



OWNER'S MANUAL

ANYTEC A27



Anytec A27 Owner's Manual

Date of issue: 2020-07-30
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WELCOME ABOARD



WE WOULD LIKE TO congratulate you on the purchase of your new boat and thank you for the faith you have placed in the dealer and Anytec.

We stand behind every boat we build with pride in craftsmanship and always strive to deliver the best boats available in our market segment. Anytec boats are always built to be extremely durable and have absolute top-class handling characteristics. Anytec is built to be driven.

This Owner's Manual is intended to help you become familiar with your new boat.

Your Anytec dealer will be happy to help you to maintain your boat and answer questions concerning operation, maintenance, warranty, performance, accessories, parts and services. Information and assistance are also available via our website www.anytec.se.

Enjoy your boating. Enjoy Anytec. See you at the sea!

Information in this publication is based upon the latest production specifications available at printing. Anytec® reserves the right to make changes at any time, without notice, in the colours, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Anytec® is not obligated to make similar changes or modifications to models sold prior to the date of such changes. Minor deviations between the manual, technical specifications and the physical boat may occur as the boat is hand-built.

I. INTRODUCTION

I.1 ABOUT THIS OWNER'S MANUAL

The purpose of this owner's manual is to help you to use your boat in a safe and enjoyable way. The manual includes detailed information about the boat and its equipment and accessories, as well as instructions for use and correct maintenance of the boat. Please, read the manual carefully and familiarise yourself with your boat before using it.

At Anytec, we believe that you shall be free to choose a suitable outboard engine for your specific needs. For this reason, the boat manual cannot be very detailed on engine related topics. Often, a reference to the engine manual or other specialised components is made. We advise you to read the engine and engine instrumentation manuals carefully, and do not hesitate to ask for help from experts.

Likewise, the boat may have been customised or modified by any other party than Anytec, either when new or later in its lifetime. If your boat deviates from the data, standard equipment and optional equipment specified in this manual, this manual alone may not be enough. Please consult the party who modified the boat and any manuals provided by them.

The owner's manual alone is not a sufficient source of information on seamanship and boating safety. If this is your first boat or the boat type is not familiar to you, ensure your safety and comfort by obtaining sufficient experience in handling and using the boat before you assume the responsibilities of the boat master. Your boat dealer, local boating clubs and national motor boat and sailing associations will provide you with more information about local training in boating and will be able to recommend qualified instructors.

In some countries, an operation of the craft may require a permit or authorisation, and special regulations may apply. Your boat may also have to be registered with the proper navigation authorities. A Declaration of Conformity is part of the documents that you receive with the boat and it must be kept aboard with other official documents at all times and may be mandatory when registering the boat.

This owner's manual is not a detailed service and troubleshooting guide. In case of problems please, contact your local Anytec dealer. Modifications that affect the safety features of the boat are to be performed only with the builder's written authorisation. The builder assumes no responsibility for unauthorised a . Always keep your boat in good condition and make allowance for the deterioration that may occur over time. Be careful to observe any signs of wear caused by age, heavy use or abuse. Any boat, no matter how strong it is, may sustain severe damage if used inappropriately.

Always adjust the speed and the heading of your boat to suit the prevailing sea conditions. Make sure the forecasted wind and sea conditions match the design category of your boat and that you and your crew can navigate the boat in the conditions that may arise. Wind and sea conditions for design category C range from storm to strong

wind with a danger of unusual waves and gusts. These are dangerous conditions that necessitate a skilled and fit crew and a well-maintained boat.

If your craft is equipped with a life raft, study its instructions carefully. The boat must be equipped with the appropriate safety equipment (life vests, safety harnesses, etc.) as required for the boat type and the weather conditions. In some countries, this equipment is compulsory. The crew must be familiar with the correct use and operation of all safety equipment and be able to handle the boat in emergencies (including rescuing a person who has fallen overboard, towing, etc.). Yachting schools and clubs arrange rescue training and practice opportunities on a regular basis. Everyone aboard the craft should wear a suitable personal flotation device (life vest or boating vest). Many persons underestimate the fast cooling effect of water, and a person may be unable to swim or climb onboard again after just a short while in cold water. Please note that in some countries national boating regulations may require everyone aboard to wear a personal flotation device whenever onboard.

Finally, please pay respect to the environment by complying with good practice as well as local, national and international (Marpol) regulations. Thank you!

Please retain this manual and provide it to the boat's next owner if you sell your boat.

I.2 GENERAL DESCRIPTION

The boat is primarily intended for private and leisure use. The boat has a bow cockpit and a stern cockpit. A canopy can cover the stern cockpit and closed by a front door. The boat is of single hull type entirely made of aluminium, so are the handrails and cleats. The boat is designed and built according to the standards, for CE approval in category C and is designed to be propelled by a single outboard engine.

I.3 CRAFT IDENTIFICATION NUMBER (CIN)

The starboard stern storage engraves the Craft Identification Number. All correspondence related to the boat must include the CIN, such as when buying the spare parts.



I. CIN Location

Principal figure only

I.4 EXPLANATION OF SAFETY LABELS

The labels that advise the owner/operator regarding necessary safety precautions are mounted at the key locations of your boat (refer chapter 3.7 to learn their location). These safety precautions should be followed while operating/servicing the equipment and hence are duplicated in this manual. These precautions are not all-inclusive. Always follow the recommended instructions given in this manual while operating your boat.

- Do not remove or obstruct any safety label.
- Replace the labels which become illegible; you can obtain this replacement by calling your dealer.

This manual includes labels intended to highlight particularly important topics. They are divided into 4 different categories as explained below:

DANGER

DANGER—Immediate hazards with high probability will result in severe personal injury or death if the warning is ignored.

WARNING

WARNING—Hazards or unsafe practices which can result in personal injury or death if the warning is ignored.

CAUTION

CAUTION—Hazards or unsafe practices which could result in personal injury, product or property damage if the warning is ignored.

NOTE

NOTE— Provides information which is important to make proper operation or maintenance.

I.5 DEALER RESPONSIBILITIES

In addition to a pre-delivery check and service of the boat, your dealer is to provide:

- A description and demonstration of the safety systems, features, instruments and controls on your boat
- An orientation on the general operation of your boat
- A review of all warranty information and how to obtain warranty service
- The Owner Information Package

If you do not receive all of these materials or have any questions, contact your dealer.

I.6 WARRANTY

The dealer who has sold you the boat gives information regarding the product warranty terms and conditions. If for some reason such information is not provided, or any of the below steps fail, contact Anytec.

Registration

The boat should be registered to ensure correct warranty management. Please contact the dealer from whom you have purchased the boat. If that is not possible, please contact Anytec Sweden or any Anytec dealer.

Transfer of Warranty

Please contact the dealer from whom you purchased the boat to arrange the transfer.

I.7 INSURANCE

Boat insurance is mandatory in many countries. We recommend you to contact a trusted insurance company in your country before owning the boat.

I.8 SECURMARK ANTI-THEFT MARKING AND TRACKING SYSTEM

Your boat has a unique code number sprayed in different places of your boat to prevent theft, and locate the boats after a theft. It is visible through special tools used by the authorities. The code is added at the factory and enables them to access the boat and owner details from a database.

The SecurMark system requires a subscription and Anytec pre-pays it for the first 12 months after you register your ownership details. We encourage you to activate SecurMark and continue the subscription after the first 12 months of free service. You may also mark and register your boat's engine. Ask your dealer for help to register and provide further information if needed. Anytec bag also provides the printed info from SecurMark.

2. OPERATING THE BOAT



WARNING

Read and make sure you understand the operation and safety topics of this owner's manual before you operate the boat for the first time.

2.1 SAFETY ROUTINES BEFORE LEAVING SHORE

Familiarise yourself with this owner's manual. Always check the following items before leaving shore:

2.1.1 Weather and forecast

Consider the wind, waves and visibility. Are the design category, size and equipment of your boat, as well as the skills of the skipper and crew sufficient for the waters you are going to? In strong winds and rough seas all portholes, doors, hatches and vents must be closed to prevent water from getting into/onto the boat.

2.1.2 Loading

Do not overload the boat, distribute the loads appropriately. For stability purpose do not place heavy loads high up (refer to chapters 3.3, 3.4 and 3.5). You can always check the CE-plate for maximum allowed loading.

2.1.3 Passengers

Ensure that there are life jackets for everybody onboard and instruct the passengers to be seated while the boat is in motion. Refer chapter 3.6 for the location of passengers. Make sure all crew members understand their specific tasks, before leaving the shore. It is recommended that at least 2 passengers should be capable of operating the boat.

2.1.4 Fuel

Check that there is enough fuel, plus a reserve tank for harsh weather, etc. Look for any fuel leaks.

2.1.5 Engine

Check the functioning and condition of steering, electrical equipment and batteries, also carry out the routine checks specified in the engine instructions handbook.

2.1.6 Fastening of objects

Make sure everything onboard is secured appropriately even in the event of high winds, fast maneuvers and rough seas.

2.1.7 Nautical charts

If you are not navigating on totally familiar waters, ensure that you have nautical charts covering a sufficiently large area. Even if you have a chart plotter, you should carry

regular charts onboard. There is always a risk for technical malfunction of electronic devices, therefore, regular charts are also important.

2.1.8 Safety check of the boat

- Check that hatches are closed and watertight.
- Ventilate the stern sofa storage where batteries are installed. Ventilate the bow sofa storage where the Webasto fuel tank (optional) is installed; to remove any gases or fumes.
- Make sure that at least one person onboard knows the location of the fire fighting equipment.
- Ensure that you have an anchor with rope, emergency lights, communication equipment, fendering ropes and a knife (to cut tangled ropes) onboard.
- Check that bilge water is at the minimum, and the electrical pump is working (manual operation). If water is detected, find out the reasons before leaving shore as excess water in the bilge indicates water leakage.
- Check the navigation lights, if you expect darkness.
- Check for any leakage of water into the boat, fuel tanks, and fuel lines. Fuel smell or polluted water is a strong indicator of fuel leakage. Never operate the boat with a fuel leak.

2.1.9 Inform about your route

Always inform someone on the shore about your planned route, to enable fast support in case of problems.

2.2 EMERGENCY ENGINE SHUTDOWN SWITCH

An engine shutdown safety switch is built into the engine control, it incorporates a shut-off switch and a lanyard. Before operating the boat, connect one end of the lanyard to the shut-off switch while the other end to the operator.

If the engine needs an urgent shutdown, pull the lanyard cord to release it from the shut-off switch, which in turn shuts down the engine. This switch is designed to shut the engine off when the boat operator leaves the control station, either accidentally by falling into the boat, or by being ejected overboard.

WARNING

Wear the lanyard at all times while operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation.

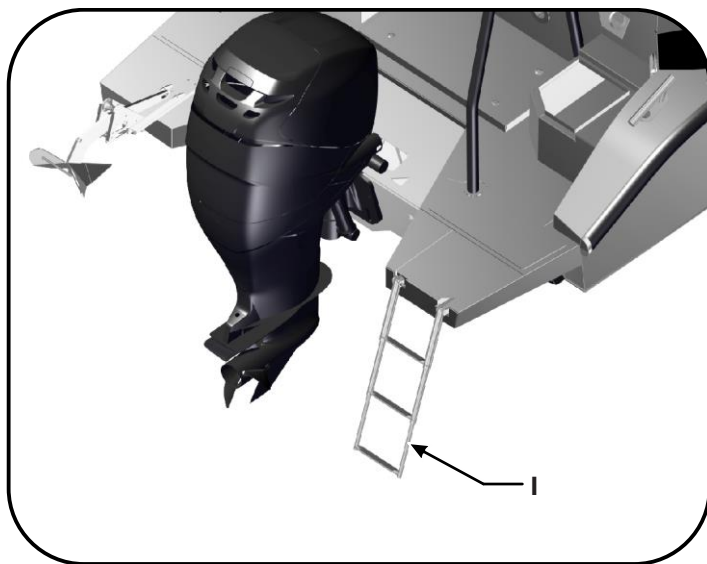
2.3 MAN-OVERBOARD PREVENTION AND RECOVERY

Refer chapter 3.6 for passenger and working areas of the boat.

Other areas must not be occupied when underway, due to the risk of falling potentially into the water.

If a person has fallen into the water in calm seas, the person can use the rescue ladder located on the stern platform, see the figure given below. Always turn off the engine and activate the emergency (dead-man) switch before using the ladder. The ladder can be pulled down by a person already in the water. In harsh weather, or if the person is physically not able to climb, it may be hard to use the ladder alone and help from a person onboard may be needed. Therefore, it is recommended for two persons onboard, especially during harsh weather conditions.

Chapter 4.8 further describes the MOB rescue/swim ladder.



I. Safety Ladder

Principal figure only

WARNING

A rotating propeller can be lethal for a swimmer or person who has fallen overboard, or a person using the ladder to board the boat or to enter the water. Shut down the engine and activate the emergency switch (dead man's switch) if there is any person in the water behind the engine, and always before using the ladder.

2.4 FIRE PREVENTION

Fire is a serious boating hazard, because boats burn quickly. Do not remain onboard and fight a fire for longer. If the fire is out of control and cannot be put out with the fire suppression equipment onboard, abandon ship immediately.

It is the ultimate responsibility of the boat owner to inspect and maintain the boat's fire prevention and fire-fighting equipment. This chapter covers fire prevention and fighting measures related to the fuel-driven systems onboard the boat. For details of each system/component, please refer to their specific chapters (e.g. chapter on stove, heater and fuel tank).

2.4.1 Fire extinguisher

The fire extinguisher is located on the port side of the vessel under the glove compartment. Make sure you know how to remove it and use it. The fire port can be used for fast fighting of fires inside the stern sofa where batteries and electrical switches are located.

The boat, when in service shall always be equipped with the following portable fire extinguisher class:

Fire rating: 13A 89B C with a minimum of 2 kg capacity.

The boat owner/operator should:

1. Check the fire-fighting equipment at regular intervals, indicated on the equipment.
2. Replace portable fire extinguisher equipment if expired, or discharged with devices of the same fire-fighting capacity.
3. Ensure that the fire-fighting equipment is readily accessible when the boat is occupied.
4. Inform the crew members and passengers about the location and operation of the fire-fighting equipment, the fire port, escape routes and the exits.
5. Unlock any deck hatches to enable fire-fighting inside storage areas and keep the fire port free.
6. Keep the bilges clean and check for fuel and gas vapours or fuel leaks frequently.



I. Fire Extinguisher

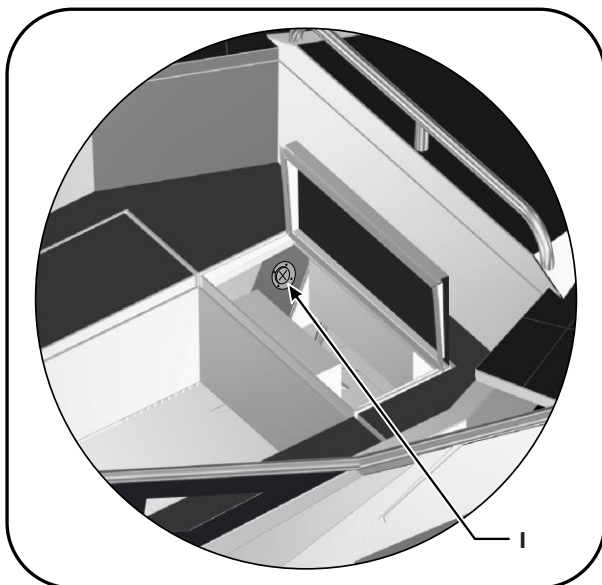
Principal figure only

WARNING

Never obstruct passageways to exits/hatches, safety controls (fuel valves, LPG valves, electrical switches, etc.), portable fire extinguishers and fire ports. Never allow unqualified personnel to modify any of the boat's systems. Have the fire-fighting equipment checked at the intervals indicated on the equipment.

2.4.2 Fire port

The stern cockpit U-sofa storage is equipped with a fire port. The port makes it possible to detect and fight fire below the deck (bilge/tank area). The access to the fire port is through the U-sofa central hatch. The fire port location is shown in the figure given below. It has a transparent cover, and an opening suitable for the fire extinguisher nozzle. In case of fire inside the bilge/ below deck area, introduce the nozzle to the fire port opening and activate the extinguisher. Replace the fire port if worn or damaged.



I. Fire port

2.4.3 Refuelling

Before you start to fill the engine fuel tank, turn off the engine, and naturally any cigarettes or any other open flames like stoves, candles or lamps with flames. It is not allowed to use switches or appliances that can cause spark formation during fuelling.

When filling the fuel tank, do not use a plastic funnel between the fuel gun or fuel container and the boat, as it prevents discharging the electric charge difference between the fuel pistol and the filling fitting and could cause a spark.

Always clean up any spillage immediately after fuelling.

Loose reserve fuel containers onboard, should be stored in one of the stern storages behind the canopy garage (not the stern sofas in the cockpit). They are ventilated and drained. Bow sofa-storages can also be used, they are ventilated but not drained. Always check fuel containers before each trip to detect leakages or smell of fumes.

DANGER

Fuel and its vapours are highly explosive. Exercise extreme caution and follow these instructions while refuelling. The smell of fuel always means that there is vapourised fuel in the boat. Never store fuel close to electric circuits or batteries. Do not use plastic funnels when fuelling.

2.4.4 Stove (LPG driven), optional equipment

The stove uses an open burning gas flame as a heat source which is always a potential fire hazard. The LPG system must be operated and maintained correctly in order to minimize the risk of fires and explosions. **Please carefully study chapter 4.13 in this manual, as well as the specific LPG system manuals provided with the boat.**

WARNING

The kitchen module includes an LPG (gas) system for heating. It may cause burns, fires or explosions if not operated and maintained correctly. Never leave the stove unattended, never use it without proper ventilation and never use it when fueling the boat or the optional heater. Study this manual and the LPG manufacturer's manuals carefully. Consult LPG system service professionals in case of any doubts or malfunctions.

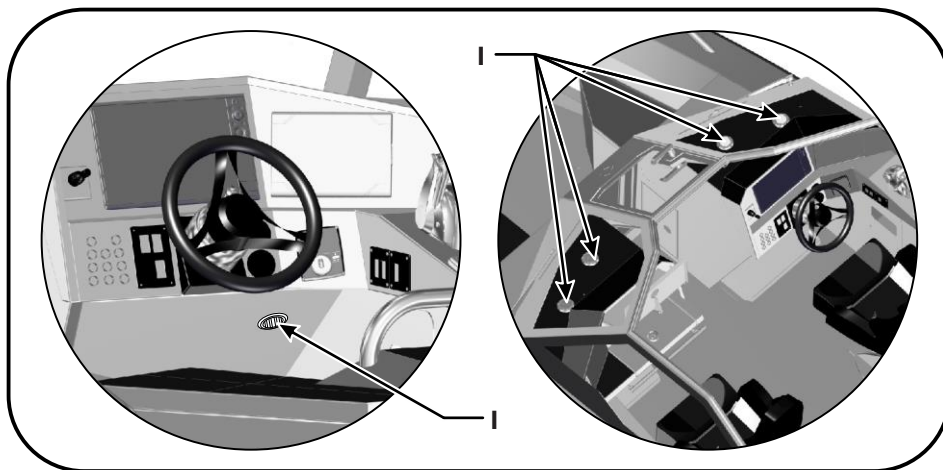
2.4.5 Webasto heater (diesel fuel), optional equipment

The heater is connected directly to a separate 10L diesel fuel tank located in a storage box. It draws cold air from the stern cockpit under the helm and releases hot air at the base of the windows. It can be overheated or damaged if air vents are blocked (see the figure given below).

WARNING

Do not plug or block any air outlets and inlets of the heater system. It can cause fire when the heater is in use. Always fill the tank outside of the boat (refer chapter 4.16). Read the Webasto owner's manual carefully as it includes further instructions and warnings. Anytec recommends checking all the air and fuel connections for leaks each season.

To reach the heater and check the connections directly on the heater, remove the foot support and unscrew the black plastic panel which is located under the helm.



1. Hot air outlets

For complete instructions on operation and maintenance, we refer to the separate OEM owner's manual that was developed specifically for this equipment. It is provided with the Anytec document bag.

2.5 STARTING THE BOAT

2.5.1 Starting the engine

Read the engine owner's manual carefully, as the boat may be equipped with several engine brands and models.

Ensure that there are no fuel or oil leaks in or around the engine.

Check that the main power switch is turned on (for location and function, refer chapter 5.4).

Make sure the engine gear shift is in the neutral position (propeller should not rotate when the engine starts) and that the engine propeller is submerged properly in water, away from any objects or persons.

Start the engine according to the manufacturer's owner's manual. If the engine does not start, or functions poorly, check for instructions in the manual. If unsuccessful, contact your engine dealer (in most cases it is your Anytec dealer).

2.5.2 After starting the engine

Check the cooling water control beam, to ensure that the cooling system is working properly (visible just below the engine hood, well above water level). If water does not flow out after start, then engine overheating can cause severe engine damage.

Your engine is equipped with visual and sonic alarms for critical malfunctions such as overheating. Read the engine manual to understand these alarms. If the alarm goes off, turn off the engine immediately and check the possible reason as per the manual. Contact the nearest engine/Anytec dealer if the problem continues.

WARNING

Do not turn off the main power switch while the engine is running and ensure that no exhaust fumes get inside the boat or endanger others.

2.5.3 Leaving shore

The crew releases each mooring rope etc., as per your instructions. Make sure mooring ropes or other ropes do not tangle with the propeller.

Ask the crew to be seated as soon as possible after leaving the mooring position. For seating positions refer chapter 3.6.

The emergency shutdown switch

Attach the lanyard of the emergency switch (refer chapter 2.2) to your hand or foot, immediately after loosening the mooring ropes. More specific instructions can be found

in the engine manual. Especially, when you are driving the boat alone, it is crucial that the boat stops if you fall overboard or stumble onboard.

Remember to unfasten the lanyard before coming ashore or moving around in the boat. If not, an abrupt engine stop may cause fast boat movements.

2.6 OPERATING THE BOAT AT SEA

Learn the seafaring rules and the COLREG provisions (International Regulations for Preventing Collisions at Sea) and follow them. Navigate with care and make sure your charts are up to date. Boating regulations are available in bookstores or from local authorities. Always adapt your speed to the prevailing conditions, your skills and the environment.

This owner's manual is not a manual on good seamanship. The operator is always responsible for ensuring that he/she has the right skills to operate a boat. Therefore, this manual does not substitute a course (or similar extensive experience) in boating and seamanship. Always take proper training if you lack such, or in any way feel unsecure on boat handling and seamanship. Operating a boat can often be more demanding than driving, for instance, a car.

- Always make sure that the boat and safety equipment is in a good and safe condition.
- Always maintain an unobstructed view of the area around the boat to detect the dangers such as other boats or floating objects in your course, shallow waters or challenging water and weather conditions.
- Always adjust the speed and trim to the prevailing conditions. Be particularly careful when driving at high speeds and waves. For instance, a low bow in high waves or a tailwind may cause the bow to plunge into waves and fill the boat with water or may cause sharp and sudden direction changes.
- Sharp turns, a too low bow or sideways waves at high speeds may be very dangerous due to the risk of fast changes of directions causing passengers and the operator to shift and loose grip, potentially be hurt or lose control of the boat.

WARNING

1. Adjust the engine trim and the Zipwake trim system with care – at high speed, they radically change the behaviour of the craft. Do not operate this craft with engine trim at negative angles (boat bow pushed down) or with Zipwake set at a roll (boat leaning sideways) at high speeds. Craft may lean over on side or dive/plunge into waves. Instability in turns may result.
2. Waves impair handling. Reduce the speed in rough seas.

3. Do not operate at high speed while in congested high traffic waterways or in weather and sea condition of reduced visibility, high winds or large waves. Observe and obey speed limit and no wake zones.
4. Handling is impaired as speed increases. Rapid turns can lead to loss of control. Slow down before sharp turns in either direction. Avoid rapid movements while driving at high speeds in high waves and at strong winds.
5. Never operate the boat if the engine rated power exceeds the maximum recommended power.
6. Do not sit in the bow area (in front of the cockpit) when the boat is moving at speeds higher than approximately 10 knots, or in conditions with high waves. Sudden boat movements may cause injuries.
7. Always use the emergency engine shutdown switch when operating the boat.

NOTE

1. "Ensure sufficient seamanship and operator training as mentioned in the introduction", this book is not a training book for good seamanship.
2. The International Regulations for Preventing Collisions at Sea (COLREG) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way to be respected. Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions.

2.6.1 Trim of boat pitch (longitudinal angle)

The outboard engine has a built-in trim function that adjusts the angle of the engine versus the transom. Also refer chapter 4.6.



Principal figure only

1. Trim Up
2. Neutral
3. Trim Down

The engine trim is used to adjust the bow up or down (the so-called pitch) while the boat is under speed. A well-adjusted engine trim will maximise safety and comfort and will minimise fuel consumption.

Mastering the trim requires some practice so if you are uncertain, ask someone experienced for help. Correct trim is very important for a safe, comfortable and fuel economic ride, and for fast acceleration.

The basic directions to find optimal trim are as follows, and shall be done during flat water conditions:

Accelerate to planing speed (approximately 10 to 15 knots depending on conditions):

- Engine trim is used to help the boat accelerate as fast as possible from zero to planing speed, with an optimal pitch. Fast acceleration to planing saves fuel and improves the view.
- Engine trim shall be at maximum *trim down* position directly at the start.
- As the boat accelerates and reach planing speed, the trim is changed from the *trim down* up to *neutral trim*, to keep the bow level or at a slight upward angle. Failure to do so causes the bow to plough deep into the water, preventing the boat to pick up speed and run safely.

Trim when running at speeds above planing:

- When the boat is running at speeds above planing, the trim also needs to be adjusted. As speed, direction, load, wind or wave conditions changes, new adjustments may be required.
- Use the trim up, to lift the bow up slowly without change of throttle position. Follow the log to notice for how long the speed is increasing. When the speed is not increasing anymore, the trim is in the most fuel-economic position. Then lower the bow slightly to avoid the propeller loose grip.
- In head sea (boat running against waves), you may have to use the trim to lower the bow down to soften the vertical motions, but be careful not to lower it too much due to the risk of a bow to plunge into waves.
- In the following sea, you may instead need to raise the bow up to prevent nose-diving.
- A safe ride is always more important than maximising speed/fuel consumption, so always trim for safety first.

Trim when lowering speed to below planing:

- When you reduce speed below planing, or stop the boat completely, the trim should again be adjusted to trim down position. This improves manoeuvrability and makes the boat ready to accelerate fast next time.

Please note that while the Zipwake system (refer chapter 4.7) is primarily managing the boat roll, however in auto mode it assists with reaching planing faster by helping the engine to push down the bow until planing speed is reached. The settings are factory made, refer chapter 4.7.

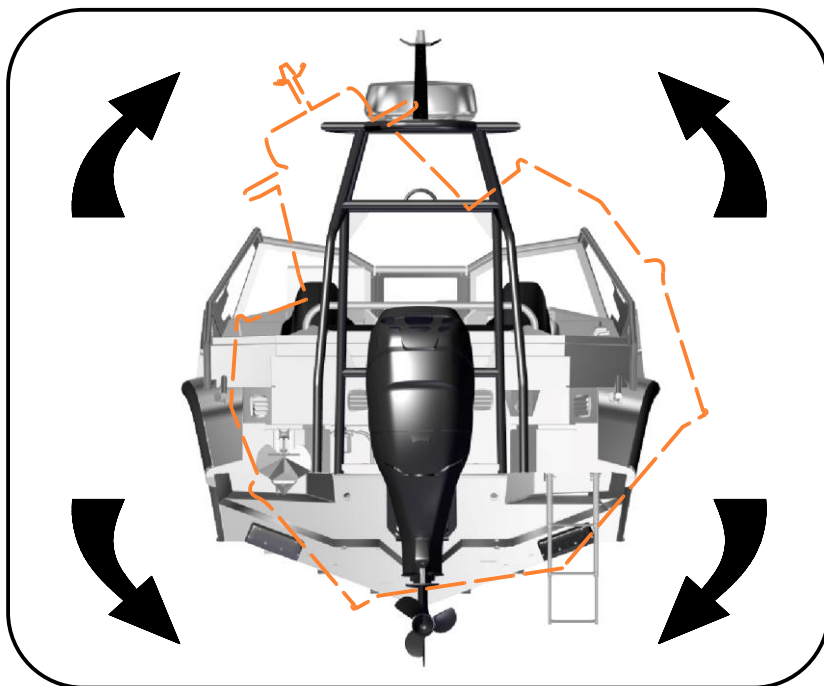
2.6.2 Trim of the boat roll (transverse movements)

The Zipwake system helps you to keep the boat level when running straight, even with frequent variations of waves, winds, and load. In turn, Zipwake maintains the boat at a comfortable angle to compensate for g-forces and make the turn effective and safe.

With Auto Roll Control activated, the system constantly compensates and adjusts the interceptor blades as needed. The system uses a factory setting, adjusted for this specific boat model. The factory settings for the auto mode can be adjusted; this is, however, recommended only for advanced users. Please see the NOTE.

You can adjust the system manually at any time. With auto mode and factory settings as a base, you can adjust the roll and also the boat pitch by turning the two navigation wheels to a plus/minus setting. This may be useful in certain situations, for instance in strong sideways winds when a certain roll away from the wind may be more comfortable. Another situation could be when the engine trim alone is not strong enough to push the bow down, for instance, strong and choppy head sea with a light boat. When returned to auto mode, the system again acts based on the auto mode standard settings.

Roll Control



Principal figure only

While a correctly set Zipwake is very useful, it is important to understand its settings and functions. Incorrect change of settings for the auto mode, or manual operation during the voyage, can seriously affect the boat performance and potentially be dangerous. Be careful, and note that these basic instructions are not a substitute for good seamanship and experience. Study the Zipwake manual carefully and contact your dealer for further assistance.

NOTE

The Zipwake auto mode has been set with factory settings optimised for this boat. If you change them and forget how then they cannot be reset without importing them from a USB memory stick with the factory settings. Please read the Zipwake manual and save the settings prior to making any changes yourself. Refer to chapter 4.7.

2.6.3 Warning for sharp turns at high speeds

The boat's behaviour at sharp turns at high speeds has been successfully tested in accordance with the CE directives.

We would like to point out that sharp turns can be dangerous also at lower speeds, but may also be possible at higher speeds. The test only reflects certain given conditions. The boat behaviour is affected by several conditions such as wind, waves, current, number and position of passengers, cargo, engine trim angle and roll trim. These factors all influence the maximum safe boat speed for sharp turns, and also how sharp turns affect the passengers and drivers and their ability to maintain their positions.

Making sharp turns at high speed requires good judgement and ample boating experience. Always adjust the speed to a level where you are confident that you can manage a sharp turn. Always use the emergency shut-down switch (with the lanyard attached to the driver). Practise sharp turns during safe conditions.

2.7 RISK OF CARBON MONOXIDE ACCUMULATION

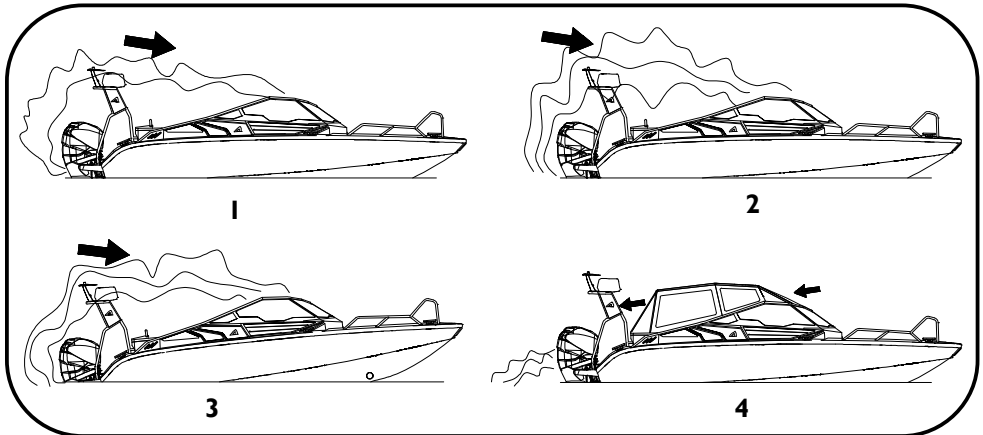
Carbon Monoxide can accumulate in dangerous concentrations anywhere in or around your boat including on back decks, swim platforms, or in the water around generator exhausts. CO can remain in or around your boat at dangerous levels even if your engine is no longer running.

To minimise the risk of Carbon Monoxide poisoning, consider the following:

- Make sure that there is good ventilation throughout the boat. This is particularly important when operating engine, stove or heaters that consume oxygen and create fumes/CO.
- Never operate the engine with the canopy enclosed unless there is ventilation throughout the boat (i.e. forward and aft canvas panels are opened to allow airflow through the boat).
- Make sure that the air inlets on the cockpit side panels are open when the canopy is in use. They are supplied with fresh air from the outside air inlets.

- Never operate the boat with the canopy is on and only the cockpit entry door opened.

Accumulation of Carbon Monoxide Examples



Principal figure only

1. Wind blowing exhaust towards boat occupants
2. Operating at slow speed or dead in the water
3. Operating with “bow high”
4. Good airflow – open front and rear openings to let fresh air circulate

DANGER

Fumes from the engine, heater, stove and other equipment that burns fuel contains Carbon Monoxide (CO), and it can kill you. Doors, air inlets and canopy ventilations/removable must be opened to allow fresh air to circulate. Study this chapter carefully.

2.8 ANCHORING, MOORING AND TOWING

Moorings, anchoring and towing requires specific skills and good seamanship. Always ask for advice when needed.

It is the owner's and operator's responsibility to ensure that mooring, towing and anchor ropes, anchor chains and anchors are appropriate for the vessel's intended use and in good condition. Wear and impact of knots should be taken into consideration. Also, refer to chapter 3.13 (strong points).

Mooring:

When coming ashore or mooring to a quay the boat must be properly secured. The boat, when moored, should withstand high winds and rough seas. The boat should not be moored with temporary fastenings if the crew is not nearby. Make sure other boats are not damaged by your boat and consider the effect of the wake of passing vessels.

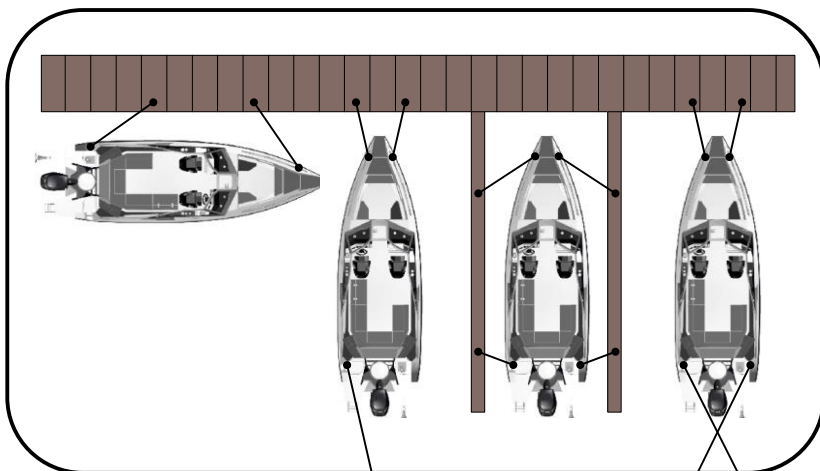
Mooring ropes should be long enough and as horizontal as possible. The boat should be able to rise and sway without moving sideways. You normally need two mooring ropes for both bow and stern. Only use the strong point cleats, not the stem eye or secure eye. The ropes for the bow should be equipped with elastic shock absorbers and the ropes for the stern should be about the length of the boat. The points of contact between the rope and the clasps should be checked regularly for wear and tear.

Moor your boat carefully, even in sheltered places, because weather conditions can change rapidly. Do not moor the boat with the stern facing the open sea, because high waves could flood the boat and sink it. Use loose fenders between the boat hull and any close objects such as other boats when there is a risk of contact.

If the boat is left unattended, turn off the electric power using the main power switch (for location and function, refer chapter 5.4).

Never leave your boat unattended for long periods. Observe the floating position of the boat so that the water line is at a normal level. Check for any water in the bilge. If large volumes of water accumulate in the bilge or at deck (for instance due to leakage, broken bilge pump, lack of electric power, flooding or blocked deck drains), the boat may be seriously damaged or sink as the deck drain system may not work as intended.

Examples of different types of mooring



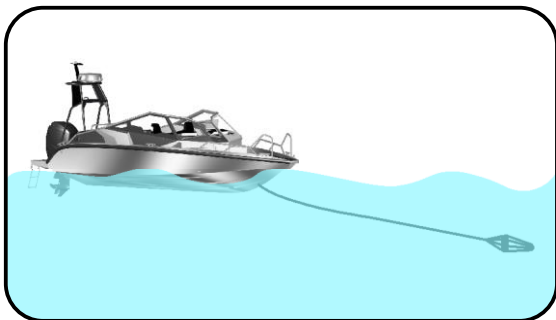
Principal figure only

Anchoring:

When you anchor or land temporarily in a natural harbour, ensure sufficient water depth. Drop the anchor at a sufficient distance from shore, allowing time for the anchor to drop and grip and to release enough anchor rope/chain. The anchor rope/chain length should be at least 4-5 times the water depth. Choosing the right type of anchor and anchoring method requires boating experience, ask for advice when needed.

Storm anchor:

If you lose engine power at sea and waves are strong, keep the boat headed into the waves by rigging a sea anchor off the bow (below principal figure). If there is no sea anchor onboard, use a canvas bucket or any object that will offer resistance.

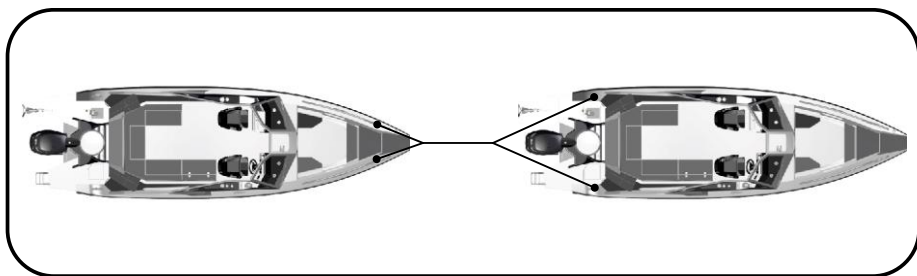


Principal figure only

Towing:

Towing of boats is a very demanding and risky operation, requiring specific skills and experience. If possible use a professional towing company. If you have to tow or be towed on your own, be very careful and operate at very low speed.

If you tow another boat, use strong floating towing rope. Begin by towing very carefully, avoiding twitches, and do not overload the engine. Adjust the length of the rope so that the boat can be steered in all situations. Boat's stability can be reduced when towing. Owners/operators should also consider what action will be necessary when securing a tow line onboard and how it can be released fast in case of emergencies. Note that if a tow rope snaps under heavy load, it may cause damage to persons in its way, so take necessary precautions.



Principal figure only

WARNING

1. Do not stop the boat by hand and don't put your hand or foot between the boat and the quay, bank, or another boat. Practice landing in good condition, use engine power moderately but not tentatively.
2. Towing or being towed can lead to fatigue of the boat's hardware and lines. Failure of any part can seriously injure people or damage the boat. Do not stand directly in line with the tow line. If the line were to break, it would "snap back" causing injury or damage to everything in its path.
3. It is the owners/operator's responsibility to ensure that mooring lines, towing lines, securing straps, anchor chains, anchor lines, anchors and methods used are adequate for the boat and situation.

CAUTION

1. Always tow or be towed at a low speed.
Never exceed the hull speed of a displacement craft when being towed.
A tow line shall always be made fast in such a way that it can be released or cut off when under load.
2. Always take possible changes in wind direction and the rise and fall of the water level, as well as the wake of other boats, into proper account.
3. The breaking strength of ropes and chains must not exceed 80% of the breaking strength of the strong point in question. Refer the chapter about strong points.
4. Never leave your boat unattended for long periods. Observe the floating position regularly and ensure that the bilge pump empties the bilge. Water accumulation in the bilge or at deck may cause severe damage.

2.9 LIFE RAFT STORAGE AREAS

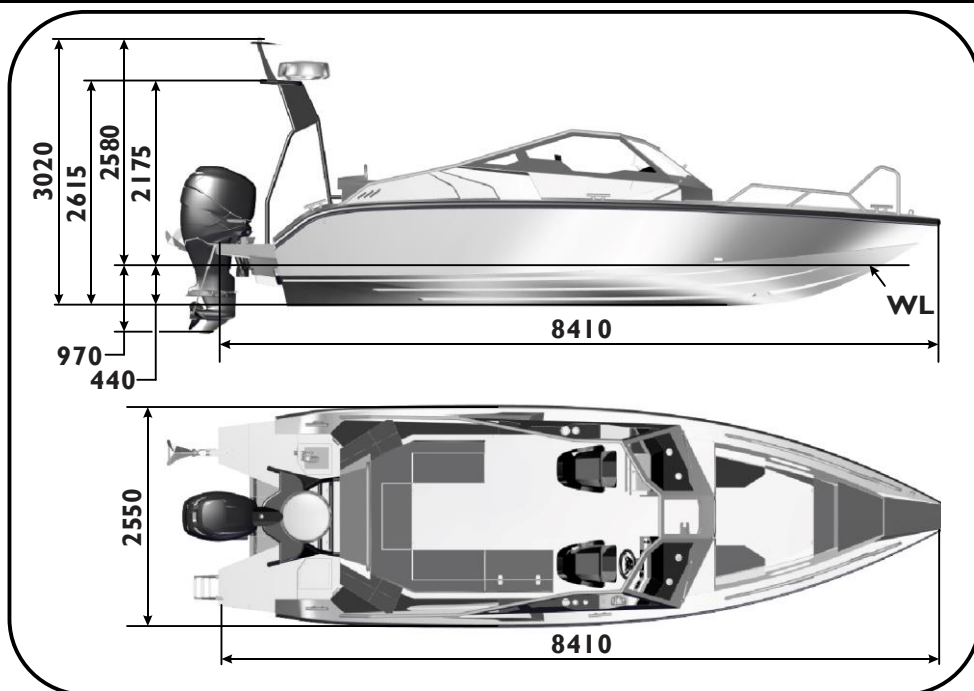
The boat is not supplied with a life raft. You should choose to equip the boat with a life raft, it can be installed either on the stern targa (if weather-proof) or be stowed in the bow sofa storages (the largest opening is on the bow sofa storage).

Most life rafts can be delivered with an installation kit, such as brackets for horizontal or vertical installation. There are many life raft types and manufacturers. Always consult experts on life rafts to choose the most suitable type and installation method.

3. GENERAL INFORMATION

3.1 BASIC BOAT DIMENSIONS AND SPECIFICATIONS

Dimension/ specification	ISO Symbol	Value/unit
Length of the hull	L_H	8,26 m
Length – max. overall	L_{MAX}	8,41 m
Beam of hull	B_H	2,47 m
Beam – maximum	B_{MAX}	2,55 m
Maximum draft	T_{MAX}	0,97 m
Air draft: max	H_A	2,58 m
Max number of passengers		8
Max engine power		1 outboard engine of 336 kW (450 mechanical hp)
Max engine weight		450 kg



Note: All dimensions in mm.

3.2 DESIGN CATEGORIES

There are four design categories of boats based upon their ability to withstand wind and water conditions; this boat is designed in accordance with **Category C**.

Category A – Designed for winds that can exceed wind force Beaufort 8 and significant wave heights exceeding 4 meters.

Category B – Designed for winds up to wind force Beaufort 8 and significant wave heights up to 4 meters.

Category C – Designed for winds that include up to a wind force of Beaufort 6 and a significant wave height up to 2 meters. Typically such conditions might be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions. Depending on atmospheric conditions, winds can gust to about 18 m/s.

Category D – Designed for winds up to typical steady winds of force Beaufort 4 (Beaufort scale – 16 knots) and a significant wave height up to and including 0.3 meters, with occasional waves of 0.5 meters maximum height.

WARNING

Do not attempt to boat in severe weather conditions. Death or serious injury can occur. Get to shore before the weather turns bad.

NOTE

The significant wave height is the mean height of the highest 1/3 of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

3.3 ENGINE REQUIREMENTS

The maximum propulsion power rating, maximum number of engines and maximum engine weight(s) is shown on the Builder's Plate (refer chapter 3.5). It is also stated in the above table 3.1.

Do not operate this boat with an engine power rating higher than the maximum power rating rated by Anytec. Unless Anytec installs the engine(s); it is the responsibility of the party installing the engine(s) to comply with all specifications, rules and regulations related to outboard engines.

Do not hesitate to ask for an introduction to engine operation and maintenance, and always read the engine, engine control and engine instrumentation manuals thoroughly.

Anytec strongly recommends that you fully comply with the owner's manual provided by the engine manufacturer.

⚠ WARNING

Do not operate this craft with an engine of rated power greater than that specified in this manual and on the load capacity label. Do not operate at maximum speed while in congested waterways, or in weather or sea conditions of reduced visibility, high winds or large waves. Reduce speed and wake as a courtesy to others. Observe & obey speed limits and no-wake zones. Read this manual carefully before starting the engine and operate the boat.

3.4 VESSEL STABILITY AND BUOYANCY

Weights	ISO Symbol	Value/unit
Weight of maximum Number of persons Baggage and carry on weights = Max load as per Builder's Plate	 m_{MBP}	600 kg 50 kg 650 kg
Weight of fluids in fixed tanks		283 kg
Maximum Recommended Load (ISO 14946)	m_{ML}	983 kg
The mass in the 'empty craft condition'	m_{EC}	1681 kg
Unladen weight (lightcraft) with engine	m_{LC}	2272 kg
Weight Fully Laden	m_{LDC}	3254 kg
Trailer Weight (minimum trailer capacity)	m_T	2545 kg

Your boat is manufactured to specific stability and flotation standards for the capacity shown on the Builder's Plate (often called CE-marking plate). Maximum recommended load included the weight of all persons aboard, all provisions and personal effects, cargo (if any) and all consumable liquids (water, fuel, etc.). Any increase from the recommended load capacities will put your boat in jeopardy of capsizing, swamping and/or sinking.

Also, any changes to the masses aboard may significantly affect the stability, trim, and performance of the boat. Stability can be considerably affected by loose fluids or weight within the vessel. Keep the bilge area as dry as possible, and in rough weather or at planing speeds, keep all openings, hatches, lockers, doorways, and windows closed to minimize flooding. Breaking waves are a serious stability hazard. Finally, stability can be compromised when towing or lifting heavy weights using a davit or boom.

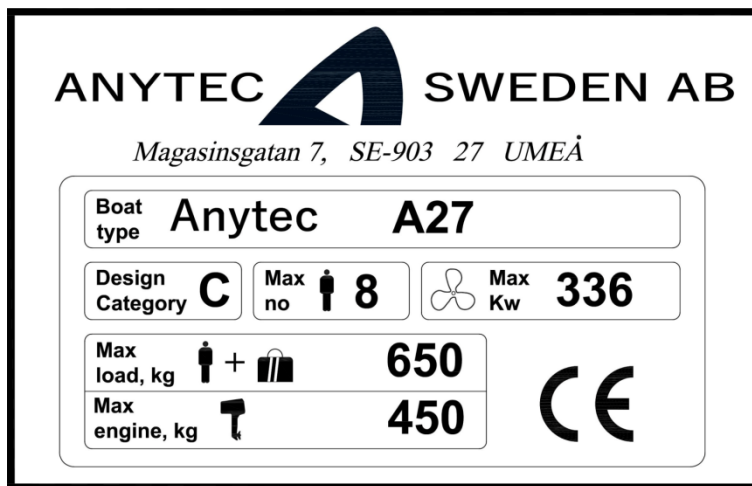
3.5 BUILDER'S PLATE (LOAD AND ENGINE CAPACITY)

The Builder's Plate, located on the portside console near the door, states the maximum weight and number of persons your boat can handle under calm sea conditions. It also states the maximum engine power and weight. Do not exceed the capacities stated. A full explanation of this information can be found in the relevant sections of this manual.

The information present on the Builder's Plate does not relieve the operator of responsibility. Use wise and sound judgment when placing equipment and passengers on your boat and always adapt to the craft speed, wave height and weather conditions.

WARNING

1. 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.
2. When loading the craft, never exceed the maximum recommended cargo /luggage load. Always load the boat carefully and distribute loads appropriately to maintain design trim (approximately level boat), and secure loose equipment when underway. Avoid placing heavy weights high up.



3.6 PASSENGER LOCATIONS AND EMBARKING/DISEMBARKING

The figure below shows suitable passenger locations and where to step while embarking/disembarking the boat.

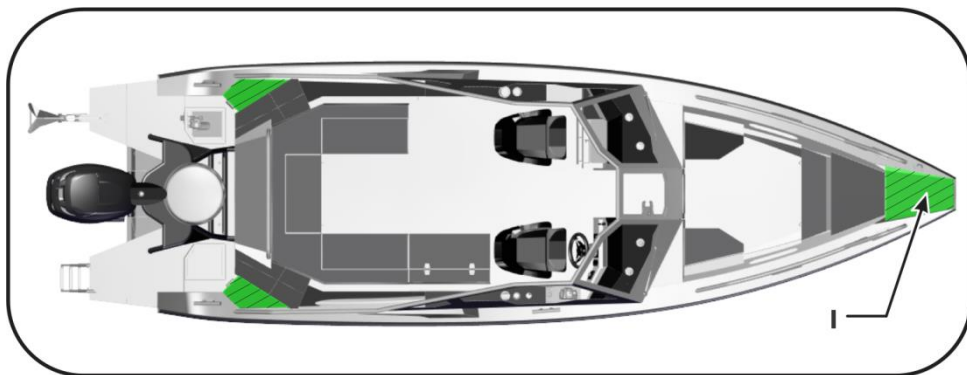
Ask passengers to be seated while the boat is moving, ask them to hold on to handrails when seated or while embarking/disembarking. Do not use the bow cockpit when operating the boat at higher speeds than 10 knots, or in high wave conditions.

The safest and recommended point of embarking/disembarking is at the bow. The anti-slip patterns cover the elevated bow deck and there are handrails to hold on.

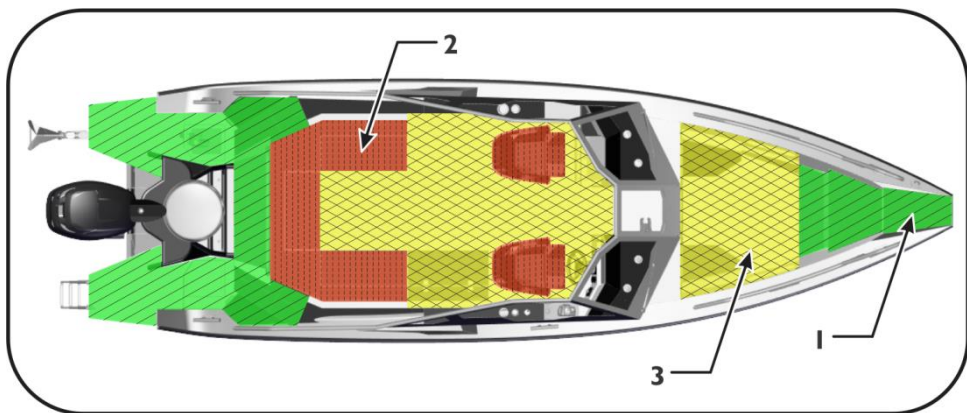
When moored steadily alongside a jetty, passengers may also use the SB and PS stern storages and step up on the area covered by fabric, see the figure given below.

Be very careful as the surfaces are narrow, and the surface may be slippery when your shoes or feet are wet or dirty. Be aware that the boat may move due to the shift of weight and waves. Make sure the distance to the jetty is short enough and the boat cannot move away from the jetty. Hold on tight to the boat handrails and firm objects on the jetty and ask for support from fellow passengers.

Embarking/disembarking area



1. The safest and recommended area



1. Green: Area to be used during anchoring, mooring and emergency operation

2. Red: Area to be used at speeds above 10 knots

2&3. Red & Yellow: Area to be used at speeds up to 10 knots

DANGER

Surfaces are slippery when wet or dirty. Use extreme caution when walking on wet surfaces. Never occupy the working decks while the boat is underway. Hold on to handrails and structures to the extent possible.

Be aware of your footing while the boat is underway. Slipping or falling can result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the cockpits clean, if in case movement is necessary, it will be free of obstructions.

WARNING

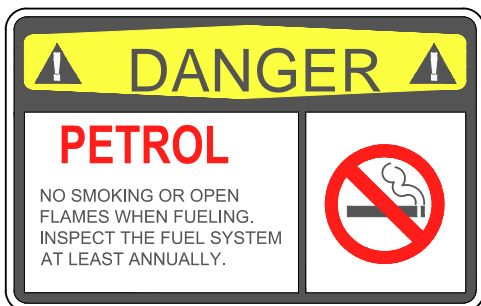
Do not sit in the bow area (in front of the cockpit) when the boat is moving at speeds higher than 10 knots, or in conditions with high waves.

3.7 SAFETY LABEL LOCATIONS

Safety precaution labels which are crucial for your safe voyage are mounted at key locations throughout your boat and duplicated in this chapter. Learn to recognise and understand the labels before operating the boat. These precautions are not all-inclusive.

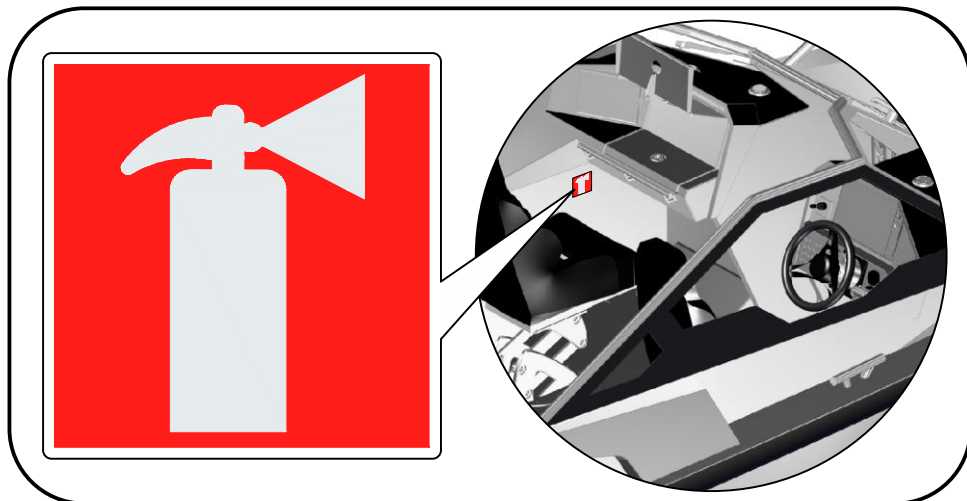
Location: Next to the fuel filling cap.

Meaning: No open flames in the boat when fuelling. Inspect fuel system at least annually.



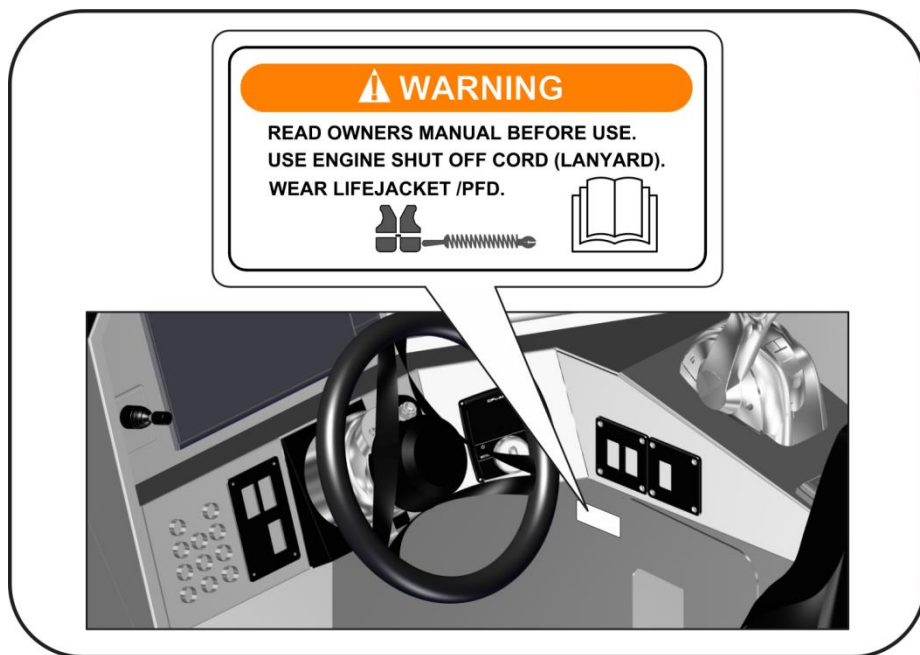
Location: In front of passenger seat.

Meaning: Shows location of fire extinguisher.



Location: Next to the throttle, at helm area.

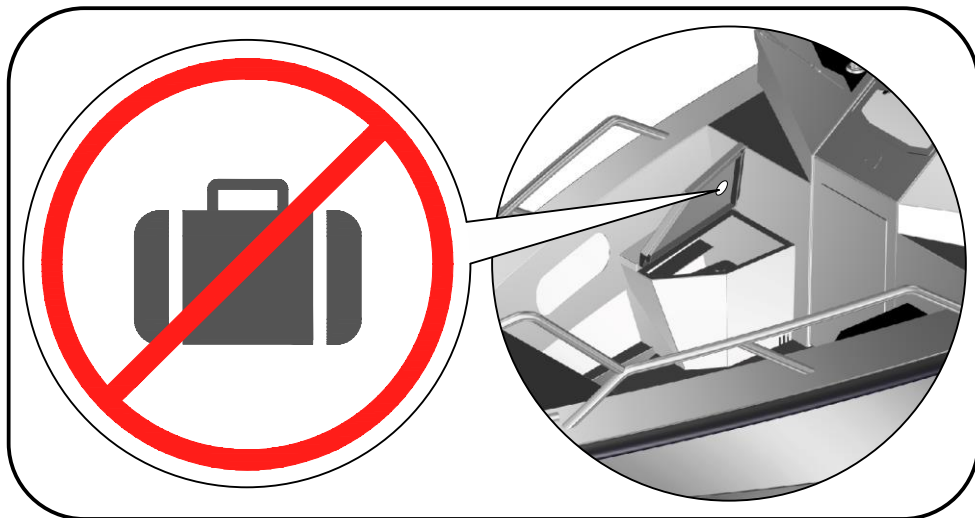
Meaning: Read this manual before using the boat. Always wear PFD/lifejacket, operator to use the engine shut-off cord when the boat is under way.



For boats with Webasto heater (optional):

Location: At the hatch where the Webasto fuel tank is stored.

Meaning: Do not store any items/luggage in this compartment as it may block the ventilation of fumes from the Webasto fuel tank.

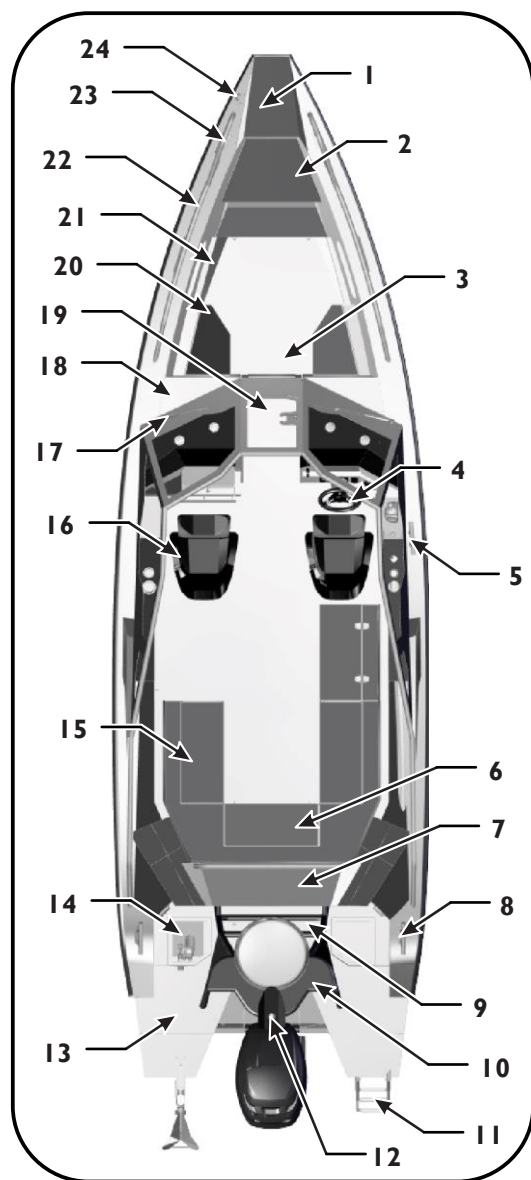


NOTE

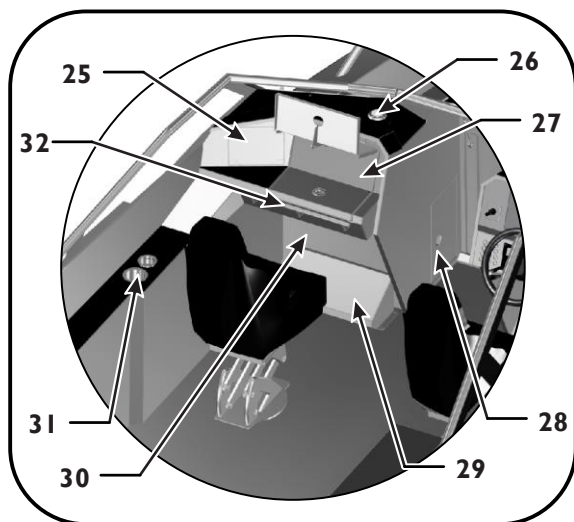
Do not remove or obstruct any safety label. Replace any label which becomes illegible. Replacement to the safety labels can be obtained by contacting your dealer.

3.8 DECK LAYOUT

3.8.1 Boat layout, standard equipment



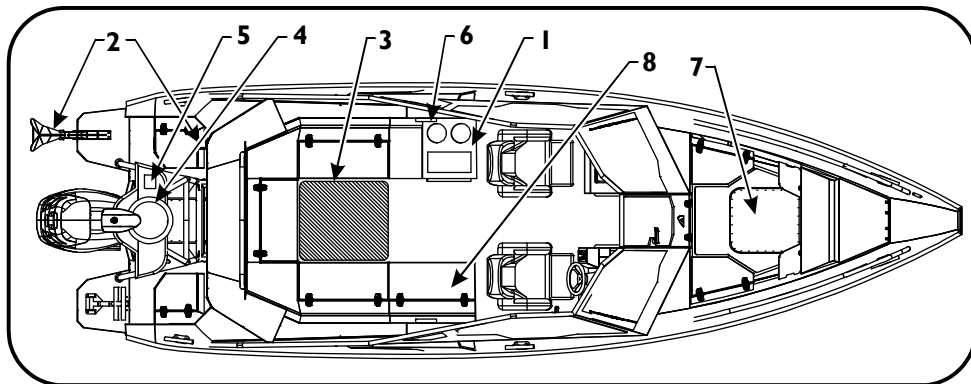
1. Bow platform
2. Bow sofa & storage
3. Bow thruster access hatch
4. Steering wheel
5. Amidship cleats (PS&SB)
6. Electrical compartment
7. Canopy garage
8. Stern cleats (PS&SB)
9. Targa
10. Battery & bilge access hatch
11. MOB rescue & swim ladder
12. Top light
13. Swimming platform (PS&SB)
14. Stern storage (PS&SB)
15. Stern cockpit U sofa & storage
16. Anytec stand & seat (PS&SB)
17. Wipers (PS&SB)
18. Pulpit step (PS&SB)
19. Front door
20. Bow cockpit sofa & storage (PS&SB)
21. Bow sofa & storage step (PS&SB)
22. Bow rail (PS&SB)
23. Bow cleats (PS&SB)
24. Secure eye



- 25. Place for optional GO9
- 26. Webasto outlets
- 27. Glove component, USB/12V socket inside
- 28. PS console compartment
- 29. Foot support
- 30. Extinguisher
- 31. Cup & Bottle holders
- 32. Handle

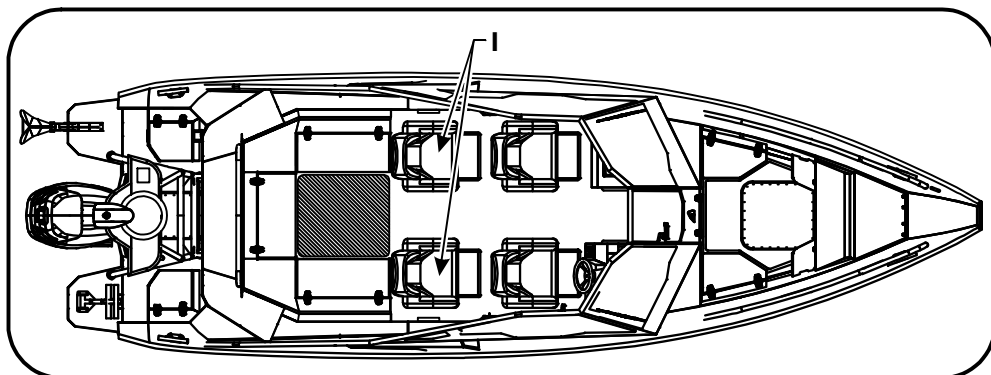
3.8.2 Boat layout, optional equipment

Configuration I:



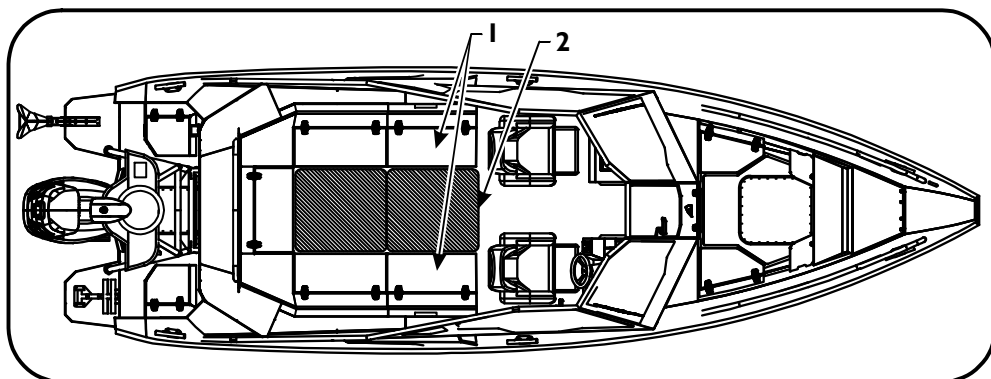
- 1. Kitchen module (Stove, refrigerator, sink & fresh water tank with pump)
- 2. Stern windlass with anchor
- 3. Table (sunbed solution)
- 4. Radar
- 5. Search light
- 6. Speakers
- 7. Bow thruster
- 8. Extra sofa & storage module SB

Configuration 2:

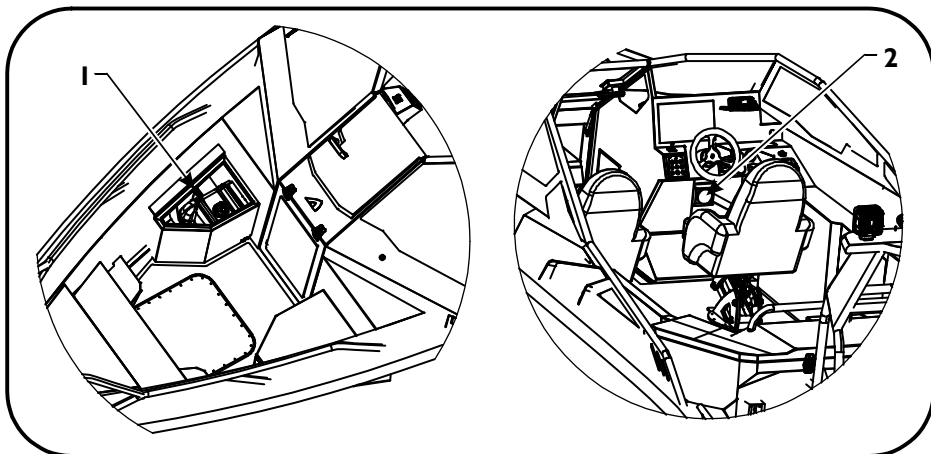


- 1. Extra Anytec stand & seat

Configuration 3:

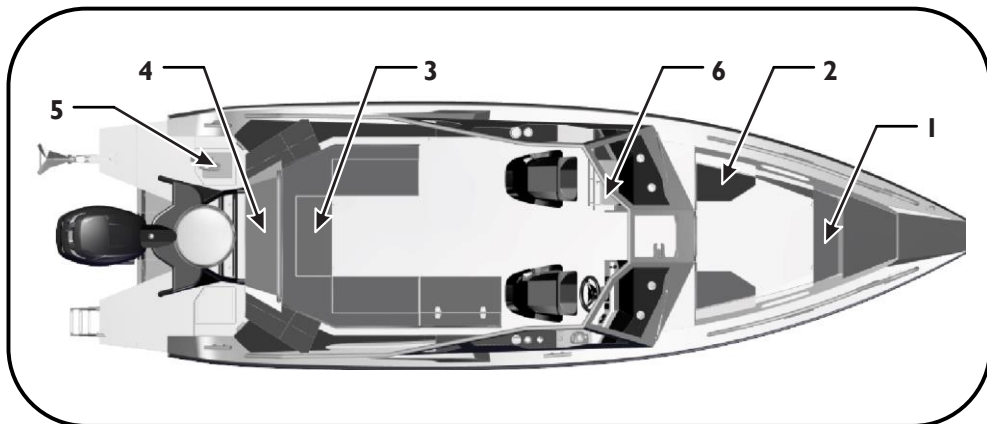


- 1. Extra sofa & storage module
- 2. Extra table (sunbed solution)



1. Webasto tank
2. Webasto heater

3.9 COCKPIT STORAGE



1. Bow sofa
2. Bow cockpit sofa/storage (PS&SB)
3. Stern cockpit U-sofa
4. Canopy garage
5. Stern storage (PS&SB)
6. Glove compartment

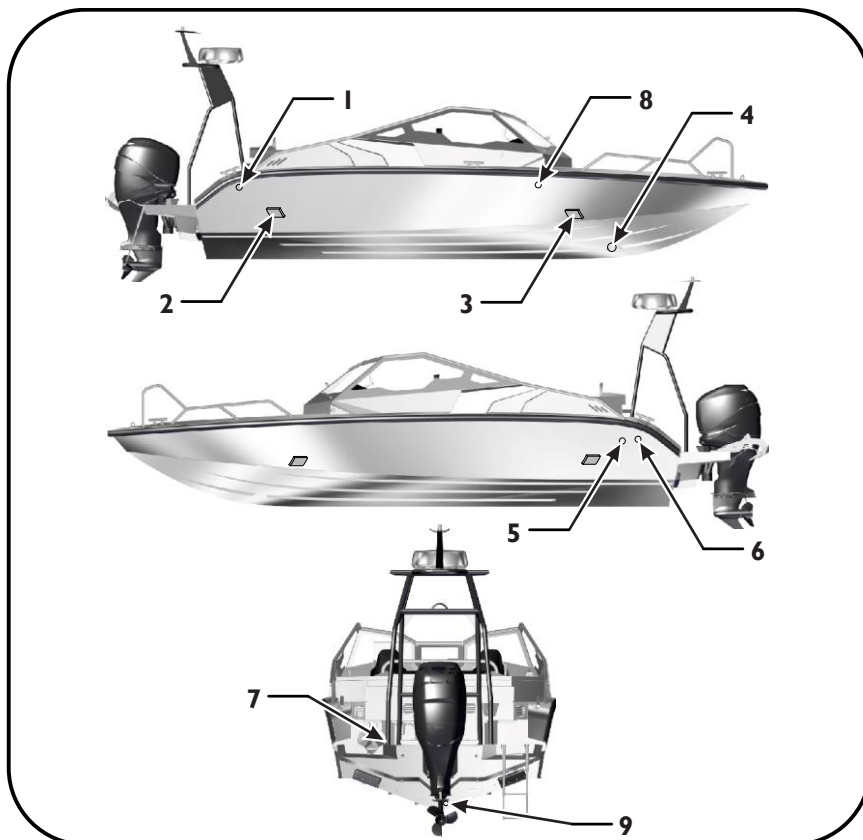
WARNING

1. Do not store any equipment containing petrol (outboard engines, portable petrol tanks, etc.) in the stern cockpit U- sofa. The stern cockpits U-sofa were not designed to store petrol since it contains electrical equipment which may cause sparks.
2. Do not store any equipment in the bow cockpit SB sofa if you have the optional Webasto fuel tank installed there. It can block the air ventilation or damage the fuel line.

3. Do not fill ventilated storage compartments with goods/equipment to the extent that hinders the ventilation. Ventilation is needed to remove gas and fumes that may occur in these areas. Be particularly careful with the storages below the stern cockpit sofa as it contains batteries and electric breakers/fuses.

3.10 THRU HULL LOCATIONS

The figure given below shows the locations of thru hull locations. All openings except bottom plug and bow thruster tunnel are located above water level even if the boat is fully loaded (max load acc. to this manual, mooring in flat water conditions).



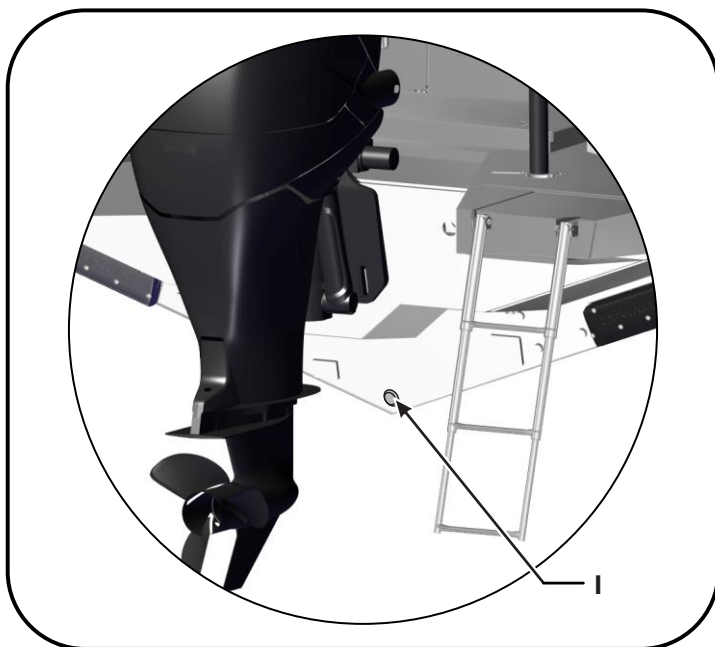
- | | |
|--------------------------------|--------------------------------|
| 1. Fuel tank ventilation | 6. Electrical bilge pump drain |
| 2. Stern cockpit drain (PS&SB) | 7. Stern storage drain (PS&SB) |
| 3. Bow cockpit drain (PS&SB) | 8. Webasto heater exhaust |
| 4. Bow thruster panel | 9. Bottom plug |
| 5. Manual bilge pump drain | |

WARNING

This boat has an underwater fitting on the transom plate with a drain plug (see the figure). This plug must be in place and tightened before the boat goes into the water. The boat will sink without this plug being correctly installed.

NOTE

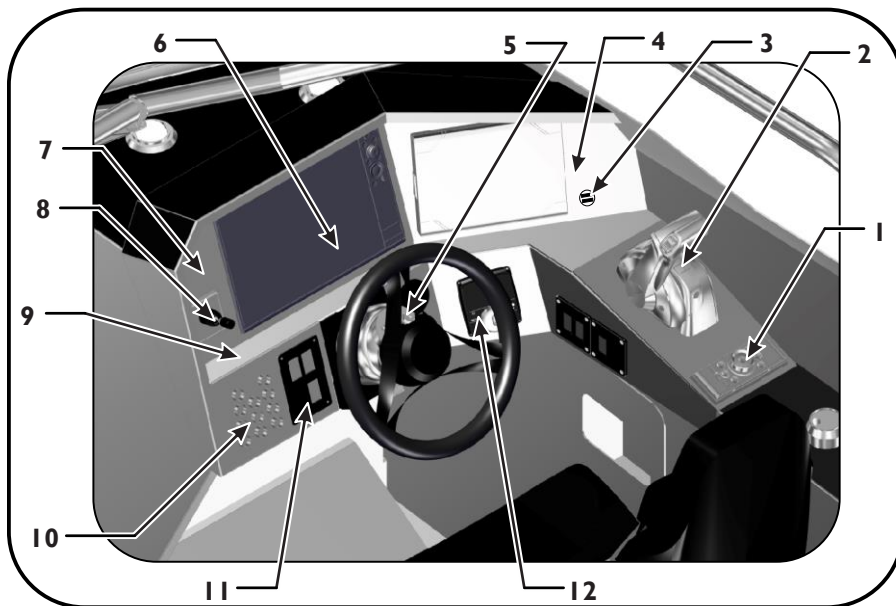
The deck drains provide self-bailing capabilities while the boat is static in the water. This prevents the accumulation of water in the cockpit, for instance generated by rain.



I. Bottom plug

Principal figure only

3.11 DASH LAYOUT



1. OP50 (option)
2. Throttle
3. Double USB Socket
4. Go 9 Simrad (option)
5. Start /stop key
6. NSS 12 Simrad
7. Webasto control (option)
8. Bow thruster control (option)
9. VHF handheld unit (option)
10. Consumer switch panel with battery remote switches (See separate figure for details)
11. VHF unit under the helm (option)
12. Zipwake control

3.11.1 Dash switch panel



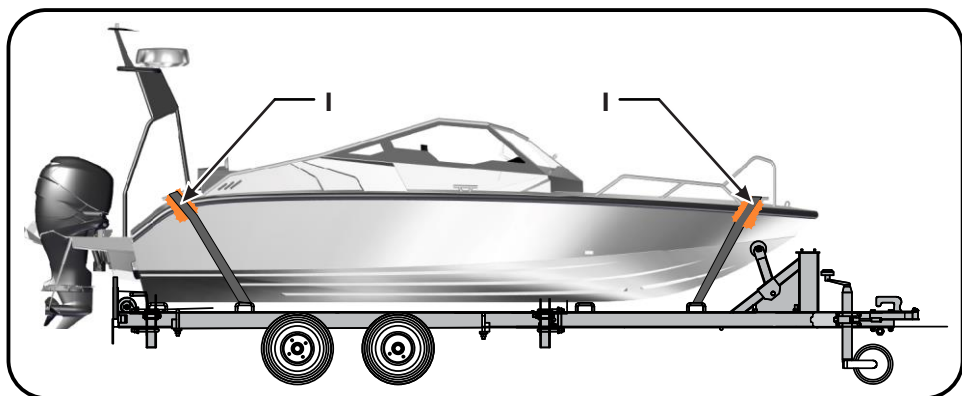
1. Bilge pump
2. Navigation lights
3. Wipers low speed
4. Anchor light
5. Wipers high speed
6. Auxiliary button 1
7. Auxiliary button 2
8. Auxiliary button 3

3.12 TRAILERING

Anytec do not offer a specific trailer for this boat. Your Anytec dealer can recommend or sell you a suitable trailer. Before placing your Anytec boat onto any trailer, make sure that the trailer is designed for your boat weight and its shape.

- The trailer should have a bow rest, centre keel rollers and keel guards/wobble rollers which will distribute the weight properly, offering good support for the keel and hull in both vertical and horizontal direction. Adjust the side supports so that the maximum boat weight rests on the keel supports and the supports on sides offer only lateral support.
- The mass of your boat in trailering condition is stated in table 3.1. This includes the weight of the maximum size engine and a fully optioned boat along with full liquid loads. This does not include luggage/gear weight, any crew or any water inside the boat. Always remove any unnecessary weight such as loose accessories and luggage from the boat and drain the bilge water before trailering.
- Refer to the engine manual for any specific instructions on trailering, such as the best engine position and securing method.
- Make sure you secure all loose items in the boat. Do not use the canopy, boat covers or other similar top or cover on the boat during trailering. These can be detached at high speeds and damage the boat and cause danger to traffic.

- Always secure the boat on the trailer using suitable straps attached to boat cleats and trailer strong points. Be careful not to damage the boat fenders. Apply clothes between fenders and straps and do not tighten straps so hard that fenders are deformed. If possible, try to fasten straps in an angle as shown in the figure below.



Principal figure only

I. Clothes between fender & straps

i NOTE

Tightening straps too hard across the boat fender may damage the fender. Be careful and use rags or other materials between fender and straps/ropes.

3.13 STRONG POINTS

Cleats

Your boat comes equipped with six cleats: two located at the bow, two amidships cleats and two located at the stern. The cleats are used for mooring, anchoring and towing. Two amidship cleats are intended to be used for mooring only.

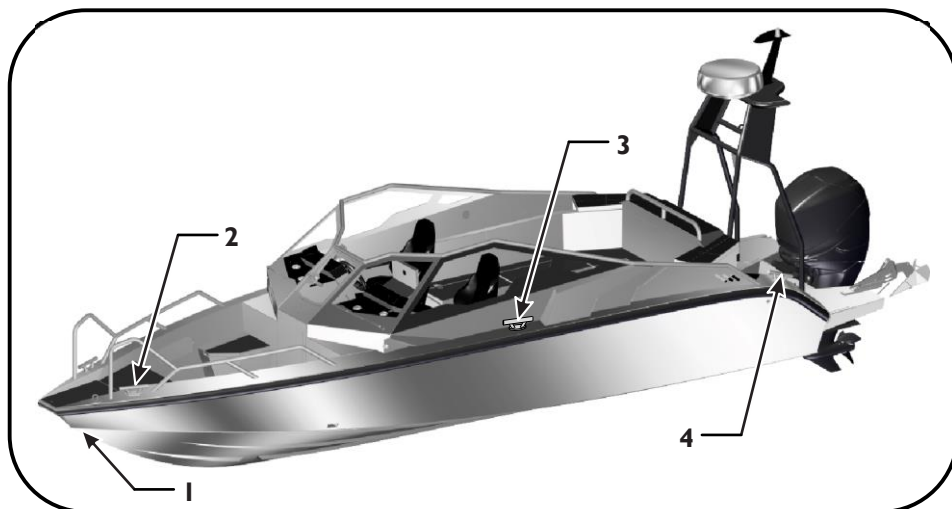
The locations of the strong points that can be used for anchoring, mooring and towing are shown in the figure given below. Note that amidship cleats are only intended for mooring. None of the cleats are designed and dimensioned for lifting the boat.

The break strength and intended use of the strong points are as follows:

Bow cleats (PS & SB)	23,8 kN (approx. 2426 kgf)
Stern and amidship cleats (PS & SB)	16,6 kN (approx. 1692 kgf)

Bow Eye

Your boat includes a bow eye, which is used to haul and hold your boat onto a trailer. The bow eye is not designed for lifting, mooring, anchoring or towing of the boat.



1. Bow eye

2. Bow cleats (PS&SB)

3. Amidships cleats (PS&SB)

4. Stern cleats (PS&SB)

DANGER

Use only the lifting procedure specified in this manual. It is dangerous to use the cleats, secure eye or bow eye for lifting and can cause serious injury or death.

CAUTION

The breaking strength of ropes and chains must not exceed 80 % of the breaking strength of the strong point in question.

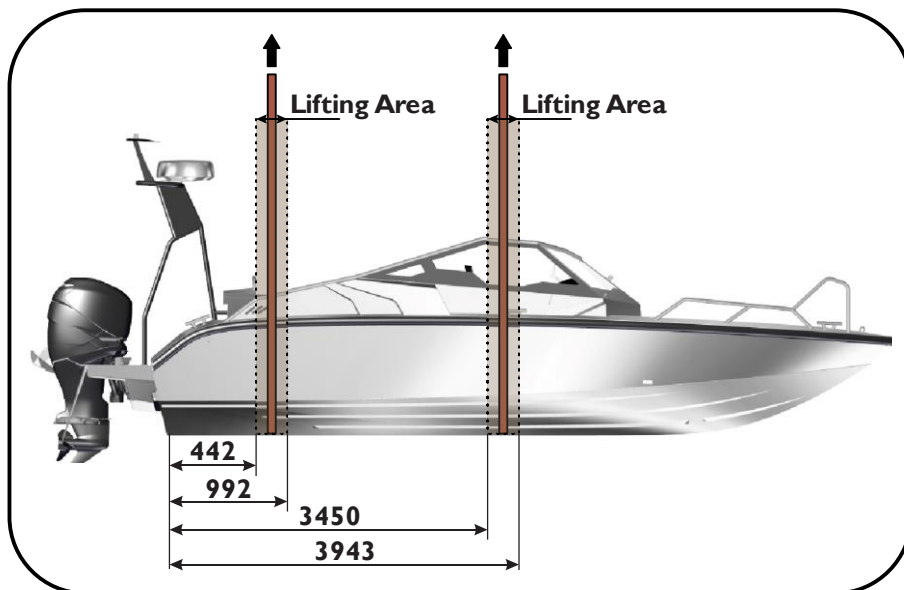
3.14 LIFTING OF THE BOAT

Commission only a reputable lifting company or boatyard with sufficient lifting capacity to lift the boat. In addition to the boat's weight, also take into account the equipment and other possible loads in the boat. Always empty any bilge water before lifting.

The figure given below shows the position of the lift straps. When lifting the boat with lift straps, Anytec recommends using a forklift or lifting frame to separate the straps from the upper hull and fender. The straps need to be vertical. If these recommendations are not followed, there may be damages on both hull and fender, any warranty does not cover these.

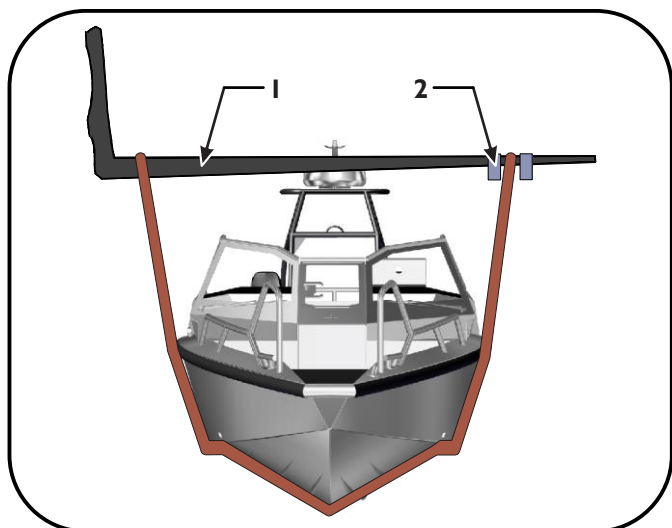
During the lift, make sure that the boat is well balanced and be careful with rails and other equipment. Ensure that lifting straps do not slide in any direction either on the

boat or the lifting device. Cover hoist/lift devices with soft material to prevent scratches.
Do not stand under the boat while lifted.



Principal figure only

I. Lifting area



1 Front loader fork
2. Anti-slip lock

Principal figure only

DANGER

Never stand under the lifted boat. Use only the lifting procedure specified in this manual. It is dangerous to use the cleats, secure eye, bow eye, handrails or other parts of the boat for lifting and can cause serious injury or death.

WARNING

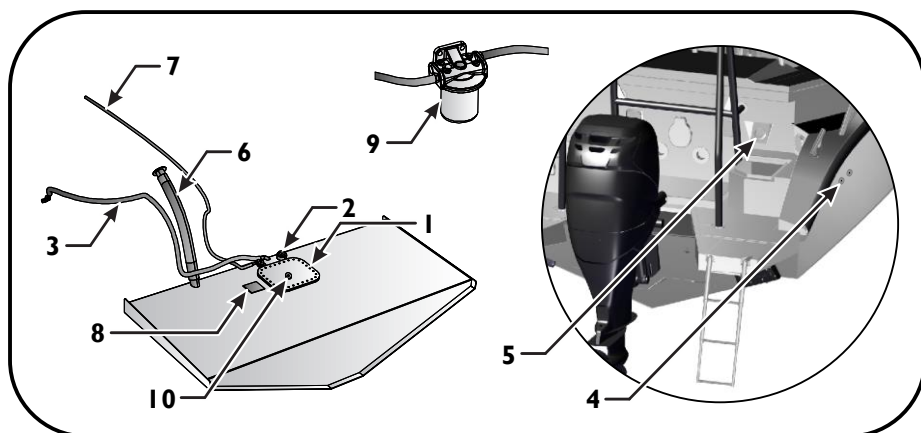
Lifting heavy items is always risky and requires specific skills. If you lack that, or in any way feel uncertain, always contact a professional lifting company or any experienced person.

4. SYSTEMS AND COMPONENTS

NOTE

This chapter is based on Anytec-listed standard and optional equipment. Any other equipment or systems added (custom-made boats, aftermarket products and so on) are not covered here.

Furthermore, the outboard engine and engine control instrument details are not included. The engine can be of multiple brands and models, in the choice of the dealer and customer. Please check the manuals provided with that engine or consult the dealer who installed it.



- | | |
|-------------------------------|---|
| 1. Fuel tank inspection hatch | 6. Fuel fill hose |
| 2. Fuel level | 7. Fuel line |
| 3. Fuel vent hoses | 8. Fuel tank pressure test plate |
| 4. Fuel vent | 9. Fuel filter |
| 5. Fuel fill | 10. Fuel remove plug for long term
Storage |

4.1 FUEL SYSTEM

Your boat's fuel system consists of a fuel tank, a fuel tank fill and vent fitting, an anti-siphon valve, a sending unit, and an engine fuel supply line. Besides, there are two extra fuel ports for optional pickups, if needed.

The factory-mounted boat fuel system (excluding engine) is designed to handle regular gasoline as well as ethanol-blended gasoline with ethanol content not greater than 15% (like E85). However, **the engine may not be designed for ethanol-blended gasoline**. Before introducing petrol with ethanol into the fuel tank, ask your dealer if

there is an addition of an engine or any components or replacement which is not ethanol-compatible.

4.1.1 Fuel tank

The A27 boat is equipped with an aluminium fuel tank with a capacity of 390 litres. As a precaution, all capacity may not be useable due to trim and loading conditions, so consider keeping at a minimum 20% of reserve fuel in the tank.

Fuel tanks with levels less than 20% capacity can cause engine stalling problems due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keep the tank full and monitor the fuel level often to prevent this from happening.

4.1.2 Filling the tank

Ensure that the right type of fuel is selected (check engine manual). When filling the tank, do not attempt to top off the tank. When the nozzle shuts off, the tank is full, and continuing to fill past the fuel fill shut-off will cause the system to spit back some fuel.

Before fuelling, carefully read the chapter on Fire Prevention in this manual!

4.1.3 Phase separation

Humidity and condensation in your boat's fuel tank can adversely affect the ethanol blended fuel by creating water in the fuel tank. A condition called phase separation can occur if the water is drawn into the fuel beyond the saturation point. The presence of water in the fuel beyond the saturation level separates most of the ethanol in the fuel from the bulk fuel and drops to the bottom of the tank, significantly reducing the level of ethanol in the fuel mixture in the upper level (phase). If the lower level (phase), consisting of water and ethanol, is deep enough to reach the fuel inlet, it could be pumped directly into the engine(s) and cause significant problems. Engine problems can also result from the reduced ethanol/fuel mixture left in the upper phase of the tank, or just from the water contamination.

If phase separation occurs, your only remedy is to drain the fuel, clean and dry the tank completely and refill with a fresh, clean tank of fuel.

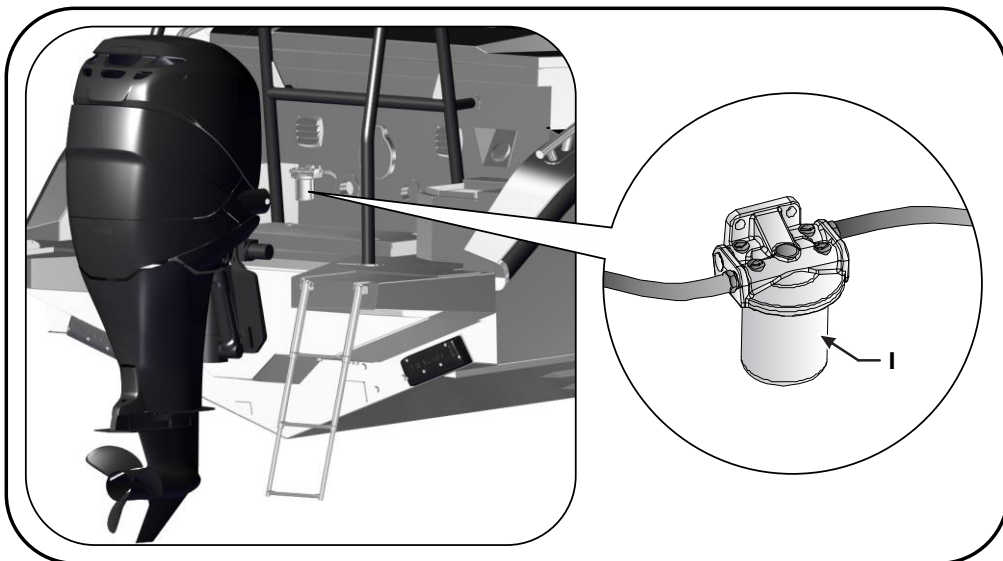
To overcome these problems, avoid water accumulation in the tank. Try to maintain a high fuel level in the tank, in particular when the boat is not in use for longer periods. This reduces the airflow in and out of the tank due to changes in temperature as well as limiting fuel exposure to humidity and condensation.

4.1.4 Fuel filter

As a part of the fuel system, a fuel filter is installed in-between the tank and the engine. See the figure below for the exact location. Some engines also have a filter under the engine hood.

Maintenance of the fuel filter is essential to secure a reliable operation. For some engines, the filter can also be connected to the instrumentation and provide a warning if it needs maintenance.

Please check the instructions provided by the dealer who installed the engine.



1. Fuel filter

DANGER

Petrol vapours can explode. Never smoke while handling or filling up the petrol tank. Leaking fuel is a fire and explosion hazard. Inspect the fuel system annually to make sure that there are no leaks and corrosion in the system.

WARNING

1. Do not obstruct or modify the fuel ventilation system, as that could cause fires or explosions.
2. Do not store any equipment containing petrol (outboard engines, portable petrol tanks, etc.) in any cockpit storage areas. These compartments are not designed to store petrol and do not have adequate ventilation.

CAUTION

Gasoline fuels with ethanol content, like E85, could seriously damage your engine and void the warranty. Always check the engine owner's manual for fuel recommendations and any approved additives prior to the first use.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.2 STEERING SYSTEM

As a standard, this boat comes equipped with a hydraulic steering system consisting of a steering wheel, a hydraulic servo pump, hydraulic hoses and a hydraulic steering cylinder. An optional steering wheel with tilt function (to adjust wheel angle) is also installed on certain boats.

However, depending on the engine's brand and model, the steering system may be upgraded to the system with electronic steering control combined with hydraulic servo and a cylinder. The steering wheel controls the power servo by wires instead of hydraulic hoses. The power servo is installed at the stern electrical compartment.

For any support you may need, please contact the manufacturer (in most cases it is your Anytec dealer). Maintenance may include a check of oil levels at the servo, check for leaks and lubrication of open parts/joints.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.3 NAVIGATION LIGHTS

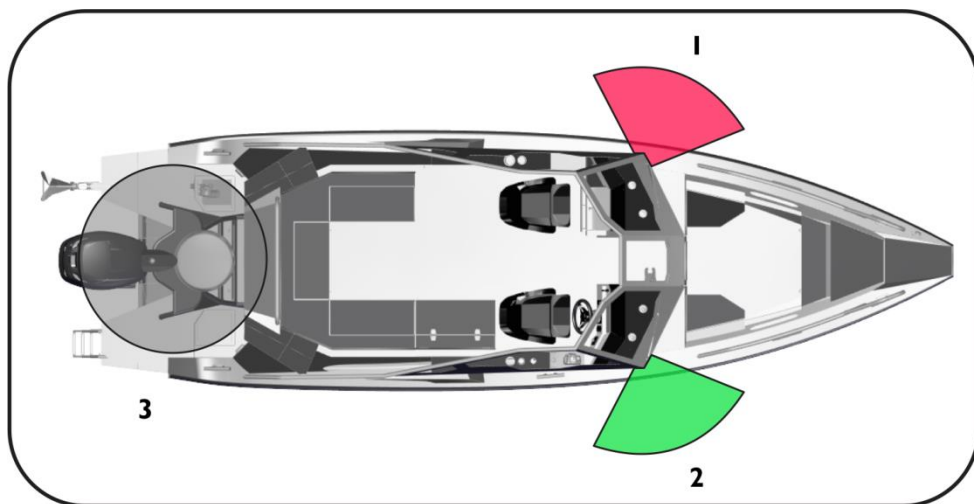
Your boat comes equipped with navigation lights for use at night or in low visibility conditions. The use of navigation lights at low visibility conditions is mandatory in most countries and waters; it is always important for your own, as well as other's safety at sea. Local regulations may vary.

The navigation light switches are located at the dash switch panel.

To turn on the Navigation Lights, press the "Navigation lights" button (refer chapter 3.11.1). This illuminates the port (red), starboard (green) and all-around light (white) showing other vessels that you are underway.

There is a separate button to active the Anchor light. If activated, only the white all-around light turns on. To turn off the Navigation Lights, press "Navigation lights" or "Anchor light" buttons again.

Before running at night, make sure that all navigation lights are working well and that you comply with any local regulations.



Principal figure only

1. 112.5° Portside navigation light (red), visible 2NM
2. 112.5° Starboard navigation light (green), visible 2NM
3. 360° All around top light (white), visible 2NM

4.4 BILGE PUMPS

Your vessel is equipped with two bilge pumps, one electrical and one manual.

The electrical pump is located in the bilge near the transom, and the manual pump is located on the outside of the stern cockpit, close to the engine well.

Access to the aft electrical bilge pump is via the motor well access plate, while access to the manual bilge pump is from the stern platforms.

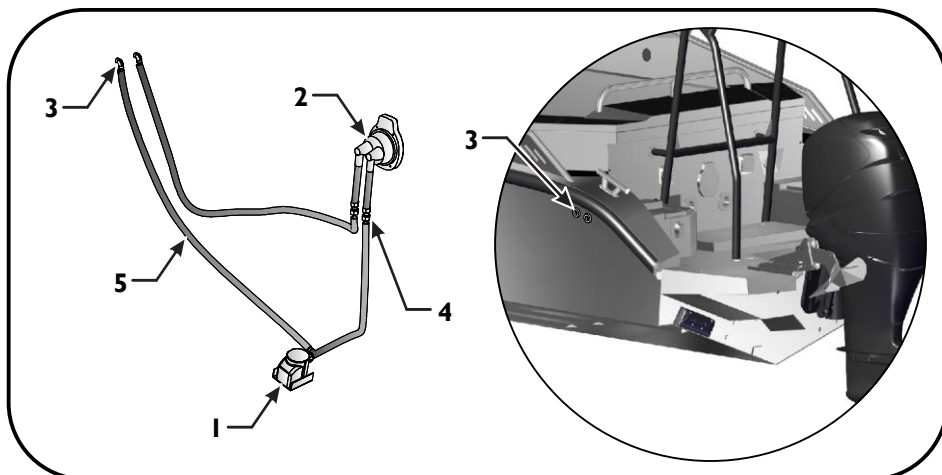
The electrical bilge pump is rated for 2271 litres/hour and is activated automatically by the free-float switch when water in the bilge reaches a predetermined level. In normal conditions, there shall not be any water in the bilge. If there is water, it is due to the leaks from above (deck, fitting, inspection covers) or damage to the hull (seawater leaks). The reason for the leakage is to be determined and corrected at the earliest possible.

The bilge pumps can provide you with crucial extra time if your boat is taking in water, allowing you to find and deal with the source of a leak or, in extremes, to put on life jackets and hopefully keep your boat afloat long enough for help to arrive. However, please note that the pump capacity cannot keep up with major leaks.

You can also manually activate the electric bilge pump at the console switch panel by pressing and holding the bilge pump button (refer chapter 3.11.1 for dash layout). Push this button **and hold it** to operate the bilge pump.

The manual bilge pump is only intended as a back-up pump in case of electrical failures hindering the use of the electric pump. It is rated at 34.5 litres/minutes @ 45 strokes per minute.

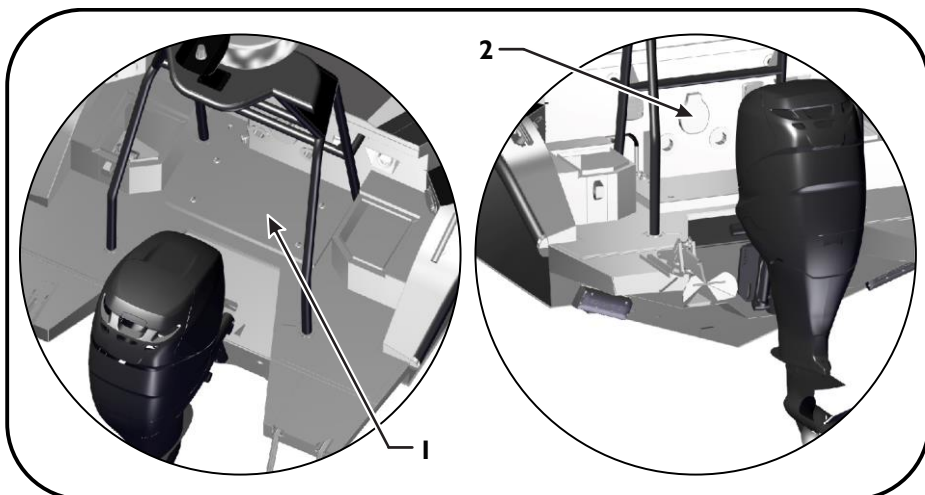
For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual that is developed specifically for this equipment. It is provided with the Anytec document bag.



Principal figure only

- 1. Electrical bilge pump
- 2. Manual bilge pump
- 3. Bilge pump outlets

- 4. Thru bulkhead connection
- 5. Bilge hoses



- 1. Electrical bilge pump location

- 2. Manual bilge pump location

WARNING

The bilge pumping system is not designed for damage control.

CAUTION

Check the function of all bilge pumps at regular intervals. Check the function of the electric bilge pump by emptying the bilge manually using the switch located on the switch panel every time before using the boat. Bilge pump failure could potentially cause the boat to sink if there is unnoticed water leakage.

4.5 SIMRAD® MULTIFUNCTION DISPLAY AND NAVIGATION SYSTEM

The boat as standard is delivered with a multifunction display model NSS 12 by Simrad, and includes a lot of functionality such as depth sonar, and navigation charts. Further data from the engine, stereo system, fuel tank and other external equipment may also be connected to and can be displayed in the Simrad panel (depending on options installed). The panel is installed at the SB helm. Some of the main features are further described in this chapter.

This is a list of main data and functions that can be provided by this unit:

- Navigation charts and tools
- Depth sonar
- Water temperature
- Fuel level, main tank
- Simrad wireless network (share screen on phones and tablets)
- Display engine data (subject to engine brand and engine instruments)

Your boat may be equipped with one or several Simrad options like:

- Structure Scan / Total Scan 3D view
- Autopilot module
- Halo model 20, 20+ or 24 radar module
- NAIS 500/ NSPL 500 AIS module with combo antenna
- Additional Go 9 unit (navigator screen) on PS and/or SB console
- OP 50 remote control for Simrad unit

Any optional Simrad modules are mounted below the helm and connected to the Simrad main display. Antennas are mounted at the top of the Targa mast. The depth and water temperature transducer/sensor, as well as Structure Scan/Total Scan transducer, are mounted on the transom in bottom recess (see figure, exact location is subject to options). Be careful to not damage it when the boat is lifted or winched to a trailer or cradle, or at very shallow waters.



Principal figure only

1. Structure scan
2. Transducer/sensor

For further information on advanced Simrad systems and options please refer to the OEM manual. Your Anytec dealer can also assist you if needed, as a great deal customisation of the functions is possible.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.5.1 Simrad wireless network

Your boat comes equipped with NSS12 Evo3 Multifunction display which has a built-in GoFree Wi-Fi module. This makes wireless connectivity between Simrad NSS Multifunction display, tablets and smartphones. Thanks to this feature, you have the option to control and display data and settings using multiple units.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.5.2 Simrad radar system (optional)

The boat may be delivered with an optional radar system. The radar is an extension module to the Simrad NSS12 evo3 navigation system and shares the same display at the cockpit helm.

It consists of a radar module which is mounted under the helm and connected to the NSS12 unit, and a radar antenna mounted on the targa. For complete instructions on the

operation and maintenance of the advanced radar technologies, please refer to the OEM manual. Your Anytec dealer can also assist you if needed.



Principal figure only

I. Radar

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.6 ENGINE CONTROLS AND INSTRUMENTATION

The engine controls and the instrumentation will vary depending on the engine's brand and model, thus it is covered by the engine owner's manual. Refer chapter 3.II for typical locations of controls and instruments.

Gas and gear throttle

This control is used for controlling the gear and has 3 positions (forward, neutral, backward). To shift it in neutral while the engine is running, the engine rpm must be at idle. In neutral, there is a lock button to allow the rpm to increase, for instance for engine warm-up or tests. Refer engine manual for further information on gas and gear throttle.

Power trim and tilt

At one side of the tip of the throttle handle, there are 2 buttons. One raises the engine, and the other lowers the engine. This function is a combined trim & tilt function.

The power tilt (power lift) allows you to raise and lower the engine for trailering and launching the boat and keeps the engine out of the water while moored at the port. The power tilt is activated automatically when the engine rises outside the trim (operation) angles.

The same control is also used for the power trim. At the lower range of the engine movement angles, the power trim allows you to adjust the engine to create the optimum boat trim (raise/lower the bow), refer chapter 2.6.

Engine Instrumentation

All modern engines are equipped with many sensors, allowing useful information and alarms to be displayed at instruments placed at the helm. Examples are engine temperature, rpm, trim angles, fuel filter problems, oil levels and general alarms.

Depending on the engine brand, model and options, the information can either be displayed on a separate engine control display mounted on the helm or be displayed on the Simrad NSS12 Evo3 Multifunction display. In the latter case, the NSS display can hold all vital data about boat, engine and navigation matters. The display area can be arranged in numerous ways to fit your personal preferences.

In some cases, customers choose to have a dedicated engine display and the NSS display mounted at the helm. In addition, most engines have a summer alarm, giving you a warning noise in case of serious problems.

Due to many variations and possibilities to install and customise the displays, you need to study the engine and engine instrumentation manuals. They are to be provided by the Anytec dealer or other company who installed engine and instruments. Understanding the instruments ensures that you use the engine in the most optimal, economical and safe way.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.7 ZIPWAKE® TRIM SYSTEM

Zipwake is a factory-installed dynamic trim tab system and the most modern on the market.

Instead of traditional flaps, it uses interceptor blades that extend just maximum 30 mm, and that can be adjusted very fast. The interceptor blades are installed at the low-end of the transom, and the control panel is found in the cockpit, see the figure given below.

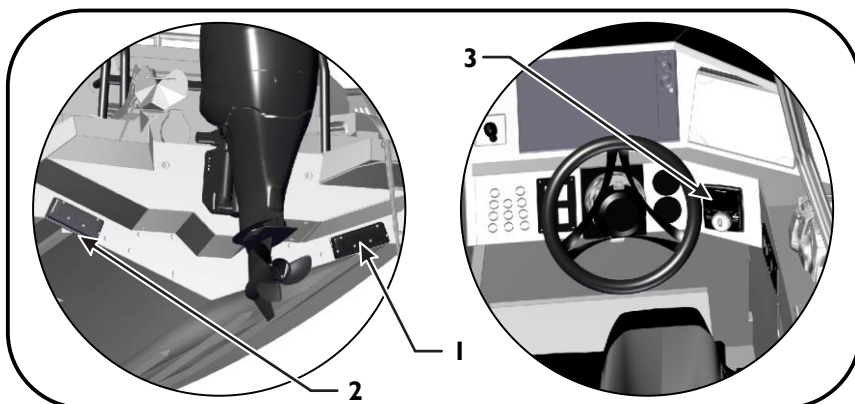
Zipwake has two main purposes:

1. It helps the boat to reach planing speed by controlling the boat attack angle (bow up/down). The system helps the boat to keep the bow down until it reaches the planing speed. As soon as planing is reached, the system does not control the bow any longer. Bow control is instead done using engine trim (refer section 2.6).

2. It is used to control the roll of the boat (port to starboard direction) caused by uneven weight distribution or by strong side-winds or waves. This function is active at all speeds.

The basic trim operations for engine and Zipwake are described under chapter 2.6. You can also consult your dealer.

Please note that Anytec has installed a default setting for Zipwake auto mode, optimizing it for A27 boats. The setting can, if lost, only be re-installed by downloading it from a USB memory stick provided that you have made a copy of it. Therefore it is important for you to create your back-up if you plan to alter the auto mode settings. Such alterations are for advanced users and experienced boat drivers only, and at your own risk as a change of settings affects the boat performance and safety.



1. Zipwake interceptors (PS&SB)

2. Interceptor blades

3. Zipwake control panel

WARNING

Please read about how to trim the boat under section 2.6. Being able to manage trim correctly is of outmost importance to safety, comfort and fuel economy.

In case of repair, removal or replacement of the interceptors always first read about Zipwake in maintenance chapter 6.3.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.8 SWIM LADDER/MOB RESCUE LADDER

The boat is equipped with a swim ladder which also serves as a MOB rescue ladder, refer to chapter 2.3.

It is located at the SB swim platform. The ladder is secured with a spring clip and can be pulled down from water without any need to release it. Always make sure the ladder is securely landed in the spring clip after use so that it does not fall into the water in case of heavy boat movements. It is important to check the function every season, refer maintenance chapter 6.3.8.

WARNING

1. A faulty or blocked ladder may jeopardise man-over-board rescue. It may be very hard or impossible to enter the boat from water without the ladder, which in turn may cause drowning.
2. A rotating propeller can be lethal for a swimmer or person who has fallen overboard, or a person using the ladder to board the boat or to enter the water. Shut down the engine and activate the emergency switch (dead man's switch) if there is any person in the water behind the engine, and always before using the ladder.

4.9 WINDSHIELD WIPERS

Your boat is equipped with a two-speed windshield wiper system on the starboard and port side windshields for use in inclement weather.

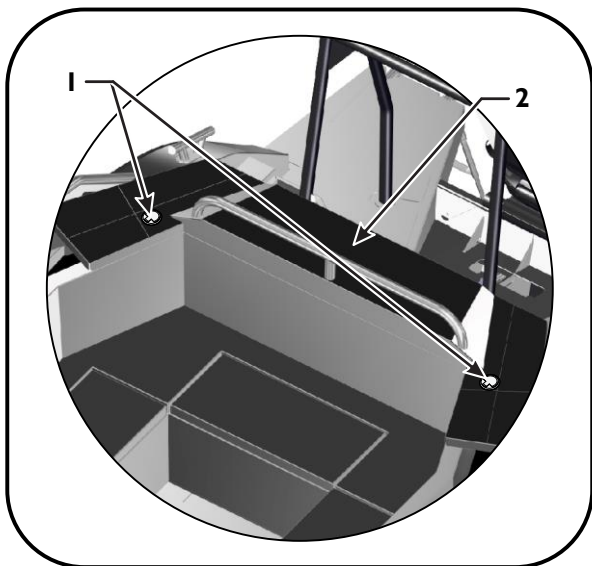
To use wipers in low speed press “Wiper low speed” button on the dash switch panel (refer chapter 3.11.1). For using wipers in high speed switch off wipers from low-speed mode if they are ON and then press the “Wiper high speed” button.

To switch off the wipers press the “Wipers low/high speed” button one more time.

4.10 CANOPY

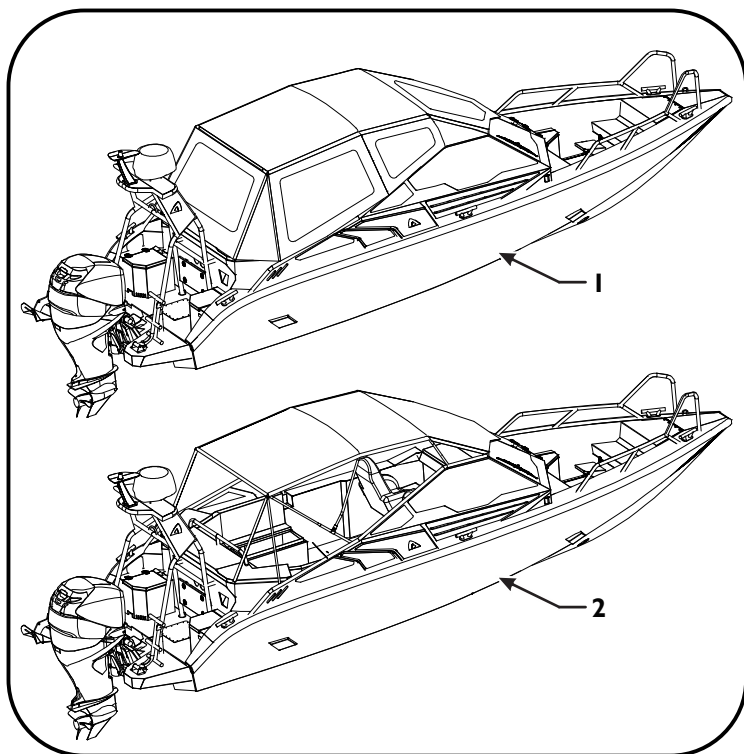
A canopy with frames and vinyl panels is supplied as standard equipment. When not in use, the canopy is stored in the canopy garage where it does not interfere with the use of the boat (see the figure).

If the canopy is used with the side panels mounted (thus as a full enclosure), always ensure that there is sufficient ventilation by keeping the air inlets (mounted on the cockpit side panels) open and by having canopy sections open to allow airflow through the cockpit. Also refer to chapter 2.7 about Carbon Monoxide positioning risks.



- 1. Canopy garage locks
- 2. Canopy garage

4.10.1 Canopy configurations



- 1. Full deployed
- 2. Sunroof

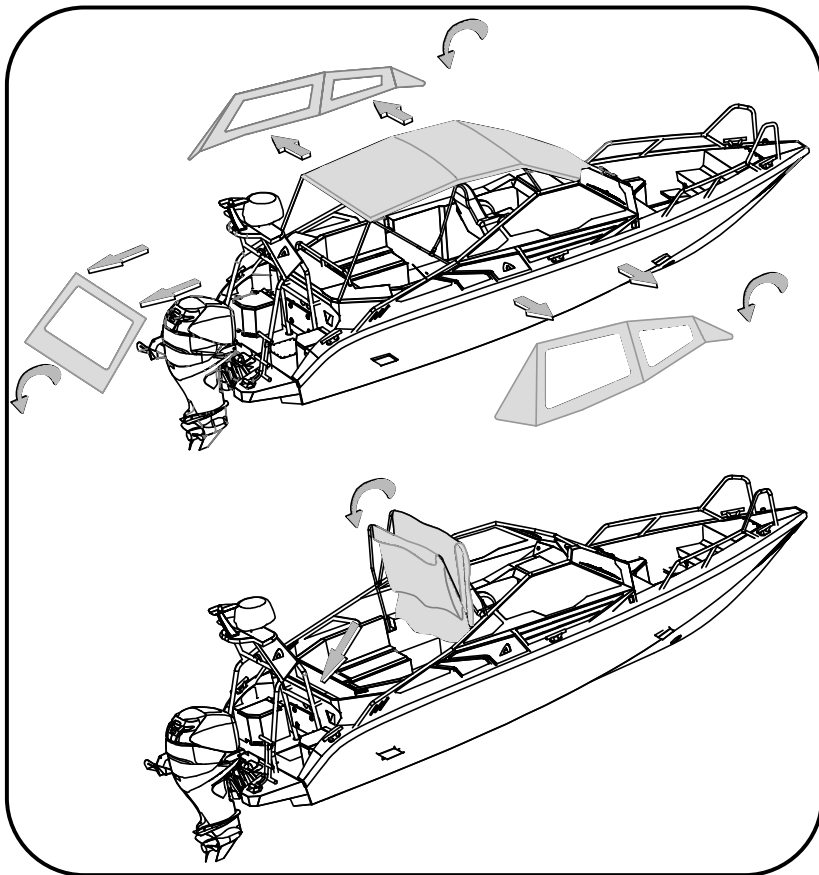
Sunroof mode

By using only the canopy top and front vinyl panel, the canopy can be used as a sunroof (see the figure). Loose panels are best stored by rolling them, as this is most gentle to the windows.

Fully enclosed mode

The side and rear vinyl panels can be installed to enclose the complete stern cockpit. Each panel attaches to the top part with zippers (see the figure).

4.10.2 How to fold and store the canopy



Principal figure only

The following method is the best way to maintain optimal lifetime of your canopy:

1. Remove the side sections and the back section. Roll them together tightly and place them temporarily on the sofa.
2. Release the support straps at the back of the canopy (if attached, these are only used in sunroof mode).

3. Release the front section from the window frame.
4. Release the front bow from the window frame on both sides of the cockpit, but let the bow stay attached to the canopy roof section.
5. Fold the canopy roof and front section around the mid-canopy bow, and lower it into the garage.
6. Finally, place the rolled side sections in the garage, on top of the rest of the canopy and close the garage lid.
7. To mount the canopy again, reverse the above steps.

4.1 | ANYTEC HIGH PERFORMANCE SEAT SUSPENSION

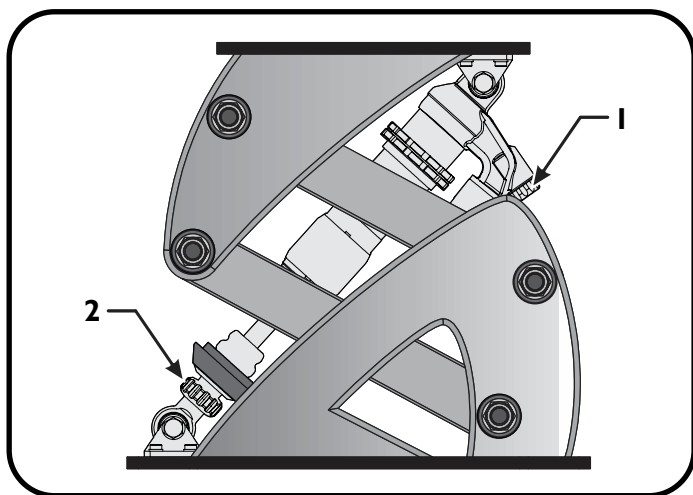
The Anytec high-performance suspension seats absorb shocks generating from rides in rough waters. They are specially developed and manufactured by Anytec and include the top-of-the-line suspension units by Ohlin's.

The dampener can be adjusted to match various boating conditions. The speed of the compression movement (seat down) can be adjusted, and so can the rebound (seat up) movement. Both wave, wind and speed conditions, as well as passenger weight may require the settings to be adjusted for maximum comfort and safety. A separate instruction for the stand is enclosed with a new boat, and it can also be found on the Anytec website. These are the common standard settings in brief:

Compression Dampening:

Factory setting: Turn the knob clockwise (seen from above) until no clicks are heard. Then turn it counter clockwise 12 clicks.

Adjustment: Adjust in steps of 2 clicks. Clockwise= stronger dampening (slower seat movement down, the seat will feel harder).



1. Damping Adjustment
2. Rebound Adjustment

Rebound:

Factory setting: Turn the knob clockwise (seen from the deck) until no clicks are heard. Then turn it counter clockwise 24 clicks.

Adjustment: Adjust in steps of 4 clicks. Clockwise= slower rebound (slower seat movement up, seat may not have the time to return before next compression). A too slow rebound means that the seat may not have time to return to normal position before the next compression. Too fast rebound may cause the passenger/driver to slightly lift from the chair when the motion stops.

To learn more about how to adjust the stand, please refer to the separate Anytec stand manual. It is provided with the Anytec document bag.

4.12 WATERSPORT TOW ROPE ATTACHMENT

Your boat comes equipped with an attachment point for watersport tow ropes, integrated to the targa.

The attachment point is only to be used for water skiing wakeboarding or tubing. It is not designed for towing boats, parachutes and kites or similar. Attach the tow rope around the 40 mm thick pipe, and inside the arc area. The purpose of the arc is only to prevent the line to shift sideways, NOT to hold the rope.

How to attach a watersport tow rope.



WARNING

Tow only water skis, watersport tubes or wakeboards. Do not tow parasails, kites, or other boats. Do not tow more than one person at one time. Select a proper tow rope as a breaking rope may snap back into the cockpit when released. Do not attach the rope to the arc, as it is only designed to stop the rope from slipping sideways. Failure to follow these guidelines may result in injury or death.

4.13 KITCHEN MODULE (OPTIONAL)

4.13.1 General description

The boat can be equipped with an optional kitchen module, installed as an extension to the stern cockpit sofa (cannot be combined with 2 extra passenger seats). The kitchen module includes a sink, a fresh water tap with a pump, a freshwater tank, a LPG-driven stove and a refrigerator.

The sink drains directly to the sea through an opening in the freeboard just next to the module. Be careful not to dispose of the contaminated water to the sea. The sink is only meant for light washing with water.

The stove operates with an open flame and is driven by LPG. The LPG container (“gas tube”) is installed in the ventilated cabinet below the stove. A main shut off valve is installed next to the tube, and an operation valve is installed at the stove.

4.13.2 Inspecting, testing and using the LPG system

Carefully study the manuals and warning labels specifically developed for the stove and gas LPG container.

When not in use, or when replacing the LPG container, always shut off both valves. Start with the main valve and then the operating valve (to avoid gas pressure to remain in the tube between the LPG container and the stove).

The LPG system shall be inspected at least annually and be replaced if any damages or malfunctions are found. The gas valves and lines are checked as follows (instruction also provided on the inside of the door to the gas cabinet):

- Close the operating valve at the stove.
- Open the safety valve at the gas container.
- After a minute, or when the pressure reading of the pressure gauge has stabilized, close the safety valve and remember the gauge reading.
- Observe the pressure for a time period of minimum 3 minutes. If it decrease there is a gas leak. If so keep the main valve closed and do not use the system until it has been professionally repaired.

WARNING

- LPG systems can cause fires, explosion or gas poisoning if not used and maintained correctly. Such may be lethal or cause major damages.
- Do not block any of the LPG components
- Store any spare gas containers safe from external forces and with protective covers attached, and any valve closed. Do not store them in the boat.
- The LPG container must be secured in the cabinet
- Never leave your kitchen unattended when the gas flow is open
- Do not smoke or have any open flames in operation while replacing the LPG container
- Never use the stove as a general heating (climate control) device
- If any leak is detected, always close the main valve

- Never remove the pressure regulator without first closing the main valve on the gas container and then the valve on the stove (emptying the line of gas). If there is a leak from the container after removing it, immediately reinstall the pressure regulator and return the container to the seller/service point.
- Never remove the pressure regulator if the stove has an open flame.

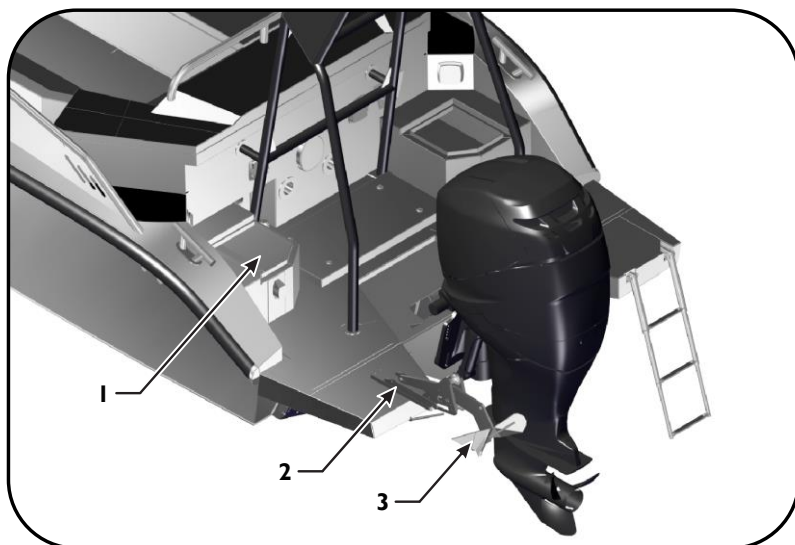
CAUTION

- Carefully study the manuals provided by the stove and LPG container manufacturer (provided in the Anytec bag)
- Never use the LPG container cabinet for other storage purposes
- An annual professional inspection of the LPG systems is strongly recommended
- Do not modify the LPG system
- Do not clean it with any cleaning product containing ammonia

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.14 STERN ANCHOR WINDLASS (OPTIONAL)

The anchor windlass located at the electrical compartment (PS) assists with anchoring of your boat by lifting and lowering the anchor using an electric motor. The windlass is operated from the helm or the remote controller.



1. Windlass with 50-meter anchor line (inside PS stern anchor box)
2. Anchor holder
3. Anchor

WARNING

Improper handling and maintenance of the windlass may cause serious accidents and the boat may sink. Study the windlass manual carefully before operating it for the first time. Always make sure the anchor is fastened properly in its position with the securing strap before the boat is moving, and dropping of anchor at speed may cause severe damages and injuries.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

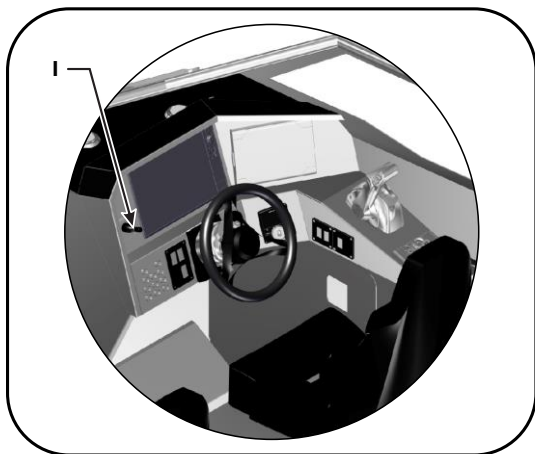
4.15 BOW THRUSTER

Your boat is equipped with a bow thruster which helps you better manoeuvre at lower speeds. The bow thruster funnel is placed below the waterline, near the bow. The thruster takes suction from one side and throws it out at the other side of the boat, thus moving the boat in the opposite direction.

To activate the thruster, the thruster battery main switch (located at the helm, see chapter 3.1 I) must be turned on first. This switch connects the thruster battery with the thruster motor, and should only be turned on when the thruster is to be used. A joystick controls it, see the figure given below.

The maximum continuous usage time of the electrical thruster is approximately 2-3 minutes. The electromotor has a built-in thermal cut-off switch that shuts off the electromotor if it is overheating and re-engages it when it has cooled down. This should be considered when planning your manoeuvring.

The bow thruster motor is placed below the water line in a bow thruster room, found below the inspection cover on the bow cockpit deck. The thruster room has drainage to the keel to avoid flooding in case of leaks. The bow thruster room should be checked for signs of leakage every season. There is also a 240 Amp fuse installed next to the motor.



I. Bow thruster joystick

Principal figure only

DANGER

Do not touch the bow thruster fuse, motor, switch, cables or battery if the electric main switch is switched on. Even if the switch is off, be very careful and consult professional service staff if in any doubts. There is a risk of high electric currents which may cause an electric shock, which may be fatal.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.16 HEATER (OPTIONAL)

The Webasto heater is located in starboard pulpit under the helm. Its purpose is to provide heat to the stern cockpit and to keep the front windows clean of fog and frost. It runs on diesel fuel. The unit consists of a heater unit, a 10L diesel tank, air outlets below windows and at feet level on both SB and PS pulpit, exhaust fitting on freeboard and a control panel on dash panel that operates the system.

Note: Do not use the hatches which install the heater and the heater tank for any storage. This is very important to ensure safe operation and ventilation of the heater and the tank. The hatch has a "no storage" sticker; if it is not visible anymore, it should be replaced.

Operation

Prior to use, make sure that the fuel tank is full. The 10L diesel tank, located in the Starboard pulpit sofa & storage, can be accessed via sofa hatch. To fill the diesel tank, first, remove the strap holding the tank in place. Next, remove the cap with the fuel pickup/return line and pull the tank out of the boat. **ALWAYS FILL THE TANK OUTSIDE OF THE BOAT.** When filled, re-install the cap, and secure the tank in the entertainment centre. Visually check that fuel lines and tank do not leak.

The controller located on the right-side dash panel operates the heater, see chapter 3.11.

DANGER

Fuel vapours can explode. Never smoke or be close to open flames or potential electrical sparks while handling or filling up the petrol tank. Leaking fuel is a fire and explosion hazard. Inspect the fuel system annually to make sure that there are no leaks and corrosion in the system.

WARNING

Do not obstruct or modify the ventilation system for air, fuel and exhaust gas. Never store any luggage or other items in the hatch of the heater and heater tank!

CAUTION

Exhaust gas is HOT. Ensure that there is nothing that is susceptible to heat damage (i.e. ropes, fenders, other boats) within 200mm of the exhaust outlet.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.17 FUSION AUDIO AND RADIO SYSTEM (OPTIONAL)

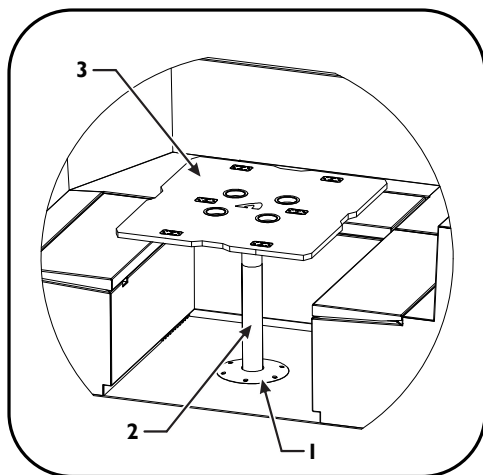
Your boat may come equipped with Fusion audio and radio system which has an integrated AM/FM radio tuner. The unit is located under the helm. It is connected to the plotter and allows you to easily change the settings, volume, songs, etc., on the plotter screen. The USB port which is located on the Fusion unit allows you to connect an external music player for audio/music playback through the audio system. Alternatively, you can playback audio/music via the Bluetooth®.

There are four marine audio speakers on the boat, located in the stern cockpit.

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.18 COCKPIT TABLE (OPTIONAL)

Your boat may be equipped with an Anytec table with flaps and cup holders. To install the table, first remove the plastic cover located on the table base plate. Next, push and lock the table leg into the base plate. Finally, place the table onto the table leg. When not in use, the table can be stored in the stern cockpit U-sofa & storage.

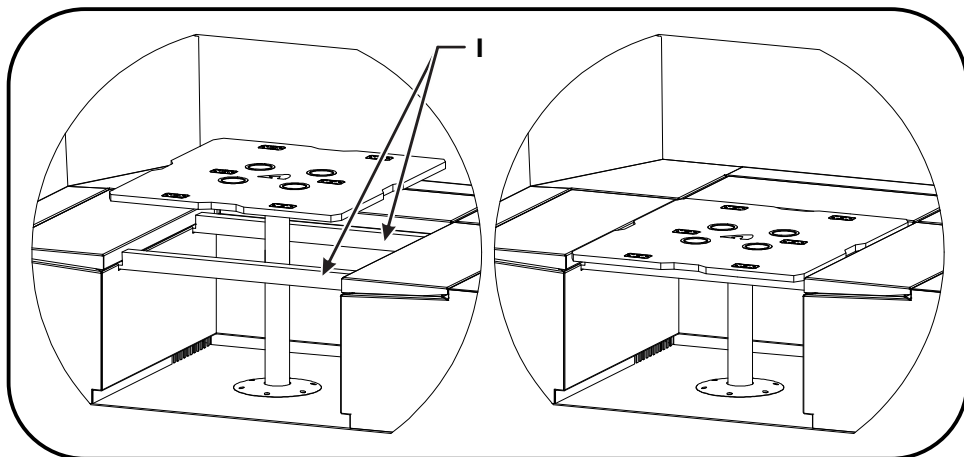


- 1. Table base
- 2. Table leg
- 3. Table

Principal figure only

4.19 SUNBED (OPTIONAL)

The stern cockpit table can be transformed into an optional sunbed. To install, please use the two square support pipes which are included with the sunbed set and place them into the recess of the stern cockpit U-sofa & storage side panels. Next, unscrew lock bolts on the table leg and lower down the table to rest on the support pipes. Lock the table leg again, so that both the table and the support pipes carry the sunbed weight. To finish the installation put the sunbed cushion on top of the table. When not in use, the sunbed cushion and support pipes can be stored in the U-sofa & storage.



Principal figure only

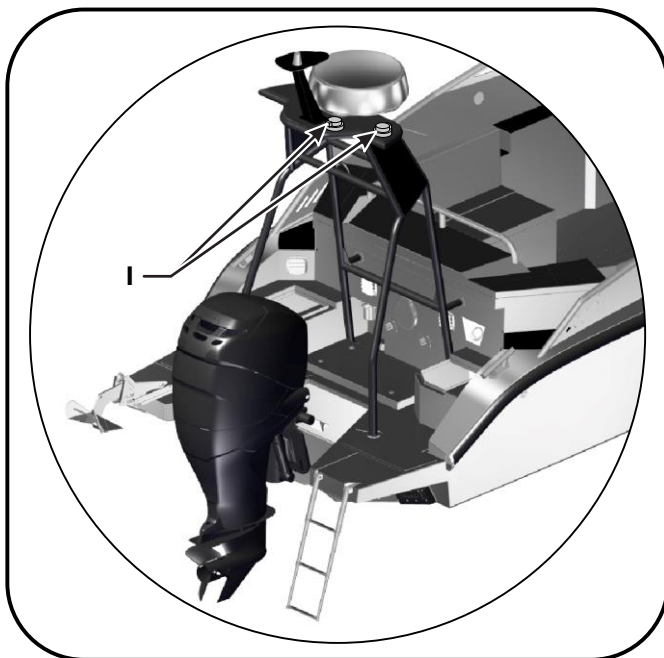
I. Support pipes

In addition, your boat may be equipped with one more optional set of table and sunbed, provided that the optional extra sofas have also been purchased. See the Configuration Nr.3 figure. With these options in place, you can have a very large sunbed. The installation process is identical.

4.20 CAMERA WITH INFRARED (OPTIONAL)

The boat may be delivered with one or two optional day & night vision camera(s) that facilitates navigation and manoeuvring of the boat. The camera(s) are connected to NSS plotter and operated using the Simrad NSS screen (refer chapter 4.5), even allowing 2 camera views at the same time.

The exact location and configuration can be customised, but the camera(s) are mostly mounted on the targa (see the figure).



I. Camera location

Principal figure only

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.2I SEARCH LIGHT (OPTIONAL)

The boat may be delivered with an optional wireless remote controlled search light. Usually, the search light is located on targa for a better range of light (see the figure). It may help you to navigate at night, and it can also be used as an onboard work light. Please note that your night vision weakens if you are dazzled by strong lights, so be careful if you operate the boat at night and use the search light with caution.



I. Search light

Principal figure only

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

4.22 VHF RADIO (OPTIONAL)

The boat may be delivered with a waterproof VHF radio that allows you to reach coast guards, port authorities and other boats. Be careful to study the manual and understand how to contact the coast guard and send general call-for-help (mayday) messages.

The adjustable VHF antenna is located on the targa, and the VHF module with microphone is located directly on the dashboard panel (see the figure under chapter 3.11 for installation position).

For complete instructions on operation and maintenance, please refer to the separate OEM owner's manual (provided with the Anytec document bag) that is developed specifically for this equipment.

5. ELECTRICAL SYSTEMS

5.1 GENERAL DESCRIPTION

Your boat is equipped with a 12 V DC electrical system, powered by one battery (optional service battery and bow propeller battery may be installed). The battery is kept charged by the alternator of the engine. The battery voltage is indicated by the voltmeter screen located on the Multifunction panel (optionally also on the engine instruments).

All cabling is done using pre-manufactured cable harnesses, specifically adopted for this boat model. All cable ends and consumers of power (e.g. bilge pump, winches, lights) are coded and can be identified on the attached schematics.

All consumers of are connected through fuses to the battery. The fuses are of automatic type, and can easily be reset after identifying the cause of the problem. All fuses are individually marked on the boat for easy trouble-shooting.

The complete system is controlled by one or more battery main switch(es), which can cut the power to all consumers except bilge pump. The bilge pump has a permanent power supply in order to function at all times.

The battery main switch(es) is installed on the main fuse terminal inside the stern sofa, but can also be remotely operated from the helm. When leaving the boat for longer periods, always turn the main switch(es) off to avoid battery drain.

Anytec has equipped the boat with empty spare circuits where auxiliary equipment (aftermarket products) can be installed. These are marked as SPARE on the fuse panel, and on the helm control panel. If you choose to use them, please make sure they are marked for easy identification and that the electrical installation is professional.

Any modifications to the electrical system must be made by experienced staff. Using the hull as one pole (positive or negative, for instance for earthing of consumers) will likely cause major issues including risk of corrosion damages to the hull, and must be avoided at all times. Batteries can generate high currents that can be fatal and cause sparks and fires. Make sure you always understand how the system works before you do any maintenance or modifications, such as disconnecting batteries, adding auxiliary equipment or repair work.

WARNING

Always disconnect the power using the main switch, before any work on the electrical system. Failure to do so may cause electric shocks or sparks that can ignite fuel fumes. Always ventilate areas with fuel or batteries before any work, and never use open flames in these areas.

CAUTION

1. The bilge pump may still draw power from the battery, even if the switches are set to OFF, so that it can operate even if the boat is docked and unattended. In the worst case, the boat may sink if left unattended for a long time without checking battery power, be particularly observant in periods of heavy rains and winds.
2. When leaving the boat for longer periods, always turn the main switches off to avoid battery drain, especially in rainy periods. Failure to do so may hinder the bilge pump from working, potentially causing the boat to sink in case of water leaks into the bilge. Never leave the boat unattended for long periods, and check the battery charge level regularly.

5.2 BATTERIES AND CHARGING

The battery/batteries are installed in the battery compartment under the stern deck. See chapter 5.6. As a standard, the boat is delivered with 2 battery boxes and main breakers (for starter + service battery), but there is also a position (without box and breaker) for a 3rd battery (thruster battery).



Battery compartment with maximum 3 batteries, shown with hatch open.

If a battery needs to be replaced, refer to your engine owner's manual for exact battery requirements. Batteries shall be of the same type.

Batteries should always be installed and secured within the battery box to prevent them from shifting during the voyage. Shifting batteries can potentially cause damages or even fires. Protective terminal covers must always be used (covering the battery +/- connecting points) to avoid short-circuit and sparks.

To remove the battery cables (in order to replace batteries or bring them to a charging station):

1. Turn off all items drawing power from the battery.
2. Turn the battery's main switches to the LOCK OFF position.
3. Remove the negative cable first, then the positive cable.
4. When re-installing batteries, always install the positive cable first, then the negative cable.

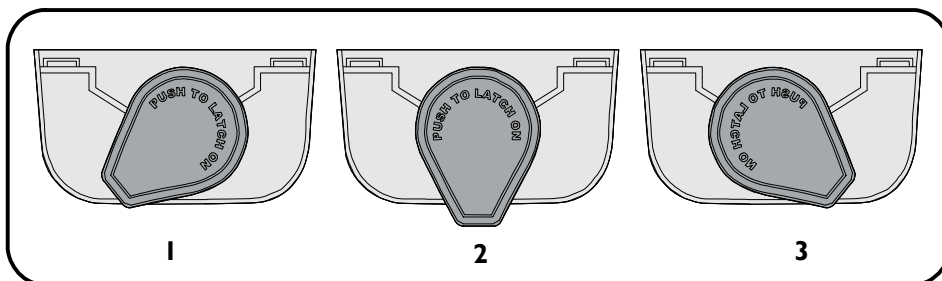
5.3 BATTERY MAIN AND REMOTE SWITCHES

5.3.1 Main switches

Starter and service batteries have their own main switches, located on the main panel inside the stern sofa. If a bow thruster is installed, the breaker will be installed separately next to the main panel.

When leaving the boat for longer period and when doing maintenance on equipment/parts connected to the electrical system, turn the main switch(es) to the LOCK OFF position. See figure below.

MAIN SWITCH MANUAL OVERRIDE



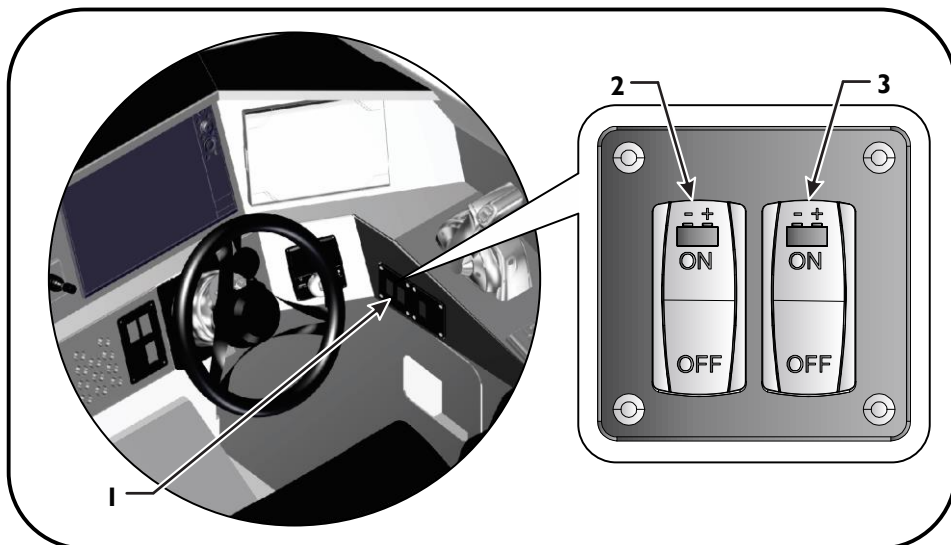
Principal figure only

1. Remote/On position
2. Off position
3. Lock off position

5.3.2 Remote control of battery main switches

In daily operations, the battery switches can be operated using the remote control buttons on the dash. See chapter 3.11.

In case the remote control fails, it can be bypassed using the main switch. Press the button at the centre of the yellow knob and turn it at the same time. This way the power is on without the remote switch being activated.



1. Panel for remote control buttons
2. Breaker starter battery
3. Breaker service battery

5.4 MAIN BREAKER PANEL WITH CROSS OVER SWITCHES

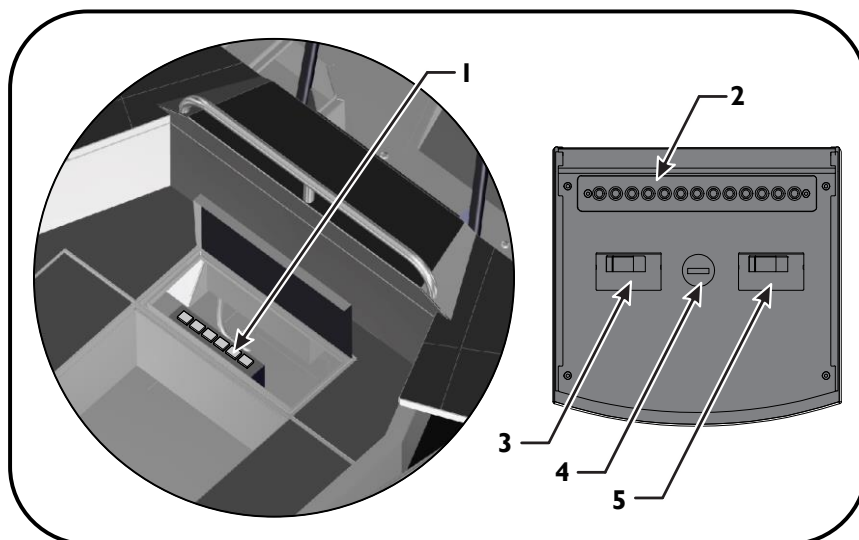
5.4.1 Main breaker panel

The main panel includes circuit breakers (for main consumers), battery breakers and a crossover switch. The breaker panel is found inside the stern sofa. The individual breakers can be reset if they trip, by pushing the button. They are individually marked. Before resetting them, investigate the reasons for tripping and try to fix it. See the figure below.

5.4.2 Cross battery switches for emergency starting

In case of additional batteries (optional service battery and bow thruster battery), you can combine the battery banks for emergency starting. In case the starter battery is drained, current can flow from the service battery or thruster battery (only if bow thruster option is installed) to the starter battery.

1. To activate emergency starting using the service battery, turn the cross battery switch from OFF to ON, see figure position 4.
2. To activate emergency starting using the thruster battery, turn the cross battery switch from OFF to ON, this switch is located next to the main panel (not shown below).
3. Immediately turn them OFF after the engine has started or the starting attempt has failed. If not, batteries can be damaged by high currents.



1. Fuse & main switch panel

2. Circuit breakers

3. Start battery main switch

4. Cross switch

5. Service battery main switch

CAUTION

As soon as the engine has started, turn off the crossover switch again as the batteries can otherwise be damaged by high currents.

5.5 ELECTRICAL SCHEMATICS

Electrical schematics are included as printed attachments to this manual. They can also be obtained from your dealer or from Anytec if they are lost. These electrical schematics can be used for technical reference and for professional service technicians. If you lack professional skills for this kind of system, contact your local authorized Anytec dealer for help.

5.6 BATTERY COMPARTMENT UNDER STERN DECK

The main batteries, as well as many electrical components, are installed under the stern deck. They can be accessed by opening the hatch on the stern deck. The hatch lock requires a special tool, which can be found inside the stern deck SB stowage (silver-coloured tool, see picture below). At the same position, there is also a tool needed to open the fuel tank lid (black tool, see picture below).

It is extremely important to keep this hatch closed and locked at all times, except when temporary access is needed. Water shall not be allowed to enter the compartment, and

water is sometimes present on stern deck. The hatch lock shall be in the green position to be locked. See picture below.

Also, make it a habit to check the condition of the seal of the hatch. Inspect it regularly and at least every season as it is subject to wear and tear. Replace it in case of any damage.



Hatch lock, electrical compartment



Tools in stern deck SB stowage

WARNING

The hatch to the electrical compartment must be kept locked at all times, except for temporary access. If not, the boat may lose power and become impossible to navigate. The electric bilge pump may also stop working. Close and lock the hatch directly after use and always when the boat is operated at sea or left at mooring.

6. MAINTENANCE

Routine inspection, service and maintenance, systems and components on your boat are vital to assure your safety, and will prolong the life of your boat.

Maintenance of Anytec manufactured parts are described in detail in this chapter.

Specialists, manufacture other parts such as engine and navigation systems. To ensure the best possible instructions, refer to the specific OEM maintenance manuals. These are provided with the boat (please check the Anytec document bag). This applies to the following components (reference is given to the operations chapter in this boat manual):

Component/system with separate manuals	Reference chapter in this owner's manual
Fire extinguisher	Chapter 2.4.1
Webasto heater (optional)	Chapter 2.4.5
Kitchen module (stove, pumps, fridge)	Chapter 4.13
Engbo anchor windlass	Chapter 4.14
Bow thruster	Chapter 4.15
Stereo (optional)	Chapter 4.17
Engine power steering	Chapter 4.2
Camera with infrared	Chapter 4.20
Search light	Chapter 4.21
VHF radio	Chapter 4.22
Navigation lights	Chapter 4.3
Bilge pumps	Chapter 4.4
Navigation systems	Chapter 4.5
Engine controls	Chapter 4.6
Wireless network	Chapter 4.5.1
Zipwake dynamic trim control system	Chapter 4.7
Electrical system, switches and batteries	Chapter 5

The interval between necessary service and maintenance is highly variable, depending on the environment in which your boat will be used, and how much you use it. For example, corrosion of boat parts and components occur far more rapidly in a saltwater environment than on a boat which is used in fresh water.

This section provides only general guidelines for the care and cleaning of your boat. It is your responsibility to determine whether maintenance and care intervals need to be accelerated due to your boat usage and operating environment. If you have any question regarding maintenance of your boat, contact your local Anytec dealer for additional assistance.

DANGER

While using chemicals, read all information from the manufacturer's manuals regarding safety and handling of the material. Wear proper protective equipment to ensure personal safety. Work only in well-ventilated areas and keep all chemicals away from open flames.

NOTE

1. Refer to the individual manufacturer's manuals, which can be found in the Owner's Manual packet, for care and maintenance of equipment and components. In some cases, failure to do so could void the warranty.
2. If chemicals are used during maintenance, be careful to follow environmental regulations and good practices, in particular, if they may be released to water.

6.1 FUEL SYSTEM

Long periods of storage or non-use of fuel, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to remove all fuel from the tank completely. The fuel remove plug is installed on the fuel tank inspection hatch. You can use this hole for putting a hose from any portable bilge pump to remove the fuel. If it is not possible to remove the fuel, maintaining a full tank of fuel is recommended to prevent condensation of humid air.

If water enters the fuel system, it has to be drained completely and refuelled with fresh fuel. Water may be detected by inspecting the fuel water separator filter (optional) or by signs of uneven engine operation/jumpy rpm/starting problems.

At least once in a year, carefully inspect all fuel and ventilation lines and hoses. Check for signs of leaks along with them and carefully check the connections at each end.

6.2 HULL, DECK, RAILS AND SUPERSTRUCTURES

Freshwater, saltwater and water temperature can all affect the types of marine growth that you find on your boat's surfaces. Any marine growth can affect the boat's performance and overall look. Keep the surfaces clean using water and a soft sponge /brush, or mild detergents.

In particular, you might notice algae or slime growth on the hull below water level. The below-water growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be much harder to remove.

At least yearly once, check for damages to hull and superstructures such as dents, cracks and corrosion. Carefully check swim/rescue ladder, handrails, cleats and secure/bow eyes are not loose and have no cracks or corrosion damages.

6.2.1 Aluminium treatment M-400® maintenance & principle

Anytec boats have a patented surface treatment on all aluminium surfaces, called M-400®. The treatment bonds to the aluminium and strengthens its characteristics, giving the boat hull a fantastic shine while preventing oxidation. M-400 chemical resistance is significantly higher than untreated aluminium.

We recommend regular rinse with clean fresh water on M400 treated surfaces. If you do not allow aggressive substances to "burn", the surface works relatively self-washing (hydrophobic) with fresh water. In that case, collection of salts and soils are washed away. On untreated aluminium, these salts oxidise the aluminium and thus bound to the surface. On surfaces that are in the water (e.g. below the water line), a mild brush can be used regularly to easily remove algae and the like, which mostly cannot get a good grip on the M400, yet smooth/shiny surfaces attract them. On other surfaces, a mild sponge can be used in combination with a mild (pH-neutral) shampoo, followed by a rinse. Regular car shampoos works great. If desired, the M400 can be waxed and polished like a car. However, always avoid abrasive rubbing as this may damage the thin layer's properties.

Despite the strong protection of the surfaces, please keep in mind that the protective layer is very thin. Just like a fine ceramic frying pan, you should choose the right tools and means for cleaning. Avoid aggressive chemicals and salt dries/burns on the surface, as they will become difficult to remove over time. The use of abrasive methods for washing (such as polishing discs or sponges) may gradually wear down the surface and its protection. Strong basic chemicals are directly oxidising on aluminium and should, therefore, be avoided in any case, although the M400 is significantly better than pure aluminium. The acid resistance of the M400 is relatively high, despite the thin layer. However, as acids are also highly corrosive on pure aluminium, these should also be avoided.

After many years of use, or in case of damages to surfaces such as hull repairs, the treatment may be renewed. To get a good result, the complete hull should be polished and treated again. As a minimum, at least full outside surfaces and full inside surfaces should be treated, as partial treatments may result in a bad visual impression (colour and surface variations). Contact your Anytec dealer for further details.

6.2.2 Hull below water, antifouling treatment

The hull below water can be better protected by applying special hull antifouling, In particular when the boat is used in saltwater areas. It is essential to choose the correct type of primer and top coat, suitable for aluminium hulls and your local conditions.

If the boat was delivered with antifouling from the factory (optional), Anytec has used the following products:

- Primer: International Intergard 563 (white)
- Glue for anti-fouling: International Intergard 263 (grey)
- Anti-fouling: International Trilux 33 (black)

Consult with your local dealer as condition varies from water to water and is also regulated by local or national environmental regulations.

CAUTION

Do not apply any paint to zinc anodes, log sensor or trim tabs. Do not apply paints or lubricants including copper on aluminium parts. Always follow the instructions of paint manufacturers.

NOTE

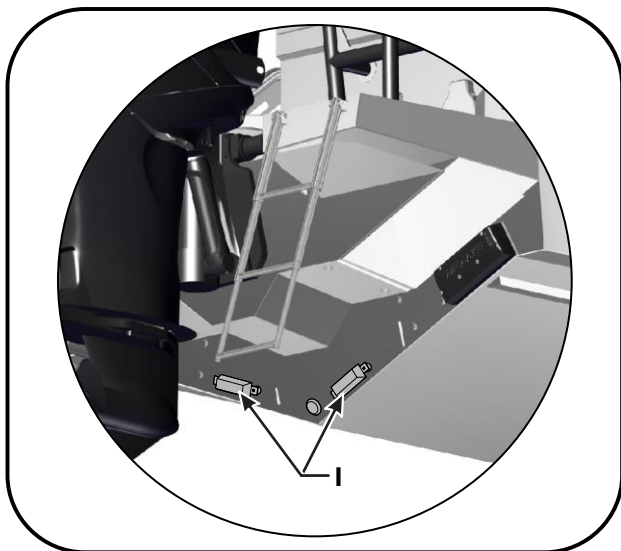
Type of antifouling paint allowed may vary by region and country, always check local regulations.

6.2.3 Anodes for prevention of galvanic corrosion

One of the most important maintenance tasks when owning a boat is making sure you protect the hull and engine from electrolytic corrosion. This can otherwise quickly create serious damages. Anytec boats are therefore equipped with sacrificial anodes, made from zinc, which is designed to corrode instead of the boat and the engine. They are mounted at the bottom recess (see the figure).

The anodes must be inspected annually and renewed if more than 50% is wasted. It is important to inspect the working surface of the sacrificial anode to ensure that it is free of paint and chalky corrosion deposits and particularly very important on the contact surface between the anode and the hull.

Your engine is likely equipped with anodes that need to be maintained, refer engine manual for further details.



Principal figure only

I. Zinc anodes

WARNING

Neglect to replace the boat zinc anodes in time can cause major damages to the boat hull and engine!

CAUTION

Do not apply any paint to zinc anodes, and ensure that the surface between the anodes and the hull is metal clean when replacing and inspecting the anodes.

NOTE

Your engine is likely equipped with anodes that need to be maintained, refer engine manual for further details.

6.3. COMPONENT MAINTENANCE

6.3.1 Stainless steel

Stainless steel is strong and corrosion resistant but still requires frequent routine cleaning to maintain the surface finish.

Anytec recommends that you wash stainless steel components with mild soap and cold /lukewarm water after every use of the boat. If added protection is necessary, apply a cleaning wax.

Even the finest cleaning powders can scratch or burnish a mill-rolled surface. On polished finishes, rubbing or wiping should be done in the direction of the polish lines, not across them.

Crevice corrosion is a brownish colouring which occurs where impurities in water and air cause two pieces of stainless hardware meet. It can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

NOTE

1. The cleaner your stainless steel can be kept, the greater the assurance of optimum corrosion resistance. Without proper care, even the best stainless steel corrodes over time.
2. Never use abrasive cleaners, detergents or soft scrub type cleaners to clean stainless steel. Never use abrasive pads, brushes or sponges to attempt to remove stubborn stains. Never use strong solvents or detergents which contain chlorine, and never use silver cleaners.

6.3.2 Cushions

Saltwater, salt residue, dirt, ultra-violet rays, etc., take their toll on vinyl and nylon products causing them to lose their luster and texture. To clean, remove ordinary dirt and smudges with a mild soap and water solution. Rinse the cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

Your cushions are not waterproof. They are made up of open-cell foam, which absorbs and holds the water. Do not leave the cushions in standing water or exposed to heavy, prolonged rain. If, in the event your cushions become waterlogged, remove the foam from the cushion, press as much water as you can from the foam and allow to air dry. To prevent mildew, keep the vinyl dry and make sure that moisture does not accumulate between the cushions when stored. Do not store until they are completely dry.

6.3.3 Canopy

Canopy fabric

Chafing, fibre wear from dirt and grit and deterioration from ultraviolet light can cause your canopy to degrade over time. The fabric should be cleaned regularly before substances such as dirt, pollen, etc., are allowed to accumulate on and become embedded in the fabric. The canopy can be cleaned without being removed from the installation.

After each use, especially if used in saltwater areas, rinse the canopy completely with fresh water (cold water if available). On a regular basis, brush off any loose dirt, pollen, etc., and hose down with water and then clean with a mild solution of natural soap in lukewarm water (maximum 38°C). Only use soft sponges and brushes. Allow the canopy to soak, however, do not let the soap dry. Let the canopy dry completely. Do not store any of the pieces while wet. In most environments, a thorough cleaning and fabric treatment is needed for every two to four years. The canopy is then removed and sent to a company specialised in canopy cleaning and restoring work.

Chemical treatments of the fabric can improve the resistance to ultraviolet light and water. Consult your Anytec dealer or canopy experts for advice. Be careful to not treat canopy windows with such chemicals.

Zippers & Hardware

Lubricate zippers and fasteners periodically with a clear silicone-based zipper lubricant, at least every season. In the absence of silicone lubricants, a wax candle can be used to lubricate the zipper track. Replace any missing fasteners or any fasteners showing signs of corrosion. Keeping the zipper lubricated is an easy way to extend the lifetime and make canopy operation easier.

Canopy Windows

Rinse vinyl windows thoroughly with clean water to remove any dust, dirt particles, saltwater or environmental agents. This should be done frequently to avoid build-up of saltwater, dirt and other environmental contaminants. After a rinse, use a soft non-

abrasive cloth and wash windows inside and out with a mild natural soap and water solution. Rinse completely with cold water before the soap dries. Dry the window with a soft cloth or chamois to prevent water spots. Polish with a separate cloth.

Do not use other chemicals unless these are specifically made for vinyl windows and well proven. Consult your dealer for advice.

NOTE

Never use regular window cleaners, detergents, abrasives, petroleum based products, or alcohol to clean your canopy fabric or vinyl windows. Do not handle vinyl with sunscreen on your hands. Sunscreen may permanently cloud the vinyl.

6.3.4 Tempered glass windows

First, thoroughly rinse with clean water. Then if needed, use commercially available glass cleaners or a mixture of fresh water and vinegar to clean your glass windows. Dry with a soft terry cloth towel or chamois.

NOTE

Do not use abrasives, harsh chemicals, or metal scrapers on the glass.

6.3.5 Fender list

The fender list has a D-shape and is pressed and glued against the hull. As a fender, it will eventually have physical contact with other boats, docks and so on. Such contact results in scratches, small deformations and some friction marks. This is natural and could be left unattended as long as the fender is functional and well attached to the hull.

If the fender is dirty or discoloured, use regular mild detergents like boat shampoo and a soft brush. If the fender looks faded, a treatment with “tire/bumper shine” or similar care products for rubber can be used. Ask your Anytec dealer for advice if you are uncertain.

6.3.6 Plastic panels

Use only regular mild detergents like boat shampoo and a soft sponge or rag for cleaning. Do not use polish and other abrasive chemicals and tools as they may ruin the surface.

6.3.7 Hinges and latches

The hinges and latches do not require any periodical maintenance and are grease-free. They can be cleaned with regular detergents. Some of the latches for storage hatches are adjustable to compensate for wear of seals of the hatches. Loosen the bolts that hold the latch in place and adjust it. The holes are oval to allow for easy adjustments. Adjust it so that the hatch closes firmly against the seal and thus is watertight.

6.3.8 MOB rescue and swim ladder

The ladder is a safety device, and lack of maintenance may make it hard or impossible to use safely.

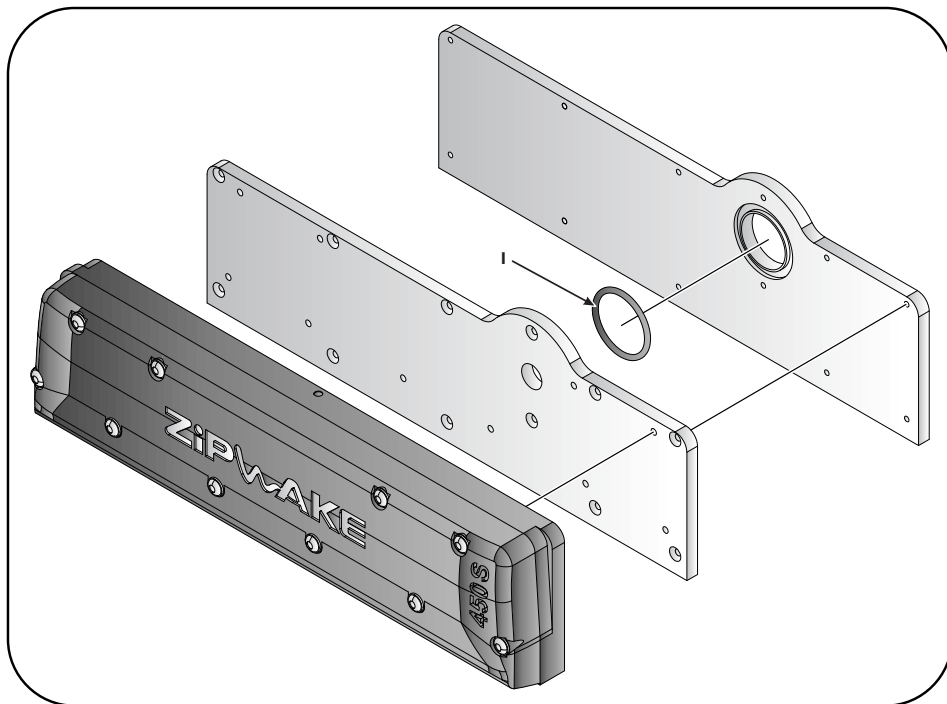
It is important to check the function of the ladder regularly. At the same time also check (at least yearly) that it is properly fastened to the boat and has no cracks or corrosion damages. For maintenance of its stainless steel, refer chapter 6.3.1.

6.3.9 Painted surfaces

The targa structure, the targa cover plates and part of the pulpit outside surfaces are painted with black industrial-class paint.

They can be washed with regular mild detergents like boat shampoo and a soft sponge or rag. Be careful while using polish and other abrasive chemicals and tools as they may ruin the surface. As all with all dark paints, they will oxide and fade over time. However, as the painted surfaces are of aluminium, there will not be any corrosion. Re-painting may be needed for visual impression only.

6.3.10 Zipwake installation, check for leakage



1. O-ring

For maintenance and trouble-shooting, we refer to the separate Zipwake manual provided with the boat. We however like to point out the following: If a Zipwake interceptor is repaired, replaced or for other reason disassembled, there is a sealing

gland (o-ring) in-between the mounting plates and the access opening thru the hull. This seal shall in these situations always be replaced. As an extra safety, there is also sealing compound applied on the surfaces around the seal. A damaged seal may cause water leakage thru the hull. There is a risk for a small leakage that over time may cause issues, in particular if the bilge pump is not operative (broken or no electric power).

6.4 WINTER STORAGE/SPRING PREPARATIONS

Preparing boats for winter storage are subject to your location. In cold climates, always have your boat hoisted in good time before the water freezes. This is a good time to perform all yearly maintenance, repair and inspection procedures. Even if your boat is used around the year, a yearly maintenance period is recommended and shall follow the same routines as specified below except when marked with a *.

6.4.1 Measures before winter storage

- Check the engine owner's manual and carefully follow the instructions.
- *Lift your boat out from the water in good time before ice formation. Your boat is not dimensioned against sailing or storage in ice.
- Hoist the boat. Wash the bottom of the boat immediately afterwards. Algae and slime will come off easier if they are not let to dry.
- Remove the bottom drain plug (see chapter 3.10) and leave the drain open.
- Check the condition of the hull. Repair damages immediately or the next spring before launching the boat.
- *When preparing to store a boat for extended periods, please refer chapter 6.1 (Fuel System).
- Ensure that the hull has sufficient support to avoid damages or instability. If uncertain, always consult experts such as your dealer.
- Follow the maintenance instructions given in the engine manual. We recommend that you hire an authorized service company to ensure a safe and reliable operation of the engine. Do not forget to service the engine controls and steering system.
- Carry out maintenance operation on other accessories and equipment as described in this chapter and in the respective OEM manuals.
- If your boat is stored outside or in a humid place during the winter, remove electronic instruments, the textiles, the canopy, cushions, seats and other equipment that may corrode or become mouldy in moist conditions, and store it in a dry place.
- Spray the electrical connectors with a suitable moisture repellent antioxidant.
- *Remove batteries and store them in a warm and dry place. Charge them at least twice during the winter. Spray the electrical connectors with a suitable moisture repellent antioxidant.

- Check conditions of anodes (see chapter 6.2.3). Replace if needed. Clean the surface between anodes and hull to ensure good metallic contact. Never paint them.
- *Cover your boat so that snow and water will not gather inside. Always make sure that there is enough ventilation and avoid direct contact between the boat and the covering material / canvas as it may damage the boat due to friction and oxidation.

6.4.2 Measures after winter storage

- Check the engine owner's manual and carefully follow the instructions.
- *Reinstall freshly charged batteries and check the voltage.
- Check the condition of the battery hatch cover to ensure that it is in good condition and is watertight. The seal must be undamaged, and the bolts must be evenly tightened. Replace the seal if there is any damage or if it is stiff or sticky.
- Refuel the boat.
- *Install any electronic instruments, textiles and other equipment that was removed before winter storage. Test them after installation or at first time in sea before leaving the shore.
- **Reinstall bottom drain plug, tighten carefully**
- Check the condition of the hull including strong points/cleats. Repair damages directly. Refresh antifouling paint if it has been used before, or consider adding new paint if the boat is moved to new waters (refer chapter 6.2.2.).
- Inspect and test petrol, diesel and gas systems including hoses and connectors (engine, any optional heater, stove or similar). Check for any signs of wear & tear and leakage (leaks, stains, smell).
- Inspect fire extinguisher as per separate owner's manual.
- Carry out maintenance and functional tests on other accessories and equipment as described in this chapter and in the respective OEM manuals.
- Pay extra attention to the condition and function of safety and manoeuvring equipment like steering system, bilge pumps, emergency switch function, electrical systems, function of instruments, MOB/ladder function, condition of seals at doors and hatches, navigation lights.

6.5 GROUNDING

If the boat has been grounded or involved in a collision, it must be inspected for damaged and any repairs must be done before use. Ensure that any grounding or collision is discussed with an experienced marine professional to determine whether a survey of the area and any repair actions are required. Ensure that any repairs to the inner hull matrix, keel and hull shell are undertaken by a professional repair yard after consultation with the vessel's manufacturer or designer. A repair specification should be developed by either a surveyor, naval architect, or an authorized Anytec dealer.

CAUTION

If the boat has been grounded or involved in a collision, it must be inspected for damages as soon as practical. Any repairs needed must be done prior to next use. Failure to do so may jeopardize safety and floatability.

6.6 SPARE PARTS AND SERVICE

To ensure the best possible performance, safety and lifetime of your Anytec boat, it is important only to use high-quality spare parts that are suitable and approved for your specific boat application. Failure to do so may jeopardise the safety, lifetime and performance. Anytec offers the parts through the dealer network.

Parts and accessories fitted on the boat are subject to modifications without prior notice. Your dealer will be able to investigate if such is the case for your specific needs. Your dealer can also support you with qualified service, upgrade and modification work, using their own or Anytec specialists.

If you have any questions regarding parts, accessories or services, please contact Anytec dealer.

For the best possible service, **always provide your CIN number** (unique hull number) as it will assure that parts and services are specific for your individual boat. For location of the CIN number, please refer chapter 1.3.

7. ATTACHMENTS

List of the attached documents/drawings, to be found in the Anytec manual holder and Anytec shoulder bag:

- Electrical diagrams
- Owner's manuals for components (as referenced to in the Anytec owner's manual)
- Final quality approval
- Authorised installation certificate
- Declaration of conformity of recreational craft
- Delivery note with SecurMark bar code
- Canopy installation guide





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