



AUSTRALIAN MARITIME INDUSTRIES

"From the land down under, to the heart of Texas"

Salty Series Owner's Manual

Models Covered: WB21000 | WB25000

Date: February 20, 2026

Portland TX, USA

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1. General

1.1 Introduction & Liability Disclaimer

This manual has been compiled to assist you in operating your craft safely. It contains specific details of the vessel, the equipment supplied or fitted, its integrated systems, and vital operating information. **Please read this manual carefully and fully familiarize yourself with the vessel before operation.**

STRICT LIABILITY AND RISK WARNING

This owner's manual is not a course on boating safety or seamanship. Operating a commercial or work vessel involves inherent risks of property damage, personal injury, and death. The owner and operators assume all risk and full liability arising from the deployment, operation, and maintenance of this vessel.

If this is your first vessel, or if you are transitioning to a vessel type with which you are unfamiliar, you must obtain professional handling and operating experience prior to assuming command. Your local marine dealer, yacht club, or the U.S. Coast Guard (USCG) Auxiliary can recommend certified local sea schools and competent instructors.

Limitation of Liability: In no event shall the Importer, its parent companies, affiliates, subsidiaries, directors, officers, or employees be liable for any direct, indirect, punitive, incidental, special, or consequential damages, or any damages whatsoever arising out of or connected with the use, misuse, operation, or unauthorized modification of this vessel.

Ensure that the anticipated wind, wave, and weather conditions correspond to the design capabilities of your vessel, and that you and your crew are fully physically capable and trained to handle the craft in such environments.

This manual is not a detailed maintenance or troubleshooting guide. For structural or major mechanical difficulties, contact the importer or an authorized domestic representative. Always utilize certified, trained, and competent marine mechanics for maintenance, repairs, or modifications.

Any modifications that alter the safety, weight distribution, or structural characteristics of the vessel must be executed and documented by a certified marine surveyor. The importer accepts zero liability for unapproved modifications, and any such actions will immediately void all warranties.

1.2 Importer of Record & Domestic Representative

- **Name:** Australian Maritime Industries (AMI)
- **USCG Manufacturer Identification Code (MIC):** AU Y
- **Telephone:** +1 (361) 443 4350

1.3 Hull Identification Standards (Dual HIN Configuration)

To comply with both international manufacturing origins and United States Coast Guard (USCG) federal importation mandates, this vessel is permanently affixed with two distinct Hull Identification Number (HIN) plates:

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1. Primary Factory HIN Plate (Country of Origin):

- This 14-character code is permanently affixed by the shipyard during construction.
- It begins with the manufacturing country code prefix "MY-" (designating Malaysia) and contains the factory assigned serial numbers and build data.

2. U.S. Importation & Compliance HIN Plate (Domestic MIC):

- To track accountability within domestic waters, a secondary USCG-mandated identification plate is affixed to the vessel.
- This entry validation code begins with the assigned importer MIC prefix "AUY", establishing Australian Maritime Industries as the primary domestic representative responsible for regulatory oversight.

Note: Both identification plates are permanently anchored to the hull structure. Neither plate may be removed, defaced, altered, or obscured under penalty of federal law.

1.4 USCG Capacity Plate & Builder's Plate

This vessel is equipped with a capacity plate/sticker in accordance with **U.S. Coast Guard (USCG) standards**. The limits stipulated on the permanently affixed capacity plate/sticker must **never** be exceeded under any circumstances.

Monitored Parameters Indicated on Plate:

- Maximum Engine Horsepower Rating
- Maximum Persons Capacity (Weight and Count)
- Maximum Gross Load Capacity (Persons, Motor, and Gear combined)

2. Safety

2.1 Electrical System Warnings

DANGER: ELECTRICAL SHOCK AND FIRE HAZARDS

- **NEVER** perform maintenance or modifications on the electrical installation while the system is energized.
- **NEVER** modify the vessel's internal electrical system, routing, or schematics. All alterations must be performed exclusively by an **ABYC-certified marine electronics technician**.
- **NEVER** alter or increase the rated current amperage of any overcurrent protection devices (fuses or circuit breakers).
- **NEVER** install electrical components or appliances that exceed the rated amperage of the designated circuit.
- **NEVER** leave the vessel completely unattended while the electrical system is energized, with the sole exception of automated bilge pumps, fire protection systems, and security alarms.

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- **Shore-Power Safety:** Disconnect shore-power lines when the system is not actively in use. Ensure all metallic housings of installed electrical appliances are bonded to the vessel's common grounding system (green or green with a yellow stripe conductor).
- **Reverse Polarity:** If the reverse polarity indicator light is activated on your shore-power panel, **do not use the electrical system**. Disconnect the shore-power cable immediately to avoid catastrophic shock or galvanic corrosion.
- **Water Hazard:** Do not allow the shore-power cable plug to hang in the water. This can generate a localized electrical field capable of causing severe injury or death to nearby swimmers.

2.2 Stability and Buoyancy

The stability of this vessel is certified only when the operating limitations specified on the USCG capacity plate are strictly observed.

- **Load Compliance:** The vessel must never carry a payload exceeding the manufacturer's maximum recommended weight capacity.
- **Free Surface Effect:** Bilge water must be kept to an absolute minimum. Accumulated water shifts dynamically and severely degrades vessel stability.
- **Center of Gravity:** Stability is progressively reduced by any weight added high up on the superstructure, bimini tops, or framing. Keep heavy gear low and centered.
- **Weather Precautions:** In rough sea conditions, all hatches, lockers, ports, and doorways must remain tightly closed and latched to minimize the risk of downflooding and water ingress.
- **Mechanical Stresses:** Vessel stability is significantly impacted when towing or lifting heavy loads via a davit, A-frame, crane, or boom.
- **Air Tanks:** Compartments designated and marked as sealed air/buoyancy tanks must never be punctured, drilled, or altered.

2.3 Field of Vision from the Helm Position

The operator's line of sight from the helm station can be obstructed by high bow trim angles or external environmental conditions. Maintain awareness of the following factors:

- Propulsion engine trim and tilt angles.
- Changes in loading and passenger weight distribution.
- Rapid acceleration and the transition phase from displacement mode to planing mode.
- Environmental interference such as rain, heavy sea spray, glare, and darkness.
- Interference from canvas tops, curtains, or occupants standing in the operator's direct field of vision.

Per the **International Regulations for Preventing Collisions at Sea (COLREGs)** and USCG rules of the road, a proper lookout must be maintained by the operator at all times.

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2.4 Maneuvering Properties & Propulsion Limits

This vessel is engineered strictly as a heavy-duty work boat, not a high-speed recreational watercraft. The operator must reduce speed appropriately to match sea conditions before initiating turns.

- **Sudden Maneuvers:** Avoid abrupt, sharp turns at speed, which can cause hook-slides, loss of control, or occupant ejection.
- **Occupant Safety:** Do not permit passengers or crew to sit or stand on gunwales, bows, or unseated deck spaces while underway.
- **Speed Ceiling:** Do not exceed **24 knots** even in calm water conditions. Reduce speed immediately in choppy, rough, or restricted visibility environments.

2.5 Flooding & Bilge Safety

- **Routine Checks:** Verify the structural and electrical functionality of all bilge pumps at regular intervals. Ensure pump intakes and strainers remain entirely free of debris, wood chips, and oil sludge.
- **Drain Plugs:** Ensure all transom drain plugs/bungs are securely tightened and sealed prior to launching the vessel.
- **Bailing Capacity:** It is the legal responsibility of the owner/operator to ensure that at least one manual bailing device (bucket or hand pump) is kept on board at all times.

WARNING: FLOODING LIMITATION

The combined capacity of the onboard electric bilge pump system is **not** engineered to dewater the vessel in the event of major hull breaches, catastrophic damage, or severe structural compromise.

2.6 Fire Safety and Firefighting

The vessel owner and master are legally mandated to maintain readily accessible, USCG-approved firefighting equipment on board.

- **Crew Briefings:** All crew members must be fully trained on the location and mechanical operation of all portable extinguishers, fire ports, and emergency exits.
- **Maintenance:** Portable fire extinguishers must be inspected annually by a certified professional and replaced immediately if expired, unsealed, or discharged.
- **Bilge Hygiene:** Keep all bilge spaces meticulously clean. Routinely inspect for accumulation of fuel oils, hydraulic fluids, and flammable vapors.
- **Open Flames:** Do not install free-hanging curtains or unsecured fabrics near cooking appliances or open-flame devices. Never leave cooking or heating appliances unattended.
- **Refueling Protocols:** Turn off all engines, generators, and electrical systems before refueling. Extinguish all open flames and smoking materials within 50 feet of the fueling station.

2.7 Mooring, Towing, and Anchoring

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- **Securing Points:** Towing and mooring lines must only be secured to designated high-strength cleats, towing bits, or lifting eyes engineered for such loads.
- **Speed Limits:** Always execute towing operations at a reduced, controlled speed. Sudden tension shifts can snap lines with lethal force.
- **Knot Selection:** Avoid utilizing knots or complex loops that cannot be quickly released or cut while under significant tension.
- **Gear Adequacy:** The owner is solely responsible for verifying that all mooring lines, tow lines, anchor chains, and anchors are properly rated for the vessel's displacement and operational environment.

3. Construction

3.1 Material & Chemical Standards

This vessel is fabricated using premium marine-grade aluminum. Aluminum structures require specialized care to maintain structural integrity.

- **Thermal Exposure: DO NOT apply heat** (via welding, cutting torches, or heat guns) to the aluminum hull structure without consulting the manufacturer. Thermal exposure can permanently reduce the mechanical properties and temper of marine-grade aluminum alloys, risking structural failure.
- **Chemical Compatibility:** Never utilize chemical cleaners, acidic solutions, or antifouling paints containing copper, mercury, or tin compounds. Dissimilar metals in contact with aluminum cause rapid galvanic corrosion, resulting in pitting and hull perforation.
- **Warranty Exclusion:** The application of unapproved heat treatments or chemically incompatible paints **voids all structural hull warranties**.

4. Systems & Installations

4.1 DC Electrical System

- **System Voltage:** 12V DC
- **Battery Configuration:** 2 Independent Marine Batteries
- **Battery Isolation Switches:** Fully integrated heavy-duty rotary isolation switches are installed.
- **Battery Capacity Rating:** 220–550 Amps per battery

4.2 Controls & Circuit Breakers

The vessel helm station is equipped with an integrated marine-grade switch panel featuring either a sealed, fused overcurrent protection system or a resettable thermal circuit breaker matrix. Blown fuses must be replaced with exact marine-grade fuses matching the designated circuit amperage.

4.3 Bilge Pump System

- **Pump Type:** 12V DC Submersible Marine Bilge Pumps

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- **System Capacity:** 2,113 Gallons Per Hour (GPH) (8,000 Liters/Hour) per pump unit
- **Quantity:** 2 Independent Units
- **Location:** Located aft, positioned behind the rear seating compartment.
- **Operation:** Controlled manually or automatically via the sealed helm switch panel toggle switches.

4.4 Fire Suppression Systems

This vessel must be outfitted with portable, USCG-approved marine fire extinguishers matching regional federal specifications before entering commercial service.

5. Environmental Compliance

5.1 Fuel, Oil, and Chemical Spills

Exercise extreme caution when transferring fuel, changing engine oil, or utilizing cleaning agents. Prevent any fluid discharges into the waterway. It is a violation of federal law under the **U.S. Clean Water Act** to discharge oil or hazardous substances into navigable waters. Remediate any internal bilge leakage immediately.

5.2 Waste & Garbage Disposal

All trash, refuse, and plastics must be retained on board within dedicated containment bins. Do not throw garbage overboard. Dispose of all waste exclusively at approved shoreside recycling and waste facilities.

5.3 Wake Regulations

Your vessel's wake can cause severe shoreline erosion, property damage to docked boats, and safety hazards for smaller vessels or swimmers. Adjust your throttle to eliminate wake when operating in designated "No Wake" zones, channels, or near marinas. You are legally and financially responsible for all damages caused by your vessel's wake.

6. Maintenance & Hull Care

6.1 Schedule

To maintain optimal operational safety, comprehensive vessel inspections must be executed by qualified marine mechanics on a **monthly basis** (or more frequently if operating under harsh commercial duty cycles). Failure to perform regular maintenance records will void the manufacturer's warranty obligations.

6.2 Cleaning Protocols

Clean the vessel hull structure onshore whenever possible. Use only biodegradable, phosphate-free marine soaps. Do not discharge chemical cleaning solutions into the marine environment. The use of harsh industrial chemical solvents is strictly prohibited.

6.3 Repairs and Modifications

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- **Minor Repairs:** Basic, non-structural cosmetic repairs that do not require specialized tools may be completed by the owner.
- **Major Repairs:** All structural hull welding, mechanical engine work, and electrical system overhauls must be referred exclusively to an authorized dealer or certified marine repair facility. Unauthorized welding or structural drilling will **void all warranties**.
- **Modifications:** Structural modifications are strictly forbidden without written engineering approval from the builder. Doing so voids warranties and compromises vessel safety.

6.4 Trailering, Hoisting, and Transport

- **Lifting Points:** When hoisting the hull via crane or travel lift, lines must be secured strictly to the factory-installed lifting eyes located on the gunwales. Never wrap straps around soft aluminum trim or unreinforced components.
- **Trailer Transport:** Over-the-road transport must be conducted exclusively on a trailer explicitly matched and approved by the manufacturer. Improper hull bunk support during transit can cause permanent hull warping or deformation, which is not covered under warranty.

6.5 Exterior Paint Care

The vessel exterior is finished with a marine 2-part polyurethane paint system engineered for harsh commercial environments. Any chips, deep scratches, or gouges that expose raw aluminum must be repaired immediately to prevent localized oxidation. All significant paint refitting should be coordinated through an authorized repair facility to ensure coating adhesion.

7. Limited Warranty & Liability Restrictions

Component	Warranty Period
Hull Structural Assembly	15 Years
Fittings & Hardware	12 Months
Propulsion Engine & Controls	Covered separately under the specific OEM Manufacturer's Warranty

INDEMNIFICATION AND HOLD HARMLESS AGREEMENT

By accepting delivery of this vessel, the owner and operator agree to defend, indemnify, protect, and hold harmless the Importer (Australian Maritime Industries), its parent organizations, affiliates, officers, and distributors from any and all claims, liabilities, losses, costs, lawsuits, or medical expenses (including attorney fees) arising directly or indirectly out of the operation, deployment, loading, speed choice, or maintenance of this vessel.

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8. Regulatory Compliance & Standards

Execution of Document

This declaration confirms compliance with appropriate design and importation frameworks for distribution within the United States.

- **Importer Corporate Entity:** Australian Maritime Industries (AMI)
- **USCG MIC Code:** AUYY
- **Date of Issue:** June 15, 2026

Referenced Technical Frameworks

This vessel has been built to incorporate standards established under rigorous maritime guidelines, which may include aspects of international design parameters and domestic standards including:

- Vessel Principal Dimensions: EN ISO 8666
- Hull Craft Identification: EN ISO 10087
- Marine Builder's Plates: EN ISO 14945 / USCG Safety Certifications
- Overboard Prevention & Reboarding: EN ISO 15085
- Helm Visibility Standards: EN ISO 11591
- Structural Engineering Metrics: EN ISO 12215
- Stability & Buoyancy Calculations: EN ISO 12217
- DC Electrical System Rules: EN ISO 10133 / ABYC Standards
- Fire Protection Standards: EN ISO 9094

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