


Solo Skiff Owners Manual

empower your TM
fishing

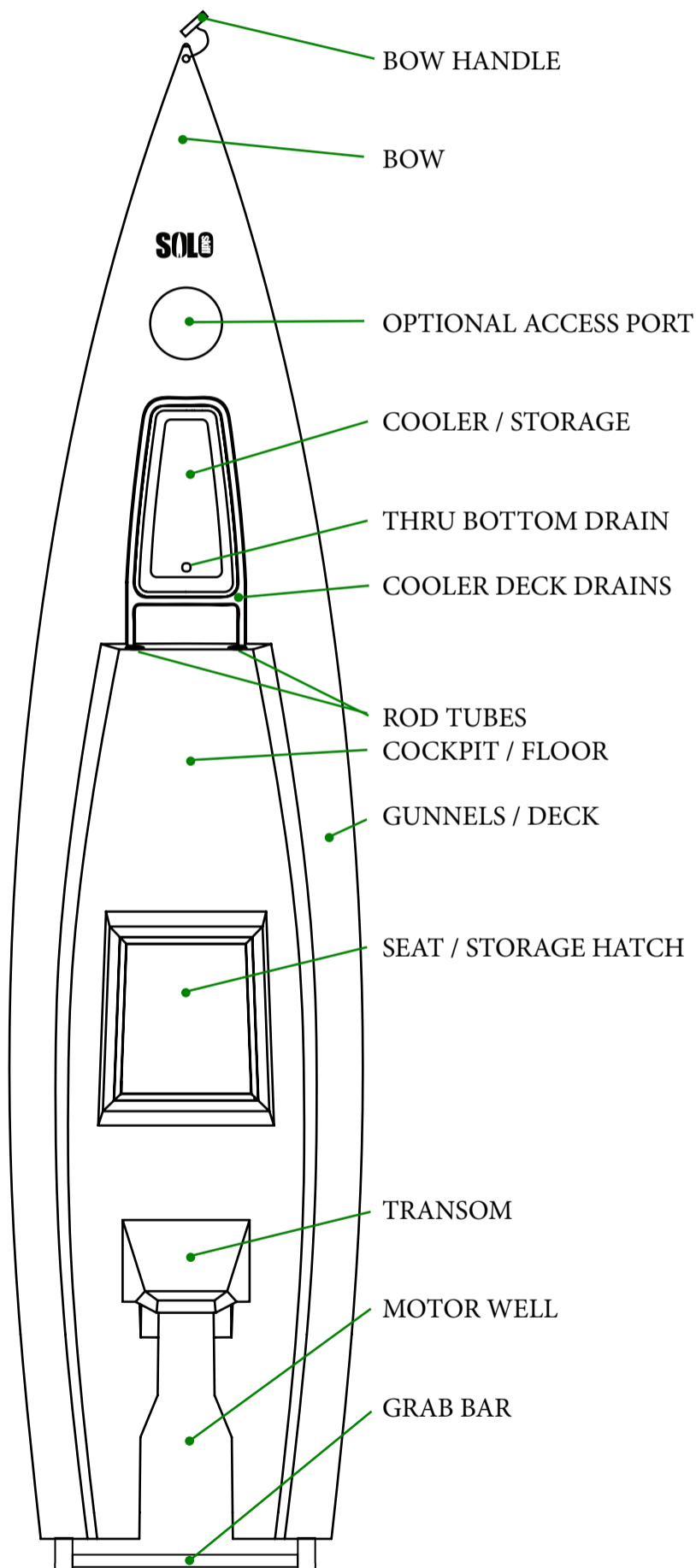
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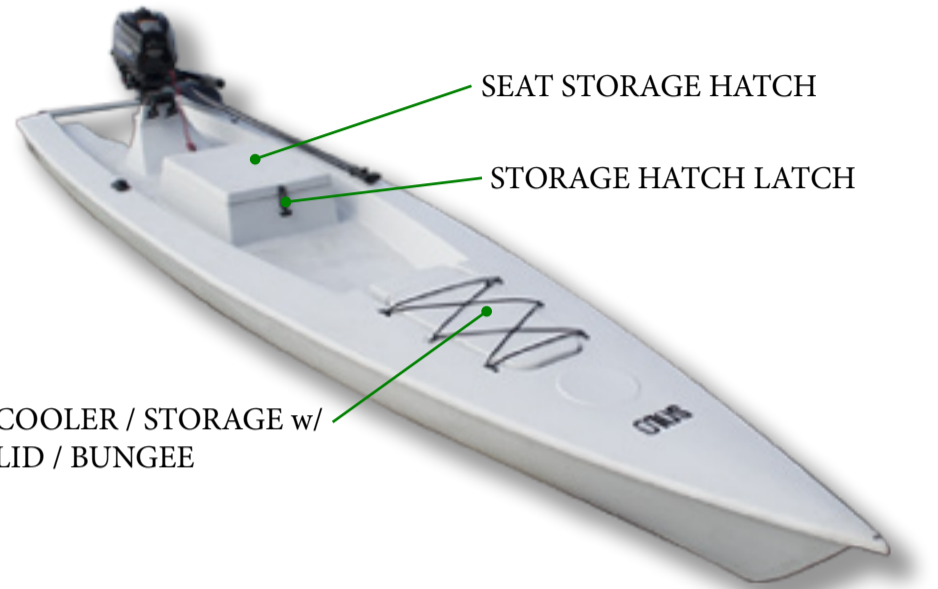
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SOLO SKIFF DESCRIPTION & LAYOUT

The Solo Skiff is an all one piece rotomolded personal water craft designed for fishing and other water activities. It combines design features of kayaks, stand up paddle boards, and power craft. This combination of features creates a craft that is safer than powered canoes (or other similar boats) due to the nature of Solo Skiff's- 'sit on', instead of 'sit in' design, that keeps the Solo from trapping water on the floor and deck. We have done everything we can do to make the Solo Skiff safe, but you must always exercise good judgment in it's use, and never do anything above your skill and knowledge level. Have fun and be safe !



Hatch cover, cooler cover, and bungee not shown for clarity.



WE SUGGEST YOU TAKE TIME TO LOOK OVER THIS PAGE AND FAMILIARIZE YOURSELF WITH THE SOLO SKIFF. THESE AREAS / FEATURES WILL BE REFERENCED IN OTHER PARTS OF THE OWNERS MANUAL.

BOW HANDLE - FOR LIFTING THE HULL ONLY

BOW - FRONT OF BOAT

ACCESS PORT LOCATION - ALLOWS INSTALLATION OF OPTIONAL AFTER-MARKET SCREW IN PORT.

COOLER / STORAGE - CAN BE USED AS A COOLER, OR DRY STORAGE. DO NOT STORE ELECTRONIC EQUIPMENT IN THIS AREA AS NO GUARANTEE IS MADE THAT IT WILL STAY DRY.

COOLER DECK DRAINS - IN COMBINATION WITH THE COOLER LID (NOT SHOWN) KEEPS WATER OUT OF COOLER DURING NORMAL USE.

COOLER THRU BOTTOM DRAIN - ALLOWS DRAINING / RINSING OF COOLER

ROD TUBES- FOR ROD TIP STORAGE / TUBES ARE CAPPED / SEALED SO WATER CAN'T GET IN HULL.

COCKPIT - AREA FOR STANDING, GETTING IN AND OUT OF BOAT, AND KNEELING TO GET INTO STORAGE AREAS.

SEAT / STORAGE HATCH - FOR SITTING, AND ACCESS TO INTERNAL HULL STORAGE

TRANSOM - FOR MOUNTING ELECTRIC TROLLING MOTOR OR OUTBOARD MOTOR.

GRAB BAR - FOR LIFTING SOLO DURING LOADING - NOT TO BE USED FOR STORAGE, OR HANGING THE BOAT.

INSIDE THE HULL THERE ARE 4 FOAM BLOCKS- DO NOT REMOVE!

THESE ARE SAFETY FLOATATION BLOCKS

SOLO SKIFF GENERAL INFORMATION

CONSTRUCTION

Your Solo Skiff is made by a process called rotational molding. The entire hull is all one piece. It is made of polyethylene, one layer of outer plastic resin that contains the color, and a layer inside that is foamed. This multi layer process greatly increases the strength of your hull while at the same time providing a margin of safety against cracks. With proper care the hull will last for many years of use. The multi layer process also greatly aids in flotation. Your Solo Skiff has the foam layer on the entire inside surface. If you cut a Solo Skiff in pieces and put each piece in the water they will all float. This provides a level of safety you do not get with any single layer kayak. Your Solo Skiff also has foam blocks installed for added flotation and safety. Do not remove these blocks of foam.

Your Solo Skiff is designed to be used in fresh water, or saltwater. All factory hardware is stainless and corrosion resistant.

PROPELLING YOUR SOLO SKIFF

YOUR SOLO SKIFF CAN BE POWERED BY;

1. OUTBOARD MOTORS (5Hp Maximum)
2. ELECTRIC TROLLING MOTORS (30-40Lb Thrust is plenty)
3. ELECTRIC OUTBOARDS (ie TORQEEDO 1003)
4. MANUAL POWER - SUP/KAYAK PADDLE, PUSH POLE, SOLO SKIFF ROWING KIT

Regardless of how you power your Solo Skiff the first priority should always be safety. Familiarize yourself with the Solo Skiff before venturing out into the water. Before venturing into open water be sure you have read this manual as well as your engine manual. Make sure your engine is securely and properly fastened to the hull. Make sure you fully understand all operational procedures of the motor and have a backup plan in case of failure. If your using battery power, be sure you understand your range. Range on a trolling motor great diminishes with speed. The faster you try to go, the faster the battery goes dead.

DO NOT OVERPOWER YOUR SOLO SKIFF

YOUR SOLO SKIFF IS RATED FOR THE FOLLOWING WEIGHTS AND POWER.

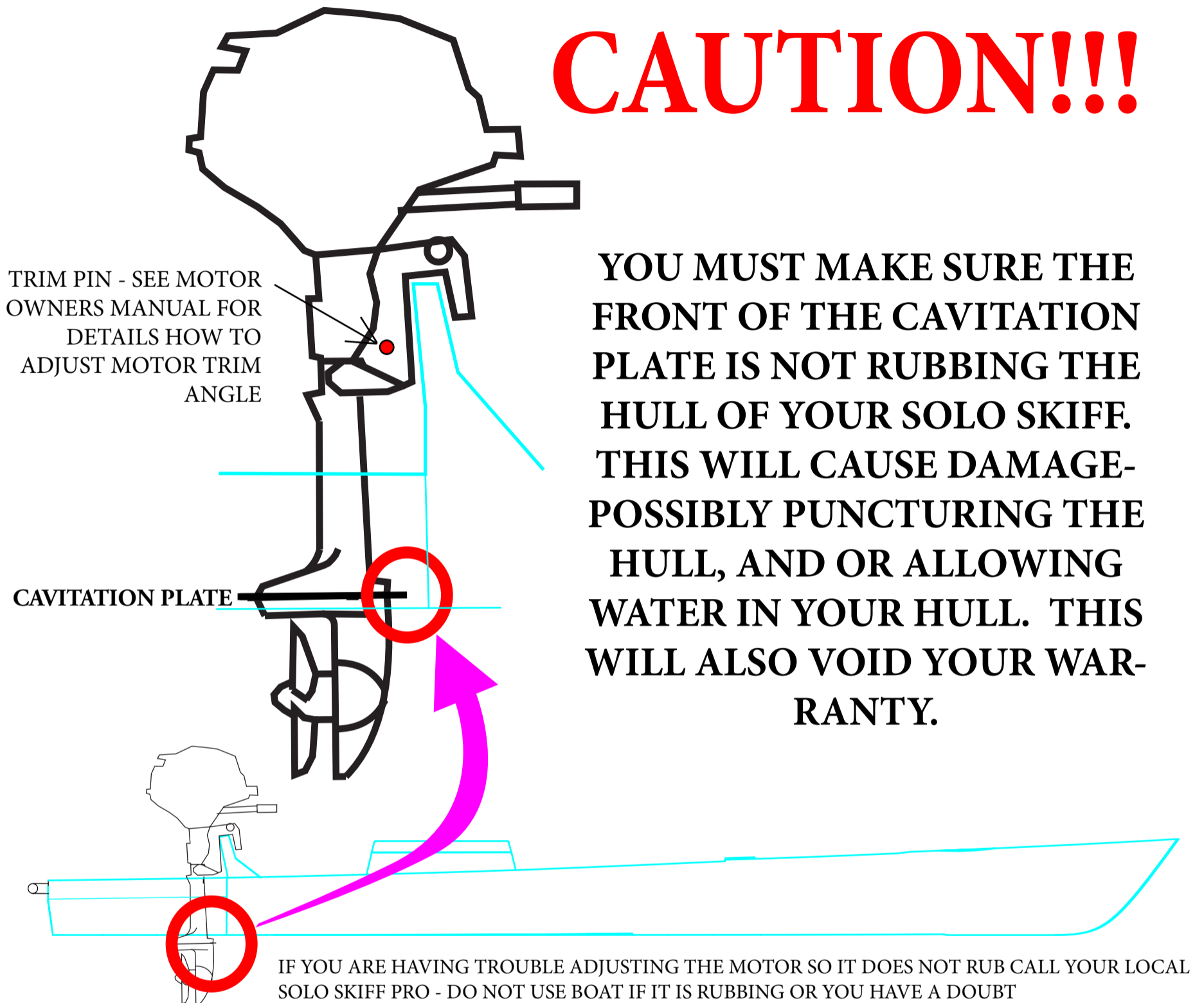
THESE LIMITS ARE FOR YOUR SAFETY !

U.S. COAST GUARD	
MAXIMUM CAPACITIES	
1	PERSON OR 250 LBS
	400 LBS. PERSONS, MOTOR, GEAR
	5HP MOTOR

This boat is manufactured by JGD Products (205 Industrial Court, Carrollton, Georgia) and is exempt (U.S. Coast Guard Exemption CGB 17-001). This boat complies with U.S. Coast Guard safety standards in effect on The date of certification with the exception of display of capacity and safe loading. All persons should wear a lifejacket (personal flotation device) while operating this watercraft.

POWERING YOUR SOLO SKIFF

CAUTION!!!

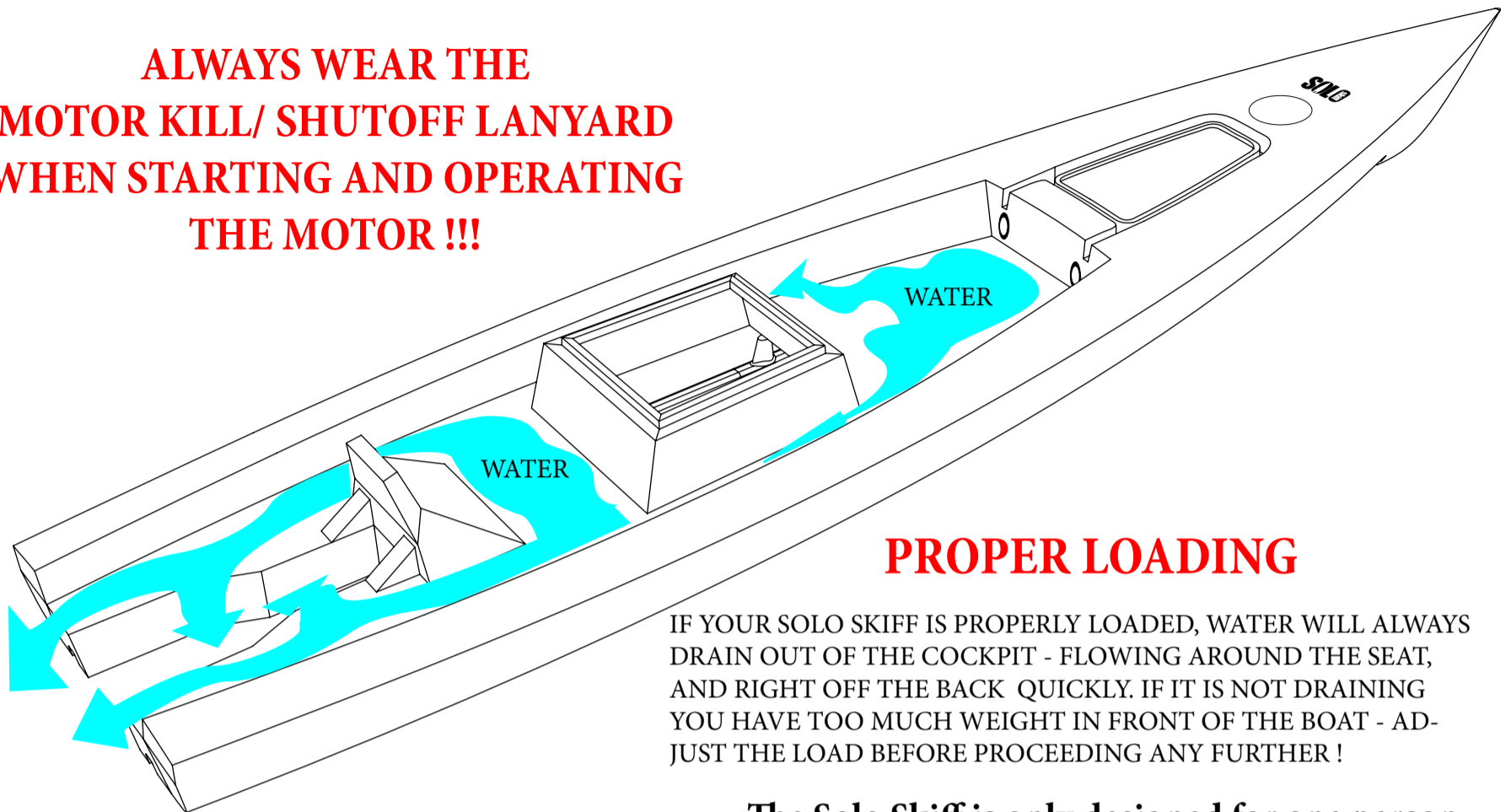


YOU MUST MAKE SURE THE FRONT OF THE CAVITATION PLATE IS NOT RUBBING THE HULL OF YOUR SOLO SKIFF. THIS WILL CAUSE DAMAGE- POSSIBLY PUNCTURING THE HULL, AND OR ALLOWING WATER IN YOUR HULL. THIS WILL ALSO VOID YOUR WARRANTY.

1. Install motor on transom per motor manufacturers instructions.
2. Do not drill through your transom to mount motor.
3. Clamp motor tight enough to avoid slippage off transom.
4. **Adjust trim pin on motor so cavitation plate does not touch the hull while under power or at rest.**
5. Be sure motor is centered on transom.
6. Double check that cavitation plate does not contact hull.
7. The first time you run the boat, motor a very short distance and double check clearance.
8. **DO NOT RUN MOTOR IN TRIMMED UP POSITION- THE PROP CAN HIT HULL**

SAFETY

**ALWAYS WEAR THE
MOTOR KILL/ SHUTOFF LANYARD
WHEN STARTING AND OPERATING
THE MOTOR !!!**



PROPER LOADING

IF YOUR SOLO SKIFF IS PROPERLY LOADED, WATER WILL ALWAYS DRAIN OUT OF THE COCKPIT - FLOWING AROUND THE SEAT, AND RIGHT OFF THE BACK QUICKLY. IF IT IS NOT DRAINING YOU HAVE TOO MUCH WEIGHT IN FRONT OF THE BOAT - ADJUST THE LOAD BEFORE PROCEEDING ANY FURTHER !

SAFETY NOTES

The Solo Skiff is only designed for one person

1. If you are not experienced with powerboat operation, seek the help and training of an experienced powerboat operator before using your Solo Skiff.
2. ALWAYS wear a U.S. Coast Guard approved flotation device when on the Solo Skiff. It can save your life and is the law !
3. Download and read a copy of the "BOATERS GUIDE TO THE FEDERAL REQUIREMENTS FOR RECREATIONAL BOATS AND SAFETY TIPS"
4. Never overload the Solo Skiff.
5. **NEVER STORE EXTRA FUEL INSIDE THE BOAT - IT IS NOT VENTILATED AND COULD LEAD TO AN EXPLOSION.**
6. NEVER DRILL A HOLE IN THE BOTTOM OR SIDES OF YOUR BOAT TO INSTALL HARDWARE
7. Always check your boat for signs of damage before heading out. If you see anything that looks like it could potentially cause problems do not use your boat.
8. Always double check that cooler drain plug is in place.
9. Only use approved containers for caring extra fuel.
10. Always carry a spare paddle inside the hull. There are telescopic paddles that will easily fit inside hull.

Safety equipment should always be on board as required by law and for your safety. Always have a daytime visual signaling device, a whistle or horn (approved by USCG) approved P.F.D. (should be wearing)

ROUGH WATER / BOAT WAKES

Keep your boat in calm waters. Never operate in conditions above your ability / experience. Do not operate your boat parallel to large waves or boat wakes. Always head into waves / wakes as perpendicular as possible. If you are going in the same direction as the waves, do not run perpendicular to the waves direction as losses of steering can occur and hull broaching. This can happen when you are traveling slower than the wave/ wake and the wave / wake catches you and tries to 'surf' you down the face of the wave, no matter how small the waves / wakes. Until you are familiar with the way the boat handles this (its called a following sea) be VERY CAREFUL. This is why we suggest staying in calm waters only.

We realize that things can happen and happen without warning and so should you. Boat wakes, and waves - if caught off guard at the wrong angle can capsize or flip your hull over.

BOAT WAKES, AND WAVES CAN UNEXPECTEDLY MAKE YOUR SOLO SKIFF CHANGE DIRECTION THROWING YOU OFF BALANCE AND OUT OF YOUR SKIFF. OPERATE CAUTIOUSLY IN ANY WAKES OR WAVES.

IN THE EVENT OF CAPSIZING

It is important to note that your hull will not sink, nor fill with water with the hatch shut, so do not panic.

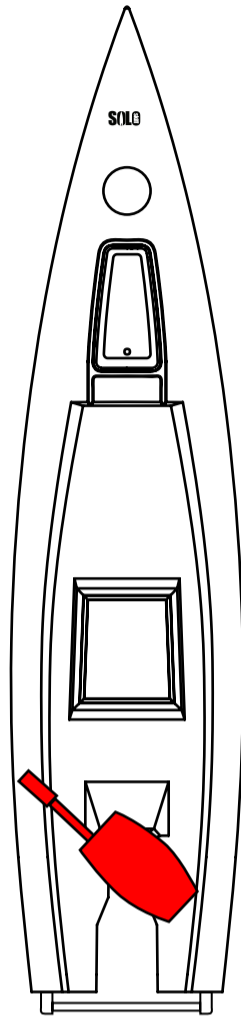
Calmly get on top of the hull, go to the rear, and reach down in the motor well and grab the cockpit floor (under water) opposite you. Remain squatted and lean back. You should be able to right the hull. There is a video online demonstrating this .

We suggest you practice this in calm water before using your

OPERATING YOUR BOAT

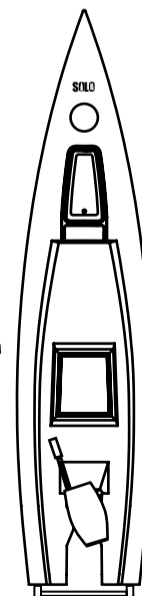
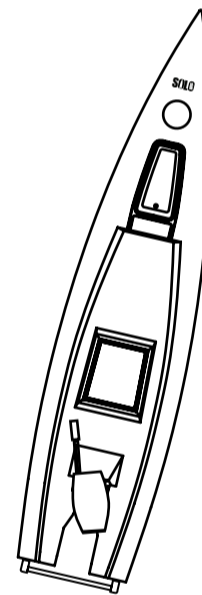
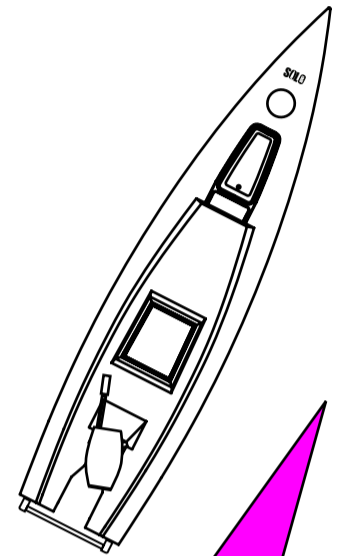
THINGS TO REMEMBER

1. Always wear your engine kill / shutoff lanyard when you start and operate the boat - IT CAN SAVE YOUR LIFE !
2. Always wear a P.F.D. when operating a Solo Skiff - it can save your life and is required by law.
3. Do not over steer your boat, doing so could throw you out of the boat.
4. Be sure the hatch latch is secured to keep your hatch closed. Keep it latched at all times.
5. Make sure your plug is in the cooler drain.
6. If your motor has reverse gear - GO AT IDLE SPEED ONLY!
7. The Solo Skiff is a small personal watercraft that is not meant for rough water use. Operating the boat in rough water can lead to the boat being flipped upside down. Always use caution when approaching boat wakes , waves. Keep your Solo Skiff in calm conditions.
8. Never stand while operating the Solo Skiff.
9. Slowly get accustomed to your boat in the water.
10. Never use the grab bar to tow another boat. You can damage the bar and molded in mounts in the hull.
11. Always inspect your grab bar, and bow handle before lifing boat for signs of damage. If you suspect damage or wear, do not lift boat with handles.



USING '360'REVERSE :

SOME SMALL ENGINES ALLOW YOU TO GO IN REVERSE USE BY SPINNING THEM 360 DEGREES. IF YOU ARE NOT VERY CAREFUL, THE ENGINE CAN SWING UP AND THE PROPELLER HIT YOUR HULL WHEN YOU GO IN REVERSE. WE SUGGEST YOU DO NOT DO THIS TO AVOID POSSIBLE HULL DAMAGE THAT COULD ALLOW WATER IN YOUR HULL.

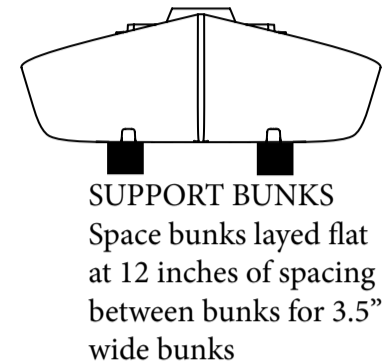
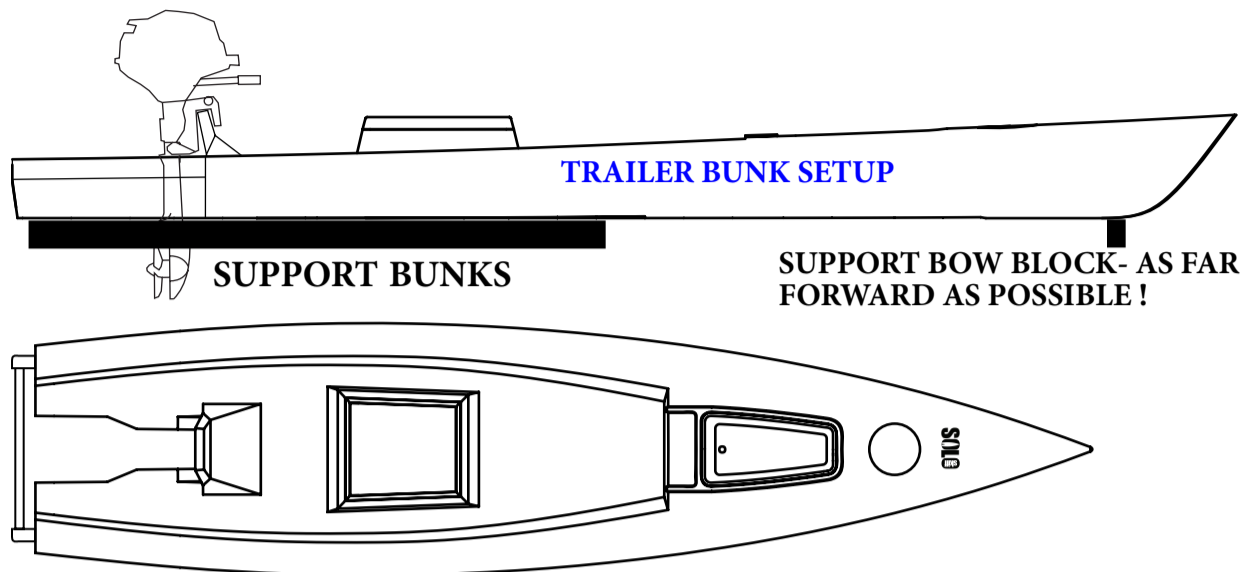


**DO NOT TURN
THE SKIFF TOO
SHARPLY OR
QUICKLY !!**

**TURNING THE BOAT TOO
QUICKLY - ABRUPTLY -
SHARPLY CAN THROW YOU
OUT OF THE BOAT! DO NOT
TURN TOO SHARP !
GRADUALLY GET ACCUS-
TOMED TO HOW THE BOAT
TURNS AND BE CAREFUL AT
ALL TIMES.**

GRADUALLY TURN YOUR SKIFF !

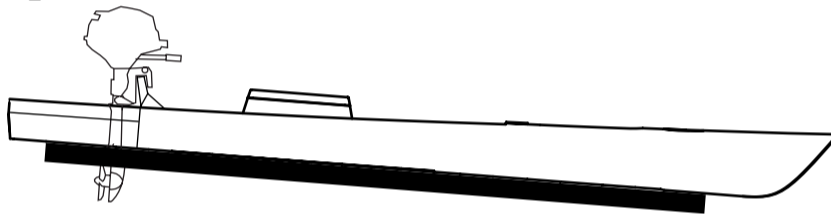
STORAGE / TRANSPORT



DO NOT STORE BOAT ON IT'S SIDE

When storing, AND transporting your Solo Skiff always be sure to support the hull under the inverted chines on the bottom along the full length. If you use a trailer the bunks should be spaced as above and run from past the transom... Bow Block as far forward as possible-*SEE ABOVE*

ANGLE WILL NOT ALLOW DRAINAGE !!!



BOW DOWN - NO !

Do not leave / store boat where the bow is in a lower position than the stern of your Solo Skiff. If you can pour water in the cockpit and it does not drain out- your boat is bow down. When Solo Skiff is stored this way, water cannot drain and will build up in the cockpit, and eventually can seep into the hull area through the rod tube flanges. Even though sealed, these can leak at times.

DO NOT STAND OR WALK IN YOUR SOLO SKIFF UNLESS IT IS IN THE WATER

NOTES

- Do not store the engine on your Solo Skiff.
- Remove engine at end of the day of use.
- Do not hang your solo Skiff.
- Do not leave hull unsupported longer than one-hour, less in hot conditions.
- Storing the Solo Skiff in any way other than shown above will dent and possibly damage hull.
- You can store the Solo Skiff on a flat floor.
- Do not store your Solo Skiff out in the sun.
- The bow handle, and rear grab bar are not designed to hang from.
- Do not store boat upside down, it will warp.
- IF YOU HAVE QUESTIONS EMAIL US at INFO@SOLOSKIFF.COM

BATTERY STORAGE

IF YOU ARE USING AN ELECTRIC TROLLING MOTOR AND BATTERY SETUP PAY ATTENTION TO FOLLOWING.

- Always fully support the hull under the battery.
- Do not launch and load boat with battery inside the hull.
- Do not store boat with battery inside unless fully supported or in the water.

ANY OF THE ABOVE CAN WARP AND DAMAGE YOUR HULL.

