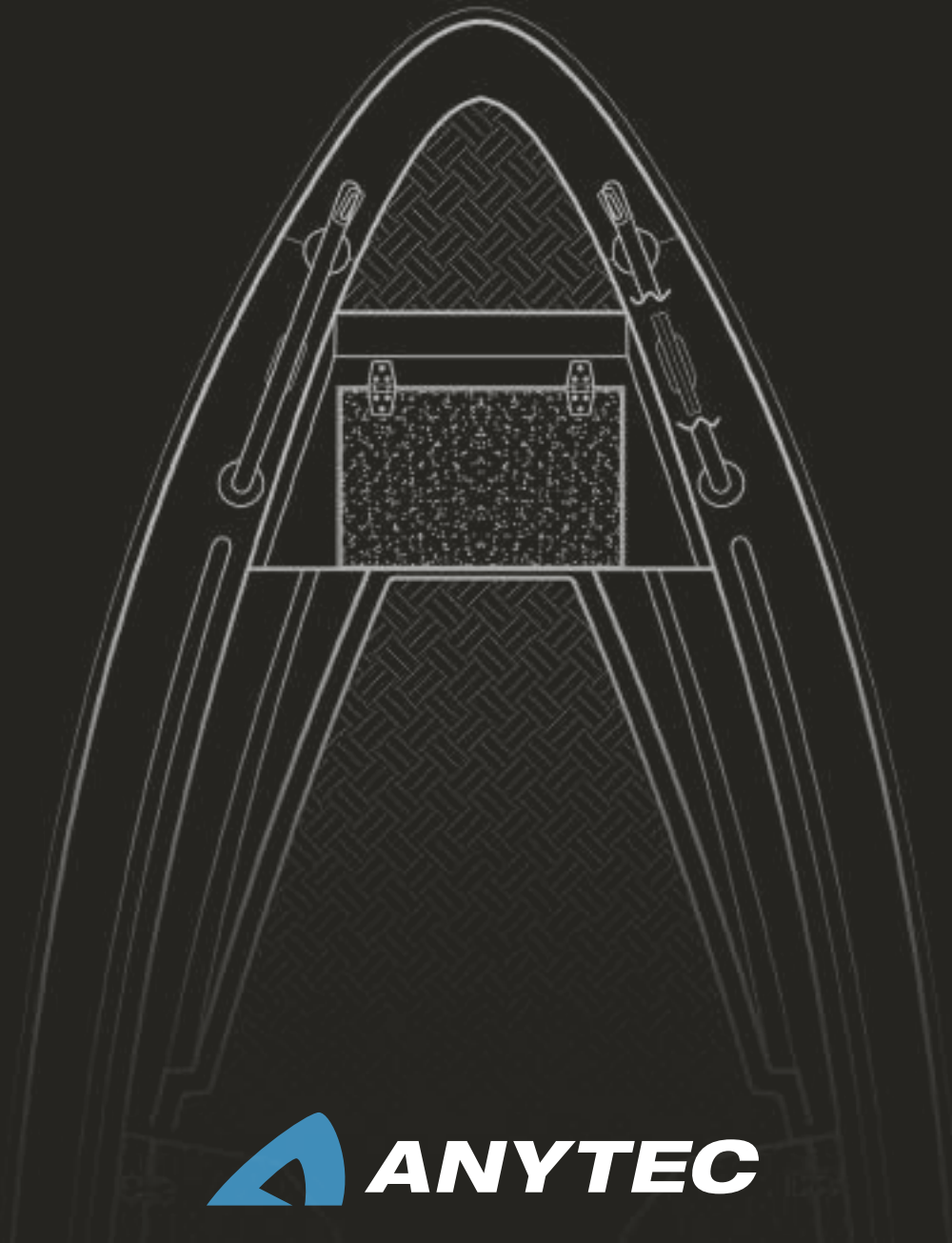


ANYTEC 622 SPD

OWNER'S MANUAL 2012



 **ANYTEC**

<https://www.boat-manuals.com/>

CONTENTS

1. General description

- 1.1. Main dimensions
- 1.2. Capacities
- 1.3. Performance
- 1.4. CE
- 1.5. General Maintenance
- 1.6. Winter layup
- 1.7. Warranties

2. Hull

- 2.1. Hull
- 2.2. Deck
- 2.3. Fendering

3. Deck equipment, tanks

- 3.1. Anchoring
- 3.2. Mooring
- 3.3. Masts, flagpole
- 3.4. Handrails
- 3.5. Fuel tank
- 3.6. Painting, corrosion protection
- 3.7. Windows
- 3.8. Ladders and steps
- 3.9. Helm
- 3.10. Main engine
- 3.11. Trim tabs

4. Ventilation, heating

- 4.1. Ventilation

5. Piping system

- 5.1. Fire extinguisher
- 5.2. Bilge system
- 5.3. Fuel system
- 5.4. Control
- 5.5. Cooling system

6. Electrical systems

- 6.1. General
- 6.2. Navigation lights

7. Safety and navigation equipment

- 7.1. Safety equipment

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 manufacturer.

Keep this manual somewhere safe so that you can rectify and minimise any potential problems or risks quickly if so required.

Manufacturer



Anytec Boats AB

Storgatan 16

SE 891 33 Örnsköldsvik

Sweden

Phone: +46 (0) 173-885 00

www.anytec.se

Introduction

This manual has been produced to help you to use your boat safely and comfortably. It includes details about the boat, its fixtures and fittings and systems, and information about its use. Please read this manual carefully and take care to ensure that both you and all others using the boat are aware of how the boat, its engine and equipment work.

The following abbreviations and signs are used:

D = Danger

O = Observe

W = Warning

I. GENERAL DESCRIPTION

This boat is intended primarily for private and leisure use. The boat is fitted with seats for the pilot and navigator with room for passengers on the sofa in the stern or in front of the steering console. The helm is fitted with adjustable foot supports for supreme comfort while boating. Outside deck surfaces are fitted with tread plate. Strong handrails and mooring posts are made of aluminium.

The Anytec 622 SPD is a single hull type and made entirely of aluminium. The boat is fitted with a strong rubber toe rail. The hull and other parts of the boat are designed for private and leisure use. This boat has been designed and constructed in accordance with standards for Category C CE approval.

I.1. Main dimensions

<i>L</i>max , overall length	6,76	m
LH , hull length	6,73	m
LWL , length along water line	5,24	m
B max, overall width	2,26	m
BWL , width along water line	1,90	m
m Lt, unladen weight inc. engine	1126	kg
T max, draught when fully laden without drive	0,51	m
T max, draught when fully laden inc. drive	0,95	m
Ha , clear height, water surface – anchor lights	~2,1	m
β , bottom angle, aft	20	degree (°)
Fuel (petrol)	170	litres
Engine effect	110 (150)	kW (hp)
Rigging length	635	mm
m MTL maximum load	919	kg
m LDC, weight including maximum safe load	1810	kg
Floating body volume	1500	Dm ³
CL , max no. of people	6	
Starter battery	75 (115)	Ah
Consumption aboard (D.C.)	12	V

I.2. Capacities

A maximum total load = 919 kg has been used during stability testing:

Crew weight (75 kg/passenger)	450	kg
Provisions and personal equipment	25	kg
Tools and spare parts	15	kg
Other	25	kg
Raft	50	kg
Engine	235	kg
Maximum recommended load	800	kg
Petrol	119	kg
Maximum total load	919	kg

The following data must apply for the above load to be accepted:

- Dead weight of the boat, unladen 870 kg.
- Equipment for safe use must be present on board.
- Cushions in place.
- All standard equipment on board.

I.3. Performance

Weight during speed trials must be as follows:

- Weight, unladen, 760 kg.
- Engine 150 hp 235 kg.
- Crew (2) 150 kg.
- Fuel 49 kg (min 44 liters, max 87 liters of gasoline).

MP, weight during speed trials = 1210 kg

Tests done with the above weight should result in a speed of around 45 knots. Speed trials must be conducted in protected waters and with a wind strength of $\leq 3\text{m/s}$.

I.4. CE

This boat has been given category C, with a crew limit of 5 passengers in accordance with ISO 12217-1. Boats in this category are designed to travel close to the coast, in large bays, at estuaries, on lakes and rivers where conditions may be up to and including Beaufort force 6 (equivalent to 13.8 m/s) and significant wave heights up to 2 m, provided that: the crew has sufficient training and/or experience of operation of the boat and equipment fitted.

Users of this boat must ensure and be aware that:

- All members of the crew receive the necessary skills and training.
- The boat is not laden with weights in excess of the maximum load recommended by the manufacturer.
- Water in the keel area (bilge water) must be kept to a minimum.
- Stability is reduced by weights placed high up.
- In heavy weather, hatches must be kept closed so as to minimise the risk of water ingress; - stability may be reduced if the boat is loaded incorrectly, displaced load.
- Waves can greatly affect stability.

- Uncontrolled evasive manoeuvres at high speed may give rise to sharp movements, pay attention to the "rules at sea" sign mounted on the steering console.
- When running in high head sea, the engine must be negatively trimmed (the bow is angled down).

When running along the direction of the waves the engine should be trimmed out so that the bow lifts. Maintain your speed through the sea as well, at speed in a high head sea and following sea the boat must be kept at right angles (90 degrees) to the waves. It is important that you know the boat and its limitations. Pay attention to the warning sign on the steering console. The maximum steering wheel lock should not be used at speeds in excess of 37 knots.

1.5. General Maintenance

We recommend continuous monitoring of the boat's condition, both interior and exterior. Due to today's high pollution levels we recommend that you clean the hull at regular intervals. Also make sure that the antifouling on your boat is in good condition. Ideally, wash your boat on land. Avoid forceful brushing, and ideally use a high-pressure washer jet. Avoid strong solutions or detergents.

Aluminium creates a natural protective oxide which not be removed by polishing. For stainless steel parts to withstand attacks, these must be polished with a suitable stainless steel polish at least once a year. Inspect all electrical functions at regular intervals. Check the bilge pump, but make sure that the pump is turned off after inspection. The manual bilge pump is effective right up to the stern, so get into the habit of using it, so get into the habit of using it.

We recommend raising the boat in August in order to wash down the bottom and remove any fouling so as to maintain the performance of your boat. Your boat may lose up to 15% of its normal performance in terms of speed, which means an increase in fuel consumption.

O- Always consider the environment.

1.6. Winter layup

- Check the Engine manual.
- Wash your boat both inside and out.
- Remove all equipment, tools, etc. from your boat.
- Remove the battery, charge it and store it in a dry, ventilated area which is free from frost (O), if the battery is left in the boat, remove the cables from the terminals.
- Lubricate the control equipment (O).
- Unscrew the boat's drain plug (bottom plug)
- Drain all water out of your boat and protect it from precipitation (O).
- Always replace worn components (W) such as sacrificial anodes (also applicable to the engine).
- Remove cushions and other textiles that may turn mouldy.
- Ensure that there is good ventilation.

Trailer transport (W)

Check that the centre rollers are bearing the weight of the keel correctly, and adjust the side supports so that they prevent all lateral movement. Do not forget to secure your boat using tensioning belts. Do not load items / equipment into the boat when it is being transported on a trailer:

Lifting with straps

Adjust the positions of the lifting straps so that the boat is suspended horizontally (in balance) when it is lifted. Make sure that there is protection between the straps and the boat where necessary, otherwise the D fender may be damaged (O). Do not stand beneath the boat while it is suspended. (D)

1.7. Warranty

Please see the instructions of the relevant subcontractor for any equipment supplied / fitted. Anytec Boats AB provides a 24-month warranty on its production. In the event of major damage to the hull or metal parts, please contact your dealer for a consultation. If this is not done within a reasonable time after discovering the damage / fault, the warranty will cease to be valid. Warranty claims / complaints must be submitted in writing. Warranty work will be carried out by the dealer or manufacturer unless agreed otherwise. In other respects we operate in compliance with the applicable Consumer Sales Act.

W- Regular checks

We recommend that you review the points below at least once a month. Get into the habit of lifting the engine cover regularly. It only takes a few minutes to do, but it can save you time that you could be spending boating instead!

- Fuel lines and their connections.
- Hydraulic lines and their connections.
- Batteries, the water level and cable clips.
- Oil levels for the engine / gear housing.
- Safety equipment.
- Bilge pumps.
- Controls.

2. HULL

2.1. Hull

The hull is made of aluminium with keel reinforcement, transverse frame ribs and longitudinal reinforcements.

Base plates are 4 mm thick, freeboard 4 mm.

The hull structure is of the following quality;

Plates: EN AW-5083-H321

Profiles: EN AW-6082-T6

2.2 Deck

The deck is made of aluminium, with transverse and longitudinal profiles / reinforcements.

The aluminium used to make the deck and superstructure is of the following quality;

Plates: EN AW-5754-H111

Profiles: EN AW-6082-T6

2.3 Fendering

The boat is fitted with a rubber D-moulding. Treat this rubber strip list at least once a year; we recommend using an appropriate rubber maintenance agent.

O- repairs must be carried out immediately in the event of any damage. Get in touch with your dealer.

3. DECK EQUIPMENT, TANKS

3.1 Anchoring

Inspect the anchor, shackle and rope attachments regularly. If the anchor gets caught on the bed, the anchor rope must be secured in a bollard before carefully attempting to pull the anchor free using engine power.

3.2 Mooring

Elasticity and breaking load are important factors when selecting ropes. The breaking load may be reduced by 20-50% on account of knots and splices. Use mooring springs as buffers in order to increase the service life. In winter, rinse the ropes in freshwater and store them when dry.

3.3. Masts, flagpole

Always check masts at regular intervals, searching for any play or cracks.

3.4. Handrails

Check handrail mountings at least once every season.

3.5. Fuel tank

Your boat has a 170 l fuel tank, but because of the shape of the tank there may be some variation between the readings on the gauge and the actual fuel level. We suggest that you top up with 25L, 40L, 85L (half tank) and then up to full. Mark the tank at the appropriate points at these levels. The boat must be level during testing.

○- regularly check tanks and their connections

3.6. Painting, Corrosion Protection

Your boat has been painted using the CTW International painting programme for aluminium boats.

Basecoat: Intergard 563 Colour

Adhesive for antifouling: Intergard 263

Base paint: Trilux 33

If any damage has occurred which allows you to see aluminium through the basecoat, a new basecoat, adhesive and then antifouling must be applied. Contact your dealer if you require assistance.

3.7. Windows

Make sure that your windows are clean, and watch out for cracks and other damage that may impair visibility. The windows are bonded and made from toughened glass.

3.8. Ladders and slipping protection

Keep surfaces clear of loose material, check their function. Replace if damaged.

3.9. Helm

The console is made of aluminium, the seats are water-repellent. We recommend that you always use seat protectors and a console cover when your boat is not in use. The pilot's view from the helm can be restricted due to a large trim angle, as well as other factors listed below:
the load and position of the load;

- The load and position of the load.
- Rapid acceleration.
- Increase in speed from displacement speed to planing.
- Sea conditions.
- Rain and spray.
- Darkness and fog.
- Disruptive lighting.
- People or moveable items in the field of vision.

○- check the function of seats and supports at regular intervals.

○- pay attention to the instruments

3.10. Main Engine

Max 150 horsepower. See the separate manual for the engine with regard to its care, maintenance and operation.

The rigging is extra long. We recommend double nuts for engine mounting. It is important to make sure that the lower bolt holes are sealed. The engine mountings must be checked after about 20 hours of operation (NOTE: Tighten the engine bolts). To improve the overall performance of the boat, it is important to ensure that the engine and propeller are raised correctly so that the engine speed falls within prescribed limits. Speak to your dealer if anything appears to be incorrect. For other data and maintenance instructions, see the engine manual.

O- exercise caution and be considerate as regards exhaust emissions and engine noise in harbours. Spilt fuel and oil must not be allowed to escape into the water

3.11. Trim tabs

If trim tabs are fitted, the black nylon spacers supplied must be used between the stern and the trim tabs to prevent unnecessary corrosion. See the manual for the operation and maintenance of trim tabs.

4. VENTILATION

Stowage spaces and the hull is ventilated. Replace any damaged valves.

5. PIPING SYSTEM

5.1. Fire extinguisher

The fire extinguishing equipment consists of one handheld extinguisher of powder type, mounted on the steering console.

O- check the fire extinguisher at regular intervals to make sure it can operate at full power.

It is the responsibility of the owner / user:

- to ensure that the fire extinguishing equipment is working;
- to ensure that the crew know where the fire extinguishing equipment can be found and how it is to be used;

W- Make sure that you never;

- Position anything in a manner which would impede access to safety functions such as : switches for the electrical system, the main switch; - modify any part of the boat systems (particularly its electrical and fuel systems).
- Fill the fuel tank while the engine is running, or near to a naked flame.
- Smoke when handling any kind of fuel.

5.2. Bilge pump system

This system comprises one bilge pump with an automatic level switch. It is located in the stern and handles water exceeding 10 L.

Bilge pumps can also be operated manually. The switches are located on the console to the left of the steering wheel. This boat comes equipped with a manual hand pump. A hose is located on the bottom at the stern and allows you to drain all water from the boat. If you take the boat up on land, you have to undo the boat plug in the stern. Do not forget to refit it once the boat has been emptied. This boat is selfbailing by means of straight aluminium pipes which are located at floor level and pass straight through the stern. A PVC hose is fitted which acts as a non-return valve.

W- Check regularly to make sure that no refuse or other waste has entered the PVC hose and could cause a blockage. This is particularly important in autumn when leaves, etc. fall.

O- Check the pump function at regular intervals. Clear dirt / refuse out of the intake screens. It is important to ensure that the power supply to the pump has been disabled via the switch so that the pump does not continue to operate without any water or after inspection.

W- The combined capacity of the bilge system is not designed to withstand bailing of the boat if the hull is damaged.

5.3. Fuel System

The system comprises of a fuel tank, venting and filling. Watch out for any spillages or odours in order to ensure the best possible function. An inspection hatch for the tank is fitted in the engine well. The fuel tank should always be kept as full as possible from October to March. This is to prevent condensation from occurring inside the fuel tank.

O- It is important to ensure that the tank flap and the flap in the engine well are refitted correctly with gaskets and sealant. We recommend that you have any problems rectified by experts.

5.4. Control

Hydraulic control with capacity for engines up to 150 hp. See the manual for care and maintenance. Oils other than the oil prescribed must not be used.

5.5. Cooling system

Cooling water is taken in via the rig. Be careful when tilting out the engine too far while it is running so that the intake is over the surface of the water.

W- The engine has an overflow pipe that can be used to verify that water is being pumped to cool the engine

6. ELECTRICAL SYSTEMS

6.1. General

There is a 12V system for motors, controls and consumption, and the main switch is located on the sofa. The battery choice is indicated by the engine manufacturer. Two additional sacrificial anodes are mounted on the stern; replace these when they are more than 50% worn.

O- Remember that there is always a little power in the hull due to the engine, so make sure that the main switch is set to off when the engine is not running. Modern engines which use data may require power at regular intervals, so check the recommendations of the engine supplier.

Always:

- Check batteries and charge levels prior to use.
- Check for any odours.
- Disconnect and remove the batteries when laying up for winter or for any other long period of time.
- Check the operation of the navigation lights before boating at night, and always make sure that you have spare bulbs for the navigation lights.

Never:

- Work with electrical installations when the system is live.
- Modify the electrical system or electrical drawings without consulting a marine electrician.
- Replace or modify fuses to amperages other than the rated ones.
- Install or replace electrical components / equipment with components of higher amperages than the existing fuses.
- Leave your boat unattended with the main switches set to on (although the bilge pumps and alarms must always be switched on).

W-Remember: earth faults are the worst enemy of your boat, and fitting new instruments and suchlike requires correct earthing. Note: Never use the hull for earthing. If there is a risk, the installation must be isolated from the hull on both the positive and the negative side.

6.2. Navigation lights

This boat is fitted with navigation lights in accordance with applicable seaway regulations.

7. SAFETY AND NAVIGATION EQUIPMENT

7.1. Safety equipment

Make sure you have the necessary safety equipment aboard before setting off.

- Life jackets.
- Emergency flares.
- Fire extinguisher.
- Anchor with rope.
- Mooring ropes.
- Appropriate means of communication.

N- inspect fire extinguisher and other fire extinguishing systems regularly.

W- people aboard during boating must remain in a safe place.

W- Manoeuvres

Manoeuvring properties above 39 knots are restricted. Sudden turns may result in loss of control over the boat. Reduce your speed before making sharp turns. If the engine is angled out, trim it before making any sharp movements. Do not use this boat with an engine larger than specified on the CE plate located on the boat. Do not operate this boat with a negative engine angle (stem downwards) at high speeds. The boat may heel over to one side. Instability may occur in turns.

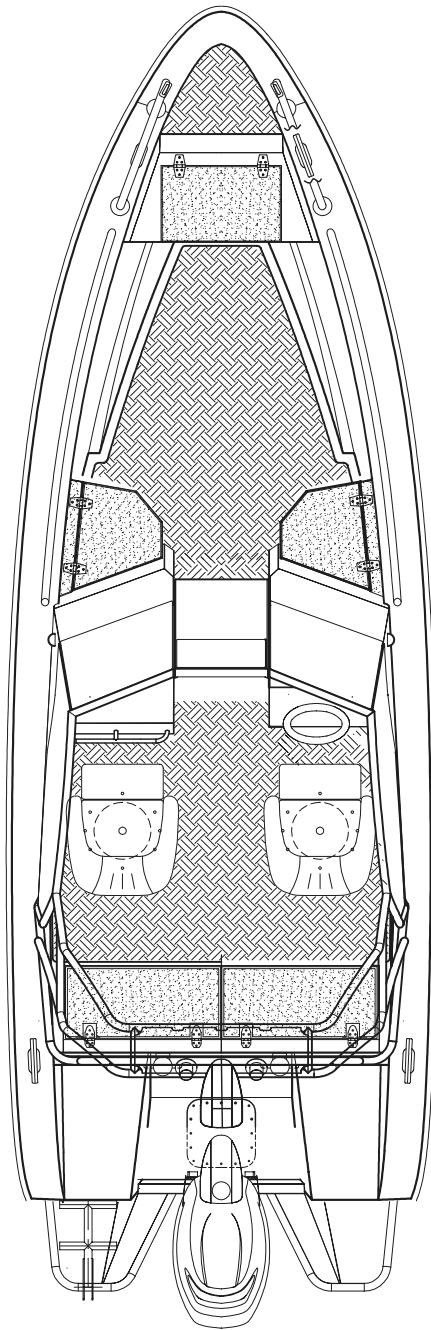
Do not travel at maximum speed when you are in busy waters or when the weather and water conditions reduce visibility, in strong winds or in heavy seas. Observe rules at sea.

Make sure that you always maintain enough distance for stopping or manoeuvring if so required in order to prevent a collision.

W- Self-bailing

Check that drainage pipes are free from waste or similar. We recommend that you check the bilge pump function once a month.

ANYTEC BOATS AB wishes you many hours of happy boating in beautiful waters!



HULL IDENTIFICATION NUMBER: STATED ON THE STERN

LV ANY62 _____

