


VOLUME 2

 WARNING	<ul style="list-style-type: none"> • READ THIS MANUAL CAREFULLY BEFORE USING YOUR BOAT. • THE OWNER'S MANUAL CONSISTS OF 2 VOLUMES THAT SHOULD BE KEPT TOGETHER.
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NOTICE	<p>The Owner's Manual is divided into 2 volumes:</p> <ul style="list-style-type: none"> - Volume 1 gives general rules for use of the boat and recommendations that should be followed aboard the boat and on the water, - Volume 2 gives the technical specifications and assembly instructions for the boat and its equipment.
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Workboat WB400, WB465, WB525

SUMMARY

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RECOMMENDATIONS SIGNS

Throughout this manual there are advisories of safe operation.

The symbols below are advisories relative to various types of situation.

SECURITY SYMBOLS



**DENOTES AN IMMINENT HAZARD WHICH WILL
RESULT
IN DEATH OR SEVERE INJURY IF NOT AVOIDED.**



**DENOTES A HAZARD WHICH COULD RESULT IN
INJURY
OR DEATH IF NOT AVOIDED.**



**DENOTES A HAZARD OR UNSAFE PRACTICE WHICH
COULD RESULT IN MINOR INJURY OR PRODUCT OR
PROPERTY DAMAGE.**

GENERAL ADVISORY SYMBOLS



**THIS PROCEDURE OR BEHAVIOUR COMPLIES WITH
THE INSTRUCTIONS.**



**THIS PROCEDURE OR BEHAVIOUR DOES NOT
COMPLY WITH THE INSTRUCTIONS THUS RISKING
DAMAGE TO EQUIPMENT.**

NOTICE :

GIVES IMPORTANT INSTRUCTIONS

AN IMPORTANT MESSAGE

Congratulations on your purchase of an inflatable boat. We take pride in bringing you a quality product which will offer you years of pleasure. Your boat is an investment which deserves your care and attention

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its systems and information on its operation and maintenance. Read it carefully, and familiarize yourself with the craft before using it. Serious personal injury and death can occur in and around boats. **To prevent these tragic accidents, please read, understand and strictly enforce all safety rules.**

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools or competent instructors.



CAUTION

- 1. THIS OWNER'S MANUAL MUST BE ON YOUR BOAT, IN A SECURE PLACE, AND EASILY ACCESSIBLE BY THE PILOT**
- 2. KEEP WITH THE OWNER'S MANUAL ALL THE OPERATING MANUALS DELIVERED BY THE MANUFACTURERS OF YOUR BOAT, EQUIPMENT (MOTOR, BATTERY...)**
- 3. THIS MANUAL IS PART OF THE BOAT'S STANDARD EQUIPMENT.**
- 4. HAND IT OVER TO THE NEW OWNER IF YOU SELL THE CRAFT.**

VALIDITY AND COMPOSITION

- Our commitment to constantly keep pace with the latest advances in technology requires that we reserve the right to change the characteristics or the availability of a boat model for the benefit of our customers.
- The information in this manual concerns this boat at the time of issue. This is in no case contractual.

NOTICE :

WE TAKE NO RESPONSIBILITY FOR THE CONSEQUENCES OF ACTIONS NOT COMPLYING WITH THE INSTRUCTIONS GIVEN IN THIS MANUAL.

APPROVAL / CERTIFICATION / IDENTIFICATION

- All our boats comply with ISO standard 6185 established by the International Standards Organisation, and with the European Directive 94/25/CE.
- We are members of NMMA (the US National Marine Manufacturer's Association) and our boats comply with the AFNOR, DIN and RINA standards in force in France, Germany and Italy.
- Record below the data indicated on the manufacturer's plate provided on the inside of the transom. You may need them to help identify your boat for insurance purposes in case of theft or after sales service
- Carefully record the model and the serial number of your boat, and the ID number provided on the plate on the outside of the transom.

 CAUTION	<h2 style="margin: 0;">DO NOT USE SHARP TOOL</h2>
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The pack must contain a fully fitted out hull and buoyancy tube, plus:			
Work Boat	WB400	WB465	WB525
Self bailer large	✓	✓	✓
Self bailer small	✓	✓	✓
Aluminium engine mount	✓	✓	✓
Transom sacrificial board	✓	✓	✓
Transom protection shoe	✓	✓	✓
Aluminium floor boards (3)	✓	✓	✓
Wooden bow boards (2)	✓	✓	✓
Aluminium side channels (2)	✓	✓	✓
Moulded carrying handles	✓	✓	✓
Bow carrying handle	✓	✓	✓
Life line	✓	✓	✓
Bow lifting patch	✓	✓	✓
Bow towing patch	✓	✓	✓
Transom lifting U bolts	✓	✓	✓
Transom towing u bolts	✓	✓	✓
Boat valise	✓	✓	✓
Repair kit	✓	✓	✓
Owner's manual	✓	✓	✓
Foot pump	✓	✓	✓
Pressure gauge	✓	✓	✓
Paddles	✓	✓	✓
Paddle retainers	✓	✓	✓

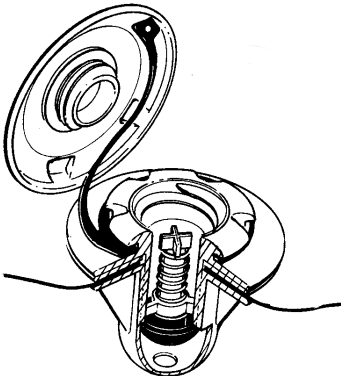
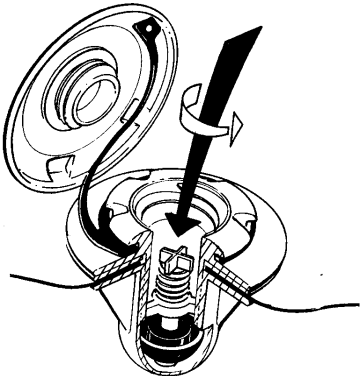
ASSEMBLY PROCEDURE

We recommend that you follow the specific order of the assembly procedure. Proceed step by step and refer to the corresponding pages.

PROCEDURE		PAGE	SECTION
1.	Inventory the elements composing your boat, and learn how to recognise them.	4	CHECK ON UNPACKING
2.	Activate valves into inflating position.	5	INFLATION SYSTEM
3.	Slightly inflate the main buoyancy tube.	6	INFLATION
4.	Finish inflation of the boat to the correct pressure.	6	INFLATION / PRESSURE
5.	Install the equipment.	8	ASSEMBLY OF EQUIPMENT

INFLATION SYSTEM

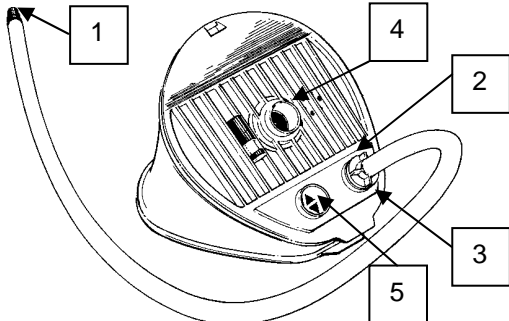
THE SEMI-RECESSED VALVES

Inflation position	Deflation position
 <p style="text-align: center; margin-top: 10px;">Valve closed, the inner button springs upwards.</p>	 <p style="text-align: center; margin-top: 10px;">Valve open, the inner button pushes down and twists to the left.</p>

NOTICE :

ALWAYS REPLACE VALVE CAP AFTER INFLATING OR DEFLATING

THE FOOT PUMP

<ol style="list-style-type: none"> 1. Hose end piece. 2. Hose base. 3. Outlet for inflation <u>up to</u> 150 mb / 2.2 PSI. 4. Outlet for inflation <u>over</u> 150 mb / 2.2 PSI. 5. Outlet for deflation. 	
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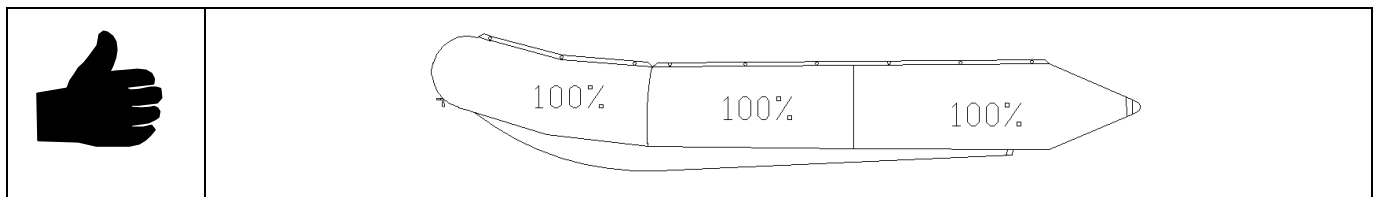
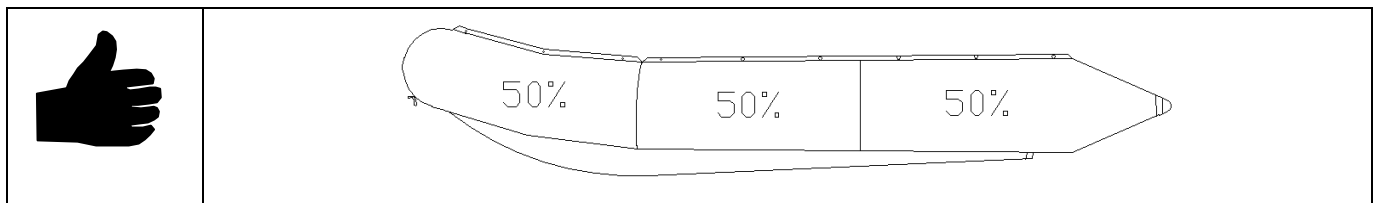
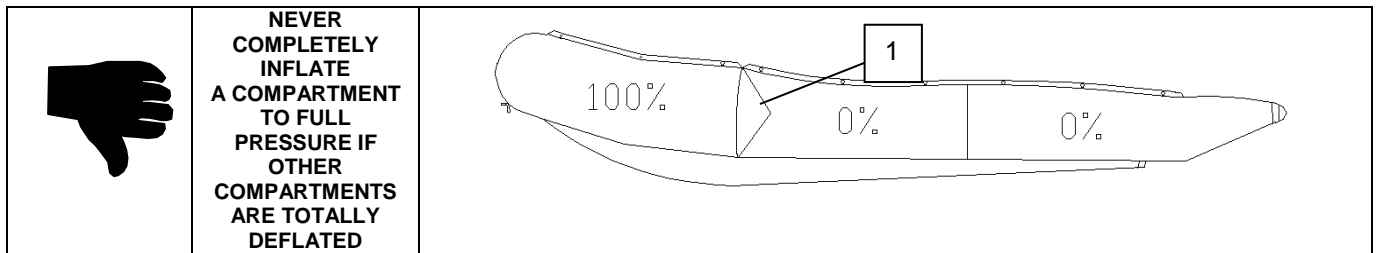
- Activate all valves into the inflation position.
- Fit the hose (item 2) to the outlet in the foot pump (item 3).
- To inflate your boat properly, the bottom side of the foot-pump must rest on a flat surface.
- Insert the hose end piece (item 1) into the inflation valve.
- Pump evenly to inflate rapidly.



DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

TO INFLATE THE MAIN BUOYANCY TUBE

- Inflate to a maximum pressure of 200 mb, (refer to PRESSURE section) making sure that each compartment is equal.



- Correctly inflated, the internal bulkheads (item 1) are not visible.
- When inflation is over, fit the valve caps tight (clockwise).

NOTE :

A slight air-leak before screwing the valve caps is normal.
ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS

PRESSURE

The correct pressure for the buoyancy tube is 170 mb/2.5 PSI.

We recommend that you purchase a pressure indicator from your Dealer. This will permit a quick and efficient control of the pressure during inflation. Without a pressure indicator, stop inflating when the foot-pump gets difficult to operate, and the boat is « hard » (you should not be able to bend the cone ends).

Ambient temperature of air and water have an effect on the boat's internal pressure

Ambient temperature	Tubes' internal pressure
+1°C / +1.8°F	+4 mb / 0.06 PSI
-1°C / -1.8°F	-4 mb / 0.06 PSI

Therefore it is important to anticipate:

Because of temperature variations (especially when this variation is important between the beginning and the end of the day, in hot areas) check and adjust the pressure in the inflated compartments by inflating or deflating. Be sure that pressure remains within the recommended zone, between 130 mb/2.0 PSI and 200 mb/3.0 PSI.

RISK OF UNDERPRESSURE

EXAMPLE: Your boat is in direct sunlight on the beach (temperature = 50°C/122°F) at recommended pressure (170 mb/2.5 PSI). After putting it in the colder water (temperature = 20°C/68°F), the internal temperature and pressure of the tubes will drop (up to 85 mb/1.8 PSI) and **YOU WILL HAVE TO INFLATE AGAIN** until you regain the lost pressure due to the difference in temperatures. Therefore, a loss of pressure at the end of the day when ambient temperature drops is perfectly normal.

NOTE :

Under-inflation causes improper flexing of the tubes which will result in stress and chafe

RISK OF OVERPRESSURE

EXAMPLE: Your boat is inflated to the recommended pressure (170 mb/2.5 PSI) at the beginning of the day (low ambient temperature = 50°C/122°F). Internal temperature of all inflated compartments can then increase and reach up to 70°C/158°F (especially for dark coloured tubes). The consequences will be a doubling of previous pressure (340 mb/5.0 PSI). **YOU WILL THEN HAVE TO DEFLATE** until you reach the recommended pressure.

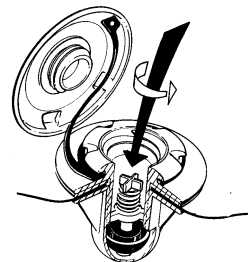


WARNING

WHEN YOUR BOAT IS OVER INFLATED, PRESSURE BECOMES TOO STRONG FOR THE INFLATABLE STRUCTURE, AND COULD CAUSE A BREAK IN THE FABRIC.

IN CASE OF OVERPRESSURE

SEMI-RECESSED VALVE:
Deflate by pressing the spring loaded button.



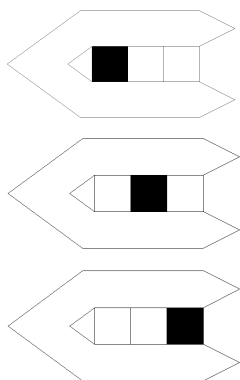
RIGID DECK

The work boat comes with a removable aluminium and wooden deck. The deck consists of 2 wooden bow boards, 3 aluminium deck sections, 2 angle retaining channels



INSTALLING THE DECK

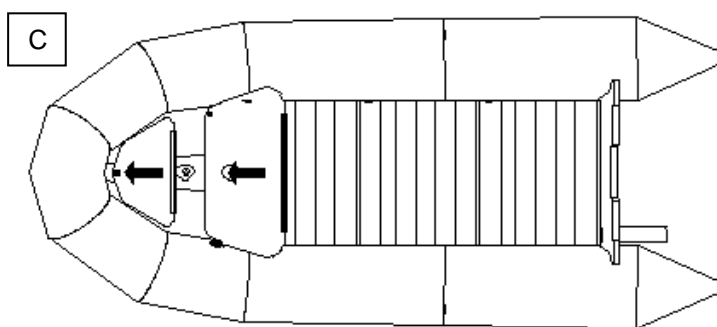
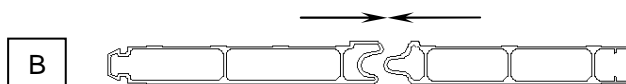
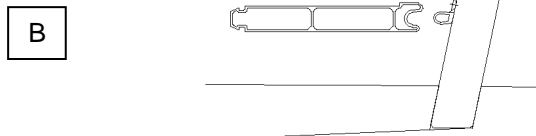
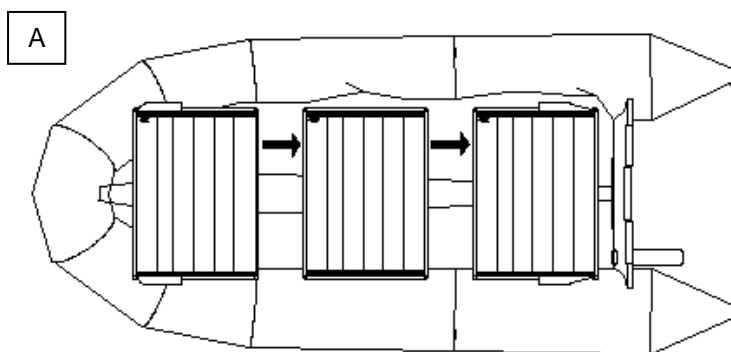
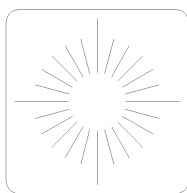
1, Place stern Aluminium boards in to the stern of the boat **(A)**. The symbol (see below) needs to face upwards and in the top left corner of each section.



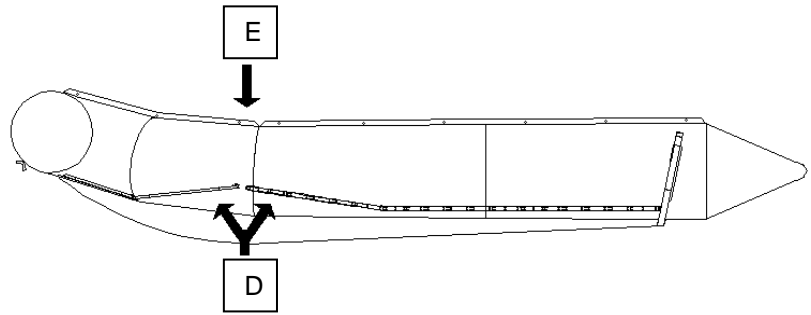
The sticker shows the location of each of the 3 aluminium sections.

2, Make sure that the sections located as indicated in **B**. The edge of the sections need to line up along the length of the boat

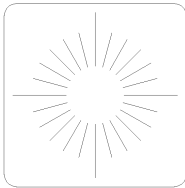
3, Place the 2 wooden bow boards into the boat and locate them together **(C)**. The symbols on these boards (see below) need to face upwards when the sections are installed.



4, Lift the front edge of the aluminium section and the stern edge of the wooden section (**D**). Locate the aluminium section in the strip located on the aft edge of the wooden section and push down gently (**E**).



5, Roll the side channels onto the edge of the aluminium sections. (**F**) The channels have the symbol below located on their top edge.

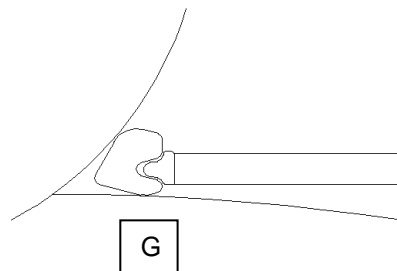
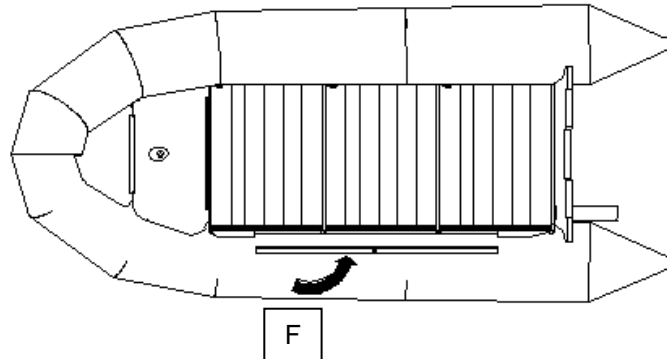


The channel should sit in the hinge between the floor and the tube as shown in **G**

6, Pull any trapped buoyancy tube out from under the deck.

7, Slowly inflate the buoyancy chambers taking care not to trap or pinch the buoyancy tube fabric.

8, Inflate the keel

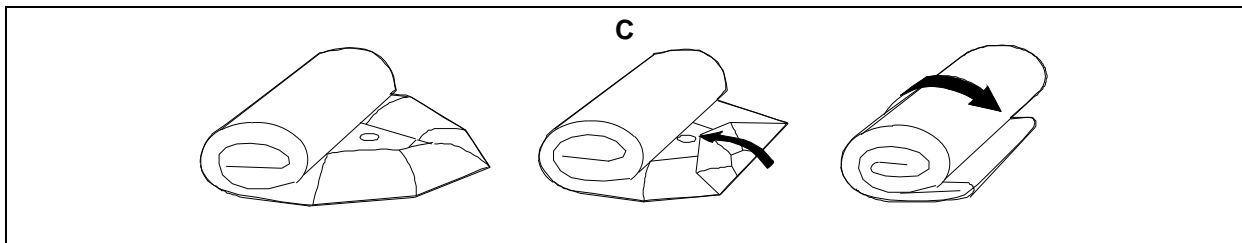
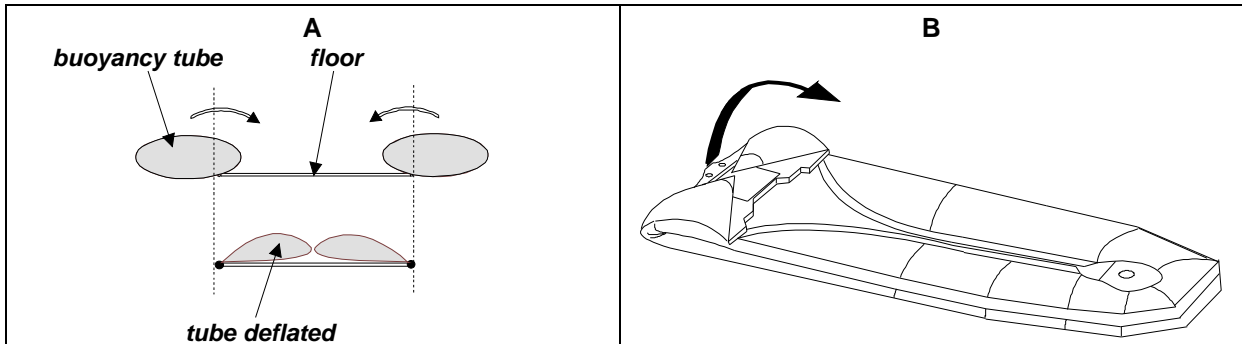


NOTE :

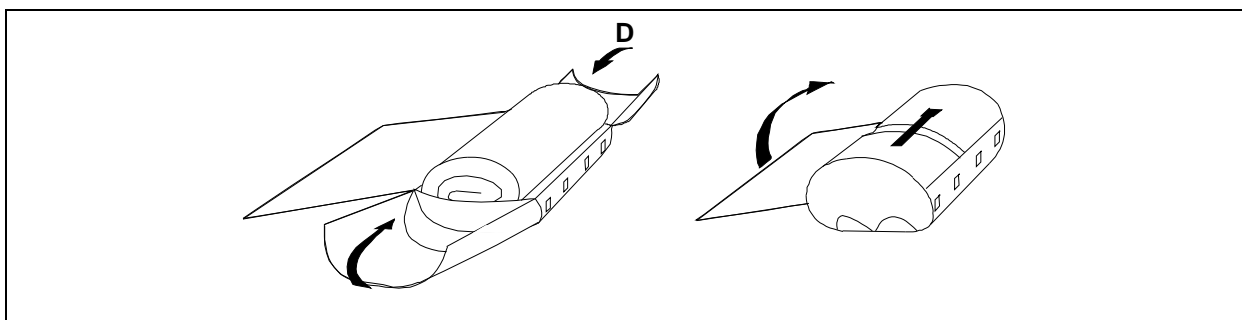
Removing a deck is the reverse of the sequence above. However it is often useful leaving the keel inflated to get better access to the edge of the deck when lifting it up.

DEFLATING / FOLDING THE BOAT

- **Remove** oars and equipment.
- **Remove** the deck
- **Empty** the boat of all water and sand by opening the drain plug and allow the boat to dry.
- **Deflate** the boat.
- **Fold in** the 2 sides of the main buoyancy tube (A), fold the cones onto the transom, then roll up the boat around the transom (C). Start again if you feel there is still some air left in the tubes.




- **Stow** the boat in its bag (D).
- **Position** the dismantled oars on top.
- **Close** the bag by pulling the end flaps towards each other, secure the tie tapes and then pull the top flap over to secure the tie tapes at the side, ensuring all equipment stays inside.
- **To finish**, also store the foot-pump in the bag.




TYPE OF ENGINE AND ADJUSTMENT

Engine power. The maximum and recommended powers are listed in the table of technical specifications.

 WARNING	NEVER USE ENGINE POWER HIGHER THAN INDICATED ON THE MANUFACTURER'S ID PLATE: IT COULD ALSO RESULT IN LOSS OF CONTROL AND YOU WOULD BE BREAKING THE LAW.
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NOTICE :	<p>Where the maximum power exceeds the maximum recommended power it must be treated with extreme care. It is directed at experienced users using their boats for very specific purposes (carrying heavy loads, etc.).</p> <p>It is recommended that you choose your outboards' power in accordance with your principal boating activities.</p> <p>An over-powered boat can be difficult to control. Under-powered and you may not have that margin of security necessary to deal with strong currents.</p>
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The engine's weight has a great influence on the planning, stability and performances of the boat. All Work Boats have a maximum engine weight that must not be exceeded, refer to the technical specification table for details.

 WARNING	YOU MUST NEVER EXCEED THE MAXIMUM AUTHORIZED ENGINE WEIGHT INDICATED ON THE MANUFACTURER'S PLATE.
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Long shaft engines are used on all Work Boats (refer to Engine Manual).

The type of propeller to choose should be the optimal propeller for your principal use. Your boat and its engine must be tested at sea. Ask your Dealer to assist you. In general, the propeller provided with the engine, is adapted to all types of navigation. According to the boats principal use, go for:

A lower pitch propeller, when the boat is heavily loaded.

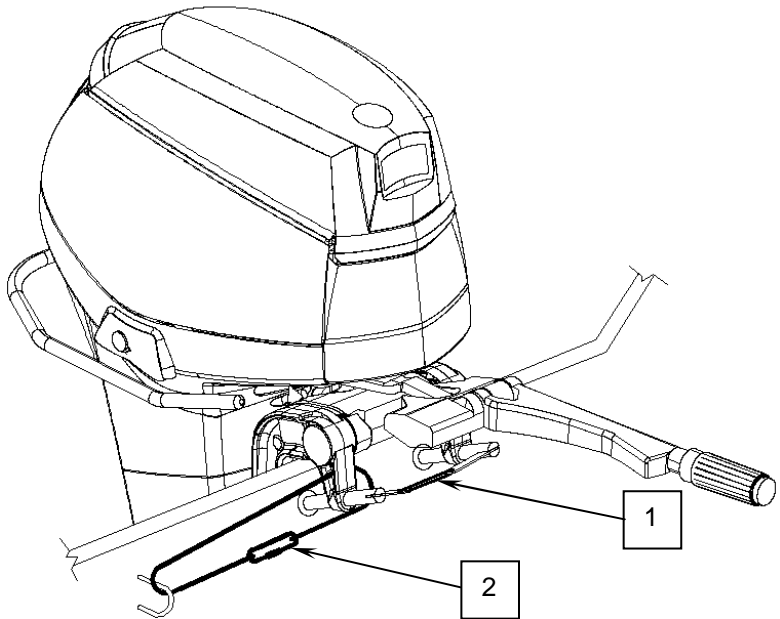
A higher pitch propeller, will increase the speed potential (if the boat is lightly loaded).

 DANGER	THE PROPELLOR IS DANGEROUS KEEP AWAY FROM THE PROPELLOR.
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FITTING SINGLE ENGINE'S

- The engine is to be fitted to the manufacturer's instructions.
- Lift the engine onto the transom, and position it on the centreline of the boat.
- Connect the fuel line to the engine.
- Engines hand clamps must be tied together to prevent them from loosening through vibration.

1. Engines hand clamps must be tied together to prevent them from loosening through vibration.
2. Always secure the engine to your boat with a safety lanyard to a secure point on the transom.

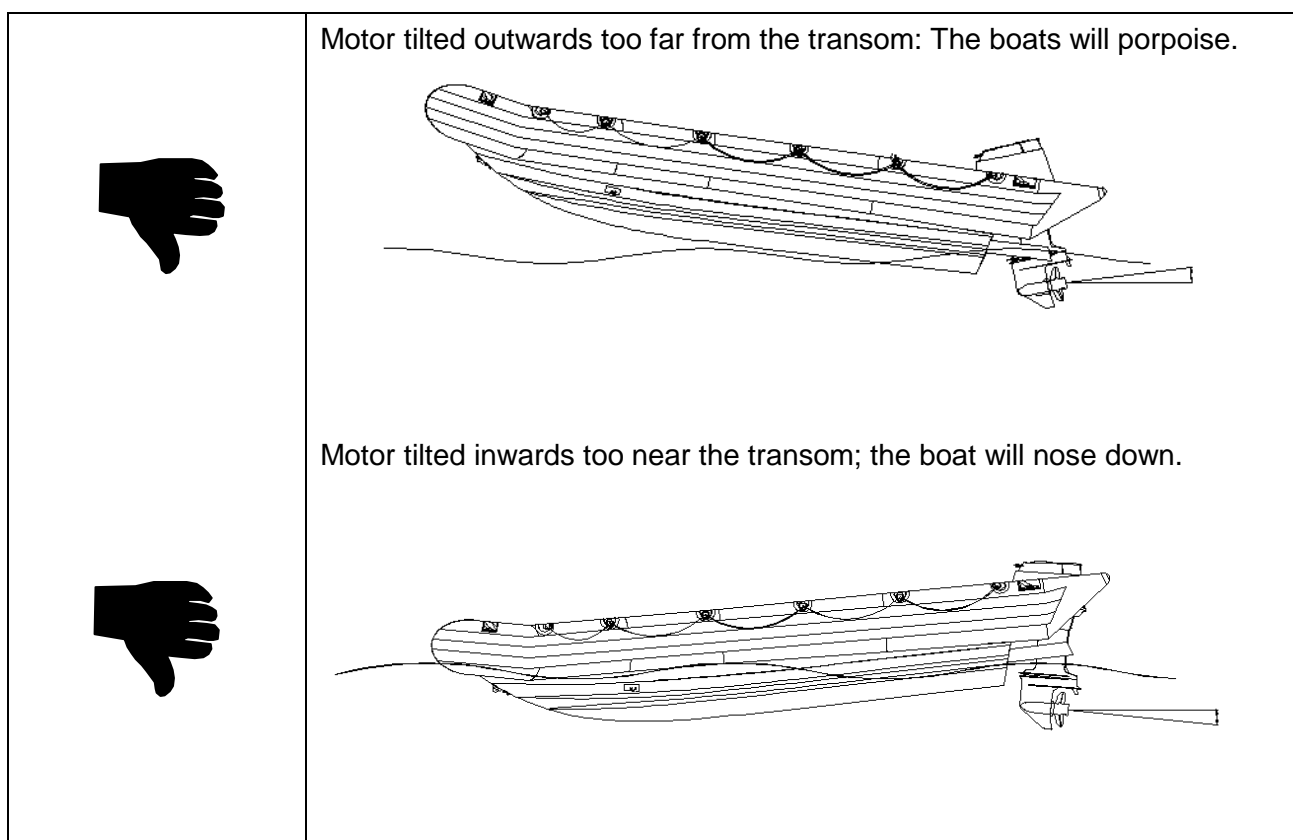
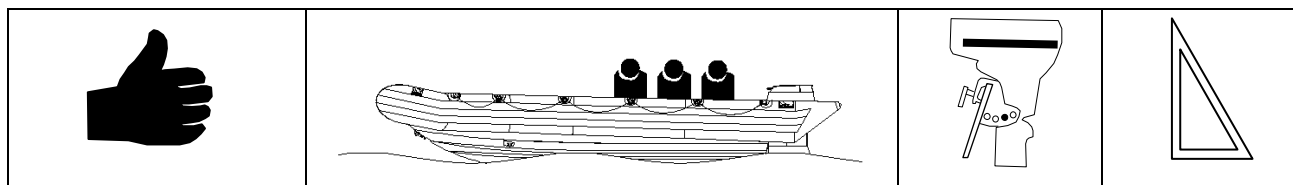



WARNING

BEFORE USING THE OUTBOARD ENGINE, READ THE MANUFACTURERS ENGINE MANUAL AND FOLLOW THE INSTRUCTIONS CAREFULLY.

ADJUSTING THE ENGINE TRIM

- As a rule, the motor must be positioned so that the axis of the propeller is parallel with the water surface.
- However, an adjustment of the tilt is often recommended (see chapter *Operating instructions* of this manual).
- The adjustment of the tilt is manual



 WARNING	<p>ON MANUALLY ADJUSTED ENGINES MAKE MODIFICATIONS TO THE TRIM ANGLE WITH THE ENGINE TURNED OFF.</p>
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<p>NOTICE :</p>	<p>For specific information concerning the engine itself, refer to the engine manufacturer's manual</p>
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MAINTENANCE

Maintenance of the buoyancy tube is easy but essential for the longevity of your boat.

CLEANING THE BUOYANCY TUBE



NEVER USE HIGH PRESSURE CLEANING EQUIPMENT LIKELY TO DAMAGE THE BOAT.

- Clean your boat often and always before wintering the boat.
- Open the drain port/s and wash the boat with a hose to remove sand and other particles.
- Clean with soap and fresh water.
- Remove all traces of tar (use the specific product recommended by your Dealer if required).
- Check the buoyancy tube for leaks, with foamy soap and water.
- Rinse with fresh water and dry thoroughly.



NO STRONG DETERGENTS (ACID, TRICHLORETHYLENE), SILICONE-BASED PRODUCTS OR LIKE AGENTS TO BE PLACED ON BUOYANCY TUBES. IF SPILL OCCURS WASH OFF WITH WATER

- Check that the valves and gaskets are clean and not damaged.
- Check the self bailer is not clogged.
- Check air-tightness of your boat.

NOTICE :

- **LOSS OF PRESSURE** over 24 hours is not unusual. (ISO 6185 Standard permits a certain amount of pressure loss). Add air as necessary. If loss of pressure **exceeds 10 mb (0.14 PSI) /5 hours for buoyancy tube:** Check air-tightness of your boat.
- Temperature has a great influence on air pressure. A variation of 1° C results in a variation in the same way of about +/- 4 mb (0.06 PSI). If you have a problem with an air leakage: first, check all valves are intact and in closed position (nothing clogging valve). Do not hesitate to contact your Dealer

CLEANING OF THE HULL

- Wash the deck and hull with clean water and soap. Dry thoroughly.
- Check the drain port are not clogged.
- Open the drainage hole caps to evacuate water.

MAINTENANCE OF STAINLESS STEEL

- Only top quality stainless steels, which are resistant to corrosion, are used. However, salt water is a harsh environment and maintenance is required to avoid corrosion.

NOTICE :

- **Stainless steel is not permanent;** avoid contamination that results of contact with iron tools: use chromed tools.
- Avoid scoring its surface
- Frequently wash with fresh water.
- Grease or polish it regularly and restore it with an appropriate product (ask your Dealer).

WINTER - STORAGE

- When storing your boat, keep it in a clean and in a dry place that is not affected by major variations in temperature and other damaging factors.
- Store the boat with the tubes lightly inflated. If this is not possible it is suggested that the tubes be folded down into the glass fibre section of the hull and tied loosely in position.
- Maintain the engine as instructed by the engine manufacturer.



- **FOR LONG TERM STORAGE IN THE SUN (ESPECIALLY IN TROPICAL REGIONS), PROTECT YOUR BOAT WITH A BREATHABLE CANVAS COVERING.**
- **RODENTS CHEW ON FABRIC INCLUDING INFLATABLE BOAT MATERIAL. STORE AWAY FROM RODENTS.**
- **IF YOU CHOOSE TO STORE YOUR BOAT INFLATED, MAKE SURE YOU DO NOT SUBJECT IT TO DEFORMATIONS.**

REGULAR INSPECTIONS:

- Frequently check the tightness of all engine securing bolts to the transom.
- Regularly examine your fuel system, replace old damaged elements and check the tightness of the hose clamping rings.

DAMAGE REPAIRS

TEARS LESS THAN 50 mm (2")

- Choose a suitable patch from the repair kit which overlaps the tear by a minimum of 25mm (1") all round.
- Use the patch to mark around the area to be repaired. Use a wax crayon.
- Clean the contact surfaces of the patch and area to be repaired with the abrasive paper.
- Wipe any dust particles from both surfaces and make sure they are completely dry.
- Apply two coats of adhesive, from the adhesive tube, to both surfaces. Allow the first coat to dry thoroughly before applying the second coat.
- Allow the second coat to dry to a "tacky" condition (5 – 10 minutes).
- Apply the patch, ensuring there are no creases or bubbles. Smooth out with a spatula shaped tool (e.g. the end of a spoon) working from the centre of the patch towards the outside edges.



WARNING

TOO SMALL A PATCH IS NOT ECONOMICAL AS IT WILL TEND TO BLISTER WHEN THE TUBE IS INFLATED.

NOTE :

THE SHELF LIFE FOR THE ADHESIVE IN THE TUBE IS ONE YEAR.

TEARS LARGER THAN 50 mm (2")

- Tears larger than 50mm (2") will require a patch applied both inside and outside the buoyancy tube. It is recommended that repairs of this kind are carried out by experienced, qualified Service Agents.



WARNING

AFTER THE REPAIR HAS BEEN CARRIED OUT ALLOW AT LEAST 12 HOURS BEFORE INFLATING.

SLOW PUNCTURES

- If pressure is not maintained, trace the leak by painting over the area with a soapy lather.
- Mark the spot where bubbles develop.
- Repair as detailed above.




WARNING

**DO NOT EXPOSE THE REPAIRS TO THE SUN OR RAIN.
DO NOT LEAVE THE TUBE NEXT TO A HEAT SOURCE OR DIRECT FLAMES.
ALWAYS WORK IN A WELL VENTILATED AREA WHEN USING ADHESIVES
AVOID, CONTACT WITH THE SKIN OR EYES, SWALLOWING IT, OR INHALING ADHESIVE VAPOURS.**


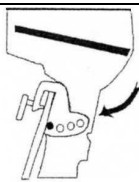

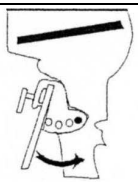




OPERATING INSTRUCTIONS

- **Evenly distribute the load.** (For example, positioning the fuel tank forward in the boat can help to offset the weight of the outboard.

 CAUTION	A BAD DISTRIBUTION OF THE LOAD CAN DE-STABILIZE THE BOAT AND MAY RESULT IN A LOSS OF CONTROL.
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 CAUTION	THE BOAT REACTS MORE ROUGHLY WHEN LIGHTLY LOADED BE PARTICULARLY CAREFUL WHEN YOU ACCELERATE OR CHANGE DIRECTION.
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Depending on the navigation conditions and the waves direction, you must adjust the distribution of the load and the trim

<p style="text-align: center;">In a “head on” sea, - load the bow - the tilt pin should be in the 2nd or the 1st hole position</p> <p style="text-align: center;">Negative TRIM</p>				<p style="text-align: center;">In a “following” sea, - load the stern - the tilt pin should be in the 3rd or the 4th hole position</p> <p style="text-align: center;">Positive TRIM</p>			
							
							

CHECK-LIST BEFORE DEPARTING

SAFETY FIRST: LEARN HOW TO AVOID ACCIDENTS



WARNING

GET REQUIRED INFORMATION AND INFORM OTHER PASSENGERS:

- ☒ GET INFORMED on local regulations and hazards related to water activities and boat operation.
- ☒ CHECK weather forecast, local currents, tides and wind conditions.
- ☒ ADVISE someone on land of the time you plan to be back.
- ☒ EXPLAIN basic boat operation to all passengers.
- ☒ BE SURE that one of your passengers can operate the boat in case of emergency.
- ☒ LEARN how to determine the distance you can cover with a full fuel tank, and remember that bad weather conditions can alter this. Always be sure you have enough fuel to reach a shelter.

CHECK THE GOOD WORKING OF THE BOAT AND EQUIPMENT:

- ☒ CHECK inflation pressure.
- ☒ INSPECT the valve caps.
- ☒ CHECK the tightening of the motor clamps. If it is not bolted, don't forget to secure the engine with a safety lanyard attached to the bracket and a secure point on the transom.
- ☒ BE SURE the safety stop switch lanyard operates correctly.
- ☒ TOP OFF fuel and oil level.
- ☒ DO NOT FORGET to fill up the oil level if your motor has a separate oil tank.
- ☒ CHECK the security of your fuel tank.
- ☒ BE SURE motor is not in gear before starting.
- ☒ CHECK the load is evenly distributed (see chapter OPERATING INSTRUCTIONS).

CHECK that required safety equipment is on board:
(Check the laws and regulations of the country or locality
in which you are boating).

- ☒ One personal flotation device (PFD) per person.
- ☒ The foot-pump, paddles (or the oars), repair kit and tool kit.
- ☒ The mandatory equipment.
- ☒ The boat papers and your boating license.
- ☒ Lights are required if operating after dark.

RULES TO OBSERVE DURING NAVIGATION

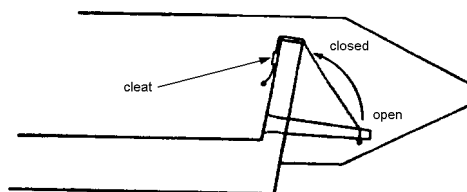


WARNING

- ☒ **USE PERSONAL FLOTATION DEVICE (PFD):** PFD are required equipment. Wear them.
- ☒ **ALWAYS USE THE STOP SWITCH LANYARD:** Your outboard comes equipped with a stop switch lanyard to prevent a runaway boat in case the operator falls overboard. Wear it around your wrist or affix to the clothes you are wearing.
- ☒ **NO ALCOHOL/DRUGS:** Do not drink alcohol or take drugs before or while operating your boat. Maintain passenger sobriety.
- ☒ **DO NOT EXCEED THE AUTHORIZED NUMBER OF PERSONS OR WEIGHT.**
- ☒ **MAKE SURE YOUR PASSENGERS REMAIN SEATED:** Sitting on the buoyancy tubes may be comfortable at rest or at slow speeds provided your passengers use the grab line. At planning speeds, in rough water or during sharp turns, all passengers should position themselves in seats (standard or option) or on the floor.
- ☒ **NO BOW RIDING:** Bow riding is illegal in most areas and is extremely dangerous: in case of falling, the man overboard is in the way of the propeller.
- ☒ **BE ESPECIALLY CAREFUL WHEN DOCKING:** Arms and legs may be injured if they are outside the boat.
- ☒ **KEEP CLEAR OF SWIMMERS AND DIVERS:** Always avoid areas where diver/swimmers are in the water. Keep a sharp lookout especially when operating near beaches and launch sites. Shut off the motor when operating near someone in the water.
The Alpha flag indicates proximity of divers. You **MUST** stay at a good distance (minimum 50 meters).
- ☒ **AVOID SHARP TURNS AT HIGH SPEEDS:** You could get ejected from the boat.
- ☒ **DO NOT** make a brutal change in direction without advising passengers.
- ☒ **BATTERY:**
 - Avoid sparks and open flames near battery (hydrogen gas from battery may explode).
 - Do not allow contact between positive and negative poles.
 - Turn off engine before inspecting or servicing battery.
- ☒ **BEWARE:** Avoid all contact between the buoyancy tubes and sharp objects or aggressive liquids (such as acid).
- ☒ **INSPECT AND MAINTAIN The STEERING SYSTEM:** An improperly maintained system may fail, causing sudden loss of control.
- ☒ **AVOID THE RISKS OF EXPLOSION OR FIRE HAZARDS:** Ensure your fuel system is in good order and maintain it properly.
- ☒ **AVOID SMOKING ON BOARD** and most particularly while filling the fuel tank.
- ☒ **IF FUEL HAS SPILLED ON THE FLOOR:** Wash off with water.

TRANSOM DRAIN SOCK

- To drain water from the deck, whilst moving forwards, release the drain sock cord from the cleat and lower to the open position.



CAUTION

ALWAYS ENSURE THAT ALL DRAIN PORTS ARE CLOSED BEFORE LAUNCHING OR WHILST STATIONARY.

SAFETY FIRST: LEARN HOW TO AVOID ACCIDENTS

- Be responsible: do not neglect the safety rules; this could jeopardize your life and the lives of others.
- Learn to always keep control of your boat.
- Always operate with courtesy and respect.
- Respect local regulations and practices.
- Near the shore, navigate in the designated boating areas.
- At sea, weather conditions can rapidly deteriorate. Always be sure that you can reach a shelter rapidly.

IN CASE OF ACCIDENT

In case of accident, do not panic, and reassure passengers. Be aware that the boat, even damaged, is often the best shelter and facilitates your rescue.

An inflatable boat is practically unsinkable, even full of water. If after an accident, a compartment deflates, bring it inside the boat, restore the load balance to the opposite side of the deflated compartment and return at reduced speed. In case of a collision or an impact with a floating object, stop to examine the hull, the buoyancy tubes, the motor and its attachments and return to shore at a low speed.

Take your boat to your Dealer for inspection before using it again.





WARNING

NEGLECTING INSPECTIONS AND REPAIRS MAY LEAD TO A SERIOUS INJURY AND WILL REDUCE THE LIFE OF YOUR BOAT.

ENVIRONMENT

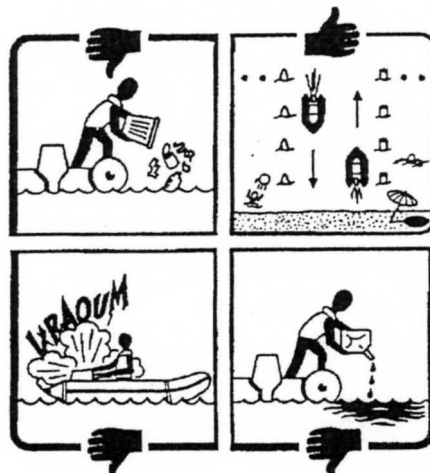
RESPONSIBLE BOATING BEGINS WITH YOU

With your inflatable boat, you can discover the richness of the marine environment. Help keep it beautiful. Enjoying some time on the water is great, but it comes with some responsibility for us all to work to ensure that the world around us remains a strong healthy environment for living and play. Please, respect your environment by applying the following basic safety rules:

	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> AVOID CREATING EXCESSIVE WASH. <input checked="" type="checkbox"/> KEEP OUT OF DESIGNATED SWIMMING AREAS. <input checked="" type="checkbox"/> RESPECT ALL ANIMAL LIFE. Respect the laws for bag limits and practice catch and release sportsmanship. <input checked="" type="checkbox"/> USE NON-POLLUTING ANTIFOULING PAINT AND NON POLLUTING CLEANING AGENTS. <input checked="" type="checkbox"/> BE CAREFUL NOT TO OVERFILL THE FUEL TANK: the surplus would go into the sea.
	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> DON'T MAKE UNNECESSARY NOISE. Excessive noise should be avoided, particularly around launching ramps and populated areas. <input checked="" type="checkbox"/> DO NOT DISCHARGE OIL OR FUELS INTO THE WATER. In most areas this is illegal and in all areas it causes pollution and harms plant and animal life. <input checked="" type="checkbox"/> DO NOT LITTER. Dispose of garbage and trash properly, if there is no appropriate refuse disposal, bring back your trash. <input checked="" type="checkbox"/> DON'T MAKE EXCESSIVE WAKE. Remember that the wake your boat trails behind can be destructive to the shore, as well as to other boaters, a boat wake crashing on the shore can cause and accelerate erosion and damage the environment.

The health of your environment depends on us all acting responsibly to ensure a clean tomorrow. If each of us follows these few simple rules, we can help to keep the Earth's resources intact for future generations.

To respect the environment, we have printed this manual on non-chloride recycled paper.



HANDLING

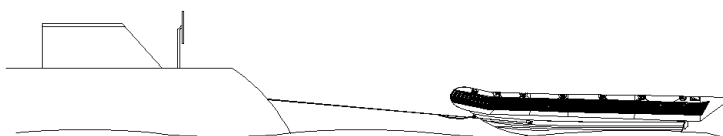
MOORING

- Use the hull's mooring ring.

TOWING

When being towed always use the bridle attachment points. Use the 2 lateral D-rings (fixed on the hull) made for this purpose and secure a third line to the hull's mooring ring as a safety line

- Use the towing rings.
- Unload the boat before towing (bags, fuel tank, equipment).



NOTICE :

Towing must be done at low speed and in good weather conditions.

LIFTING – DAVITS

To hoist your boat and place it on davits, use the davit lifting points provided in the boat. Always use lifting slings approved by AVON INFLATABLES LTD. (Check with your agent if your boat is not equipped).



WARNING

NEVER LIFT A BOAT WITH PEOPLE ONBOARD.



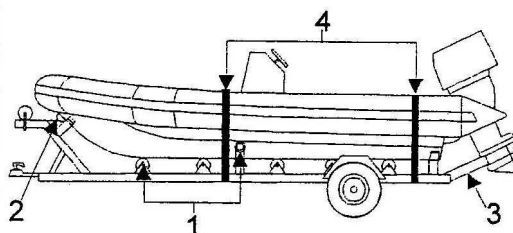
CAUTION

WHEN BEING HOISTED OR PLACED ON DAVITS, THE BOAT MUST BE EMPTY (NO EQUIPMENT EXCEPT FOR THE ENGINE) THE BOW SHOULD ALWAYS BE SLIGHTLY HIGHER THAN THE STERN TO ALLOW WATER TO DRAIN THROUGH THE DRAIN PORTS.

HAULING ON TRAILER

The boat must be properly inflated and the drain port/s should remain open.

- Adjust the rollers or supports (1) on the trailer to fit the hull.
- Haul the boat onto the trailer using the mooring ring (2).
- Check if the boat is stable.
- Place the motor in the down or trailing lock position so that it can rest on the support provided on the trailer (3).
- Tie down the straps and ensure the buoyancy tubes are protected against chafing (4).
- Following the traffic rules, you have to protect the propeller with a cover.





WARNING

- A BAD POSITION OF THE BOAT ON THE TRAILER MAY RESULT IN DAMAGE TO YOUR BOAT AND EQUIPMENT.
- NEVER EXCEED THE TRAILER'S AUTHORISED WEIGHT CAPACITY.



WARNING

- ON THE ROAD: BOAT MUST BE EMPTY OF LOOSE EQUIPMENT WHEN TRANSPORTED ON A TRAILER
- NOBODY ON BOARD THE BOAT DURING TRANSPORTATION ON THE TRAILER

TROUBLE SHOOTING GUIDE

INDICATION	PROBABLE CAUSE	CORRECTIVE ACTION
Boat Trim is bow down/ running flat.	Load not evenly distributed.	Distribute the load evenly.
Boat Trim is bow down/ running flat.	Wrong motor trim.	Adjust motor trim.
The motor revs during turns.	Boat Trim is bow down/ running flat.	Adjust motor height.
Excessive spray.	Motor too low.	
Too much water in the boat.	Drain ports closed or clogged.	Open and clean drain ports.
Noticeable drop in the general pressure of the buoyancy tube.	Noticeable decrease in outside temperature.	Inflate the buoyancy tube.
Noticeable drop in the pressure of one of the buoyancy tube chambers.	Bad sealing of valve or valve cap.	Clean valve or valve cap / Change sealing washer.
	Leak or tear in buoyancy tube.	Locate and repair the leakage.


WARRANTY – GENERAL CONDITIONS

NOTICE :	<p>YOUR BOAT IS DELIVERED WITH A WARRANTY CARD THAT DETAILS THE TYPE AND MODEL NUMBER OF THE BOAT. THIS CARD ALSO CONTAINS IMPORTANT INFORMATION NECESSARY FOR WARRANTY'S VALIDATION.</p> <p>YOU MUST COMPLETE IT AND SEND IT TO THE DESIGNATED ADDRESS TO REGISTER YOUR WARRANTY.</p>
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NOTICE :	<p>PLEASE REFER TO THE CONDITIONS IN THE WARRANTY CARD SUPPLIED WITH THE BOAT.</p>
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- **The main limitations to the application of this warranty are the following:**
- The boat must not be modified and/or fitted with a motor in excess of that allowable by the manufacturer or used in any activities outside of normal recreational use (such as racing).
- Use in excess of the manufacturers recommended maximum load capacity.
- Pressure recommendation, assembly/disassembly and handling procedures must be strictly observed.
- The maintenance and the storage conditions must not be neglected.
- The warranty does not cover parts and accessories not supplied or recommended by the manufacturer or defects resulting from the installation of such equipment on their products.

NOTICE :	<p>ALL REPAIRS COVERED BY WARRANTY MUST BE PERFORMED BY AN AUTHORIZED DEALER.</p>
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 WARNING	<p>YOUR BOAT IS DESIGNED IN ACCORDANCE WITH THE STANDARDS FOR A SPECIFIC USE. ANY MODIFICATIONS, TRANSFORMATIONS OR USE OF A MOTOR HORSE POWER HIGHER THAN MAXIMUM ALLOWABLE BY THE MANUFACTURER COULD RESULT IN SERIOUS RISKS FOR THE USER AND WILL VOID THE WARRANTY.</p>
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AT YOUR SERVICE

- Our service network assures you a dependable service. You will always find one of our dealers to advise you and to carry out any servicing or repair.
- We have created a complete range of accessories, specially adapted to our boats.
- You can find out more by consulting the catalogue available from your dealer.
- We count on our agents; you can have full confidence in them.
- You will find on our INTERNET site information on all the models, useful servicing and repair advice and the address of Dealers and Service and repair centers.

NOTES

This image shows a full page of blank white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page, typical of notebook paper or a document template. There are no margins, text, or other markings present.