

# **STINGRAY**

**MARINE**

**OWNER'S MANUAL**

# Table of Contents

OWNERS MANUAL AND WARRANTY CONDITIONS.....	3
INTRODUCTION.....	4
OPERATION, PERIODICAL MAINTENANCE, INSPECTION AND SERVICING CHART.....	4
NEW INFLATABLE BOAT WARRANTY.....	6
WEIGHT DISTRIBUTION ON BOAT.....	7
NATURAL HAZARDS.....	8
OPERATING PRECAUTIONS.....	8
FIELD OF VISION:.....	9
CAPSIZE RECOVERY.....	9
STABILITY AND BUOYANCY.....	9
ANCHORING, MOORING AND TOWING.....	9
TRAILERING.....	10
TO REPAIR AND CARE FOR YOUR BOAT.....	10
REPAIR INSTRUCTIONS – HYPALON.....	10
REPAIR INSTRUCTIONS – PANATEX.....	10



## **INTRODUCTION**

Welcome to the Stingray Family and congratulations on the purchase of your new Stingray inflatable boat.

Before your boat left our factory, it was thoroughly checked to ensure that both materials and workmanship were of top quality. We consequently have no doubt your boat will give many years of good service.

This manual provides the details of the craft, the equipment supplied, and information on the safe operation. The manual includes information on potential risks and hazard's associated with the operation of the craft and the management of the risks. Please read this booklet carefully and make sure that you follow its instructions to ensure that your boat lives up to your expectations. Failure to follow these instructions may render our warranty useless.

This craft is a design category C craft and has been designed to operate in typical steady winds of Beaufort force 6 or less and the associated significant wave heights of up to 2m. NOTE: Typically such conditions might be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions. Depending in atmospheric conditions, winds can gust to 18m/s.

**THIS CRAFT MUST NOT BE OPERATED BY UNTRAINED OR UNCERTIFIED PERSONNEL, ALL OPERATORS MUST HAVE UNDERGONE THE RELEVANT TRAINING TO OBTAIN A GOVT APPROVED LICENCE TO OPERATE THE CRAFT.**

**ALL PERSONS EMBARKED ON THE CRAFT MUST BE WEARING LIFE JACKETS (PERSONAL FLOTATION DEVICES). FAILURE TO DO SO MAY RESULT IN INJURY OR DEATH.**

**THE ONUS IS UPON THE LEGALLY CERTIFIED SKIPPER OF THE CRAFT TO ENSURE THAT ALL RULES AND REGULATIONS ARE ADHERED TO AND THE BOAT IS IN A FIT CONDITION TO OPERATE.**

**IGNORING ANY ADVICE OR STIPULATIONS CONTAINED IN THESE MANUALS COULD LEAD TO DEATH OR DISABILITY.**

### **OPERATION, PERIODICAL MAINTENANCE, INSPECTION AND SERVICING CHART.**

<b>Item</b>	<b>Servicing weekly as a minimum or before each voyage:</b>
Transom	Inspect for cracks, repair if necessary
Keel Structure	Inspect for puncture/leaks
Floor Boards	Inspect for cracks, repair if necessary
Life Line	Check for parts coming loose, and reglue
Handles	Inspect for parts coming loose and reglue
Rubbing Strake	Inspect for parts coming loose and reglue
Keel Rubber Protection	Inspect for part coming loose and reglue

Seams	Inspect all seams and reglue if necessary
Material Floor	Inspect for places coming loose/tears/wear and tear/abrasion (especially under keel structure) reglue where necessary
Inflation Valves	Tighten/Inspect for dirt and clean if necessary
Hijackers	Inspect for parts coming loose and glue. Remove all sand inside
General	Wash craft regularly with fresh water after use. Hose down all sand. In case of petrol or oil spillage, hose down with fresh water. Should boat be left in the sun, release an amount of air to maintain stable pontoon pressure. Use weak sunlight liquid solution or any similar agent to remove marks.
Fire risk	<p>Ensure that all fuel lines and connections are tight and leak free, All fire extinguishers and firefighting equipment must be regularly serviced and fit for use.</p> <p>Place fire-fighting equipment in a readily accessible place and indicate the position and methods of use to all crew and passengers before operating the craft.</p> <p>At least one fire extinguisher per engine must be provided compliant with local laws. It is the user's responsibility to verify the location of the fire extinguisher and to check the fire extinguishers before operating any equipment on board.</p>
Safety equipment	<p>No safety equipment or mooring equipment was supplied with this craft, care must be taken that all local laws are complied with and that any equipment supplied or fitted is compatible with the craft and its systems and that the equipment and its operation and maintenance is explained to all crew and passengers.</p> <p>Check all safety equipment before the craft is loaded and do not operate without the full complement.</p>
Fuel Tanks	<p>Ensure that all fuel lines are fitted correctly and that there are no leaks or damage. Take care to avoid damage to fuel lines If there are leaks/damage or the fitting is not correct do not operate the craft.</p> <p>When refueling, ensure that no one is smoking and that there are no open flames or sparks. Be careful not to spill any fuel on the deck or on the pontoons. If spillage does occur flush the deck and pontoons with fresh water and check to ensure no damage has occurred.</p> <p>Do not obstruct or modify the ventilation system.</p> <p>Do not store equipment containing petrol in compartment not designed for this purpose.</p> <p>Ensure that the craft has sufficient fuel for the journey.</p>
Engine	<p>Follow all instructions and guidelines in the manufacturer's manuals and adhere to local boating rules and regulations.</p> <p>Never allow unskilled personnel to operate the craft.</p> <p>Check all engine equipment and systems in keeping with manufacturer's guidelines.</p> <p>Do not operate the craft with an engine power rating greater than the maximum recommended power.</p>

	<p>Do not operate the craft with an engine of rated power larger than stated on the builder's plate.</p> <p>Do not operate the craft at negative propulsion unit trim settings (bow down) at high speeds. This may cause the craft to lean over on its side and instability in turns may occur.</p> <p>Never operate the craft without a kill switch lanyard which stops the engine in case of withdrawal.</p> <p>Please refer to the engine manual for additional information on the operation, care and maintenance of the engine.</p>
Electrical System	<p>Improper use of DC systems may result in fire, explosion or electrical-shock.</p> <p>The isolator switches are clearly visible and the position and operation of all electrical equipment including the isolator switches must be clearly demonstrated to all crew and passengers before the boat is operated.</p> <p>The failure of an isolator switch means that the boat must not be operated.</p> <p>The isolator switches must be made safe before the craft is left unattended.</p> <p>Check all switches for correct operation every time they are operated or a minimum of once per week.</p> <p>Check all electrical connections and fuses. The main fuse for the system is located on the battery line and should be replaced with a fuse of the same type and rating if the fuse is broken.</p> <p>All supplementary equipment is self-fused. Please refer to the relevant manual for additional information.</p> <p>When recharging the battery, ensure the connection is correct; there is no water around the connection points. Take care not to touch the positive and negative terminals at the same time.</p> <p>Battery selector switches are located in the console.</p> <p>Where the craft is supplied through a distributor, the distributor shall supply a copy of the following with the craft:</p> <p>A wiring diagram of the electrical system and a list showing the rating of the fuses/circuit breakers as well as the position of the main battery isolator or alternator on the craft.</p> <p>A set of indelible labels close to the switches that clearly point out the circuit each switch controls.</p>

**NEW INFLATABLE BOAT WARRANTY**

Each boat comes with a 3 year structural GRP warranty. The pontoons have a 5 year warranty; conditions apply.

The Manufacturer hereby warrants that the Stingray Inflatable Boat sold herewith was thoroughly inspected at our factory and found to be of excellent quality. The Manufacturer hereby warrants that the materials and workmanship are without defect and that, should the Purchaser prove any defective materials or workmanship within 12 (twelve) months of purchase, the manufacturer will correct such defects within a reasonable period.

**This warranty is subject to the following conditions:**

- That the boat is assembled and treated in accordance with the instructions contained herein.

- The proper installation of the electrical system and the engines is the responsibility of the distributor and any damage that has occurred during the installation is the sole responsibility of the distributor and not Stingray Marine.
- That the manufacturer shall not be liable for any damage due to abuse and/or failure to follow the instructions contained herein. The warranty does not cover consequential damage.
- That the boat is not used for racing or commercial purposes. That the boat is not operated with engines that exceed the HP rating for the specific model.
- Defective pontoons will be replaced with the replacement being done at the Stingray factory in accordance with the following formula. Year 2 – 30% discount Year 3 – 20% discount Year 4 – 10% discount Year 5 – 5 % discount.

**Please Note:**

1. The above warranty is not transferable from the original Purchaser.
2. Unless stated otherwise Stingray Marine's warranty is only applicable to the hull, pontoons and the fitment of the fuel tanks excluding the connection of the fuel lines.
3. Repairs provided for in this warranty will be undertaken at the manufacturer's factory or at a workshop specifically appointed for this purpose by the manufacturer.
4. All goods and services supplied by Stingray Marine are ex works, all transport packing and insurance is the sole responsibility of the purchaser and is for the purchaser's account.
5. The Purchaser must deliver his boat to and fetch from the workshop at his expense.
6. This warranty does not cover accidental tearing or other damage due to contact with sharp rocks or other sharp articles or instruments, neither does it cover accessories such as valves, pumps, ropes, eye-rings, floorboards, keel structures and plugs.
7. Hypalon (material only) carries a 5 year warranty for normal use. Panatex (material only) carries a 3 year warranty for normal use. Please note that Panatex is not classed as fuel resistant.
8. Abuse and normal wear and tear is not covered by this warranty.
9. Pontoons that are operated whilst not properly inflated will not be covered by the warranty.
10. Damage resulting from over or under inflation of pontoons is not covered by the warranty.
11. The repair cost for exported boats will be based on South African labor rates.
12. Claims must be approved in writing by Stingray Marine.

**WEIGHT DISTRIBUTION ON BOAT**

Your boat has been designed to carry the maximum amount of persons and maximum load as listed on the hull identification plate. This must not be exceeded.

Care must be shown at all times to ensure that all loads carried on the boat must be evenly distributed.

Failure to ensure correct load distribution may lead to a drop in optimal performance or capsizing of the boat.

**WARNING:** Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total mass of persons and equipment must never exceed the maximum recommended load. Always use the seats/occupancy areas provided.

**WARNING:** When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim. Avoid placing heavy weights high up.

## **HARMFUL CHEMICALS**

Care must be taken at all times that harmful chemicals such as oil, petrol and battery acid does not come into contact with parts of the boat that may be damaged.

The pontoons of the boat may have its lifespan and safety reduced by the application of harmful chemicals.

If chemicals are applied to the pontoon then they should immediately be flushed with fresh water and checked by your nearest Stingray dealer for damage at the earliest opportunity.

## **NATURAL HAZARDS**

It is the operator of the boats responsibility to ensure that the boat is used in the correct manner.

Correct operation includes ensuring that the operating environment and conditions are conducive to safety, always obtain updated weather reports and check safety equipment before venturing out on your journey.

## **BEWARE OF OFFSHORE WINDS AND CURRENTS**

## **OPERATING PRECAUTIONS**

When operating the boat please ensure the following:

- Prior to operating the craft be aware of local environmental laws and international regulation against marine pollution.
- That there are no underwater obstacles such as rocks which could damage the hull or the propeller of the engine.
- All persons embarked on the boat are wearing life jackets (Personal Flotation Devices)
- Ensure the kill cord for the engines is attached correctly and in easy reaching distance.
- All passengers are seated or secured before performing high speed maneuvers
- There is nobody in the water by the engine when starting or operating the engine.
- When people are in the water near the engine, the engine should be shutdown to avoid injury. People should not be near the propeller or the engine when it is in use.
- In rough weather all equipment must be stored securely to ensure nothing is lost overboard or cause's injury to passengers.
- Before proceeding to sea, the skipper of the craft must ensure that the emergency steering system is compliant with local safety guidelines and is fully functional.
- There are no special requirements for the recovery of passengers who have fallen overboard. When recovering man overboard, ensure the boat is kept as close as possible to even keel by distributing load or passengers to compensate for any imbalance.
- Before setting off ensure that the seacocks, cockpit drains and bungs are closed to prevent water from entering the hull. Bungs are located at transom.
- Keep hatches closed when appropriate, such as rough weather or at planing speed.
- The craft is self-bailing. It is the owner's responsibility to ensure that there is at least one bucket/bailer onboard. The bucket/bailer should be secured to ensure there is no accidental loss.
- Bilge pumps are not factory fitted. Please consult your distributor for more information regarding the bilge pumps

- When in congested high traffic waterways or during poor weather and sea conditions do not operate the craft at high speeds. Reduce the speed and wake of the craft as a courtesy and safety consideration to yourself and others.
- Avoid sudden manoeuvres at speed.
- Observe and obey speed limits and no wake zones while operating the craft.
- Observe right of way as defined by the Rules of the Road and required by COLREG.
- Maintain a sufficient distance to stop or manoeuvre the craft if required to avoid collisions.
- Avoid contact of flammable materials with hot engine part while underway.

### **FIELD OF VISION:**

The operator's field of vision may be obstructed due to the following conditions:

- Propulsion trim angles
- Loading and load distribution
- Speed
- Rapid acceleration
- Transition from displacement to planing mode
- Sea conditions
- Reduced visibility, i.e. from rain, darkness and fog
- Persons or movable gear in the operator's field of vision

### **CAPSIZE RECOVERY**

Capsize recovery is not applicable for this craft.

### **STABILITY AND BUOYANCY**

The following should be noted:

- Any change in the disposition of the masses aboard may significantly affect the stability, trim and performance of the craft.
- Bilge water should be kept to a minimum.
- Stability is reduced by any weight added to the deck.
- In rough weather, hatches and lockers should be closed to minimize the risk of flooding.
- Stability maybe reduced when towing heavy weights.
- Breaking waves are a serious stability hazard.

### **ANCHORING, MOORING AND TOWING**

The anchor and chain for the craft is stored in the forward hatch. Keep the anchor and chain in it storage location when not in used to avoid damage to the craft or injury to the passengers. The chain is attached to the bow towing eye on the forward section of the hull. The craft can be moored using the mooring bollard on the front of the craft as well as the rollbar.

The craft can be towed using the bow towing eye on the front of the hull.

**CAUTION:** Always tow or be towed at slow speed. Never exceed the hull speed of a displacement craft when being towed. A tow line shall always be made in such a way that it can be released when under load. The owner should consider what action will be necessary when securing a tow line onboard.

It is the owner's responsibility to ensure that mooring lines, towing lines, anchor chain, anchor lines and anchors are adequate for the crafts intended use.

## **TRAILERING**

The mass of the craft when loaded on a trailer is unladen mass of the craft, given above, added to the mass of the trailer.

Use a suitable trailer for the craft and its mass.

When the craft is trailered by road the outboard engine and transom must be protected against shock by fitting a transom saver.

## **TO REPAIR AND CARE FOR YOUR BOAT**

We fully realize that our boats are often submitted to the harshest of treatment. Our boats are made to withstand this sort of handling. However, it must be borne in mind that no matter how strong the material of which an inflatable boat is made of, it will be cut by sharp instruments and rocks. In fact, even a fibreglass boat can be damaged by rocks and floating debris. When the boat is not in use do not store in the sun. The boat must be stored in a dry and cool undercover facility. Do not store in a hot metal shed, storage facility with metal roof or hot store with inadequate ventilation.

When the boat is not in use remove the bungs so that the hull can breathe.

Take care not to over inflate the boat. This will lead to material failure. When the boat is pumped to full pressure in a cool environment and is taken into the sun the air will expand and you must release the pressure. When the boat is at sea level and then transported to higher areas the air will also expand and pressure must be released.

Also take care not to operate the boat when it is under inflated. This will damage the cone section at the back due to cycling.

The operating pressures of the boats are:

400mm diameter pontoon	0.25 bar
460mm diameter pontoon	0.23 bar
500mm diameter pontoon	0.20 bar
550mm diameter pontoon	0.10 bar
580mm diameter pontoon	0.10 bar
600mm diameter pontoon	0.10 bar
Keel and hijackers	0.30 bar

## **REPAIR INSTRUCTIONS – HYPALON**

1. Clean area with clean rag and acetone.
2. Sandpaper affected surface with P60 sandpaper.
3. Apply thin first coat of adhesive to both surfaces and allow to dry completely.
4. Apply second coat and bond when tacky.
5. Apply pressure gradually on material and rub patch firmly with smooth object to improve bond.
6. Leave for 3-4 hours before use.
7. Keep tin closed.

## **REPAIR INSTRUCTIONS – PANATEX**

1. Clean area with clean rag and acetone.
2. Apply thin first coat of adhesive to both surfaces and allow to dry completely.
3. Apply second coat and bond when tacky.



