Manufacturer's Association and in the case of international certification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

Certification Plates
Fig. 2.2.1

Replacement Part No. 125062



Replacement Part No. 1851773



Replacement Part No. 1851771

Replacement Part No. 1851935

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

⚠ DANGER

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

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

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

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

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 applicable International Organization for Standardization directives.

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.

NOTICE

The 345 Conquest is category B

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.

Power Capacity

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

The engine on the 345 Conquest has been tested and proven to be best suited for general use under normal conditions and load.

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

NOTICE

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

NOTICE

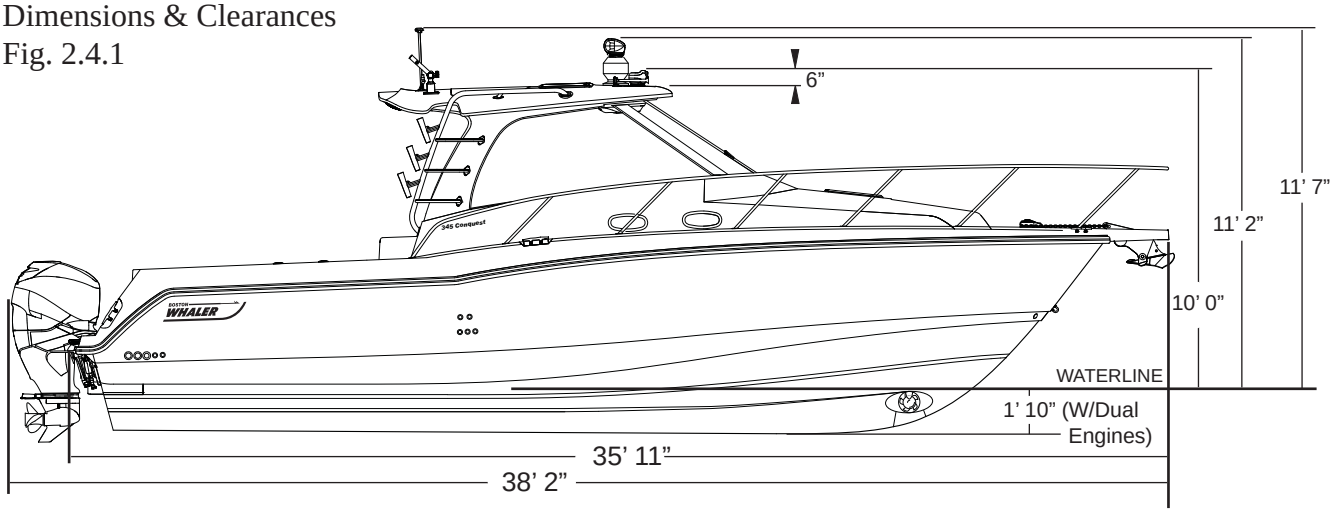
Always adjust the speed and direction of the craft to the varying sea conditions.

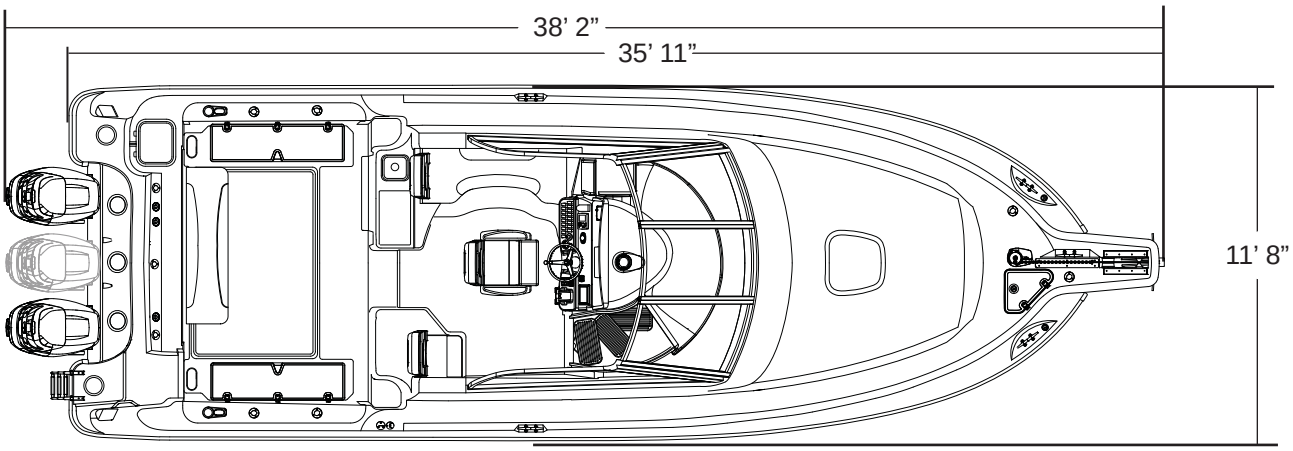
⚠ WARNING

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

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

Dimensions & Clearances
Fig. 2.4.1





Specifications & Dimensions

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

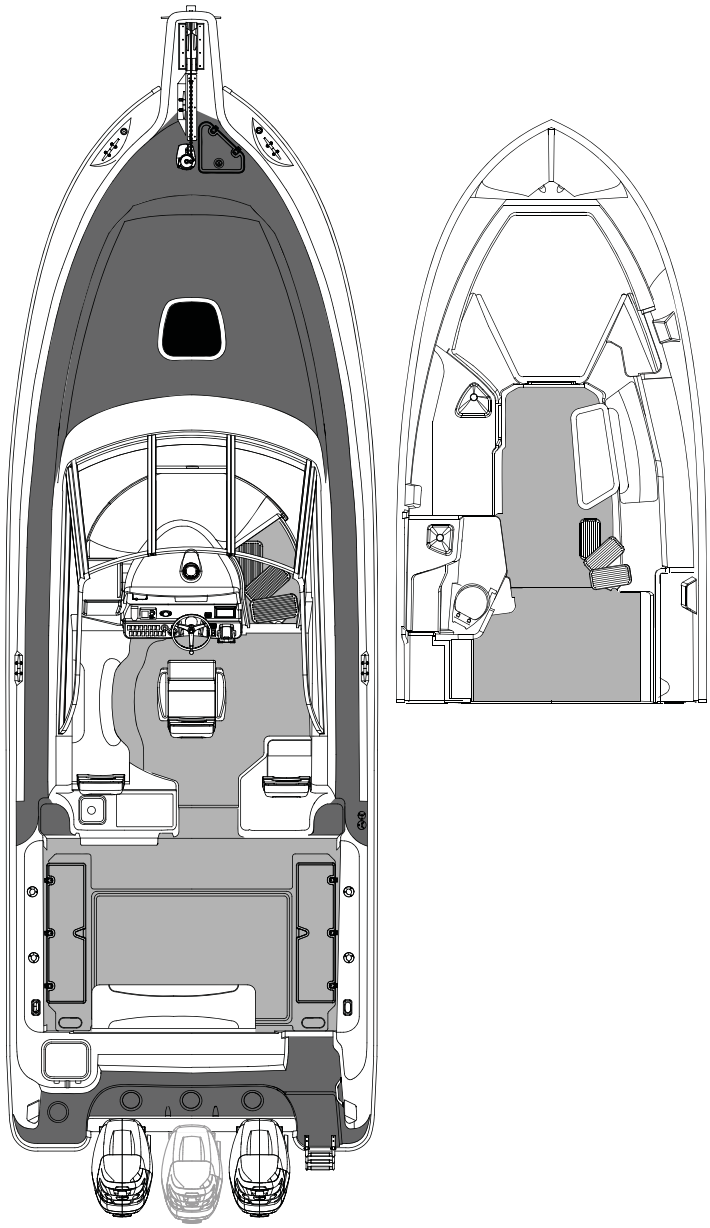
Overall Length	35’ 11”	10.95	m	Swamped Capacity	1,200 lbs	544	kg
Bridge Clearance				Maximum Engine Weight	2,100 lbs.	953	kg
- with hardtop	10’ 0”	3.05	m	MaximumWeight,	5580 lbs	2531	kg
- with optional radar	11’ 2”	3.40	m	(passengers, engine(s), gear[1])			
- top of anchor light	11’ 7”	3.53	m	Persons	14		
Hull Length	33’ 6”	10.2	m	Maximum Horsepower	750 HP	559	kw
Beam	11’8”	3.56	m	Minimum Horsepower	600 HP	447	kw
Draft, (boat only, 2 engines)	1’ 10”	.56	m	Fuel Capacity:	421 gal.	1594	L
Weight (dry, no engine)	14,200 lbs.	6441	kg	Water Capacity	45 gal.	170.3	L

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

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

Passenger Locations

Deck Occupancy
Fig. 2.5.1



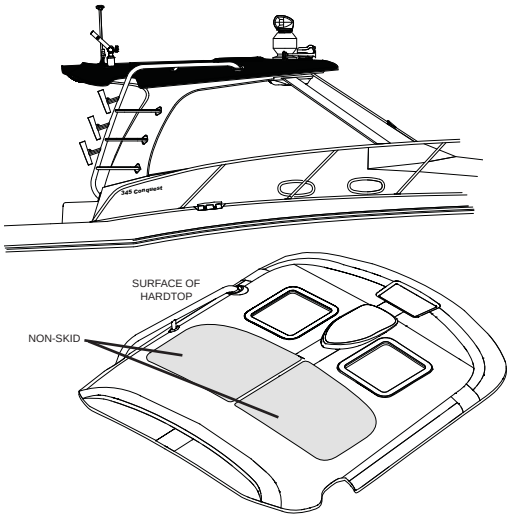
Working deck:

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

Accomodation deck:

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

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



⚠ WARNING

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

⚠ DANGER

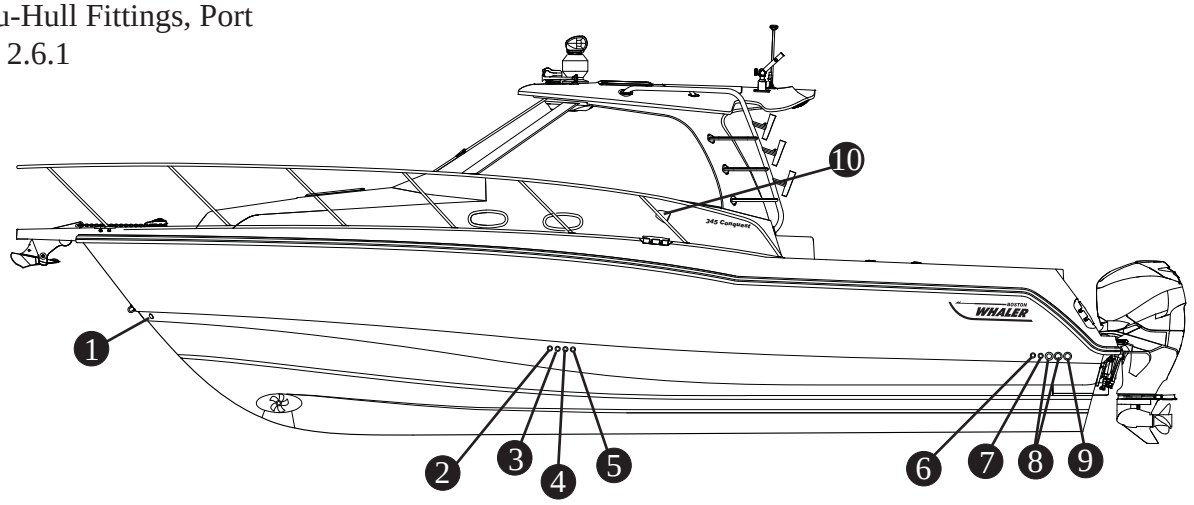
To avoid risk of injury or death, shut off engines when near swimmers or prior to using swim ladder.

⚠ DANGER

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

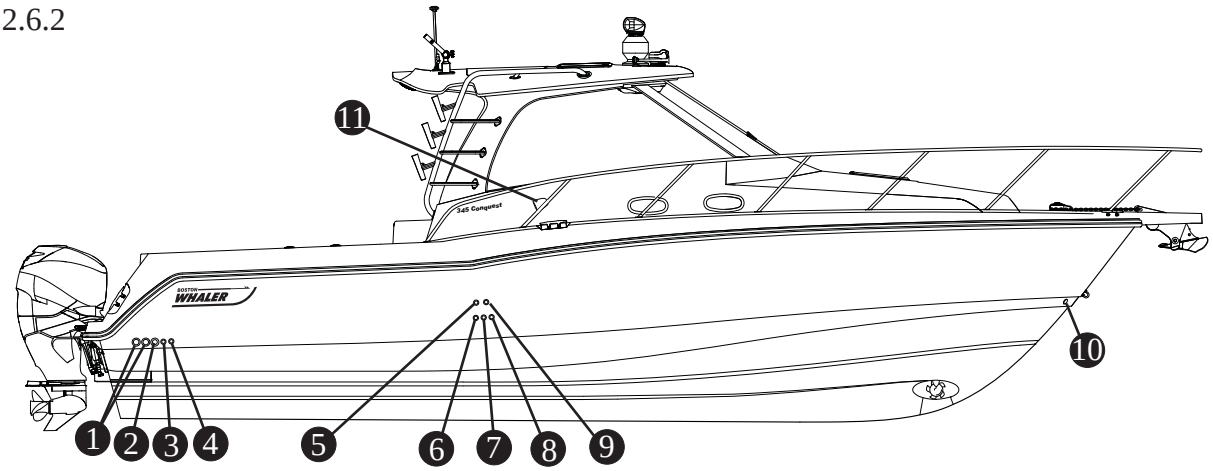
Location of Thru-Hull Fittings

Thru-Hull Fittings, Port
Fig. 2.6.1



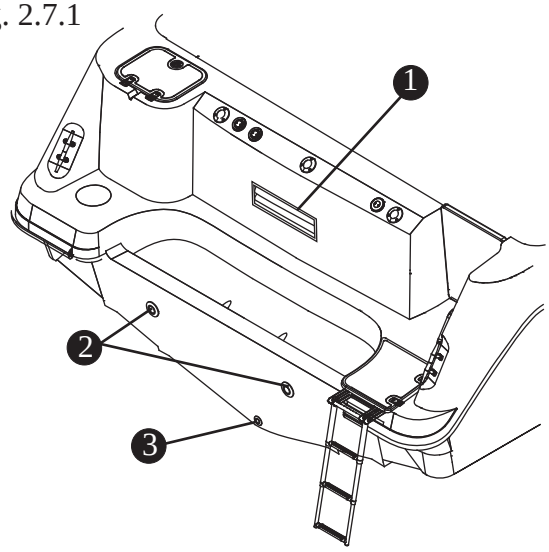
1. PORT ANCHOR LOCKER DRAIN
2. CABIN A/C DRAIN
3. GALLEY SINK & VANITY SINK DRAINS
4. PREP STATION SINK DRAIN
5. COCKPIT A/C DRAIN
6. PORT FISHBOX PUMP OUTLET
7. AFT BILGE PUMP OUTLET
8. PORT DECK DRAINS
9. LIVEWELL DRAIN
10. HEAD EXHAUST BLOWER VENT

Thru-Hull Fittings, Starboard
Fig. 2.6.2



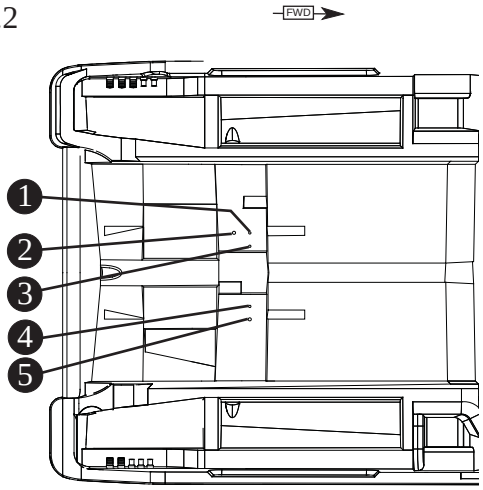
1. STARBOARD DECK DRAINS
2. GENERATOR EXHAUST
3. STARBOARD FISHBOX PUMP OUTLET
4. HIGH WATER BILGE PUMP DISCHARGE
5. COCKPIT REFRIGERATOR DRAIN
6. WATER TANK PURGE OUTLET
7. FORWARD BILGE PUMP DISCHARGE
8. SHOWER SUMP DISCHARGE
9. WASTE HOLDING TANK VENT
10. STARBOARD ANCHOR LOCKER DRAIN
11. BATTERY COMPARTMENT VENT

Thru-Hull Fittings, Aft
Fig. 2.7.1



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

Thru-Hull Fittings, Bilge
Fig. 2.7.2



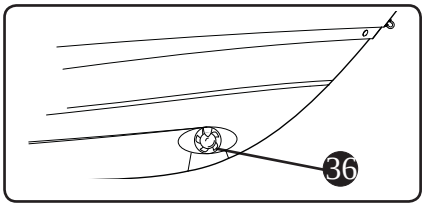
1. RAW WATER INTAKE
2. MACERATOR DISCHARGE
3. CABIN A/C INTAKE
4. COCKPIT A/C INTAKE
5. GENERATOR INTAKE

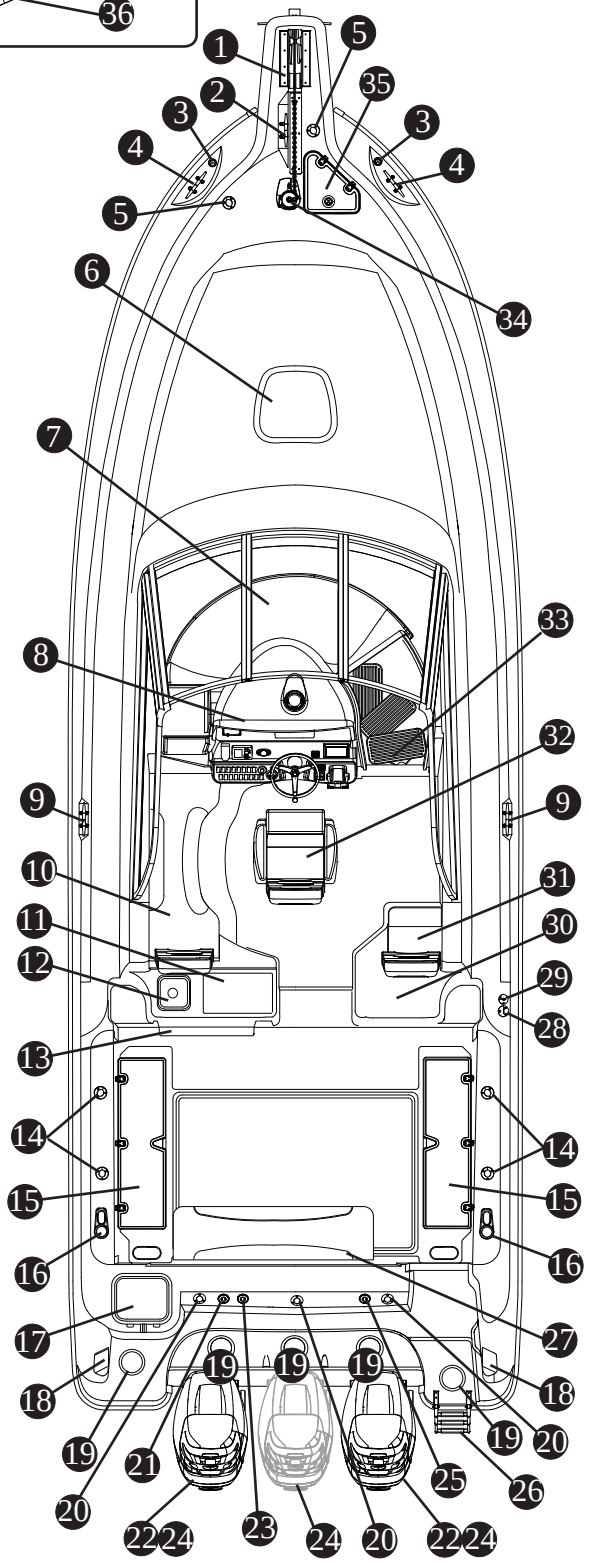
NOTICE

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

General Layout

General Layout, Exterior (Hardtop removed for clarity)
Fig. 2.8.1

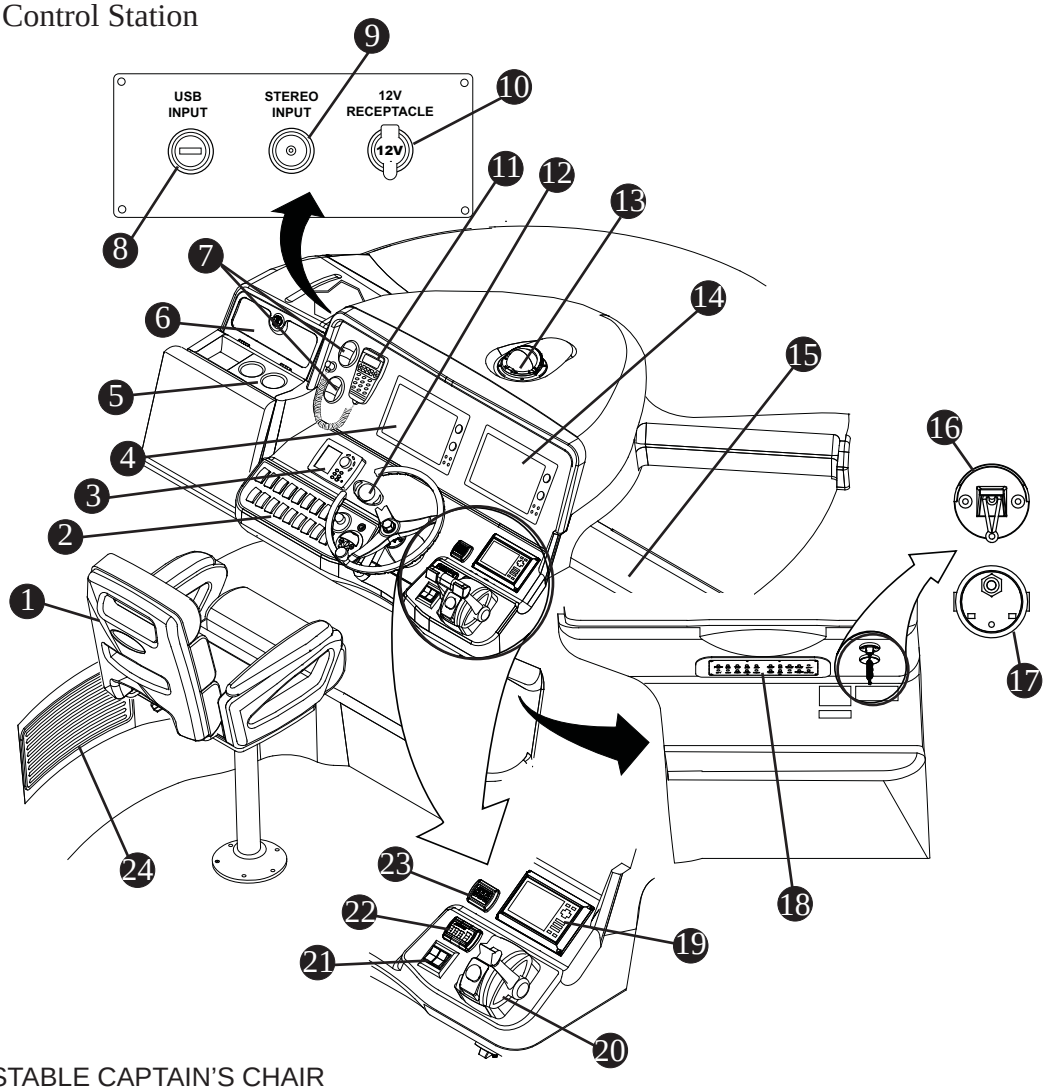




1. ANCHOR ROLLER
2. ANCHOR CLEAT
3. NAVIGATION LIGHTS (P&S)
4. BOW CLEATS P&S)
5. DECK MOUNTED RODHOLDERS (2)
6. CABIN DECK HATCH
7. INTEGRATED WINDSHIELD
8. CONTROL CONSOLE (SEE FIG. 2.9.1)
9. SPRING LINE CLEATS (P&S)
10. COMPANION LOUNGE SEAT
11. COCKPIT GRILL (OPTION)
12. COCKPIT SINK WITH FAUCET
13. 47 QT. (44.5 L) COOLER W/CUSHION SEAT
14. GUNNEL MOUNTED ROD HOLDERS (P&S)
15. IN-DECK FISHBOX WITH PUMPOUT
16. HAWSE PIPE WITH CUPHOLDER (P&S)
17. 40 GAL. (151 L) LIVEWELL
18. STERN CLEATS (P&S)
19. PRY-OFF DECK ACCESS PLATE
20. TRANSOM MOUNTED ROD HOLDERS
21. WASTE PUMPOUT DECK PLATE
22. DUAL 300 CXXL DTS VERADO® MERCURY 4-STROKE WITH TILT POWER ASSIST STEERING*
23. WATER FILL DECK PLATE
24. TRIPLE 250 VERADO® DTS MERCURY 4-STROKE WITH POWER ASSIST STEERING AND SHADOW MODE TECHNOLOGY (OPTION)
25. DIESEL FILL DECK PLATE
26. EXPANDABLE SWIM LADDER WITH COVER
27. FOLDAWAY STERN BENCH SEAT
28. AFT FUEL TANK FILL DECK PLATE
29. FORWARD FUEL TANK DECK PLATE
30. COCKPIT REFRIGERATOR/FREEZER
31. ADJUSTABLE COMPANION SEAT
32. ADJUSTABLE HELM SEAT
33. WOOD GRAIN CABIN STAIRCASE
34. WINDLASS
35. ANCHOR LOCKER
36. BOW THRUSTER

* Optional Engine availability:
Triple 250 Verado® DTS Mercury 4-Stroke engines with power assist steering and Shadow Mode technology

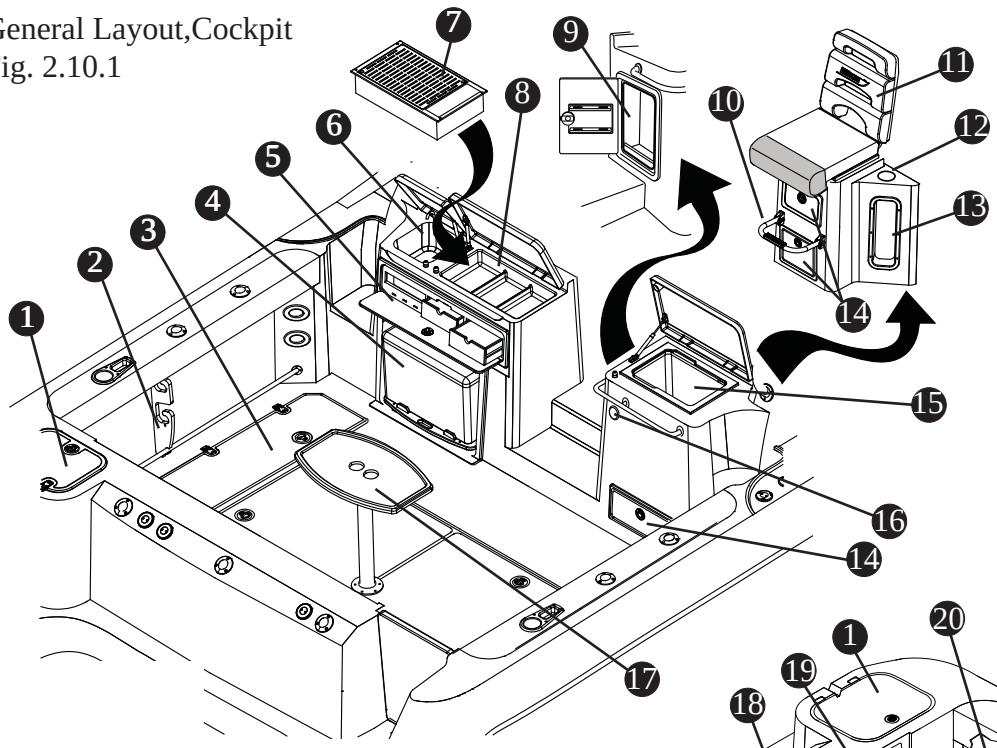
General Layout, Control Station
Fig. 2.9.1

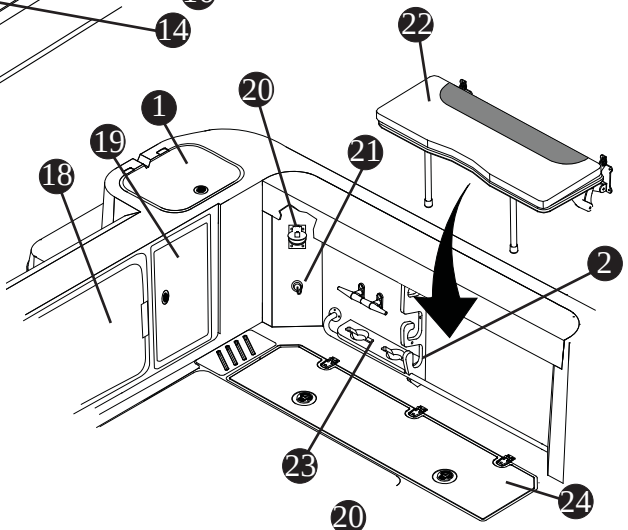


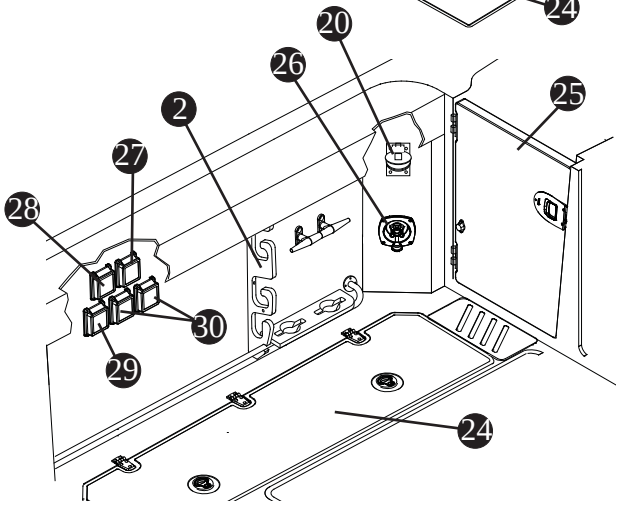
1. 3-WAY ADJUSTABLE CAPTAIN'S CHAIR
2. SWITCH PANEL WITH ILLUMINATED TEXT
3. NORTHSTAR3300 AUTOPILOT (OPTION)
4. NORTHSTAR 8000i (GPS/CHARTPLOTTER/FISHFINDER) (OPTION)
5. CUPHOLDERS
6. LOCKABLE GLOVEBOX
7. AIR CONDITIONING VENTS
8. USB INPUT FOR NORTHSTAR 8000i ELECTRONICS (OPTION)
9. MP3 PLAYER RECEPTACLE
10. 12V ACCESSORY RECEPTACLE
11. NORTHSTAR VHF RADIO (OPTION)
12. SPOTLIGHT REMOTE (OPTION)
13. MAGNETIC COMPASS
14. NORTHSTAR 8000i (OPTIONAL DUAL DISPLAY)
15. LOCKABLE CABIN ENTRYWAY
16. EMERGENCY SHUT DOWN SWITCH
17. FIREBOY ENGINE SHUTDOWN OVERRIDE SWITCH
18. HELM BREAKER PANEL
19. SMARTCRAFT™ VESSELVIEW DISPLAY
20. GEAR SHIFT/THROTTLE CONTROL
21. TRIM TAB CONTROL PAD
22. TRIPLE ENGINE TRIM PAD (OPTION)
23. DUAL/TRIPLE ENGINE START/STOP SWITCH
24. A/C COLD AIR RETURN

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

General Layout,Cockpit
Fig. 2.10.1



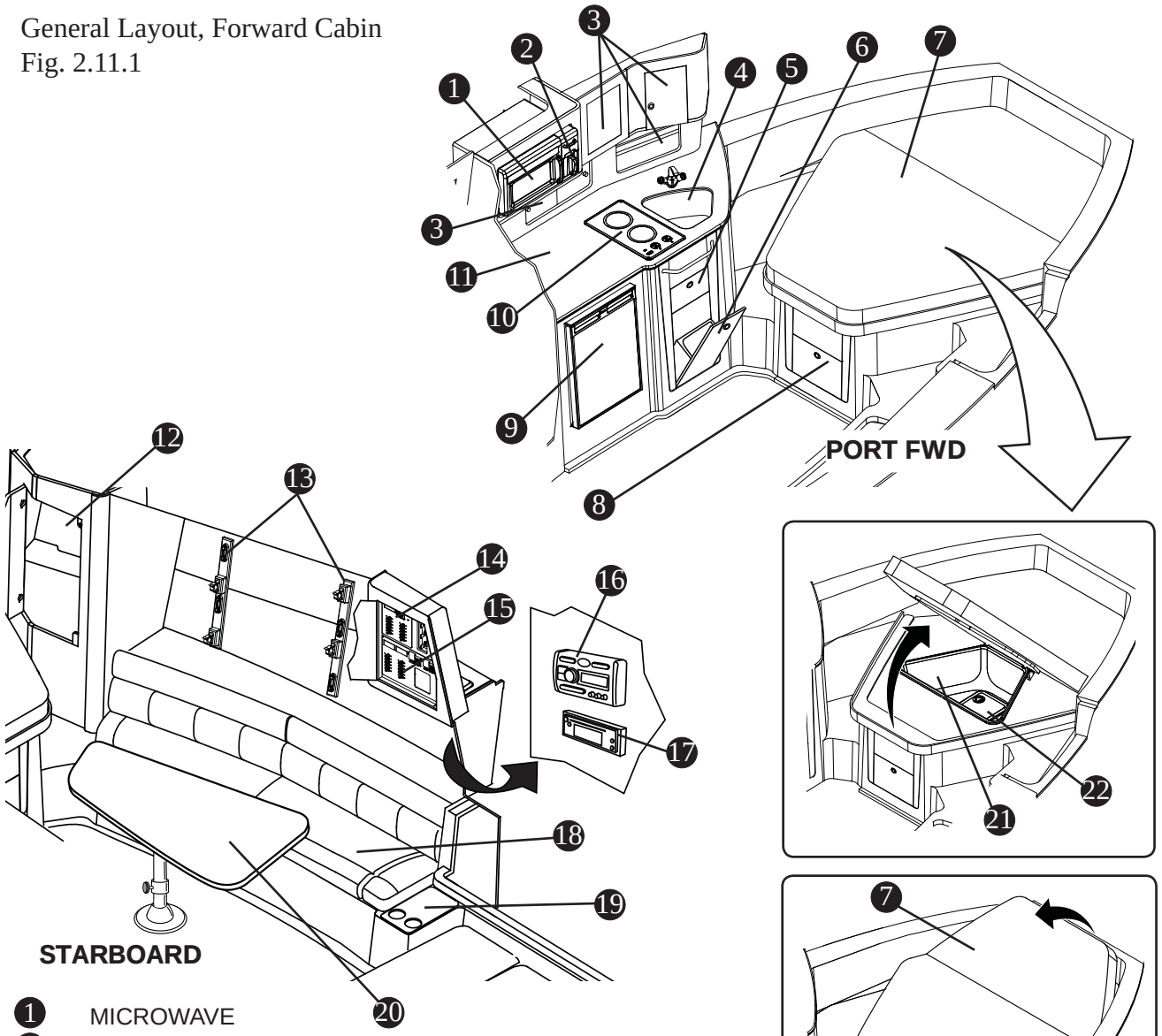


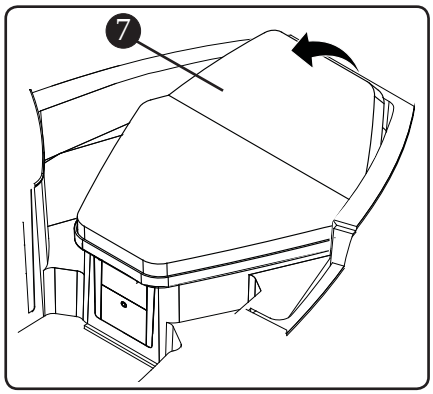


1. 40 GAL. (151 L) LIVEWELL
2. UNDER GUNNEL ROD RACKS (P&S)
3. INSULATED FISHBOX WITH PUMPOUT (P&S)
4. 47 QT. (44.5 L) COOLER
5. PREP STATION WITH KNIFE HOLDER
6. PREP STATION FRESH WATER SINK
7. ELECTRIC GRILL (OPTION) (SEE PAGE 2-22)
8. REMOVABLE TRAY (SEE PAGE 2-21)
9. STORAGE W/TOOL HOLDER
10. FOLDAWAY FOOTREST
11. ADJUSTABLE COMPANION CHAIR (SEE PAGE 2-30)
12. CUPHOLDERS (BOTH SIDES OF SEAT)
13. FIRE EXTINGUISHER POCKET
14. UTILITY DRAWERS
15. COCKPIT REFRIGERATOR/FREEZER
16. STEREO REMOTE
17. STOWABLE COCKPIT TABLE (SEE PAGE 2-25)
18. FOLDAWAY STERN BENCH SEAT (SEE PAGE 3-33)
19. LIVEWELL FLOW VALVE ACCESS DOOR
20. 12V/30AMP DC RECEPTACLE FOR ELECTRIC REELS AND/OR DOWNRIGGERS (P&S) (OPTION)
21. RAW WATER HOSE CONNECTION
22. FOLDOUT BENCH SEAT (OPTION)(SEE PAGE 3-32)*
23. DOWNRIGGER WEIGHT CRADLE (P&S)
24. INSULATED FISHBOX WITH PUMPOUT (P&S)
25. TRANSOM DOOR
26. DOCKSIDE FRESH WATER HOSE CONNECTION
27. SHORE POWER MAIN BREAKER
28. 25 AMP SHORE POWER BREAKER**
29. TELEPHONE/TV CABLE INLET
30. 125V/30AMP SHORE POWER RECEPTACLE***

* Deletes under gunnel rod rack,weight cradle & foot rail
** 35 AMP available
*** 220/50H 16AMP available

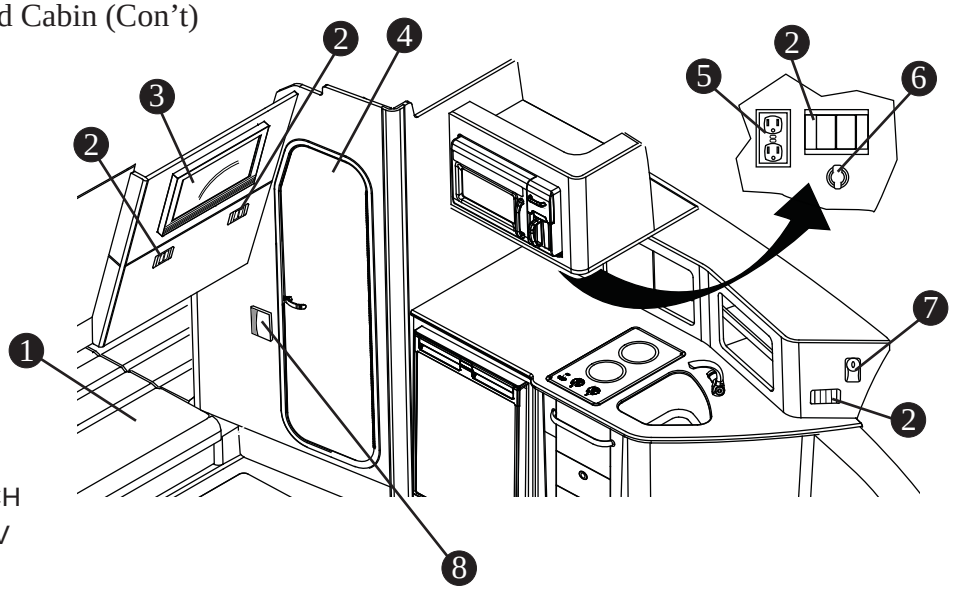
General Layout, Forward Cabin
Fig. 2.11.1





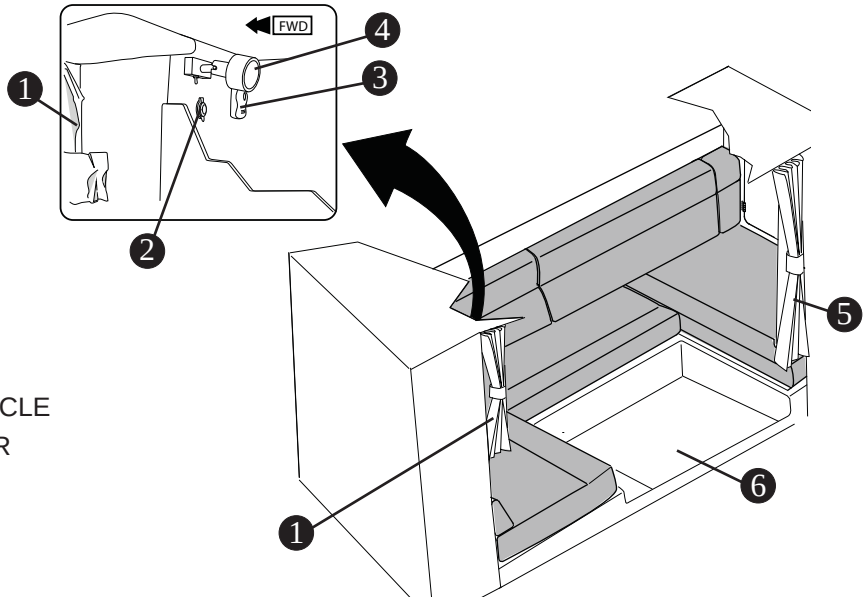
1. MICROWAVE
2. COFFEE MAKER
3. STORAGE CABINETS
4. SINK W/HOT & COLD FAUCET
5. STORAGE DRAWER
6. TRASH RECEPTACLE
7. ADJUSTABLE ISLAND BERTH
   W/ POWERED HEADREST (SEE PAGE 2-32)
8. STORAGE DRAWERS
9. 12V/120V 3.9 CU FT REFRIGERATOR
10. 2-BURNER, ELECTRIC COOKTOP W/TOUCH CONTROLS AND RETAINER RAIL
11. SOLID SURFACE COUNTER TOP
12. HANGING CLOSET
13. ROD RACKS
14. DC BREAKER PANEL
15. AC BREAKER PANEL
16. CLARION® STEREO
17. DVD PLAYER
    STARBOARD SETTEE CONVERTS TO
18. SINGLE BERTH (SEE PAGE 2-31)
    SOLID SURFACE SIDE TABLE
19. W/INTEGRATED CUPHOLDERS
20. ADJUSTABLE DINETTE TABLE
21. UNDER BED STORAGE
22. BOW THRUSTER ACCESS HATCH

General Layout, Forward Cabin (Con't)
Fig. 2.12.1



1. MID CABIN
2. CABIN LIGHT SWITCH
3. 20" FLAT SCREEN TV
4. HEAD ENTRY DOOR
5. GFI RECEPTACLE
6. 12V ACCESSORY RECEPTACLE
7. CO MONITOR
8. AIR CONDITION CONTROLLER

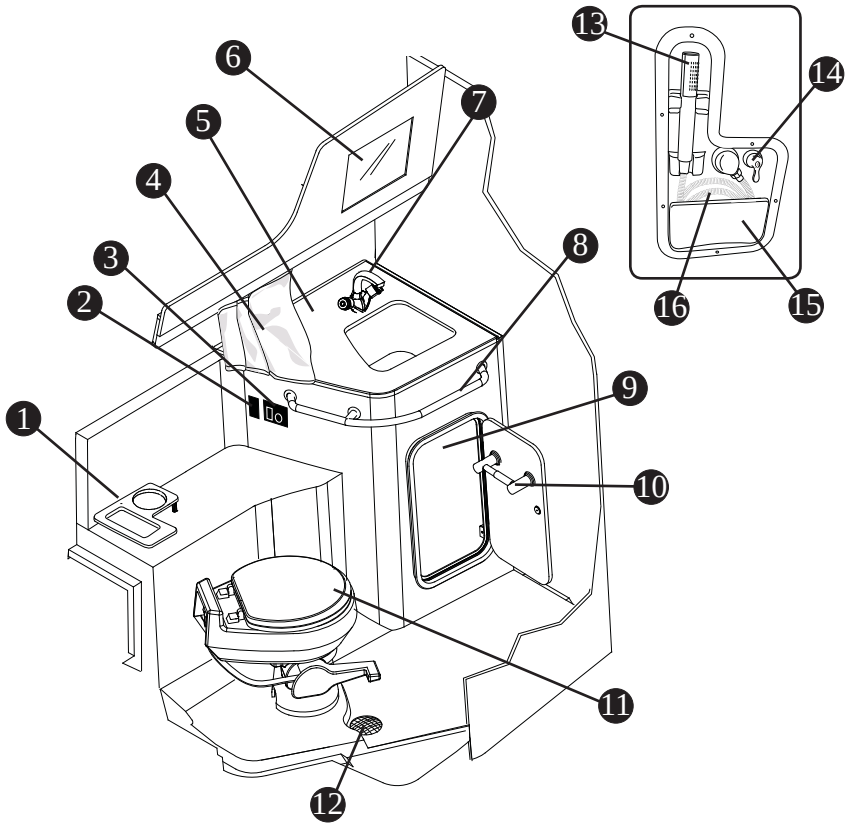
General Layout, Mid Cabin
Fig. 2.12.2



1. STARBOARD PRIVACY CURTAIN
2. 12 VOLT ACCESSORY RECEPTACLE
3. CARBON MONOXIDE DETECTOR
4. LAMP
5. PORT PRIVACY CURTAIN
6. FOOT WELL/STORAGE AREA

NOTE: U-Shaped seating converts to a bed (See page 2-32)

General Layout, Head
Fig. 2.13.1

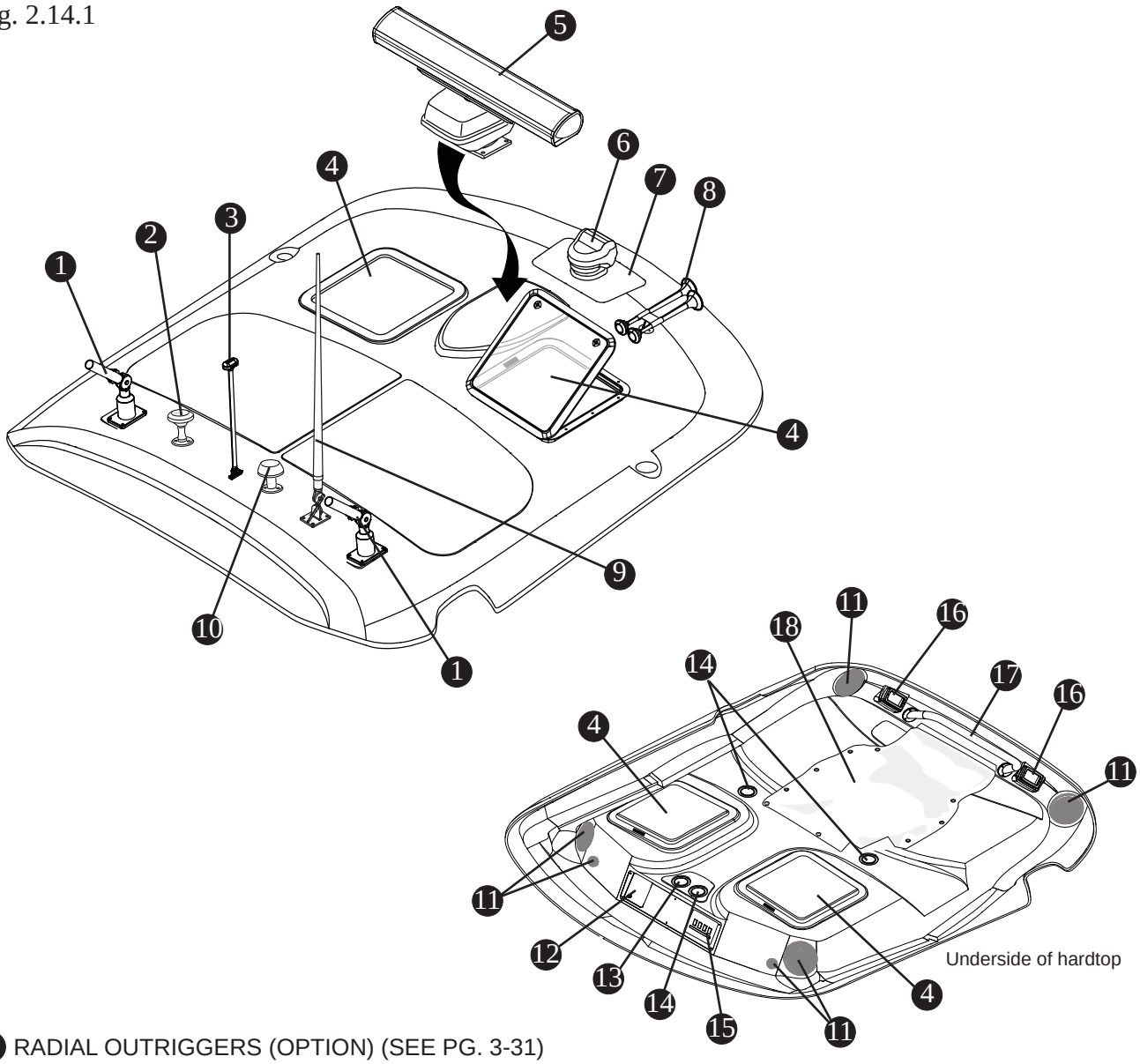


1. SOAP DISH/CUPHOLDER
2. GFI RECEPTACLE
3. OVERBOARD DISCHARGE PANEL
4. SHOWER CURTAIN
5. SOLID SURFACE COUNTER TOP
6. VANITY NATURAL LIGHT
7. SINK W/HOT & COLD FAUCET
8. SAFETY GRAB RAIL
9. UNDER CABINET STORAGE
10. TISSUE HOLDER
11. VACU-FLUSH® TOILET
12. SHOWER FLOOR DRAIN
13. SHOWER WAND
14. HOT/COLD WATER MIXER
15. REMOVABLE STORAGE POCKET
16. 6 FT (1.8 M) EXTENDABLE SHOWER HOSE

Additional Feature Not Shown:

- Full Length Mirror

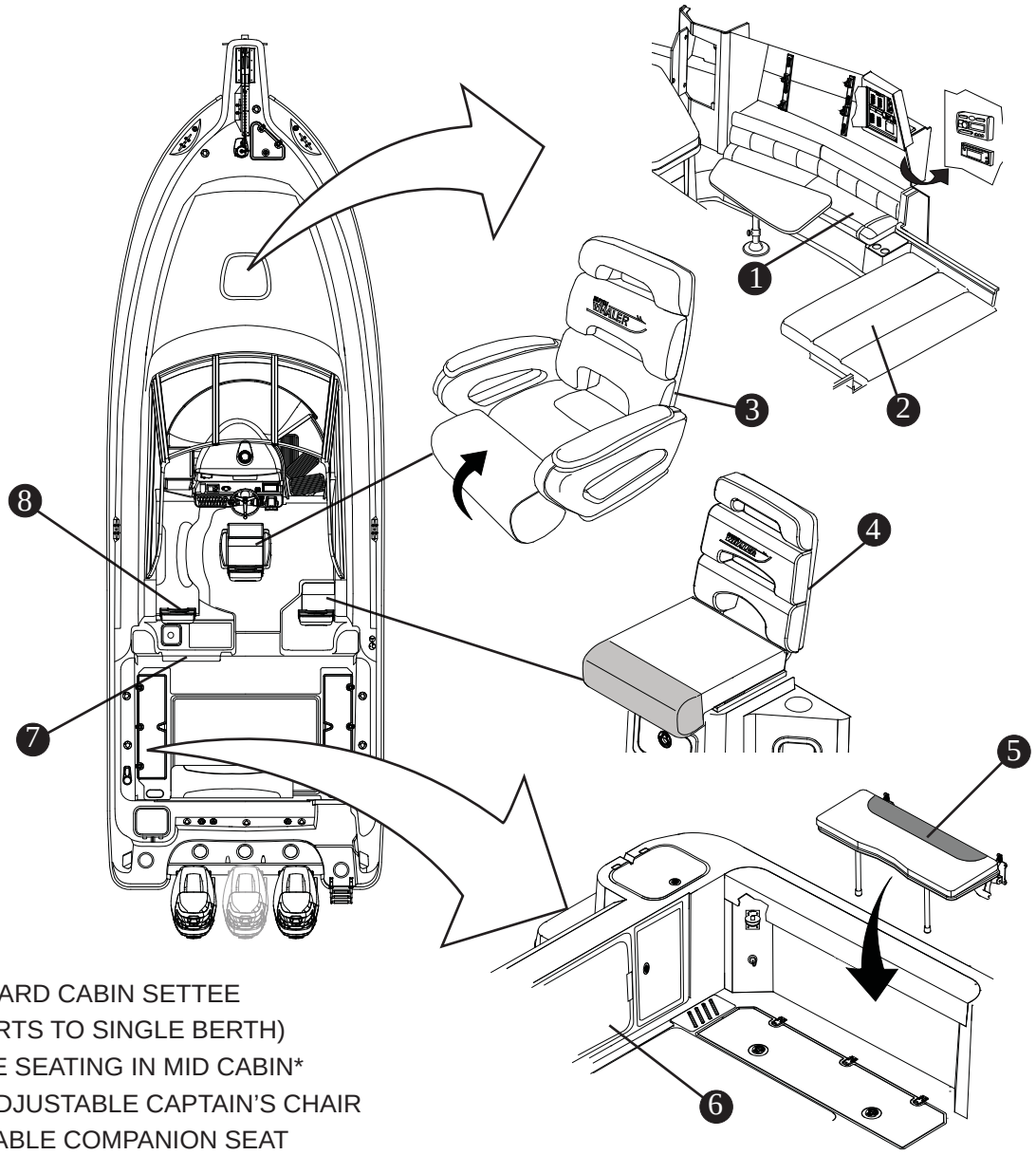
General Layout, Hardtop
Fig. 2.14.1



1. RADIAL OUTRIGGERS (OPTION) (SEE PG. 3-31)
2. GPS ANTENNA (OPTION)
3. ANCHOR LIGHT
4. ADJUSTABLE HATCH
5. NORTHSTAR 6KW OPEN ARRAY RADAR (OPTION)
6. SPOTLIGHT WITH REMOTE (OPTION) (SEE PG. 3-31)
7. REMOVABLE SERVICE PANEL FOR CENTER WIPER
8. AIR HORN
9. VHF RADIO ANTENNA (OPTION)
10. SIRIUS® SATELLITE RADIO ANTENNA (OPTION)
11. STEREO SPEAKER SYSTEM
12. VHF RADIO SPEAKER (OPTION)
13. RED CONTROL STATION DOME LIGHT
14. DOME LIGHTS
15. HARDTOP SWITCH PANEL
16. SPREADER LIGHTS
17. SAFETY GRAB RAIL
18. CANVAS STORAGE

Seating

Seating
Fig. 2.15.1



1. STARBOARD CABIN SETTEE (CONVERTS TO SINGLE BERTH)
2. U-SHAPE SEATING IN MID CABIN*
3. 3-WAY ADJUSTABLE CAPTAIN'S CHAIR
4. ADJUSTABLE COMPANION SEAT
5. PORT FOLDAWAY COCKPIT SEAT (OPTION)**
6. STERN FOLDAWAY BENCH SEAT
7. COOLER WITH SEAT CUSHION
8. PORT COMPANION LOUNGE SEAT

* Shown converted to berth
** Deletes under gunnel rod rack, weight cradle and toe rail.

Control Station Seating

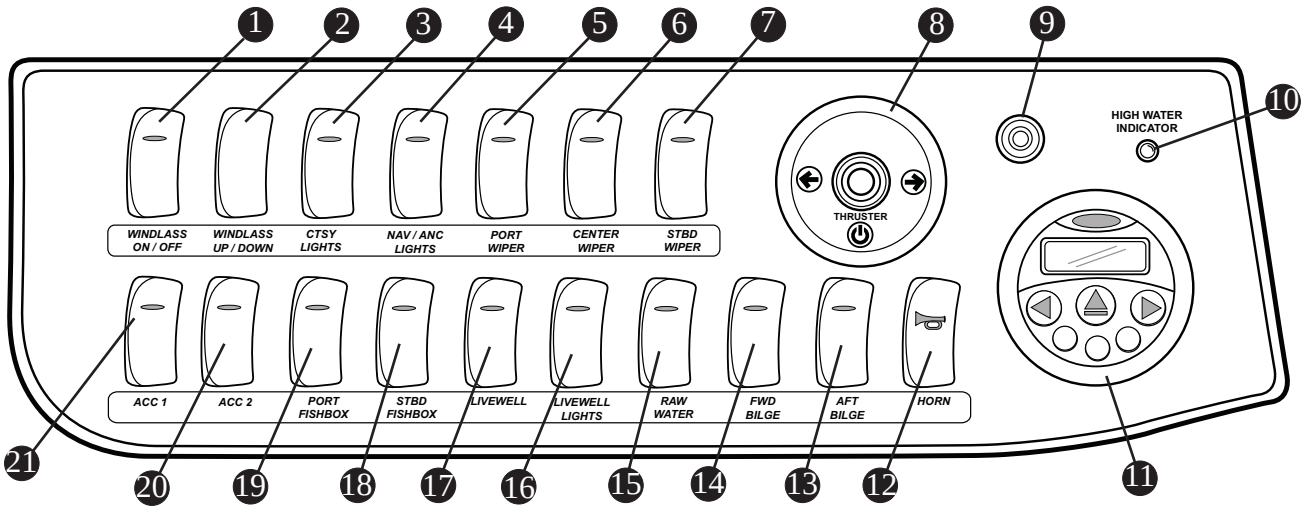
The helm and starboard companion chair on the 345 Conquest are independently adjustable for your comfort. The helm seat can be raised and lowered, adjusted forward and aft and rotated 360^{o} (See figure 2.29.2). The companion seat can be adjusted port to starboard (See figure 2.30.1)

Stern & Port Foldaway Bench Seats

The stern bench seat and optional port cockpit bench seat fold away flush when not in use (See figures 3.32.1 and 3.33.1).

Control Station Switch Panel

Switch Panel
Fig. 2.16.1



1. WINDLASS ON / OFF
2. WINDLASS UP / DOWN
3. CTSY LIGHTS
4. NAV / ANC LIGHTS
5. PORT WIPER
6. CENTER WIPER
7. STBD WIPER
8. BOW THRUSTER JOY STICK
9. AMBIENT TEMPERATURE SENSOR
10. HIGH WATER INDICATOR
11. STEREO REMOTE
12. HORN
13. AFT BILGE PUMP
14. FORWARD BILGE PUMP
15. RAW WATER PUMP
16. LIVEWELL LIGHTS
17. LIVEWELL
18. STARBOARD FISHBOX PUMPOUT
19. PORT FISHBOX PUMPOUT
20. ACC 2
21. ACC 1

Gear Shift & Throttle Control

⚠ CAUTION

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

NOTICE

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

Digital Throttle/Shift (DTS®)

Your 345 Conquest features a state of the art digital "drive-by-wire"gear shift and throttle control system. The Digital Throttle/Shift (DTS)® is the latest technology in recreational boating.

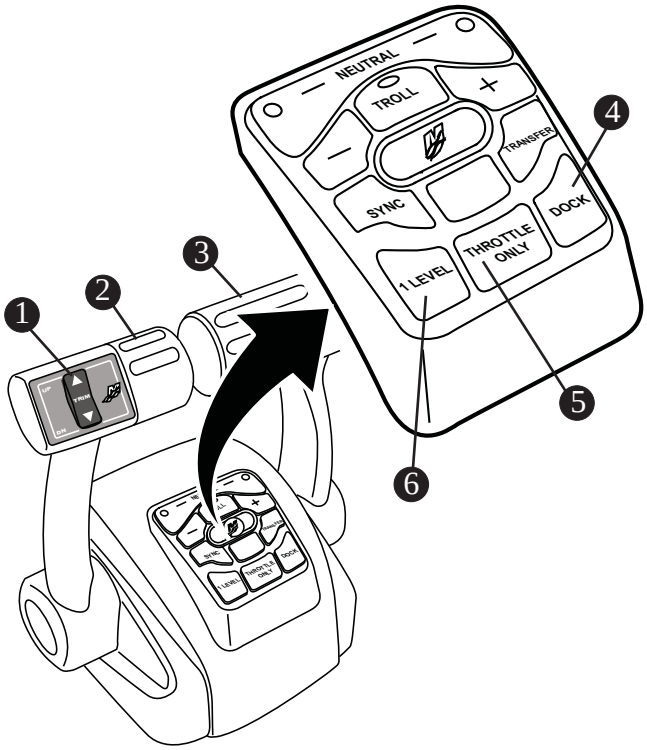
The DTS® system is monitored through the Smartcraft® VesselView display which will give you a visual readout of all functions regarding your boats engine as well as direction, and applicable fluid capacities.

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

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

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

Digital Throttle/Shift (DTS®)
Fig. 2.17.1



1. TRIM/TILT CONTROL SWITCH
2. PORT ENGINE THROTTLE/SHIFT
3. STARBOARD ENGINE THROTTLE/SHIFT
4. DOCK MODE
5. THROTTLE ONLY
6. 1 LEVER MODE

DTS Control Pad

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

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

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

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

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

Shadow Mode Technology

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

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

Auto Sync®

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

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

Power Trim Operation

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

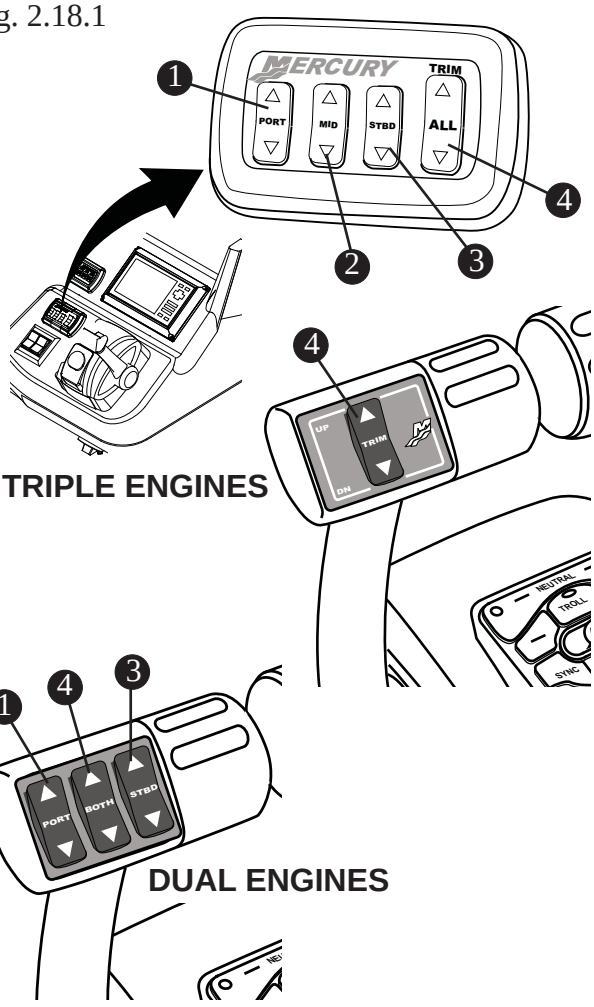
The switches are a momentary type switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle.

NOTICE

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

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.

Trim Switch Control Pad
Fig. 2.18.1



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

The trim switches are located on a control pad at the center of the control console. The engines can be individually trimmed by pressing the appropriate coordinating switch. All engines can be trimmed at the same time by pressing the "ALL" switch on the control pad or the trim switch located on the port throttle control lever (See fig. 2.17.2).

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

NOTICE

AVOID DAMAGE

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

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

SmartCraft™ VesselView

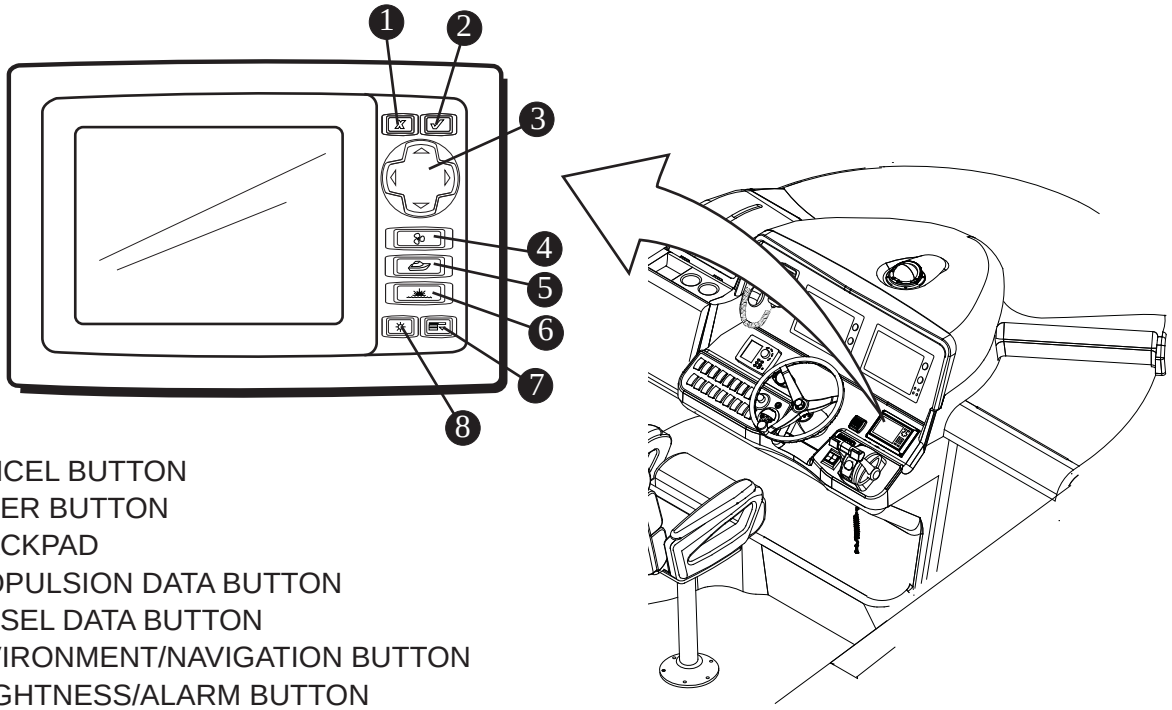
Your boat is equipped with the SmartCraft™ Vessel View feature. The display unit is located above the throttle/shift controller. VesselView allows the boat's operator to receive a wealth of critical operational information, displayed clearly and instantly at the helm on the LCD display. VesselView continuously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

System Calibration (For First Time Use)

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

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

SmartCraft™ VesselView
Fig. 2.19.1

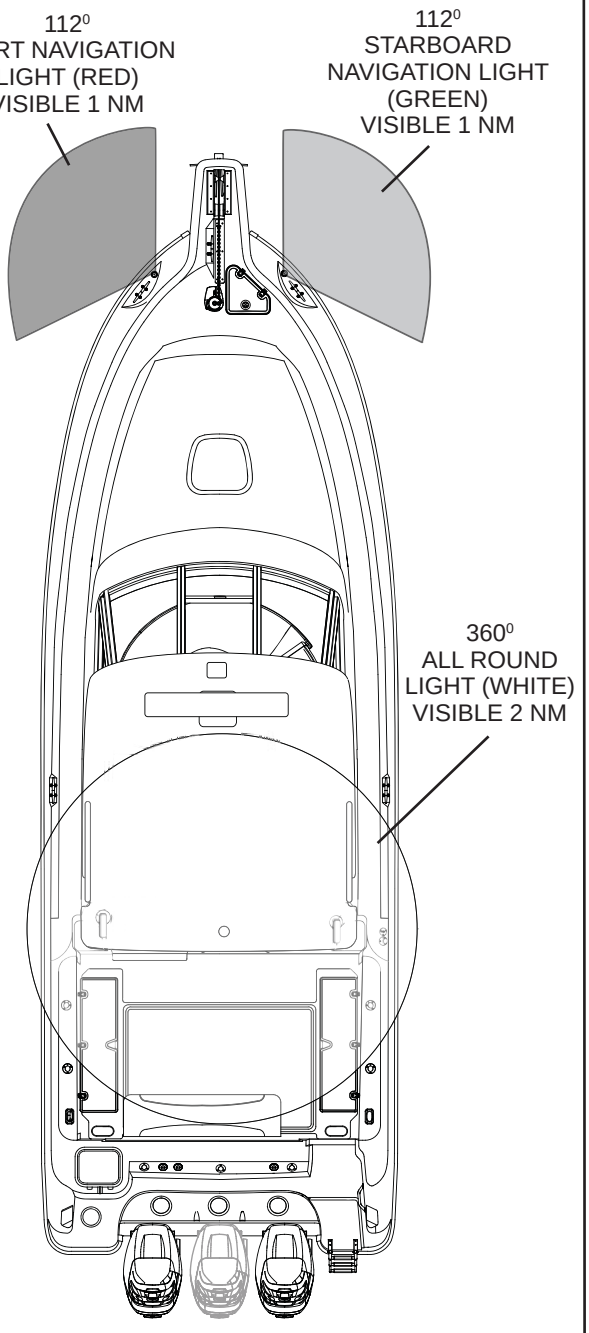


1. CANCEL BUTTON
2. ENTER BUTTON
3. TRACKPAD
4. PROPULSION DATA BUTTON
5. VESSEL DATA BUTTON
6. ENVIRONMENT/NAVIGATION BUTTON
7. BRIGHTNESS/ALARM BUTTON
8. MENU

Navigation Lighting

Your boat comes equipped with navigation lighting for your safety. Regulations state that all boats, no matter the size, must display navigation lights. The lights must be displayed at night or in low visibility conditions. It is the responsibility of the operator to ensure that the navigation lights are in good working order and that the proper lighting is shown

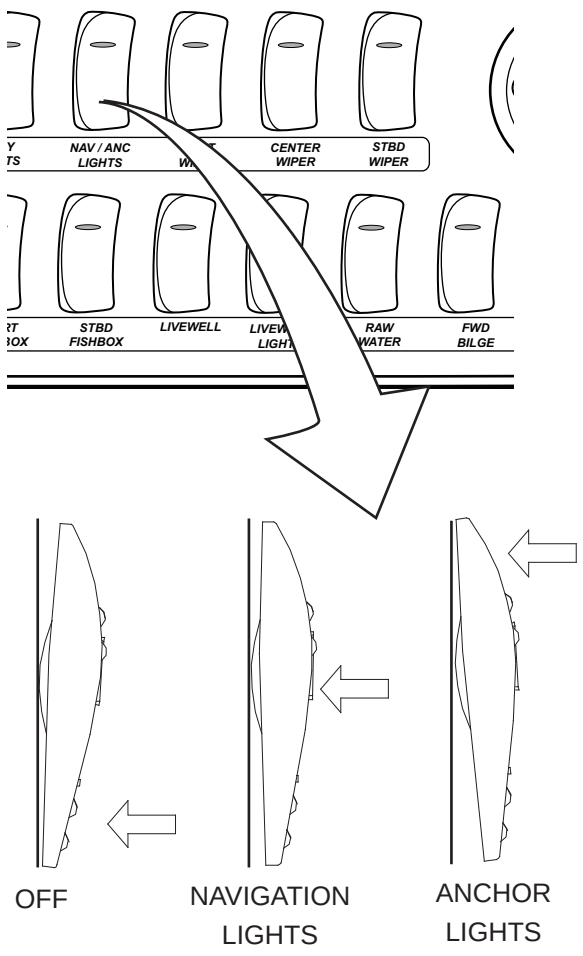
Navigation/Anchor Lighting
Fig. 2.20.1



Operating the Navigation Lighting

A three-position switch, located on the console switch panel marked "NAV/ANC" (See page 2.15.1), controls the navigation and anchor lighting. In the "Navigation Lights" position (See below), the port (red) and starboard (green) lights will illuminate. These lights let other vessels know the approximate size and direction of travel of your boat, depending on which lights they can see. In the "Anchor Lights" position, the white, 360-degree light will illuminate, showing other boaters your location while at anchor.

Navigation/Anchor Lighting
Fig. 2.20.2



⚠ CAUTION

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

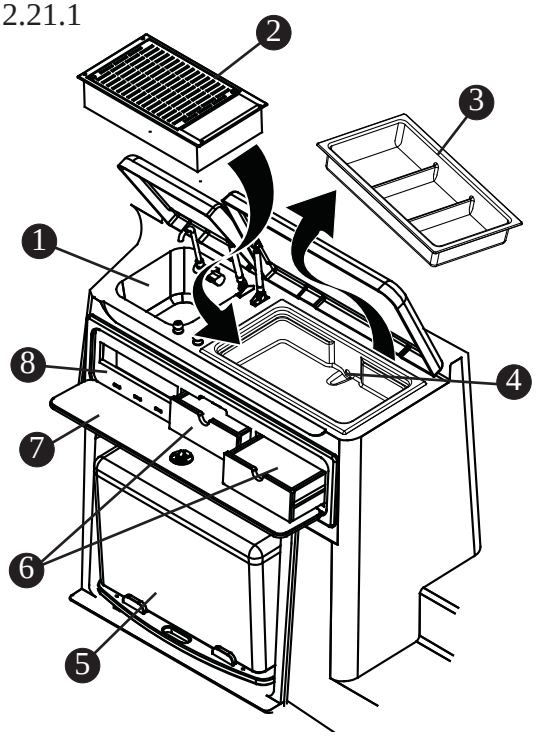
Cockpit Prep/Entertainment Station

Your boat features a bait prep/entertainment station located directly behind the port companion seat. The integral swivel faucet is pressurized by the fresh water pump which provides cold running water to the station.

The unit also contains storage drawers, a knife holder, cutting surface, a 47 qt. (44.5 L) cooler with cushion for seating and provides for an optional electric grill.

There is a drain located under the removable standard tray through which accumulated water will drain into the bilge to be discharged by the bilge pump.

Prep/Entertainment Station
Fig. 2.21.1



1. SINK W/COLD WATER FAUCET
2. ELECTRIC GRILL (OPTION)
3. TRAY (STANDARD)
4. DRAIN TO BILGE
5. 47 QT. (44.5 L) COOLER W/CUSHION
6. STORAGE DRAWERS
7. DOOR
8. KNIFE HOLDER

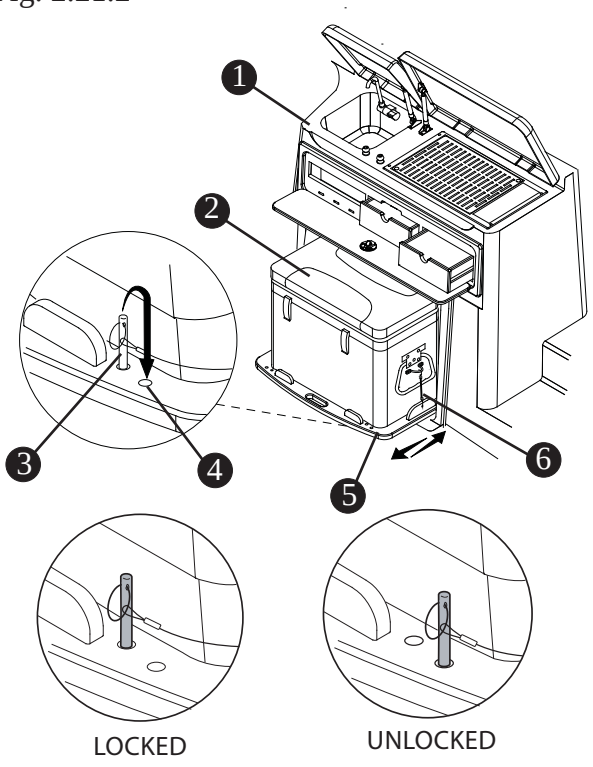
Entertainment Center Cooler

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

⚠ CAUTION

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

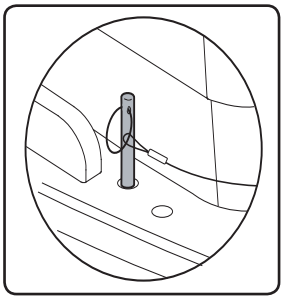
Entertainment Center Cooler
Fig. 2.21.2



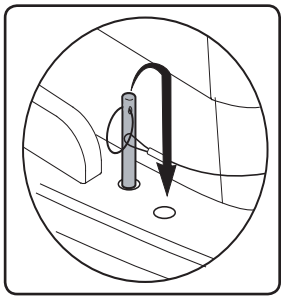
1. COCKPIT ENTERTAINMENT CENTER
2. 47 QT (44.5 L) COOLER
3. SLIDE-OUT BASE LOCKING PIN (IN LOCKED POSITION)
4. LOCKING PIN RETAINING SEAT
5. SLIDE-OUT COOLER BASE
6. COOLER TIE DOWN (ONE EACH SIDE)

Operation

To lock the cooler base under the entertainment cabinet, push the base all the way into the cabinet so that the locking holes in the base and the runner (under the base) line up. Insert the locking pin in to the locking holes until seated completely.



To unlock the cooler base, pull the locking pin out and place it into the retaining hole adjacent to the locking hole in the base.



Electric Grill (Option)

⚠ WARNING

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

If equipped, The Kenyon® Custom All Seasons Electric Grill provides a safe method of grilling without the hazard of open flames associated with propane gas or charcoal grills.

A concealed electric element eliminates grease flare-ups and a reuseable grease pan located under the heating element collects all the fat and juices associated with grilling. **The grease pan must be emptied after each use.**

To remove the grease pan (Fig. 2.22.1):

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

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

NOTICE

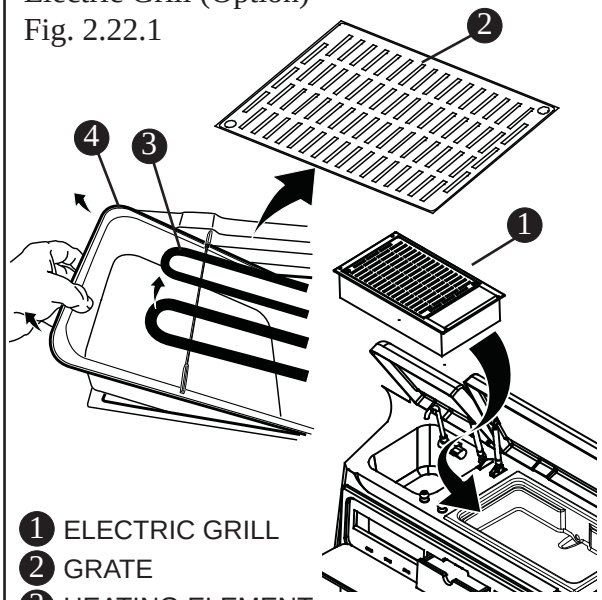
To prevent the contents of the grease pan from smoking, place 1 cup of water in the grease pan before cooking.

Automatic Shut-Off

There is an automatic shut-off switch located at the back of the grill cover. When the cover is closed the shut-off switch is engaged and power to the grill will be turned off. Do not under any circumstances override the automatic shut-off switch.

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

Electric Grill (Option)
Fig. 2.22.1



1. ELECTRIC GRILL
2. GRATE
3. HEATING ELEMENT
4. REMOVABLE GREASE PAN

⚠ CAUTION

The electric grill will become dangerously hot.

Depending on the level of heat used for cooking, the grill will automatically shut off 60-90 minutes after ignition. However, it is good practice to close the lid when not in use. This action will engage the automatic shut-off switch and cut power to the grill.

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

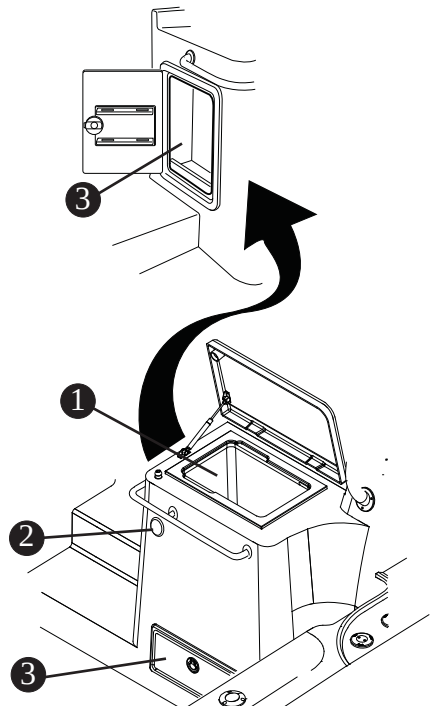
Cockpit Refrigerator/Freezer

The cockpit refrigerator freezer is located on the forward starboard side of the cockpit behind the helm companion seat.

The refrigerator is powered by the batteries and the "COCKPIT REFRIGERATOR" breaker on the DC breaker panel must be ON to operate the refrigerator.

The unit also contains storage drawers and cupholders.

Cockpit Refrigerator
Fig. 2.23.1



1. COCKPIT REFRIGERATOR/FREEZER
2. STEREO REMOTE
3. STORAGE

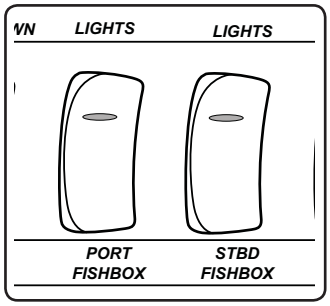
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Fish Box with Pump Out Discharge

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

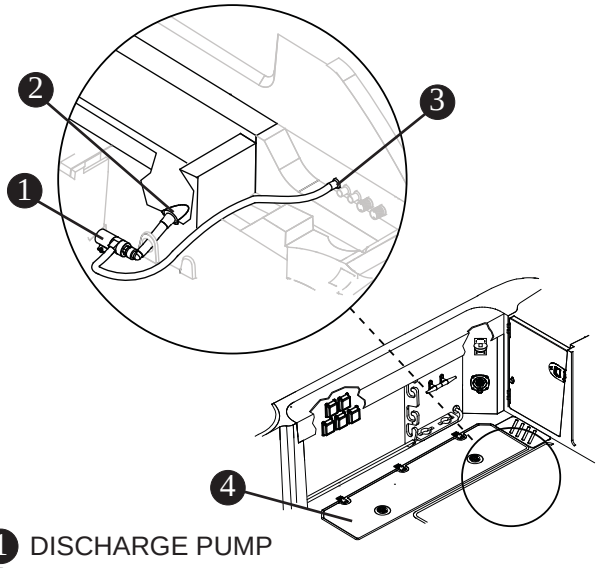
Each box utilizes an electrical pump system to discharge water overboard by way of thru-hull fittings port and starboard (See figure 2.6.1).

The discharge pumps are located aft of the compartments and can be accessed through the machinery compartment 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 Box Pumpout
Fig. 2.23.2



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

NOTE: Starboard side shown, Port side typical.

Electric Downrigger Receptacles, (Option)

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

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

The receptacles are protected by the “12V PORT RECEPTACLE” and “12V STBD RECEPTACLE” breakers on the DC Distribution Panel located in the forward cabin (see Figure 4.5.1). The breakers must be ON in order for the receptacles to function.

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 interuption 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.

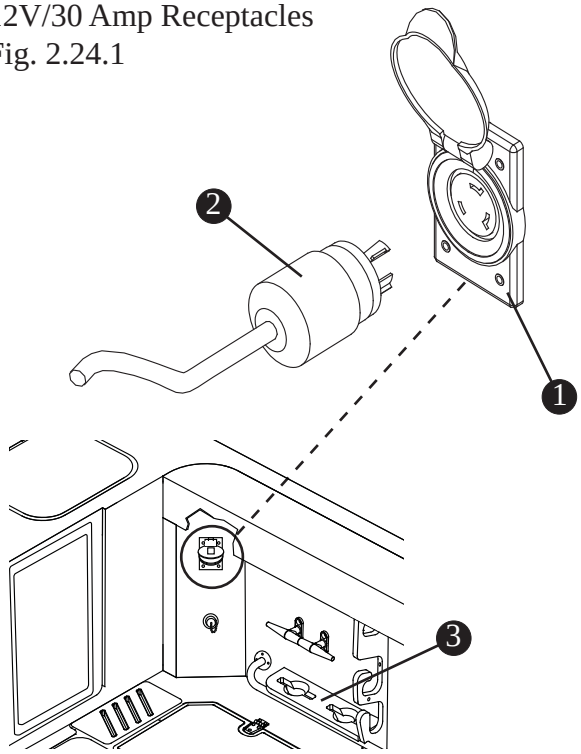
There are a variety of downrigger mounting base plates that can be used, it is important that you consult with your salesperson to find the mounting base that will best suit your application.

NOTICE

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

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

12V/30 Amp Receptacles
Fig. 2.24.1



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

NOTE: Port side shown, Starboard side typical

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

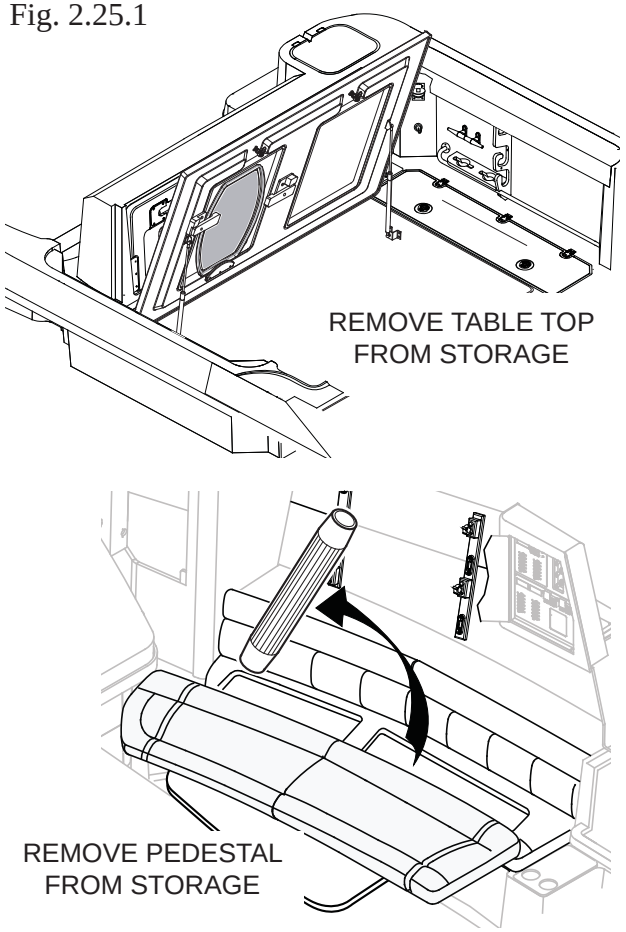
Stowable Cockpit Table (Option)

Your boat can be equipped with a table for entertaining in the cockpit. The table is removable and stowable. If equipped, the table top is stowed in the underside of the aft cockpit access hatch. The pedestal for the table is stowed in clips under the V-berth in the forward cabin.

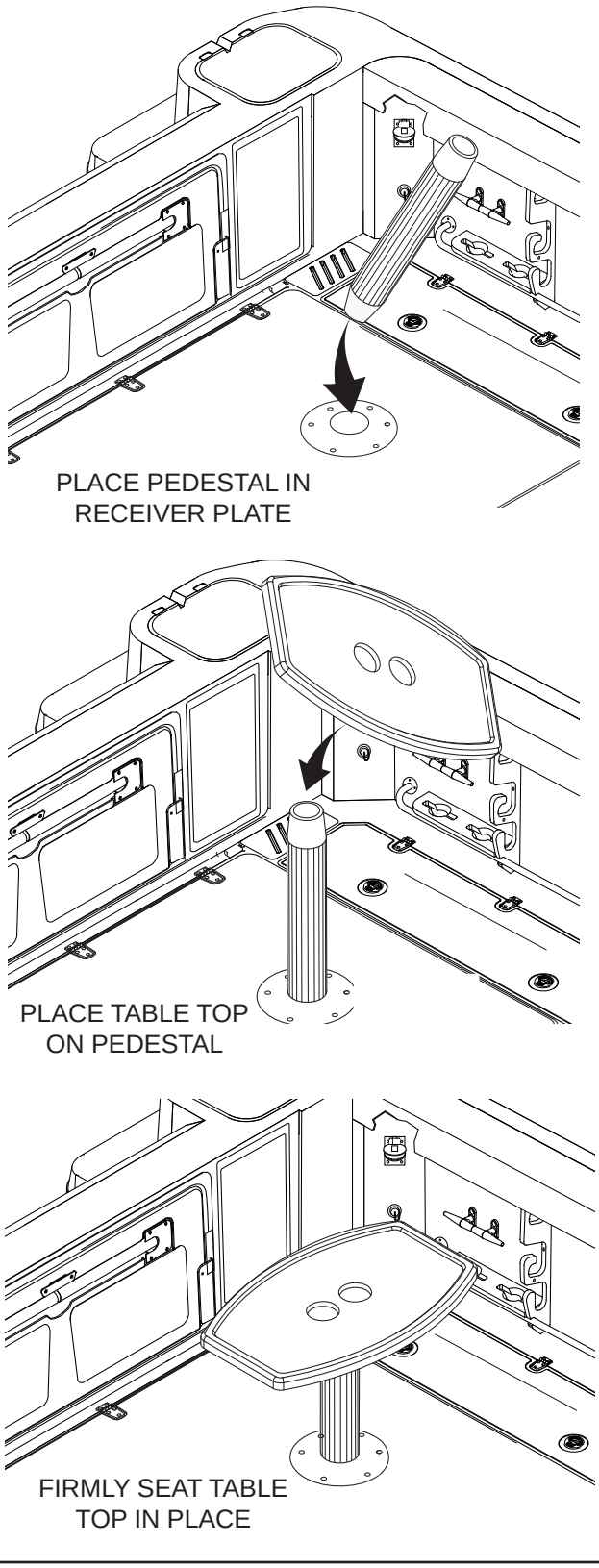
To set up the table:

- 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. 2.25.1



Cockpit Table (Option) (Con't)
Fig. 2.25.2



Canvas

⚠ DANGER

CARBON MONOXIDE DANGER

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

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

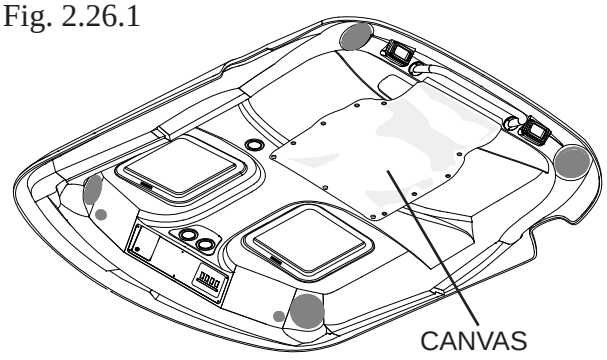
Your canvas weather curtain set will keep its appearance and maintain proper working order provided you follow a few simple steps for cleaning and maintenance (See "Canvas Care & Maintenance", section 5 of this manual).

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

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

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

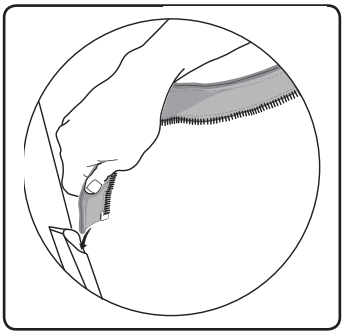
Canvas storage (Option)
Fig. 2.26.1



Installation

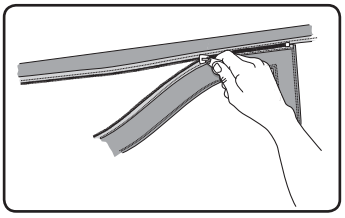
To install your canvas (for the first time):

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

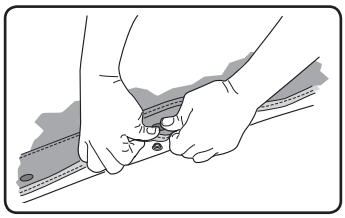


Once installed, it is not necessary to remove the zipper tracks each time you remove the canvas

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

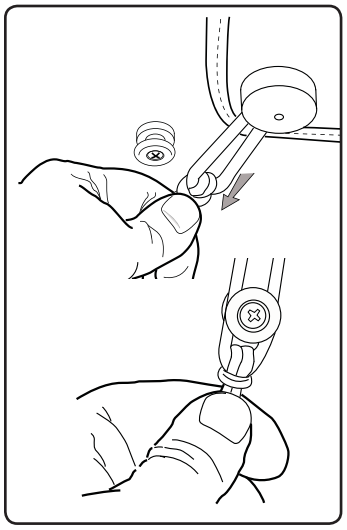


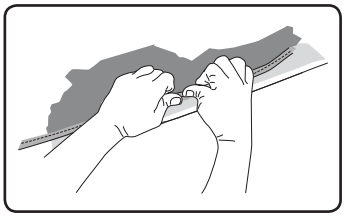
Attach the bottom of the canvas section(s) to the snaps where appropriate.



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

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





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

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

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

To Remove Canvas

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

⚠ DANGER

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

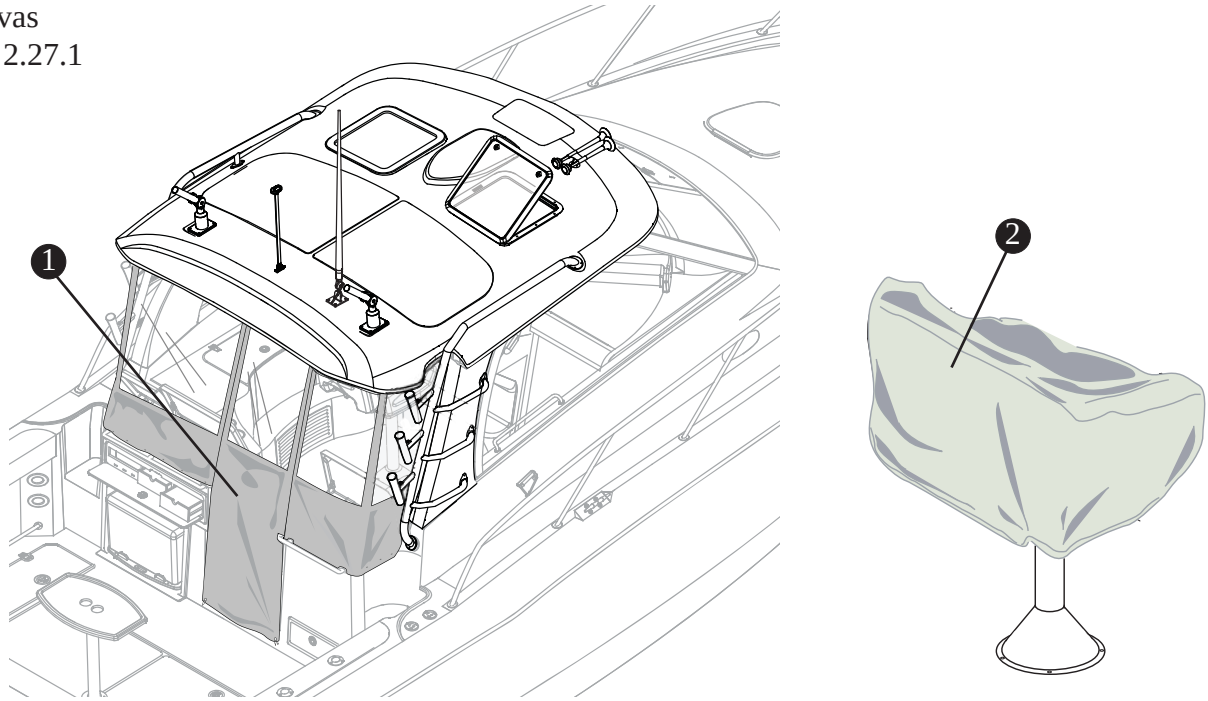
CO sickness symptoms include headache, nausea and dizziness. DO NOT mistake these symptoms for sea sickness.

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

See page 1-3 of this manual for additional important information regarding carbon monoxide.

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

Canvas
Fig. 2.27.1



1 5-PIECE AFT CURTAIN CANVAS SET
2 CAPTAIN'S CHAIR COVER (OPTION)

Bow Thruster

⚠ WARNING

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

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

The bow thruster system on the 345 Conquest includes a 24V/DC Lewmar® bow thruster, two (2) 12V batteries, a 24V battery charger and a battery switch, all located in a compartment under the forward bunk.

⚠ WARNING

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

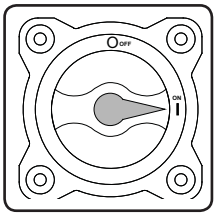
Failure to do so will result in an increased and dangerous presence of battery discharge gases accumulating in the forward cabin.

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

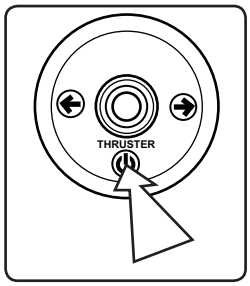
The bow thruster joystick located on the control station switch panel is used to operate the thruster and maneuver the bow of your boat.

To Operate The Bow Thruster:

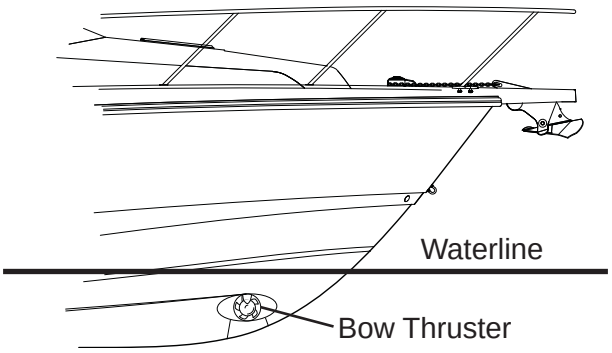
- Turn ON battery switch.



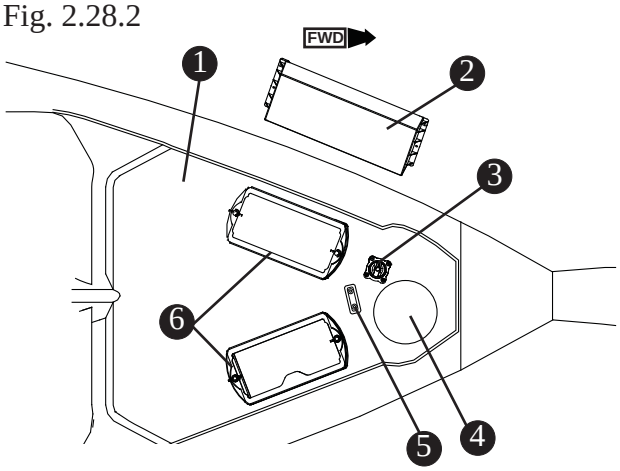
- Press the activation button for 1 second.
- Lift the joystick and move it in the direction you wish to move the bow.



Bow Thruster
Fig. 2.28.1



Bow Thruster Location
Fig. 2.28.2

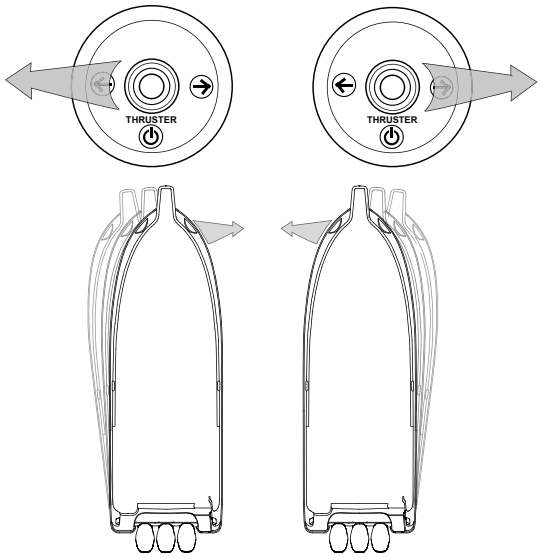


1. COMPARTMENT UNDER FORWARD BUNK
2. BOW THRUSTER BATTERY CHARGER
3. BATTERY SWITCH
4. BOW THRUSTER MOTOR
5. FUSE
6. BATTERY TRAYS

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

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

Bow Thruster Movement
Fig. 2.29.1



⚠ CAUTION

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

NOTICE

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

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

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

⚠ DANGER

DO NOT OPERATE THRUSTER OUT OF WATER

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

In addition, this action will void the warranty.

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

Control Station Seating

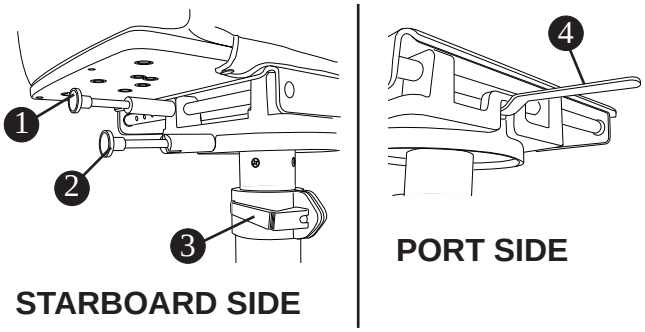
The captain's chair is fully adjustable and features a flip up thigh bolster for comfort. The starboard companion's chair is adjustable port and starboard and features a cupholder on each side of the seat platform. The port lounge is a comfortable full width cushion with stationary forward and aft facing seat backs.

Captain's Chair

The captain's chair can be adjusted forward, aft and vertically as well as rotated 360^{o}.

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

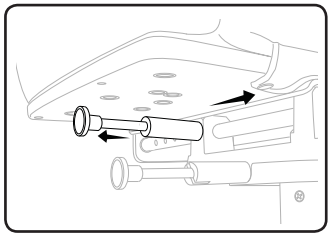
Adustable Captain's Chair
Fig. 2.29.2



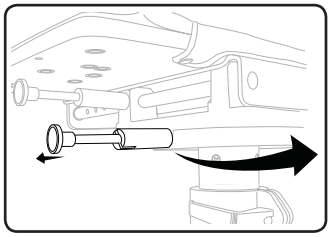
1. FORWARD/AFT ADJUSTMENT LEVER
2. SWIVEL ADJUSTMENT LEVER
3. SEAT POST CAM LOCK
4. SEAT HEIGHT ADJUSTMENT LEVER

Forward/Aft adjustment:

Pull out on the adjustment lever and move the seat to the desired postion making sure that the lever seats fully into one of the receiving holes on the slide bar.



Swivel adjustment:



Pull out on the adjustment lever and rotate the seat.

There are detents every 45° around the 360° circumference of the seat turntable.

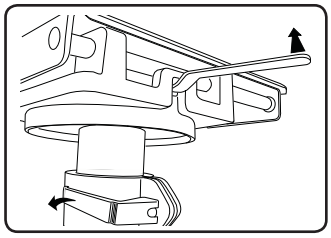
⚠ DANGER

AVOID SERIOUS INJURY OR DEATH DUE TO ROTATION OF SEAT.

LOCK SWIVEL WHEN SPEED EXCEEDS 5 MPH.

Height adjustment:

Raise the Seat



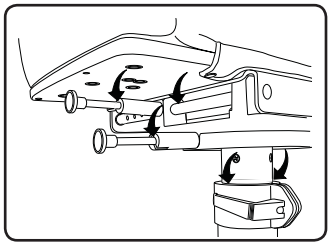
NOTE: This adjustment must be made when seat is unoccupied.

- Release the cam on the seat post.
- Pull the adjustment lever upward until the seat is at the desired height.
- Release the lever to lock in the position.
- Push cam lock back to the locked position.

Lower the Seat

- Release the cam on the seat post.
- While remaining seated, pull the adjustment lever upward until the seat is at the desired height.
- Release the lever to lock in the position.
- Push cam lock back to the locked position.

Lubrication:



LUBRICATION POINTS

For ease of operation, it is recommended that the adjustment levers and slides be lubricated periodically with a light lubricating oil.

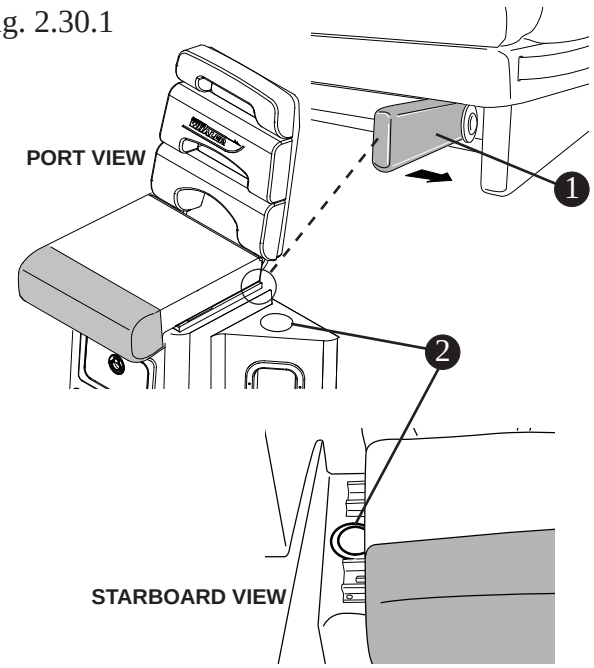
Companion's Chair

The starboard companion's chair can be adjusted port to starboard.

The lever for adjustment is located under the aft portside of the seat. By pushing the lever toward the back of the boat the seat will be released and can be adjusted port or starboard.

The lever and slide should be checked periodically and lubricated to provide smooth action and easy adjustment.

Adjustable Companion's Chair
Fig. 2.30.1

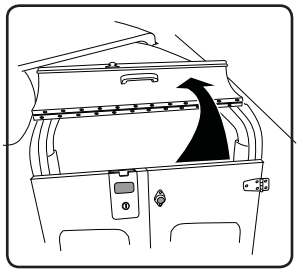


1 SEAT ADJUSTMENT LEVER
2 CUPHOLDERS

Forward Cabin Entryway

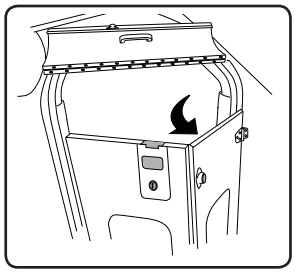
The unique design of the forward cabin companionway door allows unincumbered access to the forward cabin when open and a secure deterent to access when closed and locked properly.

To Open Entryway:

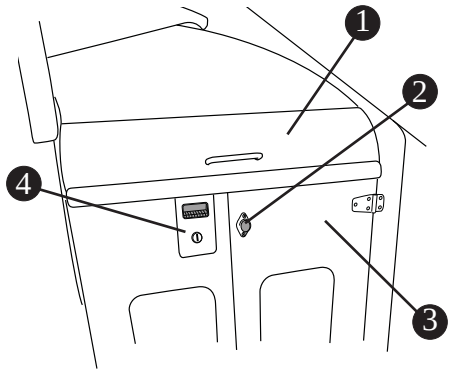


- Lift the front edge of the entryway cover and slide the unit forward.

- Pull the front panel toward yourself and fold them until the magnetic stop attaches to the starboard wall.



Forward Cabin Entryway
Fig. 2.31.1



1. RETRACTABLE ENTRYWAY COVER
2. MAGNETIC DOOR STOP
3. FOLDING ENTRYWAY PANELS
4. LOCKABLE DOOR LATCH

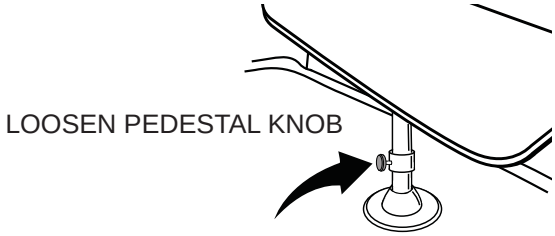
Forward Cabin Settee

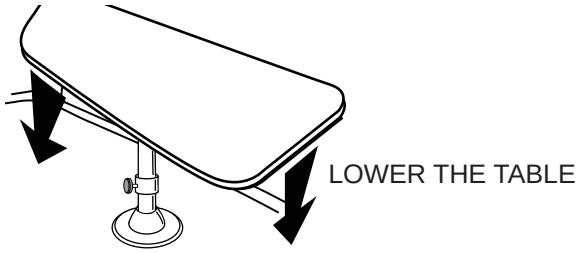
The settee in the forward cabin can be easily converted into a comfortable single bed.

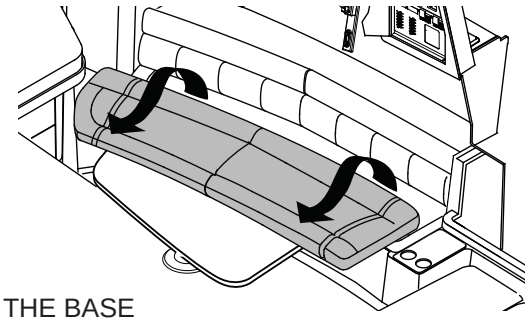
To convert the settee:

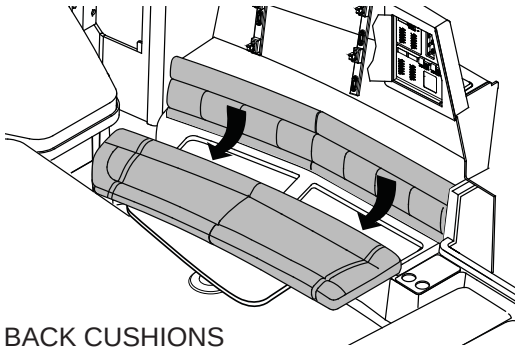
- Loosen the knob on the table pedestal.
- Lower the table.
- Pull the base settee cushion up and out so that it rests on the table.
- Place the back cushions into the void left by the base cushion.

Forward Cabin Settee Conversion
Fig. 2.31.2









Adjustable Island Berth

The berth in the forward cabin can be adjusted to provide a comfortable head rest for reading, lounging and/or sleeping.

To adjust the head rest, press the top of the toggle switch located on the forward wall of the galley (Figure 2.32.1) to raise the head rest to the desired position.

The switch is a momentary switch which means that it must have constant pressure to operate. When the head rest is in the desired position, release pressure on the switch and the bed will remain in position.

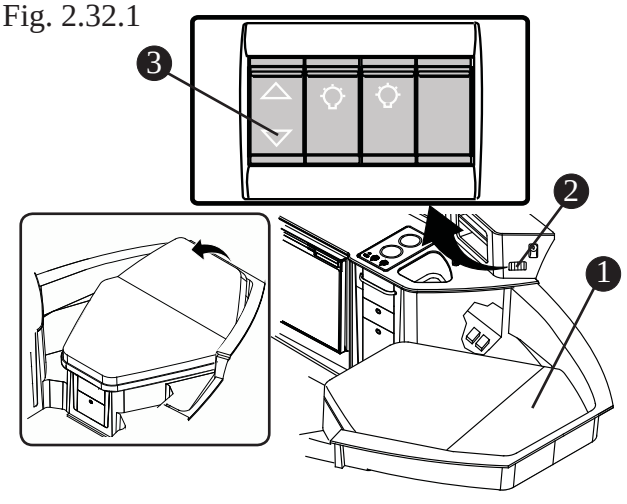
To lower the head rest, push on the bottom of the switch until the bed is returned to the desired position.

As a safety precaution the actuator ram is not permanently attached to the bed. Pressure of the ram against the bottom of the bed will raise the bed to a given position. When being lowered, the weight of the bed allows the unit to lower along with the ram.

⚠ CAUTION

Stay clear of any moving parts.

Adjustable Island Berth
Fig. 2.32.1



1. ADJUSTABLE HEAD REST
2. SWITCH PANEL
3. MOMENTARY SWITCH

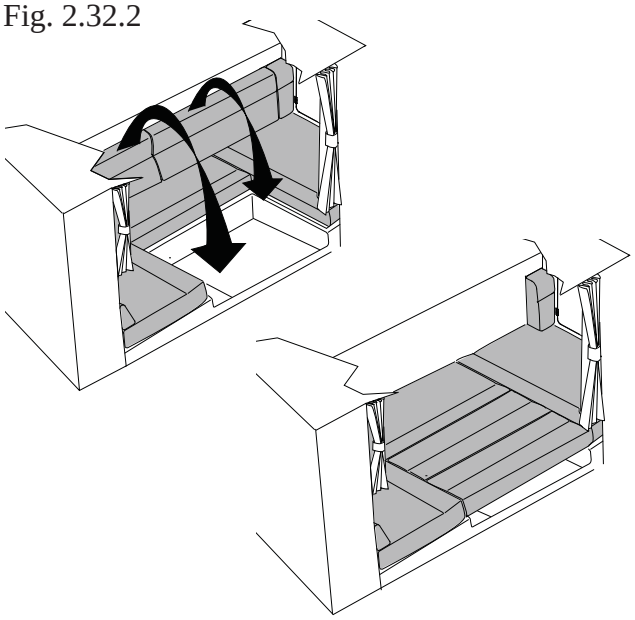
Mid Cabin Conversion

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

To convert the Mid cabin for sleeping:

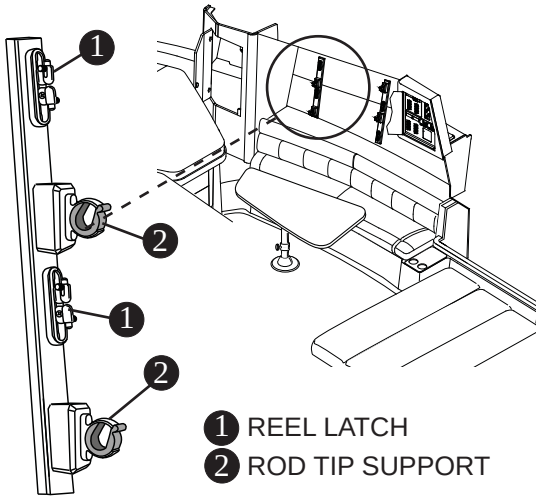
- Remove the back cushions
- Place the cushions over the foot well.

Mid Cabin Seating Conversion
Fig. 2.32.2



Forward Cabin Rod Racks

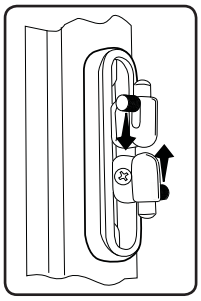
Forward Cabin Rod Racks
Fig. 2.32.3



1. REEL LATCH
2. ROD TIP SUPPORT

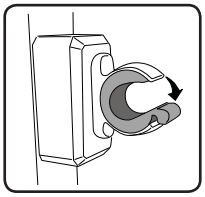
The 345 Conquest is equipped with rod racks located on the starboard side of the forward cabin above the settee. The racks are designed to store a total of four (4) rods securely and out of the way.

To Attach Reel:

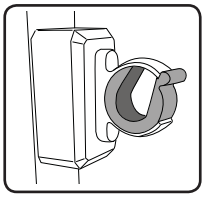


- Squeeze the side knobs on the reel latch to retracted the pins.
- Place the reel against the latch and release the knobs allowing the pins to engage the reel.

Place Rod Tips in Holder:

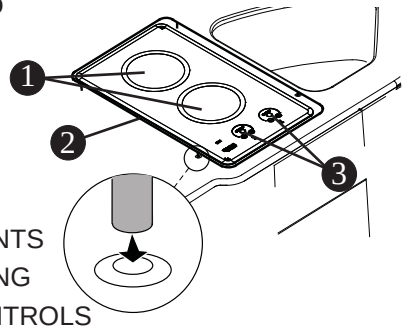


- Pull down on the spring loaded insert.
- Place the rod tip in the holder
- Return the insert to the closed position.



Ceramic Cook Top

Galley Cook Top
Fig. 2.33.1



1 HEAT ELEMENTS
2 RETAINER RING
3 "TOUCH" CONTROLS

The galley is equipped with the Kenyon® two-burner cooktop, featuring state-of-the-art cooktop technology.

The cooktop features:

- Simple, safe operation.
- Infrared touch controls.
- Heat limiting cooking surface.
- HOT heat indicator.
- Auto shut-off.
- Lock-out feature to prevent accidental activation.
- Retainer ring to keep cookware on cooktop surface in rolling seas.

Before first time use, clean the cooktop with recommended cook top cleaner (*Cerama Brite* Ceramic Cooktop Cleaner). This will provide a clean, shiny surface on the cooktop surface. Regular cleaning will keep your cooktop free from scratches and stains.

Cook Top Retaining Ring

The retaining ring will provide a barrier around the cooking surface so as to keep cookware from sliding off the surface and onto the counter or floor of the cabin. **DO NOT use cook top without ring in place.**

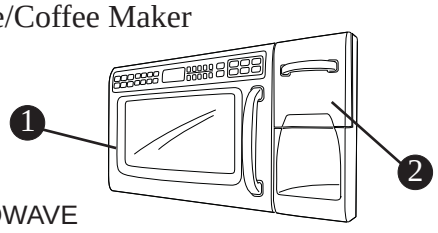
To install, press the legs of the retainer ring into the grommets in the counter surface

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

Coffee Maker / Microwave

The coffee maker on the 345 Conquest is an integral part of the microwave unit in the galley. When not in use the coffee pot should be stored in the cabinet drawer below the galley sink. **DO NOT leave the coffee pot in the microwave unit while underway.**

Microwave/Coffee Maker
Fig. 2.33.2



1 MICROWAVE
2 COFFEE MAKER

Likewise, the microwave plate should be stowed in a secure place while underway (such as under the island bed mattress or similar stowage area).

⚠ CAUTION

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

Shower Curtain

The head in the 345 Conquest features a wrap around shower curtain which can be pulled around the vanity to protect items from getting wet while the shower is in operation. While showering, simply pull the curtain around the vanity. When finished, return the curtain to the back of the vanity and out of the way.

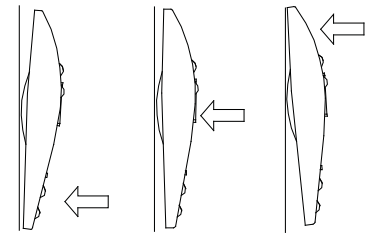
Shower Curtain
Fig. 2.34.1

1 SHOWER CURTAIN
2 VANITY

Windshield Wipers & Washers

The 345 Conquest is equipped with three (3) windshield wiper/washers. One for each of the port, center and starboard windshields.

Windshield Wiper/Washer Switch
Fig. 2.34.



The wiper/washers are controlled by individual toggle switches on the control station switch panel (See figure 2.16.1). The switches are protected by reset breakers located on the helm station breaker panel below the steering wheel (See figure 4.9.1).

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

NOTICE

Recommended Blade replacement:

ANCO wiper blades - 28 inches

Swim Ladder

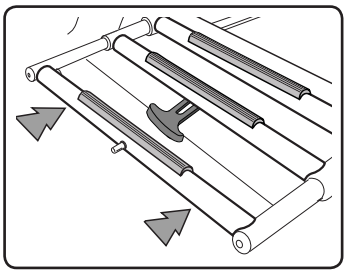
⚠ DANGER

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

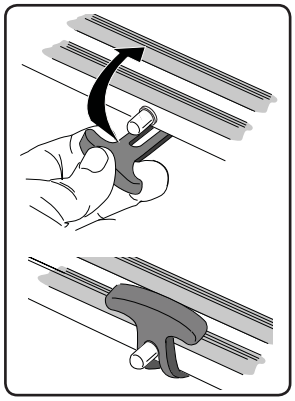
When not in use your swim ladder should be retracted and secured.

To Secure the Swim Ladder:

- Lift the ladder and fold it into itself.



- Secure the ladder by attaching the strap to the pin on the first rung of the ladder.
- Close the cover



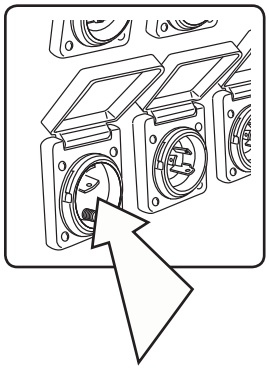
Television & DVD Player

The 345 Conquest is equipped with a 20” flat screen television with remote located on the aft wall of the forward cabin, above the mid cabin.
There is also a DVD player with remote located on the starboard aft wall of the cabin.

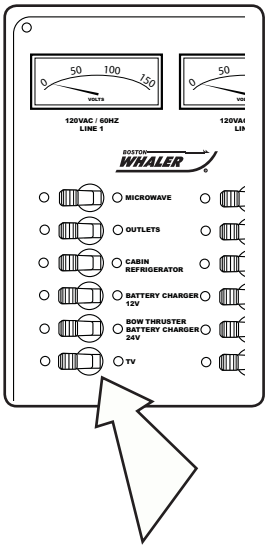
To Operate The Television:

- Power the TV by using shore power (See page 3-28) or the on-board generator (See page 3-26)

- Plug the TV cable from the dock into the forward most receptacle located under the gunnel on the starboard side of the cockpit.



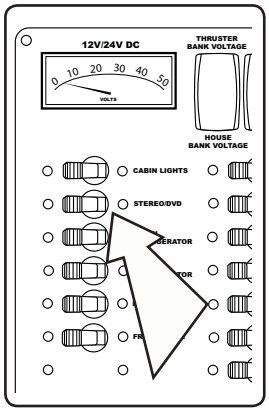
- Turn on the TV switch on the AC panel located on the aft starbord side of the cabin.



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

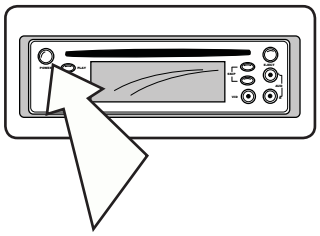
To Operate The DVD Player:

- Turn on the STEREO/DVD switch on the DC panel located on the aft starbord side of the cabin.



- Power the DVD by using shore power (See page 3-28) or the on-board generator (See page 3-26)

- Turn ON the DVD player and insert a disc.



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

Docking, lifting and trailering

Docking

Your boat has nine (9) 10 inch cleats, one located on the bow pulpit, two located at the bow (P&S), two located amidship (P&S), two located in the aft cockpit under the gunnel (P&S) and two at the stern (P&S).

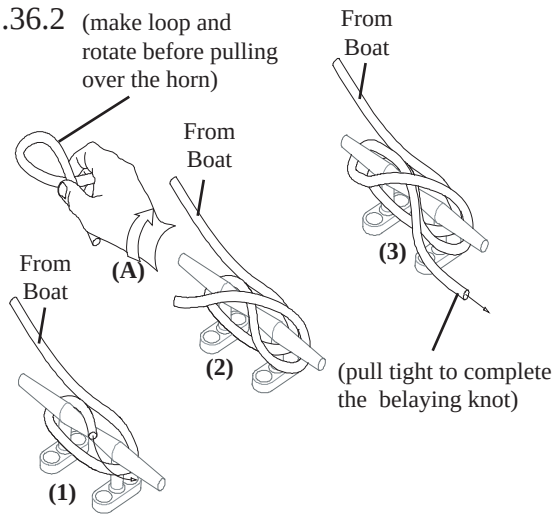
The cleats are used to secure the boat to the dock. While loading/unloading or mooring, please learn the proper way to secure the boat and how best to use the mooring points of your boat.

Figure 2.36.2 shows the correct method for tieing a belaying knot, commonly used to secure a boat to a dock. This knot will hold fast and is simple to release when needed.

Lifting

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

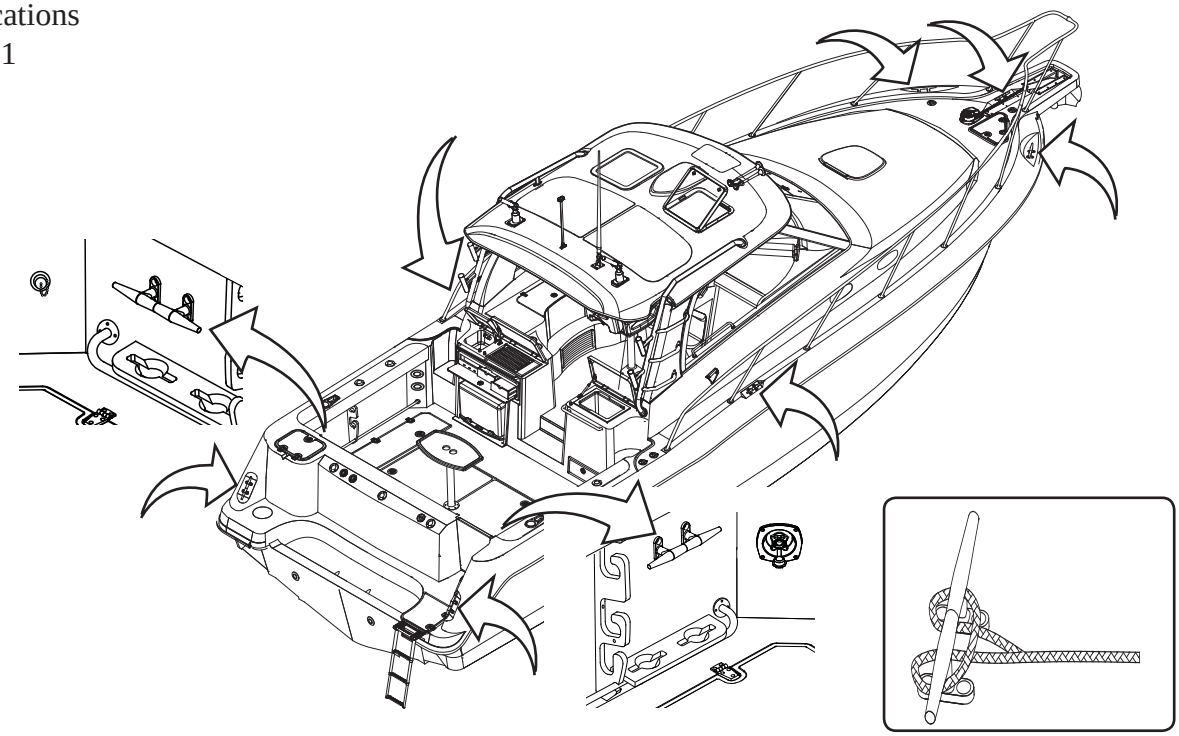
Belaying Knot
Fig. 2.36.2



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.

Cleat Locations
Fig. 2.36.1



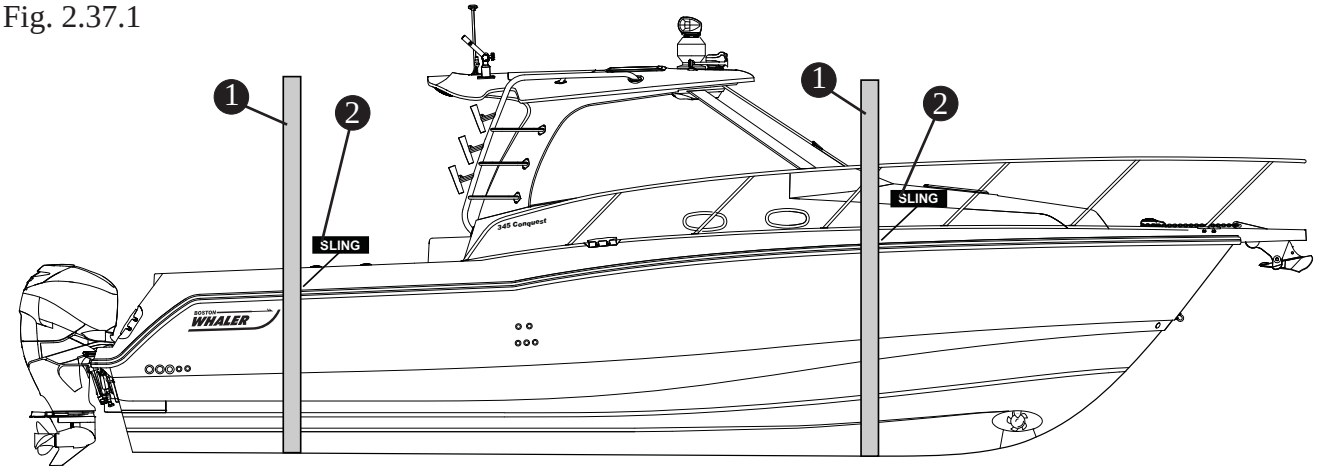
- Ensure that fishboxes and bilge are pumped out prior to lifting.
- Use a wide, flat, belt sling for lifting to minimize stress on the gunwales.
- Careful location of the sling is required. **DO NOT place slings where contact with underwater fittings will occur.**
- When secured on land, pull the garboard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

⚠ DANGER

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

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

Proper Lifting
Fig. 2.37.1



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

Trailering

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

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

Trailer Safety

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

Securing the Trailer to the Tow Vehicle

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

Securing the Boat to the Trailer

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

NOTICE

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

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

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

⚠ DANGER

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

NOTICE

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

Bilge Pumps

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

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

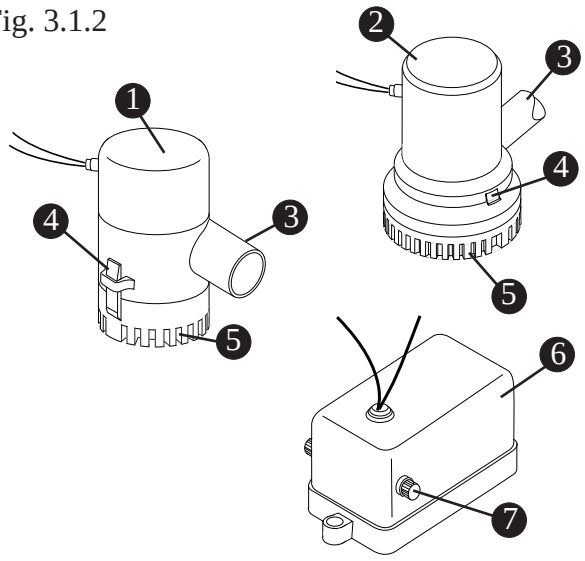
By depressing the switch on the control station labeled FWD BILGE or AFT BILGE (See figure 2.15.1) the operator can energize the pumps regardless of the position of the float switches.

The aft pump discharges water overboard by way of a thru-hull fitting on the aft port hull. The forward pump discharges water overboard by way of a thru-hull fitting on the midship starboard hull (See figures 2.6.1 & 2.6.2).

Emergency High Water Bilge Pump

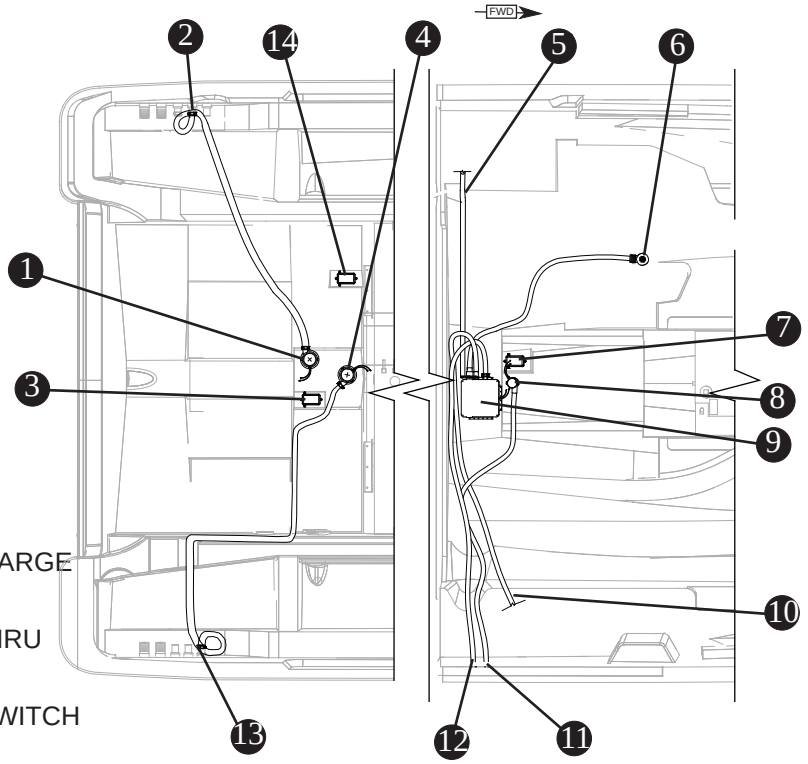
In the event that water has risen in the bilge sufficiently to activate the high water float switch, the emergency high water bilge pump will automatically begin to pump water out of the bilge, an audible

Bilge Pumps & Float Switch
Fig. 3.1.2



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

Bilge Pump Locations
Fig. 3.1.1



1. AFT BILGE PUMP
2. AFT PUMP THRU HULL DISCHARGE
3. AFT PUMP FLOAT SWITCH
4. EMERGENCY HIGH WATER PUMP
5. FROM A/C CONDENSATE DRAIN
6. SHOWER DRAIN
7. FORWARD PUMP FLOAT SWITCH
8. FORWARD BILGE PUMP
9. SHOWER SUMP
10. FROM WATER HEATER DRAIN
11. FORWARD PUMP THRU HULL DISCHARGE
12. SUMP THRU HULL DISCHARGE
13. EMERGENCY HIGH WATER PUMP THRU HULL DISCHARGE
14. EMERGENCY HIGH WATER FLOAT SWITCH

alarm (loud buzzer) will sound at the helm and the "HIGH WATER INDICATOR" light on the control station switch panel (See fig. 2.16.1) will be ON.

Take immediate action:

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

Maintenance

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

NOTICE

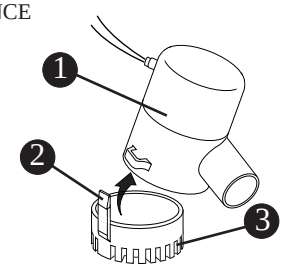
Inspect the bilge pump intakes frequently and keep them free of dirt or material which may impede the flow of water through the pump.

To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor (Figure 3.2.1).

If water does not come out of the discharge hose:

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

BILGE PUMP MAINTENANCE
FIG. 3.2.1



1 PUMP BODY
2 LOCKING TAB (ONE EACH SIDE)
3 WATER INTAKE

Float Switch

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

To clean:

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

Fuel & Oil Spillage

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

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

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

Gray Water Sump

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

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

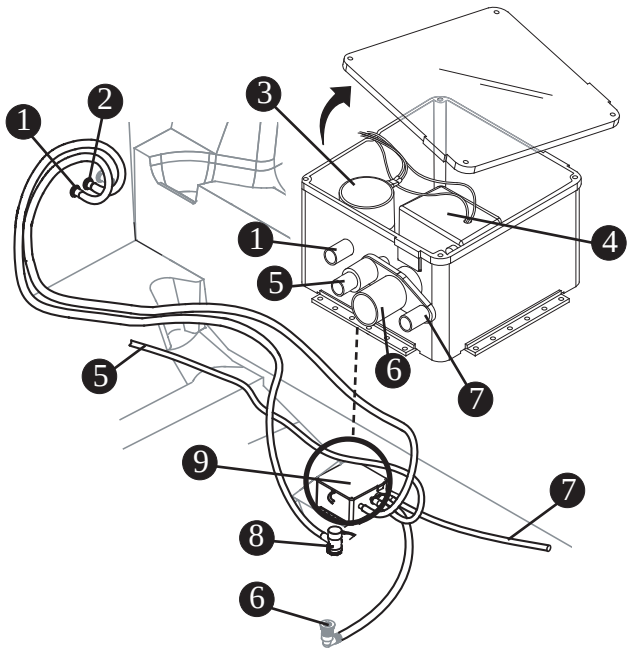
NOTICE

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

Maintenance

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

GRAY WATER SUMP
FIG. 3.3.1



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

Fuel System

⚠ CAUTION

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

The 345 Conquest is equipped with a gasoline fuel system. **Please take time to read and understand all the fuel related information and warnings regarding gasoline and your boat, in the engine owner's packet.**

Fuel tanks

Your boat has two (2) aluminum fuel tanks for a total of 421 Gal. (1594 L) of fuel. The forward fuel tank has a capacity of 140 Gal. (530 L) and the aft tank, a capacity of 281 Gal. (1064 L).

The tanks are located under the cockpit and can be accessed by raising the equipment hatch in the aft cockpit deck. The fuel sensor and fuel lines for the aft tank can be accessed through the pry cover on the fuel tank cover (Figure 3.4.1). The forward tank fuel sensor and fuel lines can be accessed through a cover located on the inside starboard side of the cockpit entertainment center cooler. Slide the cooler out and remove the cover.

NOTICE

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

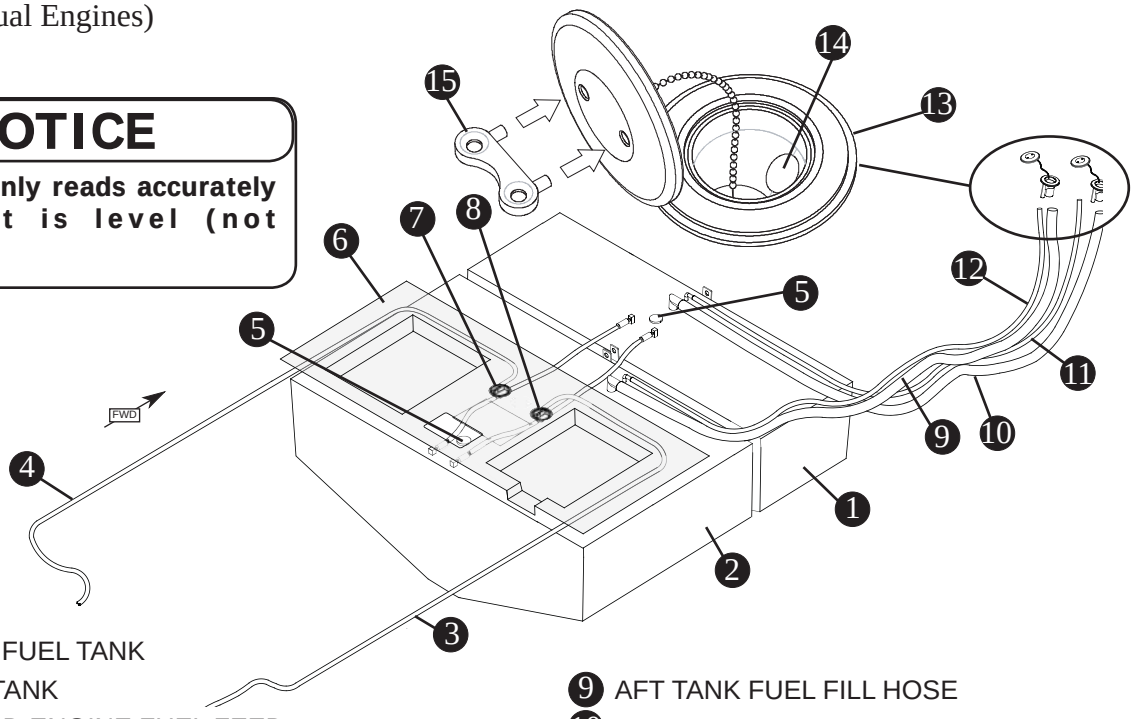
NOTICE

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.

Fuel Tanks (Dual Engines)
Fig. 3.4.1

NOTICE

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



1. FORWARD FUEL TANK
2. AFT FUEL TANK
3. STARBOARD ENGINE FUEL FEED
4. PORT ENGINE FUEL FEED
5. FUEL SENSOR
6. FUEL TANK COVER
7. PORT ENGINE FUEL SELECTOR SWITCH
8. STARBOARD ENGINE FUEL SELECTOR SWITCH
9. AFT TANK FUEL FILL HOSE
10. FORWARD TANK FUEL FILL HOSE
11. FORWARD TANK VENT HOSE
12. AFT TANK VENT HOSE
13. FUEL FILL DECK PLATE
14. INTEGRATED FUEL VENT
15. FUEL FILL PLATE KEY

NOTICE

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

Fuel Fills

Fuel fills are located amidship on the starboard gunwale and are marked "GAS" (See figure 2.8.1).

The fills 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.**

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

⚠ 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.

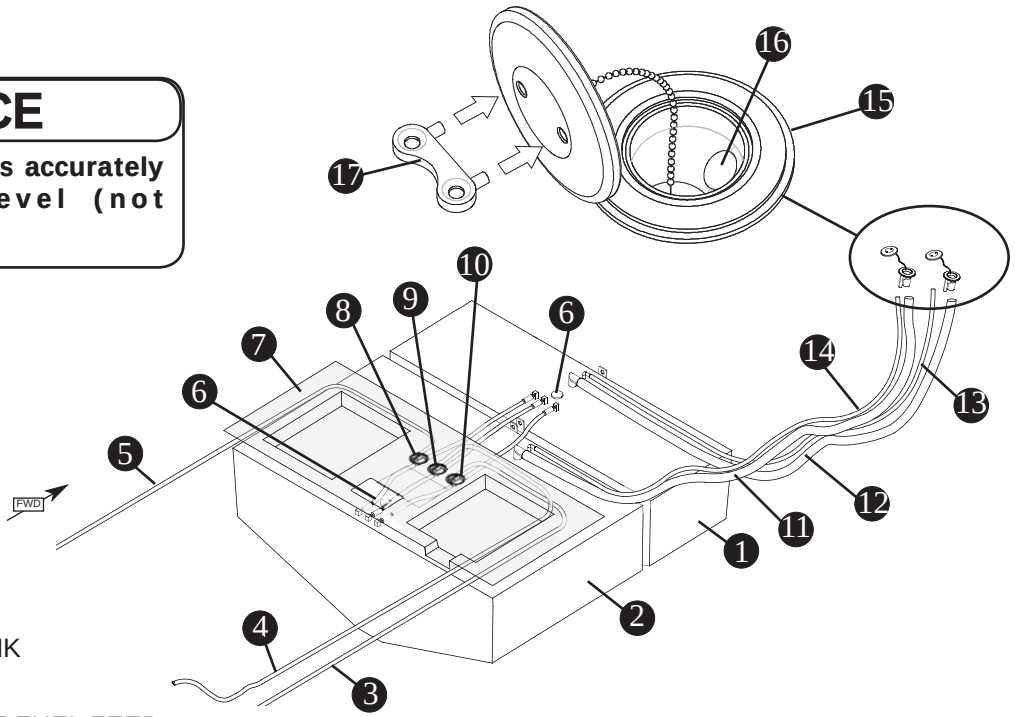
Fuel Vent

The fuel tank vent is integrated into the fuel fill deck fitting (Figure 3.4.1 & 3.5.1). The vent serves as a pressure/vacuum release with anti-surge and flame arresting protection.

Fuel Tanks (Optional Triple Engines)
Fig. 3.5.1

NOTICE

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



1. FORWARD FUEL TANK
2. AFT FUEL TANK
3. STARBOARD ENGINE FUEL FEED
4. CENTER ENGINE FUEL FEED
5. PORT ENGINE FUEL FEED
6. FUEL SENSOR
7. FUEL TANK COVER
8. PORT ENGINE FUEL SELECTOR SWITCH
9. CENTER ENGINE FUEL SELECTOR SWITCH
10. STARBOARD ENGINE FUEL SELECTOR SWITCH
11. AFT TANK FUEL FILL HOSE
12. FORWARD TANK FUEL FILL HOSE
13. FORWARD TANK VENT HOSE
14. AFT TANK VENT HOSE
15. FUEL FILL DECK PLATE
16. INTEGRATED FUEL VENT
17. FUEL FILL PLATE KEY

Fuel Tank Selector Valves

A 3-way fuel valve for each engine is located on the fuel tank cover mounted on top of the aft fuel tank. To access the selector valves, lift the aft cockpit equipment hatch.

The flexibility of the fuel system enables the operator to select either the forward or aft fuel tank to supply fuel to an individual engine or all engines at the same time.

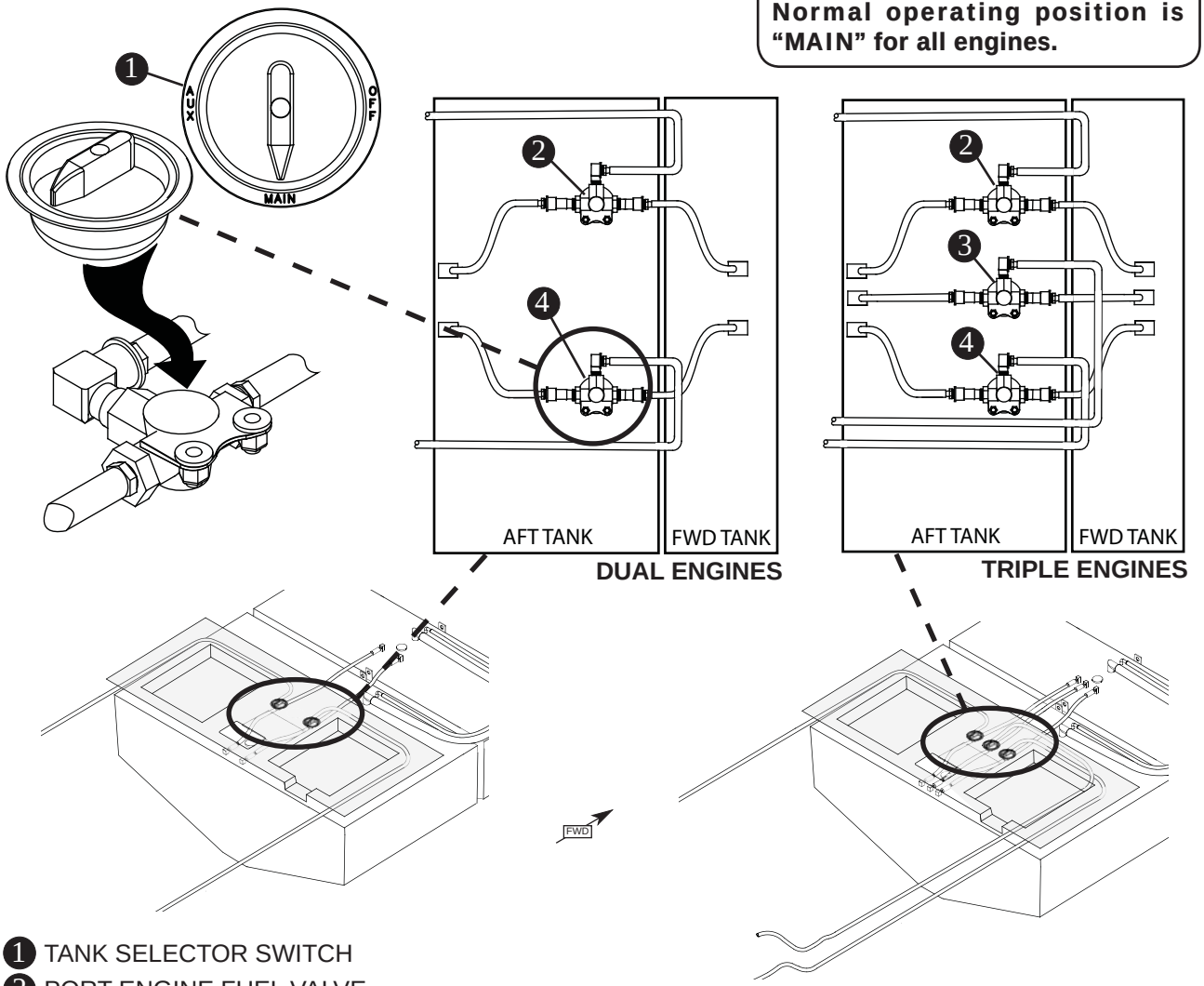
Tank Selection

The fuel valves are clearly marked with PORT, STARBOARD and OFF around the perimeter of each valve. Turn the valve handles to the appropriate position for the desired tank selection. Check the fuel level of each tank and the position of each fuel valve to prevent drawing an excessive amount of fuel from a single tank.

Fuel Tank Selector Valves
Fig. 3.6.1

NOTICE

Normal operating position is "MAIN" for all engines.



1. TANK SELECTOR SWITCH
2. PORT ENGINE FUEL VALVE
3. CENTER ENGINE FUEL VALVE
4. STARBOARD ENGINE FUEL VALVE

Maintenance

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

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

NOTICE

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

Static Electricity and the Fuel System

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

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

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

- **NEVER** fuel your boat in unsafe conditions such as suspended on a sling or in a situation that increases the likelihood of static discharge.
- **NEVER** use homemade containers to fill your fuel tanks.
- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engine, motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tanks.
- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.
- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.
- Allow areas where gasoline vapors could collect to be ventilated before starting the engine.
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fuel cap tightly.
- Portable tanks should only be filled while on the ground, never on board the boat.

⚠ DANGER

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

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

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

Ethanol-Blended Fuels

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

NOTICE

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

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

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

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

Filling The Tank

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

Phase Separation

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

⚠ 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.

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

Additives

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

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

Fuel Filters

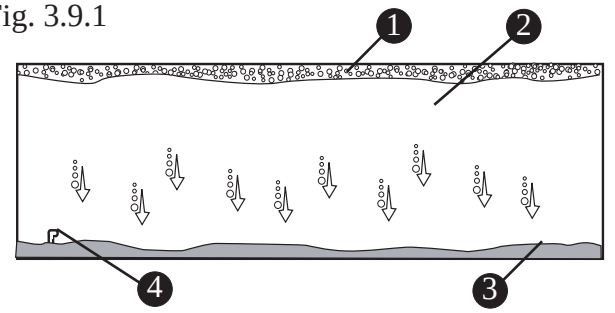
Mercury already provides the appropriate level of filtration to protect the engine from debris. The addition of another *in-line* filter to the system will create a possible flow restriction that can starve the engine(s) of fuel.

As a precaution, 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.

Example of Phase Separation
Fig. 3.9.1



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

Storage

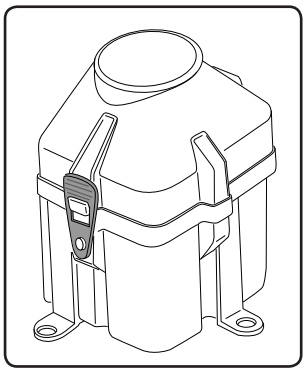
Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer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

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

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

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

Power Steering

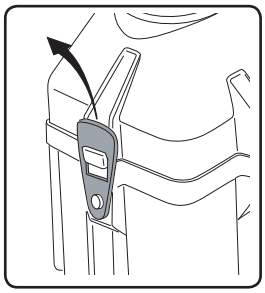


The Verado four-stroke engine uses an enclosed hydraulic pump unit. **The pump is electrically operated to provide hydraulic pressure to the steering system.** The pump is located in the aft portside of the bilge and can be accessed by lifting the equipment hatch in the aft cockpit deck.

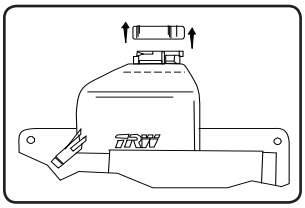
Filling & Maintenance

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

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



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



- Replace cap and cover

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

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

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

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

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

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

Liquid Tie Bar (Dual engines ONLY)

Dual engine equipped boats utilize a "Liquid Tie Bar" to keep the engines aligned with one another.

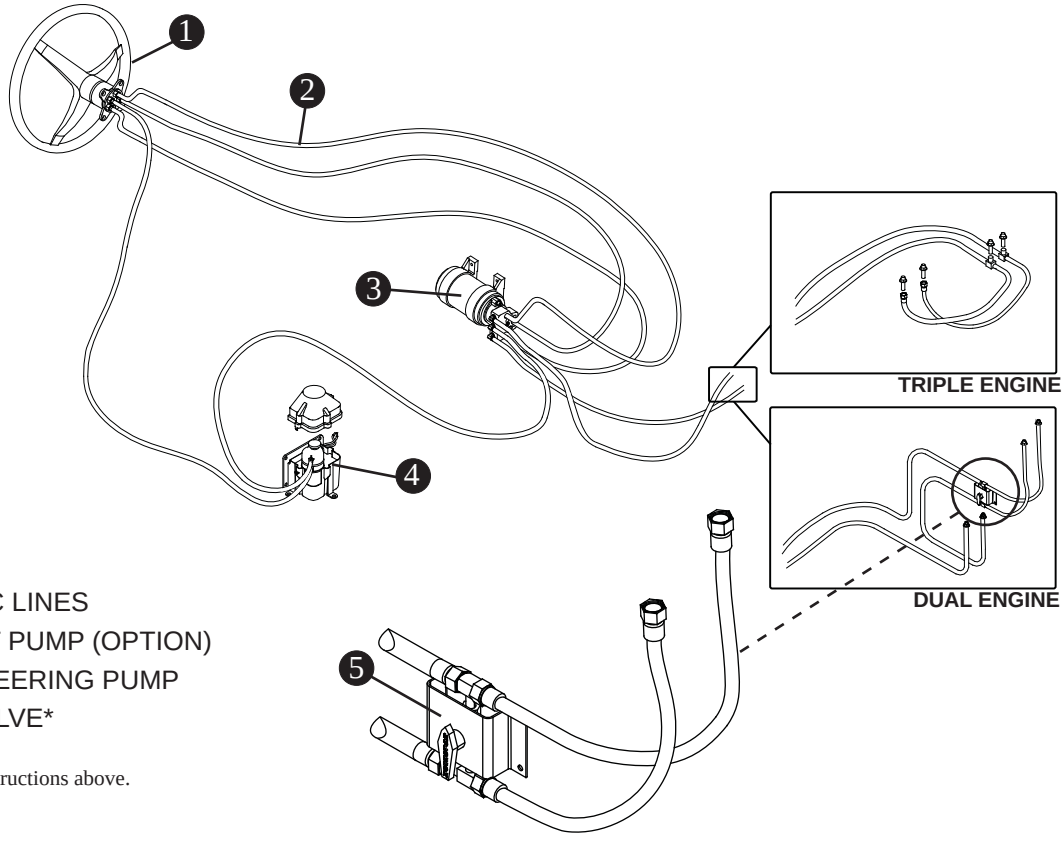
During normal usage, it is possible for the dual outboards to become misaligned. Check for misalignment before each use.

Engine realignment:

Propellers too far apart:

- Have the engines running.
- Turn the steering wheel to FULL STARBOARD. Both outboards will move and the starboard outboard will contact its full steering stop first.
- Open the tie bar valve.
- Continue to turn the steering wheel to FULL STARBOARD until the port outboard contacts its full steering stop.
- Close the tie bar valve.

Power Steering
Fig. 3.10.1



1 HELM
2 HYDRAULIC LINES
3 AUTOPILOT PUMP (OPTION)
4 POWER STEERING PUMP
5 TIE BAR VALVE*

* See realignment instructions above.

Propellers too close together:

- Have the engines running.
- Turn the steering wheel to FULL PORT. Both outboards will move and the starboard outboard will contact its full steering stop first.
- Open the tie bar valve.
- Continue to turn the steering wheel to FULL PORT until the port outboard contacts its full steering stop.
- Close the tie bar valve.

The tie bar valve MUST remain closed while underway. It should be opened ONLY when performing the realignment procedure outlined above.

⚠ WARNING

DO NOT open the tie bar valve with engine running. Loss of steering will result.

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

Starting / Stopping the Engines

⚠ CAUTION

NEVER start or operate your outboard (even momentarily) without water circulating through all the cooling water intake holes in the 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 stop switch (See figure 1.14.1) is in the "RUN" position.

Starting the Engines

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

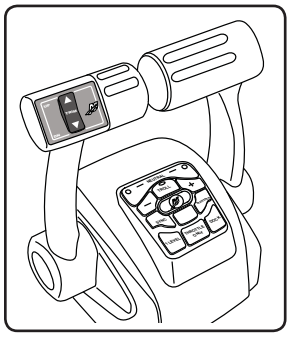
NOTICE

The engines CANNOT be started from this location.

NOTICE

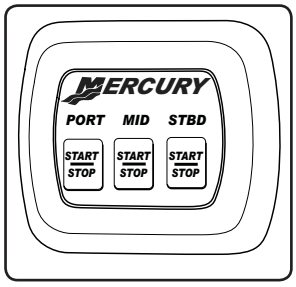
The gear shift / throttle control levers will not allow engine starting if the control levers are in any other position than NEUTRAL.

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

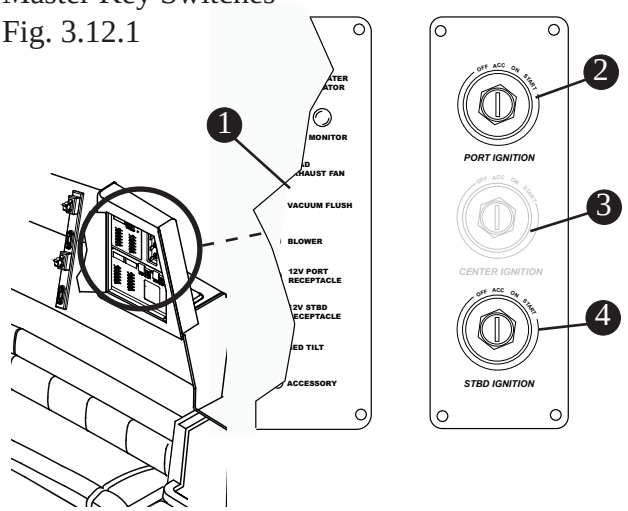


- Press START/STOP button(s)for the appropriate engine.

NOTE: Triple engine switch shown for reference only.



Master Key Switches
Fig. 3.12.1



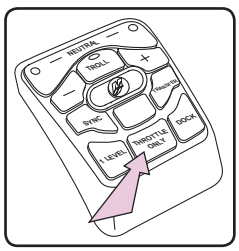
1. DC BREAKER PANEL
2. PORT ENGINE KEYSWITCH
3. CENTER ENGINE KEYSWITCH (OPTION)
4. STARBOARD ENGINE KEYSWITCH

The "ACTIVE" light located on the throttle remote pad will become illuminated once the engines are started and communicating with the throttle control.

Warming Up the Engines

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

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



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

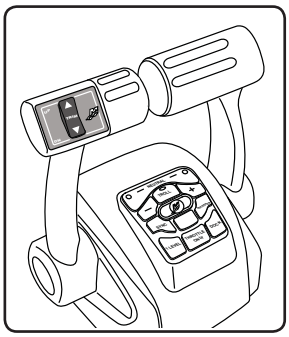
  NOTE: Engine RPM is limited to prevent engine damage.

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

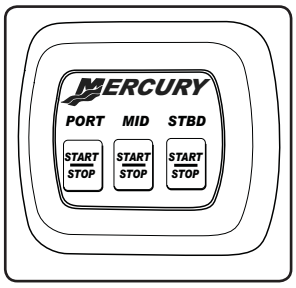
The warm-up mode can be re-activated by turning the engines off and re-starting.

Stopping the Engines

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



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



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

Fresh Water System

NOTICE

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

The freshwater system on your 345 Conquest includes: two (2) pumps, a 45 gal (170.3 L) fresh water tank and plumbing connections for water service to the head, galley, anchor locker, transom shower and dockside water service.

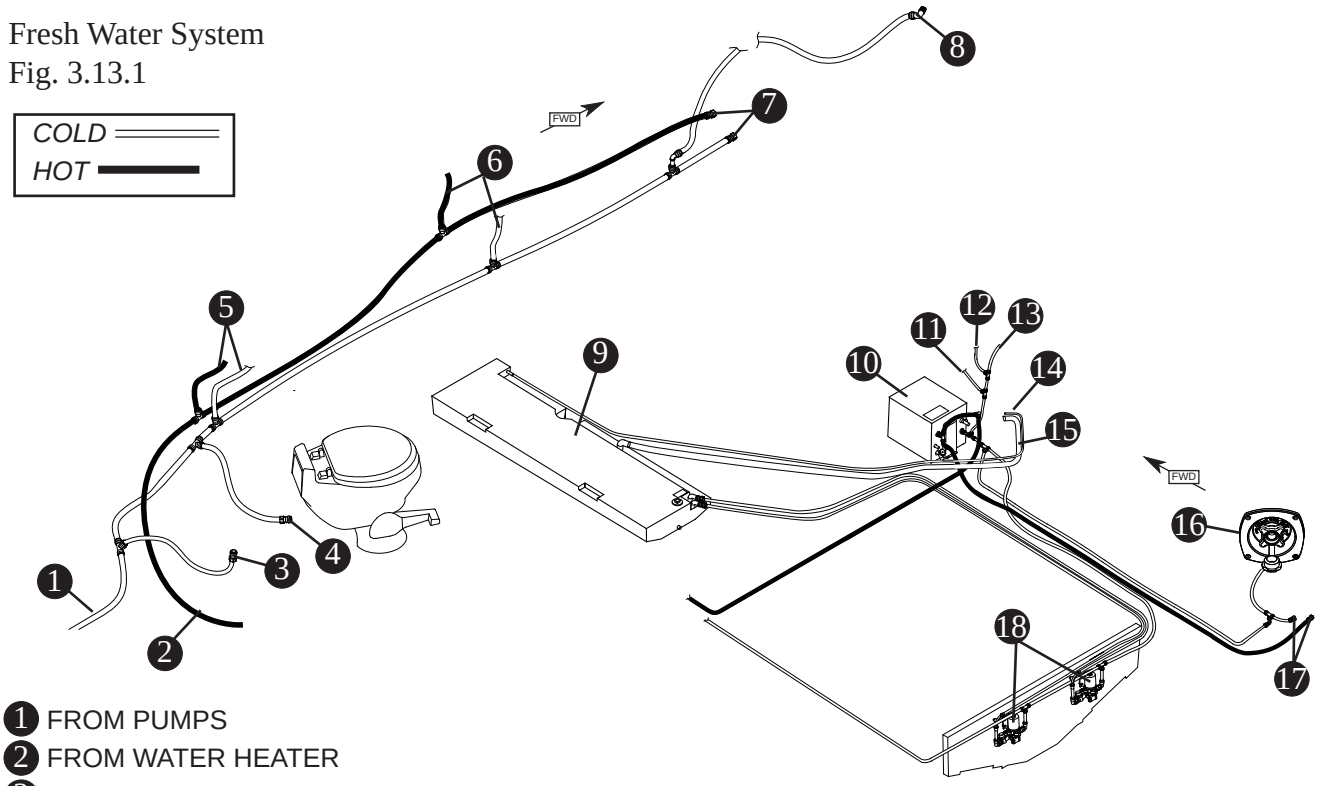
Filling the Tank

The water tank can be filled through the water fill deck plate located midship on the starboard gunnel below the fuel fills.

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

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

Fresh Water System
Fig. 3.13.1



1. FROM PUMPS
2. FROM WATER HEATER
3. PREP STATION
4. VACU-FLUSH® TOILET
5. SHOWER
6. VANITY SINK
7. GALLEY SINK
8. TO ANCHOR LOCKER
9. 45 GAL. (170.3 L) FRESH WATER TANK
10. WATER HEATER
11. PORT WINDSHIELD WIPER
12. CENTER WINDSHIELD WIPER
13. STARBOARD WINDSHIELD WIPER
14. WATER HEATER
15. FRESH WATER FILL
16. DOCKSIDE WATER INLET (SEE PAGE 3-15)
17. TRANSOM SHOWER
18. FRESH WATER PUMPS

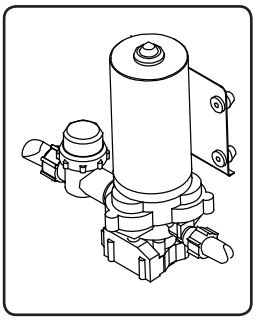
Before you fill the freshwater system it is vital that it be properly disinfected. Ask your dealer if this has been done.

The following procedure is recommended to disinfect the freshwater system:

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

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

Freshwater Pump



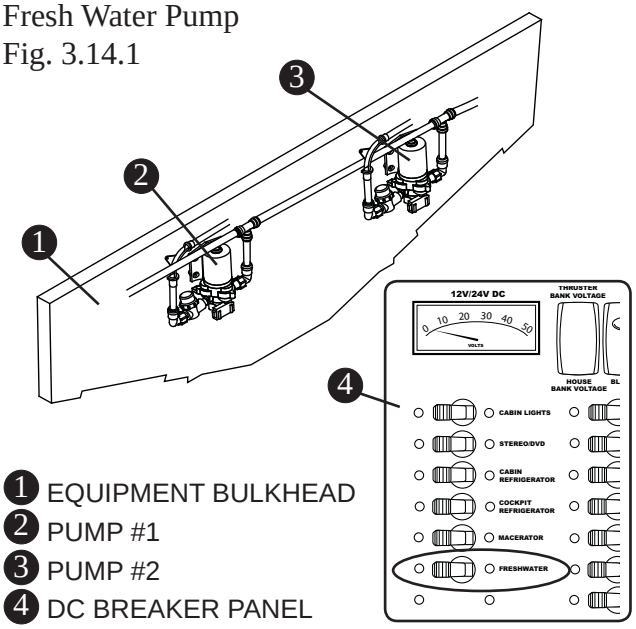
Your boat has two (2) fresh water pumps located on the equipment bulkhead aft of the fuel tanks. To access the pumps, lift the equipment hatch in the aft cockpit deck.

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

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

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

Fresh Water Pump
Fig. 3.14.1



1. EQUIPMENT BULKHEAD
2. PUMP #1
3. PUMP #2
4. DC BREAKER PANEL

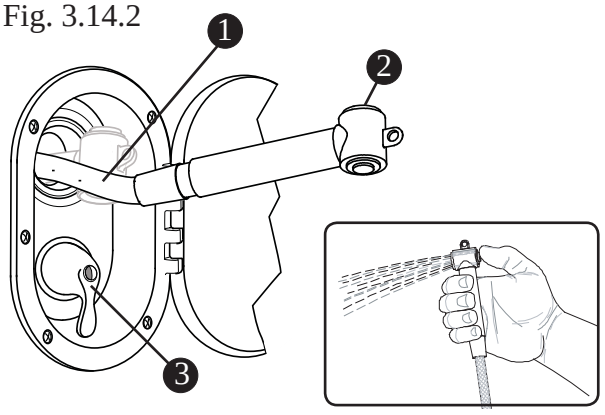
Transom Shower

The transom shower is located on the starboard side, aft of the transom door.

The shower is supplied by the fresh water system and has a hose which extends approximately 6' (1.82M). The unit features a control handle to adjust the temperature of the supplied water.

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

Transom Shower
Fig. 3.14.2



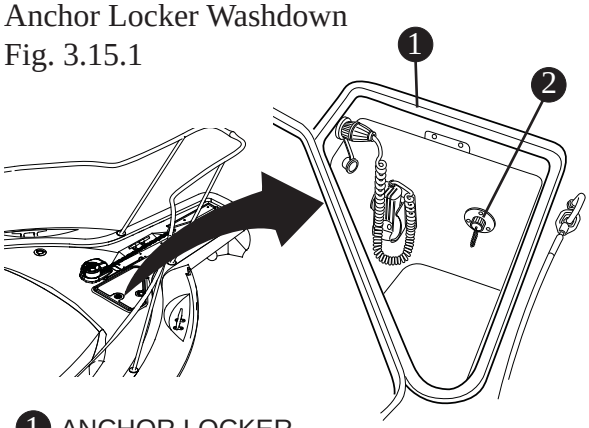
1. 6' (1.82M) EXTENDABLE HOSE
2. PUSH BUTTON
3. WATER TEMPERATURE CONTROL

Anchor Locker Washdown

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

The "FRESHWATER" breaker located on the DC Breaker Panel in the aft starboard of the forward cabin (See page 4-7) must be ON to operate the freshwater washdown.

Anchor Locker Washdown
Fig. 3.15.1

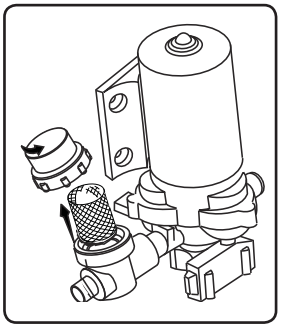


1 ANCHOR LOCKER
2 FRESH WATER FITTING

Maintenance

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

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



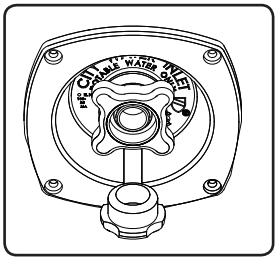
The system should be run at least every other month to maintain the pump's impellers in a stable operating condition.

Winterizing The System

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

Dockside Water Inlet

The dockside water inlet located in the aft starboard cockpit (See figure 2.10.1) allows for use of a dockside water source to provide water for the boats freshwater system.



To Use The System:

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

To disconnect the system:

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

NOTICE

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

Raw Water System

The Raw water system includes a pump, seacock with auxiliary pump, livewell and a raw water hose connection.

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

Make sure that the hull seacock is set in the open position and turn ON The “RAW WATER” switch on the control station switch panel (See page 2.16) by pushing on the top of the switch. The raw water pump will be activated and the system will become functional.

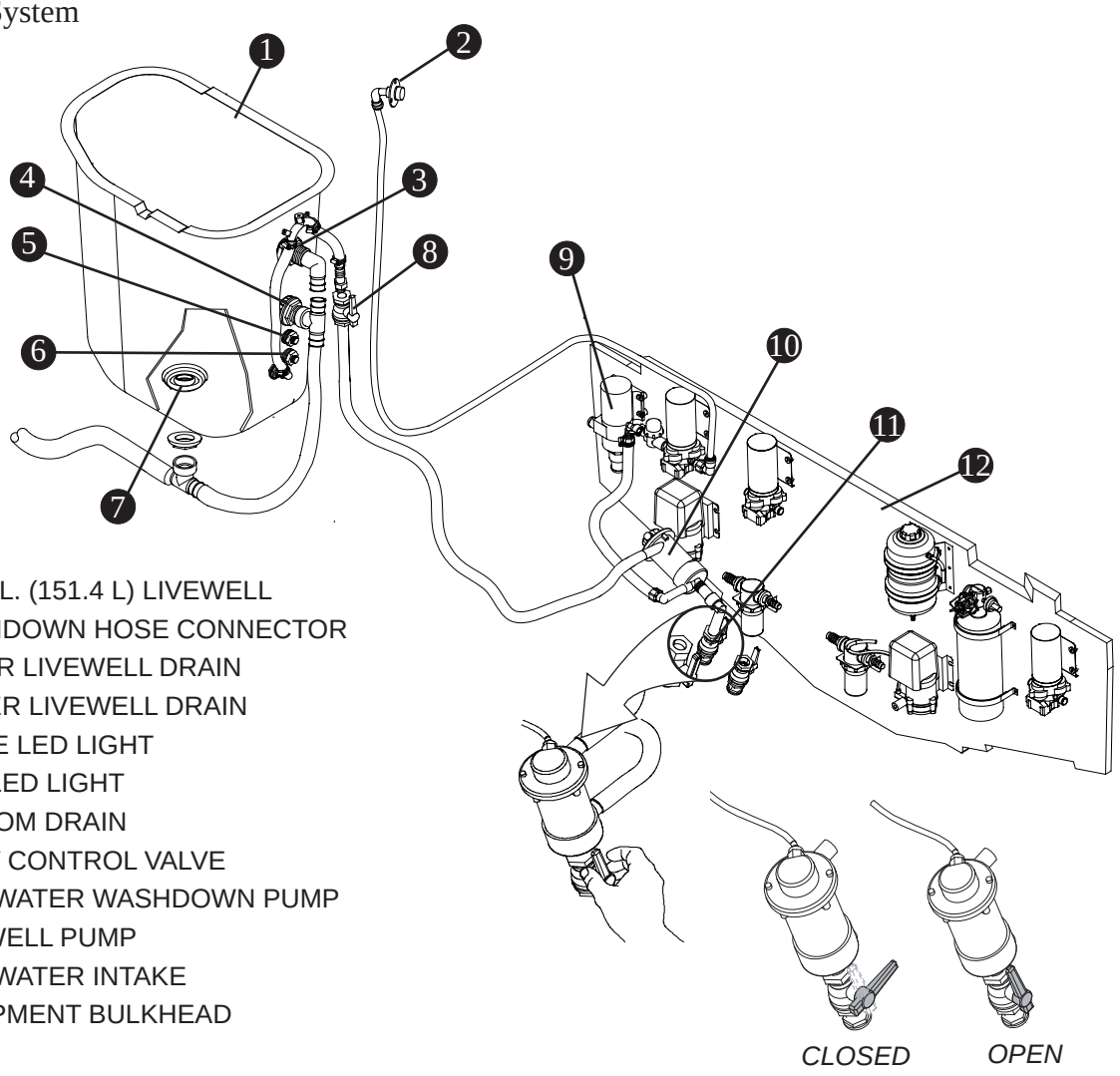
Livewell

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

Livewell Operation

- Make sure that the hull seacock is in the open position (Figure 3.16.1).
- Open the livewell flow control valve located behind the access door on the aft port side of the cockpit (See fig. 3.17.1).
- Fill the livewell by pressing the switch marked “LIVEWELL” on the console switch panel (See page 2.16).

Raw Water System
Fig. 3.16.1



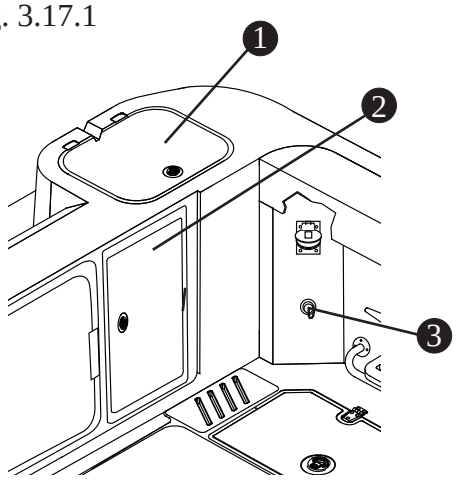
1. 40 GAL. (151.4 L) LIVEWELL
2. WASHDOWN HOSE CONNECTOR
3. UPPER LIVEWELL DRAIN
4. LOWER LIVEWELL DRAIN
5. WHITE LED LIGHT
6. RED LED LIGHT
7. BOTTOM DRAIN
8. FLOW CONTROL VALVE
9. RAW WATER WASHDOWN PUMP
10. LIVEWELL PUMP
11. RAW WATER INTAKE
12. EQUIPMENT BULKHEAD

NOTICE

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

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

Raw Water Washdown
Fig. 3.17.1



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

Raw Water Washdown

The raw water washdown hose connection is located on the port aft wall of the cockpit (See fig. 2.10.1). The fitting allows for connection of a common garden hose. It is important that the cap which is tethered to the connection be screwed onto the fitting when it is not being used. The raw water washdown is supplied by a pump activated by the “RAW WATER” switch on the console switch panel (See page 2.16).

Maintenance

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

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

Head System

Environmental Considerations

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

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

NOTICE

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

NOTICE

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

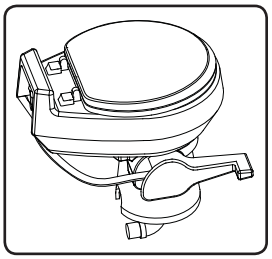
Demonstrating that you have disabled the macerator by locking the system and/or removing the seacock handle may avoid a fine.

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

The 345 Conquest is equipped with a waste disposal system located in the head in the forward cabin. The system is protected by the "VACUUM FLUSH" breaker on the DC Breaker Panel in the aft starboard side of the forward cabin. The breaker must be ON for the system to function (See page 4-7).

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

Vacu-Flush® Head



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

Operation

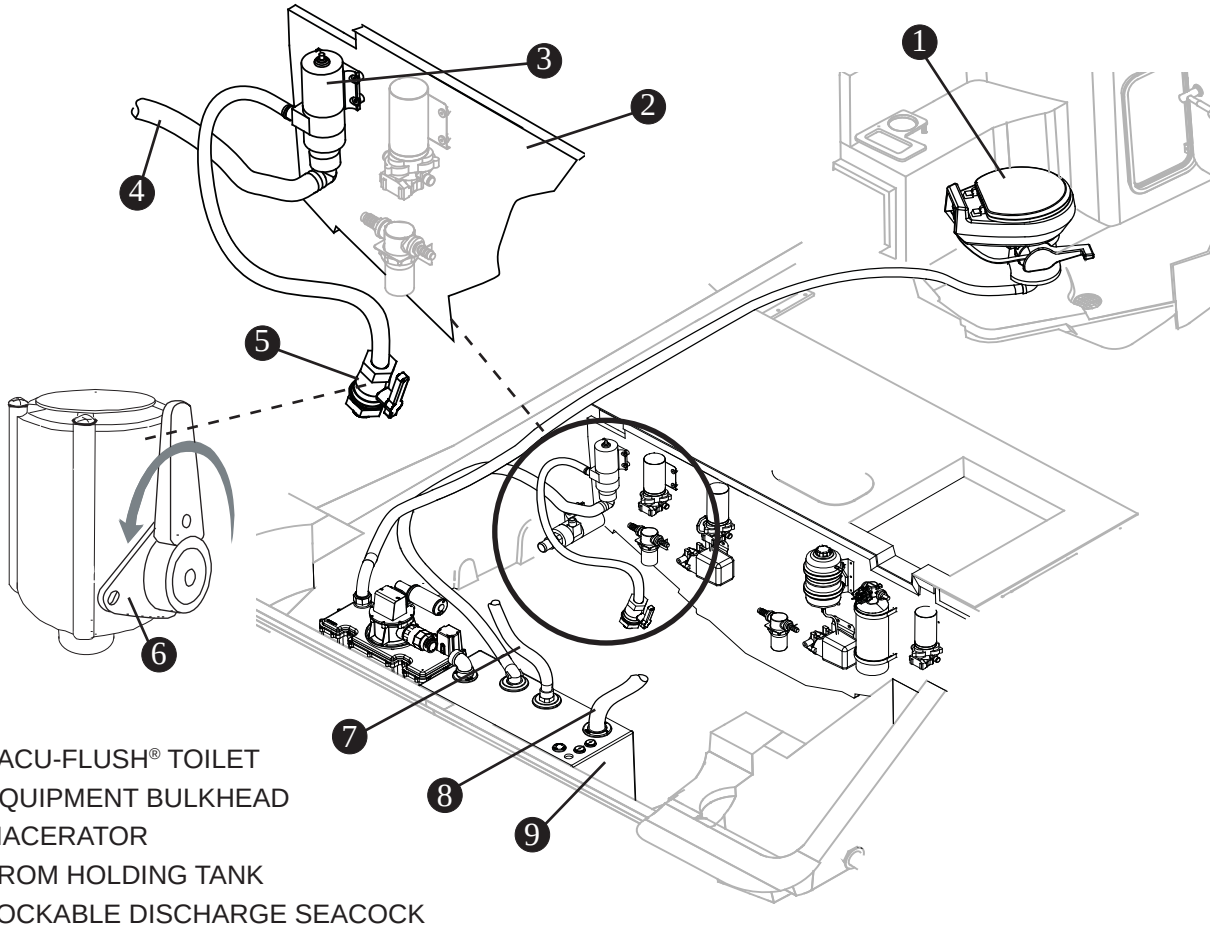
- Turn ON the FRESH WATER breaker (See page 4-7)
- Turn ON the VACUUM FLUSH breaker (See page 4-7)
- If there is no water in the bowl, lift the foot pedal to add sufficient water.
- To flush, depress the foot pedal until bowl is clear.

NOTICE

NEVER use residential tissue paper in your marine waste system.

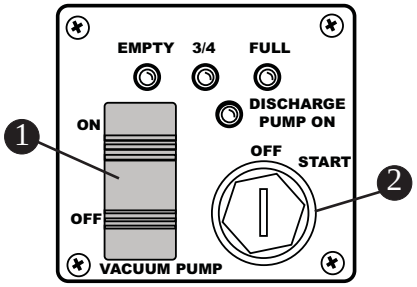
Waste from the head is directed into the 20 gal. (75.7 L) holding tank located in the bilge. A holding tank fluid level indicator is located on the overboard discharge panel (See figure 3.21.1) located on the aft wall of the vanity in the head. When the FULL light is on, the holding tank must be emptied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

Head System
Fig. 3.19.1



1. VACU-FLUSH® TOILET
2. EQUIPMENT BULKHEAD
3. MACERATOR
4. FROM HOLDING TANK
5. LOCKABLE DISCHARGE SEACOCK
6. LOCKING PLATE
7. TO DOCKSIDE DISCHARGE DECK PLATE
8. TO STARBOARD MIDSHIP THROUGH HULL VENT
9. 20 GAL (75.7 L)WASTE HOLDING TANK W/VACUUM PUMP

Overboard Discharge Panel
Fig. 3.19.2



1. VACUUM PUMP SWITCH
2. VACUUM PUMP KEYSWITCH

Macerator & Dockside Discharge

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

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

NOTICE

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

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

To lock the discharge seacock; rotate the handle until the hole in the handle is aligned with the hole in the locking plate (See figure 3.23.1) and insert a padlock (not supplied).

⚠ WARNING

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

Overboard Discharge

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

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

- Assure that the MACERATOR breaker located on the DC Breaker Panel is ON (See page 4-5).
- Make sure the discharge seacock is in the open position.
- Insert the macerator key, which is included in your owners manual packet, into the panel.
- De-energize the vacuum pump by depressing the bottom of the rocker switch.
- Depress the lever on the toilet to deplete the vacuum.
- Turn the key clockwise to "START" and hold it there.
- When you are satisfied that the tank has been emptied, return the key to the upright position.
- Energize the system by depressing the top of the rocker switch.

NOTICE

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

Maintenance

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

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

NOTICE

NEVER use residential tissue paper in your marine waste system.

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

Dockside Pump-Out

NOTICE

Dockside discharge is a preferred method of waste disposal.

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

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

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

NOTE: Prior to using either method of discharging sewage:

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

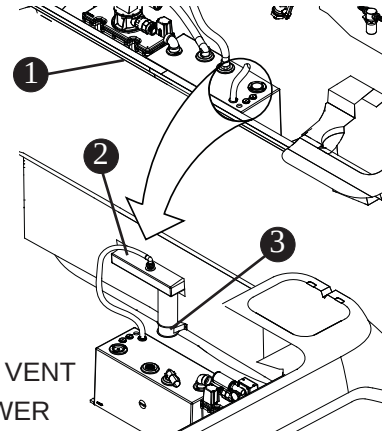
- Depress the lever on the toilet to deplete the vacuum.
- After completion of the discharge, energize the vacuum pump by returning the switch to the ON position.

Waste System Vent

The waste system vents odors associated with waste operations through the bilge vent on the aft of the transom (Figures 2.7.1 & 3.21.1).

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

Waste System Vent
Fig. 3.21.1



1 TRANSOM
2 THRU HULL VENT
3 BILGE BLOWER

Air Conditioning

The 345 Conquest is equipped with two (2) air conditioning units which provide comfortable climate control throughout the cabin and helm deck of your boat.

The units are located behind an access panel below the cold air return on the port side of the mid cabin. The 18,000 BTU upper unit supplies cool air and heat to the cockpit (helm deck), while the 12,000 BTU lower unit controls the air temperature in the cabin/galley area.

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

Operation

The units are individually powered by either shore power or the onboard generator and a power inverter located on the bulkhead aft of the units.

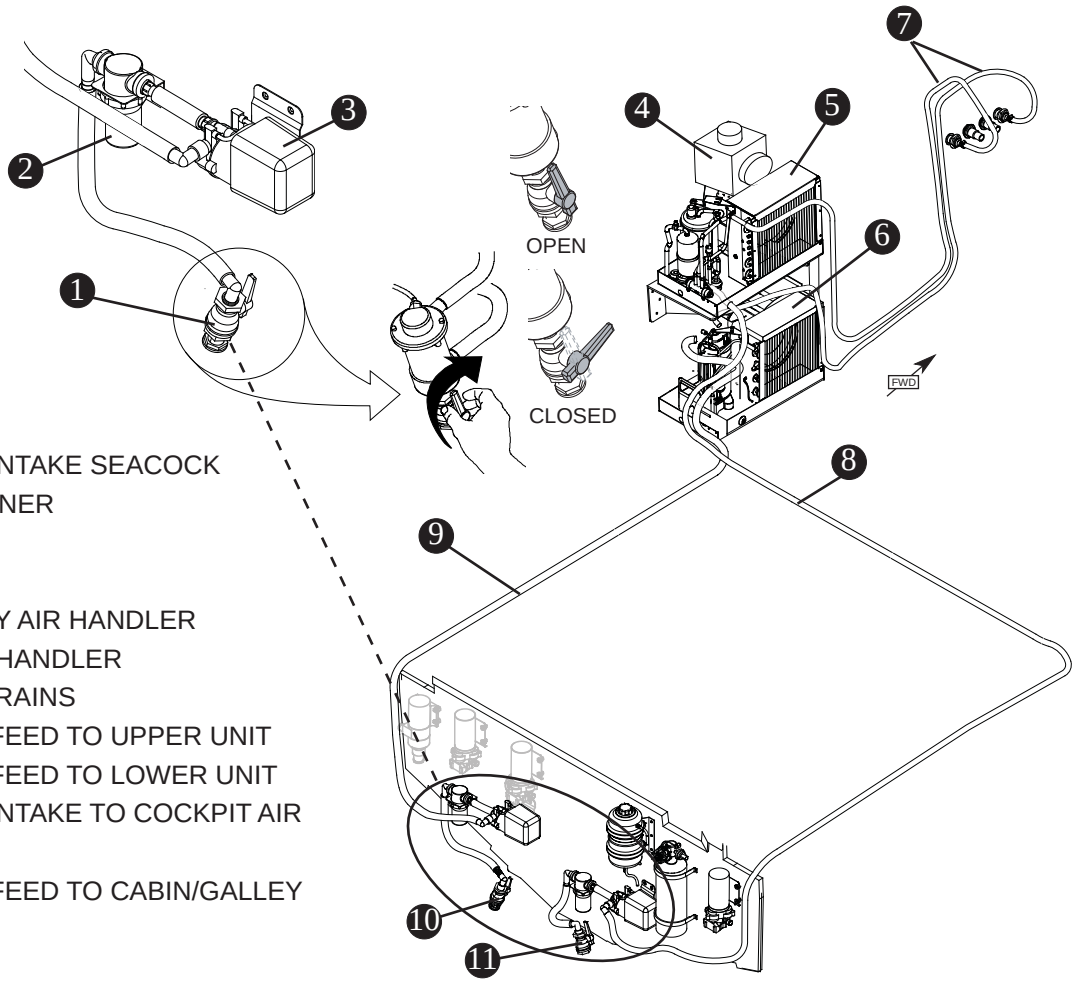
The CABIN AIR CONDITIONER and COCKPIT AIR CONDITIONER breakers on the AC Main Breaker Panel (See page 4-6) must be ON for the system to function.

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

The control panel for the cabin air handler is located in the aft port cabin next to the head entry door.

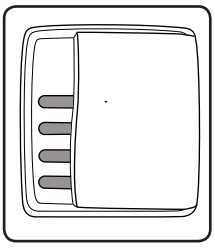
The control panel for the helm deck is located on the wall directly behind the captain's chair.

Air Handlers
Fig. 3.22.1



1. RAW WATER INTAKE SEACOCK
2. WATER STRAINER
3. A/C PUMP
4. PLENUM
5. CABIN/GALLEY AIR HANDLER
6. COCKPIT AIR HANDLER
7. THRU HULL DRAINS
8. RAW WATER FEED TO UPPER UNIT
9. RAW WATER FEED TO LOWER UNIT
10. RAW WATER INTAKE TO COCKPIT AIR HANDLER
11. RAW WATER FEED TO CABIN/GALLEY AIR HANDLER

The variable controls allow the operator to turn the system on & off and adjust the air temperature in the cabin and cockpit.

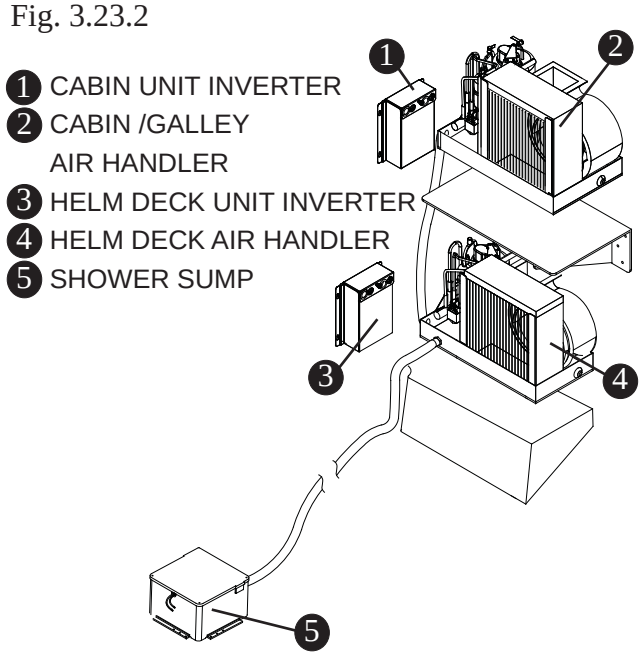


Maintenance

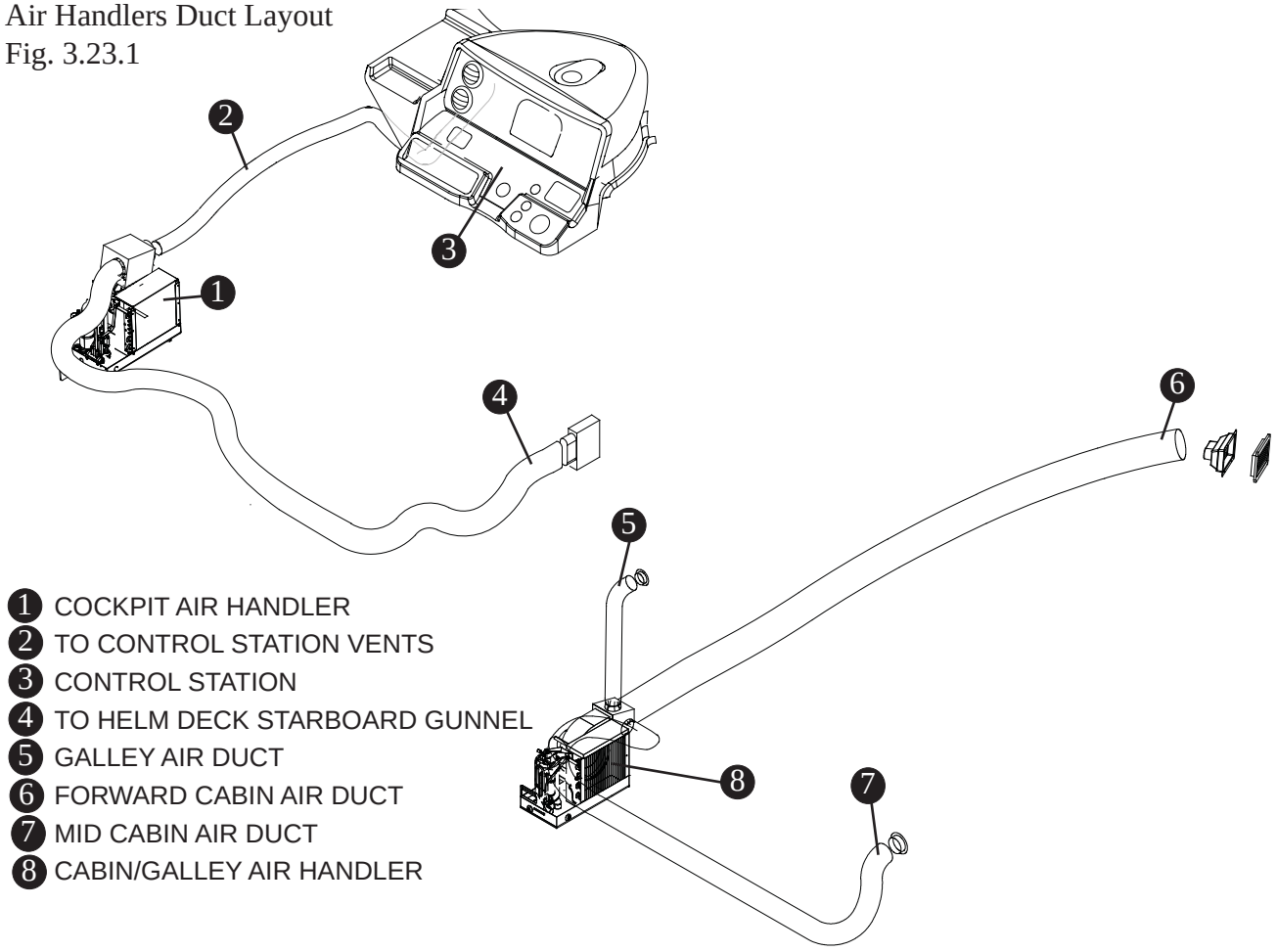
The air conditioning unit is basically maintenance free. Periodically check and clean the raw water intake on the hull, the water strainer on the pump and the filter located on the back of the cold air return to maintain a stable, clean airflow throughout your boat.

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

Air Handlers Condensate Drains
Fig. 3.23.2



Air Handlers Duct Layout
Fig. 3.23.1



Generator

Your boat's AC electrical system operates on 120/50A power from the generator.

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

The Fischer Panda 8KW diesel generator on the 345 Conquest provides 120 Volt Alternating Current, (AC) to your boats electrical system through the AC Main Breaker Panel. Connections to the AC electrical system are made through the slide selector switch on the AC panel. There is a remote operation panel also located on the AC panel (Figure 3.24.1).

The generator has a built in cooling pump which draws cooling water through a seacock located in the aft machinery compartment. The raw water passes through a strainer before entering the engine cooling manifold. The seacock MUST be open in order for the generator to function

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 contaminents 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 fuel system.

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

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

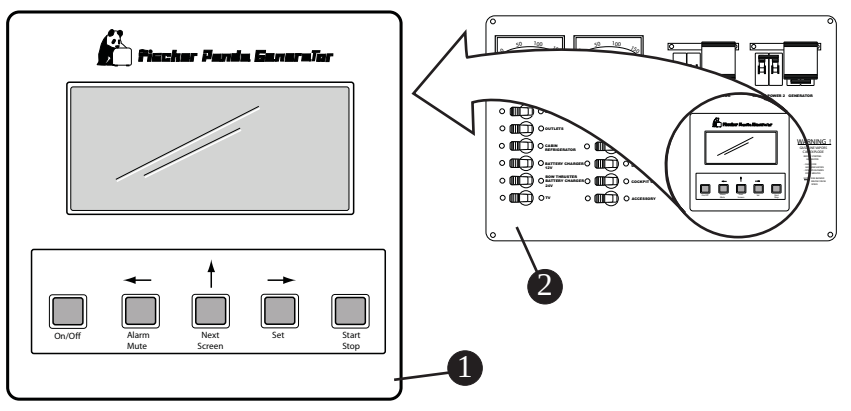
The generator draws fuel from its own tank located on the starboard aft side of the machinery compartment. The fuel system has its own fuel and water separating filters.

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.

NOTICE

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.

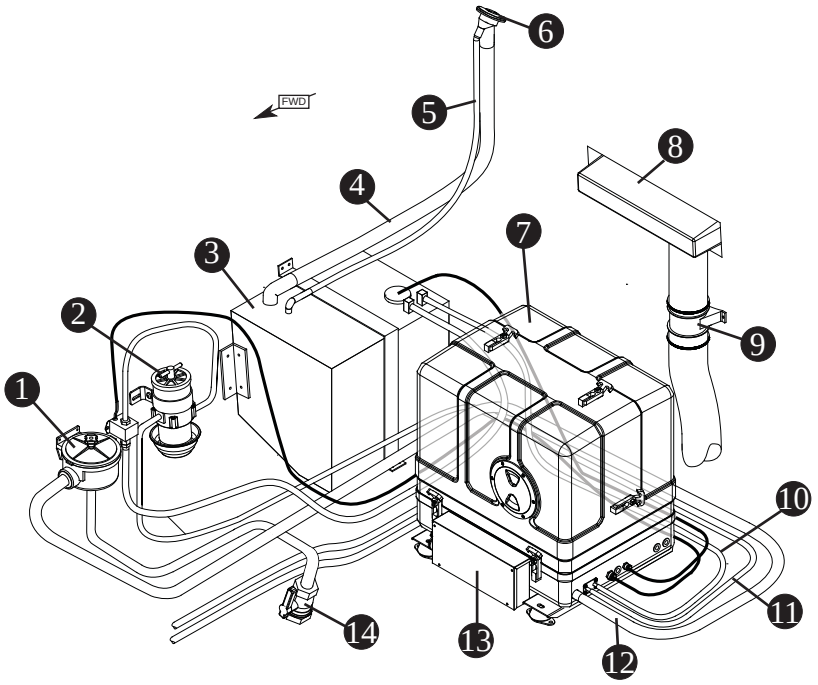
Generator Control Panel
Fig. 3.24.1



1 GENERATOR CONTROL PANEL
2 AC BREAKER PANEL

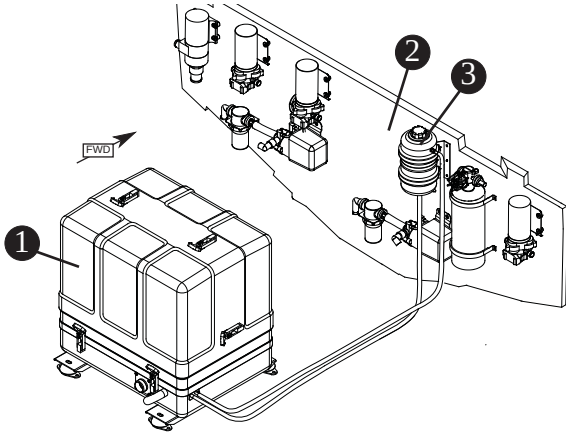
Generator, Diesel
Fig. 3.25.1

1. RAW WATER STRAINER
2. RACOR® FUEL/WATER SEPARATOR
3. 20 GAL (75.7 L) DIESEL FUEL TANK
4. FUEL FILL HOSE
5. FUEL VENT HOSE
6. DIESEL FILL DECK PLATE
7. 8KW FISCHER PANDA GENERATOR
8. TRANSOM VENT
9. BILGE BLOWER
10. FUEL RETURN HOSE
11. FUEL FEED HOSE
12. RAW WATER HOSE
13. ELECTRONICS BOX
14. RAW WATER INTAKE SEACOCK



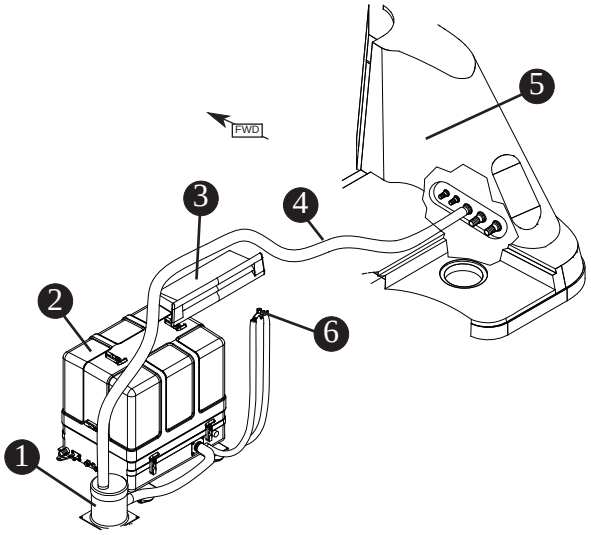
Generator, Diesel Expansion Tank
Fig. 3.25.2

1. 8KW FISCHER PANDA GENERATOR
2. EQUIPMENT BULKHEAD
3. EXPANSION TANK



Generator, Diesel Exhaust
Fig. 3.25.3

1. MUFFLER
2. 8KW FISCHER PANDA GENERATOR
3. TRANSOM VENT
4. EXHAUST HOSE
5. STARBOARD TRANSOM AREA
6. SIPHON BREAK



Starting The Generator

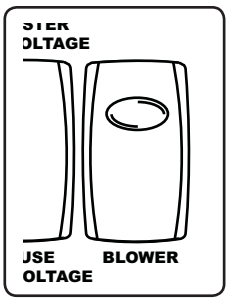
⚠ CAUTION

DO NOT start the generator if water has accumulated beneath the generator.

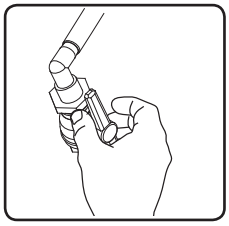
Your owner's manual packet will have the complete operations manual for your generator. Be sure to read the manual before operating the generator. Several key points are indicated below:

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

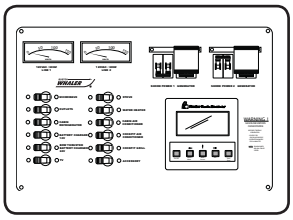
  NOTE: ALWAYS run the blower when operating below cruising speed.



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

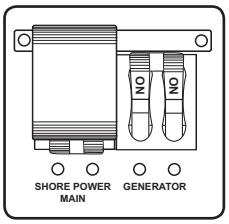


- Make sure that ALL breakers on the AC Panel are switched OFF.



- Slide the selector on the AC Panel over to expose the GENERATOR switches.

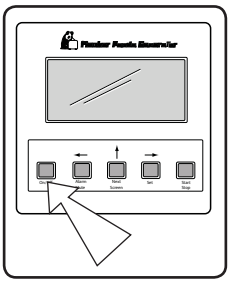
  Switch the breakers ON.



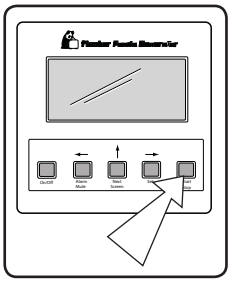
⚠ WARNING

Under no circumstances override the source select system.

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



- Press the START button ONLY ONCE.The light will begin blinking and the generator will start.

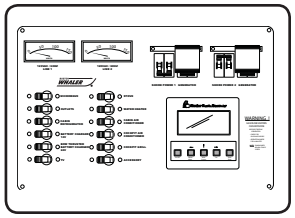


DO NOT press the button more than once. Allow for a 60 second cool down period between cranking attempts.

If the generator fails to start after the first attempt, CLOSE the seacock to prevent water from getting into the generator, check fuel flow, attempt start sequence again. 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.

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

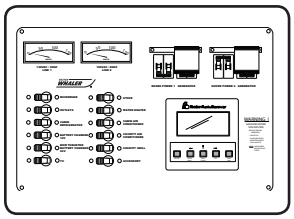


NOTICE

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

Stopping The Generator

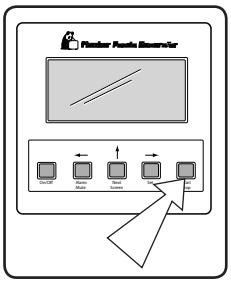
- Make sure that ALL breakers on the AC Panel are switched OFF.



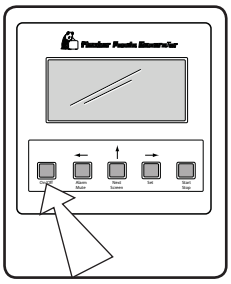
NOTICE

If the electrical load has been operating at more than 70% OR if the ambient temperature is higher than 77° the generator temperatures should be stabilized by turning OFF the breakers at the AC panel and letting the generator run for a minimum of 5 minutes before shutting down.

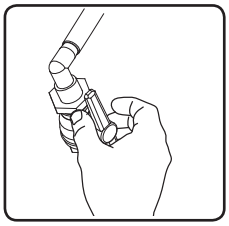
- To STOP the generator, press the Start/Stop button.



- Press the On/Off button to de-activate the panel.



- Close the seacock.



Maintenance

⚠ WARNING

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

Your operations manual will have a complete maintenance schedule that will need to be followed to keep your generator in peak operating condition.

Inspect the parts often and perform required service at the prescribed intervals (See NOTICE below). Maintenance work must be performed by appropriately skilled and suitably trained maintenance personnel familiar with generator set operation and service.

NOTICE

Your first maintenance is required at 35 hours, by a qualified technician, at which time a maintenance checklist must be completed.

Failure to comply will invalidate the generator warranty.

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.

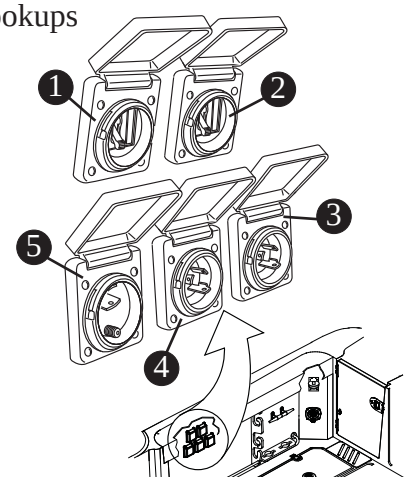
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Shore Power

The dual 120V/30A shore power system provides dockside power to operate all of your boat's electrical system and charge your batteries.

Use the supplied 50 ft. power cords to connect your boat to a dockside power source. The boatside receptacles are located under the aft starboard gunwale. The AC Main Breaker panel for the shore power system is located on the aft wall starboardside in the forward cabin.

Shore Power hookups
Fig. 3.28.1



1. LINE 1 SHORE POWER MAIN BREAKER
2. LINE 2 SHORE POWER MAIN BREAKER
3. LINE 2 SHORE POWER RECEPTACLE
4. LINE 1 SHORE POWER RECEPTACLE
5. DOCKSIDE TV/PHONE INLET

⚠ CAUTION

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

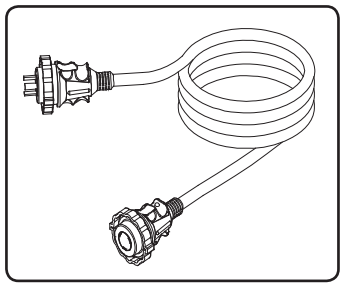
⚠ DANGER

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

Shore Power Hookup

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

- Assure that ALL breakers on the AC Breaker Panel are OFF.
- Using the shore cords, (supplied) connect the female connector to the boat receptacle first.



⚠ CAUTION

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

⚠ CAUTION

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

- Next connect the male connector to the dockside panel.

⚠ CAUTION

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

- Switch the shore power main breaker(s) on (Figure 3.28.1).

In addition to supplying alternative power to your boat, shore power hookup gives you the ability to charge your batteries without running the engines. The system is automatic and little or no maintenance is required. The battery charger can be accessed through the equipment hatch in the aft cockpit deck.

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

Maintenance for Cables & Receptacles

The metallic parts of your cables and receptacles are manufactured to resist corrosion. In a salt water environment, life of the product can be increased by periodically rinsing the exposed parts with fresh water, drying and spraying with a moisture repellent.

A soiled cable can be cleaned with grease cutting household detergents. A periodic application of vinyl protector will help both ends and cable maintain their original appearance.

Isolation Transformers

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

- Eliminates shock hazards to people swimming around the boat.

⚠ DANGER

The above statement pertains to the 345 Conquest ONLY.

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

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

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

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

Fire Supression System

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 may 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.

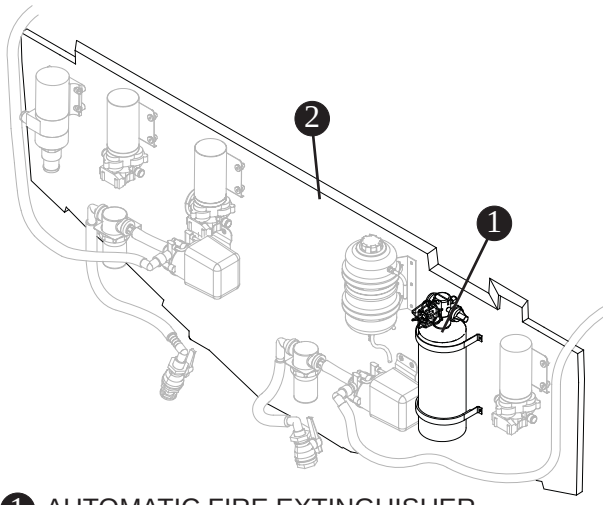
The 345 Conquest has a USCG approved automatic fire supression system which is located on the equipment bulkhead in the bilge and can be accessed by lifting the hatch in the aft cockpit deck.

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

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

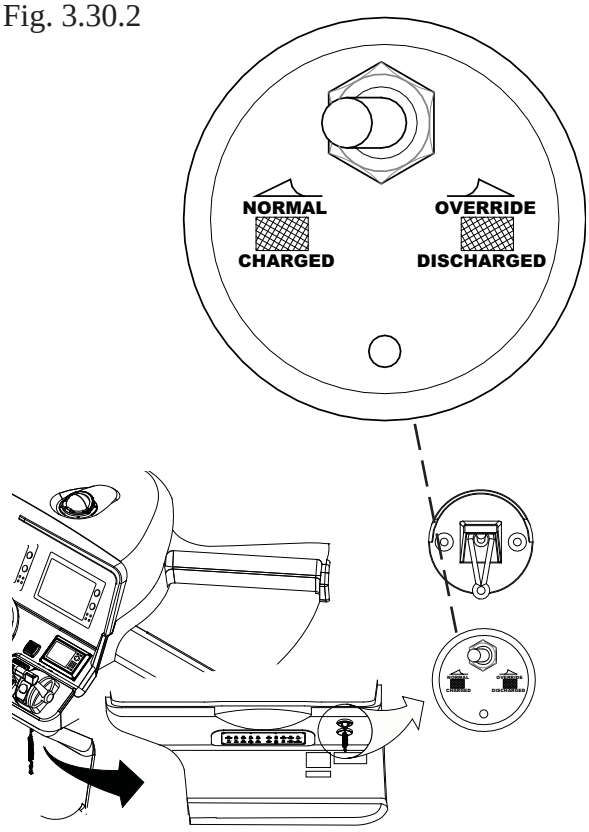
There is an engine shutdown/override switch located on the control station, below the throttle control (Figure 3.30.2) which indicates the condition of the system.

Fire Supression
Fig. 3.30.1



1 AUTOMATIC FIRE EXTINGUISHER
2 EQUIPMENT BULKHEAD

Fire Supression System Override Switch
Fig. 3.30.2



The switch 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.

In The Event of Discharge:

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

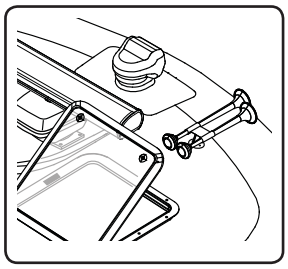
Once the system has been discharged the power to the diesel generator and the blower fan will be cut. This insures that the compartment will be "soaked" with extinguishant. Once the danger of fire has been extinguished, the toggle switch can be moved from "NORMAL" to "OVERRIDE". This will allow power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

It is recommended that the fire supression 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.

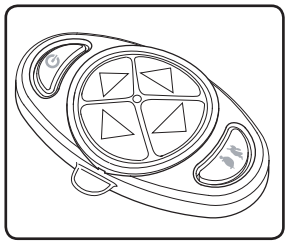
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

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 360^0 horizontal rotation and a 135^0 vertical tilt with fingertip control.



NOTICE

ALWAYS ensure lens cover is removed before operation.

Programming the Transmitter

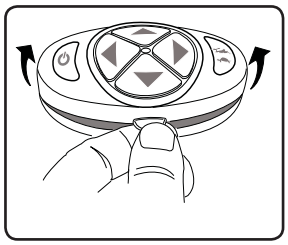
The light has been pre-programmed at the factory, and it is not necessary to re-program the transmitter, unless you experience outside interference.

Replacing the Batteries

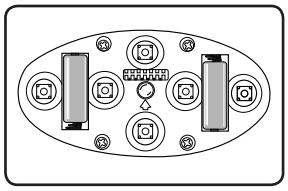
The spotlight is powered by two (2) GP 23A 12V batteries located in the remote control pad at the helm.

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.



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

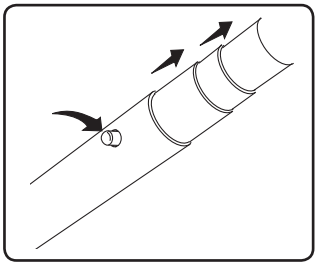
Radial Outriggers (Option)

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

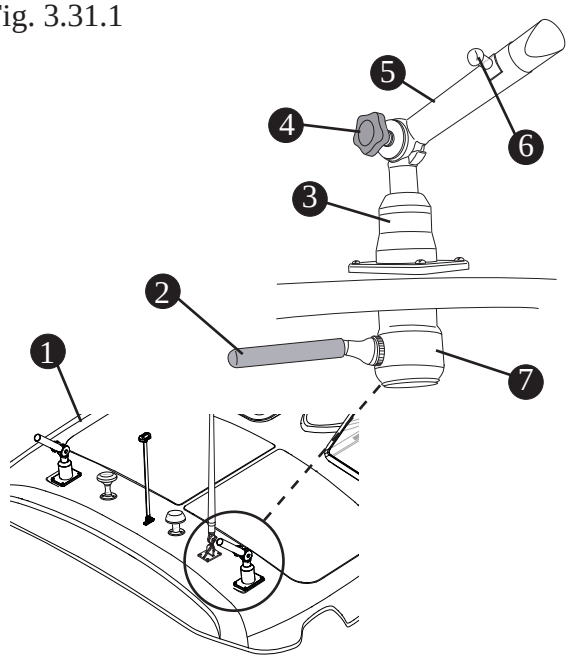
Operation

To extend the outriggers:

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



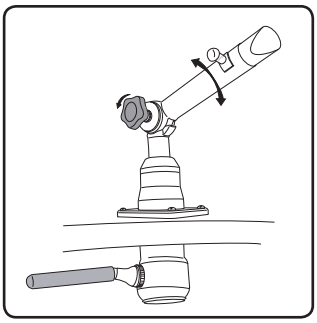
Radial Outriggers (Option)
Fig. 3.31.1



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

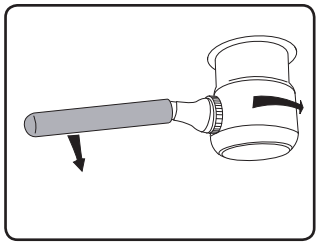
To position the outriggers:

Raising or lowering:



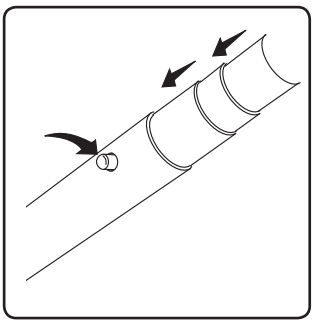
Turn the cam knob counterclockwise to loosen, position the outrigger up or down to the desired position and tighten the cam by turning the knob clockwise.

Rotating the outriggers:



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

To retrieve the outriggers:



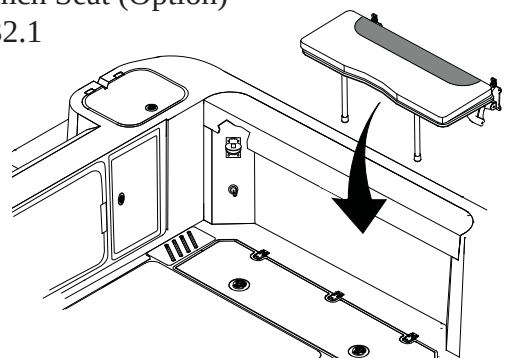
Starting with the inboard most section, Push in the locking button on each succeeding section and insert sections into the shaft until all sections are completely seated in the stowed position.

Maintenance

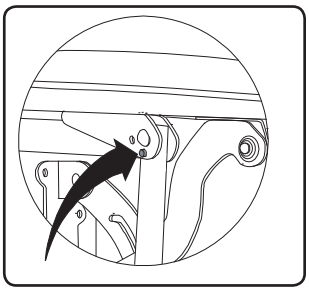
With very little care your equipment will maintain its appearance and operate trouble free. When at port, extend the outriggers and flush with fresh water, wipe with a dry cloth and allow to air dry. When dry collapse the outriggers to the stowed position. Periodically lightly lubricate the cam and the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

Foldaway Port Seat (Option)

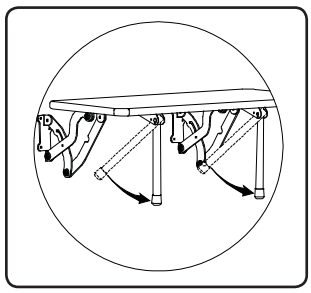
Port Bench Seat (Option)
Fig. 3.32.1



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

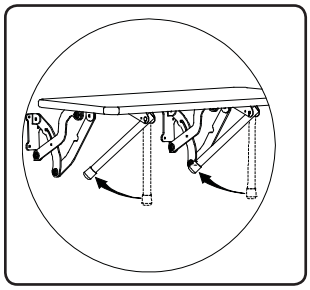


Raising the Seat



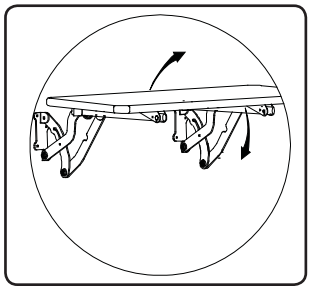
1. Lift the seat into the level position.
2. Lower each leg by pressing the retaining pin and pivoting the leg into the down and locked position, as indicated by the pin extending into the hole located in the leg hinge.

Lowering the Seat



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

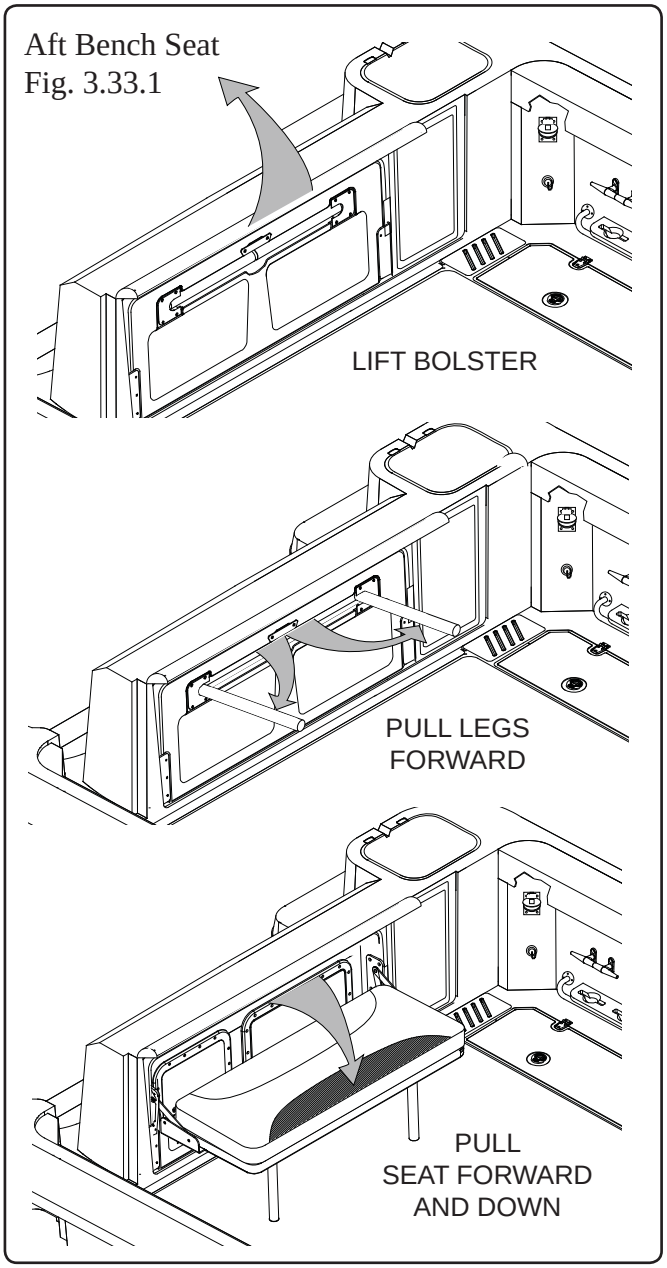
2. Pull up on the aft part of the seat and rotate the foreward part of the seat down to the stowed position.



Foldaway Aft Bench Seat

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

Aft Bench Seat
Fig. 3.33.1



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.

The 345 Conquest is equipped with electrically powered trim tabs located on the lower section of your transom, port and starboard.

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

An untrimmed boat will:

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

Trim tabs are also beneficial when accelerating from a non-planing to a planing operation.

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

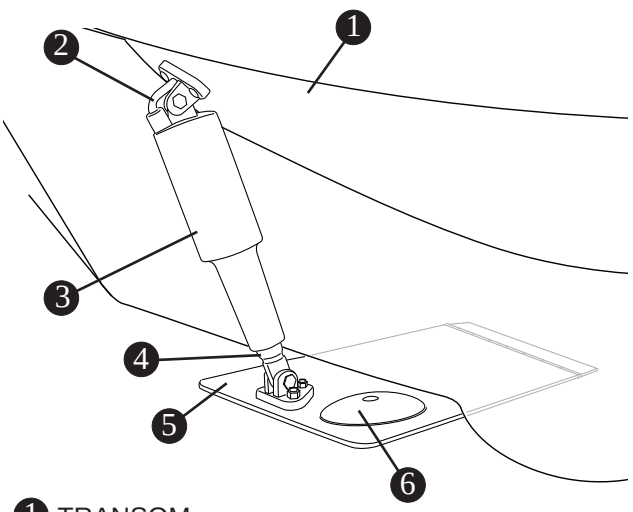
Operation

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

Proper use of trim tabs:

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

Electrically Powered Trim Tabs
Fig. 3.34.1



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

Electrolytic Corrosion & Zinc Anodes

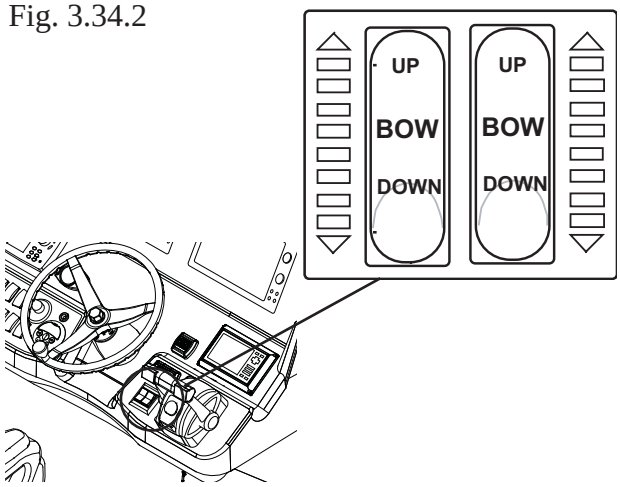
Electrolytic corrosion of metals on power boats can result in serious deterioration. You should be aware of the possibility of electrolysis and/or galvanic action (the deterioration of metals due to dissimilar characteristics when placed in salt water).

Zinc buttons (anodes) are installed on the trim tabs to protect underwater hardware. Zinc, being less noble than copper based alloys and aluminum used in underwater fittings, will deteriorate first and protect the less noble metals.

The zinc anodes generally need replacement once a year in fresh water, every 6 months in a salt water environment.

The need to replace anodes more frequently may indicate a stray current problem within your boat or at the slip or mooring. If your anodes do not need replacement after one year, loose anodes or low-grade zinc may be the problem.

Trim Tab switch w/indicators
Fig. 3.34.2



Maintenance

The trim tabs are a completely sealed unit and are waterproof and maintenance free.

Aside from a general cleaning when the boat is out of the water you should also inspect the planes and hinges for marine growth and remove as neccessary.

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

Propeller

NOTICE

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

The engines on your 345 Conquest have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. Your boat has been propped to achieve maximum RPMs which meet Mercury requirements.

Trimming the Engines

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

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

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

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

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

Changing Propellers

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

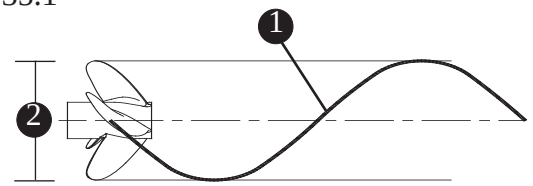
In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your Boston Whaler® dealer. All propellers are designed to provide maximum forward thrust, consequently, the reverse thrust of the propeller will not be as efficient.

Propellers have two basic characteristics, diameter and pitch.

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

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

Propeller Pitch & Diameter
Fig. 3.35.1

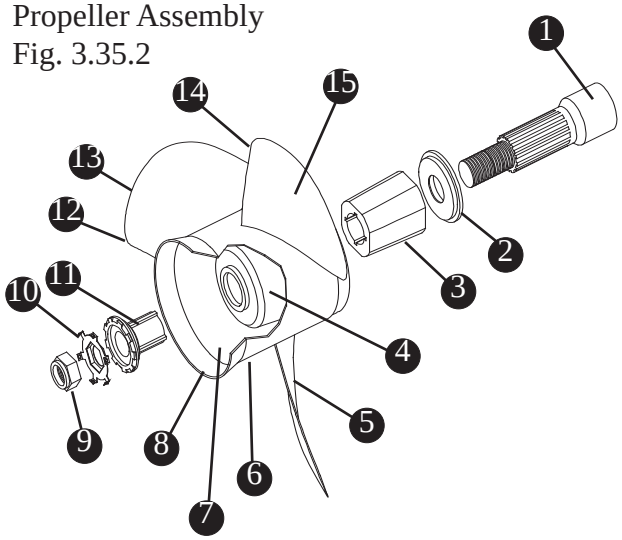


1. PITCH
2. DIAMETER

⚠ DANGER

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

Propeller Assembly
Fig. 3.35.2



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

Anchor Windlass

⚠ DANGER

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

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

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

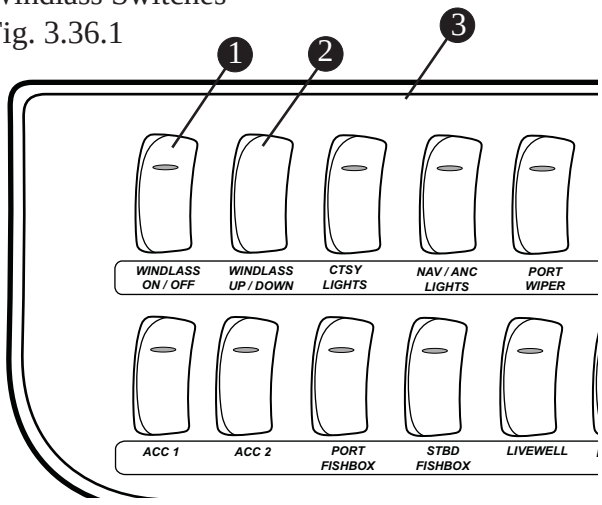
The ON/OFF switch on the control station switch panel controls power to the windlass.

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

When not in use, the remote can be stored in a receptacle located on the aft bulkhead of the bow locker. The power source for the remote is located on the starboard side of the locker (See fig. 3.27.1).

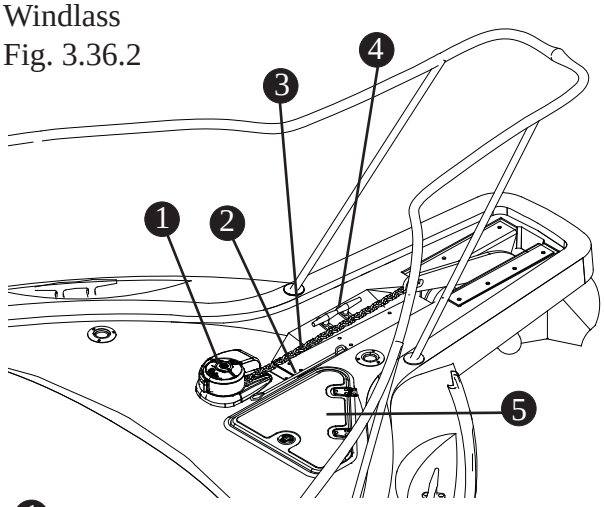
There is also a handle that can be used to raise and lower the anchor manually in case the power to the anchor windlass is lost.

Windlass Switches
Fig. 3.36.1



1 WINDLASS POWER SWITCH
2 WINDLASS OPERATION SWITCH
3 CONTROL STATION SWITCH PANEL

Windlass
Fig. 3.36.2



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

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

NOTICE

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

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 pays out or is retrieved.

The windlass is protected by an 80 amp circuit breaker located on the battery switch panel on the starboard side of the control station area (See page 4-10). If there is a loss of power to the windlass, check the “WINDLASS” circuit breaker. If the breaker is tripped, reset the breaker.

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

Operating From the Helm

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

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

Operating From the Bow

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

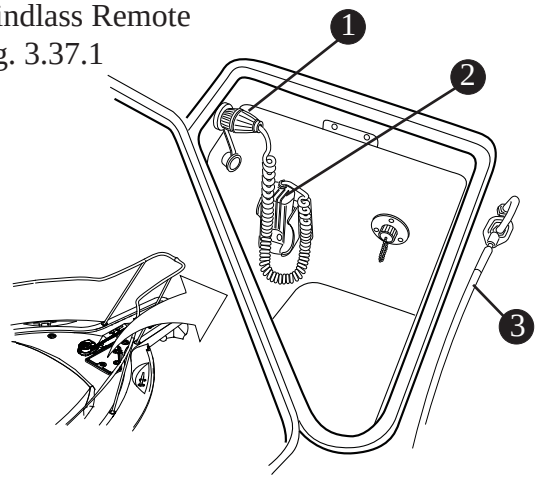
⚠ DANGER

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

⚠ WARNING

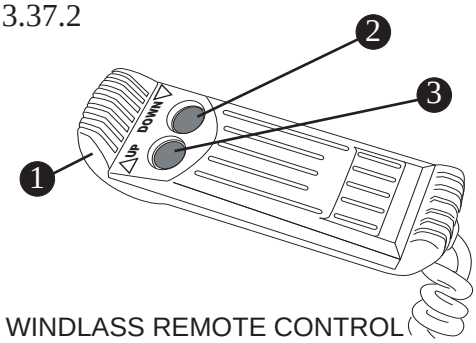
Keep hands, feet, hair and loose clothing clear of moving parts. Entanglement may cause severe bodily injury (i.e. lose of fingers or toes).

Windlass Remote
Fig. 3.37.1



1. POWER SOURCE
2. HAND HELD REMOTE
3. SAFETY LANYARD

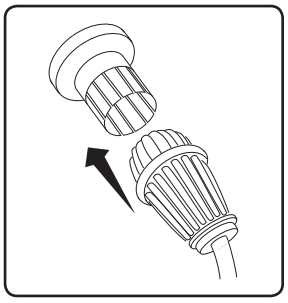
Anchor Windlass Remote
Fig. 3.37.2



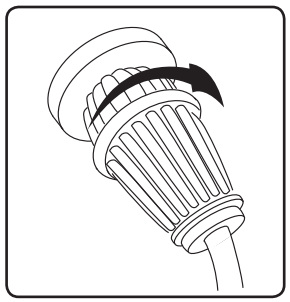
1. WINDLASS REMOTE CONTROL
2. "DOWN" BUTTON
3. "UP" BUTTON

The windlass remote is protected by a 5 amp reset breaker located on the battery switch panel on the starboard side of the control station area (See page 4-8). If there is a loss of power to the windlass remote, check the "WINDLASS CONTROL" breaker. If the breaker is tripped, reset the breaker.

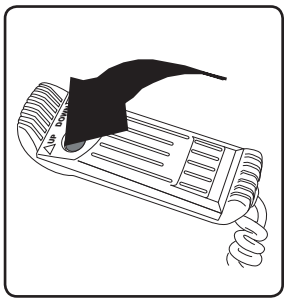
- Plug the power cable into the power receptacle on the aft of the bow locker (Figure 3.37.1)



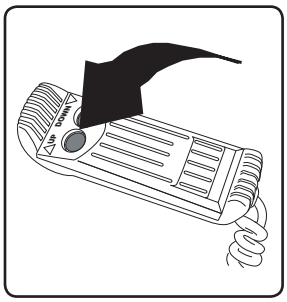
- Turn the forward portion of the plug clockwise to lock.



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



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

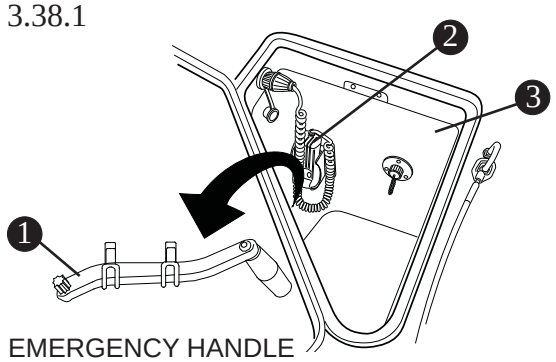


REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Operating The Windlass Manually

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

Windlass Manual/Emergency Handle
Fig. 3.38.1

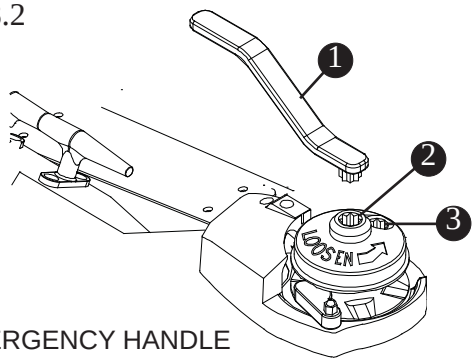


1. EMERGENCY HANDLE
2. WINDLASS REMOTE
3. STARBOARD BOW LOCKER

There are two star sockets on the top of the windlass used for manual deployment of the anchor. Inserting the emergency handle into the center socket and turning it counter-clockwise will loosen the anchor windlass chainwheel. The star socket located off-center is used for retrieving and lowering the anchor. Turning the handle counterclockwise will allow you to lower the anchor, while turning it clockwise will raise it.

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

Windlass Manual/Emergency Operation
Fig. 3.38.2



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

Anchoring

The 345 Conquest is equipped with a windlass, anchor, rode and an anchor chute. Stow the anchor in the chute when not in use.

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

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

Considerations

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

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

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

The scope is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. Scope also depends on the type of anchor, tides, winds, sea conditions and type of sea floor the anchor is in. Since you want to know how much rode to use when anchoring, use this common formula:

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

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

Example:

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

Rode length = 13 feet X 7*

Rode length = 91 feet

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

Lowering The Anchor

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

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

Setting the Anchor

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

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

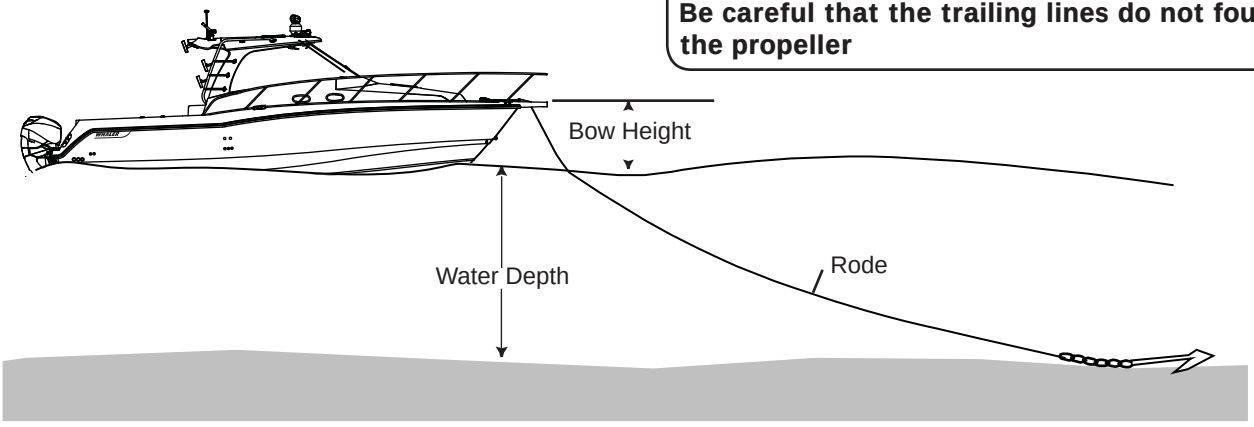
Weighing the Anchor

To weigh (or retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing.

Proper Anchoring
Fig. 3.39.1

⚠ CAUTION

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



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

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Electrical Systems

DC Electrical System

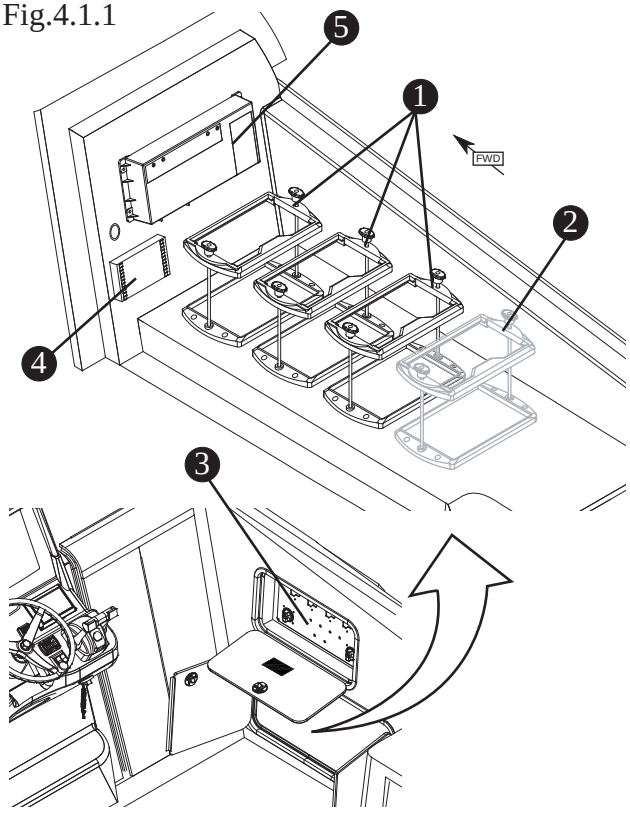
The 345 Conquest is equipped with an electrical system powered by a series of deep-cycle, lead-acid batteries. The batteries are charged by running the generator or when the engines are running or can be charged by shore power when the engines and generator are off.

A battery charger located on the forward wall of the battery compartment (See fig. 4.1.1) facilitates the charging of the batteries when using shore power. See Section 3, page 3-30 for shore power operation.

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

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

Battery Trays
Fig.4.1.1



1 BATTERY TRAYS (DUAL ENGINES)
2 BATTERY TRAY (TRIPLE ENGINES OPTION)
3 BATTERY SWITCH PANEL
4 AUTOMATIC FIRE EXTINGUISHER MODULE
5 BATTERY CHARGER

Batteries

⚠ DANGER

Batteries contain sulfuric acid which is dangerous and can cause serious injury. AVOID contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance.

NOTICE

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

Battery Trays

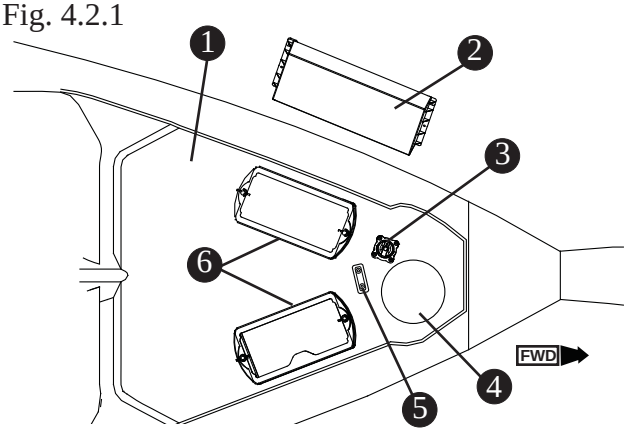
The battery trays, located behind an access door on the starboard side of the control station, house and secure the batteries. Your batteries should always be enclosed in the battery trays provided with your boat and secured in place by the retaining lids. The trays will ensure that while underway the batteries will not move around, thus causing damage to components fitted in the same area.

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

Bow Thruster Batteries

There are battery trays, for the two (2) batteries which provide the 24 volts necessary to operate the bow thruster, along with a battery switch located under the V-berth in the forward cabin. Access to the thruster equipment can be made through the hatch under the mattress (See section 2 - page 2-28 for bow thruster operation).

Bow Thruster Battery Trays
Fig. 4.2.1



1 COMPARTMENT UNDER FORWARD BUNK
2 BOW THRUSTER BATTERY CHARGER
3 BATTERY SWITCH
4 BOW THRUSTER
5 FUSE
6 BATTERY TRAYS

⚠ WARNING

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

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

Maintenance

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

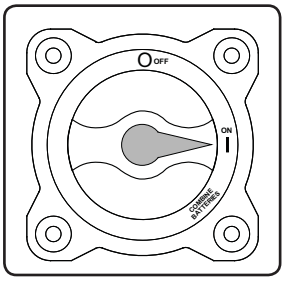
- Coat the terminals with dielectric grease
- Keep the batteries dry
- Remove the batteries from the boat during cold weather or long term storage.

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

When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become more alike in an electrical charge. The electricity conducting battery acid becomes weaker and the voltage drops. As the battery remains discharged, the process continues until recharging the battery becomes impossible.

If the battery does become run down be sure to recharge it as soon as possible. Over charging the battery can be just as detrimental to its life as running it down too far.

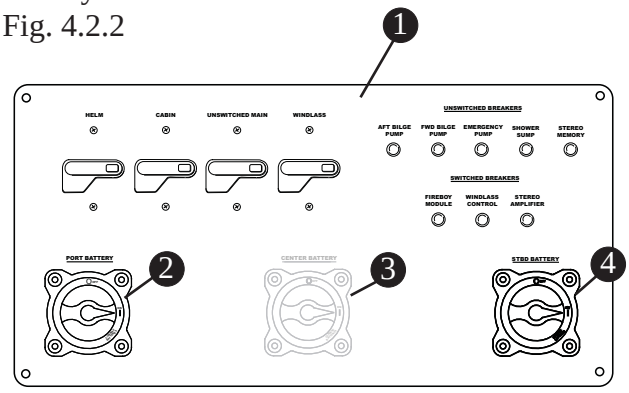
Battery Selector Switches



Your boat uses battery selector switches (one for each engine) to control delivery of DC power from the batteries.

The battery switches are located behind an access door on the starboard side of the control station.

Battery Selector Switches
Fig. 4.2.2



1 MAIN BREAKER PANEL
2 PORT BATTERY SWITCH
3 CENTER ENGINE BATTERY SWITCH (OPTION)
4 STARBOARD BATTERY SWITCH

⚠ CAUTION

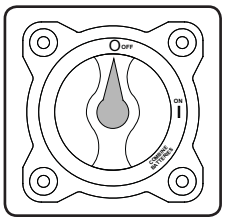
You must stop the engine(s) before moving the battery switch(es) to the "OFF" position.

NOTICE

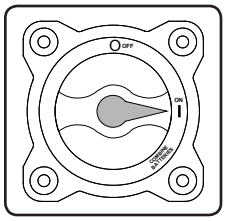
The bilge pumps and stereo memory still draw power from the batteries, even if the switches are set to "OFF".

The battery switches have three (3) settings:

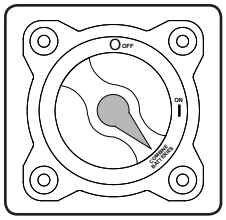
- **"OFF"**-you will have no power to the engine(s).



- **"ON"**-you will have power to the selected engine(s).



- **"COMBINE ENGINES** you will have power from additional batteries at the same time. This parallels the batteries to assist you in starting the engine(s), once the engine(s) are started the battery switches **MUST** be switched from the "COMBINE ENGINES" setting, and set to charge individual battery.



⚠ WARNING

Use the "COMBINE ENGINES" position only if all batteries are near the same voltage. If one battery is stronger and the others weak, high current could cause battery damage or serious engine electrical damage.

- All batteries "ON" is the preferred position for normal operation.

When the engine is shut down or not providing a charge, the system will draw power from the starboard batteries. This will allow you to run all the boats functions without affecting the port or center battery. In the event the starboard batteries discharge completely, you will still be able to start the engines by turning the battery switches to the "COMBINE ENGINES" position thus accessing the port or center battery for engine ignition.

⚠ CAUTION

- **Never use an open flame in the battery storage area.**
- **Avoid striking sparks near the battery.**
- **A battery will explode if a flame or spark ignites the free hydrogen given off during charging.**
- **The battery should always be disconnected before doing any work or maintenance on the electrical system.**
- **Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.**
- **If equipped with a battery switch, you will need to stop the engine before moving the switch to the "OFF" position.**

Battery Charger

The battery charger, mounted forward of the battery trays (See figure 4.1.1) automatically increases current output when there is a drop in battery voltage. When the batteries are charged, the unit maintains a small current flow to keep the batteries fully charged and ready for service without overcharging.

Overload Protection

If an electrical short or overload occurs in the electrical system the charger will reduce its output voltage to avoid internal damage. When an electrical short occurs, the red LED on the front panel of the unit will be illuminated. The overload or short must be removed in order for the charger to resume charging characteristics.

Maintenance

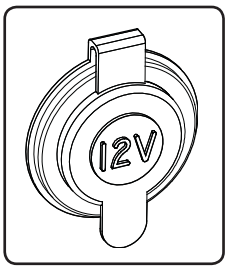
The charger is fully automatic and requires no maintenance. However, the battery terminals should be cleaned periodically with baking soda and all connections tightened to provide trouble free operation.

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

12 Volt Accessory Receptacles

NOTICE

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



The 345 Conquest is equipped with three (3) 12 volt receptacles. One receptacle is located in the glove box on the port side of the control station. There is another located in the galley, on the wall under the microwave, and the third is located on the starboard side of the mid cabin on the forward wall.

These receptacles are made of corrosion resistant marine grade materials and have a moisture proof cap. There is a 10 amp reset breaker button located on the breaker panel located under the helm on the control station (See figure 4.9.1) which protects the receptacle in the glove box. The galley and mid cabin receptacles are protected by breakers on the DC breaker panel (See figure 4.9.1).

Be sure to use accessories that DO NOT EXCEED the rated capacity of the circuit, (10 amps).

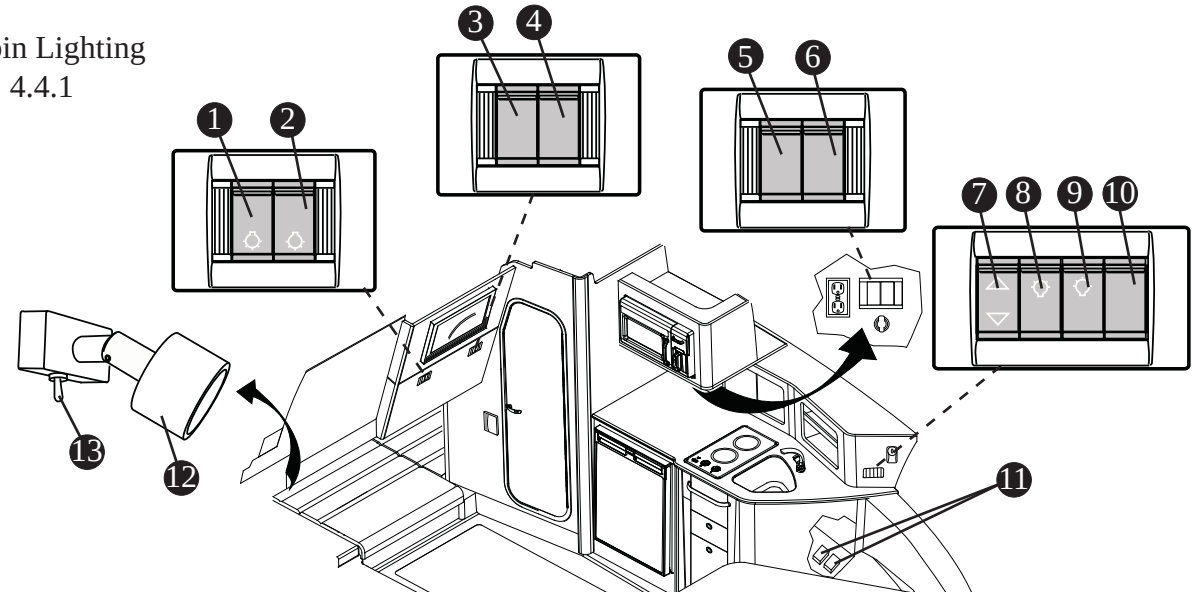
Cabin Lighting

Your boat is equipped with contemporary Halogen-cycle lighting throughout the forward cabin

⚠ CAUTION

The filament bulbs used in all halogen-cycle lamps generate intense heat. To avoid the possibility of fire, do not use lamps at close range to materials that are combustible or affected by heat or drying. Halogen-cycle bulbs are pressurized and could shatter if scratched or damaged. Glass halogen-cycle bulbs should be protected against contact with liquids when in operation.

Cabin Lighting
Fig. 4.4.1



1. SALON/GALLEY OVERHEAD DIMMER
2. V-BERTH OVERHEAD DIMMER
3. HEAD
4. HEAD EXHAUST FAN
5. GALLEY COUNTER (UNDER MICROWAVE)
6. GALLEY CABINET ACCENT LIGHTING
7. ISLAND BERTH HEADREST TILT
8. SALON/GALLEY OVERHEAD DIMMER
9. V-BERTH OVERHEAD LIGHTING
10. BLANK
11. LIGHTING DIMMERS (SEE PAGE 4-5)
12. MID CABIN ADJUSTABLE SPOTLIGHT
13. ON-OFF SWITCH

controlled by easily accessible toggle switches in various locations in the cabin (Figure 4.4.1).

The cabin lighting is protected by a breaker on the DC breaker panel located on the starboard side of the cabin. The breaker must be ON for the lighting to function.

The mid cabin has a swivel spot lamp on the starboard side which can be activated by a flip switch on the base of the lamp.

Changing A Bulb

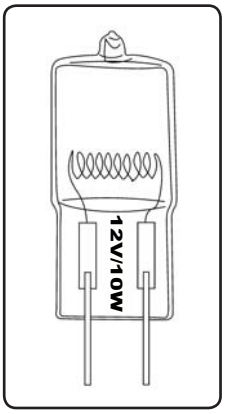
⚠ CAUTION

Turn power OFF before installing or removing lamps.

Wear eye protection.

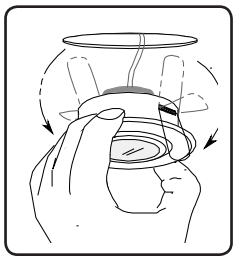
Use a clean cloth or gloves when handling all halogen-cycle bulbs.

- Assure that new bulb is free of grease or fingerprints by wiping with a grease-free solvent before installation.

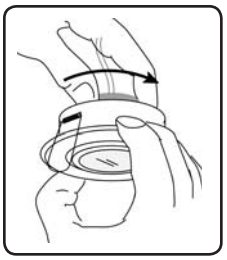


- Grab light fixture housing and pull gently from ceiling or wall.

  NOTE: Take care when pulling the housing as it is spring loaded and the retaining clips will snap quickly downward when released from its receptacle.

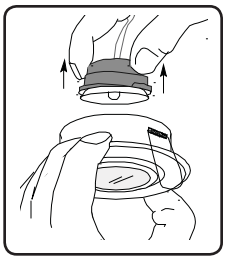


- Grab the bulb fixture and twist counter-clockwise.

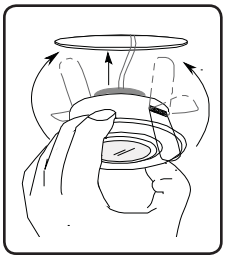


- Pull the fixture out of the housing and replace with a bulb of equal wattage.

  NOTE: The glass face plate is very fragile. Be carefull that it remains in place and does not fall out, as it will break easily.



- To replace the housing, grab the clips and hold them upwards until the housing is placed into its receptacle. Push gently to seat the light fixture securely.



Lighting Dimmer

The 345 Conquest is equipped with two (2) switchmode lighting dimmers located under the galley counter, behind the trash receptacle (See figure 4.4.1).

The dimmers provide function to the dimmer switches in the cabin. There is a diagnostic indicator light on the surface of the dimmers which indicates the dimmer condition at any time.

If the cabin dimmer switches are not functioning correctly check the lighting dimmers first to determine the problem. In most situations the problem can be determined by the color of the diagnostic indicator light and can be corrected without having caused damage to the dimmer.

Dimmer Switch Operation

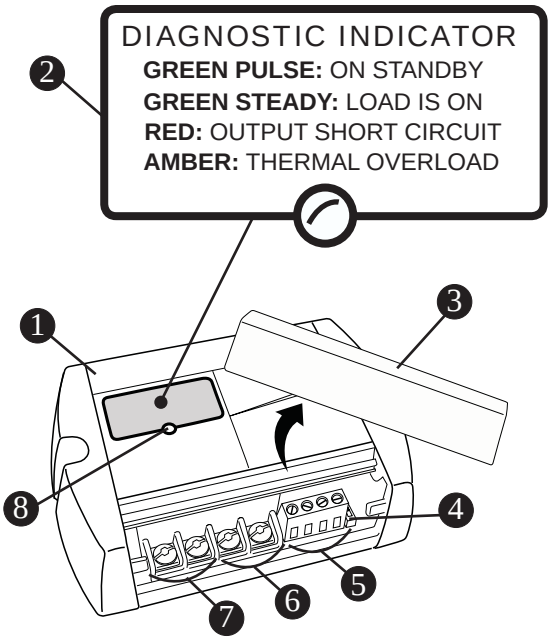
To set the dimmer switches to the desired light level:

- Make sure the "CABIN LIGHTS" breaker on the DC Breaker Panel located on the starboard aft of the cabin is ON.
- Push and hold the appropriate dimmer switch (See figure 4.4.1). The light will come on at the factory pre-set level.
- Hold the switch down to ramp the light intensity level up or down.

  The direction can be reversed by simply removing pressure on the switch and re-applying pressure to change the level.
- Pushing the light again once will turn the lights off.
- When the light switch is pushed again the memory function of the dimmer control will assure that the light will come on at the same level as they were when last turned off.
- If the lights do not respond as described above, check to make sure the breaker is ON. If the breaker is on check the diagnostic indicator light and determine the fault as listed on the diagnostic indicator label (Figure 4.6.1).

  In rare cases the power connections at the dimmer control may have vibrated loose. **TURN OFF BREAKER AT DC PANEL,** Tighten any loose connections and turn breaker ON.

Lighting Dimmers
Fig. 4.6.1

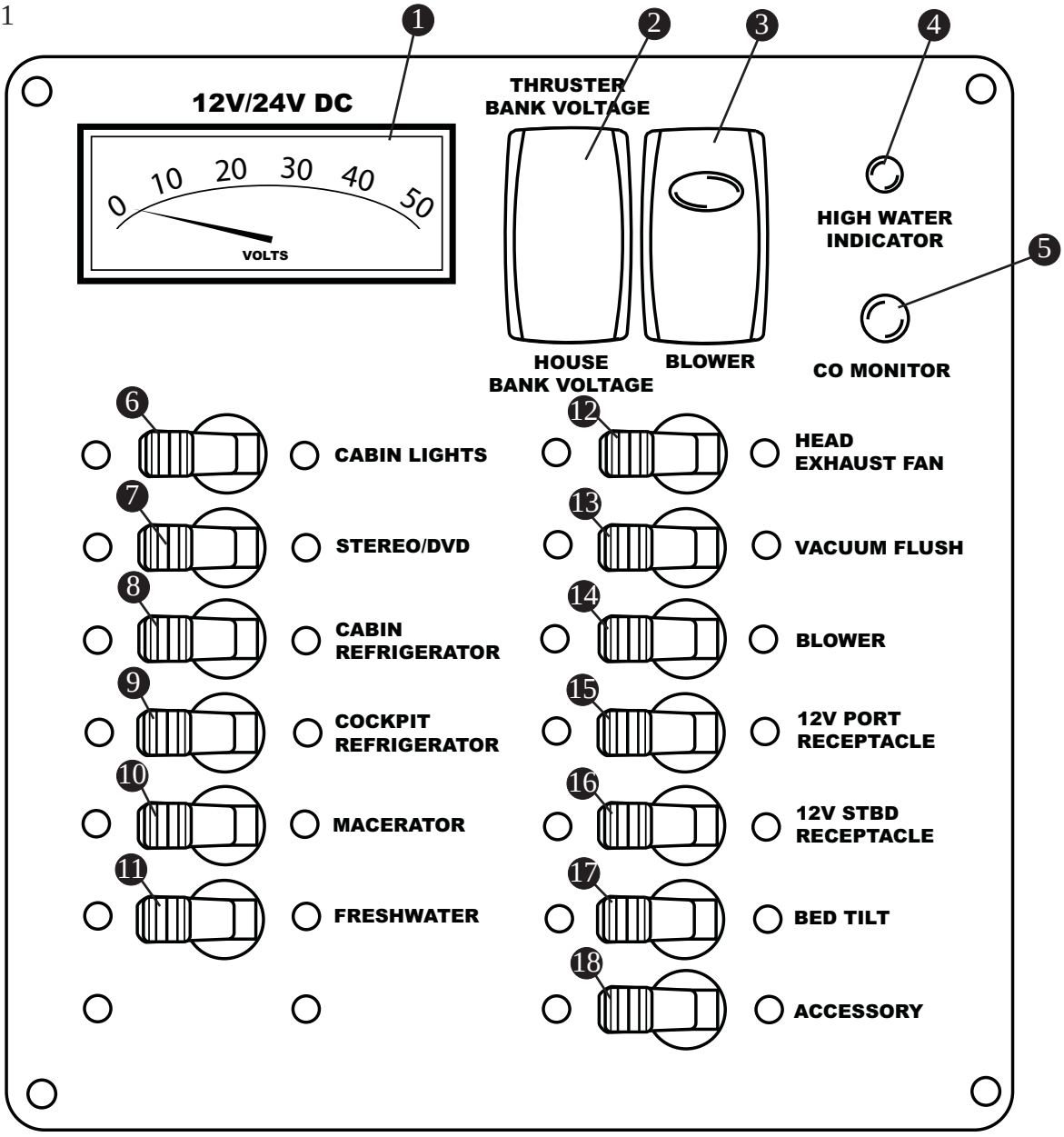


1. SWITCHMODE LIGHTING DIMMER
2. DIAGNOSTIC INDICATOR LABEL
3. REMOVABLE COVER
4. MASTER/SLAVE SWITCH
5. SWITCH CONTACTS
6. LAMP CONTACTS
7. POWER CONTACTS
8. DIAGNOSTIC INDICATOR LIGHT

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

Main DC Breaker Panel

DC Breaker Panel
Fig. 4.7.1

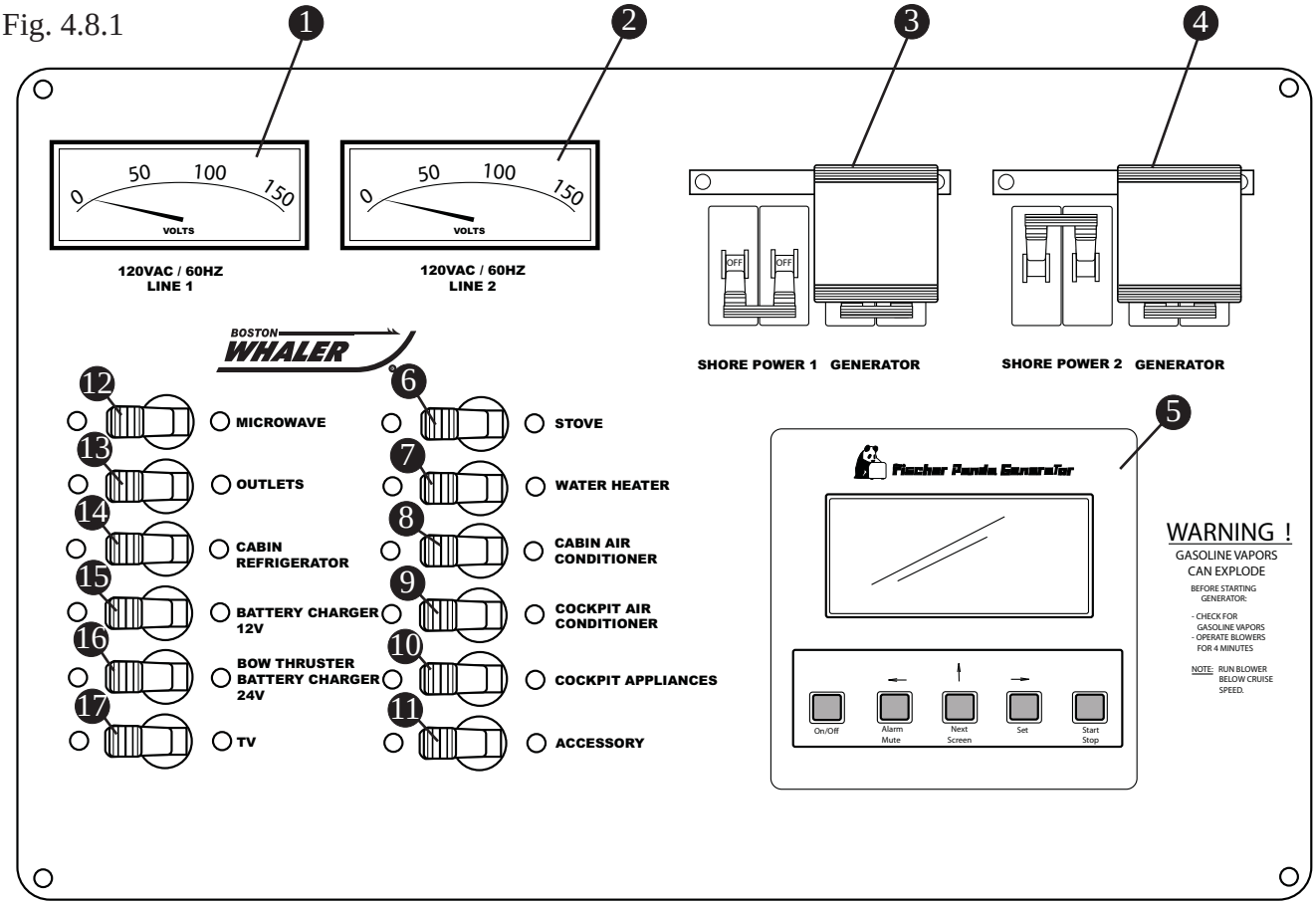


1. VOLTAGE METER
2. VOLTAGE CHECK SWITCH
3. BLOWER SWITCH
4. HIGH WATER ALARM
5. CO MONITOR
6. CABIN LIGHTS . . . . . 15 AMPS
7. STEREO/DVD . . . . . 3 AMPS
8. CABIN REFRIGERATOR . . . . . 15 AMPS
9. COCKPIT REFRIGERATOR . . . . . 15 AMPS
10. MACERATOR . . . . . 25 AMPS
11. FRESH WATER PUMP . . . . . 15 AMPS
12. HEAD EXHAUST FAN. . . . . 5 AMPS
13. VACUUM FLUSH . . . . . 10 AMPS
14. BLOWER. . . . . 7 AMPS
15. 12V PORT RECEPTACLE. . . . . 10 AMPS
16. 12V STARBOARD RECEPTACLE . . . 10 AMPS
17. BED TILT . . . . . 10 AMPS
18. ACCESSORY . . . . . 10 AMPS

AC Electrical System

Your boat's AC electrical system operates on 120/30A power from the generator or shore power. See Section 3 - page 3-26 for information regarding the operation of your generator and Section 3 - page 3-30 for information regarding the operation of the shore power system.

AC Breaker Panel
Fig. 4.8.1



1. LINE 1 VOLTAGE METER
2. LINE 2 VOLTAGE METER
3. LINE 1 SOURCE SELECTOR
4. LINE 2 SOURCE SELECTOR
5. GENERATOR CONTROL PANEL
6. STOVE . . . . . 25 AMPS
7. WATER HEATER. . . . . 15 AMPS
8. CABIN AIR CONDITIONER. . . . . 20 AMPS
9. COCKPIT AIR CONDITIONER . . . . . 30 AMPS
10. COCKPIT APPLIANCES . . . . . 25 AMPS
11. ACCESSORY . . . . . 10 AMPS
12. MICROWAVE . . . . . 20 AMPS
13. OUTLETS . . . . . 15 AMPS
14. CABIN REFRIGERATOR . . . . . 15 AMPS
15. BATTERY CHARGER 12V . . . . . 10 AMPS
16. BOW THRUSTER BATTERY CHARGER 24V . . . . . 10 AMPS
17. TV . . . . . 10 AMPS

Component Breakers

Your boat utilizes reset breakers for the various components throughout the boat. The breakers can be found on the helm breaker panel located behind an access door beneath the helm and on the battery switch panel on the starboard gunnel at the control station.

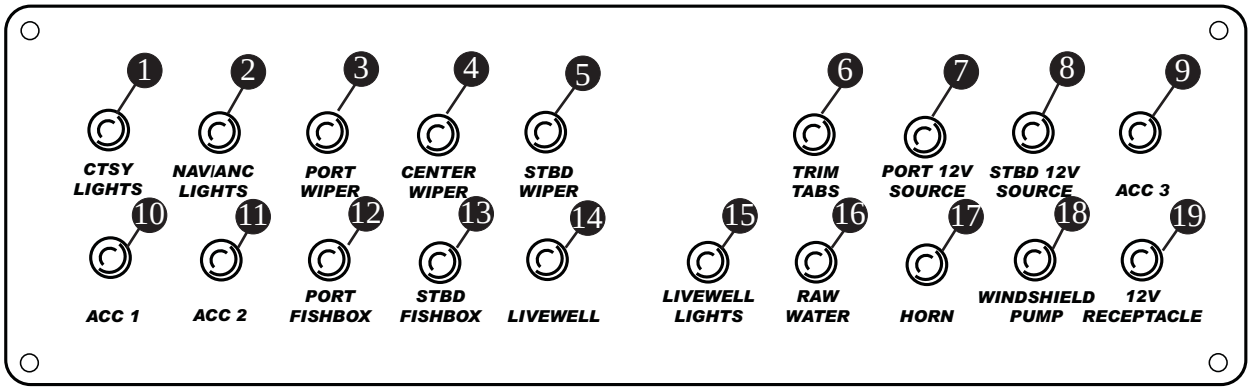
If a component breaker trips, determine and correct the problem before resetting the breaker. Should a circuit breaker trip repeatedly, have a qualified marine electrician determine and correct the cause of the trip.

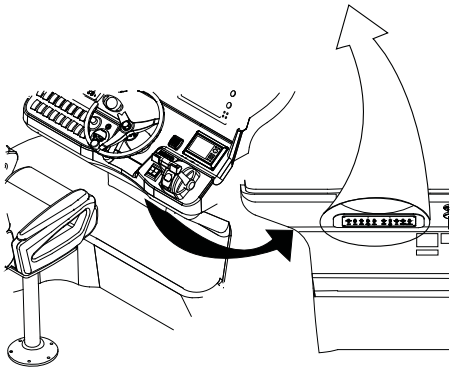
In the event it is necessary to replace a breaker, use only the same amperage as the original. If a breaker is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance breaker tripping. Conversely, if a breaker is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and will create a fire hazard.

⚠ WARNING

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

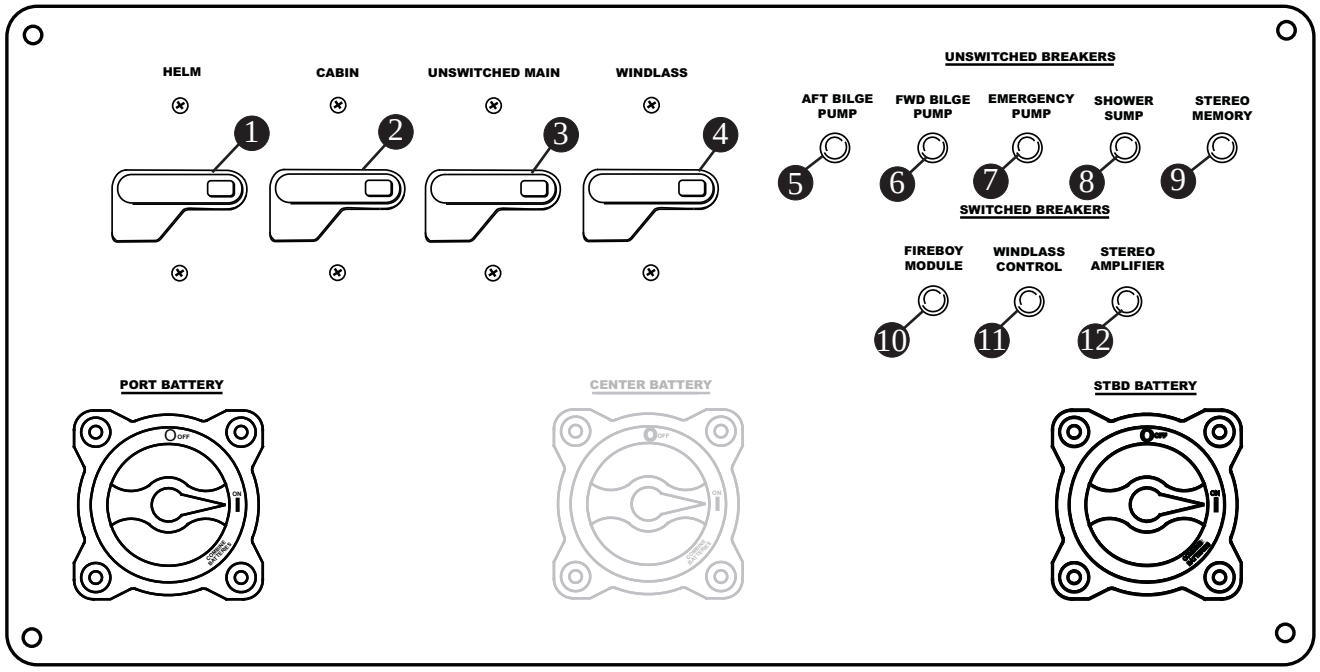
Helm Breaker Panel
Fig. 4.9.1



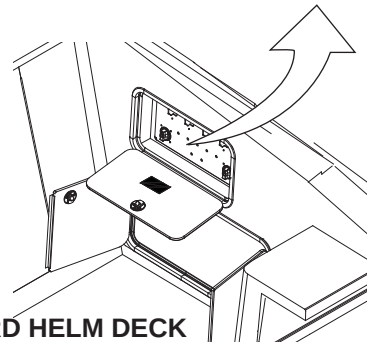


- 1 CTSY LIGHTS . . . . . 10 AMPS
- 2 NAV/ANC LIGHTS . . . . . 5 AMPS
- 3 PORT WIPER . . . . . 10 AMPS
- 4 CENTER WIPER . . . . . 10 AMPS
- 5 STBD WIPER . . . . . 10 AMPS
- 6 TRIM TABS . . . . . 20 AMPS
- 7 PORT 12V RECEPTACLE . . . . . 30 AMPS
- 8 STBD 12V RECEPTACLE . . . . . 30 AMPS
- 9 ACC 3 . . . . . 10 AMPS
- 10 ACC 1 . . . . . 10 AMPS
- 11 ACC 2 . . . . . 10 AMPS
- 12 PORT FISHBOX . . . . . 20 AMPS
- 13 STBD FISHBOX . . . . . 20 AMPS
- 14 LIVEWELL . . . . . 4 AMPS
- 15 LIVEWELL LIGHTS . . . . . 3 AMPS
- 16 RAW WATER . . . . . 15 AMPS
- 17 HORN . . . . . 20 AMPS
- 18 WINDSHIELD PUMP . . . . . 5 AMPS
- 19 12V RECEPTACLE . . . . . 10 AMPS

Battery Switch Breaker Panel
Fig. 4.10.1



1. HELM. . . . . 80 AMPS
2. CABIN . . . . . 80 AMPS
3. UNSWITCHED MAIN . . . . . 50 AMPS
4. WINDLASS . . . . . 80 AMPS
5. AFT BILGE PUMP. . . . . 15 AMPS
6. FORWARD BILGE PUMP . . . . . 15 AMPS
7. EMERGENCY PUMP . . . . . 15 AMPS
8. SHOWER SUMP. . . . . 5 AMPS
9. STEREO MEMORY. . . . . 15 AMPS
10. FIREBOY MODULE . . . . . 3 AMPS
11. WINDLASS CONTROL. . . . . 5 AMPS
12. STEREO AMPLIFIER . . . . . 45 AMPS



STARBOARD HELM DECK

Fuse Blocks

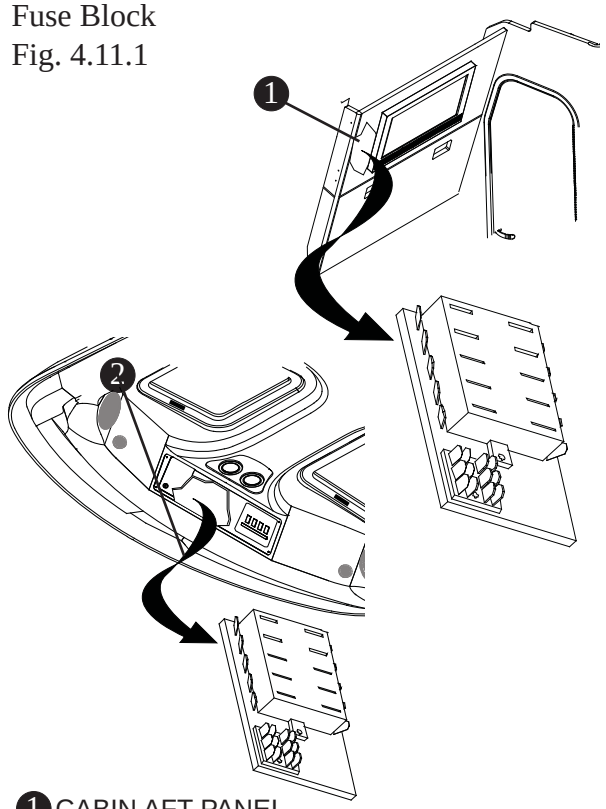
⚠ WARNING

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

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

There are electronic fuse blocks located behind the TV panel in the aft forward cabin and behind the switch panel in the hardtop above the control station. In the event you need to replace a fuse, use only the same amperage as the original. It is recommended that you carry spare fuses.

Fuse Block
Fig. 4.11.1

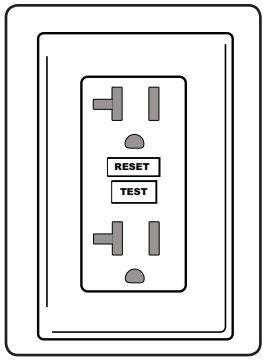


1 CABIN AFT PANEL
2 HARDTOP SWITCH PANEL

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

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

Ground Fault Interrupter Receptacle (GFI)



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

One is located on the port forward cabin wall under the microwave, which also protects the outlet on the aft wall of the vanity in the head and the other is located directly behind the captain's chair on the helm deck which protects the optional cockpit grill.

NOTICE

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

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

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

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

⚠ WARNING

Persons with heart problems or other conditions which may make them susceptible to electric shock may still be injured by ground faults on circuits protected by the GFI receptacle. No safety devices yet designed will protect against all hazards or carelessly handled or misused electrical equipment or wiring.

Testing

The GFI outlet has a TEST and RESET button that you can use to regularily test the outlet for proper operation. Before testing the outlet, push the RESET button in. Plug an appliance into the outlet (such as a lamp) and turn it on. Push the TEST button, the appliance should 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.

Electrical Schematics & Harnesses

The following pages (4-11 thru 4-28) contain schematics pertaining to the electrical system in your boat. These schematics were generated by technicians in the Boston Whaler® Engineering Department and are for reference and to be used by service technicians.

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

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

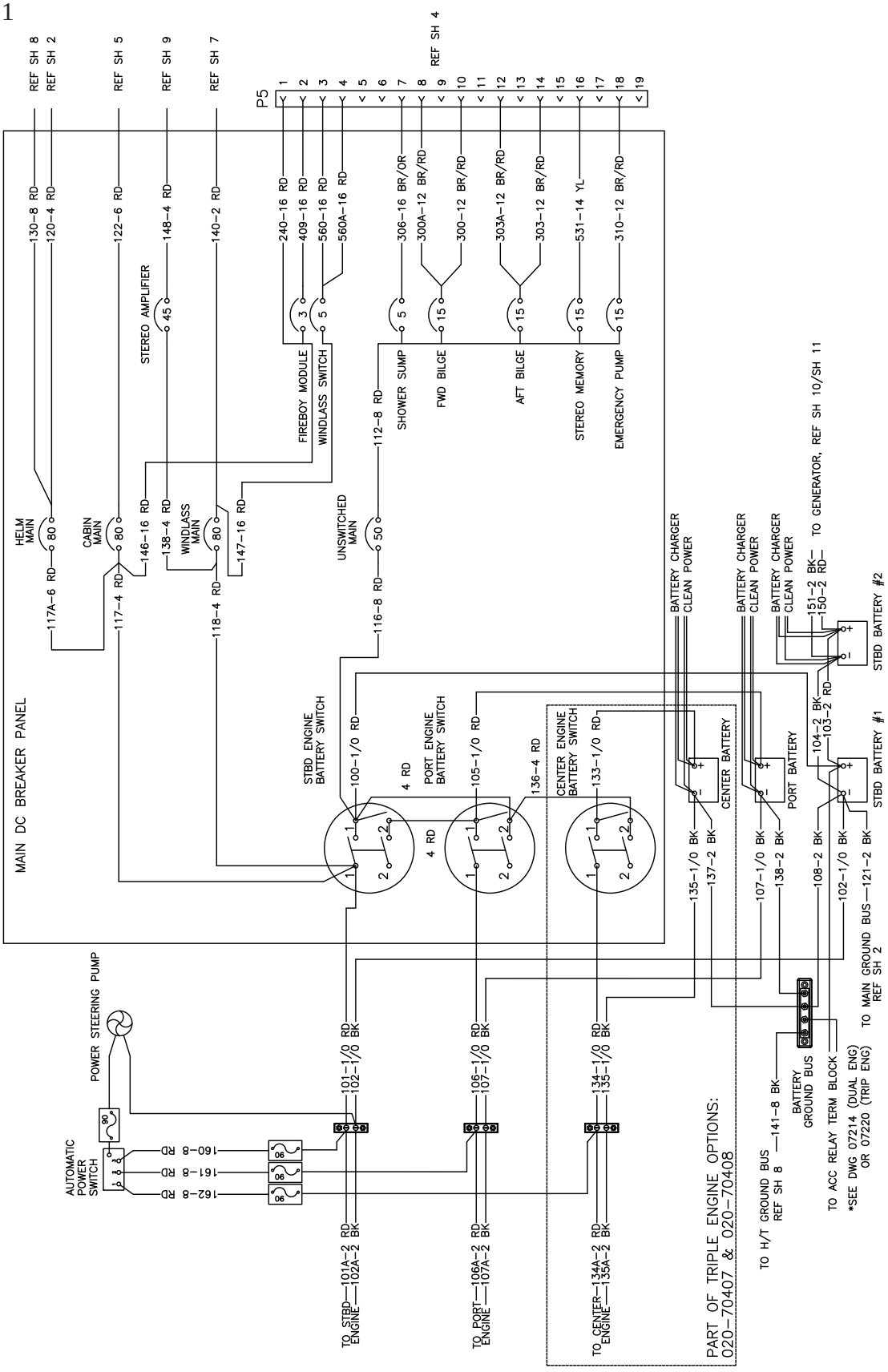
Wiring Identification Chart

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

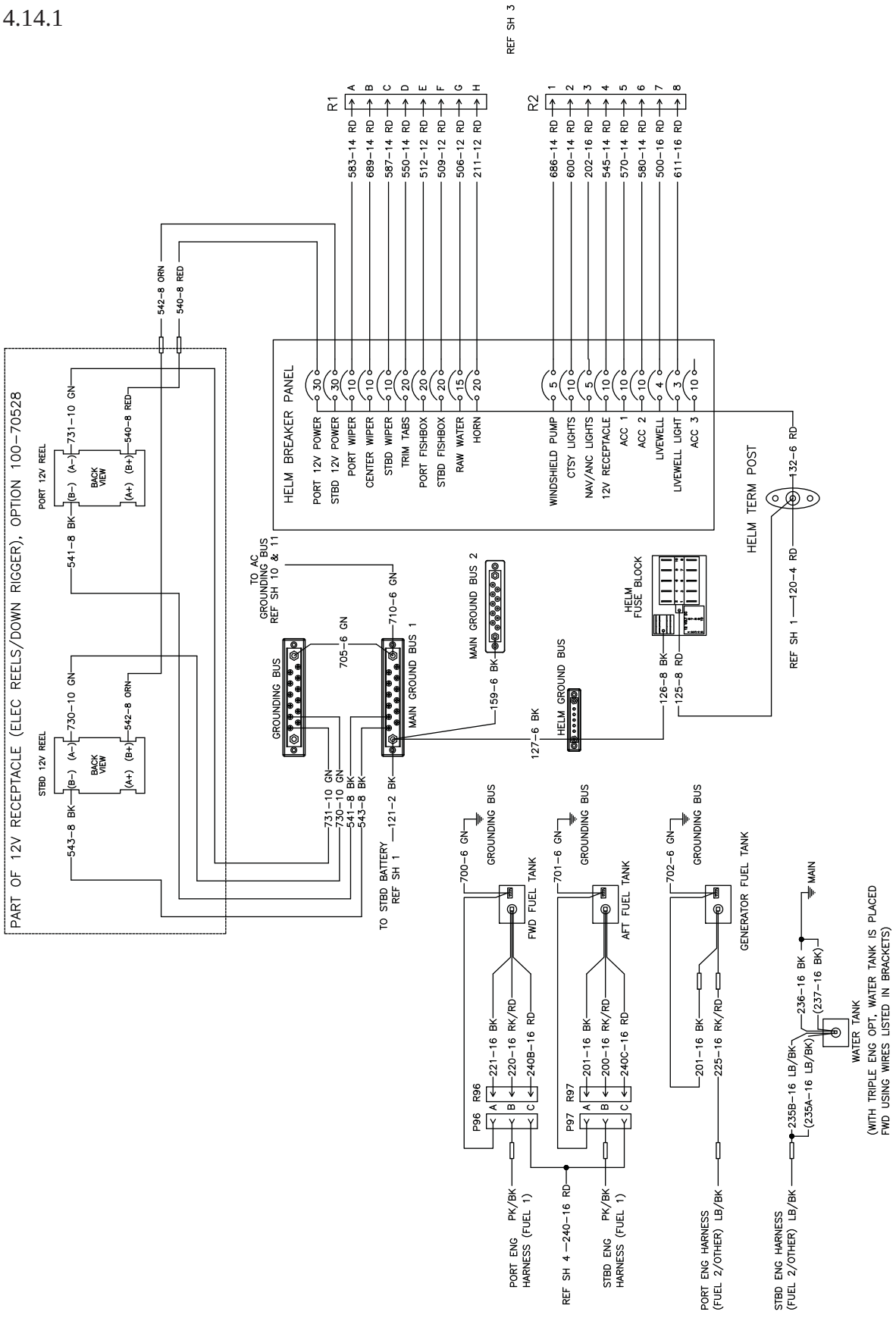
Wire Color Chart for DC and Special Circuit

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

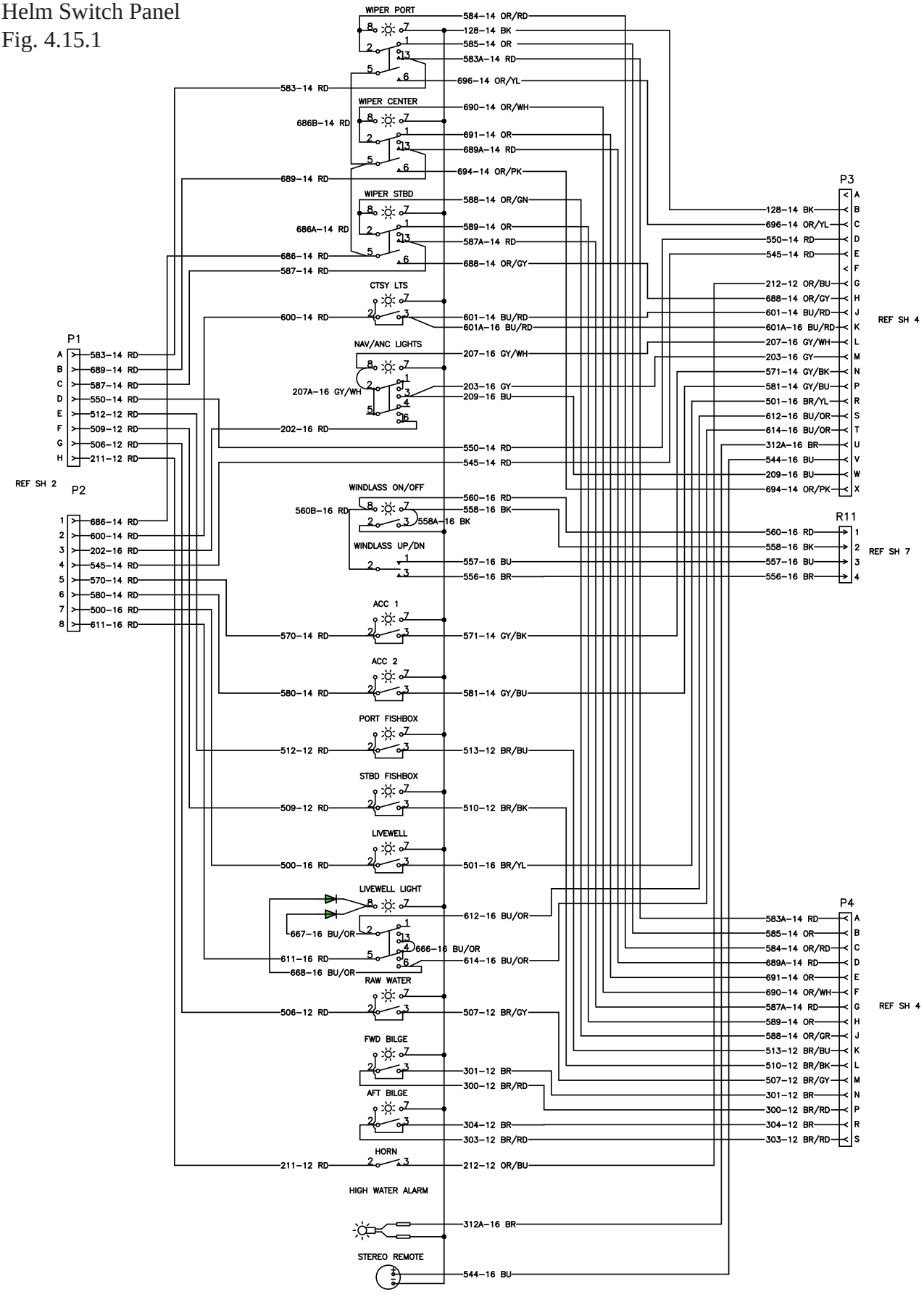
Battery Switch Panel
Fig. 4.13.1



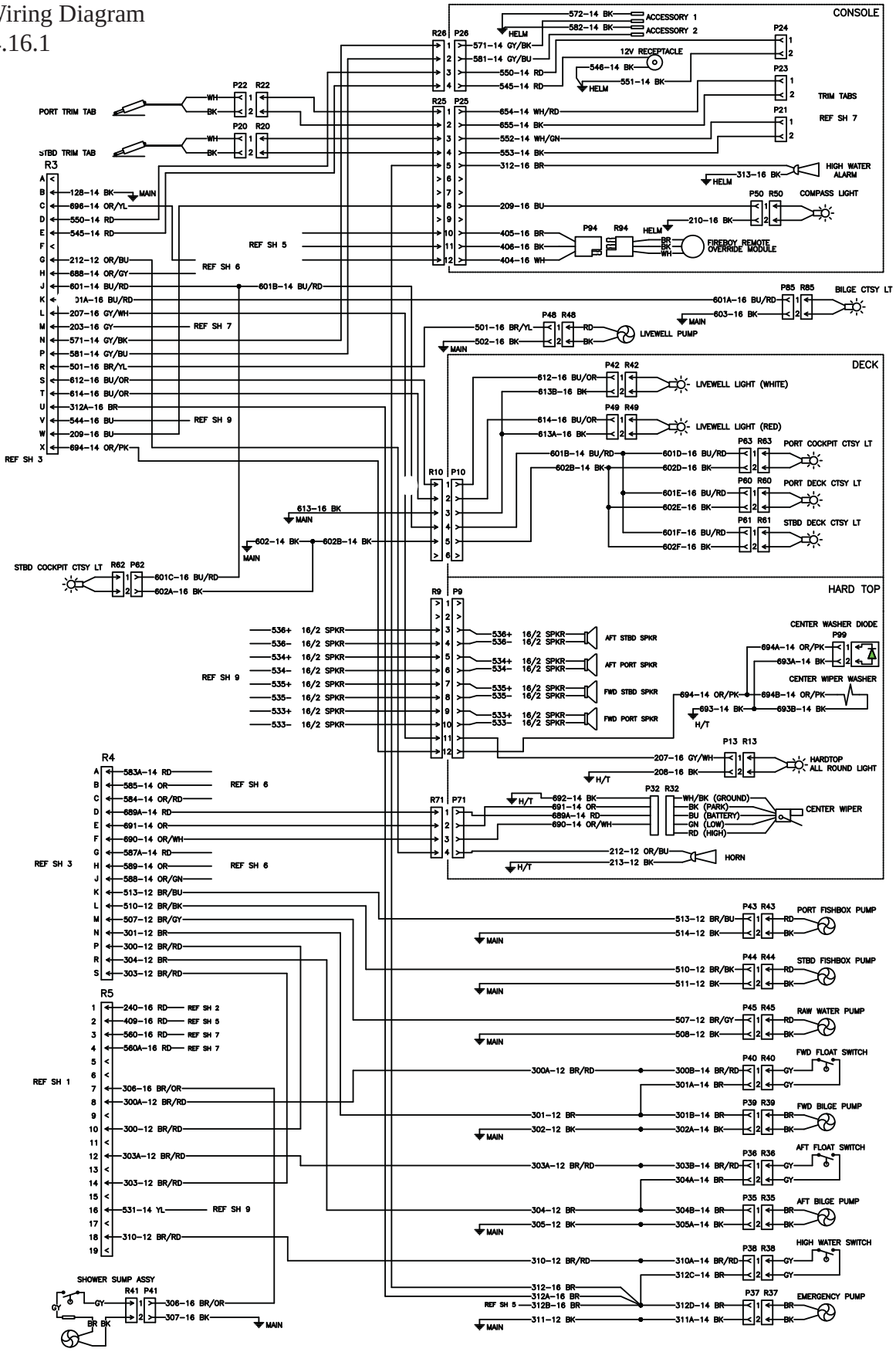
Helm Breaker Panel
Fig. 4.14.1



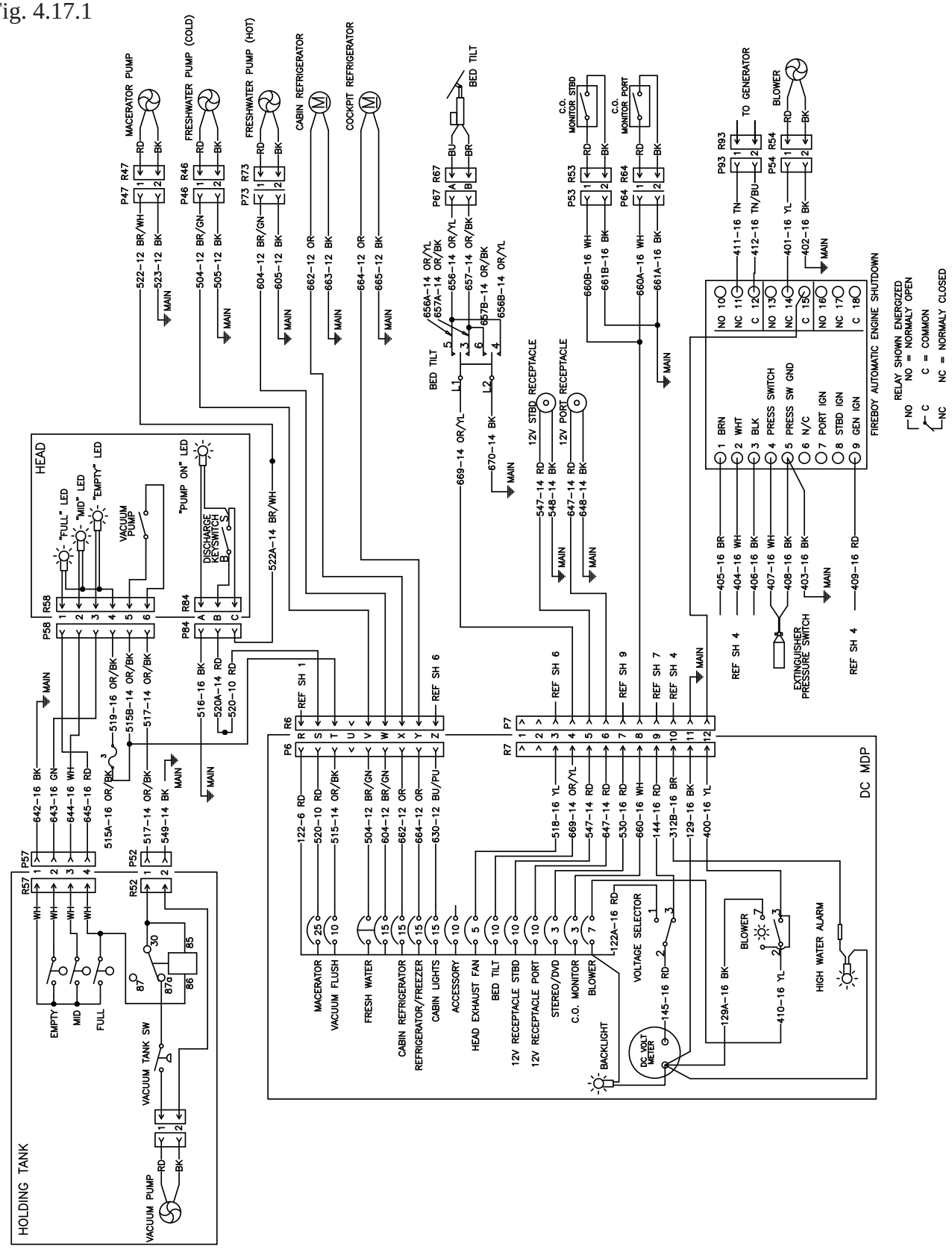
Helm Switch Panel
Fig. 4.15.1



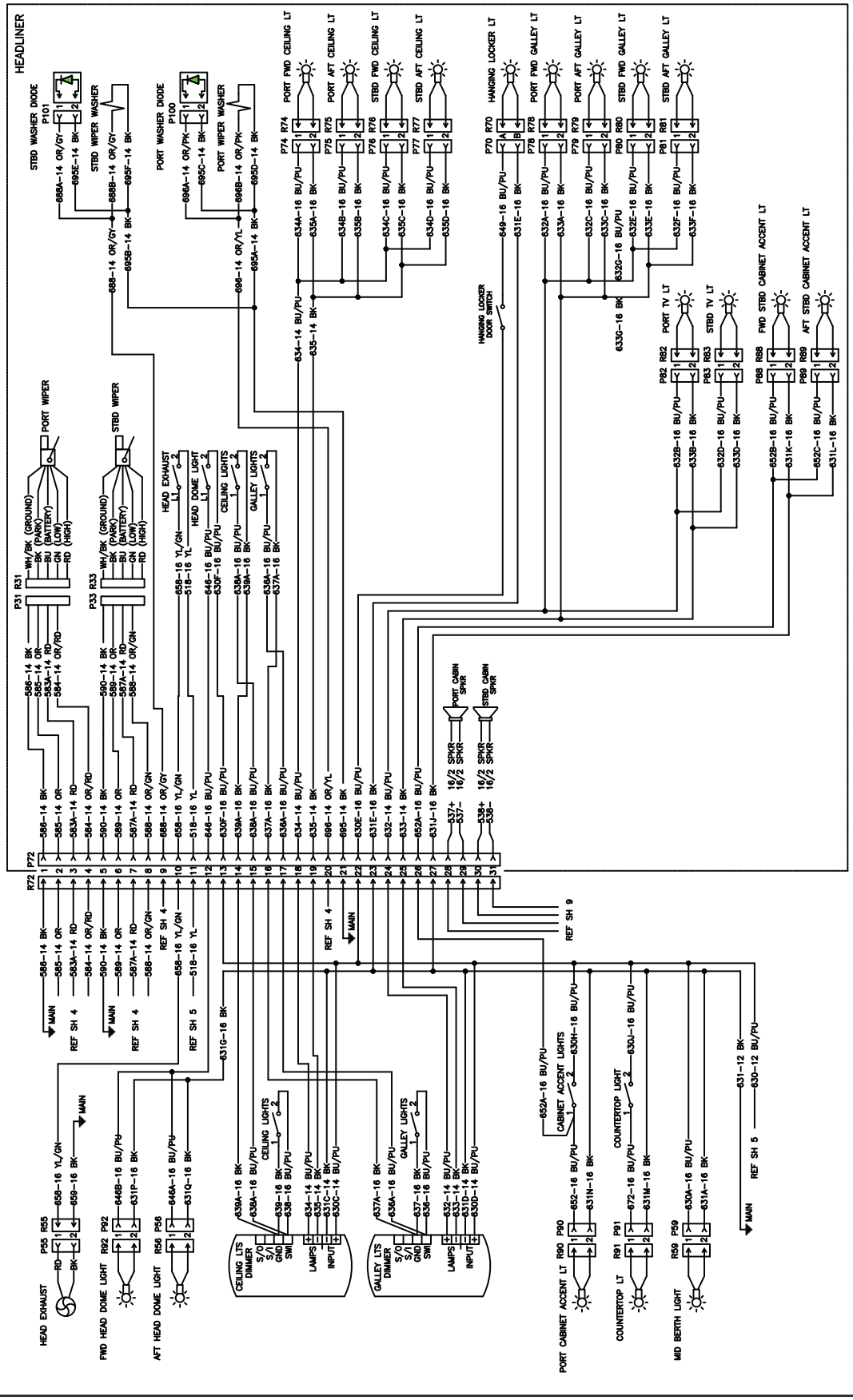
DC Wiring Diagram
Fig. 4.16.1



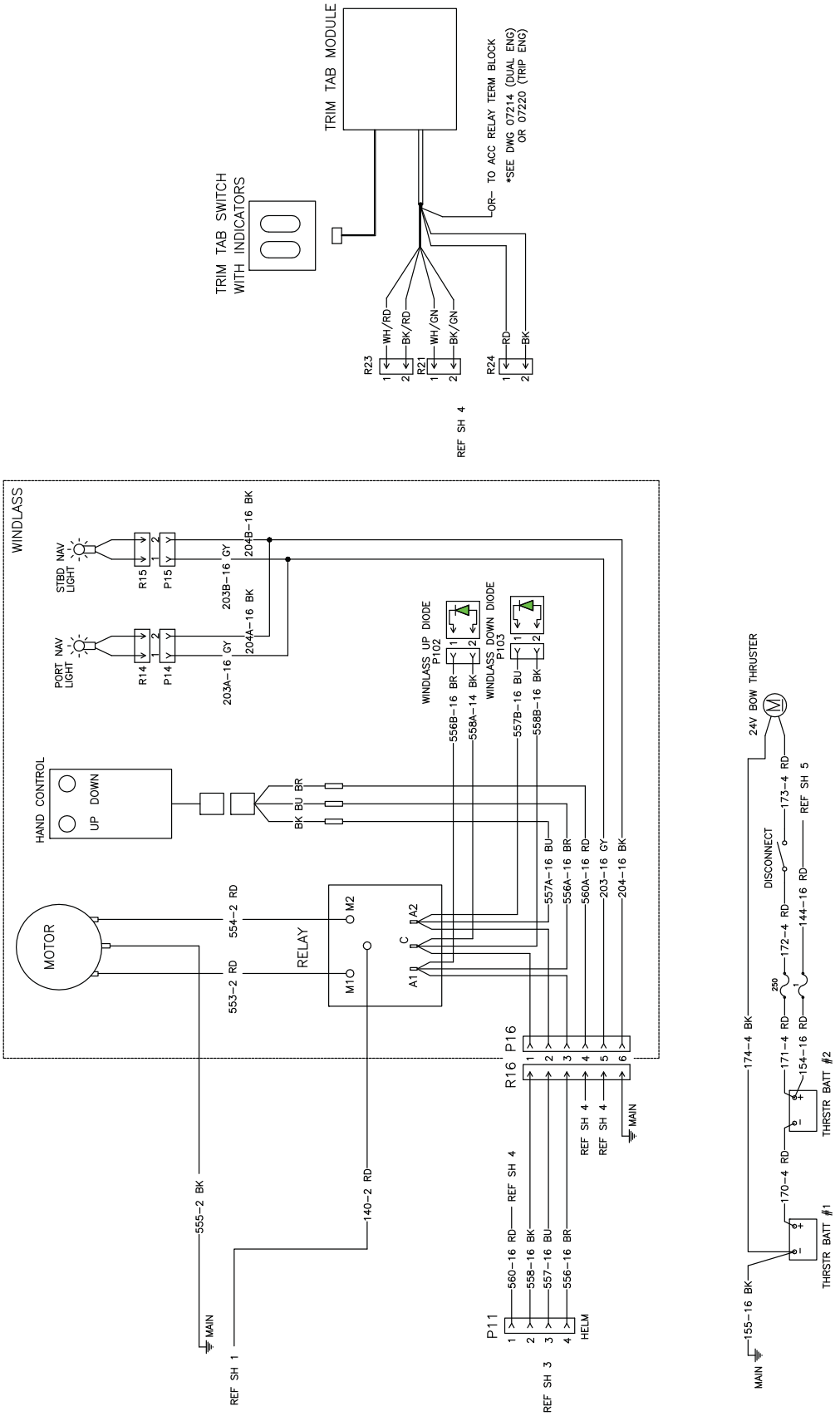
DC Breaker Panel
Fig. 4.17.1



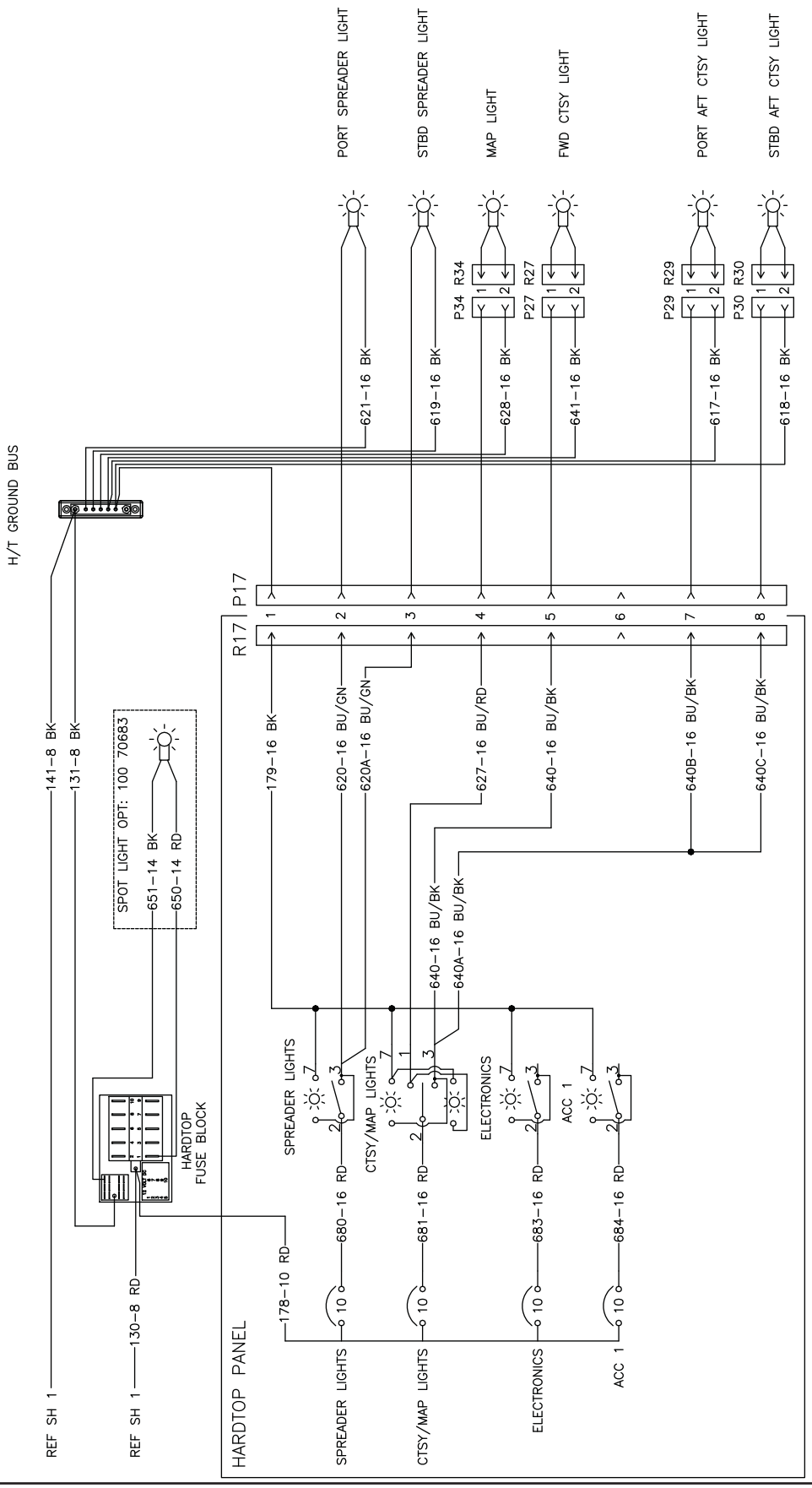
Lighting Schematic
Fig. 4.18.1



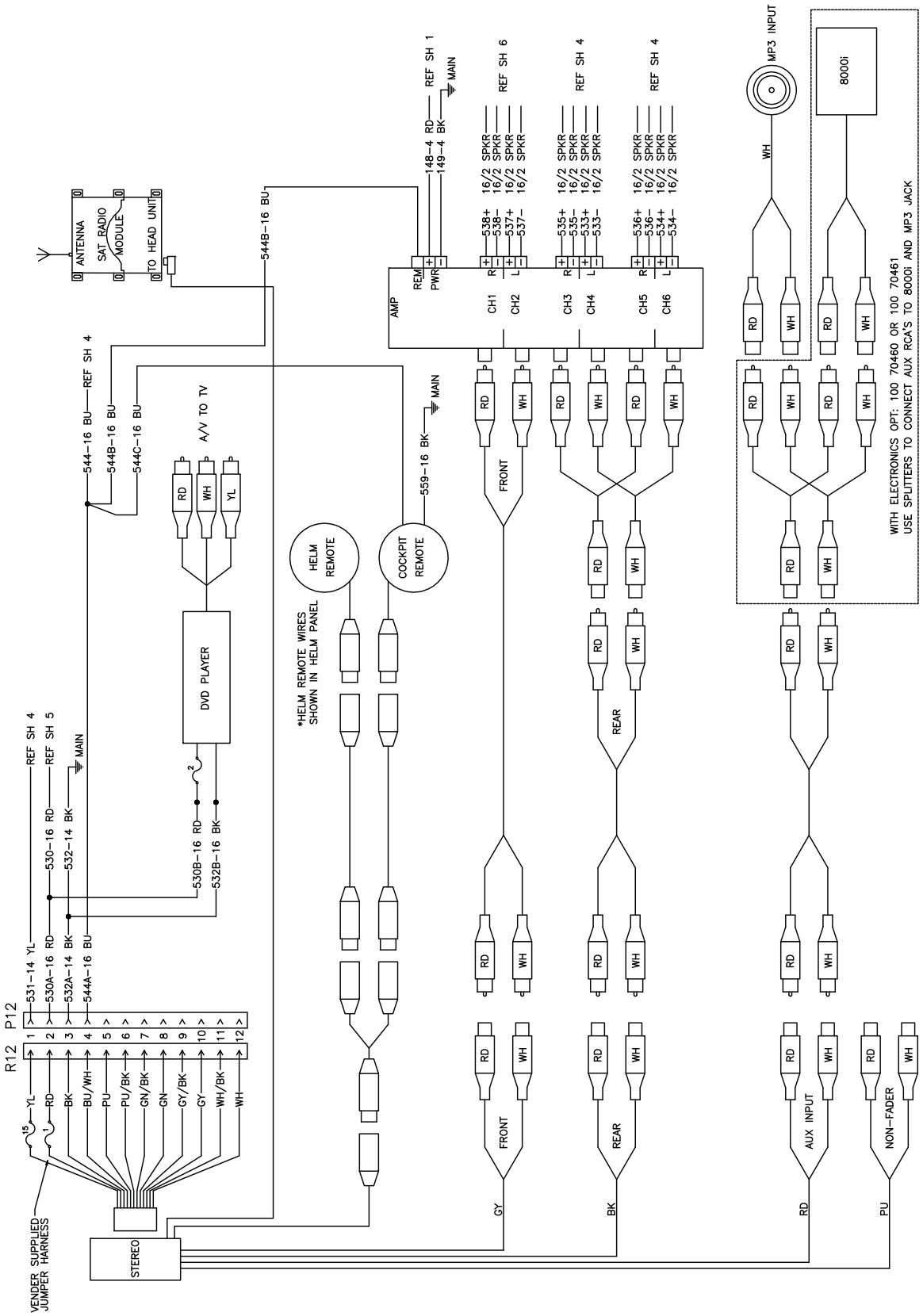
Windlass, Bow Thruster & Trim Tab Schematic
Fig. 4.19.1



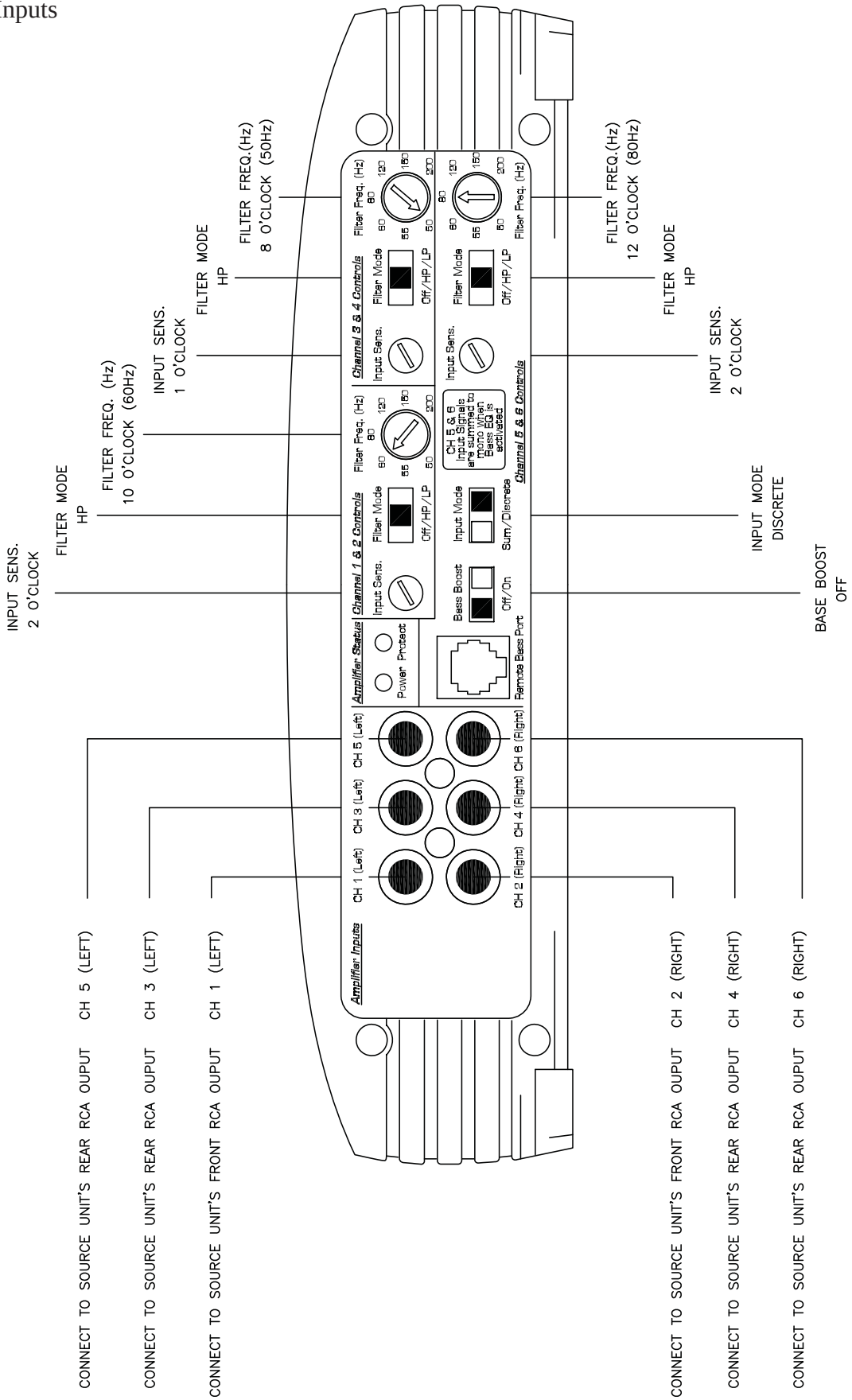
Hardtop Wiring Schematic
Fig. 4.20.1



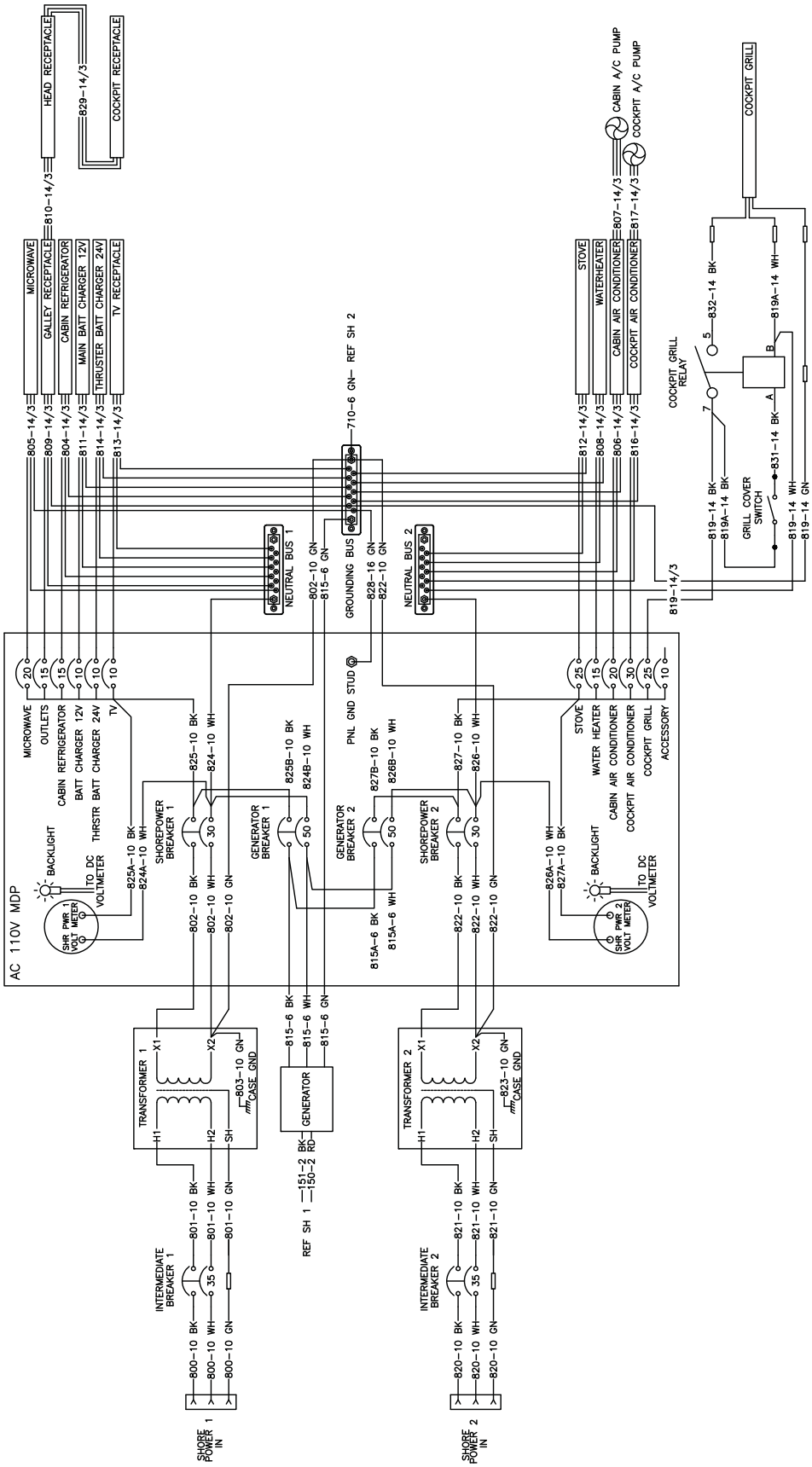
Stereo Diagram
Fig. 4.21.1



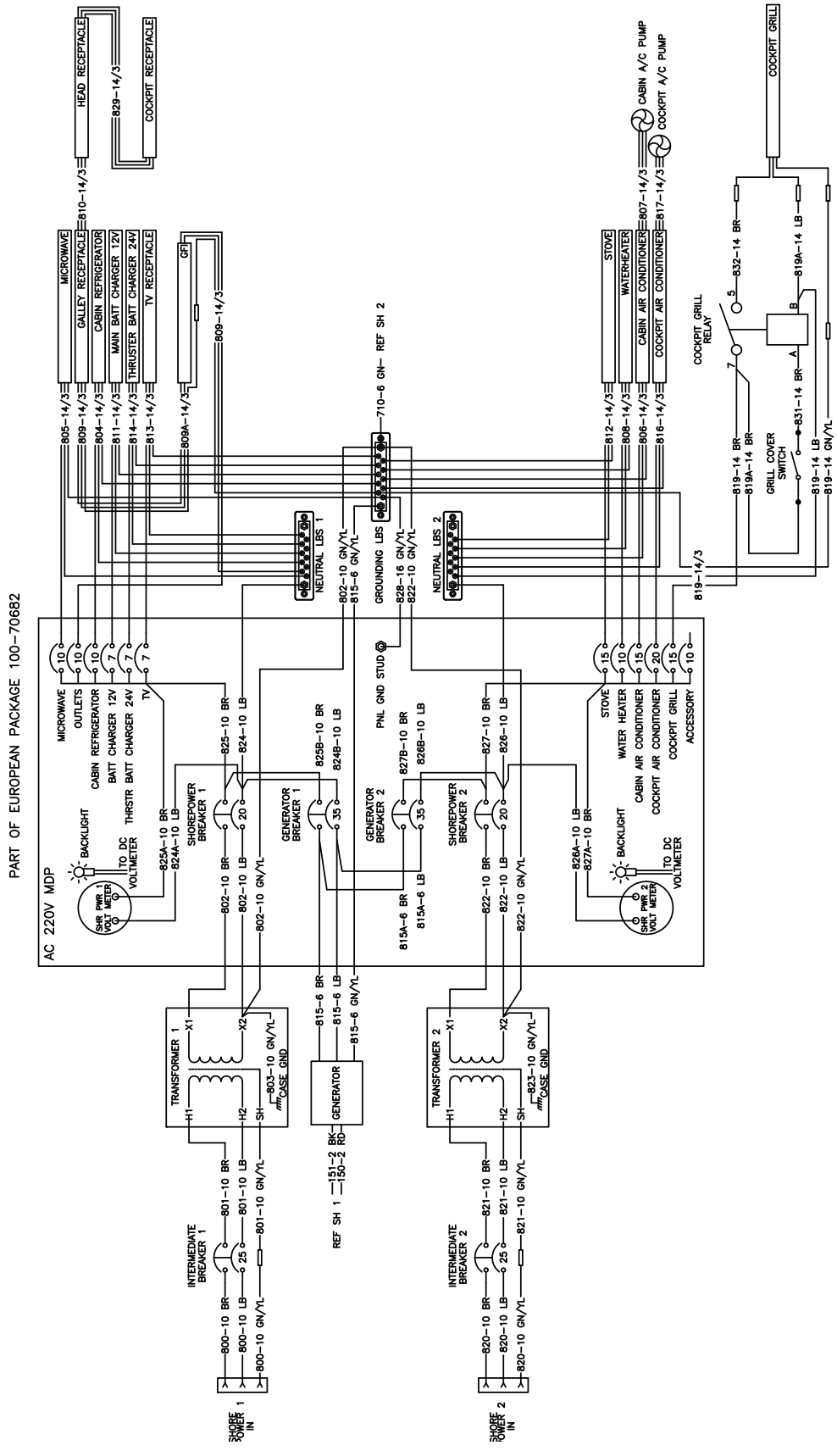
Amplifier Inputs
Fig. 4.22.1



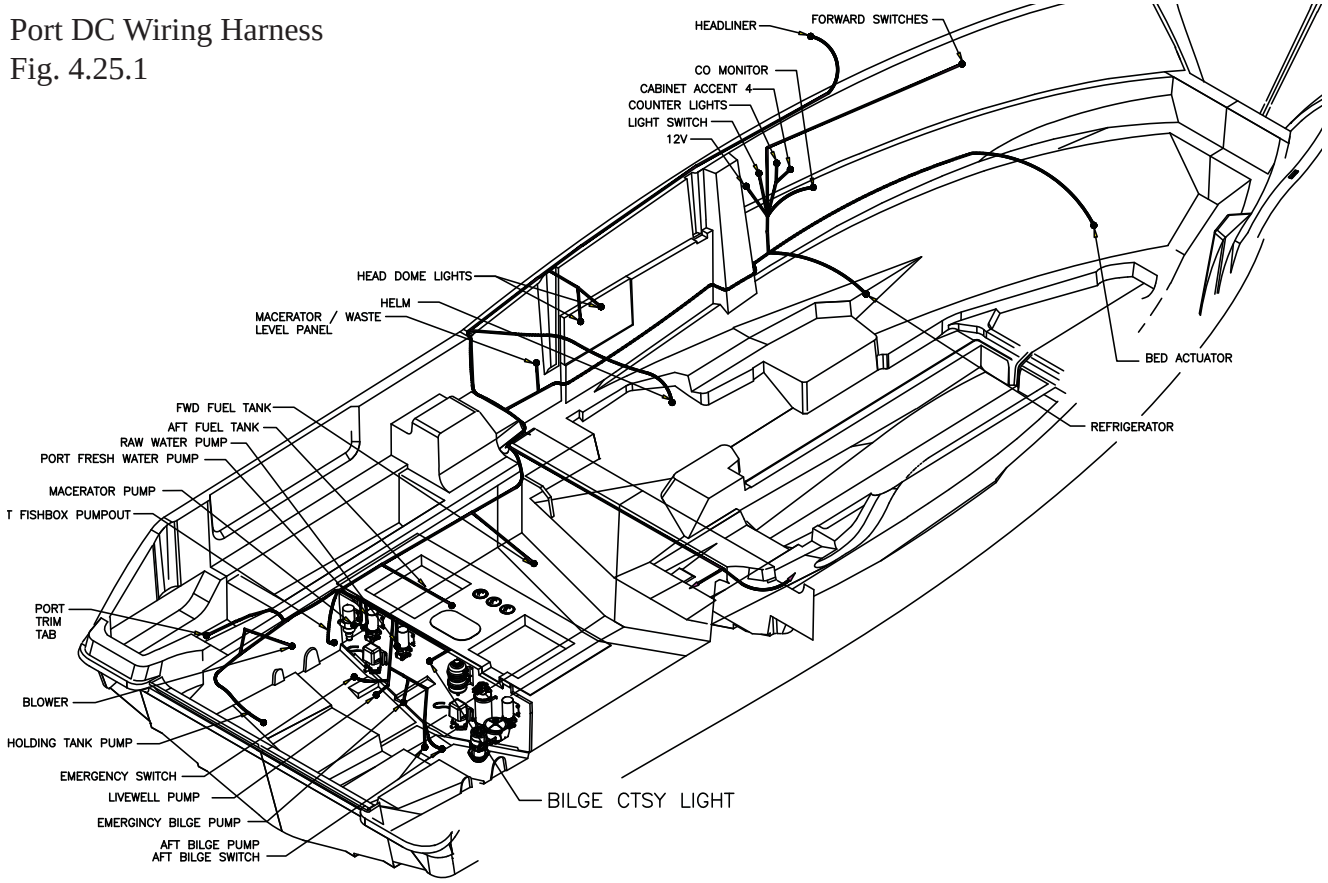
AC Breaker Panel (120V)
Fig. 4.23.1



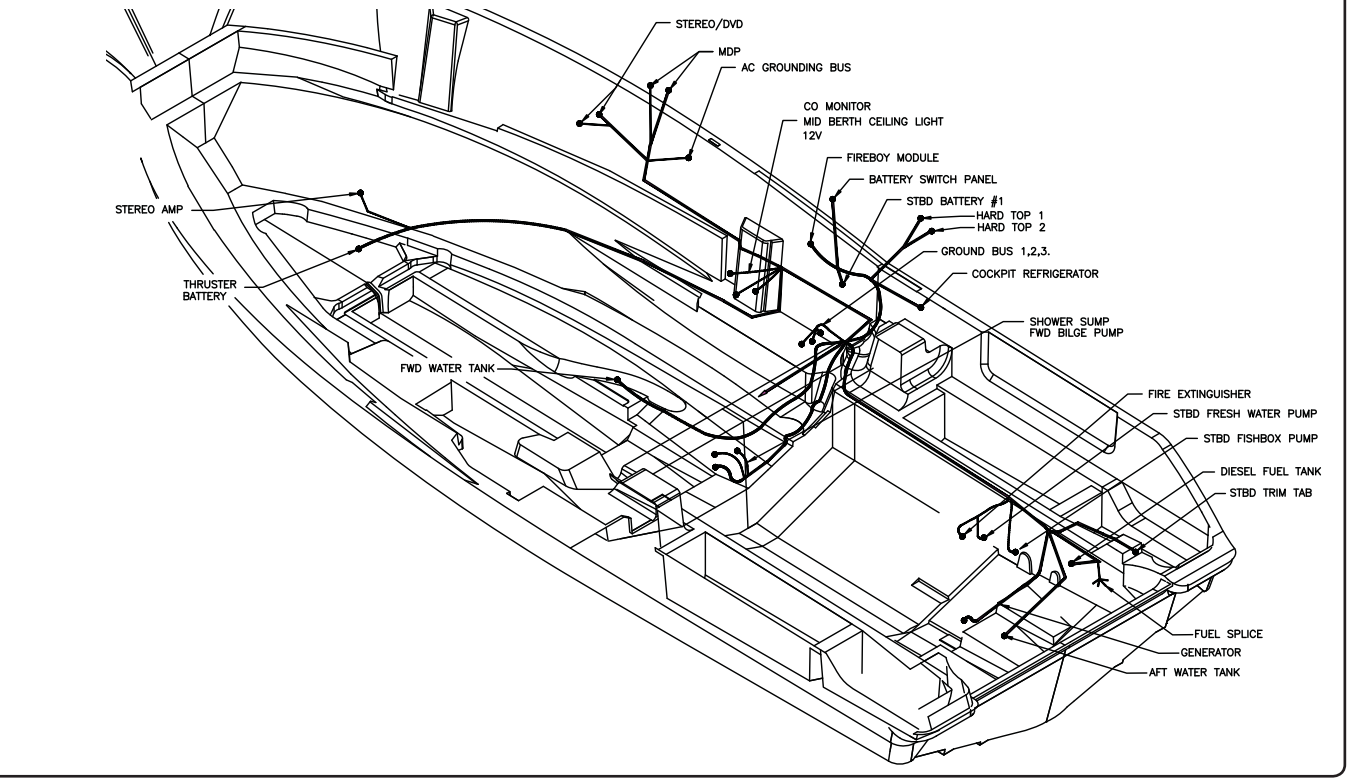
AC Breaker Panel (220V)
Fig. 4.24.1



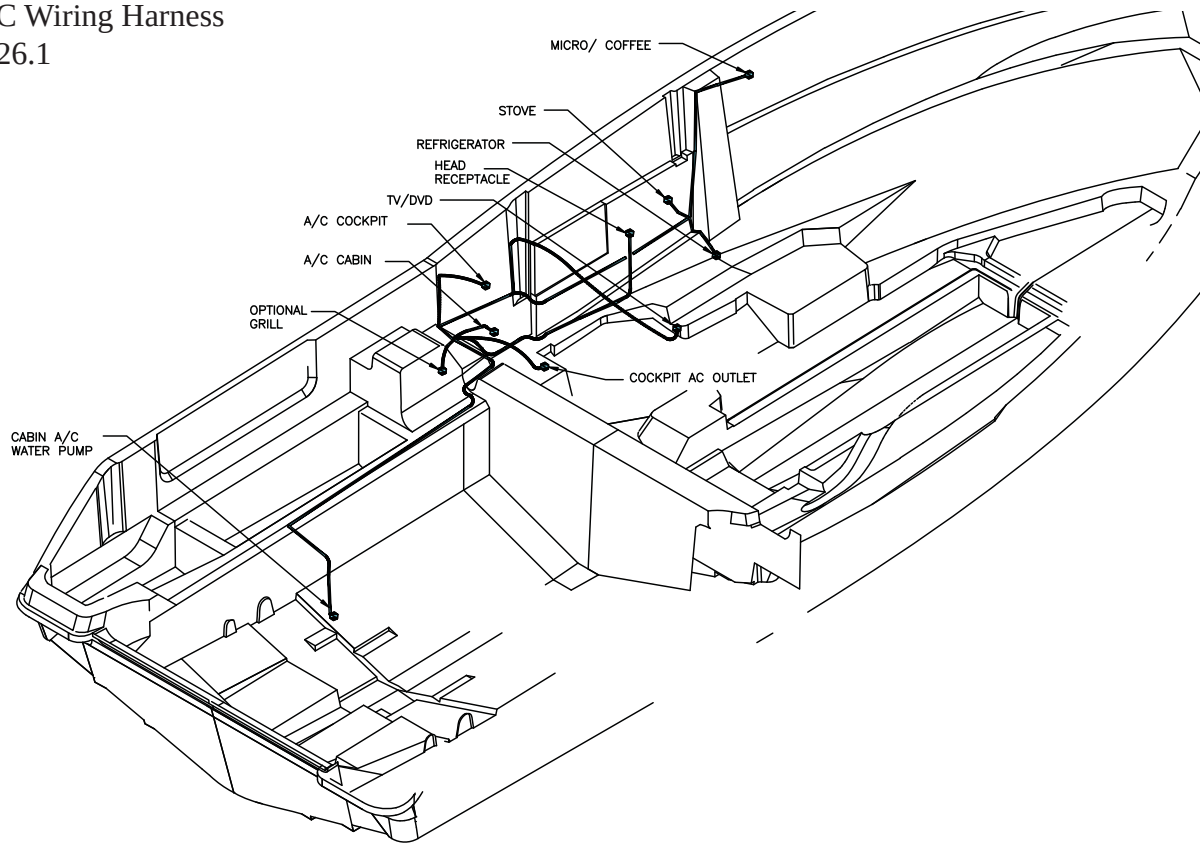
Port DC Wiring Harness
Fig. 4.25.1



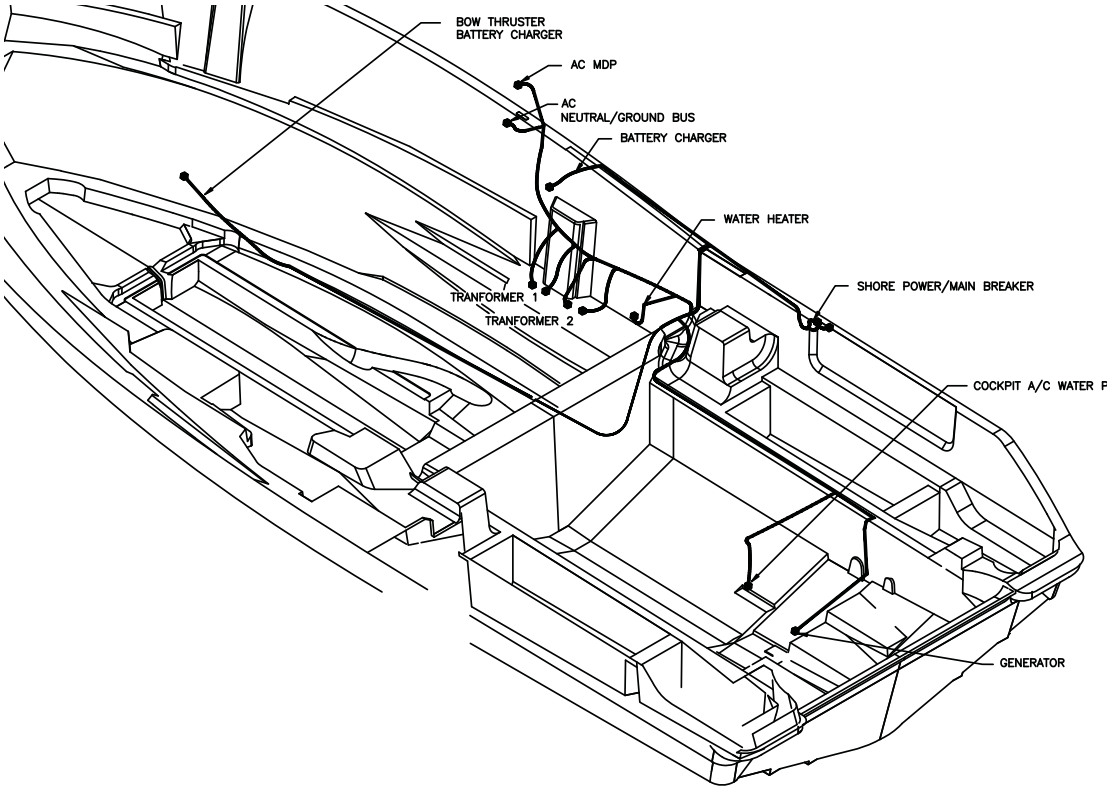
Starboard DC Wiring Harness
Fig. 4.25.2



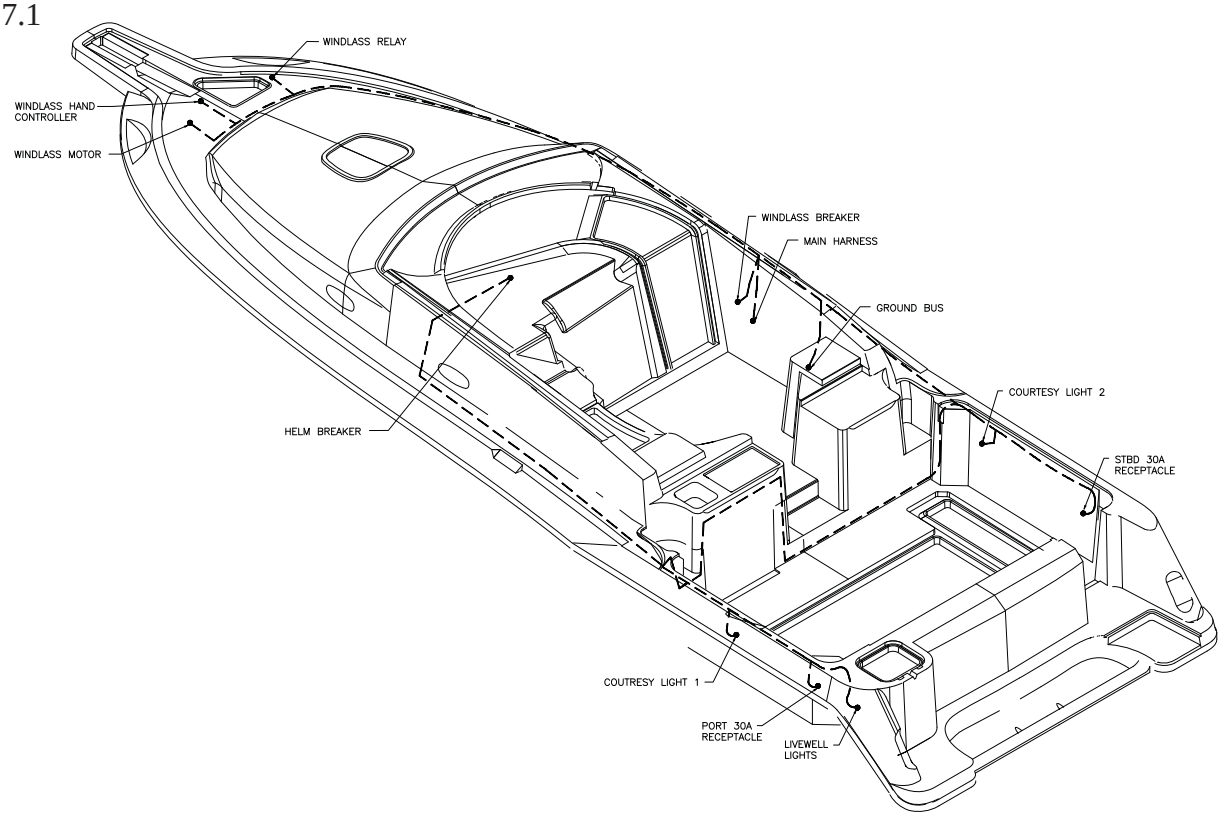
Port AC Wiring Harness
Fig. 4.26.1



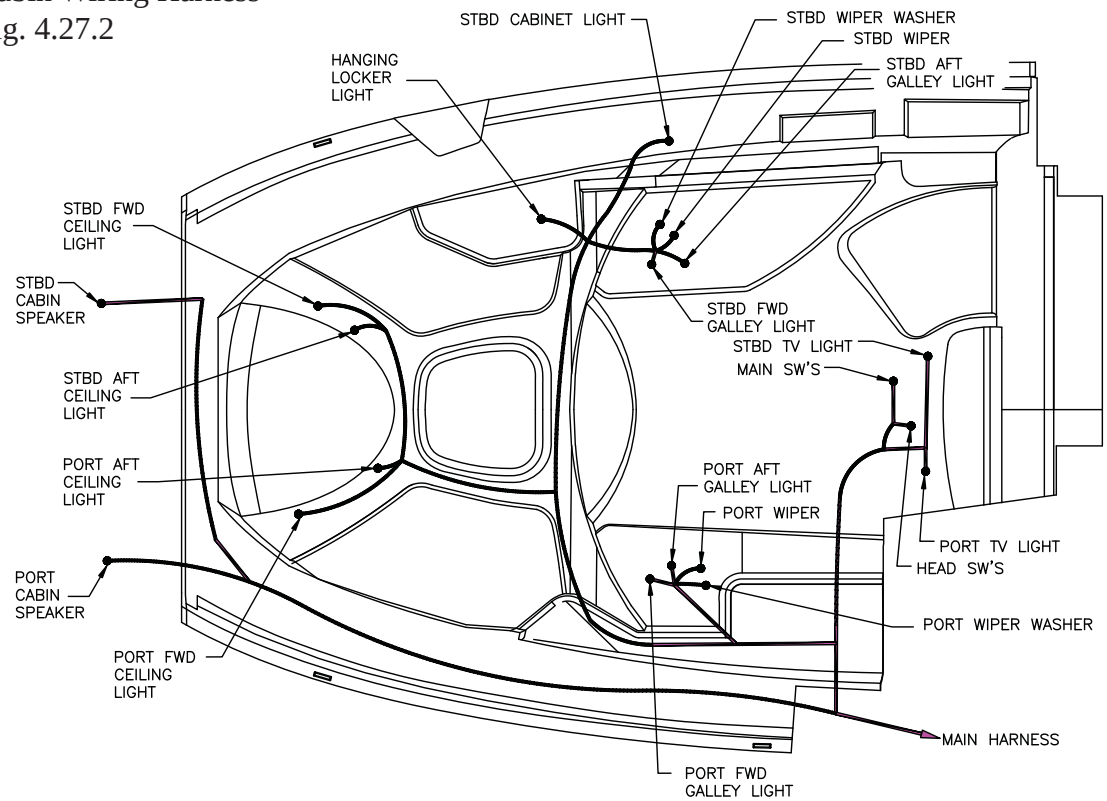
Starboard AC Wiring Harness
Fig. 4.26.2



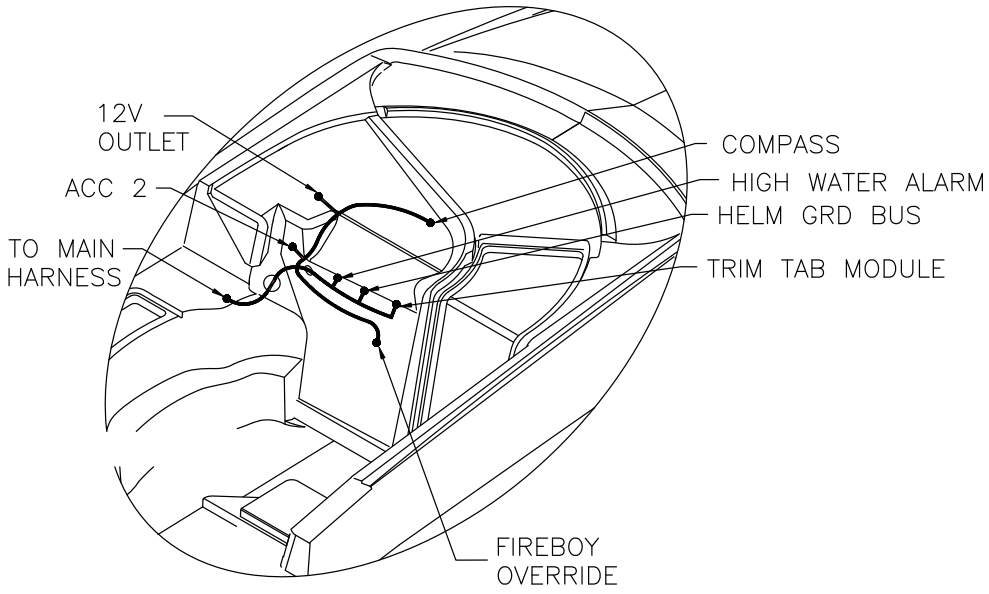
Deck Wiring Harness
Fig. 4.27.1



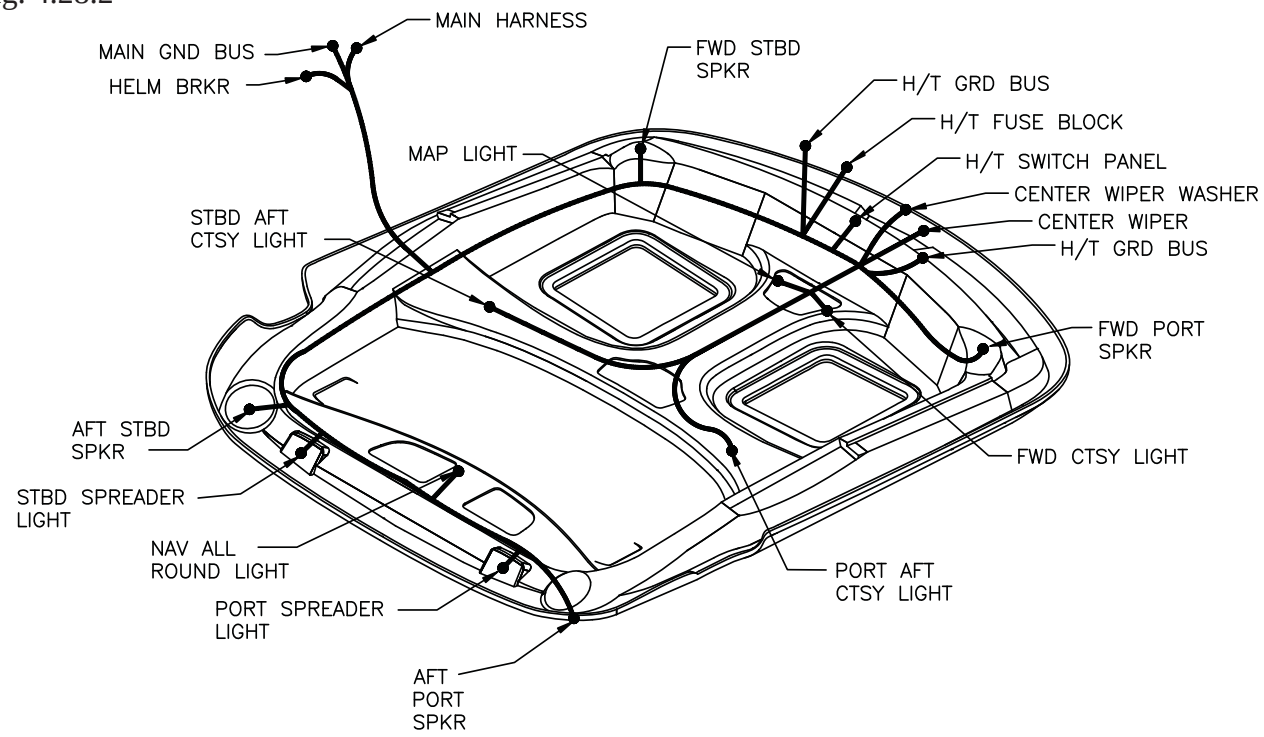
Cabin Wiring Harness
Fig. 4.27.2



Helm Wiring Harness
Fig. 4.28.1



Hardtop Wiring Harness
Fig. 4.28.2



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 neccessary 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.

Hull Maintenance

The hull of your boat needs to be cleaned regularily to prevent the build-up of dirt, grease and other contaminants. When staining from build-up does occur, there are cleaning agents that are recommended by the manufacturer for use on these stubborn stains.

NEVER use an abrasive cleaner to wash your boats hull.

NEVER use an abrasive pad to attempt to remove stubborn stains.

NEVER use strong solvents to clean.

Use care when covering your boat's surfaces. Tarps and other such covers can trap dirt and cause chafing. Tape or any other type of adhesives should not be applied directly to the gel coat surface. More information on care and maintenance of your boats hull can be found in the owners manual packet.

Hull Blistering

The 345 Conquest comes standard with a vinylester barrier coat which provides excellent protection against environmental conditions that lead to blistering. In fact, blistering is extemely rare with a vinylester barrier coat. The following information provides cause and prevention methods regarding blistering.

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 gel-coat and substrate; 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 occurance). 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-silecone 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

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.

⚠ 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 boat's hull.

⚠ 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.

Painting the bottom of your boat's 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 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 dont's after the painting is complete. If the hull bottom is already painted, you must be sure to test the paints 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 adversly affect the boats speed and perfomance. If your boat will spend most of the 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 you boats hull or recommendations on businesses that will paint your hull for you.

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 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.

Stainless Steel / Metal Trim

Your 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. Frequent routine cleaning of your stainless steel with a mild soap, water and cleaning wax will help maintain the finish.

- Wash with mild soap and cold or lukewarm water.
- Dry THOROUGHLY.
- Apply cleaning wax with soft, dry cloth.
- Allow wax to dry, then polish and buff.

DO NOT USE:

- Abrasive cleaners, detergents or abrasive pads, brushes or sponges.
- Chemicals, acids or cleaning products containing corrosive agents (no bleach!).
- Silver cleaners

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).

Vinyl Cushion Care

The vinyl cushions on your boat 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 upholstry 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 a durable vinyl material called OMNOVA and is 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 liklihood of using solvents may be necessary.

Read 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 a conspicuous section of the affected vinyl. Keep all solvents away from open flame and any other forms of ignition.

Karadon™ Solid Surface Countertops

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

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

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

DO NOT:

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

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

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

FOR MORE INFORMATION, CONTACT KARADON™ CUSTOMER SERVICE AT 1-800-KARADON (1-800-527-2366).

MIRAGE Hardwood Floor

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

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

DO NOT:

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

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

FOR MORE INFORMATION, CONTACT THE TECHNICAL SERVICE DEPARTMENT AT 1-800-463-1303

TEAK Cabin Steps

The cabin steps in your boat are constructed with natural teak which requires virtually no maintenance beyond a frequent wash down with water.

Teak expands when wet and shrinks when dry. If allowed to dry completely, the caulking (black stripes) between the planks has to expand as the teak dries putting the mating surfaces under stress.

A salt water washdown is best because as it dries it leaves a fine salt deposit which will absorb moisture out of the air and help keep the wood from drying out. It also reduces mildew and algae growth. If salt water is not readily available, fresh water is better than none.

Let the sun bleach the teak to that greyish white surface- that is how it is supposed to look! However, if on a rare occasion you would like that

honey colored look for a few days, Apply a small amount of oil to bring out the color. DO NOT SAND! Teak that has been exposed to the sunlight for 10 years without any maintenance has beautiful oily wood 1/100th of an inch below the surface. A small amount of oil to bring it out will do no harm.

- **NEVER** sand teak surfaces. Sanding will ruin the natural non-slip quality and require future re-sanding as the soft surfaces of the wood wear out more quickly.
- **NEVER** varnish teak surfaces. The varnish will not stick because of the natural oils in the teak. The varnish will discolor and make a nasty ugly mess.
- **NEVER** use chemicals on a teak surface. Most chemicals will remove the natural teak oil and increase cleaning frequency.

Canvas Care & Maintenance

NOTICE

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

Moisture, dirt, chemicals from industrial fallout (i.e. acid rain), heat ultrviolet rays and salt water are factors that will accelerate the degredation of canvas. These elements can do serious damage if left unchecked. 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 your canvas manufacturer'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. **The canvas should be cleaned without being removed from the installation.**

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.

DO NOT fold or store any of the canvas pieces while wet. All canvas should be rolled or folded when dry and stored in a clean, dry space.

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.

Clear Vinyl (Acrylic)

NOTICE

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

The above substances will attack the surface of the vinyl.

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

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

NOTICE

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

Storing Clear Vinyl

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

Cleaning The Control Station

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

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

Cleaning Windshield

When washing your windshield never use abrasive powders, gritty cloths or steel wool. Use lukewarm water and a squeegee to remove surface dirt. Always use a damp cloth or a chamois when drying.

Long Term Storage / Winterization

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.

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.

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.

Remove and store the engines in an upright position to promote adequate drainage of water.

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.

NOTICE

Store the batteries in a cool, dry location and periodically check the batteries during storage.

Electrical System

The batteries should be removed from the boat by first removing the negative (-) cable, then the positive (+) cable.

After removal the batteries should be fully charged. Clean the external surface of the battery and check all water levels before and after charging.

Grease battery terminals and bolts on the cable ends.

Fuel System

Tank(s), hoses and fuel pumps 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..

Water System

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

Trailer Storage

If you will be storing the boat for an extended amount of time on a 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 maintenence of you trailer.

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

MAINTENANCE LOG

DATE	ENGINE HOURS	SERVICED BY	MAINTENANCE PERFORMED