
Talamex®
marine products

Contents

1. General

1.1 Introduction

This manual has been compiled to help you to operate your Talamex inflatable boat with safety and pleasure. It contains details of the Talamex inflatable boat, assembly, disassembly, equipment and information on its operation and maintenance. Please read it carefully, and familiarize yourself with the Talamex inflatable boat, before using it.

Ensure that the anticipated wind and sea conditions will correspond to the design category of the Talamex inflatable boat and that you and your crew are able to handle the Talamex inflatable boat 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 your Talamex inflatable boat dealer.

Always use trained and competent people for maintenance, fixing or modifications to your boat. Modifications that may affect the safety characteristics of the Talamex inflatable boat, should be executed 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 are required, or specific regulations are in force.
Always maintain your Talamex inflatable boat properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the Talamex inflatable boat.

Any Talamex inflatable boat, 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 Talamex inflatable boat to sea conditions.

The Talamex inflatable boats should have onboard the appropriate safety equipment (lifejackets, fire extinguisher, etc.)

This manual uses the following safety alerts to draw your attention to special safety instructions that should be followed.

warning

WARNING - indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.

danger

DANGER - indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.

caution

CAUTION - indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury or property damage. It may also be used to alert against unsafe practices.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL YOUR TALAMEX INFLATABLE BOAT.

REGISTER YOUR TALAMEX BOAT FOR WARRANTEE DIGITALLY ON:
WWW.TALAMEXINFLATABLES.COM

1.2 Design categories

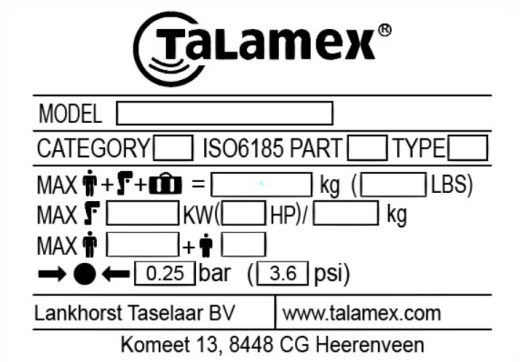
Category C – "Inshore". A watercraft given design category C is considered to be designed for a wind force up to, and including, 6 and significant wave height up to, and including, 2 m.

Category D – "Sheltered waters". A watercraft given design category D is considered to be designed for a wind force up to, and including, 4 and significant wave height up to, and including, 0,3 m, with occasional waves of 0,5 m maximum height.

The boat you obtained is meant to be used in category C or D, depending on the model you are using (see paragraph 2.9).

1.3 Capacity plate

The manufacturer's capacity plate is located on the inside of the boat transom. Never exceed the maximum values as mentioned on the plate.



1.4 National legislation

Before you prepare for the water with your Talamex inflatable boat, check the local legislation on any restrictions on the specific water you want to use. You might check for sailing restrictions, speed-restriction, restrictions on the use of outboard engines, restrictions on the airborne sounds, etc.

1.5 General safety information

In order to safely enjoy the waterways, familiarize yourself with local and other governmental boating regulations and restrictions, and consider the following suggestions.
Use flotation devices. Have an approved personal flotation device of suitable size for each person aboard (it is the law) and have it readily accessible.
Do not overload your boat. Most boats are rated and certified for maximum load (weight) capacities (refer to your boat capacity plate). If in doubt, contact your dealer.

Perform safety checks and required maintenance. Follow a regular schedule and ensure that all repairs are properly made.
Know and obey all nautical rules and laws of the waterways.

Make sure everyone in the boat is properly seated. Do not allow anyone to sit or ride on any part of the boat that was not intended for such use.
This includes any part of your boat, at which an unexpected acceleration, sudden stopping, unexpected loss of boat control, or sudden boat movement could cause a person to be thrown overboard or into the boat.

Never be under the influence of alcohol or drugs while boating (it is the law). Alcohol or drug use impairs your judgment and greatly reduces your ability to react quickly.

Prepare other boat operators. Instruct at least one other person on board in the basics of starting and operating the outboard, and boat handling, in case the driver becomes disabled or falls overboard.

Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Just shifting the outboard into neutral is not sufficient.
Be alert. The operator of the boat is responsible by law to maintain a proper lookout by sight and hearing. The operator must have an unobstructed view particularly to the front. No passengers, load, or fishing seats should block the operators view when operating the boat above idle speed.

Never drive your boat directly behind a water skier in case the skier falls. Watch fallen skiers. When using your boat for water skiing or similar activities, always keep a fallen or down skier on the operator's side of the boat while returning to assist the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

2. Specifications, description and features

2.1 Specifications

Declaration of conformity: The Talamex inflatable boats smaller than 2,50 meter, do not come under the aegis of the recreational Craft Directive 2013/53/EC and therefore cannot be certified as complying with it. However, these models are built to meet all specifications required in the above-mentioned Directive as well as the ISO 6185 standards.

2.2 Boat model

This is an inflatable boat that gets its form, strength and buoyancy by means of inflation with air. The boat is designed for small voyages in sheltered and open waters, depending on the design category (see 2.9).

2.3 Number of persons

warning

Do not exceed the maximum recommended number of persons. Regardless of the number of persons aboard, the total weight of persons and equipment must never exceed the maximum recommended load.

2.4 Payload

warning

When loading the Talamex inflatable boat, never exceed the maximum recommended load. Always load the Talamex inflatable boat carefully and distribute loads appropriately to maintain design trim (approximate level). Avoid placing heavy weight high up.

2.5 Outboard Engine

The maximum motor power of this boat is given in 2.9 in this manual.

danger

Overpowering a boat can result in serious injury, death or boat damage.

danger

You might lose control of the boat when using the motor at full speed, accidents may occur.

Talamex cannot be held responsible for these actions.

warning

Be cautious when refuelling, e.g., no smoking and direct treatment of fuel spillage in craft.

Prevent the fuel lines from damaging when installing the engine.

Avoid and prevent contact of flammable materials with hot engine parts.

2.6 Fire extinguisher

warning

In case you have a boat with outboard engine having more than 25kW (34HP). Then you are required by NEN-EN ISO 9094-1 to have one or more fire extinguishers on board with a collective capacity of 8A/68B.

Ask your dealer for supply of a fire extinguisher that is conform the requirements.

2.7 Electrical system

let op

Your Talamex boat comes standard without electrical system and connections. If you install an electrical system, it must meet the following international standards for water resistance: ISO 10133, ISO 9097 of ISO 8849. Navigation lights must comply with Colreg 72.

Ask your dealer for supply of a system that is confirm the requirements.

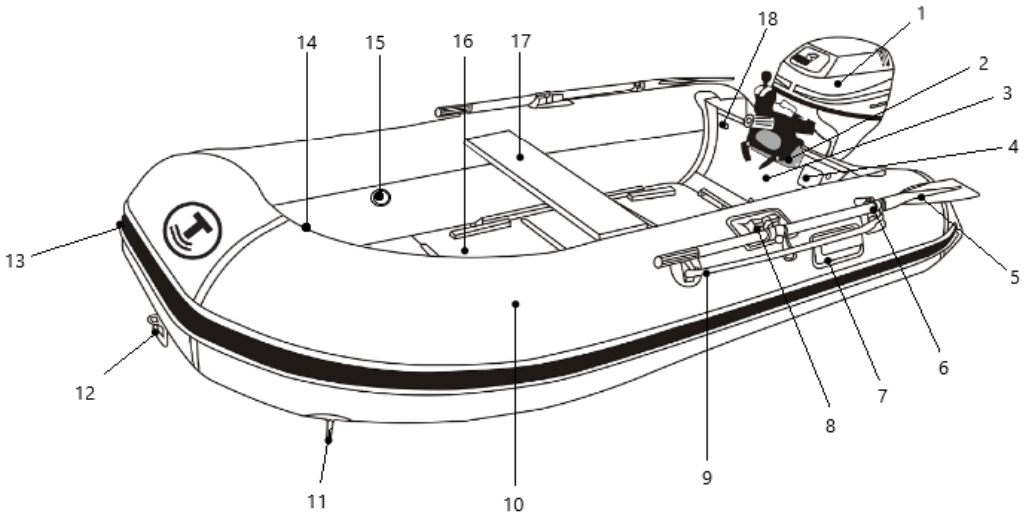
2.8 Certification

All boats from 250cm and up are CE certified by the Notified Body DMI (NoBo nr. 2248) or EMCI (NoBo nr. 2832).

2.9 Specifications

Model	CE design category	ISO standard	Type	Length (cm)	Width (cm)	Tube diameter (cm)	Weight incl. oars (kg)	Max load (kg)	Max HP	Max kW	Max engine weight (kg)	Max persons	Shaft length	Nr. of airchambers	Packing dimensions (cm)
QLS200	D			200	134	36	18	300	2,5	1,8	20	2	Kort	3	93 x 47 x 20
QLS230	D			230	134	36	20	325	4	2,9	25	2+1	Kort	3	98 x 45 x 25
QLS250	D	6185-1	II	250	152	42	23	350	5	3,7	30	2+1	Kort	3	98 x 50 x 25
QLA230	D			230	134	36	26	350	4	2,9	30	2+1	Kort	3+1+1	98 x 45 x 25
QLA250	D	6185-1	II	250	152	42	28	400	6	4,4	30	2+1	Kort	3+1+1	98 x 50 x 25
QLA270	D	6185-1	II	270	152	42	29	410	6	4,4	30	3	Kort	3+1+1	100 x 52 x 21
QLA300	C	6185-2	V	300	152	42	31	425	10	7,4	45	4	Kort	3+1+1	100 x 51x 24
QLA350	C	6185-2	V	350	180	45	40	490	15	11,0	60	5	Kort	3+1+1	112 x 50 x 21
QLX250	D	6185-1	II	250	152	42	32	400	6	4,4	30	2+1	Kort	3+1	98 x 50 x 25
QLX270	D	6185-1	II	270	152	42	40	410	6	4,4	30	3	Kort	3+1	100 x 52 x 21
QLX300	C	6185-2	V	300	152	42	46	425	10	7,4	45	4	Kort	3+1	100 x 51x 24
QLX350	C	6185-2	V	350	180	45	56	490	15	11,0	60	5	Kort	3+1	112 x 50 x 21
TLS200	D			200	134	36	21	300	2,5	1,8	20	2	Kort	3	95 x 47 x 22
TLS230	D			230	134	36	23	325	4	2,9	25	2+1	Kort	3	95 x 53 x 22
TLA230	D			230	134	36	25	372	5	3,7	30	2+1	Kort	3+1+1	97 x 58 x 24
TLA250	D	6185-1	II	250	152	42	28	400	6	4,4	30	2+1	Kort	3+1+1	100 x 54 x 25
TLA300	C	6185-2	V	300	152	42	37	465	15	11,0	50	4	Kort	3+1+1	102 x 55 x 24
TLA350	C	6185-2	V	350	172	45	46	696	20	14,7	60	5	Kort	3+1+1	116 x 60 x 30
TLX250	D	6185-1	II	250	152	42	35	400	6	4,4	30	2+1	Kort	3+1	100 x 54 x 25
TLX300	C	6185-2	V	300	152	42	49	465	15	11,0	50	4	Kort	3+1	102 x 55 x 24
TLX350	C	6185-2	V	350	172	45	59	696	20	14,7	60	5	Kort	3+1	116 x 60 x 30
TLRA270	C	6185-2	V	270	163	42	38	370	10	7,4	45	3+1	Kort	3	220 x 100 x 50
HXL195	D			195	143	42	21	360	3,5	2,6	20	2	Kort	3+1+1	90 x 43 x 20
HXL230	D			230	145	42	24	380	3,5	2,6	20	3	Kort	3+1+1	90 x 46 x 21
HXL250	D	6185-1	II	250	145	42	26	400	4	2,9	25	3	Kort	3+1+1	98 x 57 x 22
HXL275	D	6185-1	II	275	145	42	28	600	6	4,4	40	4	Kort	3+1+1	98 x 65 x 28
HLA230	D			230	145	42	29	460	5	3,7	35	3	Kort	3+1+1	90 x 46 x 21
HLA250	D	6185-1	II	250	145	42	32	480	6	4,4	40	3+1	Kort	3+1+1	98 x 57 x 22
HLA300	C	6185-2	V	300	170	45	40	700	15	11,0	50	5	Kort	3+1+1	115 x 57 x 22
HLA350	C	6185-2	V	350	170	45	46	750	20	14,7	60	6	Kort	3+1+1	113 x 60 x 25
HLX250	D	6185-1	II	250	145	42	42	480	6	4,4	40	3+1	Kort	3+1	98 x 57 x 22
HLX300	C	6185-2	V	300	170	45	53	700	15	11,0	50	5	Kort	3+1	115 x 57 x 22
HLX350	C	6185-2	V	350	170	45	62	750	20	14,7	60	6	Kort	3+1	113 x 60 x 25
HLX400	C	6185-3	VII	400	200	50	72	1100	30	22,1	90	8+1	Kort	3+1	135 x 77 x 36
GLB170				170	116	34,5	17	160				1		3+1+1	75 x 50 x 35
GLS160	D			160	131	34	18	200	2,5	1,8	20	1	Kort	3	93 x 55 x 20
GLA250	D	6185-1	II	250	152	42	28	400	6	4,4	30	2+1	Kort	3+1+1	98 x 50 x 25
GLW300	C	6185-2	V	300	152	42	49	425	10	7,4	45	4	Kort	3+1	100 x 51x 24
HDX400	C	6185-3	VII	400	194	52	109	850	30	22,1	90	6	Kort	3+1	135 x 74 x 40
HDX450	C	6185-3	VII	450	194	52	123	1000	40	29,4	100	8	Kort	3+1	135 x 74 x 43
HDX500	C	6185-3	VII	500	194	52	139	1200	60	44,1	125	10	Kort	5+1	135 x 74 x 46
SLA230	D			230	132	32	14,1	325	4	2,9	25	2	Kort	2+1	90 x 40 x 28
SLA250	D	6185-1	II	250	136	34	14,7	425	5	3,7	25	3	Kort	3+1	96 x 50 x 30
SLR270	C	6185-2	V	270	163	42	45	370	10	7,4	45	4	Kort	3	
SLR290	C	6185-2	V	290	163	42	52	480	15	11,0	50	4	Kort	3	
SLR310	C	6185-2	V	310	163	42	60	550	20	14,7	60	5	Kort	3	
SLR350	C	6185-3	VII	350	163	42	69	680	25	18,4	80	6	Kort	3	
SLN380	C	6185-3	VII	380	185	46	143	690	30	22,1	90	6	Long	4	

2.10 Drawings



Key

1. Outboard engine
2. Engine plate
3. Transom
4. Capacity plate
5. Paddle or oar
6. Oar holder
7. Handgrip
8. Oarlock with glue-pad
9. Lifeline
10. Tube / Airchamber
11. Towing D-ring
12. Bow handle
13. Rubbing strake
14. Interior lifting D-ring
15. Airvalve
16. Floor
17. Seatbench
18. Lifting eye

Note: image above is a general description of an inflatable boat. The image does not necessarily represent a specific Talamex boat as Talamex models vary in shape, size, number of parts, components, equipment and accessories.

3. Assembly and disassembly

3.1 Valves

The Talamex valves are especially designed for safe and comfortable use. The valves are designed flat to increase the comfort in the boat and to prevent damage to the boat.

Operation of the valve:

- Take off outside cap. This is for protection from dirt and damage.
- Push the valve once to **open** it.
- Push the valve again to **close** it.

Pump connection:

Put end piece (the part than must be turned) of the pump on the valve.

- Turn right (clockwise) and start pumping.
- Keep pumping until the right pressure is reached.
- When ready, be sure to take off the pump.
- Be sure to put on the protection cap again.

A hand pump (air pump) is standard delivered with your Talamex inflatable boat.

3.2 Rowing equipment

Talamex boats come standard or with paddles or with oars, oarlocks, and a seatbench. The oars can be taken apart for easy transport.

- Ensure the seatbench is installed properly (see 3.3).
- For Highline and Silverline: To install the oars, you should keep up to this order: add the oarlock to the oar and assemble the oars. Point the blade to the bow and place the oarlock in the pad. Turn the oar a quarter turn, so that the blade points to the outside. The boat is now ready to row.
- For Aqualine, Comfortline Greenline and Superlight: remove the cap from the stainless steel pin, insert the oar, then replace the cap on the pin.
- The HLX400, S-Line and Heavy-Duty models are equipped with two paddles, these are placed on the tube, right above the floor.
- If the oars are not in use, put the oars in the clips on the sides of the boat, with the blade pointing to the transom.

3.3 Seatbench

Inflate the boat for 75% and install the seatbench. When the seatbench is installed, the Talamex inflatable boat can be fully inflated.

3.4 Inflation of the tubes

The proper inflation and deflation is essential for a long life of your boat.

To inflate the boat, roll out the boat on the floor. Remove any sharp objects from the flat surface where the boat will be assembled.

- If the boat is unpacked, check if all parts are present.
- Check if the valves are closed, by removing the safety cap from the valve.
- Get your delivered pump. Push the nozzle, end piece on the valve and turn right. The pump will tighten on the valve.
- Put enough air in the boat to give the boat some form.

How to inflate:

Step **1**: Start filling the bow and side changers (see below for correct sequence).

Step **2**: Put in enough pressure to allow the boat to spread out, but do not fully inflate the tube.

Step **3**: Repeat procedure, pump the remaining chambers to right pressure.

If inflation is done in right order then the boat has the correct pressure and there is **no distortion of fabric near the bulkheads.**

All chambers should be inflated equally to avoid damage to the bulkheads that separate the chambers.

We highly recommend using a manometer in order to bring the boat to optimal pressure. Manometer is not included with the Talamex inflatable boats.

Order of inflation of the tubes:

Inflate the boat in the following order:
1. front chamber (bow chamber)
2. side chambers
3. floor chamber (if applicable)
4. keel chamber (if applicable)

Always inflate the keel chamber last.

Never surpass these values

Inflate the boat to 0,25 bar = 3,6 PSI = 25 kPa
Inflate the airkeel to 0.4 bar
Inflate the airfloor to 0,8 bar

caution

Over-inflation can cause structural damage to your boat. Avoid the boat to stand in the direct sunlight **when the boat is not in the water**. This might heat up the air in the boat so much that expansion causes damage to your boat (except with properly used overpressure valve).

Do not use mechanical compressors to inflate your boat. The pump that is delivered gives exactly the right pressure to your boat.

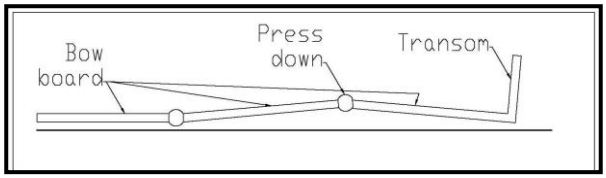
3.5 Floorboard

Talamex boats that are equipped with an inflatable or a non-inflatable floorboard must be operated with these floorboards properly installed before use. Using the boat without provided floorboard is unsafe, uncomfortable and it might result in damage to the boat. See points 3.6, 3.7 and 3.8 for floorboard installation.

3.6 Installing aluminium floor

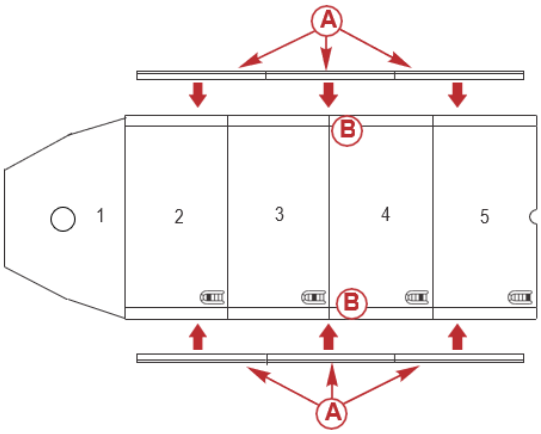
Instructions to install the floorboards in the Talamex models with an aluminium floor:

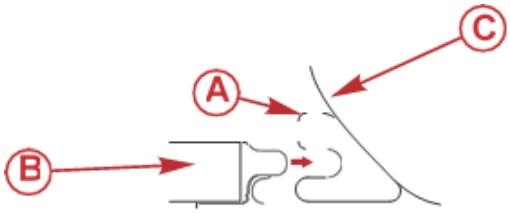
- Inflate the boat including the keel section (see 3.4).
- Check if no parts of the tubes keep sticking together.
- Deflate the keel, and deflate the boat for about 2/3.
- Place the front section (bow board 1) of the floorboard as far in the front of the boat as possible. Make sure the hole in the bottom is straight above the valve of the keel section. Place the side with the sticker faced down.
- Place part two into the boat. Put the two parts of the floorboard "in line".
- Take part three and eventually part four of the floorboard.
- Make a bridge of the last two floor parts.
- Push down the two parts to the bottom of the boat.
- Inflate the keel approximately 5-10 strokes. The floorboards will be in a level position.
- Deflate the side-tubes of the boat completely and install the aluminium stringers.



Installing the aluminium stringers:

After installation of the floorboards, place the stringers (A) in the sides of the floor (B) next to the tubes (C). The stringers are marked with numbers, number 1 should overlap floorboard 2 and 3, etc. Talamex models vary in lengths and number of stringers. The length of the stringer should be evenly distributed over the length of the floorboard.





To install the stringers easier it is recommended to put an oar (paddle) under the bottom of the boat. This lifts up the floorboards to have easier access to put the stringers on the sides of the floor. Also we recommend sliding the stringer in a rotating movement from top to bottom around the floor profile.

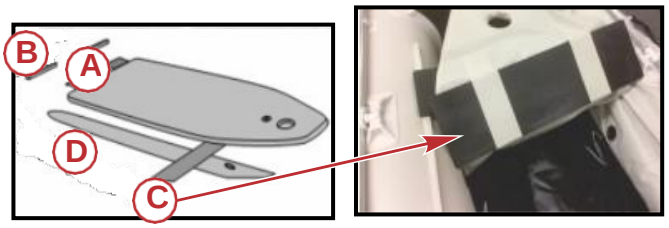
3.7 Installing airfloor

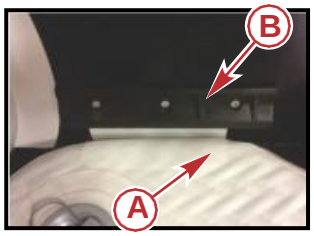
Instructions for installing floorboards in Talamex models with an inflatable floor.

In the back of the boat there are two transom tracks fixed against the transom. To fix the floor at the transom, you have to slide the flaps that are attached at the back of the floor through the track .

If you fully inflate the air deck, it will push itself underneath the tube and it will stay there tight in its place.

- Put the flaps (A) at the after side of the floor in the transom track (B).
- Install the thrustboard (C) to the belt on the underneath of the airfloor.
- Install the thrustboard (C) at the forward most point of the port and starboard tubes. The thrustboard must be placed under the air floor and on top of the keel (D) on the reinforced spot that you find on the inside in front of the tubes.
- Place the deflated air floor D in the bottom of the inflated boat (DO NOT inflate the keel).
- Make sure the hole is exactly on top of the keel-valve.
- Inflate the inflatable floorboard to approximately 50% air pressure.
- Push the sides of the floorboard under the tubes as far as possible.
- Inflate the air floor to minimum 700 mb, maximum 825 mb.
- Inflate the keel.
- Close the valves by putting the caps on top of it and turning them to the right.





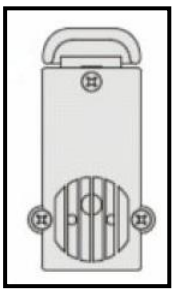
3.8 Installing slatted floor

Instructions for installing floorboards in Talamex models with a slatted floor.

The slatted floor of your Talamex boat has already been installed. You only need to inflate the tubes in order to prepare your boat.

3.9 Slide drain valve

The Talamex Aqualine, Comfortline, Highline, Greenline, Superlight and Heavy-Duty series are equipped with a slide drain valve. When underway, slide the drain to open position and the water will automatically run out. The inner membrane will prevent water from returning. After the water has been drained, slide the drain to the closed position.



3.10 Drain plug (Alu-Rib models)

The Silverline, S-Line and TLRA Alu-Ribs are equipped with a drain plug in the transom. The plug must be installed when the boat is exposed to water. The hull cavity plug must be regularly removed to allow collected water to escape from the inner hull (bilge). For Alu-Ribs which lie in the water for an extended period of time, an automatic bilge pump is recommended. The deck drain plug should only be removed if the boat is operated in forward direction or if the boat is stored in the davits or on deck shelves.

3.11 Engine installation

Outboard motor power:

danger
Overpowering a boat can result in **serious injury, death or boat damage.** Using an outboard that exceeds the maximum horsepower limit of a boat can: 1) result in severe handling and/or stability problems 2) place too much weight at the transom altering the designed flotation characteristics of the boat 3) cause the boat to break apart particularly around the transom area.

The maximum motor power to be used see 2.9 of this manual.

USE A LANYARD SWITCH. This switch will stop the engine if, for any reason, the operator leaves the control, see paragraph 5.

Mounting the engine:

- Make sure you are standing safely and stable.
- Unlock the motor for tilting and mount the motor on the transom.
- The motor must be in the middle of the transom for proper operation.
- Screw the brackets securely on the stern.

Position of the outboard engine:

The outboard motor must be so installed that in the normal running position, it stands vertically in the water.
This means that the "cavitation plate" on the low side or the outboard engine is horizontal in the water if the boat is lying in its normal position. All Talamex boats are designed for using a short shaft motor The motor position is essential for the right sailing features. Make sure the motor is trimmed properly, eventually use the spacers (not delivered with all models) to determine the right height of the motor.

A motor installed improperly, may cause spray water or cavitation (racing of the motor)

Starting the engine:

- Pull the boat into the water.
- Secure the motor in the downwards position
- Stand securely and start the engine.
- Avoid very high speeds when running the boat backwards, water can come in the boat over the transom.

3.12 Installing the console (Silverline / S-Line)

We recommend to always use the expertise of a Talamex dealer for installation of a console.

- Place the console on the desired spot in the boat on the anti-skid foam.
- Mark the areas where the holes should be drilled through the aluminium bottom.
- Use grease while drilling the hole (it is possible to drill through the anti-skid foam).
- Use aluminium flatserts to create a screw-thread into the aluminium bottom.
- Use sealant to avoid corrosion of the drilled holes.
- Install the console by bolting the console onto the flatserts.

3.13 Deflation

General information:

NOTE: Boat should be clean and dry before rolling up for storage. Remove any sand and debris that may cling to the fabric.

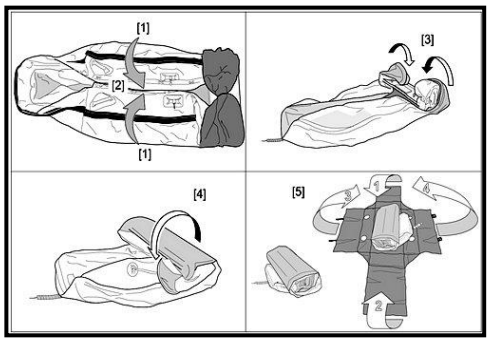
When deflating the boat, do not deflate one chamber at once. Deflate all chambers evenly; this prevents damage to the bulkheads in the boat.

Deflating the boat:

- Lay the boat down on the floor.
- Push the valve once to open it.
- Release some air from all chambers.
- Make sure the valve stays open (to enable the air to get out during folding).
- Push evenly on the whole boat to let as much air out as possible.

3.14 Folding the boat

- Lay the boat down on the floor.
- Take out the aluminium or wooden floorboards, if applicable. An inflatable floor can be left in place.
- Fold the boat to the middle of the boat, so that the whole boat is as wide as the transom (1-2).
- Bring the back of the side chambers to the middle (3).
- Roll the transom forward. This helps to get the air out. Be sure all valves are in the open position (4).



If you prefer the oars to be in the same pack / sack as the boat take care that the oars will not damage the pack / sack. Put in the round parts of the oars first.

4. Transportation

General information:

warning
- Never tow and/or lift your craft with people aboard. - Frequently inspect the towing line. - Periodically check the towing conditions and especially that the craft is not taking in water.

IMPORTANT: Only use components specifically designed for lifting, towing, mooring and anchoring.
- Lifting out of the water: use handgrips and bow handle.
- Towing: use port and starboard towing D-rings.
- Lifting in hoist: lifting D-ring(s) and lifting eyes in the boat/transom.
- Mooring: bow handle and/or handgrips.
- Anchoring: bow handle and/or handgrips.

See drawing 2.10 for location of these components.

IMPORTANT: Remove outboard engine, fuel tank, all equipment and make sure no passengers are onboard during lifting and/or towing.

4.1 Lifting the boat out of the water

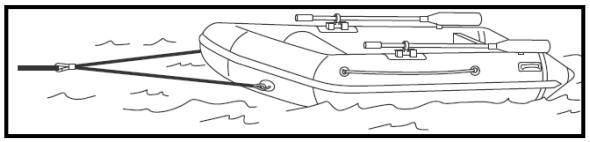
Make sure there are no sharp edges under the boat on the place where you want to lift the boat out of the water. Make sure the boat is empty. Only use the handgrips and bow handle for lifting out of the water. See drawing 2.10 for location of these components.

4.2 Towing the boat

If the boat is to be towed by another boat, the boat must be empty.

Use the port and starboard points on the bow of the boat for towing (towing D-rings). Towing this way makes the boat steady and secure behind the towing boat, and helps to avoid damage to your Talamex boat. See drawing 2.10 for location of these components.

Attach a line between the towing D-rings to form a bridal/triangle. Attach a towing line to this bridle/triangle and tow the boat at slow speed.



4.3 Lifting the boat in hoist

When using a hoist to lift the boat, attach the hoist to three/four lifting points in the boat. The number and location of lifting points depends per Talamex boat model. See drawing 2.10 for location of these components.

Make sure the boat is empty and remove the drain plug during the whole time the boat is stowed to allow water to run out.

5. Operation- and safety instructions

5.1 Important safety information

The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator's position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator's position.

warning

Should the operator fall out of the boat, the possibility of serious injury or death from being run over by the boat can be greatly reduced by stopping the engine immediately. Always properly connect both ends of the stop switch lanyard to the stop switch and the operator.

warning

Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator's station without first disconnecting the stop switch lanyard.

5.2 Pre-operating check list

- Check the inflation pressure of the air chambers.
- Remove the plug from the self-bailer floor drain.
- Remove any obstruction from the self-bailer floor drain.
- Check outboard for tightness on transom.
- Know the fuel capacity and cruising range.
- Check that the lanyard stop switch for the outboard works correctly.
- Be sure the boat is not overloaded. Do not exceed the maximum number of passengers or load capacity. Look at the boat capacity plate.
- Be sure there is an approved personal flotation device of suitable size for each person aboard and readily accessible.
- Check that the paddles are in the boat in case of engine trouble.
- Operator knows safe navigation, boating, and operating procedures.
- A ring type life buoy or buoyant cushion designed to be thrown to a person in the water.
- Arrange passengers and load in the boat so the weight is distributed evenly and everyone is seated in a proper seat or on the floor.
- Instruct at least one passenger in the basics of boat handling and the starting and operation of the outboard, in case the driver becomes disabled or falls overboard.
- Before departing, tell someone where you are going and when you expect to return.
- No alcohol or drugs. It is illegal to operate a boat while under the influence of alcohol or drugs.
- Know the waters and area you will be boating; tides, currents, sand bars, rocks, and other hazards.

warning

Bilge water should be kept to a minimum.

5.3 Stability and buoyancy

5.3.1 Position of persons and luggage

For safe operation it is advised to have people sit in the middle of the boat as much as possible. Sitting on the sides of the boat is possible, if there is sitting someone opposite.
Make sure you secure loose equipment safely when underway.

5.3.2 Rowing

Due to the position of the oars this Talamex inflatable boat, you will have a comfortable rowing position.

5.3.3 Under engine power

The bottom of your Talamex is designed to have a "V" shape (except from QLS, TLS, GLS, GLB and SLA boats). This improves the sailing characteristics, especially when operating an outboard engine.
It is possible as well, to get the Talamex into "aqua-planing".

caution

While you are sailing on high speed or in "aqua-planing": avoid abrupt corners and high waves, this might endanger the passengers.
Make sure everybody holds on to the handles.
For comfort and safety, reduce speed in waves.
Small children must be sitting **IN** the boat.
Breaking waves are a serious stability hazard.
Always wear a lifejacket!

SINGLE OPERATION. When operating under power without passengers, DO NOT SIT on inflation tubes or seat, weight should be as far forward and in the middle as practical.

Avoid heavy weights near the transom.
RAPID ACCELERATION should be avoided to prevent the possibility of backward flip-overs.

Wind and wave conditions can be highly dangerous for your inflatable. You can easily be flipped over if the load in the boat is not distributed in the bow of the boat and wind and tide are against. Especially the Speed models should be driven carefully in headwind. Distribution of load and weight take the bow down to a safe situation.

The anti-cavitation plate on the engine should be about 20 mm under the bottom of the transom.

- If your outboard is too high on the transom, you will experience a lot of cavitation (air bubbles and slippage around the propeller).
- If your outboard is too low on the transom it will create drag and it will throw up water into the boat.

In both cases you end up with loss of speed, so try to find the ideal position, eventually using the delivered spacers, before you definitely bolt your engine to the transom (consult your supplier).

At every used speed it is advised to keep the boat LEVEL. Prevent the bow to point UP, and prevent the bow from pointing DOWN towards the water.

- Use the weight of the people on board to achieve the level position.
- Adjust your engine angle (see below).
- An outboard tilted too far from the transom will drive the boat with a bow up attitude.
- An outboard tilted too close to the transom will drive the bow section too deep into the water, which ends up in loss of speed and/or cavitation.
- Adjust your engine angle (see below).

1. Occasional checks should be made of motor attachment screws. Loose screws will cause erratic boat operation and possible loss of engine overboard.

2. Make at thorough review of the motor's operator's manual before operation.

3. On board loads should be monitored to avoid chaffing or puncturing of boat skin.

Turning the boat
When taking a sharp turn, reduce the speed of your boat. The boat will tilt considerably inside towards the turning centre.

5.4 Hazards

Air chamber failure
Your Talamex boat is designed with more than one air chamber. Therefore, although in the event one of the air chamber might leak due to a puncture, the boat will at least save 50% of the buoyancy. Shift the weight to the opposite side. Secure the leaking chamber as necessary (by tying-up or holding-up) and immediately proceed to the nearest shore or mother ship, which is nearest.
However, be careful about shallows or reefs, because they can scratch or further damage your boat.

Sunlight and temperature fluctuations
Always be aware of the air pressure in the air chambers. The air volume inside the chambers will expand as the internal air temperature rises; this will cause the air pressure to fluctuate depending on water temperature and weather conditions. A boat that is correctly inflated may experience a drop in air pressure and require additional air when temperatures decrease; or it may become over inflated when in direct sunlight or as the temperatures increase. This will require the air chamber to be deflated until the recommended air pressure is reached.

Extreme sunshine (ultra-violet rays) over a longer period may accelerate ageing of the materials, which may cause a sticky surface.

Cover the boat to block direct sunlight exposure if the boat is to be removed from the water for an extended periods of time.

Beaching
It is recommended to have engine turned off onto the beach, dragged across rocks, sand, gravel or pavement as damage to the boat skin may result.

Davits
If the boat is suspended on davits, remove the drainplug and lift in such an angle that no water can accumulate in the boat.

Smoking
Refrain from smoking especially while refueling your boat.
Portable fuel tanks should be placed on a cushioning base and should be strongly secured to the craft by means of a girth to avoid bumps and risks of breaking during navigation.

- When refueling, always stick to the following recommendations:
- If possible, remove portable tanks from the craft to refuel.
- Refuel the tanks in the open air, far from heat sources, sparks or flames.

- Do not fill the tanks to the brim. The fuel increases volume with a rise in temperature and there is a possibility of the tank overflowing or even breaking.

High altitude use
Normal full inflation pressure is 330 mbar. If boat is inflated at sea level (low altitude) and transported to a high altitude (i.e., for use in a mountain lake) the air pressure must be reduced at the higher altitude to prevent over inflation.

5.5 Reboarding

In the event you fall out of the boat, use the following re-boarding procedure to get back into the boat.

- Hold onto the lifeline fixed to the top of the hull side tubes.
- Hold your breath and duck down whilst holding on to the lifeline. Kick down hard to force your body upwards. Your aim is to get as much momentum as possible. As your body is coming up, use your arms to push down on the hull tube to get your stomach on to the tube and your upper body as far into the boat as you can.
- Using your arms, press down onto the floor close to hull tube to get the rest of your body over the tube and into the boat. Use one hand to reach the opposite lifeline to assist if possible.
- Proceed immediately to shore or mother ship whichever is nearest.

6. Maintenance

6.1 General maintenance

Cleaners
Cleaners special for inflatable boats, should be used only and not discharged into waterways. Never mix cleaners and be sure to use plenty of ventilation in enclosed area. DO NOT use strong detergents, solvents or products, which contain phosphates, chlorine, solvents, non-biodegradable or petroleum based products. Cleaning your Talamex boat can best be done using special cleaner for inflatable boats.

IMPORTANT: Waxes or cleaners containing alcohol or hydrocarbons SHOULD NOT BE USED on the boat fabric. These products will prematurely dry out or damage the boat fabric.

IMPORTANT: Wash boat with fresh water after use of soap and cleaners.

6.2 Repairs

If you have any damage to your Talamex inflatable boat, it is strongly advised to go to your Talamex Boat dealer for repairs.
If the damage is a small puncture you can use the material you find in the repair kit.
Larger areas or if patch will overlap a seam should be patched by a professional repair technician at an inflatable repair station. Contact your local Talamex dealer for the nearest inflatable repair station.

Loss of air pressure
If the boat loses air pressure, first check the valves. Use a plant sprayer to spray a mix of water and soap on and around the valves. If you see air bubbles around the valves, please take the following steps:

- Take the valve key out of your repair kit.
- Put the valve key into the valve and turn the key clockwise and check for air bubbles again.
- If the valve still leaks, take back of valve in your hand and turn the valve stem with the key to the left (anti-clockwise) and take out the valve stem.
- Inspect the valve on damage.
- If there is any damage (see warranty conditions point 7), take the defective valve to your selling dealer.
- Reinstall and lubricate valve stem with silicone or soapy water solution to ease installation.
- In case of persistent air leakage, contact your dealer and check warranty conditions.

PVC repairs
For the best results when gluing, the relative humidity should be less than 60%, ambient air temperature should be between 18 °C to 25 °C (65 °F to 77 °F) and not in direct sunlight.

In general, work as follows:

- Cut out a patch large enough to overlap the damaged area by 30 mm from all sides.
- Centre the overlapping patch over the damaged area and trace with a pencil the outline of the patch.
- Clean the surroundings of the puncture and the patch.
- Apply two thin layers of adhesive using a short bristle brush, in a circular pattern on both the backside of the patch and the patch area on the boat. Allow the first layer to dry completely (approximately 15 minutes) before applying the second layer. The second layer should dry until tacky, then apply the patch to the prepared area and press down firmly. Using a smooth object (the back of a tablespoon works well), force out any air bubbles that may have been trapped under the patch, working from the center of the patch to the outside.

- Wait 24 hours before you inflate the boat again.

Consult your local dealer when experiencing problems.

A repair kit is standard delivered with your Talamex inflatable boat.

6.3 (Winter) storage

IMPORTANT: To prevent hull or tube discoloration from marine growth or polluted waters, DO NOT store boat in the water for extended periods of time.

1. After use, the boat and all components should be washed and rinsed with fresh water. Dry all parts before storage in the carrying bag. This will help prevent mold or mildew.
2. The transom should be inspected for damage or deterioration of the finish. Scratches or abrasions should be refinished with a marine grade varnish.
3. To keep the boat looking new, store the boat in a cool dry area and avoid excess exposure to direct sun light.
4. The boat must be covered against solar radiation. A boat cover is available as an accessory to cover and protect your boat during storage.
5. If you store your boat for a longer period do not keep the boat in the delivered boat bag.

To avoid damaging the boat during storage, do not place heavy objects on the boat.

7. Warranty

LIMITED WARRANTY

I. We guarantee each new production Talamex inflatable boat and accessories attached thereto (hereafter referred to as "Product") to be free from defects in material and workmanship, but only when the consumer sale is made in a country to which distribution is authorized by us.

II. The warranty shall become effective only after digital registration, which should happen 2 weeks after purchase at last. The product will be registered by a serial number This warranty shall remain in effect as described below.

A. For Talamex Highline and S-Line boats, a 3-year warranty of the hull fabric against cracking, porosity and rot, is valid. The material of all the other Talamex boats are covered by a 2-year warranty against cracking, porosity and rot.

B. Hull seams, end cones and rubbing strakes of Talamex Highline and S-Line boats are covered against delaminating by a limited 3-year warranty, where hull seams, end cones and rubbing strakes of all other Talamex boats are covered against delaminating by a limited 2-year warranty.

NOTE: Seams are determined to have delaminated when the outer coating separates from the fabric base or the seam loses its structural strength. If delamination occurs on only one seam and not on the entire boat, the seam is to be repaired under warranty.

C. The aluminium hull are covered by a limited 2-year warranty (Silverline and TLRA models).

D. All other boat parts, including but not limited to components such as oarlocks, handpumps, seatbenches, boat bag, valves, transom holder, transom, D-rings, stringers and floor boards are covered by a limited 2 year warranty.

III. Exclusion of this warranty:

Since this warranty applies only to defects in material and workmanship, it does not apply to normal wear and tear, or to damage caused by:

A. Neglect, lack of maintenance, accident, abnormal operation, improper installation or services, or prolonged exposure to sunlight and (salt) water;

B. Use of an accessory or part not manufactured or sold by us;

C. Participating in or preparing for racing or other competitive activity;

D. Alteration or removal of parts; such as drilling holes in the transom;

E. Use of an outboard motor with a higher capacity and/or weight than the capacity plate indicates;

F. Charter, rental and commercial use;

G. Damage as a result of force majeure including, but not limited to overloading, abnormal water, wind and weather circumstances, etc.

H. Incorrect use like, but not limited to, incorrect harbouring, beaching, towing, mooring, lifting, collision, incorrect use of a trailer;

I. Damage as a result of theft or fire;

J. Damage caused by rainfall from the sky, tree juices, spilling of chemicals, use in polluted areas;

K. Normal abatement, wear, discolouration, dullness and aging of cloth, metal, wood and plastic;

L. Damage or abatement of cosmetic surfaces like tears, hair cracks, discolouration, hallowed spaces, fading or oxidation of the powder coating;

M. Osmotic blistering or tears in the powder coating including spider shaped tears;

N. Costs of normal maintenance and cleaning;

O. Consequential damage or incidental damage;

P. Moisture damage to wooden parts as a consequence of not maintaining a protective coating for these parts.

Q. Damage caused by use of cleaners, other than advised elsewhere in this manual.

IV. This warranty does not cover incidental or consequential costs or expenses such as: haul–out, launch, towing transport and storage charges; telephone or rental charges of any type, inconvenience, or loss of time or income; or other consequential damages.

V. Customer must provide reasonable access to the product for warranty service by delivering the product for inspection to a Talamex dealer authorized to service the purchaser's product. Purchaser shall pay for all related transportation charges and/or any other expenses associated with that service. Any product or parts shipped by purchaser for inspection or repair must be shipped with transportation charges prepaid. Digital registration, in combination with the purchasing account, is the only valid registration identification and must be presented at the time warranty service is required. Warranty claims will not be accepted when boat is not timely registered.

VI. Our obligation under this warranty shall be limited to repairing a defective part, or at our option, refunding the purchase price or replacing such part or parts as shall be necessary to remedy any malfunction resulting from defects in material or workmanship as covered by this warranty. We reserve the right to improve the design of any product without assuming any obligation to modify any product previously manufactured.

VII. This warranty gives you specific legal rights, and you may also have other legal rights that vary from country to country.

VII. Transfer of warranty: the limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This does not apply if the vessel is used for rental or commercial use. Unexpired warranty coverage can only be transferred to a subsequent purchaser upon proper registration of the product. To transfer warranty please register boat digitally.