

# ***BAYSPORT BOATS***

## Owner's Manual



[www.baysportboats.com.au](http://www.baysportboats.com.au)

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## **WARNINGS**

The hazard warning symbols shown below are used throughout this manual. Please make sure that you fully understand the contents of the sections where the hazard warning symbols appear. If there are any sections of this manual that you do not understand, please contact your Baysport Boats stockist who will be able to explain the relevant section to you.

Failure to follow the safety recommendations in this manual may result in damage to your boat, the property of others, personal injury or even death.

### **DANGER**

An immediate hazard which **will** result in severe personal injury or death if ignored.

### **WARNING**

A hazard or unsafe practice which **may** result in severe personal injury or death if ignored.

### **CAUTION**

A hazard or unsafe practice which may result in personal injury or property damage if ignored.

### **NOTICE**

Information which is not hazard related but is important for the proper operation or maintenance of your boat.

## ***Welcome Aboard***

Congratulations on becoming the new owner of a Baysport Boat.

In this manual you will find important information about the features of your boat and we recommend that you take the time to become familiar with the contents of this manual.

This manual will provide specific information about the hull as manufactured by Baysport Boats Pty Ltd.

You will also have manuals relating to your engine, electronics and other systems which have been fitted to your boat but supplied by different manufacturers. Those manuals should be read in conjunction with this manual so that you fully understand the features of your boat.

## Australian Builders Plate

Baysport Boats are fitted with an Australian Builders plate which is fitted to the bulkhead near the driver's seat. It shows details of the boat's capability and capacity such as :-

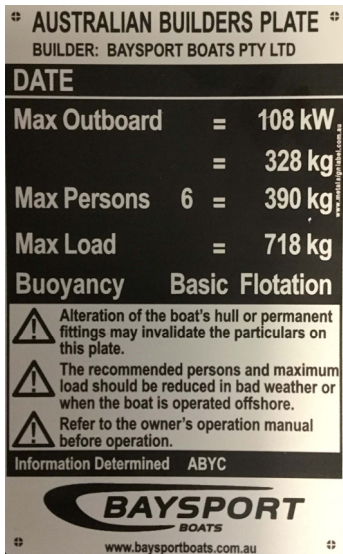
- Maximum outboard engine power.
- Maximum outboard engine weight.
- Maximum number and weight of persons.
- Maximum load includes engine and people.

The Australian Builders Plate on boats less than 6 metres in length will also indicate the buoyancy performance as either Level Flotation or Basic Flotation.

Level Flotation means that a swamped boat **in calm water** will continue to float in a level position allowing the occupants to remain in the boat and bail the boat to remove the water.

Basic Flotation means that the boat will float **in calm water** in some form if swamped and if the boat has capsized, passengers may be able to cling to the sides of the upturned hull.

It is essential that the skipper is aware of the information provided on the Australian Builders Plate on each boat.



### **WARNING**

Overloading a boat may lower freeboard, compromise your safety, affect stability and capsize your boat.

### **NOTICE**

The information on the Australian Builders Plate will be different for each model of boat. The image to the left is an example only.

## Safety

Before enjoying a day out on the water it is essential that you complete the checklist below. Do not operate the boat if you are not able to comply with all of the items in the checklist.

 **WARNING**

Failing to follow these safety checks may result in severe personal injury or death if ignored.

1. Check that the weather is suitable for boating. Weather conditions can change during the day and so it is important to monitor the weather while out on the water.
2. Check that there are sufficient life jackets on board to suit the passengers on board (adult or child), that the life jackets are suitable for the waters in which you will be travelling and that the life jackets are in good condition. Ensure that all passengers know where the life jackets are stored and how to put them on.

Life jackets must comply with the current Australian Standard. At the time of preparing this manual, the current Australian Standard is AS 4578, however this may change and it is the owner's responsibility to ensure that life jackets are compliant with the Australian Standard in operation at the time.

3. If the boat is being towed on a trailer, check that the boat is properly secured to the trailer and that the front and rear tie downs are correctly fitted. Check that the trailer is correctly fitted to the tow ball of the tow vehicle and that the safety chains are properly attached to the tow vehicle. Check that the motor is in the towing position.

Check that the trailer lights are correctly connected to the tow vehicle and that all trailer lights are working correctly. If your trailer has vehicle operated brakes, check that these are correctly connected to the tow vehicle. Check that the trailer brakes are working properly. Check that the trailer tyres are in good condition and have the correct tyre pressure. Check that the wheel bearings are in good condition. Be sure to follow any other recommendations of the trailer manufacturer.

Canopies and bimini tops, front and side clears and back drops are not designed to withstand the extreme wind pressure encountered while towing and should be collapsed and the covers rolled and stored secure. Ensure that all items in the boat are secured while it is being towed.

4. Check that the boat battery is fully charged and that the navigation lights are operational. If a two-way radio or electronic navigational aids are fitted, check that these are operational.
5. Check that the steering wheel turns freely and that the motor is also turning appropriately.
6. Check that you have sufficient fuel for your day on the water. Weather conditions can change during the day and you may need more fuel for the return journey than you did to go out. Ensure that you have reserve fuel so that you can return safely.
7. Check that you have sufficient fresh water on board taking into consideration the number of people on board and the duration of the trip.
8. Check that you have all mandatory on-board safety equipment for the waters in which you will be travelling and that any equipment which has an expiry date (e.g. flares, fire extinguisher etc.) is within the expiry. Ensure that everyone onboard knows where the safety equipment is located.
9. Let someone know where you are going and when you expect to return.
10. At the boat ramp, check that the bungs are securely screwed in before launching the boat into the water.
11. Ensure that you are familiar with all commonwealth, state and local laws and regulations that apply in the waters where you are operating the boat and only operate the boat in compliance with those laws.

A qualified and licensed operator must be in charge of the boat at all times. Never operate the boat while under the influence of alcohol or drugs. Factors such as motion, sun, wind, water spray and engine noise will accelerate the impairment of a person under the influence and severely impact their coordination and reaction time.

The safety precautions in this manual are not all-inclusive. Baysport Boats recommends that all new boat owners who have not undertaken a boating safety

course as part of obtaining their boat driving licence should attend a boating safety course by an accredited boat training organisation and experienced owners should consider a refresher course. Your marine dealer will be able to refer you to an approved course provider.

## ***Fuelling***

Ensure that you only use the type of fuel that is specified by the manufacturer of your engine. Before fuelling your boat make sure that the engine and all electrical equipment is turned off. Make sure that nobody is on the boat while it is being refuelled. All cigarettes, cigars or any other items in the vicinity that may produce a flame or spark must be extinguished. Fill the fuel tank in an open area that is well lit. You may not be able to see fuel spills in poor lighting or darkness.

### **DANGER**

Fuel is highly flammable and fuel vapours can explode. Before fuelling, make sure that the engine is turned off. Do not breathe fuel vapours whilst refuelling.

If the boat is being refuelled while it is in the water at a marina fuel pump, make sure that it is securely moored and that nobody is aboard. Notify the marina staff immediately if any fuel is spilled into the water.

### **WARNING**

Spilled fuel can cause a fire or explosion. If fuel is spilled on to the fibreglass, use a cloth to wipe up the fuel and properly dispose of the contaminated cloth.

The fuel filler cap is located at the rear of the boat just in front of the engine. To fuel the boat, remove the cap by turning it counter clockwise. Put the fuel pump nozzle into the fuel filler opening and make sure that it stays in contact with the fuel fitting during the entire fuelling procedure.

Do not fill the tank to more than 90 percent of its rated capacity to allow for expansion. When the tank is filled, remove the fuel pump nozzle and replace the filler cap. Check to make sure that no fuel has been spilled.



## **Carbon Monoxide**

All petrol powered engines produce Carbon Monoxide gas (CO) as part of their exhaust. It is essential that everyone on board is aware of the potential safety hazard created by exhaust gases.

### **DANGER**

Carbon Monoxide is an extremely toxic, colourless, odourless and tasteless gas. Breathing even small amounts can make you very sick and larger amounts can cause death in a very short time.

Indications of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness and lack of consciousness. Anyone on board who shows signs of carbon monoxide poisoning should be immediately moved to fresh air and receive medical treatment.

In the interests of safety:

- Do not start the engine if you can smell fuel.
- Do not idle or run the engine for an extended time while the boat is stationary.
- Do not idle or run the engine while any camper covers or storm covers are closed. Fresh air must be able to circulate within the cabin area.
- Do not sleep on board while the engine is running or if the engine of a neighbouring boat is running.
- Do not allow anyone to body surf by hanging on to the stern of the boat and do not tow any person in close proximity to the stern of the boat.
- Do not operate the boat at slow speeds when there is a following wind.
- Do not operate the boat at an excessive trim angle. This may result in back drafting where a low pressure area around the stern causes increased carbon monoxide to accumulate within the boat.

## Care and Maintenance

This section describes the care and maintenance procedures for your boat hull and deck. Your Baysport Boat is made of fibreglass reinforced plastic resin that gives the boat its shape and strength. The smooth outside surfaces and some interior surfaces are a thin layer of gel coat resin. Regular care and maintenance of the hull and deck will assist the boat to prolong its appearance and also maintain its resale value.

Trailer maintenance is described in the next section. Please refer to your engine manuals for the care and maintenance procedures to be followed for the engine.

### Hull and Gelcoat Surfaces

After using your boat on the water, rinse the boat hull and deck with fresh water and then wash immediately. Use a mild detergent such as dish detergent with lukewarm water to wash the boat. After the gelcoat has been washed, a marine grade wax recommended for fibreglass surfaces may be applied.

#### **CAUTION**

Smooth gelcoat surfaces can be very slippery when wet.

Fibreglass gelcoat surfaces should be covered when not in use. Gelcoat that has been exposed to sunlight may chalk, fade, yellow or appear dull. Only a porous material should be used to cover gelcoat surfaces as trapped moisture from condensation can cause damage to the gelcoat.

Over time the gel coat surface can develop hairline cracks or “spider web cracks”. These cracks are superficial only and do not affect the structural integrity of the hull and deck.

To avoid damaging the fibreglass gelcoat:

- Never use abrasive cleaners or cleaners that contain solvents, ammonia or chlorine as these will damage the gelcoat surface.
- Do not apply gelcoat wax in direct sunlight.

## **Windshield and Hatches**

It is vital for the safe operation of your boat to have a clean and clear windshield. With use, salt and grime can collect on the windshield and adversely affect visibility from the driving position.

### **CAUTION**

An unclean windscreen may cause a reduction in visibility that can create hazardous driving conditions.

The windscreens and hatches (if fitted) used on Baysport Boats are made from acrylic plastic which can scratch or crack if not cared for properly.

To clean the windscreen and hatch, first flush it with clean fresh water to remove any salt and loose particles. Then use a soft clean cloth and soft soap or household dish detergent in lukewarm water to carefully wipe the windscreen and hatch. Rinse the windscreen and hatch with clean fresh water to remove any remaining soap or detergent. Finally dry with a clean damp chamois.

To avoid damaging your windscreen and hatch:

- Never use any coarse or abrasive cloth or brushes as they may scratch the acrylic surface.
- Never use any cleaners containing acetone or thinners as they will attack the acrylic material.
- Never use any cleaning product containing ammonia as ammonia can cause microscopic cracking to occur throughout the acrylic.
- Never allow a folded canopy or a boat cover to rest on or scrape against the windscreen as the vinyl may scratch the acrylic surface of the windscreen.

## **Upholstery**

The vinyl upholstery used on the seats and side pockets should be cleaned periodically with mild soap and lukewarm water. Then rinse the vinyl with clean fresh water. Allow the vinyl to dry completely before covering the boat.

### **CAUTION**

Failure to allow the vinyl upholstery to completely dry may result in mold and mildew forming.

To avoid damaging your vinyl upholstery:

- Never use any cleaning products containing ammonia, powdered abrasive cleaners, steel wool, strong solvents, acetone and lacquer solvents or other harsh chemicals as they can cause permanent damage to the vinyl.
- Never use steam, heat guns or hair dryers on vinyl.
- Do not use any silicone based protectants on vinyl upholstery. The silicone may cause the vinyl to become hard and brittle leading to cracks in the vinyl.
- Vinyl upholstery should be covered when the boat is not in use to protect the vinyl from unnecessary sun exposure and air pollutants.
- Never allow sunscreen, sun tan lotions or insect repellents to come in contact with the vinyl upholstery as these may contain oils and dyes that may stain the vinyl.
- Do not use wax on the vinyl upholstery as waxes may contain ingredients which may stain the vinyl or cause the vinyl to become brittle.

The fabric upholstery should only be spot cleaned with a water based shampoo or foam upholstery cleaner. Prior to cleaning any fabric the cleaning solution should be tested on an inconspicuous area. Do not over wet the fabric. Do not use solvents to spot clean.

A spill on the fabric should be blotted immediately to soak up as much of the spill as possible before attempting to clean the fabric. If the fabric is badly stained, a professional upholstery cleaning service should be used to clean the fabric.

## Canopy Covers and Side Curtains

Canopies and camper covers should be frequently rinsed with clear fresh water and if the boat is used in salt water environments, they should be rinsed after each use. They should regularly be cleaned with mild soap and fresh water that is either cold or no hotter than lukewarm. The canopy and side curtains can then allowed to air dry naturally or dry with either a high quality chamois or microfibre cloth.

If your boat is stored in an area that is subjected to high pollution such as high traffic marinas, near motorways or under flight paths, the canopy covers and side curtains will need to be cleaned more often to keep their best appearance.

### **CAUTION**

Failure to allow the canopy or camper cover to completely dry may result in mold and mildew forming.

If the clear side curtains are removed from the canopy, they should be stored loosely rolled up or laid flat without folds or creases.

To avoid damaging your canopy covers and clear side curtains:

- Do not use any silicone based protectants on vinyl covers or side curtains. The silicone may cause the vinyl to become hard and brittle leading to cracks in the vinyl.
- Do not fold the side curtains. Folding the clear side curtains can make permanent creases that can damage the vinyl.
- Do not allow substances such as sunscreens, sun tan lotions or insect repellents to come into contact with the side curtains as these may stain the vinyl.
- Always remove the canopy covers and securely store them before towing the boat. The extreme wind pressures encountered while towing the boat may damage the canopy and the attachment points. Canopy covers, their hold-down straps and their attachment points on the boat should be inspected regularly. If any damage is found, it should be immediately repaired.

## **Carpet Flooring**

The carpet flooring will need occasional cleaning. Wash the carpet with a mild detergent such as dish washing detergent and lukewarm water. Thoroughly rinse the detergent out of the carpet and into the bilge and ensure that the bilge is able to drain. Leave the boat open and uncovered until the carpet is completely dry.

Failure to allow the carpet to properly dry may result in mold and mildew forming. Inhaling or touching mold or mold spores may cause allergic reactions in sensitive individuals.

## **Foam Decking**

Foam decking is an alternate method of flooring available on Baysport Boats. The dual layer foam decking is manufactured from closed-cell PE/EVA foam and provides a high level of comfort underfoot and excellent traction in all conditions.



Foam decking will need occasional cleaning to look its best. Footprints and dirt can be cleaned by washing the foam with a mild detergent such as dishwashing detergent and lukewarm water. A soft bristled brush can be used to gently work the mixture into the foam decking to release the dirt.

Thoroughly rinse the detergent out of the foam and into the bilge and ensure that the bilge is able to drain. Leave the boat open and uncovered until the foam is completely dry.

Stains such as sunscreens, fish blood, bird droppings and rust from fish hooks should be removed with specially formulated cleaners designed for cleaning of PE/EVA foam. These cleaners are available from most marine dealers.

Owners of boats with foam decking need to be aware of the effects of light amplification. Light amplification can occur when focused light is reflected or refracted from a highly reflective surface such as gelcoat or stainless steel and on to the foam decking. Light amplification may expose the foam decking to temperatures above its maximum operational temperature of 70°C and damage the foam decking. Damage caused by light amplification is not covered by warranty.

Although foam flooring is durable, it can be damaged by extended exposure to sunlight and the elements. When not in use, your boat should be stored in a garage or under cover to extend the life of the foam decking and reduce colour fade.

### **Stainless Steel**

Certain components, such as bow rails, bow anchor roller, bow cross bollard, rear grab handles, rear cleats and the rear transom ladder are made with stainless steel. Although stainless steel offers superior corrosion resistance, it may must be maintained properly to prevent rusting, discolouring and corrosion.

To keep the stainless steel looking its best, clean it frequently with mild soap and plenty of water. If your boat is used in salt water, the stainless steel should be washed with mild soap and water after each use. Remove any rust spots with chrome cleaner. Waxing the stainless steel components with a marine wax will assist in preserving their finish.

To avoid damaging stainless steel fittings:

- Do not use any abrasive cleaners such as sandpaper, steel wool, bronze wool or scouring pads.
- Do not uses any acids or bleaches which may damage the stainless steel surface
- Do not allow the stainless steel fittings to come into extended contact with other metals as this may cause corrosion of the stainless steel.

## ***Trailer Maintenance***

Most Baysport Boats are usually purchased with a trailer manufactured by Sea~Link Trailers Pty Ltd. The care instructions below are taken from their trailer care instructions.

If your boat was purchased from a dealer with a trailer other than a Sea~Link trailer, you should check with the dealer or the respective trailer manufacturer for their maintenance procedures.

Your Sea~Link trailer is coated in a galvanized finish, where the trailer frame has undergone a metallurgical process that bonds molten zinc to the trailer and associated parts. The outer zinc covering forms a sacrificial barrier that protects the base steel, very similar to anodes provided on modern marine engines. The environment in which the trailer is used, stored and maintained determines how long the protective coating lasts. In areas of high humidity, high salinity or poor water quality, it is common for the zinc finish to deteriorate very quickly and a higher level of care is required to slow the deterioration of the zinc.

Trailers must be washed thoroughly after use and stored dry in a well-ventilated area. It is probable that salt residues will drop onto your trailer from the hull above whilst in storage. If this occurs, please wash as soon as practical to prevent the salt chlorides from attacking the zinc surface.

In the presences of moisture, as the zinc coating ages, white powder formations (zinc oxide) may be evident on the galvanized components. This is a normal reaction of the zinc coating that forms a layer over the zinc to protect itself from the elements. This can be evident in the low drainage points of the trailer, where salt residues collect. If this cosmetic build-up appearance is a concern, it can be removed with a wire brush but it is best left alone. With regular maintenance of your trailer the life of the zinc coating can be enhanced for many years.

### **Couplings**

The mechanical, hydraulic and standard couplings need to be greased every six months or when there is no grease present on the shafts.

### **Jockey Wheels**

If your trailer is fitted with a Swing-Up jockey wheel be careful to ensure that the two locking pins are in place before winding wheel down. When manoeuvring the trailer on either concrete, lawn or a soft surface, the Jockey wheel should be in its lowest possible position. If you manoeuvre the trailer with the jockey wheel in its full-extended position you will strain and damage the jockey wheel. Bent or strained jockey wheels are not covered by warranty.



## **Axle and Springs**

Sea-Link Trailers recommends 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.

## **Wheel Bearings**

Wheel bearings should be checked and repacked or 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, then give the wheel a spin, if noisy then change the bearings. If you un-assemble the hub and there is evidence of water this will also render the bearings unfit for use and require replacement.

## **Wheel Bearing Protectors**

Check bearing protectors for sufficient grease with your finger. Press on the grease nipple. If spongy they have sufficient grease. If firm then they need to be re-greased. Use a standard grease gun with high temperature wheel bearing grease and give it about two pumps. It then should have a spongy feel. Do not overfill, otherwise when travelling grease will spread over the front of your wheel.

## **Brakes**

The braking system used on your Sea-Link Trailer would generally be a disc brake over-ride system, mechanical (cable operated). The mechanical calipers and components are normally fully galvanized using stainless steel bushes and High Tensile Zinc bolts. Please ensure these are greased regularly. The system is reasonably easy to maintain and providing you wash your calipers, discs and cable down immediately after a day's boating it will provide a long life. Mechanical brake cables generally last some time, however at any sign of deterioration, the cable needs to be replaced.

To adjust the tension on mechanical brakes, boat, motor and all equipment needs to be on the trailer. The cable can then be adjusted at the front pulley and the adjustment bolt on the caliper. Remember to leave enough slack in the cable to allow for the flex in the trailer while underway.

Tandem trailers with a gross mass over two tones are fitted with a Hydraulic Electric braking system and disc braked on all wheels. This system needs an in-car electronic electric brake controller to operate it correctly and fitted by a qualified auto electrician. The Brake unit must be kept clear of submersing and high pressure cleaners at all times. Hydraulic Brake Calipers need to be serviced at regular intervals as salt-water deposits can build up.

## **Tyres**

Ensure correct tyre pressures are maintained. Regular checks for the correct inflation pressure and uneven tyre wear should be carried out. A boat trailer's wheel camber is fixed and cannot be adjusted like a motor vehicle. A trailer's axle can bow in the centre between 10mm to 15mm and still be in tolerance. It is normal for trailers to have a slight run out of wheel camber which in most cases is not noticeable by eye but if the trailers is overloaded or does not have the right inflation pressure in the tyres, rapid wear will occur on the inside edge of the tyres.

We recommend for maximum tyre life under normal use, that the tyres be rotated on the rim every 12 months or 6 months for heavy use. If a tandem trailer has excessive side wear on its front tyres only, this has been caused by the trailer not being towed level with the vehicle and has transferred most of the trailer's weight to the front wheels.

## **Trailer Frame Drainage**

It is imperative 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 6 month inspection to ensure that there are no cracked lenses, or corrosion in the wiring, and that all functions of the lamp are working. Trailers with junction boxes fitted need to be inspected to ensure that no water builds up inside as they are not designed to be submersed.

Baysport Boats Pty Ltd strives to constantly improve their products and therefore all features and specifications are subject to change without prior notice.



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