

OWNER'S MANUAL

English

SERIE: "EAGLE"

MODEL: E650

complete sets: E650
E650H*

Design category (2013/53/EU): B / C
ISO6185: Type VIII

CONTENTS:	
DANGER LEVELS	5
INTRODUCTION	5
IDENTIFICATION PLATES	6
SAFETY REGULATIONS	7
BEAUFORT Wind Scale and Corresponding State of the Sea, After Few Hours of Wind, Away From the Coast.	8
Boat Design Categories	8
REMEMBER FIRE DANGER ALWAYS	9
TECHNICAL SPECIFICATIONS	10
COMPLETE SET	11
BOAT DESIGN	12
POLYESTER HULL	14
REINFORCED BUOYANCY TUBE	15
POLYESTER ARC	16
STEERING CONSOLE	16
FUEL SYSTEM	18
SHOWER KIT	19
DRAIN SYSTEM	19
WIRING DIAGRAM	21
PREPARATION FOR EXPLOITATION	23
ASSEMBLING THE STEERING CONSOLE	23
STEERING CONSOLE INSTALLATION	24
POLYESTER ARC INSTALLATION	25
STERN PLATFORM INSTALLATION	26
SOFT BACK OF STERN-PART SEAT INSTALLATION	26
COMBINED PILOT SEAT/BOLSTER INSTALLATION	27
SUNDECK INSTALLATION	28
Care & Maintenance of your Sunbrella® Fabric	28
STORAGE BATTERY INSTALLATION	29
INFLATION/DEFLATION BOAT TUBE	30
BOAT TRAILERING	31
MAINTENANCE	32
OPERATING REGULATIONS	33



For your safety and for the validity of the guarantee expert and authorized personnel must install the motor and inspect and check the systems. All onboard systems must be completed and inspected.

CHECK THAT THE CHECKS HAVE BEEN MADE AND THAT THE PLANTS HAVE BEEN COMPLETED BEFORE DELIVERY.

BRIG Ltd declines any responsibility for systems and accessories that have not been installed and checked by expert and authorized personnel.



The manual and all its enclosures should be stored carefully, and the manual should always be kept aboard. If the craft is resold, the manual and all its enclosures must be handed over to the new owner.

CE Certification and Main Features

The CE marking indicates that the inflatable boat meets the requirements of the Recreational Craft Directive 2013/53/EU

Certifying Body:

INTERNATIONAL MARINE CERTIFICATION INSTITUTE

Rue Abbe Cuypers 3 / B-1040 Bruxelles / Belgique

Notified Body : 0609

www.imci.org

Name of Manufacture:

BRIG Ltd.

Lozovskaya 88, Dergachy 62303

Kharkovskaya obl.

UKRAINE

www.brig-ribs.com

DANGER LEVELS.

The manual contains warnings, identified as follows:



A note like this indicates that there is serious risk that is likely to cause death or permanent serious injury, if appropriate precautions are not taken.



A note like this indicates the existence of risk that may cause death or injury, if appropriate precautions are not taken.



A note like this indicates reference to the application of safety or environmental protection practices, or draws attention to unsafe behaviour that might cause injury to persons or damage to the craft, its components or the environment.

INTRODUCTION.





This manual was written to help you using your boat safely. It contains information of the boat, its equipments (supplied or installed), operation and maintenance.



Before using your boat, read the **MANUAL** carefully and ensure that you have understood all the procedures it describes. Before taking command of your boat, be sure to have acquired experience and confidence in its operation.

IDENTIFICATION PLATES.

Builder's Plate:

BRIG <small>FOR INTELLIGENT BOATS</small> www.brig-rtos.com		CE	
MODEL	E650	Typ	VIII
Conforms to EN ISO 6195 - 3		Design Category	B/C
	166 kW 225 HP		≤ 8/12
	1310 kg 2888 lbs		
 0.15 bar 2.2 psi		Mad	

Maximum engine power
225 HP (166 kW)

Type according to
ISO 6185

Boat Design Categories
(Directive 2013/53/EU)

Passengers capacity:
8persons (Design Category B)
12persons (Design Category C)

Boat tube nominal pressure
0.15 bar (2.2 psi)

Manufacturer's recommended maximum load,
including the mass of the outboard engine(s) but
excluding the mass of the contents of fixed fuel
and water tanks when full

Plate with identification number:

UA-QRK12345A000





ATTENTION


It is fundamental for the plates to be aboard the boat, since they are only form of recognition and identification. Without them the boat does not comply with the legislation in effect. The plates must never be removed. Any tampering or removal not authorised by the manufacturer is the full responsibility of the owner.

SAFETY REGULATIONS.

This manual contains recommendations and basic rules of conduct for using the boat in complete safety. Although it is not possible to offer safety information for all potential situations, in general it is recommended that you:

	Regularly check which safety requirements are in force.
	Maintain the boat and the onboard plants in optimum condition.
	Have the boat inspected by the dealer where it was purchased or by an authorised mechanic at least once every year for your own safety and for maintaining the guarantee.

	Always check weather and seagoing conditions before setting out. For safe navigation, compare the design category of your boat with the table above.
	The boat must be equipped with liferaft(s) to be stowed for the crew limit. If the liferaft is a rigid canister type, it shall be mounted in the cockpit, ready for use. If the liferaft is contained in a soft bag then it may be stowed in a compartment but shall be readily available for use.

	Max number of transportable persones is referred to an established weight of 75 kg per person (ISO 6185), so always make reference to total maximum transportable weight. The max weight of the installable motors indicates the maximum overall weight applicable on the stern board, including any emergency motors. NEVER exceed the stated value.
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BEAUFORT Wind Scale and Corresponding State of the Sea, After Few Hours of Wind, Away From the Coast.

Force	Denomination	Knots	Km/h	m/sec	State of the sea and wave height in meters	
0	Calm	<1	<1	0-0.2	Calm	0
1	Light Air	1-3	1-5	0.3-1.5	Calm	0
2	Light Breeze	4-6	6-11	1.6-3.3	Almost calm	0.2
3	Gentle Breez	7-10	12-19	3.4-5.4	Almost calm	0.2
4	Moderate Breeze	11-16	20-28	5.5-7.9	Small waves	0.5
5	Strong Breeze	17-21	29-38	8.0-10.7	Large waves	1.25
6	Fresh Wind	22-27	39-49	10.8-13.8	Large waves	2.0
7	Strong Wind	28-33	50-61	13.9-17.1	Very large waves	2.5
8	Gale	34-40	62-74	17.2-20.7	Rough sea	4
9	Strong Gale	41-47	75-88	20.8-24.4	Very rough sea	6
10	Storm	48-55	89-102	24.5-28.4	Heavy	9
11	Violent Storm	56-63	103-117	28.5-32.6	Very heavy	14
12	Hurricane	64 and over	118 and over	32.7and over	Stormy	14 and over

Boat Design Categories (Directive 2013/53/EU):

Design category	Wind force (Beaufort scale)	Significant wave height*
"A" - "Ocean"	exceeding 8	exceeding 4
"B" - "Offshore"	up to, and including, 8	up to, and including, 4
"C" - "Inshore"	up to, and including, 6	up to, and including, 2
"D" - "Sheltered waters"	up to, and including, 4	up to, and including, 0.3


NOTE: ***The significant wave height** is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.


REMEMBER FIRE DANGER ALWAYS.

Fire may be caused by:


Crew negligence when smoking, the presence aboard of flammable liquids, electrical contacts, propulsion motor, errors in fueling, or if maintenance has not been performed as required.


Once again, it is important that the crew behave correctly and that the boat is kept in order to avoid serious damage to it and to persons.

	Easily flammable products must not be kept aboard.
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	BATTERY: the battery may cause sparks or explosions. It must be stored in an appropriate container, easily reached and well aired, AWAY FROM FUEL OR INFLAMMABLE PRODUCTS. Periodically check that the clips are tight and protect them with appropriate insulation in order to prevent sparks or the spread of current.
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However, if a fire does occur aboard, stop motor, disconnect the batteries immediately, check to see if it is an electrical component or any case a small-scale fire that does not involve flammable liquids, in which case use a suitable fire extinguisher to try and put the fire out completely.

	Extinguisher or any other fire-fighting equipment must not be kept in compartments with key lock, but in easily accessible and clearly indicated locations.
	Extinguisher or any other fire-fighting equipment should be checked periodically and replaced with the same or superior types if expired or inefficient.

	Equip the boat with fire-fighting equipment before launch and use.
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TECHNICAL SPECIFICATIONS.

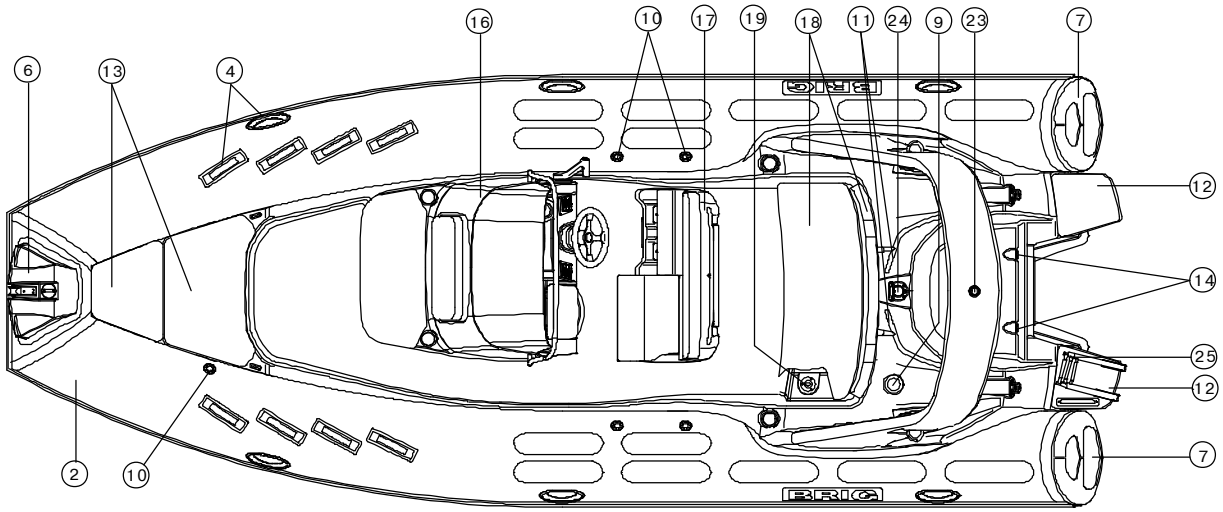
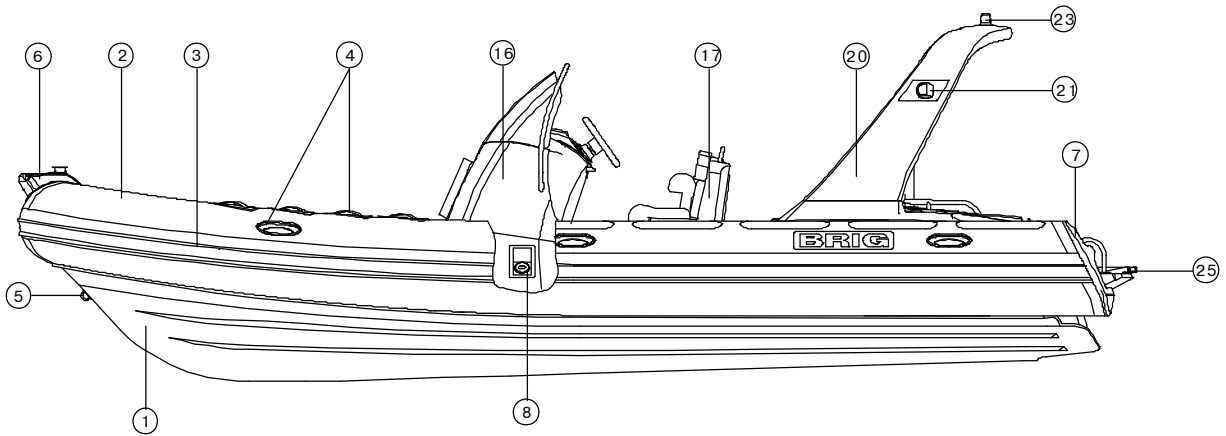
The basic parameters and dimensions of the "EAGLE" boat E650, (E650H) comply with the data specified in the following table.
All dimension measurements indicated have a tolerance of +/- 3%, weight measurements indicated have a tolerance of +/- 5%.

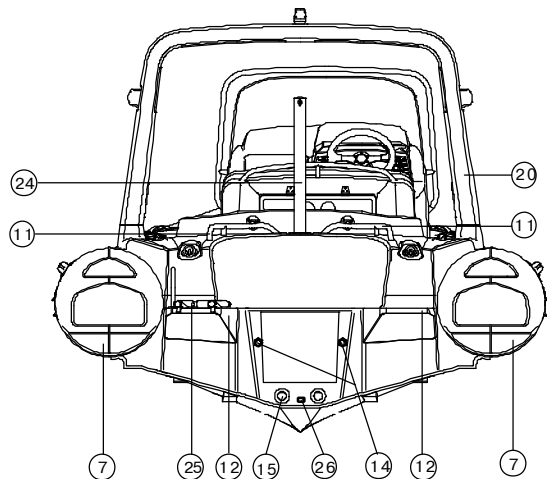
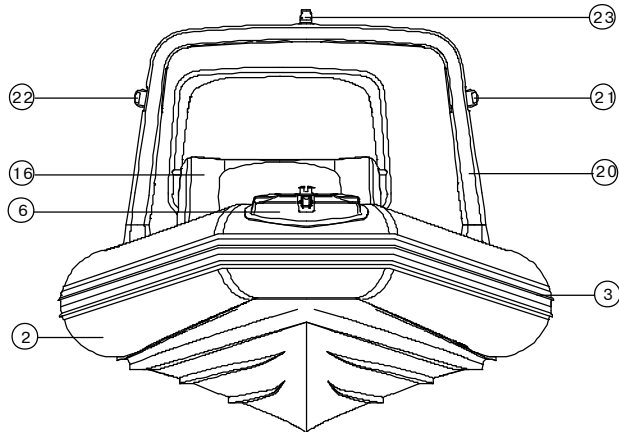
Parameter		E650 (E650H)	
		Design category	
		B	C
Length (without engine)	m	6.50	6.50
Beam	m	2.50	2.50
Height	m	2.35	2.35
Inflatable tube diameter, max.	m	0.55	0.55
Cockpit dimensions:			
- length	m	4.60	4.60
- width	m	1.40	1.40
Deadrise angle on transom		18°	18°
Deadrise angle in middle section		21°	21°
Transom height	mm/inches	508 / 20"	508 / 20"
Number of independent air-tight chambers	pcs.	5	5
Nominal pressure	BAR/psi	0.15 / 2.2	0.15 / 2.2
Passengers capacity	persons	8	12
Recommended engine power	HP	175-200	175-200
Maximum engine power	kW/HP	166 / 225	166 / 225
Maximum engine weight (including controls and batteries)	kg	335	335
Engine shaft length		Long / 20"	Long / 20"
Weight of empty boat (with steering console, with arc, with seats, without engine)			
	kg	710	710
Weight of boat with equipments	kg	730	730
Carring capacity of the boat	kg	1540	1540
Displacement In Light Craft Condition (LCC)	kg	1080	1080
Maximum total load ML (total weight of the fuel, weight of the people and cargo onboard)	kg	1170	1170
Maximum recommended load (including weight of the max engine(s), passengers and cargo onboard, but excluding the mass of the contents of fixed fuel and water tanks when full)	kg	1310	1310
Loaded displacement mass (LDC)	kg	2250	2250

COMPLETE SET E650 (E650H).

In the table below is shown the maximum possible complete set, which may differ from your boat.

Inflatable boat	+	Shower kit :	
Foot pump	+	Water tank (45 litres)	+
Paddle	+	Shower handset	+
Set of spare parts and repair kit	+	Shower pump	+
Bag	+	Removable sundeck	+
Owner's manual	+	Front locker removable cushion	+
Valve cap pressure gauge	+	Rear platforms	+
Steering console	+	Foldable stainless steel ladder	+
Steering console equipments:		Auxiliary motor bracket	+
Mechanical steering system	+	Ski mast	+
Hydraulic steering system	option	Overall cover	+
Steering wheel	+	Cover for steering console and seat	+
Fuel level clock	+	Collapsible sun-top	+
Electrical switches with fuses	+	Battery container	+
Socket 12V with fuse	+	SeaDek set	+
Speedometer	+		
Tachometer	+		
Compass	+		
Electric horn	+		
Driver seat	+		
Polyester arch with navigation lights	+		
Stern soft seat with backrest	+		
Front step-plate	+		
Fuel system with fuel tank 200 litres	+		
Drain system with automatic bilge pump	+		





D1

BOAT DESIGN.

The boat series "EAGLE" E650, E650H consists of the next main components:

- polyester hull (1);
- reinforced buoyancy tube (2);
- polyester steering console (16);
- combined pilot seat/bolster (17);
- polyester arc (20).

●DESCRIPTION:

- 1 — Polyester hull.
- 2 — Reinforced buoyancy tube.
- 3 — Doubled rubbing strake.
- 4 — Safety handle.
- 5 — Towing bow eye (hull).
- 6 — Bow step-plate with antiskid layer.
- 7 — Polyester tube end (2 pcs.)
- 8 — Fuel fill.
- 9 — Box with cap for shower handset.
- 10 — Air fill valve (5 pcs.).
- 11 — Stern railing.
- 12 — Stern antiskid platforms.
- 13 — Front locker removable cushion (2pcs.).
- 14 — Drain outlet from the motor recess (2 pcs.).
- 15 — Cockpit drain system socket (2 pcs.).
- 16 — Steering console.
- 17 — Combined pilot seat/bolster.
- 18 — Stern-part seat with soft back.
- 19 — Water fill.
- 20 — Polyester arc.
- 21 — Port running light (red).
- 22 — Starboard running light (green).
- 23 — Anchor light (white).
- 24 — Ski mast
- 25 — Foldable stainless steel ladder.
- 26 — Drain plug.

●POLYESTER HULL.

The boat hull has "deep-V" shaped bottom with four longitudinal steps. The upper deck surface has a special moulded antiskid coating. There are five specified sections (Fig. D2):

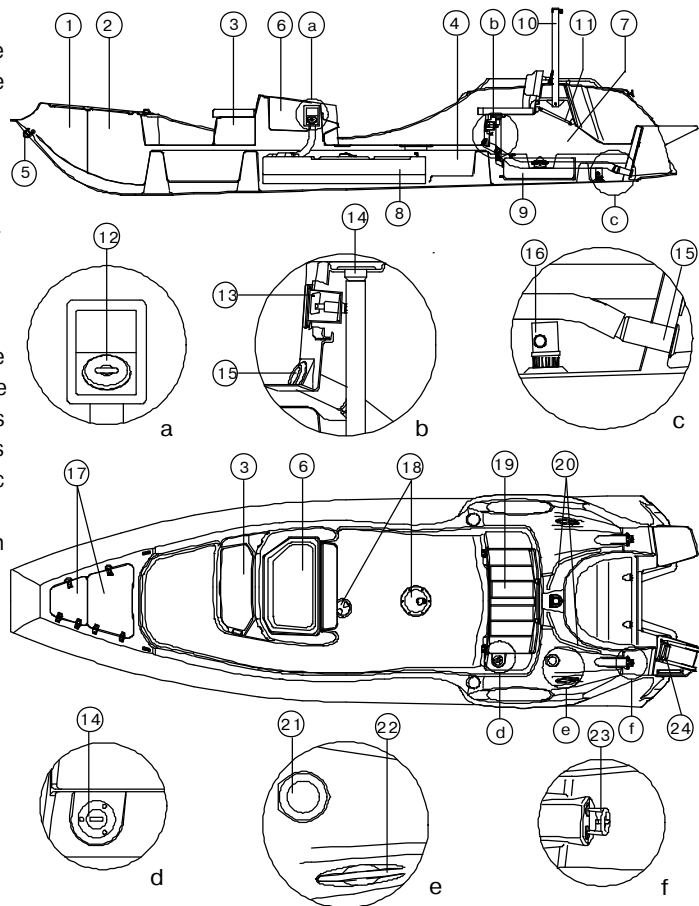
- bow anchor locker (1) is intended for arrangement of anchor and anchor chain/rope;
- bow locker (2) is intended for baggage arrangement;
- locker under the seat of steering console base part (3) is intended for baggage arrangement;
- deck compartment (4) is intended for arrangement of fuel tank;
- stern locker (7).

In addition there is polyester underpan installed into the steering console base part (6), which separate steering console from deck compartment. The bow locker and stern locker have a direct access by hinge out the access doors (respectively 17 and 19 positions). There are two inspection hatches located on the deck (18) for survey of the fuel tank, pipe lines and electric contacts.

Onto the bow locker there are removable soft cushions (13, Fig. D1). Onto the stern locker the are soft seat with soft back (18, Fig. D1).

The boat hull is arranged with the followig components:

- bow towing eye (5);
- two stern cleats (22, Fig. D2e);
- fuel tank (8);
- water tank (9);
- fuel fill (12, Fig. D2a);
- water fill (14, Fig. D2b, D2d);
- two waterski towing eyes (23, Fig. D2f);
- box with cap for shower handset (21, Fig. D2e);
- foldable stainless steel ladder(24);
- lifter of stern locker seat (11);
- cockpit drain systems sockets (15, Fig. D2b, D2c);



D2

- stern railing (20);
- ski mast (10);
- battery disconnecter (13, Fig. D2b);
- drain automatic bilge pump (16, Fig. D2c);

The bow part of the boat may be simply converted into the sundeck by means of sundeck floor boards and sundeck soft cushions.

● REINFORCED BUOYANCY TUBE.

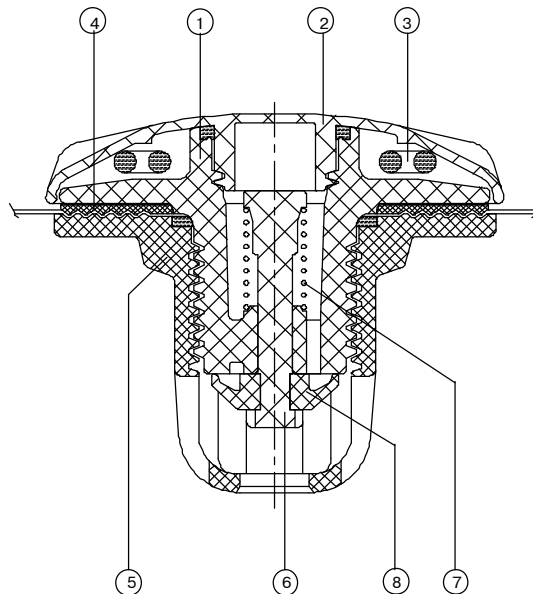
The boat buoyancy tube has U-shaped form. The tube is separated by means of inner elastic partitions into five chambers of a similar volume, each being provided with an air fill valve.

The air fill valve is intended for:

- filling the compartment with air from a standard pump or filling system and maintaining pressure in the tube for prolonged time,
- adjustable drop of pressure in compartment.

The air fill valve is designed as a tab-type non-return valve and consists of the following components (Fig. D3):

- housing (1);
- cup (2) with strap (3);
- washer with gasket (4);
- nut (5);
- spindle (6) with spring (7) and cup diaphragm (8).



D3

Also there are the following elements fitted on the tube (Fig. D1):

- doubled rubbing strake (3, Fig.D1);
- safety handles (4, Fig.D1);
- bow step-plate with a special moulded antiskid coating (6, Fig.D1) with anchor roller and rope cleat;
- tube polyester ends (7, Fig.D1) with two antiskid steps each.

●POLYESTER ARC.

Polyester arc (20, Fig.D1) is located in the stern part of the boat.

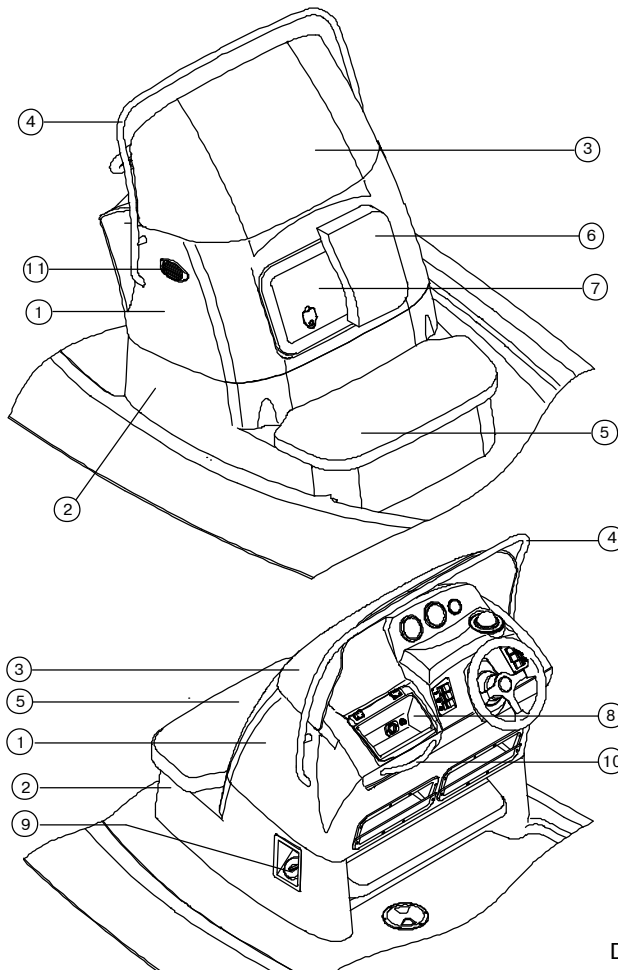
Arc equipment:

- anchor light (white, 23),
- running lights: port (red, 21) and starboard (green, 22).

●STEERING CONSOLE.

Steering console is located in the central part of the boat. The console consists of the following components (Fig. D4):

- console body (1) is installed on the built-in the boat deck console base (2).
- windscreen (3);
- stainless steel railing (4);
- front soft seat (5);
- soft seat-back (6);
- hatch (7).
- console recess (8);
- fuel fill (9);
- stainless steel handrail (10);
- electric horn (11).




D4


Console equipment (Fig. D5):

- steering system;
- steering cable;
- steering wheel (5);
- compass (1);
- fuel level clock (2);
- speedometer (3);
- tachometer (4);
- socket 12V with fuse (6);
- fuse holding box with warning lights(see D5)
(inside of the steering console);
- switches:
 - horn switch (7);
 - running lights and meter lamp switch (8);
 - anchor light switch (9);
 - hull drain pump switch (10);
 - shower pump switch (11);

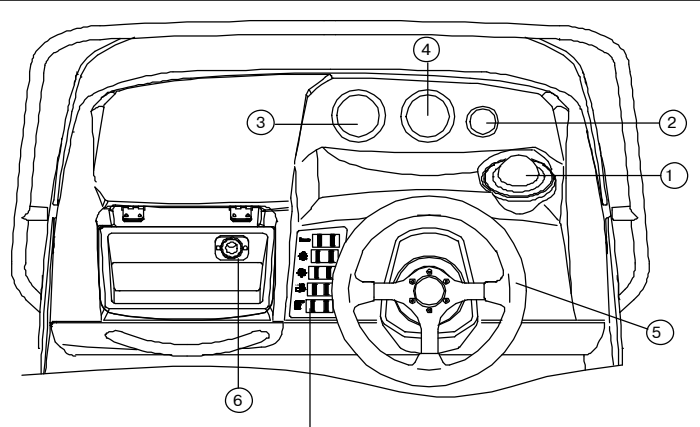
Access to the fuse box - through the hatch (see D4, (7))



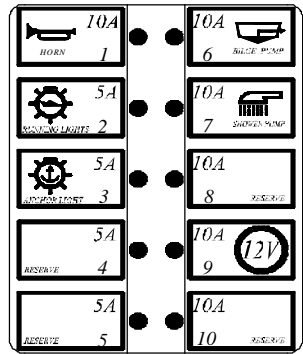
Always check the fuse. Burning red LED display on the fuse box warns of faulty fuse








Always keep a spare set the fuse in an easily-accessible location.



Fuse holding box
with warning lights



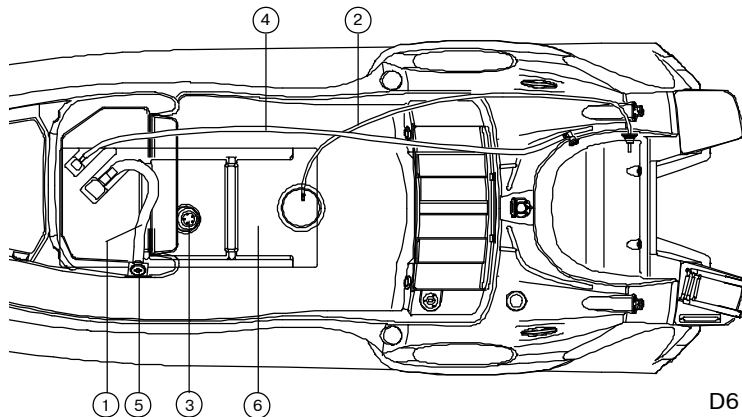
 <small>HORN</small>	<i>horn switch</i>	7
 <small>RUNNING LIGHTS</small>	<i>running lights and meter lamp switch</i>	8
 <small>ANCHOR LIGHT</small>	<i>anchor light switch</i>	9
 <small>AUTO HULL DRAIN PUMP</small>	<i>hull drain pump switch</i>	10
 <small>SHOWER PUMP</small>	<i>shower pump switch</i>	11

D5

● FUEL SYSTEM.

Fuel system consists of the following components (Fig. D6):

- built-in fuel tank 200L (6);
- external fuel fill (5);
- fuel line (from fuel fill to fuel tank) (1);
- fuel line (from fuel tank to engine) (2);
- electric fuel gauge (3);
- fuel drain line (4).



D6



Pre-filter and fuel valve must be installed by authorized representative specialists only.

Do not modify fuel system. Any modification, repair and planned maintenance of the fuel system may be made by authorized representative specialists only.

Check that there are no leaks in the fuel systems

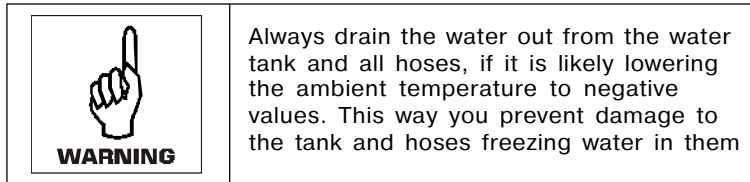
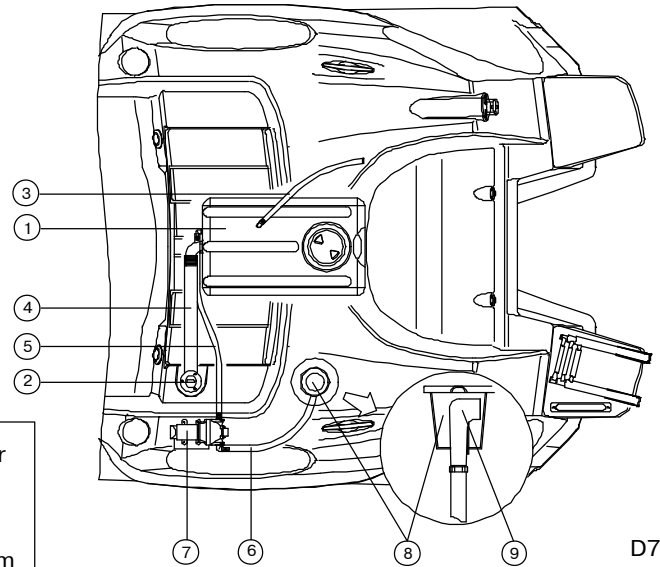


Do not smoke when refueling. Stop the engine and switch off any electric equipments before refueling.

●SHOWER KIT.

Shower kit includes the next components (Fig. D7):

- water tank (1);
- water fill (2);
- water drain line (3);
- water line (from water fill to tank) (4);
- water line (from water tank to shower pump) (5);
- water line (shower hose) (6);
- shower pump (7);
- box for shower handset (8);
- shower handset with push button control and shower hose (9).



●DRAIN SYSTEM.

Drain system, (Fig. D8), consists of the three independent systems:

- cockpit drain system;
- hull drain system;
- motor recess drainage.

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- cockpit drain system;
- hull drain system;
- motor recess drainage.

COCKPIT DRAIN SYSTEM:

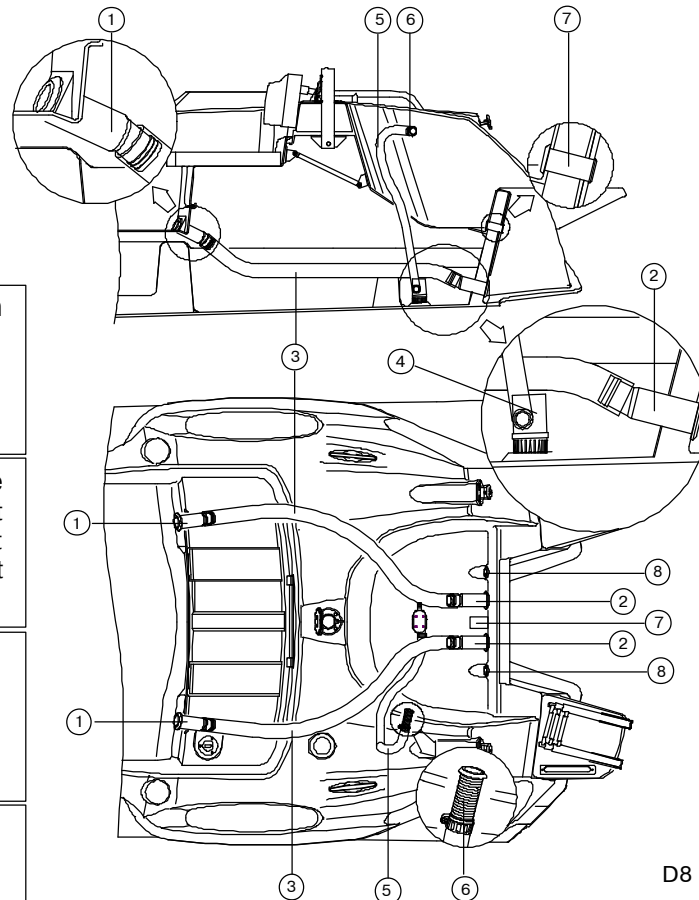
- two cockpit drain sockets (1);
- two stern drain sockets with flexible diaphragms (2);
- two drain hoses (3);

HULL DRAIN SYSTEM:

- automatic bilge pump (4);
- drain hose (5);
- bilge pump drain outlet into the motor recess (6);
- drain plug (7) MUST BE TIGHTLY CLOSED WHEN BOAT ON WATER;

MOTOR RECESS DRAINAGE:

- two drain outlets from the motor recess (8);



D8



WARNING

It is dangerous to pretend to be an expert. This may cause damages. Refer to expert and authorized specialists for all types of maintenance and repair.



WARNING

Always the cockpit drain sockets must be open during navigation. Do not obstruct cockpit drain sockets at any time. Do not dispose bulky objects in front of the cockpit drain sockets.



WARNING

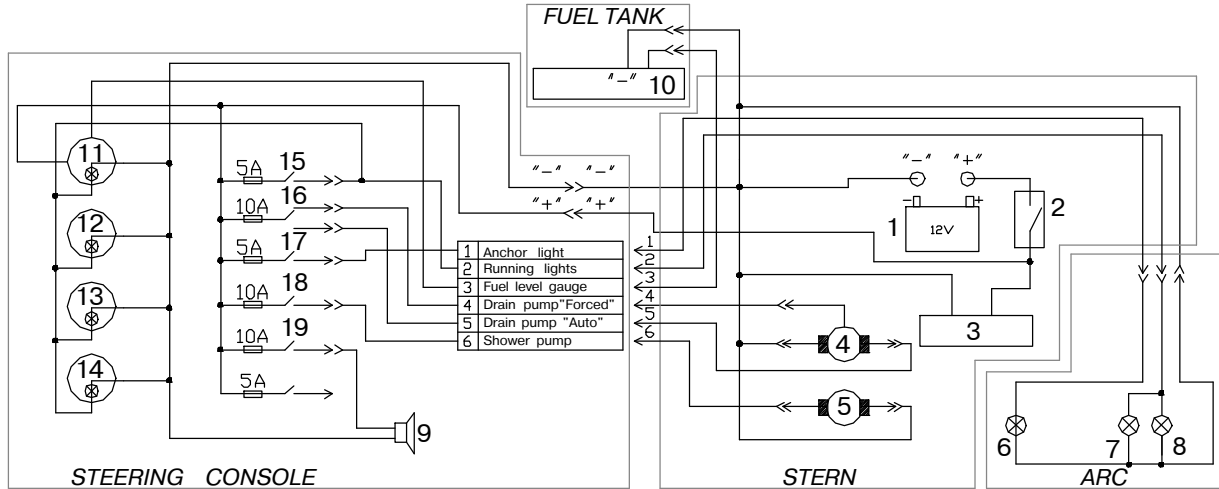
Do not modify drain systems. Before navigation check the drain valves.



WARNING

Never locate heavy objects on the drain hoses. It will be cause of bucking, distortions and damages.

●WIRING DIAGRAM.



D9

DESCRIPTION:

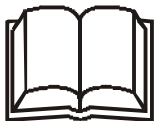
- | | |
|--|---|
| 1 — Battery (provided on the market). | 12 — Tachometer. |
| 2 — Battery disconnecter. | 13 — Compass |
| 3 — Outboard motor (provided on the market). | 14 — Speedometer. |
| 4 — Automatic bilge pump. | 15 — Switch with automatic circuit breaker — meter lamp and running lights switch. |
| 5 — Shower pump. | 16 — Switch with automatic circuit breaker — automatic bilge pump "FORCED" / "AUTO" |
| 6 — Anchor light (white). | 17 — Switch with automatic circuit breaker — anchor light (white). |
| 7 — Port light (red). | 18 — Switch with automatic circuit breaker — shower pump. |
| 8 — Starboard light (green). | 19 — Switch with automatic circuit breaker — electric horn. |
| 9 — Electric horn. | |
| 10 — Fuel level gauge. | |
| 11 — Fuel level clock | |



WARNING

Do not modify electrics of the boat.
Any modification, repair and planned maintenance may be made by authorized representative specialists only.

Do not touch the electrical equipment with wet hands.



ATTENTION

When leaving the boat, remember to disconnect the batteries.

PREPARATION FOR EXPLOITATION.

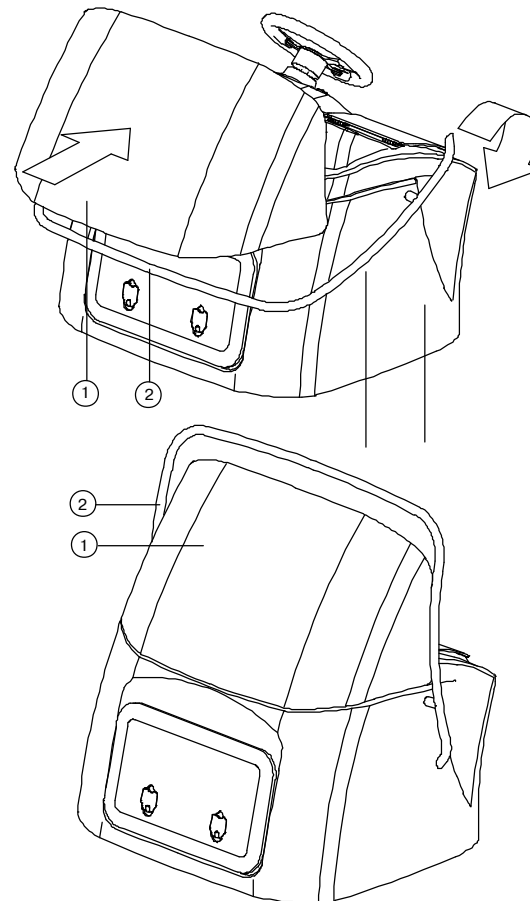
In order to set the boat in the operation condition perform as follows:


- unfold the inflatable tube;
- mount the outboard engine on the transom in accordance with its own installation instruction (manual of your outboard engine).

●ASSEMBLING THE STEERING CONSOLE.

In order to assemble the console perform the next operations (Fig. A1):

- install the windscreen (1) with the help of screws with washers from the windscreen complete set;
- turn up the stainless steel railing (2) to the regular position;
- align the holes in the railing bearings with the holes in the console;
- fix the railing by means of the bolts, washers, arrester washers;
- tighten all the bolts and screws.

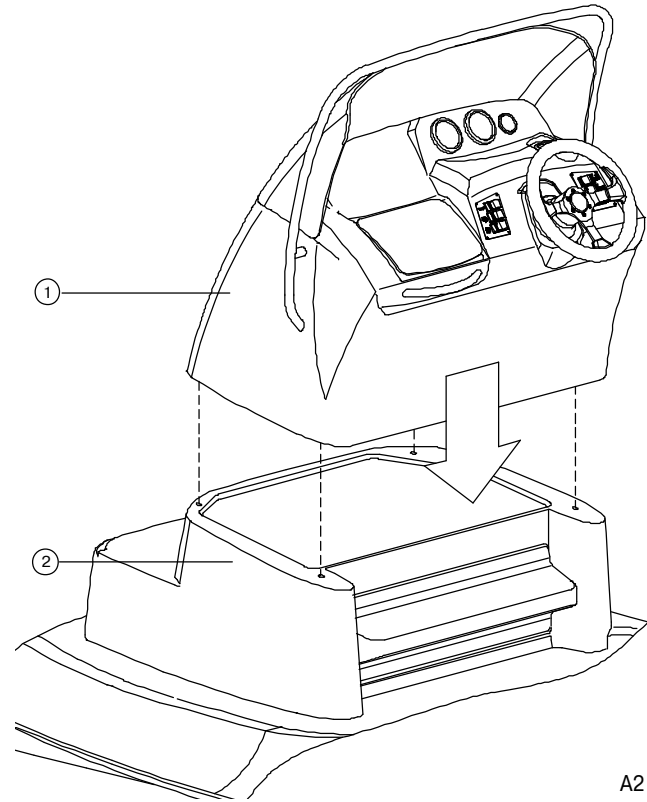


 <p>WARNING</p>	<p>To avoid the water penetration into the console inner layers please tight all the holes/free space with any waterresistant filler.</p>
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A1

●STEERING CONSOLE INSTALLATION.

- connect electric cable harness of outboard engine with corresponding console wires in accordance with **WIRING DIAGRAM** (Fig. D9);
- install the remote control cable and steering cable (Box side). Follow the instructions manual provided with the remote control box;
- install the steering system cable and the throttle cable (engine side). Follow the instructions manual provided with the outboard engine;
- double-check that the remote control cables (i.e., the throttle cable and shift cable) have been connected correctly. For checking follow the instructions manual provided with the outboard engine and remote control box;
- put steering console (1) on the built-in console base (2), (Fig. A2);
- open front hatch of the console locker.
- fix steering console with the help of bolts M8 with washers from the steering console complete set;
- close the hatch.



A2



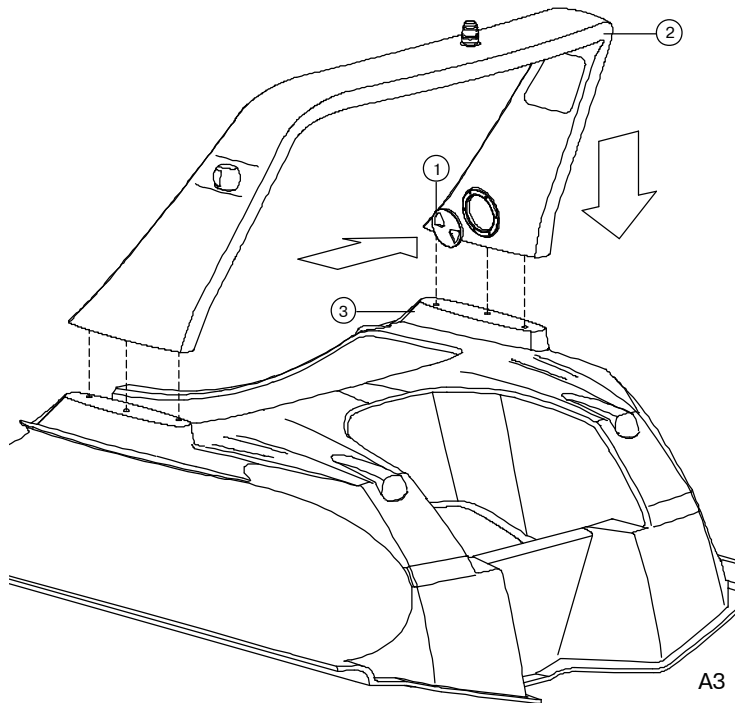
WARNING

To avoid the water penetration into the console inner layers please tight all the holes/free space with any water-resistant filler.

●POLYESTER ARC INSTALLATION.

In order to install the polyester arc, perform the next operations (Fig.A3):

- remove round hatch covers (1) from the lower part of the arc;
- insert arc cable into the hole of arc bracket (starboard);
- mount the arc (2) onto the arc bearings (3), (Fig. A3) and fix with the help of the bolts M8 and washers from the arc installation kit;
- tighten all the bolts;
- close round hatch covers of the lower part of the arc.



A3



WARNING

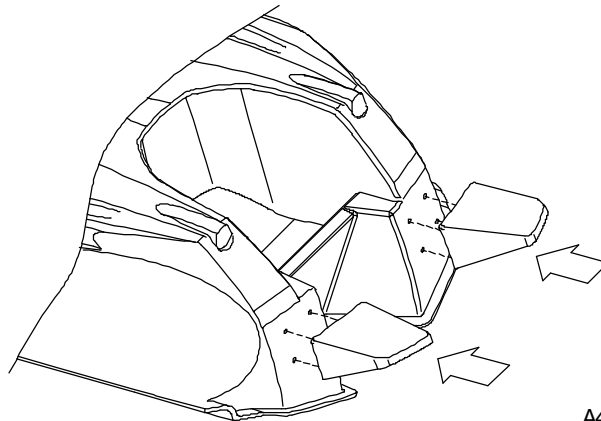
The polyester arc is designed to withstand the stresses of navigation and act as a support for the lights and horn. Do not use it inappropriately to rest your weight on it.

Do not begin navigation without checking that the bolts of the polyester arc are tightened correctly.

●STERN PLATFORMS INSTALLATION.

In order to install stern platforms, perform the next operations (Fig.A4):

- align the holes in the stern-part of the boat with the holes in the rear side of the stern platforms;
- insert bolts from the complete set into the holes in the rear side of the stern platforms;
- open stern locker cover;
- fix the platforms with the help of nuts and washers from the complete set;
- tighten all the nuts;
- close stern locker cover.



A4



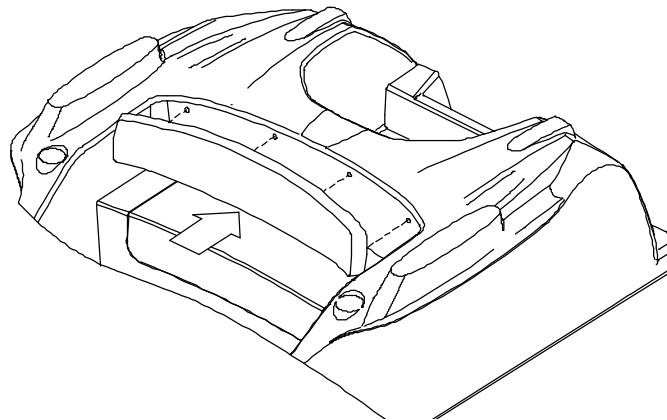
WARNING

To avoid the water penetration into the hull inner layers please tight all the holes/free space with waterresistant filler.

●SOFT BACK OF STERN-PART SEAT INSTALLATION.

In order to install the soft back of stern-part seat, perform the next operations (Fig. A5):

- insert bolts on the rear surface of the soft back into the holes in the stern part of cockpit;
- open stern locker cover;
- fix the soft back of stern-part seat with the help of the nuts and washers from soft back complete set;
- tighten all the nuts;
- close stern locker cover.

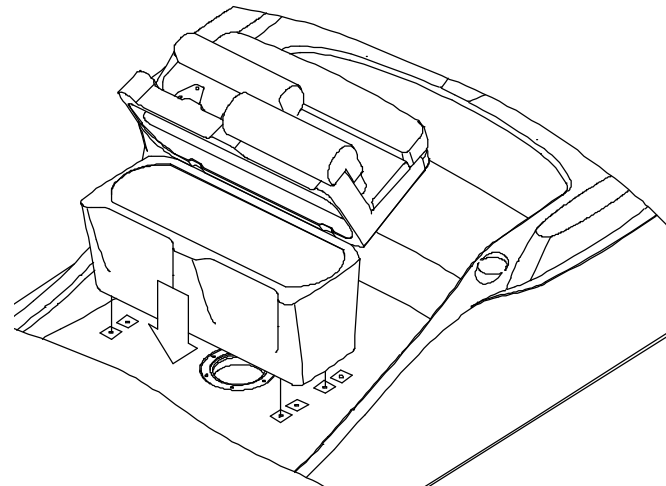


A5

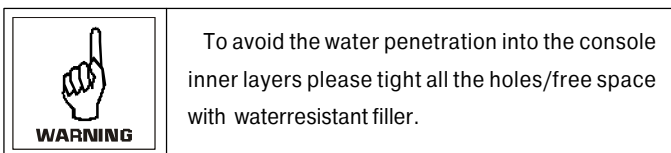
●COMBINED PILOT SEAT/BOLSTER INSTALLATION.

In order to install combined pilot seat/bolster , perform the next operations (Fig. A6):

- open upper part of the seat;
- aligne the holes in the bottom of the seat with the thread bushings in the deck and fix the seat with the help of bolts with washers from the combined pilot seat/bolster complete set;
- tighten all the bolts;
- close upper part of the seat.

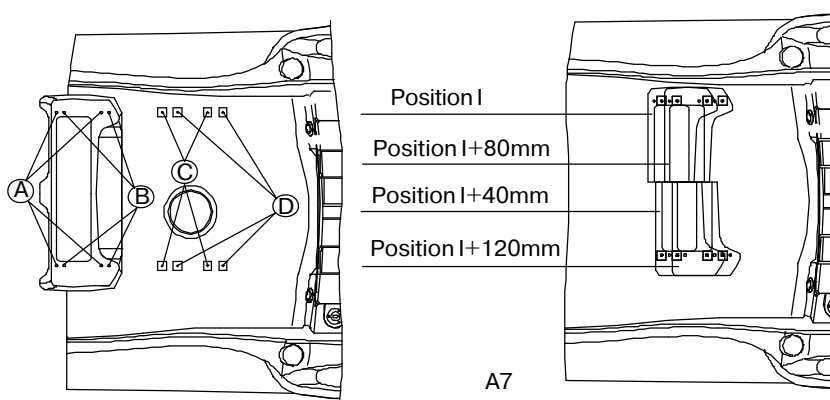


A6



VARIATIONS OF COMBINED PILOT SEAT/BOLSTER INSTALLATION (Fig.A7).

While alining four holes "A" either four holes "B" in the bottom of the seat with four thread bushings "C" either four thread bushings "D" in the deck it's possible to shift the seat with the 40mm step along the longitudinal axis of the boat.

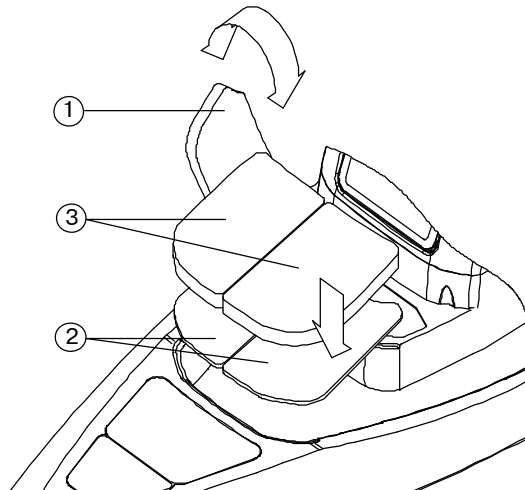
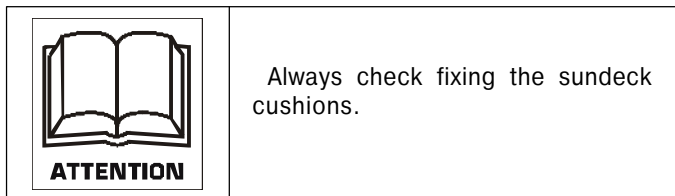


A7

●SUNDECK INSTALLATION.

In order to install the sundeck (Fig. A8), perform the next operations:

- open front seat (1) of the steering console;
- insert the sundeck floor boards (2) into the special hollows in the bow locker and front part of the steering console base;
- close front seat (1) of the steering console;
- set the sundeck cushions (3) on the press-buttons.



A8

Care & Maintenance of your Sunbrella® Fabric

If soft seats and cushions of your BRIG boat are made from *Sunbrella®* fabric, please read this instruction for the proper care of fabric.

Sunbrella® fabrics are made from solution-dyed acrylic fibres specifically designed for outdoor use. These air-permeable fabrics are chemically treated during manufacture. The treated fabric is more resistant to water, soiling (watermarks, dirt resulting from pollution or oily substances) and to the formation of mildew.

Over time, the effectiveness of the treatment diminishes. We therefore recommend that you clean and re-treat your fabric regularly in order to keep it in excellent condition and to make it last much longer.

Cleaning

- 1) When dry, brush the fabric (using a clothes brush or similar) in order to remove as much dirt as possible.
- 2) Spray the fabric with a jet of water, to moisten it.
- 3) Prepare a cleaning solution as follows:
 - For a standard clean: add 100ml (or more) of mild soap to 4 litres of hot water (maximum 40°C)
 - For the best possible result: use **303 Fabric Cleaner**
- 4) Brush the fabric using a soft brush (clothes brush or similar) and leave the solution to act for a few seconds.
 - **To remove marks:** use the cleaner on its own, or just slightly diluted with water. Spray onto the mark until the fabric is wet. Work the product in using a soft brush. Wipe away the mark and any excess cleaner with a wet cloth.

- 5) Rinse thoroughly with clean water.
- 6) Leave the fabric to dry in the open air.

Note: to avoid any deterioration of the fabric, we recommend you never expose it to sources of heat (e.g. hair dryers) or never use the following when cleaning: detergent, hot water (above 40°C), high-pressure cleaners.

Protection

303 High Tech Fabric Guard restores your fabric's original water-resistant and dirt-repellent properties. It stops leaks, prevents the formation of marks and mildew and protects the fabric against the harmful effects of UV rays.

Re-treating with **303 High Tech Fabric Guard** is easy, quick and produces long-lasting results.

- Use only on completely dry, new or recently cleaned fabric.
- Spray **303 High Tech Fabric Guard** until the fabric is moist.

Do not overspray.

- Leave the fabric to dry completely before using it or putting it away.

If you have the time, give your fabric a second treatment. Leave it to dry completely in the open air between treatments.

Coverage: use 500 ml for every 7 to 10 square metres treated.

Note: the use of silicone-based waterproofing products is not recommended. They are not compatible and there is therefore a risk of marks appearing once exposed to the air. Waterproofing products designed for use with wood and brickwork are also not recommended.

Read the instructions and recommendations on the label before using **303 HighTech Fabric Guard** and **303 Fabric Cleaner**.

●STORAGE BATTERY INSTALLATION.

In order to install the storage battery, perform the next operations:

- open stern locker cover;
- install the storage battery in the battery container;
- connect the battery terminals with engine battery cord and battery disconnecter;
- check efficiency of the electric equipment.



Before installation your storage battery read the **BATTERY MANUAL** carefully and ensure that you have understood all the described procedures.

●INFLATION/DEFLATION BOAT TUBE.

The tube of the boat has some independent air-tight chambers. Before inflation of compartment it's necessary to set all valves in operating condition. In order to switch valve to operating condition, just press spindle 6 (look before Fig. D3) with your finger and turn it clockwise until it is fixed. If it isn't possible the valve is in operating condition already.

Fill the tube compartments with air using the pump from the complete set. First fill two rear compartments, then middle compartments. Thereat, do not bring the pressure up to its operating value (the tube will be completely straightened). Then fill the bow compartment with air up to the rated pressure. **The rated pressure value is 0.15 bar (2.2 psi).** On completion of filling close the valves with caps.

In order to discharge air from the compartments, open the valves (just press spindle with your finger and turn it anticlockwise till it is fixed).



Do not use compressors and/or other types of inflating equipments not approved by the boat builder.

Check tube pressure before every navigation.

The rated pressure value is 0.15 bar (2.2 psi).

If the tube pressure more than nominal, deflate the compartments slightly. Boat exploitation with board pressure more than nominal decreases boat service life.



Board air chambers are hermetical if they keep own form during 8 hours. In this case:

- primary pressure has to be nominal;
- input valves openings have to be tightly closed by caps.

BOAT TRAILERING.

Installed on a trailer (or on keel-blocks for storage) the boat should be laying on all surface of the Main loading area (keel line) (see Fig. T1).

It is possible to install the boat on several reference points. Thereby the point of support (1) must be an obligatory, and the point of support (2), (3), (4) must be an additional.

Lateral roller supports can be used only with a view of prevention from tipping.

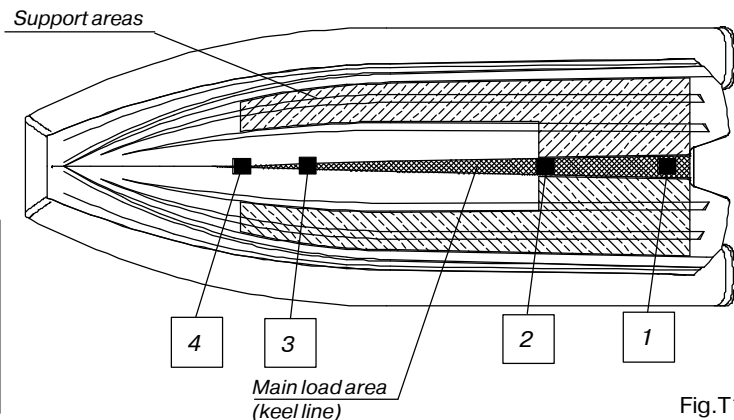
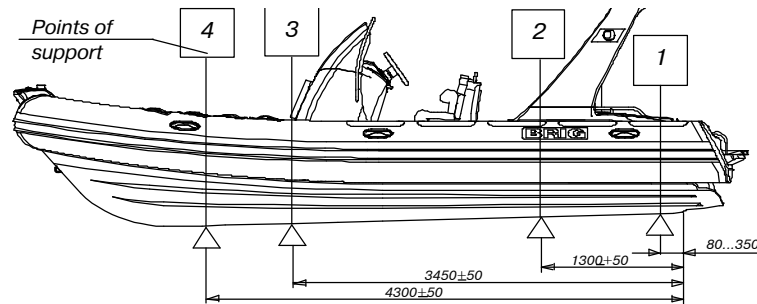
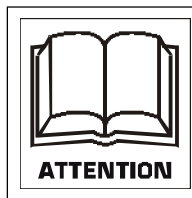
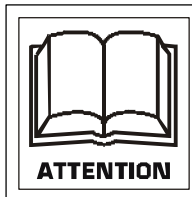


Fig.T1



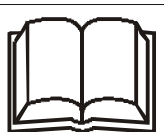
Maximum transportable mass – 1650 kg



In order to avoid the hull damage install the boat on the stated areas only.

MAINTENANCE.

- Main conditions of long service life is right and careful servicing. Avoid excessive increasing of pressure in the board, especially from heating by the sun rays.
 - After exploitation take off sand and dirt from boat surface, and carefully dry it.
 - Avoid the water getting into the chambers. If a fuel or an oil gets to the boat surface it is necessary to wash the soiling place by soap water as soon as possible and dry.
 - Pay attention to the condition of bottom surfaces. If it's cover is destroyed it is necessary to dry this element and restore the defend cover.
 - After season prepare the boat to winter keeping. Clean boat surface from sand and dirt and make the necessary repairs, if damages take place. If it is possible, keep the boat in the open and slightly pumped state in air temperature 0-25°C. The boat must be protected from the sun rays.
 - Insignificant boat repairing (eliminating the board punctures or cuts) you may carry out by yourself. In this case use the coated fabric and glue set for repair from the complete set.
- Independent performance of any complex repair associated with considerable damages to the board, partitions and seams is not recommended. In such cases, apply to your dealer.



ATTENTION

Storage of the boat with temperature variations from -30°C to +45°C may be allowed for not longer than 1 month.





In case the boat has being stored or transported at a temperature bellow 0°C, it must be held at a temperature above +15°C for at least 1 hour before be unpacked and unfolded.

For repair boat tube use the coated fabric and glue set from the complete set.

OPERATING REGULATIONS.

Dear user,

We thank you for your purchase and do hope that you will have a great fun of it. However, to make your joy and pleasure complete, we would request you to read carefully and observe the directions and recommendations specified below.

	<p>IT IS STRICTLY FORBIDDEN to handle the boat in the state of intoxication and without individual rescue means being used (life-saving belts, jackets, etc.)</p>
	<p>IT IS FORBIDDEN to use an outboard engine of power exceeding the maximum allowable value</p>
	<p>IT IS FORBIDDEN to bring the tube pressure up to the value exceeding the rated one(0.15 bar(2.2psi))</p>
	<p>IT IS STRICTLY FORBIDDEN to drag the boat across a rough surface.</p>
	<p>For each particular water area the local shipping regulations are in force. You may apply for information to the appropriate water transport and shipping directorate, as well as to the water police.</p>
	<p>Use the boat equipment and accessories only on their direct purpose to ensure reliable service.</p>
	<p>Even when sailing with an outboard engine you should always have the oars available with you so that you were able to reach the shore without outside assistance in case of any damage to the boat.</p>
	<p>On your request any outboard engine seller may provide your engine with the emergency stop switch. During navigation the switch should be connected to the wrist of your hand by means of a cord. In case you fall overboard, even if being a steersman, the switch will cut out the engine and the propeller. This arrangement will enable you to avoid any traumas and to reach the boat.</p>
	<p>Take all possible precautions against penetration of fuel, oil or electrolyte from the storage battery into the inflatable boat. If it does happen wash thoroughly the fouled spots with water.</p>



DANGER

You should be always sure that the number of people on board never exceeds that specified in the owner's manual or on the builder's plate provided on the transom.

The boat will retain an adequate floatability and will not keel over only provided that the load is arranged reasonably. **Therefore, do not accommodate all passengers on the same side of the boat.**



DANGER

All passengers should be accommodated inside the boat. The occupied seats should not be left throughout the entire sailing time.



DANGER

All passengers should put on life-saving jackets

CHILDREN and non-swimmers MUST BE A FLOATATION DEVICE AT ALL TIMES.





Always check that floatation devices for children are of the right size and that they are operational.




DANGER

The boat must be equipped with liferaft(s) to be stowed for the crew limit. If the liferaft is a rigid canister type, it shall be mounted in the cockpit, ready for use. If the liferaft is contained in a soft bag then it may be stowed in a compartment but shall be readily available for use.

Liferaft not supplied by the manufacturer and must be installed by owner.

 DANGER	<p>Arrange the cargo to be carried uniformly inside the boat, all items being reliable secured on the bottom of the boat.</p> <p>When sailing with an outboard engine the steersman should shift his body forward in the course of acceleration to prevent the boat forebody from raising under the force of upthrust waves.</p>
 WARNING	<p>Despite the strong shell of the boat we are recommended to handle sharp and pricking objects being on board with care. For example, it concerns a knife blade, fish-hook point, etc.</p>
 DANGER	<p>Approach rocky shores, shoals, moles, etc. carefully to avoid damages to the boat. It is strictly prohibited to drag the boat across rough surfaces (shingle, rocks, concrete, etc.).</p> <p>In case of prolonged navigation with the use of an outboard engine, regularly check to ensure that the engine is reliably attached to the boat. If the engine was attached carelessly the attachment may work loose under the action of vibration.</p>
 WARNING	<p>Besides, check air chambers pressure at regular intervals, since the pressure may vary under the effects of outside air temperature and atmospheric pressure variations.</p> <p>Never forget to monitor regularly the quantity of fuel in the fuel tank. Keep always in mind that the quantity of fuel should be sufficient for you to sail to your final destination.</p>

● **Towing**

 ATTENTION	<p>At towing the towing rope length should not be at least 3 lengths of the boat.</p> <p>The steersman of the towed boat should be assisted by another crew member to monitor the process of towing. In this case, certain communication gestures should be agreed upon beforehand.</p>
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The rope being secured to both boats in a manner ensuring its immediately, single-motion release.

- **Damage to one of air chambers**

The inflatable boat is designed to provide an adequate stability in case of the complete damage to one the air chambers (balloon compartments) at the expense of the remaining air chambers and the hull. Thanks to it, you will be able to reach safely the nearest shore. Reduce the speed and shift your body to the undamaged part of the boat. Watch changes in stability. After this immediately head for the nearest shore. To prevent penetration of water into the boat, pull the shell of the damaged air chambers upwards.

- **Anchor and mooring fast fastening**



Fix the towing rope in the bow of the boat to the front towing ring.
Fix the anchor or mooring ropes in the bow of the boat to the bow cleat only.
Fix the back anchor or mooring ropes to the back cleats only.

- **Danger of currents and wind**



Before navigation of the boat make detail inquiries about local conditions and regulations! Currents, wind, shoals, rising and falling tides, as well as weather variations may imply serious danger!

- **In emergency stay in boat**

In any unexpected situation (engine failure, boat damage, etc.) do not ever leave the boat provided it is still afloat. Even if you believe that the shore is just nearby stay in the boat, since you will be looked for in this particular place and, most probably, will be found. Should the boat become partially flooded throw heavy objects (batteries, fuel tank, engine) overboard to ensure additional floatability.

● Handling under power



Manoeuvrability above **40knots (74 km/h)** is limited. Sudden turn may cause loss of control. Reduce speed before making sharp in either direction.



Maximum propulsion power rating for the boat **166 kW (225 HP)**



Do not operate your boat with an engine of rated power larger than that posted on the builder's plate in the boat.



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

Do not operate at maximum speed while in congested high traffic waterways or in weather and sea conditions of reduced visibility high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others. Observe and obey speed limit and no wake zones.



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

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

The inflatable boat was delivered with the following equipment installed:

Fuel tank with fuel hoses	Stamp and signature	Comments:
Electric system	Stamp and signature	Comments:
Drain system.	Stamp and signature	Comments:
Bilge pump	Stamp and signature	Comments:
Shower kit	Stamp and signature	Comments:

Steering system

Stamp and signature

Comments:

Engine power system

Stamp and signature

Comments:

Engine installation, test and completion of plants and fittings done by.

Stamp and signature

Comments:

Comments:

Comments:



MODEL

E650

SERIAL No.

UA-QRK

Date of manufacture

Quality inspection stamp