

EdgeWater

Powerboats

180 Center Console Owner's Manual

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EdgeWater
POWER BOATS

Dear EdgeWater 180 CC Owner:

Congratulations on purchasing one of the finest small boats ever built. It has been constructed with care from the finest available materials. At EdgeWater we take great pride in the quality and craftsmanship that goes into each boat, large or small. We believe you'll have many years of enjoyment from your new EdgeWater and thank you for entrusting your leisure time to one of our fine products.

This manual has been assembled to help you learn more about your new boat and increase your enjoyment of it. Your EdgeWater has been built for a "Lifetime on the water".

Sincerely,

Peter Truslow
President

Service Information

Please fill out the information below completely. It will help us in assisting you in the event your EdgeWater needs service.

Customer Name		
Address		
City	State	Zip
Phone: Home		Office
Dealer Name		
Address		
City	State	Zip
Phone		
Purchase Date		Engine Make
Delivery Date		Engine Serial Number
Hull Number		

Dougherty Marine Partnership, d.b.a. EdgeWater Powerboats reserves the right to make alterations in the standard and optional equipment without incurring obligation to those boats already having been built.

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Summary

Chapter 1:

Propulsion System

1.1 Propulsion General:

Your new EdgeWater 180 CC is designed to be powered by a single outboard motor. Most 2 cycle outboards currently use an automatic system to mix the oil with the gasoline before it is used by the engine.

Note: Always follow the manufacturers recommendations and use only the recommended oil types.

Each manufacturer provides manuals designed to assist you in the proper operation and maintenance of your new engine. Follow their guidance and schedules for proper operation of your new engine.

Note: Please return all warranty cards for boat, engine and other related items. This will assist you in the event you have a warranty problem.

1.2 Engine Cooling System

Most outboard engines are cooled by water taken in through ports in the lower part of the drive section. Make sure these ports are free of debris or other items that might cause the flow to be restricted. Maintain a routine vigilance to see that the visual inspection streams have a steady flow of water. If they do not, shut down the engine to see if they are clogged or if there is a more serious problem. Be especially watchful if you have gone through an area of vegetation or shallow water as the intake ports can become clogged with weeds, dirt or other debris.

1.3 Propellers

A turning propeller moves the boat through the water, forward or backward. They should always be clean and free from nicks or dings which can adversely affect performance. Your dealer can assist you in the proper selection of a propeller for your boat. This selection is based on the horsepower of the engine and its relationship to the size and weight of the boat.

Propeller sizes are determined by two numbers which appear on different propellers at various locations. They are listed in sequence, for example 13x17. The first number is the

diameter of the propeller and the second is the pitch. Pitch is the theoretical distance the propeller moves through the water with each complete revolution. The larger the number the greater the theoretical movement. It also follow that the larger the number the greater horsepower is required to turn it. With a load which is "normal", or usual for your boating activities the engine should be able to reach its maximum operating RPM range at wide open throttle. If it does not you may have a propeller which has too much pitch. If it goes beyond the maximum recommended RPM range you may have too little pitch. Neither condition is good for the engine. You will get shorter engine life and poorer performance than your boat and motor were designed to provide.

1.4 Engine Instrumentation

Note: The following is presented to familiarize you with the instruments which may be on your boat. Every boat is not equipped with full instrumentation.

Tachometer

The tachometer displays the number of revolutions per minute (RPM) the engine is turning. There is a designed operation RPM range for the engine. The tachometer is designed to aid the boater assure the engine performs within that designed range.

Speedometer

The speedometer indicated the boat speed in miles per hour. They usually work using a spinning wheel or water pressure to determine the boat speed. There accuracy can vary from the actual over the bottom speed due to many factors.

Temperature Gauge

This is designed to monitor the operating temperature of your engine cooling system. A sudden rise from the normal should be investigated to determine if there is an obstruction in the cooling system. Since these gauges operate from independent sensors they rarely would indicate the same temperature for identical engines.

Water Pressure Gauge

This gauge measures pressure in the engine cooling system. If the pressure changes from the norm it could indicate a complete or partial blockage in the system or a water pump problem. If this does return to normal, your dealer should check it to make sure the cooling system is operating properly.

Fuel Gauge

This gauge indicated the amount of fuel in the fuel tank. It is always prudent to follow the "rule of thirds", one-third of the tank to get the destination, one-third to return, and one-third in reserve.

Remember, this gauge is a measure of relative fuel supply and is not a calibrated instrument!

Voltmeter

This meter displays the voltage for the battery and charging system.

Hourmeter

The hour meter keeps a record of operating time and is very useful for scheduling maintenance.

Engine Alarms

Most outboards are equipped with several audible engine alarms. Your engine owner's manual will familiarize you with these and their sometimes distinctive sounds.

Note: If an engine alarm sounds, shut down the engine until the source of the problem is determined

Compass

The compass assists in determining your location by indicating your position relative to magnetic north. For accuracy, your compass may need to be adjusted to take into account specifics of your boat and geographic location. Please refer to the material provided with your compass for "compensation".

Chapter 2:

Helm Control Systems

2.1 Helm General:

Your boat's speed and direction is controlled by two major systems, steering and engine speed and gear controls.

2.2 Steering Controls

The steering system is controlled by the large stainless steel wheel located at the helm station. As the wheel is turned, the engine turns left or right in response. The propeller and to a lesser extent the engine lower unit steers to boat in response to the steering wheel's movement.

Steering System Maintenance

Routine system inspection should occur regularly. Cables, hoses, linkage and helm assemblies should be inspected for wear, corrosion, cracking, or deterioration. Cleaning and a light grease should be applied to all exposed metal parts and other damaged or deteriorated parts should be replaced as soon as possible.

2.3 Throttle and Gear Controls

Most modern engine controls are single lever, meaning a single lever controls both gear changing and engine RPM. EdgeWaters can be equipped with various engines at the dealership so please refer to specific control operation in the engine manual.

In general, neutral is straight up, forward gear begins at the first detente forward and reverse begins at the first detente aft. Pushing or pulling the control past the first detents increases engine RPM. Each control is equipped with the ability to increase RPM with the engine in neutral. Please refer to your engine manual for this specific operation.

2.4 Kill Switch

All EdgeWaters are equipped with a kill switch provided by the engine manufacturer. The switch assembly is composed of the switch and a lanyard to attach to the operator. Always make sure the lanyard is properly attached to the kill switch before attempting to start the engine. The engine will not start unless this switch is properly connected.

2.5 Neutral Safety Switch

Each outboard control has a built-in neutral safety switch. This is designed to prevent the engine from cranking while in gear. If your engine will not crank, move the shift lever back and forth to make sure it is in neutral. If the condition occurs often an adjustment of the controls may be necessary.

Chapter 3

Fuel System

3.1 Fuel System General:

All fuel systems have been inspected and pressure tested at the factory in accordance with the regulations at the time of manufacture. The inspection is to make sure the system is safe and leak proof. It is the responsibility of the purchaser, however, to maintain the system in that condition. Periodic inspections of the fuel system should be made to determine the condition of hoses, connections and vents. Deteriorated components should be immediately repaired.

Note: While using the boat any odor of gasoline must be investigated and the source identified and corrected. If a gasoline odor is detected shut down all engines, turn off all electronics and put out all cigarettes or cigars until the source is located and eliminated.

3.2 Fueling

Your 180 CC is equipped with a built-in fuel tank. Before fueling, you should follow these procedures.

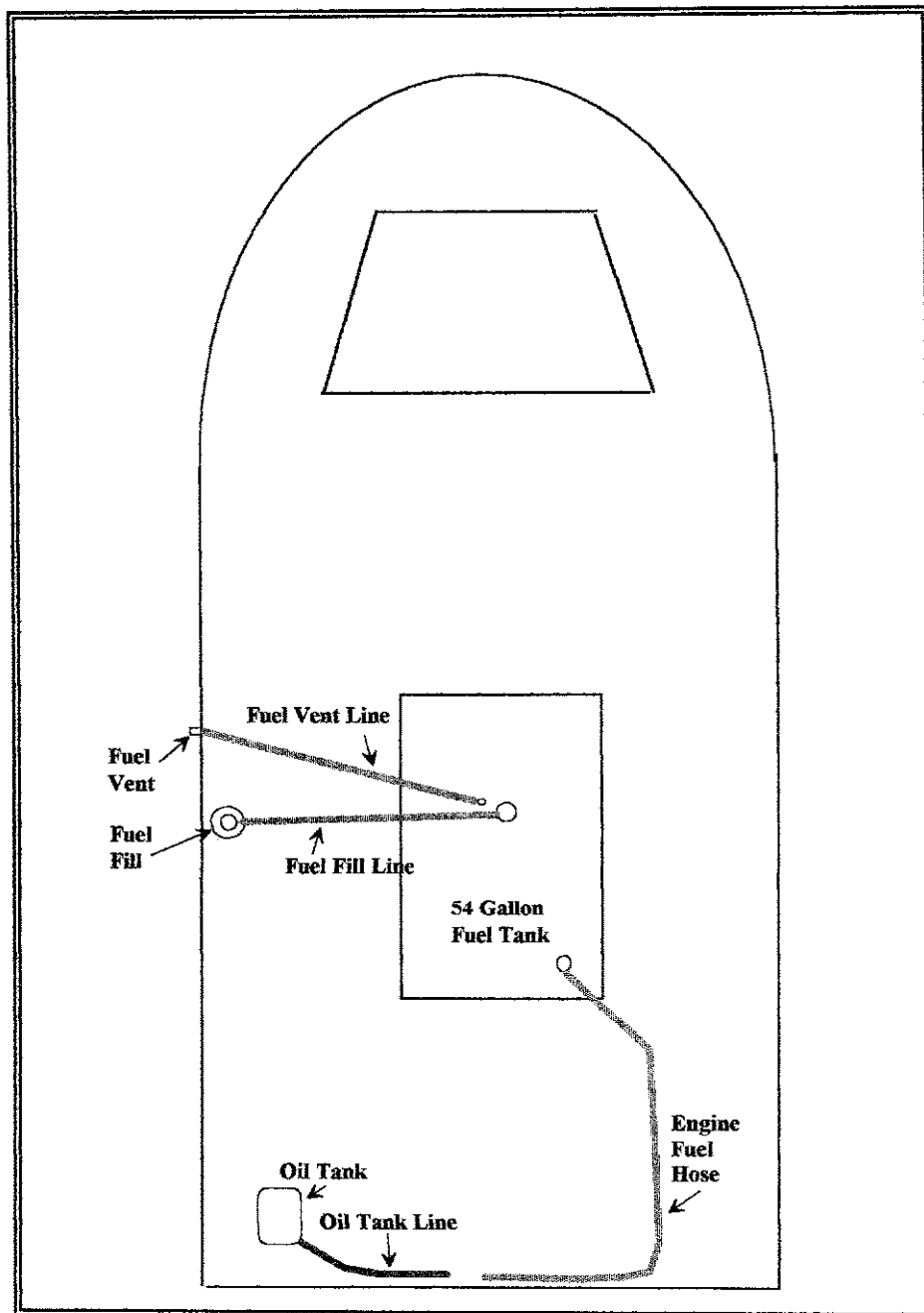
- Make sure the boat is securely moored
- Make sure all switches are off and all smokes are out.
- Remove the fuel fill cap.
- Place the nozzle firm against the side of the opening.
- Begin fueling.
- When the tank is full, stop fueling.
- Remove the fuel nozzle.
- Install the fuel cap.
- Check the area for fuel odors.

Note: If fuel odors are detected, do not start the engine!

3.3 Fuel System Maintenance

Regularly inspect the fuel system components. All lines fittings and bulbs should be flexible and not corroded. If fittings or other components are found to be cracked, they should be replaced at once.

If you use your boat infrequently or do not use it for an extended period of time, a fuel conditioner should be added to the fuel to prevent breakdown and damage to the fuel system.



Chapter 4

Electrical System

4.1 Electrical General

Your EdgeWater is equipped with a 12-volt DC charging and electrical system similar to your automobile. Batteries are lead-acid type and typically require the same maintenance as those of your automobile.

4.2 Accessory Panel Switches

Your EdgeWater 180 CC is equipped with six (6) panel switches, protected by circuit breakers. The switches are as follows:

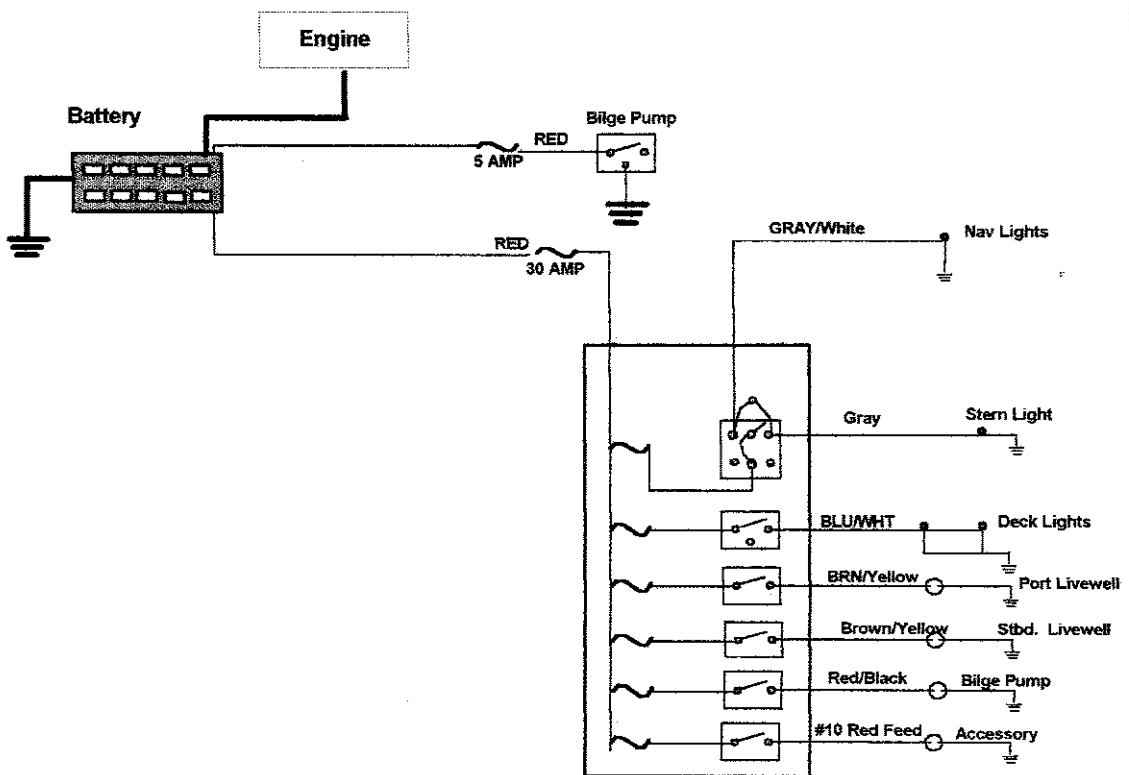
1. Running/Anchor lights.
2. Port side aerator
3. Starboard side aerator
4. Deck lights
5. Bilge Pump
6. The Other is left free for the owner to use as he/she wishes. If you have the aerated livewell, the accessory switch will be used for the pump.

4.3 Electrical System Maintenance

At the beginning and end of each season the exposed electrical components of the switch panel should be sprayed with a non-conductive rust/corrosion inhibiting spray. Light bulb connections and running light connections should be covered with a non-water soluble lubricant. Care must be taken not to get grease on the glass portion of the lights as it will cause them to overheat and burn out.

Inspect all wiring for breaks, loose terminals and sound insulation. Replace worn or deteriorated components.

180 CC Electrical System



Chapter 5

Drain System

5.1 Drain System Maintenance

Essential items must be done periodically to maintain the boat's ability to drain in adverse conditions.

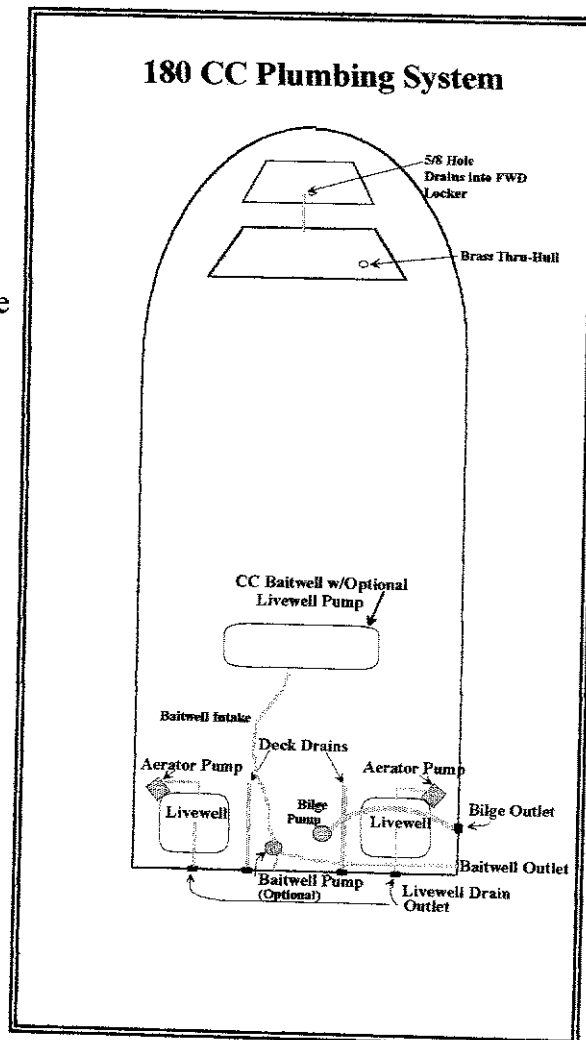
- Clean cockpit drains to remove debris or other foreign objects which could prevent boat from draining properly.
- Check sump area for debris and foreign material which can cause automatic switches to malfunction.
- Flush drains to keep free flowing and clean.

5.2 Livewell Operation

The livewell is filled using the livewell switch on the control panel. To operate properly the valve inside the livewell must be adjusted to provide an even flow in and out of the livewell. Too much and it will be more than the drain can handle, too little and the water will not get the proper circulation. The valve should be turned counterclockwise to open and clockwise to close.

5.3 Stern Baitwell Operation

The baitwells are filled using the raw water washdown hose (owner supplied) or a bucket. After filling the aerators will circulate the water and aerate it to keep bait fresh and alive. Either baitwell can be used independently of the other.



Chapter 6

Safety Equipment

6.1 Fire Extinguisher

A fire extinguisher is standard on all EdgeWater boats. These require regular inspection to make certain they are ready for use. Questions may be directed to the U.S. Coast Guard Boating Safety Hotline at 1-800-368-5647, or 1-202-267-1070.

6.2 Required Safety Equipment

Contact the U.S. Coast Guard Boating Safety Hotline at 1-800-368-5647, or 1-202-267-1070 to obtain a pamphlet on the latest required and suggested safety equipment. The Coast Guard Auxiliary also offers "Courtesy Examinations" to help ensure your boat is properly equipped.

6.3 Maximum Capacity Rating

Your EdgeWater is equipped with a maximum capacity rating plate which is permanently affixed to the helm area of your boat. It will provide information regarding the maximum number of people you can safely have aboard, the maximum amount of weight the boat can safely carry and the maximum horsepower your boat was designed to handle.

Note: Do Not Overload your boat.

Chapter 7

Operation

7.1 Pre-Cruise Check

- Leave a "Float-Plan", Make sure someone knows where you are going and when you are expected to return.
- Check fuel and oil to make sure you have more than enough for the planned trip.
- Check provisions. Make sure you have plenty of water in the event you have a problem and are delayed.
- Check the weather forecast. Avoid sea conditions that are beyond the experience of yourself and your crew.
- Do you have the correct safety gear aboard and is it in good working order.
- Make sure all fire extinguishers are in good working order.

7.2 After Starting the Engine

- Never operate the boat while under the influence of alcohol!
- Remember, when you operate the boat you are responsible for the safety of you crew and passengers.
- Make sure someone else on-board knows how to operate the boat in the event you are injured.
- If you are operating the boat for the first time, make sure you follow the engine manufacturers break-in recommendations.

7.3 Safe Operation

- After clearing the dock make sure the power trim (if so equipped) is trimmed down to its lowest position. (This will bring the boat up on plane more quickly and easily) Give the engine sufficient throttle to bring it to plane briskly, then back down to the cruising speed of your choice, based on the sea conditions and your activity.
- After coming on plane raise the trim to a point where the engine is level with or slightly above the plane of the water. This will provide the smoothest, most economical operation.
- Keep a constant vigil for other boats and watercraft and be prepared to give way, or slow down, if necessary. (We suggest you enroll in a boating safety course offered by the U.S. Power Squadron or the Coast Guard Auxiliary).

- When coming off plane allow the engine to come back to an idle speed until the boat slows down.
- Shift to the neutral position
- Turn the key off.

7.4 Trailering Your Boat

Note: If you have doubts or questions about your tow vehicle or towing, contact your dealer.

- The trailer should be adequately sized for your boat. Allow about 10% above the maximum boat weight for trailer capacity.
- Make sure your vehicle is properly equipped to handle the load. This includes engine, hitch, frame, brakes, transmission cooler, and vehicle capacity.
- Securely attached the boat trailer to the vehicle hitch, hook the safety chains and cross them under the hitch and check the lights to ensure they are hooked up and working.

Chapter 8

Routine Maintenance

8.1 Exterior Hull and Deck

Fiberglass

When you remove the boat from the water, clean it as soon as possible. Dirt debris and grime will come off easier while it is still wet. Use a brush and biodegradable boat cleanser. Stubborn areas may be cleaned with a non-abrasive cleaner. Harsh abrasives and chemical cleaners are not recommended as they can damage the gelcoat, shorten its life and make it more susceptible to stains. When use in saltwater the boat should be washed after each use.

The hull should be waxed periodically, at least once a year, with a high quality wax. This will keep it shiny looking and help prevent chalking and aging. The wax will also make it easier to keep clean by closing the pores that trap the grime.

Note: Do not wax non-skid areas. It could make them slippery and increase the possibility of injury.

Stainless Steel Hardware

The stainless steel hardware of your boat should be cleaned and washed after each boat use, especially in salt or polluted water. While it is "stainless" it is not "stain-proof". If it is not cleaned it can develop surface rust stains. It can be protected with a high quality automotive or boat wax. It can be protected with a commercial metal cleaner and protectant.

Anodized Aluminum

The aluminum can be maintained with a regular washing with soap and water. Otherwise it can develop a surface corrosion which can penetrate the anodizing and attack the aluminum underneath. If badly scratched it can be repaired with an aluminum or silver paint.

Chrome Hardware

Use a good metal polish and protect with wax.

Plexiglas

Do not use products with ammonia on Plexiglas. It can mar the surface and reduce its transparency. A mild soap and water or non-ammonia cleaner will work well.

8.2 Engine

- If you have a new engine with a built-in flushing device the engine may be flushed without cranking.
- If the engine does not have a built-in flush device one may be purchased to fit.
- Turn on the water. **Do Not** crank the engine without water running. Water acts as a coolant and also a lubricant for the water pump.
- Put the engine control in the idle position and crank the engine. Only let it run a couple of minutes. The gear case is designed to be water cooled and is not designed to run out of the water for extended periods. **Do Not** rev the engine, idle speed is sufficient!
- The exterior of the engine will respond well to a good quality wax.

8.3 Upholstery

Soap and water should be periodically used to clean the vinyl. Vinyl protector products can make the seats slippery, which may not be desirable.

8.4 Sump Area

Your EdgeWater does not have a true bilge but rather a small sump area in the after part of the boat. This can be maintained well by periodically using a boat bilge cleaner. Follow the directions carefully.

Chapter 9

Summary

You have made a wise choice with your new EdgeWater. With proper care and maintenance you will receive many years of pleasure and enjoyment from your new boat and it will enable you to spend a wonderful "Lifetime on the Water".