

XS - Ribs

XS-RIBS Owners Manual (v 1.3.16)

Models:

XS 360	XS 515	XS 550	XS 750
XS 450	XS 545	XS 600	XS 850
XS 460	XS 585	XS 650	XS 990
XS 500		XS 700	Sport 680
XS 540			Sport 760
XS 570			

Warranty is "back to base" this means it is the responsibility of the owner to return the craft to Barnet Marine at their expense for any warranty work that needs to be undertaken.

SAFETY ISSUES ARE HIGHLIGHTED LIKE THIS IN YELLOW

NEVER OPERATE A CRAFT WITHOUT THE SAFETY LANYARD FROM THE MOTOR ATTACHED TO THE DRIVER, AND THE DRIVER BEING SITUATED IN THE CORRECT LOCATION IN THE CRAFT TO MAINTAIN CONTROL

WE STRONGLY ADVISE THAT YOU SEEK INSTRUCTION IN THE USE OF YOUR CRAFT, WE CAN ARRANGE THIS FOR YOU IF REQUIRED

TO VALIDATE THE 3 YEAR WARRANTY OF THIS NEW XS CRAFT PAGE 22 OF THIS HANDBOOK MUST BE SIGNED AND RETURNED TO BARNET MARINE, A COPY IS PROVIDED FOR YOUR RECORDS, STATUTORY RIGHTS NOT AFFECTED, IN SIGNING THIS YOU AGREE THAT YOU HAVE FULLY READ AND UNDERSTOOD ALL THE ENCLOSED INFORMATION

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WARRANTY on all XS Craft is Back to Base, this means it is the responsibility of the owner to return, at their expense, the craft or the faulty component, whichever Barnet Marine deem necessary, back to Barnet Marine for them to rectify.

Barnet Marine **DO NOT PAY** third party labour costs in respect to any warranty procedure

WARRANTY, after 1 year on your craft, will be suspended if you do not keep your account paid up to date.








Warning

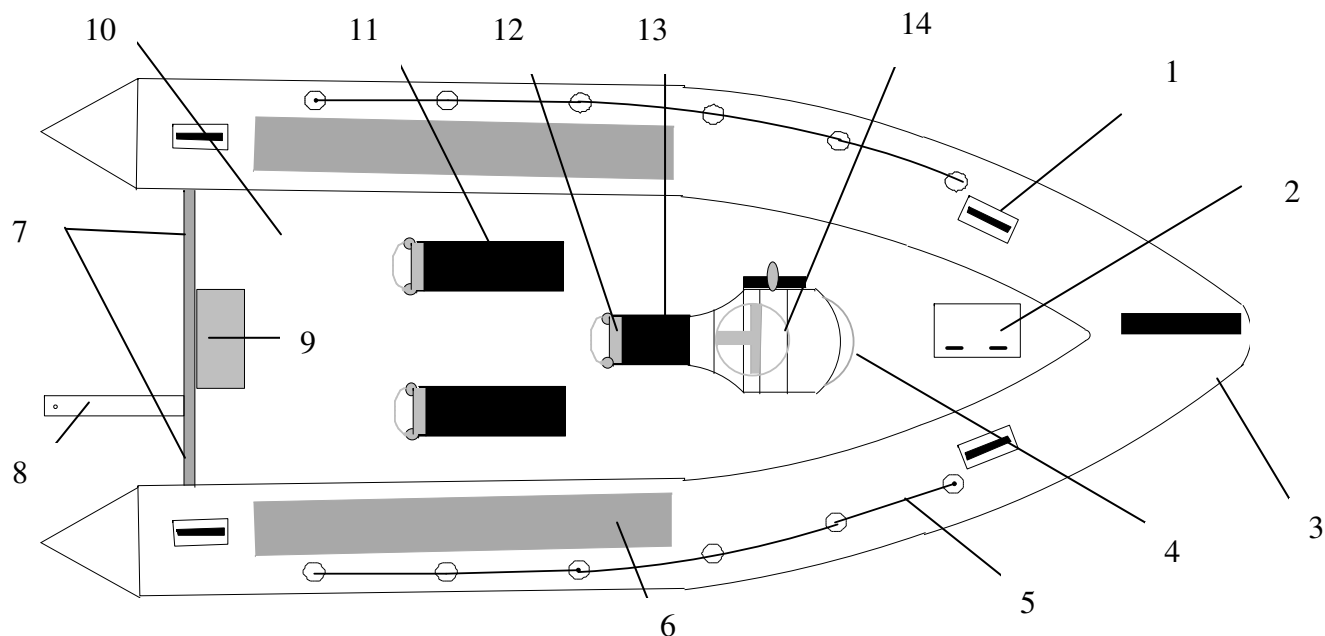
This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft. The equipment supplied or fitted. Its systems and information on its operation and maintenance. Please read it carefully and familiarize yourself with the craft before using it. If this is your first craft or you are changing to a type of craft you are not familiar with for your own comfort and safety please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors

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

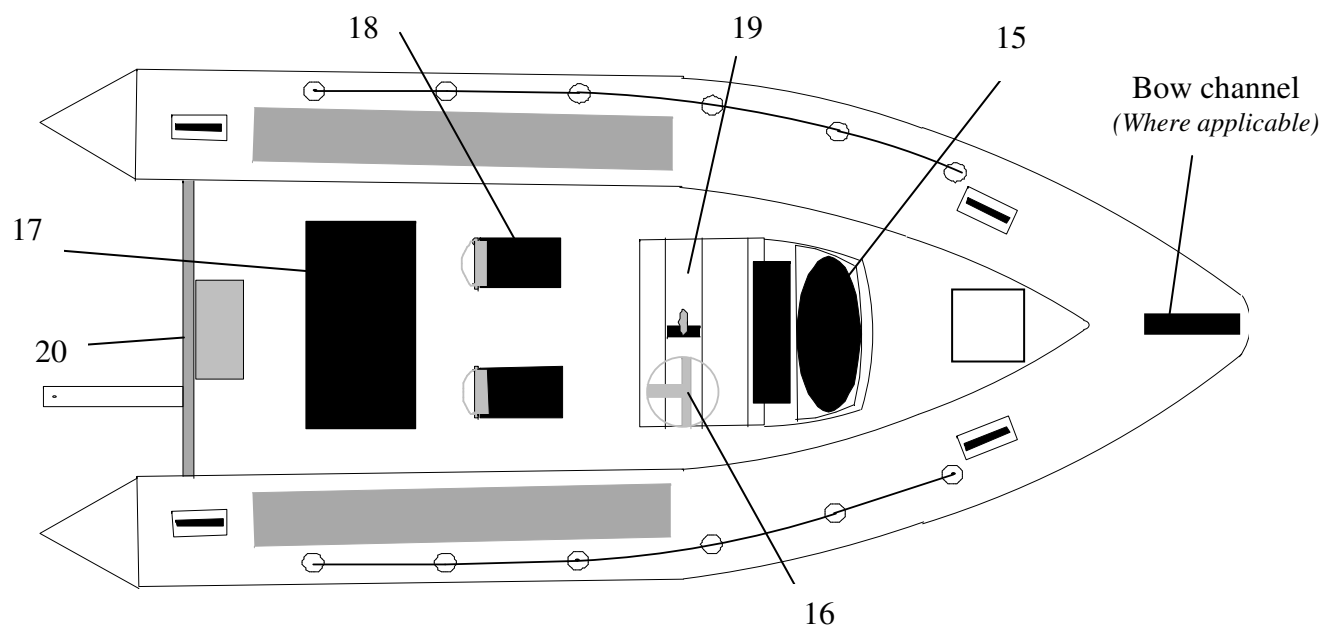
Enclosed with this boat handbook, where applicable, is a motor handbook covering engine controls a steering handbook and a trailer handbook. **IF YOU DO NOT HAVE ANY OF THESE PLEASE CONTACT US IMMEDIATELY TO OBTAIN A COPY**

 <p>Warning</p>	<p>Be responsible when using your craft, take account of the parameters outlined in the Table of Technical Specifications. Plan your use of the boat; do not put to sea without a current WEATHER forecast and/or when the weather conditions may exceed the design parameters of the craft.</p> <p>The safety lanyard supplied with the motor must be used at all times when in the craft, both when moving and stationary, it should only be removed when the engine is turned off</p>
 <p>Warning</p>	<p>Engine fitting: Never fit an engine exceeding the maximum horsepower indicated on the manufacturers plate. Doing so will void the warranty and MAY result in loss of control and would be breaking the law. It is required that the motor should only be fitted to by a qualified marine engineer with previous experience of installing motors to similar craft. Read the handbook supplied with your motor, there are many features of your motor that may be unfamiliar to you, please ask advice do not assume anything about the operation of an engine.</p>
 <p>Danger</p>	<p>Handling and load distribution Your craft will handle and perform very differently with the payload distributed in different places and in different sea states. We STRONGLY advise that you take time to familiarise your self with the characteristics of your craft in all load and sea state combinations. Training courses are available please seek advice on suitable courses for your craft. NEVER operate this craft under the influence of Alcohol or Drugs</p>
 <p>Warning</p>	<ul style="list-style-type: none"> • When using your craft BEWARE of offshore winds and currents. Always wear a personal flotation device and ensure your passengers do as well • ALWAYS carry basic SAFETY EQUIPMENT, this should include flares, a communication device, first aid kit, fire extinguisher, hand baler, paddles or secondary propulsion, suitable clothing for all passengers in the event of being stranded, anchor with suitable warp for where you are operating, towrope and any other equipment deemed necessary by someone with local knowledge. THESE ITEMS ARE NOT SUPPLIED WITH THE CRAFT
 <p>Danger</p>	<ul style="list-style-type: none"> • On board hazards Beware of ACID from the battery and PETROL, make your passengers aware of these hazards. ACID is corrosive to people and the boat, toxic to people and the environment. PETROL is toxic to people, the environment and extremely flammable • DAMAGE: Inspect your craft above and below the water line BEFORE use for any signs of damage or missing safety equipment. Pay particular attention to steering gear, fuel tanks associated fuel lines and connectors. In the event of finding anything missing or damaged seek guidance from a suitably qualified person BEFORE you use the craft

General Specifications XS-Rib's can come with many variations of seating, below are the two principle "styles" of layout. (For a side view of the craft look in the **CHECKS SECTION** on page 15)



1	Rubber cleat handle: 4 in total	11	Seat Module, access via top hinging seat, back rest with handrail <i>(Where applicable)</i>
2	In deck bow locker on deck cleat & eye bolt inside locker <i>(Where applicable)</i>	12	Jockey console with backrest and handrail. Access to seat unit via hatch on side. Under deck loom entry <i>(Where applicable)</i>
3	Bow eye fitted to hull exterior STRONG POINT	13	Battery storage under seat
4	Hand rail on console front <i>(Where applicable)</i>	14	Inboard tank within console <i>(Where applicable)</i>
5	External lifeline on collar	15	Side-by-Side console with front locker under hinged seat. Under deck loom entry <i>(Where applicable)</i>
6	Tube top protection patch	16	Steering fitted to console EITHER mechanical or hydraulic <i>(Where applicable)</i>
7	Transom U Bolt, 1 fitted each side STRONG POINT	17	Bench seat, access to locker under hinged seat <i>(Where applicable)</i>
8	Baler tube	18	Separate seat unit, access under hinged seat
9	Deck well at transom, under deck loom exit <i>(Where applicable)</i>	19	Inboard tank within console <i>(Where applicable)</i>
10	Slip reducing finish to deck	20	Hull drain fitted to transom exterior at keel





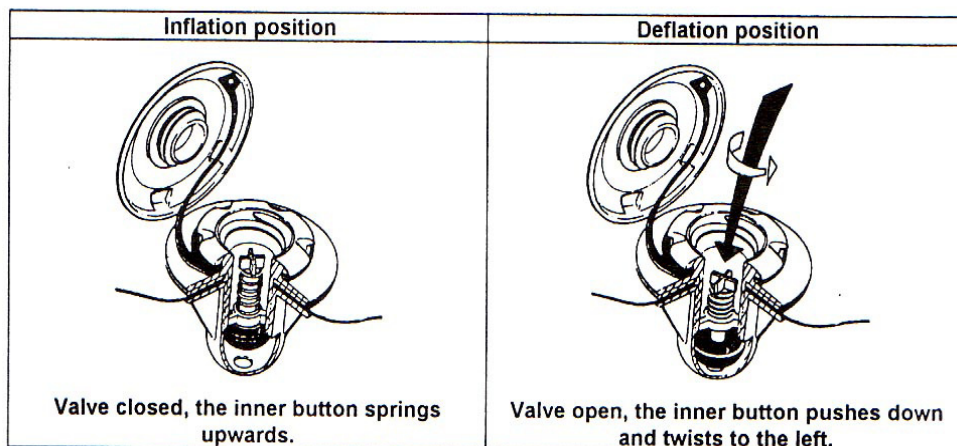
WARNING

- **Lifting Craft** Use only factory fitted lifting points (*Optional extra these are supplied in sets of 4*) **DO NOT** cradle the boat in a sling as the hull and tube may be damaged. This may result in failure of the tube and/or the hull tube bond. This may occur some considerable time after the craft was lifted
- Never lift the craft with people on board
- Do not use any other fittings on the craft to lift from: The Bow Board, cleats or eyes fitted to this or to the deck locker, the eye on the inside of the bow U bolt or the eye ON DECK in the rear of the craft at the foot of the A frame (or where the A frame would fit, these points are standard on 550 + craft)
- The position of the lifting points will vary from craft to craft depending on balance, these points will be shown to you at hand over if applicable.



Inflation
procedure

THE SEMI-RECESSED VALVES

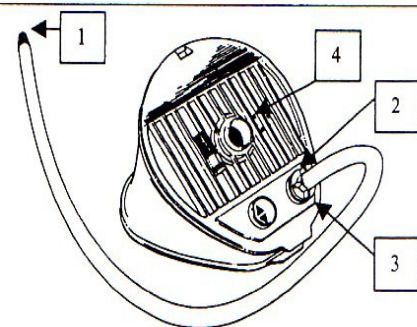


NOTICE:

ALWAYS REPLACE VALVE CAP AFTER INFLATING OR DEFLATING

Foot Pump

- 1 Hose end piece.
- 2 Hose base.
- 3 Outlet for inflation up to 150 mb / 2.2 PSI
- 4 Outlet for inflation over 150 mb / 2.2 PSI







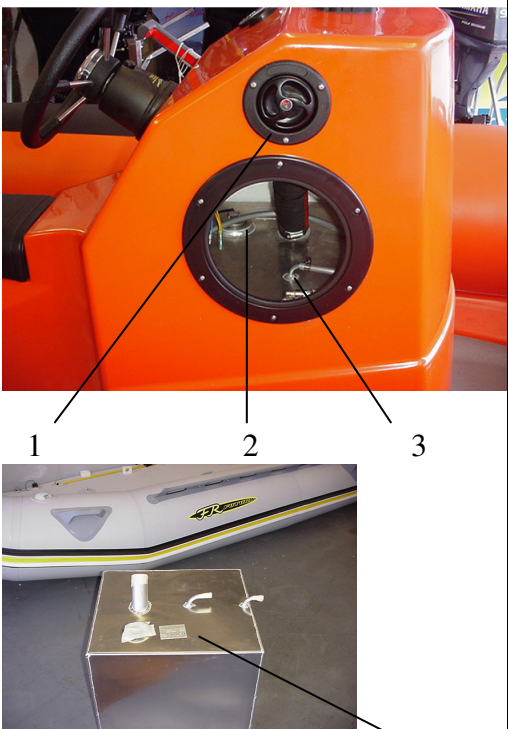
- Activate all valves into the inflation position.
- Fit the hose (item 2) to the outlet in the foot pump (item 3).
- To inflate your boat properly, the bottom side of the foot-pump must rest on a flat surface.
- Insert the hose end piece (item 1) into the inflation valve.
- Pump evenly to inflate rapidly.





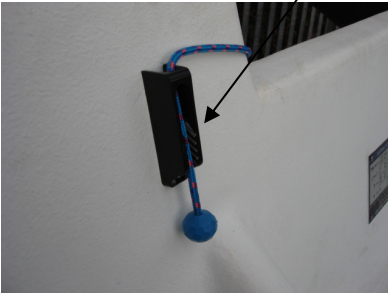





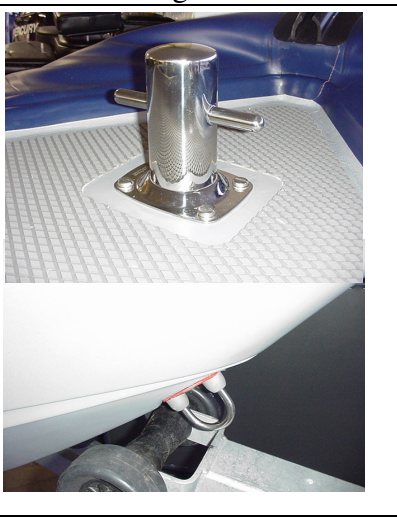



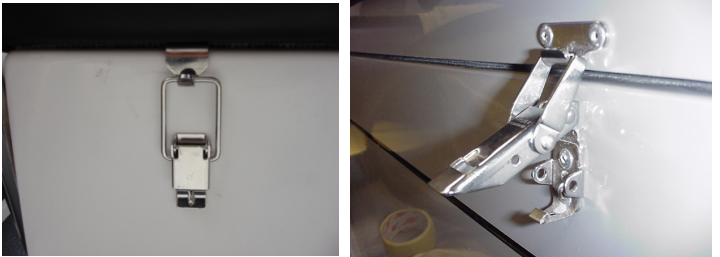

WARNING







DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

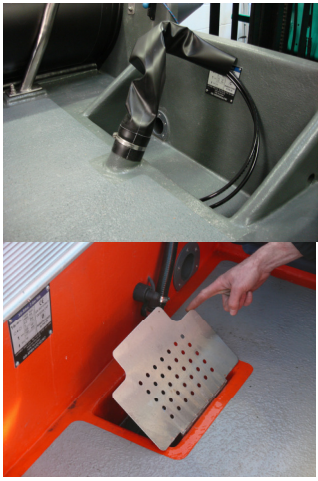







- The correct operating pressure of the tube is 0.2 Bar (3 P.S.I.)


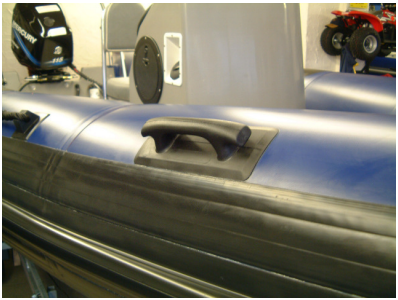


<p>Order of Inflation for collar</p>  <p>Warning</p>	<ul style="list-style-type: none"> • NEVER fully pressurise one compartment. Start at the bow and partly inflate each compartment in turn. Failure to do this may damage the internal compartment dividers (Baffles) • Repeat the procedure starting at the bow and pump to working pressure with supplied foot pump. • Working pressure has been reached when the foot pump becomes hard to depress with one foot. • It is not possible to over inflate the tube with the foot pump supplied with the craft. Though in bright sunlight or high ambient air temperature the tube pressure will increase and may exceed safe working pressure some time after you have stopped pumping, in such circumstances check the tube pressure at intervals during the day
<p>Over Inflation</p>  <p>Warning</p>	<ul style="list-style-type: none"> • This can occur in high temperature and in direct sunlight, OR by using a different pump to the unit supplied with the craft. • Release air from the valve when this is likely to occur, failure to do this may result in seam failure or stress damage that may only become apparent many years later. • Pressure relief valves are an EXTRA but they help avoid this problem.
<p>Under Inflation</p>  <p>Warning</p>	<ul style="list-style-type: none"> • If a craft is operated with the tube under inflated serious damage may occur to the seams and fabric. This may not become apparent for many years. Only in an emergency can you consider using the craft under inflated (to make for a safe anchorage after an accident etc) BUT any damage that occurs whilst being operated under inflated is not covered by warranty
<p>Fuel Tank (Where applicable)</p>  <p>Warning</p>	<ul style="list-style-type: none"> • The inboard tank is situated under the head of the console, there is an external filler and breather combined (1) the gauge is situated on the dash it may be a separate analogue unit or combined with the engine gauges. (2) is the sender for the gauge. (3) are 2 separate outlets from the tank; one is the fuel pick up the other the breather. They are easily confused, trace the pipe to make sure which is which. • In the event of there being NO inboard tank an outboard tank will need to be secured down firmly either in the console, under a seat or on deck (Consult the supplying dealer) • Petrol is flammable & explosive, clean up any spills; never allow a naked flame (cigarette, match, lighter etc) to be used in the craft. Beware of operating electrical items near petrol, bilge pump, mobile phones, dash-mounted switches etc. • Fuel tank capacity is marked on the top of the tank in the manufacturers tank plate (4) <div data-bbox="997 1137 1532 1921">  </div>


<h2>Steering</h2>	<div style="display: flex; justify-content: space-around;">  <div style="text-align: center;"> <p>EITHER mechanical or hydraulic steering is fitted to your craft. A handbook is supplied and should be</p> </div>  </div> <p>referred to for maintenance and service instructions. LEFT: Hydraulic steering, note filler cap for fluid on top of unit. Hydraulic steering MAY OR MAY NOT be a tilting unit. (Tilting unit shown) RIGHT: Mechanical steering</p>
<h2>Bailer Tube</h2> <div style="text-align: center;">  <p>Warning</p> </div>	<ul style="list-style-type: none"> Operate this by lowering and raising the unit and securing the cord into the cleat (2) When lowered and the craft is under way the water on the deck will drain through the bailer tube (1) Failure to secure the bailer tube "up" will result in the deck flooding when the craft is at rest Water will rise above the battery and may cause severe damage, seek advice if this happens before starting the motor Make sure that all loose items in the boat are secure as they can be washed through the bailer. Pay particular attention to ropes as these may foul the propeller and cause loss of power and steerage as well as being potentially very dangerous to anyone on or near the rope when it is caught by the propeller WHEN STRAPPING THE BOAT DOWN on to the trailer MAKE SURE that the straps do not press against the bailer tube fitting, if this happens it will cause water to leak in to the craft and in to the hull beneath the deck. <div style="display: flex; justify-content: space-around;">  <div style="text-align: center;"> <p>(1) Bailer Tube</p> <p>(2) Cleat</p> </div> </div> 
<h2>Hull Drain</h2> <div style="text-align: center;">  <p>Warning</p> </div>	<ul style="list-style-type: none"> Operate this by unscrewing the unit when the boat is on the trailer to allow any water to drain out. Make sure it is screwed tightly shut when the craft is in use. Failure to do this will result in the hull flooding and a change in stability and buoyancy of the craft, some water will be present due to condensation etc in the Hull this is normal. The seal is affected by an O Ring (Black ring in picture) on the plug that screws in, when the plug is removed inspect this O-ring without the O ring in place the bung will leak. 
<h2>Working Deck Area</h2>	<ul style="list-style-type: none"> For the purposes of this manual the working deck area is defined as the non slip deck area in side of the sponsons

<p>Samson Post (Where applicable)</p>  <p>Warning</p>	<ul style="list-style-type: none"> This is an optional extra. IF FITTED this is for temporary mooring from. The craft itself is NOT to be towed from this point under any circumstances. The Samson post will replace the cleat that is fitted as standard. Good ANCHORING practice is to secure the anchor warp to two separate points in the craft, with the load being borne from the bow eye on the outside of the craft TOP: Samson Post BOTTOM: Bow Eye 	
<p>Hatches</p>  <p>Warning</p>	<ul style="list-style-type: none"> Hatches fitted are of 2 types The T bar type shown far right require the handle to be lifted and turned 90 degrees to operate. The Hatch cover then removes completely They are supplied in a variety of shapes and sizes but the operation of all of them is the same. The Lever type requires the handle to be twisted only, this type of hatch has a hinged door. Always replace and secure hatches otherwise they may come loose during operation of the craft resulting in personal injury, or present a trip hazard. Be careful of trapping fingers when opening and closing These hatches are NOT 100% waterproof and some leakage of water in to the compartment is expected 	
<p>Seat Latches</p>  <p>Warning</p>	<ul style="list-style-type: none"> These are fitted to all hinged seats and operate on a cam. Be aware of trapping or catching fingers whilst opening and closing seat latches and hatches. Seat catches may be of slightly different types but the principle of operation is the same on all of them. Some may have a slide that needs to be moved up before the catch will operate. 	
<p>Paddles (Where applicable)</p>	<ul style="list-style-type: none"> These are an optional extra and will be fitted to the tubes in holders. A secondary means of propulsion SHOULD always be carried; paddles are NOT supplied as standard. 	

<p>Towing OF Craft External Bow Eye</p>	<ul style="list-style-type: none"> • Use the U bolt on the outside of the bow to tow the craft from • If a rope is permanently attached to the bow of the craft make sure that it is shorter than the boat and cannot reach the propellor • When being towed the tow line should always be made fast in such a way that it can be released when under load • When being towed this should always be done at a slow speed, never attempt to tow quickly The external bow eye is a Strong Point on the craft suitable for towing from and being towed 
<p>Towing WITH craft Transom U Bolts</p>  <p>Warning</p>	<ul style="list-style-type: none"> • Use the two transom U bolts fitted to the outside of the transom to tow other craft or water sports activities, they are strong points suitable for towing from. Their exact position will vary from craft to craft and they MAY be used to secure the A frame on. • Towing should be done using a bridle attached at each end to a transom U bolt with a pulley on the rope to give a single point to tow from. Always exercise caution when towing or being towed in the event of the towrope failing and/or a sudden change in speed or direction of movement of the craft. • Transom and Bow U Bolts should NEVER be used to lift the craft 
<p>Docking</p>	<ul style="list-style-type: none"> • Be cautious when approaching a dock, pontoon, slip way or other craft. Arms, legs, hands and fingers can all get trapped. • Be aware of any under water obstructions around where you are docking Be aware of any other craft undertaking similar operations
<p>Bow Locker Deck Cleat and Eye Bolt</p>  <p>Warning</p>	<ul style="list-style-type: none"> • The IN DECK Bow locker is fitted in the bow of 550 + craft the Hatch requires the toggles to be turned through 90 degrees, the lid hinges back. There is an on deck cleat for securing warps to and INSIDE the locker there is an eyebolt to attach the end of the anchor rope to • DO NOT CARRY SHARP OR HEAVY OBJECTS in the bow locker as they are likely to damage the hull DO NOT LIFT from any of these on deck points, lift only from dedicated LIFTING POINTS which are an optional extra. • Craft of 460-540 come standard with an open bow locker and “dividing wall” The wall here should not be used to lift the craft from and excessive loads on the wall should be avoided. This wall is primarily to prevent rope sliding back in the boat. Use the eye bolt on the inside of the external bow eye to bear any load, the cleat and eye bolt on the wall are for securing the rope ends to.  

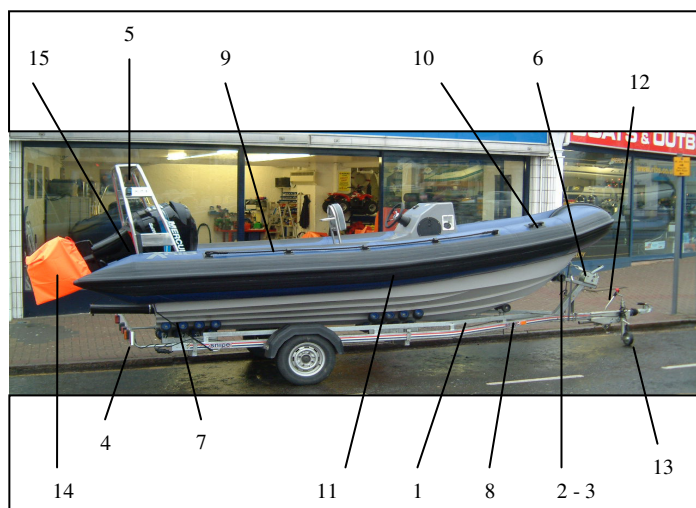
<p>Under Deck Loom</p> <p>Rear Well</p> <p>Bilge Pump</p> <p>(Where applicable)</p>	<ul style="list-style-type: none"> The Under deck loom is fitted as standard to all craft XS 550 and larger. This is a channel under deck through which all cabling can be run. If a rear locker is fitted there is no fabric gaiter, Some ingress of water in to the hull can be expected through this channel. The standard rear well is shown (Top picture) When a transom locker is fitted to the XS 550-700 the well is as shown (Bottom picture) The stainless steel cover is an extra. A Bilge pump is an optional extra and ESSENTIAL for all craft kept on moorings and advised for all other craft, The Bilge pump should be fitted in to the rear well 	
<p>A Frame</p> <p>(Where applicable)</p>  <p>Warning</p>	<ul style="list-style-type: none"> An A Frame is an optional extra, if fitted this is for mounting aerials and boat boxes. It should not be used to tow from unless specifically modified to do so The frame or the fittings at deck level should not be used to lift the craft from, The deck fixing point is supplied in all craft XS 550 and larger EVEN IF A FRAME IS NOT FITTED Stability of the craft may be affected if heavy objects are carried on the frame, the frame is NOT designed to carry heavy objects. 	
<p>Diving Cylinder Rack</p> <p>(Where applicable)</p>  <p>Warning</p>	<ul style="list-style-type: none"> If fitted this is for securing diving cylinders Diving cylinders are heavy and present a danger to passengers and the craft if not secured properly in the craft. NO SECURING is supplied with the rack as the type and method of securing is dependant on the exact type of cylinder Compressed air is explosive, care should be taken in transporting air cylinders 	
<p>Pressure Relief Valves</p> <p>(Where applicable)</p>	<ul style="list-style-type: none"> These are an optional accessory, if fitted they function automatically and release excess pressure in the event of the tube becoming over pressurised. Having pressure relief valves fitted does not mean that caution cannot be shown to avoid the tubes becoming over pressurised in the first place 	
<p>Bow Roller Fairlead</p> <p>(Where applicable)</p> <p>Bow Channel</p>  <p>Warning</p>	<ul style="list-style-type: none"> The Bow Roller fairlead is an optional extra. Fitted at the bow it acts as a guide for any rope. Caution must be taken to avoid trapping your hand under any rope being used to moor with. The fairlead is not suitable for fixing to, it is meant as a guide The bow channel (seen here leading from the roller) is standard on all Deluxe craft XS 550 and larger and acts as a rope guide as well. It does not need the roller fairlead to be useable. 	

<p>Rubber Handle</p>  <p>Warning</p>	<ul style="list-style-type: none"> • Suitable for tempoary mooring. These handles are NOT suitable for any heavy loads such as Over night mooring from, towing of other craft, or being used as a point for the craft to be towed from. • Care must be taken when using the handle and a rope not to trap your fingers. 
<p>Rubbing Strake</p>	<ul style="list-style-type: none"> • A D Section strake is fitted to all craft, this offers protection to the side of the craft when moored alongside a jetty of dock. It is made of Rubber and can abraid if left to chafe. Fenders (not supplied as standard) will avoid this strake becoming damaged • As an optional extra you can have tripple stake, this offers even greater protection to the side of the craft The picture shows the standard D strake with the optional flat strakes above and below. 
<p>Safe operation of the craft</p>  <p>Warning</p>	<ul style="list-style-type: none"> • ALWAYS wear the engine lanyard when in the craft. Make sure it is attached to the engine stop system • ALWAYS make sure all persons on board are wearing a personal flotation device and it is secured properly, and that they are seated in a safe place and manner for the journey. • ALWAYS make sure all persons on board have suitable clothes in the event of becoming stranded in the craft • ALWAYS make sure that you have all the recommended safety equipment for the type of voyage that you are undertaking. This includes the foot pump for the boat • ALWAYS make sure you have read and fully understand ALL the hand books relating to the craft • ALWAYS check fuel and oil levels before you embark • Make sure you have a current weather forecast • Make sure all persons are seated/holding on securely before moving off. Avoid sudden movements, except in an emergency, whilst under way without first advising all persons on board that such an action is imminent. Do not allow persons on board to hang over the side whilst under way ESPECIALLY at the bow as this is EXTREMELY dangerous and increases the chance of someone falling overboard and being struck by the propeller • The PROPELLOR is extremely dangerous and contact with it should be avoided at all times. • Whilst under way keep well clear of swimmers, divers (A Flag) and other water users. Remember you have to give way to sail craft of all types and ANYTHING larger than you • Never operate this craft under the influence of Alcohol or Drugs.

<p>Environmental Considerations when using craft</p>	<ul style="list-style-type: none"> • Avoid excessive wash and wake, this can be destructive to the shore, a danger to other water users and a hazard to aquatic life • Keep out of designated swimming areas • Use non polluting antifouling paints (where applicable) and non polluting cleaning agents • Respect all animal life both in and on the water, make yourself aware of restricted navigation areas due to the presence of animals and plants, be aware of any size/bag limits relating to the collection of any items • Be careful not to overfill the fuel or oil tanks. Do not discharge oil or fuel in to the water or onto the land • Do not make unnecessary noise whilst using or launching/retrieving your craft • Do not discard litter whilst afloat or on land • At all times be considerate to all other water users and those that are nearby where you launch/retrieve and use your craft
<p>Trailer</p>  <p>Warning</p>	<ul style="list-style-type: none"> • Recover the craft onto the trailer by using the trailer winch. Attach the winch strap to the external bow eye on the hull of the boat. • NEVER use any other fitting on the boat to attach the winch strap • NEVER use the winch to pull the trailer up a slip or to let it down a slip as this is VERY dangerous. On many winches the handle cannot be disengaged from the spindle and will spin VIOLENTLY if the winch strap is pulled and the ratchet is disengaged. If the ratchet pawl fails the handle will also spin violently. Ensure you and all other persons involved in launching and retrieving the craft area aware of the handles arc of operation and take extreme caution to keep away from this area. PLEASE CONSULT THE SEPARATE HANDBOOK ON THE TRAILER AND WINCH SUPPLIED BY THE TRAILER MANUFACTURER. • NEVER drive the boat on the trailer as this can result in serious damage to the hull and tubes if you misjudge it. • Be aware of people in the water trying to help and make sure they keep away from the propeller • Be aware of other craft using the same facility and moving vehicles on dry land. Often when reversing with a trailer vehicle drivers cannot clearly see people. • Make sure that your craft is secured to the trailer with the straps that are supplied and that these are fitted as shown at hand over of your craft. • Make sure that the lighting board is connected and working, secured in place and that you are displaying the correct registration number for the tow vehicle on the trailer • Make sure that your driving licence covers you to tow your type of trailer. Some driving licences exclude some types of trailer. • NEVER park the boat for any length of time with hand brake on, as the brakes WILL bind to the drums. ALWAYS chock wheels do not rely on hand brake to hold craft on an incline. • Trailers are NOT supplied as standard with a spare wheel or Jack to change the wheel. We strongly advise that you need a spare wheel and a jack suitable for the trailer • On all trailers EXTREME CAUTION must be taken to make sure that your hands are not trapped by the proximity of the jockey wheel to the winch post, winch handle or any other fitting on the trailer or the towing vehicle. On Braked Trailers the hand brake is damper assisted and can, when pulled up, "fly up" with some force, this is something that requires maintenance to ensure the amount of travel is not too much and care must be taken when applying the hand brake that you are not struck by the hand brake or trap your hands against another part of the trailer • The jockey wheel clamp bolt must be regularly inspected and greased so that it tightens properly to prevent the jockey wheel collapsing. • Children should NEVER be allowed to play near a trailer.

Training courses and advice	<ul style="list-style-type: none"> • We are only too happy to provide any advice that you need regarding your craft or the operation of it. Please contact your sales person. • We STRONGLY suggest that you attend a training course in the operation of your craft and can advise on suitable centres if you wish.
Pre use checks and launching	<ul style="list-style-type: none"> • ON ARRIVAL AT LAUNCH SITE AND PRIOR TO LAUNCH / EMBARKATION • Check fuel and oil levels are sufficient for proposed voyage • Inspect for damage to all aspects of craft as a result of the journey OR that may have occurred since you last used the craft • Check all safety equipment required is onboard • Check all hull drains and hatches are firmly secured • Check pressure of sponsons, make sure valve caps are replaced • Make sure straps retaining craft to trailer, light board on trailer, propellor cover are removed BEFORE launch (Where applicable) • Make sure that mooring warps to dock are released before embarkation • Check motor and all controls and systems on the craft are working before you embark on your voyage • Refer to motor manual for detailed pre use checks. The motor manual covers gear shift and throttle operation as well • Anything you find that is not working properly SHOULD result in the voyage being aborted and professional advice sort from a qualified marine engineer
After use checks	<ul style="list-style-type: none"> • Inspect for damage to all aspects of craft as a result of the craft having been used • Make sure it is moored correctly OR secured to the trailer and ready to be towed, fix lighting board and propellor cover. • Check pressure of sponsons, if the pressure has dropped you need to find out why • Wash craft with fresh water and dry at the earliest opportunity • Flush engine with fresh water at the earliest opportunity (Refer to motor manual for detailed after use checks and flushing instructions) • WHEN STRAPPING the craft down to the trailer only use the straps provided from new. One at the bow, in addition to the winch, this stops the front of the craft bouncing up and down and stops the craft travelling forward on the trailer in the event of hard breaking. 1 or 2 straps (Depending on the size of the craft) THROUGH THE TRANSOM U BOLTS and down to the trailer, these MUST not press against the bailer tube fitting as they will cause this to bend away from the sealant and the hull and allow water ingress in to the craft AND IN TO THE UNDER DECK SPACE. This may mean that you are NOT USING the eyes on the trailer for attaching the straps to, rather going round the trailer frame itself.

Side View of Boat on Trailer	Key
Trailer	1
Bow Eye on Boat	2
Bow Strap Securing Boat to Trailer	3
Light Board on Trailer	4
A Frame on Boat (optional)	5
Winch on Trailer	6
Straps securing boat to trailer using Transom U bolts AVOIDING Bailer fitting	7
Spare wheel bolted to trailer (optional extra)	8
Lifeline on Boat	9
Rubber handles on Tubes	10
D strake on Boat	11
Hand Brake on trailer (where applicable)	12
Jockey wheel on trailer	13
Propellor on engine (In side Prop Bag)	14
Outboard engine	15





- **EMERGENCY REBOARDING OF THE CRAFT** If no other provision is available and the people in the boat can not assist you over the tubes this can be undertaken by using the leg of the outboard to step up on. The engine should be turned off and the keys removed all crew and passengers should be aware someone is reboarding the craft in this way.





Maintenance, Servicing and Storage

- **This craft can only be maintained / SERVICED by an authorised dealer. Please consult with us for your nearest dealer. Areas of basic care that should be addressed are:**
- Cover boat where possible to protect from sunlight and dirt
- Maintain tubes at working pressure
- Remove keys from motor control box
- Stainless steel will **EVENTUALLY** rust, avoid scratching it, avoid leaving it in contact with any other metal, always dry it after use. The shine can be restored using a suitable polish
- **WINTER STORAGE:** Ideally covered and with the motor winterised by your dealer
- Whilst undertaking any cleaning or care of your craft you must respect the environment, use only non toxic cleaning materials, do not discharge fuel or oil into the environment, be aware of excessive noise when flushing your motor through with fresh water this can disturb people and wildlife.
- All components on the craft should only be replaced with **GENUINE SPARES**, failure to do so may result in failure of the craft or a change in the handling characteristics.

Trailer Maintenance

- **IF** a trailer is supplied with your craft this will require both regular and yearly maintenance.
- Each make and model of trailer is different and requires different maintenance, please refer to the **TRAILER HANDBOOK** for details about your model.
- **IF A HANDBOOK IS NOT SUPPLIED** please contact us or the trailer manufacturer for guidance
- SOME trailers have “sealed for life bearings” these are sealed for the life of the bearing not the trailer. Removing the hub on this type of bearing to inspect the brakes will mean that the retaining nut has to be replaced and torqued back to a precise setting, consult your handbook or dealer for guidance
- Where a trailer has greaseable bearings these will need to be greased each time the trailer is used please consult your hand book for the trailer
- Brakes and bearings typically need **REPLACING AT LEAST** every 2 seasons
- **NEVER** leave a trailer with the hand brake on, as it **WILL** result in the brakes binding on. Always chock the wheels to prevent movement

<p>Warranty on Boat <i>(Excluding equipment supplied with Engine, Trailer and any Marine Electronics, which all have their own warranty)</i></p>	<ul style="list-style-type: none"> Warranty period is 3 YEARS BACK TO BASE BMC LTD FOR LEISURE CRAFT from the date of collection/delivery of the craft. It is the responsibility of the owner of the craft to return it to London for warranty work to be carried out, this clause is not open to negotiation. We do not pay third party bills for warranty repairs. COMMERCIAL CRAFT have a full 1 year warranty. Items covered under 1 & 3 year warranty = Hull structure, tube structure, assembly of hull and tubes, fabric integrity, fabric seams, fuel tank, consoles and internal structures. Items with restricted 1 year warranty = Rubber fittings on tubes, steering, all metal work (except fuel tank), upholstery, installation of motor and all ancillary and electrical fittings, windscreens. Items NOT covered under warranty = Cosmetic blemishes, gell coat crazing and cracking and defects, wear and tear, accidental damage MINOR REPAIRS: If you need a minor repair and your craft is under warranty consult with us FIRST to establish that the proposed procedure is acceptable to us and will not void your remaining warranty. PLEASE REMEMBER WE DO NOT PAY THIRD PARTY BILLS FOR REPAIRS. TUBE REPAIRS: Are best undertaken by an experienced inflatable boat repairer, please consult us for a local agent. PLEASE REMEMBER WE DO NOT PAY THIRD PARTY BILLS FOR REPAIRS.
<p>Boat HIN number</p>	<ul style="list-style-type: none"> This is displayed on the inside of the transom on the manufactures plate, and again on the outside top left of the transom There is also another serial number "hidden" on the craft for security purposes
<p>Manufactures plate</p>	<ul style="list-style-type: none"> This is on the inside of the transom and displays the following information: Hull Identification Number (HIN) Max HP Max number persons Max payload in Kgs Working pressure of tube RCD design category CE Mark to 94/25/EC Model of craft Makers contact details The serial number, on the smaller plate, is also shown on the outside of the transom. 
<p>Fire extinguisher</p>	<ul style="list-style-type: none"> The craft is NOT SUPPLIED with a fire extinguisher as standard. We advise that you should carry a fire extinguisher to comply with ISO 9094-1 when you are using the boat. On some craft the housing alone may be fitted to enable access to other wise sealed spaces whilst the craft is in build, presence of the housing does not mean a fire extinguisher has been omitted ! 

<p>Visibility from the Helm</p>	<ul style="list-style-type: none"> Operator vision from the helm can be obstructed by high trim angles of the craft and other factors caused by one or more of the following variable conditions: propulsion engine trim angles (on craft equipped with a power trim system on the propulsion unit); trim plane angles on the hull (on craft equipped with power-operated trim planes or trim tabs on the transom); loading and load distribution; speed; rapid acceleration; transition from displacement to planing mode; sea conditions; rain and spray; darkness and fog; interior lights; position of tops and curtains; persons or movable gear in the operator's field of vision.
<p>Breaking strain of Strong Points</p>	<ul style="list-style-type: none"> The Strong points fitted to the hull (bow eye and transom U Bolts) are tested to in excess of 1 tonne. It is the owner's/operators responsibility to ensure that mooring lines, towing lines, anchor chain(s), anchor lines and anchor(s) are adequate for the vessel's intended use, i.e. the lines or chains do not exceed 80 % of the breaking strength of the respective strong point. Owners should also consider what action will be necessary when securing a tow line on board. There are no other strong points apart from the 3 U bolts mentioned. Lifting points are NOT strong points for towing from Strong points should not be used to lift the craft from
<p>Declaration of Conformity to 94/25/EC (RCD)</p>	<ul style="list-style-type: none"> We provide a certificate of conformity for your craft to 94/25/EC (RCD) We confirm the craft detailed in this handbook conform to the essential safety requirements of 94/25/EC (RCD) and to the international standards of ISO 6185-3 ISO EN 10087 where applicable
<p>Boat Covers</p>  <p>Warning</p>	<ul style="list-style-type: none"> All covers are an extra none are supplied as standard with the craft. OVERALL COVERS are either self supporting as shown or FLAT (no tent poles in them) Only the correct cover for the boat should be used other wise the cover may rub and damage the craft or engine. If in doubt how the cover fits please contact us, note it passes UNDER any fittings on the A frame such as boat boxes. OVERALL BOAT COVERS MUST NOT BE USED WHEN TOWING, they are designed only as storage covers, if used when towing they will rub against the tubes and cause damage and the covers themselves will tear SEAT SQUAB COVERS: These help reduce water ingress in to the seat lockers and stop rain water soaking in to the cushion, they are retained by a bungy cord around the base. SEAT AND CONSOLE COVERS. These require fitting to the unit, they are NOT for use when towing as they will rub and damage the boat and the cover. They are suited for use when a boat is kept afloat, Please contact us for fitting instructions.   

Lockers: Stern Seat Raised Bow



Warning

- Seating forward of the console, where the console is placed forward in the craft, should not be used where high speeds, sharp manoeuvring or rough seas are to be encountered. People should **NEVER** travel laying on the sun lounger / bow seats, if fitted.



- The full bow locker with side seats is an option, care should be taken that items stowed in here are not sharp and cannot slide around. Extra internal fittings may be required to secure certain types of cargo. Seat cushions are held in place by "poppers" the craft should NOT be towed on the road with any such cushions in place as they may blow away.



- A raised bow locker ONLY is also an option. Again care should be taken when stowing equipment. **LEANING OVER THE BOW OF THE BOAT WHEN UNDER WAY IS EXTREMELY DANGEROUS AND SHOULD NOT BE DONE.** Mooring the boat from the bow eye should also be undertaken with care as it is very easy to fall out of the craft.



- A stern locker is an option, this is used to house battery(s) and oil tanks. The exit to the under deck loom if fitted will be inside this locker. Care should be taken when trimming engine up to avoid trapping anything on top of the locker as this may damage the engine control wires and cables.



- Stern lockers are either part width (shown 3rd from top) or full width (4th from top)

- There is a locker under the front seat cushion on the double console. This is accessed by removing the cushion, which is secured with press-studs, and a hatch will be exposed.



- The jockey seats also have a locker within them, this is accessed by undoing the clip on the back of the seat and the whole seat cushion will hinge forward. Care should be taken to avoid over extending the hinge and **EXTREME** care should be taken when operating any hatch or hinged seat unit to prevent fingers being trapped or squashed.

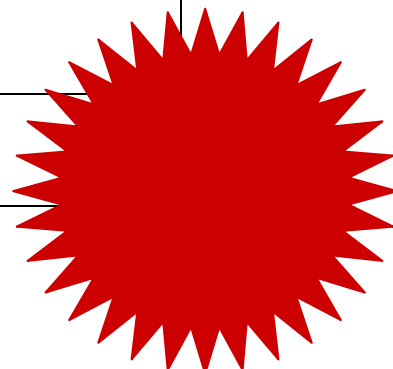


- All fibreglass lockers can **EASILY** be damaged by sharp object moving around whilst the craft is being towed or used in the water.

- **ALL LOCKERS** have the possibility of water gaining access to them and all equipment placed in them, if it can not get wet, should be housed in a water proof container / bag. **Lockers where batteries and other electrics are housed need to be checked regularly (Daily when the craft is in use) for water ingress, this is REALLY IMPORTANT as substantial damage can easily be caused quickly with water in a battery compartment.**

Certificate of Conformity to 2003/44/EC (RCD)
(As specified by BS EN ISO 6185-3:2001) **Rigid Hull Inflatable Boat**

I the undersigned Je soussigne	Laurence Lock
Certify under my own responsibility that the boat: Certifie sous ma propre responsabilite que le navire	
Hull indentification number Numero d'indentification de la coque	GB XRB
Name of series Nom de serie	
Overall length Longueur extreme	
Width Largeur	
Depth under deck Creux au pont	
Maximum authorised power Puissance maximale autorisee	
Installed power Puissance installee	
Standard circumfrance Pourtour	
Weight empty Poids	
Maximum authorised payload Charge maximum autoriss	
Manufactured Construit	
Complies with 2003/44/EC RCD Est conforme 2003/44/EC RCD	2003/44/EC RCD
For a gross gauge of Pour une jauge brute de	
At Fait a	BMC Ltd
On Le	
Signed	
Printed	



Declaration of Conformity to RCD 2003/44/EC (As specified by BS EN ISO 6185-3:2001) Rigid Hull Inflatable Boat

1.	Hull Identity Number	Type Of Vessel	Date of build
	GB XRB		

We the undersigned (XS-Ribs) certify under clear responsibility that the above detailed vessel conforms to the following details: -

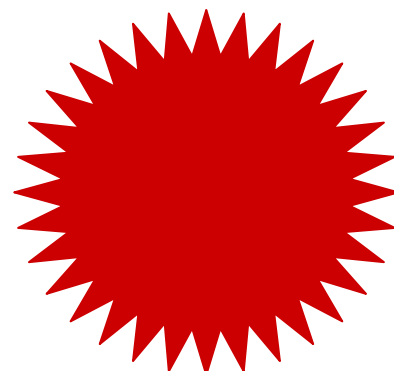
2.	Details of vessel		
	Length	Method of propulsion	Outboard motor
	Breadth	Maximum recommended horsepower	
	Depth	Estimated Tonnage of Vessel	
		Recommended number of crew	
		Tonneau (Barrel Capacity)	
		RCD 2003/44/EC Category	

3.	Builders Name	Builder's address	Place of build
	XS-Ribs	BMC Ltd, 14 West Burrowfield, Welwyn Garden City, Herts, AL7 4TW	UK

We hereby certify that We *built / moulded / fitted out the vessel described above to the order of: -

4.	Full name(s)	Full Address(es)	Occupation (s)

Date	Signature of builder
	(Laurence Lock, Sales Director XS-Ribs)
IWitness	Signature & Date



The craft detailed overleaf complies with the European Directive **RCD 2003/44/EC** There are **Essential Safety Requirements** detailed in the Directive (Annex 1). The relevant paragraph of the directive and the standard to which these **ESR's** comply is shown below.

ESR 3.1	STRUCTURE	ISO 12215-5 & ISO 6185 - 3
ESR 2.1	HULL IDENTIFICATION:	EN ISO 10087
ESR 2.2	BUILDERS PLATE:	DIS EN ISO 14945
ESR 3.9	ANCHORING MOORING AND TOWING:	ISO 15084
ESR 5.2	FUEL TANKS:	ISO/ 10088: 1992 / MCA Yellow/Brown Code
ESR 3.9	ANCHORING MOORING AND TOWING:	ISO 15084
ESR 5.3	ELECTRICAL SYSTEM:	MCA Yellow/Brown Code
ESR 5.4	STEERING SYSTEM:	ISO 10592
ESR 3.4	OPENINGS IN HULL DECK AND SUPERSTRUCTURE:	MCA Yellow/Brown Code
ESR 2.5	OWNER'S MANUAL:	ISO 10240
ESR 5.1	ENGINE INSTALLATION REQUIREMENTS:	Working with DOC from supplier, different DOC for each engine
ESR 3.2	STABILITY AND FREEBOARD:	EN ISO 6185 – 3
ESR 3.3	BUOYANCY AND FLOTATION:	EN ISO 6185 – 3
ESR 3.5	FLOODING:	MCA Yellow/Brown Code
ESR 3.6	MANUFACTURERS MAXIMUM RECOMMENDED LOAD:	EN ISO 6185 – 3
ESR 3.7	LIFERAFT STOWAGE:	MCA Yellow/Brown Code
ESR 3.9	ANCHORING MOORING AND TOWING:	MCA Yellow/Brown Code
ESR 4	HANDLING CHARACTERISTICS:	EN ISO 6185 – 3
ESR 2.4	VISIBILITY FROM STEERING POSITION:	ISO 11592
ESR 5.6	FIRE PROTECTION: Recommendation re Fire Fighting	Recommendation to relevant equipment made in hand book ISO 9094-1
ESR 2.3	PROTECTION FROM FALLING OVERBOARD AND MEANS OF REBOARDING:	As part of Prevention from falling overboard and method of Reboarding – ISO 15085
ESR 5.3	ELECTRICAL SYSTEM	None supplied with craft
ESR 5.5	GAS SYSTEM	None supplied with craft
ESR 5.7	NAVIGATION LIGHTS	None supplied with craft
ESR 5.8	DISCHARGE PREVENTION	N/A

Date	Signature of supplier
	<i>Laurence Lock</i> (Laurence Lock, Sales Director XS-Ribs)

I confirm I have received the handbook for my XS craft, and understand all aspects of the operation, use, care and warranty of the craft. I also understand that I must contact Barnet Marine Centre if I have any questions about any aspect of the craft after I have collected it.

Date	Signature of Client

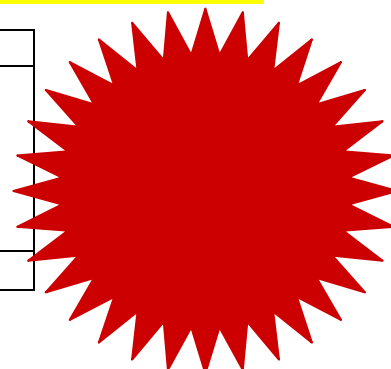
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ESR 5.8	DISCHARGE PREVENTION	N/A

Date	Signature of supplier
	(Laurence Lock, Sales Director XS-Ribs)

I confirm I have received the handbook for my XS craft, and understand all aspects of the operation, SAFETY, use, care and warranty of the craft. I also understand that I must contact Barnet Marine Centre if I have ANY questions about any aspect of the craft after I have collected it. I understand the importance of learning about my new craft and acknowledge the recommendation for instruction in my new craft.

Date	Printed Name & Signature of Client
Model of Craft:	Serial Nos:



Polyurethane (PU) / Hypalon TUBE REPAIR KIT

PLEASE READ THE SAFETY INSTRUCTIONS CAREFULLY AND WEAR PROTECTIVE GLOVES AND EYE WEAR WHEN WORKING WITH GLUE, THINNERS AND GELL COAT.

1) THE AREA TO BE GLUED SHOULD BE CLEANED WITH ACETONE, THIS CAN BE PURCHASED FROM ANY CHEMIST. ALSO CLEAN THE SURFACE OF THE PATCH THAT IS TO BE APPLIED. IF A RUBBER MOULDING IS BEING BONDED TO THE FABRIC IT IS BEST TO "ROUGH" THE SURFACE FIRST WITH SANDPAPER. THE PU FABRIC SHOULD BE RUBBED AGGRESSIVELY WITH ACETONE TO PREPARE THE FABRIC FOR GLUE BONDING. HYPALON STILL NEEDS TO BE CLEANED BUT NOT RUBBED AGGRESSIVELY.

2) MARK OUT THE AREA ON THE TUBE THAT IS TO BE GLUED WITH MASKING TAPE, CUT THE PATCH TO SHAPE. MAKE SURE BOTH SURFACES ARE CLEANED WITH ACETONE. THIS CLEANING NEEDS TO BE **VIGOROUS FOR PU** AS IT OPENS THE SURFACE OF THE FABRIC TO THE GLUE, YOU NEED TO RUB HARD THE AREA TO BE GLUED.

3) MIX THE GLUE IN THE PROPORTION PROVIDED AND APPLY A COAT OF GLUE TO EACH SURFACE TO BE BONDED. ALLOW THIS COAT OF GLUE TO GO TOUCH DRY. **THE GLUE USED SHOULD BE BOSTIK 2402**

4) ONCE THE FIRST COAT OF GLUE IS TOUCH DRY APPLY A SECOND COAT AND ALLOW THIS TO GO TOUCH DRY.

5) ONCE THE SECOND COAT IS TOUCH DRY START APPLYING THE PATCH FROM ONE CORNER, AS SOON AS THE SURFACES MEET THE BOND WILL BE INSTANT SO ALIGNING THE PATCH FROM THE WORD GO IS IMPORTANT. RUB THE PATCH WITH A HARD SMOOTH OBJECT TO REMOVE AIR.

6) ALLOW 24 HOURS FOR THE GLUE TO CURE. CLEAN OF EXCESS GLUE WITH ACETONE, ALLOW 72 HOURS FOR FULL CURING.

FOR BEST RESULTS A WARM DRY ATMOSPHERE IS IDEAL. THE PREPARATION WITH ACETONE IS **ESSENTIAL** FOR THE GLUING PROCESS TO WORK PROPERLY.

GEL COAT KIT (If supplied) *If you need further safety information please contact us.*

- 1) Clean and dry area to be repaired.
- 2) Mix gell coat with hardener at 3% (Pee to a golf ball !)
- 3) Apply to chip with small paintbrush. Overfill hole very slightly. Immediately cover with seleotape and leave to dry for at least 24 hours
- 4) Remove seleotape and rub down with very fine wet and dry, polish with T Cut or other cutting polish using a power buffer. In the case of deep chips 2 or more applications of Gell may be required **BEFORE** the surface is sufficiently proud to be rubbed down and polished.

IF YOU NEED FURTHER ASSISTANCE PLEASE DO NOT HESITATE TO CONTACT US.

To reduce setting time add more Hardener or raise temperature. Lower temperatures extend setting time.

Ensure that the Resin and Hardener are mixed together thoroughly.

Apply activated resin with a brush, using a stippling action, to impregnate the glassfibre mat.

LAMINATION. The strongest result will be obtained using the "wet-on-wet" technique i.e. apply an additional layer while the previous layer is still wet. Clean tools with a cellulose-based thinner.



Resin: Contains Styrene Monomer. Flammable. Harmful by inhalation. Irritating to eyes and skin. Keep away from sources of ignition. - No smoking. In case of contact with eyes, rinse immediately with plenty of water and seek medical advice. After contact with skin, wash immediately with plenty of soap and water.

**Warning**

Safety Over View:

This is not a definitive list of ALL that is required to use and operate a craft safely, as the boat owner / user you need to make sure that you have taken all necessary measures to ensure the correct and safe operation of the vessel

All of our craft have been extensively tested by ourselves and owners over many years, as a new owner / user of a boat **YOU** need to gain experience in how **YOUR** craft operates and performs in all the various sea states and payload configurations that you will experience. This is a **LIFE LONG LEARNING** process and caution should always be applied and the unexpected looked for whenever you use a boat. The contents of this manual and all other relevant safety information and operational instructions should be made available to ANY ONE who operates this craft.

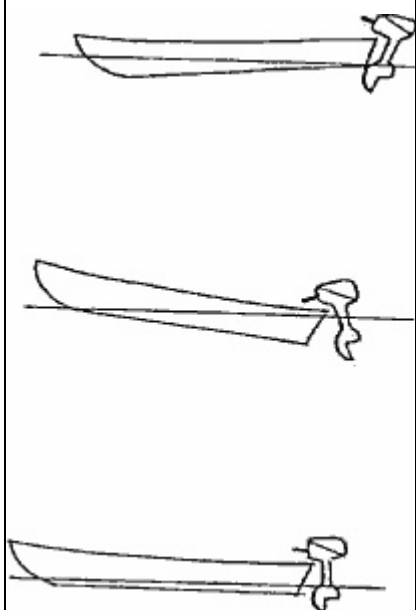
People NEW TO THIS CRAFT should only operate it under close supervision. We recommend anyone who is going to operate this boat should receive instruction from a suitably qualified power boat instructor.

You cannot drive a car without passing a driving test, you can use a boat without instruction and as the owner / user of this vessel you have to be sure that you and anyone else that you let use this vessel are suitably experienced.



SAFETY LANYARD:: this MUST be worn at all times when the motor is running, if the throttle is inadvertently operated when the boat is at rest the consequences of being unable to stop the craft can be very serious. The Lanyard must securely fixed to the driver, do not use loops on clothing or zip toggles that can break under load, clip the safety lanyard back to its self.

Lanyards are different on every craft, make sure you familiarise your self with you one and how it works before you use the craft.



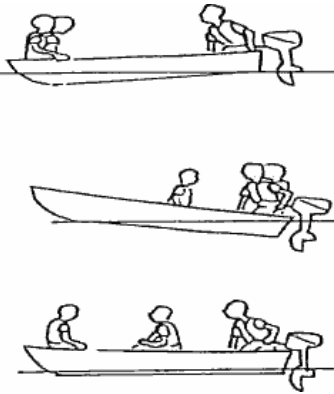

TRIM ANGLE: Most motors have power trim and whilst this moves the angle of the motor in effect it actually changes the ride angle of the boat.

If you do not "trim out" as in the top image this will force the bow of the craft "into the water" This can cause the bow "to steer" the craft and the boat does not respond to the helm properly when turning.

If you "over trim" this will lift the bow out of the water creating a bow up ride, this can result in a loss of steering control in a turn, expose the under side of the craft to more lift when going in to a strong wind and reduce the effect of the V of the hull to cut through waves.

Correctly trimmed, the bottom image, gives a level ride.

Only experience with YOUR boat in various sea states and payload situations will give you the knowledge to operate your boat safely. You need to learn what your boat does by experience and if you are in previously not experience conditions of load and sea state then the learning curve of how trim effects ride will need to be started again.

	<p>WEIGHT DISTRIBUTION: This goes in hand with the section above covering motor trim angle. In most ribs weight distribution refers to passengers but can also mean cargo. The location in the craft of passengers can dramatically affect the ride angle of the craft and therefore its sea keeping.</p> <p>As with motor trim angle only experience will teach you how your craft behaves with different payload / passenger distributions.</p> <p>CAUTION: The behaviour of the craft can be SIGNIFICANTLY affected by changes in weight distribution and trim angle when undertaking dramatic manoeuvres, both intentional and unintentional. Always make sure that all passengers are properly seated and aware of any change in direction or speed that is about to be made. Boats do not have seat belts.</p>
	<p>SEATING OF PEOPLE: Where possible people should always be seated on PROPER forward facing seats in a craft. Many craft are used with far more people than they have seats for, this is perfectly acceptable as long as ALL PASSENGERS have suitable hand holds to secure themselves with and that the helmsman advise all passengers of any change in craft direction or speed.</p> <p>The helmsman MUST UNDERSTAND that when people are travelling seated on the tubes or standing they are less secure than when located on seats and high speed throttle settings, rapid changes in direction, speed in rough water or abrupt stopping should be avoided.</p> <p>Passengers should NEVER travel at any speed standing without a secure hand hold or laying on any tube level structure such as the tube itself, a raised bow seat / sun longer or rear bench seat / engine cowl etc.</p>

- **ALWAYS** wear the engine lanyard when in the craft. Make sure it is attached to the engine stop system
- **ALWAYS** make sure all persons on board are wearing a personal flotation device and it is secured properly, and that they are seated in a safe place and manner for the journey.
- **ALWAYS** make sure all persons on board have suitable clothes in the event of becoming stranded in the craft
- **ALWAYS** make sure that you have all the recommended safety equipment for the type of voyage that you are undertaking. This includes the foot pump for the boat
- **ALWAYS** make sure you have read and fully understand **ALL** the hand books relating to the craft
- **ALWAYS** check fuel and oil levels before you embark
- Make sure you have a current weather forecast
- Make sure all persons are seated/holding on securely before moving off. Avoid sudden movements, except in an emergency, whilst under way without first advising all persons

on board that such an action is imminent. Do not allow persons on board to hang over the side whilst under way ESPECIALLY at the bow as this is EXTREMELY dangerous and increases the chance of someone falling overboard and being struck by the propeller

- **The PROPELLOR is extremely dangerous and contact with it should be avoided at all times.**
- Whilst under way keep well clear of swimmers, divers (A Flag) and other water users. Remember you have to give way to sail craft of all types and ANYTHING larger than you
- **Never** operate this craft under the influence of Alcohol or Drugs.
- **Be aware** that changes in Trim angle and payload distribution can dramatically affect how the craft will behave.
- **NEVER OVERLOAD A BOAT** as this will render all that you think you know about your craft irrelevant as handling will be completely unpredictable.
- **INSPECT YOUR CRAFT BEFORE USE:** You need to check the integrity of your craft every time you use it. If you see an issue with air loss from the sponson, water ingress in to lockers or on to the deck these can not only cause mechanical or electrical malfunction it may also cause instability or a change in handling of the craft. Daily checks of all lockers and all systems on the craft should be part of your "ready to use" preparations.

LEARNING HOW YOUR BOAT WILL PERFORM IS A LIFE LONG PROCESS AND THE CRAFT SHOULD BE APPROACHED WITH GREAT RESPECT AS IT IS CAPABLE OF TEACHING YOU NEW THINGS EVERYTIME YOU USE IT

INSTRUCTION:

We **STRONGLY** recommend that you seek instruction in **YOUR BOAT**, any suitably qualified instructor can help you. We work with Ashby Power Boat School and they can offer instruction in their own 6 m craft or travel to you and instruct in your craft.

ASHBY POWERBOAT SCHOOL (RYA RECOGNISED)

Contact: Brian Clough

T: 01980 622970

E: Brian@ashbypowerboatschool.co.uk

W: www.ashbypowerboatschool.co.uk

Sport Specifications:

Overall Length	6 m	6.8 m	7.6 m
Internal Length	4.2m	4.8m	5.6m
Overall Beam	1.5m	1.6m	1.6m
Internal Beam	1.5 m	1.6 m	1.6 m
Weight of Craft	550 Kgs	650 Kgs	750 Kgs
Tube Diameter	50 cm	50 cm	50 cm
Nos Compartments	5	5	5
Capacity Pers / Kgs	10 / 1000 Kgs	10 / 1000 Kgs	10 / 1000 Kgs
Shaft Length	XL	XL	XL
Max Power	150 hp	200 hp	250 hp
Max Weight Motor	225 Kgs	250 Kgs	300 Kgs
Recommended HP	100-150 hp	150-200 hp	150-225 hp
RCD Category	B	B	B

Standard Equipment:

* Sport Double Console inc Screen	* Ski Tow 2" A Frame
* 4 Single Jockey Seats	* Bilge Pump in Well
* Bow Open Fairlead	* Closed Bow Locker
* Hydraulic Steering	* Cleat and Eye Bolt
* Non Slip Floor	* D Strake to Tube
* External Lifelines	* 4 Cleat Handles
* Styled Tube top patches	* 180 L Inboard Tank
* Transom U Bolts	* Under Deck Loom
* Bow Eye S/S	* Foot Pump
* Full set PRV on Tubes	
* Battery Compartment	* Bow Wrap around seating
* Rear Engine Well & 2 Bailers	(760 Only in lieu of 2 x J/Seats)

Seating Options: (No Extra Cost)

Option 1 (Standard):	Dlx console with front bench seat and 4 single jockey seats
Option 2:	Dlx console with front bench seat, 2 single jockey seats and REAR BENCH
Option 3: (760 Only)	Dlx with front bench seat, 2 single jockey seats and FORWARD SUN LOUNGER



The **XS SPORT** range of craft combines XS's legendary durability and performance with a leisure based design. Supplied to a very high basic specification many things that are extra on other boats are standard on the **Sport Range**, Hydraulic steering, Ski Tow A Frame, Switch / fuse panel to console, Windscreen, seating for a minimum of 5.

Available with a variety of internal layouts and colour options for tube and hull this craft is the **BEST VALUE Sports Rib on the market AND IT IS MADE IN THE UK !**

We make all parts of this craft at our factory in Yorkshire, the consoles are all bonded down not screwed, our fuel tanks are all METAL not plastic and made to the relevant ISO standards.

Contact us for a quote !

Other seating layouts are also available at extra cost.