



# EU-Owner's Manual 500

Version 1.2 #B-500 -19/03/2020 – NA – DE3701

Owner's manual

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## 1. General Information

Congratulations with the purchase of your Whaly Polyethylene boat. **Please read this manual carefully and familiarize yourself with the craft before using it.** Also study the manual of your outboard engine before making use of the boat with the engine.

This manual has been compiled to help you to operate your boat with safety and pleasure. It contains detail of the boat, the equipment supplied or fitted and information on its operation and maintenance.

**Before you prepare for the water with your Whaly boat, check the local legislation and any restrictions and the specific water you want to use. You might check for sailing restrictions, speed restrictions, restrictions for the use of an outboard engine, etc. Also inform yourself about the weather conditions before you make use of the boat on a specific day.**

- Before you go travel with your boat always check the conditions of the water on the spot. You could have problems with oars or a very light outboard engine to go with the boat into the stream, the tide or the wind. You also need to check the water depth to make sure you will not get stuck.
- Be careful when using the boat in an area where there are other water sportsmen. Also take care when there is a soft coast line or shore, do not produce high waves in that case.
- Take precautions to prevent fuel or oil to leak into the water. This is very dangerous and harmful for the environment.
- This boat has no navigation light in the standard version and can therefore only be used during the day. It is also not allowed that people that are under the influence of alcohol and drugs. This is very dangerous.
- The captain is responsible for the safety of his passengers. When there is a dangerous situation he must point this out to his passengers.
- A lifejacket can save your life, but only if you have it on board and wear it when you are making use of the boat. Never take children with you in the boat without a lifejacket!



## 2. Information concerning the boat

### 2.1 Method of production

The Whaly Polyethylene boats are produced in the Netherlands, uses the production method named "rotational moulding".

### 2.2 Material

All the Whaly boats are made of polyethylene. This material is very strong. The quality of the material that is used can easily be repaired if necessary, but because of the strength it will probably not break.

Polyethylene has a lot of floating power and is therefore a very save material to build a boat. All the models are produced with a double hull and seamless. It can also be recycled and therefore environmental friendly. The smooth skin of the boat gives the Whaly a lot of comfort.



**WARNING:** At high temperature the skin of the boat can deform. Make sure the skin does not have contact with a hot element, for example a warm exhaust.

### 3. Ship data / Design category C

Ship name		
Ship model	<b>WHALY 500</b>	
Type of craft	Motorboat	
Design category	C	
Maximum number of persons	10	
WIN code	NL-WHA	
Hull shape	V-hull	
Building material hull	Polyethylene (PE)	
Length of the hull (Lh)	4.99	[m]
Length of the waterline (Lwl)	4	[m]
Beam of the hull (Bh)	2.1	[m]
Beam at waterline (Bwl)	0	
Draught	0.25	[m]
Maximum draught	0	[m]
Minimum draught	0	[m]
Air draught	0.85	[m]
Light craft mass (mlcc)	500	[kg]
Minimum operating mass	600	[kg]
Loaded displacement mass (mLDC)	1818	[kg]
Type of main propulsion	Outboard engine	
Number of engines	1	
Maximum engine power	38	[kw]
Maximum weight engine	118	[kg]
Maximum load	1150	[kg]

The maximum load for the builder's plate, mMBP includes the mass of all recommended persons onboard, all provisions and personal effects, any equipment not included in the light craft mass, cargo (if any) minus liquids in fixed tanks.

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

Date of certification	19-3-2020
Certificate number	#B-500 -19/03/2020 – NA – DE3701
Inspection module	B+C

### Design category

o A craft given design category A is considered to be designed to operate in winds of less than Beaufort force 10 and the associated significant wave heights.

NOTE Typically such conditions might be encountered on extended voyages, for example across oceans, but can also occur inshore when unsheltered from the wind and waves for several hundred nautical miles. Depending on atmospheric conditions, winds can gust to about 32 m/s.

o A craft given design category B is considered to be designed to operate in winds of Beaufort force 8 or less and the associated significant waves heights of up to 4 m.

NOTE Typically such conditions might be encountered on offshore voyages of sufficient length but can also occur on coasts where shelter might not always be immediately available. These conditions can also be experienced on inland seas of sufficient size for the wave height to be generated. Depending on atmospheric conditions, winds can gust to about 27 m/s.

o A craft given design category C is considered to be designed to operate in typical steady winds of Beaufort force 6 or less and the associated significant waves heights of up to 2 m.

NOTE Typically such conditions might be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions. Depending on atmospheric conditions, winds can gust to about 18 m/s.

o A craft given design category D is considered to be designed to operate in typical steady winds of Beaufort force 4 or less and the associated significant waves heights of up to 0,3 m and occasional waves of 0,5 m height.

NOTE Typically such conditions might be encountered on sheltered inland waters, and in coastal waters in fine weather. Depending on atmospheric conditions, winds can gust to about 12 m/s.

Evidence of conformity (CE) is based on the European Recreational Craft Directive (2013/53/EU). This directive is mainly focused on increasing trade between the Member States of the European community. These include requirements relating to stability and structure. These requirements are minimum requirements.

Nothing in this Act and/or standards relieve the skipper/owner of his or her responsibility!

The granting of a category does not warrant that the craft under all conditions in this category are characteristics wave height and wind can be safely hazards.



STICHTING EMCI Register, appointed Notified Body RCD 2013/53/EU, registered under NANDO number 2832, statutory address:

Industrieweg 4, 5324JX, Ammerzoden, The Netherlands.

## 4. Safety

### *Recommendations to the skipper*

The skipper should prior to departure familiarize himself with the ship and the route to the destination. The skipper is responsible for the safety of the ship and its crew. Given the basic rules for berth he should take all safety measures which are required in cases of emergency. This applies not only to coastal waters but also for navigation in inland waterways. Above all: never overestimate your own knowledge and skills. It is not a sign of weakness if you ask timely advice of experienced skippers, coastguard, water police, rescue company or similar entities.



### **Attention to these points below:**

- Always shut down the engine when swimming
- The crew must be given appropriate training
- In bad weather, hatches, valves and entrances should be closed to prevent or reduce the risk of flooding
- The load must not exceed the manufacturer's recommended maximum load
- Stability is reduced by a higher placed weight and/or lifting heavy weights in the davit or boom
- Compartments marked 'air box' may not be made leak
- Bilge water must be minimized
- Breaking waves are a serious stability problem.
- In case of touching the ground with the ship please stop moving forward and put the engine down, check for damages and make a plan how to escape the (high) ground.

For departure inform your guests about the use and location of survival equipment, fire extinguishers and the flight plan. It is also advisable to exercise the 'man overboard' procedure prior to departure. If the skipper falls overboard during the voyage, the guests will be informed about which actions to take.

### 4.1 Safety equipment and rescue material

**Your Whaly 500 will be delivered standard without any safety equipment by the shipyard. The owner of the ship needs to take care of this.** Naturally, the safety in accordance with the potential hazards identified in the draft to be expected, are taking into account the size of the ship. Tips and instructions for a necessary safety equipment for your ship can be obtained from various authorities: salvor KNRM, supplier, HISWA, etc.

For some countries, trades and regions, regional or national laws are applicable for the size of the safety equipment. Be informed about this before the trip. Take care of adequate safety equipment on board, such as life jackets, lifebuoy(s) and first aid kit.

#### *General hazards*

**Please read this manual carefully before you make use of your boat. It is important you keep this manual in a secure and dry place and hand it over to the new owner when you sell this craft.**

**All persons using this boat must wear a life jacket for their own safety, in some countries it is required to use a life jacket.**

**Before you prepare for the water with your Whaly boat, check the local legislation and any restrictions and the specific water you want to use. You might check for sailing restrictions, speed restrictions, restrictions for the use of an outboard engine, etc. Also inform yourself about the weather conditions before you make use of the boat on a specific day.**



**Attention!** Avoid walking on deck during the voyage, associated with risk of falling overboard.

## 4.2 Lighting

All the Whaly boats have no lighting when they come out of the factory.

You may only use those boats during daylight.

If you plan to go use your boat after sunset, you will need the use of lighting, your Whaly dealer can advise you. During bad weather conditions you can not use the boat without lighting.



## 4.3 Reboarding

If you want to reboard the ship while being in the water, be sure the engine is turned off and guarantee the stability of the ship. You can enter the ship at the back of it (while engine is turned off), climb on the extensions of the right- and left-end of the boat by holding the handles and pull yourself up out of the water. The other passengers need to avoid sitting on the same side as the person who climbs in the boat.



## 4.4 Risk of fire

In case of fire on board, in the first case you should warn the crew/passengers and hand out life-saving equipment, even though the situation is under control. Make sure that the passengers do not panic and stay on board as long as possible. Locate the fire and extinguish it with the present fire extinguisher.

**The vessel has standard no hand extinguisher(s) on board.** For some countries, trades and regions, regional or national laws are applicable for the size of the safety equipment. Be informed about this before the trip.

**The owner of the ship needs to take care of this.** A vessel with an outboard engine installed with more than 25KW needs a portable 34B extinguisher.

According to ISO11105 if a fuel tank is placed in the vessel you have to make sure there is enough ventilation or the fuel tank always needs to be outside.



**Warning!** You are navigating on a ship which contains hazardous and flammable substances. If there is also a complete power supply on board. Avoid contact with any of these substances/current which can be very harmful for your health. At work: always wear gloves, turn off the main switch and/or hire professional staff.



**Attention!** Be aware of the location of the fire extinguisher before you take the ship in use.



**Attention!** In case of a fire, turn the ship that the flames and smoke does not blow over the deck. Never extinguish the fire against the wind. Always shut off the engine and fuel supply to the engine with the valve on the fuel filter (via the pull cable that is mounted from the valve to the fuel supply).

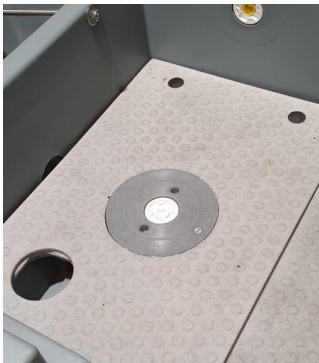


**Warning!** Do not open the engine compartment, under any circumstances. The engine compartment should only be opened after you are convinced that the fire is extinguished! Do not stow away combustible materials in the engine compartment.

If non-flammable materials are stored in the engine compartment they should be fastened in such a way that is could not fall on parts that can heat up. Fire on a ship is more dangerous than fires on land. Quick and effective action is therefore required. Ask assistance via telephone, radio or sound signals as soon as possible. For emergency calls always use the international applicable rules.

#### 4.5 Hazards of flooding

During the voyage it is possible that water will flood the ship. For standard use of the ship all the Whaly 500 models have a self-draining deck. Below the floorplates / deck will always be some rain / splash water. This is normal and calculated.



**Optional:** You can (your Whaly dealer) install an automatic bilge pump to drain the water under the deck / floorplates. Let your Whaly dealer advice you!



**Avoid sailing in bad weather; it might put you and the passengers in unnecessary risk.**

If an huge amount of water flows inwards, you first need to warn all the crew. Verify that there is an automatic bilge pump. If this is not the case, use a manual bilge pump. Establish as soon as possible where the leakage occurs and try to repair it. Cruise, if possible, to a shallow place where you can ground your ship in case of an emergency. Lay out the life-saving equipment in case it would be necessary.

If there is no bilge pump available on board, there needs to be other equipment to discharge water in case of emergency. In case of having a bilge pump installed, there isn't any need for other equipment to discharge water.





**Warning!** Do not abandon ship if it is not immediately required.

*Possible causes of incoming water:*

- The ingress of water hitting the bottom of the ship against a hard surface;
- Waves during storm;
- Mechanical damage to the hull;
- Leaking seacocks;
- Movement by waves;
- Overload of the ship;
- Incorrect operation of the ship;
- Errors in post (not professionally) fitted extras;
- Damage caused by freezing.

*Precautions:*

- Proper navigation, by operation of the ship with the correct and realistic assessment of their own knowledge, action, experience and regular monitoring. Avoid overloading and skilled care for winter storage and maintenance;
- Operation of the bilge pumps, check the water tightness of the seacocks;
- Presence of any means to close a leak;
- Careful and regular monitoring of the operation of existing installations.

#### 4.6 Risk of hypothermia

**Danger!** After falling in the water (low temperature) a risk of hypothermia of the body exists, you can die of hypothermia. This risk is underestimated by many sailors.



**Attention!** Practice on calm water once a year, so you will know what to do in case of steering malfunction.



**Warning!** If you use the emergency steering your visibility to the front is limited! Let someone help you be your eyes and communicate with him. Adjust your speed if necessary and use the correct tone.

**(Four short horn signals = 'I cannot manoeuvre')**

#### 4.7 Use of a boat trailer

For the transport of your Whaly boat you can use a boat trailer. Other forms of trailer can give damage to the boat. It is very important that you boat gets the right support from the boat to the transom in the right places otherwise your Whaly boat will deform.

Let your trailer supplier inform the right use of the trailers, see manual of the trailer supplier.

**REMARK:** always choose a boat trailer that fits the specifications of your boat and let your trailer supplier advise you for the right specific data of your Whaly model. Take notice of the weight it can carry, the length and the proper support.

**REMARK:** if the boat is not transported correctly through the owner, the manufacturer and the importer will not accept liability.














## 5. Ship plans

### 5.1 General plan

Maximum Length	4.99	[m]
Maximum beam	2.1	[m]
Draught	0.25	[m]
Air draught	0.85	[m]

## 6. Maximum number of persons and load

WHALY Model 500		
CAT.	=	C
MAX. 	=	10
MAX.  118kg	=	38kW (50hp)
MAX.  +  + 	=	1150kg
CAT.	=	D
MAX. 	=	12
MAX.  118kg	=	38kW (50hp)
MAX.  +  + 	=	1300kg
Whaly Boats The Netherlands, PO Box 2048 4800CA Breda		
MADE IN THE NETHERLANDS		
www.WHALY.com  2832		



**Warning!** Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total weight of persons and equipment, the value of the maximum load must never exceed. Always use the chairs and seats available.

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

### 6.1 Influence of weight on behaviour and safety

Shape and weight affect the stability of your Whaly 500. The shape is determined by the line drawing of the designer. It cannot change. The weight is determined by the mass of the empty ship weight and the equipment of your ship. This, you do have influence. We believe not only the herd but also to the luggage. In short everything that can make a ship heavier or lighter. For reasons of safety and quality certification, has the weight of cargo and persons a maximum. On the builder's plate, you will find the value of the maximum loading capacity of the craft. This value indicates the mass that can be safely added to the ready for use boat (with full equipment). Depending on the place, this extra weight more or less influences the behaviour of the sailing ship. Place heavy things as close as possible - and preferably below - the water. Do not put too much weight in the centre or aft. The application of large amounts of mass at these sites may affect the operations behaviour.

- Any change in the disposition of the masses aboard (for example, the addition of a fishing tower, radar, a stowing mast, change of engine, etc.) 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 above the main deck;
- Air tanks shall not be punctured;
- Breaking waves are a serious stability hazard.

### Mounting extra's

With the right extra's, you get more pleasure in sailing the ship, you can put a piece of yourself into it. But before you proceed to the assembly it is advisable to consult your supplier or shipyard if these extras fit your ship.



**Attention!** Please be aware that extra's, adds extra weight to the craft. This also means that the total weight of your ship increases, so you can carry less load.

## 6.2 Ship data / weight

Design category	C	
Maximum number of persons	10	
Length of the hull (LOA)	4.99	[m]
<i>Maximum load</i>		
*Maximum number of persons	750	[kg]
*Provisions	120	[kg]
*Supplies	51	[kg]
*Miscellaneous	60	[kg]
*Life raft	0	[kg]
*Other small boats	0	[kg]
*Margin for future additions	60	[kg]
<b>Maximum load</b>	<b>1150</b>	<b>[kg]</b>
*engine	118	[kg]
*Fuel tanks	18	[kg]
*Water tanks	0	[kg]
*Black water tanks	0	[kg]
<b>Maximum total load</b>	<b>1318</b>	<b>[kg]</b>
Light craft mass	500	[kg]
Maximum load on buildersplate	1150 / 1300	[kg]
Loaded displacement mass	1818	[kg]

### 6.3 Precaution speed and range

The cruising speed should be so adapted, to prevent damage to installations is prevented, the safety of passengers is guaranteed and there is no damage done to the environment. International Rules for Preventing Collisions at Sea (COLREG) and good seamanship require that at all times people should be careful, considering the current diversion rules. Be sure there are no other ships on your route before passage. The view from the main steering position can be obstructed by the following items:

- \* Loading and weight distribution;
- \* Speed changes;
- \* Sailing Conditions;
- \* Rain- and bow water;
- \* Dusk and dawn and fog;
- \* Interior lighting;
- \* Position of convertible covers.
- \* Persons or movable equipment.

Range (radius) of the Whaly 500 depends on the circumstances in which the vessel is used. Standard windless conditions, no current, no waves which is rare. The average consumption of the engine can be found in the included documentation on the engine.

### 6.4 Mooring and towing

Local circumstances determine how you moor your ship. It is advisable to use flexible cords because they are capable of withstanding great forces that are exercised. Good and careful construction, the seamanship of the skipper, so that damage can be prevented. Keep in mind that the forces on the ropes are different in various circumstances (e.g. rivers and canals).

If you have (option) bollards on the foredeck are used when the ship is towed. Towing should always be carried out at low speed (e.g. 4 knots). It is necessary to steer the ship during towing. The bollards can also be used to moor a 'spring'. This is a diagonal land fast, which ensures that your ship does not move forward or backward along the side when it is moored. Use always good length and quality ropes when the ship is moored. Always use good protective agents between shore and ship to prevent damage. Check on a regular basis your ropes, lines and synthetic threads, they are exposed to various forces, weather and UV radiation so wear and breakage may occur. If necessary, replace them.

#### Anchorage / lifting

Anchor and mooring lines must be attached to the towing eye on the front of the boat. The lifeline is a help for people who want to climb into the boat or get hold on the boat when they are in the water.

If you want to lift the boat, you can use the lifting eyes in the transom and the towing eye on the front of the boat. Let your Whaly dealer advise.



**REMARK:** Never use the lifeline to lift the boat. This line can break and the boat will fall down. This can give damage to your outboard engine, luggage and the boat.

## 7. Technical installations

For the equipment and components from which users manuals are made by the suppliers, see the attachments. In this chapter the operation of a number of important devices are discussed.

### 7.1 Propulsion system

On behalf of the boat's propulsion a Petrol engine is fitted. With regular maintenance, a few small checks during operation and the necessary attention to making winterize the engine will have a long and mostly trouble-free life.

#### Engine data

Brand		
Type		
Power		Kw / hp
Maximum rotations per minute		[rpm]
Fuel	Petrol	
Serial number		
Serial number 2		

Before any use of the engine it is advisable to check the following:

- \* The oil level;
- \* Engine room for leakage of oil or other leakage;
- \* The fuel level (switch board);
- \* The fuel valves have to be open;
- \* Water filters for obstructions;
- \* Seacocks/valve for engine cooling water supply must be open;
- \* Seacocks/water supply valve for the propeller shaft must be open;
- \* The oil level in the reverse link.

## 7.2 Electrical installations

### 7.2.1 12 V DC direct current installation

Your ship has a direct current installation with one or more separate battery groups. The generator of the engine loads through a diode bridge the battery groups.

	Number	Voltage (V)	Capacity (Ah)
Battery group 1			
Battery group 2			
Battery group 3			



**Attention!** If the engine is turned off or your vessel is not connected to the electricity, power, by definition, means that your batteries are discharged. A high degree of battery discharge makes sailing back on the motor to your berth often not sufficient enough for the batteries to recharge. It is therefore recommended that reconnect to de shore power connection after return to the port and all consumers need to be switched off when you leave your ship. Your battery charger will recharge your batteries.

Take in account the following warnings!

- \* If one (or more) of the fuses switches off, this means that somewhere in the group has caused an overload (or short circuit). If after restoring the fuse(s) the problem reoccurs again, let the problem be solved by an experienced (ship)electro-mechanic or contact the boat builder.
- \* Do not change anything to the electrical installations or the installations schedules of the and certainly not when it is operating. Let control, work and any changes to the electrical system be done by a competent (ship) electro mechanic.
- \* Do not install additional equipment whose rated current is higher than that of the on-board. The nominal current of the overload protection(s) never change.
- \* Never abandon the vessel with enabled onboard, excluding automatic bilge pumps and fire protection and alarm system. If you leave the boat then switch off the main switches.

## 8. Maintenance

It is important to check the boat frequently for damage. (are all the screws fastened correctly, is the lifeline still fastened correctly, etc.) If you find an imperfection, you must repair it directly to make sure no one gets hurt.

Each year, take your Whaly boat out of the water and check your Whaly boat / underwater ship for damages and check if there is water inside of the hull.

The transom plate of your Whaly boat is made from stainless steel. This plate is mounted with the production of the boat. You must check frequently if this plate is still fastened correctly. If there is a bolt that is loose, you can lose your outboard engine or people can get hurt.

It is to be advised that you clean the boat frequently with water and soap. This way the boat does not get very dirty and it keeps its nice appearance.

Never use silicone spray or dashboard spray on your polyethylene boat. It can get very slippery and people can fall down.

For more information on the maintenance of your craft, please contact your Whaly dealer.

### *Stainless steel fittings*

Stainless steel stands for stainless steel. This means that the stainless steel fittings mounted on your ship is highly resistant to corrosion. Brass fittings are also resistant to corrosion. However, it is possible that there will occur corrosion after some time. These spots can be polished with a cleaner. In some soaps and detergents ammonia is present. So: - no ammonia in cleaning!

## 8.1 Recommendations and environment

Expert and timely maintenance is good for the preservation of your ship. During maintenance they often use substances that can be burdensome for the environment and your health when incorrectly treated. A few simple precautions can reduce to an acceptable level. This chapter provides recommendations and advice for a few common maintenance as environmentally friendly as possible.

### *Cleaning of the ship*

In the port you can do various maintenance activities to your Whaly boat. It is recommended that during cleaning you use biodegradable products (such as green soap). Do not use drinking water to rinse the ship, but use surface water, be sure that the water is not dirty so that circles can be avoided.

### *Interior*

Avoid the use of corrosive substances in the lining of banks. Cleaning upholstery can be possibly by the dry cleaning.

## 9 Other information

### 9.1 Environment and nature considerations

#### *Avoid fuel and/or oil leakage*

A small bit of spilled oil or fuel is sufficient to pollute a huge amount of water. Therefore respect these substances when you are filling the tanks. Wipe spilled oil or fuel with a paper towel or a cloth and throw it in a container for chemical waste. Do not dump oil, bilge water and other wastes in surface waters. Please drop off at recognized disposal units. For individuals, this is usually free.



**Warning!** Immediately stop the bilge pumps when you notice that there is a risk for oil or other pollutants present in the bilge go overboard.

#### *Chemical wastes and domestic waste*

Keep the water quality as good as it is now: do not dump chemicals and discard any waste overboard. Use glass recycling containers, containers and waste bins. The latter are usually at marinas, bridges and locks. Hand in waste separately.

#### *Noise pollution*

Avoid noise pollution, because the extra water sounds. Music, boisterous behaviour, can disturb the tranquillity hugely. This can be prevented. Are you staying in a supposedly tranquillity area, then hold additional mind and have fun! Obey all speed limits in force on the water.

### 9.2 Maintenance and storage

#### *Cleaning*

For the cleaning of the ship you can go to different ports. It is recommended to use only biodegradable cleaning products to clean your ship (such as green soap).

### 9.3 Hoisting and shore sites

The boat can using two belts be raised. The belts are not covered by or under the rudder shaft or screw locations!

Also make sure that the place where a possible hull mounted or log depth sounder mounted that they are not damaged by the belts.



**Attention!** Do not use drums or loose piles of wood to support the ship when it is on land!

- \* Do not place blocks under the openings in the hull!
- \* Do not use too small blocks because of too heavy point loads on the hull!



## 10. Warranty standard manufacturer

- I. The manufacturer guarantees all new Whaly polyethylene boats and the associated original Whaly accessories (hereinafter referred to as "product") against any material and construction defects. However, this only applies where the sale has taken place in a country where distribution is under the control of the manufacturer (authorized Whaly dealer)
- II. This warranty only applies on presentation of a fully completed warranty registration form on which the product with serial number and delivery date is indicated. The manufacturer's warranty includes the following: The material of the hull has a warranty for 3 years against cracks, excessive deformation and excessive discoloration. For commercial use this warranty will be 1 year. All other parts of the boat, including oarlocks, drainplugs, benches, rowing seats, lids, caps, steering consoles, are covered by the manufacturer's warranty for 1 year.
- III. This manufacturer's warranty only covers material and manufacturing defects and does not apply to normal wear and tear or damage caused by:
  - a. Neglect, lack of normal maintenance, accidents, misuse, incorrect assembly or maintenance.
  - b. The use of an accessory or part that has not been supplied by the manufacturer.
  - c. Participating in or preparing for competition activities.
  - d. Modification or removal of parts.
- IV. This manufacturer's warranty does not apply to any incidental or related costs related to the sailing activity, such as letting the boat in the water and taking it out of the water, towing costs, storage costs, telephone costs, rental costs of any kind, compensation for inconvenience or compensation for loss of time or income and other matters that could possibly be made in causal connection.
- V. For warranty work, the product must be offered by the customer in time to a dealer appointed by the distributor. The distributor will then ensure that the service work, when covered by the warranty conditions, is carried out. The customer pays all related costs such as transport costs himself. Any product or part that is sent by the customer for inspection or repair must be delivered carriage paid. The warranty registration card is the only valid registration and must be presented when the customer calls on the warranty service. Warranty claims cannot be accepted if the relevant warranty registration card is not presented.
- VI. The obligations under these warranty conditions only concern the repair of a defect or part or the replacement of parts that are necessary to remedy the technical error caused by material or manufacturing defects. We reserve the right to improve the design of a product without having the obligation to change the products previously produced by us.



## 11. Receipt of documentation

This **DECLARATION OF RECEIPT OF DOCUMENTS** needs to be signed during transfer of the vessel to the owner. The builder has a **photocopy** in its files.

### STATEMENT OF RECEIPT OF DOCUMENTS

Hereby buyer declares,

- \* Name:
- \* Address:
- \* City
- \* Of the:
- \* With WIN code: NL-WHA

To have received from the builder / Authorized Whaly dealer,

- \* Builder: Whaly BV
- \* Address: P.O. Box 2048
- \* City: 4800CA Breda

Said vessel, complete with all accessories and equipment, and a complete owner's manual, declaration of conformity, list of applied standards, list of supplied documentation, the applicable actual warranty and a copy of the CE certificate to have received.

Buyer	Builder
Signature	Signature
Date	Date

## 12. Warranty Registration Card



When purchasing a new Whaly polyethylene boat, the warranty registration card must be completed, signed and sent by the owner within 30 days to:

The dealer where you bought the boat or an email to [info@whaly.com](mailto:info@whaly.com)

**NOTE!** Warranty can only be claimed if the warranty registration card is fully completed. Hull number (WIN no.) and date of purchase and has been sent to the importer or manufacturer in good time.

If you want to claim a manufacturer's warranty, you must contact the dealer where the boat in question was purchased. The application is assessed in consultation with the importer and the factory and an appropriate solution is sought.

All Whaly polyethylene boats with a length of 2.50 meters and longer, have a hull identification number (WIN. no). This number can be found on the back of the boat in the upper right corner. This number distinguishes your boat from the other boats of the same model and color.

Date: month \_\_\_\_\_/day \_\_\_\_\_/year 20\_\_\_\_\_

Brand: Whaly

Model: \_\_\_\_\_

Colour: \_\_\_\_\_

Purchase date: month \_\_\_\_\_/day \_\_\_\_\_/year 20\_\_\_\_\_

Dealer \_\_\_\_\_

Country \_\_\_\_\_

(serial number) WIN no : NL – WHA

Owner's name \_\_\_\_\_

Email address \_\_\_\_\_

Address \_\_\_\_\_

Zip code \_\_\_\_\_

City/ Country \_\_\_\_\_

Phone No \_\_\_\_\_

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on their operation, set up, maintenance, prevention of risks and management of those risks. Please read carefully and familiarize yourself with the craft before using it.

This owner's manual is not a course on boating safety or seamanship. If this is your first craft, or if 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 operating experience before “assuming command” of the craft. Your dealer or national boating/sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Ensure that the anticipated wind and sea conditions will correspond to the design category of your craft, and that you and your crew are able to handle the craft safely in these conditions. Even when your boat is categorized for them, the sea and wind conditions corresponding to the design categories A, B and C range from severe gale conditions for category A, to strong conditions for the top of category C, open to the hazards of a freak wave or gust. These are therefore dangerous conditions, where only a competent, fit and trained crew using a well-maintained craft can satisfactorily operate.

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the boat builder or boat builder's representative. If a maintenance manual is provided, use it for the craft's maintenance. Always use trained and competent people for maintenance, repair or modifications. Modifications that may affect the safety characteristics of the craft shall be assessed, executed and documented by competent people. The boat builder cannot be held responsible for modifications that boat builder has not approved.

In some countries, a driving licence or authorization is required, or specific regulations are in force and carriage requirements may be subject to local regulations. Always maintain your craft properly and take into account the deterioration that will occur over time and as a result of heavy use or misuse of the craft.

Any craft, no matter how strong it may be, can be severely damaged if not used properly. Inspect the craft regularly especially after any kind of suspected damage. Always adjust the speed and direction of the craft to sea conditions. If your craft is fitted with a liferaft, carefully read its operating manual. The craft should have onboard the appropriate safety equipment (lifejackets, harnesses, etc.) according to the type of craft, weather conditions, etc. This equipment is mandatory in some countries. The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, towing, etc.). Sailing schools and clubs regularly organize training sessions.

All persons should wear a suitable personal floatation device (life jacket/ buoyancy aid) when on deck. Note that, in some countries, it is a legal requirement to wear a personal floatation device that complies with their national regulations. **PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.**

Made in The Netherlands 

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