

# **Sabrecraft Marine Work Boat Owner's Manual**

**WORK BOAT – WB5900, WBV5900, WBC5900  
WORK BOAT – WB7400, WBV7400, WBC7400  
WORK BOAT – WB7400-3**

**Dated: 20<sup>th</sup> February 2019**

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# General

## 1.1 Introduction

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. Please read it 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 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 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 storm 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 his representative. If a maintenance manual is provided, use it for the craft's maintenance.

Always use trained and competent people for maintenance, fixing 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 he has not approved.

In some countries, a driving license or authorization is required, or specific regulations are in force.

Always maintain your craft properly and make allowance for the deterioration that will occur in 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. This is not compatible with safe boating. Always adjust the speed and direction of the craft to sea conditions. If your craft is fitted with a life raft, carefully read its operating manual. The craft should have onboard the appropriate safety equipment (lifejackets, harness, 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 drill sessions.

All persons should wear a suitable buoyancy aid (life jacket/personal floatation device) when on deck.

Note that, in some countries, it is a legal requirement to wear a buoyancy aid that complies with their national regulations at all times.

**PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT**

## **1.2 Manufacturer**

Name: Sabrecraft Marine Sdn Bhd

Address: 2 Jalan Permata 9/HS09 Taman Perindustrian Air Hitam KM1, Jalan KLANG BANTING 41200

Telephone: +6016 474 9851

## **1.3 Type and Identification**

*Type of craft:* Work Boat Punt

*HIN code:* The HIN (Hull Identification Number) consists of 14 characters (numbers and letters) and a hyphen ('-') and is permanently affixed to the crafts hull. The first two characters designate the code of the country in which the craft was manufactured. E.g. 'MY' for Malaysia.

The next three characters are the unique identification code of the manufacturer, assigned by a national authority or recognized organization, 'SCM' for Sabrecraft Marine Sdn Bhd

The following five characters indicate the serial number. This serial number is assigned by the manufacturer and may consist of numbers and/or letters, except I, O and Q.

The last four: - month of production - Year of production - Model year: the last two numbers (a twelve-month period, during which the particular craft model is intended to be sold)

### **Month of production**

January A - February B - March C - April D - May E - June F

July G - August H - September I - October J - November K - December L

## **1.4 Builder's plate**

This vessel is fitted with an Australian Builders Plate

At all times the limits stipulated on the plate fitted must never be exceeded

They include

- Hull Identification Number: HIN or WIN
- Maximum engine horsepower
- Maximum persons onboard
- Maximum load
- Buoyancy
- Marking CE
- Design Category
- Manufacturers details

## 2 Safety

### 2.1 warnings concerning electricity

#### Never:

- Work on the electrical installation while the system is energized;
- Modify the craft's electrical system or relevant drawings: installation, alterations and maintenance should be performed by a competent marine electrical technician;
- Alter or modify the rated current amperage of over current protective devices;
- Install or replace electrical appliances or devices with components exceeding the rated current amperage of the circuit;
- Leave the craft unattended with the electrical system energized, except automatic bilge-pump, fire protection and alarm circuits.

#### *Please pay attention to;*

- Do not modify the craft's electrical system or relevant drawings. Installation, alterations and maintenance should be performed by a competent marine electrical technician. Inspect the system biennially.
- Disconnect shore-power connections when the system is not in use.
- Connect metallic housings or enclosures of installed electrical appliances to the protective conductor system in the craft (green or green with a yellow stripe conductor).
- Use double insulated or grounded (earthed) electrical appliances.
- If the reverse polarity indicator is activated, do not use the electrical system. Correct the polarity fault before activating the electrical system on the craft.

**Warning:** Do not allow the shore-power cable end to hang in the water. An electrical field can be caused which can cause injury or death to nearby swimmers.

#### **Warning:** To minimize shock and fire hazards:

- Turn off craft's shore-power connection switch before connecting or disconnecting shore-power cable.
- Connect shore-power cable to craft's inlet before connecting to shore-power source.
- Disconnect shore-power cable at shore-power source first.
- If reverse polarity indicator is activated, disconnect cable immediately
- Close shore-power inlet cover tightly.
- Do not alter shore-power cable connectors, use only compatible connectors.

### 2.2 Stability and Buoyancy

#### 2.2.1 general

The stability of this boat is sufficient assuming that the criteria of the builder's plate is applied  
This boat has been approved Design Category D with a crew limit of number of persons as stipulated on the Builders Plate in accordance with ISO 12217-1

- The crew having suitable skill and experience,
- Satisfactory construction and maintenance of the boat and equipment.

#### **Users of this boat are advised that**

- All crew should have received suitable training,
- The boat should not carry more than the manufacturers maximum recommended load,
- Bilge water should be kept to a minimum,
- Stability is reduced by any weight added high up,
- In rough weather, hatches, lockers and doorways should be closed to minimize the risk of water ingress,
- Stability may be reduced when towing or lifting heavy weights using a davit or boom,
- Compartments marked as being air tanks should not be punctured,
- Breaking waves are a serious hazard
- All hatch covers are to remain closed whilst the vessel is at sea

## 2.3 Field of vision from the helm position

The Operator's vision from the helm can be obstructed by high trim angles of the craft and other factors caused by one or more of the following variable conditions:

- Propulsion engine trim angles.
- Hull trim plane angles.
- Loading and load distribution.
- Speed.
- Rapid acceleration.
- Transition from displacement to planing mode.
- Sea conditions.
- Rain and spray.
- Interior lights.
- Position of tops and curtains.
- Persons or movable gear in the operator's field of vision.

The international Regulations for Preventing Collisions at Sea (COLREG) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way. Make certain no other vessels are in the path of your craft before proceeding

## 2.4 Manoeuvring Properties

### 2.4.1 General

The vessel is designed as a work boat and not a high-speed water craft. Ensure that when turning the boat that the operator slows down to suit the sea conditions

**Warning:** Do not use a higher power than recommended on the Builders Plate

- Avoid sudden manoeuvres
- Do not allow persons on board to sit or stand on dangerous locations

### 2.4.2 Maximum allowed propulsion power

Maximum engine power: Refer to 'Builders Plate'

The enumeration below is applicable to high speed craft or craft with replaceable (outboard) engines  
Explanations and warnings concerning powering and manoeuvring limitations, if applicable, such as:

- Do not operate this craft with an engine of rated power larger than that posted on the capacity label in the craft
- Do not operate this craft at negative propulsion unit trim settings (bow down) at high speed. Craft may lean over on side. Instability in turns may result. Use negative trim to accelerate to planing speed from displacement speed and at lower planing speeds in choppy water (applicable to craft equipped with propulsion unit power trim).
- Do not operate at maximum speed while in congested high traffic waterways or in weather and sea conditions of reduced visibility high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others. Observe and obey speed limit and no wake zones.
- Observe right-of-way as defined by local regulations
- Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions

**Warning:**

**Turning:** Sudden turns may cause loss of control. Reduce speed before making sharp turns in either direction

**Speed:** Do not exceed 24 knots in calm conditions. Reduce speed in rough conditions

## 2.5 Safety precautions concerning flooding

**Bilge Pumps:** Check the function of all bilge pumps at regular intervals. Clear pump inlets from debris.

**Drain plugs:** Bung/Drain plugs are fitted to this vessel to allow for the drainage of deck water

**Bailing:** It is the owner's responsibility to have at least one means of bailing on board the craft

**WARNING:** The combined capacity of the system is not intended to drain the craft in case of a hull damage.

## 2.6 Fire safety and Firefighting

*It is the responsibility of the boat owner/operator to ensure that the firefighting equipment is readily accessible when the boat is occupied and to inform the members of the crew about:*

- The location and operation of firefighting equipment
- The location of discharge openings into the engine space
- The location of routes and exits

### **Servicing of firefighting equipment**

The boat owner/operator shall:

- Have firefighting equipment checked at intervals indicated on the equipment,
- Replace portable firefighting equipment, if expired or discharged, by devices of identical or greater firefighting capacity,
- Have fixed systems refilled or replaced when expired or discharged.

### **Caution**

- Keep the bilges clean and check for fuel and gas vapours or fuel leaks at regular intervals.
- When replacing parts of the firefighting installation only matching components shall be used, bearing the same designation or being equivalent in their technical and fire resistant capabilities.
- Do not fit free hanging curtains or other fabrics in the vicinity of or above cookers or other open flame devices.

### **Never**

- Obstruct safety controls, e.g. fuel valves, gas valves, switches of the electrical system;
- Obstruct portable fire extinguishers stowed in lockers
- Leave the craft unattended when cooking and/or heating appliances are in use;
- Use gas lights in the craft;
- Modify any of the craft's systems (especially electrical, fuel and gas) or allow unqualified personnel to modify any of the craft's systems, failing to do so will void any warranties
- Fill any tank or replace gas bottles when machinery is running or when cooking or heating appliances are in use;
- Smoke while handling fuel or gas.

### *Instructions for safe operation of engines*

- Ensure that ventilation openings are clear to prevent overheating
- Precautions when refuelling, e.g., no smoking and treatment of fuel spillage in boat
- Prevention of damage to fuel lines
- Avoidance of contact of flammable materials with hot engine parts

## 2.7 Warnings concerning mooring, towing and being towed

**CAUTION:** The owner / operator shall make himself acquainted with the securing of the tow line on board on the designated strong point(s)

**CAUTION:** always tow or be towed at slow speed

**CAUTION:** when securing a tow line avoid tying knots or loops that cannot be released under load.

It is the owner's / operators responsibility to ensure that mooring lines, towing lines, anchor chain(s) and anchor(s) are adequate for the vessel's intended use

## **3 Construction**

### **3.1.1 General**

*It is the responsibility of the boat owner to follow the instructions of the boat manufacturer, especially concerning*

- the possible reduction of mechanical properties by the induction of heat, and
- the use of chemicals and antifouling paints that are incompatible with aluminium

Failing to do so will void any warranties

## **4 Installations**

### **4.1 Electrical system**

#### **4.1.1 Direct current**

Voltage: 12

Quantity: 2 Batteries

Isolation Switch: Yes, fitted

Battery capacity: 220 – 550 amp (per battery)

#### **4.2 Controls**

##### **4.2.1 Function of dials, switches and fuses or circuit breakers**

The vessel has been fitted with either a fused circuit breaker system, that will require new fuses installed should they fail or a resettable circuit breaker system

#### **4.3 Bilge pumping system**

##### **Bilge pump(s)**

Type: 12 Volt

Capacity: 8,000 lt per hour each

Quantity: 2 pieces

Location: 2 x rear behind seat

##### **4.3.1 Operating instructions**

The bilge pumps are operated from the switch panel on/off

#### **4.4 Firefighting systems**

##### **4.4.1 Portable fire extinguishers and fire blanket**

This boat when in service shall be equipped with portable fire extinguishers to comply with the local regulations

## **5 Environmental issues**

### **5.1 Oil, fuel, paint and cleaning detergents**

Be alert while working with oil, fuel, paint and cleaning detergents. Prevent spillage. Remove any leakage

### **5.2 Storage and discharge of garbage**

For storing and discharging of garbage only use designated containers on shore

### **5.3 Wake**

Your wake can cause damage to the shore even at slow speed. Adjust your speed! Do not exceed the maximum speed. Prevent others to be burdened by your wake



## **6 Maintenance**

### **6.1 General**

Regular maintenance keeps your vessel in good condition. Maintenance should be performed by qualified personnel on a monthly basis or sooner if the vessel is working under harsh conditions, failing to do so will void any warranties

### **6.2 Cleaning**

It is recommended to clean the vessel onshore with a minimum amount of cleaning agents. Don't discharge the used cleaning agents into the water. The use of solvents or chemicals is not allowed

### **6.3 Repairs, removals and replacements**

#### **6.3.1 Repairs**

Minor non-technical repairs can be done by the owner not requiring tools. Other repairs should be referred to the dealer or a qualified repair centre, failing to do so will void any warranties

#### **6.3.2 Removals and replacements**

If you want to conduct modifications to the craft, please contact your producer or dealer. He can inform you about the possibilities

Please understand that you cannot make your own modifications to the vessel. When you make your own modifications to the vessel, this will void any warranties

### **6.4 Hoisting and transporting the hull.**

The vessel should be hoisted from the lifting point located on the gunwales of the vessel

Towing by trailer should only be done with the type approved by Sabre Marine Australia, failing to do so will void any warranties

### **6.5 Paint and care**

The vessel has been painted with a 2-part polyurethane paint system to give years of service life. Any damage to the paint of the vessel must be repaired immediately. All repairs should be referred to Sabre Marine Australia, failing to do so will void any warranties

## **7 Warranty**

Hull Structural: 5 years

Paint: 1 year

Engine: As per manufactures warranty

Fittings: 12 Months

## 8 Declaration of Conformity – Recreational Craft Directive 2013/53/EU

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above complies with all applicable essential requirements in the way the specified certificate has been issued

Name: Stephen Stirrup  
Position: Managing Director  
Date: 20/04/19  
Place of issue: Malaysia

### **List of essential requirements for Compliance as described in the TCF Applied standards and normative documents**

#### **Principal Data (1)** EN ISO 8666:2002

Annex 1A Essential requirements for design and construction

#### **General requirements (2)**

Watercraft identification(2.1) EN ISO 10087:2006

Watercraft builder's plate (2.2) EN ISO 14945:2004

Protection from falling overboard and means of reboarding (2.3) EN ISO 15085:2003

Visibility from the main steering position (2.4) EN ISO 11591:2000 (non sail)

Owner's manual (2.5) EN ISO 10240:2004

#### **Integrity and structural requirements (3)**

Structure (3.1) EN ISO 12215-5:2008/A1:2014

Stability and freeboard (3.2) EN ISO 12217:2015

Buoyancy and flotation (3.3) EN ISO 12217:2015

Openings in hull, deck and superstructure (3.4) EN ISO 12216:2002/ 9093:1997/2002

Flooding (3.5) EN ISO 11812:2001/15083/12217

Manufacturer's maximum recommended load (3.6) EN ISO 14946:2001/AC:2005

Life raft stowage (3.7) TCF

Escape (3.8) EN ISO 9094:2002

Anchoring, mooring and towing (3.9) EN ISO 15084:2003

#### **Handling characteristics (4)** ISO 11592:2016 /8665:2006

#### **Installation requirements (5)**

Engines and engine compartments (5.1)

Inboard engine (5.1.1) ISO 9094:2002/28846:1993

Ventilation (5.1.2) ISO 11105:1997/12217:2015

Exposed parts (5.1.3) TCF

#### **Fuel system (5.2)**

General (5.2.1) ISO 7840:2013/10088:2013

Fuel tanks (5.2.2) EN ISO 21487:2012/A1:2015

#### **Electrical systems (5.3)** EN ISO 10133:2012/ 13297:2014

**Steering systems (5.4)**

General (5.4.1) EN ISO 10592: 1995/A1:2000  
(hydraulic steering)

Emergency arrangements (5.4.2) TCF

**Gas system (5.5)** EN ISO 10239: 2014

**Fire protection (5.6)**

General (5.6.1) EN ISO 9094: 2002

Fire-fighting equipment (5.6.2) EN ISO 9094: 2002

**Navigation lights, shapes and sound signals (5.7)** EN ISO 16180:2013 ColRegs/ Cevni

**Discharge prevention and installations facilitating the delivery ashore of waste (5.8)** EN ISO 8099: 2000. ANNEX IB. Essential requirements for exhaust emissions of propulsion engines (See document from engine manufacturer)