



INSTRUCTION MANUAL

CONTENTS

The following items are included:

1 boat hull	1 repair set
1 foot pump	3 floor boards
1 plastic sapper	2 side joining rails
2 joining rails	1 carry bag
1 seat	

SAFETY INSTRUCTIONS

1. Warning! It is imperative that you observe the following instructions and safety instructions in the user manual. Serious physical injuries or extensive material damage may otherwise occur.
2. Important ! Please put the boat together step by step and in the order stated, in order to avoid damage to the material!
3. Danger! Offshore wind and currents can pose a risk to life!
4. Danger! An unbalanced load may cause the boat to capsize.
5. Warning ! Petrol and petrol vapours are both highly flammable and explosive. If you use your boat with a motor, care should be taken when handling and storing petrol!
6. Warning ! Exceeding the limits stated on the rating plate results in a risk of physical injuries or fundamental material damage.

1 YEAR WARRANTY

This dinghy was subjected to permanent quality controls during manufacture. We guarantee that it is free from manufacturing and material defects. The guarantee is not valid for normal wear and is invalidated when damage occurs as a result of incorrect treatment.

Should you however have ground for complaint, please contact the free service hotline, look at our website or send an e-mail. You will be advised in person in all cases. During the guarantee period defective dinghy parts can be returned to the stipulated service address free of charge. You will immediately be provided with a new or repaired part.

Should your product be defective after expiry of the guarantee period, you can still send the defective part to the service address. Repairs and shipping costs incurred after expiry of the guarantee will be invoiced. Please retain the till receipt. Describe the reason for your complaint, and we shall try to find a satisfactory solution as soon as possible.

GENERAL ASSEMBLY TIPS

TIP 1: Although the boat is designed for assembly by one person, an additional person can make the work much easier.

Tip 2: Ensure that the edges of the wooden planks are firmly positioned in the seams of the tubes and floor.

Tip 3: Ensure that you push the boat valve coil spring switch down and rotate it by 90 degrees before inflating the boat.

Tip 4: If you use an electric pump, use a foot pump after inflating the air chambers so that a little more air is added and you can ensure that the pressure is enough.

Tip 5: If a boat valve is loose, tighten it by turning it clockwise with the grey plastic spanner.

STEP ONE: UNBOXING



Unfold the boat hull.

Clear a level space (ensure that it is clean and that there are no sharp objects on it). Remove the boat hull from the box and remove the plastic sack. Roll the boat hull out and unfold it so that it is flat.

STEP TWO: ASSEMBLING THE FLOORBOARDS, JOINING RAILS AND BENCH

Your boat is equipped with a stable wooden floor. Each of the floorboards is clearly labeled with printed numbers.



1. Insert floorboard 1 into the bow of the boat. Ensure that the boat valve of the inflation keel protrudes through the hole in the floorboards. Now fix a joining rail to the floorboard. Ensure that the short piece of the joining rail points in the direction of the bow when looked at from the side (see the upper right photo).



2 . Insert floorboard 4 into the stern of the boat and joining rail to the floorboard.

3. Insert floorboard 3 and join these with to the other floorboards with the assistance of the joining rails.
Fix an additional joining rail to the other end of floor-board 3.

4. Join floorboard 2 to floorboard 1.

5. Now lift up floorboards 2 and 3. join these with the joining rails and then carefully push both of the boards down into the boat.

6. Fix the side joining rails to floorboards 2,3 and 4.Lift up the floorboard slightly when doing so



7. Mounting the bench: when the floorboard is in the correct position. hook the plastic tab of the bench into the nylon loop in your B-square MARINA proshore 2.9 boat

STEP THREE: FILL ALL THE AIR CHAMBERS

NOTE: please fill all four of the air chambers in number order .

Recommended air pressure for air chambers (1-3).....0.25bar

Recommended air for the keel (4).....0.2bar

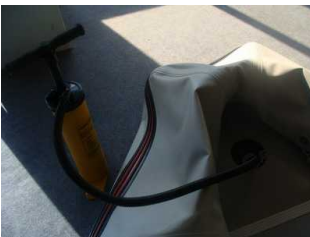


Remove the boat valve cap.(The valve is also in air evacuation position as standard..)



Push the coil spring switch down and rotate it by 90 degrees. Ensure that the coil spring switch really has jumped out.

NOTE: To release air. press the button in the center and turn it 90 degrees anti-clockwise.



Start filling the air chambers until you reach the recommended working pressure.



Now remove the adapter and replace the valve cap.
Fill the keel last of all, ensuring that you do not exceed the maximum pressure of 0.2bar replace the valve cap after filling.

STEP FOUR: ASSEMBLING AND ATTACHING THE OARS



1. Push the safety pushbutton on the rudder tiller down and push the rudder blade up until the safety pushbutton latches the opening provided for this purpose.



2. Insert the screw in the rotating oarlocks in the rudder opening.
3. Tighten the mounting pin in order to hold the rudder in position.
4. Place both of the oars in the retaining clamps. They must latch in under pressure.

STEP FIVE: THE DRAIN VALVE

(VALVE FOR AUTOMATIC DRAINING/LETTING THE PUMPED WATER OUT)

Firmly press the plug into the rear mirror sleeve .

Note: Before setting sail, ensure that the plug is securely fastened and positioned in the valve. Do not open it during the journey.

It is usual that a small amount of water is collected inside the boat. When the boat is on land, you can let the water out by simply opening the drain valve and tilting the boat slightly.



MOUNTING A MOTOR

Most of the outboard motors can be directly mounted on the motor holder plate on the rear mirror. Please refer to the manual provided by the manufacturer with the separate outboard motor in each case.

All outboard motors differ slightly; some require special mounting. There now follows a general short summary:

1. tilt the motor and the holding clamps.
2. place the motor in the center of the crossbeam.
3. Securely screw the holding clamp onto the motor holding plate of the rear mirror.

WARNING

1. Read the entire manual before mounting or using the outboard motor.. This is the only way to acquire an understanding of the motor and its operation method.
2. Petrol is highly flammable; petrol vapours are also flammable as well as being explosive. Care should therefore be taking when handling and storing petrol. Ensure that there are no petrol vapours or a petrol leak before starting the motor.
3. Incorrect mounting of the outboard motor could result in dangerous situations such as poor usability, loss of control or fire risks.
4. If, during the initial inspection, it is determined that a part does not function correctly, the part should be taken for inspection and repair before you use the outboard motor. This can otherwise result in an accident.

DEFLATING AND DISMANTLING

To vacate air, rotate the coil spring switch anti-clockwise.

IMPORTANT: Do not release all the air from a chamber when the others are still fully inflated. This can cause damage to your boat's bulkhead. First of all, remove the side joining rails and then the 4 floorboards moving from stern to bow.

STORAGE

You do not have to do much to keep your B-SQUARE "proshore 2.9" boat in good condition for a long time. It can get stored inflated or deflated. If you store it outside, it should be above ground. If you store it in a cupboard or box, basement room, attic or garage, we recommend that you choose a cool, dry place and that you clean and dry the boat beforehand.

MAINTENANCE

1. Inflate all of the air chambers and the keel until they reach working pressure. You do not need to mount the wooden floor, the bench and the rudder at this moment in point.
2. If the boat is wet, allow it to dry; avoid exposing it to direct sunlight.
3. When it is dry, use a vacuum cleaner to remove all sand, small stones, waste or other foreign bodies from the floor, especially from underneath the inflatable keel and the corners of the floor and tube.
4. Completely clean the boat with normal soap and water and rinse it thoroughly with fresh water.
5. Inspect the boat valves, clean them and remove any sand or foreign bodies.
6. If you notice any discharge of oil, battery acid or fuel, immediately clean the part concerned with soapy water.

REPAIR

Air leaks:

If your boat appears to be a little soft, this is not necessarily due to a leak, as temperature fluctuations can result in pressure alteration of 0.003 bar (0.045 psi) per degree Celsius (34°F). If the boat is inflated late in the day, the air may cool off overnight. The cooler air exerts less pressure on the skin of the boat hull, making the boat "soft" on the following day. If there have been no temperature fluctuations, you must first determine exactly where the leak is.

Follow these instructions:

1. Ensure that there is no sand or any foreign bodies in the boat valve.
2. Ensure that the valve seal is correctly positioned.
3. Inflate the inflating chamber.
4. Close the caps on all valves.
5. Rinse the boat with soapy water, including the area surrounding the boat valve.
6. Bubbles will appear where there is a leak.

If bubbles should appear around the boat valve, this means that this valve is loose, Tighten it by turning it clockwise with the plastic spanner.

If no bubbles form on the fabric nor around the boat valve, moisten the CLOSED valve cap with soapy water, If bubbles now form, the complete valve must be replaced. Please follow the following instructions if the leak is in an air chamber.

Small repairs:

Deflate your boat, Thoroughly clean the area which is to be repaired (you can use a vinyl cleaner to do this) and dry it. If the puncture is small (less than 1/8 inch=0.3 cm), apply a small drop of adhesive. Allow to dry for 12 hours.

Patches:

Leaks which are larger than a needle puncture can be repaired with patches.

1. Thoroughly clean the area surrounding the leak in to remove all dirt and grease.
2. Cut out a piece of the repair material so that there is a 1/2 inch (1.3cm) border around the damaged area. Use a pen to apply the edged of the patch.
3. Apple adhesive gently to the underside of the area to be repaired and around it. The adhesive should be applied to the whole area. Allow the adhesive to dry for 2-4 minutes until it becomes sticky.
4. Place the patch on the damaged area and apply pressure so that it is firmly positioned. Allow to dry for 12 hours. When it is dry , apply adhesive to the area surrounding the edges of the patch to ensure that it is completely sealed (allow to dry for 4 hours).

