BRIG
RIGIDINTELLIGENTBOATS

CE

OWNER'S MANUAL

RIGID INFLATABLE BOAT

Eagle 6.7

236G.01

Design Category: B/C
Directive 2013/53/EU

CONTENTS

DANGER LEVELS.

The manual contains warnings, identified as follows:

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

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

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

INTRODUTIONS.

This owner's manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its systems and information on their operation. Please read it carefully, and familiarize yourself with the craft before using it.

This owner's manual is not a course on boating safety or seamanship. If this is your first craft, or if you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of the craft. Your dealer or yacht club will be pleased to advise you of local sea schools, or competent instructors.

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

Always use trained and competent people for maintenance, fixing or modifications. Modifications that may affect the safety characteristics of the craft shall be assessed, executed and documented by competent people. The boat builder cannot be held responsible for modifications that he has not approved.

In some countries, a driving licence or authorization are required, or specific regulations are in force. Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft.

Any craft, no matter how strong it may be, can be severely damaged if not used properly. This is not compatible with safe boating. Always adjust the speed and direction of the craft to sea conditions.

If your vessel is equipped with a liferaft, carefully read the operating instructions. On board the vessel there should be appropriate security equipment depending on the type of vessel, the features of its use and weather conditions.
The crew should be familiar with the use of all equipment for ensuring safety and maneuvering in emergency situations.

A recommended list of security equipment is given below:

- life jackets
- anchor
- manual bailing device for removing water from the boat (bucket, hand pump)
- oars and boat hook
- day-and-night visual distress signal
- first aid kit
- waterproof flashlight
- set of local navigation charts
- whistle or non-electric horn
- mooring and towing ropes
- tool kit
- portable AM/FM radio or weather radio
- means of communication with emergency rescue services
- means of reboarding
- fire extinguisher

You must understand that it is your responsibility to keep safety equipment in proper condition.

PLEASE KEEP THIS OWNER'S MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

CE CERTIFICATION.

The CE marking indicates that the boat meets the requirements of the Recreational Craft Directive 2013/53/EU with design category, as marked on the builder's plate.
To use the boat for another purpose (commercial, professional or other), certification of the relevant authorities for these purposes is required.

Certifying Body:
HPi Verification Services (Ireland) Ltd.
Clonross
Dunshaughlin, Co. Meath,
A85 XN59 Ireland
EU Notified Body No. 2810
www.eucertification.com

Name of Manufacture:
BRIG Ltd.
88 Lozivska str. Dergachy 62303
317 Shevchenko str. Kharkiv 61033
UKRAINE
www.brigboats.com

Explanations of design categories are given below:

Design Category A: This craft is designed to operate in winds that may exceed wind force 8 (Beaufort scale) and in significant wave heights of 4 m and above (see Note below), and is largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Design Category B: This craft is designed to operate in winds up to Beaufort force 8 and the associated wave heights (significant wave height up to 4 m, see Note below). Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Design Category C: This craft is designed to operate in winds up to Beaufort force 6 and the associated wave heights (significant wave height up to 2 m, see Note below). Such conditions may be encountered in exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

Design Category D: This craft is designed to operate in winds up to Beaufort force 4 and the associated wave heights (occasional maximum waves of 0,5 m height). Such conditions may be encountered in sheltered inland waters, and in coastal waters in fine weather.

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.

BEAUFORT Wind Scale and Corresponding State of the Sea

Beaufort Number	Denomination	Wind speed in Knots	Wind speed in m/sec	State of the sea	Significant wave height in meters
0	Calm	<1	0-0.2	Calm	0
1	Light Air	1-3	0.3-1.5	Calm	0
2	Light Breeze	4-6	1.6-3.3	Almost calm	0.2
3	Gentle Breeze	7-10	3.4-5.4	Almost calm	0.2
4	Moderate Breeze	11-16	5.5-7.9	Small waves	0.5
5	Strong Breeze	17-21	8.0-10.7	Large waves	1.25
6	Fresh Wind	22-27	10.8-13.8	Large waves	2.0
7	Strong Wind	28-33	13.9-17.1	Very large waves	2.5
8	Gale	34-40	17.2-20.7	Rough sea	4
9	Strong Gale	41-47	20.8-24.4	Very rough sea	6
10	Storm	48-55	24.5-28.4	Heavy	9
11	Violent Storm	56-63	28.5-32.6	Very heavy	14
12	Hurricane	64 and over	32 and over	Stormy	14 and over

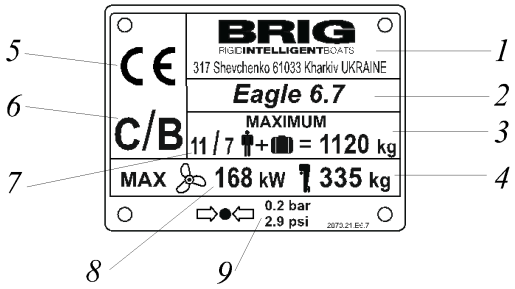
IDENTIFICATION PLATES.

⚠ CAUTION

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.

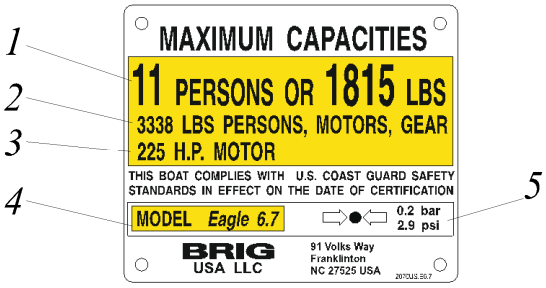
Builder's plate.

Installed on the hull of the boat near the stern seat.



1 - Manufacturer's name and contact address of the manufacturer
2 - Model name
3 - Maximum recommended load (including mass of the persons and cargo onboard, but excluding mass of the max motor(s), the mass of the contents of fixed fuel and water tanks when full)
4 - Maximum mass of the outboard including controls and batteries
5 - CE mark
6 - Design Categories according to Directive 2013/53/EU
7 - Maximum number of persons (75 kg each) for C or B Design Categories
8 - Maximum outboard power rating (in kW)
9 - Nominal pressure for each inflatable buoyancy chambers

Builder’s plate for the American market only.



1 - Maximum number of persons and their total weight based on 165 lbs each
2 - Maximum load capacity (total weight on board including persons, engine(s), gear), when the fuel and water tanks are full
3 - Maximum engine(s) power
4 - Model name
5 - Nominal pressure for each inflatable buoyancy chambers

Plate with identification number. Installed on the hull of the boat, on the transom side, starboard side.

UA-QRK12345A425

«UA» - manufacturer country code
«QRK» - Manufacturer Identification Code (MIC)
«12345» - boat serial number
«A425» - boat production date

TECHNICAL SPECIFICATIONS.

Model name	*Eagle 6.7*
Design Categories according to Directive 2013/53/EU	B or C
Length (without engine)	6.70 m
Beam	2.55 m
Height without T-Top / with T-Top	1.92 m / 2.62m
Inflatable tube diameter, max.	0.55 m
Cockpit dimensions (length X width)	4.7 x 1.45 m
Deadrise on transom / in middle section	16° / 21°
Transom height	630 mm
Number of separate inflatable buoyancy chambers	5
Nominal pressure for each inflatable buoyancy chamber	0.2 bar (2.9psi)
Maximum number of persons (75kg each) B/C design category	7 / 11
Engine:	
Recommended engine power	175 – 200 HP
Maximum engine power	225HP (168kW)
Maximum engine weight (including controls and batteries)	335 kg
Engine shaft length (inches)	Extra long / 25”
Weight parameters:	
Weight of empty boat (with steering console, with seats, without engine, without fuel)	780 kg
Weight of boat with max equipment from manufacturer without engine	810 kg
Displacement in Light Craft Condition (LCC)	1160 kg
Maximum total load (ML) (total weight of the liquids in tanks, weight of the persons and cargo onboard)	1310 kg
Maximum recommended load (including mass of the persons and cargo onboard, but excluding mass of the max motor, the mass of the contents of fixed fuel, water tanks when full) (builder’s plate)	1120 kg
Loaded displacement mass (LDC)	2470 kg

Weight sheet (kg).

Empty boat :	780
Basic equipment envisaged in the standard version by the manufacturer:	30
Mass of the maximum outboard engine recommended by the builders:	335
Security equipment: fire fitting equipment, security material (without life raft), warning signals, flags, radio VHP mobile phone.	15
Displacement in Light Craft Condition: LCC =	**1160**
Total mass of persons (B/C Design Category), 75 kg per body:	525 / 825
Consumables (fuel) at the maximal tank capacity:	145
Consumables (fresh water) at the maximal tank capacity:	45
Additional equipment and load if applicable (B/C Design Category):	375 / 200
Optional equipment:	25
Any provision for extra (B/C Design Category) :	140 / -
Life rafts (B/C Design Category) :	55 / 70
Maximum total load: ML =	**1310**

Loaded displacement mass: LDC = LCC + ML

LDC =	**2470**

All indicated dimension have a tolerance of ±3%, the indicated weight parameters have a tolerance of ±5%.

⚠ WARNING

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

⚠ CAUTION

You must be sure that you clearly and unambiguously understand the meaning of all parameters of the boat. Contact your BRIG dealer for clarification.

MAIN DIMENSIONS.

The dimensions of the *Eagle 6.7* comply with the data specified in the Fig.1.
All dimension measurements indicated have a tolerance of ±3%.
The length of the boat with the engine (A1) is shown conditionally. It can vary depending on the angle of the motor deflection.

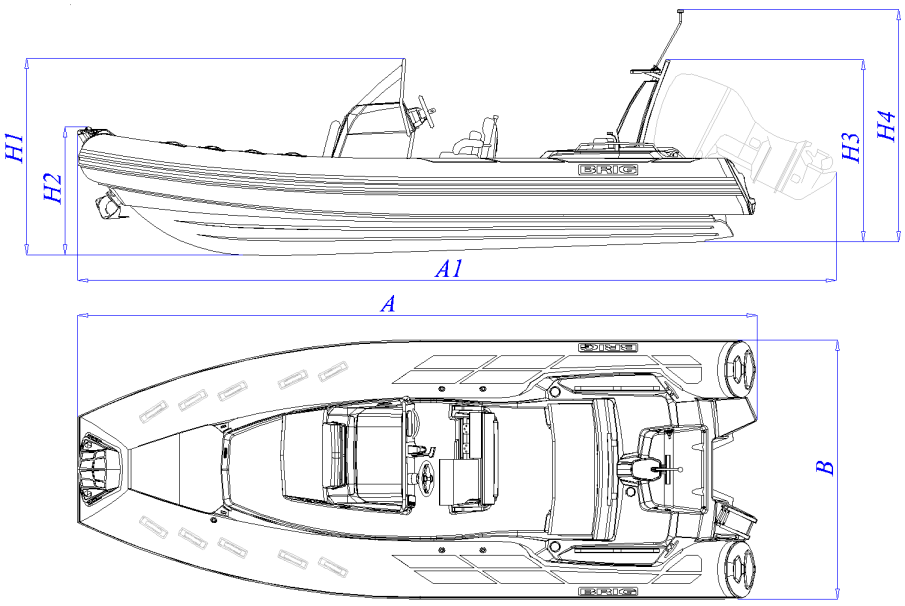


Fig.1

Length (without engine): A = 6.70 m
Length (with engine): A1 = 7.45 m
Beam: B = 2.55 m
Max.height with console: H1 = 1.92 m
Max.height with tube: H2 = 1.25 m
Max.height with mast: H3 = 1.79 m
Max.height with removable white light: H4 = 2.27 m

The dimensions of the *Eagle 6.7* with T-Top comply with the data specified in the Fig.1a.

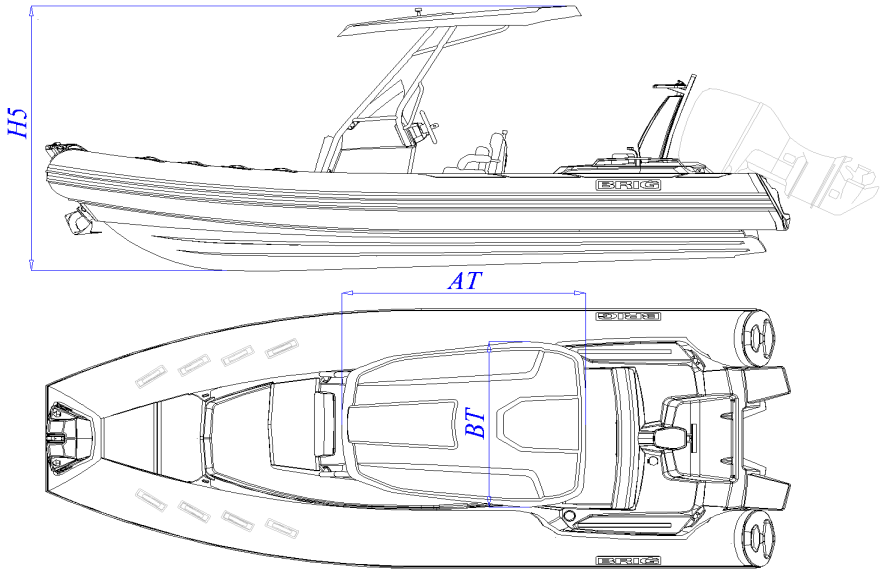


Fig.1a

Max.height with T-Top: H5 = 2.62 m

T-Top dimensions: AT = 2.18m
BT = 1.62m

BOAT GENERAL VIEW.

On the Fig.2a(2b) you can see the maximum installed equipment for the *Eagle 6.7*, which may differ from the configuration of your boat.

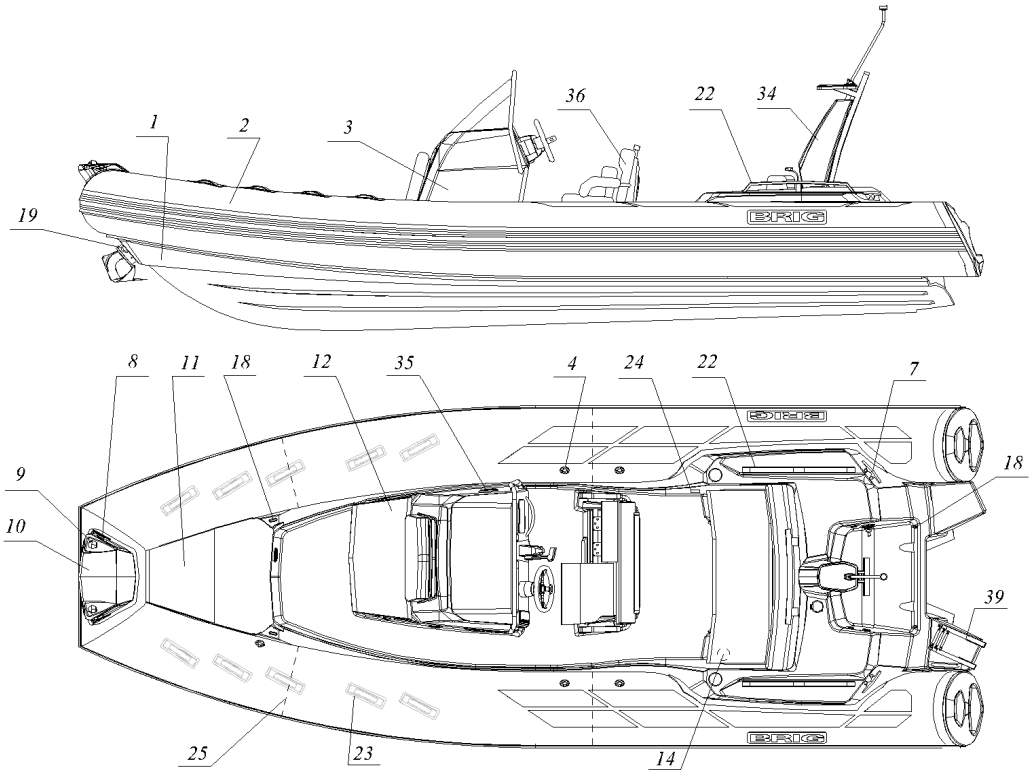


Fig.2a

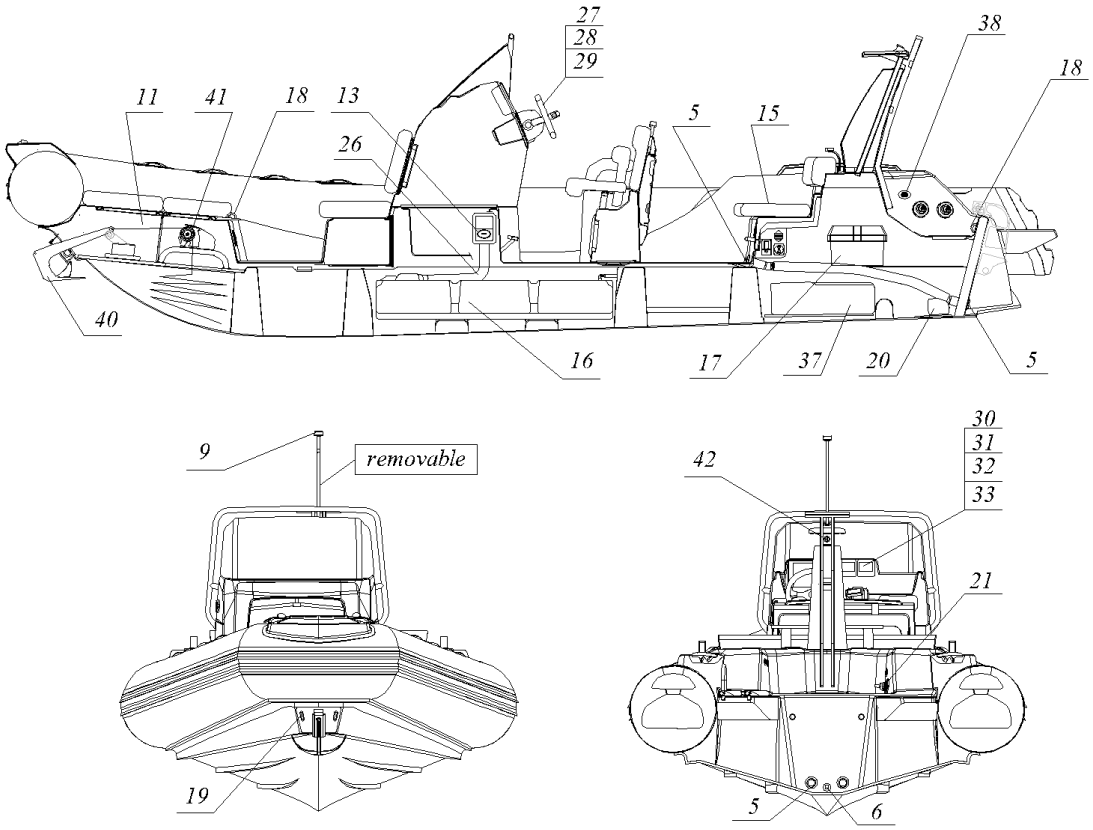

27
28
29
38
18
11
41
18
13
5
15
26
40
16
17
37
20
5
9
removable
30
31
32
33
42
21
19
5
6

Fig.2b

1- rigid hull
2- buoyancy tube
3- steering console
4- inflate valves
5- drain valves
6- drain bilge plug
7- stern mooring cleats
8- bow mooring cleats
9- navigation lights
10- bow step plate
11- bow locker with cushion
12- seat with cushion / locker/ ice bag
13- fuel filler neck
14- water tank filler neck
15- stern seat
16- fuel tank
17- battery
18- lifting eyes
19- towing eyes
20- bilge pump
21- outputs for cables
22- handhold
23- handles
24- builder's plate
25- buoyancy tube partitions
26- fuel filler hose
27- steering wheel
28- steering pump
29- steering cables
30- speedometer
31- tachometer
32- fuel gauge
33- chartplotter
34- stern mast with towing ring
35- electrical horn
36- helm seat / bolster with foldable table
37- fresh water tank / shower
38- fuel tank vent
39- rear platforms with ladder
40- anchor
41- electrical windlass

CREW LIMIT.

The number of persons on board is limited. The maximum possible number of persons is indicated in the technical data and on the builder's plate.

The fig.3a shows the recommended locations of the crew in the boat for **Design Category C**.

For **Design Category C**, it is allowed to use a buoyancy tube for the location of persons "K" and "L". In this case, persons "K" and "L" must always use two handholds at the same time so as not to fall. Buoyancy tube shall not be used for seating area in waves larger than 2m and/or when operating at speeds exceeding 37 knots. In the event of such waves and/or speed, persons "K" and "L" should be placed on boat deck.

The fig.3b shows the recommended locations of the crew in the boat for **Design Category B.**

The buoyancy tube cannot be used as a seat for **Design Category B**.

The folding table cannot be used as a handhold. The table must be folded while the boat is moving.

To safely accommodate persons "A", "B", "C", "D" the Sun Deck must be folded and placed in a locker while the boat is moving.

Always make sure that each person on board is seated in a designated seat.

All persons must always use the handholds to avoid falling overboard.

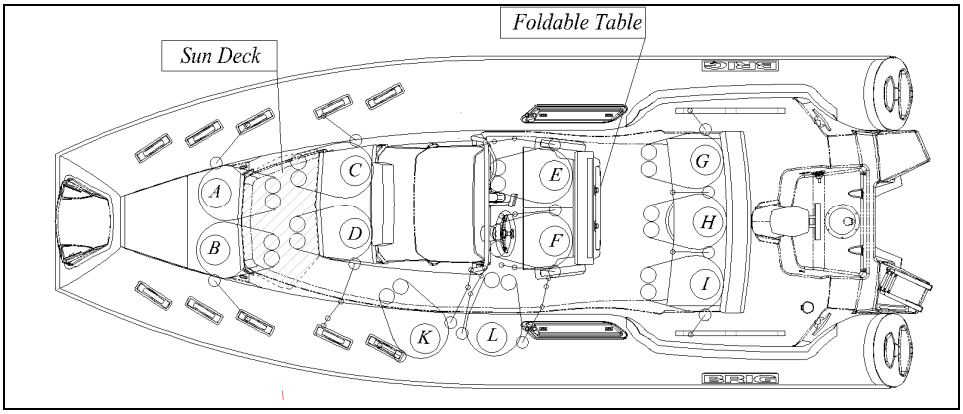


Fig.3a. Crew limit for Design Category C

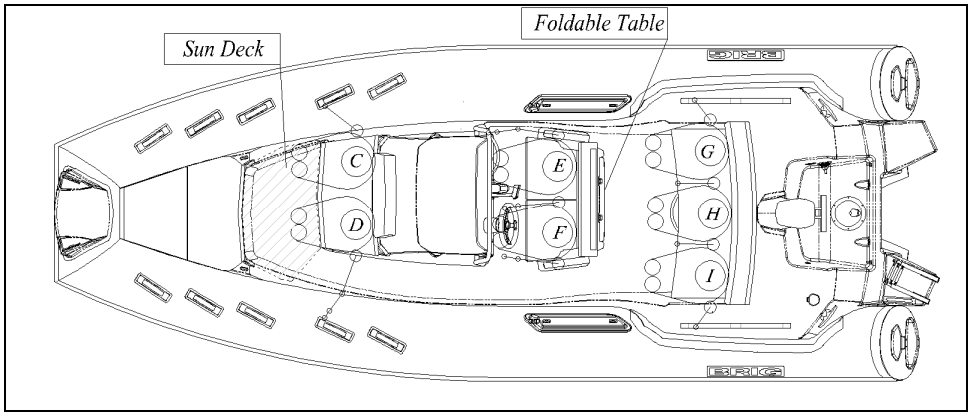


Fig.3b.Crew limit for Design Category B

⚠ WARNING

KEEP FOLDED WHEN UNDER WAY.
The table, sun deck, sun top must be folded when under way.

⚠ WARNING

KEEP LOCKED WHEN UNDER WAY.
Before using the seats check the reliability of closing the locks of the seats.
Unclosed locks can result in personal injury and / or damage to the seats.

⚠ WARNING

Never exceed the crew limit.
Always check the correct and safe accommodation of persons onboard.

⚠ WARNING

Buoyancy tubes shall not be used for seating areas in waves larger than 2 m and/or when operating at speeds exceeding 37 knots.
We recommend placing persons directly on the deck.

⚠ WARNING

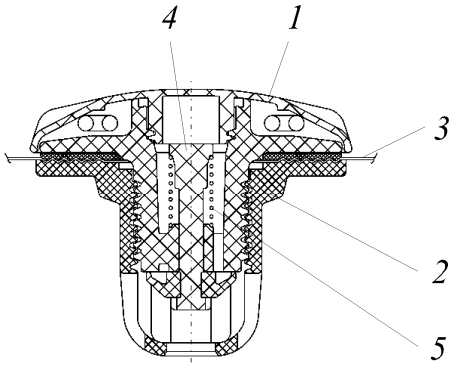
Never allow children or non-swimmers sit on the buoyancy tube while the boat is moving.

⚠ WARNING

Periodically check the handholds.
There should be no damage on the handholds and their fixation.
Defective handholds can cause injury.

BUOYANCY TUBE.

The buoyancy tube is made of HYPALON (Du Pont registered trademark) coated fabric or PVC coated fabric.
The buoyancy tube of the boat has of five independent airtight compartments. Each compartment has an inflation valve.
You can see the valve design on the Fig.4.



Inflation valve.

1 – cap
2 – valve body
3 – tube material
4 – spindle
5 – spring

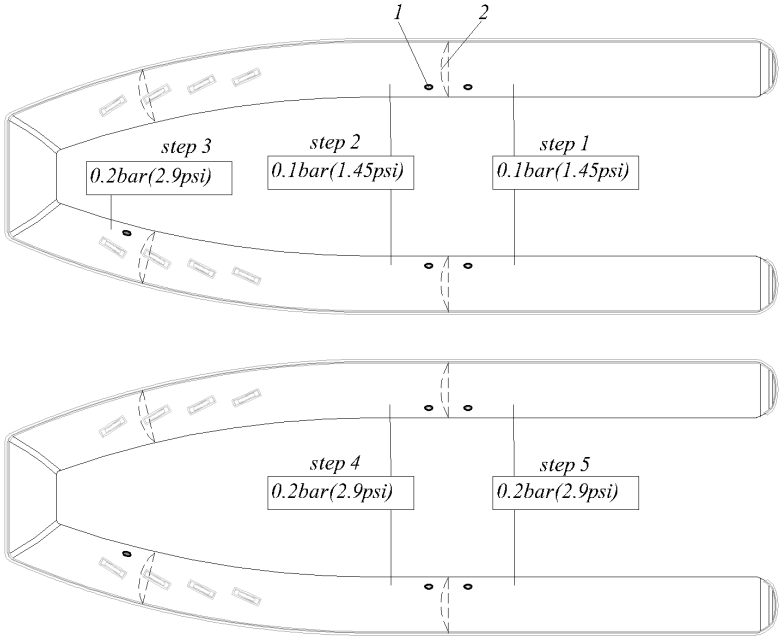
Fig.4

INFLATION / DEFLATION OF THE BUOYANCY TUBE.

Before inflation it's necessary to set all valves in operating condition. For it open the valve cap (1) (Fig.4), press spindle (4) (Fig.4) with your finger and rotate it clockwise until the spindle will be fixed in upper position.
Use the supplied pump to inflate the tube. Inflate the tube step by step as shown in Fig. 4a.
Step 1. First fill the two rear compartments to a pressure of 0.1bar (1.45 psi). This is necessary for the partitions (2) (Fig.4a) to take the correct position inside the tube.
Step 2. Then fill the two middle compartments to a pressure of 0.1bar (1.45 psi).
Step 3. Then fill the front compartment to a nominal pressure of 0.2 bar (2.9 psi).

Step 4. Fill the two middle compartments to a nominal pressure of 0.2 bar (2.9 psi).

Step 5. Fill the two rear compartments to a nominal pressure of 0.2 bar (2.9 psi).
Check the air pressure in the front compartment. The pressure should be 0.2 bar (2.9 psi). Inflate / deflate if needed.
After completing the filling, close the Inflation valves with caps (1) (Fig. 4).
To deflate tube compartment, open the valve cap, press down on spindle (4) (Fig. 4) with your finger and turn it counterclockwise until the spindle locks in the down position.



.

Fig.4a
1 - Inflation valve, 2 - partition

⚠ WARNING

Do not use compressors and / or other types of equipment not approved for inflating the boat tube.

⚠ WARNING

The rated pressure value is 0.2 bar (2.9 psi).
Check your tube pressure before each navigation and periodically throughout the day.
Note that when the tube is heated by sunlight, the pressure can increase significantly.
If the tube pressure more than nominal, deflate the tube slightly.
Boat exploitation with pressure more / less than nominal may damage the tube.

⚠ CAUTION

We recommend installing additional overpressure valves on each tube compartment.

⚠ WARNING

Be careful when mooring or navigating near rocky shores.
Tube can be damaged with sharp objects.
Always have on board the means for repairing the punctures and small cuts of the tube.

SERVICING.

The buoyancy tube needs minimal maintenance.
Regularly inspect the tube for damage, abrasions, scoring. If such is found, immediately repair the damage with the help of qualified specialists.
Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the tube and inflation valves. If this happens, immediately rinse the tube with clean water using a soft sponge.
Do not allow dirt or marine growths on the tube. Wash the tube with clean water or use only certified detergents.

STEERING CONSOLE.

You can see the main components of the steering console in Fig.5

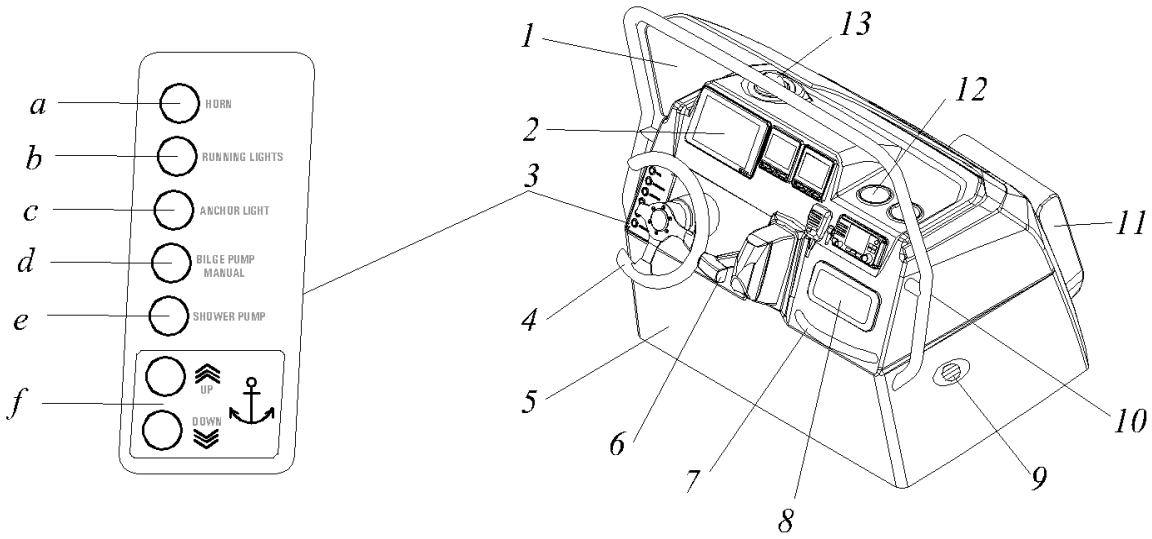


Fig.5

1- windscreen
2- dashboard
3- panel with switches
4- steering wheel
5- console body
6- engine remote control
7- handrail
8- glove box with 12V socket and USB
9- electric horn
10- handrail
11- hatch / soft backrest
12- glass holders
13- compass

Panel with switches:
a- electric horn
b- navigation light (green/red)
c- navigation light (all round white)
d- bilge pump (manual mode)
e- shower pump
f- electric windlass

SERVICING.

The steering console needs minimal maintenance.
Regularly inspect the console body and windscreen for damage, abrasions, scoring. If such is found, immediately repair the damage with the help of qualified specialists.
Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the windscreen. If this happens, immediately rinse the windscreen with clean water using a soft sponge.
The windshield is made of acrylic plastic. Wash the windscreen with clean water or use only certified detergents.

The bolts securing the console to the boat hull require periodic maintenance. Contact your BRIG dealer at least once a year for inspection.

⚠ WARNING

Chips and / or cracked windscreen can cause injuries.

⚠ WARNING

A clean windscreen gives you good field of vision from the helm position.

⚠ WARNING

KEEP CLOSED WHEN UNDER WAY. Always lock the front hatch when the boat is in motion.

⚠ WARNING

Contact your BRIG dealer at least once a year for periodic inspection.

HELM SEAT.

You can see the main components of the helm seat in Fig.6
Both seat cushions (6) can be used in two positions: as a seat and as a bolster.
Unfold the table (9) if necessary. Install the table support (10) in the stop bracket (8).

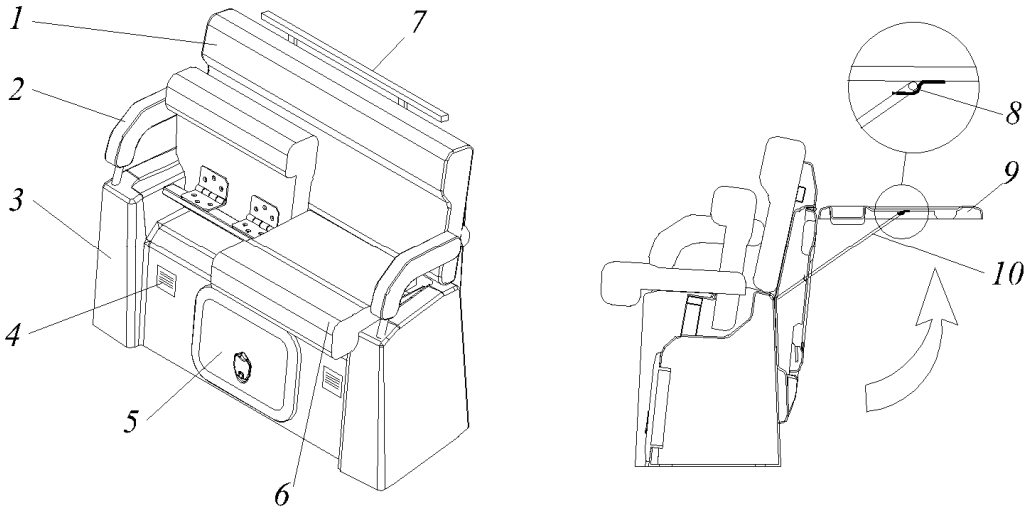


Fig.6

1- backrest	6- seats / bolster
2- armrest	7- handhold
3- seat body	8- stop bracket
4- ventilation holes	9- foldable table
5- hatch	10- table support

SERVICING.

Seat body is made from fiberglass.
Regularly inspect the seat body and handholds for damage, abrasions, scoring. If such is found, repair the damage with the help of qualified specialists.
Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the seat body.
In this case, immediately rinse the surface with clean water or use only certified detergents using a soft sponge.

Your boat's seat upholstery is made of marine quality coated fabrics collection ***SILVERTEX®***. Manufacturer - ***SPRADLING®*** company. You can find more information on the maintenance and care of this fabric on the manufacturer's website.

⚠ CAUTION

Cover seat with cover when not in use.
Allow adequate venting when using a cover, to avoid trapping moisture and reduce the effect of UV, which can damage the surfaces of the seat (upholstery, inner foam of the cushions, gelcoat) over time. Refrain from stowing wet towels, all weather gear, swimsuits, etc. on the seat.
Cabinets and lockers should be opened, if possible, to aid in air circulation.
To avoid premature aging use only approved cleaners or a cleaner that is water based. Do not use chlorine cleaners. Their negative effects can develop over time. ALWAYS CHECK ANY CLEANER BEFORE USING.
Most stains can be removed if caught early, and cleaned with a soft bristle brush and a cleaner like Dawn dish soap. Create lather and lightly scrub with the brush.

⚠ CAUTION

Do not place any objects in front of the ventilation holes.
Insufficient ventilation of the interior compartment can lead to mold and bad odors.

⚠ WARNING

KEEP CLOSED WHEN UNDER WAY.
Always lock the hatch and fold the table while the boat is moving.
Open hatch and table can cause injury.

FUEL SYSTEM.

You can see the main components of the fuel system in Fig.7

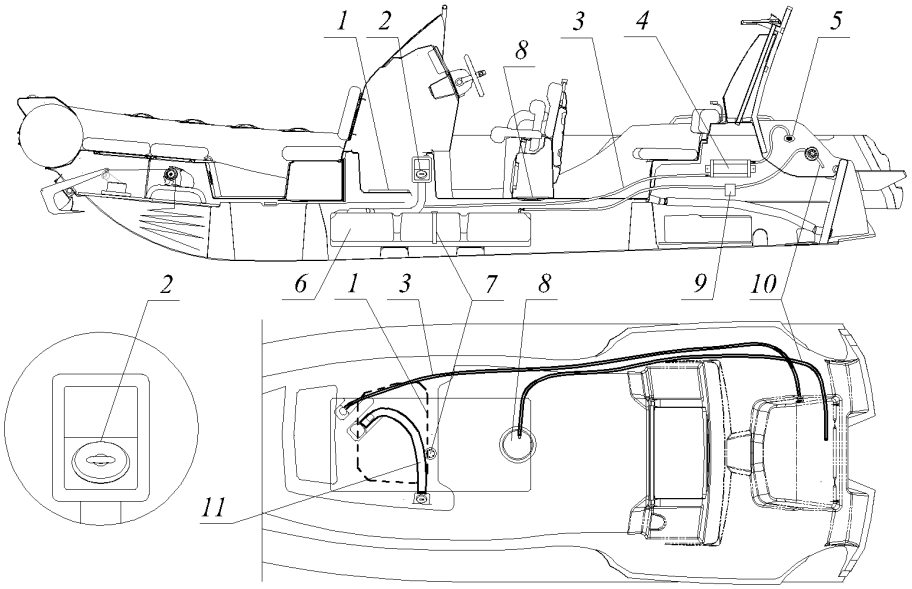


Fig.7

1 – inspection hatch (in the console compartment)
2 – outer neck for fuel fill
3 – fuel tank venting hose with inner Ø16mm (5/8")
4 – carbon canister
5 – branch pipe of the fuel tank ventilation
6 – built-in fuel tank 191L (50gal)
7 – fuel level sensor (length 220mm (8.6“))
8 – inspection hatch (on the deck)
9 – fuel filter
10 – fuel feed hose with inner Ø9.5mm (3/8") (from fuel tank to outboard engine)
11 - refueling hose with inner Ø38mm (1 1/2")

Refer to your engine manufacturer's operation manual for information regarding fuel information for your engine model.
As an option contact your engine manufacturer's hot line or text on web with fuel related questions.
Also, additional fuel system information may be as close as your BRIG dealer.

There is a carbon canister in-line with the vent hose which functions much like the one in an automobile by filtering gas fumes. While the tank is filled, air displaced by the incoming fuel is vented through the fuel system carbon canister, branch pipe.
Periodically check vent screen on the branch pipe for debris and insect activity.
The carbon canister rarely needs to be replaced and is not a serviceable item. The carbon canister has a limited lifespan. The decision to replace it is made by specialists during periodic checks of the fuel system of your boat.

The fuel fill fitting is labeled "gas" and in addition displays the international symbol. When fueling the boat keep the fill nozzle in contact with the outer neck since it decreases effects of static electricity. Always use the recommended fuel octane rating as specified in your engine owner's manual.

A seasoned skipper will hear a distinct sound as the tank nears the "top out".
In hot weather, gasoline in the fuel tank may expand and escape through the vent line.
Therefore, never fill the fuel tank to 100% of its capacity. We recommend filling the tank with a maximum of 170 liters (44gal).
Be sure to tighten the fuel fill cap to prevent water and debris from entering the fill system.

Fuel filter is function to remove moisture and impurities from the fuel supply before traveling through the engine fuel system. It should be serviced periodically per the engine manufacturer's instructions. It is a good idea to keep extra fuel filters on board along with a strap style filter wrench, catch container and clean rags for emergencies.
Never use automotive style fuel filters on your boat. Dispose of all fuel residue materials in an environmentally safe fashion. These filters are available on-line, through marinas, retail marine outlets, or can be ordered via your closest BRIG dealer.

⚠ WARNING

Do not store auxiliary portable fuel tanks on board the vessel since these portable tanks can emit vapors into the atmosphere through their vent.

⚠ WARNING

DO NOT OVERFILL THE FUEL TANK.
THIS HELPS AVOID ANY OVERBOARD SPILLS WHICH MAY HARM THE ENVIRONMENT

⚠ WARNING

AVOID SERIOUS INJURY OR DEATHFROM FIRE OR EXPLOSION
RESULTING FROM LEAKING FUEL.
Always check the tightness of the fuel system.
There should be no fuel leaks on all components of the fuel system.

⚠ WARNING

Do not modify the fuel system yourself.
Any modifications, repairs, and routine maintenance of the fuel system
may only be performed by authorized representatives.

⚠ WARNING

Avoid any fuel spillage on the boat or in the sea.

⚠ WARNING

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

⚠ WARNING

Do not dispose bulky objects in front of the venting grids. Do not obstruct venting grids at any time.
Never locate heavy objects on the venting hoses. Insufficient ventilation of the fuel tank compartment can lead to the accumulation of gasoline vapors.

⚠ WARNING

Note that due to a possible fire or explosion danger never store flammable liquids and/or portable fuel tanks in any storage compartment aboard the vessel.

DRAIN SYSTEM.

You can see the main components of the drain system in Fig.8.

The drain system, located inside the rear compartment, consists of two independent systems:

— cockpit drain system (Pos. 1,3,4,10);

— bilge drain system (Pos. 5,6,7,9).

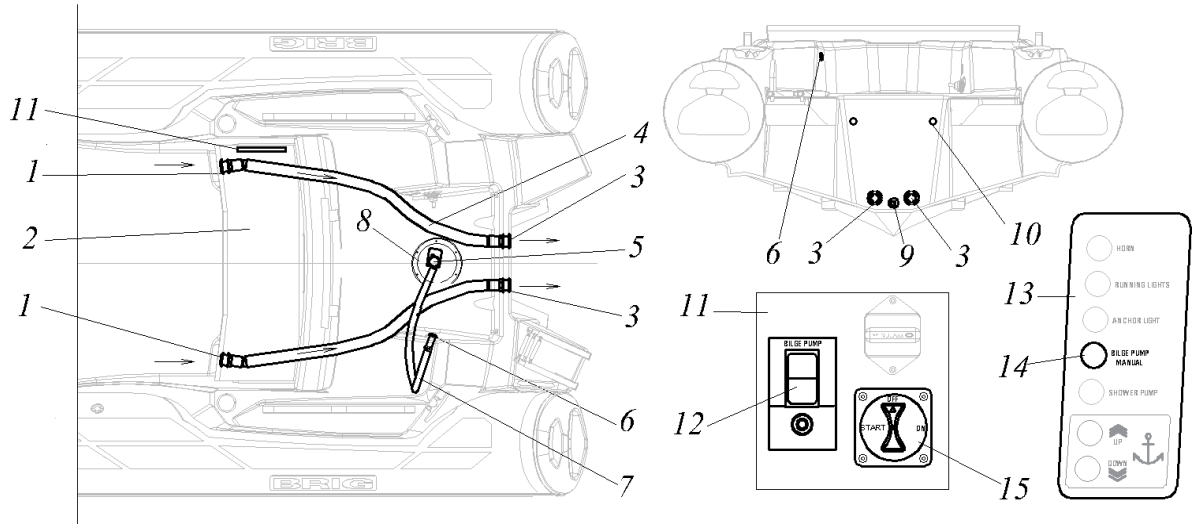


Fig.8

1- cockpit drain sockets
2- stern seat
3- stern drain sockets with flexible diaphragm
4- drain hoses (inner Ø51mm (2”))
5- bilge pump
6- bilge pump outlet branch pipe
7- drain hoses of bilge pump (inner Ø30mm (1 3/16”))
8- inspection hatch
9- drain plug
10- drain pipe
11- main switch panel
12- bilge pump control switch (automatic mode)
13- console switch panel
14- bilge pump control switch (manual mode)
15- main battery switch

How to operate the bilge pump:

1. The bilge pump control switch in "Manual" mode (14) is located on the console switch panel (13).
The bilge pump control switch in "Automatic" mode (12) is located on the main switch panel (11).
2. The bilge pump can only be turned on in “Manual” mode using the switch (14) on the console switch panel.
Press and hold the switch (14) - the pump is active as long as you keep the switch pressed. The backlight of the switch indicates the activation of the selected mode “ON”.

⚠ CAUTION

Running pump without water for extended periods can lead to premature wear or damage.

3. Even if the battery main switch (15) on the panel (11) is set to the “Off” position, you can operate the bilge pump.
4. Open the rear hatch (2).
5. On the main switch panel (11), locate the bilge pump control switch (12). If you slide the switch (12) to the "On" position, the bilge pump will be active in “Automatic" mode even if main battery switch (15) is off.
The bilge pump will automatically turn on if the water in the bilge rises to a certain level. The bilge pump will automatically turn off if the water in the bilge drops to a certain level.
6. If you slide the switch (12) to the "Off" position, the bilge pump will not be active.

⚠ CAUTION

The drain plug (9) should ONLY be open when the boat is stored out of water.
The drain plug (9) must be tightly closed when the boat is in the water

SERVICING.

Cockpit drain system.

To inspect the system, open the rear hatch (2). Open inspection hatch (8).
Inspect hoses (4), cockpit drain sockets (1) and stern drain sockets with flexible diaphragm (3). There should be no damage, cracks, scuffs, water leakage into the boat's hold. Clean up debris and dirt if necessary.
Check the operation of the flexible diaphragm in the stern drain sockets (3) periodically. Clean it from dirt, algae, build-up if necessary. The diaphragm has a limited life and may lose its flexibility. Contact your BRIG dealer for a replacement.

Bilge drain system.

To inspect the system, open inspection hatch (8).

Inspect hoses (7), outlet branch pipes (6) and bilge pump (5). There should be no damage, cracks, scuffs.
Periodically check for bilge debris around the grate of the bilge pump.
Clean up debris and dirt if necessary. Periodically you may need to disassemble the bilge pump from the grate in order to clean or access the inner mechanisms. To remove the bilge pump, utilize the quick disconnect tabs on either side of the bilge pump, squeezing them like a backpack clip while pulling up on the pump.
Before each use of the boat, check that the bilge pump is working.
To do this, switch the *BILGE PUMP* to "Manual" mode. You should hear the characteristic pump sound. Turn off the *BILGE PUMP*.
Recommendation: the bilge pump operation mode "Auto" must be switched ON at all times while boat in motion.

⚠ WARNING

Faulty drain system may cause flooding of the boat.

⚠ WARNING

Always check the tightness of the drain system.
Do not allow any damage to the hoses.
There should be no leakage of water into the hold of the hull of the boat.

⚠ WARNING

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

⚠ WARNING

Do not obstruct cockpit drain sockets at any time.
Do not dispose bulky objects in front of the cockpit drain sockets.

⚠ WARNING

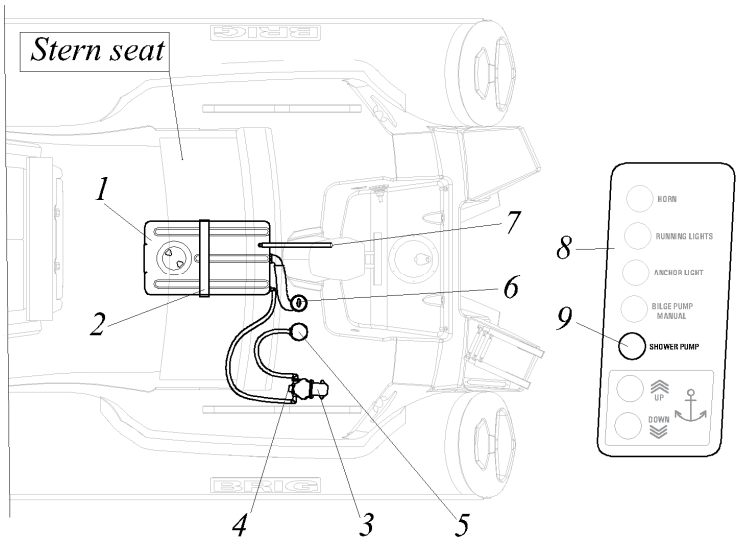
Always keep the manual device for removing water from the boat
(bucket, hand pump) in an easily accessible place.

⚠ CAUTION

Leaving the boat for a long time with the bilge pump ON (“Auto” mode) can discharge the battery.

FRESH WATER SYSTEM (SHOWER).

You can see the main components of the fresh water system in Fig.9. The water tank is located in the rear compartment under the floor.
The water in the fresh water system is not intended for drinking.



1- water tank 43L (11 gal)
2- tank fixing bracket
3- shower pump
4- water purification filter
5- shower handset with push button control and shower hose
6- neck for water fill
7- nozzle and hose for ventilation of the water tank
8- console switch panel
9- fresh water pump control switch "*SHOWER PUMP".*

Fig.9

How to operate with fresh water system:

1. Open the filler neck (6). The filler neck is labeled **"Water".** Fill the tank with fresh water 43L (11 gal). The water tank does not have a level sensor. The tank is completely full if water flows out of the ventilation nozzle (7) of the water tank. Close the filler neck tightly.

2.On the console switch panel (8) find switch of the (9) “*SHOWER PUMP”.* The backlight of the switch indicates the activation of the selected mode “ON”. NEVER ACTIVATE THE PUMP WHEN THERE IS NO WATER IN THE WATER TANK. DAMAGE MAY OCCUR.

3. Wait a few seconds for the pump to build up water pressure in the system. You can hear the characteristic pump sound. The pump works in automatic mode. It will turn on periodically to maintain pressure in the system.

4.Open container with a shower (5). Take the shower handset and press the button on it. Water will flow as long as you hold down the button.

5. Put the shower handset back in the container after use.

6. On the console switch panel (8) turn off the switch (9) *“SHOWER PUMP”.* When the switch is not lit, the water pump is switched off.

.

SERVICING.

To inspect the system, open stern seat.

Inspect hoses and shower pump (3). Inspect the water tank and its fixing bracket (2). There should be no damage, cracks, scuffs.

Wash (or replace) the filter (4) if necessary.

There should be no water leakage from the fresh water system. If the system is not tight, the pump will run continuously trying to build up pressure.

Flush the system thoroughly periodically with fresh water to avoid mold and odor.

⚠ CAUTION

Water on freezing can damage the fresh water system.

Water from the tank and hoses must be removed if there is a risk of freezing.

TOWING.

Boat towing.

There is U-bolt in the bow ((1) Fig.12) of your boat for towing. On some boat modifications, two U-bolts can be installed. Use both U-bolts at the same time to tow your boat. The towing rope (2) must have a hook (3) to quickly disconnect your boat from the tugboat. This rope is not supplied by the manufacturer. You must purchase it yourself from BRIG dealers. U-bolt for towing is designed for a maximum horizontal load of 19kN.

The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.

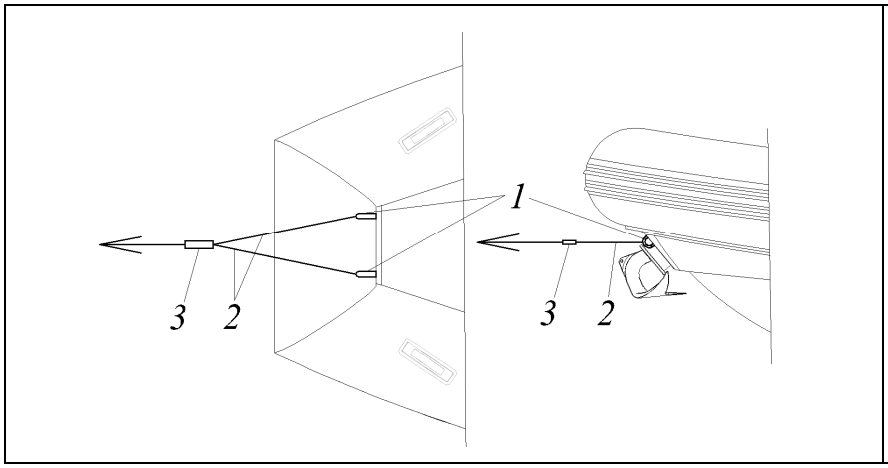


Fig.12

1- U-bolts
2- towing rope
3- quickly disconnecting hook

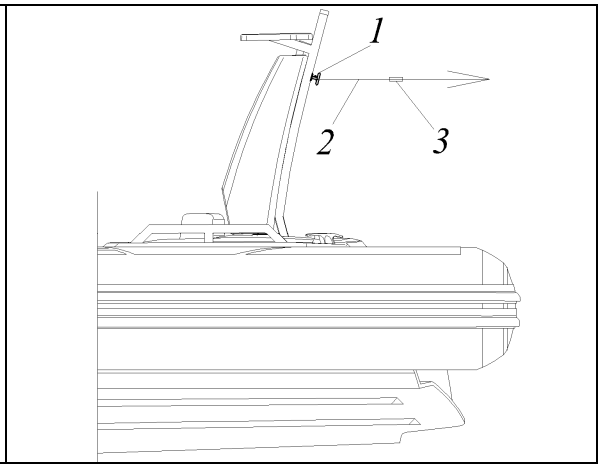


Fig.13

1- water-ski towing ring
2- water-ski towing rope
3- quickly disconnecting hook

Water-ski towing.

Water-ski towing ring is installed on the stern mast of your boat. The ring is designed as hook for water-ski towing rope (Fig.13).

⚠ WARNING

WATER-SKI TOWING REQUIRES SPECIAL SKILLS AND ABILITIES. BE SURE THAT YOU HAVE SUCH EXPERIENCE BEFORE WATER-SKI TOWING.

⚠ WARNING

WATER-SKI TOWING.
THE LOAD SHOULD NOT EXCEED 400 POUNDS (180 KG).
OVERLOADING THE SPRING-LOCKING RING MAY CAUSE INJURY AND/OR EQUIPMENT DAMAGE.
DO NOT PULL MORE THAN ONE PERSON AT A TIME.
USE WATER-SKI TOWING RING ONLY FOR KNEEBOARDING, WATER SKIING, WAKEBOARDING OR WAKE SURFING.
WATER-SKI TOWING RING WAS NOT DESIGNED AND SHALL NOT BE USED FOR TUBING, TOWING OF BOATS, PERSONAL WATERCRAFTS, FLOATING DOCKS OR ANY OTHER TYPE OF FLOATING VESSEL OR CRAFT.
THIS WATER-SKI TOWING RING SHALL NOT BE USED FOR PULLING PARASAILING OR ANY OTHER EQUIPMENT NOT APPROVED.
THIS WATER-SKI TOWING RING SHALL NOT BE USED TO PULL INFLATABLE WATER SPORTS TOYS OF ANY KIND.
NEVER LET PASSENGERS TO STAY NEAR THE ROPE ATTACHMENT POINT WHILE PULLING APPROVED WATER SPORTS ACTIVITIES.

⚠ WARNING

1. ***To tow a skier or wake-boarder, use only certified and verified towing rope.***
2. ***Do not use for towing any structural elements of the boat that are not designed for this.***
3. ***Always check the U-bolts, towing ring and their attachment points for damage. There should be no cracks or other damage.***

MOORING.

For mooring on the boat installed (Fig.14): 1 - two bow cleats, 2 - two U-bolts, 3 - two stern cleats.

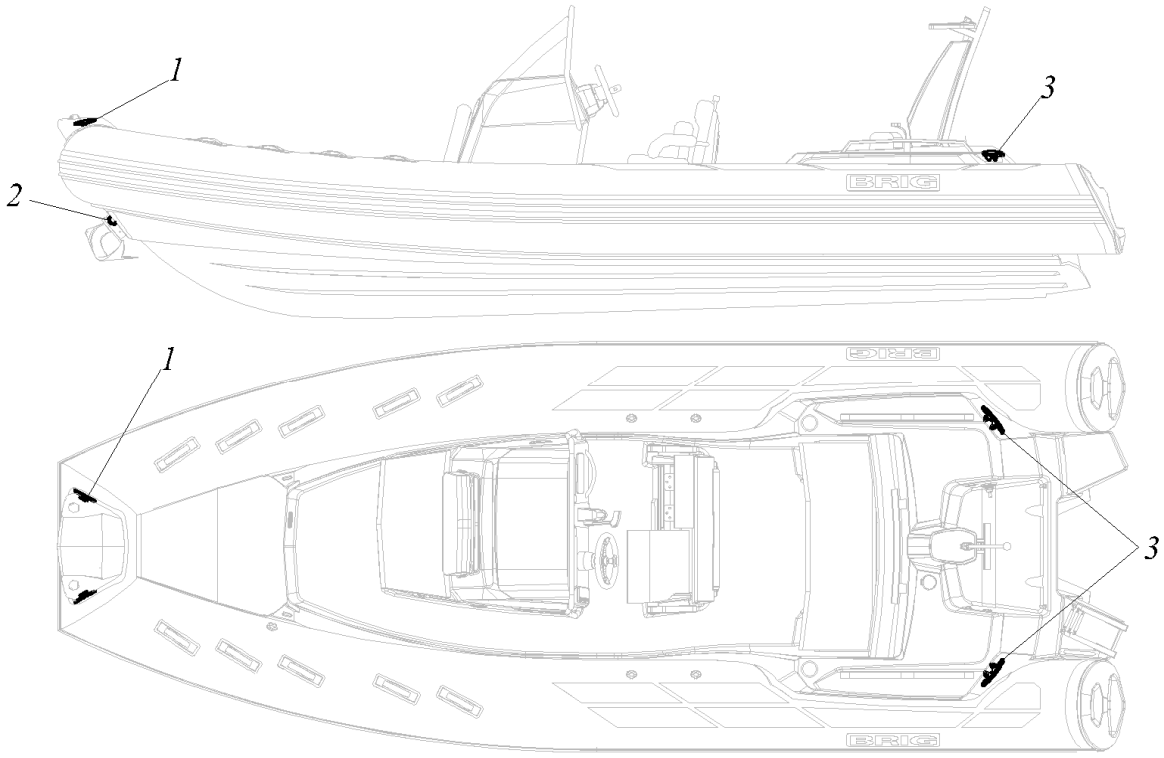


Fig.14

1 - bow cleats 2 – two bow U-bolts 3 - two stern cleats

Use bow cleats (1) only for mooring in calm water for a short time. If you are leaving the boat and there is a possibility of rough water or strong wind, use only bow U-bolts (2) to bow mooring.
Always use the rear cleats for mooring.
Do not use other parts or elements of the boat for mooring.
Make sure that the mooring rope does not damage the buoyancy tube or other elements of the boat.
Rope for mooring must be appropriate strength, diameter and length.
Always have a suitable rope on board to securely moor your boat.

U-bolts for mooring is designed for a maximum horizontal load of 19kN. Stern cleats for mooring is designed for a maximum horizontal load of 17kN.
The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.

⚠ WARNING

Be careful when mooring or navigating near rocky shores.
Buoyancy tube can be damaged with sharp objects.

⚠ WARNING

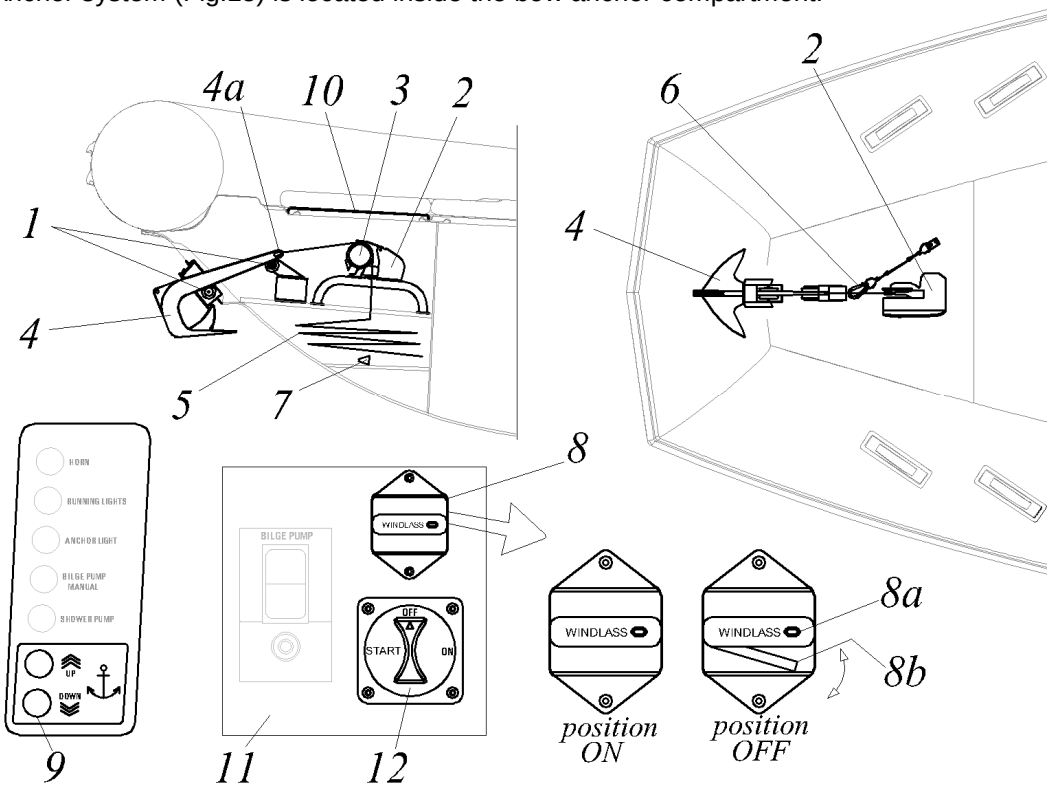
Do not use for mooring any structural elements of the boat that are not designed for this.

⚠ WARNING

Be careful when mooring.
Suddenly tensioned mooring ropes may cause injury.

ANCHORING.

Anchor system (Fig.15) is located inside the bow anchor compartment.



1 - rollers
2 - electric anchor windlass
3 - clutch nut
4 – anchor “Trefoil” (7.5kg)
4a - shackle
5 - anchor line (chain / rope, 38m length)
6 - safety pin
7 - drain hole
8 - windlass circuit breaker
8a – off button
8b – lever switch
9 - switches for control of anchor windlass ("up" and "down") (steering console)
10 - anchor compartment hatches
11 - main switch panel
12 - main battery switch

Fig.15

HOW TO OPERATE WITH ANCHOR SYSTEM.

Before beginning to operate with anchor system, carefully study the owner's manual for electric windlass. Please, respect all requests and follow all instructions stated in above indicated manual.

If you need to drop the anchor by electric windlass:

1.Set the windlass circuit breaker (8) to the OFF position (stern compartment, main switch panel (11)). To do this, press the button (8a). In this case, the lever switch (8b) will move to the down position.

2.Open the bow anchor hatches (10). By means of special handle (supplied) close the clutch nut (3).

3.Disengage safety pin (6) from chain.

4.Set the windlass circuit breaker (8) to the ON position.To do this, move the lever switch (8b) to the upper position by pressing it from the bottom up until it locks. The main battery switch (12) must be in the ON position.

5. Press the switch (9) "DOWN". As long as you hold this switch, the windlass drops the anchor.

6.After anchoring the boat, close the bow anchor hatches (10).

If you need to raise the anchor by electric windlass:

1.Set the windlass circuit breaker (8) to the OFF position (steering console, starboard side). To do this, press the button (8a). In this case, the lever switch (8b) will move to the down position.

2.Open the bow anchor hatch (10). By means of special handle close the clutch nut (3).

3.Check that the safety pin (6) is detached from chain.

4.Set windlass circuit breaker (8) and main battery switch (12) to the ON position.

5. Press the switch (9) “UP”. As long as you hold this switch, the windlass raises the anchor.

6. When the anchor will begin to crawl on a roller, stop windlass electric motor in order to make sure that the anchor is not swinging and have occupied correct position. CHECK, THAT THE ANCHOR OCCUPIED CORRECT POSITION (Fig. 16).

7.Continue to stow the anchor, until it will be fixed on a rollers.

8.Switch OFF the windlass circuit breaker (8).

9.Hook safety pin (6) to chain. Close the bow anchor hatches (10).

⚠ WARNING

In the event of overloads in the anchor system, the circuit breaker (8) can set itself (automatically) to the OFF position. In this case, you can turn ON the circuit breaker only after eliminating the reason for turning it off.

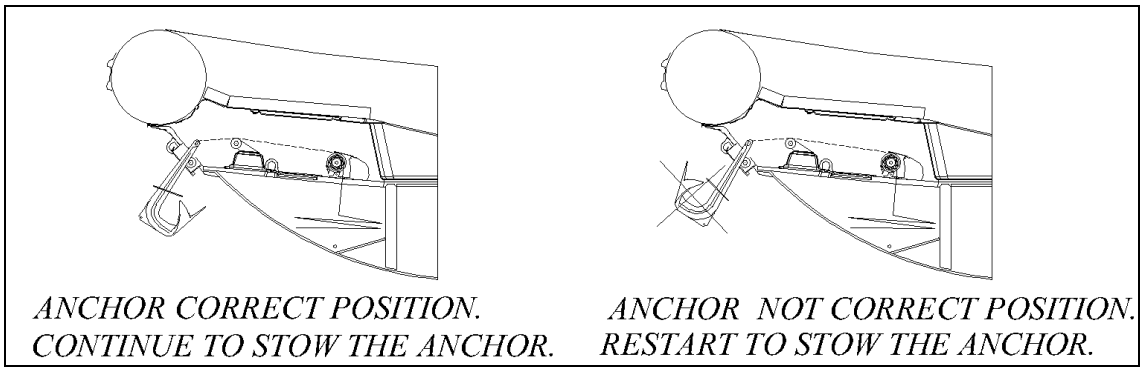


Fig.16

Anchoring is easier with another person on board. First be certain that the line for the anchor is properly attached, to avoid losing the anchor and anchor line overboard. The end of the anchor line opposite to the anchor is fixed to the boat hull. The anchor line consists of a stainless steel chain and nylon rope. Chain will stand up to the abrasion of sand, rock, or mud on the bottom. Nylon rope will stretch under a heavy strain cushioning the impact of waves or wind on both the boat and the anchor.

To drop the anchor, select a well protected area, preferably with a flat bottom.

Do not throw the anchor over while the boat is making headway, or moving forward. Slowly drop the anchor over the side of the boat until it touches the bottom as the boat slowly moves back. Usually the length of anchor line used should be 5 to 10 times the depth of the water.

After you have anchored, check your position with landmarks if possible. You need to continue to monitor these landmarks to make sure you are not drifting.

Strong point of anchor system is designed for a maximum horizontal load of 19kN.

The breaking strength of anchor line shall in general not exceed 80 % of the breaking strength of the respective strong point.

"Trefoil" anchor is made from stainless steel and have the reputation of not breaking out with tide or wind changes, instead slowly turning in the bottom to align with the force. The benefits of that anchor are that it are very effective in boulder bottoms, perform relatively well with low rode scopes and set fairly reliably.

⚠ CAUTION

1. ***Anchoring can be an emergency procedure. Learn to use your anchor system in calm waters in calm weather.***
2. ***Rollers are made of nylon and have a limited lifespan. Check them periodically for damage. Replace them if necessary.***
3. ***In order not to lose the anchor, periodically check the correct tightening of the anchor shackle (4a)(Fig. 15).***
4. ***Check that the chain was not twisted in the area between the anchor and the windlass. Untwist it, if necessary.***
5. ***Periodically clean out the drain opening (7) from dirt.***

⚠ WARNING

Safety pin must always been hooked to the chain when the anchor system is not in use.
This will prevent accidental dropping of the anchor.

⚠ WARNING

Do not use the anchor system for any other purpose for which it was not designed.

⚠ WARNING

Always turn off the windlass circuit breaker when the windlass is not in use
to prevent any accidental engagement.

⚠ WARNING

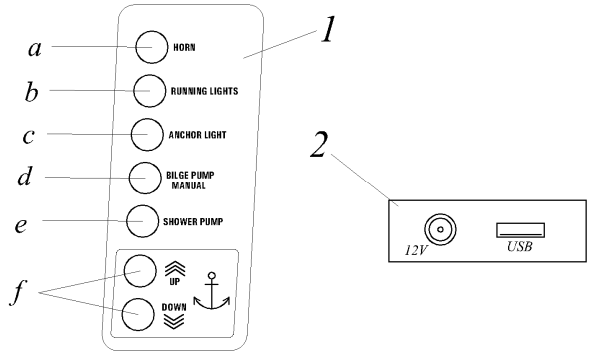
Always keep hands and feet off an operating windlass.
If the chain gets blocked, turn the windlass off and try to free the chain extremely carefully.

ELECTRICAL SYSTEM.

This section reviewed the individual electrical components and their locations and functions in the electrical system. For more complex questions beyond the scope of this manual, please contact your nearest BRIG dealer.
Do not modify the electrical system yourself. Any modifications, repairs and routine maintenance of the electrical system and all of its components may only be performed by authorized representatives.

SWITCH PANEL.

The switch panel (1) Fig.17 is located on the dashboard of the steering console. The USB and 12V sockets (2) are located inside the glove box on the steering console.



1 - panel with switches:
- ***a***- horn
- ***b***- navigation lights (red and green)
- ***c***- anchor light (white all-round)
- ***d***- bilge pump (manual mode)
- ***e-*** shower pump (fresh water)
- ***f-*** switch for control of anchor windlass

"UP" - raise anchor
"DOWN" - drop anchor

2 - USB and 12V sockets (inside the glove box)

Fig.17

The switch panel:

a- horn. Press the switch to beep. Make sure the horn is tested before each outing as it can be valuable in navigation situations and can be used for bridge communications.

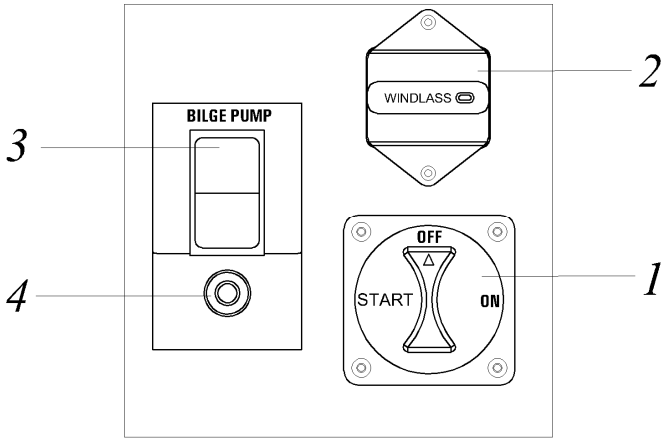
b- navigation lights (red and green). Press the switch to turn on/off the navigation lights (red and green). Navigation lights are mounted on the bow step plate.

c- anchor light (white all-round). Press the switch to turn on/off the white all-round light. The white all-round light is mounted on the stern mast or T-Top, depending on your boat's equipment.
Use navigation lights according to Navigation Light Rules.
d- bilge pump. Press to control bilge pump in MANUAL mode (see details in the DRAIN SYSTEM section).
e- shower pump. Press to control shower pump (see details in the FRESH WATER SYSTEM section).
f- two switches for control of anchor windlass "UP" to raise and "DOWN" to drop the anchor. How to use this switches is described in section ANCHORING.

USB and 12V sockets (2). These can be used to power accessories with the correct adapters to charge phones and tablets.

MAIN SWITCH PANEL.

In the Fig.18 you see main switch panel which located in the boat rear compartment.



1 - main battery switch (On-Off)

2 - windlass circuit breaker (see section “ANCHORING”)

3 - bilge pump control switch (On-Off) automatic mode (see section “DRAIN SYSTEM”)

4 - bilge pump resettable fuse (see section “FUSE”)

Fig.18

You can control your battery with the main switch. Set the main switch knob to the ON position. This will turn on the battery. Set the main switch to the OFF position. This will turn off the battery.
The main battery switch (1) must be in the ON position to start the engine.
Main battery switch is type BF441 and have removable knob for safety. Turn the knob to the «Remove» position and pull it towards you to remove.

⚠ WARNING

NEVER DISCONNECT BATTERY WHILE THE ENGINE IS RUNNING.
STOP THE ENGINE BEFORE DISCONNECTING THE BATTERY.

FUSES.

⚠ DANGER

PREVENT SEVERE INJURY OR DEATH! DISCONNECT ALL ELECTRICAL POWER SOURCES BEFORE ATTEMPTING TO REPAIR OR REPLACE ANY ELECTRICAL COMPONENT.

⚠ WARNING

A blown fuse or automatically disconnected fuse means that the device is defective.
Unplug the appliance and do not use it until the fault has been corrected.

⚠ WARNING

Do not touch potentially damaged or loose cables when power is connected.

⚠ WARNING

Turn OFF main switch before replacing or restarting fuses.
Before replacing or restarting any fuse, make sure that the cause of the blown has been eliminated.
Always install blade fuses of the correct rating.

⚠ WARNING

Before reactivating the thermal breaker, make sure that the cause of the trip has been eliminated

⚠ WARNING

Before replacing or restarting a blown fuse, make sure that the cause of the blown has been eliminated.
Don't consider yourself an expert, turn to professionals.
Faults in electrical systems can cause a fire.

⚠ WARNING

Do not touch electrical wires or any electrical appliances if your hands or feet are wet.

⚠ CAUTION

Always have spare blade fuses on board in an easily accessible place.

The fuse holder box (Fig.19) is located inside the steering console. Open the front console hatch to find.
All fuses in this box are standardized blade fuses.
To replace a blown fuse, you need to open the cover of fuse holder box, pull out the blown fuse and install a new one of the same rating. **Always install fuses of the correct rating**.

The fuses on the Main switch panel (Fig.19) are resettable. They can be restarted after being triggered.
To restart the fuse for bilge pump (12), just press the button on it.
To restart the windlass circuit breaker (13) you need to raise the lever switch (15) to a horizontal position.
For more information about the windlass circuit breaker (13), see the “ANCHORING” section.

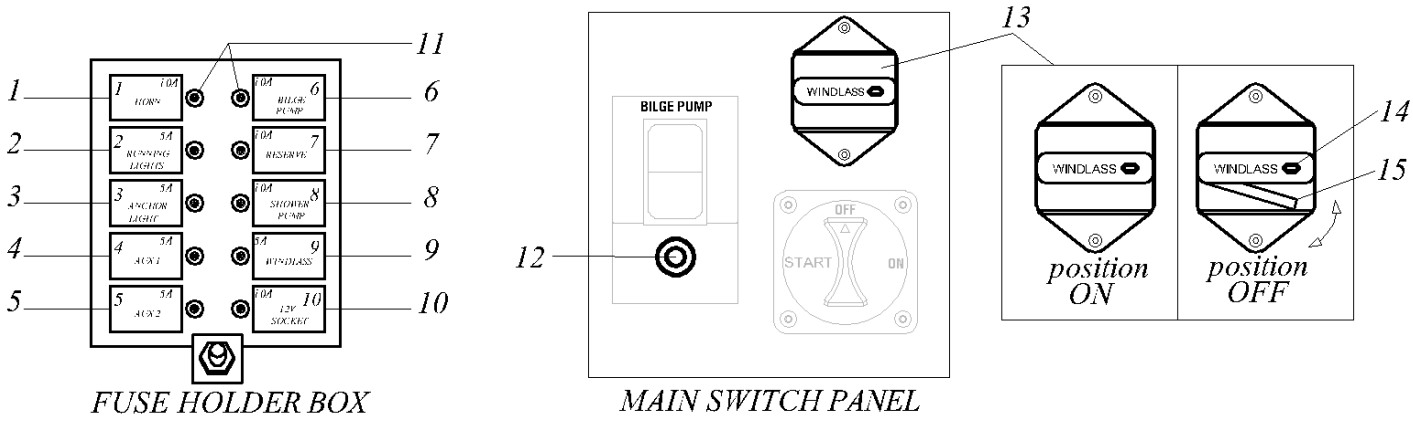


Fig.19

1 - blade fuse (10A) for horn
2 - blade fuse (5A) for navigation red and green lights
3 - blade fuse (5A) for anchor light (white all-round light)
4 - blade fuse (5A) for additional equipment
5 - blade fuse (5A) for additional equipment
6 - blade fuse (10A) for bilge pump
7 - blade fuse (10A) reserve fuse
8 - blade fuse (10A) for shower pump
9 - blade fuse (5A) for windlass
10 - blade fuse (10A) for USB and 12V sockets
11 - LED indication of blown fuse
12 - resettable fuse (10A) for bilge pump
13 - windlass circuit breaker (50A)
14 - off button
15 - lever switch

BATTERIES.

⚠ DANGER

PREVENT SEVERE INJURY OR DEATH! DISCONNECT ALL ELECTRICAL POWER SOURCES BEFORE ATTEMPTING TO REPAIR OR REPLACE ANY ELECTRICAL COMPONENT.

Battery is not provided from the manufacturer. Normally the dealer will add the proper battery on the boat delivery.
Flooded lead, AGM, gel-cell, and maintenance free battery types are all approved for your boat.
However, all batteries installed on your boat must be of the same type.

⚠ WARNING

When replacing batteries never mix types such as an AGM with flooded lead.

For more battery information refer to your outboard owner's manual or BRIG dealer.
Usually all batteries are located inside the boat rear compartment. All batteries must be securely fixed with special fasteners.
Battery boxes or other types of enclosures may cover batteries. Battery boxes are vented for hydrogen gas release.

⚠ WARNING

1. Do not use any battery that does not meet the minimum specifications as the electrical system may be overloaded and cause electric system damage. Never use a battery that exceeds the CCA specs.
2. Ensure that the charging system is operating properly as the engine will not start with low battery voltage.
3. Do not store flammable liquids on board the vessel. See warning label on the battery.
4. Do not store items on top or near the battery box as it may keep battery vapors from venting through the cover top.
5. Never turn the battery switch off with the engine running as charging system damage will result.
6. When installing battery cables red goes to positive (+) post & black goes to negative (-) post.
7. Periodically check battery positive and negative leads and hardware for tightness/corrosion at terminals.
8. If flooded lead cell batteries are used periodically check the cell electrolyte level.
9. Wear protective eye gear and rubber gloves when servicing batteries.
10. Never smoke around batteries or bring any source of ignition near them.

FIRE EXTINGUISHERS.

The fire extinguisher is not supplied by the manufacturer. Your boat must be equipped with a fire extinguisher by a BRIG dealer when the boat is delivered.
Approved fire extinguishers are required on all BRIG boats. Besides the minimum requirements always check local rules for additional requirements and equipment. Consult a professional when choosing the type of fire extinguishers. Your fire extinguishers must be approved for extinguishing fires with flammable liquids (gasoline, oil, etc.) and for extinguishing fires caused by electrical problems. We recommend carrying at least two fire extinguishers on board.

Approved extinguishers are hand-portable. The extinguishers contain a plate that shows the manufacturers name and extinguisher type, capacity and operating instructions.
They have a special marine type mounting bracket which keeps the extinguisher solidly mounted until needed. The extinguisher needs to be mounted in a readily accessible location but one out of being bumped by people while underway. All approved extinguishers need to have an indication gauge.

⚠ WARNING

Fire extinguishers have a limited shelf life.
Always check the suitability of the fire extinguisher and it is ready for use.

⚠ DANGER

Read the instructions for use of the fire extinguisher carefully. Be sure you understand correctly how to use a fire extinguisher in an emergency.
Train your boat crew to use a fire extinguisher correctly. In an emergency, you will have little time.

REBOARDING MEANS.

Reboarding ladder is mounted on the left stern platform of the boat (Fig.20).
If you are in the water and the ladder is folded, you can lay out it and return onboard.
The ladder is fixed with Velcro. Just unclip it.

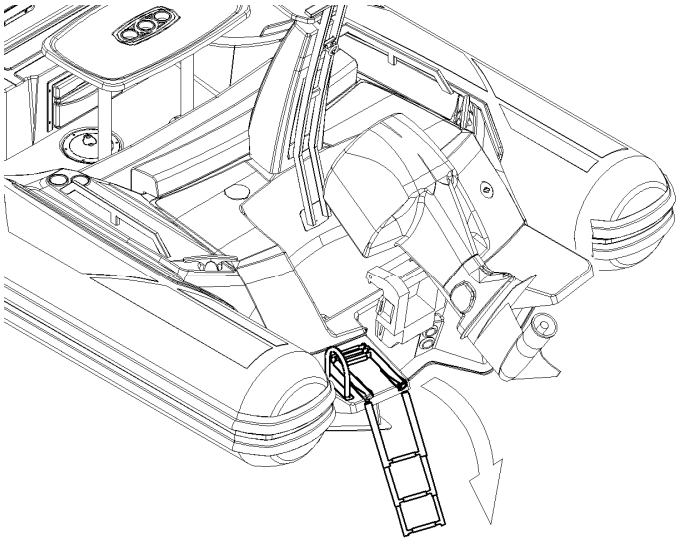


Fig.20

⚠ WARNING

Be careful: rotating propeller on the motor can cause injury.
Never try to board using any part of the outboard motor as serious injury may occur

⚠ WARNING

Be careful while on the left platform. The ladder on the platform or its parts may be the cause of injuries.

⚠ CAUTION

The load on the ladder is limited to 150kg (330lb).

⚠ CAUTION

KEEP FOLDED WHEN UNDER WAY.
DO NOT forget
to fold and fix the ladder after use.

Be sure to use a hand hold for support as needed when on the ladder. Never try to board using any part of the outboard motor as serious injury may occur.
Be careful while on the left platform. The ladder on the platform or its parts may be the cause of injuries.
The load on the ladder is limited to **150kg (330lb).** Make sure that only one person is using the ladder at a time.
The load on the each stern platform is limited to **150kg (330lb).** Make sure there is only one person on each platform at a time.
Check the ladder hardware periodically. There should be no damage or corrosion. Replace hardware and lubricate hinges as needed.

BOAT LIFTING.

You can see the diagram of the boat slinging for lifting in Fig. 21. Dimensions are in mm.

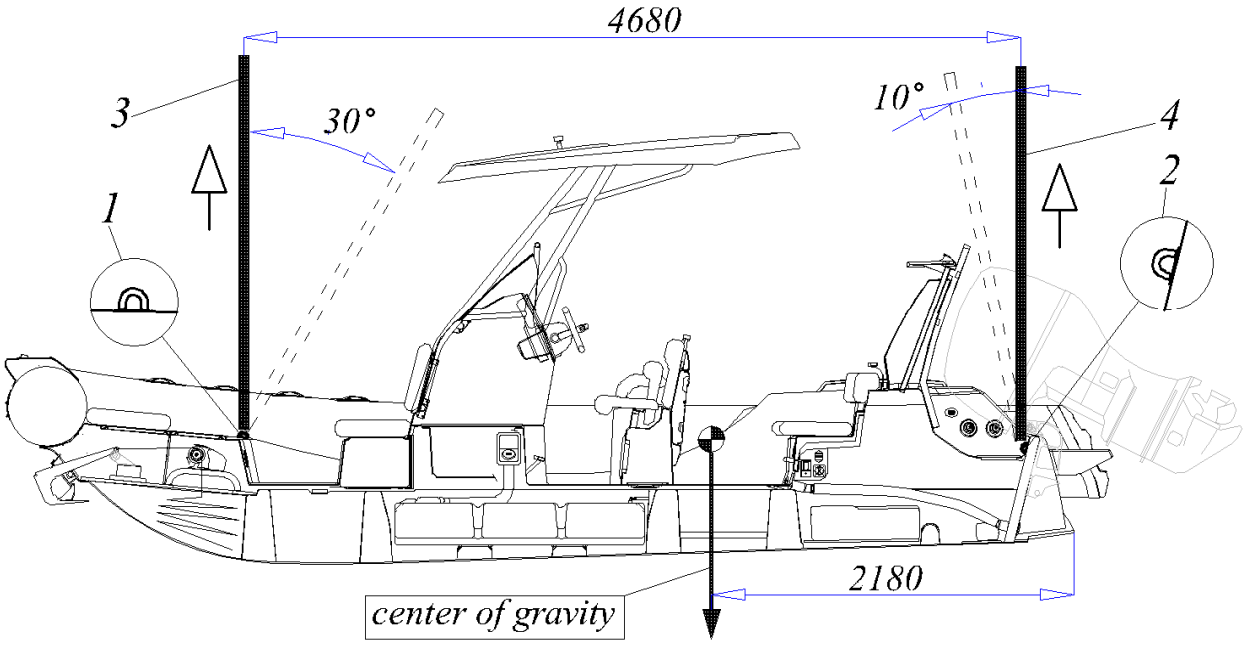


Fig.21

1 – two bow lifting U-bolts
2 – two aft lifting U-bolts
3 – front lifting slings
4 – stern lifting slings

There are two bow U-bolts (1) and two aft U-bolts (2) installed to lift your boat. Always use all four U-bolts to lift the boat. You should always use only certified, verified and suitable lifting slings for lift of your boat.
Inspect lifting slings before use. There should be no damage, tears, abrasion. Hooks of all lifting slings must have locks to prevent spontaneous or accidental disconnection from the lifting eyes of the boat. The hooks of all lifting slings should be the right size for your boat's lifting U-bolts.
Inspect boat's lifting U-bolts and adjacent fiberglass before lifting of your boat. There should be no damage, cracks, bends.
Make sure that the front slings deflect no more than 30º and the stern slings deflect no more than 10º (see Fig.21) to avoid damaging the boat superstructure.
Fig.21 shows the center of gravity of a boat with a motor, fuel and equipment from the manufacturer. Boat's center of gravity of your boat may differ from showing. It depends on the equipment, the boat load and the weight of the installed motor.
Before lifting the boat all equipment must be securely fixed. If this is not possible, all non-fixed equipment should be removed from the boat or stored in lockers.

⚠ WARNING

1. ***LIFTING MUST BE CARRIED OUT BY PROFESSIONALS.***
2. ***Always check the lifting eyes, the boat hull around them, and the boat lifting slings before use.***
3. ***Never use to lift the other elements of the design of the boat, except for the lifting eyes.***
4. ***Before lifting the boat, make sure there is no rain or sea water inside the hull. Water inside the hull can significantly increase the weight of the boat and shift its center of gravity. Remove water from the inside of the hull before lifting the boat.***
5. ***People cannot be onboard during the lifting.***
6. ***Never stand under or near the boat suspended.***
7. ***Do not use other slinging methods than those specified.***

BOAT INSTALLATION ON TRAILER.

All dimensions are in mm. Permissible deviations +/- 30mm. Maximum transportable mass: 1940 kg

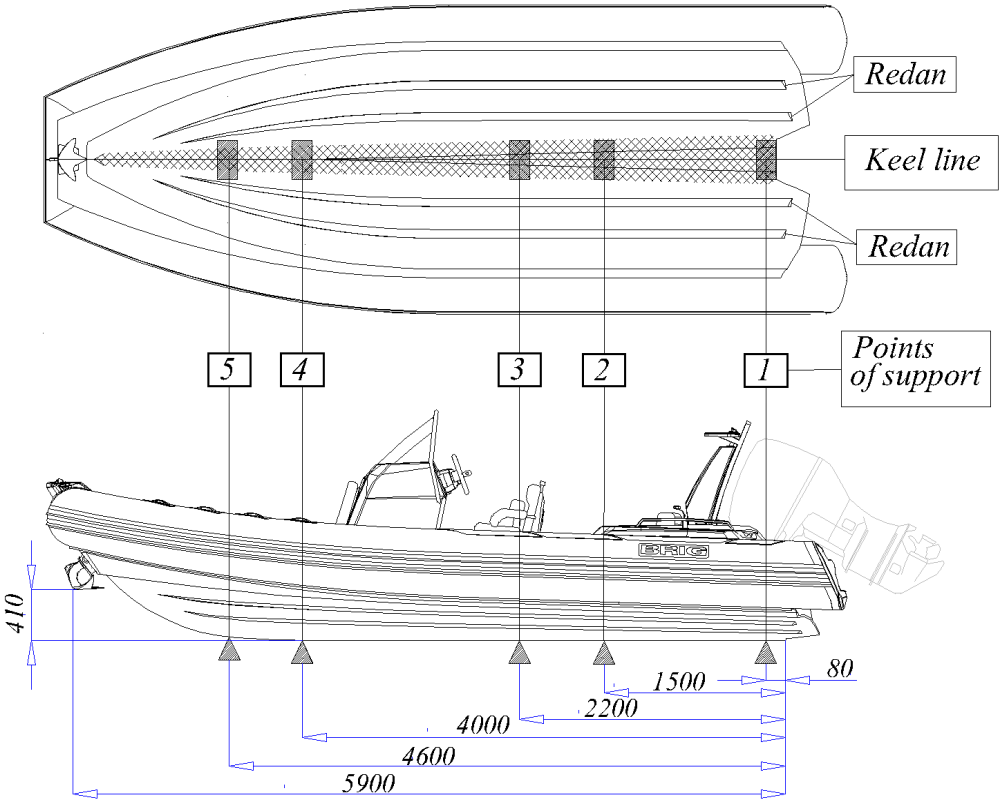


Fig.22

The boat, installed on a trailer or on keel blocks for storage, must lie on the entire surface of the Keel Line (Fig. 22). Other surfaces of the boat hull should be used only as a support so that the boat does not tip over.
But the boat buoyancy tube should never be used as a support.
We also do not recommend supporting the boat on the surface of the redans (Fig. 22) to prevent damage of the hull.

The boat can also be installed on the Points of support (1), (2), (3), (4), (5), which are located on the Keel Line. In this case, Point of support (1) should always be used, and other recommended Points of support can be selected by you depending on the design of the trailer or keel blocks for storage. But at least three Points of support should be used simultaneously to prevent damage of the hull.
Other surfaces of the boat hull should be used only as a support so that the boat does not tip over.
But the boat buoyancy tube should never be used as a support.
We also do not recommend supporting the boat on the redans (Fig. 22) to prevent damage to the hull.

We do not recommend using any other hull surfaces than those specified.
Use the front towing U-bolts and rear lifting U-bolts to secure the boat to the trailer with straps. After storing the boat on keel blocks or after transporting it on a trailer, carefully inspect the boat hull. The boat hull should not be damaged.

⚠ WARNING

Never use a buoyancy tube to support a boat on a trailer or keel-blocks.

⚠ WARNING

Incorrect installation of the boat on a trailer or keel-blocks can damage the boat's hull.
You can always get more information from the BRIG dealer regarding the installation of the boat on a trailer or keel-blocks for storage.

⚠ CAUTION

Securely fix the boat with straps to the trailer using the front and rear U-bolts.
When towing a boat on a trailer, periodically check that it is securely attached to the trailer.

CONSOLE AND STERN SEAT COVER.

To protect your boat from ultraviolet radiation, bad weather, dust, we recommend using a cover kit. The cover kit consists of a console cover and a stern seat cover (Fig.23, Fig.24). Console cover can be of two versions: for boat without a T-Top (Fig.23) and for boat with a T-Top (Fig.24). Stern seat cover is the same for both versions. There are some peculiarities in the process of installing the console cover. Contact your BRIG dealer for advice.
Just cover the steering console and the helm seat with the console cover. Fix the console cover with snap fasteners (3) to the boat hull. Make sure that all the snap fasteners are locked. In the T-Top version, you will also need to fasten a few Velcro straps.
Cover the seat with the stern seat cover (2). The stern seat cover is held with a rubber rope. Replace the rubber rope if broken.
When you have removed the covers from the boat, dry them of any moisture before folding the cover for storage.
This will help prevent the formation of mold and extend the life of the cover set.

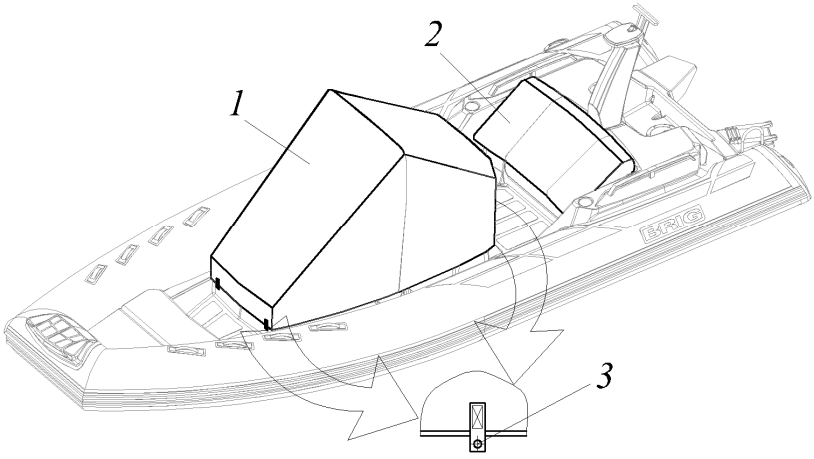


Fig.23
1 – console cover, 2 – stern seat cover, 3 - snap fastener

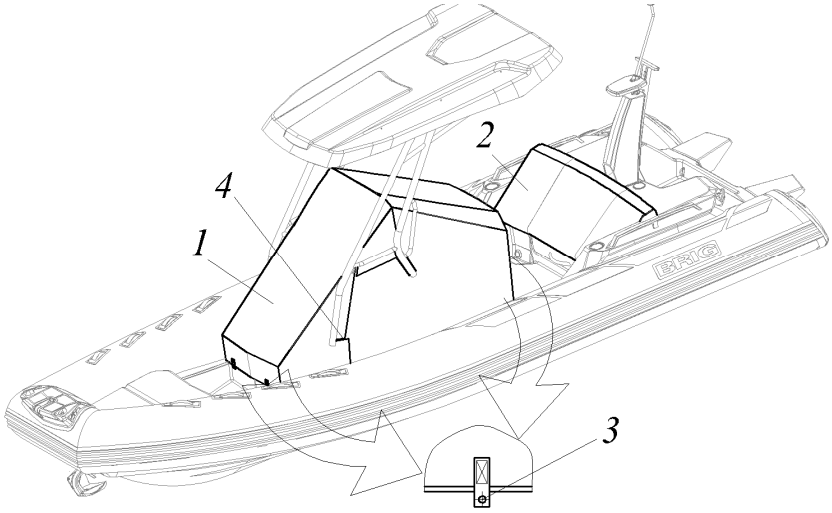


Fig.24

1 – console cover
2 – stern seat cover
3 – snap fastener
4 – Velcro straps

OVERALL COVER.

You can use a overall cover for your boat (Fig. 25). The motor should be raised with the trim.
Start installing the overall cover from the bow of the boat and unfold it towards the stern. Make sure that the cover is placed symmetrically to the boat tube.
Thread the bow belt (2) through the bow U-bolt of the boat. Secure the bow belt with the buckle (7).
Sometimes you need to pull the cover back with force to tighten it.
Secure the rear upper belts (3), (4) with the buckles. Secure the rear lower belts (5) using the buckles around the boat tube. Attach the hooks (6) to the rub rail of your boat. Contact your BRIG dealer if you need advice.

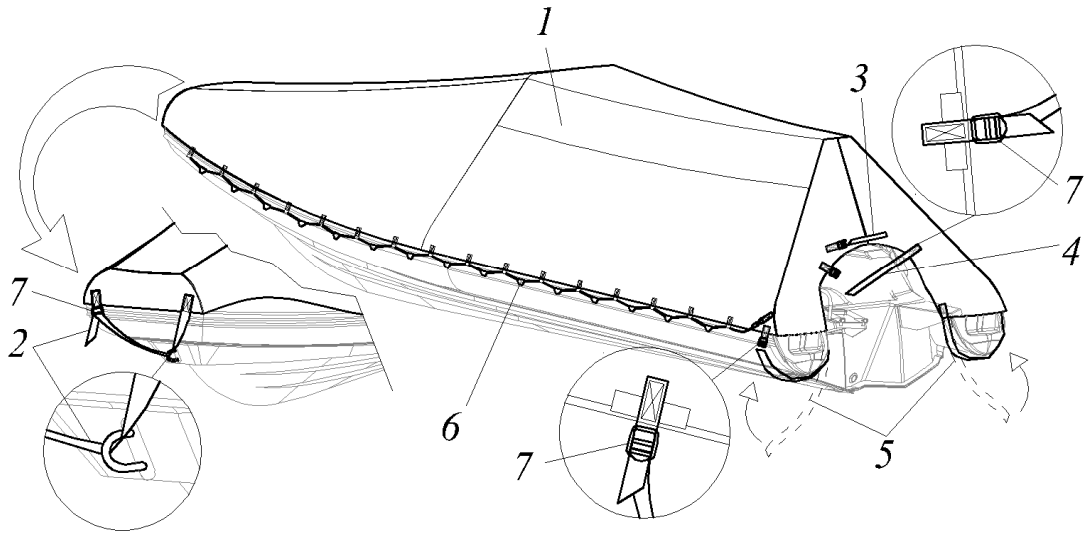


Fig.25

1 – overall cover
2 – bow belt
3 – upper belt
4 – upper belt
5 – lower belt
6 – hook
7 – buckle

Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the cover set.
To avoid premature aging use only a cleaner that is water based. Do not use chlorine cleaners. Their negative effects can develop over time. ALWAYS CHECK ANY CLEANER BEFORE USING.
Most stains can be removed if caught early, and cleaned with a soft bristle brush and a cleaner like Dawn dish soap. Create lather and lightly scrub with the brush.

SUN TOP.

If your boat equipped with a sun top (Fig.26), you can unfold it to protect passengers from the sun's rays.

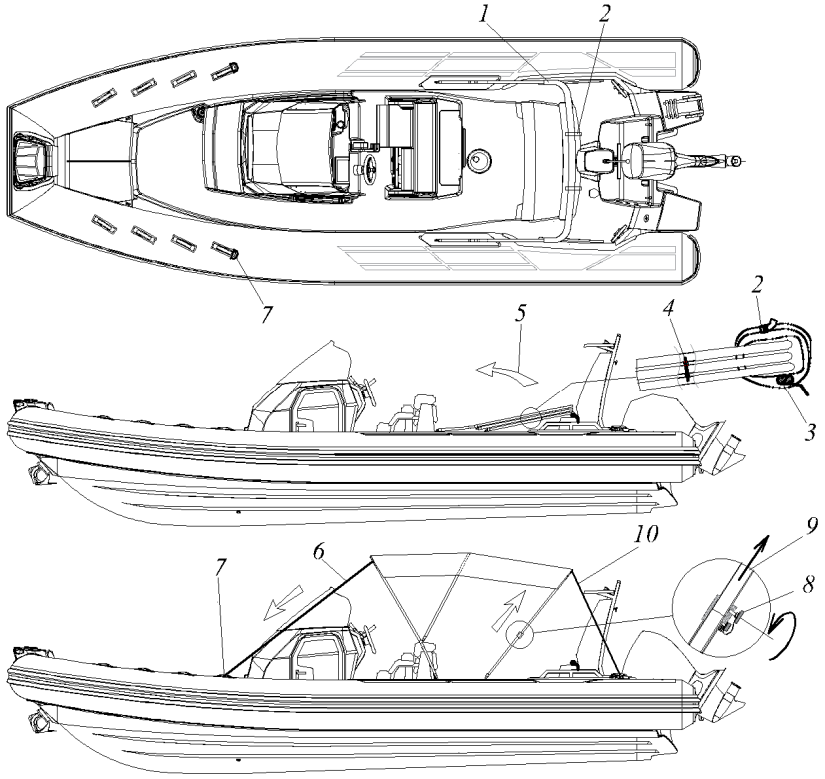


Fig.26

The folded sun top (1) lies on the bracket (3) and is fixed to it with straps (2). Unfasten the straps (2) and remove the protective cover on the sun top.
Raise (5) the sun top and secure the front straps (6) to the stainless steel rings (7).
Unscrew the bolts (8) slightly and slide the telescopic rear tube (9) upwards until it stops. Tighten the bolts (8) securely by hand to hold the pipe (9) in the up position. Secure fix the rear straps (10) to the rear bollards. Tighten the front slings more if necessary.

Reverse these steps to fold down the sun top. Please note that the pin (4) must fix the pipes when the sun top is folded. Fix the folded sun top securely with straps (2) to the bracket (3).

⚠ WARNING

1. ***Insufficiently secured sun top when folded down may cause injury or breakage.***
2. ***KEEP FOLDED WHEN UNDER WAY. The sun top should be folded and secure fixed when the boat is in motion or in strong winds.***
3. ***It is allowed to move the boat with an unfolded sun top, if the boat speed is not more than 7knots (12 km/h) and in a weak wind.***
4. ***When unfolded, sun top cannot be used as a handholds. Be careful not to fall.***
5. ***Straps and buckles have a limited lifespan due to exposure to the sun and sea salt. Replace them if necessary.***

⚠ CAUTION

Dry the sun top before folding to avoid the formation of mold and mildew.

⚠ CAUTION

Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the sun top. Do not use chlorine-based cleaners to clean or wash the sun top.Their negative effects can develop over time. ALWAYS CHECK ANY CLEANER BEFORE USING.
Most stains can be removed if caught early, and cleaned with a soft bristle brush and a fresh water.

SUN DECK.

To install the sun deck, you need to do the following (Fig. 27):

Step1. Raise the seat in front of the console (1). Lay the base of the sun deck (2) in special recesses in the hull of the boat.
Step2. Lower the seat in front of the console(1) and securely fix it with the lock.
Step2. Check that the bow cushions (5) are secured to the boat hull with the snap fasteners.
Put the sun deck cushions (4). Fix the sun deck cushions with the snap fasteners(3) to the sun deck base.
To fold the sun deck, follow these steps in reverse.

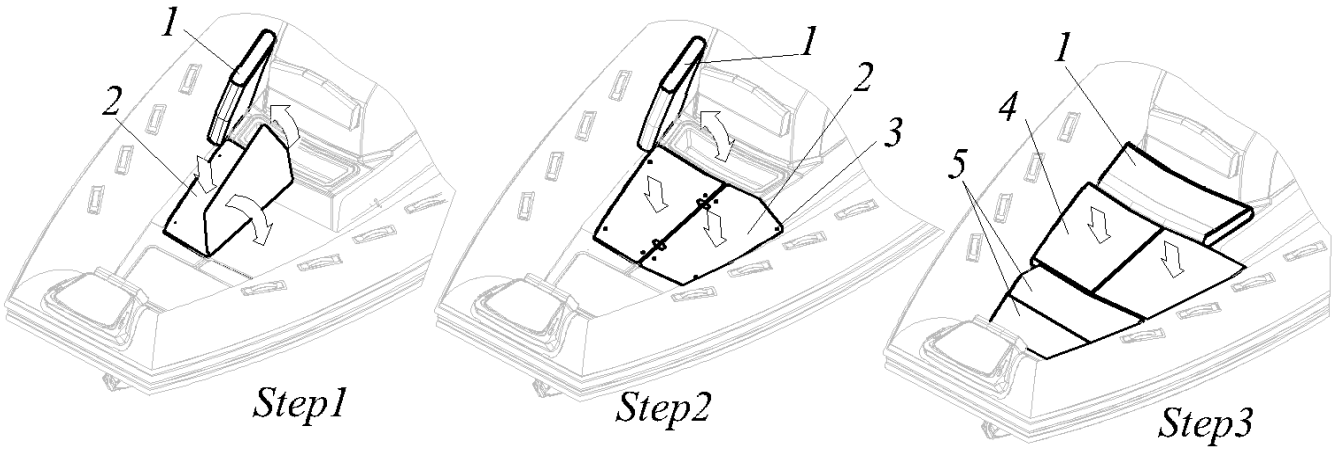


Fig.27

1 – seat in front of the console
2 – sun deck base
3 – snap fasteners
4 - sun deck cushions
5 – bow cushions

⚠ WARNING

KEEP FOLDED WHEN UNDER WAY.

The sun deck must be disassembled and stowed before the boat starts to move. It is allowed to move the boat with an unfolded sun deck, if the boat speed is not more than 7knots (12 km/h).

⚠ WARNING

The sun deck load is limited to 150kg (330lbs). Make sure that no more than two people are on sun deck at a time.

⚠ WARNING

Do not use the sun deck with the seat (1) unlocked.

MAINTENANCE AND CARE.

Regularly inspect the sun deck for damage, abrasions, scoring. If such is found, repair the damage with the help of qualified specialists. Replace if necessary.
Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the sun deck. In this case, immediately rinse the surface with clean water or use only certified detergents using a soft sponge.
Your cushions upholstery is made of marine quality coated fabrics collection ***SILVERTEX®***. Manufacturer - ***SPRADLING®*** company. You can find more information on the maintenance and care of this fabric on the manufacturer's website. Or contact your BRIG dealer.
Do not place wet towels, all-weather gear, swimwear, etc. on cushions.
Before folding the sun deck, clean and dry the cushions to avoid moisture trapping, the formation of mold that can damage the upholstery, the inner foam of the cushions.
To avoid premature aging use only approved cleaners or a cleaner that is water based. Do not use chlorine cleaners. Their negative effects can develop over time. ALWAYS CHECK ANY CLEANER BEFORE USING.
Most stains can be removed if caught early, and cleaned with a soft bristle brush with fresh warm water.

WARNING SIGNS and LABELS.

Warning signs and labels are installed on your boat (if applicable). See Fig.28 and table below.
Read the text on the labels carefully. Be sure that you understand the meaning of the information and symbols correctly. Feel free to ask your BRIG dealer for clarification.
Do not remove warning signs and labels. Check their suitability periodically.
If the warning signs are damaged and you cannot read the text or symbols, you must order new ones from your BRIG dealer. Check with your dealer for the correct warning signs and labels location.

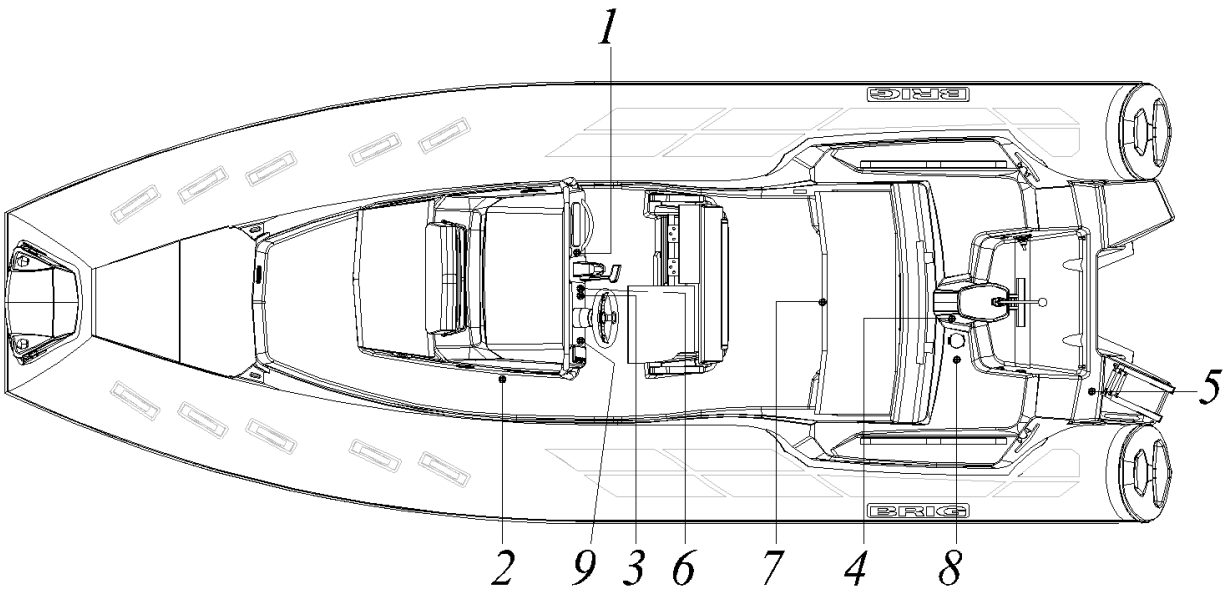


Fig.28 Warning signs and labels

1 - WARNING. Failure to follow these warnings could severe injury or death

⚠ WARNING

Failure to follow these warnings could cause SEVERE INJURY or DEATH

- CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEARTH.
  - Engine and generator exhaust odorless and colorless carbon monoxide gas.
  - Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness
  - MOVE TO FRESH AIR if anyone shows signs of carbon monoxide poisoning.

- CHECK WEATHER FORECAST BEFORE DEPARTING DOCK and heed all weather advisories
- WEAR SAFETY LANYARD at all time while operating boat to prevent unmanned operation.

- NEVER OPERATE WHILE UNDER THE INFLUENCE or drugs or alcohol.
- DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED fore and aft and on both side of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.
- PASSENGERS SHOULD WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.
- MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY. To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outermost deck edges while boat is moving.

- REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS for water conditions and environment at all times. Maneuverability at high speeds is limited, and sudden turns may cause loss of boat control.
- KEEP PROPER LOOKOUT AND SAFE DISTANCE for the conditions at all time to avoid collisions.

- OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.
- USE CAUTION AND PROPER LIGHTING during night time and boating in adverse weather.
- READ THE OWNER'S MANUAL AND COMPLETE THE BOAT'S PRE-OPERATION CHECKLIST prior to boat operation.

2 - WARNING. LEAKING FUEL

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL.

INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

3 - WARNING.MAXIMUM ENGINE WEIGHT

⚠ WARNING

THIS BOAT HAS BEEN DESIGNED FOR A MAXIMUM OUTBOARD ENGINE WEIGHT OF

759 LBS.

READ THE OWNER'S MANUAL

2077.759

4 - WARNING Wakeboard

⚠ WARNING

THE LOAD SHOULD NOT EXCEED 400 POUNDS (180 KG).
OVERLOADING THE BOAT TOWER MAY CAUSE INJURY AND/OR EQUIPMENT DAMAGE.
DO NOT TOW HEAVY LOADS SUCH AS KITES OR BOATS.

2077.34

5 - WARNING. ROTATING PROPELLER

⚠ WARNING

ROTATING PROPELLER OF THE ENGINE

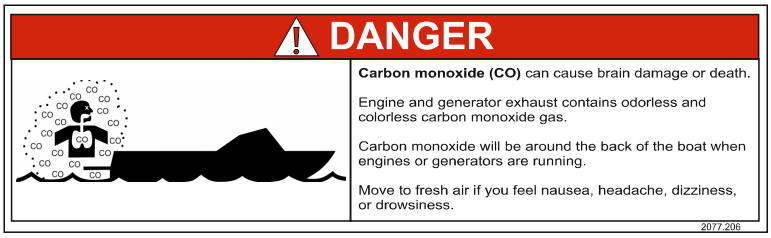
6 - WARNING.
Rotating propeller may cause serious injury or death

⚠ WARNING

Rotating propeller may cause serious injury or death. Shut off engine when near persons in the water.

2077.207

7 - WARNING.

8 – Fresh water 	9 - DANGER Carbon monoxide (CO) can cause brain damage or death 

GENERAL BOATING SAFETY.

We strongly suggest that you thoroughly familiarize yourself and friends or members of your family with safe boating practices before setting out. Remember, that along with the freedom and exhilaration of boating comes the responsibility that you have for the safety of your passengers and other boaters who share the water with you. Boating regulations are vary. Check with your local authorities for the regulations pertaining to your area.

Check with local FM weather stations, Coast Guard, or on-line for the latest weather conditions. Remember getting caught in severe weather is hazardous. Check weather conditions periodically while you are boating. If you are forced to operate your boat in a storm condition, take common sense precautions; wear PFD's (personal flotation device), store gear, reduce speed and if possible head for safe refuge.

Always check the weather before departure. Be particularly cautious of forecasted electrical storms and high winds. Always have up-to date charts aboard as a backup to your plotter and auto pilot option. Charts can be obtained at a marina, on-line store or by contacting with federal government agencies. Always file a float plan. Leave details of your trip with someone responsible who will be remaining on shore. Include expected return, plus name and phone number of a contact person in case of emergency.

It is best to avoid operating your boat in foggy weather. When fog sets in, take bearings, log courses and speeds. You are required to emit a five second blast from your horn or whistle once every minute. Also, have your passengers wear PFD's and observe for oncoming vessels.
If foul weather catches you at sea do the following:

1. Slow down. Proceed with caution and put on your life vests.
2. Try to reach the nearest safe shoreline.
3. Navigate your vessel slowly into the waves at a 45 degree angle.
4. Passengers should sit low in the center of the vessel.
5. Monitor your bilge pump. Make sure sump stays free of water.
6. Secure loose gear. Make ready emergency equipment.
7. Anchor over the bow but never over the stern.

Operation in shallow water presents a number of hazards including sand bars and water levels influenced by tides. If the vessel strikes an underwater hazard, check for boat and engine damage.
If the engine vibrates excessively after striking an underwater obstruction, it may indicate a damaged propeller. If you run aground, seek help by radio or flares. Make sure your boat and equipment are in top condition. Do this by frequently inspecting the hull, engine and propulsion components.

You must provide a Coast Guard approved **personal flotation device (PFD)** for every person on board. These PFD's should be in good condition and easily accessible. Insist that non-swimmers and children on board wear a PFD at all times. If you encounter rough weather conditions, make sure everyone on board is wearing a PFD, including yourself. Instruct your passengers in how to put on their PFDs and be sure they know their storage location on the boat.

Remember, in an emergency, a PFD that cannot be quickly located and worn is useless.

Never allow anyone to sit anywhere on the boat not specifically designed as seating. While underway, ALWAYS insist passengers occupy a recognized seat position.

Never drink and drive! As captain, you are responsible for the safety of your passengers. Alcohol and boating can be a dangerous combination. DO NOT mix them. Alcohol impairs the boat operators ability to make conscious decisions and react to emergency situations quickly.

Never overload your boat! An overloaded boat, or one with uneven weight distribution can be difficult to steer. Never let people stand in bow area while underway as vision will be obstructed!!!

⚠ WARNING

PASSENGER CAPACITY IS SPECIFIED AT THE CALCULATION OF 75 KG PER PERSON.
BE SURE YOU DO NOT OVERLOAD THE BOAT.

⚠ WARNING

READ AND UNDERSTAND THE SEATING ARRANGEMENT DRAWING IN THE "CREW LIMIT" CHAPTER.
THE DRAWINGS IN THAT CHAPTER DISPLAYS THE DESIGNATED SEATING ARRANGEMENT FOR A BALANCED LOAD AND BOAT MAXIMUM PERSONS SEATING CAPACITY

Use maximum caution when fueling. Never allow any smoke or flame nearby while you are fueling. ALWAYS check for fuel leaks and fumes when fueling is completed. Be certain there is enough fuel aboard for your cruising needs. Include any reserve that might be needed should you change your plans due to weather or an emergency. Practice the "one-third rule: Use one-third of your fuel going out, one-third to return and retain one-third as a reserve.

Carbon monoxide (CO) in exhaust can be hazardous, especially from gasoline engines. Familiarize your crew, passengers and yourself with the sources, symptoms and possible effects of carbon monoxide poisoning. Remember that boats in the same general vicinity can cause your vessel to accumulate dangerous CO levels in the cockpit or near the engine(s).

⚠ DANGER

AVOID SERIOUS INJURY OR DEATH FROM *CO* POISONING!
DO NOT OPERATE THE BOAT WITH PEOPLE HOLDING ON TO THE SWIM PLATFORM OR WITH PEOPLE IN THE WATER.

For safety avoid the following:

1. Do not park by other boats with their engine idling or generator cycling for an extended period of time.

2. Do not operate an engine for extended periods of time while in a confined area or where exhaust outlets face a sea wall or bulkhead.

3. Do not operate the engine for an extended period of time with the suntop in the upright and installed position. The "station wagon effect" or back drafting can cause CO gas to accumulate inside the cabin, cockpit/hardtop or bridge areas when the boat is under way, using protective weather coverings (canvas), high bow angle, improper or heavy loading, slow speeds, or at rest. This can occur when traveling behind another boat.

4. Do have the engine exhaust system inspected when the boat is in for service.

5. Persons sleeping can easily be overcome by carbon monoxide without realizing it. Do not sleep on board while an engine or generator is running close-by.

6. Do not operate your vessel for extended periods with the bow up in slow cruise conditions especially close behind a vessel being towed or one operating at slow speeds.

⚠ DANGER

CARBON MONOXIDE (CO) IS A TASTELESS, ODORLESS AND INVISIBLE GAS THAT CAN CAUSE DISCOMFORT, SEVERE ILLNESS, AND EVEN DEATH. EXERCISE CAUTION WHILE OPERATING ENGINE(S) IN CONFINED SPACES OR AT DOCK SIDE. DO NOT ALLOW HULL EXHAUST OUTLETS TO BECOME BLOCKED OR EXHAUST FUMES CAN BECOME TRAPPED IN AND AROUND THE CONFINES OF YOUR BOAT.

When cruising, stay clear of fisherman. They may have lines or nets out which might be cut or get caught in your propeller if you come too close. Slow down when approaching fishing boats. Do not return to cruising speed until the boats have been passed. If a fishing boat should be anchored, a large wake could flip or swamp the boat, upset fishing gear, pull the anchor loose from the bottom or worse yet cause someone to fall overboard.

When fishing from your boat, never anchor in a shipping channel or tie up to any navigational aid. These must be kept clear of at all times. Be sure to carry a local chart of the area to back up your plotter and be on the lookout for shallow water and hidden obstructions. Many times local conditions change and there is a time lag on the plotter chip until the next revision. Pick up a tidal chart if appropriate so you do not end up grounded.

The Navigation Rules set forth actions to be followed by boats to avoid collision. There are two main parts referred to as the inland and international rules. The inland rules apply to vessels operating inside the boundaries of your region. The international rules (referred to as 72 COLREGS) apply to vessels operating on the high seas and all connected waters outside the established demarcation boundaries.

Most navigational charts show the demarcation lines by red dotted lines and are published in the navigation rules. Remember to consult with local agencies since areas such as “no wake zones,” swimming beaches, “diver down flag” and inland landlocked lakes fall under their responsibilities.

This section is only an introduction to the Navigation Rules. We strongly recommend additional training before getting behind the “wheel”.

Night Running.

Boats operating between sunset and sunrise (hours vary by region), or in conditions of reduced visibility, must use navigation lights. Night time operation, especially during bad weather and fog, can be dangerous. All Navigation Rules apply at night, but it is best to slow down and stay clear of all boats regardless of who has the right-of-way.

To see more easily at night, avoid bright lights when possible. Also, it is helpful to have a passenger (appoint as lookout) keep watch for other boats, water hazards and navigational aids.

To determine the size, speed and direction of other vessels at night, you should use the running lights. A green light indicates starboard side, and a red light indicates port side. Generally, if you see a green light, you have the right-of-way. If you see a red light, give way to the other vessel.

⚠ WARNING

TO AVOID INJURY AND DEATH! FOLLOW THE NAVIGATION RULES TO PREVENT COLLISIONS.

NOTICE
BOATER'S CHECKLIST

For maximum enjoyment and safety, check each of these items.

BEFORE STARTING YOUR ENGINE:

- DRAIN PLUG (Securely in place?)
- LIFE-SAVING DEVICES (One for every person on board?)
- STEERING SYSTEM (Working smoothly and property?)
- FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- BATTERY (Full charged? Cable terminals clean and Tight?)
- EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor and line, signaling device, tool kit, etc?)
- ENGINE (In neutral?)
- CAPACITY PLATE (Are you overloaded or overpowered?)
- WEATHER CONDTONS (Safe to go out?)
- ELECTRICAL EQUIPMENT (Lights, horn, pump, etc?)

MODEL	***Eagle 6.7***
SERIAL No.	
Date of manufacture	
Quality inspection stamp	