

# WHITE RIVER UTILITY BOATS

## OWNER'S/OPERATOR'S MANUAL



# WHITE RIVER

# Attention!

**This Owner's/Operator's Manual contains information vital to safe usage of this equipment by all owners/operators. Each owner/operator should review this manual carefully prior to use.**

**Proper maintenance, as outlined herein, will ensure product safety, reliability, and longevity.**

**WHITE RIVER**

# Welcome & Introduction

## Welcome

Thank you and congratulations on purchasing your new WHITE RIVER® utility boat. This manual will guide you in the proper operation and care of your new boat package and equipment. Please take time to read the manual and become familiar with its contents before operating your boat for the first time.

Included in this manual is general information on major components such as the engine, trolling motor, depth finder, etc. The suppliers of these components may have their own specific operation, maintenance and warranty procedures. Be sure to read the information provided by these companies which may be included in the owners/operators packaged material.

The illustrations in this manual are representative views or you reference and may be slightly different from your actual boat model and equipment. Some items noted may be optional or may not be available for your particular model.

Thanks again for choosing WHITE RIVER®. We appreciate your business and are confident that your boat will provide you with years of boating pleasure!

## NMMA Certification

White River Marine Group, L.L.C. is a member of the National Marine Manufacturers Association (NMMA) and each WHITE RIVER® utility boat meets the rigid specifications required for NMMA certification. NMMA certification exceeds United States Coast Guard requirements and is backed by over 1600 members. Inspections are performed each model year to ensure that our boats meet the stringent standards of NMMA.



**WHITE RIVER**



# Owner's/Operator's Manual

## **UTILITY BOAT OWNER'S/OPERATOR'S MANUAL**

**Featuring the WHITE RIVER  
Utility Boat Models**

**White River Marine Group, L.L.C.**  
2500 E. Kearney Street  
Springfield, MO 65898

# Table of Contents

## 1 OWNERS/OPERATORS RESPONSIBILITIES

Boating Terminology	1-1
State Registration	1-1
Classes of Watercraft	1-1
Warranty Registration	1-1
Important Numbers	1-2
Hull Identification Number	1-2
Insurance	1-2
Periodic Maintenance	1-2
Warning Labels	1-2
Storage	1-3
Instruct Passengers	1-3
Courtesy on the Water	1-3

## 2 BOATING SAFETY

Boating Safety Introduction	2-1
Operator's Responsibilities	2-2
Safety Equipment	2-2
Personal Flotation Device	2-3
Capacity Information	2-4
Passenger Safety	2-4
Alcohol/Drug Use	2-5
Minors	2-5
Education	2-5
Float Plan	2-6

## 3 EMERGENCY PROCEDURES

Hazardous Weather	3-1
Capsizing	3-1
Fire	3-1
Collision	3-2
Person Overboard	3-2
Distress Signals	3-3
Accident Reporting	3-3
Giving Assistance	3-3
First Aid	3-3

## 4 WATER SPORTS

Swimming and Diving	4-1
Fishing	4-1

## 5 RULES OF THE ROAD

Right of Way	5-1
Overtaking/Passing	5-1
Crossing Situations	5-1
Meeting Head On	5-2
Warning Signals	5-2
Navigation Aids	5-2
Channel Buoy Guide	5-3
Waterway Markers	5-3

## 6 GETTING UNDERWAY

Boarding/Loading	6-1
Starting Procedures	6-1
Maneuvering	6-2
Docking	6-3
Departing	6-4
Safety Checklist	6-4

## 7 OPERATING INFORMATION

Fueling Procedures	7-1
Anchoring	7-1
Performance	7-2
Getting on Plane	7-2

## 8 TRAILERING

Brackish and Salt Water Use	8-1
Capacity Information	8-1
Classes of Trailers	8-1
Hitches	8-2
Trailering Checklist	8-2
Hook-up Procedure	8-4
Safety Strap	8-5
Coupler	8-6
Maneuvering the Trailer	8-7
--Starting	8-7

**WHITE RIVER**

# Table of Contents

--Backing	8-7
--Corners and Curves	8-7
--Passing	8-8
--Being Passed	8-8
--Stopping	8-8
Trailer Maintenance/Care	8-8

## 9 LAUNCHING/LOADING

Preparation	9-1
Launching	9-1
Loading	9-1

## 10 CONTROLS/INDICATORS

Switches	10-1
Lanyard Stop Switch	10-2
Shift/Throttle	10-2

## 11 SYSTEMS

Electrical System	11-1
Ignition Switch Wiring Diagram	11-1
Trolling Motor Battery	11-1
Livewell System	11-2
Mechanical Steering System	11-3
Engine/Propeller	11-3

Lighting	11-4
Bilge	11-5
Trolling Motor	11-5
Fishing Seats	11-5

## 12 MAINTENANCE/CARE

Periodic Checks / Services	12-1
Painted Aluminum Care	12-2
Salt Water Use	12-3
General Maintenance	12-3
-Electrical System	12-3
-Fuel System	12-4
-Livewell / Plumbing System	12-4
-Steering System	12-5
-Engine / Propeller	12-5
-Carpet	12-5
-Upholstery	12-5
Corrosion Protection	12-5

## 13 STORAGE

Storage Procedures	13-1
Reactivating After Storage	13-2

## 14 TROUBLESHOOTING

## 15 WARRANTY/SERVICE

Owner's Responsibility

## 16 NAUTICAL TERMS

Boating Terminology

**WHITE RIVER**

# Operator's Responsibilities

Welcome aboard! The purchase of your WHITE RIVER® utility boat should provide many pleasurable hours of recreational activities. As you anticipate the fun ahead, you need to be aware that owning or operating a boat comes with responsibilities. Each time you take the boat to the water you must comply with all federal, state and local laws. You are responsible for the safety of yourself, your passengers and other boaters on the water. You are also responsible for maintaining your boat in a safe operating condition and you should seek education on proper boat operating procedures. Your dealer is an excellent source of boating information and can help you with any additional information that you may need.

## Boating Terminology

It is the operator's responsibility to know the boating terminology and nautical terms associated with boating. Please see the "Nautical Terminology" section 24 later in this manual for boating terminology and definitions. This is not all-encompassing, but will help you become familiar with the most common nautical terminology.

## State Registration

All power boats, operated on navigable waters of the United States, must be registered (numbered) in the state of principal use. Many

states require registration in that state, whenever boating on waters within their state boundary. Contact your state boating authorities (U.S. Coast Guard Auxiliary, Water Patrol, etc.) for registration information and boating requirements.

## Classes Of Watercraft

The correct classification of your boat is important when you register your new boat with the U.S. Coast Guard and with your local licensing agency. The class of your boat may also determine the amount of registration fee you are required to pay.

CLASS A: Under 16 feet in length

CLASS 1: 16 feet to less than 26 feet

CLASS 2: 26 feet to less than 40 feet

## Warranty Registration

As the boat owner, it is your responsibility to ensure your dealer registers your boat with WHITE RIVER® at the time of purchase. The engine and other components also need to be registered with the manufacturer of the equipment at the time of purchase. Failure to do so could result in denial of a warranty claim request if you experience an unexpected concern with an unregistered component.

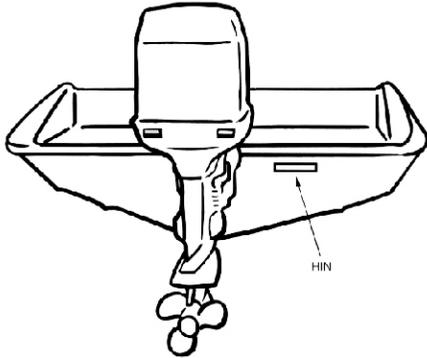
# Operator's Responsibilities

## Important Numbers

The identification numbers on the hull, engine, trailer and accessories are important and should be kept in a safe place away from the boat. Record the serial numbers, model and registration numbers immediately after purchase for future reference. You will need to report these numbers to authorities in case of theft, fire or damage.

## Hull Identification Number

The HIN (hull identification number) is located on the outside of the transom on the starboard corner. This serial number must be clearly visible at all times and must not be altered, removed or tampered with in anyway. You will need the HIN number for any warranty question or future transactions involving this boat.



## Insurance

Insurance on your boat should be obtained as soon as possible for protection against loss by fire, theft, nature, etc. General liability insurance is recommended as well. Many states have laws requiring minimum amounts of insurance coverage. Contact your insurance agent for more information.

## Periodic Maintenance

Proper maintenance is important to keep your boat in safe operating condition. Periodic maintenance is not only a condition of warranty, but could add to the resale value of your boat. Maintenance guidelines are outlined in the "Maintenance and Care" section of this manual. Implement a routine for periodic maintenance. Consult your dealer for maintenance products and suggestions.

## Warning Labels

Warning labels or decals have been affixed to your boat and other equipment to alert you to the recommended precautions and procedures noted on the labels.

**WHITE RIVER**

# Operator's Responsibilities

## Storage

Your boat must be properly stored to prevent damage to the boat or engine. Protect your boat from the elements to prevent weathering and deterioration of upholstery, carpet and other components. Improper storage may void your warranty. Additional storage information is covered in the "Storage" section of this manual. Contact your dealer for storage recommendations.

## Instruct Passengers

Before each outing, make sure at least one passenger, other than the primary operator, is familiar with the proper operation and safety aspects of the boat in case of emergency. Show all passengers the location of safety equipment and ensure that they know how to use the safety equipment.

## Courtesy On The Water

Know the rules of the water and practice them at all times. Be familiar with traffic patterns of the body of water on which you are boating. Give fishermen, sailboats and water skiers plenty of room. You are responsible for spotting and avoiding swimmers and vessels, as well as all obstacles in the area of your vessel's operation. Operate at slow speeds in restricted and congested

areas. Keep a lookout for personal watercraft because they have the same rights and responsibilities as you. Contact your local or state boating authorities for information on boating and safety courses. Keep boating safe and fun for everyone.

# Boating Responsibilities

## Introduction

Good seamanship and safe boat handling are presented in this section and highlighted throughout this manual, when applicable. Follow the guidelines in this section and manual for safe boating. Regulations vary from federal to local waters and from state to state. Contact your local boating authorities for information regarding your area. **Safe boating is a result of using common sense and following proven boating practices.**

The basic safety rules and practices are described in this section of this manual.

---

Throughout the manual, this symbol:



**will appear noting hazardous or unsafe practices which COULD result in severe personal injury, death or property damage.**

---

---

This symbol:



**will appear noting hazardous or unsafe practices which COULD result in severe property damage.**

---

---

In addition, this symbol:



**Will appear noting installation, operation, or maintenance information that is important but not safety related.**

---

The precautions listed in this manual and on the boat are not all-inclusive. **REMEMBER: ALWAYS USE COMMON SENSE WHEN OPERATING A BOAT!**

**WHITE RIVER**

# Boating Safety

## Operator's Responsibilities

As the operator you are responsible for your safety, the safety of your passengers and the safety of other boaters. You must operate the boat in a safe manner and follow all rules of the waterway. Good navigational skills are recommended. Knowing how to react properly to adverse weather conditions when they arise is important to the continued safe use of your boat.

The boat owner/operator is responsible for the boat being in compliance with U.S. Coast Guard and state safety equipment regulations. Ensure that each person has an approved personal flotation device aboard. All safety equipment such as fire extinguishers, PFDs, life preservers, flares, lanyard stop switch, etc., should be checked for proper operation and accessibility before each use of your boat.

Your safety, as well as the safety of your fellow boaters, could depend directly on your operation and maintenance practices. Know the proper safety procedures and follow all the recommended and published safety practices.

## Safety Equipment

To comply with U.S. Coast Guard requirements, your boat must be equipped with the following safety equipment:

- An approved Type B fire extinguisher
- A horn or sounding device
- Proper navigation lighting for operation after sunset
- A Personal Flotation Device (PFD) for each person aboard
- A Type IV Throwable Personal Flotation Device
- A Visual Distress Signal (VDS)

In addition, we recommend that you carry some additional items aboard for safety and precautionary reasons. These items include:

- Anchor and line
- Bailing device (bucket, hand pump, scoop)
- Basic tool kit (screwdrivers, wrench, pliers, etc.)
- Boat fenders (for docking)
- Compass
- Engine and accessories manual
- Flashlight and batteries
- Cell phone/radio

# Boating Safety

- First-aid kit
- Knife
- Paddles
- Radio with weatherband
- Spare propeller with fastening devices
- Visual Distress Signal list from the Coast Guard

## Personal Flotation Device

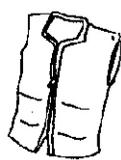
Federal law requires at least one Type I, II or III Personal Flotation Device (PFD) for each person aboard your boat. In addition, one throwable device (Type IV PFD) is required aboard. The owner/operator is responsible for providing an approved PFD for each person. It is recommended that each person wear a PFD at all times while aboard the boat.



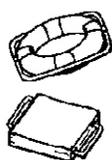
Type I  
Life preservers



Type II  
Buoyant vests



Type III  
Flotation aids



Type IV  
Throwable devices

BOAT SMART FROM THE START. WEAR YOUR LIFE JACKET.



**PFD Type I** - This device provides the most buoyancy and is best for open, rough or remote water, where rescue may be slow in coming. It is designed to turn most unconscious wearers face-up in the water.

**PFD Type II** - This type of vest is good for calm, inland water or where there is a good chance of quick rescue. This type will turn some, but not all, unconscious wearers face-up in the water.

**PFD Type III** - This device is good for calm, inland water or where there is a good chance of quick rescue. Designed to keep the wearer in a vertical position, it may require the wearer to tilt their head back to avoid going face-down in the water. This type allows more freedom of movement for active water sports and is generally the most comfortable type for continuous wear.

**PFD Type IV** - This device is designed to be thrown to a conscious person in the water. This device is not designed to be worn and usually takes the shape of a boat cushion, life ring, or horseshoe device. This type of device is not suitable for children or non-swimmers alone as a PFD and should never be worn on a person's back.

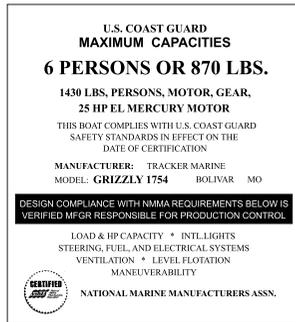
**WHITE RIVER**

# Boating Safety

## Capacity Information



**Failure to comply with the maximum weight and horsepower capacity listed on the capacity plate may result in death or injury to occupants and void your warranty.**



Refer to the specific boat capacity information later in this manual. Your boat has a capacity tag located inside the boat near the console. Know the maximum capacity ratings and never exceed them. The maximum load capacity includes passengers and equipment. Do not exceed either the person and/or the weight capacity limits. Do not exceed the recommended maximum horsepower capacity rating. This will not only void your warranty but can be extremely

2-4

dangerous for you and your passengers' personal safety and can cause damage to the boat.

## Passenger Safety

The owner/operator is responsible for the safety of the passengers aboard as well as the safety of fellow boaters. Inform the passengers of their responsibilities, such as wearing a PFD and to remain seated when moving. Each occupant needs to know where safety equipment is located and how to use it. Instruct at least one person aboard how to operate the boat in case of an emergency. Do not let passengers sit on the gunwale, over the bow, on seat backs, or drag their hands or feet in the water while underway. Passengers should exercise common sense to ensure that everyone enjoys a safe outing. Make sure you know boating laws, rules and regulations.



**The operator is responsible by law to “maintain a proper lookout by sight (and sound).” The operator must have an unobstructed view, particularly to the front. No passengers, gear or fishing seats should block the operator’s view when operating the boat above idle speed.**

**WHITE RIVER**

# Boating Safety

## Alcohol/Drug Use

**ALCOHOL/DRUG USE AND BOATING DON'T MIX. Never operate, or allow another person to operate, the boat while under the influence of alcohol or drugs. Over 50 percent of all boating accidents involve the use of alcohol and/or drugs.**

When boating, exposure to noise, vibration, heat from the sun, wind, etc., produces what is known as a boater's hypnosis. This can slow your reaction time and give you the feeling of being intoxicated. Using alcohol or drugs while boating may intensify this effect, which increases your chance of an accident. **Do not drink and drive a boat.** In addition to being a danger to yourself and others on the water, most states have laws on boating while intoxicated, punishable with sentences similar to driving while intoxicated. Avoid drinking and boating!

## Minors

Minors must be closely supervised when operating a boat. Some states have laws requiring a minimum age for operating and licensing a boat. Contact your state boating authority for additional information about minors and boat operation.

## Education

There are federal and state programs on safe boating and boating education courses. We recommend that you enroll in a safe boating course to improve your boating skills. For additional information on safe boating, contact the following organizations:

### **American Boat and Yacht Council, Inc.**

3069 Solomons Island Road  
Edgewater MD 21037-1416  
Website: [www.abycinc.org](http://www.abycinc.org)

### **Boating Educational Hotline**

1-800-336-2628

### **U.S. Coast Guard Commandant (G-OPB)**

2100 Second Street SW Washington DC 20593-001  
Hotline: 1-800-368-5647  
Website: [www.uscgboating.org](http://www.uscgboating.org)

### **National Safe Boating Council**

2550 M Street NW, Suite 425  
Washington DC 20037  
1-202-296-4588

**WHITE RIVER**

# Boating Safety

## Float Plan

Pilots file flight plans prior to each flight, and the system works! Likewise, we encourage all boaters to file a float plan. Please copy and complete the following information before going boating. Leave this information with a reliable person who can be depended upon to notify the U.S. Coast Guard or other authorities, if you do not return as scheduled. **Do not file this plan with the Coast Guard.**

### Name of Person Reporting and Phone Number:

\_\_\_\_\_

### Description of Boat:

Type: \_\_\_\_\_

Color: \_\_\_\_\_ Trim: \_\_\_\_\_

Registration No.: \_\_\_\_\_

Length: \_\_\_\_\_ WHITE RIVER Model: \_\_\_\_\_

Engine Type: \_\_\_\_\_ H.P.: \_\_\_\_\_ Fuel Capacity: \_\_\_\_\_

Other Identifying Info: \_\_\_\_\_

### Persons Aboard:

Name: \_\_\_\_\_ Age: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: ( \_\_\_\_\_ ) \_\_\_\_\_

Name: \_\_\_\_\_ Age: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: ( \_\_\_\_\_ ) \_\_\_\_\_

### Survival Equipment (Check as appropriate):

\_\_\_\_ PFDs \_\_\_\_ Flares \_\_\_\_ Mirror \_\_\_\_ Smoke Signals

\_\_\_\_ Flashlight \_\_\_\_ Food \_\_\_\_ Anchor \_\_\_\_ Raft

\_\_\_\_ Water

Radio Type: \_\_\_\_\_

Frequencies: \_\_\_\_\_

### Trip Expectations:

Leave at (time): \_\_\_\_\_

From: \_\_\_\_\_

Going to: \_\_\_\_\_

Expect to return by (time): \_\_\_\_\_

But no later than (time): \_\_\_\_\_

### Other Pertinent Information:

Color and Make of Towing Vehicle: \_\_\_\_\_

License No. and State: \_\_\_\_\_

Trailer License No. and State: \_\_\_\_\_

Where Parked: \_\_\_\_\_

If not returned by (time): \_\_\_\_\_ call the U.S. Coast Guard or  
(other local authority): \_\_\_\_\_ Telephone No. : ( \_\_\_\_\_ ) \_\_\_\_\_

# Emergency Procedures

No matter how careful you are on the water, emergencies occasionally arise that require you to follow certain procedures. The following are typical emergency situations with suggested procedures to follow. The following list is not all-inclusive regarding all possible emergency situations or possible procedures to follow. This is simply an overview of some situations.

## **Hazardous Weather**

A safety-minded boater should be aware of present and future weather conditions. The operator should know the weather forecast before going on an outing. Check local forecasts as well as the U.S. Coast Guard weather broadcast 2670 kHz (VHF/FM), U.S. Weather Service broadcasts 162.55 MHz or 162.40 MHz (VHF/FM), or the local marina's information. If bad weather is forecasted, cancel your outing. Even if the present weather conditions are mild, changing weather conditions can occur rapidly. Use good judgment when deciding if the weather conditions are suitable for boating. If there is any doubt, it's better to be safe than sorry.

When you become caught in hazardous weather, head immediately for shore or other appropriate shelter.

Make sure all passengers have on their PFDs and are seated on the floor of the boat near the center line. Reduce your speed but keep enough power to head into the waves at a slight angle.

## **Capsizing**

Hazardous conditions and/or improper operation of a boat can cause a boat to become capsized or swamped. These conditions are usually unexpected and can happen quickly. If your boat becomes capsized, it may be safer to stay with the floating boat than to try to swim to shore. Use common sense when making this decision. You must consider variables such as water temperature, distance to shore, and personal physical capabilities.

## **Fire**

Most boat fires are caused by flammable liquids, such as gasoline. A U.S. Coast Guard-approved dry Type-B chemical or carbon dioxide type fire extinguisher can be used to put out fires. Follow the directions on the fire extinguisher for proper use. Aim the extinguisher nozzle at the base of the flames and use a sweeping motion to extinguish the fire.

# Emergency Procedures

Being aboard a boat when a fire occurs can be a frightening experience. Deciding whether to abandon ship or stay aboard to extinguish the fire is a difficult situation. The danger of explosion may exist if the fire is not put out quickly. If you need to abandon ship, be sure all passengers are wearing their PFDs, and then swim away from the boat. Keep a distance away from the boat as burning fuel can spread out over the surface of the water nearby.

## Collision

If you are involved in a collision with another boat or a fixed object (sandbar, bridge, dock, etc.), first check for injuries and render first aid if necessary. Before proceeding, inspect your boat thoroughly for leaks, check the outboard engine and propeller for damage and safe operation. If you determine that the boat can be operated safely, proceed immediately to shore and have the boat removed from the water and inspected.

## Person Overboard

When a person falls overboard, follow these procedures:

1. Always use common sense and extreme caution when approaching someone in the water. Approach at idle speed only, allowing your stern to swing away from him/her as you get close. Always turn the engine off before you reach the person.
2. Circle around, approaching into the wind and waves. Toss a throwable flotation device with attached line to the person. Turn off engine and assist him/her back into the boat.
3. Do not dive into the water after an unconscious person or non-swimmer unless you are trained in lifesaving techniques. A panicky victim can drown his/her would-be rescuer. Make sure the rescue person is wearing a proper PFD before entering the water.

# Emergency Procedures

## Distress Signals

Visual distress signals should be carried aboard your boat in case of emergency. Both daytime and nighttime distress signals should be carried. Visual distress signals, such as flares, must be used with care. Read and follow the instructions included with the distress signal. Check local regulations on using pyrotechnic devices in your area.



**Pyrotechnic signaling devices can cause injury or property damage if not handled properly. Follow the manufacturer's directions and keep out of the reach of children.**

## Accident Reporting

Boating accidents include collision, capsizing, fire/explosion, sinking/flooding, disappearance, loss of life or equipment, etc. The owner/operator of the boat is responsible for filing an accident report with the appropriate authorities. Contact your insurance agent and the U.S. Coast Guard for more information regarding accident reporting!

## Giving Assistance

It is an unwritten law of the sea that a boater must come to the aid of another boater who needs assistance. If you can assist another boater, without putting yourself in danger, you may choose to do so. The Federal Boat Safety Act of 1971 grants "Good Samaritan" protection to a boater offering good-faith assistance to fellow boaters involved in an accident. If you see a distress signal, notify the Coast Guard or local authority. Channel 9 on a CB, channel 16 (156.8 MHz) and channel 22A (157.1 MHz) on a VHF radio are recognized distress channels. Contact the Coast Guard for more information.

## First Aid

You need to be familiar with basic first aid procedures, in order to deal with problems that may occur while on the water. A first aid kit should be carried aboard at all times. Training is available in handling emergency situations such as drowning, bleeding, hypothermia and burn treatment. As the owner/operator, you should be prepared to handle such emergencies. First aid literature and training courses are available through the Red Cross.

# Water Sports

## Swimming and Diving

Before swimming, make sure the boat is anchored securely. Turn the engine off, stow the keys and any valuables on-board. Always swim near the shore and away from boating traffic. Divers should always display the red and white diver down flag, either on the boat or on a buoy in the area of the diving activity. Entering the water for swimming and diving should be done from the stern swim platform. Be aware of water depth and the possibility of submerged objects, such as trees or rocks. When re-boarding the boat, use a ladder, swim platform or other means for climbing aboard. The boarding ladder should be placed as far from the outboard engine as practical to avoid injuries if you slip. You must be careful to avoid injury. We recommend a ladder be used on the swim platform for re-boarding.



**Never use the lower unit of the outboard engine or stern drive as a boarding aid. Use care when boarding and re-boarding the boat. Always turn off the engine when re-boarding swimmers or divers, or in the area of swimmers, divers or any person in the water.**

## Fishing

Your boat may be equipped with a fishing package. Remember that your main responsibility on the water is to operate the boat in a safe manner.

- Follow the rules of the water while underway and use common sense when operating in clustered areas.
- Operate the boat at slow or no-wake speeds near others who are fishing.
- Periodically check the engine for fishing line that may become wrapped around the propeller.
- Stow any fishing gear that you are not using in order to prevent breakage and accidental tripping.
- Never anchor in a channel or tie up to a navigational aid; either action may be illegal.
- Show common courtesy to fellow fishermen at all times.

# Rules of the Road

Boaters have traffic rules on the water that they must obey, just as there are traffic laws to be obeyed when operating a motor vehicle. The nautical "rules of the road" dictate who has the right of way whenever boats meet in open water. The right of way boat is referred to as the "privileged" boat. The boat that must give way is called the "burdened" boat.

The following are situations that you may encounter while boating, although this cannot describe all of the possible situations you may encounter. Become familiar with the proper maneuvering procedures in these situations prior to boat operation.

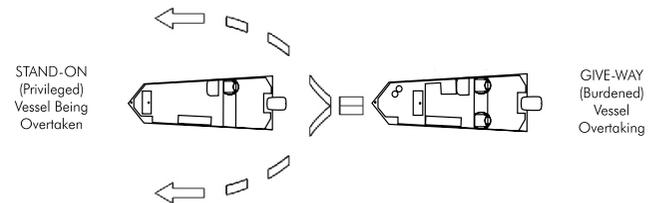
## Right-of-way

Sailboats have the right of way over powerboats in nearly all cases, unless they are powered by an engine. Boats paddled or rowed have the right of way over powerboats. Stay clear of these craft and do not create a wake that may cause them trouble.

In narrow channels, small powerboats must yield to large commercial vessels and must not hamper their operations. Keep your distance from all commercial vessels and other large craft. A large vessel has limitations in maneuverability.

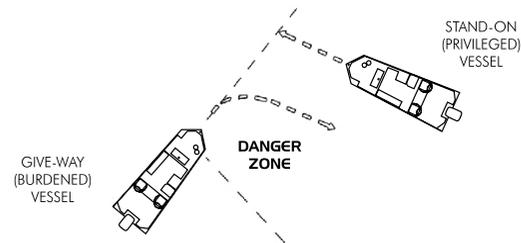
## Overtaking/passing

In overtaking and passing situations, the boat being passed has the right-of-way, and the passing boat is required to stay clear.



## Crossing Situation

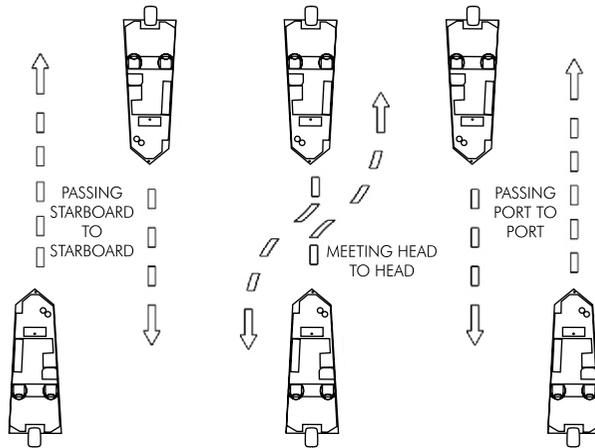
In crossing situations, the boat on the right is privileged. It must hold its course and speed. The burdened boat must slow down and stay clear until the privileged boat passes. Boats going up and down a river have the privilege over boats crossing the river.



# Rules of the Road

## Meeting Head On

When boats are meeting head on, neither boat has the right of way. Both boats should keep to their right and pass on the left.



## Warning Signals

The following warning signals and their meanings are typically used by boaters on the water. Common sounding devices such as a horn or whistle are most often used.

- One Prolonged Blast: **Warning signal (coming out of slip).**
- One Short Blast: **Pass on my port side.**
- Two Short Blasts: **Pass on my starboard side.**
- Three Short Blasts: **Engine in reverse.**
- Five or More Blasts: **Danger signal.**

## Navigation Aids

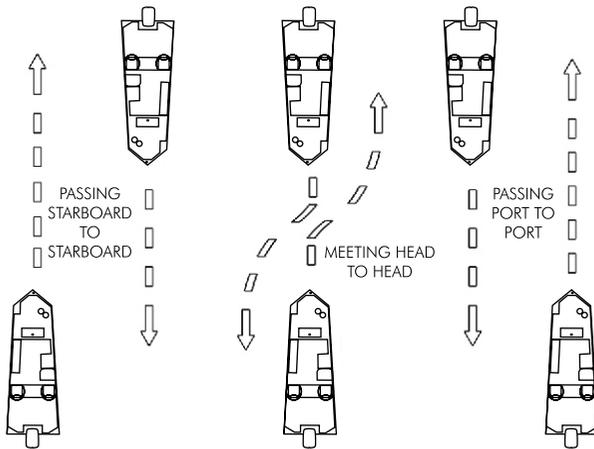
Navigation aids are the signposts of the water ways. There are two main navigation systems used in the United States: The lateral system maintained by the U.S. Coast Guard and the uniform state waterways marking system maintained by state or local agencies. The lateral system uses colored buoys to mark channel sides. The right side (starboard) of the channel is marked with red, even-numbered buoys. The left side (port) of the channel is marked with green, odd-numbered buoys. The middle of the channel is marked with red and white vertically striped buoys. Always pass close to these vertically striped buoys. The phrase "red right returning" is commonly used with the lateral system and means that the red buoys mark the right side of the channel when returning to a port from the ocean.

# Rules of the Road

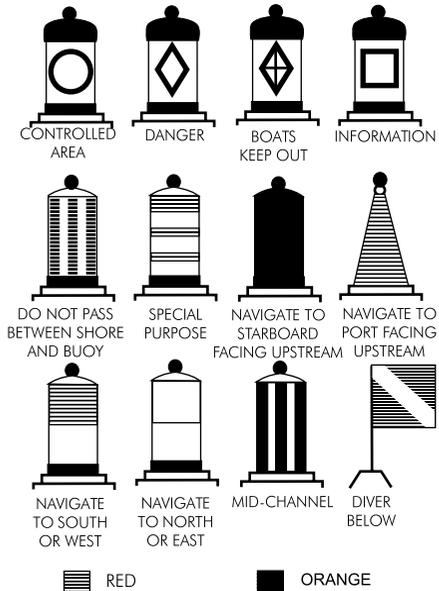
State waterways are normally governed by the uniformed state waterway marking system. Well-defined channels are marked with red and black buoys. Regulatory markers are white with orange geometric shapes.

You should become familiar with the following buoys and markers for both federal and state waterways. Contact the U.S. Coast Guard for more information on navigation aids.

## Channel Buoy Guide (Federal)



## Uniform Waterway Markers (State and local)



**WHITE RIVER**

# Getting Underway

## Boarding/Loading

Use caution when boarding your boat. NEVER JUMP INTO THE BOAT! Always step into the boat when boarding. Passengers need to board one at a time and sit where their weight is distributed evenly throughout the boat. Do not carry heavy equipment while boarding. Get into the boat and then lift any equipment aboard carefully. It is very important that weight is distributed evenly throughout the boat. Passengers should be seated only in proper seating locations. Avoid excess weight in the bow or stern. Passengers must never ride on the deck, gunwale, rear deck, elevated fishing seats, or seat backs while the boat is underway.



**All passengers should be carefully seated to prevent them from being thrown overboard or injured from falling in the boat. Passengers must never ride on the deck, gunwale, elevated fishing seats, or seat backs while the boat is underway. Passengers riding on the bow rider seats (if equipped) should use extreme caution. During rough water operation, passengers should be seated on the floor of the boat near the center.**

## Starting Procedure

Before starting your engine, read your engine owners/operator's manual for specific details and complete operating procedures.



**Never start or run your outboard engine without water circulating through all of the cooling intake holes in the gear case to prevent damage to the water pump or overheating of the engine which may cause unrepairable engine damage.**

- Lower the outboard to the run position. Make sure the cooling intake holes are submerged in water and the area around the engine is free of obstructions.
- Make sure the fuel line is connected to the engine.
- Squeeze fuel line primer bulb several times until it feels firm. Inspect for any fuel leaks at all connections.
- Set the lanyard stop switch to RUN position and attach safety lanyard to the operator.
- Shift the throttle control to neutral (N) position.
- If the engine is cold: Advance the fast idle lever, if equipped,

# Getting Underway

to a halfway setting. After start up, immediately adjust idle so the engine speed drops below 2000 RPM. Return to normal idle speed after warm-up.

- Turn the ignition key to the Start position and start the engine. If the engine is cold, push in on the key to prime the engine while cranking. If the engine fails to start in ten seconds, wait 30 seconds and try again. If the engine begins to stall, re-prime until the engine is running smoothly.
- Check for a steady stream of water flowing out of the water pump indicator hole. NOTE: If no water is coming out of the water pump indicator hole, stop the engine and check the cooling water intake holes for obstruction. Absence of exterior obstructions may indicate a pump failure or blockage in the cooling system and could lead to severe damage to the motor.

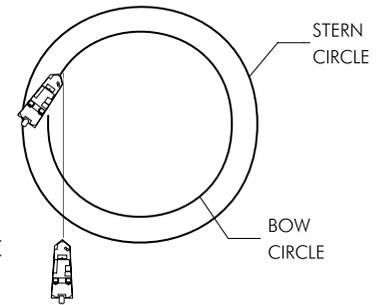
## Maneuvering

You should become familiar with the handling and maneuvering characteristics of your WHITE RIVER® utility boat before operating at high speeds. Become familiar with how your boat responds in turns,

at different throttle and trim ranges, and how it handles in different water conditions. Practice maneuvering your boat away from the dock in open water.

There are no brakes on a boat. Stopping is accomplished by slowing to idle speed, pausing in neutral, and putting the engine in reverse. Gently increasing reverse power will allow the boat to stop at a short distance. A boat does not respond to steering as well in reverse as it does when going forward. Tight steering maneuvers are difficult to accomplish in reverse.

All boats steer from the stern, similar to steering your automobile in reverse. When you turn the steering wheel to the right, the stern of the boat will swing out to the left as the boat goes into a right turn. It is important to keep this in mind when docking or maneuvering in close quarters. Load and weather conditions will affect how your boat handles and maneuvers. Try to distribute weight evenly in the boat to keep it well balanced. Too much weight in the bow or stern



**WHITE RIVER**

# Getting Underway

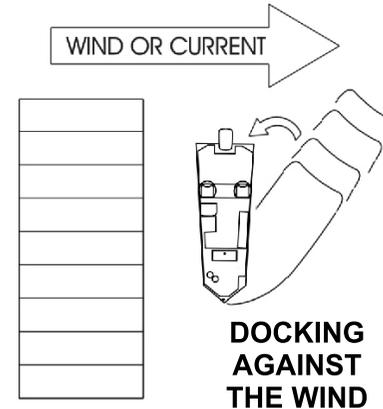
can cause the boat to “plow water” or “porpoise.” Too much weight to either port or starboard may cause the boat to “list”. These are boat characteristics which can be changed through load and weight distribution.

## Docking

Docking or departing, when done well, can be a good ego booster. When done poorly, it can be embarrassing, as well as damaging to the boat and equipment. The basic principles for docking and departing are the same for most boats, but each boat has its own handling characteristics. It will take practice and experimentation to develop a feel for the proper handling techniques when docking or departing. The following are basic guidelines for docking:

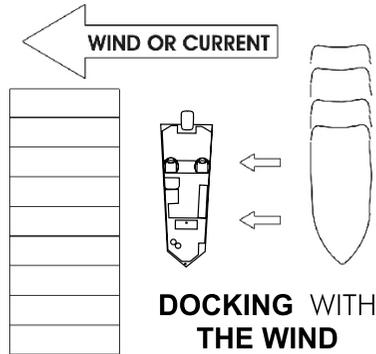
- Approach the dock slowly and with caution. Note the boat traffic, wind and current conditions, as they will be the biggest factors affecting the boat maneuvering.
- When docking into the wind, approach the dock slowly at an angle approximately 45 degrees with the bow pointed into the wind, if possible. As the bow nears the dock, bring the stern alongside the dock by turning the steering wheel

hard to port. When the boat is near parallel to the dock, turn to starboard and at idle RPM, shift control into reverse to stop the boat. Secure the bow mooring line first to keep the bow from swinging out into open water.



- When docking with the wind or current pushing the boat toward the dock, approach parallel to the dock and allow the wind to push you in toward the dock. Approach the dock slowly with the wind or current at your back. Be prepared to shift to reverse to slow the boat and maintain your position. Secure the stern line first, then the bow.

# Getting Underway



## Departing

In most cases it is best to back away from the dock. Forward departure may cause the stern to swing into the dock. The following two procedures may be used to depart from the dock. The first procedure is to angle the engine away from the dock and slowly shift into reverse, backing away from the dock to swing the stern out. Continue backing while gradually straightening the engine. When clear of the dock, shift into neutral and angle the engine toward the dock to bring the boat parallel with the dock. Then angle the engine away from the dock and proceed forward.

The second procedure is to manually push the boat away from the dock, with all passengers aboard, with the engine running and in the neutral position. When clear of the dock, angle the engine away from the dock, shift into forward and proceed slowly.

## Safety Checklist

The following checks and services are essential to safe boating and should be performed at each outing. Get in the habit of performing these checks so they become part of your normal routine.

### Pre-operation

- Check the weather report before going on an outing. If bad weather is forecast, we recommend that you stay off the water.
- Check that the bilge drain plug is installed before launching the boat.
- Check the propeller for damage.
- Check that the required safety equipment is on-board and in proper operating condition.
- Check to see that there is an adequate amount of fuel.

# Getting Underway

- Check the steering system and throttle control for proper operation.
- Check the lanyard stop switch for proper operation by starting the engine (on the water) and pulling the switch.
- Check all hoses (livewell, bilge, etc.) and connections for leaks or damage.
- Check bilge compartment for fuel, oil or water leaks as well as all fuel, oil and water connections.



**If any problem is found during the safety checks, do not operate the boat. Any problem noted should be resolved before operating the boat. Contact your dealer to repair any item not functioning properly. Failure to do so may lead to conditions favorable for an accident and cause severe personal injury, death or property damage.**

## During Operation

- Check to see that the engine starts and idles properly before pulling away from the dock or trailer.

- On the motor, check for the tell-tale stream of water from the engine to ensure the cooling system is operating.
- Check gauges, if equipped, frequently to ensure that the engine is operating properly. The tachometer reading is especially important to ensure that the engine is operating in the recommended RPM range of the engine manufacturers' specifications.
- Be aware of excessive engine and drive train vibration.

## Post-operation

- Remove the drain plug (after the boat is out of the water and on the trailer) to remove any water in the bilge.
- Check the propeller for damage.
- Check for fuel, oil and water leaks.
- Fill the fuel tank to prevent moisture due to condensation.
- Ensure all accessories and switches are turned off.
- Charge the trolling motor batteries.
- Store the boat in a covered area, if possible, or protect the boat from the elements with a mooring cover. See the "Storage" section for more information.

# Operating Information

## Fueling Procedures

Gasoline vapors are extremely flammable. DO NOT SMOKE when fueling or allow sparks or open flame near the fuel tank, fuel fill or fuel vent. Keep the fuel area well-ventilated and use caution when filling the fuel tank. Fuel leakage is a potential fire and explosion hazard, which can lead to serious personal injury, death and property damage. Fueling a boat can be dangerous if not done properly. Follow these precautions when fueling your WHITE RIVER® utility boat:

- Use only the recommended grade of gasoline with the specified minimum octane rating listed in the engine owner's/operator's manual. Avoid fuels containing alcohol.
- Fuel up only in a well-ventilated and lighted area.
- If on the water, make sure the boat is securely moored to the dock before fueling.
- Examine the fuel system for leakage or damage prior to filling.
- Shut off the engine and all electrical equipment.

- Never smoke, or strike a match or lighter, while fueling.
- Keep the fuel supply nozzle in contact with the fuel fill fitting to prevent a static spark.
- Wipe up any fuel spillage immediately.
- Allow for fuel expansion in hot weather. Fuel will expand when exposed to heat. Do not fill the tank completely on warm days as the fuel will expand, causing pressure to build in the tank. This could lead to a potential fuel leak at the fuel vent if the tank is over filled.
- Make sure the fuel cap is tight after filling.
- Check the oil reservoir for oil supply and fill if needed. During the engine break-in, be sure to follow the recommended fuel-to-oil mixture as stated in the engine owner's manual.

## Anchoring

You should always anchor from the bow of your WHITE RIVER® utility boat. With the anchor tied to the line, tie the end of the line to the bow eye or cleat. Head the boat into the wind or current to the spot you wish to anchor. Turn off the engine and slowly lower the anchor.

**WHITE RIVER**

7-1

# Operating Information

When the anchor hits bottom, keep tension on the line and slowly back up the boat. Let out the anchor line. A rule of thumb is to let out a length that is six-to-eight times the depth of the water. For example, if the boat is in 10 feet of water, let out 60-to-80 feet of line.

Check your boat position in relation to the shoreline landmarks. If you are drifting, the anchor is dragging on the bottom and needs to be re-set. Follow the same procedures as stated above.

To weigh (pull in) the anchor, start the engine and move forward until the anchor line is straight up and down. Pull hard on the line to lift the anchor from the bottom. Be careful to avoid injury due to anchor being lodged. Never use boat power to pull up the anchor as it may cause a slingshot effect.

## Performance

You should approach the performance limits of your boat gradually. The first few hours of operation should be at slow-to-mid-range throttle, allowing you to get a good feel for how the boat handles and reacts at different throttle and trim positions. Operate the boat only at speeds with which you feel comfortable.

Many factors affect boat performance. Propeller type and size, engine height, condition of boat bottom, water and weather conditions, load and weight distribution, climate, altitude and other factors will affect the way your boat performs. Your dealer can answer most any performance questions you have about your WHITE RIVER® utility boat.

## Getting Your Boat On Plane

Before beginning your run, make sure all loose equipment is properly stowed so it will not interfere with the operation of the boat, fall overboard or endanger your passengers. Make sure you and your passengers are wearing personal floatation devices and passengers are seated in appropriate on-plane seating locations with weight distributed evenly throughout the boat. The lanyard stop switch should be attached to the operator and the way ahead should be clear before taking off.

Begin your run with the engine trimmed in (down) all the way to help you “get out of the hole” more quickly. Rapidly advance the throttle to get the boat on plane. Moderate to maximum throttle may be required, depending on the load and propeller.

# Operating Information

Once the boat is on plane, immediately trim the engine out (up) to an intermediate trim position to avoid plowing the water, which could lead to bow steering, a condition that may cause the boat to lean to one side or turn abruptly. Running with the bow down also restricts speed and fuel economy. Extreme trim under (down) may also cause the boat to list or lean. The boat will level itself out as the engine is trimmed out (up) and you should adjust your cruising speed to your safe comfortable level.

Under certain trim positions and/or bow-up attitude, such as when getting on plane, there can be a noticeable pull on the steering wheel, often referred to as "steering torque." This may only be a temporary situation such as when planing off, or it may be eliminated or reduced by changing your engine trim so that the propeller shaft is more parallel to the water surface. Adjustment to the engine trim tab may help under some conditions. See the engine owner's manual for more information. Under all circumstances, the operator should always keep a firm grip on the steering wheel.



**Do not trim the engine out too far while underway or the boat may begin to porpoise. Porpoising is the bow of the boat bouncing up and down when the engine is over-trimmed. If porpoising occurs, trim the engine down (in) gradually until the bow stabilizes. Porpoising can also be caused by excessive weight in the rear portion of the boat which may require distribution of weight more evenly.**

# Trailer Information

Your WHITE RIVER® utility boat may be equipped with a factory-matched WHITE RIVER® trailer. The trailer is specifically designed to match your boat in order to offer the optimum support during transportation and storage.

## Brackish and Salt Water Use

All WHITE RIVER® trailers are built using Galvashield™, a process that provides every WHITE RIVER® trailer with exceptional corrosion protection. The galvanized and powder-coated steel tubing provides exceptional durability and good looks, even in highly corrosive environments. This Galvashield™ process not only protects the steel from rusting, by forming a protective barrier between the steel and the environment, but it also provides sacrificial protection of the steel.

Proper maintenance of your trailer in salt water use is essential to the life of the trailer. After each use in salt water, rinse the trailer frame thoroughly with fresh water. Follow the suggested maintenance schedule listed in the "Maintenance/Care" section of this manual.

## Capacity Information

Your WHITE RIVER® trailer has a certification label attached to the 8-1

starboard side of the trailer tongue. The maximum load-carrying capacity and GVWR (Gross Vehicle Weight Rating) is listed on the certification label. The GVWR is the load-carrying capacity plus the weight of the trailer itself. Never exceed the maximum capacity information listed on the certification label. Load gear accordingly and store extra gear in the trailer tow vehicle.



**Do not exceed the maximum capacity information listed on the trailer. The total weight of the boat, engine, fuel, gear and trailer must not exceed the trailer's Gross Vehicle Weight Rating (GVWR). Overloading the trailer could cause an accident resulting in serious injury, death or property damage.**

## Classes of Trailers

Trailers are separated into four classes based on gross vehicle weight (GVW). Gross vehicle weight is equal to the trailer's weight plus the maximum load it may carry at 60 MPH.

Class One: GVW under 2,000 lbs.

Class Two: GVW over 2,000 lbs. but under 3,500 lbs.

Class Three: GVW over 3,500 lbs. But under 5,000 lbs.

Class Four: GVW over 5,000 lbs.

**WHITE RIVER**

# Trailer Information

## Hitches

Hitches are divided into classes that specify the GVW and maximum tongue weight. Hitch classes are numbered the same and specify the same GVW as the trailer classes. Always use a hitch with the same or greater class number than the trailer. Seek professional assistance for your specific trailer hitch requirements.

## Trailer Checklist

Follow these guidelines each time you trailer your WHITE RIVER® utility boat:

- Check the trailer tires for proper inflation. The proper air pressure level is indicated on the sidewall of the tire. The load-carrying capacity of the trailer is based on this pressure level.



**Check the trailer tire pressure before each use. Inadequate tire pressure can lead to conditions favorable for an accident, injury, death, and property damage and may void the trailer's warranty.**

- Check the taillights and turn signals for proper operation before each use.

- Check the coupler and safety cables for proper connection before trailering.
- Check to see that the disc/drum brakes (if equipped) are working and that the safety breakaway cable is connected to the vehicle.
- If equipped with brakes, check the brake fluid level in the master cylinder and fill if needed. Do not fill master cylinder completely full. Keep fluid level about ¼" below the top. If fluid needs to be added regularly, a leak in the system is indicated. Do not trailer until the leak location is determined and repaired. For more information on brakes, refer to the trailer brake section listed later in this section.
- The hitch ball on your vehicle must match the size of the trailer coupler. Never use a hitch ball that does not match the coupler. Your WHITE RIVER® trailer is equipped with a 2" ball diameter coupler.
- Stow all loose equipment so it will not slide around in the boat. Make sure all panels and storage lids are secure. Lower and secure the convertible top (if equipped).

**WHITE RIVER**

# Trailer Information

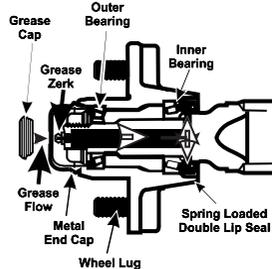
storage lids are secure. Lower and secure the convertible top (if equipped).

- Check lug nuts to ensure they are tight before each use. Wheel lug nuts must be torqued to 90 ft. lbs. + 5 ft. lbs., using a criss-cross tightening pattern.



**Trailer lug nuts should be checked for tightness before each use. Loose lug nuts could result in an accident.**

- It is recommended that the boat be secured to the trailer with an additional tie-down, other than the safety strap located on the back of the winch stand, so that the boat will not slide off the trailer if the winch strap releases. Secure the stern of the boat with the rear tie-down straps.
- Keep the wheel bearings properly lubricated at all times. WHITE RIVER® trailer is equipped with E-Z lube bearings for simple lubrication. Fill the hub with a good quality lithium-based grease. Use



8-3

**WHITE RIVER**

a hand grease gun and grease through the zerk fitting until new grease comes out the end cap. Wipe off the excessive grease. Do not allow the grease cap to fill up with grease, thus leaving room for the grease to breathe. Do not over-grease, especially on trailers with brakes.



**Do not fill the E-Z lube bearings with a power grease gun. Doing so can damage the inner seal. Lubricate only with a hand-powered grease gun.**

- Immediately after trailering, periodically check the wheel hubs for excessive heat. It is normal for the hub to be very hot under normal conditions; possibly even hotter than is comfortable to the hand. Wheel bearings on trailers with brakes generally run somewhat warmer than trailers without brakes.



**The wheel bearings must be properly lubricated with a lithium-based grease. Bearings that are not lubricated properly could seize up, leading to possible hub or axle damage to the trailer as well as accidents, injury, and even death.**

# Trailer Information

## ! NOTICE !

**It is recommended that you carry extra wheel bearings, races and seals in case of bearing failure. You should also carry the proper lug nut wrench, jack and a spare tire. The lug nut wrench and jack requirements may be different than what you carry for your towing vehicle. Check with your dealer for extra bearings and a spare tire to match your trailer.**

- Use a motor toter bar/transom saver to secure the engine during trailering. This will prevent the shock of road travel from being transferred to the transom and engine. Non use of a motor toter bar/transom saver can cause transom damage, cracking, etc. which will not be covered by warranty.
- Disconnect the trailer light harness from your tow vehicle before backing your trailer into the water to launch. This will reduce the likelihood of shorting out your trailer lights when submerged. Be sure to reconnect the light harness after loading and check the lights for proper operation.
- Rinse the trailer frame with fresh water after each use, especially on galvanized trailers used in salt or brackish water. Protect the trailer finish on painted trailers by waxing the frame periodically with a good automotive wax.

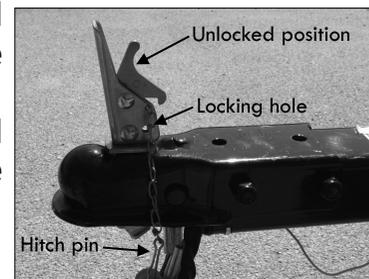
## Hook-Up Procedure

The towing vehicle must be equipped with the properly rated hitch, two-inch tow ball and the proper trailer light connection. The vehicle must be rated to handle the maximum load of the boat, motor, trailer and gear.

## ! NOTICE !

**Many newer vehicles are equipped with amber turn signals and red tail lights. If your tow vehicle is so equipped, you will need a special wiring adapter installed, to be compatible with combined (turn and stop) lights on your WHITE RIVER® trailer. See your dealer for adapter availability.**

To hook up, move the coupler over the trailer hitch tow ball. Make sure the hitch pin is removed from the locking hole in the side of the coupler. The coupler should be unlatched and ready to load onto the ball. Lower the coupler/actuator onto the tow ball by cranking the dolly wheel up.

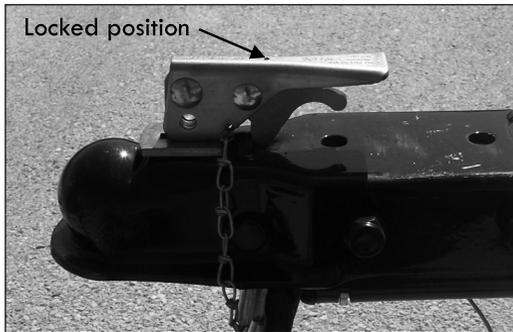


**WHITE RIVER**

# Trailer Information

Lock the coupler latch by closing the latch handle. As a safety feature, the coupler latch will not close unless the ball is properly seated into the coupler. If the handle will not close freely, the ball is not fully inserted into the socket, the ball is oversized, or there are contaminants in the ball socket. DO NOT FORCE THE HANDLE. If necessary, replace the hitch ball with a unit that meets SAE specifications.

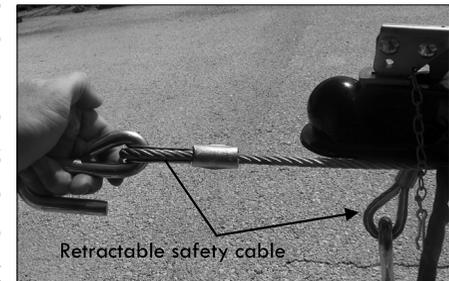
After the latch handle is closed, the hitch pin should fit easily into the hole. If it does not, the coupler latch is not completely closed and you should repeat this step until coupler is properly latched onto the ball before trailering.



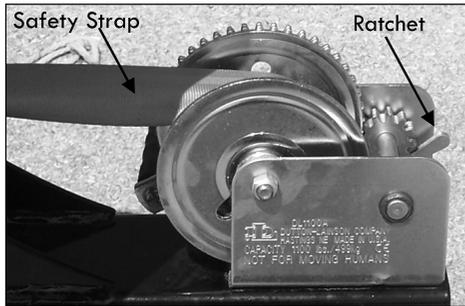
## **! WARNING! !**

**If the latch handle does not close freely, there may be something wrong and the trailer should not be. If the latch handle does not close freely, there may be something wrong and the trailer should not be towed. Check that the ball is fully seated in its socket, the ball is of proper size, and there are no contaminants in the ball socket. An incorrect coupling connection could cause disconnection of trailer from tow vehicle. Replace the hitch ball if necessary and/or seek the assistance of a hitch professional.**

After successfully connecting the trailer, raise the dolly wheel into the locked, traveling position. Connect the retractable safety cables to the vehicle. This is done to prevent the tongue from dropping to the ground in case the trailer becomes disconnected from the hitch ball. Connect the trailer lights and check for proper operation.



# Trailer Information



## Safety Strap

To pull the line/load in: First, always engage the ratchet in the hold position. Before moving a load, make sure that the ratchet snaps into engagement. Then turn the handle in the appropriate direction. When turning the handle always listen for a clicking sound that indicates the ratchet is working properly. If the clicking sound stops, do not let go of the handle. The handle can spin dangerously backward which can cause severe injury to the person operating the winch and others nearby. Lower the load to a safe resting place before letting go of the handle.

To let line/load out: First, take a firm grip on the handle and push the ratchet to the reverse position. You may have to pull the handle slightly to free the ratchet. Keep a firm grip on the handle and turn slowly. Never let go of the handle when letting out or lowering a load. If you want to stop and rest, always engage the ratchet first, then let go of the handle gradually to ensure the ratchet is holding the load.



**WARNING!**

**Be careful when using the winch to load/unload your boat from the trailer. The winch and winch handle could cause injury if not used properly. Always keep a firm grip on the handle at all times. Never engage the ratchet until you have a firm grip on the handle and are ready to lower the boat. Never let go of the handle when letting out or lowering your boat.**

## Coupler

Your WHITE RIVER® trailer is equipped with an actuator that is designed for use with a 2" hitch ball. Please read and familiarize yourself with the actuator handbook that was included with the purchase of your trailer.

**WHITE RIVER**

8-6

# Trailer Information

## Maneuvering The Trailer

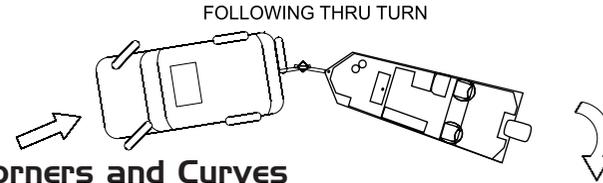
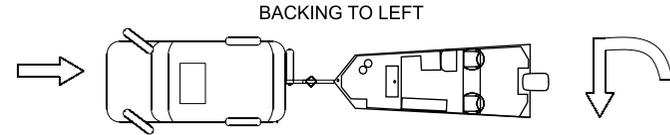
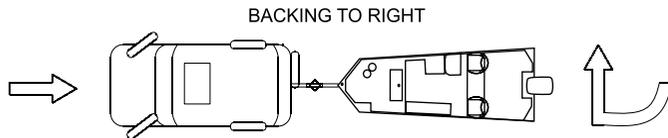
If you have never towed a trailer before, it is a good idea to practice maneuvering procedures in a large open area, such as an empty parking lot. Keep the following guidelines in mind when maneuvering your trailer.

### Starting

The additional weight of the boat/trailer will reduce the towing vehicle's acceleration. In addition, the added length should be considered when pulling and/or merging into traffic.

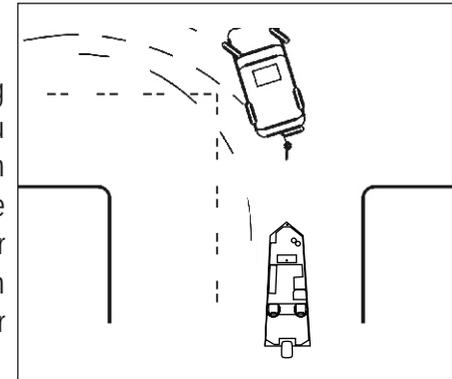
### Backing

Back up slowly. The trailer will go in the opposite direction of the towing vehicle's wheels. You will need to turn the steering wheel in the opposite direction you want the trailer to go. After the trailer begins moving, turn the steering wheel to follow it. It is easier to back a trailer if you have a second person outside the tow vehicle to guide you.



### Corners and Curves

The trailer wheels will not follow the path of the towing vehicle's wheels. You must steer wider on corners to allow the trailer wheels to clear the curb. Stay well on your side of the center line on curves.



### Passing

In addition to the added length, the additional weight of the

# Trailer Information

boat/trailer will reduce the towing vehicle's acceleration. You will need more room to pass. Make sure you do not cut back into the right lane too quickly after passing a vehicle. Change lanes smoothly to avoid whipping the trailer.

## Being Passed

Air turbulence from a passing truck or bus may push the trailer to the right or left. The trailer will correct the sway naturally as the vehicle passes. Avoid sudden braking or over steering.

## Stopping

The extra weight of the boat/trailer greatly increases the stopping distance. Be sure to maintain enough distance to safely come to a stop. Keep plenty of distance between your vehicle and obstacles ahead in case you need to stop suddenly.

## Trailer Maintenance/Care

Proper maintenance and care of your trailer is a must for safe and reliable operation. Follow these maintenance and care guidelines.

- Keep wheel bearings lubricated with a lithium-based Grade II or higher grease. Check hubs often and re-grease as needed.
- Check the coupler mechanism for smooth operation. Lubricate pivot points, the winch and coupler periodically. See the

actuator owner's/ operator's manual for lubrication points.

- Check the hitch ball condition for corrosion or damage. Check the coupler operation for a proper fit on the ball.
- Trace the wiring system from the tow vehicle to the trailer. Inspect for bare or chafed wires or corroded terminals. Put a small amount of silicone grease on the light plugs to prevent corrosion.
- Inspect the winch strap for wear. Replace if necessary.
- Inspect the trailer for rust spots, nicks and chips.
- Touch-up paint is available through your dealer and should be used to touch up nicks or scratches to inhibit corrosion.
- Rinse the trailer with fresh water often. Clean with mild detergent and water regularly. Wax the frame with a quality automotive wax at least once a year to protect the finish.

**WHITE RIVER**

8-8

# Launching/Loading

## Preparation

As common courtesy to other boaters, prepare the boat for launching before approaching the ramp. Check the following:

- Remove the motor toter/transom saver and rear tie-downs.
- Install the bilge drain plug.
- Disconnect the trailer lights.
- Transfer any gear from the vehicle to the boat.
- Ensure the lanyard stop switch is connected and the fuel primer bulb is primed.
- Follow the Boater Safety checklist

## Launching

Launching with two people is recommended, if possible. There are many factors that affect launching, such as ramp depth, weather conditions, congestion, etc. The following are guidelines to follow when launching. Procedures may need to be modified, depending on conditions.

- After preparation of boat for launching, back the trailer down the ramp slowly, keeping the vehicle as straight as possible to keep from blocking lanes for others.

- Back the vehicle until the wheels of the trailer are at least halfway submerged. The depth will vary, depending on ramp depth and steepness. The trailer should be backed into the water deep enough for the boat to float off.
- Lower the engine deep enough in the water to allow for it to be started. Watch the depth so that the lower unit does not drag on the bottom or contacts obstructions including people.
- Start the engine and let it run until it is warmed up.
- Loosen and detach the winch strap from the bow eye. Back the boat slowly off the trailer, keeping the boat straight. Make sure that it is clear behind you before backing.
- Once the boat is clear of the trailer, pull the vehicle up the ramp and out of the way.

## Loading

Similar to launching, many conditions affect loading and the procedures should be adjusted accordingly. WHITE RIVER® trailer is designed for drive-on loading. Follow these guidelines when loading your boat:

- Back the vehicle straight down the ramp until the trailer bunks

# Launching/Loading

are submerged (wetting the carpeted bunks will allow the boat to load more easily). Pull the trailer forward until about one-quarter of the tires are visible (this will vary depending on the pitch of the ramp).

- Drive the boat toward the trailer at a slow speed. Be sure to tilt the motor up to prevent the lower unit from dragging on the bottom.
- Drive the boat slowly between the guide bunks, keeping the boat straight in line with the winch stand. Use short bursts of power to advance the boat on the trailer until the bow eye rests on the bow roller. If the boat will not advance to the bow roller, the trailer may need to be backed deeper into the water.
- Excessive throttle can cause the boat to travel over the bow stop. Use the winch strap to guide the boat onto the trailer and up to the bow stop.
- Shut off the engine and tilt it up so the lower unit does not drag on the ramp.
- Hook the winch strap to the bow eye and crank the winch until the boat is secure to the trailer.
- Drive the vehicle up the ramp and out of the way of other boaters to prepare the boat for the trip home.
- Check to see that the boat is aligned properly on the guide bunks.
- Pull the drain plug and open the livewell valve to drain any water (if necessary).
- Make sure all accessories and switches are turned off.
- Stow all loose equipment so it will not slide around in the boat. Make sure all panels and storage lids are secure. Lower and secure the convertible top (if equipped).
- Unload additional gear (if necessary).
- Secure the rear tie-downs and check the bow winch strap to ensure that it is secure.
- Install the motor toter/transom saver and connect the trailer lights.
- Ensure that the lights are working and that the coupler is secure to the hitch ball. If so, you are ready to make the trip home.

**WHITE RIVER**

9-2

# Controls/Indicators

## Switches

The switches on your WHITE RIVER® utility boat are multiple position on/off switches. Your boat may be equipped with the following switches:

### Navigation Light Switch:



Three-position (Nav/Anc/Off) switch that activates the navigation running lights (when installed) for night operation. NAV position - turns on the red and green bow lights and white stern light as well as illuminates instrument lights. ANCHOR position - turns on stern light only for night anchoring. Do not operate the boat with the switch in the ANCHOR position only.

### Livewell Recirculation Switches:



Three position switch that activates the livewell pump to either fill or recirculate water from the livewell tank. Make sure the switch is turned off when not in use to avoid damaging the pump.



### Aerator Switch:

Three-position switch that activates the aerator pumps to provide air to the water in the livewell tank. Make sure the switch is turned off when not in use to avoid damaging the pump.



### Ignition Switch:

Four-position switch for engine starting and stopping.

**START** position - Operates engine electric starter when key is turned clockwise and held at last position.

**RUN** position - Release key after engine starts and it will return to run position. The gauges are energized with the key in this position.

**OFF** position will stop the engine. The propeller may continue to turn for a short period of time.

**CHOKE** position - Push key in to operate. Controls the engine choke or fuel enrichener to assist in starting a cold engine.

# Controls/Indicators

## Lanyard Stop Switch

Your WHITE RIVER® boat is equipped with a lanyard stop switch as an added safety feature. This device is designed to turn off the engine whenever the operator, who should always be attached to the switch lanyard, moves far enough away from the operator's position to activate the switch. It is strongly recommended that the operator make use of this device. The lanyard should be of sufficient length to avoid inadvertent activation. There are practical limitations to what the lanyard stop switch can do. Accidental loss of power can be hazardous, particularly when docking or in heavy seas, strong current, or high winds. It can take several seconds for the engine and propeller to stop turning and the boat can continue to coast for several hundred feet depending on the velocity at shut-down and the degree of any turn. However, it will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as when under power. To attach the lanyard,



slide the black plastic loop over the toggle switch and flip the switch.



**WARNING!**

**The operator should attach the lanyard stop switch to his/her clothing before operating the boat. The stop switch will shut off the engine should the operator accidentally be thrown from the boat. Check the switch for proper operation before each use by starting the engine and pulling the lanyard far enough for the switch to engage to the OFF position. The engine should shut off immediately. The switch should be replaced if it is not functioning. Remember to reset the switch to the RUN position before attempting to restart the engine or the engine will not start.**

## Shift/Throttle

Your WHITE RIVER® utility boat may be equipped with a side-mount remote control that operates the shifting and throttle functions of the engine. If your engine is equipped with power trim, the tilt/trim switch on the control handle allows the motor to be raised or lowered by depressing the switch. The lanyard stop switch may also be located on the remote control box.

**WHITE RIVER**

10-2

# Control/Indicators

To shift the motor to forward gear, depress the neutral lock bar/button and move handle forward. Acceleration is controlled by advancing the handle forward. The center upright position is the neutral position. For reverse, depress neutral lock bar/button and move handle toward the rear.

The remote control, if equipped, features a throttle-only button located on the handle. Depressing this button disengages the shift mechanism from the control handle and allows the throttle to be advanced to assist in starting the engine. To activate, depress the throttle-only button while the control handle is in the neutral position. Advancing the handle forward will allow the throttle to be advanced without shifting the engine. This is especially helpful in warming up a cold engine.

Consult the engine and remote control owner's/operator's manuals for more information regarding the shift/throttle operation.



**Shift the control handle from neutral to forward or from neutral to reverse position to prevent the gears from grinding, which will cause accelerated gear wear. Do not shift too quickly from forward to reverse. Stay in the neutral position until the boat has lost most of its headway before shifting to reverse.**

# Systems

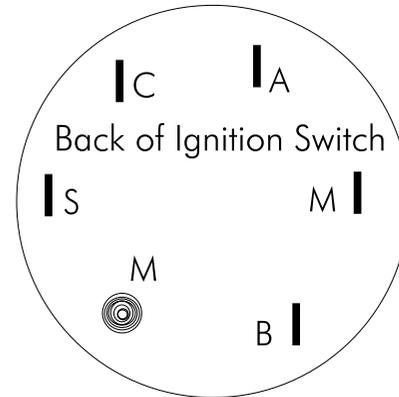
## Electrical System

Your WHITE RIVER® utility boat is equipped with a 12-volt, negative ground DC system. A 12-volt cranking battery is used for engine cranking and accessory operation. The positive wire (red) feeds current from the battery to the electrical systems. The negative wire (black) is the ground. Circuit breakers, or fuses, protect circuits from overloading. In case of circuit overload, the fuse will blow or the breaker will trip. To re-set a circuit breaker, switch the component's circuit switch to OFF, wait about one minute for the circuit to cool, push the breaker in to reset, and turn the component's circuit switch back ON. If fuses or breakers continuously fail under normal operating condition, have your boat inspected by a qualified electrical technician.



**Do not exceed the recommended fuse size or bypass the fuse or circuit breaker. Continuous fuse/breaker failure indicates an electrical problem that requires immediate attention. Have your boat inspected by a qualified technician. Failure to install the correct fuse/breaker or having non-qualified personnel work on the electrical system may result in damage to the electrical system or severe personal injury and may void your warranty.**

## Ignition Switch Wiring Diagram



### Post   Wire Color & Function

A = Purple Wire (Power) B = Red (Battery)  
C = Yellow/black (Choke)  
S = Yellow/Red (Starter/Solenoid wires)  
M = Black (Common ground)  
M = Black/yellow (Magneto Ground)

**WHITE RIVER**

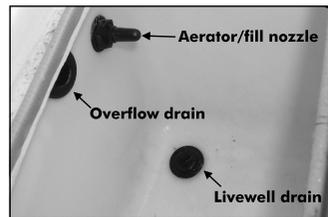
# Systems

## Trolling Motor Battery

Your boat may be equipped with a trolling motor. The trolling motor wiring harness is routed from the bow panel to the rear compartment and is independent of all other wiring. A circuit breaker panel or in-line fuse protects the circuit from electrical overload. The circuit breaker is located near the trolling battery in the stern storage compartment. The trolling motor has a plug wired from the factory that mates with the bow receptacle. The deep cycle battery(ies) must be recharged after the charge has been depleted. This can be done with a battery charger on shore or with an optional built-in battery charger. A battery maintenance system may be available for your model. See your WHITE RIVER® dealer for more information.

## Livewell System

If equipped with a livewell system, your WHITE RIVER® utility boat will consist of recirculation and fill capabilities for the livewell. All parts are of materials suitable for both fresh and saltwater applications.



## Livewell Fill / Aerator

Your 3-position aerator switch is located on the console panel and is used to fill the livewell and to aerate the water. When turned on, the livewell will pull water in from outside and fill the livewell. The manual position pulls water continuously into the livewell. If the auto position is on a timer, it will pull water into the livewell for 1 minute and be If equipped with a livewell system, your WHITE RIVER® utility boat off for 3 minutes.

## Overflow Drain

Once the water reaches the overflow drain, the water drains straight out of the boat through the transom area.

## Livewell Drain

To drain the livewell, pull the drain plug from the bottom of the livewell. Be sure to put the plug back into the livewell before you start filling the livewell.



**WARNING!**

**To avoid damage to the livewell system, never operate the system in freezing weather. Freezing water can damage the aerator pump and cause the livewell hoses and fittings to split, causing the livewell system to leak**

# Systems

## Mechanical Steering System

Your WHITE RIVER® utility boat may be equipped with a mechanical steering system.



**Keep at least one hand on the steering wheel at all times when the boat is running. The steering torque of the engine can cause the steering wheel to spin if released, resulting in serious damage to the boat or serious injury or death to dislodged occupants.**

The mechanical steering system operates through push/pull cables connecting the steering wheel to the engine. Turning the steering wheel allows the engine to be turned.

Hydraulic steering is available on some boats. The hydraulic helm is designed to prevent the steering load from feeding back to the driver. The helm contains a lock valve which will not allow the steering to move until you move it with the steering wheel.

## Engine/Propeller

The outboard engine is designed to offer you performance and dependability. The engine mounting holes are pre-drilled at our

manufacturing plant to ensure that the engine is in line with the center of the hull.

The engine has its own operator's manual that you should read before operating for the first time. Make sure you follow the proper break-in procedures and understand all operating information.

The performance of your boat can be affected by engine height and propeller selection. Your dealer is well-suited to help you select the best setup for your particular needs. The propeller converts the engine's power into thrust to propel the boat. Propeller size is identified by two numbers, such as 14" x 21". The first number is the propeller diameter, or the distance across the circle made by the blade tips as the propeller rotates. The second number is the pitch, which is the theoretical distance the propeller travels in one revolution.

Propeller pitch is similar to gearing on an automobile. The engine is designed to run best at a certain RPM range, depending on engine size. A propeller with a pitch that is too low will cause the engine to turn too many RPMs.

Acceleration out of the hole will be good but propeller efficiency

**WHITE RIVER**

# Systems

will suffer. In contrast, a propeller that is too large in pitch will not turn enough RPMs, causing the engine to lag. Acceleration will also be sluggish. A propeller that allows the engine to run toward the upper end of the RPM range is generally the most efficient prop. You should always use a propeller that allows the engine to operate within the recommended RPM range; turning too many or too few RPMs may cause engine failure, after time, and will void the engine warranty.

A 2" difference in pitch size usually causes a 300- to 500- RPM change. For example, if a 19" pitch prop allows the engine to turn 5500 RPM, changing to a 21" pitch will drop the RPMs to approximately 5200.

Acceleration will be better with the smaller 19" pitch, but top end speed and fuel economy most likely will be better with the 21" pitch propeller.

A smaller pitch propeller than normal should be used for water skiing or running with heavy loads. The smaller pitch will allow for more low-end torque to pull up skiers. It is important that the operator watch the tachometer to make sure the engine does not continuously exceed the maximum RPM range at full throttle.

Propping the engine above the maximum RPM range is called "under-propping." It is often necessary to run two props for different uses, one for skiing or heavy loads and one for normal use.

There are many propeller types and designs on the market. The way a prop will perform with your particular engine depends on blade material, design, number of blades, exhaust relief, cupping, rake, etc.

## Lighting

Your WHITE RIVER® utility boat may be equipped with navigation lights meeting requirements for night operation. The green and red light is mounted to the bow and may be removable. The taller, white light, also referred to as the anchor or stern light, mounts to the light base at the stern. Your boat may also be equipped with courtesy lights, and/or a map light located on the red/green navigational light post.

To operate the removable navigation lights, install the lights to the bases by opening the base lid cover, aligning the screw head with the slot in the light base and pushing the light pole in. Lock the light in place by turning the connector clockwise and down. Turn

# Systems

on the lights with the navigation light switch. Reverse procedure to remove the lights. If your WHITE RIVER® utility boat is equipped with a trolling motor, the navigation light must be tall enough to be seen by approaching vessels from either port or starboard side. The anchor/stern light must be the tallest point of the boat, so that it remains unobstructed and visible for 360°.

## Bilge

The lowest part of the boat where incidental water drains is called the bilge. Water may gather in the bilge during heavy rain or if a leak exists. All WHITE RIVER® utility boats are equipped with a bilge pump to remove this water. To activate the bilge pump, flip the bilge switch on the console to the ON position.

Check the bilge pump periodically to ensure that there is not any debris jamming the impeller by depressing the locking tabs on the pump screen and raising up the pump.

## Trolling Motor

Your boat may be equipped with a bow-mounted trolling motor. The trolling motor has its own operator's manual that you should read prior to first time operation.

The trolling motor should be powered by a deep cycle battery(ies). The battery(ies) will need to be recharged after each use. You can recharge with a battery charger connected to the battery terminals or through the bow panel by connecting the proper plug to a battery charger. There also are built-in battery chargers available for some models. See your WHITE RIVER® dealer for more information.

## Fishing Seats

WHITE RIVER® utility boats utilize 3/4" pin-type mounts for the front and rear fishing seats, which accommodate a folding chair and a bicycle-type seat which can be placed/moved to the front or rear deck.



**DO NOT sit on the raised platform fishing seats while the boat is underway. Sitting in elevated seats while the boat exceeds trolling speed can result in the occupant being thrown overboard, causing serious injury or death.**

**WHITE RIVER**

11-5

# Maintenance/Care

## Introduction

This section outlines the care and maintenance procedures for your new WHITE RIVER® utility boat. Proper care and maintenance must be taken to ensure that your boat provides you with many years of boating enjoyment.

## Periodic Checks And Services

Periodically	
System/Component	Service Required
Hull	Wash after use.
Lanyard Stop Switch	Check for proper operation before each use by starting the engine and pulling the lanyard. Engine must stop.
Aerator	Check for debris. Clean filter if necessary.
Trailer Tires	Check air pressure and lug nut torque before each use.

Periodically	
System/Component	Service Required
Surge Brake Fluid	Check brake fluid level before each use
Battery	Check electrolyte level. Make sure battery terminals are clean.
Fuel System	Check for loose fittings, hose leaks or deterioration. Repair if necessary.
Zinc Anode	Inspect, replace when deteriorated over 50%
Wiring	Inspect for shorts, frayed wires and loose connections.
Throttle/Shift Cables	Clean/Inspect/Lubricate.
Steering Cable	Clean/Inspect/Lubricate. Check for excessive play, adjust if needed.

# Maintenance/Care

## Periodically

System/Component	Service Required
Trailer Bearings	Check, grease as needed.
Trailer Brakes	Check brake pad and rotor wear, replace as needed.
Trailer Winch	Check/Grease coupler and pivot points.

## When Required

System/Component	Service Required
Hull	Wax when needed.
Battery	Re-charge cranking battery when needed. Re-charge trolling motor battery(ies) after each use.
Bilge	Check for debris.
Carpet	Clean when soiled.

## When Required

System/Component	Service Required
Windshield	Clean as needed.
Upholstery	Clean when soiled and protect from the elements.
Livewell	Clean as needed.
Trailer	Inspect for rust, nicks or chips. Touch up as needed.

## Painted Aluminum Care

Normal maintenance for the painted finish on your WHITE RIVER® utility boat requires removal of surface dirt with a mild detergent and water. Special cleaners are available to remove algae, scum and other stubborn stains. Avoid harsh abrasives or strong chemicals. Wax the boat at least once a season with a quality marine paste or polish. See your dealer for cleaning and protectant chemicals designed specifically for your WHITE RIVER® utility boat.

Almost inevitably, scratches or gouges can penetrate the paint

**WHITE RIVER**

# Maintenance/Care

into the aluminum surface; these should be touched up. Without attention, further damage such as rust can occur. Contact your WHITE RIVER® dealer for repair procedures.

The painted surface is also subject to weathering and may fade over time if continuously exposed to direct sunlight, especially during storage. It is suggested that your boat be protected from exposure to the elements during storage. A mooring cover or covered storage is suggested to keep your boat looking good. How you care for your boat will have a direct affect on the paint's life and appearance.

Hulls left in the water for long periods of time (especially in salt, brackish, or polluted water) may be subject to blistering and peeling of the painted surface. Extreme blistering may require use of an anti-fouling paint or similar protectant. Consult your dealer for the best application for your particular area.

## Salt Water Use

The proper precautionary measures should be taken when operating the boat in salt or brackish water. The boat should be rinsed with fresh water and rubbed with a soft cloth after each use.

If docking or mooring your boat in salt water for an extended time, it is recommended that your hull be protected with anti-fouling paint or a similar protectant. Be sure to check the sacrificial zinc anode attached to the motor and replace it when it is over 50% corroded. Galvanic corrosion is accelerated in salt water, so additional zinc anodes may be necessary for extra protection. A galvanized trailer must be used in brackish or salt water and should be rinsed thoroughly after each use. See your dealer for recommendations for salt water protection in your area.

## General Maintenance Electrical System

The electrolyte level in non-maintenance free batteries should be checked periodically and filled with distilled water as needed. Fill until the level is approximately 1/2" above the plates. Do not overfill.

Battery terminals and wire leads must be clean and tight. A light coat of grease on the terminals and leads will help prevent corrosion. A solution of baking soda and water, along with a plastic brush, can be used to clean the battery terminals. Make sure the solution does not enter the battery vents, as it will

# Maintenance/Care

damage the battery. When charging batteries, make sure the battery compartment is well ventilated. Be sure all power is off before disconnecting batteries. When connecting battery leads, be sure the negative lead goes to the negative battery terminal and positive to positive. Failure to do so can result in severe injury or death.



**Batteries release a hydrogen gas which is extremely flammable. Make sure the battery compartment is well ventilated when charging the batteries. DO NOT smoke or allow an open flame or spark near the batteries. Failure to adhere to these precautions may produce an explosion and cause death or serious injury.**

Check all wiring periodically for loose connections and proper support. Damaged wiring can cause a short circuit and should be corrected immediately.

## Fuel System

The fuel system must be maintained to ensure there are no leaks and clean fuel is delivered to the engine. Periodically inspect fuel hoses, fittings and connections for wear or leaks. Cracked hoses

should be replaced. Clean fuel filters or vent screens as necessary.

Keep the fuel tank full during the boating season to prevent condensation from occurring. Fuel stored for over 15 days may need fuel stabilizer added. See the engine manual for fuel minimum octane requirements and maintenance recommendations.



**Your boat is equipped with an internal fuel system that is pressure tested at the factory to assure that it is leak free. Any component replacement to the fuel system should be done only by an authorized technician. The system should be pressure tested after any component is replaced.**

## Livewell/Plumbing System

Check the bilge and livewell systems often to assure that they are free of leaks. Hose connections should be tight. Thru-hull fittings should be watertight. Check the bilge pump periodically to ensure there is not any debris jamming the impeller; this is done by depressing the locking tabs on the pump screen and raising the pump up, taking care not to disconnect the wiring.

# Maintenance/Care

## Steering System

The steering system should be inspected and maintained regularly. Check the hardware at the helm and the engine frequently for tightness. Steering cables should be lubricated monthly to ensure smooth operation. Periodically remove the cables from the engine and clean out the tilt tube. Lubricate tube and cables with a quality marine waterproof grease. See the engine owner's manual for maintenance information on the steering system.

## Engine/Propeller

Follow the maintenance and care information listed in the engine owner's manual. Proper maintenance procedures must be followed to ensure reliable operation. Check control cables periodically for proper connection and clean as needed.

The propeller should be checked for damage before each use. A nicked or damaged propeller should be repaired or replaced with a new one. Periodically, remove the propeller and inspect the prop shaft for fishing line. Grease the propeller shaft before re-installing the propeller. See the engine owner's manual for more information.

## Carpet

Wash the carpet regularly with mild detergent and water. Rinse with fresh water and let the carpet dry before storing to prevent mildew. Vacuum often to keep it looking good.



**Some popular fish scents that are sprayed on lures contain chemicals that may stain or deteriorate the carpet. Spray these formulas over the side of the boat away from the carpet.**

## Upholstery

The upholstery should be washed with a mild detergent and water solution. Through your WHITE RIVER® dealer, a vinyl protectant is available that will seal out water and stains and retard mildew. See your dealer to purchase.

There are special cleaners available to remove tough stains and mildew. Test these cleaners in a small hidden area to sample the affect it has on the upholstery. A good mildew remover is a mixture of four parts water and one part ammonia used with a light brush.

# Maintenance/Care

## Corrosion Protection

Corrosion is a common occurrence in marine environments. Corrosion is an electrochemical reaction that happens when electrons flow between metals that are connected or grounded through water. As electrons flow, the electrical actions cause one of the two metals to be eaten away. The process is greatly accelerated in salt, brackish, or polluted water. Proper precautionary measures should be taken to prevent corrosion from causing damage to the boat, engine, and other components.



**Corrosion is not covered under the limited warranty.**

There are two types of corrosion; galvanic corrosion and stray current corrosion: Galvanic corrosion occurs when two or more dissimilar metals that share a common ground are submerged in a conductive solution (such as salt, brackish or polluted water), creating a chemical reaction that generates an electrical current flow between metals. As the current flows, the metal that is most chemically active will begin to erode. If left unchecked, a good deal of damage can occur.

Common causes of galvanic corrosion are an eroded sacrificial zinc anode, attachment of dissimilar metals such as stainless steel, or shore power from other boats interacting with the engine lower unit.

Stray current corrosion occurs when an electrical current, flowing along a metal conductor (such as the engine or trolling motor), leaves the metal for a water path of less resistance, causing conversion of the metal into non-metallic corrosion products or direct removal of the metal. Rapid corrosion of the metal will occur. Common causes of stray current corrosion are an improperly insulated circuit, improperly wired electrical accessories, improper or bad grounding and improperly wired shore power.

There are measures that should be taken to prevent corrosion from occurring. Sacrificial zinc anodes protect hardware exposed to the water. The zinc will be attacked by the electrolysis action before other metals and will decompose. Sacrificial zinc anodes must be replaced when erosion reaches 50%. The sacrificial zinc anodes should not be painted. The engine has sacrificial zinc anodes installed from the factory. See the engine owner's manual for more information.

**WHITE RIVER**

12-6

# Maintenance/Care

Other corrosion protection devices include galvanic isolators, a MerCathode system, continuity devices, and anti-corrosion kits. When operating in salt, brackish or polluted water, an anti-fouling paint or similar protection should be used to protect the hull and engine from marine growth and corrosion. See your dealer for corrosion protection measures for your area.

Ensure that the wiring is properly supported and the insulation is intact. Wiring that is shorted or improperly grounded can cause accelerated corrosion.



**Wiring that is damaged or not properly supported can cause a short circuit if not corrected, causing serious damage to the boat as well as being a fire hazard.**

# Storage

## Storage Procedures

Proper procedures should be followed to prepare your WHITE RIVER® utility boat for storage or winter lay-up. Improper storage preparation can cause damage to the boat, engine and components. Any damage incurred during storage is not covered under the terms of the warranty. Follow these guidelines when preparing your boat for storage:

- Clean the hull and interior of the boat. Now is a good time to wax the boat and apply rust inhibitor to all metal hardware. Allow the interior to dry before storing to prevent mildew.
- Perform all scheduled engine maintenance as noted in the engine owner's manual. Contact your dealer if you have any questions.
- Fill the fuel tank to minimize condensation. Add the proper amount of fuel stabilizer and conditioner per the manufacturer's recommendations. Run the treated fuel mixture through the engine for approx. 15 minutes to ensure the engine fuel supply is protected with stabilized fuel. See the engine manual for more information.
- Remove the drain plug and raise the bow of the boat to allow

any water to drain. Make sure water is drained from the livewell system and any other area.

- Remove the battery(ies) from the boat. Clean and fully charge the batteries before storing. Store the battery in an area not subject to freezing temperatures. Never store batteries on a concrete floor or on the ground, as this will drain the battery.
- Store the boat and trailer in a protected area, such as covered storage. If storing outside, keep the boat covered with a mooring cover. The cover should have adequate ventilation to prevent mildew damage. It may be necessary to add support under the cover to prevent pockets that will collect rain or snow.
- Loosen the stern tie-downs and winch strap to reduce stress on the hull, but ensure that the boat is properly supported on the trailer before doing so.
- Lubricate all pivot points and hardware on the trailer as needed.
- See your engine owner's manual or your dealer for complete details and guidelines on winterizing your motor.

# Storage

## Reactivating After Storage

Follow these guidelines when reactivating the boat after storage:

- Perform pre-season maintenance to the engine following the procedures listed in the engine owner's manual.
- Remove cover from boat and inspect for nesting animals. Thoroughly clean the hull and interior.
- Inspect steering, fuel and plumbing systems. Tighten or replace any loose or damaged hardware.
- Install fully charged battery(ies) to the boat.
- Reconnect winch strap and stern tie-downs.
- Check tire pressure and lug nut torque. Please see the Trailing and Getting Underway sections.

# Troubleshooting

## Outboard Engine

Symptom	Possible Cause/Solution
Engine will not crank.	<ol style="list-style-type: none"><li>1. Throttle/shifter in gear. Move to neutral position.</li><li>2. Loose battery connection.</li><li>3. Blown fuse. Replace.</li><li>4. Battery not charged. Charge or replace battery.</li><li>5. Engine concern. See dealer.</li></ol>
Engine cranks but will not start.	<ol style="list-style-type: none"><li>1. Lanyard stop switch in the stop position. Move to run position.</li><li>2. No fuel in tank.</li><li>3. Primer bulb not primed.</li><li>4. Fuel filter clogged. Replace filter.</li><li>5. Engine concern. See dealer.</li></ol>
Engine hard to start.	<ol style="list-style-type: none"><li>1. Engine flooded. Disconnect fuel line and crank engine until cleared.</li><li>2. Improper fuel/oil mixture.</li><li>3. Engine concern. See dealer.</li></ol>

## Performance

Symptom	Possible Cause/Solution
Poor speed.	<ol style="list-style-type: none"><li>1. Incorrect or damaged propeller.</li><li>2. Motor trimmed in too far.</li><li>3. Load distributed unevenly.</li><li>4. Marine growth on hull.</li><li>5. Engine concern. See dealer.</li></ol>
Slow to plane.	<ol style="list-style-type: none"><li>1. Propeller pitch too large.</li><li>2. Too much weight in the stern.</li><li>3. Motor trimmed out too much.</li><li>4. Water in bilge.</li></ol>
Porpoising	<ol style="list-style-type: none"><li>1. Engine overtrimmed.</li><li>2. Overloaded at stern.</li></ol>

# Troubleshooting

## General Operation

Symptom	Possible Cause/Solution
Aerator pump does not run.	<ol style="list-style-type: none"><li>1. Circuit breaker tripped or fuse blown</li><li>2. Aerator switch on auto. Turn to manual position.</li><li>3. Loose or shorted wire or bad switch. Replace.</li><li>4. Pump damaged. Replace.</li></ol>
Aerator pump runs but will not pump water.	<ol style="list-style-type: none"><li>1. Pump clogged. Clean debris from impeller and flush.</li><li>2. Prime pump by backing the boat with the pump on.</li></ol>
Bilge pump does not run.	<ol style="list-style-type: none"><li>1. Circuit breaker tripped or fuse blown.</li><li>2. Pump damaged. Replace.</li><li>3. Loose or shorted wire or bad switch. Replace.</li></ol>

## General Operation

Symptom	Possible Cause/Solution
Bilge pump runs but will not pump water.	<ol style="list-style-type: none"><li>1. Pump clogged. Clean debris from impeller and flush.</li><li>2. Prime pump by turning it on and off several times.</li></ol>
Depth finder will not operate.	<ol style="list-style-type: none"><li>1. Switch is not on.</li><li>2. In-line fuse blown. Check and replace.</li><li>3. Defective unit. See dealer.</li></ol>
Depth finder not reading properly.	<ol style="list-style-type: none"><li>1. Transducer not reading properly. See dealer.</li><li>2. Defective unit. See dealer.</li></ol>
Trolling motor will not run.	<ol style="list-style-type: none"><li>1. Bow receptacle not plugged in.</li><li>2. Battery not charged.</li><li>3. Control switch in off position.</li><li>4. Circuit breaker tripped or fuse blown.</li><li>5. Defective unit. See dealer.</li></ol>

# Troubleshooting

## General Operation

<b>Symptom</b>	<b>Possible Cause/Solution</b>
Navigation lights not working.	<ol style="list-style-type: none"><li>1. Light not plugged into receptacle properly.</li><li>2. Master power switch not on.</li><li>3. Circuit breaker tripped or fuse blown.</li><li>4. Bulb burned out. Replace bulb.</li><li>5. Light switch not in proper position.</li></ol>
Aerator pump runs but will not pump water.	<ol style="list-style-type: none"><li>1. Livewell valve left open while boat is underway. Close valve when moving.</li><li>2. Valve not operation properly. Replace valve.</li><li>3. Leak in livewell system. See dealer.</li><li>4. Overflow tube not installed into drain fitting (on applicable models).</li></ol>

# Warranty and Service

## Owner's Responsibilities

To comply with the terms of the warranty, the owner is responsible for the proper warranty registration of the boat by signing the warranty registration form at the time of purchase. The owner must follow proper operation procedures and adhere to the care and maintenance procedures set forth in this manual. Read the warranty information included in the owner's packet and information included with major components.

The written express limited warranty for your WHITE RIVER® utility boat is transferable and can be extended to one subsequent purchaser for the remaining portion of the warranty period by completing the warranty transfer notification card included in the owner information packet and sending it to White River Marine Group, L.L.C. Additional restrictions apply.

Your WHITE RIVER® dealer has a direct interest in you as a customer and in your complete satisfaction of the product you have purchased. Your dealer is in the best position to assist you with your boating needs and has the full support and assistance from White River Marine Group, L.L.C.

If, for any reason, you are not completely satisfied with the services performed by your dealer, we suggest that you discuss the matter with the Service Manager or General Manager of the dealership. In the unlikely event that resolution to your concerns cannot be reached by the dealership to your satisfaction, contact the WHITE RIVER® Customer Service Department by calling (417) 873-4555 or by writing to:



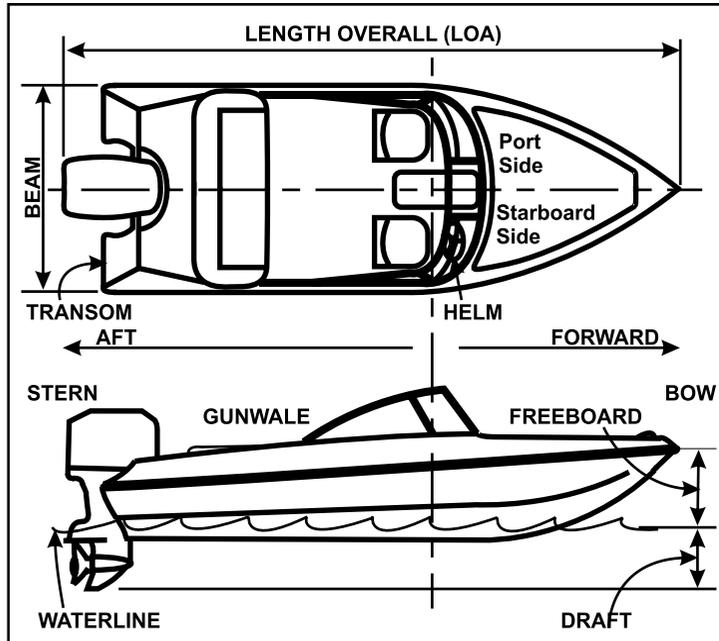
Customer Service Department  
2500 E. Kearney  
Springfield, MO 65898

### **Have the following information available:**

HIN (Hull Identification Number), selling dealer name/location/date of purchase, servicing dealer (if different than selling dealer), nature of problem, names of dealership personnel involved, and record of services performed and dates.

**When contacting WHITE RIVER®, keep in mind that your problem will most likely be resolved at the dealership, using the dealership's facilities, equipment and personnel.**

# Nautical Terms



**Abaft** - Toward the rear (stern) of the boat.

**Aboard** - On or in the boat.

**Aft** - To the rear or stern of the boat.

**Aground** - Touching or fast to the bottom.

**Ahead** - In a forward direction.

**Alee** - Away from the direction of the wind.

**Aloft** - Above the deck of the boat.

**Astern** - In back of the boat.

**Batten Down** - Secure hatches and loose objects both within the hull and on deck.

**Bead** - The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

**Bead Separation** - This is the breakdown of the bond between components in the bead.

**Beam** - The widest point of the boat.

**Bearing** - The direction of an object expressed either as a true bearing as shown on the chart, or as a bearing relative to the heading of the boat.

**Below** - Beneath the deck.

**Bias Ply Tire** - A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

**WHITE RIVER**

16-1

# Nautical Terms

**Bilge** - The lowest portion inside the boat.

**Bow** - The front of the boat.

**Bulkhead** - A vertical partition or wall in a boat.

**Buoy** - An anchored float used for marking a position on the water or a hazard or a shoal and for mooring.

**Burdened boat** - The boat that must give way to boats with the right-of-way.

**Cabin** - A compartment for passengers or crew.

**Capsize** - To turn the boat over.

**Carcass** - The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

**Chine** - The point of the boat where the side meets the bottom.

**Chock** - A fitting through which anchor or mooring lines are led.

**Chunking** - The breaking away of pieces of the tread or sidewall.

**Cleat** - A deck fitting used to fasten rope or lines.

**Coaming** - A vertical piece around the edge of a cockpit, hatch, etc. to prevent water on deck from running below.

**Cold inflation pressure** - The pressure in the tire before

**Cord** - The strands forming the plies in the tire.

**Cord separation** - The parting of cords from adjacent rubber compounds.

**Course** - The direction in which a boat is steered.

**Cracking** - Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

**CT** - A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

**Curb weight** - The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

**Current** - The horizontal movement of water.

**Dead Ahead** - Directly ahead.

**Dead Astern** - Directly aft.

# Nautical Terms

**Deck** - The upper structure which covers the hull.

**Dock** - A protected water area in which vessels are moored. The term is often used to denote a pier or a wharf.

**Draft** - The vertical distance from the waterline of the boat to the lowest point of the boat.

**Extra load tire** - A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

**Fathom** - Unit of depth measurement, 1 fathom = 6 ft.

**Fore** - Toward the front (bow) of the boat. Opposite of aft.

**Freeboard** - The vertical distance from the deck to the waterline.

**Gear** - A general term for ropes, blocks, tackle and other equipment.

**Give-way Vessel** - A term used to describe the vessel which must yield in meeting, crossing, or overtaking situations.

**Grab Rails** - Hand-hold fittings mounted on cabin tops and sides for personal safety when moving around the boat.

**Groove** - The space between two adjacent tread ribs.

**Gross Axle Weight Rating** - The maximum weight that any axle can support, as published on the Certification / VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

**Gross Vehicle Weight Rating** - The maximum weight of the fully loaded trailer, as published on the Certification/ VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

**Gunwale (or gunnel)** - The upper rail or edge of the boat where the hull and deck meet.

**Hatch** - A covered opening in the boat.

**Head** - A marine toilet or toilet room.

**Headway** - The forward motion of a boat. Opposite of sternway.

**Hitch Weight** - The downward force exerted on the hitch ball by the trailer coupler.

**Hull** - The body of the boat.

**Innerliner** - The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

# Nautical Terms

**Innerliner separation** - The parting of the innerliner from cord material in the carcass.

**Intended outboard sidewall** - The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

**Intracoastal Waterway** - ICW: bays, rivers, and canals along the coasts (such as the Atlantic and Gulf of Mexico coasts), connected so that vessels may travel without going into the sea.

**Keel** - The lowest external portion of the boat; extends fore and aft along the bottom of the boat.

**Knot** - Nautical miles per hour; a nautical mile is 6,076 feet, a land mile is 5,280 feet.

**Latitude** - The distance north or south of the equator measured and expressed in degrees.

**Light truck (LT) tire** - A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

**List** - Leaning or tilting of the boat to one side.

**Load rating** - The maximum load that a tire is rated to carry for a given inflation pressure.

**Log** - A record of courses or operation. Also, a device to measure speed.

**Longitude** - The distance in degrees east or west of the meridian at Greenwich, England.

**Maximum load rating** - The load rating for a tire at the maximum permissible inflation pressure for that tire.

**Maximum permissible inflation pressure** - The maximum cold inflation pressure to which a tire may be inflated.

**Maximum loaded vehicle weight** - The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

**Measuring rim** - The rim on which a tire is fitted for physical dimension requirements.

**Mooring** - To hold the boat in one location.

**Nautical Mile** - One minute of latitude; approximately 6076 feet - about 1/8 longer than the statute mile of 5280 feet.

# Nautical Terms

**Pin Weight** - The downward force applied to the 5th wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

**Planing** - A boat is said to be planing when it is essentially moving over the top of the water rather than through the water.

**Ply** - A layer of rubber-coated parallel cords.

**Ply separation** - A parting of rubber compound between adjacent plies.

**Pneumatic tire** - A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

**Porpoise** - A performance condition in which the bow of the boat bounces up and down when the motor is over-trimmed.

**Port** - The left side of the boat when facing the bow (while inside the boat).

**Privileged boat** - The boat with the right-of-way.

**Production options weight** - The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not

previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

**Radial ply tire** - A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

**Recommended inflation pressure** - This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

**Reinforced tire** - A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

**Rim** - A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

**Rim diameter** - This means the nominal diameter of the bead seat.

**Rim size designation** - This means the rim diameter and width.

**Rim type designation** - This means the industry of manufacturer's designation for a rim by style or code.

# Nautical Terms

**Rim width** - This means the nominal distance between rim flanges.

**Rode** - The anchor line and/or chain.

**Rudder** - A vertical plate or board for steering a boat.

**Running Lights** - Lights required to be shown on boats underway between sundown and sunup.

**Scuppers** - Drain holes on deck, in the toe rail, or in bulwarks or (with drain pipes) in the deck itself.

**Sea Cock** - A through hull valve, a shut off on a plumbing or drain pipe between the vessel's interior and the sea.

**Section width** - The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

**Sidewall** - That portion of a tire between the tread and bead.

**Sidewall separation** - The parting of the rubber compound from the cord material in the sidewall.

**Sounding** - A measurement of the depth of water.

**Special Trailer (ST) tire** - The "ST" is an indication the tire is for trailer use only.

16-6

**Stand-on Vessel** - That vessel which has right-of-way during a meeting, crossing, or overtaking situation.

**Starboard** - The right side of the boat when facing the bow (while inside the boat).

**Stern** - The rear of the boat.

**Stern Line** - A docking line leading from the stern.

**Stow** - To put an item in its proper place.

**Stringer** - Longitudinal support members fastened to the inside of the hull for additional strength.

**Surge brakes** - A type of trailer braking system designed to automatically actuate when the tow vehicle brakes are applied.

**Test rim** - The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

**Transducer** - The unit that sends/receives the signal for the depth finder.

**Transom** - The vertical part of the stern on which the engine is mounted.

**Tread** - That portion of a tire that comes into contact with the road.

**WHITE RIVER**

# Nautical Terms

**Tread rib** - A tread section running circumferentially around a tire.

**Tread separation** - Pulling away of the tread from the tire carcass.

**Treadwear indicators (TWI)** - The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

**Trim** - Fore and aft balance of a boat.

**Vehicle capacity weight** - The rated cargo and luggage load plus 68-kilograms (150 lbs.) times the vehicle's designated seating capacity.

**Vehicle maximum load on the tire** - The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

**Vehicle normal load on the tire** - The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

**Visual distress signal** - A device used to signal the need for assistance; such as flags, lights or flares.

**Wake** - The path of waves that a boat leaves behind when it moves through the water.

**Weather side** - The surface area of the rim not covered by the inflated tire.

**Wheel center member** - In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

**Wheel-holding fixture** - The fixture used to hold the wheel and tire assembly securely during testing.

**Windward** - Toard the direction from which the wind is coming.



# We All Live Downstream

**We at White River Marine Group, L.L.C. build boats so more people can enjoy the great outdoors. As fishermen and outdoorsmen ourselves, we realize how important it is to protect our environment and natural resources. We support the individuals and organizations who are participating in recycling, fish restocking, water clean-up efforts and wildlife management. We encourage you to practice "Catch and Release" and participate in improved management of our fish and wildlife resources. Our conservation efforts are necessary to ensure that future generations will enjoy the great outdoors. Remember, we all live downstream!**



**White River Marine Group, L.L.C**  
**2500 E. Kearney**  
**Springfield, MO 65898**

**Part # 310921**

**January 2017**