

BB-MNL-2005/Ver.1.0



**PLEASE READ THIS INSTRUCTION MANUAL CAREFULLY
BEFORE ASSEMBLING YOUR BOAT!**



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Table of Contents

- 1. General**
 - 1.1 Introduction**
 - 1.2 Manufacturer**
 - 1.3 Type**
 - 1.4 Category**
 - 1.5 Danger Notices**
- 2. Description and particular of the boats**
 - 2.1 Measurements and weights**
 - 2.2 General drawing and name of parts**
 - 2.3 Standard accessories and option**
- 3. Environment**
 - 3.1 Discharge of pollutants**
 - 3.2 Advisable speeds**
- 4. Installation of the boat**
 - 4.1 Assembly**
 - 4.2 How to assemble marine plywood floorboards**
 - 4.3 How to set aluminum stringer**
 - 4.4 Information for outboard motor**
- 5. Operation information**
 - 5.1 General information Assembly**
 - 5.2 Inflation – deflation**
 - 5.3 Loading**
 - 5.4 Operation: Power**
 - 5.5 Warning when running**
 - 5.6 Towing – Anchoring – Mooring**
 - 5.7 Air chamber failure**
 - 5.8 Water hazards**
 - 5.9 Beaching**
- 6. Transportation**
 - 6.1 Lifting the boat out of the water**
 - 6.2 Disassembly**
 - 6.3 Storage**
 - 6.4 Cleaning**
 - 6.5 High altitude use**
- 7. Maintenance**
 - 7.1 Repair procedure**

1. General

1.1 Introduction

This manual has been compiled to help you to operate your inflatable boat with safety and pleasure. It contains details of the inflatable boat, the equipment supplied or fitted, its systems and information on its operation and maintenance. Please read it carefully, and familiarize yourself with the inflatable boat before using it.

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

PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE INFLATABLE BOAT.

1.2 Manufacturer

This boat is built by : Baltik Boats Sole distributor : Affordable Inflatable
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HIN code of this boat is *****

1.3 Type

This is an inflatable boat that gets its form, strength and buoyancy by means of inflation with air. The boat is designed for small voyages in sheltered waters. (Design category C under the European Boating Directive)

1.4 Category

This boat is meant to be used in Design Category C : Inshore

Description of Design Category C :

Short trips on open water e.g. from the beach etc., are well possible with this boat. Take the necessary precautions when using this boat in other design category.

<p>This boat is suitable to be used as tender to a mothership boat. If the mothership sails at open sea, the Baltik Boats inflatable can be used around the mothership.</p>
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<p>If this boat is used around the mothership at open sea, take the necessary precautions! Don't lose contact with the mothership! Wear lifejacket at all times!</p>

1.5 Danger Notices

The safety precautions in this manual are classified into the following three levels. Please be particularly careful when performing operations that have a high degree of danger.

DANGER	Denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.
WARNING	Denotes an hazard exists which can result in injury or death if proper precautions are not taken.
CAUTION	Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personnel injury or damage to the craft or components.

2. Description and particulars of the boat

2.1 Measurements and weights

BALTIK BOATS INFLATABLES

Table here

2.2 General drawing and name of parts

(picture)

2.3 Standard accessories and option

COMPONENTS INCLUDED WITH EACH BOAT

Table here

* Repair kit comes with 2 pcs fabric (same color) and 60g glue in orange can.

* These parts are subject to change without notice to improve quality.

3. Environment

3.1 Discharge of pollutants

Prevent pollutants from the water around your boat. Using the water for watersports also means taking care of a clean watersports environment.

3.2 Advisable speeds

When running, be cautious of high speed because it may :

- **be dangerous to yourself or anyone or anything in the water in front of you.**
- **cause considerable waves behind the boat which damages the waterfront.**
- **cause unnecessary noise to follow watersporters.**

4. Installation of the boat

4.1 Assembly

CAUTION
DO NOT use a compressed air source (i.e., automotive tire air compressor) to inflate boats. Over inflation through the use of compressed air may result in ruptured seams and/or bulkheads.

1. Remove any sharp objects from flat surface where boat will be assembled.
2. Unfold and spread boat out flat.
3. Open up the valve cap. Verify the valve core is in up and closed position.
Attach pump to each valve.



4. If using the boat for the first time, fully inflate boat by attaching pump to each of the valves, on at a time, and pump air to maintain a balance of pressure between chambers until fully filled. When boat is fully inflated, push and open valve core and allow approximately 1/2 the air to escape. Close valve core and continue with assembly.

CAUTION
Do not inflate keel until floorboards are installed.

5. If boat has been previously inflated, attach pump to each valve, one at a time, and add air to each chamber to 1/2 capacity of chamber.

**** To open valve: Depress valve core & rotate clockwise.**

4.2 How to assemble marine plywood floorboards

- 1) First of all, the boat should be inflated about 30 – 40 %.
- 2) Set No.1 and No.4 floorboard first with the numbers facing up.
- 3) Then set No. 2 and No.3 floorboard.
- 4) Make sure all floorboards are well seated in correct position then push down the joint slowly and firmly until getting flat position.



- * Floorboard for bigger boat, use a rubber mallet or something else that is not too hard. If not, push floorboard with your legs (shoes on) but slowly and firmly.
- * If the floorboards would not get in easily, fully inflate the boat without floorboards and leave it inflated for 10 minutes. Then deflate the boat for easier installation of floorboards.

4.3 How to set aluminum stringer

After setting the AL. framed floorboards, put the aluminum stringer into the sides of floors as shown.

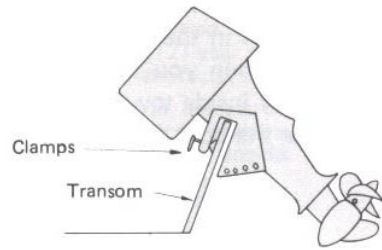
- * In order to put aluminum stringer easier, put an oar under the fabric floor as shown.

4.4 Information for outboard motor

Selecting the optimum outboard motor is critical to the performance and long life of your boat.

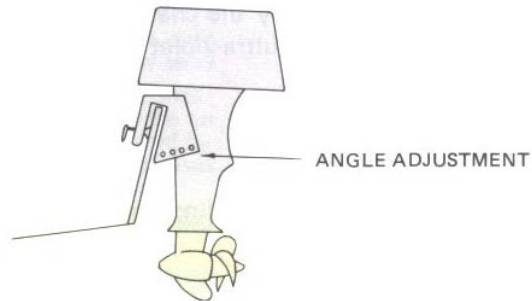
1. MOUNTING MOTOR

- Unlock motor for tilting and mount the motor as shown below.
- The motor should be in the center of the transom.
- Secure the clamps and make sure thoroughly tightened.



2. STARTING THE MOTOR (Gear must be in neutral)

- Pull your boat into water and lock the motor.
- Make sure that it is in neutral and that there is nobody in the water alongside of the boat.



*** Do not install the outboard motor too high as this causes slipping it on sharp turns. However, installing it too low might causes the water splashes into the boat.**

5. Operation Information

5.1 General Information

This is a boat. All rules of the waterways apply to users of this boat.

This boat is not equipped with lights and should be used only during daylight unless auxiliary navigational lights are installed.

This boat should not be operated while under the influence of drugs or alcohol.

Unfortunate accidents on water can happen unexpectedly. For your safety, a buoyancy or life vest should be worn at all times.

Be sure to check national and local boating information such as tide tables and charts, and also safety regulations before using your boat.
Use the boat under the instruction of supervisor.

5.2 Inflation and Deflation

Proper inflation and deflation is critical to the long life of your boat.

INFLATION

Beginning at starboard and port after inflation compartment valve that are rear air chambers, put through air in each chamber to spread out the boat but do not fully inflate the tube. Do not inflate any one chamber in full at a time as this causes unnecessary stress the inside bulkhead. Maintain a balance of air in each chamber and by this method, the bulkheads that divide the main air chambers are maintained so that there is equal pressure and approximate inflated size on each side of the bulkhead.

WARNING
OVER-INFLATION CAN CAUSE STRUCTURAL DAMAGE TO YOUR BOAT. DO NOT ALLOW YOUR BOAT TO STAND IN DIRECT SUNLIGHT WHEN OUT OF THE WATER, AS THIS CAUSE EXPANSION TO THE DAMAGE OR BURSTING. (MAXIMUM AIR PRESSURE : 0.3 BAR)

DEFLATION

To deflate, open valves and let the air out of each chamber and roll slowly from both ends until all air is expelled. The main thing is to let the air out as evenly as possible to avoid sudden pressure changes on the internal bulkheads.

5.3 Loading

- 1. Do not exceed the weight carrying capacity of the boat's identification plate.**
- 2. Each person in the boat should wear a life jacket (PERSONAL FLOTATION DEVICE).**
- 3. Oars or paddles, and a repair parts kit should be carried for emergencies.**
- 4. All loads placed in the boat should be distributed uniformly to provide proper boat trim when under way.**

5.4 Operation : Power

WARNING

DO NOT OVERPOWER! Overpowering can result in severe handling and/or stability problems.
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WARNING

EVERYONE ON THE FLOOR. When under power, EVERYONE should sit on the floor, NOT on inflation tubes or the row seat, to prevent falling overboard.

WARNING

SINGLE OPERATION. When operating under power without passengers, weight should be as far forward as practical. Rapid acceleration should be avoided to prevent the possibility of backward flipovers.
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WARNING

BEWARE OF OFFSHORE WINDS AND CURRENTS.

WARNING

USE A LANYARD SWITCH. This switch will stop the engine if, for any reason, the operator leaves the control.
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5.5 Warning when running

Followings are the important information to run the boat.

1. Running and turning

In case more than two person will get on boat, it is important to decide the sitting position of person in good consideration of the special features of its boat. When the boat is headed up prior to "plain sailing", it is effective to keep down the boat from heading up any further by the persons sitting toward bow side. However, an excessive sitting there might cause a dangerous head-down position when boat gets "plain sailing". Nevertheless, the extreme sitting of two person on stern in the head up positions will cause another risk, or overturn, when wind is blowing toward you. When you are turning your boat, reducing speed is required. When boat is turning it will tilt considerably inside towards the turning center. Therefore, turning to leeward or when waves are high, might cause the boat flooded with water or its overturn owing to even a slight shifting of gravity center.

2. Be careful about "shallows" "unknown reefs"

Our boat is designed with more than two air chambers. Therefore, although one of the air chambers leaks by puncture, the boat endures at least 50% of the payload. However, be careful about shallows or unknown reefs lest they should scratch your boat.

3. Avoid the boat exposed under the sun for a long time. Otherwise, by the changing air pressure inside the tubes due to temperature variation, and physical reaction by ultra-violet rays, the aging of the materials will be accelerated.

4. Refrain from smoking when you are on boat or refueling oil.

5. Never go in or around the swimming area on your boats with engine propelling, as there will be a serious danger for swimmers getting injured by your intrusions.

5.6 Towing - Anchoring - Mooring

1. If the inflatable boat is towed by another boat, the inflatable MUST BE EMPTY.

**The towing line should be secured to the "D" rings on each side of the boat.
The towed boat must be observed continuously.**

2. ANCHORING and MOORING lines should be secured to the bow "D" ring.

5.7 Air Chamber Failure

Should an air chamber fail, shift the weight to the opposite side. Secure the leaking chamber as necessary (by tying-up or holding-up) and immediately proceed to the nearest shore.

5.8 Water Hazards

- 1. Wrecks, reefs, rocky shores, sand bars, and shallows should be avoided or approached with caution**
- 2. When boating in unfamiliar waters, obtain information on local water hazards before launching.**

5.9 Beaching

- 1. It is recommended that the boat not be powered onto the beach, dragged across rocks, sand, gravel or pavement as damage to the boat skin may result.**
- 2. Do not allow water to accumulate in boat as damage to the floorboards and transom board is possible.**
- 3. Cover the boat to block direct sunlight exposure if the boat is to be stored outside for an extended period of time.**

6. Transportation

6.1 Lifting the boat out of the water

Make sure there are no sharp edges near the boat on the place where you want to lift the boat out of the water. Try to use the grips for lifting instead of the ropes.

6.2 Disassembly

CAUTION
Boat should be clean and dry before rolling up for storage. Remove any sand and debris that may cling to the fabric.

1. Open air valves to deflate boat.
2. Remove seat.
3. Remove side joiners from floor boards.
4. Raise one of the middle floor boards and detach from "H" joints. Remove floor boards.
5. Remove bow and transom boards last.
6. Place floor boards, side joiners and oars in carrying bag.
7. Using foot pump as a suction device, remove excess air from each chamber.
8. With bottom side facing down, tuck tunnel tubes into boat. Roll boat from either end and place in carrying bag along with air pump and hose.
9. All fabric surfaces can be cleaned with soap and water.

CAUTION
DO NOT use a vinyl preservative on fabric surfaces. Chemicals in preservative will damage fabric.

6.3 Storage

Allow your boat to dry thoroughly in the shade before storing, never in glaring sunlight. Store your boat in a cool, flat and dry place with some air in the air chambers if at all possible. If not, empty the boat of air completely and roll the boat up loosely, not tightly as this may damage the seams.

6.4 Cleaning

The surface of the boat should be cleaned with a solution of mild soap and fresh water after each use. To avoid abrasion and wear, be sure that all the sand, small rocks, oil and dirt have been flushed away from the boat surfaces, and particularly the inside floor next to the tubes.

WARNING: NEVER USE PETROL OR SOLVENT FOR CLEANING

6.5 High Altitude Use

Normal full inflation pressure is 3.5 PSI or 250 mbar (24 kPa). If boat is inflated at sea level (low altitude) and transported to a high altitude (i.e., for use in a mountain lake) the air pressure must be reduced at the higher altitude to prevent over inflation.

7. Maintenance

Clean your Baltik boat with just fresh water and normal soap.
To get your Baltik boat shiny, apply wax for artificial leather onto the boat with a dry, clean cloth.

7.1 Repair Procedure

7.1.1 SMALL TEARS, CUTS AND PUNCTURE

Use the enclosed repair kit for small punctures. Clean the fabric around the area to be repaired using M.E.K or acetone then re-clean as before. Apply a coat of glue to the damage part and to the patch material, allowing to dry for 2 - 3 minutes. Repeat the process at least 3 times allowing time to dry between each application. It is strongly recommended that all patch work be allowed to cure at least 24 hours before re-inflating the boat.

7.1.2 Large Repairs of Skin, Seams, Bulkheads and Transom

It is recommended that boat be returned to selling dealer for all large repairs. If this is not possible, contact dealer.

- The Recreational Craft Directive (94/25/EC)

Applicable Standard(s) :

- EN ISO 6185-1, EN ISO 6185-2, EN ISO 6185-3, EN ISO 8665, EN ISO 10087,
EN ISO 10240, EN ISO 14946

(Manufacturer)

Date/Authorized Signature :

Name & Title of Signatory :

/President