

OWNER'S MANUAL



AQUAMASTER
ALLOY BOATS

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Welcome Aboard Your New Aquamaster Boat

Congratulations and thank you for choosing Aquamaster Alloy Boats, we hope your decision was because we pride ourselves on quality and workmanship. Our skilled technicians have proudly built your boat to ensure durability, versatility, and effortless on-water performance.

A premium Australian tinnie brand, we stand behind every boat that we build and assure you that all Aquamaster Alloy boats meet or exceed Australian safety standards relating to load and horsepower capacity, floatation, electrical, steering, ventilation, and fuel systems. All we ask is that you read this manual thoroughly and follow your local boating rules and regulations so that you enjoy many years of safe boating.

Whether you are new to boating or not, please take the time to read this manual so that you become familiar with your new boat. Whether this is your first boat or your next boat, not all boats are built the same and this manual was written to educate you and provide some general boating information. The level of information may be less detailed in some cases and more detailed in others.

You will also notice throughout this manual that we have provided some handy hints and tips relating to the care and maintenance of your boat and general safety information to ensure you enjoy trouble free boating.

Your Aquamaster Dealership will assist you with the registration of your boat warranty. They will be happy to answer any questions concerning warranty, performance, accessories, and service.

Fishing and boating are passionate pursuits for many Australian families, and we believe there is nothing better than spending time on the water and unwinding with family and friends. The Aquamaster Team are all very passionate about boating and fishing and work and play in this environment and wish you many years of safe and enjoyable boating in your Aquamaster boat.

Enjoy your Boat!

Introduction

Welcome aboard! This Owner's Manual is intended to help you care for and become familiar with your new boat. While it contains information to assure safe and enjoyable boating, it does not provide everything you need to know. We recommend you read all the information provided to you by the Dealership for your boat, outboard engine, trailer, and any electronics that have been fitted to your boat as they contain instructions on the best way to operate each item. This manual does not change any of their specifications, operation, maintenance instructions or warranty guidelines.

Throughout this manual, there are many tips and hints on care and maintenance, and valuable information alerting you to safety hazards so that you can enjoy a safer boating experience.

If you have any questions or concerns, please contact your local Aquamaster Dealership for assistance. You can find them by visiting our website, www.aquamaster.com.au.

Just like any other vehicle, your boat will need regular cleaning and maintenance to ensure longevity and optimum performance. Many boats are used in harsh, saltwater environments and routine maintenance keeps your boat looking great and on the water! As a boat owner, you are responsible for ensuring your boat remains seaworthy and is not a marine pollution risk.

To maintain the integrity and safety of your boat, motor, and trailer, you should only use qualified people to perform maintenance and modifications.

Your Aquamaster Dealership will give you a full explanation on how to operate your boat before you take delivery, however, it is strongly recommended that you have additional training on boat handling and safety.

MOST IMPORTANTLY:

Don't forget to insure your new boat against loss or damage by theft, fire, and other causes. This can be arranged through your Aquamaster Dealership.

Boating Safety

Always participate in safe boating practices, the onus of safety rests with the skipper and as the skipper, you are responsible for yourself, your travel buddies, and the public. Familiarise yourself with your new boat. Whether you're a newcomer or an experienced skipper, being safe on the water is a responsibility that we all share. Common sense operation, maintenance and complying with the Law are very important.

Learn the boating rules in your state or territory as safety and legal requirements do differ. Boating rules and regulations are in place for your safety and should be adhered to. We strongly recommend that you seek additional training on boat handling and safety. Depending on the size of the boat you have purchased, you will need a boat licence, in fact, it is important to note, that some states require you to undergo a boat training course to obtain a boat licence.

Minors must be supervised by an adult when operating a boat. Many states have laws regarding the minimum age and licensing requirements for minors. Contact your local Department of Transport for the rules and regulations of boating for minors.

Always have one life jacket for each person in the boat. Children should always wear a life jacket when on the boat.

Equip your boat with the correct safety gear, e.g., fire extinguishers, flares etc. and keep it all in good working order and suitable for your boat and travel buddy load. Remember to check the expiry dates periodically.

Ensure you and your travel buddies are familiar with the operation of the safety gear and where it is located.

It is recommended that at least one of your travel buddies is familiar with the operation of your boat, in case of an emergency.

WARNING:

Failure to comply with the Law and obey safety rules may result in serious personal injury or death.

Inspect the hull, trailer, engine, safety gear and all boating equipment and electronics on a regular basis.

Carry a marine radio – do not rely on mobile telephones.

Do not incorrectly load or overload your boat. Overloading your boat is one of the easiest ways to capsize it and puts at risk the safety of everyone on board. By allowing more travel buddies on board a boat than its maximum capacity, increases the risk of capsizing significantly.

Weather protection such as a bimini, and front and side clears may adversely affect the stability of your boat in windy conditions. Proceed with caution in bad weather.

When using the boat in exposed waters or in rough conditions or carrying heavy loads, the skipper should consider reducing the number of travel buddies taken on the trip.

Make sure all travel buddies are properly seated in appropriate seating locations and store heavy items low, central, and secured in a place where they can't move around. If your items are stowed correctly the boat has more chance of being level when at rest or up on the plane.

Know your fuel tank capacity, and make sure you have enough fuel for your trip. Keep an adequate reserve of fuel in case plans change due to weather conditions or other unforeseen circumstances.

Make sure that the emergency stop switch is in proper operating condition and use the lanyard when underway.

Whilst the boat is underway, gunwale riding, bow riding (unless the boat has been designed to carry travel buddies in the bow area), sitting on raised seating and on seat backs is dangerous behaviour and not permitted. Do not allow any person to hang over the bow or gunwales whilst boat is in motion. Ensure all travel buddies are properly seated before setting out as standing whilst the boat is moving is dangerous. The skipper must sit in the driver's seat whilst the boat is in motion.

Always operate your boat with care and common sense. Consider other water users, keeping a lookout for divers and swimmers and allow plenty of room when passing another watercraft. Be mindful that other boats may not follow the boating rules.

Clear visibility is a must when driving a boat. If required, seat travel buddies and move gear for maximum visibility. Assign a travel buddy to help when visibility is limited.

Observe speed limits and watch your wake, particularly when close to shore, in harbours and around moored craft etc. Alcohol limits apply on the water.

Prepare for challenges and reduce your risk. Consider various emergency situations and always have a plan.

Should your boat capsize, stay with your boat so that you are easily located by search rescue teams. Please note however, your boat is not intended to act as a flotation device if capsized, thus the importance of wearing life jackets should you have any doubt about your safety or that of your travel buddies.

When night falls, it is a completely different world on the water, and so boats that operate from sunset to sunrise, whether at anchor or under way, must carry and display the correct lights.

Designate an assistant skipper for extra safety and remember, if you're the skipper, you're responsible.

HANDY TIP:

- Always consider the weather conditions before using your boat.
- It is your responsibility to know the rules and regulations and you must always maintain full control of your boat.
- Always advise a family member or friend and the relevant marine rescue authorities of your destination and expected return.

Read the Australian Builders Plate (ABP) inside your boat, it provides essential safety information. It will tell you the maximum outboard size and weight, number of travel buddies and load capacity allowed, which includes people, personal items, outboard engine, and fuel. It also gives buoyancy information and a warning statement about alteration of the boat. The information on the builder's plate will vary for each model in our range and can be found near the helm.



The maximum load as stated on the plate must be obeyed and should be reduced in conditions of increased risk, i.e., in bad weather or when going offshore. Do not overload or incorrectly load your boat. This is one of the easiest ways to capsize your boat, risking the safety of everyone on board.

WARNING:

Failure to comply with the Law and obey safety rules may result in information.

WARNING:

If you are considering repowering your boat, do not exceed the maximum outboard horsepower on the Australian Builder's Plate. If the horsepower is greater than what is recommended, you will not be meeting your safety obligations.

Your Hull Identification Number (HIN) Explained

AUAMC1234K505

1	2	3	4	5	6	7
AU	AMB	N420	4	K	5	05

1. Made in Australia
2. Manufactured by Aquamaster Alloy Boats
3. Represents the model of the Boat
4. Signifies how many of that model made in that year to date
5. The month the boat was manufactured
6. This number signifies the year of manufacture
7. These two numbers signify the model year

A = January

B = February

C = March

D = April

E = May

F = June

G = July

H = August

I = September

J = October

K = November

L = December

Therefore, this boat was manufactured in Australia by Aquamaster Boats, is a 420 Open, is the fourth one to be made this year in November in 2005 for 2005.

Pre-Boating Checklist

- ✓ Read all applicable owner manuals
- ✓ Check the weather conditions prior to launching
- ✓ Have an emergency plan in case of bad weather or a marine incident
- ✓ Is the battery fully charged?
- ✓ Ensure drain plug/bung/s are securely in place
- ✓ Ensure you have sufficient fuel & water for the trip
- ✓ Adhere to the capacity label located inside the boat
- ✓ Do you have a life jacket for each person?
- ✓ Check the expiry date of all safety equipment and ensure it is in good working order
- ✓ Is the propeller tight & secure, no cracks, no bent blades and turns freely when in neutral? Does the steering system work smoothly?
- ✓ Check hoses and connectors are not leaking or damaged
- ✓ Are lights, pumps, and electronics in working order?
- ✓ Check your trailer – ensure the boat is properly secured to the trailer and the trailer to your car. Secure all loose items in the boat
- ✓ Advise someone where you are going and when you will be back

Warranty

Your Aquamaster boat is backed by a Limited Warranty. It is important to be aware of the terms of your boat warranty, as well as your outboard engine and trailer, as they can all be quite different. If a problem arises with your boat because of workmanship or materials, contact your Aquamaster dealership as soon as possible to determine if it may be covered by the warranty. Make sure you have your serial number, and model number readily available for the items that require a warranty repair. Your boat has been built for normal boating conditions. Using your boat in dangerous conditions or outside of its design limits may void your warranty.

Registering your Boat

Each state has a Department of Transport and all boats with an engine of 3kW or more are required to be registered if they are on the water. Ensure that the registration label or numbers are fixed in the correct location as advised by the issuing authority.

Insurance

Insurance for loss by fire, theft or other causes, and liability protection against accidents is a must. As a boat owner, you are legally responsible for any damage or injury caused when you or someone else is operating your boat.

Boats can also be extremely tempting to thieves. Make sure you take the necessary steps to reduce your chance of boat theft. The Water Police recommend you take the following measures:

- ✓ Store your boat out of sight, preferably off the street
- ✓ Ensure that your boat has a HIN number
- ✓ Use trailer wheel clamps and tow hitch locks
- ✓ Register your boat on the National Marine Register

Accidents and Assistance

If you are involved in an incident, you must report it to authorities as soon as possible. If a person dies or disappears because of an incident, it **MUST** be reported immediately.

If a collision occurs, immediately account for all travel buddies. Assess the hull and if required, activate the bilge pumps to reduce any water intake. Call or signal for assistance and when you are safely back on land, report the collision to the authorities.

If you see a distress signal or a boat in trouble, treat it as a real emergency and provide assistance.

MOST IMPORTANTLY:

If you are involved in an incident, report it as soon as possible. If a person dies or disappears because of an incident, report it immediately.

Travel Buddy Overboard

When a travel buddy falls overboard, do not jump in after them. Turn your engine off, throw them a lifebuoy ring or life jacket, always keeping them in sight. Help them back into the boat, preferably over the stern, so as not to capsize the boat. If they are injured, raise the alarm immediately. It is a clever idea to practice your 'buddy overboard' drill skills whenever possible and in all types of conditions.

Medical Emergency

Your boat should have a first aid kit on board which should include seasickness tablets and a pair of pliers for removing fishing hooks. The kit should be watertight and accessible. We recommend boat owners/skippers get first aid certified as it enables them to assist a person who becomes injured or unwell in the event of an accident or emergency until help arrives.

Safety Equipment

It is your responsibility as the owner/skipper to ensure that your boat is equipped for the type of boating being performed. Each state has its own requirements regarding safety equipment, and therefore, you must obtain the right safety information. It is recommended that you regularly check expiry dates on all safety equipment and ensure that all equipment is in good working order.

Further to the compulsory list of requirements by each individual state as noted above, the following practical list of safety gear is recommended:

- Anchor and Chain (To Match Boat Size)
- Bailing Bucket
- Basic Tool Kit
- Binoculars
- Boat/Motor/Accessory Manuals
- First Aid Kit
- Mooring Lines and Fenders
- Navigation Equipment, including Local Charts and Compass
- Paddles/Oars
- Pocket Multi-Tool Pocket Knife
- Portable AM/FM Radio
- Spare Parts such as Propeller and Hardware, Spare Fuses, Key & Light Bulbs
- Sunglasses
- Sunscreen
- Torch and Spare Batteries

Life Jacket/Personal Flotation Devices (PFD)

Each state has their own rules and regulations regarding life jackets/PFDs (Personal Flotation Devices) and when they are required to be worn. It is the responsibility of the owner and/or skipper to ensure the boat is equipped with the suitable number of PFDs to match the maximum number of people listed on the Australian Builders Plate located inside the boat. A child's life jacket should fit them properly and must always be worn. Never hesitate to ask your travel buddies to wear their life jacket, especially if circumstances cause the slightest doubt about safety or where local boating regulations stipulate their use.

Emergency Stop Switch and Lanyard

The engine powering your Aquamaster boat comes with a lanyard and emergency stop switch. It is strongly recommended that the lanyard be secured to the skipper before starting the engine and whenever the engine is operating. The lanyard is a safety feature designed to activate the switch and turn the engine off whenever the skipper moves far enough away from the helm.

Alcohol and Drugs

The same rules apply on the water as on our roads and driving a boat under the influence of alcohol and/or drugs is illegal and dangerous and will not be tolerated. The sunshine, wind and waves combined all multiply the effects of alcohol which can put your safety and the safety of your travel buddies at risk.

WARNING

Be aware that some prescription drugs can put you and your travel buddies safety at risk.

Trailers

Your trailer should be set up with care and attention. If your trailer has been set up correctly it will tow better and sit behind the car properly. Your boat will also come on and off the trailer more easily.

Ensure there is sufficient weight on the tow ball to avoid swaying from side to side. The rule of thumb is if it's a one tonne BMT package there should be at least 100kg on the drawbar. Two tonnes should be around 200kg and so on.

Your boat should be properly secured at the bow eye and transom. Use two ratchet type tie-down straps to secure the transom to the trailer. Use a soft material or carpet to ensure the tie down straps do not damage the paint when using them. Your trailer will be equipped with one or two safety chains. If your trailer has two safety chains, these should be crossed over one another.

Check the air pressure in the tyres, especially when the trailer may have been parked for a long time, low air pressure can cause tyre blow-outs. Tyre pressure information can usually be found on the VIN plate. Your tyres usually need a considerably higher air pressure than normal automotive pressures. Do NOT under-inflate. Check when cold and check tyre treads and sidewalls for damage, after all, your trailer is what gets you safely to and from the boat ramp.

Ensure your outboard engine is trimmed up to avoid hitting low lying obstacles.

Adhere to your trailer's load capacity, it is not designed to carry extra equipment.

Have your trailer brakes inspected annually and keep the wheel bearings properly lubricated. If you trailer has bearing buddies, do not overfill with grease as this can cause premature bearing failure.

Straps, ropes, and cables all have a limited lifespan, periodically check that they don't need replacing.

Check the trailer lights before your trip and make sure there is no loose articles in the boat that could blow out during transit.

WARNING

Remember, it's your responsibility to ensure the trailer is in roadworthy condition.

Trailer checklist

Before each trip to and from the boat ramp, always check the following:

- Is the coupling fully locked down on the tow ball?
- Is the safety chain/s properly attached to your vehicle?
- Is the bow tight against the bow chock?
- Is the bow chain shackled to the boat's bow eye?
- Are the stern tie-downs firmly in place?
- Is the outboard engine trimmed up to avoid hitting low lying obstacles?
- Are the tyres properly inflated to the recommended pressure?
- Are the tyres in good condition?
- Are the wheel nuts tight?
- Are the lights connected and working?

Removing the Trailer from your Vehicle

Chock the trailer wheels before removing the trailer from your vehicle. Remove any wet gear and rubbish from your boat. Remove bungs and use the jockey wheel to raise the bow of the boat so any water in the bilge flows aft to the bilge pump or drain plug.

Travel to the Ramp

If your boat has a bimini, ensure it is stowed before travel. Traveling with the bimini in the up position may affect your warranty. Remember to close all hatches and doors, secure seating and store any loose equipment in a safe space so that it cannot slide, fall, or fly out of the boat during transport. Your boat is not a trailer, therefore, it should not be treated like one.

Launching your Boat

Know the ramp you are launching from. Observe others, is it steep or Slippery? Beware of tides (it's always best to launch as close to high tide as possible) and know where the end of the ramp is. All boat ramps only extend a certain distance. That means somewhere underwater is a substantial drop off. It is a good idea to seek some local knowledge when launching at a new ramp.

Before reversing the trailer into the water, allow bearings to cool down as hot bearings suck in water which can cause bearing failure. This is the perfect time to prepare your boat before launching.

Prepare your boat for launching away from the ramp, don't transfer items from the car to your boat or sort out your fishing gear and fuel when you are on the boat ramp holding up other boat users. Always distribute the load evenly, both fore and aft as well as from side to side, so that the boat remains level. Make sure the key is in the ignition, this is also a good time to kick over the engine to ensure you don't have a dead battery. It is better to find out before the boat is off the trailer and in the water. Don't start and run the engine out of the water, you'll damage the water pump.

Ensure the trailer is correctly secured to the car and unplug the taillights. Always keep the safety chain on until the trailer is in the water!

When you have everything in order, move towards the boat ramp queue. Make sure the trailer winch hook is attached to the bow eye. Undo the tie-down straps. Check the bungs are in place and tight. Get the dock lines ready, and if you have fenders put them in place and remove transom tie-down straps. If your boat has an outboard motor, trim it up to avoid it dragging on the ground.

Back down the ramp using all your car's mirrors and apply the brakes gently. Use small steering adjustments as you back the trailer down and stop when the trailer wheels are half in the water.

Get a buddy to spot you down the ramp if you're not feeling completely comfortable with the launch. Having a second set of eyes is a great way to ensure that the boat makes it safely to the water. Put your vehicle in park with parking brake and release the trailer winch and safety chain. Give the boat a little push and slide it slowly off the trailer to float in the water.

Take care with the winch handle when the ratchet is off. The boat could roll back causing the winch handle to spin, which can lead to serious injury.

Log on with the local volunteer marine rescue group and advise of any changes or observed danger throughout your trip

Put on life jackets before crossing designated coastal bars

Listen to broadcasts of up-to date weather forecasts.

Display the correct navigation lights (running and anchored) between sunset and sunrise and when visibility is restricted

MOST IMPORTANTLY

Always keep the safety chain on until the trailer is in the water!

Retrieving your Boat

Log off with the local volunteer marine rescue group. Wait your turn to put your boat back onto the trailer at the boat ramp. Reverse your trailer down the ramp about the same depth as for launching. Make sure all your travel buddies are out of the boat. Attach the trailer winch strap and line the boat up with the trailer rollers (be aware that the boat may swing around in the wind). Once it's lined up, reel the winch ensuring the ratchet is properly engaged to prevent the boat rolling back off the trailer. When the boat is completely in, raise the engine, attach the safety chain, and drive up the ramp. In the carpark, ensure all loose items are put away. Attach all the tie-down straps. Isolate all battery power sources. Unscrew bungs to release water and check the trailer lights are working and the boat is secure before driving home.

MOST IMPORTANTLY

Ensure the winch ratchet is properly engaged to prevent personal injury and stop your boat rolling back off the trailer

MOST IMPORTANTLY

Regular trailer maintenance will ensure that you drive your boat safely to and from the ramp.

Boarding Travel Buddies

Board one at a time, and do not allow them to jump into the boat as this can affect stability. The builder's plate will tell you the maximum number of people allowed on the boat, do not exceed this number.

Seats and lounges should not be stood on as this may damage the seat and or fabric which will not be covered under warranty. Load and buddy weight will affect the performance and handling of your boat. Show them where to sit to ensure their weight is distributed evenly.

Always have one life jacket for each person in the boat and advise where they are kept. Children should always wear a life jacket when on the boat.

Designate an assistant skipper for extra safety, should you be unable to drive the boat for any reason.

Starting the Engine

The break-in and starting procedures can vary between brands and models. Ensure you read the handbook supplied with the engine.

Steering & Basic Manoeuvring

All boats steer by the stern, 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 to other boats.

It is important to note that there are no brakes on a boat. Stopping is achieved by allowing the boat to slow down (under 10 km/p/h) and putting the engine in reverse. Gently increasing reverse power allows you to stop the boat in a very short distance. A boat does not respond to steering in reverse as well as it does when moving forward, so do not expect to accomplish tight turning manoeuvres when backing up.

Devote some time to learning how to manoeuvre your boat once you have moved away from the dock. 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 your boat before attempting any full throttle operation.

Docking

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

Approaching the dock

When approaching a dock, lower your speed to allow the wake to subside before it reaches other boats, or docks. As you get close to the dock, check for any wind or current that may affect your manoeuvre, then approach with these factors in mind. Try to use the elements to your advantage. Allow them to carry the boat into the dock. 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 dock. 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 dock. When the bow is within a few metres of the dock (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 dock. These steps are reversed for docking to port. A precaution should be taken not to allow limbs between the boat and the dock.

Mooring

To attach lines to deck cleats, make a loop in one end of the line and pass it through the hole in the base of the cleat; then pass the loop back over the entire cleat. The line can now be used to secure the boat. Lines may be kept this way while underway, providing they are coiled and cannot become tangled in deck gear or props. In heavy sea conditions, all lines should be removed from the deck. Fenders should also be used when mooring the boat to protect the side of the boat.

Leaving the Dock

Consider 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.

Towing Other Boats

Our boats are not designed for towing other boats. It is important that you DO NOT use your boat to tow another boat. Damage caused to your boat from towing another boat will not be covered under warranty.

Anchoring

Choose a well-protected space where the boat has room to swing without hitting another boat or object. Drive your boat slowly into the wind or current, whichever is stronger and stop when you get to where you want to anchor. Lower the anchor slowly from the bow, feeding out the rope 3 to 6 times the depth of water, and when it hits the bottom of the seabed, slowly back away until the anchor takes hold. Pull on the anchor to make sure it is holding and if you are drifting, reset and re-check.

Different anchors serve different purposes. When you purchase your boat, ask your Aquamaster Dealership for their recommendation on the most suitable anchor type and size for the type of boating you are mostly planning on doing.

Retrieving the Anchor

Move the boat slowly forward until the boat is directly above the anchor. Pull straight up on the anchor rope to break the anchor free from the seabed and retrieve the anchor.

Never anchor by the stern only because a strong current can pull the stern of a small boat under water.

HANDY TIP

In case of an emergency, the anchor and line should be stored where you can use it quickly.

Water Sports

Water sports involves towing people behind your boat, and you must know your responsibilities. It is up to you to know the person’s ability and experience prior to towing them. They must wear an appropriate lifejacket that fits and is suitable for their activity.

You must have a competent observer who can promptly, clearly and consistently communicate to the skipper if there is a danger, or potential for danger, or if the skier signals the observer; or the skier has a mishap.

When retrieving a person from the water, always turn the outboard engine off. If left idling in neutral and the outboard is accidentally knocked into gear, an injury may occur.

Towing hand signals

Know these hand signals for water-skiing, wakeboarding and other similar activities.

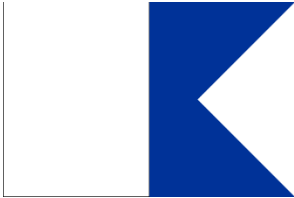
	Speed Up Thumbs up		Turn Circling motion above head followed by pointing in the direction of the turn		Stop Hand raised with fingers outstretched
	Slow Down Thumbs down		Back To Shore Pat top of head		Skier Down Hand or ski / board raised in the air

WARNING

To avoid serious injury when retrieving a person from the water, always turn the outboard engine off.

Divers and Swimmers

A blue and white flag will be displayed when divers are about. Divers can surface at any time, often a significant distance from where they entered the water. In the interest of diver safety, your boat is excluded from operating within 50 metres of a diver in the water, speed limits also apply.



Night-time divers will display a light signal as red over white over red in a vertical line, meaning the boat is restricted in its ability to manoeuvre.



MOST IMPORTANTLY

The rules governing the use of a dive flag may vary by state and locality, ensure you do your due diligence

If you or your buddies are diving or swimming from your boat, make sure the boat is anchored securely and ensure the person left in the boat knows how to operate the boat in the event of an emergency.

Boat Performance

If your boat spends a lot of time in the water, ensure you keep the bottom of the boat clean. This will avoid barnacle build-up and other marine life hitching a ride which can affect the boat's performance and worse still, penetrate the hull and cause damage.

Trimming your Outboard Engine

Trim refers to the angle of the propeller shaft relative to the boat. When your boat is stationary and the shaft is parallel with the surface of the water, this is known as neutral trim.

The prop shaft's angle is important because it directs the power from the outboard engine. Changing the angle changes which direction the boat will be pushed. When the powerhead is very close to the transom, the propeller shaft is pointing up, which will push down the stern and lift the bow. When the powerhead is further away from the transom, the propeller shaft is pointing down, which will lift the stern and push the bow down.

The correct trim will ensure your boat gives maximum performance. Incorrect trim will cause your boat to either plough or porpoise. Therefore, 'prop down, bow down - prop up, bow up'. Trimming will become second nature once you get used to the way your boat responds to how you move the trim lever.

Fuel Economy

For best fuel economy, you want to aim for the manufacturer's recommended wide-open-throttle RPM, which is typically between 5000 and 6000 RPM. Some of the most common mistakes are overloading your boat and using the wrong propeller.

Propeller

Operating your boat with a wrong or damaged propeller can reduce speed, affect fuel economy, and create unpleasant vibrations. This will also impact your boat's performance and your motor's service life. Inspect your propeller periodically for excessive wear and tear or blade damage and repair or replace as needed.

Do not allow your travel buddies near the propeller when the engine is running or switched off. Propeller blades are very sharp and can continue to turn when engine is idle.

The Fuel Rule

Practice the 25% rule for good fuel management. 25% getting there, 25% there (cruising, skiing, fishing etc), 25% getting home and 25% in reserve for emergencies.

Ensure no-one is on your boat and that the engine and all electrical equipment is switched off before topping up with fuel. To avoid spills, fill the tank in a well-lit area ensuring there is plenty of ventilation.

WARNING

Fuel is highly flammable, clean any spills immediately to avoid serious injury or damage to your boat or the paintwork

Portable Tanks

A portable tank may be supplied with your outboard. Remove from the boat before filling and ensure any spilled fuel is washed away before placing back in the boat. Some portable tanks have an automatic air venting system, whilst others have a manual screw that must be released before the tank can be used.

Built-in Tanks

The fuel tank is built under the floor at the time of manufacture and the filler cap is at deck level. The capacity of each model's tank varies due to the differing under floor dimensions available to fit the tank into. If a fuel sender is fitted to the tank and a fuel level indicator gauge is fitted (sometimes digitally), it should only be used as an indication of remaining fuel. Because boats tend to change angles often, your gauge should not be relied upon as an accurate indication of fuel contents.

Battery

It is recommended that the battery in your boat should be a marine battery. A marine battery can withstand higher levels of vibration and movement. The cause of most marine battery problems is from lack of use. It is recommended to run the motor every 4 weeks with muffs for approximately half an hour, to boost the battery. Alternatively, purchase a battery charger to trickle charge the battery and to ensure it is always at full capacity.

HANDY TIP

Before each trip, make sure your battery is fully charged

Bilge Pump

The function of the bilge pump is to remove water that collects in the bilge, which is the bottom of the inside of the hull. Most of the time, water that collects in the bilge is incidental. It could be rainwater or water from spray collecting in the boat or wash-down water that collects in the bilge while the boat is being cleaned.

Bilge pumps are often fitted with float switches which automatically switch the pump on once the bilgewater gets to a set level, however, most pumps are not capable of pumping out a flooded boat and should not be relied upon in such an emergency as the boat's battery may become inoperative.

WARNING

Do not rely on a bilge pump in an emergency.

Instruments

Instruments are usually supplied by your outboard manufacturer and their operation will be more fully described in the outboard handbook.

Navigation Lights

Navigation lights must be used between sunset and sunrise or when boating conditions restrict visibility. When under way, you must switch on both portside and starboard side lights plus your all-around mast light. When anchored, you must display the all-around mast light.

General Care & Maintenance

This manual does not include care and maintenance of your outboard and its systems, this information is covered in your outboard owner manual.

Regular freshwater motor flushes are key to longevity for your outboard engine. Make freshwater flushing a habit. Hook your hose up to the outboard and flush according to the outboard manufacturer's recommendations immediately upon returning from the boat ramp. If you are not using your outboard, ensure you flush the engine every 4-6 weeks.

Cleaning the Inside of your Boat

Your boat will last many years with proper care and maintenance. Vacuum upholstery and the carpet to remove any dust, dirt, sand, or food. Remove bungs and hose off salt water as soon as possible after using your boat. Wash all surfaces of the boat with water and a damp cloth, remove any greasy marks with a mild detergent (always read the label) and use a chamois or soft cloth to wipe dry.

Occasionally remove the floor to clean the hull using fresh water. Flush the bilge area thoroughly with fresh water after every use. Salt water can cause problems if normal maintenance is not undertaken.

Cleaning the Outside of your Boat

The best way to protect your boat is to clean the dirt, dust and salt water picked up from the road or waterways immediately after using your boat. Remove bungs and use a soft sponge with warm soapy water ensuring the detergent you use is suitable for your painted or unpainted boat. Rinse off with fresh water, hosing out the bilge to remove any accumulated sand and dirt. Wipe dry with a chamois or soft, clean cloth, paying particular attention to joins around fittings etc. where moisture and salt is likely to remain. Allow the hull and carpet to dry thoroughly for at least 2-3 days before storing.

It is good practice to regularly inspect your boat for any signs of wear and tear or damage. Repairs should be performed immediately to avoid accumulation of marine growth which can potentially create drag and limit the efficiency of your boat.

Cleaning the Windscreen

Saltwater is capable of etching and damaging your windscreen. Ensure you use generous amounts of fresh water and a clean, soft, grit free cloth or soft sponge to wash off salt, dust, and grime. There is no need to use detergent or chemicals. When finished, rinse with fresh water and dry with a damp chamois.

HANDY TIP

Anything abrasive such as wire brushes, scouring pads or harsh solutions should never be used on the surface of your boat. This can create small scratches that collect dirt, sand, marine growth, and other foreign materials.

Taking Care of the Paint

Reseal any paint penetrations as soon as you notice them, as failure to reseal may cause corrosion and blistering in these areas. Aluminium reacts naturally to salt and moisture, and produces a protective coating called oxide. This reaction can cause the paint to bubble and flake off in areas where the paint seal has been broken and moisture has entered. This is only a cosmetic reaction and will not affect the boat structurally. You may not notice this reaction is occurring in an unpainted boat because there is no paint to bubble and flake.

Unpainted Boats

A shiny, unpainted boat will normally develop a dull surface oxidation film over time which protects the metal naturally. Salt and moisture are common causes, and it is important to note that oxidation does not affect the boat structurally. The shiny aluminium finish can be restored; but eventually, this protective coating will naturally reoccur.

Storing your Boat

Store your boat “bow high” so that all water drains out the Bungholes. Store in a garage or carport to protect it from the elements and keep dry and out of the sun when not in use.

If you permanently moor your boat in salt or fresh water, it will collect marine growth on the bottom of the hull. You can prevent this by periodically pulling the boat out of the water and scrubbing the bottom with a soft bristle brush and water. Or paint the hull below the waterline with good marine grade antifouling paint.

WARRANTY

We work very hard to build premium quality boats and are very proud of our workmanship. We believe you will get the very best from your boat with regular cleaning and maintenance, washing all areas with fresh water both internally and externally to avoid damage caused by harsh, saltwater environments.

We warrant to the original purchaser that we will, for a period of thirty-six months (3 Years) from the date of purchase from an Aquamaster Dealership, make good any manufacturer defects, provided that the boat has been operated and maintained in accordance with the Three-Year Limited Warranty Special Provisions listed below.

Aquamaster Alloy Boats Warranty Special Provisions

Warranty is subject to proof of purchase, and we will make good any manufacturing defects upon receiving written notice within seven (7) days of finding the alleged defect or within a timeframe deemed reasonable by Aquamaster Alloy Boats.

Aquamaster Alloy Boats are built for recreational use only and your boat will not be covered under warranty if it has been damaged by neglect, accident, improper use, fair wear and tear or used for racing, commercial or competitive purposes.

Each boat must be maintained and stored according to our recommendations and must not be moored for extended periods of time.

The boat must be used in accordance with the Australian Builders Plate and must not be modified, altered, or have had any unauthorised repairs. The boat must have a legible serial number and must not have been fitted with an engine which exceeds the maximum horsepower or engine/transom weight.

The boat will not be covered under warranty if it has been damaged because of a motor and/or accessories being installed or fitted incorrectly.

The boat must be transported on the correct trailer. Damage to the boat because of improper support or incorrect trailer adjustment will not be covered.

Timber floors and carpet is limited to installation for a period of twelve (12) months and does not cover the effects of weather or wear and tear. Aquamaster Alloy Boats provides a general warranty as to the fit for purpose for the period of twelve (12) months from the date of purchase for upholstery, however damage caused by UV (sun damage), cuts, abrasions or tears are not covered by this warranty. Seats and lounges should not be stood on as this may damage the seat and or fabric which will not be covered under warranty.

Paint warranty is limited to defective paint or application for a period of twelve (12) months. This does not cover the normal effects of oxidisation, degradation caused by dissimilar metals, galvanised corrosion, electrolysis, fuel damage or general wear and tear.

All other items supplied and fitted by Aquamaster Alloy Boats which are not manufactured by Aquamaster Alloy Boats are subject to their own manufacturer's warranty. This excludes windscreen/windshield breakage and leakage around windscreens/windshields or other designed openings.

Approved repairs will be carried out ex-factory or by a nominated repairer. No boats will be received without prior approval and freight to and from, will be the purchaser's responsibility. The warranty does not cover any consequential expenses beyond the warranty repair of the boat itself.

Aquamaster Alloy Boats, may at its absolute discretion, determine whether any damage has been caused by a defect in manufacture and may repair the fault in any such manner as it thinks fit. This warranty only applies to defects in manufacture appearing under proper use of the boat. Aquamaster Alloy Boats will not be liable for consequential loss of any kind arising out of the supply or use of the boat.

Some Important Points raised throughout this manual:

- The person in control of your boat must have a boat licence
- The person in control of your boat must wear the safety lanyard when the boat is in operation
- Do not tow other boats
- Do not operate your boat in a swimming area
- Do not operate your boat whilst under the influence of drugs and alcohol
- Do not drive your boat at high speeds in the vicinity of other boats
- Gunwale riding, bow riding, sitting on raised seating and on seat backs or the transom is dangerous behaviour.
- Do not let your buddies stand whilst the boat is underway
- Propeller blades are sharp, do not let anyone near them when the engine is running or idle to avoid serious injury
- All travel buddies must be seated when boat is underway
- Do not use your boat in adverse conditions beyond the boat's capability
- Ensure the appropriate Navigation lights are used between sunset and sunrise or when boating conditions restrict visibility
- Wash away fuel spills to avoid damage to your boat
- Wash your boat inside and out with fresh water after use
- Leave boat permanently tilted when stored to avoid pooling water

Handy Tips

- Use fenders to protect your boat when pulling up to a pier or another boat.
- Ensure your battery is fully charged before your trip.
- The “Hull Identification Number” (HIN), loading capacity and horsepower ratings are stamped on the Australian Builder’s Plate which is always located on the right-hand side of the boat, visible to the person driving the boat. For your safety, please comply with this plate.
- The skipper must always maintain clear visibility. Designate a travel buddy to assist when visibility is limited.
- Please be aware that the requirements for PFD’s may be different in your state or territory. For example, the type or level of PFD required for the activity you are doing, your location, when it is required to be worn and how often the PFD must be inspected.
- Don’t forget to attach the emergency stop switch lanyard to a secure place on your clothing, your arm or leg whilst operating your boat.
- In the unlikely event your boat capsizes, try to turn off the engine to prevent damage or injury. Locate all your buddies, stay with the boat, and wait for emergency assistance and do not try to swim to shore, it is usually further than you think.

Enjoy your Boat!

The information provided in this manual is a recommendation only. Aquamaster Alloy Boats cannot accept any liability in respect to incidents occurring through errors or omissions or changes in suppliers or relevant regulations.

AQUAMASTER

ALLOY BOATS

We recommend you are familiar with safe boating practices and comply with your local boating regulations.

**Boats built by hand at our factory
in Hillcrest, Queensland**



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