

# OWNER'S MANUAL

ANYTEC A27 CAB





# Anytec A27 CAB Owner's Manual

Date of issue: 2019-09-26 Anytec Sweden AB, Magasinsgatan 7, SE-903 27 Umeå, Sweden

info@anytec.se www.anytec.se





# TABLE OF CONTENTS

WELCOME ABOARD	I
I. INTRODUCTION	3
I.I About this owner's manual	3
I.2 General description	4
I.3 CRAFT IDENTIFICATION NUMBER (CIN)	4
I.4 EXPLANATION OF SAFETY LABELS	
I.5 Dealer responsibilities	5
I.6 WARRANTY	6
1.7 Insurance	6
I.8 SecurMark anti-theft marking and tracking system	ε
2. OPERATING THE BOAT	7
2.1 SAFETY ROUTINES BEFORE LEAVING THE SHORE	7
2.1.1 Weather and forecast	7
2.1.2 Loading	7
2.1.3 Passengers	7
2.1.4 Fuel	7
2.1.5 Engine	7
2.1.6 Fastening of objects and closing of doors and hatches	7
2.1.7 Nautical charts	8
2.1.8 Safety check of the boat	8
2.1.9 Inform about your route	8
2.1.10 Safety equipment	8
2.2 EMERGENCY ENGINE SHUTDOWN SWITCH	9
2.3 Man-overboard prevention and recovery	9
2.4 FIRE PREVENTION	10
2.4.1 Fire extinguishers	10
2.4.2 Fire port	11
2.4.3 Refueling	12
2.4.4 Webasto heater (optional)	12
2.5 STARTING THE BOAT	13
2.5.1 Starting the engine	13
2.5.2 After starting the engine	14



2.5.3 Leaving shore	14
2.6 OPERATING THE BOAT AT SEA	14
2.6.1 Trim of boat pitch (longitudinal angle)	16
2.6.2 Trim of the boat roll (transverse movements)	17
2.7 RISK FOR AN ACCUMULATION OF CARBON MONOXIDE (CO GAS)	19
2.8 Anchoring, mooring and towing	20
2.9 LIFE RAFT STORAGE AREAS	23
3. GENERAL INFORMATION	24
3.1 BASIC BOAT DIMENSIONS AND SPECIFICATIONS	24
3.2 DESIGN CATEGORIES	25
3.3 ENGINE REQUIREMENTS	26
3.4 Vessel stability and buoyancy	26
3.5 BUILDER'S PLATE (LOAD AND ENGINE CAPACITY)	27
3.6 Passenger locations and embarking/disembarking	
3.7 SAFETY LABEL LOCATIONS	30
3.8 BOAT LAYOUT AND CABIN CONFIGURATIONS	
3.8.1 Boat layout / Plan view	33
3.8.2 Cabin configurations	34
3.9 STORAGE AREAS	36
3.10 Thru hull locations	36
3.11 DASH LAYOUT (STANDARD AND OPTIONAL EQUIPMENT)	38
3.11.1 Dash overview	38
3.11.2 Switch panel	39
3.12 Trailering	39
3.13 Strong points	40
3.14 LIFTING OF THE BOAT	42
4. SYSTEMS AND COMPONENTS	44
4.1 FUEL SYSTEM	44
4.1.1 Fuel tank	
4.1.2 Filling the tank	
4.1.3 Phase separation	
4.1.4 Fuel filter	
4.2 CTEERINIO COOTENA	4.1



4.3 NAVIGATION LIGHTS	4/
4.4 BILGE PUMPS	48
4.5 Simrad ® multifunction display and navigation syst	EM50
4.6 ENGINE CONTROLS AND INSTRUMENTATION	5 I
4.7 ZIPWAKE TRIM SYSTEM	52
4.8 SWIM LADDER / MOB RESCUE LADDER	54
4.9 WINDSHIELD WIPERS	54
4.10 SUNROOF	54
4.11 HIGH PERFORMANCE SUSPENSION SEATS	55
4.12 Stern anchor windlass (optional)	55
4.13 BOW THRUSTER (OPTIONAL)	56
4.14 BED SET AND/OR EXTRA SEAT (OPTIONAL)	57
4.15 WEBASTO HEATER (OPTIONAL)	58
4.16 AUDIO AND RADIO SYSTEM (OPTIONAL)	58
4.17 TABLE (OPTIONAL)	59
4.18 CAMERA WITH INFRARED SENSORS (OPTIONAL)	59
4.19 Search lights (optional)	60
4.20 VHF RADIO (OPTIONAL)	61
5. ELECTRICAL SYSTEMS	62
5.1 GENERAL DESCRIPTION	62
5.2 BATTERIES AND CHARGING	63
5.3 BATTERY MAIN AND REMOTE SWITCHES	63
5.3.1 Main switches	63
5.3.2 Remote control of battery main switches	
5.4 MAIN BREAKER PANEL WITH CROSS OVER SWITCHES	
5.4.1 Main breaker panel	
5.4.2 Cross battery switches for emergency starting	
5.5 ELECTRICAL SCHEMATICS	
5.6 SHORE POWER SUPPLY (OPTIONAL)	
5.7 ELECTRICAL COMPARTMENT UNDER STERN DECK	67
6. MAINTENANCE	69
6   FUEL SYSTEM	70



6.2 Hull, Deck, rails and superstructures	70
6.2.1 Aluminum treatment M-400® maintenance and principle	71
6.2.2 Hull below water, antifouling treatment	
6.2.3 Anodes for prevention of galvanic corrosion	72
6.3. COMPONENT MAINTENANCE	73
6.3.1 Stainless steel	73
6.3.2 Cushions	74
6.3.3 Doors, sunroof and hatches	74
6.3.4 Tempered glass windows	74
6.3.5 Fender list	74
6.3.6 Plastic panels	75
6.3.7 Hinges and latches	75
6.3.8 MOB rescue and swim ladder	75
6.3.9 Painted surfaces	75
6.4 WINTER STORAGE/ SPRING PREPARATIONS	75
6.4.1 Measures before winter storage	75
6.4.2 Measures after winter storage	76
6.5 Spare parts and service	77
ATTACHMENTS	78



#### 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 of 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 service. Information and assistance are also available via our website www.anytec.se.

Enjoy your boating. Enjoy Anytec. See you at 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 before the date of such changes.





# I. INTRODUCTION

#### I.I 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, its equipment and accessories, as well as for 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 another party than Anytec, either when new or later in its lifetime. This manual alone may not be enough if your boat deviates from the data, standard equipment and optional equipment specified in this manual. 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 motorboat 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, 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 maybe 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 modifications. 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, read 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). Fast assistance is crucial because cold waters quickly reduce the ability to swim and climb onboard. Please note that in some countries national boating regulations may require everyone aboard to wear a personal flotation device whenever on board.

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

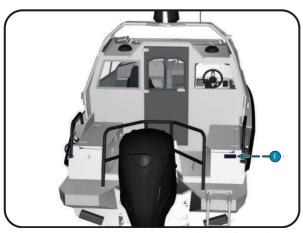
Please retain this manual and provide it to the boat's next owner if you sell your boat.

#### 1.2 GENERAL DESCRIPTION

The boat is primarily intended for private and leisure use. The boat has a bow cockpit, a cabin area and a stern cockpit. The boat is of a 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.

# 1.3 CRAFT IDENTIFICATION NUMBER (CIN)

The starboard stern storage engraves the Craft Identification Number. All correspondence related to the boat must include the CIN.



I. CIN Location

Principal figure only



#### 1.4 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 any label which becomes illegible. Replacement of safety labels can be obtained by calling your dealer

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



#### DANGER

DANGER—Immediate hazards, which 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 may result in personal injury, product or property damage, if the warning is ignored.



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

#### 1.5 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 in 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 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 must 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.

#### 1.7 INSURANCE

Boat insurance is mandatory in many countries. We recommend you to contact a trusted insurance company in your country before you own 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 provides the printed info from SecurMark



#### 2. OPERATING THE BOAT



# **WARNING**

Before operating the boat for the first time, make sure that you read and understand the operation and safety topics given in the owner's manual.

#### 2.1 SAFETY ROUTINES BEFORE LEAVING THE SHORE

Familiarise yourself with this owner's manual. Always check the following items before leaving the 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 going to the water? 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: do not place heavy loads high up (see chapter 3.3, 3.4 and 3.5). You can always check the Builder's Plate (see chapter 3.5) for the maximum allowed loading.

## 2.1.3 Passengers

Ensure that there are life jackets for everybody on board and instruct passengers to be seated while the boat is in motion. Refer chapter 3.6 for the location of passengers. Make sure all members of the crew understand their specific tasks, before leaving the shore. It is recommended that at least 2 passengers can operate 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. The fuel lid requires a tool to be opened. The tool is found in the glove department (secured in a nylon clip).

#### 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 and closing of doors and hatches

Make sure everything on board is secured properly (preferably stored in the dedicated stowages) in the event of high winds, fast maneuverers and rough seas. Check that the deck drains are not blocked. Close and secure the hatches and doors to avoid water ingress, be extra careful to ensure that the access hatch to the electrical compartment to is closed and locks are tightened.



#### 2.1.7 Nautical charts

While navigating on unfamiliar waters, ensure that you have nautical charts covering a sufficiently large area. Even if you are having 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 water-exposed hatches are closed and watertight.
- Check that the access door to the electrical compartment (under the stern deck) is closed and locks are tightened. See also chapter 5.1.2.
- Make sure that at least one person onboard knows the location of the firefighting equipment.
- Check that bilge water is at minimum, and the electrical pump is working (manual operation using helm push button).
- Check the navigation lights, if you expect darkness.
- Check for any leakage of water into the boat/fuel tank/fuel lines.

#### 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.

# 2.1.10 Safety equipment

The sea can be unpredictable. Be prepared by carrying the following equipment as a minimum at all times:

- Life jackets for each person onboard
- Appropriate weatherproof clothing
- Compass
- Charts (printed)
- Anchor and line
- Towing and mooring ropes
- First-aid kit and thermal blanket
- Bucket
- · Emergency flares/signals
- VHF radio and/or water protected GSM phone (subject to coverage)
- Binoculars
- Knife (to cut tangled ropes)
- Drinking water

#### 2. OPERATING THE BOAT\_PAGE 8



#### 2.2 EMERGENCY ENGINE SHUTDOWN SWITCH

An engine shutdown safety switch is built into the engine control; it incorporates a shutoff 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 shutoff 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.

The lanyard should be long enough to prevent unintentional activation. Do not let the lanyard become entangled and replace it if worn.



## WARNING

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

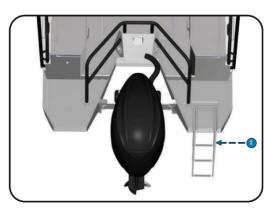
#### 2.3 Man-overboard prevention and recovery

The passenger and working areas of the boat are described in chapter 3.6.

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 figure below. Always turn off the engine using 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 2 persons onboard, especially in harsh weather conditions.

Chapter 4.8 further describes MOB rescue/swim ladder.



Principal figure only

I. Safety Ladder



# **MARNING**

A rotating propeller can be harmful to 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 the 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 extinguishers

There are 2 fire extinguishers and they are located as follows:

- Inside the passenger console, behind the door.
- Inside starboard stern sofa, under the lid.

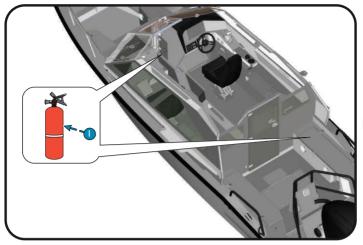
Safety labels are attached to show the location. Make sure you know how to remove it and use the extinguishers. The boat, when in service, shall always be equipped with the following portable fire extinguisher class:

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

The boat owner/operator should:

- Check the fire-fighting equipment at regular intervals as indicated on the equipment.
- 2. Replace portable fire extinguisher equipment, if expired or discharged, with devices of identical 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 exits.
- 5. Unlock any doors and hatches to enable firefighting 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 Extinguishers

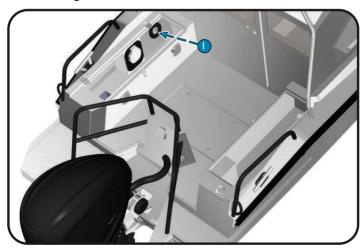


# WARNING

Never obstruct passageways to exits, doors, 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. Get the fire-fighting equipment checked at the intervals indicated on the equipment.

#### 2.4.2 Fire port

The PS stern sofa is equipped with a fire port. The port makes it possible to detect and fight the fire below the deck (bilge/tank area). 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(s). Replace the fire port if worn or damaged.



I. Fireport



# 2.4.3 Refueling

Before you start to fill the engine fuel tank, turn off the engine and 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 fueling.

The fuel lid requires a tool to be opened. The tool is found in the stern deck SB stowage (secured in a nylon clip, see the photo in chapter 5.7).

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 fueling.

Loose reserve fuel containers onboard, should be stored in one of the ventilated and drained storages outside the cabin. Always check fuel containers before each trip to detect leakages or smell of fumes.

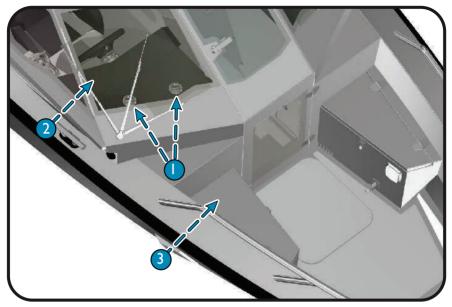


# DANGER

Fuel and its vapours are highly explosive. Extreme caution must be exercised, and these instructions must be followed when refuelling. The smell of fuel always means that there is vaporized fuel in the boat. Never store fuel close to electric circuits or batteries. Do not use plastic funnels when fueling.

#### 2.4.4 Webasto heater (optional)

The heater is installed inside the starboard console and is connected directly to a separate diesel fuel tank located in the bow storage just in front of the console. It draws cool air under the helm and releases hot air at the base of the windows and below the helm at knee level (see figure). It can be overheated or damaged if air vents are blocked. To inspect the heater and its connections, open the console stowage door and look to the top of the stowage area.



- Air outlets (at window and below helm) ١.
- 2. Webasto heater unit (not shown, installed inside the console)
- Webasto fuel tank (removable, inside SB bow cockpit sofa)



# WARNING

Do not plug or block any air outlets and inlets of the heater system. This can cause a fire when the heater is in use. Always fill the diesel tank outside of the boat (see 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.

For complete instructions on operation and maintenance, refer to the separate OEM owner's manual that is 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, see chapter 5.4).



Make sure the engine gear shift is in the neutral position (propeller will not rotate when the engine starts) and that the engine propeller is submerged properly in water and 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 boat engine is equipped with visual and sonic alarms for critical malfunctions such as overheating. Read the engine manual to understand these alarms. If an alarm goes off, turn off the engine immediately and check the possible reason as per the manual. Contact to 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.

Make sure everything on board is properly secured (preferably stored in the stowages) in the event of high winds, fast maneuverers and rough seas. Check that the deck drains are not blocked. Close and secure the hatches and doors to avoid water ingress.

#### 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 on board.

Remember to unfasten the lanyard from your hand before coming ashore or moving around in the boat. If not, an abrupt engine stop will occur and 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 focuses only on how to operate this boat more efficiently, but not to educate on good seamanship. The operator is always responsible to ensure that he/she has the right skills to operate a boat. Therefore, this manual does not substitute a formal training course (or similar extensive experience) in boating and seamanship. Always take proper training if you lack such, or in any way feel insecure 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.
- The view forward may be obstructed when the boat is passing the planing speed, as the bow raises. This may also happen in certain load and trim conditions. Use extra caution.
- Always adjust the speed and trim to the prevailing conditions. Use extra caution when driving at high speeds and waves. For instance, a low bow in high waves or in 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

- Adjust the engine trim and the 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 the trim system 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 the 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 occupy the bow 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. Use the Emergency Engine Shutdown Switch only in an emergency.

# NOTE

- 1. Ensure sufficient seamanship and operator training as mentioned in the introduction.
- 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 the
  right of way be respected. Always be certain to have sufficient distance to stop or
  maneuver if required to avoid collisions.

## 2.6. | Trim of boat pitch (longitudinal angle)

The outboard engine has a built-in trim function which adjusts the angle of the engine versus the transom. Refer chapter 4.6.



Principal figure only

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 maximize safety and comfort and will minimize 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 reaches 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 condition changes, new adjustments may be needed.
- 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 bow up to prevent nosediving.
- 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.

# 2.6.2 Trim of the boat roll (transverse movements)

The Zipwake system (further described in chapter 4.7) will help you to keep the boat level when running straight, even with frequent variations of waves, winds, and load. In turns, Zipwake maintains the boat in a comfortable angle to compensate for g-forces and make the turn effective and safe.

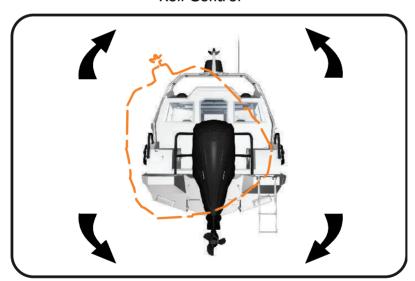


With Auto Roll Control activated, the system constantly compensates and adjusts the interceptor blades as needed. The system uses a factory setting, adjusted for this specific boat model. The factory settings for the auto mode can be adjusted; this is however recommended only for advanced users. Please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

At any time, the system can also be adjusted manually. With auto mode and factory settings as a base, the roll and also the boat pitch can be adjusted by turning the two navigation wheels to a plus/minus setting. This may be useful in certain situations, for instance in strong sideway 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 will again act based on the auto mode standard settings.

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. Read the Zipwake manual carefully and contact your dealer in case you need further assistance.

#### Roll Control



Principal figure only



The Zipwake auto mode has been set with factory settings optimised for this boat. If you change them and forget how to reset back, 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 before making any changes yourself. Refer chapter 4.7.



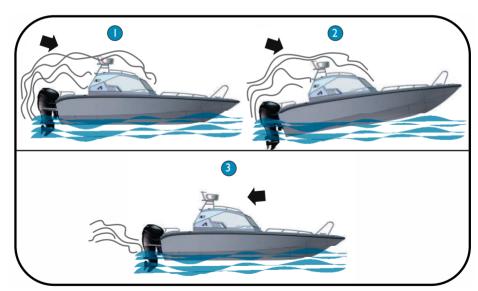
# 2.7 RISK FOR AN ACCUMULATION OF CARBON MONOXIDE (CO GAS)

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

To minimize 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, stoves or heaters that consume oxygen and create fumes/CO.
- Never operate the engine at dead or slow speeds, in particular with the tailwind, if you just have one door (cabin bow or cabin stern door) open. Having just one door open increases the risks for CO to enter and stay in the cabin.
- Make sure that the cabin air vents (on the roof and on the cabin walls near the back door) are open when the boat is in use (no matter if the engine is running or not).

## Accumulation of Carbon Monoxide Examples



Principal figure only

- 1. Danger when operating in slow speed or at no speed and with the tailwind
- 2. Danger when operating with high bow and speed below planing
- 3. Good airflow, with wind from bow or speed above planing. All air vents in cabin open





Fumes from the engine, heaters, stoves and other equipment that burns fuel release Carbon Monoxide (CO) and it can kill you. Read this chapter carefully and always ensure good ventilation when such devices are used.

#### 2.8 Anchoring, mooring and towing

Mooring, anchoring and towing require 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, see 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 stem 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.

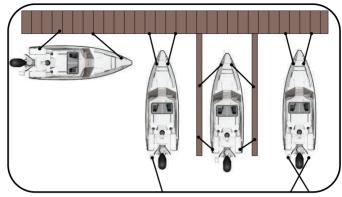
Moor your boat carefully, even in sheltered places, because weather conditions can change rapidly. Do not moor the boat with the stern facing the open sea, because high waves could flood the boat and sink it. Use loose fenders between the boat hull and any close objects such as other boats when there 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, see chapter 5.4).

Never leave your boat unattended for longer 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 the 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



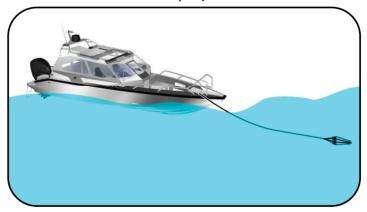
Principal figure only

#### **Anchoring:**

When you anchor or land temporarily in a natural harbour, ensure enough 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 on board, use a canvas bucket or any object that will offer resistance.



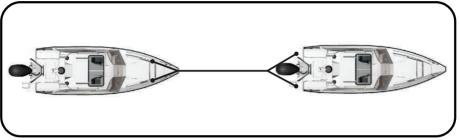
Principal figure only

## 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 must 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. Ensure that the rope can be quickly released or cut in emergency situations, even under load. The boat's stability can be reduced when towing. Owners/operators should also consider what action will be necessary when securing a tow line on board.



Principal figure only



#### WARNING

- 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.
- 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 owner's/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

- Always tow or be towed at a low speed.
   Never exceed the hull speed of a displacement craft when towing.
   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. Breaking strength of ropes and chains must not exceed 80% of the breaking strength of the strong point in question. See the chapter about strong points.
- 4. Never leave your boat unattended for longer 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. OPERATING THE BOAT PAGE 22



#### 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 roof track (if weather-proof) or be stowed in the stern sofa.

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 in order to choose the most suitable type and installation method. Please note that the boat weight and load figures do not include the weight of a life raft so that it would reduce the load capacity.

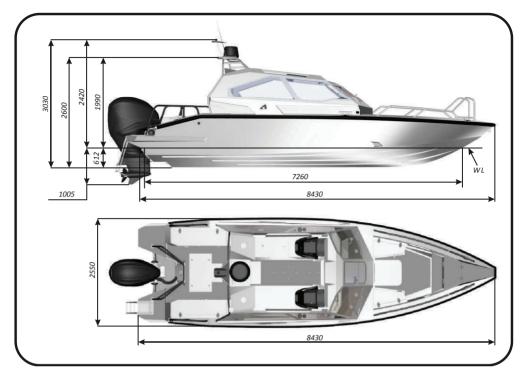


# 3. GENERAL INFORMATION

#### 3.1 BASIC BOAT DIMENSIONS AND SPECIFICATIONS

Length Over All, LOA	8430 mm
Length Water Line, LWL	7260 mm
Draft, Maximum with full load and largest engine, Tmax	1005 mm
Beam Maximum, Bmax	2550 mm
Free Height, water level to top lantern, Ha	2420 mm
Weight, empty boat without engine, mLT	1990 kg
Weight, empty boat with engine, mLCC	2440 kg
Weight Trailering, for trailering and lifting (boat, engine, fuel, Anytec standard and optional equipment, liquids), mT	2817 kg
Weight Maximum (boat, engine, fuel, Anytec standard and optional equipment, liquids, crew, maximum luggage), mLDC	3467 kg
Maximum Crew (including driver), CL	8 persons
Engine Limitations	Single outboard, max 336 kW.  Maximum engine weight 450 kg.
Fuel capacity, built-in tank	460 liters





#### 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 under **Category C.** 

Category A – Designed for winds that may exceed wind force 8 (Beaufort scale – 40 knots) and a significant wave height of 4m and above.

Category B – Designed for winds that include up to wind force 8 (Beaufort scale – 40 knots) and significant wave height up to and including 4m.

Category C – Designed for winds that include up to a wind force 6 (Beaufort scale – 27 knots) and a significant wave height up to and including 2m.

Category D – Designed for winds that include up to a wind force 4 (Beaufort scale -16 knots) and a significant wave height up to and including 0.3m, with occasional waves of 0.5m 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 and the maximum number of engines are 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

The following maximum load has been used for assessing the stability and buoyancy comprising	
Manufacturer's maximum recommended load per ISO 14946	1052 kg
Fuel, fresh water, other fluids to maximum capacity of fixed tanks	349 kg
This assessment has been made assuming that	
The boat in the empty boat condition has a mass of	1890 kg
Weight crew (75 kg/person)	600 kg



Luggage	50 kg
Essential safety equipment and life raft	53 kg
The maximum recommended engine outboard mass is	450 kg
Note: All standard and extra equipment (incl. a typical life raft) listed in this manual is taken into consideration	

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

- 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.
- 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, and to hold on to handrails when seated and while embarking/disembarking. Do not use the bow cockpit when operating the boat at higher speeds than 10 knots, or in high wave conditions.

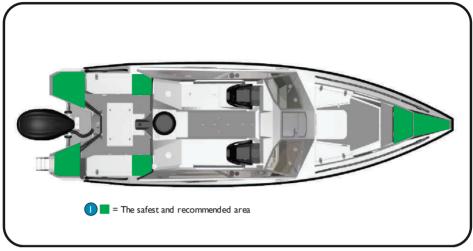
The safest and recommended point of embarking/disembarking is the bow. The anti-slip patterns cover the elevated bow deck and there are handrails to hold on.

When moored steadily alongside a jetty, passengers may also use the SB and PS step areas, see the figure given below.

Be very careful as the surfaces are narrow and may be slippery when surfaces, 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 boat handrails and firm objects on the jetty and/or ask for support from fellow passengers.

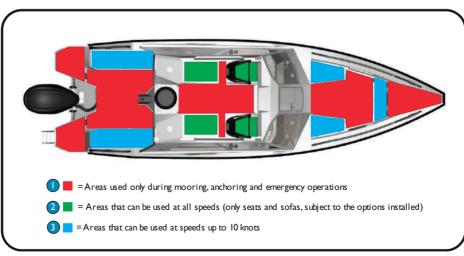


# Embarking/disembarking area



The safest and recommended areas

### Passenger positions



- I. Red: Area to be used during anchoring, mooring and emergency operation
- 2. Green: Areas that can be used at all speeds
- 3. Blue: Area to be used at speeds up to 10 knots

#### 3. GENERAL INFORMATION PAGE 29





# 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, so if the movement is necessary, it will be free of obstructions.



# WARNING

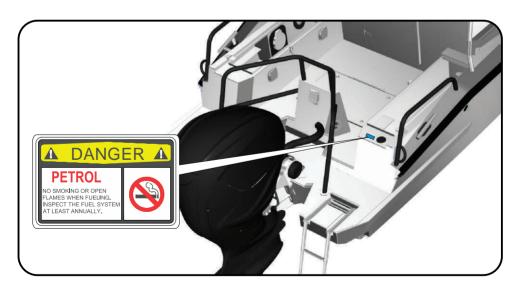
Do not sit in the bow area (in front of cockpit) when the boat is moving at speeds higher than 10 knots, or in conditions with high waves. Sudden and strong boat movements may cause injuries.

#### 3.7 SAFETY LABEL LOCATIONS

Mounted at key locations throughout your boat, and duplicated in this chapter, are labels which advise you of imperative safety precautions. Learn to recognize and understand the labels before operating the boat. These precautions are not all-inclusive.

Location: Next to the fuel filling cap, under stern sofa lid, SB

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





Location: Next to the throttle, at SB helm area

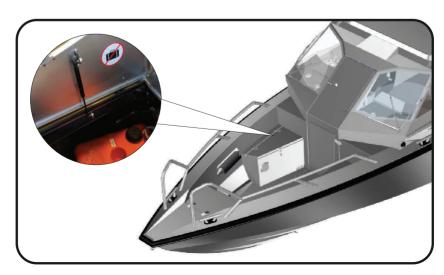
Meaning: Read this manual before using the boat. Always wear PFD/lifejacket, operator to use the engine shut-off cord when the boat is underway.



For boats with Webasto heater (optional):

Location: At the bow cockpit SB sofa, 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.



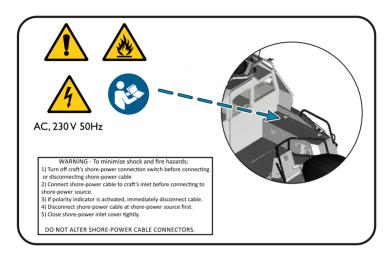
3. GENERAL INFORMATION PAGE 31



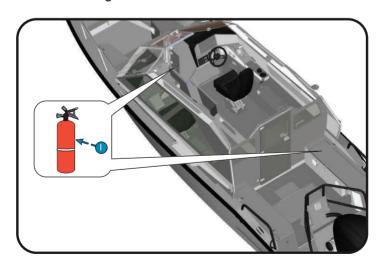
For boats with shore power (optional):

Location: At SB stern sofa where the shore power system is installed

Meaning: Warning! A risk for electric shocks and sparks that may cause personal injuries or death or start fires. Read the owner's manual (chapter 5.6). Follow the written instruction.



Location: At passenger console stowage door, and at SB stern deck sofa Meaning: Location of fire extinguishers



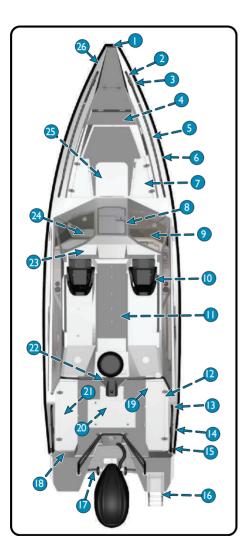


Do not remove or obstruct any safety label. Replace any label which becomes illegible. Replacement to the safety labels can be obtained by contacting your dealer.



#### 3.8 BOAT LAYOUT AND CABIN CONFIGURATIONS

# 3.8.1 Boat layout / Plan view



- I. Stem eye
- 2. Bow platform shark-fin handrails (PS & SB)
- 3. Bow strong points / cleats (PS & SB)
- 4. Bow cockpit storages and seat
- 5. Bow cockpit handrails (PS & SB)
- 6. Fender list (along PS and SB sides)
- Bow cockpit seats and stowages (PS & SB). SB contains Webasto fuel tank (optional)
- 8. Bow cabin door
- 9. Driver's console with instruments & controls (see chapter 3.11)
- Seat with Anytec performance suspension stands. 2 pcs as standard. Maximum 4(optional)
- 11. Cabin social area with optional sofas, table, bed. See chapter 3.8.2
- 12. Stern deck sofa SB. Contains fire extinguisher and tools to open fuel lid and hatch to electrical compartment (pos 20)
- 13. Stern deck handrails (PS & SB)
- 14. Stern strong points/cleats (PS & SB)
- 15. Rope guide eyes (PS & SB)
- 16. MOB rescue ladder / swim ladder
- On transom: Bottom plug, transducers for depth finder, scarifying anodes, zipwake interceptors
- 18. Windlass with winch inside sofa and anchor on platform (optional)
- 19. Shore power supply connector (optional)
- 20. Access hatch to electrical equipment compartment
- 21. Stern deck sofa PS. Contains fireport and manual bilge pump
- 22. Roof rail with radar reflector, GPS antenna and white all-round lantern. Optional VHF antenna, search lights, IR camera, radar antenna
- 23. Fire extinguisher I (inside passenger console)
- 24. Passenger console with glove box
- 25. Inspection hatch, bow thruster (optional)
- 26. Securing/lock eye

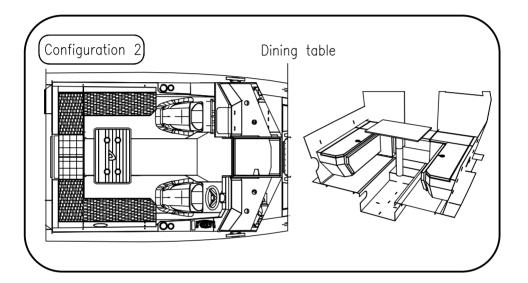


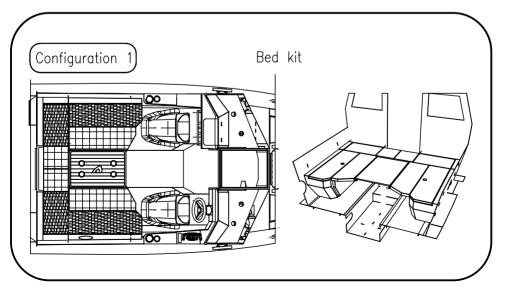
# 3.8.2 Cabin configurations

The cabin can be configured in several ways, depending on which options that have been chosen. The number of seats and sofas, as well as bed set, affects the layout and choice of table. These are the main configurations (all optional except configuration 19).

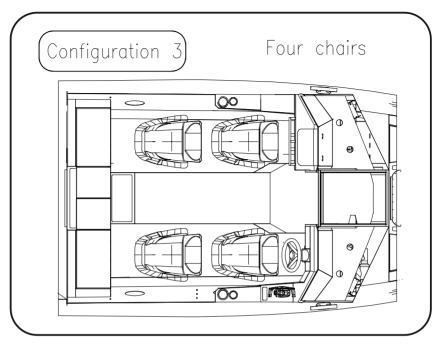
Standard configuration: 2 seats at consoles (SB & PS seats with Anytec performance stands).

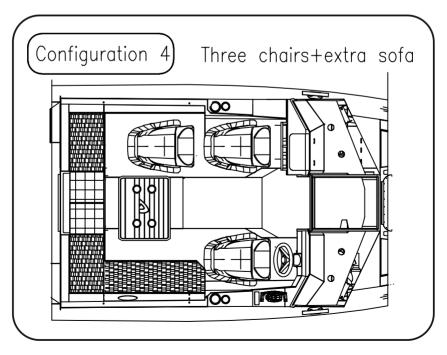
Optional equipment: Table (two versions), bed set, sofas, extra chairs.







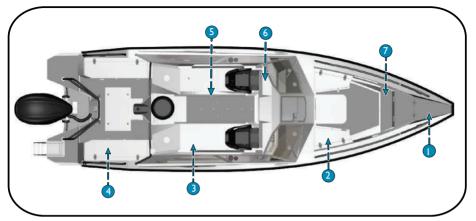




### 3. GENERAL INFORMATION\_PAGE 35



#### 3.9 STORAGE AREAS



- I. Bow cockpit anchor box
- 2. Bow cockpit side sofa stowages (PS & SB)
- 3. Cabin sofa stowages (standard and optional sofas) (PS & SB)
- 4. Stern deck sofa stowages (PS & SB)
- 5. Stowage below chairs (PS & SB)
- Glove box
- 7. Bow cockpit center sofa stowage



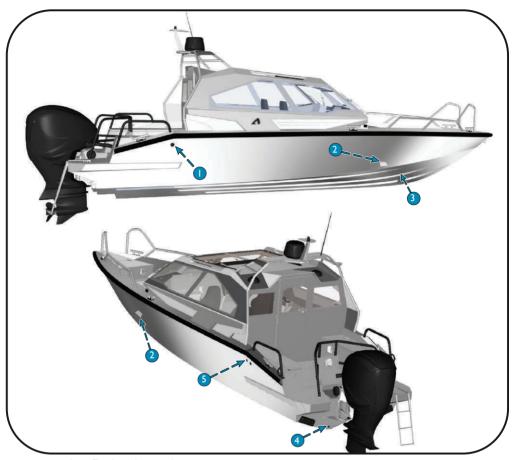
# WARNING

- Do not store any equipment containing petrol (outboard engines, portable petrol tanks, gas bottles etc.) inside the cabin or in the stern electrical compartment. These compartments are not designed to store petrol (not ventilated or contains electrical equipment which may cause sparks).
- 2. Do not store any equipment in SB bow storage if you have the optional Webasto fuel tank installed there. You can block the air ventilation or damage the fuel line.
- Do not fill ventilated storage compartments with goods/equipment to the extent that ventilation is hindered. Ventilation is needed to remove gas and fumes that may occur in these areas.

#### 3.10 THRU HULL LOCATIONS

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





- I. Fuel tank ventilation
- 2. Bow deck drain (PS & SB)
- 3. Bow thruster tunnel
- 4. Bottom plug (bilge drain)
- 5. Bilge pump outlets (one for manual pump, one for electric pump)

# WARNING

This boat has an underwater fitting on the transom plate with a drain bottom plug (see figure). This plug must be in place and tightened before the boat goes into the water. The boat will sink if this plug is not properly installed.

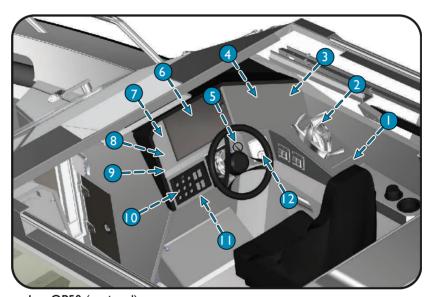


# NOTE

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

# 3.11 Dash Layout (Standard and Optional Equipment)

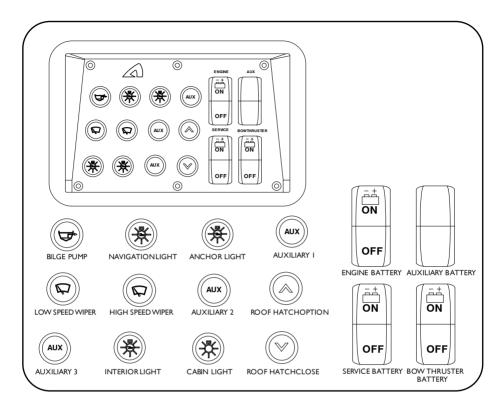
#### 3.11.1 Dash overview



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



# 3.11.2 Switch panel



#### 3.12 TRAILERING

Anytec does 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, center 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 side supports only offer lateral support.
- The mass of your boat in trailering condition is found in chapter 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.

#### 3. GENERAL INFORMATION PAGE 39



- 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 become detached at high speeds and damage the boat and cause danger to traffic.
- Always secure the boat to the trailer using suitable straps attached to boat cleats and trailer strong points. Be careful not to damage the boat fenders. Apply cloths between fenders and straps and do not tighten straps so hard that fenders are deformed. If possible, try to fasten the straps in an angle as shown in the figure below.



Principal figure only

# I. Cloths between fender & straps

# NOTE

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

#### 3.13 STRONG POINTS

#### **Cleats**

Your boat comes equipped with 6 strong points (cleats); two located at the bow, two located at midship and two located at the stern. The bow and stern cleats are used for mooring, anchoring and towing. The midship cleats are only used for mooring.

The location and strength of each strong point /cleat are shown in the figure and table given below.



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

Bow cleats (PS & SB), anchoring/towing:	25.9 kN
Bow cleats (PS & SB), mooring:	21.2 kN
Stern cleats (PS & SB), anchoring/mooring/towing:	18 kN
Midship cleats (PS &SB), mooring:	18 kN

#### Stem Eye

Your boat includes a stem eye, which is used to haul and hold your boat onto a trailer, and a securing eye for locking the boat with a chain. These eyes are not designed for lifting, mooring, anchoring or towing of the boat.



- I. Securing eye (chain lock eye)
- 2. Stem eye (trailer/winch hook)
- 3. Bow cleats (PS& SB)
- 4. Midship cleats (PS& SB)
- 5. Stern cleats (PS & SB)



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 own 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 hulls; 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 on the lifting device.

Cover hoist/lift devices with soft material to prevent scratches. Do not stand under the boat while lifted. Never use cleats, eyes or handrails to lift the boat, they may break or deform.



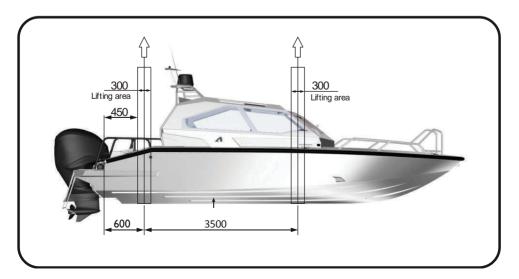
# DANGER

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

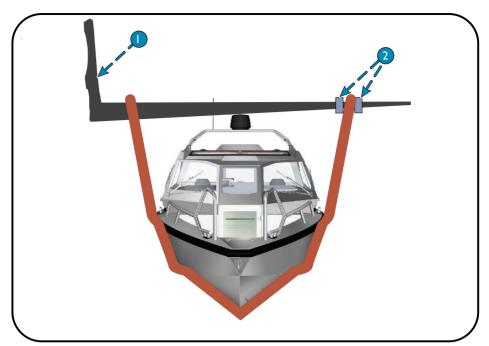


### WARNING

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 other experienced persons.







- I. Loader fork
- 2. Anti-slip lock



### 4. SYSTEMS AND COMPONENTS

# NOTE

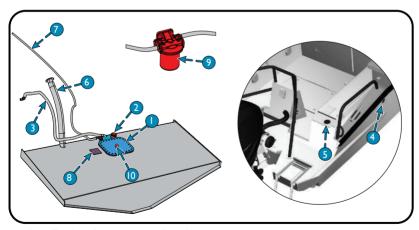
This chapter is based on Anytec-listed standard and optional equipment. Any other equipment or systems added (custom-made boats, aftermarket products and so on) are not covered here.

Furthermore, 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.

#### 4.1 FUEL SYSTEM

Your boat's fuel system consists of a fuel tank, a fuel tank fill and vent fitting, an antisiphon valve, a sending unit, and an engine fuel supply line. In addition, 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 your fuel tank, ask your dealer if an engine or any components have been added or replaced that may not be ethanol-compatible.



- I. Fuel tank inspection hatch
- 2. Fuel level
- 3. Fuel vent hoses
- 4. Fuel vent
- 5. Fuel fill
- 6. Fuel fill hose



- 7. Fuel line
- 8. Fuel tank pressure test plate
- 9. Fuel filter
- 10. Fuel remove plug for long term storage

#### 4.1.1 Fuel tank

The boat is equipped with an aluminium fuel tank with a capacity of 460 liters. As a precaution, all of the 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

The tank lid is opened with a key, which is found in the stern deck SB sofa (Allen key/hex key size M10). 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 fuel back.

Before fueling, 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 function, in particular with ethanol-blended fuel. A condition called phase separation can occur if the water is drawn into the fuel beyond the saturation point. The presence for 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 avoid 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. The external filter is mounted in a recess of the stern deck PS sofa. 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.



# 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**

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



### CAUTION

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

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.

#### **4.2 STEERING SYSTEM**

As standard, this boat comes equipped with a hydraulic steering system consisting of a steering wheel, a hydraulic 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 brand and model, the steering system may have been upgraded to either:

- A hydraulic steering system as above, but with power servo for easier turning. The servo is then located in the stern electrical compartment.
- A system with electronic steering control combined with hydraulic servo and cylinder. The steering wheel controls the power servo by wires instead of hydraulic hoses. The power servo is installed at the stern electrical compartment.



# WARNING

Failure of the steering system will cause loss of control of your boat. Any change in steering such as looseness, tightness, binding, etc., must be checked immediately by a qualified person.



# **A** CAUTION

All components of the steering system must undergo periodic inspection & maintenance to ensure safe operating conditions. Refer to the Maintenance section of this manual for further details.

For complete instructions on operation and maintenance, we refer to the separate OEM owner's manual that is developed specifically for this equipment. It is provided by the party who installed the engine.

#### 4.3 NAVIGATION LIGHTS

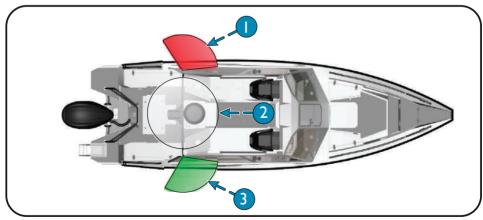
Your boat comes equipped with navigation lighting for use at night or in low visibility conditions. The use of navigation lights at low visibility conditions is mandatory in most countries and waters, it is always important for your own, as well as other's safety at sea. Local regulations may vary.

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

To turn on the navigation lights, press the "Navigation lights" button (see chapter 3.11). 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 activate the anchor light. If activated, only the white all-round 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.



Principal figure

- 1. 112.5° Port navigation light (red), visible 2 NM
- 2. 360° All around light /anchor light (white), visible 2 NM
- 3. I 12.5° Starboard navigation light (green), visible 2 NM



#### 4.4 BILGE PUMPS

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

Access to the aft electrical bilge pump is from within the electrical compartment below the stern deck. The manual bilge pump can be accessed from the stern PS sofa.

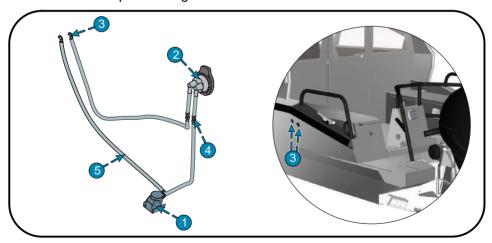
The electrical bilge pump is rated for 227 liters/minute and is activated automatically by a free-float switch when water in the bilge reaches a predetermined level. In normal conditions, there shall not be any water in the bilge. If there is water, it is due to the leaks from above (deck, fitting, inspection covers) or damage to the hull (seawater leaks). The reason for the leakage is to be determined and corrected soonest 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). 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 liters/minutes @ 45 strokes per minute.

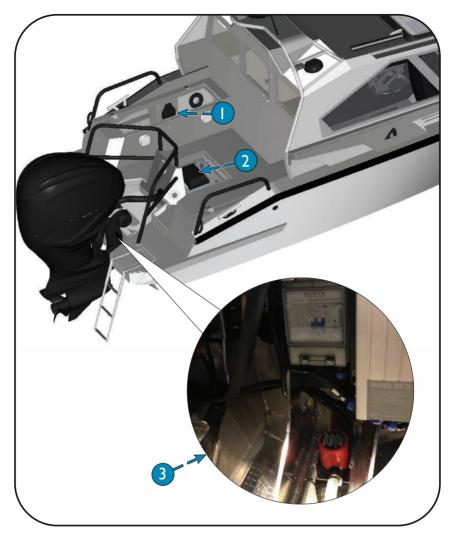
It is recommended that a bailer/bucket is carried aboard for emergency bailing purposes. Ensure the bucket is protected against accidental loss.



Principal figure only

- I. Electrical bilge pump
- 2. Manual bilge pump
- 3. Bilge pump outlets
- 4. Thru bulkhead connection
- 5. Bilge hoses





- 1. Manual Bilge pump with operation handle (inside PS stern sofa)
- 2. Access opening to reach electric bilge pump
- 3. Location of electric bilge pump



The bilge pumping system is not designed for damage control.



# **A** CAUTION

Check the function of all bilge pumps at regular intervals. Check the function of the electric bilge pump by emptying the bilge manually with the spring-loaded switch located on the switch panel every time before using the boat. Check for debris at and around the pump inlet (open inspection hatch to check). Bilge pump failure could potentially cause the boat to sink if there is unnoticed water leakage.

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

#### 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, a 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)

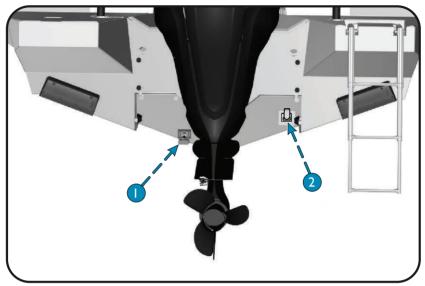
Your boat may be equipped with one or several Simrad options like:

- Structure Scan / Total Scan 3D view
- Autopilot module
- 3G or 4G Radar module
- NAIS 500/ NSPL 500 AIS module with combo antenna
- Additional Go 9 unit (navigator screen)
- 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, the 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
- Transducer/sensor

Due to the advanced technology of the Simrad system and options, we 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, we refer to the separate OEM owner's manual that is developed specifically for this equipment. It is provided with the Anytec document bag.

#### 4.6 Engine controls and instrumentation

The engine controls and the instrumentation varies depending on the engine brand and model, thus it is covered by the engine owner's manual. Typical locations of controls and instruments are shown in chapter 3.11.

#### 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. See engine manual.



#### 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 lower the engine. This function is a combined trim & tilt functions.

The power tilt (power engine lift) allows you to raise and lower the engine for trailering and launching the boat and to keep the engine out of the water while moored at 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 on 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 Multifunction display. In the latter case, the 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 multifunction display mounted on the helm. Besides, most engines have a summer alarm, giving you a warning noise in case of serious problems.

Due to the many variations and possibilities to install and customize the displays, you need to read 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, we refer to the separate OEM owner's manual that is developed specifically for this equipment. It is provided with the Anytec document bag.

#### 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 on the helm, see the figure given below.

Zipwake has two main purposes:

I. 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 planing speed is

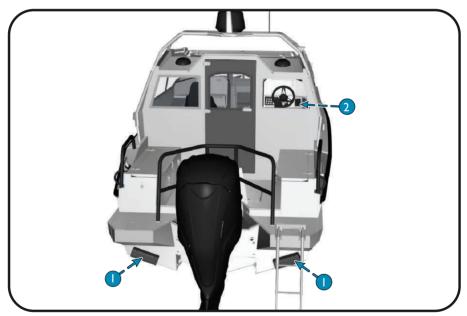


reached. As soon as planing is reached, the system will not control the bow any longer. Bow control is instead done using engine trim (see section 2.6).

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 this boat model. If the settings are lost, then it can only be re-installed by downloading it from a USB memory stick if you have made a copy yourself. Therefore, it is important for you to create your own back-up if you plan to alter the auto mode settings or make a factory resetting of the control unit. Such alterations are for advanced users and experienced boat drivers only, at your own risk as a change of settings will affect the boat performance and safety.



- 1. Zipwake interceptors (PS&SB)
- 2. Zipwake control panel at helm



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



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

#### 4.8 SWIM LADDER / MOB RESCUE LADDER

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

It is located at the starboard side swim platform. The ladder is secured with a nylon 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

- A faulty or blocked ladder may jeopardize 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 portside windshields for use in inclement weather.

To use wipers in low-speed press "Wipers low speed" button on the dash switch panel (refer chapter 3.11). For using wipers in high speed switch off wipers from low-speed mode if they are working and then press "Wipers high speed" button.

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

#### 4.10 SUNROOF

As a standard, the boat is equipped with a sunroof by Webasto. It has an aluminium frame and a tinted tempered glass window. The complete sunroof opens by sliding backwards.

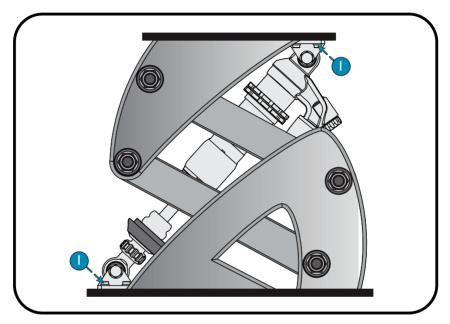
The opening mechanism consists of sliding bars, sliding bushings and an electrical motor with gearbox. The sunroof is operated from the control on the helm switch panel. Note that the sunroof can be operated manually in case of electrical/motor failure, by using the special tool provided (stored in the glove box when the boat is delivered from factory).

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



#### 4.11 HIGH PERFORMANCE SUSPENSION SEATS

The Anytec's high performance suspension seats further absorb shocks and vibrations coming from rides in rough waters. They are specially developed and manufactured by Anytec and include the top-of-the-line suspension units by Öhlin's. The seat height, as well as the suspension rate, can be adjusted manually.



1. The seat height can be adjusted by moving these fasteners back or forward

To adjust the spring preload, compression damping, rebound damping and to adjust the length of the shock absorber please refer to the Ohlin's owner manual. It is provided with the Anytec document bag.

# 4.12 STERN ANCHOR WINDLASS (OPTIONAL)

The anchor windlass main unit is located inside the stern deck PS sofa, while the anchor holder and anchor line guide are installed on the PS swim platform. The windlass is used for lifting and lowering the anchor. The windlass is operated from the buttons on the helm, or by using the remote controller. Be careful and secure the anchor after use, to ensure it does not accidentally fall into the water. The anchor line is 50 meters long.



- I. Anchor
- 2. Anchor holder
- 3. Roller (outside sofa) and Windlass with a 50 meter anchor line (inside sofa)



# WARNING

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

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

### 4.13 BOW THRUSTER (OPTIONAL)

Your boat may come equipped with a bow thruster which helps you to better maneuver at low speeds. The bow thruster is placed below the waterline which opens at both sides of the boat, near the bow. The thruster sucks water from one side and throws it out at the other side of the boat, thus pushing the boat bow sideways.

To activate the thruster, first turn on the thruster remote battery switch, located at the helm. This switch connects the thruster battery with the thruster motor, and should only be turned on while using the thruster. A joystick controls the thruster, refer chapter 3.11.



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

The bow thruster motor and the thruster battery are placed below the water line in a bow thruster room found below the inspection cover on the bow 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 and a battery switch (controlled from the remote switch at the helm) installed next to the motor.



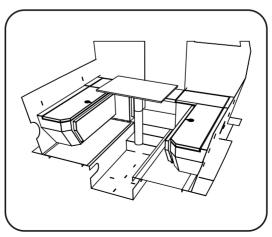
Do not touch the bow thruster fuse, motor, switch, cables or battery if the electric main switch is switched on. Even if the switch is off, be very careful and consult professional service staff if in any doubts. There is a risk of high electric currents which may cause an electric shock, which may be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

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

### 4.14 BED SET AND/OR EXTRA SEAT (OPTIONAL)

The cabin can be equipped with a bed set. The bed set requires that the boat is equipped with the 2 optional extra cabin sofas (PS & SB). The bed kit comes with extra cushions. See below figure as well as chapter 3.8.2.

The bed set consists of extra metal flaps installed on the PS and SB side sofas (all optional). The flaps are unfolded and secured and combined with the tabletop and the 2 spare seats (near the stern door) to create a large flat surface where the cushions can form a mattress.



4. SYSTEMS AND COMPONENTS PAGE 57



# 4.15 WEBASTO HEATER (OPTIONAL)

The Webasto heater is located under the starboard console. 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 diesel tank, air outlets below windows and at feet level, exhaust fitting on SB freeboard and a control panel on dash panel that operates the system.

Note that the bow SB storage where the optional heater tank is installed <u>shall not be</u> <u>used for any storage</u>. 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

Before use, make sure that the fuel tank is full. 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 center. Visually check that fuel lines and tank do not leak.

The heater is then operated using a controller which is located on the dash panel, refer chapter 3.11.



# DANGER

Fuel vapour 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 stowage with the heater fuel 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, we refer to the separate OEM owner's manual that is developed specifically for this equipment. It is provided with the Anytec document bag.

# 4.16 AUDIO AND RADIO SYSTEM (OPTIONAL)

Your boat may come equipped with Fusion audio and radio system, with several options possible like 2 or 4 speakers and a subwoofer. The main unit is located under the helm, and marine speakers are installed at suitable locations. It's connected to the plotter and allows you easily change the settings, volume, songs etc. on the plotter screen. The most

#### 4. SYSTEMS AND COMPONENTS PAGE 58

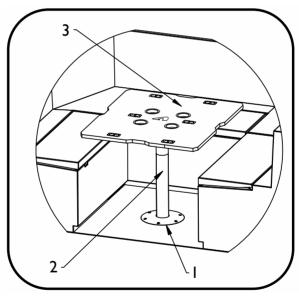


basic settings are also available from a small remote control panel on the dash (refer 3.11). An optional USB port allows you to connect an external music player for audio/music playback thru the audio system. Alternatively, you can playback audio/music via Bluetooth®.

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

# 4.17 TABLE (OPTIONAL)

Your boat may be equipped with an Anytec table with integrated cup holders. To install the table, position the stand on the table base, and turn it clockwise to secure the table stand into the base plate. Finally, place the tabletop onto the table stand. When not in use, the tabletop can be stored along the freeboard (dedicated storage position, on PS freeboard near passenger seat). There is a holder for the stand in the PS cabin sofa.



Principal figure only

- Table base
- 2. Table stand
- Tabletop

### 4.18 CAMERA WITH INFRARED SENSORS (OPTIONAL)

The boat may be delivered with one or two optional day & night vision camera(s) that



facilitates navigation and maneuvering of the boat. The camera(s) are connected to NSS plotter and operated using the Simrad NSS screen.

The exact location and configuration can be customized but the camera(s) are mostly mounted on the roof rail (see the figure in chapter 4.19).

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

# 4.19 SEARCH LIGHTS (OPTIONAL)

The boat may be delivered with one or several wireless remote-controlled searchlights. Usually, the searchlight(s) is located on the roof bow for better range of light. It may help you to navigate at night, and it can also be used as an onboard work light. Please note that your own and other person's night vision will be weakened if dazzled by strong lights, so be careful if you operate the boat at night and use the searchlight with caution.



Principal photo only

- VHF antenna
- 2. Radar antenna
- 3. Search lights
- 4. Top lantern
- 5. IR cameras (not shown)

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



# 4.20 VHF RADIO (OPTIONAL)

The boat may be delivered with a waterproof VHF radio which allows you to reach coastguards, port authorities and other boats by radio. Be careful to read the manual and understand how to contact coastguard and send general call-for-help (mayday) messages.

The adjustable VHF antenna is located on the roof rail (see the figure in chapter 4.19) and the VHF module with microphone is mounted on the dashboard panel (refer chapter 3.11).

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



# 5. ELECTRICAL SYSTEMS

#### 5. I GENERAL DESCRIPTION

Your boat is equipped with a 12 V DC electrical system, as standard 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 (e.g. bilge pump, winches, lights) are coded and can be identified on the attached schematics.

All consumers are connected through fuses to the battery. The fuses are of the 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, but can also be remotely operated from the helm. When leaving the boat for longer periods, always turn the main switch 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 a 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.



# **A** CAUTION

- 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 battery charge level regularly.

#### 5.2 BATTERIES AND CHARGING

In case of replacement, refer to your engine owner's manual for exact battery requirements. Batteries shall be of the same type.

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

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

- 1. Turn off all items drawing power from the battery.
- 2. Turn the battery 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

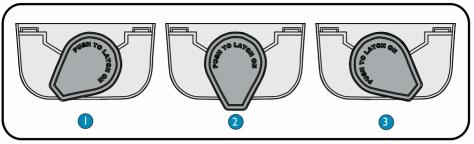
### 5.3.1 Main switches

All batteries have their own main switches, located close to the battery in the electrical compartment under stern deck. If a bow thruster is installed, the breaker is next to the thruster battery in the thruster room under the bow deck.

In daily operation, the breakers are remotely controlled (see chapter 5.3.2). When leaving the boat for long periods and when doing maintenance on equipment/parts connected to the electrical system, turn the switch to the LOCK OFF position. See figure below.



#### MAIN SWITCH MANUAL OVERRIDE



Principal figure only

- I. 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.

If a remote control should fail, they can be bypassed using the main switch. Press the button at the center of the yellow knob and turn it at the same time. This way the power is on without remote switch being activated.

#### 5.4 Main Breaker Panel with cross over switches

# 5.4.1 Main breaker panel

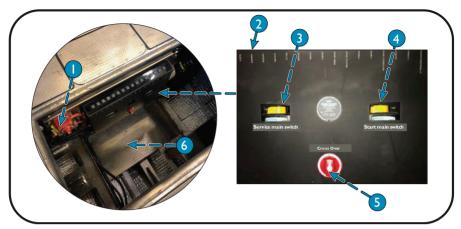
The main panel includes circuit breakers for main consumers, battery breakers and a crossover switch. The breaker panel is found in the electrical installation room below the stern deck. The individual breakers can be reset if they trip, by pushing the button. They are individually marked. Before resetting them, investigate the reasons for tripping and try to fix it. See 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 active emergency starting using the service battery, turn the cross battery switch from OFF to ON, see figure position 4.
- 2. To active emergency starting using the thruster battery, turn the cross battery switch from OFF to ON, see figure position 5
- 3. Immediately turn them OFF after the engine has started or the starting attempt has failed. If not the batteries can be damaged by high currents.





- 1. Crossover switch (thruster to start battery emergency starting)
- 2. Circuit breakers for main consumers
- 3. Battery main switch, service battery
- 4. Battery main switch, starter battery
- 5. Crossover switch (service to start battery emergency starting)
- 6. Electrical installation room (below stern deck)



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 SHORE POWER SUPPLY (OPTIONAL)

Your boat may be equipped with an AC 230 V/ 50 Hz shore power supply system. The system allows the 12 V DC battery/batteries to charge without running the outboard engine with its built-in generator.

The AC shore power supply systems can be used:

-When the batteries are not charged well enough (for instance after a long period of mooring without engine operation).



-When onboard electric power consumer systems are used without engine operation (for instance at the port, staying onboard and using lamps, electronics, heater and so on for longer periods).

An AC system of this kind has high currents and voltages and requires careful operation and awareness of the risks involved. Electric shocks may be lethal, cause fire or explosions. Keep in mind that the system is used near water and in a boat made of metal, which increases risks considerably compared to normal installations at home.

The system is equipped with circuit breaker(s) (Navix) with ground leakage protection, to trip the system in case of any grounding issues or voltage leaks. It can also be equipped with an optional isolation transformer (Mastervolt) to protect the boat hull and equipment from electrolytic corrosion.

The main components are (listed in flow order from shore to batteries):

- Shore power cord with sockets. To lead power from the shore power outlet socket to the power supply socket on the boat. Male connection at the shore, female connection onboard the boat.
- 2. Shore power connection socket on the boat, male. Outside of stern SB sofa.
- Residual Current Circuit Breaker(s) (make Navix). Inside stern SB sofa.
- 4. AC isolation transformer (MasterVolt GI 3.5). Inside stern SB sofa. (optional)
- 5. AC/DC battery charger (make Cristec). Inside stern SB sofa.

Read the manuals for each component carefully, and always consult qualified and certified service staff in case of any questions, malfunctions or alterations.



# WARNING

To avoid electric shock and fire hazard:

- Switch off the shore power switch before connecting and disconnecting the cable.
- Connect the shore power cable to the boat before connecting it ashore.
- Disconnect the shore power cable ashore before disconnecting it from the boat.
- Close the cover of the shore power socket/distribution board carefully (to avoid getting it wet).
- Do not touch the energised high voltage system.
- Do not allow the shore power cable to hang in the water. If it does, a
  hazardous electric field could be created in the water.

# **A** CAUTION

 Disconnect the shore power system when batteries are fully charged or otherwise not needed anymore.



- Never modify the connections on the shore power cable, and use only compatible cable connectors.
- Make it a habit to test the residual current circuit breakers periodically during the season, and always at the beginning and end of the seasons/year. The test button is well marked, see OEM manual.
- Do not repair or alter the system, or add any further components or consumers, on your own. Contact qualified/certified staff in case of such needs or related questions.
- Check the power cord and plugs (shore to ship) carefully and regularly (at least biannually) for ANY damages or isolation/shell cracks, if so replace it before use.

#### 5.7 ELECTRICAL 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.



Hatch lock, electrical compartment



Tools in stern deck SB stowage



# **MARNING**

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 are vital to assure your safety and prolong the life of your boat.

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

Other parts such as engine and navigation systems are manufactured by the specialists. To ensure the best possible instructions, we sometimes 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
Simrad navigation & communication systems	Chapter 4.5
Engine controls	Chapter 4.6
Engine power steering	Chapter 4.2
Audio system (optional)	Chapter 4.16
Fire extinguisher	Chapter 2.4.1
Webasto heater (optional)	Chapter 2.4.5 and 4.15
Zipwake trim control system	Chapter 4.7
Bilge pumps	Chapter 4.4
Navigation lights	Chapter 4.3
Windlass (optional)	Chapter 4.12
Bow thruster (optional)	Chapter 4.13
Sunroof	Chapter 4.10
Electrical system, switches and battery	Chapter 5
Search light (optional)	Chapter 4.22
Camera with Infrared (optional)	Chapter 4.21
VHF radio (optional)	Chapter 4.23
Shore power supply (optional)	Chapter 5.6

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 freshwater.

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 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

- 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.I FUEL SYSTEM**

Long periods of storage and/or non-use, 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 completely drained 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 the fuel line 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 growth that you find on your boat's surfaces. Any 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.



Make sure to check for damages to hull and superstructures such as dents, cracks and corrosion once in a year. Carefully check the swim/rescue ladder, handrails, cleats and secure/bow eyes are not loose and has no cracks or corrosion damages.

# 6.2.1 Aluminum treatment M-400® maintenance and 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, the collection of salts and soils are washed away. On an untreated aluminium, these salts oxidize the aluminium and thus bound to the surface. On surfaces that are in the water (e.g. below the waterline), 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 work 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 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 oxidizing 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 topcoat, 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 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 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 maintain, refer engine manual for further details.



# WARNING

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



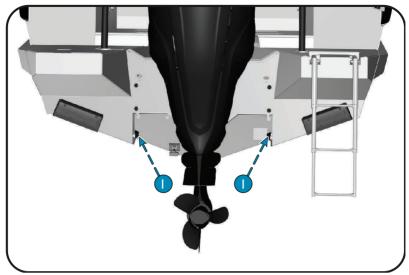
# CAUTION

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

Several zinc anodes may be mounted directly on the engine. Please contact the manufacturer or dealer to check the replacement time of these anodes.



Principal figure

#### Zinc anodes

#### **6.3. COMPONENT MAINTENANCE**

## 6.3. I 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. MAINTENANCE PAGE 73



#### 6.3.2 Cushions

Saltwater, salt residue, dirt, ultra-violet rays etc., takes 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 constructed of open-cell foam and absorb and hold 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 Doors, sunroof and hatches

The cabin bow and stern doors, the sunroof and the deck hatches are sealed against water and wind by means of rubber seals. Due to the high wear and tear of these, it is important to inspect them at least annually. Check for any wear and tear, and for deformation. If any such damage is found, replace the seals. The seals are considered to wear parts and can be purchased from your Anytec dealer.

The seal of the hatch to the electrical compartment (chapter 5.7) is particularly important. Inspect it regularly or at least every season.

The door locks require lubrication annually. Use regular lock oils. Remember to always attach the rubber cap protecting the lock of the cabin bow door from water salt and dirt, whenever the key is not inserted.

The sunroof mechanism requires maintenance annually or whenever any signs of uneven or slow operation occur. Typical maintenance is cleaning and lubrication of slide bar surfaces. See Webasto sunroof manual. Note that the sunroof can be operated manually in case of motor failure; by using the special tool provided (will be stored in the glove box when the boat is delivered from the factory).

# 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.



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 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. Check at least yearly that it is properly fastened to the boat and has no cracks or corrosion damages. Check the condition and function of the nylon clip that secures the ladder in the stored position.

# 6.3.9 Painted surfaces

Certain 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 is no corrosion. Re-painting may be needed for visual impression only.

# **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 left to dry.
- Remove the bottom drain plug (see chapter 3.10) and leave the drain open.
- Check the condition of the hull. Repair damages directly 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 the 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, 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.
- 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 the sea before leaving the shore.
- · Reinstall bottom drain plug.



- 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 maneuvering equipment like steering system, bilge pumps, emergency switch function, electrical systems, the function of instruments, MOB/ladder function, condition of seals at doors and hatches, navigation lights.
- If the Shore Power System (optional) is installed:
  - Test the function of the residual current circuit breakers (earth fault breakers, brand Navix): See OEM manuals for the parts of the Shore Power system and read chapter 5.6.
  - Check the power cord (shore to ship) carefully for ANY damages or cracks, if so replace it before use. Check the power plugs and other components (breakers, isolation transformer, battery chargers, cabling) for wear and damages.
  - Test the function of the system. In case of any doubt or malfunction, contact qualified and certified service staff.

# 6.5 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 jeopardize the safety, lifetime and performance. Anytec offers 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 an Anytec dealer.

For the best possible service, **always provide your CIN number** (unique hull number) as it will assure that the parts and services are specific for your individual boat. For the location of the CIN number, please see 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
- Authorized Installation Certificate
- Declaration of Conformity of recreational craft
- Delivery note with SecurMark bar code
- · Canopy installation guide



Anytec Sweden reserves the right for any typographical errors and reserves the right to make changes. Boats in this owner's manual may include optional equipment. The content of this manual is protected by copyright.

All rights reserved

© Anytec Sweden AB