



SALTERS STEAMERS

River Thames Passenger Boat Services



OWNERS MANUAL

Salter's have been building boats since 1858 and are renowned for producing high quality robust and attractive craft, tough enough to cope with both the hire trade and private use. We hope you have many years of satisfaction from your new boat and trust that you will find the information in this manual a useful reference.

Covered in this manual: -
Mystic; Skipper; Regatta; Commodore & Skiffs

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PLEASE KEEP THIS MANUAL IN A SECURE
PLACE AND HAND TO THE NEW OWNER
SHOULD YOU SELL THE CRAFT.

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INTRODUCTION

This manual has been completed 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 its operation and maintenance. Please read it carefully and familiarise yourself with the craft before using it.

If this is your first craft or 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.

Salters Steamers will be please to advise you of local boating organisations or competent instructors.

INDENTIFICATION

H.I.N (Hull Identification Number)

The hull identification number is located as follows: -

- Mystic 19' 6 - Beneath the deck, starboard side at the stern.
- Skipper 15 - Rear bulkhead.
- Regatta 21 - Starboard rear locker
- Commodore 17 - Beneath the deck, starboard side at the stern.
- Skiffs - Rear of seatback.

C.E Plate

The C.E Plate is located as follows: -

- Mystic 19' 6 - On the forward bulkhead, beneath the dashboard.
- Skipper 15 - Rear seat front, starboard side.
- Regatta 21 - Steering control pillar.
- Commodore 17 - On the forward bulkhead, beneath the dashboard.
- Skiffs - Rear of seatback.

SPECIFICATIONS

Mystic Specifications: -

Overall Length:	5.49m (19'6")	RCD	Cat. D (suitable for sheltered waters)
Beam	1.83m (6')	Control Unit	Electronic
Draught	0.46m (1'6")	Battery Type	Lead-acid Traction
Displacement	1.0 t	Battery Capacity	8 x 6V 175Ah or 16 x 6V 175Ah
Cockpit Seating	8 Persons	Charger	As required
Max Speed	9km/h (5 knot)	Run time @ 9km/h	3.5 hrs on 8 batteries/ 7 hrs on 16
Recharge Time	Up to 12 Hours	Run time @ 6km/h	7 hrs on 8 batteries/ 14 hrs on 16

This boat has been assessed for stability using a maximum load equal to 700kg. This load comprises of: -

Crew	- Maximum 600kg
Optional additional equipment	- 100kg
TOTAL MAXIMUM LOAD	- 700kg

Skipper Specifications: -

Overall Length	4.6m (15ft)	Motor Type	Marinised direct drive DC series wound.
Beam	1.7m (5ft 7ins)	Power rating	1.2 KW, 24 Volt, Max 60 Amps
Displacement	500kgs (1,100lbs)	Battery type	Grid Plate Deep Cycle
RCD	Cat. D (sheltered water)	Battery Capacity	4 x 6V 200Ah
Recharge Time	Up to 12 Hours	Controller	Electronic MOSFET
Max Speed	9Km/h (5 knots)	Running time @ 9km/h	6 hours approx
Charger	Automatic 24v 20A	Running time @ 6km/h	12 hours approx

Regatta Specifications: -

Overall Length	7.65m (23ft)	Motor Type	Marinised direct drive DC series wound.
Beam	2.01m (6ft 11ins)	Power rating	2.5 KW, 48 Volt, Max 60 Amps
Draft	0.52m (2ft 3ins)	Battery type	Lead-acid Traction
Displacement	1,500kgs (3,300lbs)	Battery Capacity	8 x 6V 175Ah or 16 x 6V 175 Ah
Cockpit Seating	10 Persons	Controller	Electronic MOSFET
Max Speed	9Km/h (5 knots)	Charger	Automatic
RCD	Cat. D (sheltered water)	Running time @ 9km/h	3.5 hrs on 8 batteries 7 hrs on 16 batteries
Recharge Time	Up to 12 Hours	Running time @ 6km/h	7 hrs on 8 batteries 14hrs on 16 batteries

Commodore Specifications: -

Length:	5.2 metres (17 ft)
Beam:	2 metres (6.7 ft)
Draft:	0.6 metres (2 ft)
Weight:	660 Kg (approx)
RCD:	Cat. D (suitable for sheltered waters)

Single Skiff Specifications: -

Length:	4.27 metres (14 ft)
Beam:	1.19 metres (3 ft 11 ins)
Weight:	80 kilograms (175 lbs)
RCD:	Cat. D (suitable for sheltered waters)

Double Skiff Specifications: -

Length:	4.88 metres (16 ft)
Beam:	1.22 metres (4 ft)
Weight:	90 kilograms (200 lbs)
RCD:	Cat. D (suitable for sheltered waters)

Regular General Inspections

- Battery post connections, level of electrolyte.
- Bilge Pump.
- Steering System.

In addition to this manual you will be provided with manufacturers instructions for any components fitted to this boat. Ensure that you carry out inspections regularly in accordance with these instructions.

Safety

- When under power it is not recommended that occupants sit or stand on the fore, aft or side decks.
- It is recommended that buoyancy aids are worn at all times.
- Hand rails are situated on the cabin roofs and cockpit coamings where appropriate.
- In the event of an occupant falling overboard, an emergency boarding ladder is situated on the forward bulkhead of larger craft. It is designed to fit over the rear cockpit coaming. Recovery on smaller craft can be achieved without the aid of a boarding ladder.

Repairs

Contact a reputable boatyard or specialist installation manufacturer for the best advice and adapted parts or materials for repairs you can carry out by yourself. Extensive repairs on the hull propulsion systems should be carried out by professionals.

Modifications

Contact a reputable boatyard or specialist installation manufacturer about the possibilities of what you can do yourself. Remember, you may endanger your own safety and invalidate the warranty.

Lifting

In the case of smaller un-powered craft manual lifting is possible with the appropriate assistance and care. For larger craft, ensure the boat is lifted by a qualified crane or hoist operator with experience of lifting boats. Stay clear of the boat when it is being lifted.

Manoeuvring Limitations

- Do not install or operate your craft with an engine of rated power in excess of that stated in the specification.
- Do not operate at maximum speed while in congested waterways or in weather or river conditions of reduced visibility.
- Reduce speed and therefore wake as a courtesy and as a safety consideration to yourself and others. Observe and obey speed limits.
- Observe right of way as defined in the “navigation byelaws” applicable to the area in which the craft is being operated.
- Allow sufficient distance to stop or manoeuvre in order to avoid collision.

Visibility and efficient operation of the craft may be effected by:-

- Loading and load distribution.
- Speed.
- Rapid acceleration.
- River conditions.
- Weather conditions.

Stability

Your boat has been assessed for stability using a maximum load stability test. Your boats maximum capacity is stated on the CE Plate or in the specifications. Do not load your boat with excess weight or number of persons.

Fire Prevention

- Where appropriate your boat may be equipped with one fire extinguisher, dry powder 1kg, located at the forward end of the cabin on the starboard side.
- Where applicable, always ensure the fuel tanks and hoses are in good condition and that fuel tank compartment ventilators are serviceable.
- Always remove the fuel tank to refill.
- Do not smoke while refuelling.
- The fire extinguisher should be inspected annually.

Engine & Propulsion

- Refer to the outboard/inboard motor manual for operation, maintenance and winter storage.
- Remove outboard fuel tanks for filling in a well ventilated area away from any risk of ignition.
- Be sure you have enough fuel or battery charge for your trip.
- Excessive bilge water can damage electric propulsion systems.

Cleaning.

- Use as few cleaning agents as possible to avoid excessive discharge into the water.
- Avoid scratching the hull.
- A pressure washer machine can be used if desired.
- Do not use solvents or aggressive detergents.
- Check the anti-fouling point on the bottom surfaces and replace as necessary.

Winter Storage.

- Your boat and fittings onboard may be damaged if winter precautions are not taken.
- Always refer to your engine manual for winterisation.
- Ensure that any batteries are kept topped up with electrolyte and are kept fully charged.
- Grease the steering system and stern gland where applicable.
- Ensure bilges and other parts of the boat are dry and free from water.
- Protect the boat from rain.
- It is advisable to keep the boat at a professional yard or marina during the winter and arrange for regular inspections, particularly before and after bad weather.
- Winter storage on land is always a preferred option.

Recommended further reading.

- RNLI "Safety on the Sea"
- Local navigation authority hand book.