OWNER'S MANUAL

ANYTEC 747CAB/2018

ANYTEC

Anytec 747 CAB
Owner's Manual

Date of issue: 2017-11-30
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WELCOME ABOARD

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

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

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

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

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

Information in this publication is based upon the latest production specifications available at printing. Anytec® reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Anytec ® is not obligated to make similar changes or modifications to models sold prior to the date of such changes. All figures are principal only.

1. INTRODUCTION

1.1 ABOUT THIS OWNER'S MANUAL

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

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

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

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

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

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

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

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

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

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

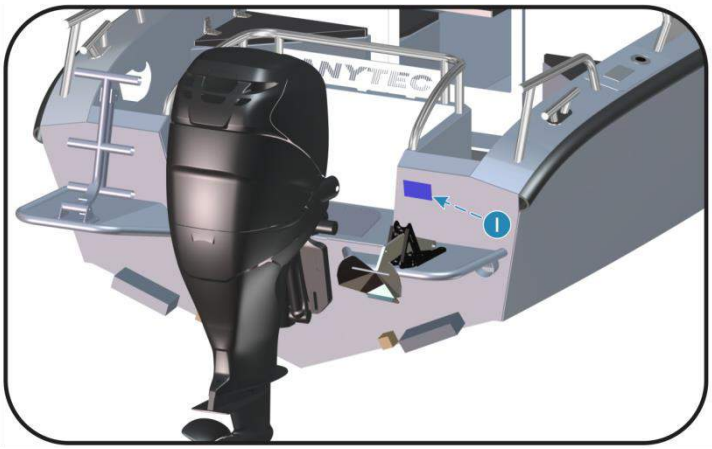
Please retain this manual and provide it to the boat's next owner if you sell your boat.

1.2 GENERAL DESCRIPTION

The boat is primarily intended for private and leisure use. The boat has an open bow and stern deck, and amid ship cabin. It is a single hull type boat design entirely made of aluminum, so are the handrails and cleats. The boat is designed and built according to standards for CE approval in category C and is designed to be propelled by a single outboard engine.

1.3 CRAFT IDENTIFICATION NUMBER (CIN)

The Craft Identification Number is located on the starboard side of the transom. The CIN must be included in all correspondence related to the boat, such as when buying parts.



1. CIN Location

1.4 EXPLANATION OF SAFETY LABELS

Mounted at key locations throughout your boat and duplicated in this manual are labels which advise the owner/operator of imperative safety precautions to follow when operating or servicing equipment. Study chapter 3.7 to learn their location. Learn to recognize the degree of precaution and understand the explanations of safety prior to reading this manual. These precautions are not all-inclusive. Always follow recommended instructions and think in general while operating your boat.

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

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

DANGER

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

WARNING

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

CAUTION

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

NOTE

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

1.5 DEALER RESPONSIBILITIES

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

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

If you do not receive the above, or have any questions, contact your dealer.

1.6 WARRANTY

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

Registration

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

Transfer of Warranty

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

1.7 INSURANCE

Boat insurance is mandatory in most countries. We recommend you to contact a trusted insurance company in your country prior to taking ownership of the boat.

1.8 SECURMARK ANTI-THEFT MARKING AND TRACKING SYSTEM

To prevent theft, and to locate boats after a theft, your boat has unique code number which is sprayed in various places of your boat. It's visible only by using special tools used by the authorities. The code was added already at the factory and will be able them to access boat and owner details from a database.

The SecurMark system requires a subscription, and it is pre-paid by Anytec for the first 12 months after registration of your owner details. We encourage you to activate SecurMark and, after the first 12 months of free service, continue to subscribe. You may also mark and register your engine. Ask your dealer for help to register and further information. Printed info from SecurMark is also provided in the Anytec bag.

2. OPERATING THE BOAT

WARNING

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

2.1 SAFETY ROUTINES BEFORE LEAVING SHORE

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

2.1.1 Weather and forecast

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

2.1.2 Loading

Do not overload the boat, distribute loads suitably. For stability, do not place heavy loads high up. See chapter 3.4, 3.5 and 3.6. You can also always check the maximum allowed loading from the CE-plate.

2.1.3 Passengers

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

2.1.4 Fuel

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

2.1.5 Engine

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

2.1.6 Fastening of objects

Make sure everything on board is properly secured even in the event of high winds, fast maneuverers and rough seas.

2.1.7 Nautical charts

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

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

2.1.8 Safety check of the boat

- Check that hatches are closed and watertight.
- Make sure that at least one person onboard knows the location of the firefighting equipment.
- Ensure that you have anchor with rope, emergency lights, communication equipment, fendering ropes and a knife (to cut tangled ropes) onboard.
- Check that bilge water is at minimum, and the electrical pump is working (test using manual operation).
- If darkness is expected, check navigation lights.
- Check for any leakage of water into the boat, or fuel from tanks or fuel lines.

2.1.9 Inform about your route

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

2.2 EMERGENCY ENGINE SHUTDOWN SWITCH

Your boat is equipped with an engine shutdown safety switch built into the engine control. The engine shutdown switch incorporates a shut-off switch and a lanyard. Before operating the boat, one end of the lanyard must be connected to the shut-off switch while the other end is connected to the operator.

If an emergency arises where the engine must be shut down, pull the lanyard cord to release it from the shut-off switch, which in turn shuts down the engine. This switch is designed to shut the engine off when the operator of the boat leaves the control station, either accidently by falling into the boat, or by being ejected overboard.

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

⚠ WARNING

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

2.3 MAN-OVERBOARD PREVENTION AND RECOVERY

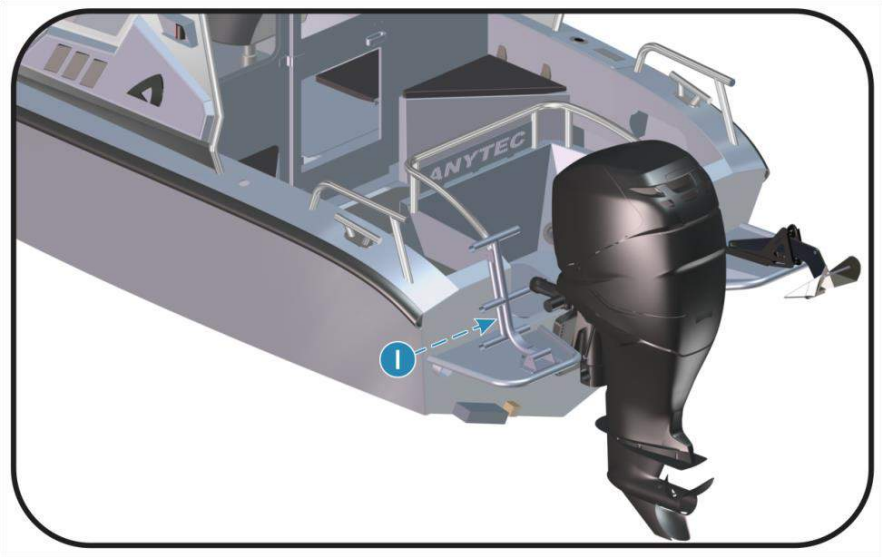
The passenger and working areas of the boat are described in chapter 3.6.

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

If a person has fallen into the water in calm seas, the person can use the rescue ladder located on the stern platform, see figure below. Always turn of the engine using the emergency (dead-man) switch before using the ladder. The ladder can be pulled down by

a person already in the water. In harsh weather, or if the person is physically not able to climb, it may be hard to use the ladder alone and help from a person onboard may be needed. It is therefore recommended to always be 2 persons onboard, especially in harsh weather conditions.

The MOB rescue / swim ladder is further described in chapter 4.8.



1. MOB rescue / swim ladder

WARNING

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

2.4 FIRE PREVENTION

Fire is a serious boating hazard. Boats will burn quickly. Do not remain onboard and fight a fire for more than a few moments. If the fire is out of control and cannot be put out with the fire suppression equipment onboard, abandon ship immediately.

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

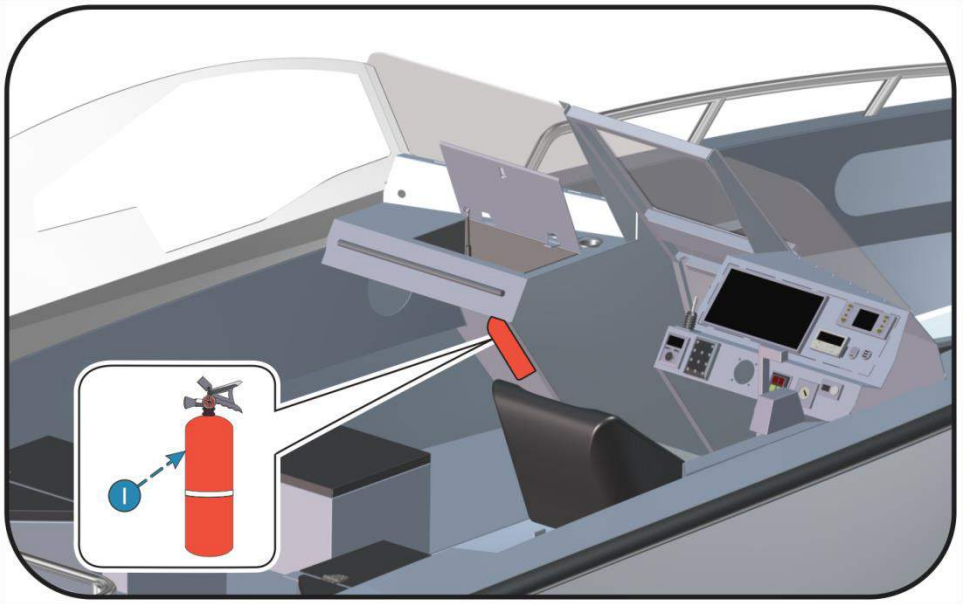
2.4.1 Fire extinguisher

The fire extinguisher is located on the port side of the vessel under the glove compartment. Make sure you know how to remove it and use it. The boat, when in service, shall always be equipped with the following portable fire extinguisher class:

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

The boat owner/operator shall:

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



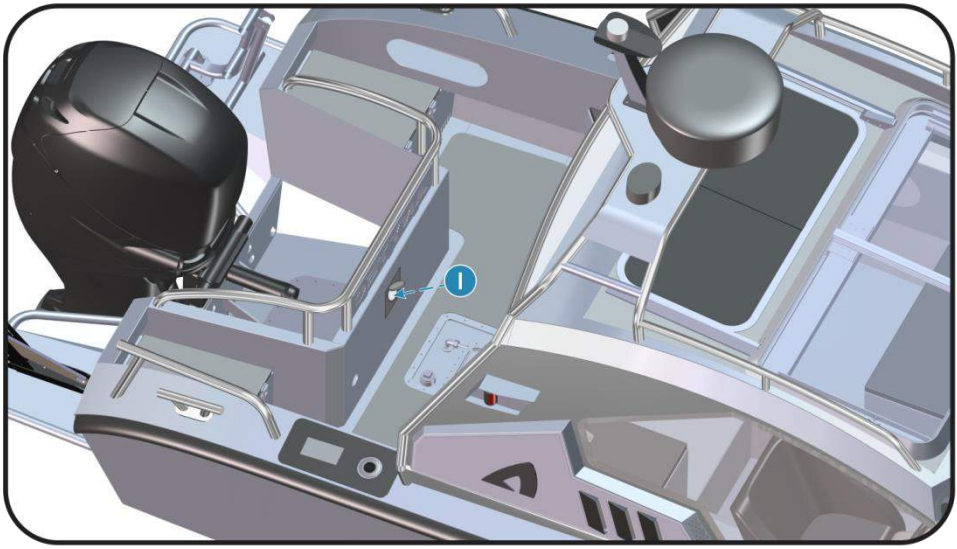
1. Fire Extinguisher

⚠ WARNING

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

2.4.2 Fire port

The wall towards the engine well is equipped with a fire port. The port makes it possible to detect and fight a fire below deck (bilge/tank area). The fire port location is shown on the below figure. It has a transparent cover, and an opening suitable for the fire extinguisher nozzle. In case of fire inside the bilge/ below deck area, introduce the nozzle to the fire port opening and activate the extinguisher. Replace the fire port if worn or damaged.



1. Fire port

2.4.3 Refueling

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

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

Always clean up any spillage immediately after fueling.

If you keep loose reserve fuel containers onboard, they should be stored in one of the ventilated storages outside the cabin (and not in areas with electrical equipment or batteries). Always check fuel containers before each trip to detect leakages or smell of fumes.

DANGER

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

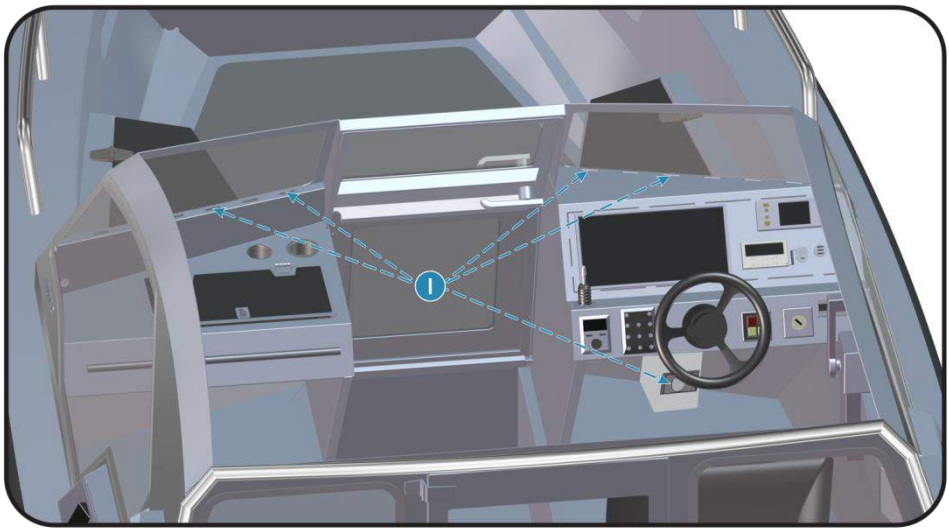
2.4.4 Webasto heater, optional equipment (diesel fuel)

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

WARNING

Do not plug or block any air outlets and inlets of the heater system! This can be a cause of fire when the heater is in use. Always fill the tank outside of the boat (see chapter 4.14). Read the Webasto owner's manual carefully as it includes further instructions and warnings. Anytec recommends checking all the air and fuel connections for leaks each season.

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



1. Warm air outlets

2.5 STARTING THE BOAT

2.5.1 Starting the engine

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

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

Check that the main power switch and the remote switch for the starter battery are turned on (for location and function, see chapter 5.3).

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

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

2.5.2 After starting the engine

Ensure that the cooling system is working properly, by visually checking the cooling water control beam (visible just below the engine hood, well above water level). If water doesn't flow out after start, the engine will be soon overheated which can cause serious engine damage.

Your engine is equipped with visual and sonic alarms for critical malfunctions such as overheating. Read the engine manual and make sure you understand these alarms. If alarm goes off, turn off the engine immediately and check the likely reason as per the engine manual and correct it. If the problem continues, contact nearest Engine/Anytec dealer.

⚠ WARNING

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

2.5.3 Leaving shore

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

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

The emergency shutdown switch

Attach the lanyard of the emergency switch (see chapter 2.2) to your hand or lifejacket, immediately after loosening the mooring ropes. More specific instructions of the switch can be found in the engine manual. Especially when you are driving the boat alone it is crucial that the boat stops if you fall overboard or stumble on board.

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

2.6 OPERATING THE BOAT AT SEA

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

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

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

⚠ WARNING

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

2. Waves impair handling. Reduce the speed in rough seas.

3. Do not operate at high speed while in congested high traffic water ways or in weather and sea condition of reduced visibility, high winds or large waves. Observe and obey speed limit and no wake zones.

4. Handling is impaired as speed increases. Rapid turns can lead to loss of control. Slow down before sharp turns in either direction. Avoid rapid movements while driving at high speeds, in high waves and at strong winds.

5. Never operate the boat if the engine rated power exceeds the maximum recommended power.

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

7. Always use the Emergency Engine Shutdown Switch when operating the boat.

NOTE

1. "Ensure sufficient seamanship and operator training as mentioned in introduction", this book is not a training book for good seamanship".

2. The International Regulations for Preventing Collisions at Sea (COLREG) and the rules of the road require that a proper lookout be maintained at all times, and observance of right of way be respected. Always be certain to have sufficient distance to stop or steer if required to avoid collisions.

2.6.1 Trim of boat pitch (longitudinal angle)

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

1. Trim Up
2. Neutral
3. Trim Down

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

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

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

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

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

Trim when running at speeds above planing:

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

Trim when lowering speed to below planing:

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

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

2.6.2 Trim of the boat roll (transverse movements)

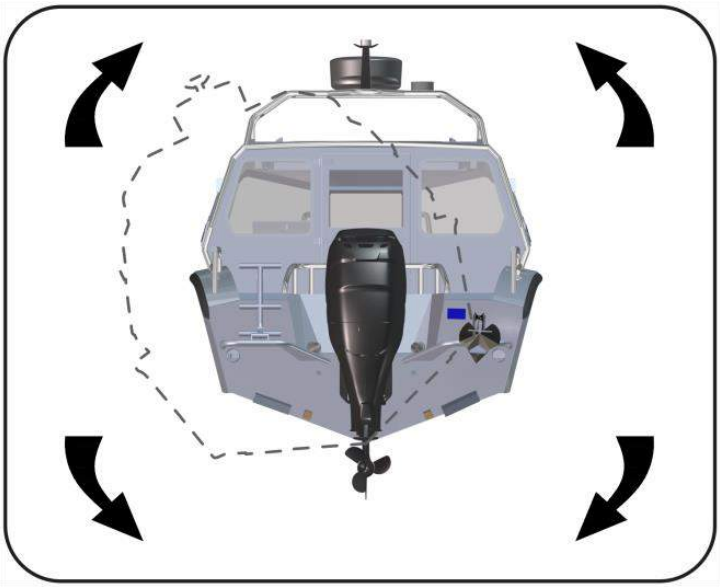
The Zipwake system will help you to keep the boat level when running straight, even with frequent variations of waves, winds, and load. In turns, Zipwake will maintain the boat in a comfortable angle to compensate for g-forces and make the turn effective and safe.

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

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

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

Roll Control



NOTE

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

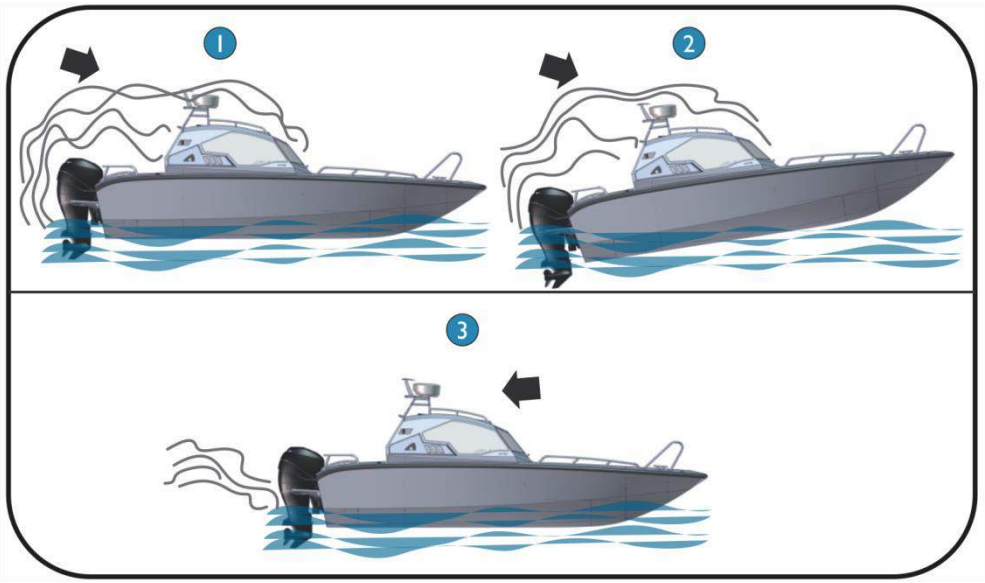
2.7 RISK OF CARBON MONOXIDE ACCUMULATION

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

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

- Make sure that there is good ventilation throughout the boat. This is particularly important when operating engine, stoves or heaters that consumes oxygen and create fumes / CO.
- Never operate the engine at dead or slow speeds, in particular with tailwind, if you just have one door (cabin bow or cabin stern door) open. Having just one door open increases the risks for CO to enter and stay in the cabin.
- Make sure that the air vents on the cabin side panels and roof are open when the boat is in use (no matter if engine is running or not). They ensure that fresh air circulates in the cabin.

Accumulation of Carbon Monoxide Examples



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

DANGER

Fumes from the engine, heaters, stoves and other equipment that burns fuel contains Carbon Monoxide (CO) and can kill you. Study this chapter carefully.

2.8 ANCHORING, MOORING AND TOWING

Mooring, anchoring and towing require specific skills and good seamanship. Always ask for advice when needed.

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

Mooring:

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

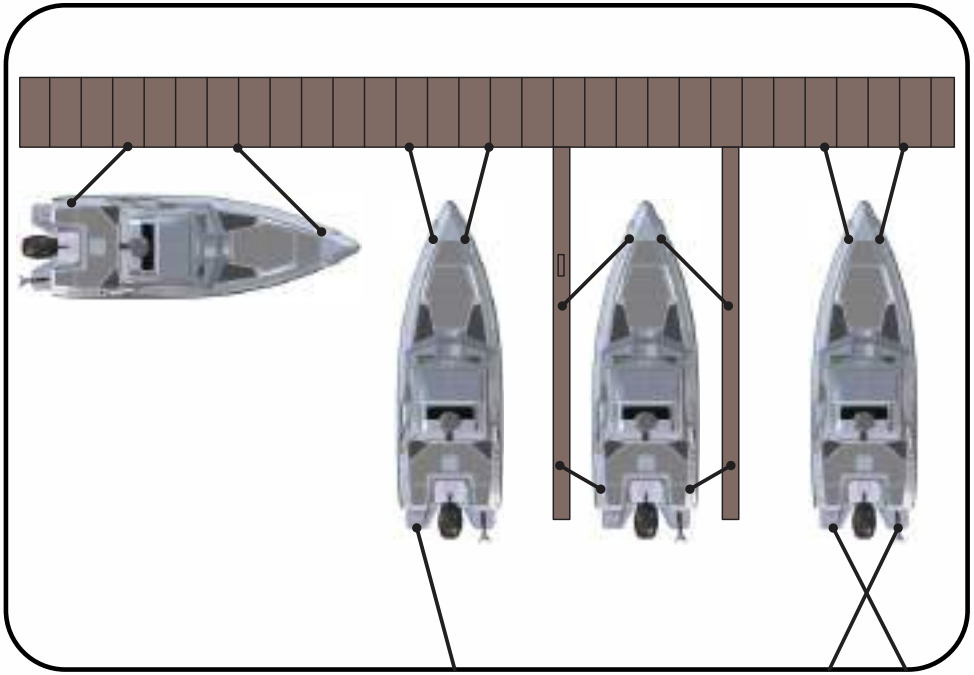
Mooring ropes should be long enough and as horizontal as possible. The boat should be able to rise and sway without moving sideways. You normally need two mooring ropes for both bow and stern. Only use the strong point cleats, not the stem eye or secure eye. The ropes for the bow should be equipped with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

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

If the boat is left unattended, turn off the electric power using the main power switch (for location and function, see chapter 5.3).

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

Examples of different types of mooring

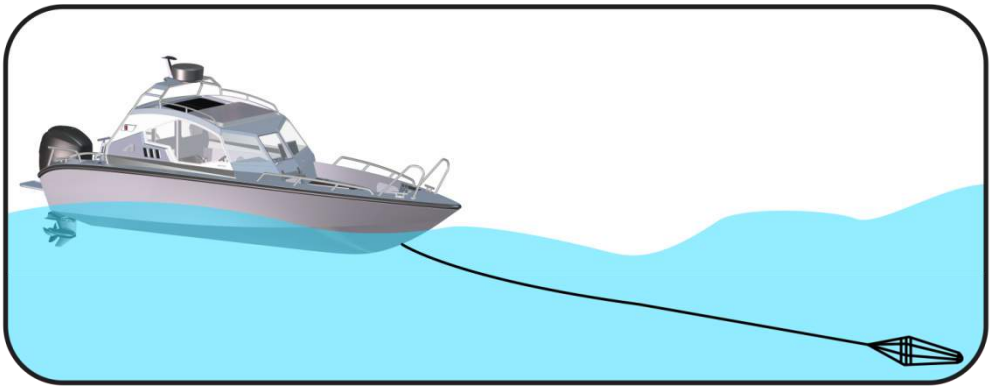


Anchoring:

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

Storm anchor:

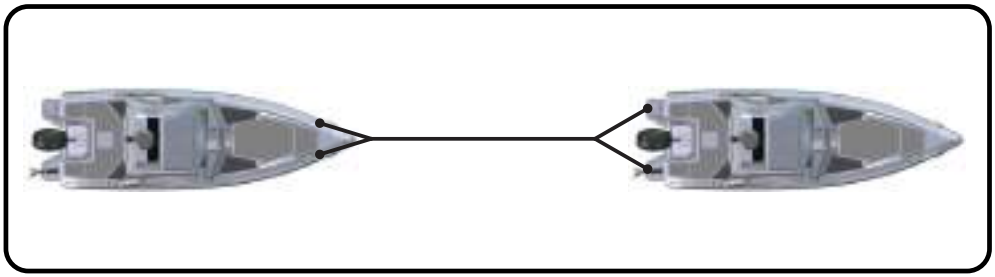
If you lose engine power at sea and waves are strong, keep the boat headed into the waves by rigging a sea anchor off the bow (below principal figure). If there is no sea anchor on board, use a canvas bucket or any object that will offer resistance.



Towing:

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

If you tow another boat, use strong, floating towing rope. Begin by towing very carefully, avoiding twitches, and do not overload the engine. Adjust the length of the rope so that the boat can be steered in all situations. Boat's stability may be reduced when towing. Owners/ operators should also consider what action will be necessary when securing a tow line on board.



WARNING

1. Do not stop the boat by hand and don't put your hand or foot between the boat and the quay, bank, or other boat. Practice landing in good condition, use engine power moderately but not tentatively.

2. Towing or being towed can lead to fatigue of the boat's hardware and lines. Failure of any part can seriously injury people or damage the boat. Do not stand directly in line with the tow line. If the line were to break, it would "snap back" causing injury or damage to everything in its path.

3. It is the owner's/operator's responsibility to ensure that mooring lines, towing lines, securing straps, anchor chains, anchor lines, anchors and methods used are adequate for the boat and situation.

⚠ CAUTION

1. Always tow or be towed at a low speed.
   Never exceed the hull speed of a displacement craft when being towed.
   A tow line shall always be made fast in such a way that it can be released or cut off when under load.

2. Always take possible changes in wind direction and the rise and fall of the water level, as well as the wake of other boats, into proper account.

3. Breaking strength of ropes and chains must not exceed 80 % of the breaking strength of the strong point in question. See chapter about strong points.

4. Never leave your boat unattended for longer periods. Observe the floating position regularly and ensure that the bilge is emptied by the bilge pump. Water accumulation in the bilge or at deck by may cause severe damage.

2.9 LIFE RAFT STORAGE AREAS

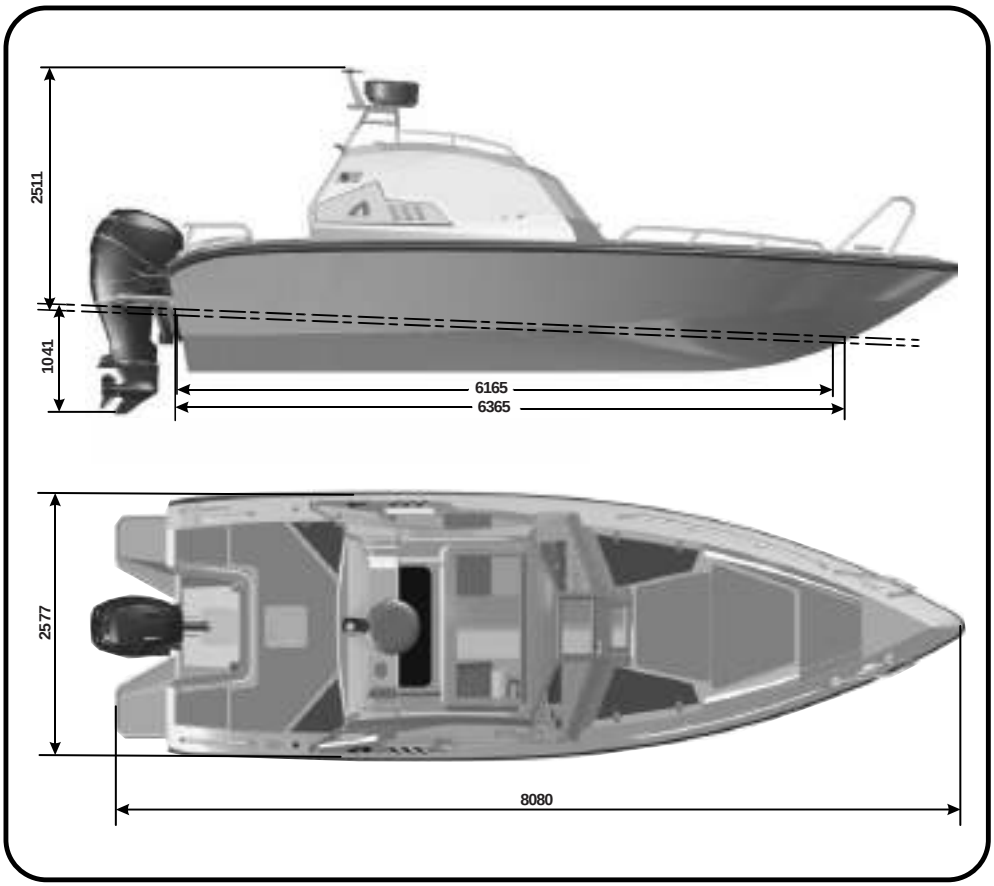
The boat is not supplied with a life raft. You should choose to equip the boat with a life raft, it can be stowed in the passenger seat storage (below passenger sofa), as it has the largest opening. Note that if you have the optional passenger suspension seat instead of passenger sofa, the life raft should instead be stored in one of the other passenger sofa storages inside the cabin.

Most life rafts can be delivered with an installation kit, such as brackets for horizontal or vertical installation. There are many life raft types and manufacturers. Always consult experts on life rafts to choose the most suitable type and installation method. Please note that the boat weight and load figures do not include the weight of a life raft, so it would reduce the load capacity.

3. GENERAL INFORMATION

3.1 BOAT DIMENSIONS & SPECIFICATIONS

Length Over All, *L*OA	8080 mm
Length Water Line, *L*WL	6165 mm
Draft, Maximum with full load and largest engine, *T*max	1040 mm
Beam Maximum , *B*max	2556 mm
Free Height, water level to top lantern, *H*a	2511 mm
Weight, empty boat without engine, *m*LT	1531 kg
Weight, empty boat with engine, *m*LCC	1955 kg
Weight Trailering, for trailering and lifting (boat, engine, fuel, Anytec standard and optional equipment, liquids), *m*T	2218 kg
Weight Maximum (boat, engine, fuel, Anytec standard and optional equipment, liquids, crew, maximum luggage), *m*LDC	2910 kg
Maximum Crew (including driver), *CL*	8 persons
Engine Limitations	Single outboard, max 350 hp / 261 kW. Maximum engine weight 360 kg.
Speed, Maximum allowed	Maximum 50 nautical knots
Fuel capacity, built-in tank	350 liters



3.2 DESIGN CATEGORIES

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

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

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

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

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

WARNING

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

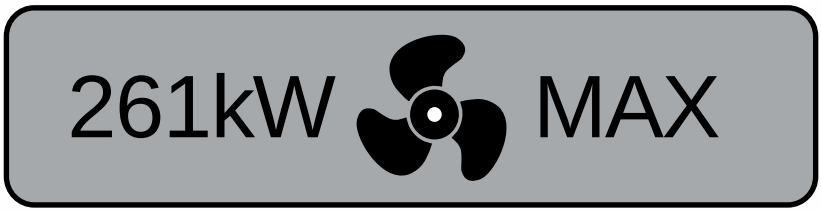
NOTE

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

3.3 ENGINE REQUIREMENTS

Your boat is designed to be propelled by a single outboard engine. The maximum propulsion power rating for the boat is 261kW. Do not operate this boat with an engine power rating higher than the maximum power rating rated by the Anytec. The said label is located at the helm, under the Capacity plate. Unless the engine is installed by Anytec, it is the responsibility of the party installing the engine to comply with all specifications, rules and regulations related to outboard engines.

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



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

WARNING

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

3.4 VESSEL STABILITY AND BUOYANCY

The following maximum load has been used for assessing the stability and buoyancy comprising:

Manufacturer's maximum recommended load per ISO 14946	955 kg
Fuel, fresh water, other fluids to maximum capacity of fixed tanks	271 kg
This assessment has been made assuming that	
The boat in the empty boat condition has a mass of	1955 kg
Weight crew	600 kg
Luggage	50 kg
Maximum load fuel tank	263 kg
Maximum load webasto tank	8 kg
The maximum recommended engine outboard mass is	365 kg
Note: All standard and extra equipment listed in this manual is aboard	

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

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

3.5 LOAD CAPACITY

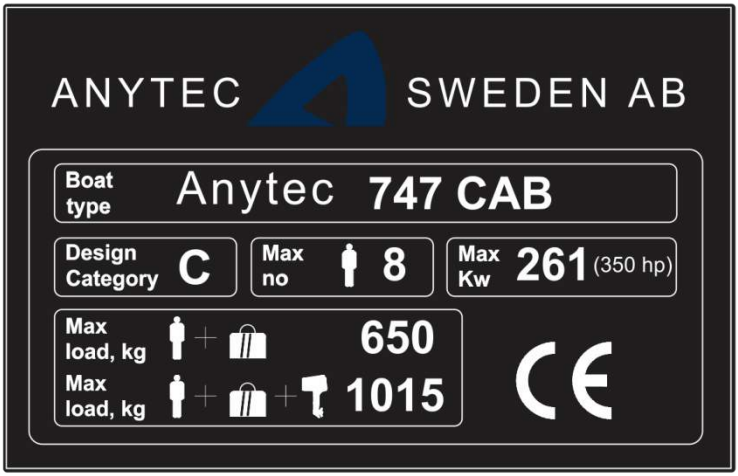
The capacity plate, located on PS pulpit panel, indicates the maximum weight and number of persons your boat can handle under calm sea conditions. Do not exceed the load capacities stated. A full explanation of this information can be found in the relevant sections of this manual.

The information present on the certification plate does not relieve the operator of responsibility. Use wise and sound judgment when placing equipment and/or passengers in your boat.

WARNING

1. Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total weight of persons and equipment must never exceed the maximum recommended load. Always use the seats/seating spaces provided.

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



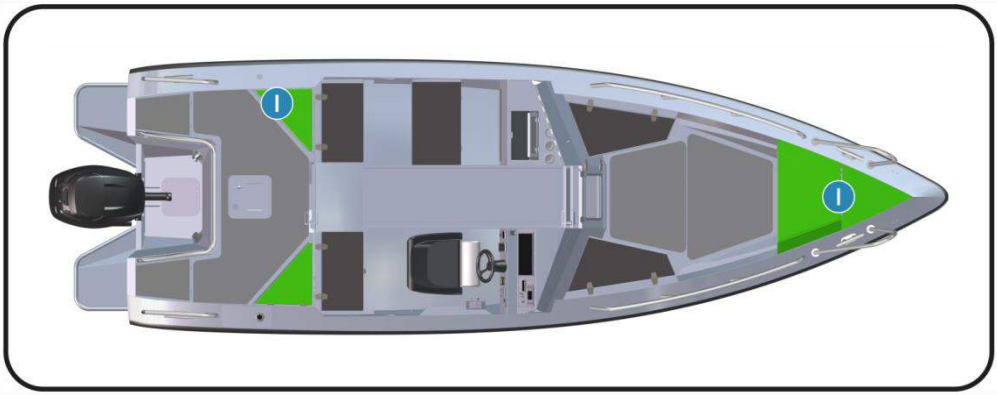
3.6 PASSENGER LOCATIONS AND EMBARKING/DISEMBARKING

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

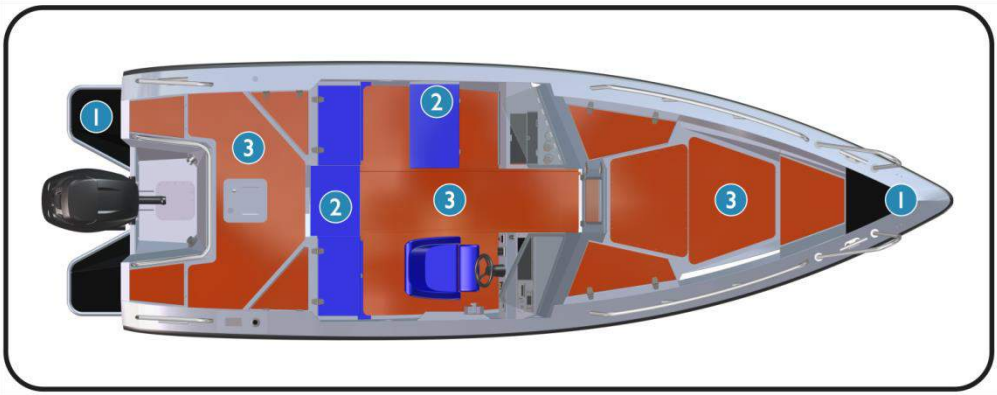
Ask passengers to be seated while the boat is moving, and to hold on to handrails both when seated and when embarking/disembarking. Do not use the bow or stern deck/seats when operating the boat at higher speeds than 10 knots, or in high wave conditions.

The safest and recommended point of embarking/disembarking is the bow and just behind the cabin. These areas have anti-slip surfaces and there are handrails to hold on to.

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



1. The safest and recommended areas for embarking/disembarking



1. BLACK: Areas that can be used during anchoring, mooring and emergency operation
2. BLUE: Areas to be used at speeds above 10 knots
3. RED: Areas that can be used at speeds up to 10 knots

DANGER

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

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

WARNING

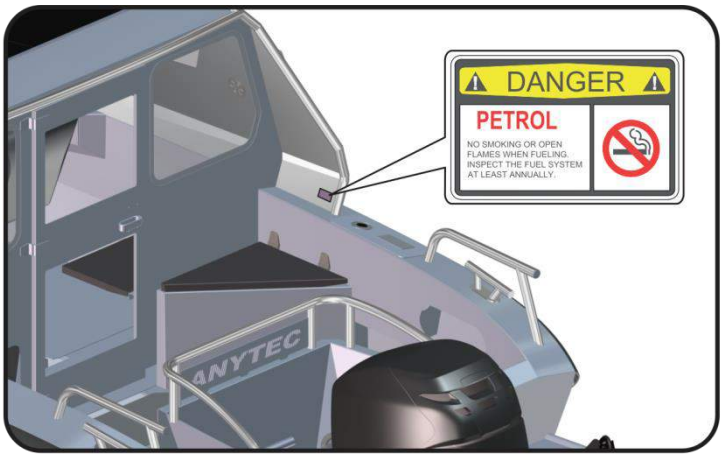
Do not sit in the bow or stern areas (outside cabin) when the boat is moving at speeds higher than 10 knots, or in conditions with high waves.

3.7 SAFETY LABEL LOCATIONS

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

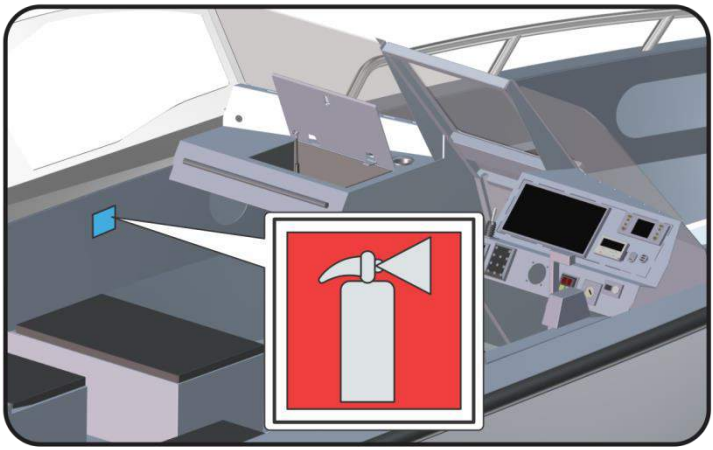
Location: On the wall next to filling cap.

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



Location: In front of passenger seat

Meaning: Shows location of fire extinguisher



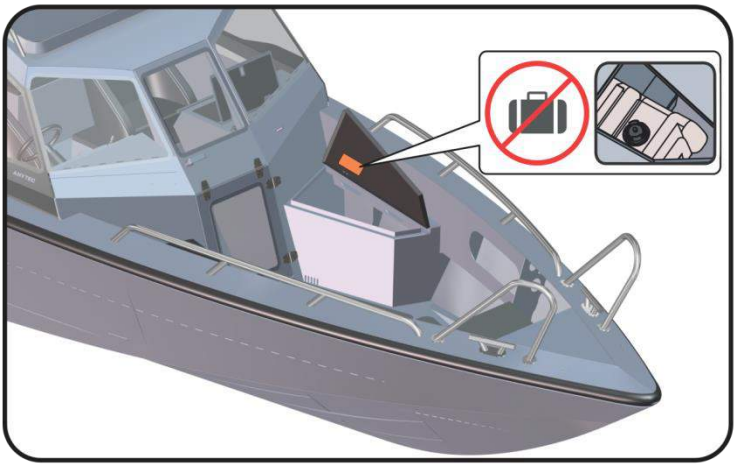
Location: On the helm panel

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

For boats with Webasto heater (optional):

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

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

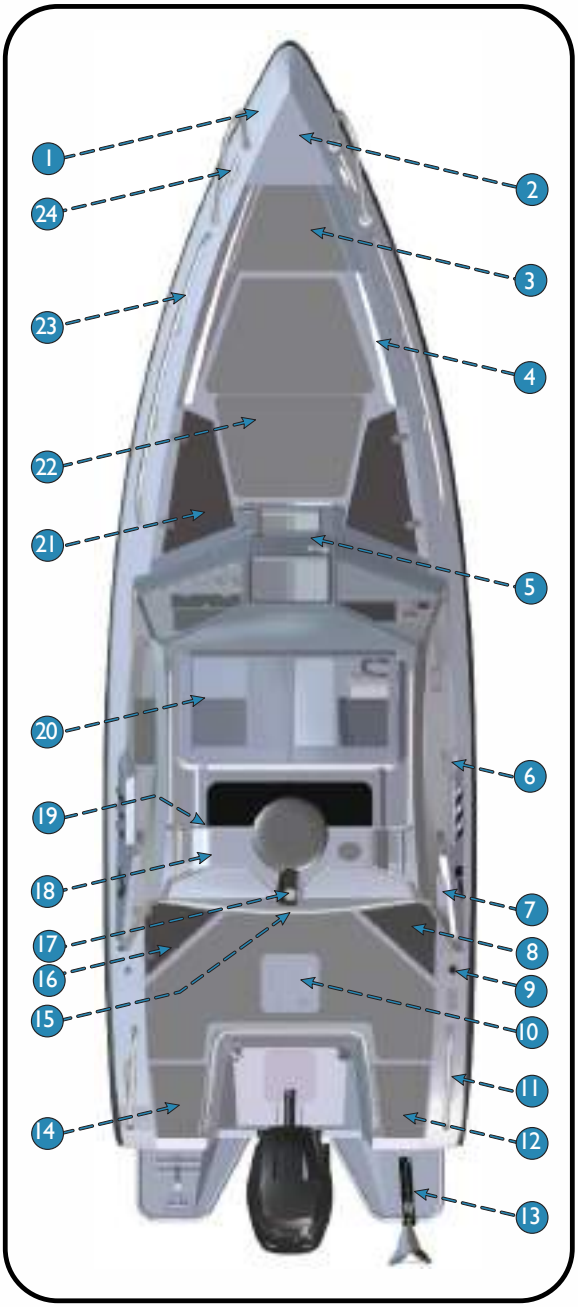


NOTE

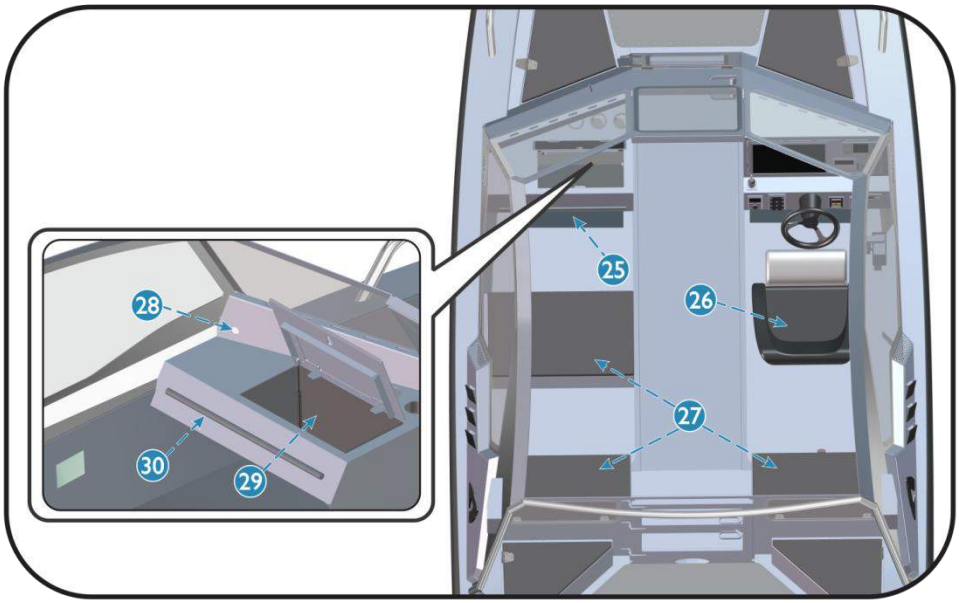
Do not remove or obstruct any safety label. Replace any label which becomes illegible. Replacement safety labels can be obtained by contacting your dealer.

3.8 DECK LAYOUT

3.8.1 Boat layout. Standard equipment

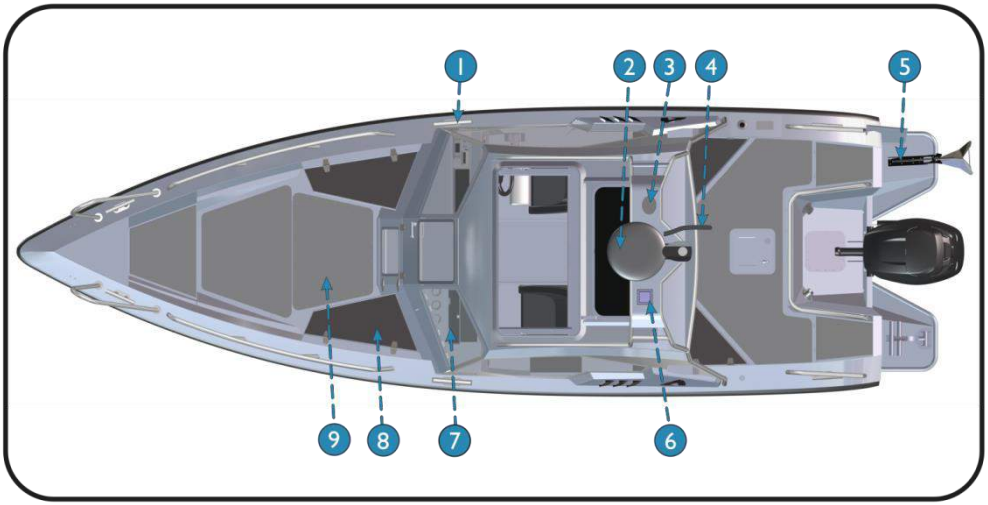


1. Securing eye
2. Bow elevated platform
3. Bow storage and step area
4. Fender holders (PS&SB)
5. Cabin bow door
6. Air side inlets for cabin (PS&SB)
7. Lanterns (PS&SB)
8. Stern seat and storage
9. Fuel tank fill
10. Access cover for fuel tank
11. Stern cleats (PS&SB)
12. Stern seat and anchor/storage box
13. Swim platforms (PS&SB)
14. Stern seat and battery box
15. Cabin stern door
16. Stern electrical compartment
17. Top lantern
18. Roof rack
19. Cabin roof-mounted vents (PS&SB)
20. Sunroof
21. Bow seat & storage (PS&SB)
22. Access cover to bow thruster room
23. Bow handrails (PS&SB)
24. Bow cleats (PS&SB)



25. Foot support (PS&SB)
26. Anytec High Performance stand and seat
27. Cabin passenger seats and storages
28. USB charge outlet
29. Glove compartment, 12V outlet
30. Pulpit handle

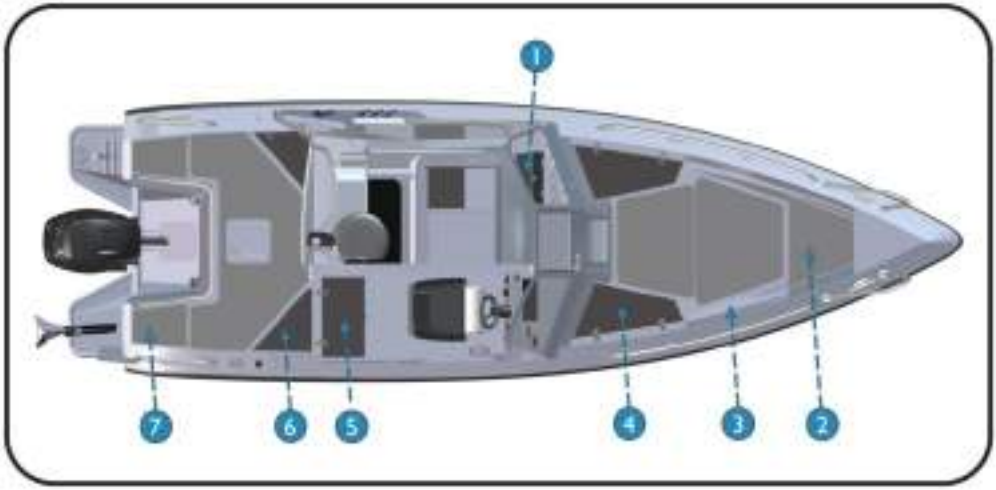
3.8.2 Boat layout, optional equipment



1. Amid ship cleats (for mooring)
2. Radar
3. Camera(s)

4. VHF antenna
5. Stern windlass with anchor (winch inside stern storage)
6. Search light
7. Webasto heater (inside helm)
8. Webasto fuel tank (inside storage)
9. Bow thruster with battery and switch, below access cover

3.9 STORAGE COMPARTMENTS



1. Glove box (watertight, not ventilated)
2. Bow storage (drained, ventilated)
3. Fender storage (open) (PS&SB)
4. Bow storage (ventilated) (PS&SB)
5. Cabin storages x 3, below each sofa (ventilated)(PS&SB)
6. Stern storage (ventilated)
7. Stern storage/anchor box (ventilated, drained)

⚠ WARNING

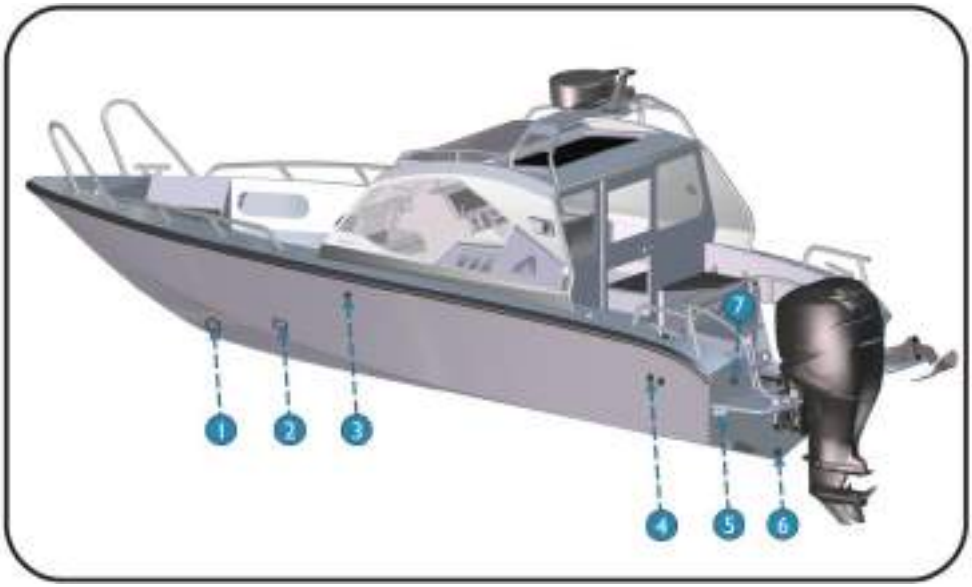
1. Do not store any equipment containing petrol (outboard engines, portable petrol tanks, etc.) in any unventilated storages, inside the cabin or where electrical systems and batteries are installed. These compartments were not designed to store petrol and do not have adequate ventilation.

2. Do not store any equipment in PS bow storage if you have the optional Webasto fuel tank installed there. You can block the air ventilation or damage the fuel line.

3. Do not fill ventilated storage compartments with goods/equipment to the extent that that ventilation is hindered! Ventilation is needed to remove gas and fumes that may occur in these areas. Be particularly careful with the storages containing batteries and/or electric breakers/fuses.

3.10 THRU HULL LOCATIONS

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



1. Bow thruster tunnel (PS&SB)
2. Bow deck drain
3. Webasto heater exhausts
4. Bilge pump drains
5. Stern deck drain
6. Bottom plug
7. Stern hatch lid drain (PS&SB)

WARNING

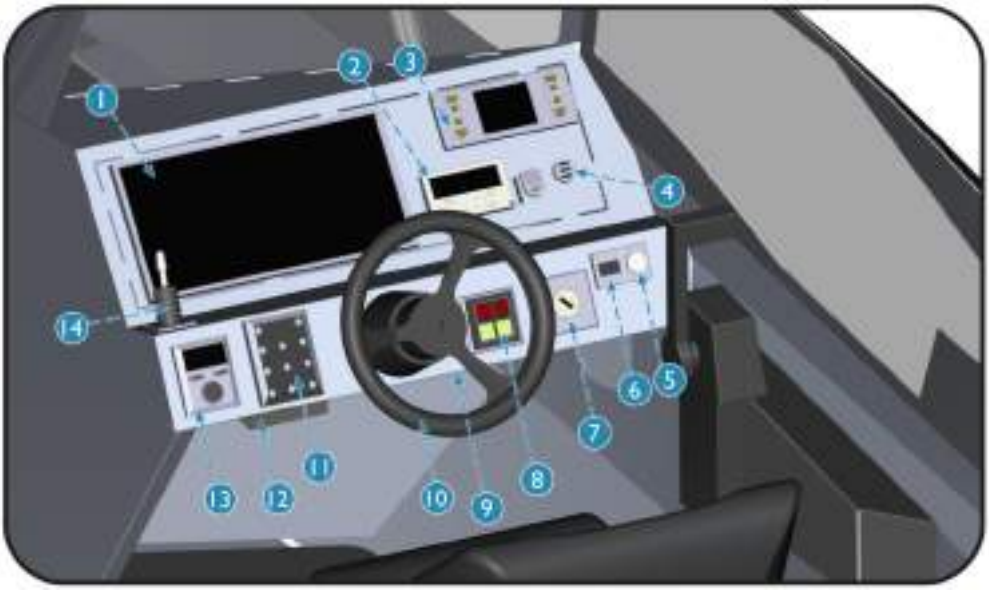
This boat has an underwater fitting on the transom plate with a drain plug (see figure). This plug must be in place and tightened before the boat goes into water. The boat will sink without this plug.

NOTE

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

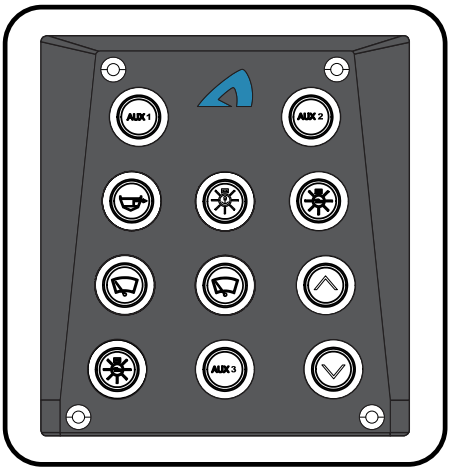
3.11 DASH LAYOUT

3.11.1 Dash layout (standard and optional equipment)



1. Simrad NSS12 EVO3
2. VHF radio (option)
3. Engine standard control panel (option)
4. USB socket
5. Webasto heater control (option)
6. Stern windlass (option)
7. Start/stop key
8. Battery remote switch(es). PS switch is for starter/service battery. SB switch is for the bow thruster battery (optional)
9. SonicHub (under the helm) (option)
10. Steering wheel
11. Switch panel
12. Circuit breaker panel (automatic fuses) (below helm)
13. Zipwake control
14. Bow thruster joystick (option)

3.11.2 Dash switch panel



AUX 1

AUXILIARY 1

AUX 2

AUXILIARY 2

BILGE PUMP

ANCHOR LIGHT

NAVIGATION LIGHT

LOW SPEED WIPER

HIGH SPEED WIPER

ROOF HATCH OPEN

CABIN LIGHT

AUX 3

AUXILIARY 3

ROOF HATCH CLOSE

3.12 TRAILERING

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

- The trailer should have a bow rest, center keel rollers and keel guards/wobble rollers which will distribute the weight properly, offering good support for the keel and hull in both vertical and horizontal direction. Adjust the side supports so that the most weight of the boat rests on the keel supports and the side supports only offer lateral support.
- The mass of your boat in trailering condition is 2218 kg. This includes the weight of the maximum size engine and a fully optioned boat along with full liquid loads. This does not include luggage/gear weight, any crew or any water inside the boat. Always remove any unnecessary weight such as loose accessories and luggage from the boat and drain the bilge water before trailering.
- Refer to the engine manual for any specific instructions on trailering, such as the best engine position and securing method.
- Make sure you secure all loose items in the boat. Do not use boat covers or other similar top or cover on the boat during trailering. These can become detached at high speeds and damage the boat and cause a danger to traffic.
- Always secure the boat to the trailer using suitable straps attached to boat cleats and trailer strong points. Be careful to not damage the boat fenders. Apply cloths between fenders and straps and do not tighten straps so hard that fenders are deformed. If possible, try to fasten straps in an angle as shown in the figure below.

1. Cloths between fender & straps

NOTE

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

3.13 STRONG POINTS

Cleats

Your boat comes equipped with 4 standard cleats, two located at the bow and two located at the stern. As an option, your boat may also have 2 amidships cleats.

The locations of the strong points that can be used for anchoring, mooring and towing is shown in the below figure. Never use the cleats for lifting the boat.

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

Bow cleats (PS & SB), anchoring/towing:	23 kN
Bow cleats (PS & SB), mooring:	18 kN
Stern cleats (PS&SB), anchoring/towing/mooring:	14 kN
Amid-ship cleats (optional, PS & SB), mooring	14 kN

Bow Eye

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

1. Bow cleats (PS&SB)
2. Stern cleats (PS&SB)
3. Bow eye

CAUTION

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

3.14 LIFTING OF THE BOAT

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

The positions of the lift straps are shown in the figure. When lifting the boat with lift straps, Anytec recommends using a forklift or lifting frame to separate the straps from the upper hull and fender. The straps need to be vertical. If these recommendations are not followed, there may be damages on both hull and fender and these are not covered by any warranty.

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

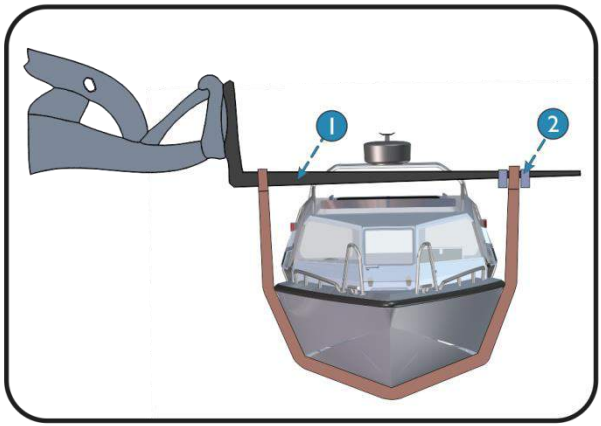
Cover hoist/lift devices with soft material to prevent scratches. Do not stand under the boat while lifted.

DANGER

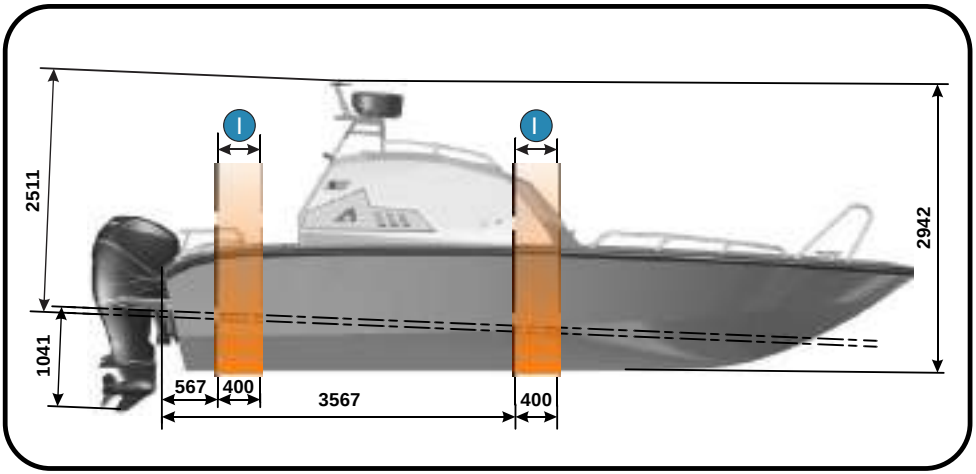
Never stand below the boat when lifted. Use only the lifting procedure specified in this manual. Using the cleats, secure eye, bow eye, handrails or other parts of the boat for lifting is dangerous and could cause severe injury or death.

WARNING

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



1. Front loader fork
2. Anti-slip lock



I. Lifting area

4. SYSTEMS & COMPONENTS

NOTE

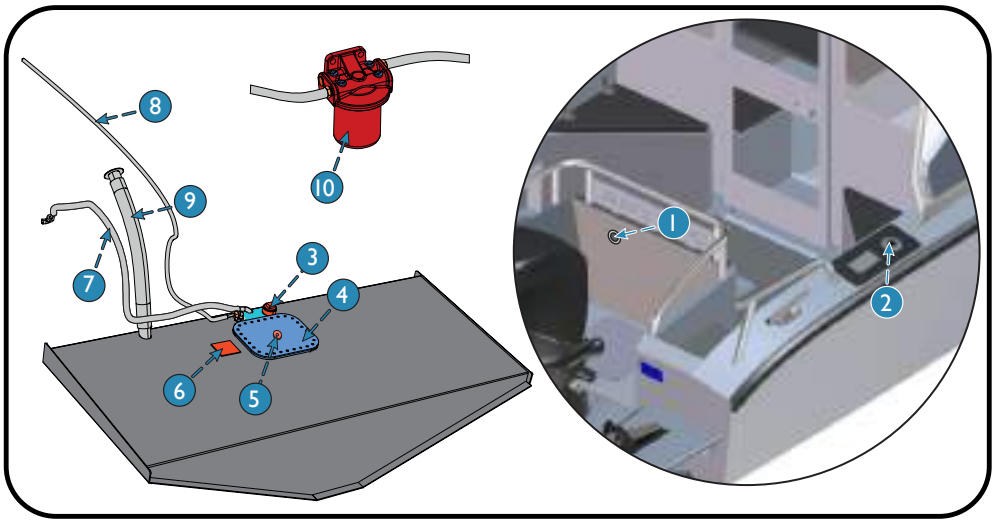
This chapter is based on Anytec-listed standard and optional equipment. Any other equipment or systems added (custom-made boats, aftermarket products and so on) are not covered here.

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

4.1 FUEL SYSTEM

The main parts of your boat's fuel system are shown in the below figure. In addition, there are two extra fuel ports for optional pickups, if needed.

The factory-mounted boat fuel system (excluding engine) is designed to handle regular gasoline as well as ethanol-blended gasoline with ethanol content not greater than 10 % (E85 is not allowed). However, **the engine may not be designed for ethanol-blended gasoline**. Before introducing petrol with ethanol into your fuel tank, ask your dealer if an engine or any components have been added or replaced that may not be ethanol-compatible.



1. Fuel vent
2. Fuel fill
3. Fuel level sensor
4. Fuel tank inspection cover
5. Plug for external pump (to empty tank)
6. Pressure test marking
7. Fuel vent hose
8. Fuel line
9. Fuel fill hose
10. Fuel filter

4.1.1 Fuel tank

The boat is equipped with an aluminum fuel tank with a capacity of 350 liters. As a precaution, all the capacity may not be useable due to trim and loading conditions, so consider keeping at a minimum 20% of reserve fuel in the tank.

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

4.1.2 Filling the tank

When filling the tank, do not attempt to top off the tank. When the nozzle shuts off, the tank is full, and continuing to fill past the fuel fill shut-off will cause the system to spit fuel back.

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

4.1.3 Phase separation

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

If phase separation does occur, your only remedy is to drain the fuel, clean and dry the tank completely and refill with a fresh, clean tank of fuel. Also, clean or replace fuel filters (see chapter 4.1.4)

The best method to avoid these problems is to avoid water from accumulating in the tank. Try to maintain a high fuel level in the tank, in particular when the boat is not in use for longer periods. This will reduce the air flow in and out of the tank due to changes in temperature as well as limiting fuel exposure to humidity and condensation.

4.1.4 Fuel filter

As a part of the fuel system, a fuel filter is installed in-between the tank and the engine.

There is always an external filter mounted in the boat. The exact location varies between engine brands and engine installation companies. Some engines also have a filter under the engine hood.

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

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

DANGER

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

WARNING

1. Do not obstruct or modify the fuel ventilation system, as that could cause fires or explosions.

2. Do not store any equipment containing petrol (outboard engines, portable petrol tanks, etc.) in any unventilated storages, inside the cabin or where electrical systems and batteries are installed. These compartments were not designed to store petrol and do not have adequate ventilation.

CAUTION

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

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

4.2 STEERING SYSTEM

As standard, this boat comes equipped with a hydraulic steering system consisting of a steering wheel, a hydraulic helm pump, hydraulic hoses and a hydraulic steering cylinder. An optional steering wheel with tilt function (to adjust wheel angle) is also installed on certain boats. However, depending on the engine brand and model, the steering system may have been upgraded to either:

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

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

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

4.3 NAVIGATION LIGHTS

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

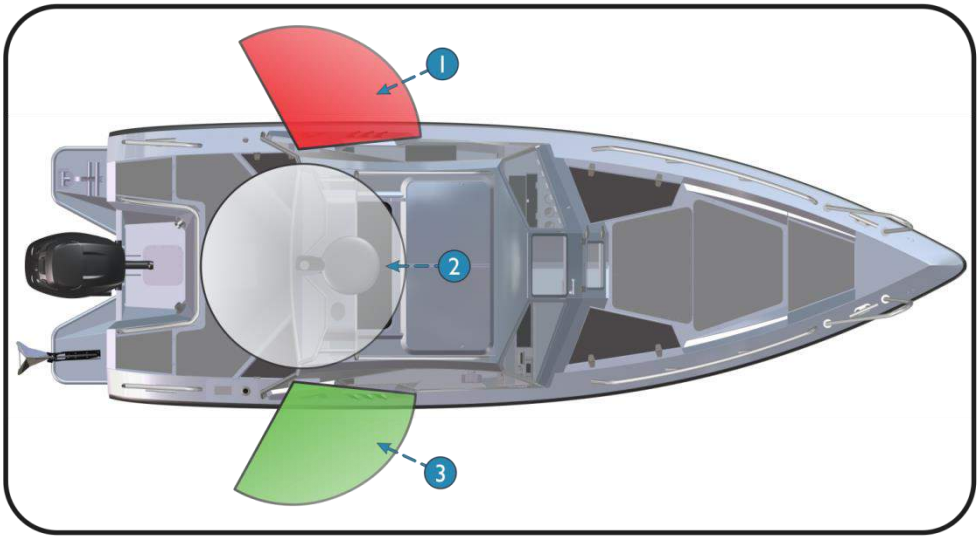
The navigation light switches located at dash switch panel.

To turn on the Navigation Lights, press "Navigation lights" button (see chapter 3.11.2). This illuminates the port (red), starboard (green) and all-around light (white) showing other vessels that you are underway.

There is a separate button to active the Anchor light. If activated, only the white all-round light will be turned on.

To turn off the Navigation Lights, press "Navigation lights" or "Anchor light" buttons again.

Prior to running at night, make sure that all navigation lights are working well.



1. 112.5^0 PS navigation light (red), visible 2NM
2. 360^0 All around light (white), visible 2NM
3. 112.5^0 SB navigation light (green), visible 2NM

4.4 BILGE PUMPS

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

The electrical pump is located in the bilge near the transom, and the manual pump is located on the PS freeboard near the stern battery box.

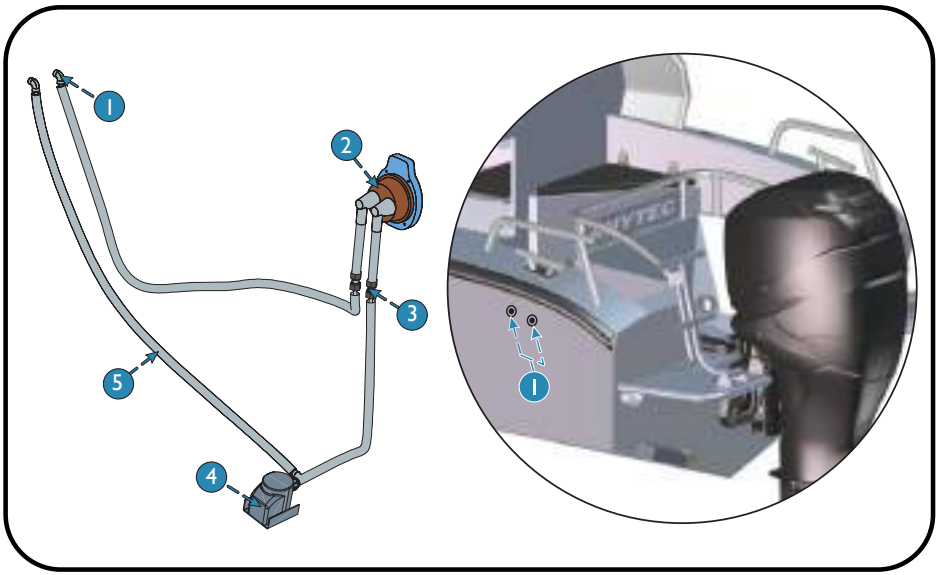
Access to the aft electrical bilge pump is via the motor well access plate, while the manual bilge pump can be accessed from the stern deck.

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

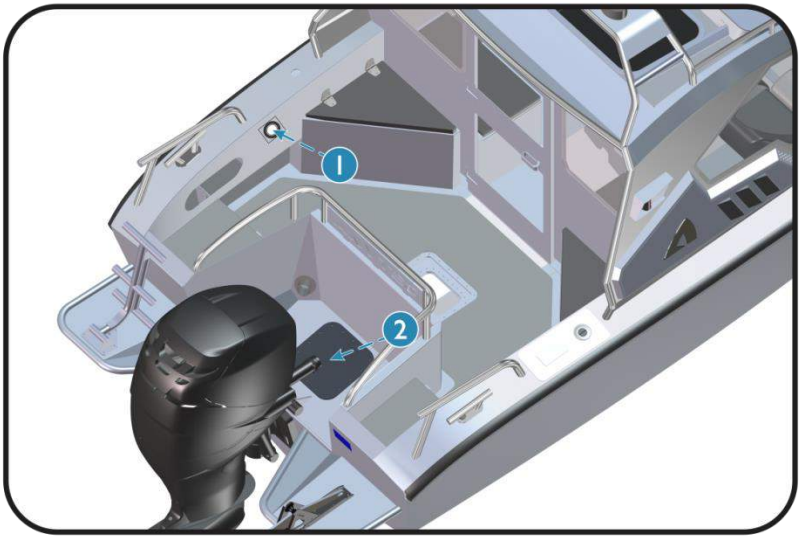
The bilge pumps can provide you with crucial extra time if your boat is taking in water, allowing you to find and deal with the source of a leak or, in extremes, to put on life jackets and hopefully keep your boat afloat long enough for help to arrive. Please however note that the pump capacity cannot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

You can also manually activate the electrical bilge pump at the console switch panel by pressing and holding the bilge pump button (see chapter 3.11.2 for dash layout). Push this button **and hold it** to operate the bilge pump.

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



1. Manual bilge pump outlets
2. Manual bilge pump
3. Thru bulkhead connection
4. Electrical bilge pump
5. Electrical bilge pump hose



1. Manual bilge pump location
2. Electrical bilge pump location (below cover)

WARNING

The bilge pumping system is not designed for damage control.

CAUTION

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

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

4.5 SIMRAD MULTIFUNCTION DISPLAY & NAVIGATION SYSTEM

The boat as standard is delivered with a multifunction display model NSS 12 Evo3 by Simrad, and includes a lot of functionality such as depth sonar, and navigation charts. Further data from engine, stereo system, fuel tank and other external equipment may also be connected to and can be displayed in the Simrad panel (depending on options installed). The panel is installed at the cockpit helm.

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

- Navigation charts and tools
- Depth sonar

- Water temperature
- Fuel level, main tank
- Simrad wireless network
- Display engine data
- Structure Scan 3D view (option)
- Autopilot (option)
- Radar (option)
- Night vision camera (option)
- Boat owner's manual as pdf file

The depth and water temperature transducer/sensor as well as StructureScan transducer is mounted on the transom in bottom recess (see figure). Be careful to not damage them when the boat is lifted or winched to a trailer or cradle, or at very shallow waters.

1. Structure Scan
2. Transducer/sensor

Due to the advanced technology of the Simrad NSS unit, we refer to the OEM manual. Your Anytec dealer can also assist you if needed, as a great deal, customization of the functions is possible.

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

4.5.1 Simrad wireless network

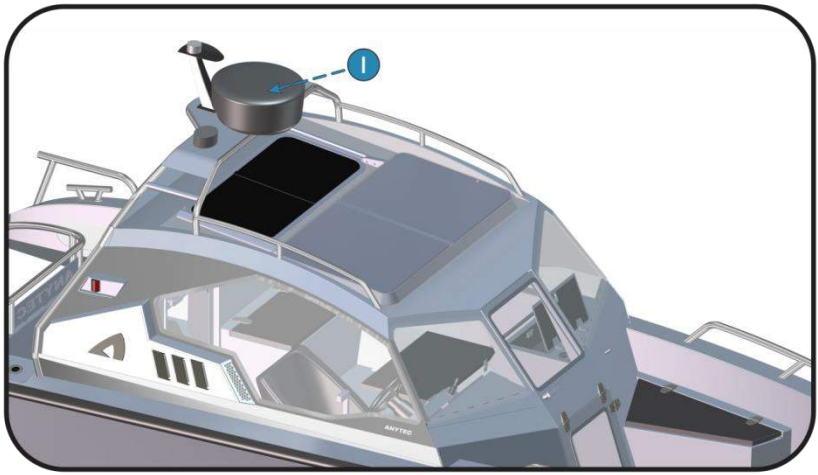
Your boat comes equipped with NSS12 Evo3 Multifunction display which has built-in GoFree Wi-Fi module. This makes wireless connectivity between Simrad NSS Multifunction display, tablets and smartphones. Thanks to this feature, you have the option to control and display data and settings using multiple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

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

4.5.2 Simrad radar system (optional)

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

It consists of a radar module which is mounted under the helm and connected to the NSS unit, and a radar antenna mounted on the roof bow. Due to the advanced technology of the radar, we refer to the OEM manual. Your Anytec dealer can also assist you if needed.



1.Radar antenna

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

4.6 ENGINE CONTROLS AND INSTRUMENTATION

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

Gas and gear throttle

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

Power trim and tilt

At one side of the tip of the throttle handle, there are 2 buttons. One will raise the engine, the other lower the engine. This function is a combined trim & tilt functions.

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

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

Engine Instrumentation

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

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

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

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

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

4.7 ZIPWAKE TRIM SYSTEM

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

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

Zipwake has two main purposes:

1. It helps the boat to reach planning speed by controlling the boat attack angle (bow up/down). The system helps the boat to keep the bow down until planing speed is

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

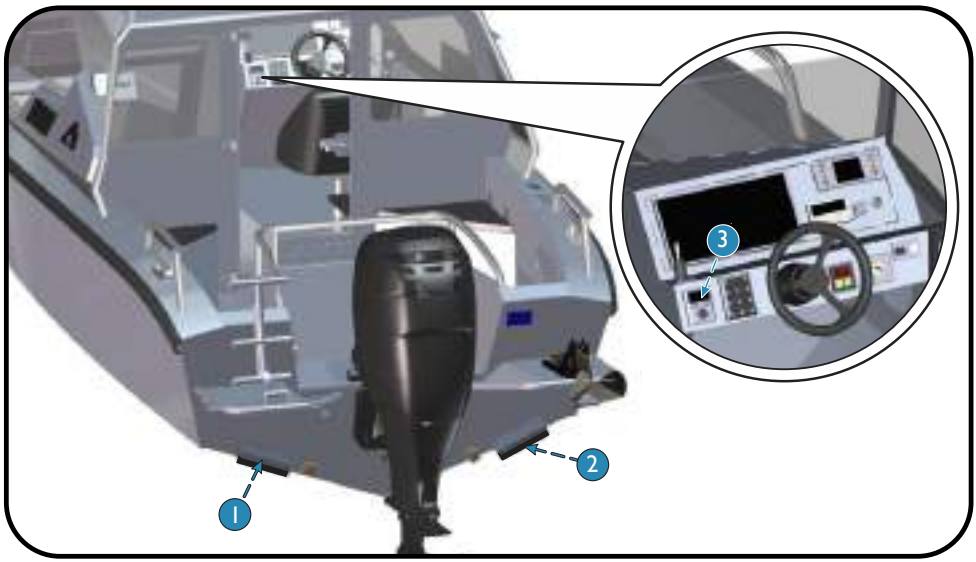
2. It is used to control the roll of the boat (port to starboard direction) caused by uneven weight distribution or by strong side-winds or waves. This function is active at all speeds.

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

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

WARNING

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



1. Zipwake interceptors (PS&SB)
2. Interceptor blades
3. Zipwake control panel

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

4.8 SWIM LADDER / MOB RESCUE LADDER

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

It is located at the PS swim platform. Always make sure the ladder is securely stowed after use so that it does not fall into water in case of heavy boat movements. It is important to check the function every season, see maintenance chapter 6.3.8.

⚠ WARNING

1. A faulty or blocked ladder may jeopardize man-over-board rescue. It may be very hard or impossible to enter the boat from water without the ladder, which in turn may cause drowning.

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

4.9 WINDSHIELD WIPERS

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

To use wipers in low speed press "Wipers low speed" button on the dash switch panel (see chapter 3.11.2). For using wipers in high speed switch off wipers from low speed mode if they are working and then press "Wipers high speed" button.

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

4.10 SUNROOF

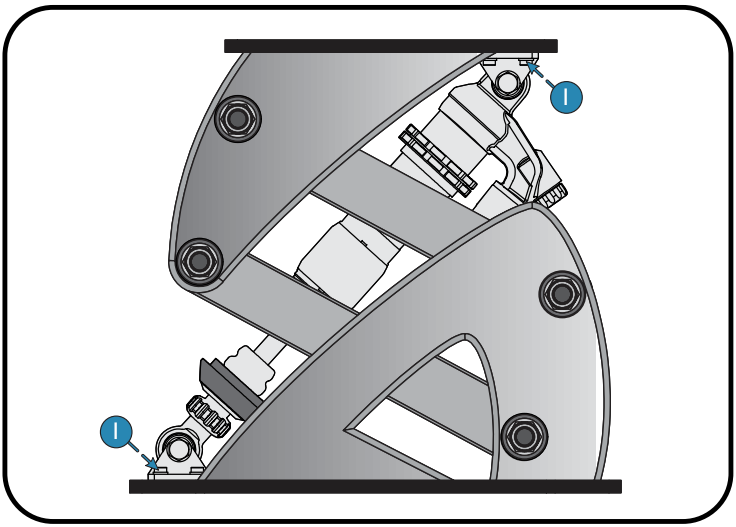
As a standard, the boat is equipped with a Sunroof. It has an aluminum frame and a tinted tempered class window. The complete sunroof opens by sliding backwards.

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

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

4.11 ANYTEC PERFORMANCE SEAT SUSPENSION

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



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

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

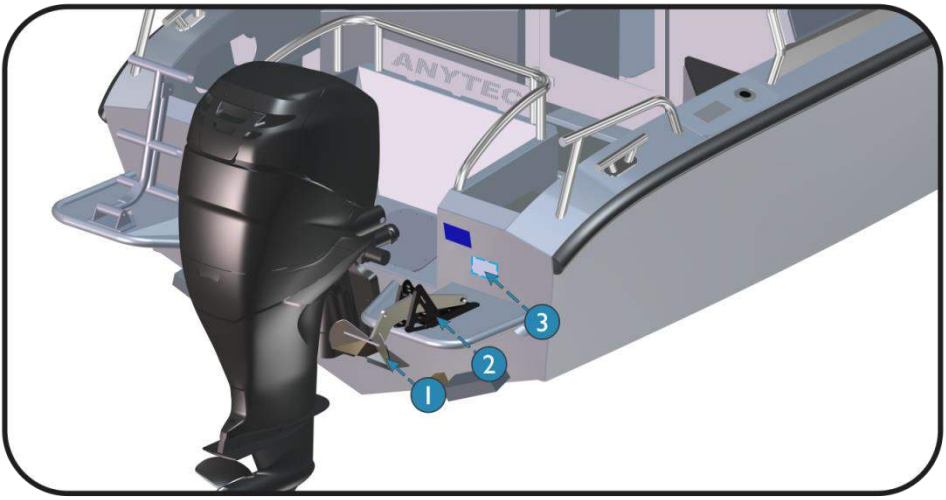
4.12 STERN ANCHOR WINDLASS (OPTIONAL)

The anchor windlass main unit is located inside the SB stern storage/anchor box, while the anchor holder and anchor line guide are installed on the SB swim platform. The windlass is used for lifting and lowering the anchor. The windlass is operated from the buttons on the helm, or by using the remote controller. Be careful to always secure the anchor after use, to ensure it cannot accidentally fall into the water.

⚠ WARNING

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

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



1. Anchor
2. Anchor holder
3. Windlass (inside sofa storage)

4.13 Bow thruster (optional)

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

To activate the thruster, the thruster remote battery switch, located at the helm, must be turned on first. This switch connects the thruster battery with the thruster motor, and should only be turned on when the thruster is to be used. The thruster is controlled by a joystick, see figure below.

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

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

1. Bow thruster joystick

DANGER

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

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

4.14 HEATER (OPTIONAL)

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

Note that the hatch where the heater tank is installed shall not be used for any storage. This is very important to ensure safe operation and ventilation of the heater and the tank. The hatch has a "no storage" sticker, if it is not visible anymore it shall be replaced.

Operation

Prior to use, make sure that the fuel tank is full. The 10L diesel tank is located in the bow PS storage just in front of the helm. To fill the diesel tank, first remove the strap holding the tank in place. Next, remove the cap with the fuel pickup / return line and pull the tank out of the boat. ALWAYS FILL THE TANK OUTSIDE OF THE BOAT. When filled, re-install the cap, and secure the tank again. Visually check the fuel lines and that the tank does not leak.

The heater is operated by a controller which is located on the dash panel right side.

DANGER

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

WARNING

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

CAUTION

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

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

4.15 SonicHub music & radio system (optional)

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

There are four marine heavy-duty speakers, mounted on the freeboards inside the cabin.

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

4.16 Fish rod holders (optional)

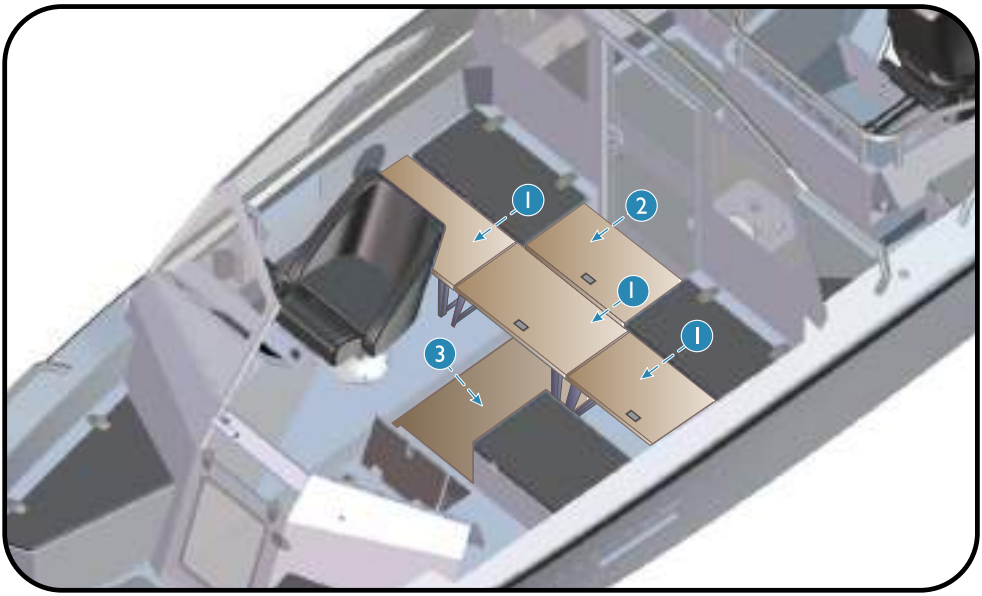
You can order Anytec manufactured rod holders that are designed to be installed on the 40mm diameter handrails. See figure for an example, other mounting positions are also possible).

4.17 Bed set and/or extra seat (optional)

The cabin can be equipped with an extra seat. The seat is a loose aluminum construction, and comes with a cushion. It can be placed just in front of the stern door. The door can still be used even if the extra seat is installed.

As a further option, a bed set can also be installed. The extra seat is also included in the bed set. In addition to the seat, this set also includes 3 additional aluminum sections that create a bed together with the extra seat and the standard seats. The bed kit comes with an inflatable mattress (complete with pump).

The bed set including the extra seat and comes with a tailor-made storage box. The box fits in the isle of the cabin, and if placed at the stern end it forms an extra step to the door. Alternatively, you can store the box at home when not used for longer periods.

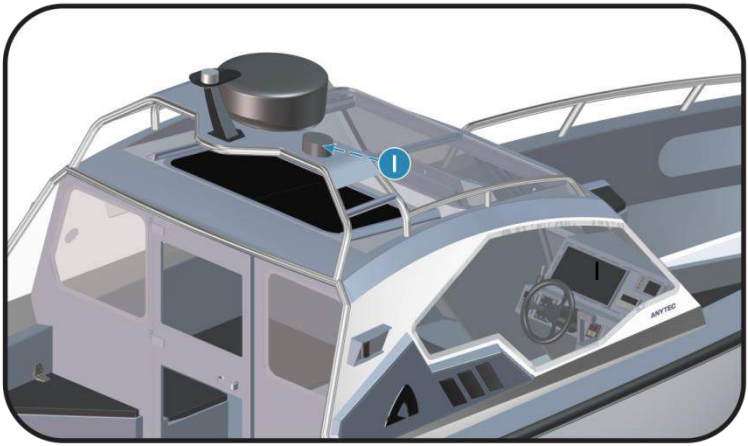


1. Bed kit (4 plates & storage box, includes extra seat)
2. Extra seat (1 piece)
3. Storage box bed kit

4.18 Camera with day & night vision (optional)

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

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

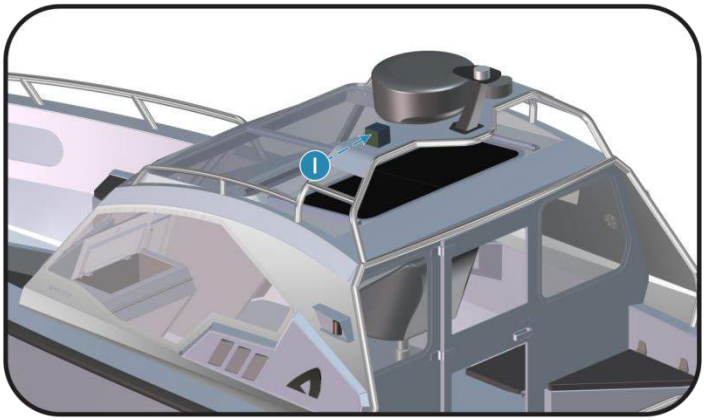


1. Camera location

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

4.19 SEARCH LIGHT (OPTIONAL)

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



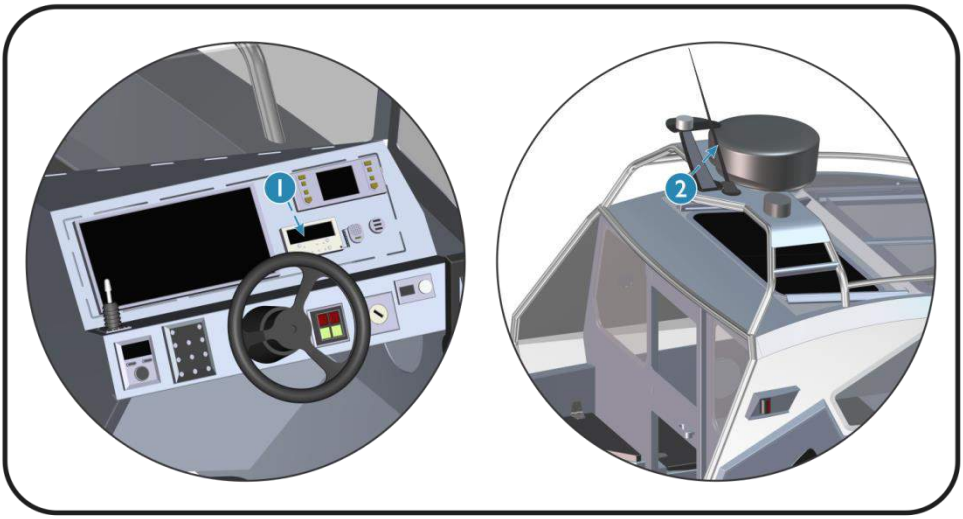
1. Search light

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

4.20 VHF RADIO (OPTIONAL)

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

The adjustable VHF antenna is located on the roof rail or side cabin side plates, and the VHF module with microphone is located directly on the dashboard panel (see figure).



1. VHF module
2. VHF antenna

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

5. ELECTRICAL SYSTEMS

5.1 GENERAL DESCRIPTION

Your boat is equipped with a 12 V DC electrical system, powered by one or several batteries (depending on options). The batteries are kept charged by the alternator of the engine. The battery voltage is indicated by the voltmeter screen located on the Simrad NSS panel (optionally also on the engine instruments).

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

All consumers are connected through circuit breakers to the batteries. The breakers are of automatic type, and can easily be reset when the cause of the problem has been identified. All are also individually marked on the boat for easy trouble-shooting.

The complete system is controlled by main battery switches, which can cut the power to all consumers with exception of the bilge pump. The bilge pump has a permanent power supply, in order to function at all times.

The main battery switches are installed close to the batteries, but can be operated remotely from the helm. The boat is as standard equipped for one battery but can as an option have 2 batteries installed (one starter/service battery and one optional bow thruster battery) The boat may also have a cross battery switch function so that, in the case of two batteries, the optional thuster battery can be used for emergency starting.

When leaving the boat for longer periods, always turn the main battery switch(es) to OFF to avoid battery drain caused by accidental activation of the remote switches.

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

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

⚠ WARNING

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

⚠ CAUTION

When leaving the boat for longer periods, always turn the main battery switch(es) off to avoid battery drain caused by accidental activation of remote switches. Failure to do so may hinder the bilge pump from working, potentially causing the boat to sink in case water leaks into the bilge. Never leave the boat unattended for lengthy periods, and check battery charge level regularly.

5.2 BATTERIES AND CHARGING

Refer to your engine owner's manual for exact batteries requirements. All batteries in a battery bank should be of the same type, age and rating. There are 2 battery positions, one for the starter/service battery inside the stern battery box, and one next to the bow thruster inside the thruster room (below bow deck). The batteries should always be installed and properly secured to prevent them from shifting during voyage and potentially cause damages or even fires.

As standard, the boat has one battery which is combined for both engine starter and service consumption, and installed in the stern battery box. Your boat may also have an optional second battery, which then is used for the optional bow thruster. If you have 2 batteries, a cross battery switch function will be provided so that thruster battery can be used for emergency starting.

All batteries are kept charged by the engine alternator. The recharging sequence is prioritized in such a way that the engine start battery is charged first.

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

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

5.3 BATTERY MAIN SWITCH(ES)

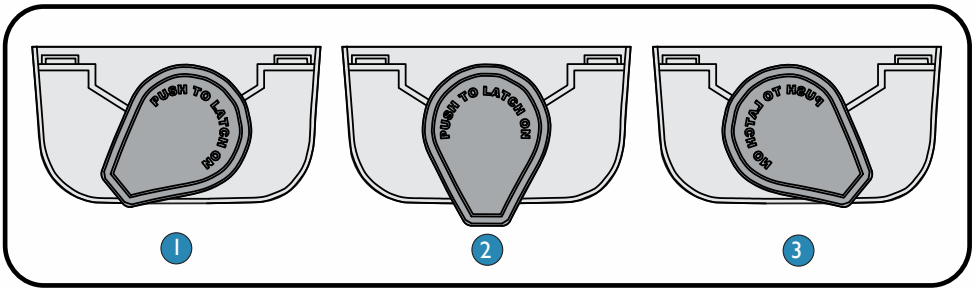
Service and starting battery:

Your boat is as standard equipped with one battery switch. It is located on the panel inside the stern electrical compartment (just behind the cabin on PS) If your boat is equipped with the optional bow thruster and thus has two batteries, a second switch and fuse is installed next to the thruster battery (inside the thruster hatch, below bow deck).

When leaving the boat for longer periods, when fueling and when doing maintenance on equipment/parts connected to the electrical system, always turn the starter/service battery switch to the LOCK OFF position. This prevents accidental activation of the remote switch. When carrying out maintenance on the optional bow thruster, the

thruster battery switch inside thruster hatch must also be in LOCK OFF position. See also the figure in chapter 5.4.

MAIN BATTERY SWITCH(ES) OPERATION



1. Remote control/ON position
2. OFF position
3. Lock OFF position

Cross battery switch for emergency starting:

In case of 2 batteries, you can combine battery banks for emergency starting. In case the starter/service battery is drained, current can flow from the thruster battery to the starter/service battery. To active emergency starting, push the cross battery switch (located in stern electrical compartment) inwards and rotate clockwise 45 degrees. As soon as the engine has started, turn off the cross switch again as the batteries can otherwise be damaged by high currents. The engine will then charge the drained starter battery. See figure in chapter 5.4.

Remote control of battery switch(es)

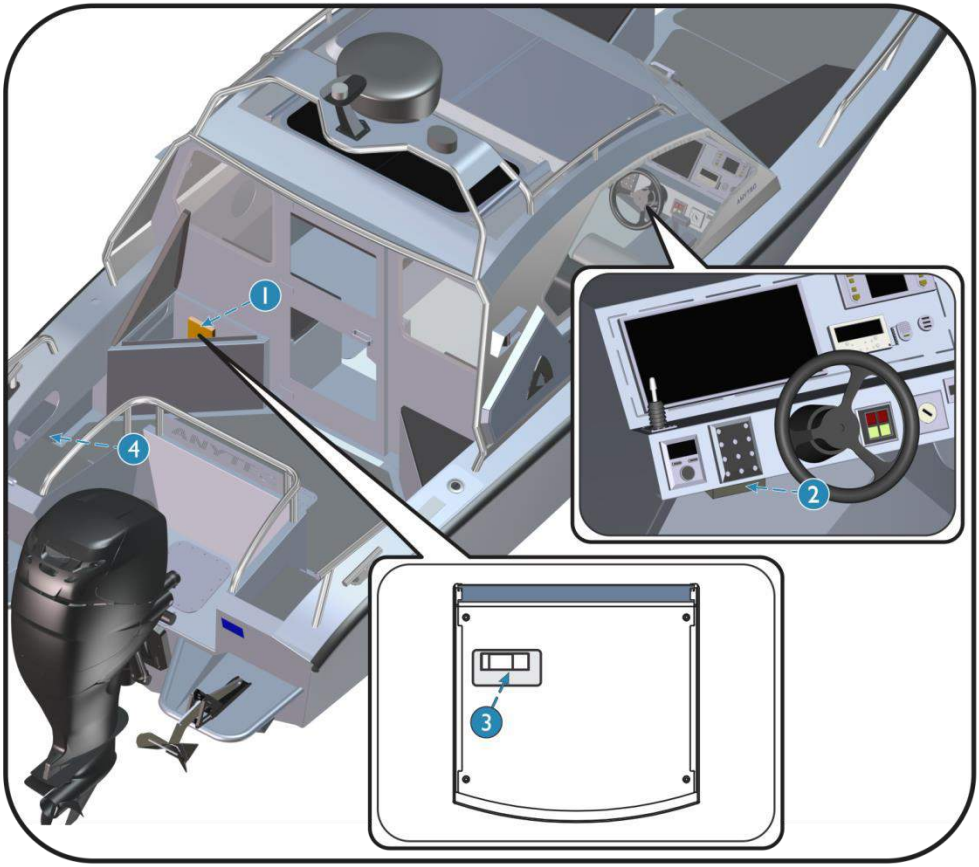
The battery main switch(es) can also be operated remotely by remote switch(es) installed at the helm. As standard one such switch is provided at the helm, but a second switch is installed in case of 2 batteries. Remote switches are used in daily operations, while it is safer (less risk of accidental activation with battery drain as a result) to use the main switches when leaving the boat for longer periods. See figure in chapter 5.4.

⚠ CAUTION

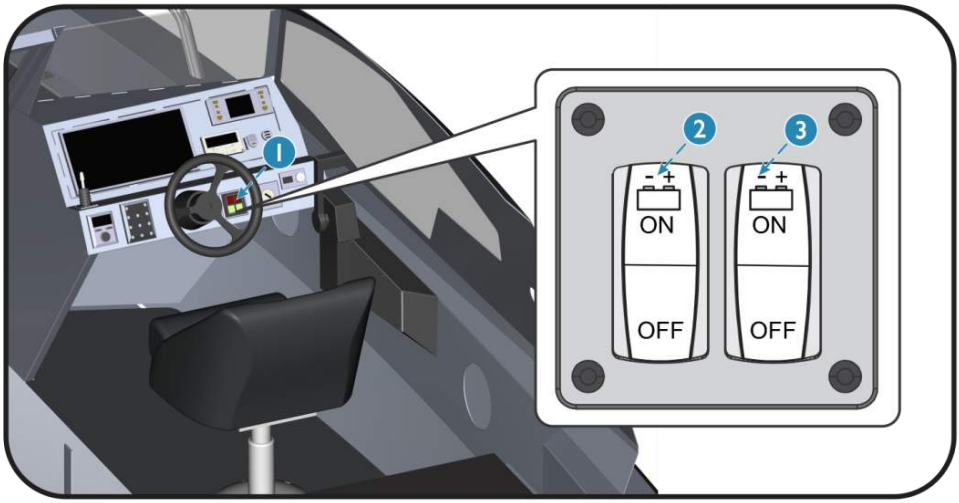
If the emergency start cross switch is used, turn it off immediately after the engine has started. Failure to do so may damage the batteries.

5.4 CIRCUIT BREAKERS

Your boat is equipped with automatic circuit breakers protecting the DC electrical system. The can be reset if they trip, by pushing the button. They are individually marked with the name of the function they control (e.g. bilge pump). They are found on the panel in the stern electrical compartment, and on the panel below the helm. See figure.



1. Circuit & main switch panel
2. Circuit breakers
3. Start/service battery main switch
4. Cross over switch (only with optional bow thruster). Installed next to the starter battery.



1. Battery remote switch control panel
2. Starter & service battery switch
3. Optional battery switch for winch /thruster

5.5 ELECTRICAL DIAGRAMS

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

6. MAINTENANCE

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

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

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

Component/system with separate manuals	**Brand /OEM to help you locate the manual in the Anytec bag**	**Reference chapter in this manual**
Fire extinguisher	DAFO	Chapter 2.4.1
Anchor windlass	Engbo	Chapter 4.12
Bow Thruster (optional)	Side-Power	Chapter 4.13
Heater (optional)	Webasto	Chapter 4.14
Music center (optional)	Simrad	Chapter 4.15
Camera with Infrared (optional)	FLIR	Chapter 4.18
Search light (optional)	Go Light	Chapter 4.19
Engine power steering	Varies with brand	Chapter 4.2
VHF radio (optional)	Simrad	Chapter 4.20
Navigation lights	Hella	Chapter 4.3
Bilge pumps	Jonson Pumps	Chapter 4.4
Navigation systems	Simrad	Chapter 4.5
Wireless network	Simrad	Chapter 4.5.1
Engine controls	Varies with brand	Chapter 4.6
Dynamic trim control system	Zipwake	Chapter 4.7

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

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

DANGER

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

NOTE

1. Refer to the individual manufacturer's manuals, which can be found in the Owner's Manual packet, for care and maintenance of equipment and components. In some cases, failure to do so could void the warranty.

2. If chemicals are used during maintenance, be careful to follow environmental regulations and good practices, in particular if they risk being released to water.

6.1 Fuel system

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

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

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

6.2 Hull, deck, rails & superstructures

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

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

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

6.2.1 Aluminum treatment M-400 maintenance & principle

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

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

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

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

6.2.2 Hull below water, antifouling treatment

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

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

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

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

CAUTION

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

NOTE

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

6.2.3 Anodes for prevention of galvanic corrosion

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

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

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

WARNING

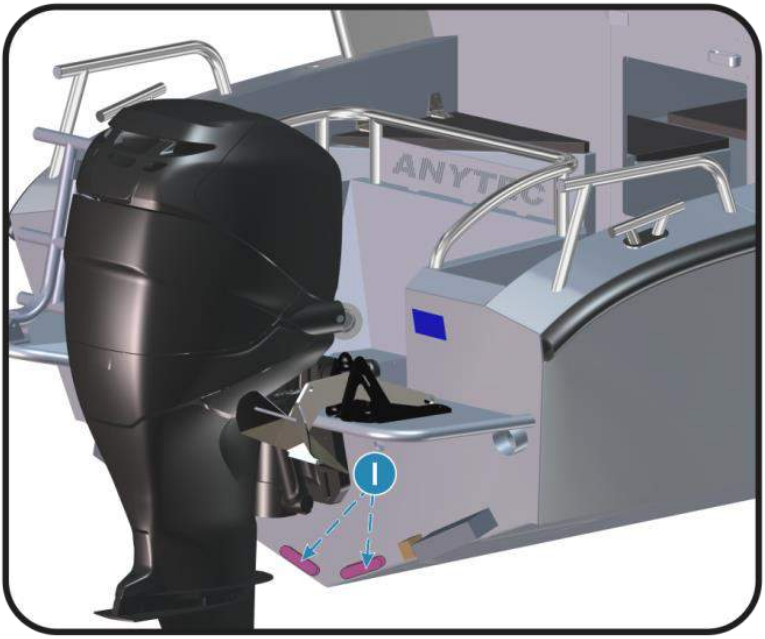
Neglect to replace the boat zinc anodes in time can cause major damages to the boat hull and engine!

CAUTION

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

NOTE

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



1. Zinc anodes

6.3. COMPONENT MAINTENANCE

6.3.1 Stainless steel

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

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

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

Crevice corrosion, a brownish coloring which occurs where two pieces of stainless hardware meet is caused by impurities in water and air. It can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush.

NOTE

1. The cleaner your stainless steel can be kept, the greater the assurance of optimum corrosion resistance. Without proper care, even the best stainless steel will corrode over time.

2. Never use abrasive cleaners, detergents or soft scrub type cleaners to clean stainless steel. Never use abrasive pads, brushes or sponges to attempt to remove stubborn stains. Never use strong solvents or detergents which contain chlorine, and never use silver cleaners.

6.3.2 Cushions and hook-and-loop fasteners

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

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

The hook-and-loop fasteners are used to hold the cushions in place on the seat. They need to be cleaned by water and mild soap when dirty. Do not use jet / pressure water nozzles when cleaning them. Although they are of high quality, they will eventually wear out from use, sun exposure and wear from stepping on them. They are considered a consumable and need to be replaced as needed. A first roll of spare fastener tape is provided with the new boat.

6.3.3 Doors and sunroof

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

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

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

6.3.4 Tempered glass windows

First thoroughly rinse with clean water. Then if needed, use commercially available glass cleaners or a mixture of fresh water and vinegar to clean your glass windows (flush with

water in case of spillage on aluminum parts). Dry with a soft terry cloth towel or chamois.

NOTE

DO NOT use abrasives, harsh chemicals, or metal scrapers on glass.

6.3.5 Fender list

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

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

6.3.6 Plastic panels

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

6.3.7 Hinges and latches

The hinges and latches do not require any periodical maintenance and are grease-free. They can be cleaned with regular detergents. Some of the latches for storage hatches are adjustable to compensate for wear of seals of the hatches. Loosen the bolts that hold the latch in place and adjust it. The holes are oval to allow for easy adjustments. Adjust it so that the hatch closes firmly against the seal and thus is watertight. Adjustments may be needed after lengthy periods of use, as the seal becomes compacted after time. When the adjustment is not enough to ensure tightness, it is time to replace the seal itself.

6.3.8 MOB rescue & swim ladder

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

It is important to check the function of the ladder regularly, and to check the tension of the hinge at least yearly. At the same time also check at least yearly that it is properly fastened to the boat and has no cracks or corrosion damages.

The hinge has a nylon bushing and is pre-tensioned so that the ladder stays secure in the clip, but is still easy to pull down by a person in the water. The tension is correctly set at delivery but may change over time due to wear and tear. Check and if necessary adjust the tension of the hinge (by turning the nut with a standard wrench) so that the ladder stays in position during voyage, but is still easy enough to pull down from water.

The ladder has anti-slid tape attached to the footsteps. It will be worn and may tear of as it ages, and is considered a consumable. Replace it with high quality anti-slid tape (for

instance brand 3M) for marine applications when needed, to ensure safe operation of the ladder. A first roll of extra tape is provided with new boats.

6.3.9 Painted surfaces

The dashboard is made of aluminum and painted with black industrial-class paint.

It can be washed with regular mild detergents like boat shampoo and a soft sponge or rag, and wax can be used. Be careful with using polish and other abrasive chemicals and tools as they may scratch the surface. As all with all dark paints, it may oxide and fades over time. However, as the painted surface is of aluminum, there will not be any corrosion. Re-painting may be needed for visual impression only.

6.4 WINTER STORAGE/ SPRING PREPARATIONS

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

6.4.1 Measures before winter storage

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

- *Remove batteries and store them in a warm, dry place. Charge them at least twice during the winter. Spray the electrical connectors with a suitable moisture repellent antioxidant.
- Check conditions of anodes (see chapter 6.2.3). Replace if needed. Clean the surface between anodes and hull to ensure good metallic contact. Never paint them!
- *Cover your boat so that snow and water will not gather inside. Always make sure that there is enough ventilation and **avoid direct contact between the boat and the covering material /** canvas as it may damage the boat due to friction and oxidation.

6.4.2 Measures after winter storage

- Check the engine owner's manual and carefully follow the instructions.
- *Reinstall freshly charged batteries and check voltage.
- Refuel the boat
- *Install any electronic instruments, textiles and other equipment that was removed before winter storage. Test them after installation or at first time in sea before leaving shore
- Reinstall bottom drain plug
- Check the condition of the hull. Repair damages directly. Refresh antifouling paint if it has been used before, or consider adding new paint if the boat is moved to new waters (see chapter 6.2.2.)
- Inspect fuel and ventilation hoses and connectors, check for any signs of wear & tear and leakage.
- Inspect fire extinguisher as per separate owner's manual
- Carryout maintenance operation on other accessories and equipment as described in this chapter and in the respective OEM manuals

6.5 SPARE PARTS & SERVICE

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

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

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

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

7. ATTACHMENTS

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

- Electrical diagrams
- Owner's manuals for components (as referenced to in the Anytec owner's manual)
- Final Quality Approval
- Authorized Installation Certificate
- Declaration of Conformity of recreational craft
- Delivery note with SecurMark bar code

OWNER'S MANUAL ANYTEC 747CAB/2018