

OWNER'S MANUAL

Compiled in accord to EN ISO 6185-3:2004 and RSG guidelines

M.E.S. Marine Limited

Zone 1, Unit 64, Deeside Industrial Park, Welsh Road,

Deeside, Flintshire, CH5 2LR.

Tel: 01244 289977

www.europa-sport.co.uk

M.E.S. Marine Limited reserves the right to change, alter, and modify their finished boats, parts, and specifications without notice. Optional equipment may vary from model to model and year to year. Please consult with your dealer for current information on standard and optional equipment and specifications.

Revised September 2013

INDEX

| | |
|------------|---|
| Page 3-4 | Introduction |
| Page 5 | Design categories |
| Page 6 | Degree of danger and hazard labels |
| Page 7 | Engine and propulsion unit |
| Page 9 | Electrical system |
| Page 10 | LPG system |
| Page 11-14 | Risks of fire |
| Page 15 | Flooding and buoyancy information |
| Page 16 | Navigation |
| Page 17-19 | Other recommendations |
| Page 20 | Occasional operations |
| Page 21-23 | Regular inspections, Maintenance, Environment, Inflatable boats |
| Page 24 | Identification |
| Page 25 | Stability information |
| Page 26 | Specific information |

INTRODUCTION

Thanks for your choice.

This manual has been compiled to help you to operate your craft with safety and pleasure.

It contains details of the craft, the equipment supplied or fitted, its systems, and information on their operation.

Please read it carefully, and familiarize yourself with the craft before using it.

This owner's manual is not a course on boating safety or seamanship.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of the craft.

Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Ensure that the anticipated wind and sea conditions will correspond to the design category of your boat, and that you and your crew are able to handle the boat in these conditions.

Even when your boat is categorised for them, the sea and wind conditions corresponding to the design categories A, B, and C range from severe storm conditions for category A, to strog conditions for the top of category C, open to the hazards of a freak wave or gust.

These are therefore dangerous conditions, where only a competent, fit and trained crew using a well maintained boat can satisfactorily operate.

This owner's manual is not a detailed maintenance or trouble shooting guide. In case of difficulty, refer to the boatbuilder or its representative.

Always use trained and competent people for maintenance, fixing or modifications.

Modifications that may affect the safety characteristics of the craft shall be assessed, executed and documented by competent people.

The boat builder cannot be held responsible for modifications he has not approved.

In some countries a driving licence or authorisation are required, or specific regulations are in force.

Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft.

Any craft, no matter how strong it may be, can be severely damaged if not used properly.

This is not compatible with safe boating.

Always adjust the speed and direction of the craft to sea conditions.

If your craft is fitted with a liferaft, read carefully its operating manual.

The craft should have onboard the appropriate safety equipment (lifejacket, harness, etc.) according to the type of craft, weather conditions, etc.

The equipment is mandatory in some countries.

The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, towing, etc), sailing schools and clubs regularly organise drill sessions.

All persons should wear a suitable buoyancy aid (life jacket/personal flotation device) when on deck.

Note that, in some countries, it is a legal requirement to wear a buoyancy aid that complies with their national regulations at all times.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE, TOGHETER WITH OTHER EQUIPMENT MANUALS, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

DESIGN CATEGORIES

Category A: Ocean

A boat given design category A is considered to be designed to operate in winds up to where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 m and above, and vessels largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Category B: Offshore

A boat given design category B is considered to be designed to operate in winds up to Beaufort force 8 and the associated wave heights (Significant wave height up to 4 m, see note below). Such conditions may be encountered on offshore voyages of sufficient length or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Category C: Inshore

A boat given design category C is considered to be designed to operate in winds up to Beaufort force 6 and the associated wave heights (Significant wave height up to 2 m, see note below). Such conditions may be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

Category D: Sheltered waters

A boat given design category D is considered to be designed to operate in winds up to Beaufort force 4 and the associated wave heights (Occasional waves of 0,5 m height). Such conditions may be encountered on sheltered inland waters, and in coastal waters in fine weather.

(D) The significant wave height is the mean height of the highest one third of the waves, which approximately corresponds to the wave height estimated by an experienced observer.

SOME WAVES WILL BE DOUBLE THIS HEIGHT

DEGREE OF DANGER AND HAZARD LABELS

The following abbreviations have been used:

(D); Danger **(W)**; Warning **(C)**; Caution

DANGER denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.

WARNING denotes a hazard exists which can result in injury or death if proper precautions are not taken.

CAUTION denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components.

The following abbreviations have been used too:

(OK); All right **(NO)**; Wrong **(NOTE)**; Note

The **(OK)** abbreviation means that the used procedure or the behaviour adopted is in compliance with the prescription.

The **(NO)** abbreviation means that the used procedure or the behaviour adopted is in compliance with the prescription and may seriously damage the material or the ambient.

The **(NOTE)** abbreviation supplies important indications.

ENGINE AND PROPULSION UNIT

DO NOT INSTALL OR USE THIS BOAT WITH AN ENGINE POWER GREATER OF THAT MEASURED ACCORDING TO ISO 8665 AND SUITABLE ON THE BUILDER'S PLATE AND IN THIS MANUAL **(D)**
EVERY CONTACT WITH PROPELLER AND AXIS IN MOTION OR WITH THE ROTARY PARTS OF THE ENGINE IS MOST DANGEROUS
DO NOT APPROACH **(D)**

Refer to the manual of the engine for operation, maintenance and winter storage, and:

- respect the percentage of oil in the fuel **(C)**, if is an outboard engine
- check the state of the filters periodically and after a restocking with fuel of uncertain origin **(C)**, if is an inboard or stern drive engine

for all engines:

- be sure you have enough fuel for your boating trip **(W)**;
- avoid making noise and wake in the vicinity of other users, and respect the speed limitations **(W)**.

- a) Maximum power: the authorized maximum power indicated in the builder's plate and in this manual must be used with the maximum precaution, from expert customers, when they use the unit in very hard conditions (heavy duty, etc). We suggest to you therefore to choose the power of the motor in function of the main use that you will make of the boat and refer to the advised power that is, in kind, 75% of that principle. With a too much powerful motor the unit risks to being difficult to pilot. Insufficiently motorized it risks instead not possessing a sufficient safety margin in order to gain wind and currents.
- b) Weight: the weight of the motor has great incidence on planning characteristics, the stability and the performances of the boat. To equal power we advise You to choose the lighter motor: a various weight from that advising can determine sensitive variations of order.
- c) Length of outboard motor's shaft: if an outboard motor is aboard control if the shaft is long or short and if it is adapted to Your boat: it will not be possible to mount it if it is not adapted.
- d) Propeller: for the choice of the propeller that adapted more to Your type of employment, the boat and the motor must be tried in water. Ask the attendance for Yours agent. The propeller supplied with the motor is lend in a generalized manner for every type of navigation, however in function of the main use that you preview to make with Your boat you choose:
 - a short pitch when the unit needs a strong push in order to plane soon (boat heavy loaded, nautical ski, etc.);
 - a long pitch will increase speed characteristics (if the unit is light loaded)

Carbon Monoxide

Carbon monoxide accumulation is affected by vessel geometry; hatch, window and door openings; ventilation openings; proximity to other structures; wind direction; vessel speed; and a multitude of other variables.

Dangerous levels of carbon monoxide can also accumulate around the outside of the boat when the engine or generator is running. Do not run the engine or generator when anyone is in the water around your boat, or is located near the exhaust outlets.

NOTE: Boats fueled by diesel have limited carbon monoxide present in the exhaust in comparison to gasoline engine exhaust. However, the boat owner should still be aware of the causes and effect of carbon monoxide which may occur in different boating situations.

Warning: Carbon monoxide (CO) can be harmful or fatal if inhaled. Brain damage or death can occur if exposed to carbon monoxide. Keep exhaust outlets clear of blockage. Provide adequate ventilation. Open hatches, doors, windows and vents to insure adequate ventilation. Close engine compartment doors and hatches when engine or generator is running. Avoid operating the boat for extended periods of time at idle speed and be sensitive to weather conditions that may prevent CO from dissipating into the air.

ELECTRICAL SYSTEM

locate the position on board of the electrical devices and learn the modality of use by their owner's manuals **(D)**;

locate the position and functions of electrical controls, dials, switches, fuses and also circuit-breakers installed on panel-board or over **(D)**

never **(D)**:

- a) work on electrical installation while the system is energized
- b) modify the craft's electrical system or relevant drawings: installation, alterations and maintenance should be performed by a competent marine electrical technician;
- c) alter or modify the rated current amperage of overcurrent protective devices;
- d) install or replace electrical appliances or devices with components exceeding the rated current amperage of the circuit;
- e) leave the craft unattended with the electrical system energized, except automatic bilge-pump, fire protection and alarm circuits.

And more, if an alternating current electric system is installed in this craft **(D)**:

- f) inspect the system at least biennially;
- g) disconnect shore-power connections when the system is not in use;
- h) connect metallic housings or enclosures of installed electrical appliances to the protective conductor system in the craft (green or green with a yellow stripe conductor);
- i) use double insulate or grounded (earthed) electrical appliances;
- j) if the reverse polarity indicator is activated, do not use the electrical system; correct the polarity fault before activating the electrical system on the craft (if a polarized system with polarity indicator is aboard);
- k) do not allow the shore-power cable end to hang in the water: an electrical field can be caused which can cause injury or death to nearby swimmers;
- l) to minimize shock and fire hazards:
 - turn off craft's shore-power connection switch before connecting or disconnecting shore-power cable
 - disconnect shore power cable to craft's inlet before connecting to shore-power source (not required for permanently connected shore-power cable installations)
 - disconnect shore-power cable at shore-power source first
 - if reverse polarity indicator is activated (only if a reverse polarity indicator is required in the system), disconnect cable immediately
 - close shore-power inlet cover tightly.
- m) do not alter shore-power cable connectors, use only compatible connectors.

LPG SYSTEM

If an LPG system is installed in this craft you must **(D)**:

- 1) Close fuel supply-line valves and cylinder valves when appliances are not in use. Close valves before refueling and immediately in an emergency.
- 2) Be sure that appliance valves are closed before opening the cylinder valve.
- 3) Test the LPG system for leakage regularly. Check all connections for leakage by

- routine observation of the bubble-leak detector (if fitted with a detector),
- observation of the pressure gauge for pressure drop with appliance valves closed and cylinder valve opened, then closed (if fitted with gauge on supply pressure side),
- manual leak testing, or testing with soapy water or detergent solution (with appliance-burner valves closed and cylinder and system valves open).

If leakage is present, close the cylinder valve and have the system repaired before further use. System repairs should be made by a competent person.

- 4) Never use solutions containing ammonia.
- 5) Never use flame to check for leaks.
- 6) Remember that fuel-burning open-flame appliances consume cabin oxygen and release products of combustion into the craft. Ventilation is required when appliances are in use. Open designated vent openings while appliances are in use. Do not use the stove or oven for space heating. Never obstruct ventilation openings.
- 7) Follow all the information in order to prevent risks of fire explained in this manual.
- 8) Never obstruct access to LPG system components in any way.
- 9) Keep valves on empty cylinders closed and disconnected. Keep protective covers, caps or plugs in place. Store reserve cylinders in ventilated housings on open decks or in gastight lockers which are vented overboard and intended for that purpose.
- 10) Store gas cylinders only in the designed locker or housing and never use LPG cylinder housings or cylinder lockers for storage of any other equipment.
- 11) Never leave craft unattended when LPG consuming appliances are in use.
- 12) Never smoke or use open flame when replacing LPG cylinders.
- 13) Inspect hoses in LPG system regularly, and replaced if any deterioration is found.
- 14) Inspect fuel pipes at least annually. Replace if deterioration or openings are found.
- 15) Never use the stove when high angle of rolling or sustained angles of heel are likely (if the craft is not equipped with a gimballed stove).

RISKS OF FIRE

BOAT OWNER/OPERATOR HAS THE RESPONSIBILITY TO OBSERVE THIS FOLLOWING INSTRUCTIONS

Instructions for the correct execution of the following operations related to the safety of the engine system (D):

THE LEAST TIME OF ENGINE ROOM'S VENTILATION IS: **10 MINUTES**

Is advisable to verify the openings and ducts of ventilation and the correct flow of cooling water to prevent overheating and avoid to stow combustible materials into engine space;

put the maximum attention during the combustible filling operations: never smoke while handling fuel or gas;

in order to prevent damages to the fuel system be careful to any accidental contact with warm parts of the engine.

- Outboard engine: fill the portable tank outside the craft, in a well-ventilated area, away from any risk of ignition.

- Inboard engine: ventilate engine room also opening the cover in case of a long stop.

Instructions for the correct execution of the following operations related to the safety of the electric system (D):

locate the position of the interrupters, know their functioning and the operations of substitution of valves and fuses;

ventilate the batteries room and adopt any precaution during the recharge;

adopt precautions in the phases of attack and detach to the earth of electrical system (if present).

Instructions for the correct execution of the following operations related to the safety of the gas system of the kitchen on board and employment of the gas devices (D):

Do not fit free-hanging curtains or other fabrics in the vicinity of, or above cookers or other open-flame devices;

locate the gas cylinder stowage as indicate and learn the modality of use by his owner's manual and pay attention during their substitution;

in case of losses of gas ventilate the rooms with precautions to prevent contacts with flames or warm parts;

Instructions for the correct execution of fire protection fittings (D):

locate the fireproof devices (extinguishers, fixed plant etc.) and learn their functioning by their owner's manual;

control capacity and the request features according to actual laws and verify their efficiency periodically;

locate the position on board of hatches, doors or other openings that are indicate as means of escape in case of fire: cure to avoid to obstruct them.

Cautionary notices to the boat operator

General

Keep the bilges clean and check for fuel and gas vapours or fuel leaks frequently.

When replacing parts of the fire-fighting installation, only matching components shall be used, bearing the same designation or having equivalent technical and fire-resistant capabilities.

Do not fit free-hanging curtains or other fabrics in the vicinity of, or above, cookers or other open-flame devices.

Do not stow combustible material in the engine space. If non-combustible materials are stowed in the engine space, they shall be secured against falling into machinery and shall cause no obstruction to access into or from the space.

Exits other than the main companionway doors or hatches with permanently fixed ladders are identified by a symbol (see Table).

Specific warnings Never

- obstruct passageways to exits and hatches,
- obstruct safety controls, e.g. fuel valves, gas valves, switches of the electrical system,
- obstruct portable fire extinguishers stowed in lockers,
- leave the craft unattended when cooking and/or heating appliances are in use,
- modify any of the craft's systems (especially electrical, fuel and gas) or allow unqualified personnel to modify any of the craft's systems,
- fill any fuel tank or replace gas bottles when machinery is running, or when cooking or heating appliances are in use,
- smoke while handling fuel or gas.

NOTE Servicing of fire-fighting equipment

The boat owner/operator shall

- have fire-fighting equipment checked at the intervals indicated on the equipment,
- replace portable fire extinguishers, if expired or discharged, by devices of identical fire-fighting capacity, and
- have fixed systems refilled or replaced when expired or discharged.

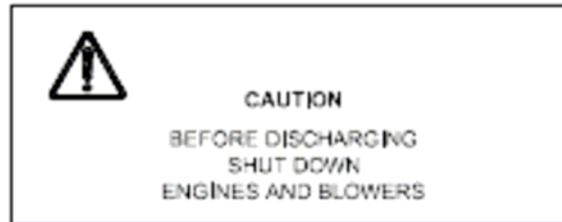
Responsibility of boat owner/operator

It is the responsibility of the boat owner/operator

- a) to ensure that fire-fighting equipment is readily accessible when the boat is occupied, and
- b) to inform members of the crew about the location and operation of fire-fighting equipment, the location of discharge openings into the engine space, and the location of routes and exits.

Displayed warning notices

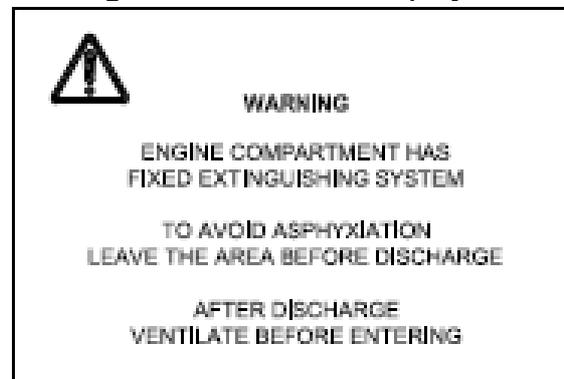
The following warning notices are displayed in the craft in the form of labels selected by the boat manufacturer shall select from the following selection. The same also where a space which is regarded as being sealed is protected by a fixed system, the following information is displayed near the release device.



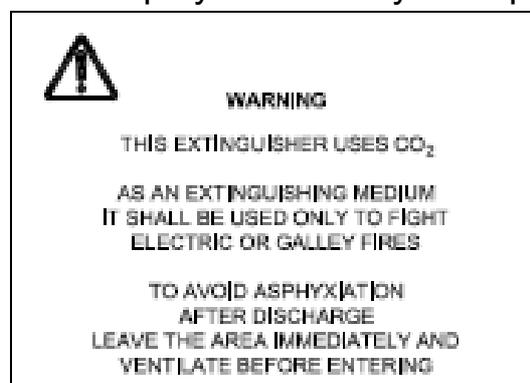
Where a space, which is protected by a fixed system, cannot be regarded as being sealed from adjacent accommodation, the following information shall be displayed near the release device.



The following information is displayed at any entrance to the protected space(s), if the extinguishing medium is an asphyxiant.



The following information is displayed near any CO2 portable extinguisher:



The following symbols are displayed in the small craft where appropriate.

Table B.1 — Symbols

| Symbol | Colour | | Application | Source |
|---|--|------------|---|-----------------------------|
| | Symbol/Text | Background | | |
|  | white | red | Designated place of portable fire extinguisher or locker where it is stored | ISO 6308:1987: No. 11 |
|  | white | green | Direction to escape | ISO 3864-1:2002, Figure 15 |
|  | white | green | Near escape, e. g. escape hatches | ISO 7001:1990, Sheet No. 27 |
|  | white | red | To indicate the manual control of a fixed fire-extinguishing system | ISO 6308:1987: No. 1 |
|  | Circular band: red Diagonal bar: red Match symbol: black | white | Near flammable liquids (filler caps, tanks, LPG locker) | ISO 3884:1984: B.1.2 |

NOTE: Other symbols may be used as appropriate, preferably from ISO 6308:1987.



WARNING

POSSIBLE HAZARD OF EXPLOSION AND FIRE

REMOVE FUEL CONTAINER FROM STOVE BEFORE FILLING

TURN OFF STOVE BURNERS BEFORE FILLING

FILL FUEL CONTAINER AWAY FROM STOVE



WARNING

FUEL BURNING APPLIANCES PRODUCE CARBON MONOXIDE

AVOID ASPHYXIATION

MAINTAIN OPEN VENTILATION WHEN STOVE IS IN USE

DO NOT USE FOR SPACE HEATING



WARNING

POSSIBLE HAZARD OF EXPLOSION AND FIRE

TURN OFF STOVE BURNERS BEFORE FILLING FUEL CONTAINER

FLOODING AND BUOYANCY INFORMATIONS

Before using the unit **(D)**:

Openings in the hull

1) locate the position of seacocks and through-hull fittings (if present aboard).

2) familiarize with opening/closing controls of seacocks, cockpit drains, semi-fixed sills if present aboard, bungs and other devices in the hull minimise the risk of flooding.

3) keep portlights, windows, washboards, doors, semi-fixed sills, hatches or ventilation openings closed in rough weather or at planing speeds.

Bilge pumps and bailing

4) **(W)** the bilge pumping system is not designed for damage control.(unless the boat is specially designed for that purpose or has flotation);

5) locate the position and inform about capacity of each bilge pump, as rated by the pump manufacturer, according to its installation and learn operating instructions and maintenance instructions from its manual;

6) for the boats where a bilge pump is not required, it is the responsibility of the owner/operator to have at least one bailer/draw bucket on board, secured against accidental loss;

7) **(W)** check function of all bilge pumps at regular intervals and clear pump inlets from debris; if fitted the seacocks in the fore and aft peak bulkheads shall be kept closed and shall only be opened to let water drain into the main bilges.

Toilets and retention system (if is aboard) SEE SEPARATE MANUAL

8) periodically test seacocks closures and keep close them when not needed for operation to minimize the risk of flooding;

9) control Y valve use (if applicable) familiarize yourself with the system before using it to avoid of inadvertent discharge;

10) do not exceed the target capacity of fixed or holding tank;

11) use only chemicals such as cleaning materials or deodorants according with manufacturer's instructions;

12) make the pump-out procedure as recommended by the manufacturer;

13) empty the tank during winter storage.

NAVIGATION

Safety advice (D)

When operating, occupants are not allowed to stay on the foredeck, nor be sitting on the edge of the cockpit. Avoid standing up and be sure to wear your life jackets.

Explanations and warnings concerning manoeuvring limitations:

- Do not operate this craft at negative propulsion unit trim settings (bow down) at high speed. Craft may lean over on side. Instability in turns may result. Use negative trim to accelerate to planing speed from displacement speed and at lower planing speeds in choppy water (craft equipped with engine power trim).

- Do not operate at maximum speed while in congested high traffic waterways or in weather and sea conditions of reduced visibility, high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others.

- Observe and obey speed limit and no wake markers.

- Observe right of way as defined by Rules of the Road and required by COLREGS.

- Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions.

- You must avoid to make noise and raise waves near other boats; respect the speed limits.

- Tie narrow any free weight on board in case of bad meteo conditions.

- Always use the dead-man switch if provided.

(W) OPERATE IN RESPONSIBLE WAY: ESTABLISH YOUR NAVIGATION'S PROGRAM ACCOUNT OF THESE PARAMETERS AND DON'T WEIGH ANCHOR IF THEY RISK TO BEING EXCEED

BE SURE TO HAVE ENOUGH FUEL FOR THE NAVIGATION THAT GONE TO UNDERTAKE AND BE SURE TO LEAVE A RESERVE NOT LESS THAN 20% OF THE TOTAL CAPACITY OF THE FUEL TANK (D); EXPLAIN BASIC INSTRUCTIONS TO THE CREW AND BE SURE THAT AT LEAST ONE PERSON BE ABLE TO REPLACE YOU (D)

OTHER RECOMMENDATIONS

locate the position on board of reboarding means and of the liferaft stowage and learn the modality of use by their owner's manuals **(D)**;

program periodically maintenance and, if necessary replace the guard-line and the other reboarding means and prevention of the falls outboard **(D)**;

program periodically maintenance and, if necessary replace gum guarnitions of portlights, hatches, cockpit openings ad semi-fixed sills if present aboard **(D)**

locate the position on board of navigation lights and their interruptors and use them as request by International Regulation for Preventing Collisions at Sea COLREG 72 **(W)**;

operator vision from the helm can be obstructed by high trim angles of the craft and other factors caused by one or more of the following variable conditions **(D)**:

- propulsion-engine trim angle (on craft equipped with a power trim system on the propulsion unit)
- trim plane angles on the hull (on craft equipped with power-operated trim planes o trim tabs on the transom)
- loading and load distribution
- speed
- rapid acceleration
- transistion from displacement to planing mode
- sea conditions
- rain and spray
- darkness and fog
- interior lights
- position of tops and curtains
- persons or movable gear in the operator's field of vision

For the crafts with one or more steering position that doesn't satisfy the operator's field of vision requirements see note in "specific information" chapter.

(W) Users of this boat are advised that:

- all crew should receive suitable training;
- the boat should not carry more than the manufacturer's recommended load;
- bilge water should be kept to a minimum;
- stability is reduced by any weight added high up;
- in rough weather, hatches, lockers semi-fixed sills and doorways should be closed to minimise the risk of flooding;

- stability may be reduced when towing or lifting heavy weights using a davit or boom;
- air tanks should not be punctured;
- breaking waves are serious stability hazard.

(W) Information for the owner/operator about bilge-pumping system

The boat and/or pump manufacturer shall supply information on the following aspects of the bilge-pumping system:

- type, capacity and location of each bilge pump;
- operating instructions;
- requirements for servicing.

Owners/operators responsibility

It is the responsibility of the owner/operator to have at least one bailer/draw bucket on board, secured against accidental loss.

This requirement applies to

- all open and partially decked boats, and
- fully decked boats of design category D without a bilge pump.

Safety precautions

Caution

Check the function of all bilge pumps at regular intervals. Clear debris from the pump inlets.

If fitted, the seacocks in the fore and aft peak bulkheads shall be kept closed and shall only be opened to let water drain into the main bilges.

Warning

The combined capacity of the system is not intended to drain the craft in the case of damage.

WARNING (D)

The following openings are marked
“WATERTIGHT CLOSURE-KEEP SHUT WHEN UNDER WAY”:

- 1) HATCH
- 2) PORTLIGHTS
- 3) CABIN DOOR AND SEMI-FIXED SILL
- 4) ENGINE ROOM COVER
- 5) TANKS ROOM COVER

WARNING (D)

SECURE LOOSE EQUIPMENT SAFELY WHEN UNDERWAY

NOTE

THIS FOLLOWING MEANS OF REBOARDING ARE READILY ACCESSIBLE AND USABLE, WHEN IN PLACE, WITHOUT THE ASSISTANCE OF ANYONE ON BOARD:

- A) HANDHOLD
- B) SWIMMING PLATFORM (REACH A MINIMUM FREEBOARD SMALLER THAN 500 MM)
- C) PLIABLE LADDER

WARNING (D)

**FUEL-BURNING OPEN-FLAME APPLIANCE CONSUME CABIN OXYGEN AND RELEASE PRODUCTS OF COMBUSTION INTO THE CRAFT. OPEN DESIGNATED VENT OPENINGS WHILE APPLIANCES ARE IN USE.
NEVER OBSTRUCT VENTILATION OPENINGS AND ENSURE THAT FLUED APPLIANCES ARE OPERATING CORRECTLY.**

(NOTE) Any change in the disposition of the masses aboard (for example the addition of a fishing tower, a radar, a stowing mast, change of engine, etc.) may significantly affect the stability, trim and performance of your boat.

OCCASIONAL OPERATIONS

Repairs (C)

Contact your dealer who will provide the best advice along with adapted parts or materials for the repairs you can carry out by yourself. Large repairs on the hull or on the engine should preferably be carried out by professionals. Your dealer will be able to carry out these repairs or to mandate skilled repairmen.

Modifications (D)

Contact your dealer about the possibilities of what you can do by yourself and above all, about what should not be modified by yourself. You could endanger your own safety and lose your warranty!

Trailer (W)

Ensure that the centre rollers of the trailer bear the keel of your boat in a correct way, and adjust the lateral bearing to avoid any movement. Do not forget to fasten the belts. Do not load the craft when trailering.

Lifting

Adjust the location of the ropes so that the craft is horizontal when lifted, Provide protections between the ropes and the craft **(C)**

Do not stay under the craft **(D)**.

Strong points (D)

Strong points aboard (bitts, rings, etc.) have generally a breaking strength that not exceed 80 % of the of the respective chain or lines as required from marine tradition or from the apparel list.

Always tow or be towed at slow speed. Never exceed the hull speed of a displacement craft when being towed.

Be towed with a light load aboard or tow a unloaded charge boat.

It is the owners/operators responsibility to ensure that mooring lines, towing lines, anchor chain(s) and anchor(s) are adequate far the vessels intended use.

It is the owners/operators responsibility to know what action will be necessary when securing a tow line on board.

REGULAR INSPECTIONS

General (W)

- fuel hose and its junction;
- studs of the battery, level of electrolyte;
- bilge pump;
- steering gear;
- shut-off means of trough hull valves and cockpit drainage conditions

Safety equipment (W)

Be sure, before you start boating, that you have the required safety equipment onboard, such as:

- life jacket;
- fire extinguisher;
- anchor line;
- liferaft (if needed)

MAINTENANCE

Cleaning

Use as few cleaning agents as possible, do not discharge waste agents into the water, and

- clean your craft preferably on land by fresh water after you use it;
- avoid scratching of the hull, use a high-pressure water machine;
- do not use solvent or aggressive detergent.

Winter storage

- refer to the engine manual;
- remove, charge and store the battery in a dry, ventilated place protected from frost (C);
- grease the steering gear (C);
- remove all water from the craft and protect it from rain (C);
- replace doubtful components (W)

ENVIRONMENT

This boat may have a system predisposed for the installation of a foul waters tank; if mounted do not empty absolutely in port but to the appropriate shore-boxes, read the instructions for the use in the mooring port and the current National laws. (C)

Your boat will allow to discover the beauty and the wealth of the marine environment we invite to respect it applying these basic rules.

| |
|--|
| <p>(OK) RESPECT THE LIFE OF MARINE ANIMALS (OK) USE NOT POLLUTING ANTIFOULINGS AND DETERGENTS (NO) DON'T DISPERSE HYDROCARBONS (OILS AND FUELS) IN WATER (NOT) DON'T HEAVE OVERBOARD IN WATER REFUSALS AND TRASH</p> |
|--|

INFLATABLE BOATS

A pneumatic boat is composed by three or more compartments among them independent; the valves of inflation/deflation (one for compartment) they don't require maintenance: all it takes is closing the cork to avoid that dirty goes to obstruct the mechanisms.

INFLATION

Open the cork and, with standard inflator, increase indiscriminately volume of compartments without sending them in pressure. Subsequently bring them to the pressure of exercise (0,2 Bar) and close the corks. If the boat remains exposed to the sun for long time, verify pressure; if it had to result excessively elevated in comparison to that declared from the Factory, handle to deflate the compartments slightly.

(C) DON'T USE PRESSERS E/O OTHER TYPES OF INFLATORS NOT APPROVED FROM THE FACTORY.

DEFLATION

Unscrew the cork of inflation's valve and get a total deflation of the tubulars unscrewing the internal of the valve.

When meet a total deflation assembly the valve again.

INSTRUCTIONS FOR CLEANING AND REPARATION OF PNEUMATIC BOATS

A) CLEANING

1) Cleaning of gummed parts (tubular)

With a wooden well rounded squeegee eliminate vegetation, therefore through a well soapy sponge, rub along the inferior part of the tubular carefully. During this operation it is suggested to bathe well abundantly the surface because wet algae are easy to eliminate. Then use a usual cleanser; possible stains will have removed with a wiping rag soaked with oil of seeds; for the stains of tar use the rag soaked of gasoline mixture. Rinse abundantly with fresh water and therefore leave to dry pneumatic boat in airy place.

2) Cleaning of wooden parts

The components in wood must have to be washed and rinsed abundantly with fresh water and therefore allowed to dry to open shade. Once dry check sverniciate parts, using sand paper (very fine grain) refine surfaces carefully, cover interested zone with opportune sea varnish and put back them in dry place.

3) Cleaning of metallic parts

Corrimanis, pulpit, bolts ad screws, etc. made in inox steel or light alloy league must be abundantly washed with fresh water and rinsed. Once dry pass a rag soaked of oil of vaselina.

4) Cleaning of the hull in fiber glass (G.r.p.)

Hull :Position the hull on an invades or, in alternative, on the boat trailer. Use a wooden well rounded sleecker to eliminate vegetation and then start operations as described before.

Deck :Use a sponge and solution of neutral soap with lukewarm water (or shampoo) to clean external surfaces of the pneumatic boat. Rinse well with abundant fresh water. Is suggested to protect the surfaces with a wax layer for boats of good quality, available on the market.

B) REPARATION OF RUBBER-COATED FABRIC (Ne/Hy)

All the reparations of holes or tearings on the tubular have to be effected with deflate and dry boat, to open shade and possibly operating in dry atmosphere (max relative umidity 80%). Prepare stripes or rolls of material more wide in comparison to the width of the tear, at least 3/4 cm for side.

1) Glueing

Clean and degrease carefully the damaged zone with alcohol and fine grain sand paper, refine without insisting too much. Do the same operation on the strip to apply in correspondance of the laceration. Smear now the mono or bi-component glue according to the instructions furnished by the supplier on the surfaces to repair until these, to the touch, results partially sticky. Unite the parts smoothing the surfaces of contact pressing strongly with the aid of a wooden spatula or roll. Leave all to rest at least for 24 hours.

C) REPARATION OF THE HULL IN FIBERGLASS (G.r.p.)

All the reparations due to scratches, chippings and small cracks, must be performed with boat to dry and to open shade.

1) Gelcoat repairs

Clean the damaged zone with acetone or, in alternative, with alcool. Add the catalyst to the gelcoat according to the percentage and formality prescribed by the factory. Apply with a flat brush the gelcoat some passes, since it reaches the wanted thickness and wait almost six hours. Finish with abrasive papers soaked of water starting from a grain 200 to 1.000, therefore polish the surface with some abrasive wax and polish.

2) Reparation of small cracks / chippings

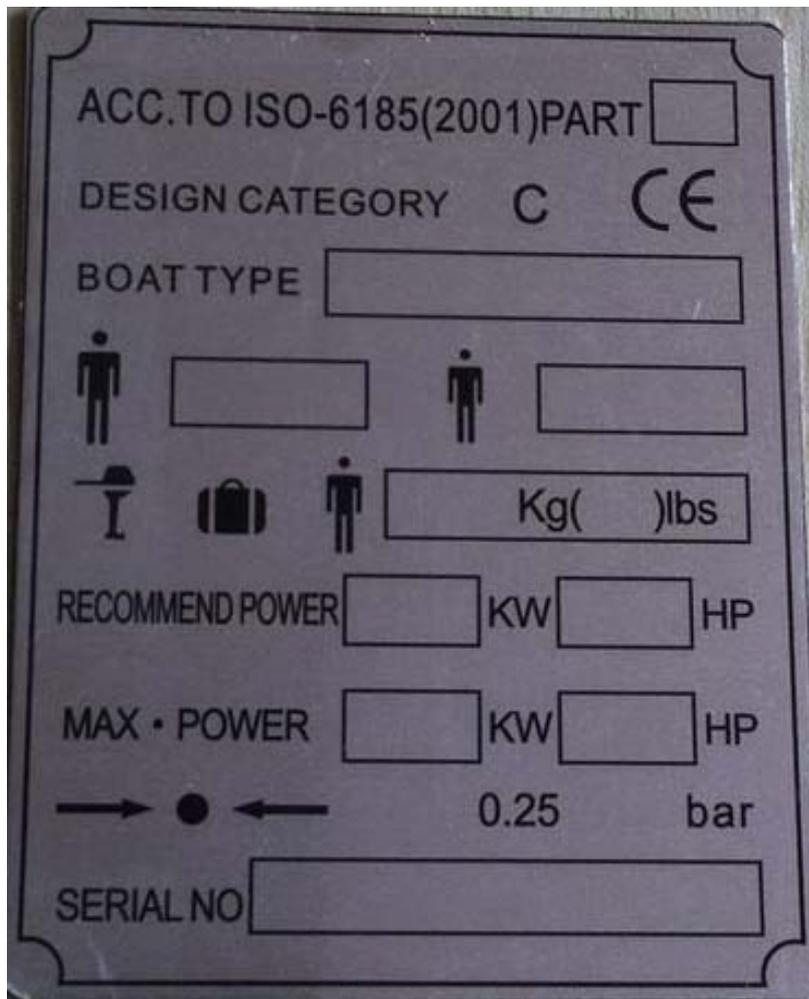
Clean area as above described and mix a small quantity of plaster with the catalyst following the instructions of the manufacturer. Apply pasta to the crack with the aid of a spatula/knife with flat point, so that result uniform to the area to repair; wait until plaster becomes hard (almost 2 hours). Progress now to the polishing with fine grain abrasive paper; subsequently finish up with retouches of gelcoat as defined to the point C 1).

IDENTIFICATION

This boat is build according to ISO6185-3 (International Organization for the Standardization) norms and to the RSG Guidelines .

(NB) In order to concur the identification of Your boat for insurance scope, in case of damages, theft, etc, as descript on the down illustrated facsimile of plate, the indications on the builder' s plate fixed in proximity of the rudder wheel.

(D) Part of the information is given on the builder's plate affixed on the craft. A full explanation of this information is given in the relevant sections of this manual.



STABILITY INFORMATION

(W) Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total weight of persons and equipment must never exceed the maximum recommended load. Always use the seats/seating spaces provided.

(W) When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing heavy weights high up.

SPECIFIC INFORMATION

NOTE

THIS BOAT MAY BE SOLD BY FACTORY WITHOUT ENGINE, FUEL AND ELECTRICAL SYSTEM; THEIR ASSEMBLING BY YOUR DEALER HAVE TO BE DONE ACCORDING TO R.I.Na.'S APPROVAL DESIGN

WARNING (D)

**MANOEUVRABILITY ABOVE 30 KNOTS IS LIMITED
SUDDEN TURNS MAY CAUSE LOSS OF CONTROL.
REDUCE SPEED BEFORE MAKING SHARP TURNS IN EITHER
DIRECTION.**

WARNING (D)

**THIS BOAT'S FOREDECK IS IMPRACTICABLE WHEN OPERATING;
OBSERVATE MAXIMUM CAUTION DURING ANCHORING ELSE WITH
STOPPED ENGINE
WORKING DECK AREA IS ONLY THE COCKPIT SOLE**

WARNING (W)

FIRE-FIGHTING EQUIPMENT

This boat, when in service, should be equipped with portable fire extinguishers and fire blanket

WARNING (W)

OPERATOR'S FIELD OF VISION FROM THE RUDDER / WHEEL POSITION IS OBSTRUCTED

Avoid collisions. When you use this rudder position oversee toward bow and stern as required by the COLREG and Navigation rules. CARE SHOULD BE TAKEN IN GUSTY WIND CONDITIONS. (BOATS USING 7.6, I.E. TABLE 6, OPTIONS 9 OR 11).