

NAIAD INFLATABLES (NZ) LTD

Outer Cover Removal and Fitting (Original System – Bolt-ropes)

It is the owners' responsibility to ensure that the various components that make up the buoyancy tubes are correctly installed and maintained. If in any doubt, contact Naiad Inflatables Ltd for further guidance.

The following instructions apply to outer covers that are attached using bolt-ropes welded into the top and bottom of the outer cover (the **Original System**). The bolt-ropes are pulled into alloy tracks that are welded to the alloy inwales.

Outer Cover Removal;

It is first necessary to remove the inner tubes. See accompanying helpsheet "*Inner Tube Removal and Fitting – Original System.*"

1. Some models have a bow-tag that is screwed or bolted to the keel. Check for this fixture and remove if necessary.
2. Working on one side only, remove the outer covers from the tracks by pulling from the bow.

Sometimes, the bolt-rope can be restricted as it passes through the rear of the tracks. In this case, check that the bolt-rope extends out of the track in a reasonably straight line. If it will not self-support, another person will be required to "feed" it in at the stern whilst the other person pulls from the bow.

3. Repeat for the other side. With the outer covers fully removed, roll them up and put them to one side.

Tips: If it is difficult to move the outer covers, try pouring hot-water over the tracks to dissolve any salt crystals and wash off any sediment.

If there is minimal movement, try alternating between the bolt-ropes so the outers are "walked" off.

Notes for older models (especially Fibreglass hulls);

There may be additional fixtures on the transom that will need to be unfastened.

The tracks may have been closed towards the bow and stern to help secure the bolt-rope. It may be necessary to carefully open them so the outers can move freely. Ensure that they are closed again once the new outer covers are in place.

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Outer Cover Replacement;

A minimum of two people are usually required to fit the new outer covers; one at the bow to “feed” the outer covers into the track and one or more to pull the outer covers into place.

1. Ensure that the tracks are clean, paying particular attention to the bottom track. Any sediment or salt crystals will hinder the fitting of the new outer covers and may cause jamming. Easy ways to clean the track out are to either use an air compressor to blow any particles out and / or tie a small knot into the corner of a rag and insert it into the bolt-rope track at the bow and pull it through the entire length of the track. For both methods, it is recommended that this is commenced at the bow and completed / exited at the stern. A light application of silicon spray or talc into the boltrope track can also help to reduce friction.

Also, check that there are no sharp edges in the alloy, particularly at the ends of the track. If in doubt, sand the entry and exit points with 120 grade wet & dry, or similar, and clean off any residual particles.

2. Lay a rope along the length of the alloy inwale. The rope should be longer than the inwale and can be tied off through the valve hole to keep it in position. The rope will be used to fit the inner tubes once the outer covers are in place.
3. Position the new outer covers at the bow (with the graphics the correct way up), trying not to drag them over any abrasive surface.
4. As the bottom track extends further out than the top track, insert the bolt-rope into the bottom track first and pull it on a short way. The top bolt-rope should then align with the top track. Try to keep the extruding bolt-ropes in a reasonably straight line with the track.
5. Once they are on a short way, it is recommended that one person pulls the outer cover towards the stern whilst one person takes the weight off at the bow and ensures the bolt-rope is in alignment with the track.
6. Continue pulling the outer cover on until the small bow tag meets the bow.

TIPS: When pulling the outer cover, hold the fabric close to the bolt-rope to keep the tension in line with the track rather than pulling out or upwards.

If it jams, try lifting the outers over the inwale (gunwale) to take the weight off the outers and therefore reduce friction. If they still jam, it may be helpful to get another person to hold the outers up at the curve in the track and alternately lift and drop the outers whilst the covers are being pulled from behind and fed from the front. This will reveal the best angle at which to hold the outer cover. See Figure 1.

If there is minimal movement, try alternating between the bolt-ropes so the outers are “walked” on.

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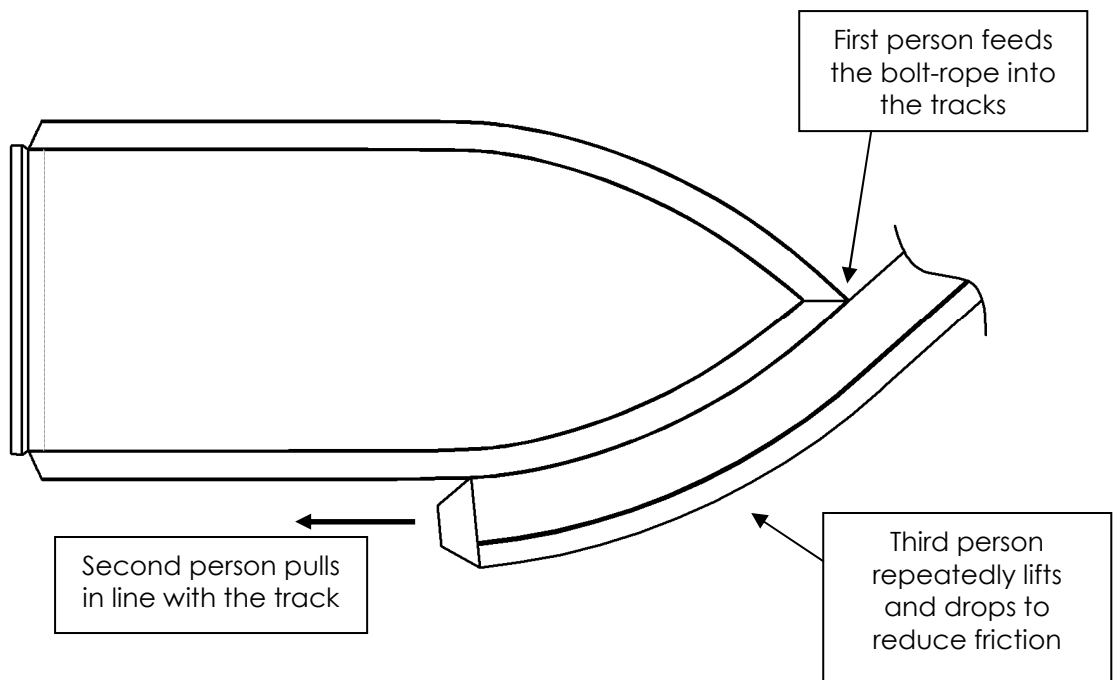


Figure 1.

Generally, one person can provide sufficient force to pull the covers on. Additional people are only required to reduce the friction, not to overcome it. If more than one person is pulling, make sure that the effort is synchronized.

7. Ensure there are no twists in the outer cover by stretching the uninstalled side out and then fit in the same way as the first side. All outers are fitted with a small bow tag on the lower bolt-rope that reinforces the bow join and extends out to allow it to be screwed on to the keel. However, the majority of craft do not need to have this extra fitting and the tag can either be tucked inside, cut off or just left protruding. This also applies to the bow-tag on the top bolt-rope (which is only used on very old boats where there may be a corresponding fixing point).

To check if it needs to be secured, look for a threaded hole or other fastener. If one exists, then secure the tag. If in doubt, contact Naiad Inflatables (NZ) Ltd for guidance.

The outer covers must be pulled on hard against the bow.

Inner Tube Fitting;

See accompanying helpsheet "Inner Tube Removal and Fitting – Original System."

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WARNING!: The craft must not be used in an under-inflated state as this will reduce the effectiveness of the buoyancy tubes and may cause damage to the fabric. On cold days the pressure may drop and more air may be required.

WARNING!: Over-inflation will only strain the seams and will not assist performance at all. An increase in atmospheric pressure and direct sunlight will increase the air pressure in the tubes. Care must be taken by letting some air out in hot situations to avoid the pressure reaching the drum hard stage.

Caring for the buoyancy tubes

Do not allow oil or petrol to rest on the fabric. In the event of a fuel spill, wash off with detergent and water.

The life of the outer covers will be extended if protected from the sun when not in use.

PVC restorers (such as "3M Marine Vinyl Cleaner and Restorer") can be used, although they do make the surface slippery.

Do not use chemical solvents, bleaches, acids or strong alkaline for cleaning. Stains or dirty spots can be rubbed gently with fine liquid abrasives (such as "Jiff"), but must be thoroughly washed off with clean water. After cleaning, the area may have a matt appearance. The sheen can usually be restored with a PVC restorer.

Visual inspections should be performed regularly. Small cuts or tears in the fabric should be patched. In extreme situations these can allow water between the inner and the outer which can cause the cut to enlarge to a dangerous extent, possibly resulting in major damage to the outer cover.

Always operate the craft with the buoyancy tubes inflated to the correct pressure.