

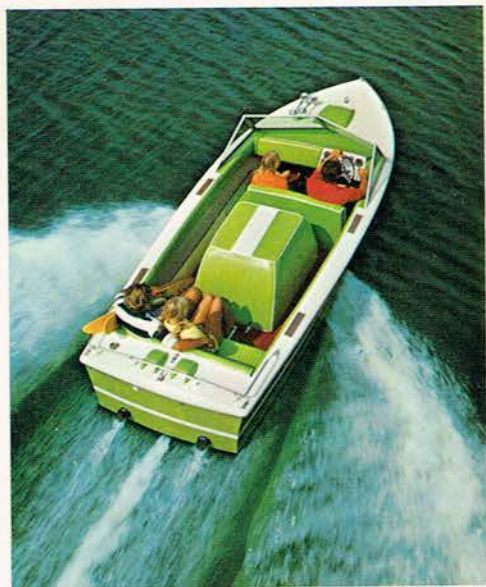
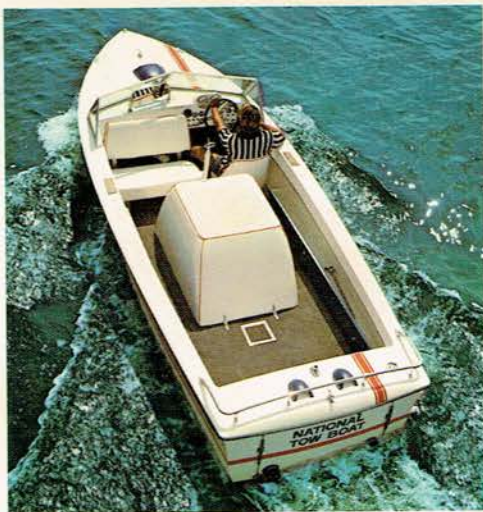
YOU and YOUR BOAT

AN OWNER'S MANUAL

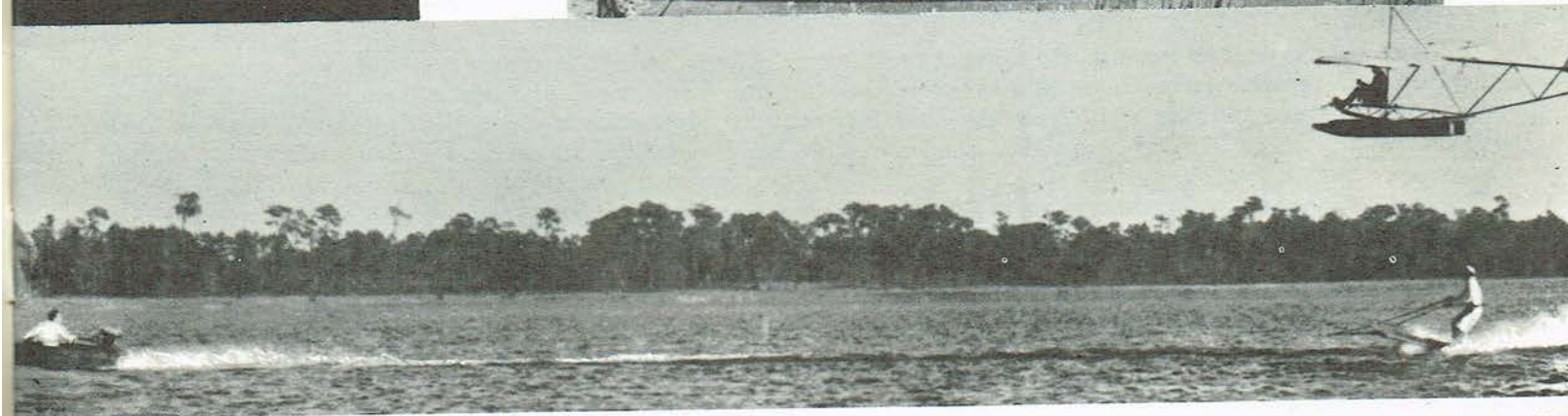
BY

Connect Craft

\$2.50



First power boat built by Walter C. Meloon, founder of Correct Craft, Inc., and Chairman of the Board. Photo made in 1919. Boat powered by Model T engine driving airplane prop.



1929 photo shows Walter O. Meloon, President of Correct Craft, Inc. in boat, pulling Glider and Aquaplane built by the Meloon Family!

PREFACE

"And then there are the sailers sailing the seven seas, plying the trade routes of the world. They, too, observe the power of God in action".

Psalms 107, verses 23 and 24—The Living Bible.

If your boat is a Correct Craft, you will find this book to be helpful in providing a background of the company that built it and informative about the design, construction, powering, warranty, breaking-in procedures, servicing, maintenance, cautions, and many tips that should help make your boating enjoyable for many years.

Correct Craft through the years has put into each boat, what we know now as TLC, tender loving care. Each model Correct Craft has been specifically designed and built by Correct Craft engineers and craftsmen to give fine performance for the purpose for which it was intended.

If your boat is not a Correct Craft, this book should be helpful in providing tips on servicing, warranties, maintenance, and ideas which should increase your enjoyment of boating.

While this book is slanted towards the Correct Craft owner or user, today's boats are generally well built and all of the U.S. boat builders have access to good materials and the "know how" of modern boat building. With these suggested tips you too can profit from the near half century experience and engineering of the Correct Craft organization.

The Author

"The suggestions and instructions given in this manual are offered in the spirit of helping you to enjoy your boating. Neither Correct Craft, Inc. nor the author of this manual can assume any responsibility for the misuse of this information or any contingency arising from same." Norman M. Sewell

Throughout this manual there are many references to the BIA Marine Service Manual and quotations taken from same. We wish to thank the Boating Industry Association, publishers of this BIA manual, for its permission to use this material.

TABLE OF CONTENTS

	Page
I. HISTORY OF CORRECT CRAFT, INC. Some facts about the designers and builders of your boat. Also "Miracle in Boats".	4
II. NOTICE TO DEALER Important checks that should be made on a new Correct Craft before delivery is made to the new owner. (in English, French, and Spanish) To be read carefully before putting boat into service.	9
III. CAPACITY The total weight of persons, motor, gear, etc. which your boat will <i>safely</i> carry.	16
IV. A WORD OF CAUTION To be read before you "open up" (speed) your boat. Breaking-in suggestions.	18
V. SERVICE INFORMATION Service information that will help you keep <i>your boat</i> in good condition.	19
VI. SERVICE INFORMATION Service information that will help you keep <i>your boat trailer</i> in good condition.	24
VII. WARRANTIES Where to go and what to expect.	26
VIII. CORRECT CRAFT KEEPS IN TOUCH All Correct Craft owners, users, and prospective Correct Craft customers are kept informed through the media of the "Orlando Tribune".	30

CHAPTER I

HISTORY OF CORRECT CRAFT, INC.

Facts about the designers and builders of your boat.

Correct Craft, Inc. is unique among the larger boat builders in the United States. It is one of the very few companies that is still owned and controlled by the original founder; Walter C. Meloon and his family have the majority of the stock, but there are other stockholders.

Walter C. Meloon, the founder, is still Chairman of the Board and is vitally concerned with the affairs of Correct Craft, Inc.

Walter O. Meloon is the President, Ralph C. Meloon is the Executive Vice President, Walter N. Meloon is the Vice President and General Manager, Mrs. Marion A. Meloon (Mrs. W. C. Meloon) is the Secretary and Treasurer.

The Board of Directors consists of these officers and some prominent men in the business, banking, and professional community.

When the author used the word "concerned" in the paragraph mentioning Mr. Walter C. Meloon, it brought back a memory dating more than twenty years ago and it typifies the kind of man and family that motivates this boat building organization:

The company, like many companies in our country, has had its full measure of "ups and downs". It was during one of these "down" periods, everything seemed very black and it was the first of these that I had experienced. Walking

toward the office from the plant with Mr. Meloon I wanted to be sympathetic and said "I imagine that you are very worried about this situation". He immediately replied in a very deliberate forceful tone of voice "Worried? No, I'm never worried, but I'm concerned. If you put your trust in the Lord and have faith in him, things will always work out. No use to worry, he'll never fail you."

Christian principles have always been uppermost in the minds of the Meloon family.

Mr. W. C. Meloon comes from a family of boat builders. He built boats in New Hampshire before coming to Florida and pictures in this book taken in 1919 show a boat built by Mr. Meloon powered with a Ford Model T engine driving an airplane propeller. The first boats built by Mr. Meloon in Florida were built in Pinecastle in the Orlando area in 1925. Mr. Meloon was quite a boat racing enthusiast and was well known throughout Florida and Southeastern racing circles where he raced his own built boats. Sometime in 1927 the boat plant was moved to the location that has been the home of Correct Craft ever since. A fine new modern plant stands on this same original property. The name was changed from Pinecastle Boat and Construction Company to the present name Correct Craft, Inc.

Correct Craft, Inc. has exhibited boats in all of the leading boat shows in the U.S. and in a number of boat shows and exhibits abroad. Since 1963 the International Department of Correct Craft has established 42 Correct Craft dealers in 38 countries outside of the continental United States.

Prior to 1959 Correct Craft built boats up to 50 feet, but since then has confined its efforts to building boats in the 14 to 24 foot class. The U.S. Navy and the U.S. Corps of Engineers during the years have awarded many contracts to Correct Craft. The following "Miracle in Boats" originally appeared in Sunday Magazine in 1946 and was reprinted by popular request in 1963. It was written by Ralph C. Meloon, Executive Vice President of Correct Craft, Inc. and tells an amazing and interesting story of an episode in Correct Craft's history.

MIRACLE IN BOATS

by Ralph C. Meloon, Sr.

Among the war construction records in Washington, D. C. is one for our firm, Pine Castle Boat and Construction Company, forerunner of Correct Craft, Inc., of Florida with the simple words "miracle production."

What is not recorded, is that the "miracle production" came as the result of earnest prayer and the determination to put the Lord first in every operation-even to take time off for our weekly chapel service and refusing to work on Sunday.

The story started the afternoon of February 9, 1945. Our plant was shut down that afternoon in honor of a close business associate whose funeral services were being held in the little church just across the street. As we came away from the services, a message was brought to us by the watchman. The U.S. Engineers had been trying to get us on the telephone all afternoon, calling from Jacksonville, the district office; Atlanta, the division office, and the chief's office in Washington, D. C.

As soon as we had contacted the three offices, we found that they all wanted an answer to the same question: "How many army storm boats can you make by February 28, with a triple-A- preference rating and with all the cooperation necessary from the U.S. Engineers to do the job?"

The reason for such urgency was that our European armies were running out of supplies and ammunition, and unless our troops crossed the Rhine River immediately and much ahead of schedule, they were due for a great loss of men and time. This barrier was considered at that time to be the greatest obstacle between the Allies and Berlin.

General Eisenhower's request was for 569 storm boats to be delivered on the banks of the Rhine River March 5. After our family had held a conference and asked the Lord's guidance, we felt led to commit ourselves for 300 boats, although our schedule for February had been 48.

We spent the next day, Saturday, February 10, up until mid-night, building jigs and making the layout. Then we

stopped, rested Sunday, and resumed work at 1:00 A.M. Monday, February 12. We increased our crew from 60 employees to 320, and set out to accomplish an impossible task with the help of the Lord. Our problems were many—shortage of material, crowded transportation, new and inexperienced help, and shortage of time. The U.S. Engineers sent in a plant engineer, a staff of inspectors, auditors, material, and labor expeditors. We had 15 days to complete the 300 boats.

The labor expeditor came to us with many suggestions, some workable, and some unworkable. One of them was that we work seven days a week. Our answer was a polite but firm “no,” that we intended to do the job to the glory of God, and that it was not God’s plan to work seven days a week. The labor expeditor argued that the three extra days were necessary to accomplish the task. We quoted scripture to him and informed the Engineers that we did not intend to work on Sunday, that if they insisted, they could have the contract back, for we knew the job was impossible for man alone to do. We were setting out with faith in God to give us the victory, and therefore we were going to do it God’s way. Their permission to work six days a week was given.

Monday, February 12, we built one boat; Tuesday, we built three boats, and Wednesday, we built seven. That day we also stopped long enough to have our usual weekly chapel service. Many stood shaking their heads in doubt. Three of the fifteen days were gone and only 11 boats were built. That night we prayed more earnestly and asked God to show us how to do the job. That same night God revealed to my brother Walt how the work could be speeded up by a new machine and one change on the jig. Next morning Walt made the change on the jig and asked me for advice as to how and where we might have the machine made. I located a fine Christian man who said he thought he could build the machine. That in itself was a God send even though it took him the rest of the week to complete it. Meanwhile, we speeded up production with the change in the jig.

Thursday, February 15, thirteen boats; Friday, 17 boats; Saturday, 21 boats. Six of the fifteen days gone, and only 62 boats built.

We rested again Sunday and resumed work Monday, February 19, refreshed and with the new machine in action, proceeded to make the sides and fair them ready to go into the boat, which saved us at least half of the jig time.

On Wednesday, February 21, the Colonel flew down from Atlanta and was astounded to see boats stacked all over

the place. By this time we were really under production; in fact, we were building as many as 42 boats per day. This Wednesday, as usual, we stopped for our regular chapel service. The local Baptist minister came over to take charge, and he invited the Colonel to say a word to the men. The Colonel stood on top of a cutting bench, in the middle of a blocked-off Florida highway, and looked down into the faces of 320 workmen. He said, "Men, you have done a marvelous job, and I want to compliment you. I have just flown to three other plants in the North on this same job, and all of them put together are not doing what you men are doing."

We had trucks and airplanes traveling all over the United States to get material to keep us going, and many times the material arrived just as our supply was giving out. Some of our drivers traveled over Vermont mountains when storms were so bad that no other vehicles were on the road. God carried them through without an accident. This was the answer to our prayer, for we could now add evidence to our faith that all things are possible through Jesus Christ, but without Him we can do nothing.

At noon Saturday, February 24, we stood on the sidetrack and saw an express train haul away the 306th boat. Mr. McNab, the Army engineer in charge of our plant, said, "Ralph, there goes our quota three days ahead of time," and added, "Someone other than man did this job, for if it had rained only one day we could not have accomplished it."

On Friday, February 23, we had received a request from the Chief's office asking that we build another 100 boats, as the other three contractors were falling short of their quotas. We made delivery of the entire 400 ahead of time.

On March 2, the same labor expeditor who had urged us to work seven days a week, came to visit us. Standing in front of the shop, and with tears trickling down his cheeks, he said, "You folks certainly have faith in the Lord, and I wish to congratulate you." Then he shook hands with us and walked away.

The Army awarded us the Army and Navy "E" for the job, and put it on record in Washington as the "miracle production."

For weeks, men came from all over the United States to see the place where 400 boats were built in 15 days, without infringing on the Lord's Day. To us it was simply an indication that the Lord had again honored the obedience of His servants.

CHAPTER II NOTICE TO DEALER

While this heading might seem to restrict the reading to a boat dealer only, the new owner of a boat, particularly a Correct Craft boat, should read it carefully. There are several ways that boats are sold. Usually the contractual and payment arrangements are such that the original "set-up services" are included by the dealer selling the boat. If, however, there has been an understanding that the boat is to be delivered by the dealer, either by the dealer himself or directly from the boat builder, without this set-up service, then it is very necessary that this "Notice To Dealer" be read carefully and the instructions heeded and followed by the new owner. Sometimes a boat is sold to a commercial, federal, municipal, or charitable institution where a dealer's set-up services are eliminated by an understanding at the time of sale.

AS A NEW BOAT OWNER YOU HAVE THE RIGHT TO QUESTION YOUR DEALER AS TO HIS COMPLIANCE WITH THIS "NOTICE TO DEALER" CHECK-OUT INSTRUCTIONS.

CHAPTER 7 EXPLAINS WARRANTIES AND THIS ORIGINAL CHECK-OUT OR SET-UP PROCEDURE PLAYS AN IMPORTANT PLACE IN THE FUTURE WARRANTY PICTURE.

UNLESS YOU HAVE ENTERED INTO AN ARRANGEMENT EXCLUDING THIS DEALER SET-UP SERVICE, YOU SHOULD EXPECT THE FOLLOWING 12 POINTS TO BE CHECKED BEFORE YOU TAKE DELIVERY OF YOUR BOAT.

The following "Notice to Dealer" is included with other papers, such as Warranties, and usually is placed in the glove compartment in each new Correct Craft boat. It is given here in its exact form in English, French, and Spanish.

NOTICE TO DEALER

THIS BOAT HAS BEEN WATER TESTED. BEFORE DELIVERING TO CONSUMER YOU MUST SERVICE THIS BOAT BY MAKING THE FOLLOWING INSPECTIONS AND ADJUSTMENTS. THIS BOAT WAS WINTERIZED BY THE FACTORY-CHECK ALL WATER CONNECTIONS (REGARDLESS OF SEASON).

1. Open motor hatch and leave open while starting and checking engine.
2. See that the hull drain plugs are in place BEFORE putting boat in water; then put boat in water.
3. See that all engine drain plugs are in and closed. Replace all hoses that are off of engine. (Check V-Drive carefully).
4. Be sure battery is 12 volt, of proper size and capacity, and fully charged.
5. Check all wiring for loose connections. Check for Shorts by turning all switches "off", fasten battery cable securely on negative (ground) battery post then touch other cable to positive battery post and watch for sparks.
6. Check all gasoline line fittings and connections. Fill gasoline tank. Open shutoff valve (unless equipped with

- automatic shut-off). Recheck for leaks after putting in gasoline and again after engine has run.
7. **THIS IS VERY IMPORTANT.** Check engine oil level, transmission oil, and gear box oil, if boat has one (V-Drive).
 8. Run blower 5 minutes before starting engine.
 9. Start Engine—then check these immediately:
 - A. Check oil pressure—gas and water for leaks.
 - B. Drive boat slowly to check water circulation. See that water is coming out of exhaust pipes at stern.
 - C. Check temperature gauge to see that engine shows normal running temperature.
 - D. Check ammeter for charging.
 - E. Drive boat slowly or at engine manual recommended speed for 10 minutes.
 10. Water test boat by driving at moderate speed up to top speed recommended by specific engine manufacturer in engine manual for approximately 3 minutes.
 11. Check shaft alignment and shaft packing gland (recheck again as recommended in engine manual or not later after 25 hours of use).
 12. Advise new owner not to drive boat faster than three-quarter throttle for first 10 hours unless otherwise stated in engine manufacturer's manual.

CORRECT CRAFT, INC.—Orlando, Florida

You are urged to take serious note of the above before putting your boat into service.

DEALERS PLEASE NOTE

In addition to the above "Notice To Dealer" Correct Craft recommends that you follow the "Inboard Delivery Service" and other instructions suggested by BIA (Boating Industry Association) appearing in the BIA Marine Service Manual.

FRENCH

AVIS AU DISTRIBUTEUR

CE BATEAU A ETÉ SOUMIS A L'ÉPREUVE DE L'EAU, AVANT DE LE LIVRER AU CLIENT IL FAUT LE CONDITIONNER EN Y FAISANT LES INSPECTIONS ET REGLAGES SUIVANTS, CE BATEAU A ETÉ PRÉPARÉ PAR LA FABRIQUE POUR UN CLIMAT FROID, VERIFIER TOUTES LES CONNEXIONS DE L'EAU (SANS SE SOUCIER DE LA SAISON).

1. Ouvrir l'écouille du moteur et laisser ouverte pendant que vous vérifiez le moteur.
2. S'assurer que les tampons de vidange de la coque soient en place AVANT de mettre le bateau à l'eau; ensuite le poser sur l'eau.
3. S'assurer que les tampons de vidange du moteur soient en place et fermé. Replacer toutes les manches à eau qui sont séparés du moteur. (Vérifiez soigneusement le V-Drive).
4. Soyez assuré que la batterie soit de 12 volt, de capacité exacte, et complètement chargé.
5. Faire l'inspection complète de tous les fils du système électrique pour éviter les prises lâches. Vérifier pour court-circuit en mettant tous les interrupteurs à "off", attacher le câble accumulateur à l'électrode négative (ground) de l'accumulateur, faire alors toucher l'autre câble à l'électrode positive et regarder s'il se produit des étincelles.
6. Faire l'inspection complète des garnitures et des raccords de la tuyauterie. Remplir le réservoir d'essence. Ouvrir la soupape-obturateur (à moins que le réservoir ne soit muni d'un obturateur automatique). Après avoir fait le plein d'essence, vérifier de nouveau s'il y a des fuites et

- de nouveau après avoir mit le moteur en marche.
7. CECI EST TRÈS IMPORTANT. Verifier le niveau de l'huile du moteur, l'huile de la transmission, et l'huile de l'engrenage, si le bateau a un (V-Drive).
 8. Faire marcher le souffleur pendant 5 minutes avant de mettre le moteur en marche.
 9. Faire demarrer le moteur - ensuite faire immediatement ceci:
 - A. Verifier la pression de l'huile-du gaz et de l'eau pour échappements.
 - B. Faire marcher le bateau lentement dans l'eau a fin d'observer la circulation d'eau. Verifier que l'eau sort des tuyaux d'échappement de la Poupe.
 - C. Regarder l'indicateur de temperature a fin de vérifier si le moteur soutient sa temperature de courant normalment.
 - D. Verifier que l'ampèremètre montre la recharge de l'accumulateur.
 - E. Conduire le bateau lentement dans l'eau pour 10 minutes, ou a la vitesse recommandée dans le manuel du moteur.
 10. Pour soumettre le bateau a l'epruve de l'eau, le faire marcher pendant environs 3 minutes a une vitesse moderée jusqu'a la vitesse maximum recommandée par le fabricant du moteur, dans le manuel du moteur.
 11. Verifier l'alignement de l'arbre de transmission et le gland de l'etoupage de l'arbre (verifier de nouveau suivant les instructions du manuel du moteur, ou ne pas dépasser les 25 heures d'usage sans le faire).
 12. Conseiller le nouveau acheteur de ne pas conduire le bateau à une vitesse superieure aux trois-quart de son potentiel maximum pendant les premières 10 heures d'usage, à moins que le manuel du fabricant du moteur n'en recommande autrement.

Correct Craft, Inc., Orlando, Florida

SPANISH

AVISO AL DISTRIBUIDOR

ESTE BOTE HA SIDO PROBADO EN EL AGUA. ANTES DE ENTREGARLO AL CLIENTE. USTED DEBE SUMINISTRAR LO NECESARIO HACIENDO LAS SIGUIENTES INSPECCIONES Y AJUSTES. ESTE BOTE FUE PREPARADO POR EL FABRICANTE PARA CLIMA FRIO, PERO VERIFIQUE TODAS LAS CONEXIONES SIN HACER CASO DE LA ESTACIÓN DEL AÑO.

1. Abra la escotilla del motor y déjela abierta mientras arranca y cheque el motor.
2. Cuide que los tapones de desagüe del casco estén en su lugar antes de echar el bote al agua; luego póngalo en el agua.
3. Observe que todos los tapones de desagüe esten colocados y cerrados. Reemplace todas las mangueras (vuelva a colocar) que han sido desconectadas de la máquina. (Verifique V-Drive cuidadosamente).
4. Esté seguro que la batería es de 12 volts, de adecuada capacidad y completamente cargada.
5. Verifique la instalación de cables de distribución para alambres sueltos. Verifique por Corta-circuitos, apgando todos los interruptores, sujete firmamente el cable de la batería en la posta negativa (ground) entonces ponga en contacto el otro cable a la posta positiva de la batería, observando que no hayan chispas.
6. Verifique todas las conexiones y tuberías de la gasolina. Llene el tanque de gasolina. Abra la válvula para cerrar la gasolina (a menos que

- venga equipada con valvula automática de cierre) (shut off). Después de llenar el tanque con gasolina fíjese bien que no haya ningún escape, y de nuevo después que la máquina ha funcionado.
7. ESTO ES MUY IMPORTANTE. Verifique el nivel del aceite en la máquina, en la transmisión y en la caja de engranajes, si el bote tiene un (V-Drive).
 8. Haga funcionar el soplador 5 minutos antes de arrancar el motor.
 9. Arranque el motor-luego verifique inmediatamente lo siguiente:
 - A. Verifique la presión del aceite-la gasolina y el agua por escapes.
 - B. Haga andar el bote lentamente para comprobar la circulación del agua. Observe que el agua esté saliendo de la tubería de escape en la popa.
 - C. Observe el graduador de la temperatura, para cerciorarse de que el motor funciona con temperatura normal.
 - D. Observe que el amperímetro esté cargándose.
 - E. Conduzca el bote lentamente por 10 minutos, o, a la velocidad recomendada en el manual.
 10. Examine el bote manejándolo en el agua a una velocidad moderada hasta la velocidad máxima recomendada en el manual, por el fabricante específico de motores, por aproximadamente 3 minutos.
 11. Dé el visto bueno al eje de alineamiento y al casquillo de prensa estopa (vuelva a chequear como se recomienda en el Manual de motor o sea no tardar después de más de 25 horas de servicio).
 12. Aconseje al nuevo dueño de no guiar el bote a más velocidad que a 3/4 partes de la válvula reguladora, durante las primeras 10 horas, al menos que el Manual del fabricante lo exprese diferentemente.

Correct Craft, Inc., Orlando, Florida.

CHAPTER III CAPACITY

Many states in the U.S. require manufacturers of boats under 26 feet, except sailboats, to affix a capacity plate giving the information concerning weight and persons capacity. * "These capacities must not exceed the values obtained by specific formulas incorporated in regulation".

This capacity plate shown to the right is one used by boat builders, such as Correct Craft, Inc., participating in the BIA Boat Safety Standard Certification Program. * "These manufacturers submit every model under 26 feet in length, except racing boats, to rigid inspection by an independent testing laboratory to insure that they meet applicable safety regulations and standards. The standards used for certification cover load capacity, outboard motor horsepower capacity, minimum flotation, ventilation, navigation lights, back-fire flame control, steering and fuel systems. Any dealer modifying a boat so as to render the capacity plate invalid becomes a manufacturer under these laws and is required by law to affix a

capacity plate with the proper values according to the applicable formulas."

U. S. COAST GUARD CAPACITY INFORMATION	
MAXIMUM PERSONS CAPACITY (POUNDS)	750
MAXIMUM WEIGHT CAPACITY (PERSONS & GEAR) (POUNDS)	860
ENGINE AND FUEL NOT TO EXCEED	990 LBS.

THIS BOAT COMPLIES WITH U. S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

MANUFACTURER: *Correct Craft, Inc*
ORLANDO, FLORIDA

MODEL: **SKI NAUTIQUE**

COMPLIANCE WITH THE FOLLOWING U. S. COAST GUARD REQUIREMENTS AND BIA RECOMMENDATIONS IS VERIFIED

**LOAD CAPACITY • BASIC FLOTATION
NAVIGATION LIGHTS • STEERING SYSTEM
COMPARTMENT VENTILATION • FUEL SYSTEM**



BOATING INDUSTRY ASSOCIATIONS

Specifications for Capacity Plates

*"A capacity plate shall bear the following information permanently marked thereon in such manner as to be clearly visible and legible from the position designed or normally intended to be occupied by the operator of the vessel when under way".

- *(a) The total weight of persons, gear and other articles placed aboard which the vessel is capable of carrying with safety under normal conditions.
- (b) The recommended number of persons commensurate with the weight capacity of the vessel and the presumed weight in pounds of each such person. In no instance shall such presumed weight per person be less than 150 pounds.
- (c) Clear notice that the information appearing on the capacity plate is applicable under normal conditions."

Check the capacity plate on your boat and please abide by these limits to assure safety for yourself and other boat occupants, thereby enjoying the pleasures of boating with the least possible risk.

* Quoted directly from BIA Marine Service Manual published by the Boating Industry Association.

CHAPTER IV

A WORD OF CAUTION

When putting your boat in service and during the break-in period, drive your boat slowly at first or at the speeds recommended in the engine manual provided for your specific engine by the engine manufacturer. This manual is with the other papers pertaining to your boat such as warranties, Notice to Dealer, etc.

As with modern automobiles the driver of a modern boat should have a certain respect for the power and potentially dangerous behavior of his vehicle. Just because the speedometer on a car shows the ability of the speedometer to register 120 miles per hour, one does not feel that he must prove this ability on the highway even if the horsepower of his car engine might make this speed possible. It is more of a problem for the boat driver because there are few speed signs on the waterways. Entering harbors or some small lakes or waterways have maximum speed regulations, but in general it is left to the boat driver to operate his craft in a safe manner.

The horsepower of the engine in your boat could definitely be too great for safety in certain conditions unless you control it properly. As in an automobile the power of your engine makes it possible for you to perform certain feats that you might not be able to do with lesser horsepower. The horsepower in your boat was determined by the boat builder to make it possible for you to do certain things such as pulling water skiers, getting home swiftly and safely in emergencies, bucking fast currents, and maintaining higher speeds for long trips on open water under safe water, wind and waterway conditions.

There are no brakes on boats and the water, current and wind velocity can either aid or hinder you when slowing down or stopping. Keep your boat under control at all times.

You are urged to have the proper respect for your boat's capabilities along practiced and suggested safety limitations.

CHAPTER V

SERVICE INFORMATION; GOOD MAINTENANCE SUGGESTIONS

To Help You Keep Your Boat in Good Condition

INBOARD and INBOARD-OUTBOARD ENGINES

Always follow the suggestions, cautions, and full instructions of the engine manufacturer in accordance to that manufacturer's information for your particular engine as contained in the Engine Manual provided with your boat. **IT IS VERY IMPORTANT THAT YOU FOLLOW THE INSTRUCTIONS IN YOUR ENGINE MANUAL THOUGH THEY MIGHT BE AT SOME VARIANCE WITH THE SUGGESTIONS IN THIS BOOK.**

Chapter 7 will again refer to this, as engine warranties should always be completely compatible with the instructions given in that manufacturer's engine manual.

Cautions or Warnings

1. Always use your blower for a few minutes and open your motor hatch (engine box) before starting engine.
2. Continually look for leaky fuel lines, particularly if you detect a smell of gasoline. **NEVER** start your engine, if there is a chance of leaking fuel.
3. Before servicing ignition or making wiring changes disconnect battery.
4. After starting the engine always check to determine that water is flowing properly through the cooling system and out of the exhaust. In closed cooling systems have water at the proper level.

It is a good practice to make a thorough check every 50 hours of engine running time or at mid-season, whichever comes first.

Drain and refill your crankcase with oil according to your engine manufacturer's suggestions. Small hand pumps are available for this purpose and can be obtained from your boat dealer or boating supply store.

If your engine has a fuel filter bowl, remove the filter bowl to clean. Replace the filter element, if it has a replaceable type; many engines come with a throw away type.

Clean and check the gap on sparkplugs. Replace any if they appear burned badly or pitted.

Lubricate with a light household type oil all control linkages.

Keep battery terminals clean and free of corrosion build-up; it is recommended to coat these terminals with grease or petroleum jelly.

Some engine maintenance should be done by your dealer or marina especially these additional items recommended in the BIA Marine Service Manual:

1. "Lubricate the starter motor, generator (or alternator), and distributor using the lubricant recommended by your engine manufacturer.
2. Check the condition and setting of the ignition breaker points. Replace if worn.
3. Check ignition timing.
4. Check all electrical and ground connections.
5. Adjust valve lash as recommended by the engine manufacturer."

CONVENTIONAL INBOARD DRIVES

The following suggestions for the maintenance of inboard drives are quoted from the BIA Marine Service Manual and should be heeded; this work can be done by you, your dealer, or your marina:

1. "Drain and refill transmission and/or reverse gear.
2. Check propeller shaft and engine coupling alignment. Clean mating surfaces of both flanges. Place a .002 feeler gauge between the flanges in the 12 o'clock position and pull the flanges together sufficiently to produce a slight drag when withdrawing the gauge. Hold shaft in position and try gauge at 3, 6, and 9 o'clock positions. Adjust engine position, if necessary, until drag is equal at all 4 positions. Tighten bolts to proper torque value.
3. Check propeller shaft stuffing box.
4. Check rudder post stuffing box.
5. Check strut bearing (s).
6. Check and lubricate all steering control linkages.
7. Check all thru-hull fittings."

INBOARD-OUTBOARD DRIVES

The following suggestions for the maintenance of inboard-outboard drives are quoted from the BIA Marine Service Manual and should be heeded; this work can be done by you, your dealer, or your marina:

1. "Drain and flush gearcase. Refill to correct level with manufacturer's recommended lubricant.
2. Drain and refill vertical drive gearbox to correct level with manufacturer's recommended lubricant.

3. Check water pump.
4. Lubricate all grease fittings using manufacturer's recommended lubricant.
5. Check and lubricate all steering connections.
6. Inspect rubber bellows for leaks. Be sure all mounting bolts are tight.
7. Check condition of zinc anti-electrolysis plate. Replace if deteriorated to less than half original size.
8. Touch up areas where paint is missing. Never use copper or bronze base paint.
9. Check propeller for condition and correct pitch. Check lock nut.
10. Check all thru-hull fittings."

OFFSEASON STORAGE

Applies to Both Engine and Hull

There are so many procedures and cautions for "off season storage" that differ because of type of storage, climatic conditions, length of storage, etc. We hesitate to recommend exact procedures and suggest that you ask your dealer or marina for their suggestions. Today, more than ever before, in all climates some boatmen keep their boats in running condition continually and therefore have no off season storage problems. Cradling your boat properly is very important. An "A" frame type trailer or a cradle with longitudinal supports are preferable.

If you have no dealer, marina, or boat storage yard nearby and must handle off season storage yourself, write Correct Craft, Inc. and we will give you our suggestions for your particular area.

HULLS

Protective Maintenance of Fiber Glass

Fiber glass construction makes boat maintenance a dream as compared to the long tedious hours of playing nursemaid to the care of wooden hulls. Although fiber glass reduces maintenance chores, there are still some suggestions to follow:

1. Keep the hull sides and bottom clean to prevent a build-up of scum and coatings. The bottom especially should be cleaned of the drag creating coatings that destroy the boat's efficiency. It is a good practice to hose down a boat after use, particularly when it is used in salt water. Cleaning should be done regularly with a good detergent and a soft sponge or rag. Follow carefully the directions on the detergent package.
2. Wax or polish the bottom and sides as you would your car. Use a fiber glass or auto type wax or polish.
3. Always touch up or patch scratches, scars, and small breaks when they first appear. Your dealer will advise you on this.

Editor's note: If you wish to do your own work, there are many fine booklets on fiber glass repair from the fiber glass industry and kits of repair materials are available from reliable boat dealers or marine equipment departments or stores.

4. If marine growth appears on the bottom and cannot be readily loosened with a detergent, you may have to use a cleanser containing a mild abrasive with a stiff brush and plenty of water. Follow carefully the directions on the cleanser package. Ask your boat dealer for other alternatives, if the above fails to remove this marine growth.
5. If barnacles appear on the bottom, use a scraper carefully to remove them.

Replacing Under-Water Gear (inboard)

All under-water equipment, such as struts, rudders, shafts, rudder ports, etc. are built by or for Correct Craft, Inc. to Correct Craft's exact specifications. Do not accept substitute or replacement parts. Your Correct Craft dealer or the Correct Craft warehouse nearest you or the Correct Craft plant can supply these genuine Correct Craft parts to you or any reputable boat repair dealer or yard.

CHAPTER VI

SERVICE INFORMATION; GOOD MAINTENANCE SUGGESTIONS

To Help Keep Your Boat Trailer in Good Condition

The Boating Industry Association in its BIA Marine Service Manual states "A boat and a motor is a substantial investment, deserving a properly maintained, quality trailer".

Correct Craft has always maintained "You cannot be too good to the bottom of your boat"; good cradling, whether on the highway or in storage, is necessary for the continued efficiency and long boat life.

Correct Craft was a pioneer in building boat trailers and has been recognized as one of the foremost builders of boat trailers in the U.S. Whether your trailer is a Correct Craft or some other make, these same suggestions should apply.

When You First Trailer Your Boat on the Highway

1. Check your wheel lugs and tighten after the first 10 to 25 miles. Lugs nearly always can be tightened better soon after the trailer has been put into use.

2. Check the air in the tires before getting on the highway. Your boat or tire dealer can advise best about the amount of air to carry in your tires.

Here are some suggested tire pressures:

Correct Craft #2 trailer for 16' boat (6.90 x 12 tires) - 60 lbs.

Correct Craft #3, 3-DV, 3-DVJ, or 3-OD trailers for 17' - 18' boats (E78 - 14 tires) - 40 lbs.

Correct Craft #4, 4-DV, 4-DVJ, or 4-OD trailers for 19' - 20' boats (G78 - 14 tires) - 40 lbs.

Correct Craft #5T-OD or 5T-DV trailers for 24' boats (E78 - 14 tires) - 40 lbs.

Good Maintenance Pays Off

1. Hose down the wheels, fenders, springs, axles, etc. after use; particularly when used in or around salt water.
2. Clean and repack the wheel bearings with a water resistant grease depending on the amount of use; at least twice a year, but more often, if the trailer wheels are submerged often in water.
3. Lubricate all rollers, pivot points, winch, and coupler.
4. Keep all bolts and nuts tight.
5. Sand and paint wherever rust appears; particularly the wheels.
6. Replace grease seals in the wheels if worn or showing signs of throwing grease.
7. Check safety chains regularly to see if there are worn or rusted links.
8. Replace worn bunks or rollers.
9. Continually check lighting system. Replace bulbs and worn or loose wires.
10. Keep loading equipment and tie-down ropes or straps in good condition; replacing worn or damaged ones.

11. If your trailer has a winch, watch for fraying cable or rope.

It is good practice to examine carefully your trailer, boat, and whatever you have loaded in the boat before you start out on a trip and check frequently while traveling on long trips. Equipment and gear lying loosely in a boat have a tendency to move around or upset and can cause damage to your boat or the equipment. Loose items such as cushions, life jackets, etc. sail through the air at high speeds and, therefore, should be stowed carefully under the bow deck or firmly secured to the boat while trailering on the highway.

CHAPTER VII

WARRANTIES; or WHERE TO GO AND WHAT TO EXPECT

The subject of "Warranties" is one of the most widely discussed topics in our age and there are many different interpretations because there are many different forms of guarantees or warranties. Unfortunately, there have been some warranties that are very misleading and confuse the public.

A manufacturer, or a boat builder, actually is making his warranty to the consumer, but in many cases it so involves the dealer, that the dealer must assist the retail customer in obtaining a warranty adjustment. This becomes a very difficult problem, if after the sale, there has been a falling out between the dealer and his customer.

Manufacturers, or boat builders, are obligated to honor their warranties and will do so willingly, but certain procedures must be handled through the dealer to best effect an adjustment. We quote a few paragraphs from the BIA Marine Service Manual:

"Since each product warranty is different in its coverage, it is most important for the dealer to understand completely the length and scope of each separate product warranty.

The manufacturer's warranty is actually to the consumer. However, it is the dealer who must implement the warranty claim. Therefore, he should be familiar with all of the terms of the warranty, and the procedures to process a legitimate claim properly and expeditiously. The dealer should be sure that the product has not been misused unreasonably. This is for the protection of the dealer, the customer and the manufacturer.

Any manufacturer is prepared to fulfill the terms of the warranty upon receipt of the proper forms and substantiation of the claim. It is up to the dealer to assist the customer in obtaining warranty adjustment.

Much goodwill, for both the dealership and the manufacturer, can be obtained by proper handling of warranty claims.

Each retail dealership has a multi-fold obligation concerning warranty:

1. He has an obligation to see that the warranty registration card is filled out completely and forwarded to the manufacturer within 48 hours after the sale is made.
2. He has an obligation to explain the manufacturer's warranty to the customer fully, explaining the length of the warranty, warranty exceptions and customer maintenance requirements.
3. He has an obligation to the customer to see that a prompt and equitable adjustment is made.
4. He has an obligation to the manufacturer in determining the legitimacy of the claim.
5. He has an obligation to himself to assure good relationships with the customer and manufacturer.

In carrying out the obligation to the manufacturer properly the dealer will automatically take care of the obligation to the customer and to himself.

By determining at once whether the product is still under warranty, whether the failure was actually the result of defective material or workmanship and not caused by factors specifically exempted in the printed warranty, the dealer can expedite the adjustment".

Explaining Correct Craft's Warranty Specifically

The Correct Craft 5 Year Warranty applies to HULL AND DECK STRUCTURES ONLY and does not apply to the Correct Craft line of outboard boats; this warranty applies to the hull and deck of a Correct Craft Inboard Boat, the hull and deck of a Correct Craft Inboard-Outboard Boat, or the hull and deck of a Correct Craft Jet Boat. (see second paragraph of the Correct Craft Warranty on the following page).

The Correct Craft warranty excludes certain items on your Correct Craft boat and conditions with which you should be familiar. See the following page in the Correct Craft Warranty item 1 under the heading "This Warranty is Not Applicable to:"

We must call your attention to item 3 also under the heading "this Warranty is Not Applicable to:" in the warranty printed on the following page. This particular item deals with the marine engine in your boat and all of the parts, equipment, and accessories not specifically built or manufactured by Correct Craft, Inc. These items have been produced by reputable concerns who normally stand in back of their products. Any item showing a manufacturing defect or poor workmanship should be returned to that particular manufacturer for warranty adjustment, but consult your Correct Craft Dealer before returning the part for adjustment.

The warranty of the engine in your Correct Craft boat is described fully in the Engine Manual for your particular engine; this engine manual was packed in your boat before your boat left the Correct Craft plant. Consult this engine manual to ascertain your engine manufacturer's warranty policy.

Read carefully the Correct Craft Warranty on the following page; this warranty appeared on a Warranty Card which was also packed in your boat. Mail your Warranty Card to Correct Craft, Inc. immediately, if you haven't already done so; or ask your Correct Craft Dealer, if he has mailed your card for you.

* CORRECT CRAFT 5 YEAR WARRANTY

Correct Craft's Warranty is backed by a family tradition of Boat Building experience since 1925.

Correct Craft warranties each new deck and hull to be free from structural defects in material and workmanship under normal recommended use for a period of five years. This warranty will be effective from date of delivery to the original purchaser. To validate this warranty the following requirements must be complied with:

1. Registration card must be returned to the factory (Correct Craft, Inc., Post Office Box 13389, Orlando, Florida 32809) within fifteen days after original purchase.
 2. The boat must be delivered by an authorized dealer.
 3. The Correct Craft dealer from whom the boat is purchased must make claim by written notice within thirty (30) days after defect was discovered.
 4. The boat must be examined by Correct Craft and determined by Correct Craft to have such defects. Correct Craft at its option, shall have the right either to send its representative to the place where the defective boat is located or to require the boat be returned to the factory within a reasonable time—Transportation prepaid by claimant.
- This warranty is not applicable to:
1. Gelcoats, chrome-plated, anodized and aluminum finishes and to color fastness of any material or finishes used, although believed to be the best obtainable are not warranted hereunder because of the varying effects which different climates and use conditions have on them.
 2. Boats manufactured by Correct Craft which shall have been altered or repaired outside of the Correct Craft factory.
 3. Any engines, engine parts or accessories, or trade accessories not manufactured by Correct Craft, which Correct Craft may use and sell in connection with Correct Craft boats, as the engines and parts and accessories are generally warranted by their respective manufacturers.
 4. Racing boats, commercial boats or boats subjected to abnormal use or service.

Correct Craft boats contain flotation material, however, there is no boat that is unsinkable, therefore life preservers should be carried for each passenger in accordance with U. S. Coast Guard requirements.

This warranty is expressly in lieu of any expressed or implied warranty, and all other obligations or liabilities on the part of Correct Craft, Inc. Correct Craft neither assumes nor authorizes any other person to assume for it any liability in connection with Correct Craft boats.

CORRECT CRAFT, INC.

Orlando, Florida,

* DOES NOT APPLY TO OUTBOARDS

Five Year Warranty on Hull Structure

The 5 year warranty stated, begins the day this boat is delivered to the purchaser.

Correct Craft Boat Trailers

All Correct Craft Boat Trailers are guaranteed to be free of manufacturing defects when they leave the Correct Craft plant. The trailer warranty protects the owner for 30 days from the time he takes delivery. This warranty covers all parts of the trailer manufactured by Correct Craft, Inc. Other trailer parts, equipment, and accessories are generally warranted by their respective manufacturers.

Tires take the warranty of the tire manufacturer and this warranty normally is handled by the respective tire manufacturer's dealer or tire distributor in your area.

Author's Note

Each of us has a part to play and an obligation to recognize. We are each concerned by our particular role and usually quite prejudiced. A warranty is a "give and take" arrangement which can be effectively handled and settled amiably with mutual benefits, if each of us does his part.

CHAPTER VIII

CORRECT CRAFT KEEPS IN TOUCH

As each warranty card is returned to Correct Craft, Inc., either by the new owner or by the Correct Craft dealer for the new owner, the owner's name is added to the mailing list which now contains over 75,000 active names and addresses. To this large list is mailed each issue of Correct Craft's "house organ" a 12 to 16 page newspaper, the "Orlando Tribune".

If you are not an owner of a Correct Craft boat, but would like to receive a free subscription to the Orlando Tribune, just write: Orlando Tribune, Correct Craft, Inc., P.O. Box 13389, Orlando, Fla. 32809.

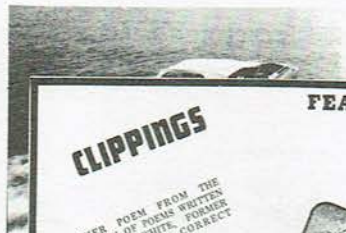
The Orlando Tribune is published regularly four times a year; Winter, Spring, Summer, and Fall; and occasionally a special edition. It has been published now for twelve years and contains valuable facts, tips for the boater, interesting articles, informative material; it is truly "The Voice of Correct Craft". Through this medium Correct Craft, Inc. keeps in touch with its customers, the whole marine industry, and its many friends.

The following page shows a composite picture of front pages of two recent issues noting the features usually contained in each issue of the Orlando Tribune.

NEW STYLING... NEW FEATURES... FOR 1973 CORRECT CRAFT BOATS



15 FT. CORRECT CRAFT SKI NAUTIQUE



18 FT.

Photographed at Beautiful Florida

Splash Orange, Splash Red, or Splash Green.

Seating is for 2 in the standard boat which comes equipped with bucket seats in front; the observer seat is removable. As optional equipment the Lower Seat and three Wedge Shape Cushions for the stern are offered in the schedule shown on page 7.

The instruments included at standard are: tachometer, ammeter, oil pressure gauge, and water temperature gauge. Both regular and tournament type speedometers are listed as optional in the schedule on page 7.

Other standard features are: automatic fuel check valve; electric bilge and blower; 12 volt fused electrical system; 18 gallon fuel capacity; exhaust flap; inboard steering; single lever control; bow and stern running lights; step plates; vinyl floor covering or carpet; Plexiglas windshield; lifting rings; bow chocks or cleat; drain plug; upfloat flotation; anodized aluminum sheer rail; ventilation system; bow eye; Correct Craft's specially designed ski pull; cleatless bar; large ski mirror; and fin.

Correct Craft, whose policy is one of continuous improvement, reserves the right to discontinue or change specifications, models, equipment, or prices at any time without incurring obligation.

CORRECT CRAFT IS MORE

It Could Mean "Romance"

CLIPPINGS
ANOTHER POEM FROM THE
COLLECTION OF POEMS WRITTEN
BY RAY V. WHITE, FORMER
CONTROLLER AT CORRECT
CRAFT, INC.



FEATURES IN THIS ISSUE



smile please!
EXPORT CORNER
ARCHIVES

Center of Inspiration
BY BILLY GRAHAM



CLASSIC GUIDELINES

man's reach
should exceed his grasp
or what's a heaven for?

FAVORITE
RECIPES

CLASSIFIED

THE TRIBUNE'S BOAT SHOW CALENDAR

1973 BOAT SHOW ISSUE Correct Craft Announces 3 Books

NO IT'S NOT A MISPRINT! BOOKS NOT BOATS THIS TIME
"SALES AID" - A beautiful Correct Craft Catalog

This spiral bound classic is in full color. All of the 1973 Correct Craft boats were photographed at Beautiful Florida Cypress Gardens. These pictures are all suitable for framing; boat numbers are all in the series.

service. (In English, French and Spanish). Capacity; Cautions before "opening up"; and boat trailer in good condition both in lay-up and running order.



20 FT. SOUTHWIND BOW RIDER
(see page 10)



MUSTANG INBOARD - (see page 12)



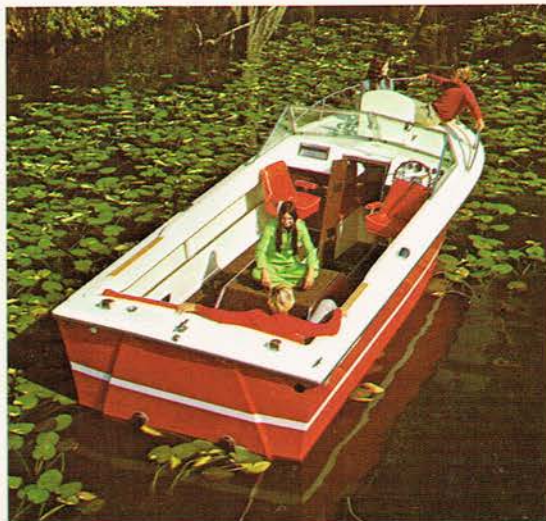
BOAT SHOW
FALL 1972
Correct Craft
P.O. Box 3399
Orlando, Florida 32809

BOAT SHOW
FALL 1972
Correct Craft
P.O. Box 3399
Orlando, Florida 32809

SOME OF THE BOATS FORMERLY BUILT BY CORRECT CRAFT

At the present time Correct Craft builds only fiber glass boats from 14ft. to 24ft. When Correct Craft built wooden boats, the models ranged from 12ft. to 50ft. In their day some of these were the finest in styling and performance. Correct Craft has earned the right to say: "Correct Craft: Builders of Fine Boats Since 1925"





ALL OF THE PICTURES
IN COLOR IN THIS MANUAL
WERE PHOTOGRAPHED AT
BEAUTIFUL FLORIDA CYPRESS GARDENS

Correct Craft, Inc.

P.O. BOX 13389
ORLANDO, FLORIDA 32809
PHONE 855-4141 AREA CODE 305



Crested Craft

Ski-Nautique