



# OWNERS MANUAL

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## 1. INTRODUCTION

This manual has been compiled to aid you to operate your craft safely. Please ensure you read the complete manual and familiarise yourself with the craft before using it. If this is your first boat, or are unfamiliar with this type of boat, ensure that you obtain experience in operating and handling of this type of boat before use. Ask your local dealer for information on local schools or instructors if required. Ensure that the wind & sea conditions correspond to the design category of your boat, and that the all crew on board are able to handle the craft in these conditions. Your boat has been carefully categorised to Design category C, for which conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0.3m may be experienced, with occasional waves of 0.5m maximum height, for

example from passing vessels. These are potentially dangerous conditions where only a trained, competent & fit crew can satisfactorily operate. This owners' manual is not a detailed maintenance or trouble shooting guide. If you require any specific assistance or advice on the maintenance or service of your boat, seek advice from your dealer. Always use an authorised service agent for any repairs, modifications or fixing of this boat. The manufacturer will not be held responsible for any modifications that have not been approved. Note that in some countries, specific regulations such as a driving licence or authorisation is required. Please check with the local authority before entering the water. Always maintain your craft properly and make allowance for deterioration that will occur in time and as a result of heavy use or misuse. The boat can become damaged when misused, it is very important to enforce correct use. Always adjust the speed and direction of your boat to the sea conditions. Ensure appropriate safety equipment such as lifejackets & harnesses are carried on board at all times. Note that it is mandatory to carry this equipment in some countries. The boat crew should be familiar with all important safety procedures and emergency manoeuvring (man overboard recovery etc). Each person on board should wear a suitable life jacket, buoyancy aid or personal floatation at all times.

Note that in some countries it is a legal requirement to wear a life jacket that complies with their regulations. KEEP THIS MANUAL IN A SECURE PLACE, AND ENSURE THAT IT IS HANDED OVER WITH THE BOAT SHOULD THE BOAT CHANGE HANDS. Note: We regularly make improvements to our models, therefore the information contained within this manual may be modified without prior notice.

## **2. SAFETY INFORMATION PLEASE ENSURE THAT YOU READ THE FOLLOWING SAFETY POINTS VERY CAREFULLY.**

### **TRAINING**

1. Read this instruction manual carefully before use.
2. If you intend to use an outboard motor with your craft, ensure that you read the instructions to this thoroughly.
3. It is the responsibility of the person(s) in charge of operating the boat to learn the laws on how it should be operated and which adequate equipment should be carried. Factors to be considered include: - Location where the boat is commissioned - Local authority requirements - Type of use of the boat - The time of day in which the craft will be used - Operating conditions - Size, speed route and type of boat - Navigation mode
4. Once you are satisfied that you fully acknowledge and understand the applicable laws, ensure that you read the following safety instructions.

### **PREPERATION**

1. Each passenger must wear adequate clothing and a suitable life jacket.
2. Ensure that the standard boat equipment is on board and fit for use. This includes the oars, foot pump and repair kit. Note that additional survival equipment may be necessary.
3. The boat should never be operated by person(s) under the influence of alcohol or drugs.
4. Do not exceed the maximum load rating or maximum engine power indicated within this instruction leaflet/builders plate.
5. Ensure that you factor wind & tide patterns before disembarking. Any variation in these can have an effect on fuel consumption. 6. Consult with local authority to familiarise yourself with any dangers and hazards before navigating within unfamiliar waters.

7. Inform someone on shore of your time and point of departure, your route and the estimated time that you will return.
8. Do not navigate within dark conditions without any navigational lighting installed. Check all navigational products installed are fully working.
9. It is the duty of the boat operator to know and fully understand maritime regulations and to enquire about weather and water conditions before heading out to sea.
10. Ensure all survival equipment (signal flares, first aid kit, anchor etc) are fully checked.
11. Do not use a compressed air source to inflate the boat. Overinflation may cause the seams to rupture. Note that no inflatable product is 100% airtight, and that it is normal for your craft to lose air during long periods of activity/inactivity. If excessive pressure is lost, cease use immediately and contact your dealer.
12. Consider carefully whether oars or a small outboard motor should be used depending on sea conditions. The power may not be enough to counter tidal currents or shallow water.
13. **DO NOT EXCEED RECOMMENDED ENGINE POWER RATINGS!** An outboard engine with too much power can be very dangerous and may result in serious consequences.
14. If you intend to use an outboard engine, ensure that you fit an emergency kill-switch cord.
15. Check regularly that your outboard engine is completely secure. If your engine becomes loose, your craft may become uncontrollable or may come unattached.
16. Avoid placing your craft in contact with objects which have a temperature lower than -20°C or higher than 60°C. This can seriously damage the boat skin.

#### SAFETY INFORMATION REFUELLING

1. Store fuel in containers specifically designed for that purpose.
2. Refuel whilst out of the craft only. Do not start the engine whilst refuelling. Never smoke whilst refuelling or handling fuel.
3. Do not remove the fuel cap or refuel with the engine running, or whilst it is still hot.
4. You must stop the engine and turn off the ignition before refuelling.
5. Handle fuel tanks with caution, avoiding leaks within the boat or water.
6. Do not start the engine if fuel has leaked/spilled. Avoid creating sparks until the fuel has completely evaporated and the fumes have dissipated.
7. Ensure fuel caps are tightly closed when not in use.
8. Reduce persons on board to a minimum when refuelling.
9. Ensure that a fire extinguisher is kept on board.
10. Do not overfill your outboard.
11. Check the fuel connections to prevent fuel leaks and hazards.
12. Read the outboard engine instructions or contact your dealer for advice on which type of fuel to use. **WARNING! FUEL IS HIGHLY FLAMMABLE.**

#### NAVIGATION

1. Be aware of the risks of carbon monoxide poisoning. - Exhaust gases contain carbon monoxide which is a toxic, colourless and odourless gas. Inhaling carbon monoxide can lead to loss of consciousness, and even death. - The concentration of exhaust gases in the air may increase considerably if the engine is running and is in a confined area. Ensure that adequate ventilation is provided to avoid excessive accumulation of exhaust gases.
2. All passengers must be seated evenly inside the boat and must hold on to hand rails/safety rope. Do not sit on the tubes.

3. Ensure proper handling of the outboard engine. Dangerous handling of an outboard motor may lead to serious injury or even death. Avoid swimmers, and discourage anyone from swimming to the rear of the boat whilst the engine is running.
4. Avoid rapid accelerations which can cause you or your passengers to fall overboard.
5. In a circumstance where your craft must be towed, passengers must disembark, and all equipment must be removed.
6. Do not tow your tender by the mooring ring at the front. Tow using the towing rings on the side.
7. Weight must be evenly distributed around the craft. Do not accelerate suddenly if your boat is motorised and not heavily laden.
8. It is strongly advised that you carry back up manual bailing apparatus in case of leak/flooding.

#### **MAINTENANCE AND STORAGE**

1. Never store a boat with fuel in the tank in a room where fuel vapours could reach a flame, spark or strong source of heat.
2. Never use cleaning products that include alcohol to clean your craft. Use of these type of products may cause premature drying of the boat skin.
3. Ensure that your boat is stored in a clean, dry area - free of potentially harmful chemicals or liquids.
4. PVC is sensitive to UV radiation. If the craft must be stored outdoors, ensure it is protected with a suitable cover. Keep valves and bungs closed or open as appropriate to minimise risk of flooding. Keep valves and bungs closed or open as appropriate to minimise risk of flooding.

**STABILITY - RISK OF FLOODING DO NOT EXCEED THE MAXIMUM NUMBER OF PASSENGERS OR LOAD CAPACITY OF THIS CRAFT** Refer to the specification table in this manual or the manufacturer's plate on the boat for the maximum number of passengers and load capacity of the boat. Position the passengers and distribute the load evenly in the boat to help counterbalance the weight of the outboard.

#### **3. STABILITY RECOMMENDATIONS**

1. All crew members should be adequately trained.
2. Any change in the disposition of the masses on board may significantly affect the stability, trim and performance of the craft
3. Bilge water should be kept to a minimum
4. Stability is reduced when any weight is built up high
5. Breaking waves are a serious stability hazard.
6. It is strongly advised that you carry back up manual bailing apparatus in case of leak/flooding.

#### **4. RISK OF FIRE RECOMMENDATIONS TO PREVENT RISK OF FIRE**

1. Never obstruct safety controls
2. Never obstruct fire extinguishing equipment
3. Do not store fuel in containers not designed for this purpose
4. Do not refuel whilst the outboard engine is running
5. Be careful not to spill during refuelling
6. Do not fill fuel tanks whilst the engine is running.
7. Do not smoke whilst handling fuel

8. Ensure that all fuel lines are in full working condition before departure
9. It is the responsibility of the boat owner to ensure that there is adequate fire-fighting equipment on board.
10. Ensure all crew on board are informed about the location and operation of the firefighting equipment. Keep valves and bungs closed or open as appropriate to minimise risk of flooding.

## **5. MAN-OVERBOARD PREVENTION & RECOVERY**

If someone falls overboard they can re-board using a suitable recovery ladder. Ensure that you have a life ring that can be thrown to a person in the water. In this situation, you should carefully move alongside the person, ensuring that they do not come into contact with the outboard motor whilst operating. In this instance we recommend rowing towards the person. Always ensure stability of the boat when rescuing a person from sea. If this is not possible, call assistance from another boat. Always hold the safety rope when recovering someone from the water. Ensure that you are aware of and respect the local boating laws and regulations. Do not exceed regional limits for noise and emissions. Always use your boat with the utmost respect for the environment. In case of an oil, fuel or water leak, use a cleaning method best suited to the environment. Ensure appropriate disposal of residual wastes such as solvents and other cleaning products. Your boat generates waves and noise which can be detrimental to the natural environment.

## **6. ENVIRONMENTAL PROTECTION**

Your boat is certified according to the essential requirements of the Recreational Craft Directive 94/25/EC as amended by 2003/44/EC. As shown on the builder's plate, this boat is designed for operations in conditions as described for Design Category: C

Category A - Ocean: Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4m and above but excluding abnormal conditions, and vessels largely self-sufficient.

Category B - Off shore: Designed for off shore voyages where conditions up to, and including, wind force 8 and significant wave heights up to, and including, 4m may be experienced.

Category C - Inshore: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2m may be experienced.

Category D - Sheltered: Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers and canals where conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0.3m may be experienced, with occasional waves of 0.5m maximum height, for example from passing vessels. Note: Applicable to boat models with length of 2.5m and above

## **7. ASSEMBLY OF YOUR CRAFT**

1. Lay out boat skin - lay the boat skin out flat and pull the transom upright as much as possible
2. Partially inflate sides. Your boat has air chambers within the skin. Before you insert the hose nozzle, make sure that the valve has been primed by giving the spring in the centre a clockwise 90° turn ensuring the spring it is at full length. This ensures a positive seal once the chamber is inflated. To connect the pump hose securely to the valve, twist the nozzle to

lock into place. Using the pump, inflate the front chamber (if applicable) until about 1/2-3/4 inflated. Repeat this process for each of the other chambers on the boat.

The correct pressure is: Tubes: 3psi Floor: 9psi

3. Constructing Your Floor ALUMINIUM FLOOR: Unpack the floor sections and the floor out next to the boat. Lift the port side of the boat skin at the bow and insert the first floor section right into the grooves between the floor and the partially inflated side of the boat skin. Then repeat for the starboard side. Make sure bow board is pushed right into the grooves and the keel valve is easily accessible through the hole in the floor section. Insert the next floor section as with bow, assuring it locks into the bow floor section. Insert the last board into the boat at the stern end first, and then lock into the centre section at before. Push the boards flat and into the grooves between the floor and the sides of the boatskin. Pullsides out to allow boardsto slide in. Unpack the locking bars. Place the first locking bar on the left side with the inset side bar facing into the boat. Tip the bar under the floor so the insert section locks board sections 2 and 3 together. Repeat for right locking bar.

AIR DECK FLOOR:

1. Unroll the boat
2. Fit seat - make sure you slide your seat in place and then inflate. Do not insert the seat after inflating.
3. Fully inflate sides and the floor - insert pump pipe into valves and fully inflate both sides. Make sure not to over inflate. Put caps onto valves leaving valves to be in the closed position. All compartments of your boat should now be inflated.
4. Assemble oars - clip the two part oars together. Twist the oar mounts (rowlocks) onto the pads on the boat. Insert oar into rowlock, and secure into the oar retainer.

Keep all accessories away in a safe place.

WARNING: DO NOT USE A COMPRESSED AIR SOURCE TO INFLATE YOUR CRAFT.

OVERINFLATION MAY CAUSE SEAMS AND/OR CHAMBERS TO RUPTURE. CAUTION: - Ensure the assembly area is clean and free of sharp objects. - Check inflation pressure before each use - Check the tightness of the valve regularly. Closed Position Open Position Valve Stem (Spring) Valve Cap

## **8. LOADING**

ALL LOADS MUST BE EVENLY DISTRIBUTED WITHIN THE CRAFT. FAILURE TO DO SO MAY CAUSE CAPSIZING

1. Rocks, wrecks, sand banks and shallow water should be avoided or approached with caution.
2. Ensure that the seat is clearly mounted
3. Ensure oars are secured into the rowlock
4. Do not use oars as levers, doing so may cause damage
5. Ensure no objects are loose during operation of your craft.
6. If using an outboard engine, ensure you have read the instructions fully before use with this craft.

## **9. DOCKING**

IF YOUR CRAFT REQUIRES TOWING, ENSURE ALL LOADS ARE REMOVED. PASSENGERS MUST NOT REMAIN ON BOARD.

1. Do not use an outboard engine when landing on a beach. Do not pull the boat over rocks, shingles, sand or tarred surfaces which can cause damage to the boat floor.
2. If the boat must be left on the beach for a short time, leave the boat partly in water for cooling and to avoid tube overpressure.
3. If the boat is left in the sun for a prolonged amount of time, it should be covered to prevent damage from the UV rays.
4. Do not tow your tender by the mooring ring at the front. Tow using the towing rings on the side.
5. Tow the boat at a moderate speed.
6. Place the mooring or anchoring lines on the front ring if required. AVOID LONG TERM STORAGE IN WATER. IN CASE OF MARINE GROWTH, BE CAUTIOUS WHEN REMOVING FROM THE MATERIAL, PARTICULARLY BARNICLES PUNCTURE WHILST ON WATER. If one of the tubes becomes punctured whilst out on the water, move loads to the opposite side to the damaged tube. Attempt to limit the leak and manoeuvre carefully to shore as soon as possible.

#### **10. MAINTENANCE CLEANING**

1. Do not use waxes, vinyl or alcohol based cleaners, as they may damage or dry out the material.
  2. Spray down the boat and all accessories after each use. Allow to dry before packing away.
- DISASSEMBLY

Note: Carefully clean the boat before rolling it up. Remove sand, stones and any other objects that may have stuck onto the boat.

1. Deflate the boat by pressing in the valve button and turn it 90° to lock open.
2. Remove the seat
3. Remove the oars and pack into the bag.
4. Once the boat is deflated flat, fold the sides towards the inside of the boat. The tubes should now be touching, but not overlapping.
5. Fold the end of the tubes into the transom.
6. Use the foot pump in deflate mode to remove any remaining air from the tubes.
7. Close the valves.
8. Starting from the rear, roll the boat up and place within the carrying valise, along with the foot pump.

#### **11. REPAIR MINOR REPAIR**

Should a repair need to be carried out to your boat, firstly assess the repair as you may be able to use the repair kit included with your boat using the following instructions:

1. Cut out a patch with rounded corners to a size which overlaps the hole by 5cm on all sides.
2. Trace an outline of the patch where it will be fitted on the boat and ensure this area is clean and dry.
3. Degrease both the patch and the area of the boat to be repaired using MEK or Acetone solvent, and leave for 10 minutes.
4. Apply a thin coat of adhesive to both surfaces.
5. Leave for 20 minutes then apply a further thin second coat to both surfaces.
6. While still tacky, bring together both surfaces and apply as much pressure as possible using a rounded object (ie. back of a spoon) from the middle of the patch working outwards.
7. Clean off any excess glue.

8. Allow to cure for at least 12 hours prior to inflation except during an emergency when a temporary repair will suffice. **LARGER REPAIRS** When larger repair work is required, including any damage to the transom, large tears or faulty components please contact your dealer.

## **12. STORAGE**

1. The boat must be stored in a well ventilated, dry area.
2. Ideal temperature range for storage is 0° - 35°C
3. Keep away from hot surfaces or heat sources
4. Humidity should not exceed 80°C
5. Do not store heavy items on top of the boat
6. Keep away from sharp objects
7. Take preventative measures from damage by vermin (rats, mice etc)

## **13. WARRANTY**

3D Boats come with a 2 year limited warranty on the material and seams from date of purchase ( 1 year for commercial use). The warranty warrants that the base fabric and seams will not fail but will remain fit for their purpose, provided that the boat shall be stored under-cover and protected from sunlight and the elements at all reasonable times when not in use. 3D Boats also has a 1 year warranty on the fittings which includes valves, seats, seat fittings, outboard brackets, oars and oar locks from date of purchase. This warranty does not cover normal wear and tear, accidental damage, over-pressurisation, commercial use including charter use, neglect, racing, or lack of maintenance, fading or oxidation or other damage caused by ultra-violet radiation or sun damage, fuel and solvents. Nor does it cover the use or abuse of any accessory not sold by us with the boat. Claims shall be made under this warranty by delivering the boat during normal working hours for inspection by the place of purchase who will then either do the repairs or arrange for the inspection and repair, provided such service is covered under this warranty. The purchaser shall pay for the cost of any transport required. If the service needed is not covered by this warranty the purchaser shall pay for all related labour, materials and any other associated expenses required to fix the problem. Any boat or parts shipped to the Trader or agent must be shipped with freight prepaid. Note: in the interests of obtaining the longest life from your investment it is recommended that the boat and accessories be hosed down with fresh water after use and stored in a cool (not freezing) dry place out of the sun and weather, while being very slightly deflated. **IF IN DOUBT, DO NOT PUT TO SEA**

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### **POSTAL ADRESS:**

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