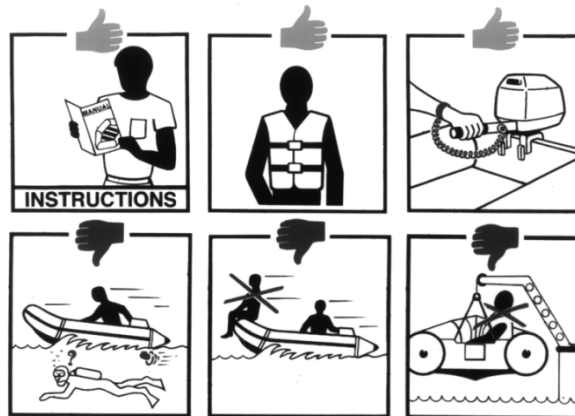



Manuel du Propriétaire – Tome 1
Owner's Manual – Volume 1
Manuale del Proprietario – Volume 1
Manual del Propietario – Tomo 1



AVERTISSEMENT
WARNING
WARNUNG
AVVERTENZA
ADVERTENCIA

- LISEZ ATTENTIVEMENT CE MANUEL AVANT MISE EN SERVICE DU BATEAU.
- LE MANUEL DU PROPRIETAIRE SE DIVISE EN DEUX TOMES QUI DOIVENT ETRE CONSERVÉS ENSEMBLE.
- READ CAREFULLY THIS MANUAL BEFORE OPERATING YOUR BOAT.
- THIS OWNER'S MANUAL IS IN TWO VOLUMES THAT MUST BE KEPT TOGETHER.
- LEGGERE ATTENTAMENTE IL PRESENTE MANUALE PRIMA DELLA MESSA IN SERVIZIO DELL'IMBARCAZIONE.
- IL MANUALE DEL PROPRIETARIO È SUDDIVISO IN DUE VOLUMI CHE DEVONO ESSERE CONSERVATI INSIEME.
- LEER CUIDADOSAMENTE ESTE MANUAL ANTES DE PONER EN SERVICIO SU EMBARCACIÓN.
- EL MANUAL DEL PROPRIETARIO ESTÁ DIVIDIDO EN DOS TOMOS QUE DEBEN GUARDARSE JUNTOS.

NOTE:	<p>THE OWNER'S MANUAL IS DIVIDED INTO TWO VOLUMES:</p> <p>- VOLUME 1 DEALS IN GENERAL WITH THE OPERATING PRECAUTIONS AND SAFETY RECOMMENDATIONS TO BE OBSERVED ON BOARD THE BOAT AND ON THE WATER.</p> <p>- VOLUME 2 DEALS WITH THE TECHNICAL SPECIFICATIONS AND ASSEMBLY PROCEDURE OF THE BOAT AND ITS EQUIPMENT.</p>
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	<p>TAKE THE TIME TO READ THIS OWNER'S MANUAL TO UNDERSTAND THE RECOMMENDED OPERATING PROCEDURE AND THE SAFETY MEASURES IT CONTAINS.</p> <p style="text-align: center;">AND DO NOT FORGET: SAFETY FIRST.</p>
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**VOLUME 1
GENERAL - PRECAUTIONS - SAFETY**




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SAFETY INDICATIONS

This manual contains essential information for the protection of users and equipment.
The symbols below indicate the warnings specific to each situation.

SAFETY RECOMMENDATIONS

 DANGER	MEANS THAT THERE IS AN EXTREMELY SERIOUS DANGER THAT COULD RESULT IN A VERY LIKELY PROBABILITY OF DEATH OR FATAL INJURY IF SPECIFIC STEPS ARE NOT TAKEN.
 WARNING	MEANS THAT THERE IS A DANGER THAT COULD RESULT IN INJURY OR DEATH IF SPECIFIC STEPS ARE NOT TAKEN.
 WARNING	PROVIDES A REMINDER OF SAFETY MEASURES OR DRAWS ATTENTION TO DANGEROUS PRACTICES THAT COULD CAUSE INJURIES OR DAMAGE THE BOAT OR ITS COMPONENTS.

GENERAL RECOMMENDATIONS


	THE PROCEDURE USED OR THE BEHAVIOUR TO BE ADOPTED COMPLIES WITH REQUIREMENTS.
	THE PROCEDURE USED OR THE BEHAVIOUR TO BE ADOPTED DOES NOT COMPLY WITH REQUIREMENTS AND IS LIKELY TO CAUSE SERIOUS DAMAGE TO THE EQUIPMENT OR HARM THE ENVIRONMENT.
NOTE:	DRAWS ATTENTION TO IMPORTANT INDICATIONS.

IMPORTANT MESSAGE

Congratulations you are now the owner of an inflatable or semi-rigid boat. We recommend you read this manual carefully.

It contains the description of the boat, the equipment supplied or installed, and methods and indications needed for its use and servicing. Read it carefully and acquaint yourself with the boat before using it.

The coxswain is fully responsible for the correct operation of the boat and the safety of his passengers. Please make sure you practice and get used to the boat before using it. Your salesperson, your dealer, your national nautical Federation or your club will be very happy to advise you on boating schools and competent instructors.

 <p>WARNING</p>	<ul style="list-style-type: none">• WE ADVISE YOU TO KEEP THE OWNER'S MANUAL ON BOARD YOUR BOAT, IN A SAFE, READILY ACCESSIBLE PLACE TO ALLOW IT TO BE CONSULTED BY THE COXSWAIN.• IT IS ALSO RECOMMENDED TO KEEP WITH YOUR MANUAL ANY INSTRUCTIONS ISSUED BY THE MANUFACTURERS OF THE BOAT'S EQUIPMENT (ENGINE, BATTERIES, ETC.).• THIS MANUAL IS PART OF THE BOAT'S EQUIPMENT AND MUST ACCOMPANY IT IF TRANSFERRED OR SOLD.
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VALIDITY

To give our customers the benefit of the constant technological progress made in our products, we reserve the right to change the characteristics and the availability of the models in our ranges without prior notice.

The information given in this manual relates to the boat's characteristics at the time of publishing. This information is under no circumstances contractual.

<p>NOTE:</p>	<p>THE MANUFACTURER SHALL ASSUME NO LIABILITY IF THE DIRECTIVES LAID DOWN IN THIS MANUAL ARE NOT COMPLIED WITH.</p>
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APPROVAL / CERTIFICATION / IDENTIFICATION

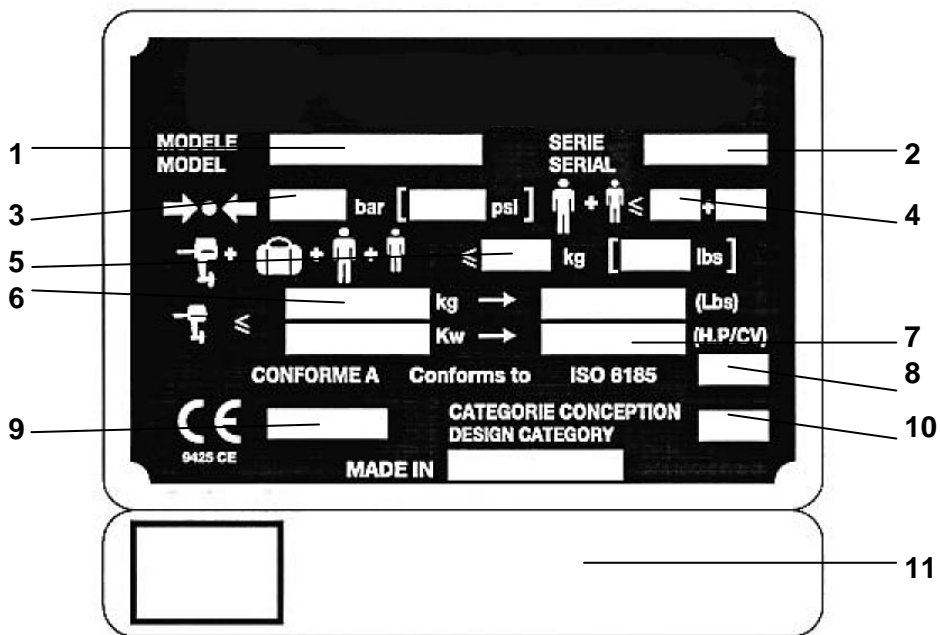
Our boats comply with the ISO 6185 standard, established by the international standardisation organization. They comply with the European Directive 94/25/EC as modified by the Directive 2003/44 EC.

We are also a member of the Nautical Mile Merchants Association (NMMA).

To ensure the traceability of your boat (insurance, theft, after-sales service, etc.), the important indications on the manufacturer plate attached inside the aft transom should be marked on the plate (drawing shown below).

In particular, make a note of the model (1) and the serial number (2) of your boat, as well as the individual identification number etched on the small plate (11) attached to the outside of the aft transom, near the engine.

① Standard manufacturer plate.



MANUFACTURER PLATE

The indications marked on the manufacturer plate located on the aft transom are important. They principally indicate the limitations imposed by the standards in force in most countries and by the type of use for which the boat was designed.

Some of our boats have the ability to sail with three different models of floors:

1. inflatable floorboard (HPP)
2. rigid floor
3. roll-up floor

In this case, the owner is required to declare the floor type selected to the maritime authorities to allow them to draw up the documents to this effect.

If the floor is changed with characteristics changing during the use of the boat, the owner is required to redeclare this amendment to the maritime authorities to allow them to correct the documents.

The indications provided are **not an all-inclusive list**: sailing requirements (boat mandatory safety outfitting, maximum authorized distance from a shelter, etc.) may vary from one country or State to another. **Always acquaint yourself with and comply with the national and local regulations of the country in whose coastal waters you are sailing.**

(1) **Model**: Commercial name of series.

(2) **Serial number**: identifies the boat's serial number. To be quoted for any after-sales service operation, or purchasing of spare parts or accessories.

(3) **Buoyancy tube inflation pressure** in bar and psi. Other parts of the boat may have different pressures. Refer to the INFLATION chapter (VOLUME 2 of the Owner's Manual) or to the indications marked on the valves.

(4) **Maximum number of people** authorized on board boat (adults + 1 child, if applicable) according to the ISO standards.

(5) **Maximum total load** authorized by the manufacturer, expressed in kilograms and pounds (people + engine and a full fuel tank + equipment (console, seats, roll bar, etc.) and miscellaneous loads.

(6) **Maximum engine weight** authorized for the boat, in kilograms and pounds.

(7) **Boat maximal engine power** authorized, in kilowatts (kW) and horsepower (CV/HP).

(8) **ISO category**: Your boat complies with the ISO 6185 standard. The category it belongs to is defined according to its engine range.

ISO category	II	V	VII	VIII	IX	X
Length	< 8 m	< 8 m	< 8 m	< 8 m	8 – 24 m	8 – 24 m
Engine range in kW	0 - 4.5 kW	4.5 - 15 kW	> 15 kW	> 75 kW	> 15 kW	> 75 kW
Engine range in HP	0 - 6 CV	6 - 20 CV	> 20 HP	> 100 HP	> 20 HP	> 100 HP

(9) **EC**: Compliance with European Directive 94/25/EC marking as amended by the Directive 2003/44 EC (from an overall length of 2.5 m), followed by the certification body number (for craft design category B only).


MANUFACTURER PLATE


(10) **The design category (European Directive 94/25/EC as amended by the Directive 2003/44 EC)** (from an overall length of 2.5 m). Depending on the design of your boat, you are authorized to sail in various categories:

Category	B	C	D
Sailing type	"off the coast"	"Near the coast"	"In protected waters"
Wind force (Beaufort scale)	Up to and including 8	Up to and including 6	Up to and including 4
Significant wave height to be considered (H1/3; in meters)	Up to and including 4	Up to and including 2	Up to and including 0.5

Some of our boats are certified in categories: B/C/D, to allow the complete specification of characteristics, they have two different manufacturer plates.

(11) **Small plate**, generally attached to the outer face of the aft transom and indicating the boat individual number (CIN).

 WARNING	<p>ACT IN A RESPONSIBLE WAY: ESTABLISH YOUR SAILING PROGRAM TAKING THESE PARAMETERS INTO ACCOUNT, AND DO NOT TAKE TO SEA IF THEY ARE LIKELY TO BE EXCEEDED.</p>
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 WARNING	<p>CAUTION WITH THE WIND AND CURRENTS.</p>
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ENGINE SELECTION AND SETTINGS

1. ENGINE SELECTION

1.1 Engine power

- Recommended and maximum powers are indicated in the boat's Technical characteristics table (see Owner's Manual VOLUME 2).
 - For lower powers, prefer tiller control engines.
- Above 25 HP, we recommend the use of a remote control, providing more comfort and safety.

 WARNING	THE USE OF AN ENGINE MORE POWERFUL THAN THE MAXIMUM ALLOWED POWER (INDICATED ON THE MANUFACTURER PLATE) CAN CAUSE LOSS OF CONTROL, AND WOULD MEAN THAT YOU ARE BREAKING REGULATIONS.
---	---

NOTE:	<p>An engine installed with the maximum recommended power should be used with extreme caution. It is intended for experienced users, using their boat under very specific conditions (transport of heavy loads, etc.).</p> <p>We advise you to choose the power of your engine in keeping with the main use you make of your boat and refer to the recommended power (see VOLUME 2).</p> <p>The use of the maximum authorized power on your boat may make it difficult to handle. Being insufficiently powered, it may not have a sufficient safety margin to counter winds and currents.</p>
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1.2 Engine weight

The engine weight has a major impact on the boat's ability to reach hydroplaning speed, and on its stability and performance. For the same power, we advise you to choose the lightest engine.

Never install an engine weighing more than the weight indicated on the manufacturer plate.

1.3 Engine shaft size


There are 4 types of engine shaft: **S/L/XL/XXL**. Each boat is designed for one or the other, **with no possible interchange**. Check what type of shaft is suitable for your boat (see VOLUME 2).

2. PROPELLER SELECTION

- To choose the correct propeller for your use, your boat and its engine must be tested on water. Ask your dealer for assistance.
- The propeller supplied with the engine is generally suitable for any type of sailing. However, depending on the main use you make of your boat, it is best to go for:

A short pitch when the boat requires a strong thrust to reach hydroplaning speed (boat highly loaded, water skiing, etc.).

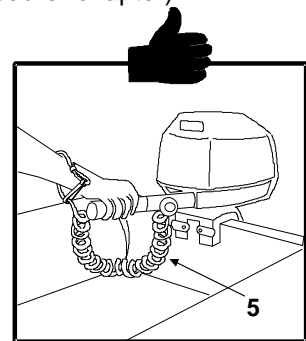
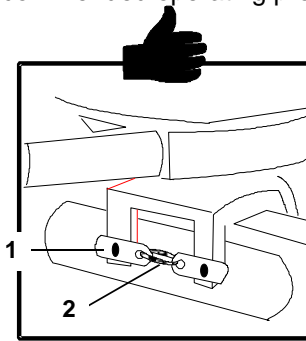
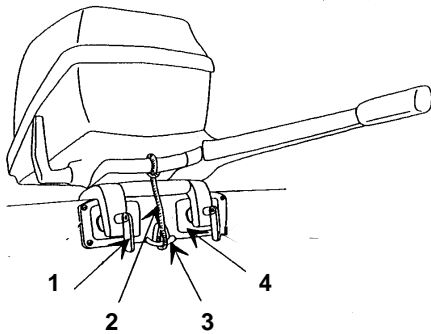
A long pitch will increase your speed potential (if the boat is lightly loaded).

 DANGER	ALL CONTACT WITH THE ROTATING PROPELLER IS DANGEROUS. ALWAYS KEEP A SAFE DISTANCE FROM THE PROPELLER.
--	--

ENGINE SELECTION AND SETTINGS

3. ENGINE INSTALLATION

- Install the engine along the boat centreline, in the centre of the reinforcement board (4).
- Hand tighten the attaching press screws (1) and then retighten after 15 minutes of sailing during the first installation.
- For all bolting down of engines, refer to your nearest dealer.
- Stow the engine with a length of safety line (2) to bridge (3) and to press screws (1).
- All engines over 4 HP are provided with a circuit-breaker (5), which is an essential safety feature: always attach it (refer to the "Recommended operating procedure" chapter).



 WARNING	<ul style="list-style-type: none"> • ENGINES MORE POWERFUL THAN 25 HP MUST BE BOLTED DOWN. • FROM 25 HP UPWARDS, WE RECOMMEND THE USE OF A REMOTE CONTROL.
 WARNING	<ul style="list-style-type: none"> • FOR ENGINES NOT BOLTED DOWN: PERIODICALLY CHECK THE TIGHTENING OF THE PRESS SCREWS. • FOR REMOTE CONTROLS: REGULARLY CHECK THEIR PROPER OPERATION.
NOTE:	THE ENGINE IS BOLTED TO THE TRANSOM AFTER ADJUSTING ITS POSITION. THIS OPERATION MUST BE CARRIED OUT BY YOUR ZODIAC MILPRO DISTRIBUTOR.

4. SETTINGS

The engine requires two position adjustments in height and angle relative to the aft transom which have a direct and significant effect on the boat's behaviour.

Once properly set in height, the engine will no longer require any further adjustment in this direction. However, to optimize performance and ensure the boat's proper manoeuvrability, you may need to change the engine's tilt angle depending on sailing conditions (adjustment bar or electric trim).

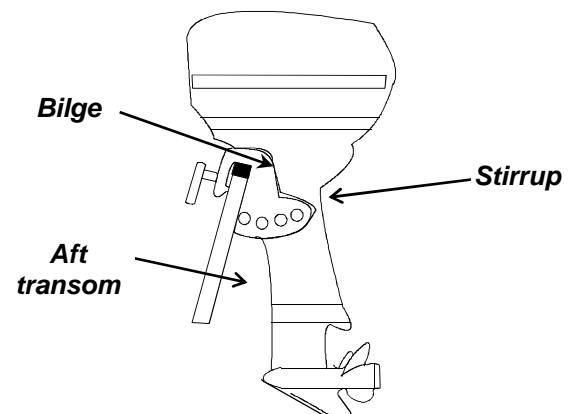
4.1. Engine height

The engine is directly mounted on the aft transom. The size may vary by a few centimeters for a given shaft type depending on the engine make.

An adjusting shim generally needs to be added to position the engine properly:

Engine set too high = the engine races (ventilation)

Engine set too low = swamping (choppy ride)

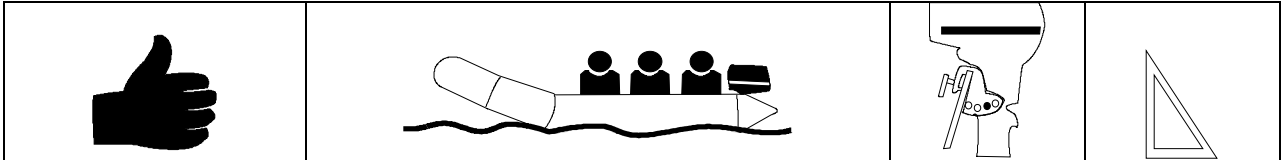



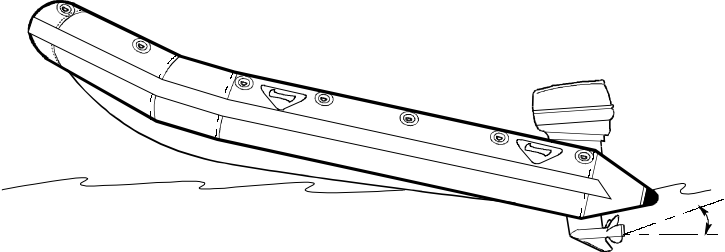

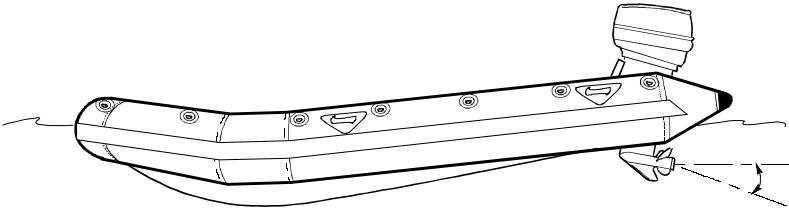
ENGINE SELECTION AND SETTINGS

4.2. Engine tilt angle

In general, the engine must be tilted so that the propeller centreline is parallel to the water surface. A different tilt angle setting may, however, be recommended in some situations (refer to the RECOMMENDED OPERATING PROCEDURE chapter).

The engine tilt can be adjusted either manually or using the Trim for engines that are so provided.



	<p>Engine too far from the transom The boat is trimmed bows up.</p> 
	<p>Engine too close to the transom The boat is bow heavy.</p> 

 WARNING	<p style="text-align: center;">ADJUST THE TILT ANGLE WITH THE ENGINE STOPPED.</p>
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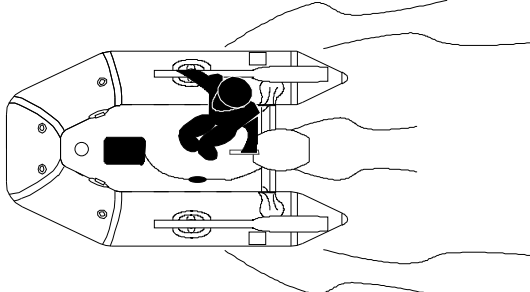
NOTE:	<p>For information relating to the engine in particular, refer to the manufacturer's instructions.</p>
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RECOMMENDED OPERATING PROCEDURE

Load distribution


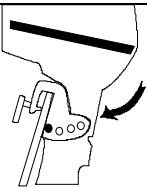


- Distribute loads evenly (for example, attaching the feeder tank to the forward end can help offset the weight of the engine at the aft end).
- For tiller bar control, the coxswain must be positioned on the starboard side.


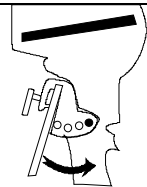
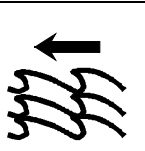

<p>Example of a correct load distribution:</p> <div style="text-align: center; margin-top: 20px;">  </div>	
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 <p>WARNING</p>	<p style="text-align: center;">INCORRECT DISTRIBUTION OF LOADS ON BOARD MAY DESTABILIZE THE BOAT AND AFFECT ITS BEHAVIOUR AT SEA</p>
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 <p>WARNING</p>	<p style="text-align: center;">WHEN THE BOAT IS LIGHTLY LOADED, IT HAS A VERY SENSITIVE RESPONSE. BE ESPECIALLY CAREFUL WHEN ACCELERATING AND CHANGING DIRECTION.</p>
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Depending on the sailing conditions and the water state, the load distribution and the engine tilt angle may need to be changed:

<p>Heavy sea forwards, load the boat forwards and if necessary adjust the engine tilt bar to the 1st or 2nd hole</p> <p style="text-align: center;">Negative TRIM</p>	
	
	

<p>Heavy sea aftwards, load the boat aftwards and if necessary adjust the Engine tilt bar to the 3rd or 4th hole</p> <p style="text-align: center;">Positive TRIM</p>	
	
	

RECOMMENDED OPERATING PROCEDURE

SAFETY FIRST: PREVENTING THE RISKS OF ACCIDENT

CHECKS PRIOR TO DEPARTURE



WARNING

ACQUAINT YOURSELF AND INFORM PASSENGERS:

- ACQUAINT YOURSELF WITH** regulations and any hazards specific to local sailing conditions.
- CHECK** the weather forecast; find out about any hazards due to weather conditions, tides, winds, currents and the water state.
- INFORM** somebody ashore of your destination and estimated time of return.
- LEARN** how to determine your boat's range: the distance you can travel on a full tank of fuel varies significantly with the sea state. Make sure to have sufficient reserves to reach shelter at all times.
- EXPLAIN** the basic operations to all passengers.
- MAKE SURE** that one of your passengers knows how to manoeuvre the boat in an emergency.

CHECK THE EQUIPMENT FOR CORRECT OPERATION ACCORDING TO THE SEA STATE AND USE

- CHECK** the buoyancy tube pressure.
- CHECK** the valves; remove the self-bailer plugs and check the closing of the scuppers outside the boat.
- CHECK** the circuit-breaker for correct operation.
- MAKE SURE** that the engine is secured properly to the aft transom.
- CHECK** and clean your fuel filter if there is one.
- CHECK** the amount of fuel you have.
- REMEMBER** to top up the oil level if your engine has a separate oil tank.
- STOW** your tank to the specified location, and make sure it is properly secured.
- MAKE SURE** that your engine is in neutral before starting the engine.

EQUIPMENT TO BE LOADED ONBOARD:

(refer to your country's regulations).

- A lifejacket for each person on board.
- The inflator, the paddles (or oars), the repair kit and the engine tools.
- The safety equipment is mandatory.
- The boat's papers and your licence.
- A flashlight (in addition to the navigation lights) if you are sailing at night.

RECOMMENDED OPERATING PROCEDURE

SAFETY FIRST: PREVENTING THE RISKS OF ACCIDENT

RULES TO BE FOLLOWED ON BOARD

- Behave responsibly so as not to endanger your own life and that of others by neglecting safety rules.
- Remain in control of your boat at all times.
- Always behave with respect and courtesy.
- Follow the regulations existing in the area you are sailing in.
- Observe the rules of priority as defined by the navigation rules laid down by COLREG.
- Sail within the buoyed channels when near the shore.
- At sea, weather conditions can rapidly deteriorate. Make sure to be able to return quickly to shelter at all times.
- Do not sail at maximum speed in busy areas, or in case of reduced visibility, high winds or rough sea. As a courtesy to others and for your own safety and the safety of others, reduce the boat's speed and wake. Comply with the limited speed and wake areas.
- Adapt your speed to the sea conditions, your tiredness and your passengers' comfort.
- Do not sail the boat at a high speed with a negative trim setting (stem low). This can make the boat list and can result in instability when cornering. Use a negative trim for changing from movement speed to hydroplane speed and to lower speeds in choppy seas for boats provided with a power plant propeller thrust swivelling system.

YOUR BOAT'S STABILITY CAN BE REDUCED IN THE FOLLOWING CASES

- Any change to the arrangement of the weights on board (for example, the adding of a raised structure, a change of engine, etc.) can significantly change the boat's stability, trim and performance.
- When another boat is towed or when significant weights are lifted.
- If a buoyancy tube is pierced.
- When there are crashing waves.
- When there is water in the hull.

RECOMMENDED OPERATING PROCEDURE



WARNING

- ☑ **LIFEJACKETS:** we recommend lifejackets be worn on board, and without exception for children and non-swimmers.
- ☑ **CIRCUIT-BREAKER:** always attach the circuit-breaker, preferably to your wrist, or, if not, to a fixed part of the clothing you are wearing. Take all necessary precautions to prevent the circuit-breaker being tripped at the wrong time, which would cause a loss of control which would be particularly dangerous during manoeuvres.
- ☑ **NO ALCOHOL OR DRUGS:** never sail after consuming alcohol or drugs. Ensure that your passengers stay sober.
- ☑ **NEVER EXCEED THE MAXIMUM NUMBER OF PASSENGERS, POWER OR WEIGHT.**
- ☑ **MAKE SURE THAT YOUR PASSENGERS are NEVER AT THE BOW WITH THEIR LEGS OUTSIDE:** Anyone falling overboard may be in the path of the propeller.
- ☑ **ENSURE** that passengers are in a secure position and avoid any sudden changes of direction, except in cases of absolute necessity.
In all cases, inform passengers before manoeuvring.
- ☑ **AVOID SHARP TURNS AT HIGH SPEED:** You could eject your passengers overboard and be ejected overboard yourself.
- ☑ **BE ESPECIALLY CAREFUL WHEN DOCKING:** Arms or legs may be injured if they are outside of the boat during the operation.
- ☑ **BE SURE TO ALWAYS ALLOW SUFFICIENT DISTANCE FOR STOPPING OR MANOEUVRING,** if necessary, to avoid a collision.
- ☑ **DO NOT FORGET THAT THE PROPELLER IS A HAZARD TO SWIMMERS AND DIVERS:**
Do not allow your passengers to swim when the engine is running, and be especially careful when sailing near a swimming area.
The Alpha flag indicates the presence of divers and in this case it is mandatory to keep away from the shore (at least 50 m).
- ☑ **NEVER LEAVE THE BOAT WITHOUT HAVING ANCHORED OR MOORED YOUR BOAT.**

RECOMMENDED OPERATING PROCEDURE

SAFETY FIRST: PREVENTING THE RISKS OF ACCIDENT

RULES TO BE FOLLOWED ON BOARD (cont'd)



WARNING

- BE CAREFUL:** Avoid the buoyancy tube coming into contact with sharp objects or aggressive liquids (such as acid).
- BEWARE OF THE BATTERY:** Beware of electric shocks and the acid it contains.
- DO NOT BLOCK OR MODIFY THE VENTILATION SYSTEM.**
- MINIMIZE THE RISK OF EXPLOSION OR FIRE:** Carefully choose your fuel supply system and keep it in good condition.
- DO NOT SMOKE** when filling the tank with fuel.
- IF PETROL IS SPILT IN THE BOTTOM OF THE BOAT, FLUSH OUT WITH LOTS OF WATER.**
- KEEP WATER IN THE BILGES TO A MINIMUM.**
- CLOSE HATCHES, boxes and doors** to minimize the risk of water ingress.
- MAKE SURE THAT THE BUOYANCY TUBE IS NOT PIERCED.**

RECOMMENDED OPERATING PROCEDURE



WARNING

Visibility from the cockpit may be obstructed due to the boat's high angles or to other factors caused by one or more of the following conditions:

- angle of the trim regulator associated with the engine (on boats provided with a trim regulator associated with the engine);
- angle of the trim regulator associated with the hull (on boats provided with a regulator or fins associated with the hull);
- loading and load distribution;
- speed;
- fast acceleration;
- transition from the movement mode to the hydroplaning mode;
- sea conditions;
- rain and spray;
- darkness and fog;
- lights inside the boat;
- position of the upper or side covers;
- people or equipment moving in the helmsman's field of view.

The International Regulations for Preventing Collisions at Sea (COLREGs) and the navigation rules require proper surveillance and compliance with giving way rules. It is essential to comply with these rules.

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IN THE EVENT OF AN ACCIDENT

In the event of an accident, do not panic and reassure your passengers. Note that the boat, even if damaged, will most often remain the best shelter and make it easier to locate you. Do not attempt to swim back to the shore.

An inflatable boat is virtually unsinkable, even when filled with water. If, after an accident, a compartment deflates, bring it back inside of the boat, rebalance the load away on the opposite side to the deflated compartment and return to port at reduced speed.

In the event of a collision or impact with a floating object, stop to inspect the bottom of the boat (the hull for semi-rigid boats), the buoyancy tubes and the engine and its mountings before returning to port at reduced speed.

Prior your next outing, bring your boat to your Zodiac Milpro distributor who will carry out a thorough inspection.




WARNING


NEGLECTING TO CHECK FOR DAMAGE AND CARRY OUT ANY NECESSARY REPAIRS WILL REDUCE YOUR BOAT'S STRENGTH AND SERVICE LIFE AND MAY CAUSE INCIDENTS.

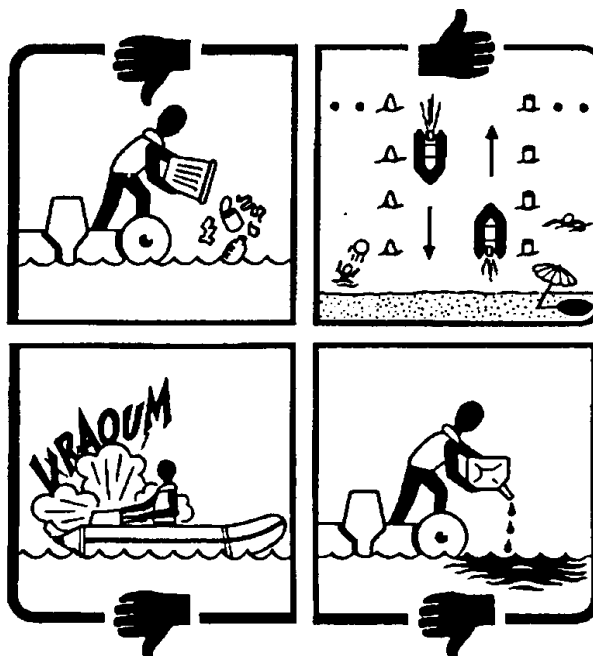
ENVIRONMENT

FOR RESPONSIBLE SAILING

Your boat will allow you to discover the natural wealth of the marine environment. Please protect your environment by applying these basic rules:

	<ul style="list-style-type: none">☑ RESPECT THE LIFE OF MARINE MAMALS.☑ USE NON-POLLUTANT PAINT (ANTI-FOULING) AND CLEANING AGENTS.☑ KEEP AWAY FROM AREAS RESERVED FOR SWIMMING.☑ KEEP NOISE DOWN: BE RESPECTFUL OF OTHERS BY AVOIDING EXCESSIVE NOISE AND EXHAUST GAS EMISSIONS.☑ BE CAREFUL WHEN FILLING THE FUEL TANK: ANY OVERFLOW WILL BE DISCHARGED INTO THE SEA.
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	<ul style="list-style-type: none">☑ DO NOT DISCHARGE HYDROCARBONS (OIL AND FUEL) INTO THE ENVIRONMENT.☑ DO NOT THROW YOUR WASTE AND TRASH BAGS OVERBOARD.☑ DO NOT CAUSE BACKWASH OR WAKES THAT WOULD BE UNPLEASANT FOR THOSE ON SHORE.
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HANDLING

1. ANCHORING AND TOWING

1.1 Anchoring

Folding boats: use the buoyancy tube's lateral rings.

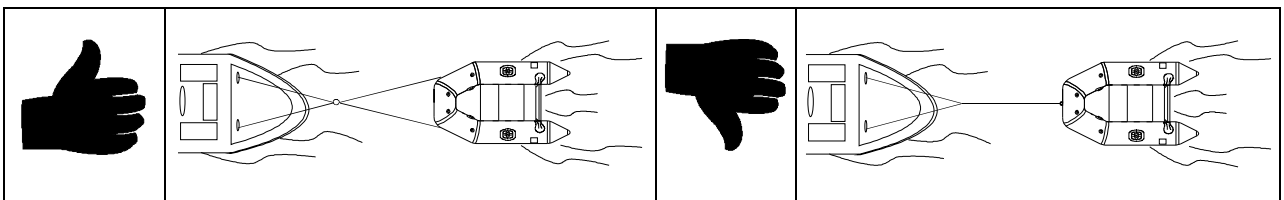
Semi-rigid boats: use the bow ring.

NOTE:	When at anchor for prolonged periods, the self bailers can be opened to evacuate water in case of heavy rain.
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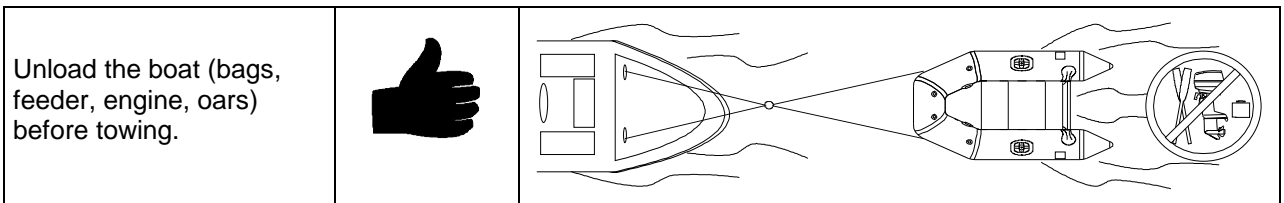
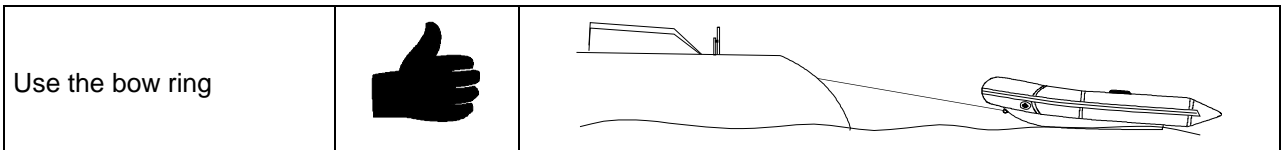
1.2 Towing

To tow the boat in the water, use a mooring line passed to make a "V" through the two side rings of the buoyancy tube provided for this purpose. (For semi-rigid boats, moor directly to the hull's bow ring).

Towing non-rigid boats:



Towing semi-rigid boats:





 CAUTION	<ul style="list-style-type: none"> • The boat must be towed at low speed and under favourable meteorological conditions (calm sea, little wind) and the hull limit speed during towing should never be exceeded. • A tow cable must always be moored so as to be able to be released under load.
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HANDLING

2. LIFTING - DAVIT HANDLING

For lifting or davit handling, use the eyebolts provided for this purpose or have them installed by your dealer.

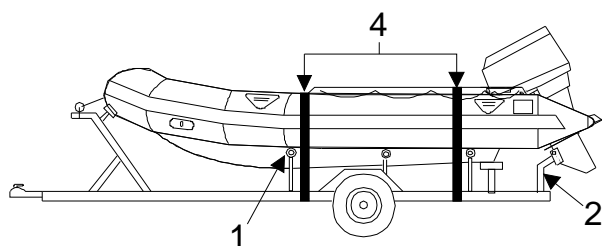
 WARNING	NO PASSENGERS ON BOARD WHILE LIFTING
 CAUTION	ALL EQUIPMENT MUST BE UNLOADED FROM THE BOAT FOR LIFTING OR DAVIT HANDLING. THE SELF BAILERS SHOULD BE OPENED AND THE BOAT TILTED AFTWARDS TO EVACUATE ANY WATER.

3. PLACING THE BOAT ON A TRAILER

- The boat must be properly inflated.
- The self bailers should be opened.
- The tires must be properly inflated.

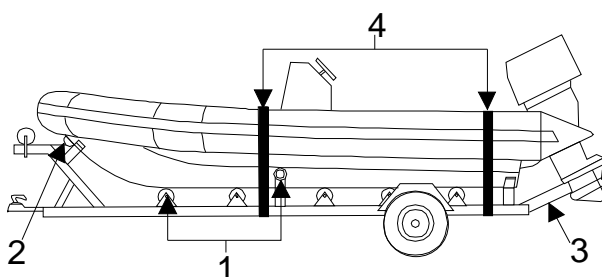
3.1 Folding boats:

- Adjust the trailer rollers (1) so that they support the buoyancy tubes on either side, at the rear.
- Hoist the boat by the forward end, using the side rings.
- The bottom of the transom must rest on the trailer.
- Set the engine to the sailing position so that it is seated properly on the trailer (2).
- Make sure the boat is properly secured and positioned flat.
- Remove/secure any equipment that could become detached.



3.2 Semi-rigid boats:

- Adjust the central rollers so that the whole weight of the boat is supported on these rollers.
- Adjust the rollers or side pads so as to stabilize the boat (beware of outside strakes or redants).
- Adjust the hitch distance so that the transom is supported on the last central roller.
- Set the engine to the sailing position so that it is seated properly on the trailer (3).



- Position the boat with blocks if necessary, and tighten the straps securely interposing protective material on the buoyancy tubes to avoid rubbing (4).
- Use the towing rings (for boats that are provided with them) to secure the aft end of the boat.
- Remove or secure any equipment that could become detached including accessories and removable parts.
- For road safety reasons, you must cover the propeller with an effective guard.

HANDLING



WARNING

- IF THE BOAT IS NOT POSITIONED CORRECTLY ON THE TRAILER, IT MAY BE PERMANENTLY DAMAGED AND NO LONGER OPERATE CORRECTLY.
- NEVER EXCEED THE TRAILER'S MAXIMUM PERMISSIBLE WEIGHT.
- ADJUST THE POSITION OF THE TRAILER ROLLERS SO THAT THE WEIGHT ON THE HITCH DOES NOT EXCEED THE WEIGHT INDICATED IN THE MANUAL.



WARNING

EN ROUTE:

- ALWAYS TOW THE BOAT UNLOADED OF ANY EQUIPMENT WHICH IS NOT SECURED STOWED.
- NO PASSENGERS ON BOARD DURING TRANSPORTATION ON A TRAILER.
- REMOVE OR SECURE ANY EQUIPMENT THAT COULD BECOME DETACHED.

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MAINTENANCE

Your boat's buoyancy tube is made of rot-proof fabrics. The maintenance it requires is straightforward but essential for conscientious owners concerned about the longevity of their equipment.

1. CLEANING

Clean your boat frequently and always before laying up for winter.


It is essential to clean your boat regularly, especially the buoyancy tube. Use the products recommended by ZODIAC MILPRO or assign this task to your ZODIAC MILPRO distributor who has the products and the experience needed to carry out meticulous cleaning which will extend your boat's life.

	<p>DO NOT USE HIGH-PRESSURE CLEANING EQUIPMENT.</p>
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1.1 Cleaning the buoyancy tube

Buoyancy tube inflated:

- Open the self bailer and rinse the boat with a jet of water to remove sand and debris.
- Clean the buoyancy tube in freshwater or use products recommended by ZODIAC MILPRO.
- Remove traces of tar (for stubborn stains, use the product available from your Zodiac Milpro distributor).
- Inspect the buoyancy tube to locate any leaks using soapy water.
- Rinse with freshwater and leave to dry.

	<p>DO NOT USE AGGRESSIVE DETERGENTS (ACID, TRICHLORETHANE, PETROLEUM OR ACETONE) OR SILICON-BASED PRODUCTS. IF THE BUOYANCY TUBE IS SPLASHED, RINSE THOROUGHLY WITH WATER.</p>
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When deflating:

- Check the valves and their seals for condition (sealing, sand, etc.).
- Make sure that the self bailer is not obstructed.

1.2 Check the buoyancy tube for leakage:

<p>NOTE:</p>	<p>Using the pressure gauge (included with some models or available from your dealer), measure the pressure loss after 24 hours.</p> <p>PRESSURE DROPS:</p> <ul style="list-style-type: none"> • A 20% decrease in pressure over 24 hours is normal. (ISO 6185 standards). If you experience pressure drops in excess of: <ul style="list-style-type: none"> 0.010 bar/ 5 hours for the buoyancy tube. 0.035 bar/ 5 hours for the high-pressure inflatable floorboard, check for leaks. • The temperature has a significant effect on the pressure. A variation of 1°C causes a variation in the same direction of about 0.004 bar (4 mbar). Any abnormal pressure drop must give rise to a thorough check of the valves and their seals. Ask your Zodiac Milpro distributor for advice.
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1.3 Additional operation for semi-rigid boats: hull cleaning

- Remove the buoyancy tube (for boats with a removable buoyancy tube).
- Wash the deck and bottom with soapy water, rinse with freshwater and let dry.
- Make sure that the self bailer is not obstructed.
- Open the scupper plugs to drain any water from the hull.
- Reinstall the buoyancy tube, if applicable.

MAINTENANCE

NOTE:	<p>To be considered for hull maintenance:</p> <ul style="list-style-type: none"> A decrease in mechanical properties due to the heat may be observed. Do not use chemicals or marine paints incompatible with aluminium (check with your dealer). Refer to the existing legislation for products used in anti-fouling.
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1.4 Maintenance of stainless steel quarterdeck

We select high quality stainless steel which has a reinforced corrosion resistance. However, in a maritime environment they are subjected to the harsh combined effects of salt and water.

NOTE:	<p>Stainless steel cannot be deteriorated and only requires minimal precautions and maintenance:</p> <ul style="list-style-type: none"> Avoid contaminating it by contact with ferrous tools: Use chromium plated tools. Avoid scratching the surface. Rinse frequently with freshwater. Grease it and regularly restore the protective film with a passivating compound (refer to your Zodiac Milpro distributor). Use products recommended by Zodiac Milpro.
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1.5 Upkeep of upholstery and other materials

Clean upholstery and marine plywood using freshwater or use products recommended by ZODIAC MILPRO, and then let dry.


Varnish and paintwork are not just decorative, they also play a protective role. When the surface is flaking or tarnished, repaint using polyurethane-based products.

1.6 Engine maintenance

The whole outside of the engine and the inside of the cooling system should be thoroughly rinsed. For further details, refer to the engine manufacturer's manual.

1.7 Maintenance of fuel tanks

If allowed by local legislation, fill up your tanks to the maximum to prevent condensation. If not, empty your tanks completely.

 WARNING	<p>IF THE TANKS WERE EMPTY, MAKE SURE THERE IS NO WATER IN THEM BEFORE REUSING THE BOAT.</p>
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1.8 Electrical system maintenance

- Make sure that all electrical systems operate properly.
- Disconnect the battery.
- Make sure to dry and properly ventilate the electrical compartments.
- Use a dielectric spray on connectors to protect them from corrosion.

MAINTENANCE

1.9 Maintenance of valves



It is recommended to lubricate intercommunication valves prior to a long storage period when applicable. And leave valves set to the inflation position and pressure relief valves open.

2. LAYING UP FOR WINTER - STORAGE

When not in use, stow your boat in a clean, dry place, at a fairly stable temperature and protected from outside bad weather conditions.

You can store your boat in two ways:

- Either folded up in its bag.
- Or assembled and slightly under-inflated.


	<ul style="list-style-type: none">• FOR LONG-TERM STORAGE IN THE SUN (IN PARTICULAR IN THE TROPICS), PROTECT YOUR BOAT USING ONE OF THE TARPAULIN'S IN OUR RANGE.• PROTECT YOUR BOAT AGAINST RODENTS (RATS AND MICE) WHICH MAY MAKE A HOLE IN THE TUBE.• IF YOU STORE YOUR BOAT INFLATED, MAKE SURE IT IS NOT DISTORTED.
	<ul style="list-style-type: none">• IF A CONSOLE IS INSTALLED, LEAVE THE ACCESS HATCH OPEN TO PREVENT BUILDUP OF CONDENSATION INSIDE.• IF STORED ON TRAILER, CHECK THE TYRE PRESSURES• IT IS RECOMMENDED TO LUBRICATE INTERCOMMUNICATION VALVES PRIOR TO A LONG STORAGE PERIOD WHEN APPLICABLE. AND LEAVE VALVES SET TO THE INFLATION POSITION AND PRESSURE RELIEF VALVES OPEN.

3. MISCELLANEOUS CHECKS

- Periodically check the tiller, halyards and straps. Replace parts showing signs of wear.
- Frequently check the tightening of screws and nuts and the engine bolts in particular. On some semi-rigid boats, the transom supporting the engine is bolted to the hull.
- Regularly examine the fuel supply system condition. Replace any parts showing signs of wear or ageing. Check the tightening of clamps.

MAINTENANCE

4. REPAIR OF SMALL PUNCTURES

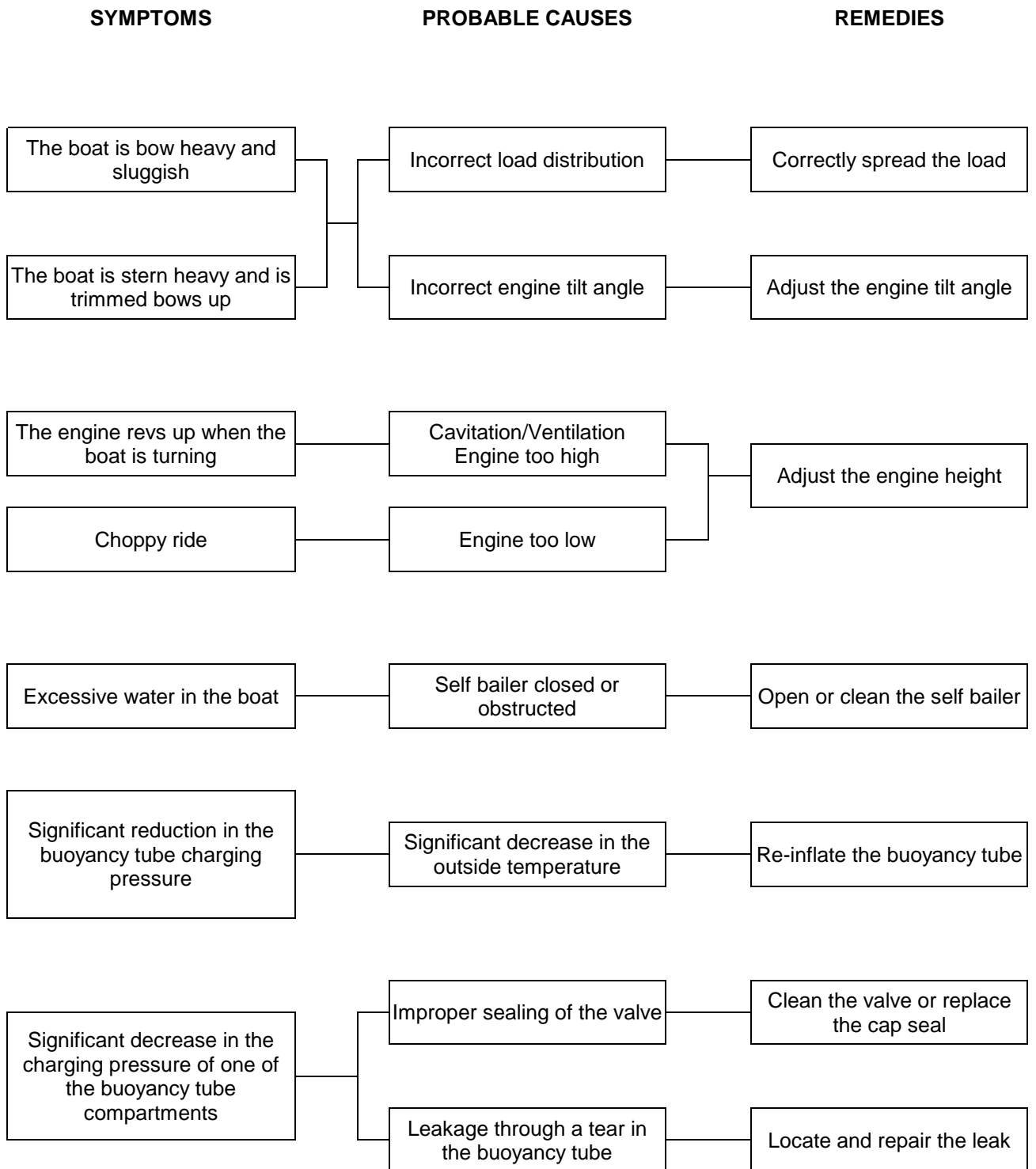
NOTE:	Your boat comes with a repair kit, which must be on board. Repairs carried out on board are problematic. Follow the instructions below whenever possible and as far as possible. Carry out the repair as soon as the boat is back on shore or have it carried out by your dealer.
REPAIR KIT	To clean: - light cleaning solvent (ethyl acetate) (not supplied) To repair: - pieces of fabric. - tube of special adhesive (the adhesive can be stored if you recap the tube immediately after use). - brush - smoother (not supplied). - Instruction sheet.
CONDITIONS FOR OPTIMUM REPAIR QUALITY	- temperate relative humidity: < 60%. - temperature between 18 and 25°C. - repair out of sunshine under dry conditions. - buoyancy tube flat or deflated.
PREPARATION	- locate leaks (with soapy water if the leak is not visible to the eye). - cut a round patch overlapping the tear in the buoyancy tube by at least 5 cm or use a suitable patch from the repair kit. - mark the location of the patch on the buoyancy tube. - clean the patch and the area around the tear with solvent. - allow to dry for 5 minutes.
CEMENTING	- apply 3 thin layers of adhesive to both the buoyancy tube and the patch, letting the adhesive dry for 3 to 5 minutes between each layer (the adhesive should no longer adhere to the finger but should not be too dry).
FITTING THE PATCH	- once the final layer has dried, position the patch without pressing on it so as to allow it to be re-positioned if necessary. - press from the centre outwards to flatten any air bubbles. - smooth the patch firmly using a blunt object, starting from the centre of the patch. - remove any excess adhesive using solvent.
BEFORE REUSING THE BOAT	- if possible, avoid exposing the repair to sunshine or rain. - allow to dry for 24 hours before re-inflating.
 WARNING	Do not leave the tube of adhesive directly in the sun or near a flame or heat source. Always work in a ventilated area, avoid ingesting adhesive or breathing in adhesive vapours, and avoid contact with the skin.

5. SEMI-RIGID BOATS: REPAIRING SCRATCHES ON THE HULL

- Small scratches can be reduced or removed using polishing paste and polishing wadding.
- Deeper scratches can be repaired using polyester putty. In this case, refer to your Zodiac Milpro distributor for advice.

NOTE:	FOR MAJOR REPAIR OF THE BUOYANCY TUBE OR HULL, REFER TO YOUR DEALER WHO HAS THE PRODUCTS, TOOLS AND EXPERIENCE NEEDED TO CARRY OUT HIGH QUALITY REPAIRS.
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NONCONFORMITIES: CAUSES AND REMEDIAL ACTION




GUARANTEE: GENERAL TERMS AND CONDITIONS

For the warranty conditions, please contact our Customer Service department.

The main restrictions to the application of this guarantee are as follows:

- The boat must not have been converted, modified, over-powered or used outside its operating range (racing, etc.).
- The maximum load weight must not have been exceeded.
- The inflation pressures and the assembly/disassembly and handling procedures must have been complied with.
- The maintenance and storage conditions must not have been neglected.
- This guarantee does not apply to items not supplied by the manufacturer, or to faults resulting from the installation of such items.

 WARNING	YOUR BOAT WAS DESIGNED IN ACCORDANCE WITH STANDARDS AND FOR A SPECIFIC USE. MODIFICATIONS, CONVERSIONS OR OVERPOWERING CARRIED OUT FOR THE PURPOSE OF CHANGING PERFORMANCE CONSTITUTE A SERIOUS RISK FOR THE USER AND NULLIFY THE GUARANTEE.
NOTE:	REPAIRS UNDER THE WARRANTY MUST BE CARRIED OUT EXCLUSIVELY BY OUR APPROVED NETWORK AND BE APPROVED BEFOREHAND BY OUR CUSTOMER SERVICE.



FOR THOSE WHO WORK ON THE WATER.

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75009 PARIS

Z3018 June 2014

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