

LANDX

OWNER'S MANUAL

X6

Foreword

Thank you for choosing LANDX Boats! This operating manual contains information on correct use, maintenance, care and warranty. Please read this manual carefully before using your boat. If you have any questions regarding your boat's operation, maintenance and care, please contact your Authorized LANDX Boats Dealer.

This manual is not a sailing course neither a course on boating safety or seamanship. If this is your first craft or a craft of a new type for you, before the first operation and to ensure safety and comfort, you should acquire the necessary skills and experience in boat management. Your dealer can recommend an appropriate sailing course or a qualified instructor.

Always check the weather forecast and wind strength before operating to ensure the boat model is suitable for the weather conditions. Since LANDX Boats has a policy of continuous powerboat improvement, equipment and specifications are subject to change without notice. The company is not responsible for changes not approved by the manufacturer. If there is any inconsistency, please consult an authorized dealer for confirmation and additional information.

This manual does not contain detailed information on maintenance, diagnosis and troubleshooting. If you have any difficulty, please contact your dealer.

Keep your boat always in good condition, and have it regularly inspected and serviced. Even the most durable and reliable, boat can be seriously damaged as a result of improper operation and poor quality maintenance. Always consider weather conditions when choosing speed and direction. These measures will ensure the correct operation of the boat and prolong its life.

This manual is an integral part of the powerboat, in case of the subsequent sale of the boat, please pass it on to the new owner

Please read this manual carefully before operating your boat. Keep this manual in a safe place and pass on to the next owner if the boat is sold.

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1. General

The boat's hull is made of aluminum magnesium alloy. The alloy is practically not subject to corrosion if the boat's rules of operation and storage are observed.

- To prevent electrochemical corrosion of the hull, when storing the boat in the water (afloat), ensure that there is no electrical contact with electrically less active metals in the water than aluminum and magnesium.
- For example, do not secure a boat with a conductive steel chain to a steel boom.
- If a conductive circuit (rope) is used, insulate it securely at the point of contact with the boom or boat with a rubber hose or other non conductive material.

Before sailing

Inspect the boat and propulsion system before each launch and before leaving the parking area.

- Be sure to check that your boat's drain plug is in place and tight before each launch.
- Carry out an external inspection of the boat's hull, ensure that the hull is intact and that there are no leaks or holes . If found, do not use the boat and contact your dealer.
- Make sure all electrical connections are in good contact, and the wires are intact. If you find defects or loose connections, contact the service department.
- Check fuel lines for breaks or damage.

For more convenient installation of the dashboard equipment, all boats are delivered with a loose steering wheel nut. It would help if you tightened the steering wheel nut before operating the boat.

Weather conditions and weather forecast

It is necessary to consider the strength of the wind, the presence of waves and the quality of visibility.

Check that the class, size and equipment of the boat, the captain's skills, and the crew are suitable for the sailing conditions.

Before operating in the dark, ensure that the navigation lights and instrument lighting are in good working order.

Passengers

There must always be personal life saving appliances on board, life jackets for all passengers. Children must always wear life jackets.

Load and stability

It is forbidden to overload the boat, it is necessary to distribute the load properly. Place heavy items in the appropriate storage compartments. If the people on board are standing, the stability of the vessel decreases.

Fuel and fuel system

Adequate fuel should include 20% of the reserve for stormy weather or contingencies.

Engine and steering

Always check the functionality and condition of the steering and remote controls. It is also necessary to regularly carry out all the checks listed in the engine manual.

Fixing equipment

It is necessary to check the reliability of the load securing to exclude the possibility of movement or movement in case of strong waves and wind. If the seat cushions are not properly attached to the buttons, they can be carried overboard.

Navigation maps

It is always advisable to take on board the nautical charts that cover a relatively large area of the water area to sail. If your boat has a chart plotter, learn how to use it before sailing. Make sure your chart plotter is equipped with the latest maps.

Mandatory equipment

The composition of the required equipment differs from country to country. You need to find out in advance what equipment is required for your boat. Additional instructions regarding the engine are available in the separate engine manual.

Serial number and CIN code (boat identification number)

The CIN code is located on the starboard side of the transom, under the swim platform. Some of the information about the vessel (manufacturer data, model name, the recommended maximum number of passengers, maximum engine power, etc.) is briefly indicated on the builder's plate, and detailed information should be found in the relevant sections of this manual.

Not allowed:

- operation of the boat with faulty parts and assemblies.
- operation of the boat that has not passed the state technical inspection.
- using the aft ladder while driving.
- towing without proper certified equipment.
- while driving, get up and walk on the boat, sit on the sides.
- boat driving by drunken persons and persons who do not have the right to operate a small boat.

General recommendations for maintenance

The boat is easy to maintain and reliable in operation. However, only if the boat is operated properly under this manual and is taken care of carefully can a long life be ensured.

- Mandatory boat maintenance by an authorized dealer every 6 months or every 100 hours, whichever comes first.
- Installation of the outboard motor (OM) and the remote control device is carried out in a certified service center under the OM operating instructions.
- When parked, the boat must be securely moored, and measures should be taken to exclude mechanical damage to the hull.
- Properly check the outboard motor attachment to the boat, electrical equipment and steering gear before sailing. Repair if necessary.
- During operation, it is necessary to carefully monitor the condition of the boat's hull and equipment, prevent algae from fouling the bottom of the hull, eliminate damage, and malfunction on time.
- After sailing, the boat should be cleaned of dirt, water removed from the hull and rinsed with fresh water if necessary.
- Wash the boat's entire surface and awnings with a soft cloth or sponge and a special detergent at least once a month.
- When operating the boat in seawater, wash the boat with fresh water.
- Regularly dry and clean the removable cockpit carpet.
- Dry and clean seats and sofas regularly. To ensure long term use of leather coverings, use only the specified products for cleaning.
- If you have any questions about the operation and maintenance of the boat, contact an authorized dealer.

Definitions of warnings and cautions

The warnings and cautions in this manual are indicated as follows:



It indicates a serious hazard that is highly likely to result in death or irreparable damage if proper precautions are not taken.



It indicates a hazard that can result in injury or death if proper precautions are not taken.



It is a reminder of safety precautions, to be careful when taking dangerous actions that can lead to injury, damage to the vessel, damage to the environment.

2. Main characteristics and operation of the vessel

2.1 Basics

This user manual does not contain complete information on the maintenance and repair of the vessel and is intended to familiarize the user with the vessel's correct operation. According to the 94/25/EC recreational craft directive, there are 4 classes of recreational craft: A, B, C and D.

This boat belongs to class C, which means the following:

- The boat is designed for sailing with wind strength up to 6 points on the Beaufort scale (about 14 m / s) and with appropriate waves (characteristic wave height is not more than 2 meters). Such conditions are found in open inland waters, river deltas and coastal waters with moderate winds.
- Significant wave height refers to the average height of waves above one third of the highest wave, roughly corresponding to the sea level assessed by an experienced seafarer. The height of individual waves can be twice this value. If the characteristic wave height is 2 meters, then the average height of all waves is approximately 1.2 m.

Basic information on dimensions (length, width, draft, fuel tank capacity, etc.) is indicated in the table at the end of this manual, in the section 5 Technical specifications.

2.2 Recommended maximum number of passengers

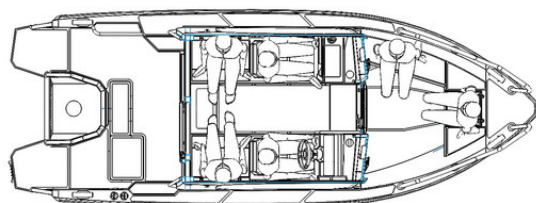
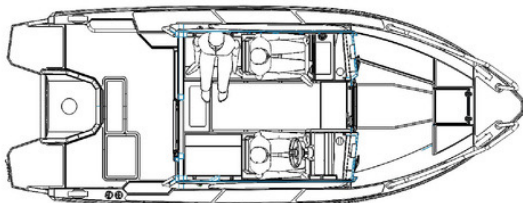
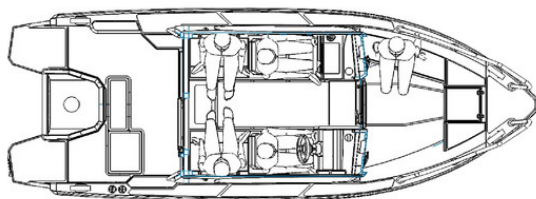
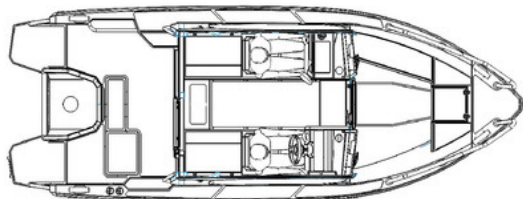
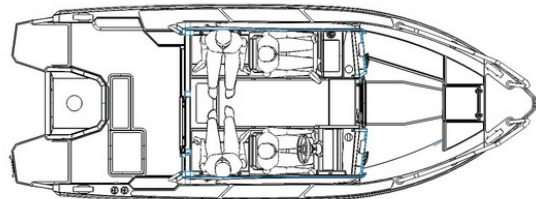
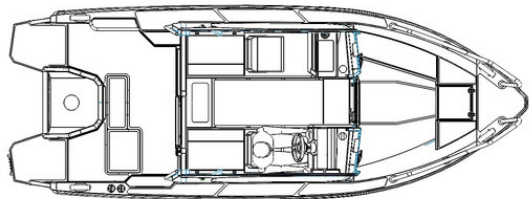
The recommended maximum number of passengers for this boat is 6 people.



Do not exceed the recommended maximum number of passengers. Regardless of the number of passengers, the total weight of people and equipment on board must never exceed the recommended maximum load. While the boat is in motion, all passengers must remain seated on the seats.



If you load the boat from stern to bow, it will facilitate better economic fuel consumption.



Pic. Boats seats

2.3 Loading

- The maximum recommended load for safe boat handling is mentioned in the section 5 Technical specifications.
- When loading the boat, try to stay within the specified lifting capacity, distribute the load evenly and as low as possible.
- Always secure loose items to avoid unintended movement or slipping while the boat is moving. Loose seat cushions can be ripped off the seats if they are not fastened with buttons.
- Baggage and passengers should be placed in the designated areas.
- Overloading the boat is a violation of the rules of navigation.



When loading the boat, do not exceed the maximum load limits. It is also necessary to distribute the load so that the feed remains parallel to the water surface. Place heavy items in the appropriate storage compartments. Do not place heavy objects on high altitude.



The maximum permitted load refers only to the weight indicated above.

2.4 Recommended maximum power

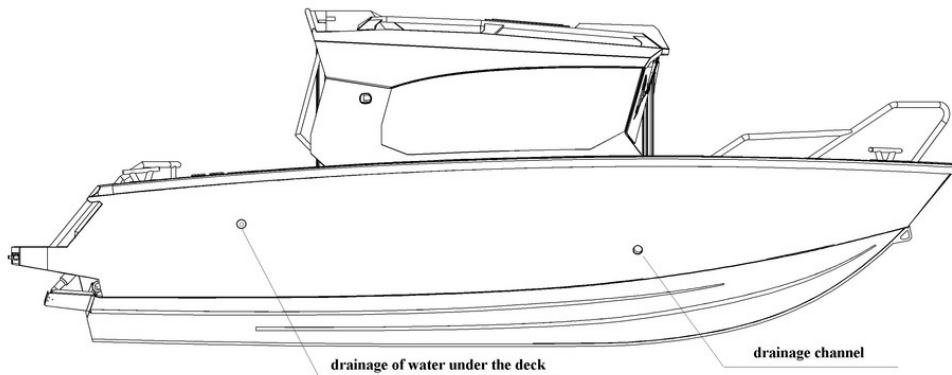
The recommended maximum engine power for the boat is 150 hp. (110,3 kW). The boat is not designed for engine power exceeding 150 hp. When using a larger engine, maneuvering the boat can become dangerous and also void the warranty. Use the dealer's recommendation to select the propeller for your boat.

2.5 Prevention of water ingress and stability

2.5.1 Hull and deck through fittings and closing valves

The rainwater drainage system pumps it out from below deck during sailing. This system also functions on land if the bow is raised above the stern and the closing valve is open.

The rainwater drainage closing valve is located under the middle cover of the stern can. To prevent the possibility of water ingress, the valve should only be closed when the boat is fully loaded. Otherwise, the closing valve must remain open to allow rainwater to drain from the boat.



Do not allow water to enter the boat through the harness cover located in recession and the sump pump fitting on the starboard side. Do not allow water to enter the fuel tank through the fuel tank vent. Be especially careful when reversing.

Check regularly for sub seam water and remove it with a pump. If a leak is detected in the water area, you must immediately return to the shore at the safest speed and stop operating the boat until the damage is corrected.

The slurry pump is not designed to deal with leaks caused by grounding or other significant damage to the hull. Check the condition of the pump and hose regularly to keep out foreign objects and debris.

There should always be a bucket or water container on board the boat that is securely attached.



If the inner end of the drainpipe is constantly below the waterline due to the heavy load on the boat, it must be closed. The shut off flap on the transom is only intended to prevent water from entering the boat when reversing!



Make sure that water flows freely through the drainpipe. Any litter can block the drain hole and cause the boat to fill up and flood. The bilge pump does not work at ambient temperatures below 0 °C.



Some condensation is constantly present in the hold. A small amount of water may seep through through hull bushings, especially as the boat wears out. Regularly check the condition of the hold through the inspection hatch each time before leaving the boat and before sailing. Using a cylindrical pump, water can be pumped out through this hatch. If a leak is found, the damage must be repaired by an authorized repair shop.



Boating can be extremely hazardous in the presence of water in the bilge.



In stormy weather, the hatches and drawers must be closed so that no water gets inside.

2.5.2 Stability and buoyancy

Highly placed cargo impairs the stability of the vessel. Changing the distribution of cargo on board can significantly impair the boat's stability, balance and handling.

Place heavy objects as low as possible to avoid deterioration of stability. The stability of the vessel deteriorates when the crew members get up and move. It is allowed a minimum amount of water in the hold. In accordance with the Recreational Craft Directive, boats with a length of 6 metres or more do not need to float if filled with water.

High breaking waves pose a serious danger to the stability of the boat.

2.5.3 Shallow

If the boat runs aground, you must make sure that everyone on board is not seriously damaged. Then you need to inspect the boat for damage, check that the propeller is working properly.

To get the boat aground, move all passengers to the opposite side to create a bank and simultaneously reverse.

2.6 Prevention of fire and explosion hazard

2.6.1 Refueling the boat

When refueling and further operation of the boat, observe all fire safety requirements.

- Refuel the boat with fuel that meets the requirements of the powerplant manufacturer.
- You need to know the capacity of the fuel tank as well as the average fuel consumption.
- When refueling, avoid getting water into the gas tank.
- Avoid spilling fuel into the cabin and bilge of the boat and the vinyl covering of the hull.
- Stop the engine and extinguish cigarettes before refueling.
- The boat should be refueled with the engine off and only on the water.
- Do not fill the fuel tank so that fuel spills from the filler neck or sludge and enters the bilges and hull.
- Leave some space in the tank to allow for thermal expansion of the fuel.
- Always keep a reserve supply of fuel on board.
- The rubber hoses of the fuel system must be replaced every two years.
- Components of the fuel system should be regularly inspected for leaks, loosening, hardening, swelling, or corrosion of components.

- It is forbidden to store the boat ashore or transport it with a filled fuel tank.



Fuel vapors are explosive. When refueling, strictly follow these instructions and be careful. If you smell fuel, it means it is leaking on the boat.

Gasoline is highly flammable and explosive. Careless handling can cause serious injuries and burns!

2.6.2 Fire safety

For safety reasons, take all safety measures regularly and check all equipment before operating the boat.

A certified and tested fire extinguisher must always be on board while the boat is operating. In case of replacement, the new fire extinguisher must have no less capacity than the old one.

Fire fighting equipment should be easily accessible even when the boat is fully loaded. It is necessary to inform all team members about the location and rules of fire fighting equipment.

Fire

- In case of fire, stop the boat immediately.
- Everyone must wear life jackets.
- Try to extinguish the fire with a fire extinguisher, aiming it at the fire and moving the extinguisher in a large amplitude.
- Use distress signals if the situation gets out of control.
- Everyone needs to leave the boat and swim to a safe distance.

Fire extinguishers

- All fire extinguishers must be located in clearly marked places, accessible to passengers.
- Each passenger must know the location of fire extinguishers and know how to handle them.
- Fire extinguishers must be checked by the fire department once a year.
- Do not obstruct passages to exits and hatches, as well as to fire extinguishers.

Fire safety measures

- Regularly check the fuel pump for leaks.
- Disconnect the electrical system from the power source when carrying out any maintenance work.
- Regularly check ventilation systems for blockages.
- Store flammable materials in special containers.
- All electrical appliances on board must match the current strength of the electrical circuit.
- When replacing fuses, use the same with the same amperage rating.
- Maintenance of the electrical system should only be carried out by a qualified person.



The bilge must always be kept clean and checked regularly for fuel leaks.

2.7 Main switch and fuses

There are fuses used at the boat. Do not use a fuse of a rating other than the factory set. Do not install devices whose current consumption exceeds the rated current of the electrical system.

By turning the main switch clockwise, the circuit is on. By turning the main switch counterclockwise, the battery is disconnected from the circuit.

When leaving the boat, disconnect the battery from the circuit using the disconnect switch. Never disconnect the battery while the engine is running!



Do not operate on live AC system.

All fuses on the boat are automatic circuit breakers. If the current is exceeded, an automatic fuse is triggered, which opens the circuit. The fuse can be restored by clicking on it. If the fuse blows again, it means there is a short circuit in the electrical system or one of its circuits. If this is the case, contact a qualified electrician to repair the electrical system of the boat.



Do not turn off the main switch while the engine is running, as this may damage the electrical system.



Do not connect electrical equipment while the power is on.



An extra circuit and a separate fuse must be used when attaching accessories to the boat. A live wire and a ground wire must be used to connect the device. It is forbidden to use the craft's hull as mass (earth).



When connecting or disconnecting the battery, do not interconnect its terminals or one of the terminals and the hull of the boat with metal objects.

2.8 Operation

If you have no experience in operating this vessel, ask someone with such experience to go several times to the water area with you. The remote control system integrates the functions of throttle control, forward and reverse gear and engine trim angle adjustment.



If the maximum engine power exceeds the value indicated on the manufacturer's label, then do not operate the boat.

2.8.1 Emergency switch

An emergency switch is a device with one end connected to a switch under the remote control and the other to a life jacket, for example. When disconnected from the remote control, an emergency stop switch will automatically shut off the engine. It is very important that the boat stops if the driver loses his balance for any reason or falls off the driver's seat.



The boat cannot be steered unless an emergency switch is attached. If the emergency stop switch is attached to your hand, do not operate the boat with that hand, as the cord could wrap around the steering wheel when making tight turns.



The engine will not start if the emergency stop switch is not connected to the remote control switch.



A rotating propeller poses a threat to the life of a swimmer or a person falling overboard. An emergency stop switch must be used to stop the engine if a swimmer or water skier is about to board out of the water.

2.8.2 Gear shifting and throttle control

The gear is shifted by pressing the button located on the gearshift/throttle lever and moving this lever forward or backward depending on the travel direction. The speed when the gear is engaged can be adjusted with the same lever. If the boat is moving forward slowly, the reverse can be used to brake.

Do not engage reverse when driving at high speed, as this will damage the engine.

2.8.3 Adjusting the trim angle

When adjusting the trim angle, observe the following guidelines.

When planning the boat, the bow of the boat must be down.

If the boat is gliding in calm water, trim the bow until it is clear that the boat is moving easily. In calm water, the engine should be trimmed at least 3 divisions on the trim meter located on the rev counter.

If the engine is trimmed too high, the boat speed will decrease. If the bow of the boat is lowered too low, the speed will decrease and the engine will be overloaded. For high fuel efficiency, it is important that the engine is installed at the correct angle.

In case of strong oncoming waves, the bow should be lowered so that the boat cuts the waves and due to this its movement becomes smoother.

In case of following waves, the bow should be trimmed so that the boat does not "dive".

When reversing, tilt the outboard motor slightly to trim the engine.



Do not accelerate the boat to high speed if the engine is trimmed, as there is a danger of a sharp heel when the propeller enters the water after the boat jump due to strong waves. Do not drive at high speed with the engine fully lowered. In this case, the trim of the boat can change dramatically when the bow comes into contact with water.



Waves reduce maneuverability and cause heel, so by heavy waves, it is necessary to reduce the speed.

2.8.4 Starting the engine

Turn the power on with the main switch, then lower the engine to the run position by pressing the Power Trim button on the shift/throttle handle.

Ensure the shift/throttle handle is in neutral and the emergency stop switch is connected to a switch under the remote control system.

Without starting the engine, turn on the power and wait a few seconds until the warning indicator comes on. You can then start the engine by turning the ignition key clockwise. Under normal conditions, the engine should start in 1-2 seconds. If the engine does not start, try again. Each attempt should not last longer than 10 seconds.

After starting the engine, warm it up at idle speed for a few minutes before sailing (see the engine manual).

2.8.5 Driving

In good weather and a calm sea, it is quite easy to operate the boat, however, you always need to carefully analyze the environment. Passengers should not obstruct the view. If the view is insufficient, the boat should be steered while looking over the windscreen.

Avoid driving at a speed close to planing for long periods of time a raised nose can imp air visibility.

Always keep in mind the need for rear visibility, especially on routes with heavy traffic and sea lanes.



With the onset of darkness, you must turn on the running lights.

Consideration should be given to the surrounding conditions when selecting the boat speed. The following factors are taken into account: wave height, the nature of the bow wake (maximum at a planing speed, minimum at a speed of less than 5 knots), the ability to maintain a sufficient view, visibility, the nature and knowledge of the route, the rules of sequence of movement when meeting other vessels, the width of the fairway.

Adequate distance from other vessels must always be maintained to avoid collisions.

If you drive at low speed, the directional stability of the planing boat will be lower than when driving at high speed. Care should be taken in narrow aisles and when diverging from other vessels.

It is necessary to know the rules of navigation on sea routes and follow the international safety standards COLREG. You should also carefully build your course and use up to date navigation charts.

The navigational position of the vessel significantly affects handling, fuel consumption and visibility from the driver's seat. The sailing position of the boat can be influenced by the correct load distribution and trim angle adjustment.

The correct ride position and speed make sailing in rough seas safer and more comfortable.



Harsh maneuvering at high speed can result in heavy roll and loss of boat control.



The boat is not designed to operate in temperatures below 0 °C as this will freeze and the drainage system will not work properly.



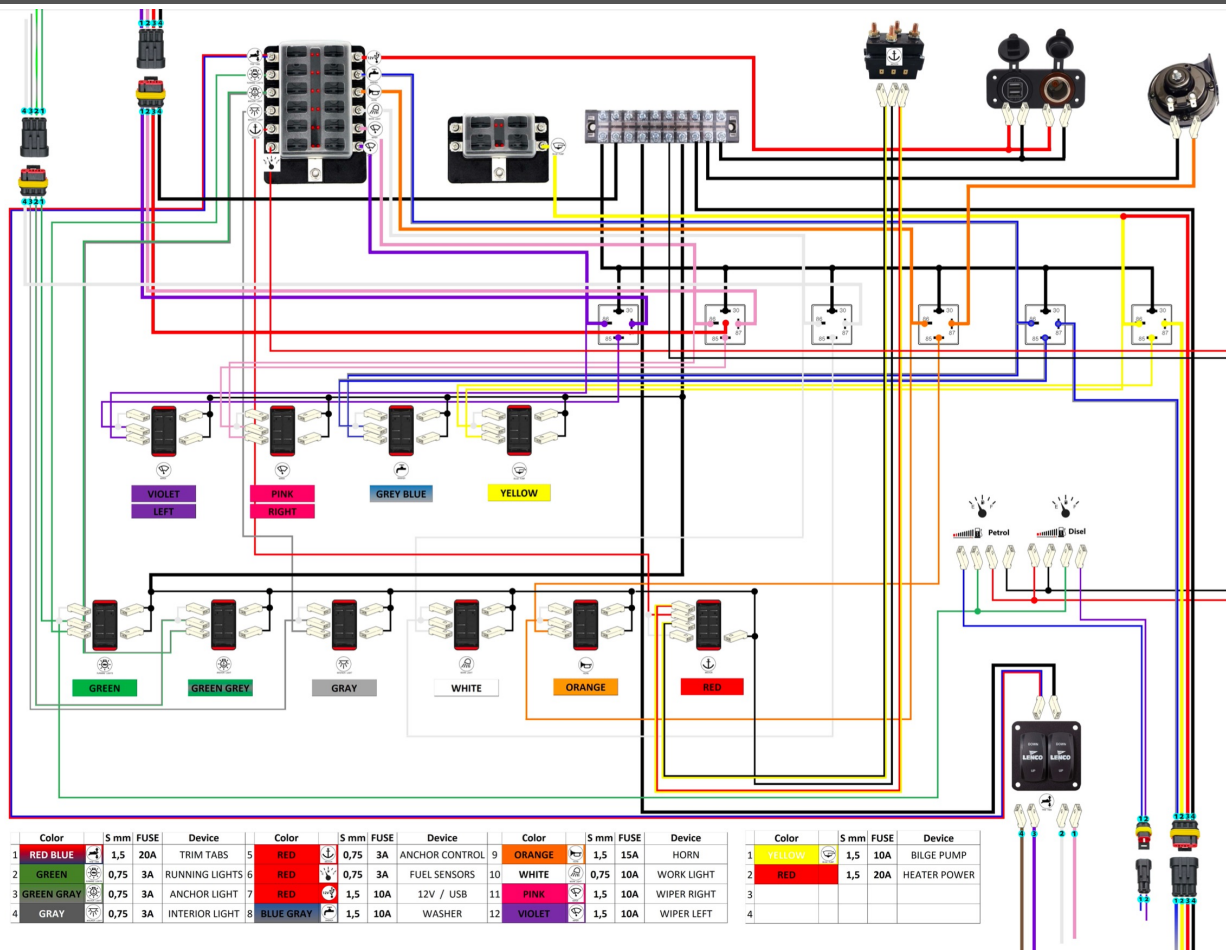
This boat is not designed for jumping on the waves. The warranty does not cover damage caused by the boat jumping on the waves.

2.8.6 Electrical equipment

Install the motor and additional equipment, as well as service electrical equipment only in specialized service centers.

- The total current consumption of electrical devices connected to the power supply line of external devices of the UPS should not exceed 9A.
- The standard 12V socket is not intended for use with cigarette lighters. The current consumption of the devices connected to it should not exceed 7A.
- In case you decide to install a horn, you can use the standard boat harness, provided that the current consumption of the installed device is less than 7A.
- Never install a fuse with a rated current greater than 10A.

Here is the wiring diagram attached. Depending on the configuration, the composition of the electrical equipment may vary. This diagram is subject to change without prior notice.



Pic. Wiring diagram

2.8.7 Docking and sailing off

It is advisable to practice maneuvering before entering a busy harbor.

The smooth movement of the throttle lever does not generate enough power to handle turns. Abrupt but short movements of the lever allow for efficient maneuvering when approaching the dock.

Passengers are required to sit, except those who need to stand to carry out their duties. Sudden turns in the boat can cause heel and cause injury.

Before mooring, it is necessary to prepare the mooring lines at the stern and bow. Approach the pier head first at an acute angle. Just before the dock, turn the rudder away from the dock and engage reverse. Press the throttle lever quickly and firmly. The boat will stop and stand parallel to the pier.

Whenever possible, approach upwind or against the current, whichever is stronger. This will make it easier to retreat later, as wind or current will push the boat away from the dock. It is easier to retreat if you first push the stern as far away from the dock as possible and then slowly back up towards the open water.

The propeller design provides the greatest thrust in the forward direction. When reversing, its effect is weaker. Also, the steering action when reversing is not as effective as when driving forward.



This boat is fast enough. When driving in planing mode, it will take some time to stop. Reduce speed ahead of time before anchoring, disembarking or mooring to a pier. It is recommended to learn how to estimate the distance that the boat needs to stop. Remember that boat handling is very low when there is no thrust.



Do not stop the boat with your hands or place your hand or foot between the boat and the pier, shore or other vessel! Practical landings and mooring exercises should be conducted in favorable conditions! Best results can be achieved with moderate but consistent engine power.



When mooring a boat, take into account possible changes in wind direction, rising or falling water level, wake jet, etc.

2.8.8 Using the awning

If using an awning, do not install it while walking. The awning is designed to be used at a speed of no more than 30 knots at sea and no more than 50 km/h when the boat is being transported by road.

Make sure all fasteners are securely fastened before continuing to drive.

All buttons of the awning must be fastened. It is recommended to detach the sides and rear of the tarpaulin for easier storage in the box. Then fold them over the roof so that the fabric doesn't hang over the corners where the supports are located. Roll up the top with the folded sides and place the awning in the drawer.

When removing the running and covering awning, unfasten the fasteners one at a time, do not try to unfasten the whole awning or part of it with a sudden movement. Cover the boat with a tarp or when not in use.

3. Additional safety instructions

3.1 Man overboard

If a person falls overboard, follow these instructions:

- Put the engine at idle speed and shout loudly: "Man overboard!"
- Throw the lifebuoy to the person. If you don't have a lifebuoy at hand, drop any other object that you could grab onto. The easiest way to help a person get out of the water and aboard the boat is from the stern. To do this, you can use a rope with a loop attached to the boat.
- Keep the person overboard in sight, but do not jump into the water yourself.
- Turn around and approach the rescuer from the windward side, stop the propeller and drop the rescued circle on the safety rope, then pull the person out of the water.



A rotating propeller is a threat to the life of a swimmer or a person falling overboard. Always use the emergency stop switch to stop the engine when a swimmer or skier is about to descend into the water or board.

3.2 Personal life saving appliances

- You must always have life saving appliances on board for each passenger.
- Personal life saving appliances must be kept in a place accessible to all and in a serviceable condition.
- There are wearable lifejackets and dropable life saving appliances designed to save a person in the water, for example, a lifebuoy or a floating cushion, must be kept.

3.3 Collision with another ship

In case of a collision, it must be ensured that no one on board is seriously injured. Inspect the boat for damage; if, in case of a collision, a hole has formed in the craft's hull, it must be repaired immediately after the separation of the boats.

Make sure everyone on the boat is wearing life jackets.

When patching the hole, use tools at hand, such as blankets or a life jacket. In order for the punched hole to be on the surface, it is necessary to move the entire load to the opposite side of the boat to form a roll. Call the emergency services if necessary.

3.4 Securing equipment

All heavy equipment must be securely fixed before sailing.

3.5 Respect for the environment and waste disposal

Respect for the environment is the responsibility of any craft's owner.

Oil drain:

- it is prohibited to discharge oily wastewater into or near navigable waters if such discharge is a source of sediment formation on the water surface.

Disposal of plastic waste:

- do not throw plastic waste into the water as this will directly harm the environment and may block the cooling water inlets and propeller.

Maintain the engine in proper condition to reduce emissions of harmful air and water pollutants.

Try to avoid getting detergents or solvents into the water.

Loud noise on the water and in the harbor and excessive wake blast should be avoided, especially in narrow passages and shallow water.

Observe local environmental regulations.

Be sure to read the International Convention for the Prevention of Pollution of Water from Ships (MARPOL) and strictly follow its requirements.

3.6 Anchoring and mooring

Always fix the boat securely, even in a safe place.

Keep the anchor in a special anchor box at the bow of the boat in all cases, except when the boat is at anchorage.

- Observe all safety precautions when dropping and raising the armature!
- Anchor the boat to anchorage using bollards and a ruler of appropriate size.

Mooring ends should be equipped with dampers to compensate for jerking when the boat is swinging. Be careful not to wrap the mooring lines around the propeller and propeller shaft when maneuvering.

Use fenders large enough to avoid touching and damaging the boat on the pier. When mooring in an unequipped area, make sure the boat is at a sufficient distance from the shore. When mooring, take into account the strength and direction of the wind, the rise and fall of the water level, waves generated by other boats and other factors.

The brace on the bow of the boat is intended for attaching the boat to a trailer. The bracket on the deck is used to moor the boat, for example, to the pier.



Ensure the lock or chain does not scratch the boat deck.



Do not try to stop the boat with your hands and do not put your hand or leg between the boat and the dock, shore or other vessel!



When mooring a boat, take into account possible changes in wind direction, rising or falling water level, wake jets, etc.



The boat owner is responsible for equipping the boat with the proper mooring and anchoring equipment.

3.7 Towing

When towing another boat, use a strong enough buoyant line. Begin towing carefully, avoiding jerking or overloading the engine. Provision must be made for securing the boat's towing line. When towing another vessel or while in tow, attach the towing line to the bollards.



The towing end is highly tensioned during towing, which creates risks for passengers if it breaks. Always use a cable that is thick enough and stay clear of any tensioned cable.



When towing another vessel, or when towing your boat by another vessel, proceed at low speed. If the boat has displacement hull, never exceed the maximum displacement speed (the speed prior to planing) while towing.



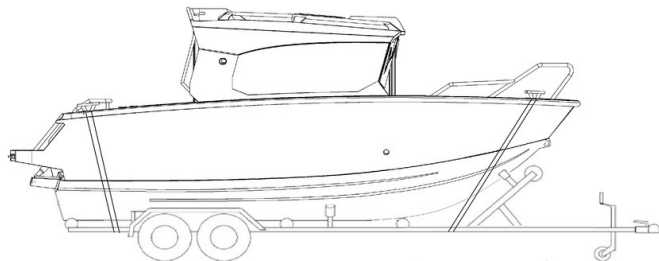
The tow rope must always be loosely secured so that it can be detached under load.

3.8 Transportation by trailer

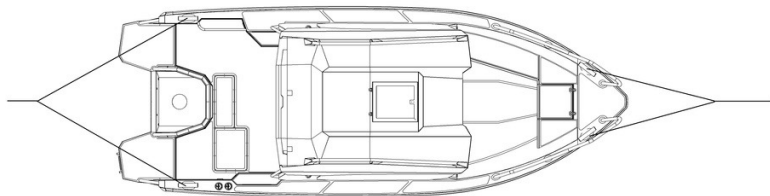
The information on the mass required to transport the boat on a caravan is indicated in the technical specifications. Most of the boat's weight should come from the keel supports. Adjust the keel feet so that the boat does not slide forward or backward or swing from side to side. To transport the boat, you must use a certified trailer of the appropriate size and capacity.

The supports should be cleaned of sand and dirt to avoid damaging the boat bottom. Make sure that the trailer is securely connected to the towing hitch.

The place for lifting the boat out of the water must be protected, and the ladder must enter deep enough into the water. Move the trailer back so that the rear keel support protrudes slightly from the water. Carefully guide the boat to the rear keel leg and secure the winch cable to the hook on the trailer.



Pic. Attaching the boat to the trailer



Pic. Attaching the towline to the bollards

Install the boat on the trailer, placing it along the longitudinal axis of the trailer. Raise the engine to prevent it hitting the bottom before mounting the boat on a trailer.

Secure the boat properly before transporting. The cargo lines holding the bow should be directed downward and backward, and the lines holding the stern should be directed downward and forward.

Do not leave loose equipment or cargo on the boat being transported. Remove the seat cushions and close the hatches.

The engine must be in a working position during transport. However, it is necessary to provide sufficient clearance between the engine and the bottom of the trailer. If there is insufficient clearance in this position, the engine can be transported in the raised position.

Use the locking mechanism to secure the engine in the raised position.

The boat must be washed immediately after transportation, especially if the roads have been treated with salt, since the remnants of salt reagents can leave irreparable marks on the aluminum hull. If the boat remains on the trailer between trips, the cargo ropes must be loosened while the boat is at rest and tightened again before continuing.

- Do not transport the boat with a full fuel tank.
- It is recommended not to overload the boat by loading unnecessary equipment.
- Make sure the weight distributing hitch can handle the load; incorrect distribution can lead to breakage during transportation.
- It is also recommended to use the original shipping cover during transport. Avoid possible mechanical damage!

When lowering the boat from the caravan, do not forget to tie the bow moorings to the boat in advance in order to untie the cable from the trailer hook when the boat is in the water. Be careful with the winch handle!



The center of gravity of the trailer should be slightly forward. Make sure the boat is firmly attached to the trailer and the weight is evenly distributed between the side supports. If the boat wobbles during transport and hits the side support, its hull may be damaged.

3.9 Storage condition

Long term storage is carried out after professional preservation of the boat on a trailer or keelblocks under a covering awning, in a dry closed room, avoiding direct sunlight, precipitation, contact with aggressive substances and possible mechanical damage, away from heating devices.

- When storing for long term storage, take the boat out of the water, check for faults and fix them, rinse the boat with neutral detergents and wipe dry.
- It is allowed to store the boat in an open area under a canopy, if it is completely covered with a covering awning with the necessary protection measures.
- Storing the boat ashore is only permitted with an empty fuel tank.

3.9.1 Winter storage

Preparing the boat for winter storage is a standard annual procedure. It is necessary to lift the boat out of the water before the water begins to freeze. The boat is not designed for use in frozen water at the temperatures below zero degrees. Before putting the boat into winter storage, you should perform all the necessary measures for maintenance, repair and inspection of the vessel.

Seasonal maintenance of the engine and other equipment should be performed following the instructions in the separate manuals for the respective equipment.

If you will be storing your boat outdoors or in a damp place during the winter, please remove fabrics that may become moldy or equipment that may oxidize.

It is necessary to rinse the rigging in fresh water. Worn mooring lines should be replaced. Leave the shutoff valves open and remove the drain cover during winter storage.

To protect electronic devices from oxidation, please remove them and store them in a dry place. Also, please remove the batteries and store in a warm and dry place.

The batteries should be charged at least twice during the winter. Spray electrical system connectors with an antioxidant spray, water repellent.

Cover the boat to prevent water or snow from accumulating inside and to provide good ventilation during storage. A cover for winter storage of the boat can be purchased separately.

3.10 Preservation

Preservation is a necessary and prerequisite for the safety of your boat and should include (regardless of the storage location):

- professional washing and drying of the case;
- treatment of the body, metal, plastic parts and electrical contacts, as well as the leather interior and seats with professional preservatives.

The preservation of the power point is carried out according to the manufacturer's regulations by a specialist from a certified organization.

3.11 Servicing

Keep the boat and equipment clean and tidy. This will contribute to a comfortable and safe sailing experience. Service boat equipment regularly.

3.11.1 Cleaning surfaces

Do not use strong solvents; they can cause glossy surfaces to fade. Mildly abrasive polishes can be used to remove chafes and embedded dirt from the deck. The boat's aluminum surfaces can be washed with a pressure washer. Please observe the chemical manufacturer's instructions when washing and cleaning the deck.



Do not spray water directly on the boat's air grid, or the water may penetrate the boat's interior and structure.

Cleaning the aluminum hull

The hull should be washed with a special aluminum cleaning agent. It is important to dry the boat. The waterline and bottom of the boat should be washed at the temperatures of at least +10 °C, only after the hull is completely dry.

Protecting the aluminum hull

When the aluminum hull is completely clean and dry, it should be protected against oxidation that is a natural reaction of aluminum against corrosion and does not affect the boat's quality.



Please make sure that the cleaning, polishing and protective agents are suitable for aluminum and the other surfaces. Always follow the chemical manufacturer's instructions.

4. Warranty obligations

The warranty period is 24 months from the date of sale of the boat by the dealer.

- During the warranty period, the manufacturer makes free repair or replacement of the boat if there is a mark on the boat, a passport for the product and compliance with the operating conditions.
- The manufacturer is not responsible and does not compensate for defects caused by the fault of the consumer or the trading organization during careless transportation, improper storage and operation, with mechanical damage to the boat, failure to comply with the requirements of this passport.
- Due to the peculiarity of the production technology and manual welding of thin sheet aluminum rolled products, traces from boiling seams, welding (joining) of individual elements, traces of cleaning with abrasive tools, minor manufacturing defects of the metal surface, slight non flatness of bottom and other flat structural elements that do not affect on the reliability and performance of the boat.
- Due to the fact that the production of welded boats from AMG alloys is associated with a complex technological process that requires high qualifications of all personnel involved in the production process and the availability of special skills, all actions of the consumer (distributor, dealer, agent, end user, etc.) possible changes in the design, equipment or equipment of the boat or to eliminate any damage or malfunction that has occurred must be agreed in writing with the manufacturer.
- The lack of such an agreement deprives the consumer of the right to warranty repairs.
- Due to the fact that the boats are delivered unpainted, the appearance of salt and other traces on metal and other parts of boats as a result of splashing during the transportation of boats on a trailer, precipitation and other natural phenomena is not a basis for making claims.
- The manufacturer is not responsible for any consequences, including harm caused to third parties, if these consequences occurred as a result of violation of the rules of operation, transportation or storage of the boat, use of the boat for other purposes , for the loss of the ability to use the boat, loss of time, profit , inconvenience, financial or consequential losses
- Associated with the operation of the boat, or interference with the operation of its equipment.

The warranty is not provided in case of:

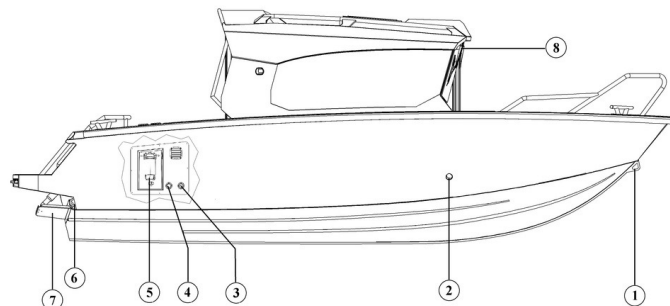
- violation of the rules for operating the boat;
- absence of the seller's (dealer's) stamp, which fixes the fact and date of sale;
- lack of the buyer's signature on receipt of the operating instructions;
- improper preservation and storage;
- engine installation by a non certified organization;
- engine settings with power and pump capacity exceeding the permissible values for this model;
- mechanical, chemical, thermal and all other types of damage to the body, equipment, awnings and their parts (fabric cover, mechanical and fasteners);
- in case of violation of transportation rules;
- using the boat for commercial purposes;
- making independent changes in the design and changes in the equipment of the boat not envisaged by the manufacturer.

5. Technical specifications

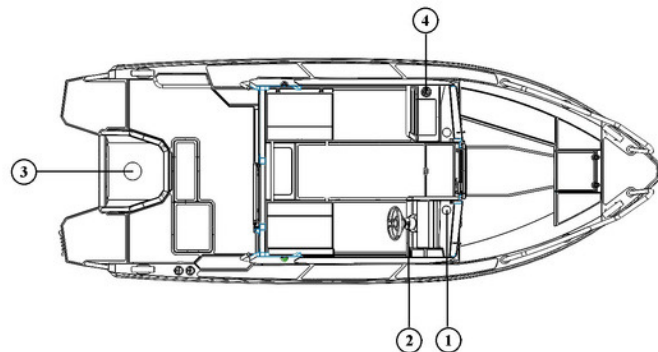
Overall length,m	6.3
Length of hull, m	5.9
Beam of hull,m	2.36
Max recommended load, kg	800
Sides height on a midleship, m	0,875
Transom deadrise, deg	18
Transom height, m	0.635
Weight (no engine), kg	1 110
Capacity, persons	6
Max engine, hp	150
Design category	C

5.1 Lay-out

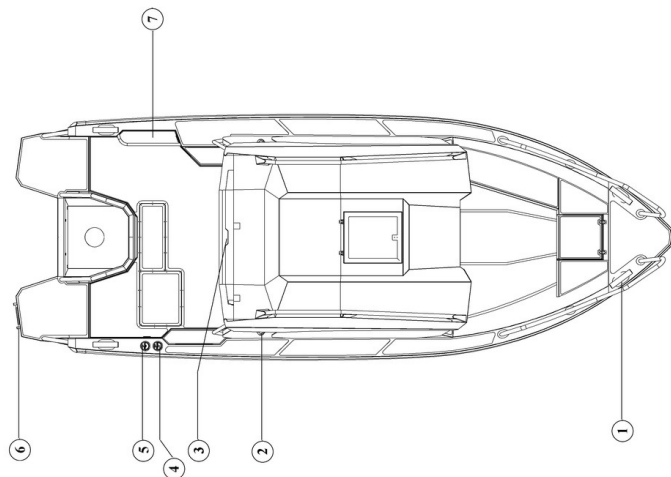
5.1.1 General lay-out



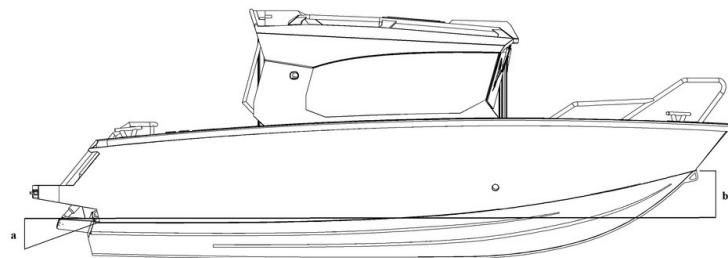
- Front trailer hook
- Bilge pump
- Fuel tank ventilation
- Diesel tank ventilation
- Place for fuel separator
- Transom trailer hook
- Transom plate
- Wiper



- Vents of heater
- Steering wheel
- Inspection hatch
- Cup-holder



- Bollards
- Navigation light R/G
- Stern light W
- Filler neck (diesel)
- Filler neck (gas tank)
- Stern ladder
- Storage place for fenders



5.1.2 Waterline

A – 328 mm

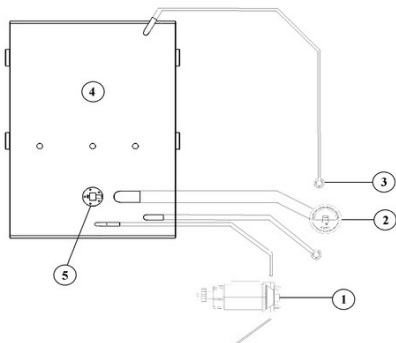
B – 463 mm

5.1.3 Fuel system

The fuel tank is built-in, the fuel filter (if the boat is additionally equipped with a fuel separator) is built into the fuel line. The filter have to be changed at least once a year. When a new or removed filter has been mounted, the fuel line should be filled with a ball pump before starting the engine.



The condition of the fuel hoses has to be inspected regularly in order to prevent damaging. Damaged fuel hoses should be changed. It is necessary by exchanging to have new fuel hoses according to the ISO 7840 label.



- Fuel separator
- Fuel neck
- Fuel tank ventilation
- Fuel tank
- Fuel gauge

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