

# **POLYCRAFT**



## **OWNERS MANUAL**

# WELCOME

Congratulations on choosing your new Polycraft boat.

Please read this manual completely before you use your boat for the first time and retain it for your future reference.

Thank you for purchasing your new Polycraft boat. You will enjoy many years of boating with this craft.

## ***Read This Page Carefully***

Some information in this manual may not be applicable to your area of boating. Please check with your dealer or boating authority for a brochure on local boating rules and regulations. Always operate your vessel within safe boating practices.

Warranty papers will have come with your motor and some of the auxiliary equipment fitted to your boat. Complete and return these now to ensure you are registered with the appropriate companies as an owner of their equipment.

In addition to the warranty cards, there will be operating manuals associated with the engine and electrical equipment. We recommend you read these manuals as they contain warnings and instructions on the best ways to operate each item.

If you experience any difficulties, please contact your local Polycraft dealer for assistance.

Find your local Polycraft dealer by visiting  
[www.plycraft.com.au](http://www.plycraft.com.au)

## ***When Things Aren't to Your Satisfaction***

Polycraft is a customer oriented company. It is important to us that your Polycraft be delivered to you without faults and with all equipment supplied as specified.

If your boat is damaged or faulty in any way, we sincerely apologise for the inconvenience.

It is the policy of both Polycraft and our dealer network to get you back on the water as quickly as possible and with minimal inconvenience to you and your family.

Should you encounter any difficulties contact your local Polycraft dealer immediately. They will be aware of the appropriate steps to be taken to rectify the matter.

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## Warnings

The hazard warning symbols shown are used throughout this manual. We urge you to read these warnings carefully and follow all safety recommendations. These call attention to potentially dangerous situations which could lead to product damage, personal injury or death.

### **DANGER**

*Alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.*

### **WARNING**

*Alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if ignored.*

### **CAUTION**

*Alerts you to hazards or unsafe practices which COULD result in minor personal injury, or cause product or property damage if ignored.*

### **NOTICE**

*The symbol shown above calls attention to installation, operation or maintenance information which is important to proper operation, but is not hazard-related.*

## Welcome Aboard

This manual has been prepared to assist you in the operation and care of your new boat. Please read it thoroughly as the contents can contribute to more effective operation of your boat.

Your boat's construction, including its mechanical and electrical systems (where applicable) were designed to meet safety standards in effect at the time the boat was constructed. Some of these standards were mandated by Australian law, others are considered industry norms. All these standards were designed to ensure your safety and the safety of other people, vessels and property around you.

To maintain the integrity and safety of your boat, only qualified people should perform maintenance on, or in any way modify your boat, the steering system, engine control system, fuel system or electrical system.

We strongly recommend you follow the instructions provided in this handbook and in the engine owner's manual, as well as the accessory instruction sheets included with your boat.

Altering the boats hull or permanent fittings including the fitting of extras like foils can affect the safety characteristics of the boat and expert advice should be taken before doing so.

We also recommend you perform the following steps:

- Make certain you receive a full explanation of all systems from the dealer before taking delivery of your boat.
- Read this manual thoroughly, paying particular attention to the subjects of fuelling, starting, loading limits and recommendations for safety and warranty.

### **WARNING**

Grossly Negligent Operation can be a criminal offence. Some examples of actions that may constitute negligent or grossly negligent operations are:

- Operating a boat in a swimming area,
- Operating a boat while under the influence of alcohol or drugs,
- Excessive speed in the vicinity of other boats or in dangerous waters,
- Hazardous water skiing practices
- Bow riding, also riding on seat back, gunwale or transom,
- Operating the vessel in hazarded sea conditions beyond the vessels capability.

### **WARNING**

A qualified, licensed operator must be in control of the boat at all times. At night, turn on the appropriate running lights and cruise at a reduced speed. Allow plenty of time to avoid dangerous situations.

## Preparation for your Journey

Prior to leaving there are certain items to check and activities to perform.

Familiarise yourself with the boat before launching and consider the following suggestions:

### Recommendations for Safety

**Personal Flotation Devices:** One approved Personal Flotation Device (PFD) of suitable size is required for each person aboard the boat. Always ensure children wear PFDs. Always check devices intended for young children for fit and performance in the water. Never hesitate to have all persons wear lifesaving devices whenever circumstances cause the slightest doubt about safety or where local boating regulations stipulate their use.

Do not overload or improperly load your boat. Maintain a clear walking area/freeboard at all times. Consider the sea conditions, the duration of the trip, the weather and the experience of the personnel on board. Do not allow any person to ride on parts of the boat not designed for such use. Sitting up on seat backs, bow riding (with the exception of boats that have been specifically designed to safely carry passengers in the bow section) and gunwale riding while underway can be especially hazardous. Raised casting platform seating positions are for use at rest, not whilst under-way. Understand the meanings of navigation buoys and never moor to one. Be aware of the various distress signals. Slowly raising arms up and down in a boat is a recognised distress signal. Monitor weather forecasts before leaving and during your trip. Be especially attentive in areas where swimmers or divers may be operating. Watch your wake. You are responsible for damage caused by your wake. Pass through anchorages at a minimum speed and observe speed limits where applicable. Learn and abide by common boating “rules of the water.” Keep an alert lookout. Serious accidents have resulted from failure in this respect. Always instruct at least one person on board in the fundamentals of boat handling, should you become disabled or fall overboard. Consider what action you would take under various emergency conditions such as a person overboard, fog, fire, a damaged hull or other bad leaks, motor breakdown, severe storm or collision.

Your boat is not intended to act as a flotation device if capsized. Should the boat ever capsize or a similar catastrophic event occur, the flotation installed may be compromised either by exposure to petrol, or through damage to the structure of the boat. It is therefore imperative that appropriate safety gear is utilised whenever circumstances give rise to the slightest doubt about occupants’ safety. It is also strongly recommended you remain with your boat should any such event arise, since you are more easily located by search plane or boat. Keep lifesaving and fire fighting equipment in good condition and readily available at all times. Monitor expiry dates also. Have an adequate anchor and

sufficient line (at least three to six times the depth of the water) to guarantee a secure hold in all types of weather and sea conditions. Know your fuel tank capacity and cruising range. Your cruising range can be affected by many things, including weather conditions, tidal conditions, mechanical condition of your boat/motor and loading of your boat. If it is necessary to carry additional fuel, do so only in containers approved to carry fuel (per required regulations). It is good practice to allow a 50% margin over and above estimated fuel use. Before departing on a boat trip, advise a responsible friend or relative of your intended route. Be sure to give that person a good description of your boat. Keep them advised of any changes in your cruise plans. These precautions will enable them to tell rescue organisations where to search and the type of boat to look for, if you fail to return. Be sure to inform that person upon return to prevent any false alarms about your safety.

#### **CAUTION**

*Your Boat is equipped with at least one transom drain plug. Make sure all plugs are tightly in place. Failure to install the drain plugs securely will result in the boat filling with water when launched.*

The load specifications of the boats are detailed below.

The maximum recommended load includes the weight of all persons on board, all provisions and personal effects, equipment, and all consumable liquids (water, fuel etc) When loading the craft never exceed the maximum recommended load. This may mean having fewer people on board than the recommended maximum person capacity. Always load the craft carefully and distribute loads appropriately to maintain design trim.

	Max Recommended Load	Max Recommended People	Max Recommended HP
3M	225kgs	3	15HP
4.1M	480kgs	4	50HP
4.5M	570kgs	5	60HP
4.8M	715kgs	6	90HP
5.3M	865kgs	7	140HP
5.99M	990kgs	8	175HP

**Disclaimer:** Some ratings may vary, information was correct at the time of printing.

The maximum load and persons capacities determined in accordance with the ABYC Standard and shown on the builders plate for the 3M tender is based on use in moderate conditions in protected waters.

The maximum load and persons capacities determined in accordance with the standard AS1799.1 and shown on the builders plate for boats from 4.1M up to 6M is based on use in moderate conditions in protected waters.


The recommended maximum number of persons and the recommended maximum load should be reduced in conditions of increased risk i.e. bad weather or when going offshore.


The following details the Australian Builders Plate. The plate is located in clear view of the helm station of your boat. Familiarise yourself with the details on the plate.


**⚡ AUSTRALIAN BUILDERS PLATE ⚡**




**BUILDER: BUNDABERG POLY INDUSTRIES AND POLYCRAFT**

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**Max**  = **90 HP**


**Max**  = **175 kg**

**Max** **6**  = **480 kg**


**Max**  +  +  = **715 kg**

**Buoyancy**      **Basic Flotation**

 **Alteration of the boat's hull or permanent fittings may invalidate the particulars on this plate.**

 **The recommended persons and maximum load should be reduced in bad weather or when the boat is operated offshore.**

**Information Determined AS 1799.1**



**89 Childers Road**  
**Bundaberg Qld 4670**  
**Ph: 1800 336603**  
[www.polycraft.com.au](http://www.polycraft.com.au)

**Disclaimer** Some details on the plate may vary, information was correct at the time of printing.

## Basic Flotation

The boat will not sink with the passengers clinging to the side. AS1799.1 - 2009 calculates the required buoyancy for the boat to float with the hull, deck and superstructure submerged, supporting 25% of the load capacity and a proportion of the engines. Please note that the vessel can be in any attitude as long as it floats within 6 inches from the surface.

## Level Flotation

The boat will remain upright when swamped, with passengers in the boat, in calm water. The boat is not self righting. AS1799.1-2009 places the buoyancy in proportion to the weight of the components, and their location in the boat.






The following is a sample plate of boats built with basic flotation.

All Polycraft boats are built to comply with the Basic Flotation requirements as required by AS1799.1.


## Mandatory Equipment


**⊕ AUSTRALIAN BUILDERS PLATE ⊕**

BUILDER: BUNDABERG POLY INDUSTRIES AND POLYCRAFT

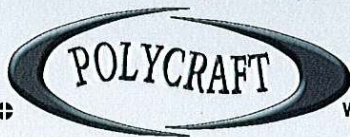
<b>Max</b>		=	<b>90 HP</b>	<small>www.metalsignlabel.com.au</small>
			<b>175 kg</b>	
<b>Max</b>	<b>6</b> 	=	<b>480 kg</b>	
<b>Max</b>	 +  + 	=	<b>715 kg</b>	

**Buoyancy      Basic Flotation**

 **Alteration of the boat's hull or permanent fittings may invalidate the particulars on this plate.**

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All states have a list of mandatory safety equipment that must be carried on board at all times. There are different requirements for inshore and offshore operations with variations from region to region. Many dealers package the basic safety kit with the boat at the time of sale.

Obtain a copy of your state regulations to ensure you have everything required. Look after safety equipment, store it carefully in the boat and regularly check it is all in good condition, especially PFD's, flares and other safety devices. Be sure to read the accompanying instructions and ensure you clearly understand how to use everything - particularly PFD's. If you plan to carry children on board, check the PFD's are suitable for their size and weight.

## Static Float Attitude

The static floating attitude of your boat can be affected by many variables. Optional equipment, passengers and loading of gear are the biggest contributors to a boat's lean. After launching, the floating attitude of any new boat can be adjusted. If your boat leans to one side, load items on the opposite side until the boat floats with a more level attitude.

### WARNING

*In windy conditions the stability of your boat may be affected by the fitting of canopies, "clears" and other forms of weather protection. Always take additional care in adverse weather conditions.*

### WARNING

*In boats with enclosed spaces always close up doors and hatches during bad weather and at times of heightened risk.*



## Fuelling Procedures

### Internal Built-In Fuel Tank

If fuelling the boat whilst in the water, be sure it is securely moored to the wharf. Turn off all electrical equipment including the engine, appliances, bilge blower, lights etc. Extinguish all cigarettes, cigars or other items that may produce a spark or flame.

Through-deck fittings are provided for fuel tank filling. Remove the cap and insert the fuel supply nozzle, allowing the nozzle to maintain contact with the fitting; this will prevent possible static sparking. If, when filling the tank, you can't put fuel in at a reasonable rate, pull the nozzle back slightly allowing air circulation between the nozzle shroud and the tank filler, this will allow the tank breather to breath. Check the fuel vent line to see that it's not kinked or blocked. If the problem persists consult your dealer. When you have finished fuelling, replace the fill cap and wash off any fuel spillage.

Fuel up on your way to the water, not on your way home or before you store your boat. Allow for thermal expansion of the fuel on very hot days. Do not over fill the fuel tank.

Our boats have many different fuel tanks to suit our broad range. Some tanks are deeper than others. Depending on the fuel tank depth and the length of the fuel sender, the gauge may not give a true indication of the amount of fuel remaining in the tank when the gauge reads 'empty'.

Never assume there is enough reserve in the tank to get home as the fuel gauge may read differently while at sea due to attitude, lean or list of the boat.

### Portable Fuel Tank

Remove the tank from the boat for filling. If your outboard requires a petrol/oil mix, follow the engine manual instructions for the proper lubrication oil and petrol ratio mix. Before placing the tank back in the boat, wash off any spilled fuel. Some portable tanks have vent screws which must be open during engine operation.

#### **WARNING**

*Spilt fuel may damage the hull and the carpet on your vessel. If a fuel spill occurs insure it is cleaned up immediately.*

#### **WARNING**

Do not use fuels that incorporate any form of alcohol or alcohol derivatives or ethanol. Alcohol and ethanol's may destroy marine fuel system hoses and components, which could lead to hazardous leaks, fire or explosion.

## Engine Use

The engine operating and maintenance manual provided with your boat describes pre-start and starting procedures. Modern engines are designed to be started in a particular way. Read the starting procedure for your engine carefully prior to attempting operation.

*Special Note:* The following advantages and disadvantages of a Lanyard Stop Switch should be considered before electing to use such a switch.

### Advantages

The purpose of a Lanyard Stop Switch is to stop the engine when the operator leaves the control station, either accidentally by falling in the boat or by being ejected overboard. This is most likely in certain types of boats such as low sided models or high performance boats and as a result of poor operating practices such as sitting on the back of the seat or standing at planing speeds, operating at high speeds in shallow or obstacle infested waters, drinking and driving, or daring high speed boat manoeuvres.

### Disadvantages

Inadvertent activation of the switch is also a possibility. This could cause any or all of the following potentially hazardous situations:

1. Loss of balance and falling forward of unstable boat passengers – particularly in low bow rider style boats.
2. Loss of power and directional control in heavy seas, strong current or high winds.
3. Loss of control when docking.

#### **WARNING**

*As we cannot possibly know of and advise the boating public of all conceivable boat/power package types and/or poor operating practices, the final decision of whether or not to use a Lanyard Stop Switch rests with you, the owner/ driver. It is recommended that the lanyard be attached to the driver/ operator whenever the engine is in operation.*

### Engine Starting

Always ensure there is adequate ventilation with fresh air prior to starting the engine to minimize the risk of fire or explosion.

## Before You Leave

Providing you have not encountered any problems, you are almost ready to go. (If you did encounter problems, do not attempt to operate your boat until they are corrected). Before you leave, perform the following steps:

- Check the operation of equipment such as bilge pumps, running lights, radios, etc. Check the steering. Turn the steering wheel to a complete lock, clockwise and anti-clockwise, to ensure that there is free movement.
- Instruct passengers in the use and location of flotation devices.
- Obtain a reliable weather forecast and plan accordingly for everyone's comfort and safety.
- Notify a responsible friend or relative of your intended path. Upon your return or a change in your cruise schedule, notify that person again to avoid unnecessary concern.
- Ensure everyone is seated (in or on a seat).
- Be certain any operator has not been or is not consuming alcoholic beverages/or non prescribed drugs.

## MANOEUVRING

### Basic Manoeuvring

All boats steer by the stern (the feeling is much like steering your car in reverse). For example, when turning the steering wheel to the left, the stern of the boat will swing to the right as the boat goes into a left turn. This is particularly important to remember when docking, or in close quarters with other boats.

Once you are away from the wharf, devote some time to learning how to manoeuvre:

- Practice docking by using an imaginary wharf.
- Practice stopping and reversing.
- When operating in close quarters or docking, all manoeuvring should be done at idle speed.
- Proceed with caution in congested areas.
- Gradually increase your speed. Familiarise yourself with the boat before attempting any full throttle operation .

### PREPARATION for DOCKING

Proper docking requires preparation. Start by making sure you have adequate mooring gear that is stowed correctly and ready for use. Your dealer is the best source for information concerning the amount and type of equipment you should carry.

### APPROACHING THE WHARF

When approaching a wharf, lower your speed within reasonable distance to allow the wake to subside before it reaches other boats.

As you get close to the wharf, check for any wind or current action that may affect your manoeuvre, then make a conservative approach with these factors in mind. Try to use the elements to your advantage. Allow them to carry the boat into the wharf.

If there are high winds or strong currents, it is best to approach from the lee side (against the wind and current).

With a mild current and little or no wind, it is best to approach from the windward side (with the wind and current).

While approaching, ensure all lines are attached to the cleats on the side facing the wharf. Also ensure fenders are lowered on the same side. Be sure to check the fenders are hung at the proper height.

Approach at idle RPM at an angle approximately 45 degrees to the wharf. When the bow is within a few metres of the wharf (starboard side) the stern can be brought alongside by turning hard to port. Next, turn to starboard and at idle RPM put the boat into reverse. This will stop the boat and bring the stern closer to the wharf. These steps are reversed for docking to port. A precaution should be taken not to allow limbs between the boat and the wharf.

### LEAVING THE WHARF

Take into account the wind, tide, current and other forces that affect manoeuvring when leaving the dock. Most manoeuvring to and from a dock is best accomplished at idle speeds. Do not forget to release the mooring lines and stow the fenders.

When leaving a wharf on the starboard side and the bow cannot be pushed away from the wharf first observe the following points:

- Start forward with the steering wheel turned to starboard for two or three feet.
- Then shift to reverse with steering full to port.
- Repeat if necessary to shift the stern far enough away from the wharf to be clear of other boats that may be moored ahead. (Reverse these steps when leaving a dock located to port).

## ANCHORING

Pick a spot where the boat has room to swing around the anchor without hitting other boats or objects.

Avoid anchoring in channels or narrows where you may interfere with traffic. You could cause another boat to run aground or you might be run down by larger craft.

Never tie up to, or obstruct the view of a buoy. This contravenes marine law.

Approach the site slowly, keep the bow into wind or current, whichever is stronger. Drift into position and lower the anchor.

When anchoring, lower the anchor and chain from the bow – don't drop or throw it. When the anchor reaches the bottom, drift or reverse slowly until the anchor holds. Feed out the line 3 to 6 times the depth of the water. Keep feet and legs clear of the line.

Turn the line around the bow cleat and tie a hitch.

To raise the anchor, inch forward under power as you take in line. When the line is vertical, raise the anchor. If it's not free, tie the line off a cleat and then circle the anchor slowly, keeping the line under strain.

Don't let the line get close to the propeller.

## DO NOT TOW YOUR BOAT OR USE YOUR BOAT TO TOW OTHER BOATS:

Damage caused to a boat due to towing behind another vessel or towing another vessel WILL NOT be covered under warranty. The stress caused by towing in this way is outside the design specifications for our boats. A customer using a boat as a tender for a larger vessel must transport the boat on the larger vessel.

### WARNING

- *Use caution with skier in tow, rope may backlash into cockpit when released.*
- *Only tow water skis, wakeboards or recreational towables.*
- *Do not tow parasails, kites, other boats or any device that is designed to become airborne when towed behind a boat.*
- *Do not tow more than one person at one time.*
- *Always wear an approved personal flotation device (PFD).*
- *Do not allow anyone near the propeller(s), even when engine is switched off. Propeller blades can be sharp and can continue to turn after engine is off.*

## BOAT PERFORMANCE

Boat speeds are affected by many factors. Some such as temperature and altitude, cannot be changed, but some factors can. When loading, only take the necessary equipment with you. Keep weight at the lowest level possible and evenly distributed. Weeds, barnacles and other growth will reduce performance. Keep the bottom of the boat clean

## RUNNING YOUR MOTOR

Outboard engines usually deliver their best fuel economy at around 4,000-4,500 rpm. So, always try and set the boat up in this range when travelling any distance. The amount of load in the boat will also influence fuel economy to a degree, so don't fill the boat up with unnecessary items.

## REPLACE DAMAGED PROPELLERS

Propellers should be free from major nicks, excessive pitting and any distortions that alter the original design.

Operating your boat with a damaged propeller may cause the following:

- Reduce top speed
- Introduce undesirable handling characteristics
- Reduce fuel economy
- Create unpleasant vibrations leading to increased sound level. Excessive vibrations hasten wear to rotating and reciprocating engine components, which may cause costly damage.

## BOAT RUNNING ATTITUDE

If your boat runs with the bow too high at cruising speeds, observe the following points to achieve a more correct and efficient cruising attitude.

Move some weight forward in the boat.

Adjust the thrust angle of the engine (reduce the distance between the bottom of the transom and the drive unit).

This is commonly referred to as trimming down or in, or applying "negative trim". See your engine owner's manual for further trimming instructions.

If your boat runs with the bow too low at cruising speeds (usually indicated by water coming off the hull too far forward and steering difficulty or veering off course). Raise the bow by performing the opposite of the steps above. This is referred to as trimming up or out, or applying "positive trim".

For maximum effectiveness when planning, the hull should be at a 3 to 4 degree angle to the water.

## STEERING WHEEL PRESSURE

This pressure, or pull, is corrected by adjusting the trim position of your outboard so the prop shaft is parallel to the surface of the water. If this is not possible, the trim tab located under the aft end of the anti-ventilation plate can be adjusted by your dealer.

The trailing edge of the trim tab should be turned in the direction the boat is pulling. Small adjustments should be made until the steering has neutral torque (pull) at the desired speed.

We suggest using your normal cruising speed. When running faster or slower than this speed, a minimal amount of torque will be present.

### WARNING

There is a risk of falling or ejecting out of the boat if standing or moving while the boat is in motion. If someone must stand while the boat is in motion, avoid speed changes that could cause the standing person to lose balance. Bow riders should not have people in the bow standing or kneeling or changing positions while the boat is in motion.

## ELECTRICAL SYSTEM

Battery (if fitted)

The key to a good marine electrical system is the battery. On some models the condition of the battery can be read on the voltmeter when the ignition switch is in the ON position.

With the engine not running, voltmeter readings in the 11.5 to 12.5 volt range are considered normal. Readings in the 10 to 11.5 volt range indicate a marginal charge condition. Readings below 10 volts indicate a seriously discharged condition.

With the engine running (over 1500 RPM), voltmeter readings of 13 to 14 Volts are considered normal. Readings below this indicate a severely discharged battery or a non-functioning charging system.

Check the battery electrolyte level regularly. Remove the caps on top of the battery and observe the level of the fluid inside. If the zinc plates are exposed, add distilled water until they are covered again. Corroded terminals can impair battery performance and charging ability.

Clean terminals with baking soda and water, then coat with a preservative or a light film of grease. Be sure all battery connections are tight. When storing the boat, it is best to remove the battery, give it a full charge and store away from extreme temperatures.

## NECESSARY MAINTENANCE

Hose inside boat after use with a substantial quantity of fresh water.

Leave boat permanently tilted to drain after use.

The flotation material is susceptible to degradation upon contact with petrol.

Flotation material should be checked regularly to assess its condition.

## GENERAL MAINTENANCE AND REPAIRS

In addition to instructions found elsewhere in this manual and in the literature specific to certain components, the following information is provided for general maintenance and repair.

Because conditions vary widely in different areas and the frequency and type of use can differ greatly between owners, intervals for maintenance are not listed here. Use the appropriate engine owner's manual and common sense to determine the frequency of maintenance. Your vessel will require maintenance to insure the condition of your vessel doesn't deteriorate. For specific usage, maintenance and repair guidelines refer to the appropriate outboard owners' manual.

### YOUR ENGINE

If you use your boat infrequently, it is advisable to buy a freshwater engine flushing connection appropriate to your particular engine. Turn the hose on then when water is coming through the tell-tail, start the engine and run it for a few minutes. This will flush away residual salt and keep the motor in good shape.

A common cause of outboard failure is a blockage in the fuel supply, or contaminated fuel. If operating off a carry tank fuel supply and the motor simply sputters out, check two things first:

- Ensure the tank has not been placed on a section of the hose pinching it closed.
- If you have the type of tank that requires it, make sure the cap is ventilating properly.

### CABIN AND TOP SIDE AREAS

Check your entire boat from time to time. Check bow rails, ladders and grab rails for loose screws, breaks, sharp edges, etc., that might be hazardous. Check inventory and inspect PFD's for tears and deterioration. Check signalling equipment. Inspect anchor, mooring and towing lines and repair or replace as required. Do not stow wet lines since mould and mildew may result.

### WINDSCREENS

Salt and brackish water are capable of etching and damaging windscreens and windows. Keeping windows clean is the best preventative measure to take. When window cleaning, flush with fresh water only. Exercise caution when cleaning windows because they can scratch easily.

**Note the following instructions:**

- Use generous amounts of fresh water to wash off dust.
- Use bare hands with plenty of water to dislodge any caked dirt.
- Use a soft, grit-free cloth or soft, clean sponge.
- Never use glass cleaning solutions or dusters, as they will scratch the surface.
- Do not use solvents such as acetone, kerosene, benzene, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, lacquer thinner or any type of cleaning product containing these items, since they will attack the surface.
- When finished, rinse with fresh water and dry with a clean, damp chamois using a blotting action.

### STAINLESS STEEL

Stainless steel railings and fittings should be cleaned with neutral soap and water. Because irreversible pitting will develop under rust that remains on stainless steel for any period of time, it is best to remove rust spots immediately with chrome cleaner. Then coat the railing or fitting with a good car or boat wax. Never clean with mineral acids or bleaches. Also, do not allow stainless steel to come into continuous contact with iron, steel or other metals which could cause contamination leading to rust or corrosion.

### SEATS

Please ensure you regularly remove all seats from floor positions and clean thoroughly. Seats may seize or bind if permanently left in place.

The seats fitted to your vessel are rated to 75kg passenger weight.

**WARNING**

*The seats or lounges are not to be stood on, or used as steps to enter or exit the boat. This practice could cause injuries to the boat occupants and also damage the seat and or fabric.*

### FABRICS

Prior to cleaning any fabric, we suggest testing the cleaning solution on an inconspicuous area.

Vinyl tops and upholstery can be cleaned using a neutral soap and water solution. Vinyl cleaners and conditioners are not recommended for use on upholstery. To prevent rainwater seepage at the seams, a coating of Scotch Guard can be applied on the inside of the vinyl top.

Mildew can occur if the boat does not have adequate ventilation. If mildew does occur, it can often be removed using a solution of hot water and laundry bleach (as per manufacturer's instructions). Brush the solution into the affected area, leave for 10 to 15 minutes and rinse with plenty of fresh water.

### CANOPY/BIMINI CARE

Canopies and biminis should be cleaned regularly. The fabric can be cleaned without being removed from the frame. Simply brush off any loose dirt. Hose down and clean with a mild natural soap in lukewarm water. Rinse thoroughly to remove soap. Do not use detergents.

**WARNING**

*Ensure canopies and bimini are stowed before trailing the vessel. Towing the vessel with the canopy or bimini in the up position could affect the vessels warranty.*

### INSTRUMENTS AND GAUGES

When instruments are exposed to a saltwater environment, salt crystals may form on the bezel and plastic covers. These salt crystals should be removed with a soft damp cloth; never use abrasives or rough, dirty cloths to wipe plastic parts. Neutral household detergents or plastic cleaners can be used to keep the instruments bright and clean.

**NOTICE**

**Safety Equipment**

*Check your safety equipment after each outing.*

*PFDF's should be washed and completely dry before storage.*

*Check anchor lines for wear and tear. All shackles should be free of rust or oxidation.*

*Check the dates on flares and fire extinguishers to ensure they are current.*

*If you have any doubt about the safety item you have inspected - replace it.*

#### **WARNING**

Cleaning products can be dangerous. Some are poisonous; others ignite or react with a hot part of the vessel e.g. out-board motor. Some are dangerous if the fumes are inhaled in an enclosed space. When using anything to clean your boat, be sure to read and follow the manufacturer's instructions.

Never use the following to clean your boat:

- Petrol
- Benzine
- Carbon tetrachloride
- Acetone
- Paint thinner
- Turpentine
- Lacquer thinner
- Nail polish remover
- Any products containing these or similar items.

#### **THE HULL**

The plastic compound used by Polycraft is a low density Polyethylene manufactured specifically for the construction of our boats. The material is UV stable and has a UV rating of 11 which is much higher than most plastics (for example, a wheelie bin which spends all its time in the sun and outdoors only has a UV rating of 2).

Polyethylene has an impact resistance around 5 times better than fiberglass. It is quite difficult to severely damage a boat made out of polyethylene as the inherent nature of the material is to flex on impact.

Your hull is roto moulded, it does not need to be painted as the colour is in the material and the hull needs minimum maintenance.

Always wash the boat off with fresh water after removing it from the water.

#### **CLEANING/WASHING**

To keep your boat looking in showroom condition after each use spray with fresh water to remove salt and dust. Wash the boat using fresh water and a sponge. Rinse and wipe dry with a soft cloth. Ensure the boat is allowed to dry completely before storing. If your boat has excessive dirt and grime, you can safely use either engine degreaser or truck wash. Apply the cleaner, scrub the bad spots then wash down with a high pressure hose.

#### **HULL THICKNESS**

Your Polycraft hull has an average thickness of 10mm. This is only an average, the thickness does vary in different parts of the boat as different sections of the boat require more or less strength.

#### **REPAIRS TO THE HULL**

In most cases a heat gun and some poly welding rod (can be supplied by Polycraft) is all that is required. If you are not quite the home handyman, we recommend the services of a professional plastics repairer, such as a car repairer who specializes in repairing plastic bumper bars etc.

#### **APPLYING TO STICKERS TO YOUR HULL**

Heat the boat with a heat gun until it takes on a shiny appearance, then allow to cool and clean with SHELLITE cleaner. Stickers can then be applied to the prepared surface.

#### **SPECIAL CARE FOR MOORED BOATS**

If permanently moored in salt or fresh water, your boat will collect marine growth on the bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

Periodically haul the boat out of the water and scrub the bottom with a bristle brush and water.

It is recommended to paint the hull below the waterline with a good grade of antifouling paint if permanently moored.

#### **To antifoul your Polycraft boat**

Step 1 - Sand the hull with a medium to course grade sandpaper

Step 2 - Clean surface with high pressure cleaner

Step 3 - Apply Buff Primer as per instructions (Altex Coatings\*)

Step 4 - Apply Ultra Build 520 as per instructions (Altex Coatings\*)

Step 5 - Apply suitable antifouling that best suits your particular location.

NEVER use red lead or red oxide primers.

NEVER use mercury, arsenic or copper-based bottom paints,

## TOWING

Never exceed the towing capacity of your vehicle.

## MAINTAINING THE TRAILER

Galvanized trailers are coated in a galvanized finish. This chemical process bonds very hot liquid zinc to the trailer and its components. The zinc covering forms a barrier that protects the steel under the zinc. The environment in which the trailer is used, stored and maintained determines the level of deterioration of the zinc. In areas of high humidity, high salinity or poor water quality, it is common for the zinc finish to deteriorate very quickly. A high level of care is required in these environments.

Trailers must be washed thoroughly after use and stored in a dry, well ventilated area. Salt residues may drop onto your trailer from the hull above while in storage. If this occurs, wash as soon as possible.

It is normal as the zinc surface ages that a white powder (calcium carbonate) forms on the galvanized components. Calcium carbonate is normally evident in the low drainage points of the trailer where salt residues collect.

## COUPLINGS

Connect the coupling to the tow bar by placing the coupling directly over the ball, pull up the handle and let the coupling slide down over the ball then release the handle letting it bottom out on the top of the coupling. Mechanical, hydraulic and standard couplings need to be greased every six months or when there is no grease present on the shafts.

## SAFETY CHAINS

Connect the safety chain to the vehicle with D shackle supplied with the trailer. Do not use a padlock between the safety chain and the car while travelling.

## JOCKEY WHEEL

When maneuvering the trailer on either concrete, lawn or a soft surface, the jockey wheel should be in its wound down position. This enables easier maneuvering of the trailer.

## AXLES AND SPRINGS

It is recommended that the suspension components be inspected at least twice yearly for any evidence of loose u-bolts, bolts and corrosion or breakage of the leaf springs. Painted and galvanized suspension components should be sprayed regularly with products such as lanolin based sprays.

## WHEEL BEARINGS

Wheel bearings should be checked at least every 90 days and before putting the boat away for any lengthy period. They should be replaced every 6 months depending on trailer use.

For a quick check, jack up the wheel and give it a wobble from side to side.

If there is slack in the bearing you will need to retighten the axle hex nut and give the wheel a spin.

If it is noisy you will need to change the bearings.

If you re-assemble the hub and there is evidence of water, this will also render the bearings unfit for use and require replacement.

Routinely check the wheel hubs whenever you stop for fuel or refreshments. If the hub feels abnormally hot, inspect the bearings before continuing. On extended trips, carry spare when bearings, seals and races.

## BRAKES

If your trailer is braked, the braking system is a disc brake over-ride system with either mechanical (cable operated) or hydraulic (fluid operated) brakes.

At any sign of deterioration, mechanical brake cables need to be replaced. To adjust the tension on mechanical brakes ensure the boat, motor and all equipment are on the trailer. The cable can then be adjusted at the front pulley or the adjustment bolt on the calliper. Remember to leave enough slack in the cable to allow for the flex in the trailer while underway.

Trailers with a gross mass over two tonne are fitted with hydraulic electric braking system and disc braked on all four wheels. This system needs an in-car electronic electric brake controller to operate it correctly, owner supplied and fitted by an auto electrician. The braking unit must be mounted high over the coupling and kept clear of submersing and high pressure cleaners at all times.

It is important to check the trailer's brakes for operation prior to departure on each trip.

## TYRES

Correct tyre pressures are located on the label at the front of your trailer and on the tyre's side wall. Regular checks for the correct inflation pressure and uneven tyre wear should be carried out. It is recommended for maximum tyre life that the tyres be rotated on the rim every 12 months or 6 months for heavy use. It is also recommended that a spare wheel is carried along with the tools required to change them.

### WARNING

Wheel nut torque on the trailer wheel and the spare wheel should be checked at regular intervals.

## TRAILER FRAME DRAINAGE

It is important that the drain holes throughout the trailer frame are kept clear and checked on a regular basis. This allows for drainage of any trapped water to exit the frame.

## **TRAILER LIGHTING**

Lighting and wiring need a six month in section to ensure that there is no cracked lamp lenses, no corrosion has got into the wiring, lamps and that all functions of the lamps are working.

Check tail lights and turn signals work when attached to the towing vehicle. Before backing the trailer into the water, disconnect the light plug from the car. This will greatly reduce the chance of blowing out the trailer lights.

## **HAND WINCH**

Never overload your winch, use it only for the application it has been supplied for on normal ramp conditions. All winches are fitted with webbing straps (the same material as seat belts). This material is designed for higher load rating and braking strain, compared to equivalent cable.

When you finish with the trailer remember to check that the winch strap is dry to avoid rusting on the winch drum. Oil the winch shafts, bushes and gears periodically when needed.

## **FITTING BOATS TO THE TRAILERS**

All Polycraft boats must be trailered and stored on a Polycraft approved trailer. The full length skids on these purpose built trailers, help to support and cradle the hull. Trailering and storage of a Polycraft boat on a regular 'rollered' trailer will see the hull warp and buckle due to the impact of the hull weight on the roller mounds. And will void your warranty.

Once your boat has been correctly set up on a Polycraft approved trailer you should mark the height of the skids and check regularly to ensure the post heights have not changed. Incorrect setup could alter the performance of your boat and possibly void your warranty. Galvanized parts should not be touching any part of the hull and the side Teflon skid pads should be positioned as far out from the keel as possible then to be adjusted up firm against the hull of the boat.

If your boat doesn't come up straight after trailer adjustment and all skid pad measurements are correct, then check that the boat sits horizontal in the water. Even a very slight lean will bring the boat up to one side. Move fuel tanks, fishing gear etc to bring the hull horizontal to the water.

The boat should be fastened to the trailer by a cable or strap from the bow eye to the winch, plus a safety chain or cable from the bow eye to the winch stand or trailer tongue. The stern of the boat should be tied down to the trailer but do not over tighten the straps to the point where your boat is flexing in towards the centre. The

boat transom-to-trailer tie down straps and winch lines are designed for normal towing conditions on paved roadways and moderately rough secondary roads (at slow speeds only). We recommend the use of additional straps or rope tie downs for securing the boat to the trailer, particularly for longer trips or whenever you expect to encounter rough roads. The use of a motor support bracket is also recommended.

## **TRAILERING TIPS**

### *Handy Tip*

Remember to close all hatches and doors in the boat before trailering. Store all loose equipment, so it cannot slide, fall or blow out. Ensure the canopy/bimini is down and secure and that all seating inside the boat is also secured. It is possible for seats to move while travelling – ensure all seats are strapped down and securely fastened. If you haven't hinged your storage seat lids make sure they are strapped or attach elastic eyelets to ensure your lids do not fly off while travelling on the road.



## WARRANTY

### ABOUT THIS WARRANTY

1. NATIONAL POLY INDUSTRIES PTY LTD CAN 107 251 267 trading as POLYCRAFT (“Polycraft”) warrants that, subject to the terms of this warranty, it will either, at its sole discretion, replace or repair any Polycraft boat affected by a defect or fault caused by poor workmanship for a period limited to:
  - 1.1 four (4) years from the date of purchase for all boats used in recreational applications; or
  - 1.2 one (1) year from the date of purchase for all boats used in commercial applications.
2. A purchaser of a Polycraft boat (in this warranty referred to as “you”) will only be entitled to make a claim under this warranty if the defect or fault first appears, and Polycraft is informed of the claim, within the duration of that warranty period and in accordance with paragraph 3 of this warranty.

### HOW TO MAKE A CLAIM

3. To make a warranty claim under this warranty, you must:
  - 3.1 notify Polycraft in writing at the address shown at the end of this warranty (noting that updates to that address may have been notified via the Polycraft website) within fourteen (14) days of the existence of any defect or fault becoming apparent and provide Polycraft with the opportunity to inspect the defective or faulty boat within twenty-eight (28) days (or sooner if reasonably requested by Polycraft) of such notification; and
  - 3.2 send the original invoice evidencing the purchase of your boat to Polycraft at the address shown at the end of this warranty.
4. You must bear all expenses of making a claim, whether valid or otherwise, under this warranty.

### WHEN THIS WARRANTY DOES NOT APPLY

5. This warranty has no application in any of the following circumstances:
  - 5.1 the defect or fault is caused by you or any person (other than Polycraft) using your Polycraft boat other than for its manufactured purpose;
  - 5.2 the defect or fault is caused by neglect, accident or improper use (which includes, without limitation, any competitive use);
  - 5.3 your Polycraft boat is not used, stored, transported or maintained in accordance with the Polycraft owners manual which is available at our website: [www.polycraft.com.au](http://www.polycraft.com.au) (“Owner’s Manual”)

- 5.4 without limiting clause 5.3, your Polycraft boat:
  - 5.4.1 is stored or transported using a multi roller trailer rather than the recommended full length slides trailer;
  - 5.4.2 is stored or transported without the use of an engine support bracket;
  - 5.4.3 is improperly or insufficiently tied down to its trailer;
  - 5.4.4 is transported other than via a fully sealed road; or
  - 5.4.5 is not used or maintained in accordance with the capacity plate attached to the boat;
- 5.5 the defect or fault is caused by an act of God, an act of war, storm, hail, wind or other natural event or force of nature;
- 5.6 the defect or fault is caused by reasonable weathering/degradation over time;
- 5.7 the defect or fault is caused by negligence (other than by Polycraft), abuse, willful damage or other deliberate act or operated outside the limits of the design specification;
- 5.8 the Australian Builder plate or the serial number or identification marked on your Polycraft boat is removed, defaced or altered;
- 5.9 the defect or fault is caused by windscreen/ windshield damage including leakage around the windscreen/windshield or other design openings; or
- 5.10 the defect or fault is the result of after sale modifications, repairs or the installation of fittings which are not suitable for the Polycraft boat or weaken its integral properties.

### WHO THIS WARRANTY BENEFITS

6. This warranty is provided to the original purchased only and is not transferable.

### LIMITATIONS ON CLAIMS

7. Polycraft’s maximum liability for a claim made under this warranty is limited to your original purchase price for your Polycraft boat.
8. This warranty does not apply to the colour or appearance of the Polycraft boat, which may alter.
9. Polycraft is not responsible for any loss or damage to your boat which occurs in the course of shipping.
10. Polycraft is not responsible for any freight or delivery charges to or from Polycraft’s premises relating to the repair or replacement of your Polycraft as a result of a claim being made under this warranty, which cost shall be borne by you.

11. Without limiting paragraph 7 above, any payment under this warranty is limited to the cost of repairing or replacing the above (at Polycraft's sole discretion) and does not extend to any indirect or consequential loss, claim, expense or damage resulting from or caused by any defect or fault, including, but not limited to cost of the outboard engine, loss of income, profits or goodwill or loss sustained by third parties.

#### **ADDITIONAL RIGHTS**

12. In addition to this warranty, certain legislation, including the Australian consumer Law, may give you rights and remedies which cannot be excluded, restricted or modified. This warranty must be read subject to that legislation and nothing in this warranty has the effect of excluding, restricting or modifying those rights.
13. Apart from this warranty and any implied rights and remedies arising under legislation that cannot be excluded, restricted or modified, all guarantees, warranties or other implied terms (including terms implied by custom or usage) are hereby excluded to the extent permitted by law.

#### **CONTACT DETAILS**

Our postal address and contact information as at the date this warranty was prepared are as follows:

Polycraft Boats

89 Childers road

Bundaberg Qld 4670

Contact—The Manager

Phone—(07) 4131 3400

sales@polycraft.com.au

Please check our website at [www.polycraft.com.au](http://www.polycraft.com.au) for updates to that contact information .

#### **Note:**

*Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonable foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.*



Optional & Standard Features	3.00 Open	4.10 Open	4.10 C/Con	4.10 S/Con	4.50 Open	4.50 F/Run	4.50 C/con	4.50 S/Con	4.50 R/bout	4.80 C/con	4.80 S/Con	4.80 F/Run	4.80 Cuddy	5.30 C/Con	5.30 F/Run	5.30 Cuddy	5.99 C/Con	5.99 Cuddy
Anchor Well	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Bait & fillet board														O	O	O	O	O
Bilge Pumps (2)										S	S	S	S					
Bilge Pumps Auto (2)														S	S	S	S	S
Boarding Ladder														O	O	O	O	O
Boarding/grab rail										S	S	S	S	S	S	S	S	S
Bollard										S	S	S	S	S	S	S	S	S
Bow rails		S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Bow roller					S	S	S	S	S	S	S	S	S	S	S	S	S	S
Bow shackle	S																	
Cleat	S	S	S	S	S	S	S	S	S									
Carpeted floor	O	O	O	O	O	O	O	O	O	S	S	S	S	S	S	S	S	S
Carpet front & rear casting decks		O	O	O	O	O	O	O	O									
Centre console seat & back rest														S			S	
Console grab rail			S			S								S			S	
Consoles			S	S		S	S	S		S	S	S		S	S		S	
Cuddy cabin									S				S			S		S
Cushion set - front					O	O	O	O	O	O	O	O	O	O	O	O	O	O
Cushion set - rear					O	O	O	O	O									
Front Casting deck insert										O	O	O						
Front casting deck		S	S	S	S	S	S	S		O	O	O						
Front hatch storage										O	O							
Front lounge										O	O	S	O					
Front lounge cushion pack										O	O	O	O					
Fuel tank 70 litre					O	O	O	O	O	S	S	S	S					
Fuel tank 130 litre														S	S	S		
Fuel tank 200 litre																	S	S
Glovebox						O			O					O	O		S	S
Gunwhale Grab Rail	Sx4	Sx2	Sx2	Sx2	Sx2	Sx2	Sx2	Sx2	Sx2								Sx2	Sx2
Long storage seat					O			O										
Hydraulic Steering						O	O	O	O	O	O	O	O	O	O	O	O	O
Non feed back steering			S	S		S	S	S	S	S	S	S	S	S	S	S	S	S
Pedestal box and seat				S+O		Sx2			Sx2			Sx2	Sx2		Sx2	Sx2		Sx2
Polycraft Logo	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Pin stripes		S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Rear casting deck insert		O	O	O	O	O	O	O	O									
Rear fold down lounge										S	S	S	S	S	S	S	S	S
Rear lounge b/rest & cushion										O	O	O	O	S	S	S	S	S
Rear storage/bait box		O	O	O	O	O	O	O	O									
Rod Holders	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Rowlocks	S																	
Screen Rail			O				O			O				S			S	
Side console				S				S			S							
Side pockets		O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Shelf			O			O												
Ski Hooks	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Survey standard foaming	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Transom bait box										Sx2	Sx2	Sx2	Sx2	SX2	SX2	SX2	Sx2	Sx2
Transom Plate	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Transom Plate with splash plate					S	S	S	S	S	S	S	S	S	S	S	S		
Winch point		S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Windscreen			S	S		S	S	S	S	S	S	S	S	S	S	S	S	S

S = standard feature O = Optional feature

**OWNER/BOAT IDENTIFICATION**

Owner's Name		
Address		
City/Town		
State	Post Code	
Boat Model	HIN No.	
Engine Type	Serial No.	
Trailer Type	VIN No.	
Reg. No.	Colour	Date of Sale / /

**DEALER INFORMATION**

Dealer Name		
Address		
City/Town		
State	Post Code	
Sales Person		
Service Manager		

Dealer Stamp

# ***POLYCRAFT***

89 Childers Road

Bundaberg

QLD, 4670

Free Call: 1800 336 603

[polycraft@polyindustries.com](mailto:polycraft@polyindustries.com)

**[www.polycraft.com.au](http://www.polycraft.com.au)**