



# Owner's Manual



## Puffin

**Please keep this manual in a secure place and hand it over to the new owner when you sell the craft.**

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, ensure that you obtain handling and operating experience before assuming command of the craft. Any boat dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

**Southern Pacific Inflatables**

Phone: +64 9 412 5591

Email: [sales@southernpacific.co.nz](mailto:sales@southernpacific.co.nz)



# CONTENTS

|   | <u>Section</u> |
|---|----------------|
| <b>WELCOME</b>                                  | <b>1</b>       |
| Boating Experience                              | 1.1            |
| Responsibility                                  | 1.2            |
| <b>ABOUT THIS MANUAL</b>                        | <b>2</b>       |
| Original Equipment Manufacturer (OEM) Manuals   | 2.1            |
| Safety Labels                                   | 2.2            |
| Explanation of Hazard Warnings                  | 2.3            |
| <b>GENERAL ARRANGEMENT</b>                      | <b>3</b>       |
| Boat Identification & CE Marking Classification | 3.1            |
| RCD Design Category Explanation                 | 3.1.1          |
| Principal Dimension Puffin 260 AL               | 3.2            |
| Hull Size                                       | 3.2.1          |
| Maximum Recommended Power                       | 3.2.2          |
| Weights   | 3.2.3          |
| Tubes   | 3.2.4          |
| Structural Fittings                             | 3.2.5          |
| <b>SYSTEMS DESCRIPTIONS</b>                     | <b>4</b>       |
| Bilge Pumps                                     | 4.1            |
| Fuel System                                     | 4.2            |
| Steering System                                 | 4.3            |
| <b>PRE-LAUNCH OBSERVATIONS</b>                  | <b>5</b>       |
| Recommended Safety Equipment                    | 5.1            |
| Risk of Loss of Stability                       | 5.2            |
| Risk of Flooding                                | 5.6            |
| Risk of Fire                                    | 5.7            |
| Risk of Falling Overboard                       | 5.8            |
| <b>NAVIGATION &amp; OPERATION</b>               | <b>6</b>       |
| Use of Engines                                  | 6.1            |
| Handling Characteristics                        | 6.2            |
| Visibility from the Main Steering Position      | 6.3            |
| Anchoring, Mooring & Towing                     | 6.4            |
| Filling With Fuel                               | 6.5            |
| <b>MAINTENANCE</b>                              | <b>7</b>       |
| Maintenance & Storage of Tubes                  | 7.1            |
| Winter Storage                                  | 7.2            |
| <b>ENVIRONMENTAL AWARENESS</b>                  | <b>8</b>       |
| Leakage of Petrochemicals                       | 8.1            |
| Black & Grey Water                              | 8.2            |
| Household Waste                                 | 8.3            |
| Noise   | 8.4            |
| Wash / Waves                                    | 8.5            |

# 1 WELCOME

Congratulations on becoming the new owner of a: Puffin 260 AL

Make sure you receive a full explanation of all systems from the person transferring ownership to you.

## 1.1 Boating Experience

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, ensure that you obtain handling and operating experience before assuming command of the craft.

Any boat dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors

Regardless of the craft's seaworthiness and its certified design category, protection from freak sea and wind conditions cannot be guaranteed. Beware of offshore winds and currents. The ability, experience and fitness of the crew, therefore, should be taken into consideration before making any voyage.

## 1.2 Responsibility

It is the boat owner/operator's responsibility to:

- 1 Know the limitations of your boat;
- 2 Follow the rules of the road;
- 3 Keep a sharp lookout for people and objects in the water;
- 4 Ensure that the anticipated wind and sea conditions will correspond to the design category of your boat and that you and your crew are able to handle the boat in these conditions;
- 5 Never sail when the operator is under the influence of drugs or alcohol;
- 6 Be aware of the crew/passenger's safety at all times;
- 7 Ensure all crew receive suitable training, particularly with regards to location and operation of safety equipment;
- 8 Reduce speed when there is limited visibility, rough water, people in the water nearby, boats, or structures;
- 9 Ensure the craft is properly maintained at all time;
- 10 Have the craft inspected by qualified personnel at regular intervals and whenever a cause for concern is raised; and
- 11 Ensure compliance with all legislation in place in the area of operation. These may include requirements for the carriage of life saving equipment, licensing of the helmsman and respect for the environment.

## **2 ABOUT THIS MANUAL**

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 their operation. Please read it carefully and familiarise yourself with the craft before using it. Ensure that everyone who will operate the vessel reads this manual before setting out.

This manual complies with the EU Recreational Craft Directive (RCD) and should not be perceived as an exhaustive guide to the vessel. A manual is not a replacement for experience and common sense!

### **2.1 Original Equipment Manufacturer (OEM) Manuals**









This manual includes important fundamentals regarding equipment supplied by other manufacturers. More detailed information regarding such equipment can be found in manuals provided by the OEM.

A list of these manuals is given here:






Outboard engine

## 2.2 Safety Labels

The craft and this manual show symbols which advise the owner/operator and crew of imperative safety precautions to follow when operating and/or servicing equipment. The following symbols may be found on your craft. They should be respected at all times.

|   |   |  |   |
|---|---|--|---|
|  | Hazard - usually followed by text description (see following section) |  | Read the Owners Manual  |
|  | Electrical Hazard   |  | Fuel fill point: letter 'D' denotes suitability for 'diesel fuel' |
|  | Fire Hazard   |  | Sling position for safe lifting of the vessel                     |
|  | Location of fire extinguisher   |  | Dedicated discharge opening for extinguisher                      |

## 2.3 Explanation of Hazard Warnings

|   |             |   |
|---|-------------|---|
|  | Danger      | Denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.       |
|  | Warning     | Denotes a hazard exists which can result in injury or death if proper precautions are not taken.  |
|  | Caution     | Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components. |
|  | Information | Denotes useful or important facts or suggestions that can greatly enhance safety and efficiency of operations.  |
|  | Caution     | Do not remove or obstruct any safety label. Replace any label which becomes illegible.  |

### 3 GENERAL ARRANGEMENT



#### 3.1 Boat Identification & CE Marking Classification

|  |  |   |   |   |   |
|--|--|---|---|---|---|
| Type of Boat                               | Puffin 260 AL  |   |   |   |   |
| Manufacturer's Craft Identification Number | NZ-QFX00000G919  |   |   |   |   |
| Name of Boat Manufacturer                  | Kiwi Yachting Consultants T/A Southern Pacific Inflatables |   |   |   |   |
| RCD Design Category                        |  | A | B | C | D |
| Maximum recommended number of people       | adults   |   |   |   | 3 |

1 RCD = EU Recreational Craft Directive (2013/53/EU)

2 See table in section

3 For maximum weight limit see: 3.2.3

##### 3.1.1 RCD Design Category Explanation

This vessel carries the CE marking (shown here) to indicate that it complies with the EU Recreational Craft Directive. It has been assigned the Design Category explained below:



A watercraft given design category D is considered to be designed to operate in typical steady winds of Beaufort force 4 or less and the associated significant waves heights of up to 0,3 m and occasional waves of 0,5 m height. Typically such conditions might be encountered on sheltered inland waters, and in coastal waters in fine weather. Depending on atmospheric conditions, winds can gust to about 12 m/s.

### 3.2 Principal Dimension Puffin 260 AL

#### 3.2.1 Hull Size

|                       |           |        |       |
|-----------------------|-----------|--------|-------|
| Length of Hull        | $L_H$     | 2.600  | (m)   |
| Length on waterline   | $L_{WL}$  | 2.000  | (m)   |
| Length - max. overall | $L_{MAX}$ | 2.600  | (m)   |
| Beam of hull          | $B_H$     | 1.300  | (m)   |
| Beam on waterline     | $B_{WL}$  | 0.800  | (m)   |
| Beam - maximum        | $B_{MAX}$ | 1.300  | (m)   |
| Deadrise Angle        | $\beta$   | 12.000 | (deg) |
| Freeboard fwd         | $F_F$     | 0.400  | (m)   |
| Freeboard amidships   | $F_M$     | 0.300  | (m)   |
| Freeboard aft         | $F_A$     | 0.300  | (m)   |
| Maximum draft         | $T$       | 0.579  | (m)   |
| Air draft: max.       | $H_A$     | 1.100  | (m)   |

#### 3.2.2 Maximum Recommended Power

Power measurement to EN ISO 8665 Marine propulsion engines and systems - Power measurements and declarations

|            |     |               |
|------------|-----|---------------|
| Horsepower | 5   | (hp) (metric) |
| Kilowatts  | 3.7 | (kW)          |

#### 3.2.3 Weights

All weights in kilograms (kg)

A 'maximum load' has been used for assessing stability and buoyancy, comprising:

|                                       |        |
|---------------------------------------|--------|
| Maximum Recommended Load (ISO 14946)  | 240 kg |
| Essential safety equipment & liferaft | 8 kg   |

|                                   |        |
|-----------------------------------|--------|
| Maximum Number of Persons         | 225    |
| Baggage & other carry on weights  | 12     |
| Heaviest allowable outboard motor | 25     |
| Portable fuel tanks               | 4      |
| Max Load as on Builder's Plate    | 266 kg |

|   |        |
|---|--------|
| The boat in the 'empty craft condition' has a mass of | 18 kg  |
| Unladen weight (lightcraft) without engine            | 34 kg  |
| Weight Fully Laden                                    | 299 kg |

### 3.2 Principal Dimension Puffin TC 260- Rollup

#### 3.2.1 Hull Size

|                       |           |        |       |
|-----------------------|-----------|--------|-------|
| Length of Hull        | $L_H$     | 2.600  | (m)   |
| Length on waterline   | $L_{WL}$  | 2.000  | (m)   |
| Length - max. overall | $L_{MAX}$ | 2.600  | (m)   |
| Beam of hull          | $B_H$     | 1.350  | (m)   |
| Beam on waterline     | $B_{WL}$  | 0.800  | (m)   |
| Beam - maximum        | $B_{MAX}$ | 1.350  | (m)   |
| Deadrise Angle        | $\beta$   | 12.000 | (deg) |
| Freeboard fwd         | $F_F$     | 0.400  | (m)   |
| Freeboard amidships   | $F_M$     | 0.300  | (m)   |
| Freeboard aft         | $F_A$     | 0.300  | (m)   |
| Maximum draft         | $T$       | 0.597  | (m)   |
| Air draft: max.       | $H_A$     | 0.500  | (m)   |

#### 3.2.2 Maximum Recommended Power

Power measurement to EN ISO 8665 Marine propulsion engines and systems - Power measurements and declarations

|            |     |               |
|------------|-----|---------------|
| Horsepower | 5.4 | (hp) (metric) |
| Kilowatts  | 4.  | (kW)          |

#### 3.2.3 Weights

All weights in kilograms (kg)

A 'maximum load' has been used for assessing stability and buoyancy, comprising:

|                                       |        |
|---------------------------------------|--------|
| Maximum Recommended Load (ISO 14946)  | 239 kg |
| Essential safety equipment & liferaft | 8 kg   |
| Maximum Number of Persons             | 225    |
| Baggage & other carry on weights      | 7      |
| Heaviest allowable outboard motor     | 25     |
| Portable fuel tanks                   | 7      |
| Max Load as on Builder's Plate        | 264 kg |


|   |        |
|---|--------|
| The boat in the 'empty craft condition' has a mass of | 18 kg  |
| Unladen weight (lightcraft) without engine            | 28 kg  |
| Weight Fully Laden                                    | 291 kg |



### 3.2.4 Tubes

Specification: Standard Product: 7307/7318 Valmex-Germany vinyl coated (PVC)  
 Option: ORCA 866 Neoprene

### 3.2.5 Structural Fittings


|   |         |  |
|---|---------|--|
|  | Warning | Attention is drawn to the completion process whereby structural items, for example steering consoles, seats and superstructures, are installed by parties other than the manufacturer of the boat. These items should be installed to comply with the relevant clauses of ISO 6185-4 so it can be ensured that any such installations do not invalidate the original assessment. |
|---|---------|--|

## 4 SYSTEMS DESCRIPTIONS

### 4.1 Bilge Pumps

Information This boat is not fitted with any bilge pumps.

It is recommended that a bailer/bucket is carried aboard for emergency bailing purposes. Ensure the bucket is protected against accidental loss.

|   |         |   |
|---|---------|---|
|  | Warning | Never use flammable solvents (i.e. kerosene) for bilge cleaning, however oily it becomes. |
|---|---------|---|






### 4.2 Fuel System

The craft has: Portable  
 Petrol fuel system

The following components are supplied by the fuel system:

| Item   | Number | Location        |
|--------|--------|-----------------|
| Engine | 1      | Outboard engine |

Refer to manufacturer's instructions for details of the above equipment.

|   |         |   |
|---|---------|---|
|  | Warning | Do not smoke or use open flame when filling with fuel, when working on the fuel system and when in the engine room.               |
|  | Danger  | Never use a flame to check for leaks  |
|  | Warning | Inspect fuel lines at least annually. Replace if deterioration or openings are found.   |
|  | Caution | All components that burn fuel require an air supply. Ensure all air intakes are clear before fuel burning components are running. |
|  | Warning | If leakage is detected, have the system repaired before further use. System repairs should be made by a competent person.         |




### 4.3 Steering System

Information The boat's steering system has the following components:

Steering Hardware: Tiller  
 Turning device: Drive unit  
 Mechanism: Tiller connected to stock/engine


The craft is fitted with the following steering position(s):

Tiller

|   |  |
|---|--|
|  Caution | Refer to the system manufacturer's documentation for information pertaining to the steering gear.  |
|  Caution | All components of the steering system must undergo periodic inspection & maintenance to ensure safe operating conditions. Refer to the maintenance section of this manual for further details. |
|  Warning | Failure of the steering system will cause loss of control of your boat. Any change in steering such as looseness, tightness, binding, etc., must be checked immediately by a qualified person. |

## 5 PRE-LAUNCH OBSERVATIONS



### 5.1 Recommended Safety Equipment

|   |         |  |
|---|---------|--|
|  | Caution | The sea can be unpredictable. Be prepared by carrying the following equipment, as a minimum, at all times. |
|---|---------|--|






- 1 Life jacket or buoyancy aid for each person
- 2 Appropriate weatherproof clothing
- 3 Compass
- 4 Charts
- 5 Anchor and line
- 6 At least 2 warps - see section 6.4
- 7 First aid kit including compress and thermal blanket
- 8 Bucket
- 9 Distress flares
- 10 VHF radio
- 11 Binoculars
- 12 Knife in protective sheath
- 13 Drinking water

### 5.2 Risk of Loss of Stability



The stability and buoyancy of this boat has been assessed on the basis of the weights specified in section: 3.2.3

|   |         |  |
|---|---------|--|
|  | Warning | The boat should never carry more than the manufacturer's recommended load. The load should be suitably distributed, bearing in mind that stability is most significantly reduced by any weight added high up in the boat |
|  | Caution | Stability can also be adversely affected by sloshing fluid. Bilge water should be kept to a minimum  |

Information      This boat has been assessed as being capable of supporting the crew even when swamped.


|   |         |   |
|---|---------|---|
|  | Warning | Loose equipment can cause damage to the craft and affect stability. Ensure all loose equipment is properly stowed before setting out. |
|  | Caution | The stability of this boat is significantly reduced at speeds above displacement speed.   |
|  | Caution | Stability may be reduced when towing or lifting heavy weights using a davit or boom.  |
|  | Caution | Compartments marked as being air tanks should not be punctured.   |
|  | Caution | Breaking waves are a serious stability hazard   |

### 5.6 Risk of Flooding

|   |  |
|---|--|
|  Caution | In rough weather, hatches, lockers and companionway/doorways should be closed to minimise the risk of water ingress. |
|  Caution | Ensure all limber holes are clear  |

### 5.7 Risk of Fire

Information Always keep the bilges clean and check for fuel regularly

|   |  |
|---|--|
|  Information | <p>NEVER</p> <ul style="list-style-type: none"> <li>• obstruct portable extinguishers in lockers</li> <li>• obstruct safety controls (shut off valves, switches)</li> <li>• modify craft's systems, especially fuel.</li> <li>• fill any fuel tank whilst machinery is running</li> <li>• smoke while handling fuel or gas</li> <li>• use gas lights in craft</li> </ul> |
|---|--|

### 5.8 Risk of Falling Overboard


Information The working deck is the area of the boat that is safe for use at all times. Areas outside the specified working deck should only be used whilst leaving or arriving at a mooring or whilst the boat is not underway.

On this boat, the working deck area is defined as:

all inside deck

For maximum weight limit see: 3.2.3

For crew area limits, see section: 5.2

|   |  |
|---|--|
|  Warning | Most slips and falls occur during boarding and disembarking. Be aware that wet decks can be slippery. Wear slip resistant footwear at all times. |
|---|--|

## 6 NAVIGATION & OPERATION

### 6.1 Use of Engines




The craft is fitted with the following motive power:

- Engine 2 stroke spark-ignition
- Any CE type of outboard engine
- Propeller depend

- Information Before starting the engine:
- Check the bilge water level.
  - Ensure that ventilation openings are clear to prevent overheating
  - Ensure there is sufficient fuel for the anticipated journey - including a margin for contingencies.


Take care not to damage fuel lines and check regularly that they are in good condition

Avoid placing flammable materials on or near hot parts.

|  |  |
|--|--|
|  <p>Danger</p>  | <p>If a fuel leak or fumes are detected, do not start the engine. Ensure all crew leave the boat and have a qualified person repair the fault as soon as possible.</p>                               |
|  <p>Warning</p> | <p>Controls installed with the motor must have a start-in-gear protection device. It is the owner's responsibility to ensure this is so, should the engine or its controls be repaired/replaced.</p> |
|  <p>Caution</p> | <p>So as to avoid high-speed moving parts, never run a motor with the cover removed.</p>   |

## 6.2 Handling Characteristics

Information This craft is primarily intended to be supported by a combination of buoyancy and planing forces

|   |         |  |
|---|---------|--|
|  | Caution | This craft may be entirely clear of the water for short periods of time in normal operation (i.e. become airborne) |
|---|---------|--|

Information Maximum engine power: 3.7 kW 5. hp




Information Maximum speed: 20 knots 37 km/h

Information Periodic inspection of the propeller for excessive wear or damage is recommended in order to maintain peak performance and to maximise the longevity of the engine.

Information Ensure all crew are informed about the craft's behaviour.

Information Before conducting any rapid acceleration or high-speed manoeuvres, passengers must be warned to sit and hold-on.

Information The helmsman may have to take sharp avoiding action at any time. Passengers should, therefore, be seated and holding-on when underway.

|   |         |  |
|---|---------|--|
|    | Caution | Seaways are infinitely variable and all craft can meet conditions that will challenge the boats handling characteristics and/or the helmsman's ability. Proceed with a margin for error at all times. Avoid making sharp turns at speed, particularly in a short seaway. |
|  | Caution | It is strongly recommended that helmsmen receive adequate training in boat handling before setting to sea for the first time.  |
|  | Caution | Be aware that factors such as altitude, temperature, load, and bottom growth may affect performance.   |

## 6.3 Visibility from the Main Steering Position




Information Operator vision from the helm can be obstructed by high trim angles of the craft and other factors caused by one or more of the following

- Propulsion engine trim angles
- Loading and load distribution
- Speed
- Rapid acceleration
- Transition from displacement to planing mode
- Sea conditions
- Rain and spray
- Darkness and fog
- Persons or movable gear in operator's field of vision

The international regulations for preventing collisions at sea (COLREG's) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way. Make certain no other vessels are in the path before proceeding.


## 6.4 Anchoring, Mooring & Towing

**Information** It is the owners / operators responsibility to ensure that the mooring lines, towing lines, anchor chains, and anchors are adequate for the vessel's intended use. Owners should also consider what action will be necessary when securing a tow line on board.

|   |   |
|---|---|
|  Caution | The breaking strength of lines / chains should not exceed 80% of the breaking strength of the strong point to which it is attached. |
|  Caution | Always tow or be towed at slow speed. Never exceed the hull speed of a displacement craft when towing or being towed.               |
|  Caution | A tow line shall always be made fast in a way that it can be released when under load.  |

**Information** When at anchor, it is damaging to leave the full load of the boat resting on the windlass. It is recommended that the chain be tied onto a local strong point.


## 6.5 Filling With Fuel

|  |   |
|--|---|
|  Caution | Never smoke when refuelling, or inspecting or working with the fuel system. |
|--|---|

**Information** For locations of filler caps, see: 3.2.3

Use the following procedure for filling tanks:

- Remove portable tank(s) from the craft for filling ashore.
- Open the filler cap & start filling the tank.
  
- Check the contents of the tank by monitoring the tank level indicator
- Don't fill the tank to its maximum: allow for expansion
  
- Close deck fittings tightly, but don't over-tighten since this will damage the rubber o-rings
- (make an entry in ship's log)



|   |   |
|---|---|
|  Caution | Fuel is considered chemical waste. Keep an absorbing cloth close by when filling tanks. |
|---|---|

## 7 MAINTENANCE

Regular inspection and maintenance is an essential activity to ensure the boat's longevity and the crew's safety.

This section includes a generic table which details typical inspection and maintenance intervals. This is not specific to your craft and some sections will not apply.

The necessary frequency of service or maintenance depends upon the environment in which the boat operates. The intervals listed in this section should be viewed as maximums.

|  |   |
|--|---|
|  <p>Caution</p> | <p>Modifications that may affect the safety characteristics of the craft should be assessed, executed and documented by competent people.</p> |
|  <p>Caution</p> | <p>Any change in the disposition of the masses aboard may significantly affect the stability, trim and performance of the boat</p>            |




**KEY: X - Activity required Y - Activity required by qualified individual**

| Item                 | Required Maintenance/Service                          | INTERVAL  |                      |                       |                        |                        |
|----------------------|---|---|----------------------|-----------------------|------------------------|------------------------|
|                      |   | Before Every Use  | After First 20 Hours | Every 25* Or 50 Hours | Every 50* Or 100 Hours | Every 6 mnth or Annual |
| <b>Miscellaneous</b> |   |   |                      |                       |                        |                        |
| Bilge Area           | Clean & limber holes free                             |   |                      |                       |                        | X                      |
| Bilge Blowers        | Hose connections tight                                |   |                      | X                     |                        | X                      |
| Bilge drain plug     | Installed and tight                                   | X   |                      |                       |                        |                        |
| Zinc anodes          | Check and replace                                     | As needed   |                      |                       |                        |                        |
| Hull                 | Check for loose, damaged or missing parts             | Whenever out of the water and always after striking an object |                      |                       |                        |                        |
| <b>Controls</b>      |   |   |                      |                       |                        |                        |
| Steering             | Check for proper operation                            |   |                      |                       |                        | Y                      |
| Throttle             | Lubricate. Include all shift linkage and pivot points |   | X                    |                       | X                      | X                      |
| <b>Engine</b>        |   |   |                      |                       |                        |                        |
| Alarm                | Check   | X   |                      |                       |                        |                        |
| Cooling System       | Check for leaks with engine running                   | X   |                      |                       |                        |                        |
| Crank vent system    | Clean   |   | X                    |                       | X                      |                        |
| Drive belts          | Check for wear  | X   |                      |                       |                        |                        |
| Flame Arrestor       | Clean   |   | X                    |                       | X                      |                        |
| Fuel Filter          | Replace   |   |                      |                       | X                      |                        |
| Mounts (Fasteners)   | Tighten   |   | X                    |                       |                        | X                      |
| Oil and Filter       | Replace   |   |                      |                       | X                      | X                      |
| Oil Level            | Check   | X   |                      |                       |                        |                        |
| Propeller            | Inspect for damage                                    | Always after striking object                                  |                      |                       |                        |                        |
| <b>Fuel System</b>   |   |   |                      |                       |                        |                        |
| Connections & Lines  | Check for leaks & wear                                | X   | X                    | X                     |                        |                        |
| Tanks                | Check for leaks & tightness of connections            | X   | X                    | X                     |                        |                        |
| <b>Exterior</b>      |   |   |                      |                       |                        |                        |
| Topside & Supplies   | Check for loose, damaged or missing parts             |   |                      |                       |                        | X                      |


## 7.1 Maintenance & Storage of Tubes

For details of the tube arrangement, see: 3.2.4

|   |  |
|---|--|
|  Caution | The tubes are made of a material that will deteriorate when stored in strong direct sunlight for prolonged period. |
|---|--|

Always store the boat inside, away from harmful ultra-violet rays.

UV protection waxes are recommended to prolong the life of the tubes and to preserve their colour.

|   |   |
|---|---|
|  Caution | Certain liquids, such as (battery) acids, oil and petrol can be corrosive to the tube material. |
|---|---|

Rinse-off, immediately, any liquid other than water that comes into contact with the tubes.

## 7.2 Winter Storage

Your boat and the systems and fittings on board can be damaged if they are not properly prepared for the winter.

You should refer to the advice given in the various handbooks supplied with this manual.

In addition to this you should, for example, consider the following:

- Ensure the engine cooling water has the correct proportion of anti-freeze
- Check and protect all the systems on the boat
- Remove all water from the craft and protect it from rain
- Ensure deck drains are clear
- Check the sacrificial anodes and replace as necessary


## 8 ENVIRONMENTAL AWARENESS

The previous sections of this manual provide information on how to protect the boat and its crew from the environment. This section gives information on how the environment may be protected from the boat and its crew.

The environment should be understood as including one's neighbours as well as the world of plants and animals.

In many regions of the world, there are strictly enforced regulations regarding environmental protection. It is the responsibility of the owner/operator to be aware of applicable regulations and to ensure compliance with them.

### 8.1 Leakage of Petrochemicals

|   |         |  |
|---|---------|--|
|  | Warning | Any oil must be treated as chemical waste. |
|---|---------|--|


ALWAYS: Investigate the source of any oil leaks as soon as possible.

Dispose of recovered spilt oil correctly.


Have oil-absorbing cloths or rolls on board.

NEVER: Dispose overboard of any oil, paint or other chemical that is potentially harmful to the environment. Sanctions are in place in most parts of the world for those who disregard this rule!

### 8.2 Black & Grey Water

|   |         |  |
|---|---------|--|
|  | Warning | The discharge of effluent into navigable waters is forbidden by law in many areas. If such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water, violators may be subject to a penalty. It is the responsibility of the boat user to ensure that they are aware of local legislation regarding discharge |
|---|---------|--|

### 8.3 Household Waste

|   |         |   |
|---|---------|---|
|  | Warning | When at sea for periods longer than space allows onboard storage of waste, only jettison organic waste. |
|---|---------|---|


ALWAYS Retain any household waste until it can be properly disposed of ashore.

### 8.4 Noise

NEVER Make excessive noise. Most people take to the water for relaxation which is ruined by noise.  
Run the engine or generator unnecessarily.

### 8.5 Wash / Waves

ALWAYS Adapt your speed to the water in which you are navigating. Consider the comfort and safety of other (particularly small) boats around you.

|   |         |  |
|---|---------|--|
|  | Warning | Be aware that in some areas speed restrictions are in place to avoid erosion of banks/coastline. |
|---|---------|--|