

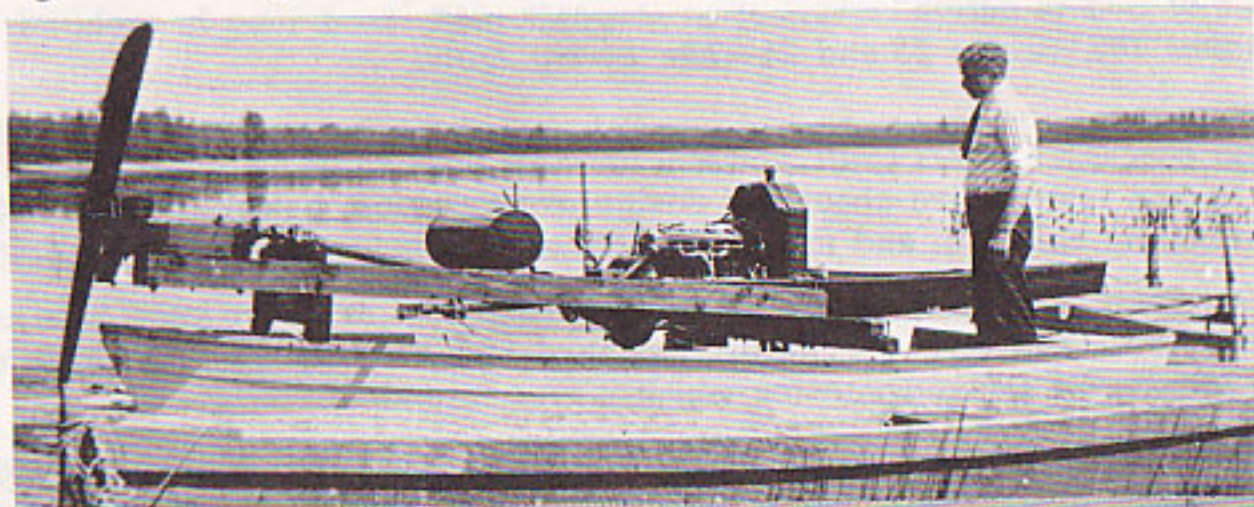
YOU
& YOUR
BOAT...

Connect Craft
ON THE WATERS OF THE WORLD SINCE 1925





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.

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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 founding family of Meloons.

Walter C. Meloon, the founder who has gone home to be with his Lord, was vitally concerned with the affairs of CORRECT CRAFT and his Christian testimony in the community.

The officers of CORRECT CRAFT at present are Walter O. Meloon, President; Ralph C. Meloon, Sr., Chairman of the Board; Walter N. Meloon, Vice President/General Manager; Mrs. W. C. Meloon, Secretary; and Mr. W. O. Meloon, Treasurer.

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

One of the memories of Mr. Walter C. Meloon is centered around this word "concerned". The story told by a friend typifies the kind of man he was and the type of motivation that exemplifies the CORRECT CRAFT 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 came from a family of boat builders. He built boats in New Hampshire before coming to Florida. 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 numerous 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, Chairman of the Board 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 it itself was a God sent 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.

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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 all engine drain plugs are in and closed. Replace all hoses that are off of engine. (Check V-Drive carefully).
3. Be sure battery is 12 volt, of proper size and capacity, and fully charged.
4. 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.
5. **THIS IS VERY IMPORTANT.** Check engine oil level, transmission oil, and gear box oil, if boat has one (V-Drive).
6. Run blower 5 minutes before starting engine.

7. Check all wiring for loose connections. Check for Shorts by turning all switches "off", fasten battery cable securely on negative (ground) post then touch other cable to positive battery post and watch for sparks.
8. Install propeller on shaft taking care to see that key fits properly, nut pulls prop up tight on shaft taper and that cotter key is properly in place then install drain plugs in boat before launching.
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.

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

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

MANUFACTURER:

CORRECT CRAFT INC.

MODEL:

SKI NAUTIQUE

ORLANDO, FLORIDA

DESIGN COMPLIANCE WITH THE FOLLOWING
BIA CERTIFICATION REQUIREMENTS IS VERIFIED.

LOAD CAPACITY • BASIC FLOTATION

NAVIGATION LIGHTS • STEERING SYSTEM

COMPARTMENT VENTILATION • FUEL SYSTEM

ENGINE AND FUEL NOT TO EXCEED 1125 LBS.



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 nature of his vehicle. His car may have the horsepower to travel at excessive speeds but he is governed by law to travel at a safe speed even so must the boat driver operate his craft at safe speeds and not try to use all the horsepower available.

The horsepower in your boat was determined by the boat manufacturer to make it possible for you to do certain things such as pulling water skiers.

Before you use your boat it would be well to review the common practices of boating as to the proper side to pass in traffic, which driver has the right of way, and the right of way to sail boats and skiers.

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 in accordance with 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. Transmission fluid should be changed every 200 hours.
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 after the flanges are together 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 before and 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) - 40 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

WARNING

Check following points *each time* before towing trailer:

- ✓ Make sure all parts, bolts and nuts are tight.
- ✓ Secure load to trailer-check tilt and tie down mechanisms-use extra rope as a safety measure. Lock or secure outboard with sufficient road clearance.
- ✓ Check tire air pressure when tire is cold.
- ✓ Repack wheel bearings once a year, preferably in the fall before storing trailer.
- ✓ Make sure you are not exceeding trailer capacity.
- ✓ Make sure the coupler is securely latched to the hitch ball.
Check each time you stop & leave trailer.
- ✓ Cross safety chains under tongue and secure to towing vehicle.
If equipped, hook up break-away brake chain with slack to permit cornering.
- ✓ Make sure the trailer electrical connector is properly connected and all lights are operating.
- ✓ Check brake operation.

This trailer is equipped to meet applicable Federal safety standards. Check local and state requirements regarding brakes and any additional equipment that may be required. See owners manual for additional information.

Trailer Manufacturers Association
a BIA Affiliate



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11. If your trailer has a winch, watch for fraying cable or rope.
12. If you have "Bearing Buddys" use hand type grease gun only.

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.

Claim should be made within _____ (days) (wks) of problem.

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 behind 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 LIMITED 5 YEAR WARRANTY (INBOARDS ONLY)

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

Correct Craft agrees to repair or replace each new deck and hull found to contain structural defects in material and workmanship for a period of 5 years from date of delivery to the original purchaser.

Correct Craft will not be responsible under this agreement for damage or malfunction resulting from improper maintenance or unreasonable use of the boat.

This agreement does not cover the following:

1. The use of any boat manufactured by Correct Craft Inc. for commercial or racing purposes.
2. The Gelcoats, Chrome-plated, anodized and aluminum finishes and color fastness of any material or finishes used.
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.

In the event of defect or malfunction of the deck or hull of a Correct Craft boat the following procedure should be followed.

1. The boat should be taken as soon as possible to the nearest Correct Craft dealer or to the factory in Orlando, Florida, for inspection and evaluation of damage or defect.
2. In the event of disagreement between Correct Craft and the owner of the boat as to responsibility for the defect or malfunction of the boat the matter shall be submitted to the American Arbitration Association Representative in Orlando and the parties agree to be bound by the findings thereof.

CORRECT CRAFT, INC.
P. O. Box 13389
Orlando, Florida
32859

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. 32859.

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



18 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 stern seat is reversible. An 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 heater and blower; 12 volt fused electrical system; 18 gallon fuel capacity; exhaust flap; inboard steering; single lever control; bow and stern running lights; step plate; vinyl floor covering or carpet; Plexiglas windshield; lifting rings; bow cleats or cleats; drain plug; upright flotation; anodized aluminum sheer rail; ventilation system; bow eye; Correct Craft's specially designed ski pull; clearance 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 price at any time without incurring obligation.

CORRECT CRAFT IS MORE

It Could Mean "Romance"... "Peace & Quiet"...

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

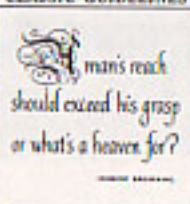


FREE
SCUTTLEBUTT DEALERS!



**FAVORITE
RECIPES**

CLASSIC GUIDELINES



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 buyers in the area.

service, in English, French and Spanish. Capacity; Caution before "opening up"; and boat trailer in good condition both in layup and running.



20 FT. SOUTHWIND BOW RIDER
(see page 10)



MUSTANG INBOARD - (see page 12)



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"

