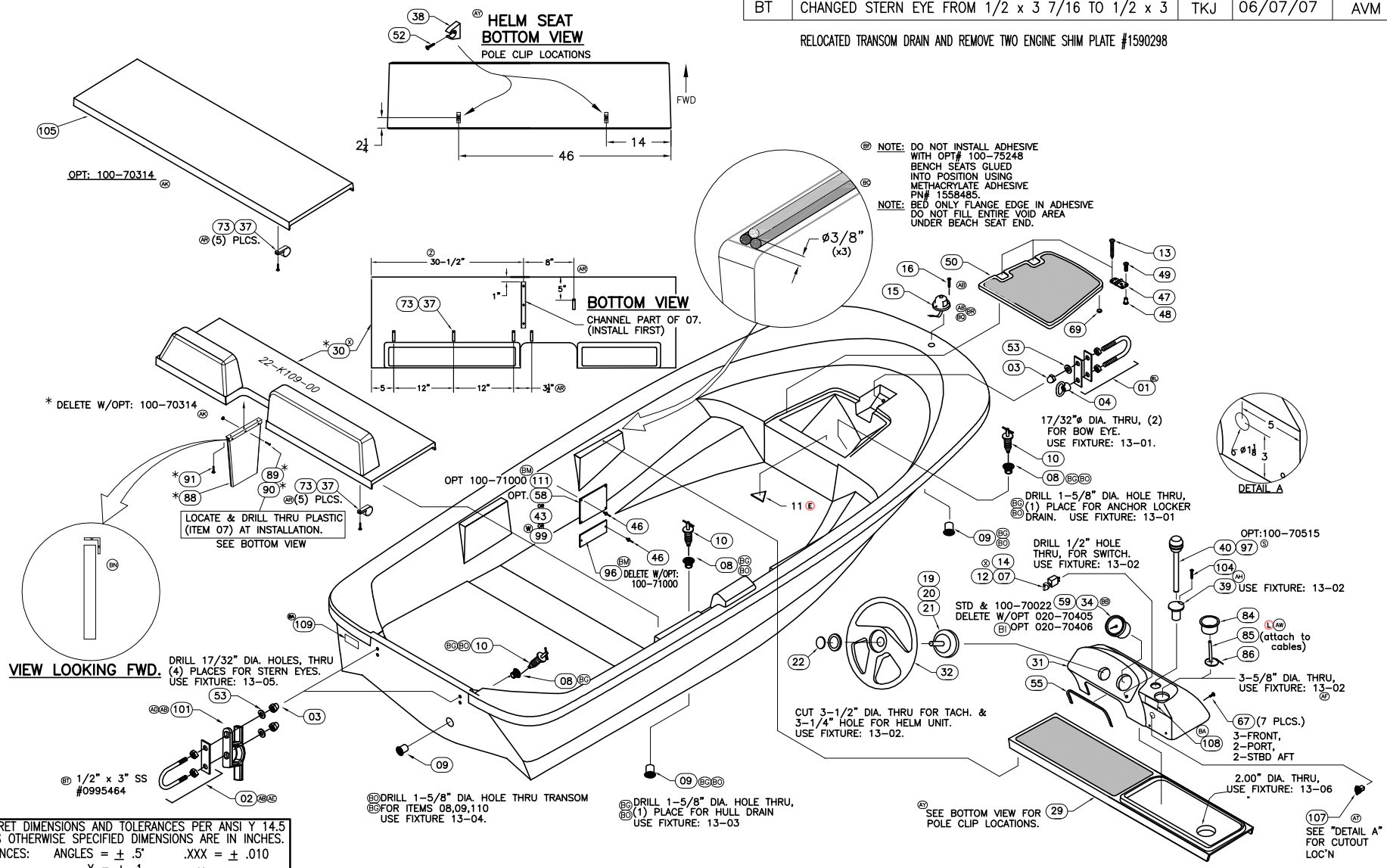
DWG. NO:	REV.	CURRENT ECD
06100	BT	07064364

REVISIONS

REV.	DESCR.	BY	DATE	APPVD.	ECN NO.
BR	CHANGED PART NO. & DESCRIPTION FOR ITEM #15 & SHEETS 1 & 4. WAS 1888324	SLJ	03/26/07	AVM	07034076
BS	RELOCATED TRANSOM DRAIN AND REMOVE TWO ENGINE SHIM PLATE #1590298	SLJ	03/26/07	AVM	07013914
BT	CHANGED STERN EYE FROM 1/2 x 3 7/16 TO 1/2 x 3	TKJ	06/07/07	AVM	07064364

RELOCATED TRANSOM DRAIN AND REMOVE TWO ENGINE SHIM PLATE #1590298



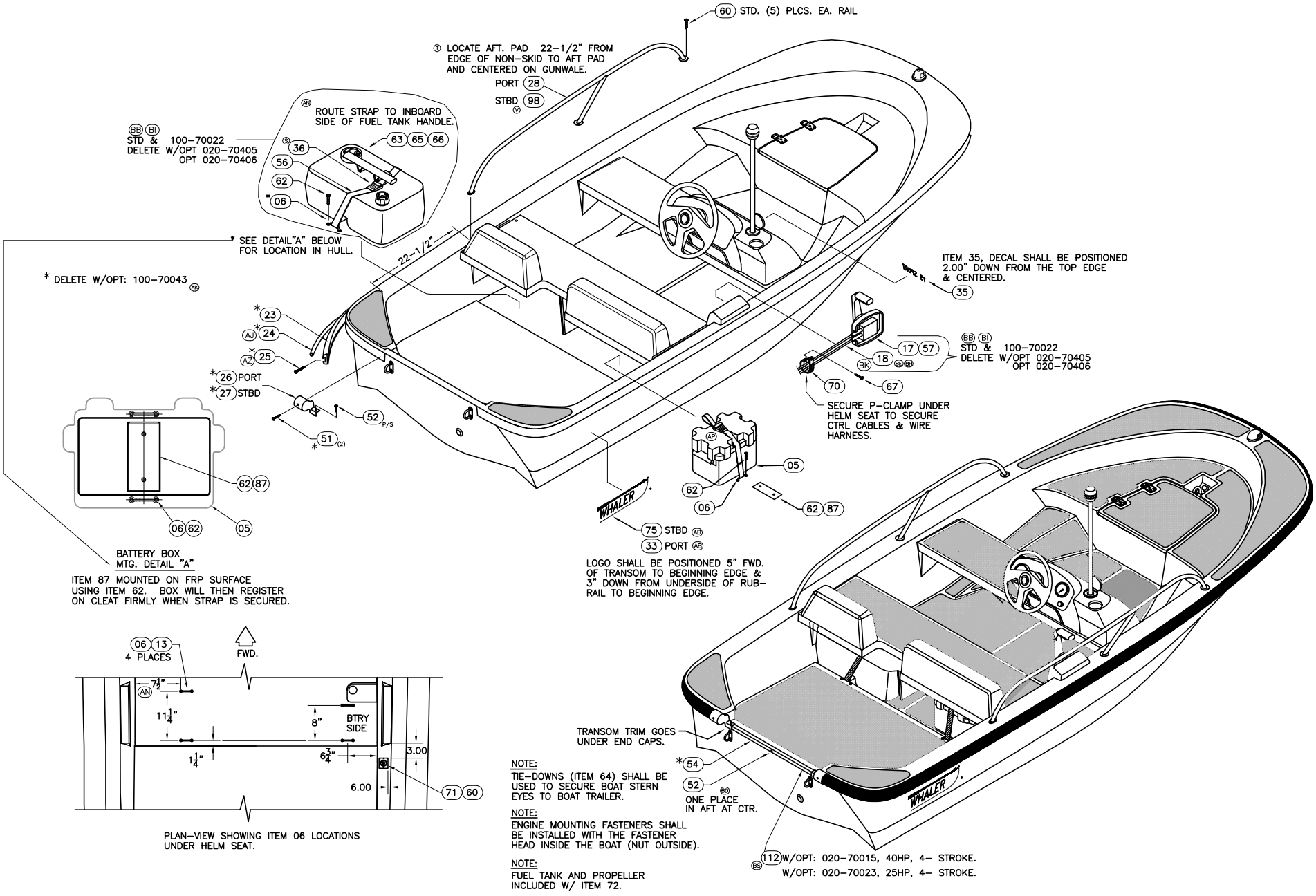
INTERPRET DIMENSIONS AND TOLERANCES PER ANSI Y 14.5
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES.
TOLERANCES: ANGLES = ± .5° .XXX = ± .010
.X = ± .1 X/X = ± 1/16
.XX = ± .03
DO NOT SCALE DRAWING

BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

CHECKED: J. MILLER	DATE: 7/16/99	DRAWN: R DURHAM	DATE: 07/16/99	SCALE: NONE	
APPD: S. WOOD	DATE: 7/16/99	DWG. TITLE: HULL CUTOUTS AND ASSEMBLY			
DESIGN: S. WOOD	DATE: 7/16/99				
INT. ENG: M. MITCHELL	DATE: 2/16/01				

BOAT MODEL	MOLD NO.
130SP	18J91901
INIT. REL. ECN NO: 2118	DWG. NO: 06100
	SHT. NO. 1 OF 4

DWG. NO:	REV.	CURRENT ECD
06100	BT	07064364



BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

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DO NOT SCALE DRAWING

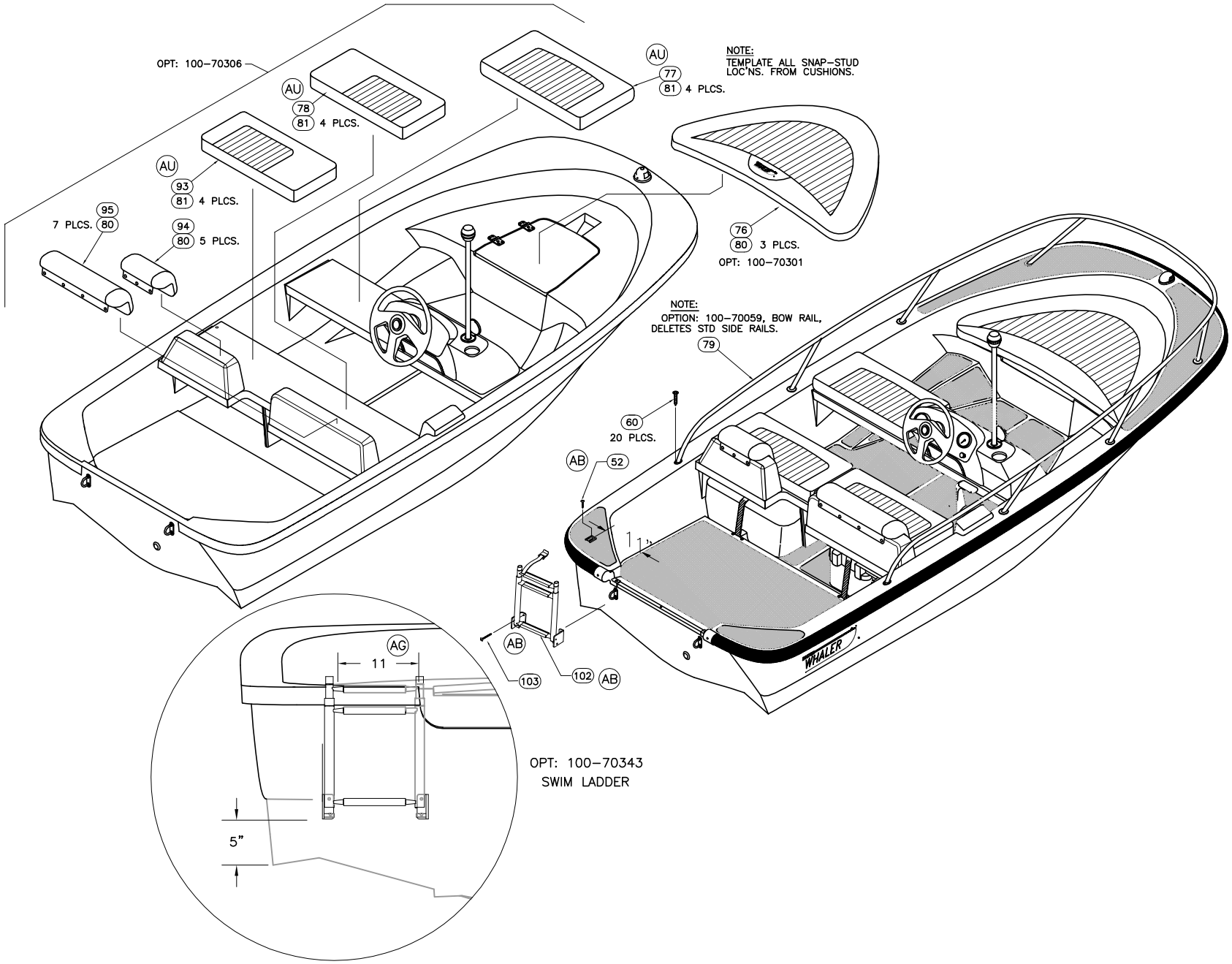
DRAWN: R DURHAM	DATE: 07/16/99	SCALE: NONE

DWG. TITLE: HULL CUTOUTS AND ASSEMBLY

BOAT MODEL	MOLD NO.
130SP	18J91901

INIT. REL. ECN NO:	DWG. NO:	SHT. NO.
2118	06100	2 OF 4

DWG. NO:	REV.	CURRENT ECD
06100	BT	07064364



BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

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DO NOT SCALE DRAWING

DRAWN: R DURHAM	DATE: 07/16/99	SCALE: NONE

DWG. TITLE:
HULL CUTOUTS AND ASSEMBLY

BOAT MODEL	MOLD NO.
130SP	18J91901

INIT. REL. ECN NO:	DWG. NO:	SHT. NO.
2118	06100	3 OF 4

DWG. NO:	REV.	CURRENT ECD
06100	BT	07064364

BILL OF MATERIAL

ITEM	QTY.	U/M	DESCRIPTION	B.W.I. NO.	
01	1	EA	EYE, BOW 1/2"X 6 3/8" SS	1852410	BL
02	2	EA	EYE, STERN 1/2"X 3" SS	0995464	AB AE AM BT
03	5	EA	NUT, ACORN 1/2-13 SC	1662402	
04	1	EA	EYE, LIFTING 1/2" SS	1750949	AA
05	1	EA	HOLDER, BATTERY GR24 FULLY ENCLOSED	0650598	
06	4	EA	BRACKET BATT HOLDDOWN 1.25"	1042837	
07	1	EA	LABEL, BW-03 ANCH/OFF/NAV	1746094	Q X
08	3	EA	THRU-HULL. MARELON BW-06 SHORT MALE	1806031	BC BO
09	3	EA	THRU-HULL. MARELON BW-06 SHORT FEMALE	1806032	BC BO
10	3	EA	PLUG, BRASS 1" DRAIN TURN-TITE	0133371	BC BO
11	1	EA	COVER, POLY STY TRIANGLE POUR HOLE WHLR WHT	1814520	E BP
12	1	EA	KNOB, ROTARY SW NAV BLK/BLK	1733593	Q
13	4	EA	SCREW, TAPPING #10A x 1" POH	1008507	
14	1	EA	SWITCH, ROTARY 3-POS ANCH-OFF-NAV	1719020	Q
15	1	EA	LIGHT, NAV COMBO BOW CHR 2 3/8"X 7/8"	0860734	AB BO BR
16	3	EA	SCREW, TAPPING #4A X 1" PPH SC	1010636	AB
17	1	EA	CONTROL, SIDE MNT REMOTE 14 PIN 15'	1802560	AS
18	2	EA	CABLE, CNTRL MERC GEN I PLAT 9'	1848852	AV BB BE BH BK
19	1	EA	STEERING, HELM NFB SINGLE	0626143	
20	1	EA	STEERING, BEZEL 90DEG NFB SGL	0626150	
21	1	EA	STEERING, CABLE NFB W/ENDS 11'	0677625	
22	1	EA	EMBLEM, BW STEERING WHEEL CAP	1367572	
23	1	EA	RUBRAIL, PLASTIC CHAR 33'	1020908	H
24	1	EA	INSERT, RUB RAIL CHAR FLEX 34.5'	1758823	AJ
25	61	EA	SCREW, TAP #10A X 1.5" W/STP EPXY ORNG PFH SC	1814515	AZ
26	1	EA	CAP, RUB RAIL END PORT BLK	1314160	
27	1	EA	CAP, RUB RAIL END STBD BLK	1314178	
28	1	EA	RAIL, SIDE PORT BW130SP-03 SS	1733757	V
29	1	EA	FIBERGLASS PART, BENCH SEAT FWD	22-J918-00	G J Y
30	1	EA	FIBERGLASS PART, HELM BENCH SEAT	22-K109-00	G J Q Y
31	1	EA	FIBERGLASS PART, CONSOLE	22-J907-00	G J
32	1	EA	STEERING WHEEL, MODEL 103 BLK	1261346	
33	1	EA	DECAL, BW-04 LOGO 20" RED PRT (DRIP MOLD)	1752937	AB
34	1	EA	GAUGE, TACH MERC FLAGSHIP	1032820	
35	1	EA	DECAL, BW-04 130SP GRY (DRIP MOLD)	1753495	I AB
36	1	EA	UPH PARTS, BUCKLE 1" SIDE RELEASE M/F BLK	0871004	S
37	5	EA	SCREW, TAPPING #8 x 5/8" PTH SC	1010925	AH AR
38	1	PR	CLIP, POLE STRG BLK - MAST LIGHT	0590646	
39	1	EA	LIGHT, NAV STERN BASE RND CHR	0331751	AH
40	1	EA	LIGHT, NAV A/R STERN 42"STRAIGHT BLK	1733398	P Q
41	1	EA	SUPPLEMENT, OWNER'S MANUAL BW 13' SP	1415199	** C
42	1	EA	DIAGRAM, WOOD LOCATION BW130SP-00	1259753	**
43	1	EA	PLATE, NMMA 02-BW130SP	1619774	I
AX 44	1	EA	O/B, MERC 40 ELPT 4-STROKE EFI 20"SHAFT SW	1753184	**
AX 45	1	EA	PROP, 10 1/4"X 14" ALUM BLK MAX	1809765	**
46	6	EA	RIVET, POP/BLIND 1/8" x 1/4" ALUM.	1007855	R
47	2	EA	HINGE, DOOR SS 1.5"X 3" THINLINE	1617323	O S
48	6	EA	NUT, BBL #10-24 PFH	1040187	
49	6	EA	SCREW, MACH #10-24 x .50" POH SC	1008432	
50	1	EA	FIBERGLASS PART, ANCHOR LKR COVER	22J94200	
51	8	EA	SCREW, TAPPING #10A x 1.5" PTH SC	1008747	BC
52	6	EA	SCREW, TAPPING #10A x 1" PTH SC	1008739	AB

BILL OF MATERIAL

ITEM	QTY.	U/M	DESCRIPTION	B.W.I. NO.	
53	5	EA	WASHER, LOCK/SPLIT 1/2" SC	1326214	
54	2	FT	TRIM, VINYL RIGID 1" x 1.5" BLK	1040948	
55	2	FT	TRIM, EDGE WHITE FLEX U-TRIM	1020965	
56	7.5	FT	WEBBING, STRAP NYLON 1"	1030105	
57	3	EA	SCREW, TAPPING #14A x 3" POH SC	1335405	
58	1	EA	PLATE, BUILDERS CE 02-BW130SP	1619782	I
59	1	EA	HARNESS, MERC ANALOG GAUGE ASSY	1802108	BB
60	22	EA	SCREW, TAPPING #10A x 1.5" PPH	1010610	Q
61	1	EA	TRAILER, GALV 900# W/TONGUE JACK	1112432	**
62	10	EA	SCREW, TAPPING #10A X 1" POH SC	1008507	M
63	1	EA	TANK, FUEL 6.6 GAL PLAS	1121706	
64	1	PR	TIE-DOWN, QUICK REL 1" x 30" W/S HOOK	1322437	**
65	5	FT	ACC PART, MERC HOSE (FUEL LINE)	980672	**
66	3	EA	CLAMP, HOSE #04M 1/4"-5/8" MINI	417998	**
67	7	EA	SCREW, TAPPING #10A x 3/4" PTH SC	1008762	
~~68~~	~~1~~	~~EA~~	~~LABEL, BW STEERING PULL WARNING~~	~~1016518~~	AL
69	2	EA	BUMPER, SELF ADH CLR	1035666	
70	1	EA	CLIP, SUPPORT 2.25" DIA.	1040344	
71	1	EA	SWITCH, BATTERY ON/OFF W/REMOVABLE KEY	1324326	
~~72~~	~~1~~	~~EA~~	~~O/B, MERC 25 ELPT 4-STROKE BF 20"SHAFT SW~~	~~1753187~~	** AB BJ
73	5	EA	CLIP, SUPPORT 1"DIA	1216720	D AR
~~74~~ A/R	~~EA~~	~~SCREW, TAPPING #8A X 5/8" PTH SC~~	~~1010925~~	D Q	
75	1	EA	DECAL, BW-04 LOGO 20" RED STB (DRIP MOLD)	1752938	AB
76	1	EA	CUSH, BW130SP-05 BOW	1781372	I N Q
77	1	EA	CUSH, BW130SP-05 BNCHST PRT FWD	1781370	I N Q
78	1	EA	CUSH, BW130SP-05 BNCHST STB	1781371	I N Q
79	1	EA	RAIL, BOW BW130SP-03 SS	1733756	I V
80	15	EA	SNAP STUD, W/#8 x 3/8" PH	0203786	I Q AI
81	12	EA	SNAP STUD, 1/8" X 1/2" ALUM	1040237	K Q AI
~~82~~	~~4~~	~~EA~~	~~WASHER, FLAT #1/4" SC~~	~~1260769~~	K Q
~~83~~	~~4~~	~~EA~~	~~NUT, HEX NYLON LOCK #1/4-20 SC~~	~~1007764~~	K Q
84	1	EA	DRINKHOLDR, PLAS W/DRAIN DEEP XLG SZ BLK	1727419	L Q
85	.75	FT	HOSE, PVC CLEAR 3/8"	0124347	L Q AW
86	1	EA	TIE, CABLE 6" LG NYLON BLK	999672	L
87	1	EA	CLEAT, POLY BW-07 BATT BOX WHLR WHT	1878246	M BP
88	1	EA	SUPPORT, HDPE BW150SP-02 SEAT SEAFM	1735671	Q
89	3	EA	SCREW, MACHINE #10-24 x 1.25" POH SC	1008424	Q
90	3	EA	NUT, HEX NYLON LOCK #10-24 SC	1007772	Q
91	3	EA	SCREW, TAPPING #10A x 3/4" POH SC	1010552	Q
92	1	EA	CANVAS, BW130SP-04 BIM TOP W/BOOT BLK	1753195	Q **
93	1	EA	CUSH, BW130SP-05 BNCHST PRT	1781369	Q
94	1	EA	CUSH, BW130/150SP-05 BNCHST B/R PRT	1781367	Q U
95	1	EA	CUSH, BW130/150SP-05 BNCHST B/R STB	1781368	Q U
96	1	EA	PLATE, BW-03 MAX ENG WT 204LB/92KG	1735924	R S
97	1	EA	LIGHT, NAV A/R STERN 52"N/BEND	0574400	Q
98	1	EA	RAIL, SIDE STBD. BW 130SP-03 SS	1726902	V
99	1	EA	PLATE, SAFETY CANADIAN CAP BW130SP-03	1746010	W
100	1	EA	O/B, MERC 40 ELPT 4-STROKE EFI 20" SHAFT SW	1753184	** AB
101	2	EA	EYE, LIFTING CLEAT 1/2" SS	1753511	AB
102	1	EA.	LADDER, BW-04 SWIM 3-STEP TELESCOP W/5" STRAP	1772257	AB AI
103	4	EA.	SCREW, MACHINE #1/4-20 X 2" PPH SC	1008614	AB
104	3	EA.	SCREW, TAPPING #6A X 3/4" POH SC	1008564	AH
105	1	EA.	BENCH SEAT	22-J908-00	AK
106	2	EA.	RUBRAIL, URETHANE MOLDED 16'	1770957	AK
107	1	EA.	RECEPTACLE, FEMALE 12V LONG THRD BLK	1287283	AT
108	1	EA.	LABEL, DANGER CO HELM 06	1811368	BA
109	1	EA.	LABEL, DANGER CO TRANSOM 06	1811367	BA
~~110~~	~~1~~	~~EA.~~	~~PLUG, MARELON BW-06 DRAIN 1"W/GASKET~~	~~1806033~~	BC BO
111	1	EA.	PLATE, BUILDERS AU 07-BW130SP	1850658	BM
112	1	EA.	TRIM, PVC BW130SP-07 TRNSM	1891978	BS

** NOT SHOWN

BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

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DO NOT SCALE DRAWING

DRAWN: R DURHAM	DATE: 07/16/99	SCALE: NONE
DWG. TITLE: HULL OUTFIT AND ASSEMBLY		

BOAT MODEL	MOLD NO.
130SP	18J91901
INIT. REL. ECN NO: 2118	DWG. NO: 06100
	SHT. NO. 4 OF 4

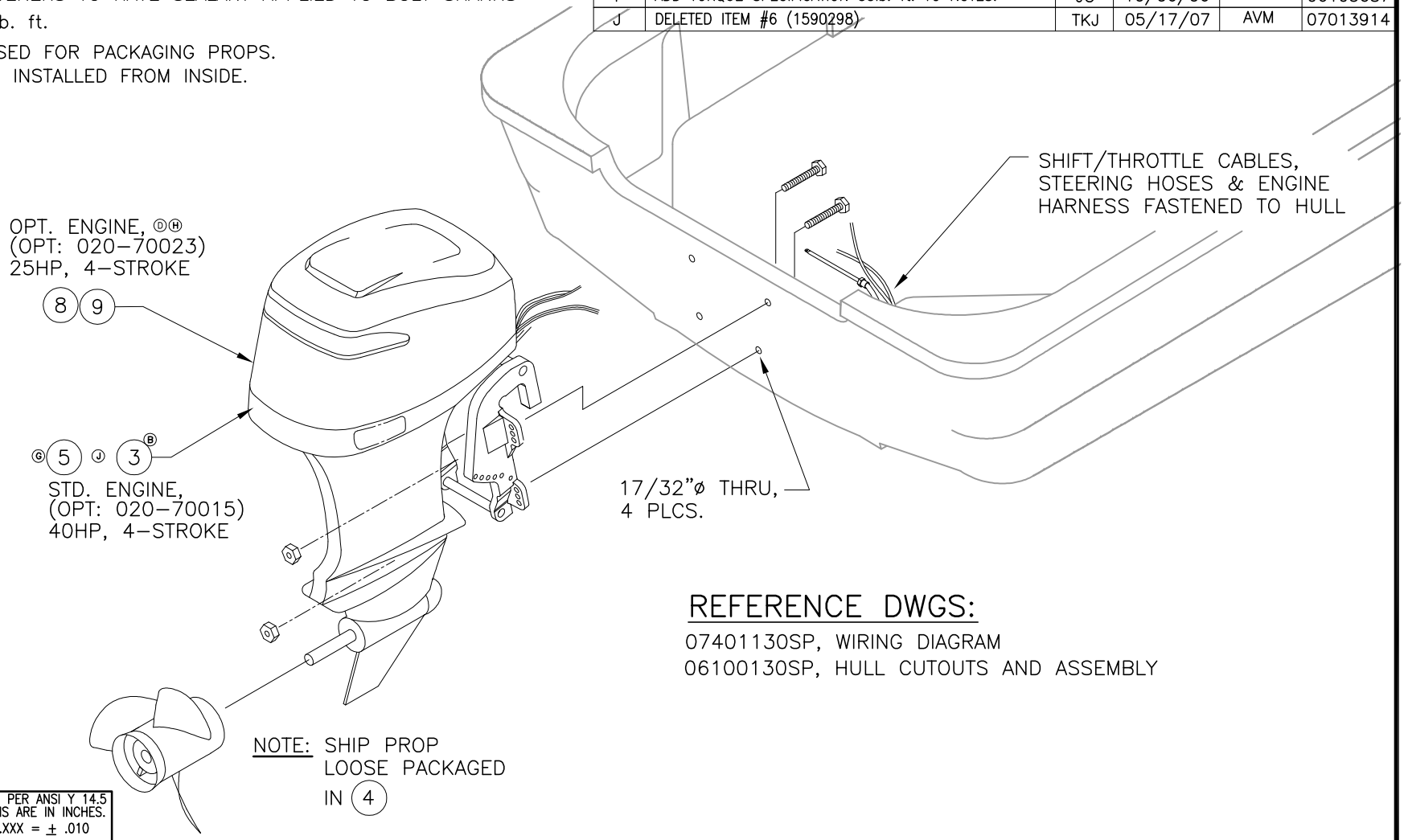
DWG. NO:	REV.	CURRENT ECD
10201	J	07013914

NOTES:

1. USE MERCURY INSTRUCTIONS & RIGGING TEMPLATE FOR HOLE LAYOUT AND INSTALLATION.
2. HARDWARE INCLUDED w/ENGINE.
3. MARK CENTERLINE OF TRANSOM FOR ALIGNING RIGGING TEMPLATE.
4. HOLES TO BE DRILLED PERPENDICULAR TO TRANSOM.
5. ALL TRANSOM FASTENERS TO HAVE SEALANT APPLIED TO BOLT SHANKS & TORQUE TO 55lb. ft.
6. ITEM #4 TO BE USED FOR PACKAGING PROPS.
7. ALL ENGINE BOLTS INSTALLED FROM INSIDE.

REVISIONS

REV.	DESCR.	BY	DATE	APPVD.	ECN NO.
D	MYE '06: DELETE OPT: 020-70003, #5 CHNGD STD;#1&#7	MRZ	04/20/05	MG	050358
E	#3 WAS #705897; ENGINE MTG. NOTES REVISED.	RD	07/05/05	MG	050679
F	MODIFY DRAWING BORDER TO AN ATTRIBUTED BORDER	TS	01/19/06	AVM	060130
G	MYE '07: ITEM #5 WAS 1830983	AT	04/11/06	MG	060410
H	MYE '07: ADDED 8 & 9, DELETE #2	HJR	06/20/06	MG	060583
I	ADD TORQUE SPECIFICATION 55lb. ft. TO NOTES.	JC	10/06/06	AVM	06103687
J	DELETED ITEM #6 (1590298)	TKJ	05/17/07	AVM	07013914



REFERENCE DWGS:

07401130SP, WIRING DIAGRAM
06100130SP, HULL CUTOUTS AND ASSEMBLY

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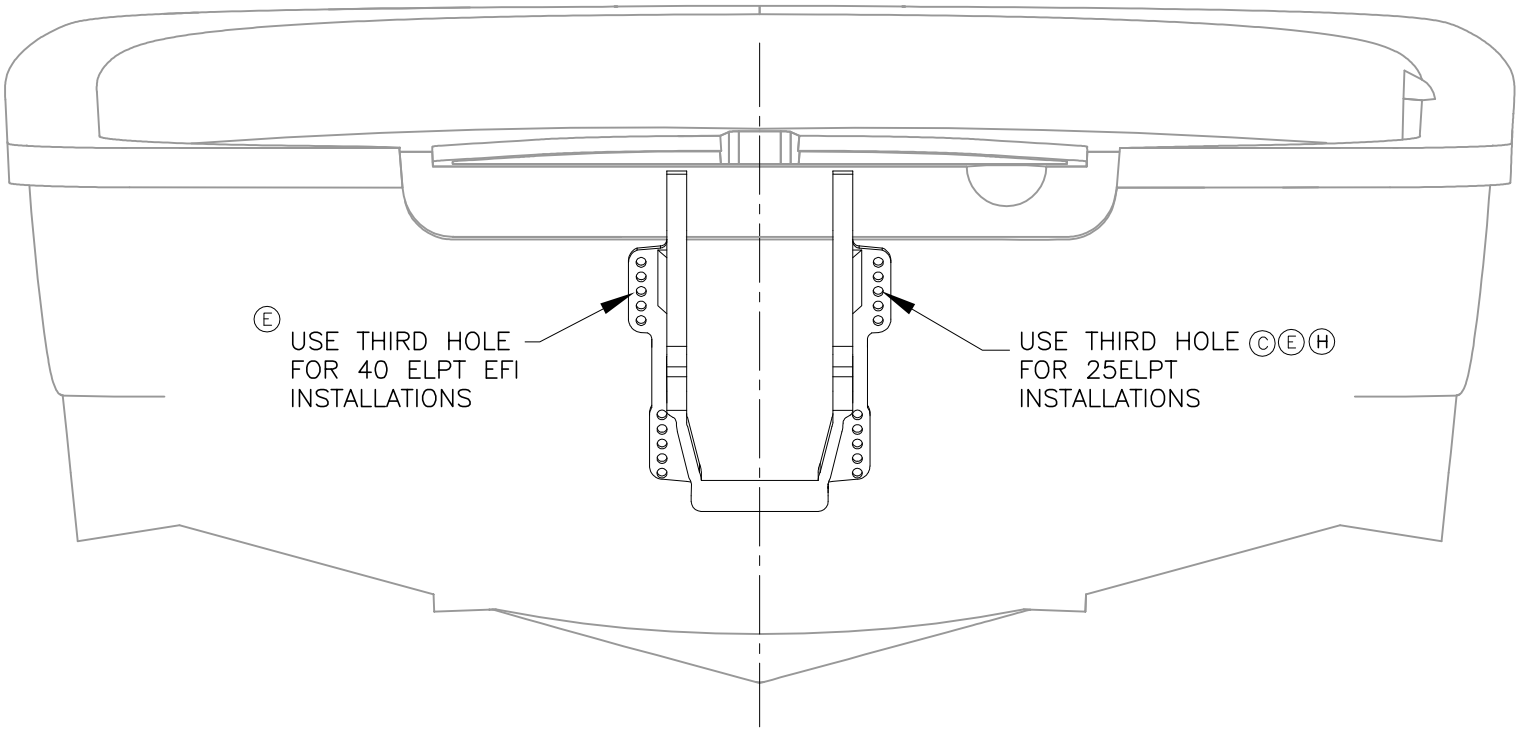
BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

CHECKED: R. AVILA	DATE: 6/5/03	DRAWN: H READ	DATE: 06/06/03	SCALE: NONE	BOAT MODEL: 130SP	MOLD NO.	
APPD: K. RANIERI	DATE: 6/6/03	DWG. TITLE: ENGINE INSTALLATION					
DESIGN: L. SCHOLZ	DATE: 6/6/03				INIT. REL. ECN NO: 011003	DWG. NO: 10201	SHT. NO. 1 OF 2
INT. ENG: M. GATICA	DATE: 6/10/03						

DWG. NO:	REV.	CURRENT ECD
10201	J	07013914

PARTS LIST

	ITEM	QTY STD.	QTY OPT.	U/M	DESCRIPTION	B.W.I. NO.
Ⓓ	~~1~~	~~1~~		~~EA.~~	~~O/B, MERC 40 ELPTO 3 CYL 20" SHAFT~~	~~1753130~~
Ⓗ	~~2~~		~~1~~	~~EA.~~	~~O/B, MERC 25 ELPT 4-STROKE 20"SHAFT SW~~	~~1753187~~
ⒺⒷ	3	1		EA.	PROP, 10 1/4"X 14" ALUM BLK MAX	1809765
	4	1		EA.	BAG, POLY 33" x 40" x 33 GAL HVY CLR	1143163
ⒼⒹ	5	1		EA.	O/B, MERC 40 ELPT 4-STROKE EFI 20"CHINA	1830983
ⒿⒹ	~~6~~	~~2~~		~~EA.~~	~~SPACER, ALUM BW-02 ENGINE~~	~~1590298~~
ⒹⒷ	~~7~~	~~1~~		~~EA.~~	~~PROP, 10 3/8"X 13" ALUM BLK MAX~~	~~1076355~~
Ⓗ	8	1		EA.	O/B, MERC 25 ELPT 4-STROKE TMC 20"SHAFT	1838659
Ⓗ	9	1		EA.	PROP, 9.75"X 9.5" ALUM TMC	1838660



BOSTON WHALER
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DRAWN: H. READ	DATE: 06/05/03	SCALE: NONE

DWG. TITLE: ENGINE INSTALLATION

BOAT MODEL	MOLD NO.
130SP	

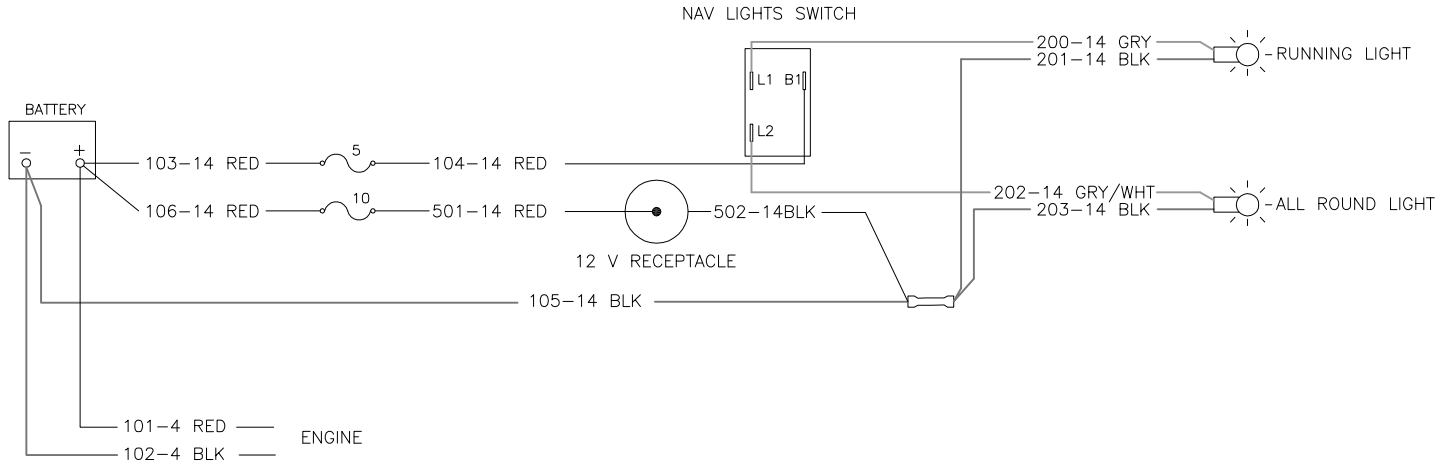
INIT. REL. ECN NO:	DWG. NO:	SHT. NO.
011003	10201	2 OF 2

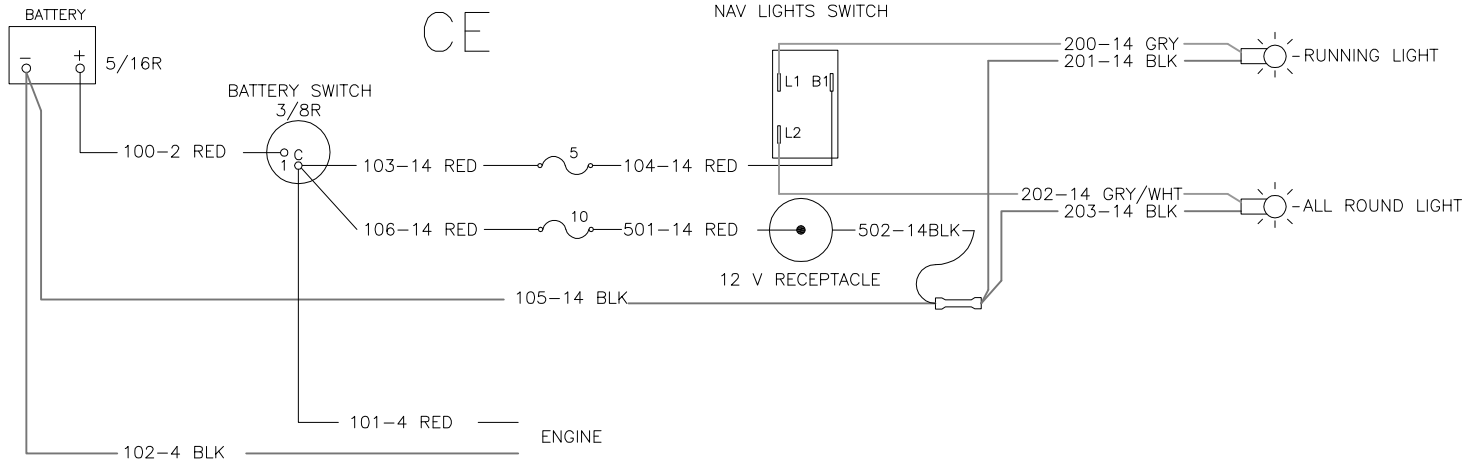
DWG. NO:	REV.	CURRENT ECD
07401	D	050634

REVISIONS

REV.	DESCR.	BY	DATE	APPVD.	ECN NO.
A	UPDATE NOTE TO REFERENCE PRINT 18-J919-03 FOR HARNESS CONSTRUCTION.	SL	2/10/03	MG	03-02-18
B	Changed Numbering System/Apply Att.Border.	AVM	03/10/03	ZAC	03-03-12
C	MYE '06: ADDED 12V RECEPTACLE & FUSE	MRZ	05/05/05	MG	05-04-22
D	NOTE 1 REFERENCE VENDOR P/N 1811194 WAS 18-J919-03.	SL	02/01/06	ME	050634

1. REF VENDOR P/N 1811194 FOR HARNESS CONSTRUCTION





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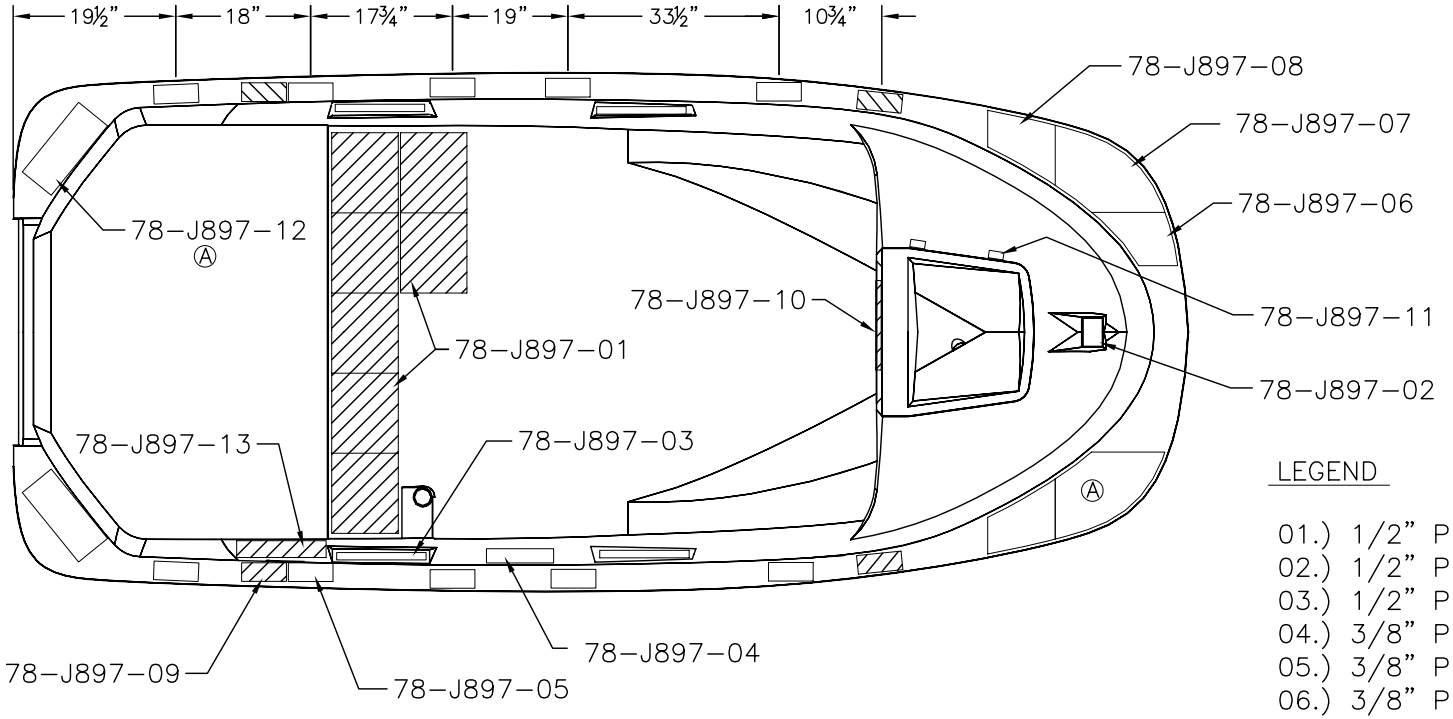
BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

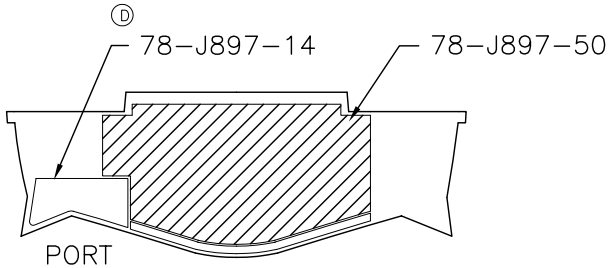
CHECKED: R. CLIFTON	DATE: 11/27/02	DRAWN: SLEGG	DATE: 111102	SCALE: NONE	BOAT MODEL: 130SP	MOLD NO.	
APPD: L. SCHOLZ	DATE: 11/27/02	DWG. TITLE: WIRING DIAGRAM					
DESIGN: L. SCHOLZ	DATE: 11/27/02				INIT. REL. ECN NO: 020946	DWG. NO: 07401	SHT. NO. 1 OF 1
INT. ENG: M. GATICA	DATE: 11/27/02						

DWG. NO:	REV.	CURRENT ECD
1259753	G	050635

NOTES:

REVISIONS					
REV.	DESCR.	BY	DATE	APPVD.	ECN NO.
G	MODIFY DRAWING BORDER TO AN ATTRIBUTED BORDER	TS	08/16/05	AVM	050635





LEGEND

01.) 1/2" PLYWOOD (7) 9" X 10 3/4"
02.) 1/2" PHENOLIC (1) 3" X 3 3/4"
03.) 1/2" PHENOLIC (4) 1" X 12"
04.) 3/8" PHENOLIC (1) 7" X 10 1/2"
05.) 3/8" PHENOLIC (10) 3" X 6"
06.) 3/8" PHENOLIC (1) PER PATTERN
07.) 3/8" PHENOLIC (2) PER PATTERN
08.) 3/8" PHENOLIC (2) PER PATTERN
09.) 3/8" PLYWOOD (4) 2 1/4" X 8"
10.) 1/2" PLYWOOD (1) 5" X 12"
11.) 3/8" PHENOLIC (2) 1" X 2"
12.) 3/8" PHENOLIC (2) 5" X 12"
13.) 1/2" PLYWOOD (1) 10" X 12"

TRANSOM

14.) 1/2" PHENOLIC (1) PER PATTERN
50.) 1 1/2" PLYWOOD (1) PER PATTERN

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.X = ± .1
.XX = ± .03 $\frac{X}{X}$ = ± 1/16
DO NOT SCALE DRAWING

BOSTON WHALER
PRODUCT DEV. & MFG. ENGINEERING GROUP

CHECKED: J. MILLER	DATE: 07/14/99	DRAWN: T. CURTIS	DATE: 07/14/99	SCALE: NONE	BOAT MODEL	MOLD NO.	
APPD: L. SCHOLZ	DATE: 07/14/99	DWG. TITLE:					
DESIGN: J. MILLER	DATE: 07/14/99	REINF LOCATION DIAGRAM 130 SPORT			INIT. REL. ECN NO: R8008	DWG. NO: 1259753	SHT. NO. 1 OF 1
INT. ENG: J. MILLER	DATE: 07/14/99						

130 SPORT

Part Number	Part Description	Qty Used
Basic BOM		
100-101	**Lamo/Ext Hull**	
156679	STAPLE, 3/8"X 1/2"X .050" GALV	0.002
1024983	FOAM, P/C BW-97 FLEX PAD 10"X 7"X 1"	9
1025097	FOAM, P/C BW-97 GUN'L WELD 1"X 2"	28
1039320	PLASTIC, PHENOLIC 1/2"X 4'X 8' RICHLITE	1.26
1039346	PLASTIC, PHENOLIC 3/8"X 4'X 8' WHALE WOOD	7.44
1041706	CABLE, ALUM 1/2"ID BX	2
1469964	COVER, ABS BW130SP-01 POUR HOLE WHT	1
1757807	POLY STRAND, P/C BW130SP-04 LINER KIT	1
1757808	POLY STRAND, P/C BW130SP-04 HULL KIT	1
1781231	GEL COAT, WHALER WHT FLEX, SUMMER BLEND	58.73
100-103	**Lamo/Small Parts Open Molded**	
1027622	GEL COAT, WHT INT	6.27
1041755	SOLIDSURF, 1/8"X 4'X 8' MASONITE	0.003
1781231	GEL COAT, WHALER WHT FLEX, SUMMER BLEND	12.2
250-251	**Exterior/Hull**	
995464	EYE, STERN 1/2"X 3" SS	2
995472	EYE, BOW 1/2"X 6" SS	1
1020908	RUBRAIL, PLASTIC CHAR 33'	1
1035666	BUMPER, SELF-ADH CLR	2
1040948	TRIM, VINYL RIGID 1"X 1.5" BLK	2
1314160	CAP, RUBRAIL BW130SP-00 END PORT BLK	1
1314178	CAP, RUBRAIL BW130SP-00 END STBD BLK	1
1726902	RAIL, SIDE STB BW130SP-03 SS	1
1733757	RAIL, SIDE BW130SP-03 PRT SS	1
1750949	EYE, LIFTING 1/2" SS	1
1752937	DECAL, BW-04 LOGO 20" RED PRT (DRIP MOLD)	1
1752938	DECAL, BW-04 LOGO 20" RED STB (DRIP MOLD)	1
1753511	EYE, LIFTING CLEAT 1/2" SS	2
1758823	INSERT, RUB RAIL CHAR FLEX 34.5'	1
250-271	**Exterior/Rope Locker**	
1040187	NUT, BBL #10-24 X 3/8" FH	6
1617323	HINGE, DOOR SS 1.5"X 3" THINLINE	2
300-301	**Cockpit/Helm**	
124347	HOSE, PVC CLEAR 3/8"	1.5
158402	HOSE, CONDUIT/EXPANDO-SHEATHING BLK 1.5"	8
580779	CONTROL, O/B REMOTE SHIFT/THROTTLE	1
608281	HARNESS, TACH 5-PIN	1
999672	TIE, CABLE 6" LG NYLON BLK	1
1008788	SCREW, TAPPING #14A X 3" PTH SS	3
1020965	TRIM, EDGE WHT FLEX U-TRIM	2
1032820	GAUGE, TACH MERC FLAGSHIP	1
1032879	CABLE, CONTROL MERCURY 9'	2
1727419	DRINKHOLDR, PLAS W/DRAIN DEEP XLG SZ BLK	1
1753495	DECAL, BW-04 130SP GRY (DRIP MOLD)	1

130 SPORT

350-354	Bridge/Seating	
1735671	SUPPORT, HDPE BW130SP-03 SEAT SEAFM	1
600-	**Steering**	
626143	STEERING, HELM NFB SGL	1
626150	STEERING, BEZEL 90DEG NFB SGL	1
677625	STEERING, CABLE NFB W/ENDS 11'	1
1261346	STEERING WHEEL, MODEL 103 BLK	1
1367572	EMBLEM, BW130SP-00 STEERING WHL CAP	1
625-	**Electrical**	
140558	FUSE, FERRULE TYPE AGC 5A	1
155002	CONN, BUTT 12/10GA N/L	2
155077	TAPE, ELECTRICAL VINYL 3/4" RED	0.25
331751	LIGHT, NAV STERN BASE RND CHR	1
590646	CLIP, POLE STRG BLK - MAST LIGHT	1
650598	HOLDER, BATTERY GR24 FULLY ENCL	1
860734	LIGHT, NAV COMBO BOW CHR 2 3/8"X 7/8"	1
871004	UPH PARTS, BUCKLE 1" SIDE RELEASE M/F BLK	0
912014	TAPE, ELECTRICAL VINYL 3/4"X 60YD BLK	0.25
999912	CONN, RING 16/14GA X 5/16R W/INSUL H/SHRINK	1
999920	CONN, RING 16/14GA X 3/8R W/INSUL H/SHRINK	1
1000140	WIRE, 14GA AWG BLK INSUL TIN/CPR	8.969
1000322	WIRE, 14GA AWG GRY INSUL TIN/CPR	3.063
1000371	WIRE, 14GA AWG GRY/WHT INSUL TIN/CPR	1.925
1000470	WIRE, 14GA AWG RED INSUL TIN/CPR	8.225
1000488	WIRE, 14GA AWG VIO INSUL TIN/CPR	0.306
1030105	WEBBING, BW-97 STRAP NYLON 1"	3
1041201	CONN, FQD 14/16GA SEALED	5
1041219	CONN, PBF 14/16GA SEALED	3
1042316	WIRE, ZIP CORD 14GA 2STRAND	11.5
1042613	FUSE HOLDER, FERRULE TYPE WATERPROOF	1
1042837	BRACKET, BW-97 BATT HOLDDOWN 1.25"CHR/PLT	2
1501808	HOSE, CONDUIT/SPLIT 1/4" FLAME RETARDANT	1.9
1501832	HOSE, CONDUIT/SPLIT 3/8" FLAME RETARDANT	4.2
1618602	CLEAT, HDPE BW-02 BATTERY BOX WHT	1
1719020	SWITCH, ROTARY 3-POS ANCH-OFF-NAV	1
1733398	LIGHT, NAV A/R STERN 42"STRAIGHT BLK	1
1733593	KNOB, ROTARY SW NAV BLK/BLK	1
700-	**Fuel**	
1216720	CLIP, SUPPORT 1"DIA	3
700-701	**Fuel/Tank/Engine/Filters**	
417998	CLAMP, HOSE #04M 1/4"-5/8" SS MINI	3
871004	UPH PARTS, BUCKLE 1" SIDE RELEASE M/F BLK	1
980672	ACC PART, MERC HOSE (FUEL LINE)	5
1030105	WEBBING, BW-97 STRAP NYLON 1"	4.5
1042837	BRACKET, BW-97 BATT HOLDDOWN 1.25"CHR/PLT	2
1076355	PROP, 10 3/8"X 13" ALUM BLK MAX	1
1121706	TANK, FUEL 6.6GAL PLAS	1

130 SPORT

875-	**Drainage**	
133371	PLUG, BRASS 1" DRAIN TURN-TITE	3
1042068	NUT, POLYPRO RETAINING THRU-HULL	3
1042084	THRU-HULL, POLYPRO PRESS-FIT	3
900-	**MFG. Supplies/Fasteners**	
157321	TIE, CABLE 11.5" MED NYLON BLK	7
257907	SEALANT, URETHANE WHT SIKAFLEX 291 U/WTR	1
413070	TAPE, VAC PAK WHT (2"X 36YDS) PRESERVATION	0.046
468934	TAPE, VAC PAK WHT (4"X 36YDS) PRESERVATION	1
790444	VINYL FILM, VAC PACK SHRINK 6MM X 24'X 300'	6.566
865444	MANUAL, RUNABOUTS (PROPELLERS/JET DRIVES)	1
1016948	LABEL, BW WARNING SWIM PLTFORM 2"X 3"	1
1031228	PACKET, BW OWNERS BAG/BW DOCUMENTS	1
1031764	TIE, CLIP BLK	6
1031780	TIE, CABLE 14" LG NYLON BLK	7
1039767	SEALANT, SILICONE BLK RTV	0
1039783	SEALANT, SILICONE WHT RTV	1
1042175	CARD, BW-97 COMMISSIONING CHECK LIST	1
1042183	CARD, BW-97 WIRE COLOR CHART	1
1082940	DECAL, BW HARPOON-98 SHRINK WRAP VINYL LOGO	2
1219310	PACKET, MULTI-INFO SEA TOW SERVICES	1
1259753	DIAGRAM, REINF LCTN BW130SP-00	1
1409218	LABEL, BW TRANSPORTATION INSPECTED BY	1
1415199	SUPPLEMENT, OWNERS MAN'L 00-BW130SP	1
1609742	TAG, BW FINAL FINSH INSPECTION	1
1609759	TAG, BW FINAL LINE INSPECTION	1
1609767	TAG, BW P.I. INSPECTION	1
1619774	PLATE, NMMA 02-BW130SP	1
1735924	PLATE, BW-03 MAX ENG WT 225LB/102KG	1
1746094	LABEL, BW-03 ANCH/OFF/NAV	1
1756267	DOCUMENT, BW "WELCOME ABOARD LETTER"	1
1760147	CARD, WARRANTY REG CARD FORM BW-04	1
1760148	DOCUMENT, BW-04 LTD WARRANTY STMT	1
1764423	BROCHURE, CARBON MONOXIDE AWARENESS	1
Options		
20-70015	**40 ELPTEFI 4-STROKE MERCURY**	
705897	PROP, 10 3/8"X 14" ALUM	1
1590298	SPACER, ALUM BW-02 ENGINE	2
1076355	PROP, 10 3/8"X 13" ALUM BLK MAX	-1
20-70023	**25 ELPT 4-STROKE MERCURY**	
1076355	PROP, 10 3/8"X 13" ALUM BLK MAX	-1
1121706	TANK, FUEL 6.6GAL PLAS	-1
100-70059	**BOW RAIL**	
1733756	RAIL, BOW BW130SP-03 SS	1
1726902	RAIL, SIDE STB BW130SP-03 SS	-1
1733757	RAIL, SIDE BW130SP-03 PRT SS	-1
100-70301	**BOW CUSHION**	

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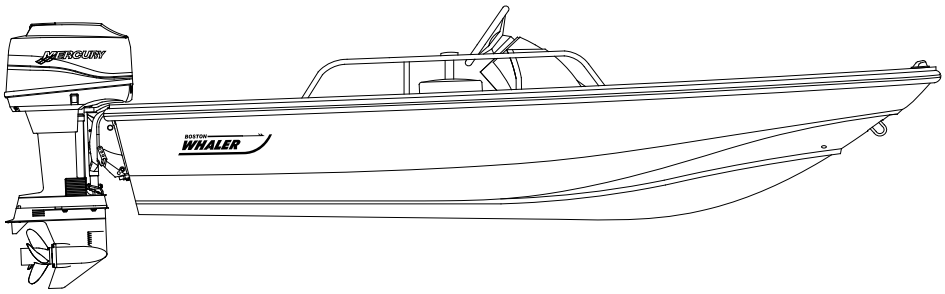
203786	SNAP STUD, W/#8 X 3/8" PH BR/NI/SS	3
1734760	CUSH, BW130SP-03 BOW MYE03	1
100-70306	**COMFORT PACKAGE**	
203786	SNAP STUD, W/#8 X 3/8" PH BR/NI/SS	24
1275742	CARD, CUSHION CARE & CLEANING	1
1734761	CUSH, BW130SP-03 BNCHST PRT FWD	1
1734762	CUSH, BW130SP-03 BNCHST STB	1
1734763	CUSH, BW130SP-03 BNCHST PRT	1
1744846	CUSH, BW130/150SP-03 BNCHST B/R PRT	1
1744847	CUSH, BW130/150SP-03 BNCHST B/R STB	1
100-70343	**SWIM LADDER**	
1772257	LADDER, BW-04 SWIM 3-STEP TELESCOP W/5" STRAP	1
100-70515	**SUN TOP W/BOOT**	
574400	LIGHT, NAV A/R STERN 52"N/BEND	1
1753195	CANVAS, BW130SP-04 BIM TOP W/BOOT BLK	1
1733398	LIGHT, NAV A/R STERN 42"STRAIGHT BLK	-1
100-70995	**CANADIAN CERTIFICATION**	
1746010	STICKER, SAFETY CANADIAN CAP BW130SP-03	1
1619774	PLATE, NMMA 02-BW130SP	-1
100-70998	**CE CERTIFICATION**	
162701	SWITCH, BATTERY ON/OFF W/O LOCK W/O DISC	1
793281	CONN, RING 2GA X 5/16R .630 BARE ELONG CLSD	1
999987	CONN, BATT LUG 2GA X 3/8R TINNED COPPER	1
1000561	WIRE, 2GA AWG RED INSUL TIN/CPR	2
1042258	HEAT SHRINK, TUBING RED 1/2"X 6"	1
1291913	DECLARATION OF CONFORMITY, BW130SP-00	1
1619782	PLATE, BUILDERS CE 02-BW130SP	1
1686505	SUPPLEMENT, OWNERS MAN'L 02-BW130SP INT'L	1
1619774	PLATE, NMMA 02-BW130SP	-1
100-75211	**(INTERNAL USE ONLY) 85 AMP BATTERY**	
226894	FIRE EXT, 2LBS 5BC RATING	1
1038926	CLAMP, FIRE EXT 2LB	1
1021112	BATTERY, GR24 STARTING 525MCA	1

130 Sport



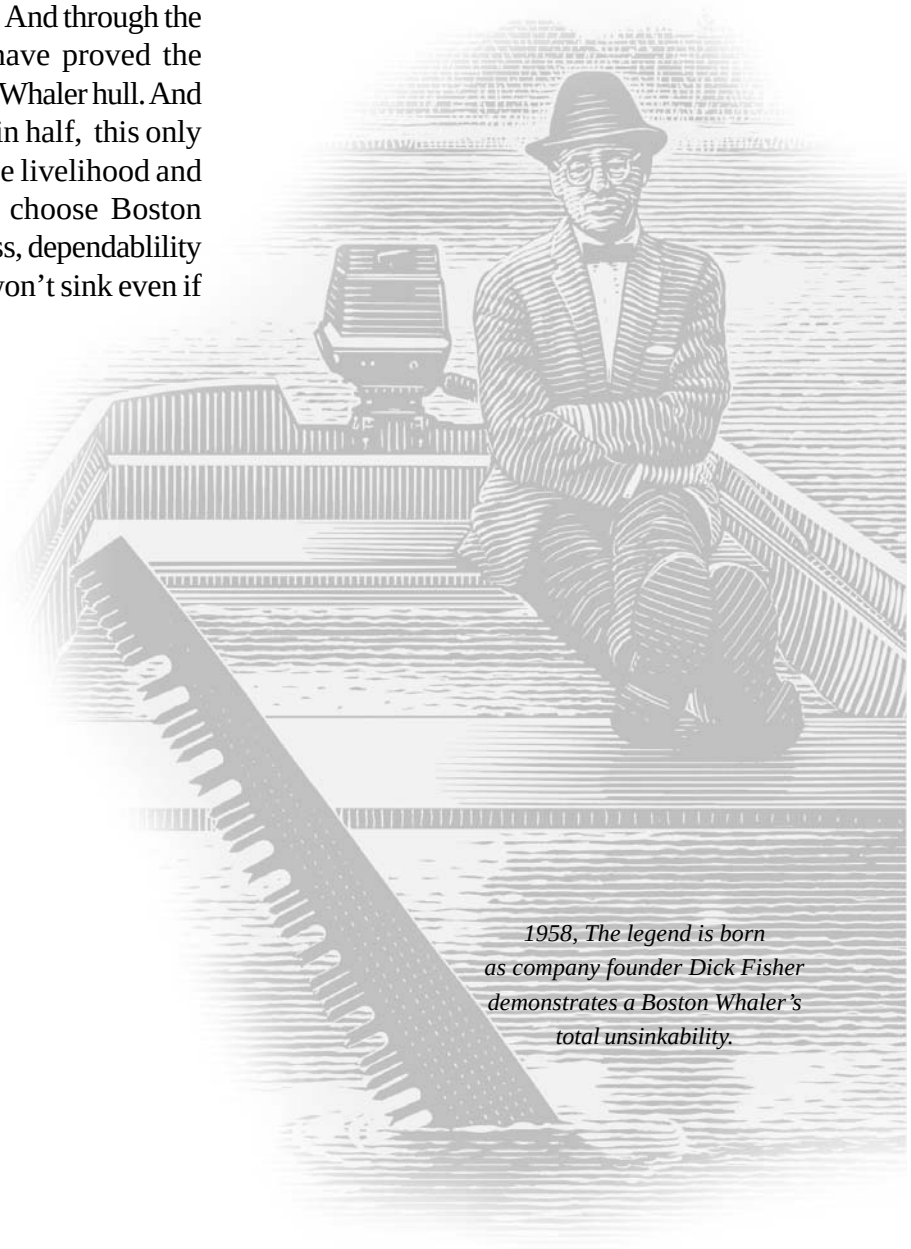
"The mission of Boston Whaler® is to provide consumers with the safest, highest quality, most durable boats in the world"

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®.

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



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

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

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 #1896568

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130 SPORT
April, 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 (See next page), each component and/or system on your boat has its own warranty that will be found with the specific information and manual for that component. The manuals are included with your Owner's Manual Packet. Locate and read the individual warranties; then keep them together for easy future reference.

Contact Phone Numbers and Internet Addresses

Boston Whaler, Inc.

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

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 INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO

THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT BE APPLICABLE. THIS WARRANTY GIVES THE OWNER SPECIFIC LEGAL RIGHTS, AND THE OWNER MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

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

Exclusions: This limited warranty does not apply to any boat which has been salvaged or declared a total loss or constructive total loss for any reason not covered in this limited warranty. This warranty also does not apply to the following items:
(1) Expenses for hauling out, transportation to and from the dealer or the Boston Whaler factory for warranty service; (2) equipment or accessories which are not installed by Boston Whaler or which carry their own individual warranties, including but not limited to engines, engine components, batteries, propellers, controls, steering mechanisms, and electronics; (3) damage or deterioration of cosmetic surface finishes, including discoloration, chalking, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, or 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
- ☐ Navigation lights-working
- ☐ Sound signal device on board
- ☐ Fuel system-no leaks or fumes
- ☐ 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
- ☐ Safety chains-attached
- ☐ Swing tongue-secured with safety clip
- ☐ Engine clearance-in trailering position (see engine manual for recommended guidlines)
- ☐ 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 and state boating law enforcement agency.

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

Personal Flotation Devices (PFD's)

NOTICE

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

- One (1) Coast Guard approved Type I, II or III PFD for each person aboard or being towed on water skis, tubes, etc.

Fire Extinquisher (Portable)

It is recommended that you carry one (1) A,B or C Type fire extinguishers on board and located near the helm for easy reach.

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 must be audible for 1/2 mi. (.80 Km).

Visual distress Signals

Boats operating in coastal waters, the Great Lakes & US owned boats on the high seas are required to carry approved visual distress signals for nighttime use. They must be readily accessible, in serviceable condition and not be expired.

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

Additional Recommended equipment for safe operation

In addition to the legally mandated equipment, the following items are recommended for safe boating.

- 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 and/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 and damage to personal and private property can result from being impaired while operating a boat.

Carbon Monoxide (CO)

⚠ DANGER

- **Fumes from engine(s), Generator(s) and other equipment and appliances that burn fuel contain Carbon Monoxide. Carbon Monoxide can kill you. Open all doors, hatches, curtains and windows to allow fresh air to circulate and dissipate the amounts of Carbon Monoxide present in enclosed spaces, especially when the boat is moored or anchored.**

- **Proper ventilation must be maintained, even during inclement weather to prevent dangerous levels of Carbon Monoxide build-up.**

- **Sleeping aboard a boat will require a working Carbon monoxide detection system, preferably in each sleeping quarter.**

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

Symptoms of Carbon Monoxide poisoning include:

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

GET MEDICAL ATTENTION AS SOON AS POSSIBLE.

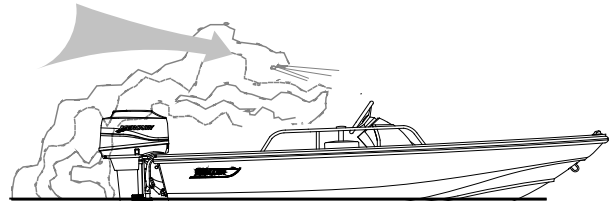
The poisoning victim's skin often turns cherry red. Carbon Monoxide is colorless, odorless and tasteless, it is unlikely to be noticed until the person is overcome.

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

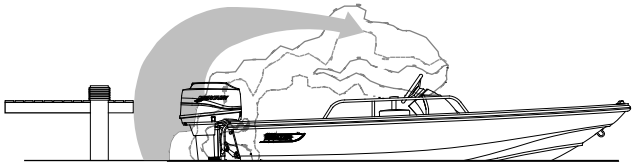
Dangerous concentrations of Carbon Monoxide will be present if:

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

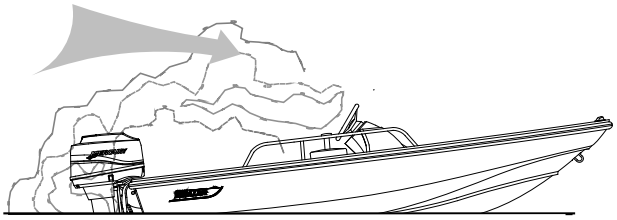
Examples of accumulation of Carbon Monoxide
Fig. 1.4.1



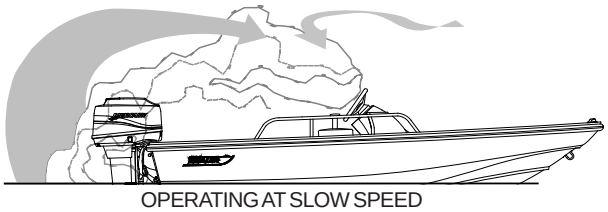
WINDS BLOWING EXHAUSTS TOWARD BOAT OCCUPANTS.



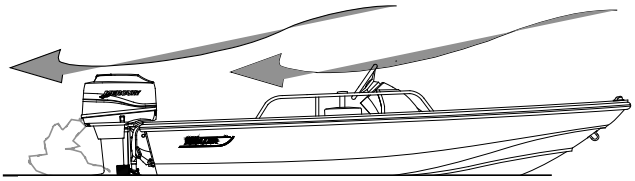
BLOCKING EXHAUSTS



OPERATING WITH "BOW HIGH"



OPERATING AT SLOW SPEED
OR DEAD IN WATER



GOOD AIR FLOW

To minimize the danger of Carbon Monoxide accumulation when the Engine is running (or by use of fuel burning equipment.):

- Be sure to have sufficient ventilation when using canvas tops or enclosures when anchored, moored or docked.
- 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 without moving the boat for more than 15 minutes at a time.
- Inspect the exhaust system regularly.

⚠ DANGER

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

Lifesaving Equipment

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.

PFD Requirement

One (1) Coast Guard approved PFD, Type I, II or III for each person aboard or being towed on water skis, tubes, etc.

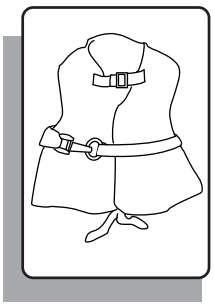
The law requires that PFDs must be readily accessible, if not worn. “Readily Accessible” means removed from storage bags and unbuckled.

NOTICE

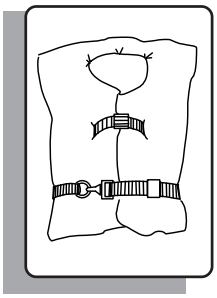
Children and non-swimmers MUST wear PFDs at all times when aboard.

PFD Classifications

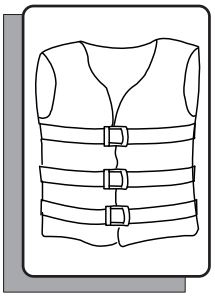
Listed below are the several different types of PFDs, each life jacket has different purposes, choose one that will suit your purpose.



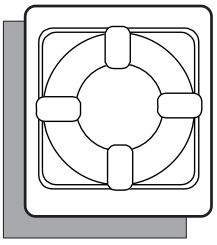
Type I, Off-shore Life Jacket is considered the most bouyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



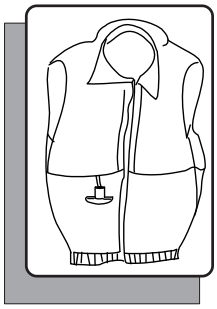
Type II, Near-shore Life Vest, “keyhole” vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



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

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

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.

Maintain Control

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

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

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

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

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn to 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.
- Remember the "Rule of Thirds": one third total fuel usage for the trip out; one third total fuel usage while out; one third total fuel usage for the return trip.

⚠ WARNING

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.**

⚠

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

⚠ WARNING

STABILITY HAZARD

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

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

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

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

  DO NOT overload the stern.
- **Observe manufacturer's recommended on-plane seating locations.**
- **Passengers should remain seated while boat is moving.**

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

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

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

⚠ WARNING

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

Emergency Situations

NOTICE

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

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

Medical Emergency

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

Water Rescue

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

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

Returning to the victim:

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

Making contact:

- Stop or slow the boat and circle toward the person overboard.
- Try to 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 these harmful fumes.

⚠ DANGER

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

To lessen the danger of fire:

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

Flooding, Swamping and Capsizing

In the event of Flooding, Swamping or Capsizing:

Flooding

- Always wear 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 pump running until the flooding is under control.
- Call for assistance if the source of the flooding cannot be controlled.
- Head back to port if possible.

Swamping

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

Capsizing

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

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

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

Collision

In the event of collision:

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

Propulsion, Control or Steering failure

If there is a propulsion, control or steering failure:

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

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

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

Grounding

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

If you do run aground, the course of action depends on how hard the boat hits bottom and whether the boat remains stranded. If it is a simple touch, you may need only to inspect the lower drive of the engine and the hull of the boat. If 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 16 feet (4.8 m) , open sailboats less than 26 feet (7.9m), boats participating in organized events and manually propelled boats.
- If you are required to have visual distress signals, at least three safety approved pyrotechnic devices in serviceable condition must be readily accessible. They must be marked with a date showing the service life which must not be expired.
- Carry three signals for day use and three for night use. Some pyrotechnic devices such as red flares, meet both day and night use requirements.
- Store pyrotechnic signals in a cool, dry location. An orange or red watertight container prominently marked “DISTRESS SIGNALS” is recommended.

Other recognized visual distress signals include:

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

Audible Distress Signals, (ADS)

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

Other recognized audible distress signals include:

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

Radio Communication

A radio is the boat operator's main method of 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, 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)

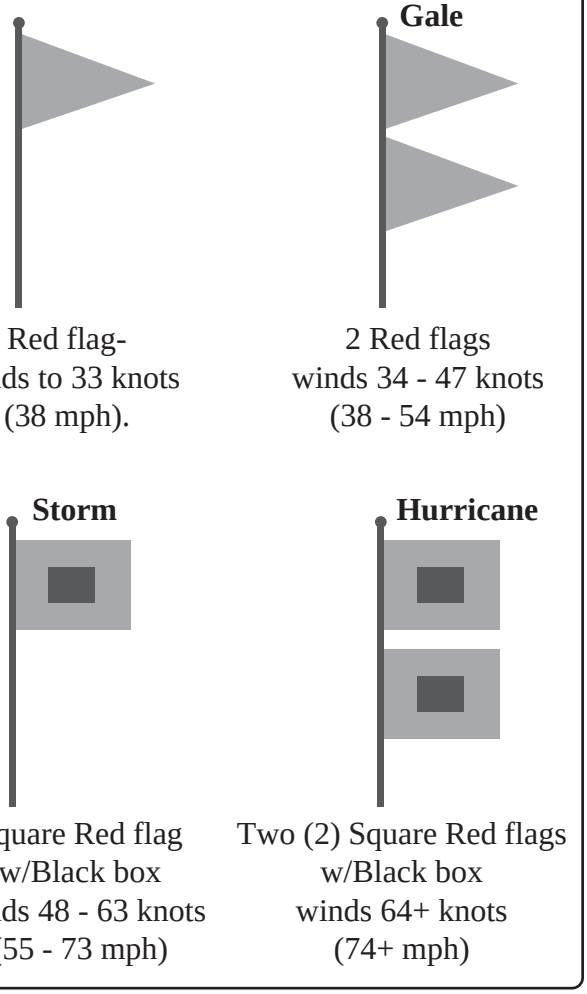
⚠ WARNING

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

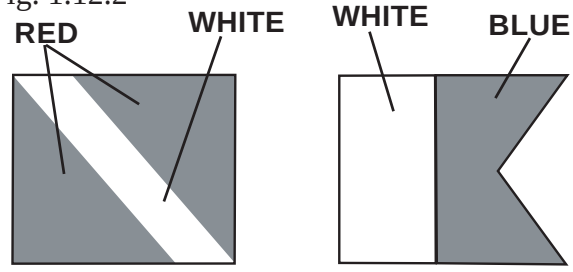
Swimming

- 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 100 feet (30 meters) away.

Diver's Flags
Fig. 1.12.2



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

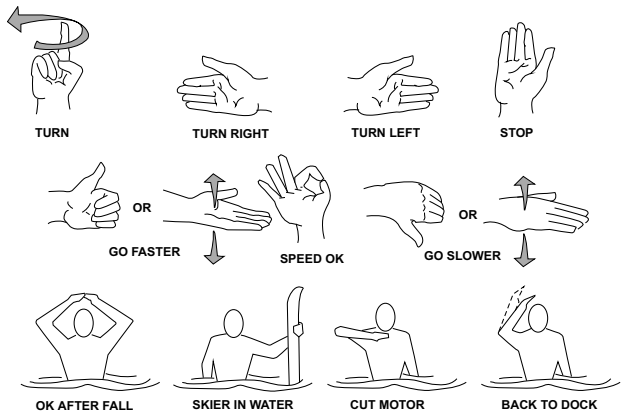
CODE ALPHA FLAG-Blue and white penant designates boat being used in dive operations.

Water Skiing

- Always have at least two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved Personal Flotation Devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 m.p.h.), it takes only 5 seconds to overtake a fallen skier who was 60 meters (200 feet) in front.
- Ski only in areas where skiing is permitted.
- Observe local restrictions on length of tow line.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand signals (Figure 1.13.1).
- 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 100 ft. (30 meters) from other objects.**
- **Never drive directly behind a water skier.**
- **A competent observer must watch the skier at all times. A competent observer is a person that has the ability to assess when a skier is in trouble, knows or understands water skiing hand signals and is capable of helping a skier.**
- **Keep a downed skier in constant sight.**
- **Turn off engine in gear before you get close to person in the water.**
- **Never back up to anyone in the water.**
- **Use caution in boat when skier is being towed. Sudden release of tow rope can cause it to backlash into the cockpit.**

PERSONAL INJURY HAZARD

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

Emergency Engine Stop Switch

⚠ WARNING

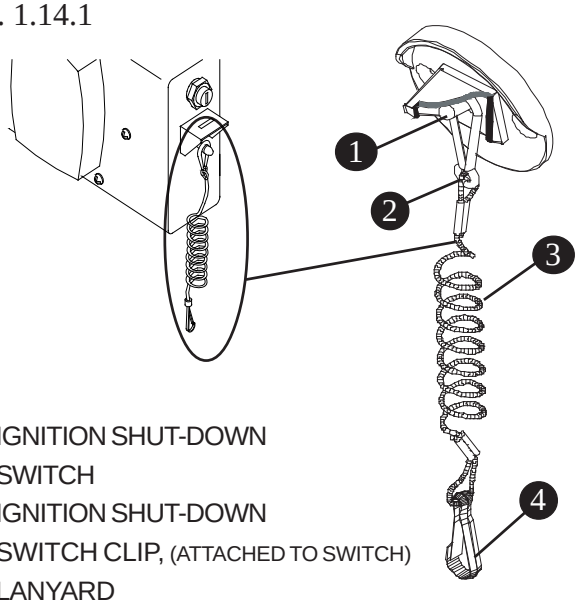
Wear the lanyard at all times when operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation

The 130 Sport is equipped with an ignition shutdown safety switch. The switch is located aft of the gear shift/throttle control unit. 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 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 contain a description of your boat along with any distinguishing features. It should describe where you will be boating, your departure time and estimated return. The number and names of passengers, and destination should also be noted.

The float plan should be given to a friend or relative, so they can give the information to a national boating agency 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 the propeller(s) for damage**
- **If aground, consider the bottom grade before moving off, (damage to the hull and propeller(s) could be worsened).**
- **Determine the tides and whether it will help or hinder you from the grounding.**
- **Do not have anyone other than a trained and competent service tow your boat.**

Environmental Considerations

Fuel & Oil Spillage

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

Excessive Noise

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

Wake / Wash

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

⚠ WARNING

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

⚠ CAUTION

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

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

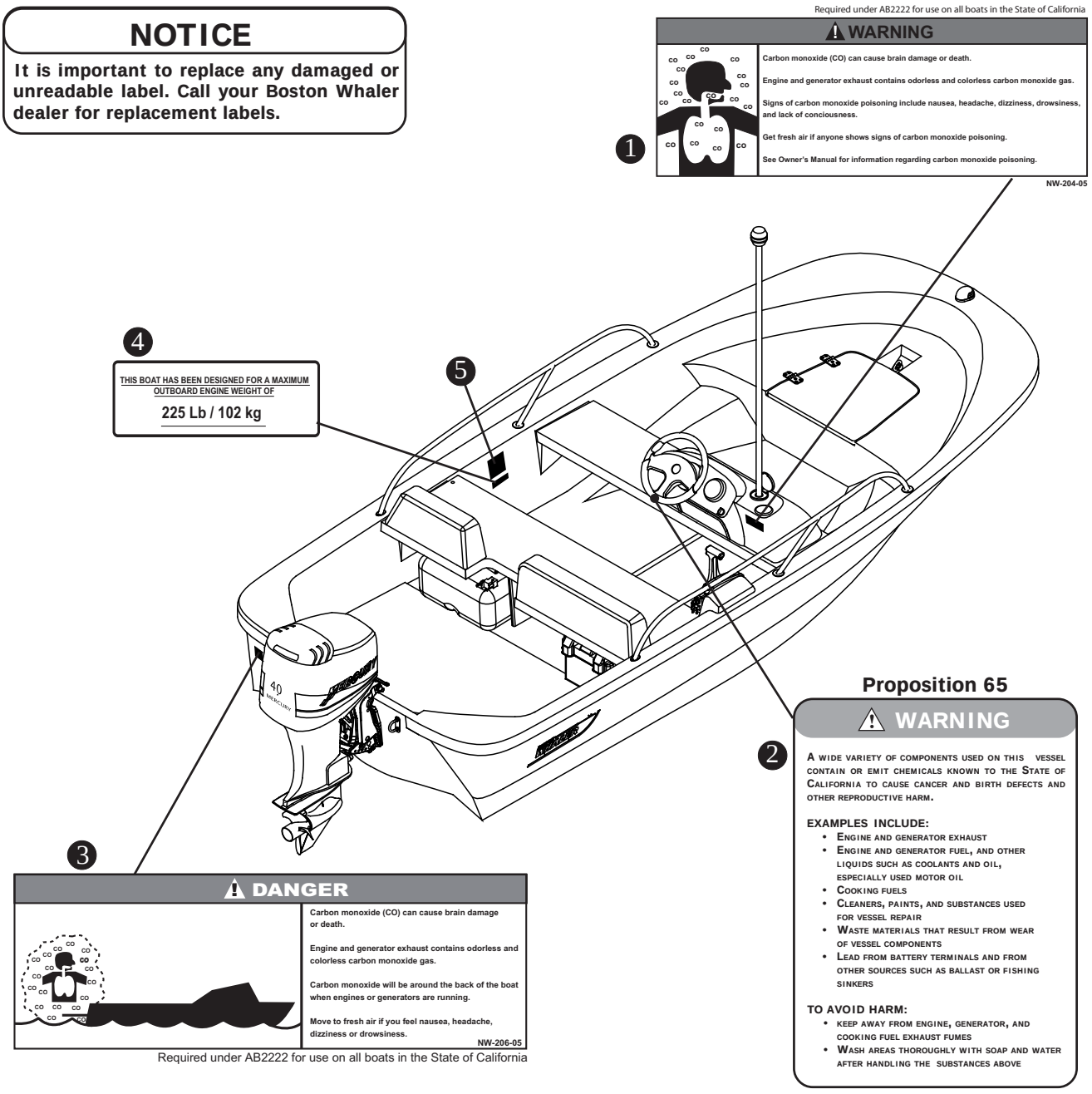
Mounted at key locations throughout the boat (See figure 1.17.1), warning labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. **DO NOT REMOVE OR OBSTRUCT ANY WARNING LABEL.** Replace any label which becomes illegible.

Warning Label Locations

Warning Label Locations
Fig.1.17.1

NOTICE

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



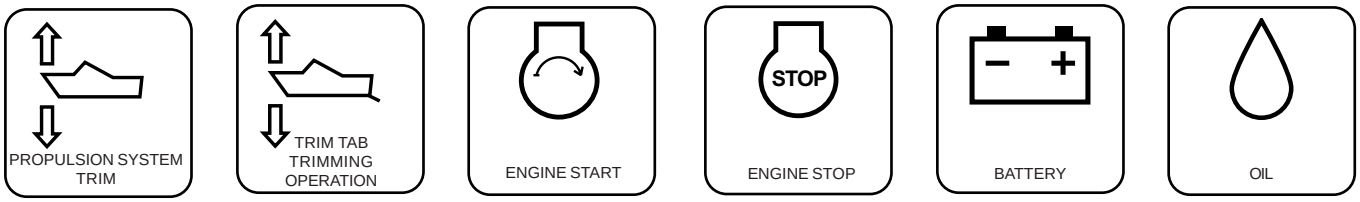
CALIFORNIA RESIDENTS ONLY

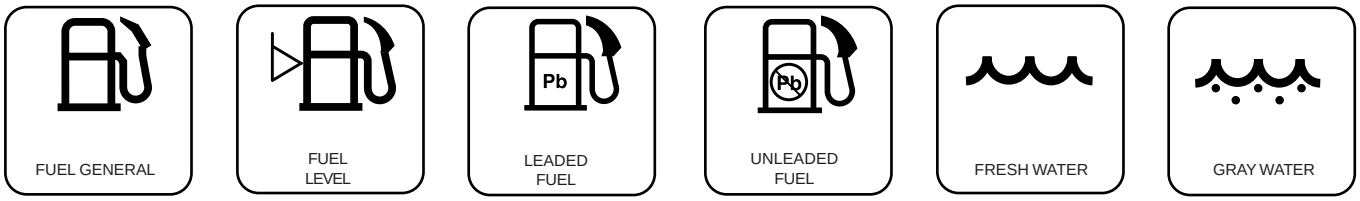
THIS WARNING IS ATTACHED TO THE STEERING WHEEL PRIOR TO DELIVERY OF ANY BOATS SOLD IN THE STATE OF CALIFORNIA IN ACCORDANCE WITH CALIFORNIA HEALTH & SAFETY CODE §§ 25249.5-.13

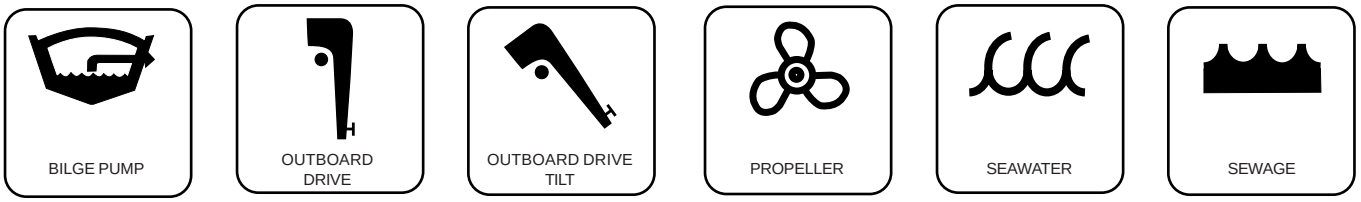
	Replacement Part No.
1 WARNING CO HELM	1811368
2 PROP 65 HANG TAG	1795087
3 DANGER CO TRANSOM	1811367
4 MAXIMUM ENGINE WEIGHT 225 LBS/102 KG	1735925
5 VESSEL CERTIFICATION PLATE	SEE FIGURE 2.2.1

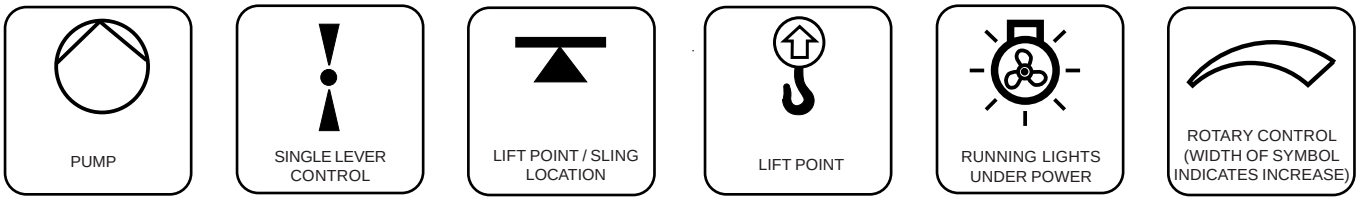
Key to Symbols on Controls & Prints

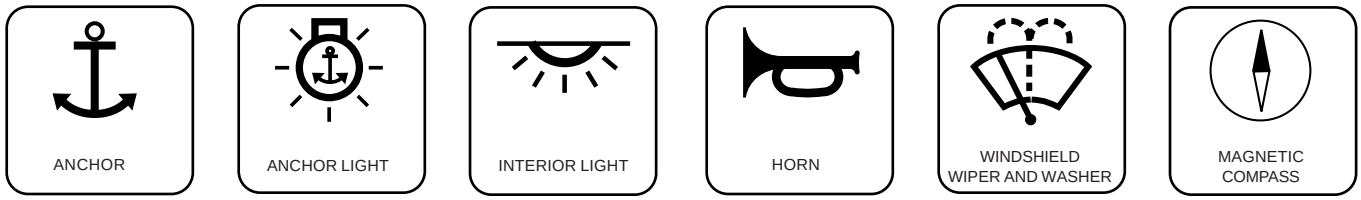
Although not used in this manual, some of these symbols may be found on the controls, gauges, and hardware on your boat. This page is to help you understand what the symbols mean.











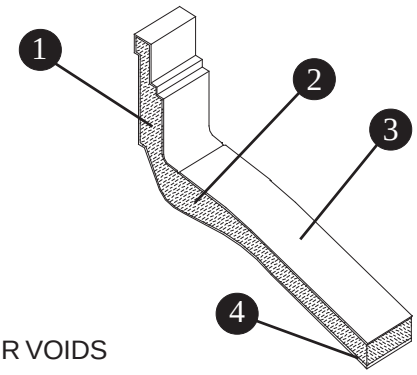
Construction Standards

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



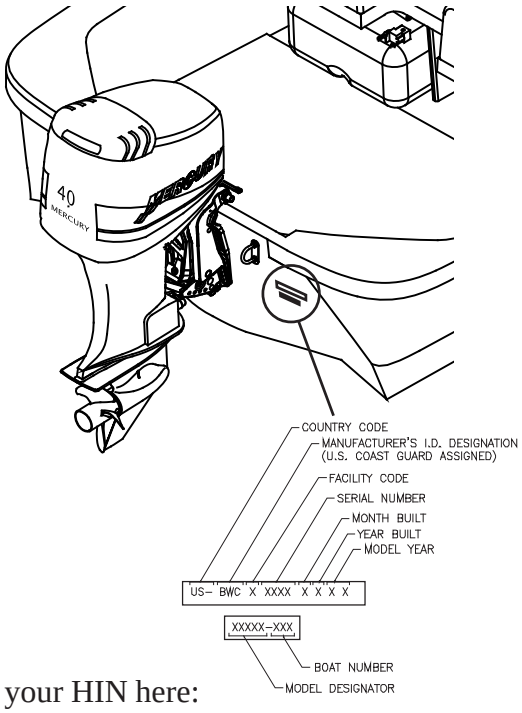
1. NO AIR VOIDS
2. HIGH DENSITY CLOSED CELL NON-ABSORBENT FOAM
3. HIGH QUALITY RESINS AND GELCOATS
4. WOVEN GLASS MATTING

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 control console indicates the maximum weight, number of persons, and horsepower your boat is rated to handle.

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.

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

⚠ DANGER

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

Certification Plates
Fig. 2.2.1

1

MAXIMUM CAPACITIES

5 PERSONS OR 650 LBS.
935 LBS. PERSONS, MOTOR, GEAR
40 H.P MOTOR

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

MANUFACTURER: BOSTON WHALER
MODEL: 130 Sport EDGEWATER, FL 32141

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

LOAD AND H.P CAPACITY • LEVEL FLOTATION
STEERING, FUEL AND ELECTRICAL SYSTEMS
NAVIGATION LIGHTS • MANEUVERABILITY
NATIONAL MARINE MANUFACTURERS ASSN.

Replacement Part No. 1619774

2

Fisheries and Oceans Canada / Coast Guard — Pêches et Océans Canada / Garde côtière — Canada

RATINGS IN FAIR WEATHER - RECOMMENDATIONS PAR BEAU TEMPS

LOAD* CHARGE*: 424 kg / 650 lbs.
NO. -no XXXX00001
OCCUPANTS: 5
* OCCUPANTS, EQUIPMENT
POWER - PUISSANCE: 30 kw / 40 HP

BUILDER - CONSTRUCTUER: BOSTON WHALER, INC -USA
MODEL - MODELE: 130 SPORT

The manufacturer certifies that this product complies with the Construction standards for small vessels/ Le fabricant certifie que ce produit este conforme aux Normes de construction des petits bateaux

Replacement Part No. 1746010

3

CE 0609 IMCI C

BOSTON WHALER, INC.
130 SPORT
MAXIMUM
5 + = 424 kg
= 30 kW

Replacement Part No. 1619782

4

AUSTRALIAN BUILDERS PLATE

MANUFACTURER: BOSTON WHALER, INC. - USA
MODEL: 130 SPORT
INFORMATION DETERMINED: ISO STANDARDS
MAX OUTBOARD: 29 kw; 97 kg
MAX PERSONS: 4 = 300 kg
MAX LOAD: 424 kg
BOUYANCY: LEVEL

⚠ WARNING
ALTERATION OF THE BOAT'S HULL OR PERMANENT FITTINGS MAY INVALIDATE THE PARTICULARS ON THIS PLATE

Replacement Part No. 1850568

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

Certification Design Category

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

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

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

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

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

NOTICE

Your 130 Sport is design category C

⚠ WARNING

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

Power Capacity

The 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 130 Sport has been tested and proven to be best suited for general use under normal conditions and load.

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

The 130 Sport is designed for a <u>maximum</u> outboard engine weight of 225 LBS (102 kg).

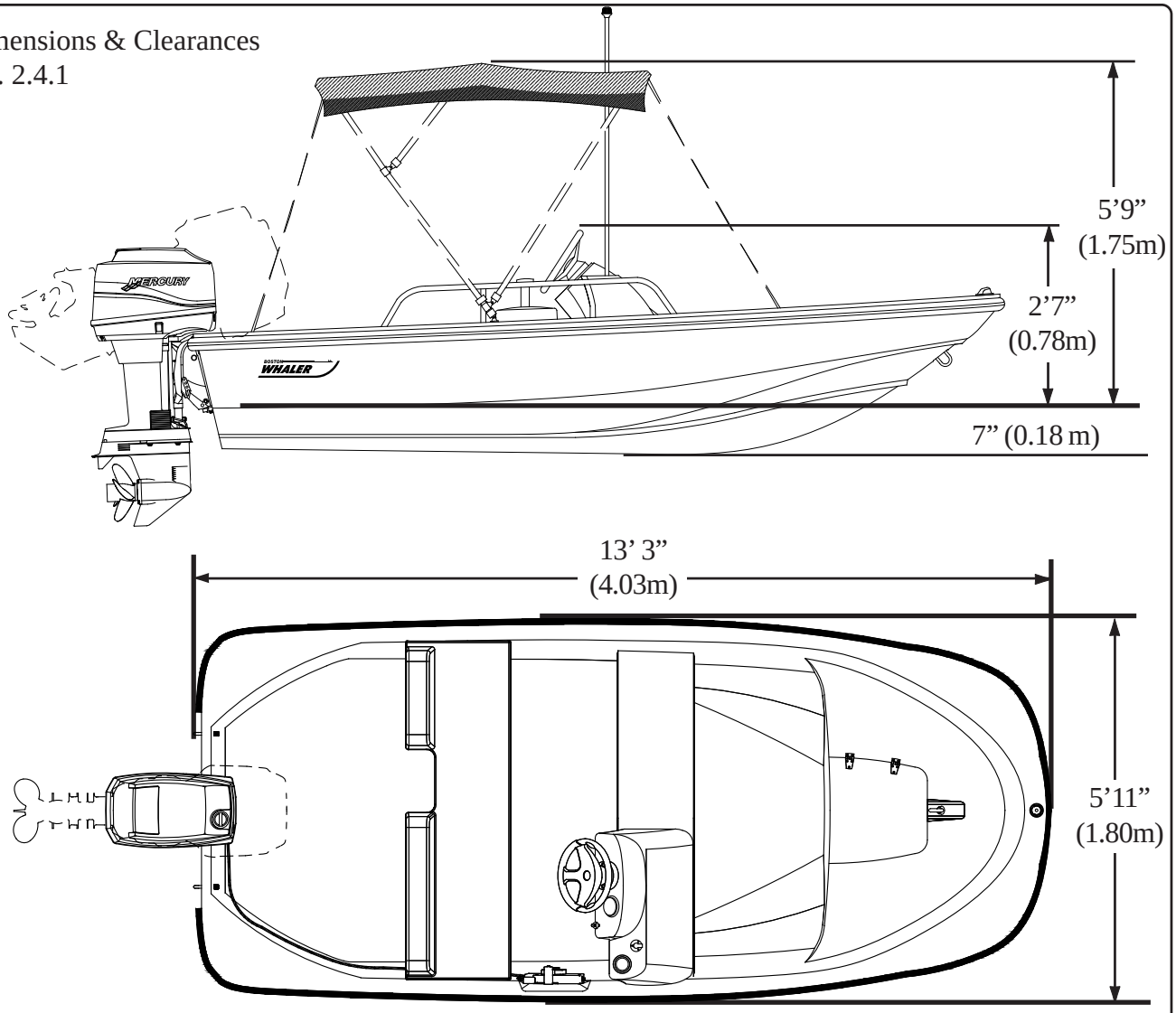
⚠ WARNING

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

NOTICE

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

Dimensions & Clearances
Fig. 2.4.1



Specifications & Dimensions

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

Overall Length	13’3”	4.03	m	Maximum Engine Weight	225 lbs.	102	kg
Bridge Clearance (no top)	2’7”	0.78	m	Maximum Weight,	935 lbs	424	kg
Bridge Clearance (Sun- Top)	5’9”	1.75	m	(passengers, engine(s), gear)[3]			
Boat on Trailer[1]	5’ 8”	1.72	m	Persons	5		
Beam	5’11”	1.80	m	Maximum Horsepower	40 HP	30	kw
Draft, (Hull only)[2]	7”	.18	m	Minimum Horsepower	25 HP	18	kw
Weight (dry, no engine)	600 lbs.	272	kg	Fuel Capacity	6.6 gal.	25	L
Swamped Capacity	1600 lbs	725	kg				

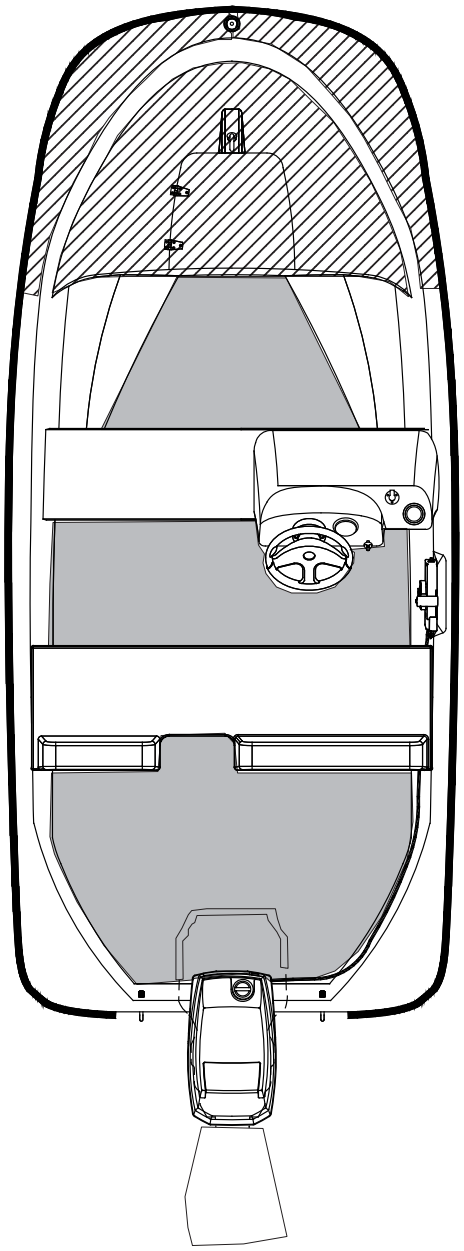
[1] With engine raised. This is an approximate measurement. The true height of your boat on your trailer is dependent on a number of variables (i.e. bunk adjustment, bunk padding, tire pressure, etc.)

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

[3] Exceeding this weight will affect the boat’s performance. **DO NOT** Exceed the weights listed on the capacity plate.

Passenger Locations

Deck Occupancy
Fig. 2.5.1



Working Deck

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

Accomodation Deck

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

⚠ DANGER

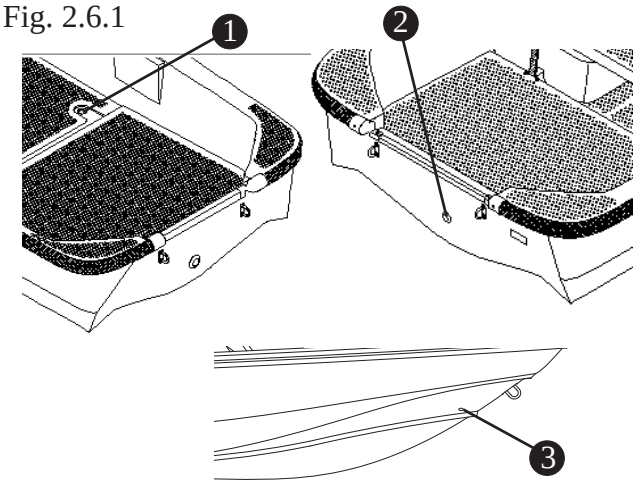
Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accomodation deck clean, so if movement is neccessary it will be free of obstruction.

⚠ WARNING

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

Location of Thru-Hull Fittings

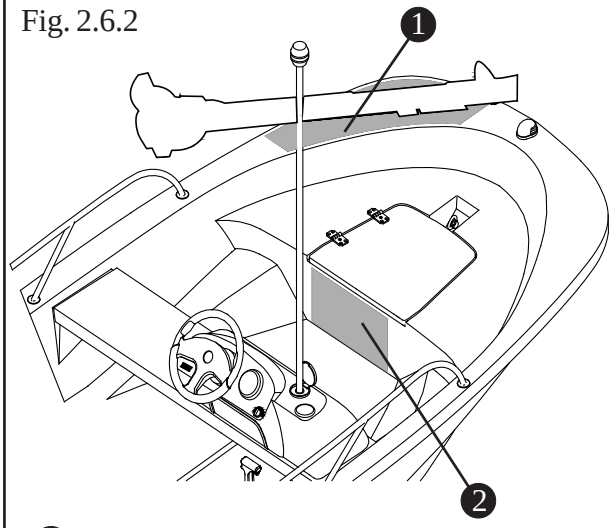
Through Hull Fittings
Fig. 2.6.1



1. COCKPIT DRAIN
2. GARBOARD DRAIN
3. ANCHOR LOCKER DRAIN

Location of Bow Reinforcement

Bow Reinforcement
Fig. 2.6.2



1. REINFORCED BOW
2. REINFORCED FISH SEAT MOUNT AREA

NOTICE

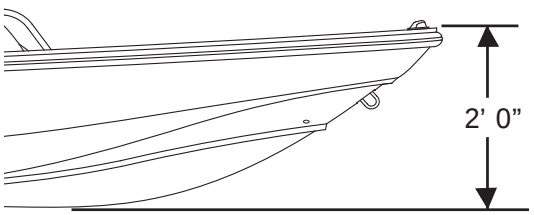
- **The cockpit drain provides self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit. The drain plug must be in place when underway.**
- **Depending on the type of boat you have, you may have underwater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

The 130 Sport is fitted with a reinforced area of the bow that will make it easier to mount a trolling motor. The reinforced section is located on the port side of the bow navigation lights and extend back along the gunwale. The phenolic material can be drilled and tapped to hold machine screws. In some instances the trolling motor will not be compatible with the optional bow rail. See your boston Whaler® dealer regarding this.

The 130 Sport also has an area that has been reinforced for mounting of a fishing seat. This area is located on the aft vertical wall of the anchor locker. Follow all mounting instructions carefully; the exact location of the phenolic can be found in the "REINF. LOCATION DIAGRAM" in your owner's manual packet. Please refer to this document before drilling into the deck of your boat.

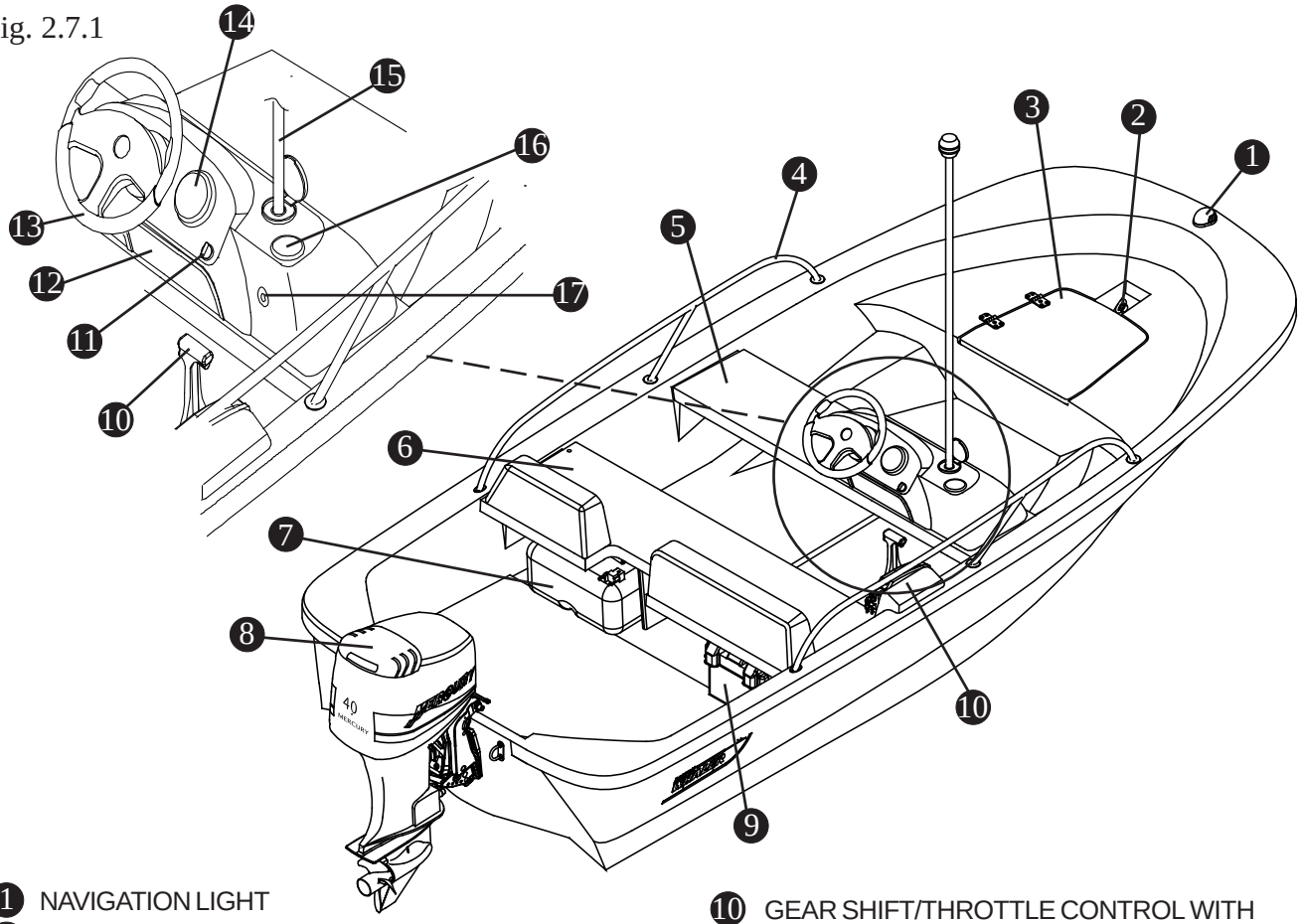
The figure below will help determine the correct shaft length of your trolling motor.

Deck to Waterline
Fig. 2.6.3



Features

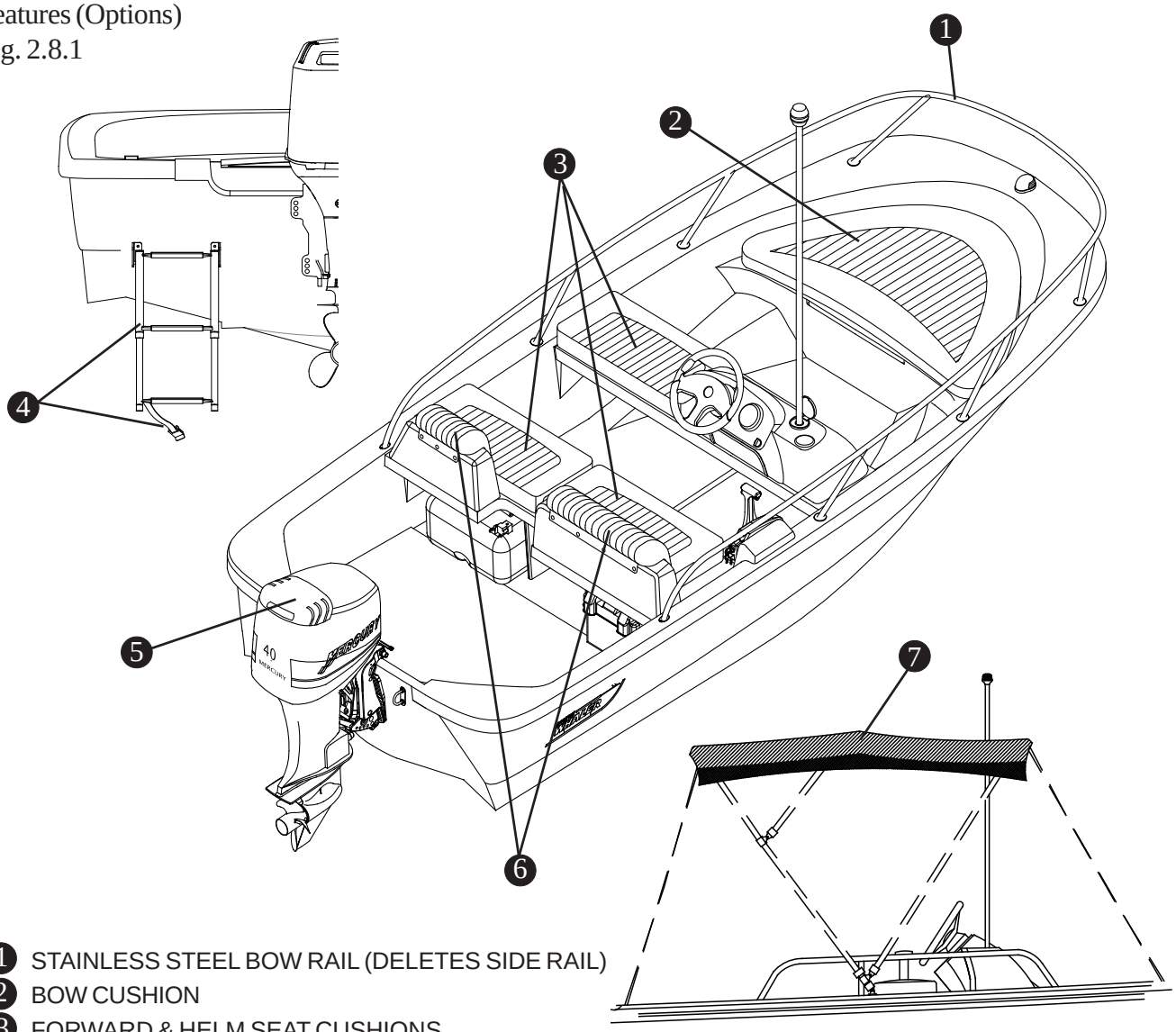
Features
Fig. 2.7.1



1. NAVIGATION LIGHT
2. BOW LIFTING EYE
3. BOW LOCKER
4. STAINLESS STEEL SIDE RAIL (P&S)
5. FORWARD BENCH SEAT
6. HELM BENCH SEAT WITH MOLDED BACKRESTS
7. 6 GAL. (22.7L) PORTABLE FUEL TANK
8. 40 HP ELPT 4-STROKE MERCURY ENGINE
9. BATTERY BOX WITH HOLD DOWN STRAP
10. GEAR SHIFT/THROTTLE CONTROL WITH EMERGENCY ENGINE SHUTDOWN SWITCH
11. NAVIGATION LIGHT SWITCH
12. CONSOLE STORAGE
13. SPORT STYLE STEERING WHEEL
14. TACHOMETER
15. ANCHOR LIGHT
16. CUPHOLDER
17. 12 VOLT ACCESSORY RECEPTACLE

Optional Features

Features (Options)
Fig. 2.8.1



1. STAINLESS STEEL BOW RAIL (DELETES SIDE RAIL)
2. BOW CUSHION
3. FORWARD & HELM SEAT CUSHIONS
4. SWIM LADDER WITH SECURING STRAP
5. 25 ELPT 4-STROKE TMC MERCURY ENGINE
6. HELM SEAT BACKRESTS
7. SUN-TOP WITH STAINLESS STEEL FITTINGS & PROTECTIVE BOOT.

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.

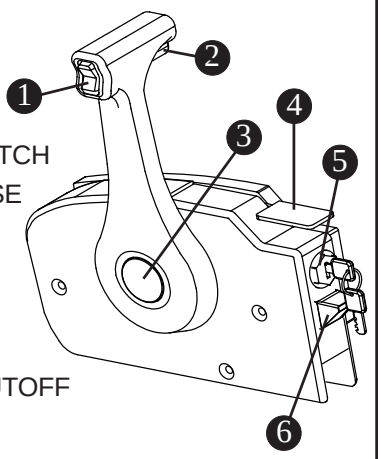
NOTICE

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

The 130 Sport is equipped with a gear shift/throttle control unit mounted on the console directly starboard of the steering wheel. The gear shift/throttle control unit for the engine activates both shifting mechanism and throttle.

The control must be in the "NEUTRAL" position to start your engine. Neutral is the most upright position of the control unit and acts as an idle, the propeller is not rotating. There is a "throttle only" button at the center of the throttle control that when depressed will disengage the shifting mechanism and will allow you to operate the throttle without engaging the propeller. This button will automatically engage the shifting mechanism once the throttle control has been moved back to its center position (you will hear and feel a click when it is engaged). Moving the lever forward engages the forward gear and then the throttle advance.

Gear shift/Throttle
Fig. 2.9.1



1. POWER TRIM SWITCH
2. NEUTRAL RELEASE
3. THROTTLE ONLY BUTTON
4. IDLE LEVER
5. IGNITION SWITCH
6. EMERGENCY SHUTOFF SWITCH

To reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust. The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat.

⚠ CAUTION

Reducing forward speed quickly, suddenly slowing the boat will create a following wake which may rise above the transom and flood the boat.

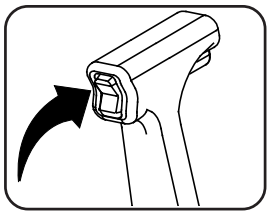
Understanding your boat and its reactions at speed will make boating for you safer and more enjoyable.

Power Trim Operation

NOTICE

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

The power trim & tilt system allows you to raise and lower the engine outdrive for trailering, launching and beaching. This also allows for ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases, best all-round performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water. The power trim is located on the inboard side of the gear shift/throttle lever handle.



NOTICE

Boats can be operated in a manner and at certain speeds resulting in trim angles that could cause visibility to be obscured. Motor trim, hull trim plane angles (if equipped), boat load distribution and speed are factors that affect a boat's trim angle.

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

Navigation Lighting

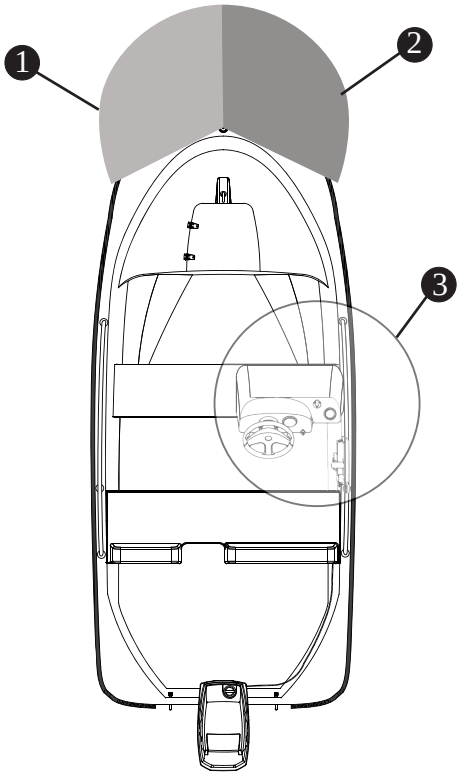
Your boat comes equipped with navigation lighting for your safety. Regulations state that all boats, no matter the size, must display navigation lights. The lights must be displayed underway at night (sunset to sunrise) or in low visibility conditions. The term "underway" means not at anchor or docked. 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.

While at anchor in open water it is required that your 360° anchor light be illuminated. It is the boat operators responsibility to display the proper sequence of navigation lighting.

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

When not being used, the all-round pole light can be stowed in clips located amidship on the port side of the vessel.

Navigation/Anchor Lighting
Fig. 2.10.1



1. PORT NAVIGATION LIGHT (RED) VISIBLE 1 NAUTICAL MILES
2. STARBOARD NAVIGATION LIGHT (GREEN) VISIBLE 1 NAUTICAL MILES
3. 360° ALL ROUND LIGHT (WHITE) VISIBLE 2 NAUTICAL MILES

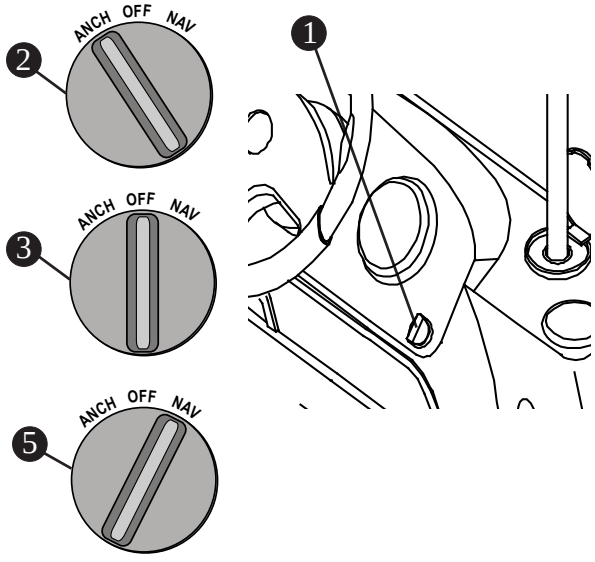
NOTICE

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

Operating the Navigation Lighting

A three-position switch, located on the console (See below) controls the navigation and anchor lighting. In the "NAV" position the port (red), starboard (green) and 360° all around 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 "ANCH" position, the white, 360° light will illuminate, showing other boaters your location while at anchor.

NAV/ANC Switch Positions
Fig. 2.10.2



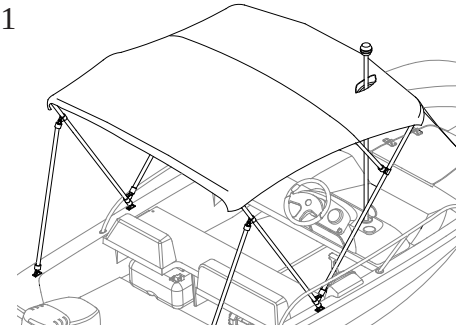
1. NAV/ANCH SWITCH
2. ANCHOR LIGHT "ON"
3. "OFF"
4. ANCHOR & BOW NAVIGATIONAL LIGHTS "ON"

When using the canvas sun-top with the console mounted anchor light be sure to slide the light through the opening in the top of the sun-top. Be sure to remove the light pole from the base before stowing the canvas Sun-top.

NOTICE

When using the optional SUN-TOP, make certain that all securing straps are taut. Damage to the navigation light can happen if the canvas frame straps are loose or not secured properly.

Sun-top with Anchor light
Fig. 2.11.1



Steering

⚠ CAUTION

Do not cover cracks in the steering cable or fittings with tape or other sealants. This will create a hazard in which the cable can fail without warning.

Your 130 Sport is equipped with a teleflex no-feedback steering system. The Teleflex no-feedback steering system has a clutch mechanism which prevents the engine torque from being felt at the steering wheel. This reduces driver fatigue by eliminating the constant need to fight the wheel.

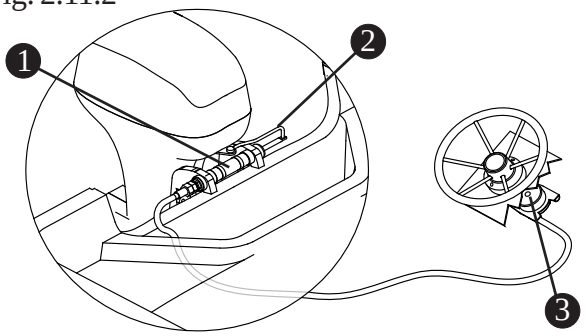
Maintenance:

The mechanical steering system should be checked periodically by your Boston Whaler® dealer for proper lubrication, alignment and to make sure there is no looseness or binding of the cable. Proper maintenance of this system will ensure worry-free usage for the life of your boat.

No-feedback steering system maintenance 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.
- Check all moving parts to be sure they are free of salt build-up and other foreign material. Such build-up will affect their operation.

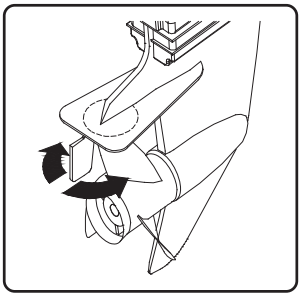
No-Feedback Steering (Typical)
Fig. 2.11.2



1 CABLE MOUNTING TUBE
2 STEERING LINK ROD
3 ROTARY STEERING ASSEMBLY

Steering Pull

Steering pull is unnecessary and unsafe! Steering trim tabs provided on most engines are frequently improperly adjusted, (they work opposite to normal expectation).



To set steering trim tab for neutral steering:

Depending on your engine model, there is a bolt on the underside or topside center of the tab. Loosen the bolt prior to adjustment.

If boat veers to the right, (hands off), move the aft end of the tab to the right.

If boat veers to the left, (hands off), move the aft end of the tab to the left.

REFER TO THE ENGINE 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.**
- **changes to the boat, such as the addition of bottom paint, additional equipment, etc. will affect performance.**

The engine on your 130 Sport has been equipped with a propeller which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propeller to give your boat slightly different performance characteristics.

Propellers have two basic characteristics, diameter and pitch.

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

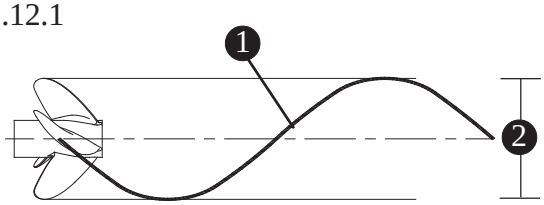
Pitch is that distance in inches that a propeller will travel if rotated one revolution without any slippage.

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

⚠ DANGER

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

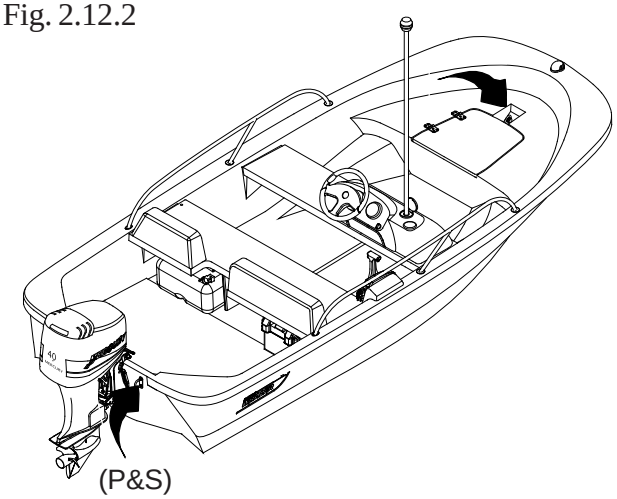
Propeller Pitch & Diameter
Fig. 2.12.1



1 PITCH
2 DIAMETER

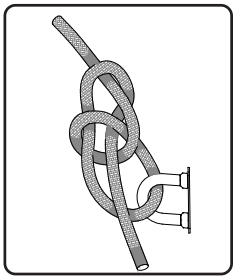
Docking, lifting and trailering

Lifting
Fig. 2.12.2



Docking

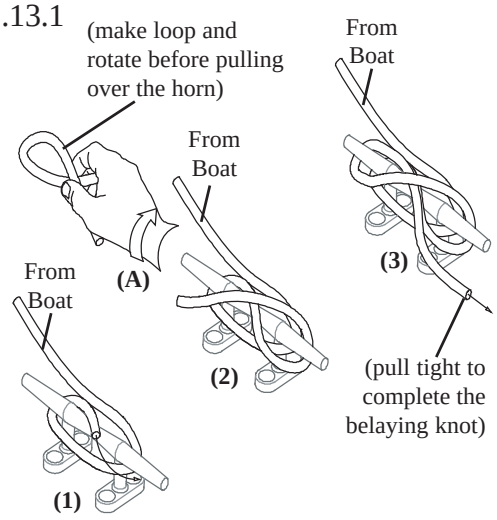
Your 130 Sport is fitted with a bow-eye and 2 stern eyes. The bow eye is located in the anchor locker. The stern eyes are located on the transom (P&S).



These are the primary points used for lifting and securing your boat. The best knot for the stern eyes would be a bowline knot. This knot is strong and can be easily removed when neccessary. Always use the external eyes for securing the boat to the trailer.

Figure 2.13.1 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.

Belaying Knot
Fig. 2.13.1



Lifting

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.

⚠ CAUTION

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

- Use a wide, flat, belting sling for lifting ,to minimize stress on the gunwales. Careful location of the sling is required. DO NOT PLACE SLINGS WHERE UNDER WATER FITTINGS WILL BE IN CONTACT.
- If using a lifting hook, attach to bow eye and the stern lifting eyes mounted on the transom. Always use a spreader bar on the stern eyes and use chafing protection on the top of the transom.
- All drain plugs (i.e. transom, fishwell, deck, etc.) should be pulled out and the boat positioned with the bow slightly higher than the stern so that any water which is allowed to accumulate in the cock pit and/or bilge can easily drain from the boat.

Trailering

The 130 Sport has a trailer which is best suited for length and width of the boat. 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.

NOTICE

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

Trailer Safety

Securing the Boat to the Trailer

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.

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 Trailer to the Tow Vehicle

Safety Chains - Safety chains are also important; the chains are connected to the trailer and should be of sufficient length to reach the frame of the tow vehicle and should be long enough to allow the tow vehicle to turn without binding or tensioning . Attach the chains by crisscrossing them under the tongue of the trailer and then attaching them to the tow vehicle.

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

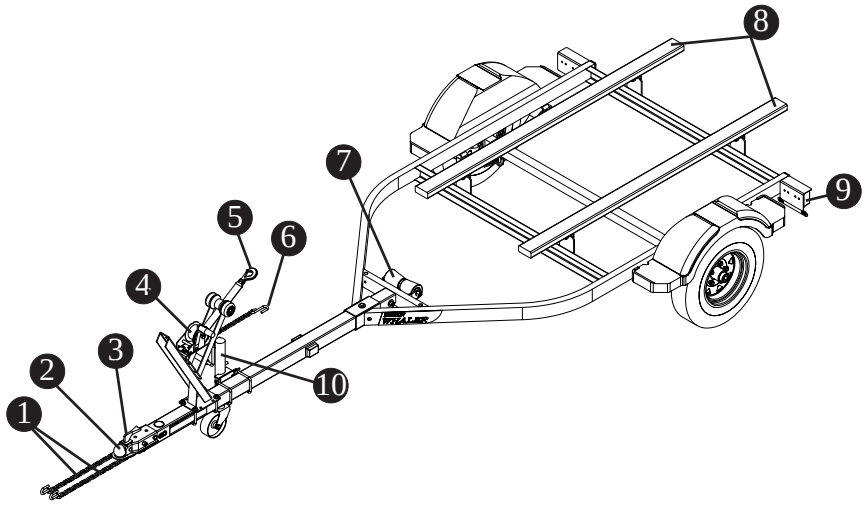
Tie-down straps should never be used by themselves, they are only used to help in keeping the boat secured to the trailer. Make certain that the safety chain is properly secured to the bow eye.

NOTICE

Refer to the engine manual in your owner's manual packet for proper engine support while trailering.

Trailer
Fig. 2.14.1

1. SAFETY CHAINS
2. TONGUE/BALL HITCH RECEIVER
3. TONGUE BALL LATCH
4. WINCH
5. WINCH HOOK/STRAP
6. WINCH SAFETY CHAIN
7. KEEL GUIDE ROLLER
8. BUNKS
9. TAIL LIGHT (P&S)
10. TONGUE JACK



Fuel System

NOTICE

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

The 130 Sport is equipped for a gasoline fuel system. There is a 6 Gal.(22.7 L) removable fuel tank located on the port side under the aft bench. Straps are used to secure the tanks to the deck.

It is recommended that you follow all instructions regarding the filling and transporting of the removable fuel tanks.

⚠ CAUTION

FOLLOW THE ENGINE MANUFACTURER'S RECOMMENDATIONS REGARDING THE TYPES OF FUEL AND OIL TO USE. 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.

⚠ CAUTION

Be sure fuel tanks are secured to the deck while underway.

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

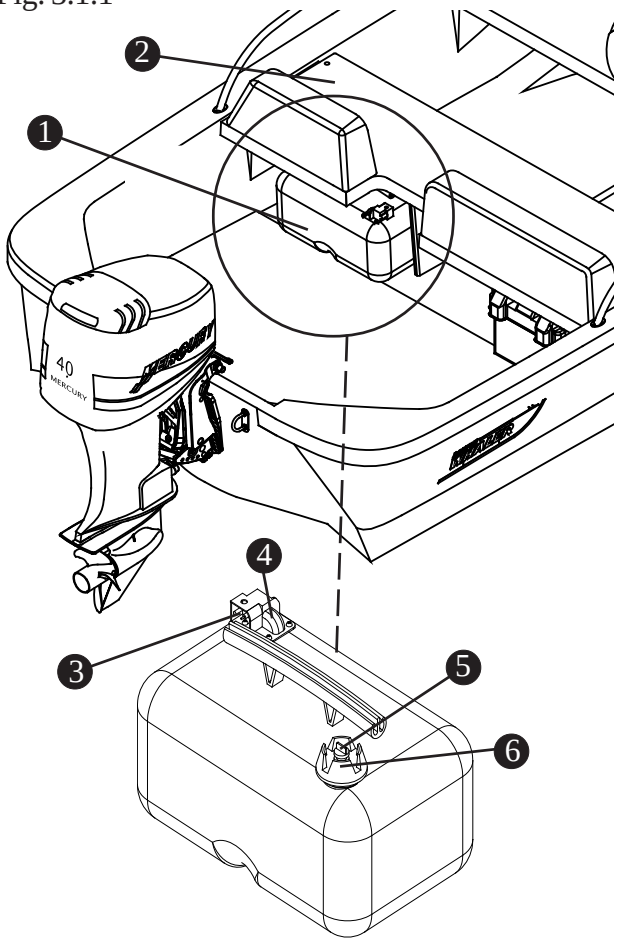
NOTICE

Remove portable tanks from boat and fill from shore. When fueling is complete, secure tanks to deck with straps provided.

Primer Bulb

Use the primer bulb (See "Starting the Engine, pg. 3-3) to draw fuel from the tank(s) to the engine when connecting the portable tank or when fuel has been drained from the system. There are instructions regarding proper use of the primer bulb in the engine manufacturers handbook.

Fuel tank
Fig. 3.1.1



1. 6 GAL (22.7 L) PORTABLE FUEL TANK
2. AFT BENCH SEAT
3. FUEL LINE RECEPTACLE
4. FUEL TANK LEVEL INDICATOR
5. FUEL VENT
6. FUEL FILL CAP

Oil Usage

Mercury or Quicksilver SAE 10W-30 mult-viscosity 4-stroke outboard oil for general, all-temperature use is recommended. NEVER use 4-cycle engine oil that is not certified to meet or exceed any one or combination of the following American Petroleum Institute (API) Sevice Classification SH, SG SF, CF-4, CE, CD, CDII. Severe engine damage may result from use of an inferior oil.

- SAE 10W-30 viscosity oil is recommended for use with all temperatures.

- SAE 25W-40 viscosity oil may be used at temperatures above 40º F (4º C).

DO NOT overfill. Be sure the outboard engine is upright, (not tilted) when checking oil. Follow the filling directions listed in the *Outboard Operation, Maintenance & Warranty MANUAL*.

Fuel & Oil Spillage

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is bilge discharge. Violators are subject to severe penalties and may also be responsible for the cost of clean up, which can be substantial.

Use rags or sponges to soak up fuel or oily waste, then dispose of them properly ashore.

⚠ CAUTION

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

NOTICE

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

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

Static Electricity and the Fuel System

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

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

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

- **NEVER** fuel your boat in unsafe conditions such as suspended on a sling or in a situation that increases the liklihood 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 tank.
- Close all ports, windows, doors and hatches.

⚠ DANGER

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

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

- 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 fill cap tightly.
- Portable tanks should only be filled while on shore, never on board the boat.

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

Ethanol-Blended 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.

⚠ 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.

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

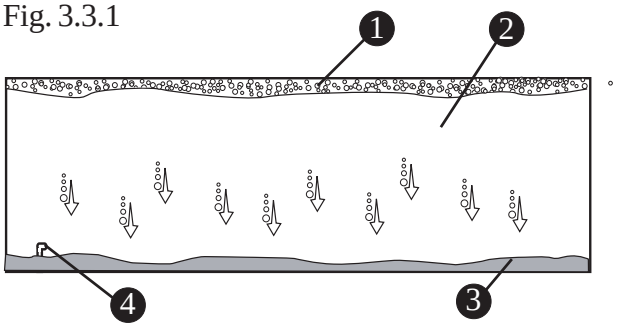
Filling The Tank

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

Phase Separation

Humidity and condensation create water in your fuel tank which can adversly effect the ethanol blended fuel. A condition called phase separation can occur if water is drawn into the fuel beyond the saturation point. The presence of water in the fuel beyond the saturation level will cause most of the ethanol in the fuel to separate from

Example of Phase Separation
Fig. 3.3.1



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

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.

Storage

Fuel Systems with Portable tanks:

Most portable fuel tanks have closable vents. Close the vent while in storage to prevent air from entering the tank.

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(s).

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

Starting the Engine

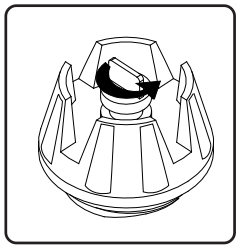
⚠ CAUTION

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

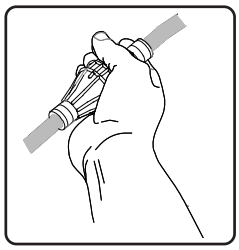
Prior to Starting

Be sure you have read the Pre-Starting Check List, Special Operating Instructions and engine Break-In Procedure in the Operation Section of the engine manufacturer's manual which can be found in your owner's packet.

- Operator should know boating safety, safe navigation, and boat operating procedures.
- Make sure that the lower unit of the engine is in the water.
- Open fuel tank vent screw (in filler cap) on manual venting type tanks.

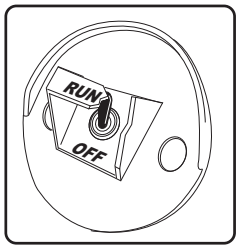


- Squeeze the fuel line primer bulb several times until it feels firm.

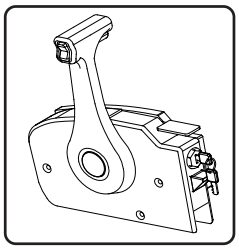


NOTE: To prevent flooding, do not squeeze the primer bulb after engine has warmed up.

- Be sure the emergency engine shutoff switch is in the "RUN" position.



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



NOTICE

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

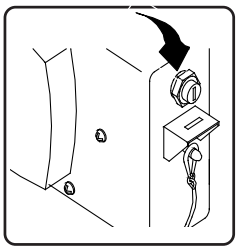
NOTICE

Outboards with battery charging capabilities must not be operated with battery cables disconnected from the battery. Damage to the charging system may result.

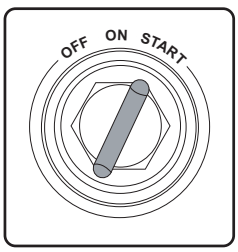
DO NOT engage "Throttle Only" feature for initial starting.

Start Engine:

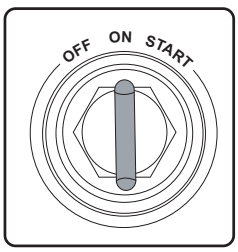
The ignition for the 130 Sport is located on the aft of the gear shift/ throttle control unit.



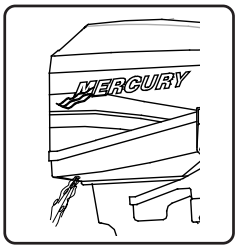
- Turn key to "Start" position and hold until engine starts.



- When engine starts, release key. The key will return to the "ON" position.



- Check for a steady stream of water flowing out of the water pump outlet.

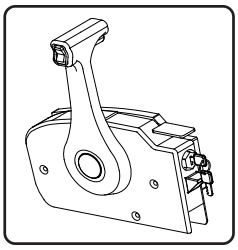


NOTE: If no water is coming out of the water pump outlet. stop the engine and check cooling water intake for obstructions. No obstruction may indicate a water pump failure or blockage in the cooling system. These conditions will cause the engine to overheat. Have the engine checked by your dealer. Operating the engine while overheated wil cause engine damage.

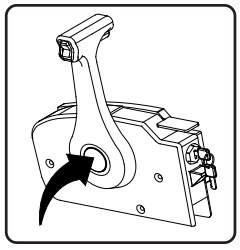
Warming Up the Engine

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

- Be sure that the gear shift and throttle control handle is in the NEUTRAL position.

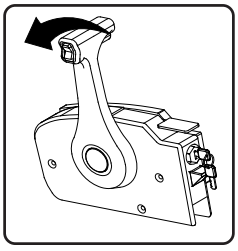


- Press and hold the "THROTTLE ONLY" button while moving the control handle ahead to the forward position.

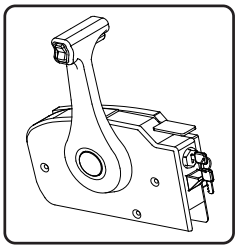


- Advance the control handle to increase engine RPM.

  Keep engine speed below 2000 RPM.



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



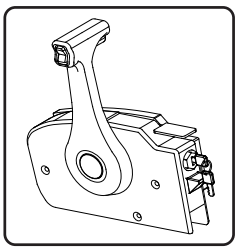
The warm-up mode can be re-activated by turning the engine off and re-starting.

NOTICE

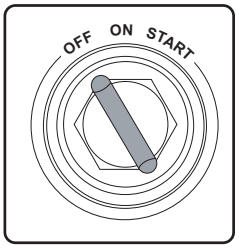
- **NEVER shift outboard into gear unless engine speed is at idle.**
- **DO NOT shift outboard into reverse when the engine is not running.**
- **When shifting, always stop at neutral position and allow the engine speed to return to idle.**

Stopping the Engine

- Reduce engine speed and be sure that the gear shift and throttle control handle is in the NEUTRAL position



- Turn Key to the "OFF" position.



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

Anchoring

NOTICE

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

The 130 Sport is equipped with an anchor storage compartment located in the bow of the boat. Because there are a variety of anchors, with a variety of uses, **discuss the types of anchors with your dealer to find the right anchor for your boat.**

⚠ WARNING

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

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 aid in setting of the anchor.

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:

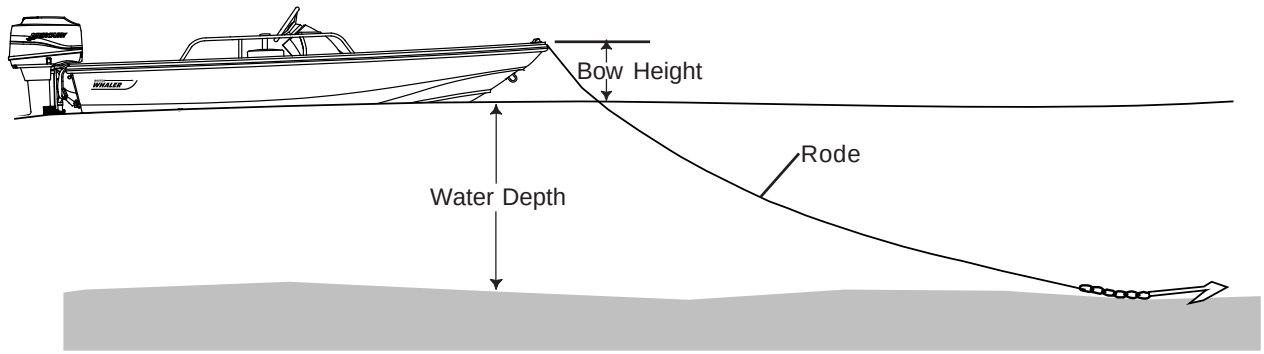
Rode length = (3 feet + 10 feet) X 7*

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.

Proper Anchoring
Fig. 3.7.1



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

Lowering The Anchor

NOTICE

Before using the anchor be sure the anchor line's bitter end is secured to the eye in the bottom of the anchor locker.

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

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 to prevent loss of anchor.

Weighing the Anchor

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

⚠ CAUTION

Be careful that trailing lines do not foul in the propeller

Electrical Systems

DC Electrical System

The electrical system on the 130 Sport is powered by one (1) lead-acid battery. The battery is charged by the engine when the engine is running. The battery powers essential systems on your boat:

- Engine Ignition.
- Engine tilt trim system
- Navigation/anchor lights
- Helm gauge(s)
- Electronic and add-on accessories

Battery

NOTICE

Your battery should always be stored in the battery box.

Battery Box

Your battery should always be enclosed in the battery box provided with your boat and located under the starboard side of the aft bench seat

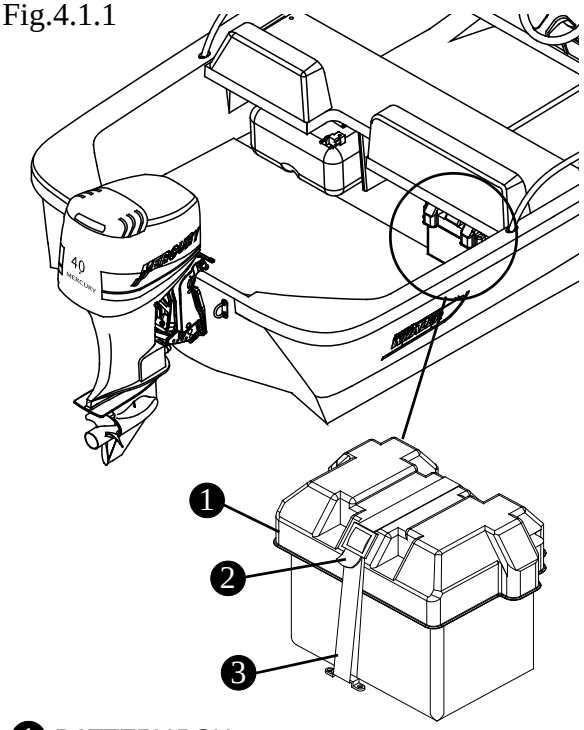
The box will contain any spilled acid, as well as protect the battery terminals from damage or inadvertent shorting from contact with metal objects.

The battery box should always be secured in place by using the straps and clamps provided, the straps will ensure that while underway the battery will not move around, causing damage to components and/or equipment stored in the same area.

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

- Coating the terminals with dielectric grease
- Keeping the battery dry
- If not using a sealed battery, check & maintain the water level. USE DISTILLED WATER ONLY.

Battery Box
Fig.4.1.1



1. BATTERY BOX
2. RELEASE STRAP
3. TIE-DOWN STRAP

⚠ 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.

- Removing the battery 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.

⚠ CAUTION

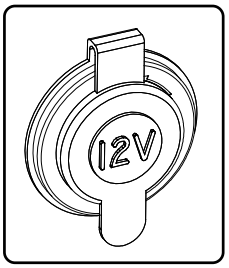
- **NEVER use an open flame in the battery storage area.**
- **Avoid striking sparks near the battery.**
- **A battery will explode if a flame or spark ignites the free hydrogen given off during charging.**
- **ALWAYS disconnect the battery before doing any work or maintenance on the electrical system.**
- **NEVER turn off the battery switches or disconnect the battery cables while the engines are running.**

12 Volt Accessory Receptacles

NOTICE

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

The 130 Sport is equipped with a 12 volt receptacle located on the starboard side of the helm.



The receptacle is made of corrosion resistant marine grade materials and have a moisture proof cap.

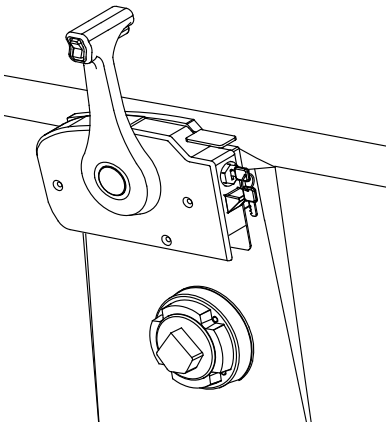
Be sure to use accessories that do not exceed the rated capacity of the circuit, (10 amps). Doing so will cause the breaker to trip.

Battery Switch (CE Option)

If equipped, the battery switch, located below the gear shift/throttle control unit allows you to control the delivery of DC power from the battery to the engine as well as allowing the alternator to charge the battery.

Your battery selector switch has two settings, “ON” and “OFF”, “ON” gives you power from the battery. “OFF” you have no power to the engine. Remember to turn the battery selector switch to “ON” before you attempt to start your engine.

Battery Switch (CE Option)
Fig. 4.2.1



⚠ CAUTION

You MUST stop the engine before moving the switch to the “OFF” position.

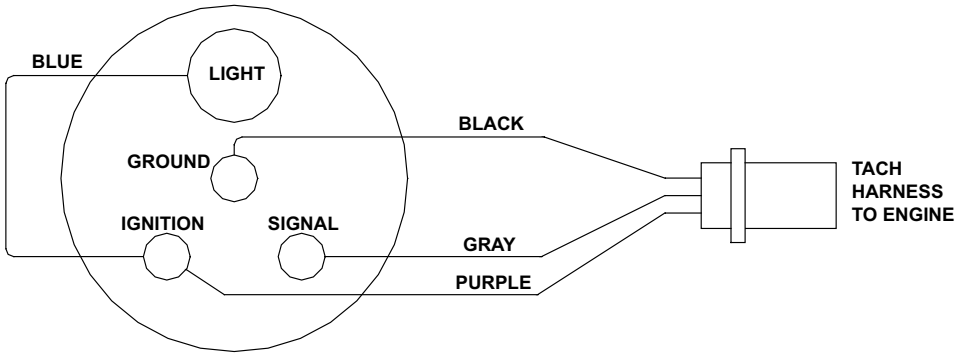
Electrical Schematics & Harnesses

The electrical schematics on the following page pertain to the electrical system in your boat. The 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.

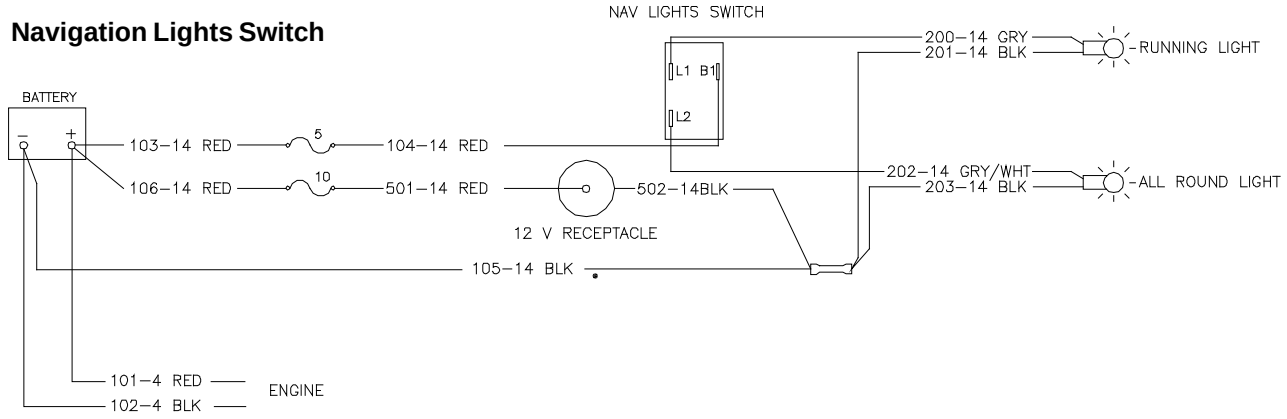
Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the customer and is not obligated to make any updates to units built prior to the change.

130 Sport Tachometer harness
Fig.4.3.1

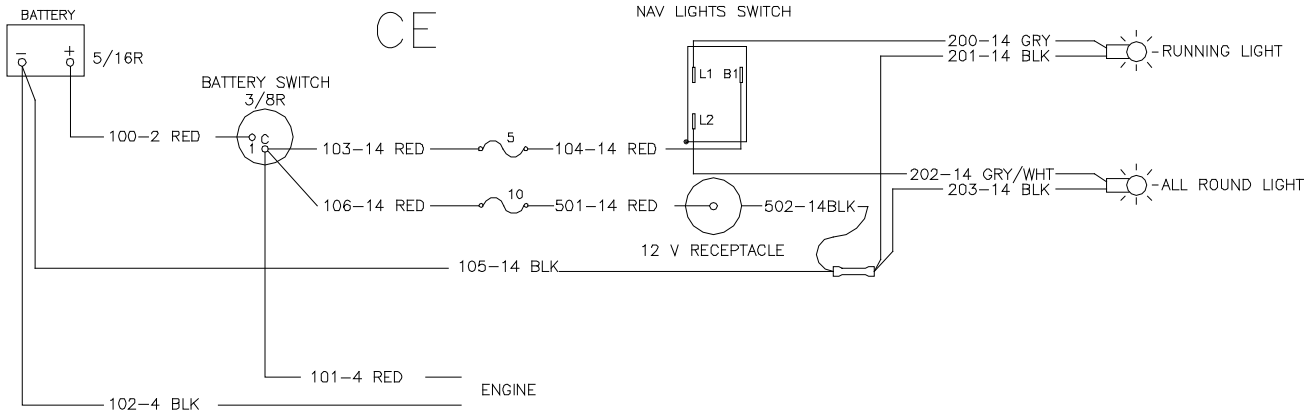


130 Sport Wiring Diagrams
Fig.4.3.2

Navigation Lights Switch



Navigation Lights Switch (CE Option)



Wiring Identification Chart

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

Wire Color Chart for DC and Special Circuit

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

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 only** for the care and cleaning of your boat. It is your responsibility to determine whether maintenance and care intervals need to be accelerated due to your boat usage and/or operating environment.

NOTICE

Refer to the individual manufacturer's manuals for important information regarding service, care and maintenance of your boat, equipment and components. Failure to do so may in some cases void the warranty.

Owner's Manuals for your boat and each of the various components and equipment can be found in your Owner's Manual Packet.

⚠ DANGER

When using solvents read all information from the solvent manufacturer regarding safety and handling of the material.

Wear proper protective equipment to insure your personal safety.

Only use solvents in a well ventilated area and keep all solvents away from open flame and any other forms of ignition.

Cleaning Your Boat

Hull

Clean the bottom of your boat of marine growth immediately, if the debris dries it will harden and will make its removal very difficult. Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gelcoat of your boat. Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat, compounding must be done after washing and prior to waxing. Check with your Boston Whaler® dealer on a compatible rubbing compound for your boat.

Stainless Steel/Metal Trim

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

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

Hull Maintenance (Blisters)

The fiberglass and resin structure of your boat is porous (intrusion of water into the gelcoat will take some time). Blistering is caused by water soluble materials in the hull laminate. The effect of osmotic pressure allows water to impregnate below the gelcoat and substrate thus forming a blister. There have been extensive university studies funded by the United States Coast Guard regarding the cause and effect of blisters forming in the gelcoat of fiberglass boats. Fiberglass blisters can form in near-surface layers of the gelcoat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare 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-silicone marine paint can also be used to aid in the prevention of hull blisters.

Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the likelihood of hull blisters forming. Be sure to use a bunk type lift or trailer for long term storage of the boat out of water. If blisters are present in the hull, they need to be properly cleaned and dried out before any barrier protection can be applied. Contact your Boston Whaler® dealer for more information on prevention and treatment of hull blisters.

Bottom Painting

⚠ DANGER

There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all the precautions and regulations listed by the manufacturer before and after painting your boats hull.

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

⚠ WARNING

The dust created by sanding is toxic and should not be breathed. A proper fitting respirator must be used.

DO NOT use a paper filter mask.

is complete. Follow the manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jackstands etc.) and paint accordingly. Follow the manufacturer's recommendation for do's and 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 its time in the water, it might be a good idea to paint the hull bottom, if you will be trailering the boat to and from the water, you might want to forgo the painting. This is an abbreviated section on painting your hull bottom.Your Boston Whaler® dealer should have information on properly painting you boats hull or recommendations on businesses that will paint your hull for you.

Painted Hull Care (Bottom)

The painted hull bottom will need to be inspected annually. Any growth will affect the boats performance and overall look. If it has been a while between inspections you might notice algae or slime growth. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned

immediately after the boat has been removed from the water. If the growth is allowed to dry it will be that much harder to remove. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Fresh water, salt water and water temperature can all affect the types of growth that you will find on your boats hull.

Cushion/Rubrail Care

The cushions and rubrails on the 110 Tender/Sport are made of an injected high density foam material. Labratory tests have proven this material to be highly resistant to staining, fading and cracking.
As resilient as this material is, you will still need to follow some basic maintenance precautions:
General maintenance requires a thorough cleaning with mild soap & water.
DO NOT use any cleaning agents that contain chemicals.
The Soft side rubrail system is similar in composition. Although the outer shell is tough and durable, there is a chance that it can be breached.
Use care when docking or exposing the rubrail to conditions that might damage it, (e.g.-docking against heavily barnacled pilings.)
Tears can be repaired using "Super Glue".
Thoroughly clean and dry the affected area; apply glue, and hold the surfaces together. This will work when the areas have been cleanly sliced. Areas affected by heavy abrasion can have sections replaced. Please see you Boston Whaler Dealer® if this needs to be done.

Long Term Storage

NOTICE

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

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

Engine

⚠ CAUTION

Never start or run your outboard (even momentarily) without having water circulating through the cooling water intake holes in the gear case. This will prevent damage to the water pump (running dry) or overheating of the engine.

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

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

Fuel System

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

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

Trailer Storage

If you will be storing the boat for an extended amount of time on its trailer, you will need to lift the trailer off of its wheels. Use care when raising the trailer. The surface should be level and conditioned to accept the weight of the boat and trailer and allow for adequate drainage. Covering the wheels will protect them from harmful UV rays. Repeatedly immersing the trailer in water during

boat launching can cause a variety of problems. Water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenence of you trailer.

Electrical System

NOTICE

Store battery in a cool, dry location. Keep the battery in the battery box. Periodically check the battery during storage.

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

Drainage

It is important to raise the bow of the boat enough to allow for proper drainage of water from the deck and bilge area. Make sure all the drainage fittings are clear and free of debris. Store the engine in an upright position to promote adequate drainage of water.

Canvas Care & Maintenance

NOTICE

NEVER trailer the boat with the sun-top in the open position. Damage to the frame, canvas and securing straps can occur. Use the protective boot when the sun-top is being trailered or stored.

NOTICE

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

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas sun top and covers to degrade over time. The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Boston Whaler® dealer or check with your owner's manual before using any chemical treatments on your canvas. To keep the canvas and metal parts in good working condition and keep a good appearance, you will need to keep them clean. The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without removing the framework.

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

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

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

MAINTENANCE LOG

DATE	ENGINE HOURS	SERVICED BY	MAINTENANCE PERFORMED

NOTES

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