

# JAVA

Inflatable Boats

# Operating Manual

2016

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**Congratulations on choosing a JAVA inflatable boat. Just follow the instructions below to get the most out of your investment:**

**Unpacking:**

Unpack on a clean flat surface free of sharp objects that might damage the boat.

As you unpack, note carefully the way it has been packed previously. Especially note the way the sides have been folded towards the centre-line, so that the transom folds over them, *not between* them. Check that it is complete with all parts: Seat, oars, foot-pump, air-floor or aluminium floor joiners, side joiners, repair kit, carry-bag, floor boards.

**Valves:**

Firstly remove the protective valve cover by turning it.

The valves have a two-way action: either free-flow, meaning air can freely pass in either direction, and one-way (in) only. You can alternate between the modes by pressing the inner spindle and turning it, then releasing. For fast filling use the free-flow mode and blow up the dinghy with a vacuum cleaner in blow mode or use the foot pump provided. High speed 12V airpumps are also available from Aakron. Once near full inflation you can change the valve to one-way by rotating the spindle. Be quick to avoid undue air loss. Complete inflation with the foot pump. NEVER use a high pressure air source like a tyre inflator. The tube pressure should not exceed 2.5psi. In hot weather allow for a pressure build-up as the tubes heat up in sunlight. Release air pressure by simply pushing the spindle in briefly.

**Assembly of the hard-floor (VKJ) models:**

1. Unpack the dinghy from its bag or box and unroll the dinghy and inflate until it forms its proper shape; there's no need to fully pressurise it yet. **See pic 1.** A vacuum cleaner with a 'blow' function is quick and easy. Tip: the valves have two positions; by rotating the central spindle you can lock them open so its easier to blow air in if you're using a blower. You have to be quick to return the valve to the semi-closed state as soon as you remove the blower or you'll lose all the air. Don't inflate the keel tube yet.



**Picture 1:**

2. Now deflate the dinghy about 75% so it's very saggy. Replace all the valve caps to keep them safely out of the way and place the floor boards inside the pontoons starting with the forward-most one and the aft-most. The numbers on the boards should be up-most and in sequence. If your boat has four boards fit one of the middle boards too. Get all the boards into line. Now place the fwd edge of the remaining board into the aft edge of the forward-most board while holding the aft edge up. Then lift the forward edge of the adjacent board and mate it into the aluminium extrusion of the board you are already holding up, thus forming a ridge. See pic 2.

**Picture 2:**



3. Press the ridge down until all the boards are flat, making sure you haven't trapped any of the pontoon fabric or valve bungs (including the keel valve) underneath. Check all boards are in line still. If you have difficulty at this step you probably have too much air in the pontoons still, or you have some of the pontoon fabric pinched under the boards.
4. Fit the side rails (to keep the boards flat and rigid) by positioning them with an equal overlap on all boards. The concave surface should be outwards and up. **See pic 3 below**. Then the boards will slide into the groove provided. If difficult, release more air from the pontoons or try placing a board under the middle of the floorboards to lift them off the floor to ease access for the side rails. When the tubes are pressurised the rails are held very tightly in place. The forward board is not held by the side rails, but is free to move a little.
5. Check that no pontoon fabric is pinched under the boards, then inflate the chambers in sequence starting with about 80% pressure in the rear chambers. Then pressurise the bow chamber to about 90% and clip the seat into place. Then revert to the rear chambers and fully inflate using the foot pump. **DO NOT USE HIGH PRESSURE** sources or you may burst the seams. Finish by fully pressurising the forward chamber with the foot pump and then inflate the keel chamber hard. Note that any initial wrinkles in the tubes will smooth out within a few minutes. Remember to always inflate in rotation and in steps as there are diaphragms between the chambers that can get distorted if you fully inflate one chamber ahead of the others.

Picture 3



**Assembly of Air-floor (AMJ) models:**

Simply partially inflate the pontoons, then lay the floor in place with the air-valve up and tuck under the pontoons all round. Partially inflate the floor then fit the seat and fully inflate the pontoons. Then fully inflate the floor and then the keel tube.

**Packing Up the Inflatable Boat:**

1. Start by releasing the air completely from the boat, including the keel tube. Remove the seat, oars and floorboards (which you can only do when the boat is deflated).
2. Ideally you can use a vacuum cleaner to suck out the last of the air. As you do so, ensure that the tubes lie straight and collapse inwards to the centre, inside the transom line.
3. Now fold the collapsed cones inward at the back of the transom. Then fold the transom forward over the collapsed tubes. Continue folding forward until you have the whole boat in a reasonably neat pack. You may prefer to fold the transom forward one layer then fold the bow section back over the transom.
4. Now kneel on the pack to squeeze any remaining air out. Then place in the carry bag.
5. Slide the floor boards into the bag alongside the tube package, then place the floor joiners, oars, and repair kit in with everything else, and do up the zip or straps. Or you may find it convenient to stow the floor panels separately in the car boot or under a bunk etc

**General care and maintenance:**

1. Always store your inflatable out of the sun when not in use. The sun's UV is very damaging to just about everything and while the fabric we use is specially made for the job its life can be doubled by avoiding unnecessary exposure to sunlight. Avoid contact with vegetable oils (present in many suntan oils) and insect repellents as these plasticise the fabric and make it go sticky
2. Wash down with fresh water after use and stow in a cool, but not freezing, dry place out of the sun.
3. Clean stains and dirt off the fabric with a gently abrasive household cleaner (non-solvent) if necessary. Avoid contact with fuels, solvents or oils, and clean up any spills immediately.
4. Keep the self draining bung clear of dirt to ensure it performs properly. Leakage at this point is generally due to small amounts of rubbish trapped under the non-return valve.
5. When towing use all three towing points. This ensures the load is spread and if the outer rings are used to take lines to the outer corners of the transom of the towing vessel you will find the inflatable tows more precisely, with less yawing and there is less risk of it flipping even in rough seas or strong winds. Always adjust your tow length to suit the weather and sea conditions, and in heavy weather take the inflatable on board the mother ship if possible.
6. Air loss appears to happen during cold weather but it may only be the air in the tubes shrinking with the lower temperatures. If you think you definitely have a leak, check the valves first by applying a little soapy water to them when the boat is fully inflated and watch for any sign of bubbles. 'Popping' the air valves to release short bursts of air may clear any dirt stuck under the seal. You can also check for physical damage, cuts etc by applying a soap or detergent solution to the whole surface and carefully check for signs of bubbles. Note spines from fish like snapper cause tiny holes in the fabric that are very hard to detect, yet cause a persistent slow leak. Always use a net to land spiny fish, and deposit them directly to a fish bin.

**Repairs:**

1. If you find a leak you can repair it with the kit provided. Clean the area around the leak about 5cm out, using any of; acetone, MEK (nail polish remover) or lacquer thinner.
2. Cut a piece of the provided repair fabric about 2.5cm larger than the repair area, round off the corners, and clean the contact surface with the same thinner.
3. Now release excess air pressure from the tubes so that they are a bit soft while still retaining their shape. Then apply two thin layers of the glue to each contact surface, letting the first dry to touch before applying the second. When the second layer just loses its stickiness carefully roll the cut fabric onto the surface to be repaired, making sure to avoid any air bubbles between the tube and the repair fabric.
4. Let the repair dry for 24 hours before repressurising the tubes.

**Fire Risk:**

The fabric is inflammable so take sensible precautions when near anything hot or burning.

**General Advice:**

1. Always take oars, anchor, bailer, spare fuel, signalling device (cell-phone, VHF, walkie-talkie, or torch, flares etc ) with you, especially at night and with a strong offshore wind. Motor failure can be disastrous without the above simple safety aids in some circumstances.
2. Take life-vests and protective warm clothing for all crew.
3. Check the fuel level, weather and sea condition before leaving the shore.
4. Don't exceed the recommended load or motor sizes shown on the transom name-plate.

**So now you're ready. Go and have fun in your wonderful JAVA inflatable boat.**

**We wish you the very best of boating adventures!**

**LIMITED WARRANTY**

- 1. Each new Java Inflatable Boat and its accessories attached thereto (hereafter called the ‘boat’) sold by Noumea Ltd (and hereafter referred to as the Seller) or one of its Dealers is warranted to be free from defects in material and workmanship.
- 2. This warranty shall become effective only on receipt of a completed registration form by the Seller within 3 months of the date of purchase.
- 3. The warranty is for a 2 year period from the date of purchase and warrants that the base fabric and seams will not fail but will remain fit for their purpose, provided that the boat shall be stored under-cover and protected from sunlight, excessive heat, and the elements at all reasonable times when not in use.
- 4. This warranty does not cover normal wear and tear, accidental damage, over-pressurisation, use in the tropics, commercial use including charter use, neglect, racing, or lack of maintenance, fading or oxidation or other damage caused by ultra-violet radiation (sun damage), fuel and solvents, suntan oils or insect repellents and other chemicals. Nor does it cover the use or abuse of any accessory.
- 5. This warranty does not cover any incidental or consequential loss, loss of time, inconvenience or loss of income, or any other costs of any type consequent to any claim under this warranty.
- 6. Claims shall be made under this warranty by delivering the boat during normal working hours for inspection by the Seller or its nominated agent who will then either do the repairs or arrange for the inspection and repair, provided such service is covered under this warranty. The purchaser shall pay for the cost of any transport required. If the service needed is not covered by this warranty the purchaser shall pay for all related labour, materials and any other associated expenses required to fix the problem. Any boat or parts shipped to the Seller or agent must be shipped with freight and insurance prepaid.
- 7. The Sellers obligations under this warranty shall be limited to repairing or replacing (at the Seller’s sole discretion) any defective part. The Seller reserves the right to improve or modify any boat without assuming any obligation to modify any boat previously manufactured.
- 8. This warranty is intended to be additional to any rights the purchaser may have pursuant to any ‘fair trading’ laws applicable in the country of purchase.

**Note: in the interests of obtaining the longest life from your investment it is recommended that the boat and accessories be hosed down with fresh water after use and stored in a cool (not freezing) dry place out of the sun and weather, while being very slightly deflated. Sun-covers and UV protectants are available from Noumea Ltd at very reasonable prices.**

**Owners Warranty Registration Form \***

**Name of Owner:.....Address.....**

**..... Post Code..... State.....**

**Email..... Ph .....**

**Purchase date..... Model.....Serial No.....**

**Invoice No.....Purchased From.....**

**Signed:**

**Please tell us how you heard about us. Please circle which one is appropriate:**

Google	Trademe	Facebook	Magazine	Boat	Other
			adverts	Shows	

**\*Complete, date, and return within 3 months of purchase to validate your warranty. You can scan and email to: info@aakronboats.co.nz**