



Manuel du Propriétaire - Owner's Manual

TOME 2 – Volume 2

NOMAD RIB ALU 2.7; 3.1 ; 3.3 ; 3.6 ; 3.9

Z NAUTIC makes Owner's Manuals available in digital format in French / English / Italian / German / Spanish and Norwegian. For all other languages please contact your distributor to make a request to Z NAUTIC.

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Register your boat today on the Zodiac Club

<https://www.zodiac-nautic.com/fr/zodiac-club/>



Get a Warranty extension of
3 YEARS
for your new boat*



FR

Enregistrez votre bateau dès aujourd'hui sur le "Zodiac Club"
<https://www.zodiac-nautic.com/fr/zodiac-club/>. Bénéficiez d'une extension de 3 ans de Garantie constructeur pour l'achat d'un bateau neuf*
*voir conditions générales de la garantie Zodiac Nautic

ES

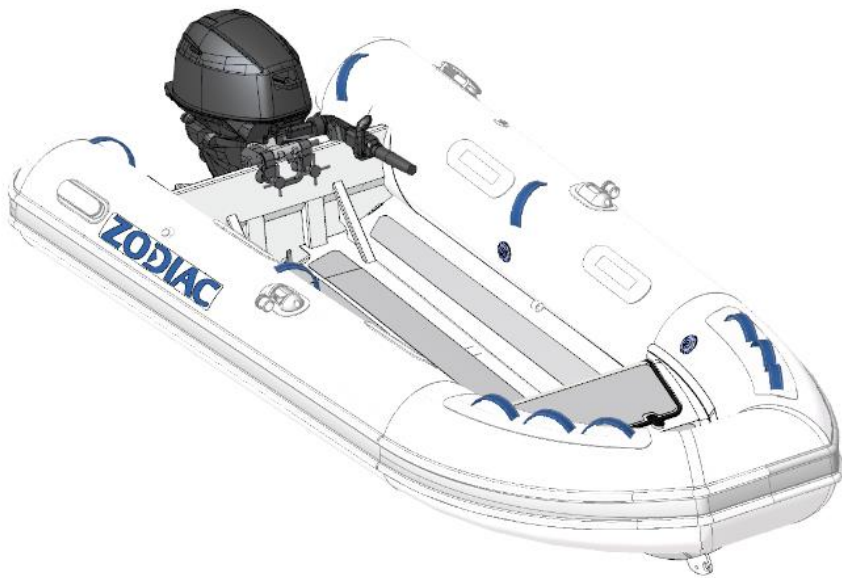
Registre su embarcación ahora en el "Zodiac Club"
<https://www.zodiac-nautic.com/fr/zodiac-club/>. Beneficiese de una extensión de garantía de tres años, en la compra de una embarcación nueva*
*ver las condiciones generales de la garantía Zodiac Nautic

IT

Registri il suo battello oggi sul "Zodiac Club"
<https://www.zodiac-nautic.com/fr/zodiac-club/>. Beneficierà dell'estensione di 3 anni di Garanzia costruttore sull'acquisto di un battello nuovo*
*vedere le condizioni generali della garanzia Zodiac Nautic

DE

Registrieren Sie Ihr Boot heute im "Zodiac Club"
<https://www.zodiac-nautic.com/fr/zodiac-club/>. Erhalten Sie die 3-jährige Garantieerweiterung für Ihr neues Boot.*
*Siehe Zodiac Nautic Garantiebedingungen



VOLUME 2

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II TECHNICAL SPECIFICATIONS

II-1 NOMAD RIB ALU 2.7 technical data

Dimensions							
Dimension tolerance +/- 3%							
	m	2.77		m	0.43		
	ft	9' 1"		ft	1' 5"		
	m	1.81	Without the tube 	a	m	2.11	
	ft	5' 11"		ft	6' 11"		
	m	1.7		b	m	0.99	
	ft	5' 7"		ft	3' 3"		
	m	0.82		c	m	0.62	
	ft	2' 8"		ft	2'		
	* HA (m)	0.67			a	m	2.5
	**T(m)	0.33			ft	8' 2"	
			b		m	1	
			ft		3' 3"		
			c		m	0.55	
			ft		1' 10"		

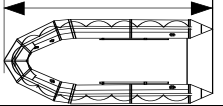
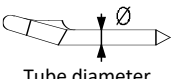
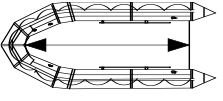
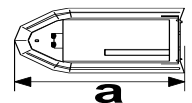

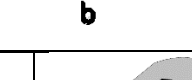
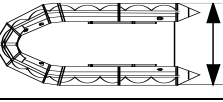

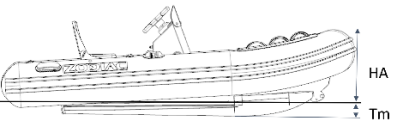
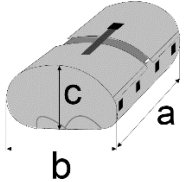
*Max. air draught **Max. draught

Design category						
	(Directive 2013/53/EU)	D				
Capacity						
Weight tolerance +/- 5%						
		(ISO)	C	D	Maximum payload to ISO 14946 comprising full tanks + options + accessories Maximum payload to ISO 14945 data provided on the builder's plate Passenger weight Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines Weights stated excluding accessories	
			NA	3		
	Maximum	ISO 14946	Kg	NA		340
			lb.	NA		700
	Maximum	ISO 14945	Kg	NA		400
			lb.	NA		882
			Kg	55		
			lb.	121		
Number of compartments			3			


* The maximum payload has been calculated according to ISO standards. We recommend that you exercise caution when the boat is at maximum capacity


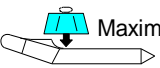
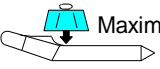
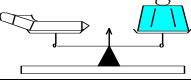
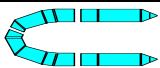
TECHNICAL SPECIFICATIONS

II-2 NOMAD RIB ALU 3.1 technical data

Dimensions								
<i>Dimension tolerance +/- 3%</i>								
	m	3.07	 Tube diameter	m	0.41			
	ft	10' 1"		ft	1' 4"			
	m	2.1	Without the tube   	a	m	2.29		
	ft	6' 11"			ft	7' 6"		
	m	1.68		b	m	0.99		
	ft	5' 6"			ft	3' 3"		
	m	0.81		c	m	0.62		
	ft	2' 8"			ft	2'		
	* HA (m)			0.69		a	m	2.7
	**T(m)			0.37		ft	8' 10"	
				b		m	1	
				ft		3' 3"		
				c		m	0.55	
				ft		1' 10"		

*Max. air draught **Max. draught

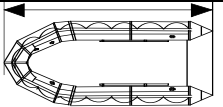

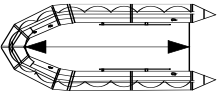
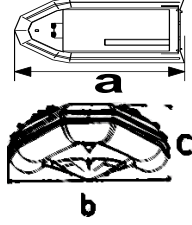
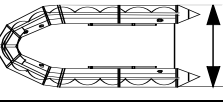
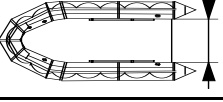
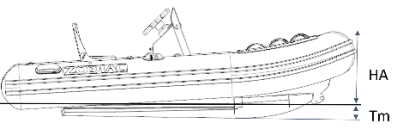
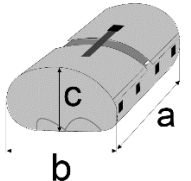
Design category	
 (Directive 2013/53/EU)	C

Capacity					
<i>Weight tolerance +/- 5%</i>					
 (ISO)			B	C	Maximum payload to ISO 14946 comprising full tanks + options + accessories Maximum payload to ISO 14945 data provided on the builder's plate Passenger weight Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines Weights stated excluding accessories
			NA	5	
 Maximum	ISO 14946	Kg	NA	470	
		lb.	NA	1036	
 Maximum	ISO 14945	Kg	NA	540	
		lb.	NA	1190	
		Kg	61		
		lb.	134		
Number of compartments 			3		


* The maximum payload has been calculated according to ISO 6185-3 standards. We recommend that you exercise caution when the boat is at maximum capacity


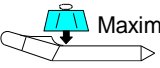
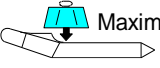
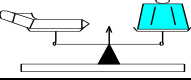
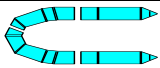
TECHNICAL SPECIFICATIONS

II-3 NOMAD RIB ALU 3.3 technical data

Dimensions							
<i>Dimension tolerance +/- 3%</i>							
	m	3.38	 Tube diameter	m	0.41		
	ft	11' 1"		ft	1' 4"		
	m	2.41	Without the tube 	a	m	2.69	
	ft	7' 11"			ft	8' 10"	
	m	1.68		b	m	0.99	
	ft	5' 6"			ft	3' 3"	
	m	0.81		c	m	0.63	
	ft	2' 8"			ft	2' 1"	
	* HA (m)		0.69		a	m	3
	**T(m)		0.37		ft	9' 10"	
					b	m	1
					ft	3' 3"	
					c	m	0.6
					ft	1' 12"	

*Max. air draught **Max. draught

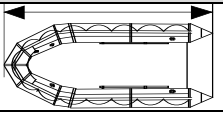
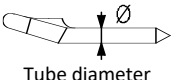
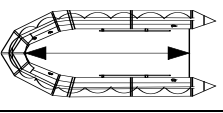
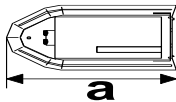
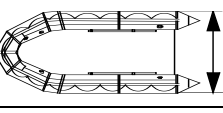

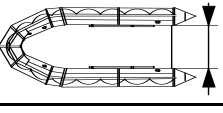
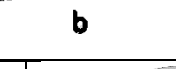
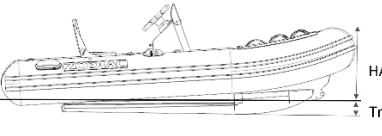
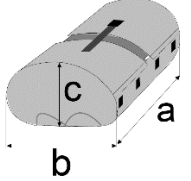
Design category	
 (Directive 2013/53/EU)	C

Capacity					
<i>Weight tolerance +/- 5%</i>					
 (ISO)		B	C		
		NA	6		
 Maximum ISO 14946	Kg	NA	550	Maximum payload to ISO 14946 comprising full tanks + options + accessories Maximum payload to ISO 14945 data provided on the builder's plate Passenger weight Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines Weights stated excluding accessories	
	lb.	NA	1213		
 Maximum ISO 14945	Kg	NA	610		
	lb.	NA	1345		
		Kg	68		
		lb.	150		
Number of compartments 		3			


* The maximum payload has been calculated according to ISO 6185-3 standards. We recommend that you exercise caution when the boat is at maximum capacity


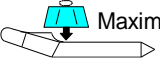
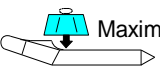
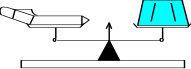
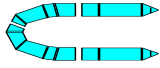
TECHNICAL SPECIFICATIONS

II-4 NOMAD RIB ALU 3.6 technical data

Dimensions						
Dimension tolerance +/- 3%						
	m	3.68	 Tube diameter	m	0.41	
	ft	12' 1"		ft	1' 4"	
	m	2.7	Without the tube 	a	m	2.97
	ft	8' 10"			ft	9' 9"
	m	1.68		b	m	0.99
	ft	5' 6"			ft	3' 3"
	m	0.81		c	m	0.61
	ft	2' 8"			ft	2'
 HA Tm	* HA (m)	0.69		a	m	3.3
	**T(m)	0.37		ft	10' 10"	
				b	m	1
				ft	3' 3"	
				c	m	0.65
				ft	2' 2"	

*Max. air draught **Max. draught

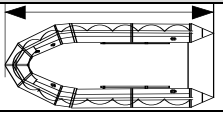
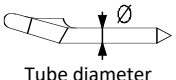
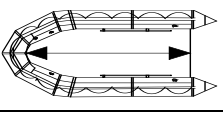
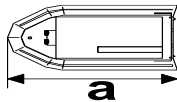
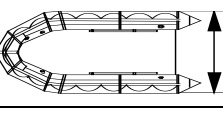

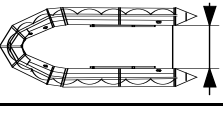
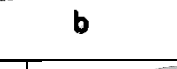
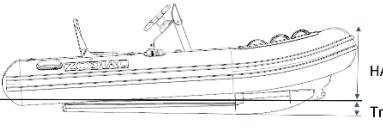
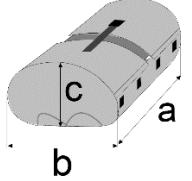
Design category	
 (Directive 2013/53/EU)	C

Capacity					
Weight tolerance +/- 5%					
 (ISO)			B	C	
			NA	6	
 Maximum ISO 14946	Kg	NA	550	Maximum payload to ISO 14946 comprising full tanks + options + accessories	
	lb.	NA	1213		
 Maximum ISO 14945	Kg	NA	650	Maximum payload to ISO 14945 data provided on the builder's plate Passenger weight Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines Weights stated excluding accessories	
	lb.	NA	1433		
	Kg	74			
	lb.	163			
Number of compartments		3			


* The maximum payload has been calculated according to ISO 6185-3 standards. We recommend that you exercise caution when the boat is at maximum capacity


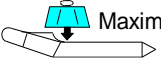
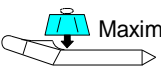
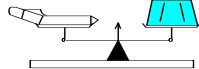
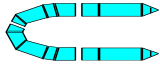
TECHNICAL SPECIFICATIONS

II-5 NOMAD RIB ALU 3.9 technical data

Dimensions						
Dimension tolerance +/- 3%						
	m	3.97	 Tube diameter	m	0.41	
	ft	13		ft	1' 4"	
	m	3	Without the tube 	a	m	3.27
	ft	9' 10"			ft	10' 9"
	m	1.68		b	m	0.99
	ft	5' 6"			ft	3' 3"
	m	0.81		c	m	0.625
	ft	2' 8"			ft	2' 1"
 HA Tm	* HA (m)	0.69	 a b c	a	m	3.5
	**T(m)	0.37		ft	11' 6"	
				b	m	1
				ft	3' 3"	
				c	m	0.65
				ft	2' 2"	

*Max. air draught **Max. draught

Design category	
 (Directive 2013/53/EU)	C

Capacity					
Weight tolerance +/- 5%					
 (ISO)			B	C	
			NA	7	
 Maximum ISO 14946	Kg	NA	630	Maximum payload to ISO 14946 comprising full tanks + options + accessories	
	lb.	NA	1389		
 Maximum ISO 14945	Kg	NA	730	Maximum payload to ISO 14945 data provided on the builder's plate Passenger weight Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines Weights stated excluding accessories	
	lb.	NA	1609		
	Kg	80			
	lb.	176			
Number of compartments		3			

* The maximum payload has been calculated according to ISO 6185-3 standards. We recommend that you exercise caution when the boat is at maximum capacity

TECHNICAL SPECIFICATIONS

II-6 Propulsion

			Propulsion				
			2.7	3.1	3.4	3.6	3.9
			S	S	S	S	S
	Minimum recommended power	HP	8	10	10	15	15
		KW	6	7.5	7.5	11.2	11.2
	Maximum authorised power	HP	10	15	15	30	30
		KW	7.5	11.2	11.2	22.4	22.4
	Maximum Kg		51	56	56	89	89
	Maximum lbs		112	123	123	196	196

NOTE: The maximum authorized power, when greater than the maximum recommended power, must be used with extreme caution. It is intended for experienced users, using their boat under very specific conditions (transport of heavy loads, etc.). See the "Sailing advice" chapter in Volume 1 of the manual.



WARNING!!!

WHEN LOADING THE BOAT, NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS LOAD THE BOAT CAREFULLY AND SPREAD OUT THE LOAD APPROPRIATELY, TO MAINTAIN THE THEORETICAL TRIM (APPROXIMATELY HORIZONTAL). AVOID PLACING HEAVY LOADS HIGH UP.



WARNING!

THE MAXIMUM PAYLOAD LOAD SHOWN ON THE BUILDER'S PLATE MUST NOT BE EXCEEDED.

**WE RECOMMEND, WHEN THE BOAT IS AT MAXIMUM CAPACITY:
TO SAIL CAREFULLY
TO SPREAD THE LOAD
MAINTAIN APPROPRIATE TRIM**



WARNING!

DO NOT STORE FLAMMABLE PRODUCTS IN THE COMPARTMENTS.

TECHNICAL SPECIFICATIONS

WARNING



NEVER USE THIS BOAT WITH AN ENGINE WITH A RATED POWER LEVEL THAT EXCEEDS THAT SHOWN ON THE BOAT'S MAXIMUM POWER PLATE.

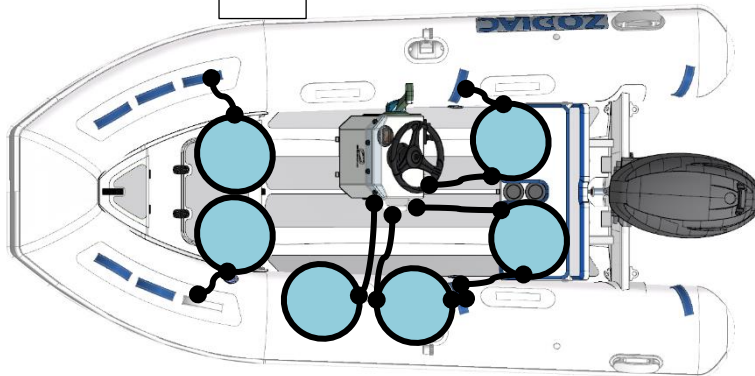
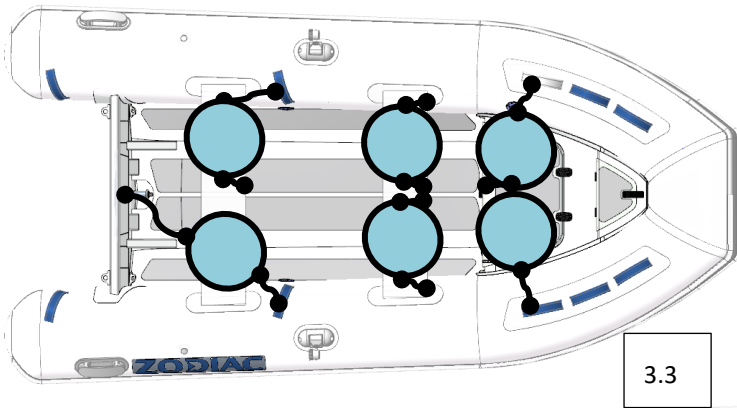
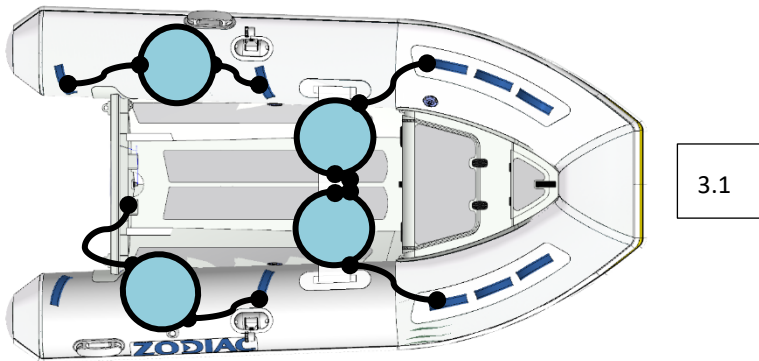
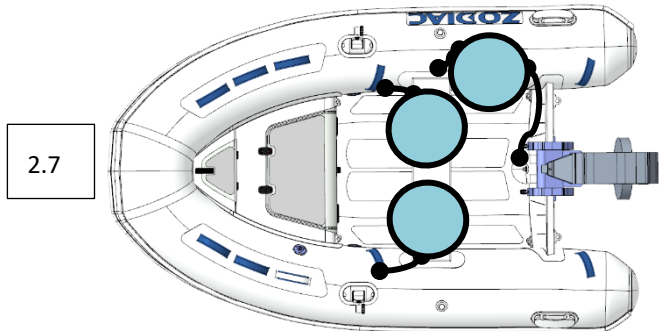
DO NOT OPERATE THE BOAT WITH THE ENGINE SET FOR NEGATIVE TRIM (LOW BOW) AT HIGH SPEED. THE BOAT MAY LIST. THIS MAY CAUSE INSTABILITY IN TURNS. USE AN ENGINE SET FOR NEGATIVE TRIM TO ACCELERATE FROM NORMAL CRUISING SPEED TO HYDROPLANING SPEED AND AT SPEEDS BELOW THE HYDROPLANING SPEED IN CHOP.

NEVER OPERATE THE BOAT AT MAXIMUM ADMISSIBLE SPEED IN HEAVY TRAFFIC AREAS OR WHEN WIND SPEED AND SEA STATE CONDITIONS CAUSE REDUCED VISIBILITY OR UNDER HEAVY WIND OR ROUGH SEA CONDITIONS. REDUCE THE BOAT'S SPEED AND WAKE AS A COURTESY AND SAFETY MEASURE FOR YOURSELF AND OTHERS. RESPECT THE SPEED AND WAKE LIMIT ZONES. OBSERVE THE PRIORITY RULES SET BY STEERING RULES AND AS CALLED FOR BY COLREG COLLISION REGULATIONS.

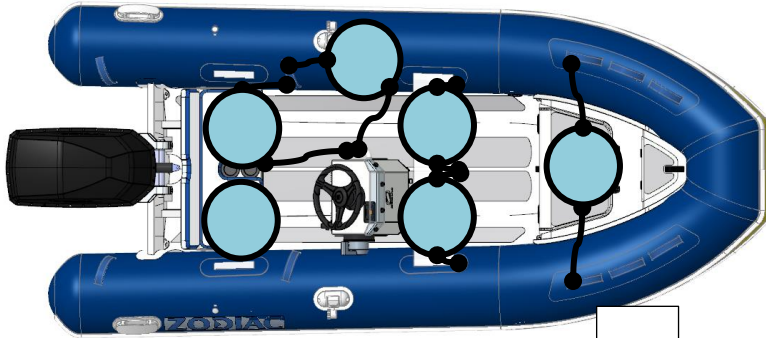
ENSURE THAT YOU ALWAYS HAVE SUFFICIENT DISTANCE TO STOP OR MANOEUVRE THE BOAT TO AVOID A COLLISION, WHERE NECESSARY.

TECHNICAL SPECIFICATIONS

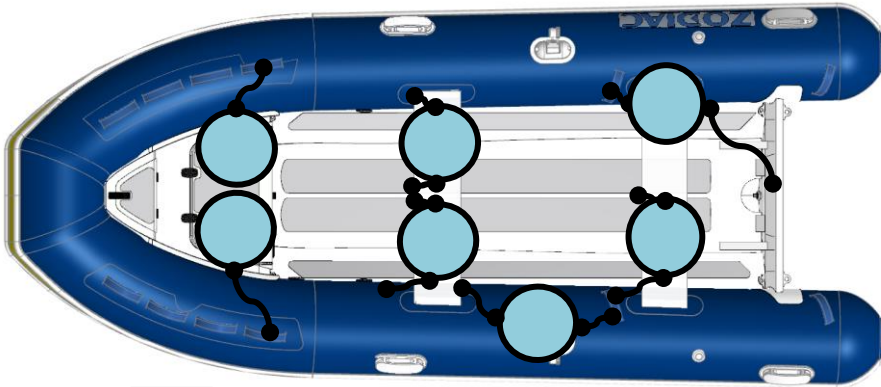
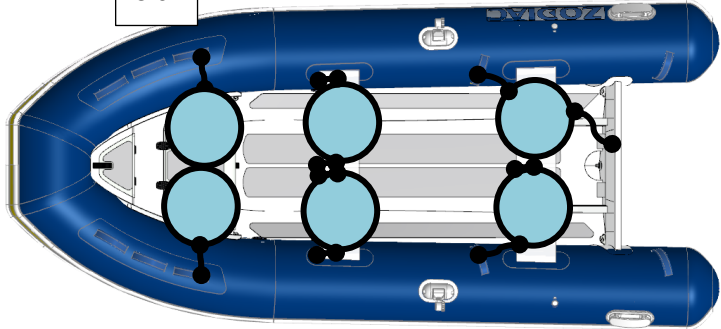
II-7 Maximum number of people on board



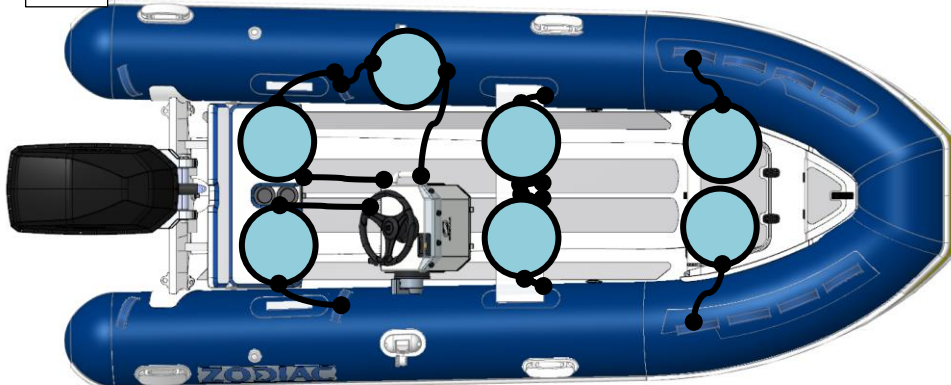
TECHNICAL SPECIFICATIONS



3.6



3.9



Seats with handles

TECHNICAL SPECIFICATIONS



WARNING!!!

DO NOT EXCEED THE MAXIMUM RECOMMENDED NUMBER OF PEOPLE.

NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PEOPLE AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED PAYLOAD.

ALWAYS USE THE SEATS OR BENCHES PROVIDED.



WARNING

FAST BOATS OF ALL DESIGN CATEGORIES MUST BE EQUIPPED WITH HANDHOLDS FOR ALL OCCUPANTS, TO LIMIT ANY RISK OF PERSONS FALLING OVERBOARD WHILE OPERATING THE BOAT, DURING TIGHT TURNS, FAST ACCELERATION OR DUE TO SEA MOTION.

THIS REQUIREMENT RELATES ONLY TO THE RISK OF FALLING OVERBOARD.

ALWAYS ENSURE THAT ALL OF THE PERSONS ONBOARD HAVE THE FOLLOWING SOLUTIONS AVAILABLE TO THEM:

- A HANDHOLD AND RAILING
- TWO HANDHOLDS SO THAT BOTH HANDS CAN HOLD ON AT THE SAME TIME.

NOTE: TWO HANDHOLDS CAN COMPRISE A SINGLE ONE THAT BOTH HANDS CAN TAKE HOLD OF SO LONG AS THEY ARE AT LEAST 200 MM APART.



WARNING

THE TUBES CAN BE USED AS SEATING IN DESIGN CATEGORIES C AND D ONLY. HOWEVER, TO AVOID FALLING OVERBOARD, MAKE SURE THAT ANYONE SEATED ON THE TUBE HAS TWO TWO HANDHOLDS AVAILABLE, AT LEAST ONE OF WHICH MUST BE LOCATED INSIDE THE COCKPIT (WITHIN THE VERTICAL TANGENT OF THE TUBES).

BALANCE THE LOCATION OF PEOPLE AND PAYLOADS WITHIN THE BOAT.

TECHNICAL SPECIFICATIONS

II-8 Inventory and location

II-8-1 Opening the packaging



WARNING!!!

NEVER USE A SHARP TOOL (CUTTER, KNIFE, ETC.)

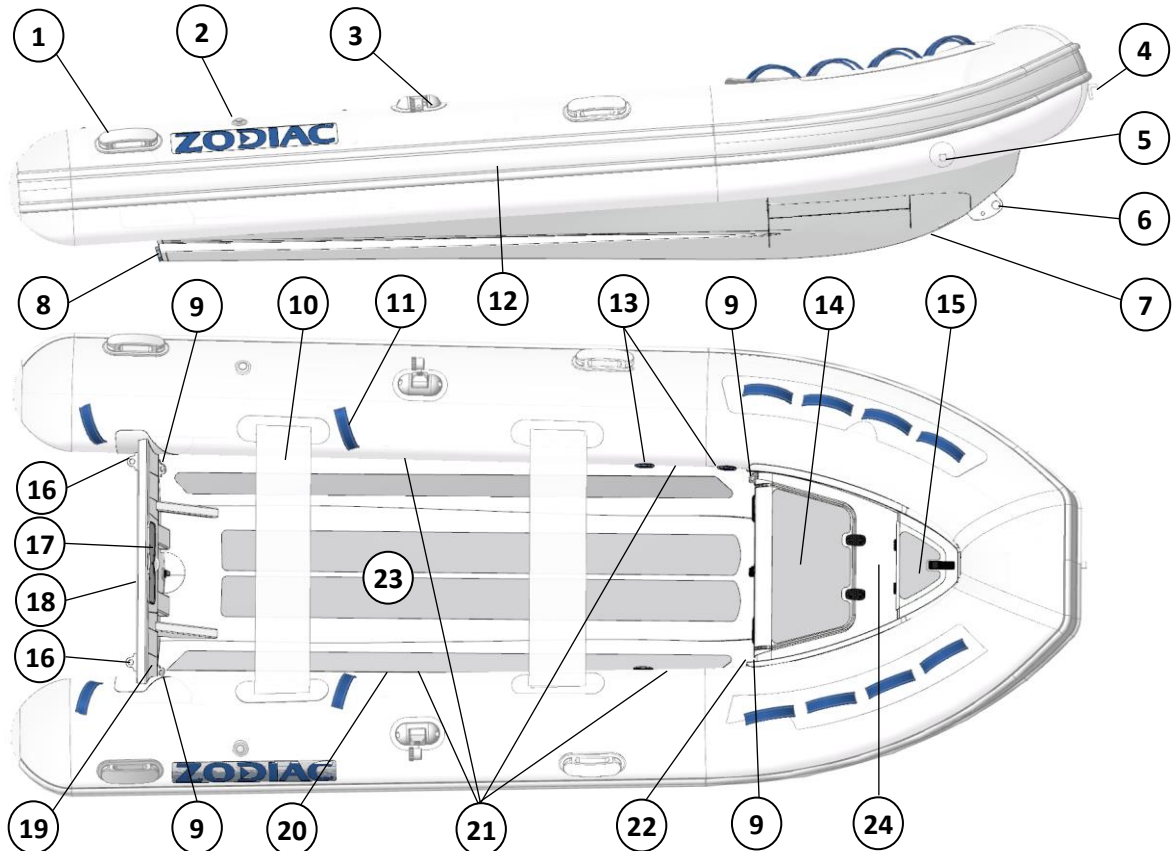
NOMAD	2.7	3.1	3.3	3.6	3.9
Aluminium hull	X	X	X	X	X
Repair kit	X	X	X	X	X
Owner's Manual Volumes 1&2	X	X	X	X	X

Standard equipment					
Reinforced aluminium paddles	2	2	2	2	2
Rope bathing ladder	1	1	1	1	1
Removable swimming bench	1	1	2	2	2
Under seat bag	1	1	2	2	2
Inflator + pressure gauge	1	1	1	1	1

You can equip your boat with optional accessories (transportation wheels)

Ask your dealer for advice.

II-8-2 Inventory



TECHNICAL SPECIFICATIONS

Ref.	DESCRIPTION
1	Lifting rings Carrying handle (x2 ; X4=> 3.9)
2	Oar rest
3	Oarlocks
4	Bow handle
5	Towing rings (X2)
6	Bow ring
7	Keel line protection
8	Drainage: self-bailer plugs
9	Lifting rings (X4)
10	Removable swimming bench + bag under bench
11	Handholds (X13 ; X15=> 3.9)
12	Rubbing strip
13	Inflation/deflation valve (x 3)
14	Forward locker
15	Anchor locker
16	Lifting rings (X2)
17	Motor plate
18	Martyr plate
19	Registration plate
20	Inside steering cable clamps
21	Inside paddle clamps
22	Hull seals for cable runs
23	Anti-slip material
24	Aluminium hull
	Bonded tube with rubbing strip, short cones

TECHNICAL SPECIFICATIONS

In addition to mandatory safety equipment, Z NAUTIC recommends having the following equipment. Contact your dealer for any additional information, depending on your boating schedule.

- Personal buoyancy equipment suited to the age and weight of every crew member
- An anchor (with the mooring line length to be determined with your dealer)
- Hand operated bailing equipment (bailer, bucket, etc.)
- A paddle
- A boathook
- A daytime and nighttime distress signal system (e.g. hand held flairs)
- A first aid kit and its instructions for use
- A waterproof torch
- Official charts for the navigation area
- Tide charts for the navigation area
- Towing equipment
- A man overboard identification and assistance system
- A magnetic compass or GPS unit
- ColReg collision regulations
- A whistle or foghorn (not electric)
- A spare can of engine oil
- A toolbox
- An AM/FM radio receiver
- A mobile phone and a sealed container for it
- A pair of binoculars
- Safety line

TECHNICAL SPECIFICATIONS

II-9 Handling

II-9-1 Transport

Trailer installation recommendations are specified in Volume I of the owner's manual.

Use a trailer adapted to your boat.

The boat is sized for road transport. It is designed to be transported inflated.

Total weight when in condition for trailer transportation comprises:

Boat unladen weight:	kg	<i>Tolerance +/- 5 %</i>
Engine weight:	kg	<i>Engine + battery weight</i>
Consumable reserves:	kg	<i>Fuel and fresh water tanks</i>
Options:	kg	<i>Model including all options</i>
Safety equipment:	kg	<i>Equipment + moorings</i>
Σ:	kg	



STOWING ON A TRAILER OR CRADLE:

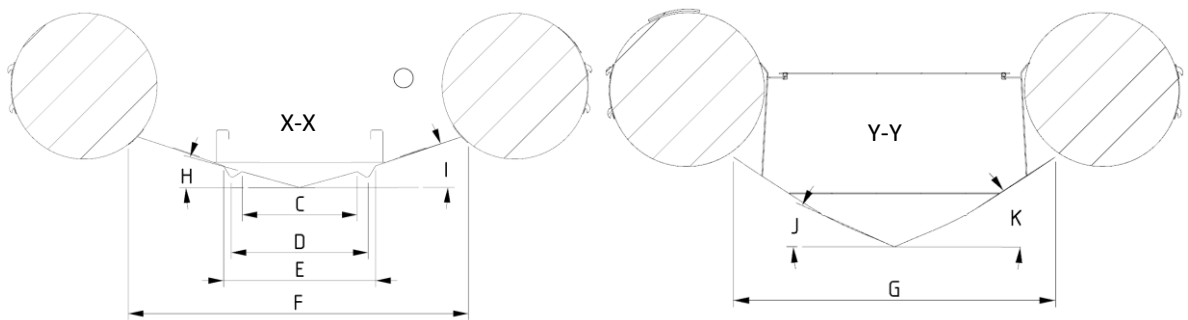
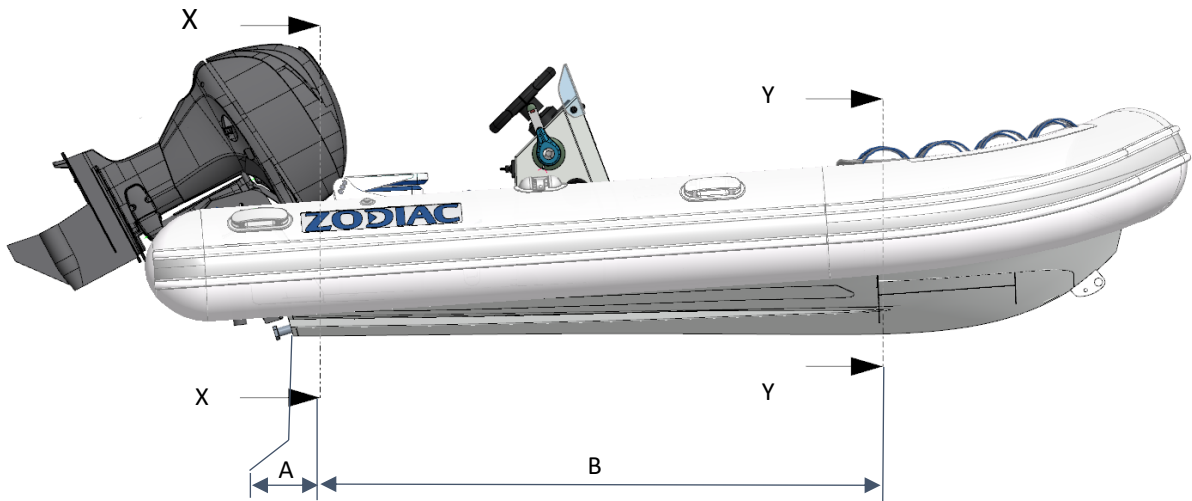
USE THE BOW RING AND THE AFT CHAIN PLATES ON THE OUTSIDE OF THE TRANSOM.

TECHNICAL SPECIFICATIONS

II-9-2 Storage



WARNING!!!
THE BOAT MUST REST ON THE BOW LINE.
SEE DIAGRAM BELOW.



	A	B	C	D	E	E	G	H	H	J	K
2.7	100	950	320	395	430	977	883	16°	16°	24°	32°
3.1	100	1250	320	395	430	993	873	19°	16°	34°	24°
3.3	100	1500	320	395	430	977	892	18.5°	16°	31°	21°
3.6	100	1800	300	391	430	980	883	15°	18°	23°	32°
3.9	100	2100	332	395	439	982	883	16°	19°	24°	33°

Dimensions in mm.

II-9-3 Lifting



WARNING

LIFTING MUST BE CARRIED OUT BY PROFESSIONALS.



DANGER!

NO PASSENGERS MAY BE ONBOARD DURING CRANE LIFTING.



WARNING!

THE BOAT MUST ALWAYS BE UNLOADED OF ALL EQUIPMENT PRIOR TO CRANE LIFTING OR PLACING UNDER DAVITS.

BEFORE LAUNCHING THE BOAT, OPEN THE AFT DRAIN HOLE TO DRAIN ANY RAINWATER FROM THE BOTTOM OF THE BILGE (CLOSE THE DRAIN HOLE AGAIN BEFORE LAUNCHING).

III TUBE

III-1 TUBE MAINTENANCE

The tube on your boat is made from

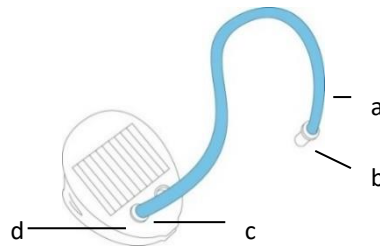
- NEOPRENE 244 cloth **1300** Decitex, 1340 gr/m² OFF WHITE & ALPIN BLUE or
- Mehler 7318 729/5340 cloth **1100** Decitex 1000 gr/m²

The maintenance recommendations are specified in Volume I of the owner's manual.

TUBE

III-2 Inflating the tube

- **INFLATOR**
 - a. hose end
 - b. adaptor
 - c. hose base
 - d. inflation valve



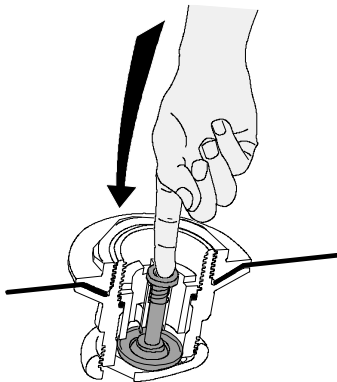
NOTE: A high capacity electric (12 V) inflator is available as an option (contact your dealer).

- **"EASY-PUSH" VALVES**

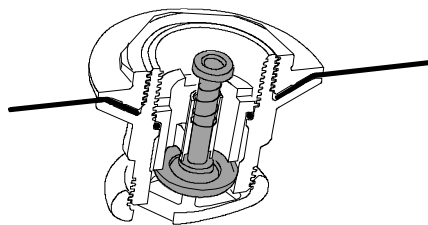
To change position

Inflation position

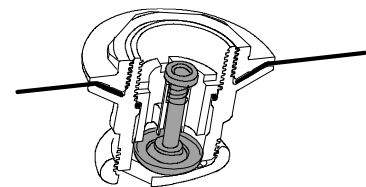
Deflation position



Push

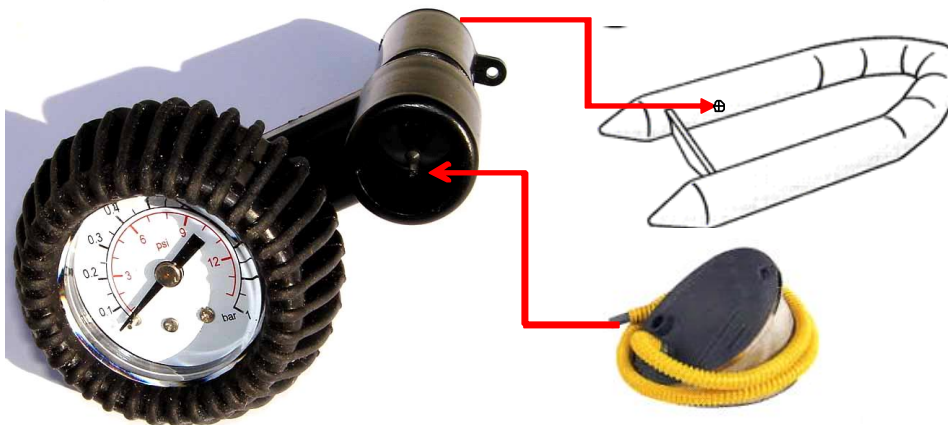


The membrane is closed, push valve in the up position



The membrane is open, push valve in the down position

- **PRESSURE GAUGE**



TUBE



WARNING

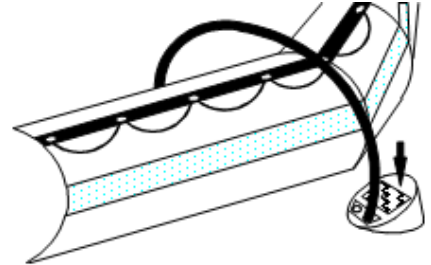
LIFTING MUST BE CARRIED OUT BY PROFESSIONALS.

1./ Place all valves in inflation position.

2./ Fit the adaptor that matches the diameter of the "easy-push" valve to the inflation tube tip.

3./ Attach the hose connector to the inflation pump inflation valve.
To properly inflate your tube, the inflator needs to be properly placed on the ground.

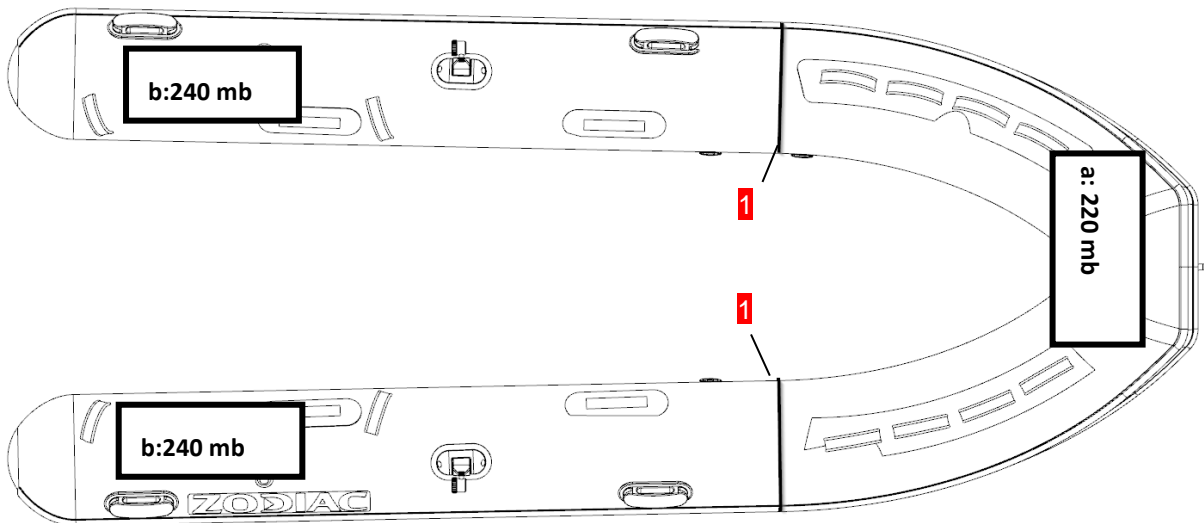
The tube will inflate quickly if the inflator is operated smoothly and unhurriedly.



4./ Inflate the tube starting with the first compartment (a) from the bow (front), until a pressure of 220 mb is reached.

5./ Then inflate the aft compartments (c) to a pressure of 240 mb, still leaving the pressure gauge in the same location. The partitions (1) enable the pressure between each chamber to balance out.

6./ Inflation is completed: screw on the inflation valve plugs.



NOTE: Observing a slight air loss before screwing the valve cap on is perfectly normal.

Only the plugs provide final airtightness.

III-3 Pressure

The tube has **3** compartments. Each one should be at a pressure of **240 mb / 3.4 PSI**.

This is the tube's correct pressure.

The ambient temperature of the air or the water proportionally influences the Tube internal pressure.	Ambient temperature	Tube internal pressure
	+1°C	+4 mb / 0.06 PSI
	-1°C	-4 mb / 0.06 PSI

It is therefore important to be able to anticipate changes.

Check and adjust the pressure in the inflatable compartments (by inflating or deflating) in line with temperature variations (especially when there are significant temperature variations between morning and evening in areas that are particularly hot) and make sure that the pressure does not deviate from the recommended pressure range (220 to 270 mb).

RISK OF PRESSURE LOSS

Example:

Your boat is exposed to bright sunlight on the beach (temperature = 50°C) at the recommended pressure level (240 mb/3.4 PSI). When you put it in the water (temperature = 20°C), the temperature of the inflatable compartments and the pressure inside them will fall in step (by up to 120 mb) and **YOU WILL NEED TO REFLATE** to regain the millibars lost due to the difference in temperature between the ambient air and water.

It is normal to observe a drop in pressure at the end of the day when the outdoor temperature drops.

RISK OF OVERPRESSURE

Example:

Your boat is inflated to its recommended pressure (240 mb/3.4 PSI) at the start or the end of the day (low outside temperature = 10°C). During the day, your boat is exposed to bright sunlight on the beach or on the deck of a yacht (temperature = 50°C). Temperature inside the inflatable compartments will increase (up to 70°C) especially with a dark colour tube, causing the initial pressure to double (480 mb). **YOU WILL NEED TO DEFLATE** to return to the recommended pressure.

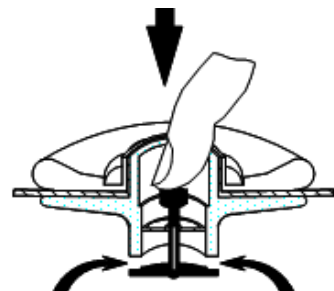


WARNING!!!

IF YOUR BOAT IS OVERINFLATED, THE PRESSURE WILL ABNORMALLY WEAR THE INFLATABLE STRUCTURE WHICH MAY LEAD TO A BREACH OF THE ASSEMBLY.

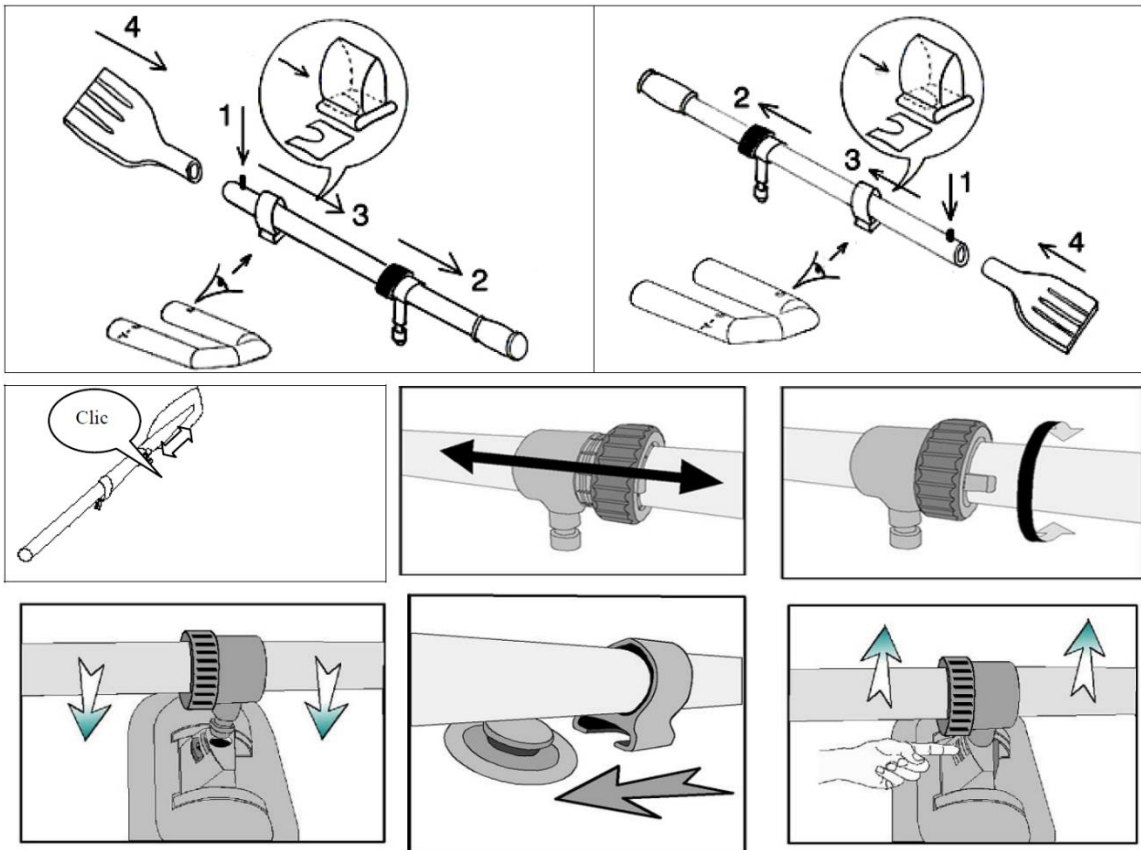
IN THE EVENT OF OVERPRESSURE

Release air by pressing the valve plunger



TUBE

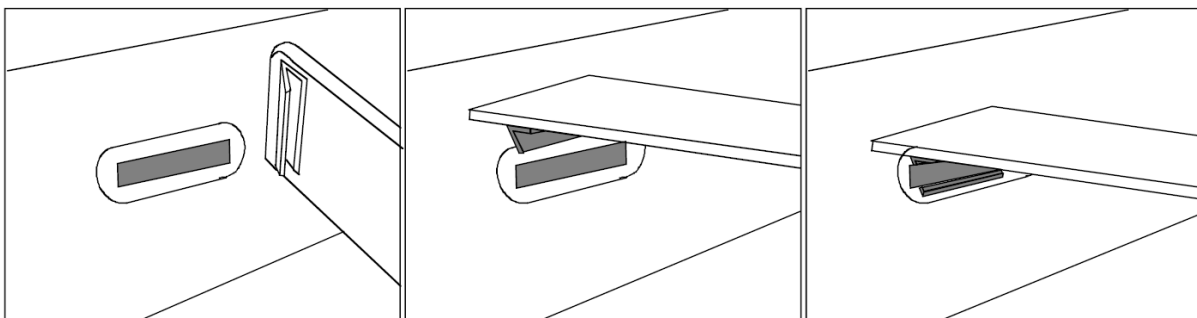
III-4 Paddles



NOTE: You can stow your paddles under the tubes using the clamps.

III-5 Bench

Install the swimming bench before fully inflating the tube



IV PROPULSION SYSTEM

Comply with the instructions provided by ZODIAC and with the instructions provided by the engine manufacturer when mounting it.

To get the best out of your boat, please consult your dealer.

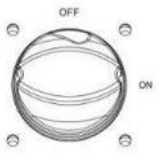
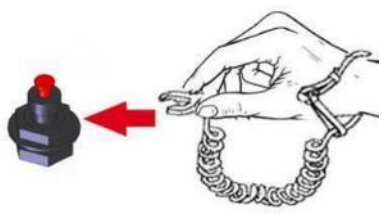

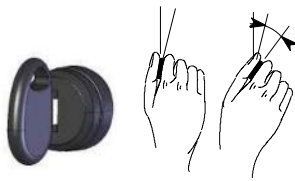
The engine bolts must be fitted through the transom using a screw hole sealing procedure (e.g: using Sikaflex sealant).

V HANDLING YOUR BOAT

Before starting, refer to the Owner's Manual Volume I.

NOTE: Check that the tube is correctly inflated.

Remote control version (steering position)

<p>1</p>  <p>Move the battery switch (not supplied) to "ON" to provide voltage</p>	<p>2 Check that the supply sources (fuel or electricity are open).</p>	
<p>3</p>  <p>Put the circuit breaker on and connect t*</p>	<p>4</p>  <p>Control lever in neutral</p>	<p>5</p>  <p>Actuate the engine starter</p>

* Should the operator fall overboard, immediately shutting down the engine considerably reduces the risk of serious or even deadly injuries caused by the boat's motion. Always properly attach both ends of the emergency circuit breaker.



WARNING:

YOU NEED TO HAVE A BATTERY CUT-OFF FOR REMOTELY CONTROLLED MOTORS AND IT MUST BE LOCATED IN A LOCATION THAT IS ACCESSIBLE TO THE OPERATOR AT ALL TIMES SO AS TO DISCONNECT ALL DEVICES FROM THE BATTERY. CUT THE ENGINE BEFORE SETTING THE ON/OFF SWITCH TO THE "OFF" POSITION.



DANGER!!!

TURN OFF THE ENGINE IMMEDIATELY AS SOON AS A SWIMMER COMES CLOSE TO THE BOAT. A SPINNING PROPELLER REPRESENTS A SERIOUS INJURY HAZARD.

SOME CONTROL HANDLES ARE NOT EQUIPPED WITH MECHANISMS THAT LOCK THEM IN A NEUTRAL POSITION. BE CAREFUL TO NOT TRIGGER THE CONTROL HANDLE UNINTENTIONALLY.



WARNING:

NEVER LEAVE THE STEERING POSITION UNATTENDED.

THE BOAT MAY MOVE SUDDENLY, HOLD ON SECURELY TO AVOID FALLING.

WHILE BOATING ALWAYS MAINTAIN A SUITABLE LOOKOUT.

WARNING!!!



WHEN UNDERWAY, KEEP ALL LOCKERS, DECK HATCHES AND TANK/BATTERY ACCESS HATCHES CLOSED. CRESTING WAVES REPRESENT A MAJOR BOAT STABILITY AND FLOODING HAZARD.

SHOULD A DECK HATCH SEAL BECOME DAMAGED, PLEASE CONTACT YOUR DEALER TO ENSURE REPLACEMENT AS SOON AS POSSIBLE.

FAILURE TO COMPLY WITH THESE RESTRICTIONS MAY CAUSE YOUR BOAT TO CAPSIZE.

AVOID ABRUPT MANOEUVRES AT FULL SPEED. REDUCE SPEED IN WAVES FOR THE COMFORT AND SAFETY OF PASSENGERS.



KEEP UP TO DATE WITH LOCAL ENVIRONMENTAL REGULATIONS AND FOLLOW THE CODES OF PRACTICE. BE AWARE OF INTERNATIONAL REGULATIONS PROTECTING THE SEA FROM POLLUTION (MARPOL).

DO NOT CRUISE AT MAXIMUM SPEED IN HIGH TRAFFIC AREAS, OR IN POOR VISIBILITY, STRONG WINDS OR HIGH WAVES. REDUCE THE BOAT'S SPEED AND WAKE AS A COURTESY AND SAFETY MEASURE FOR YOURSELF AND OTHERS. RESPECT THE SPEED AND WAKE LIMIT ZONES.

OBSERVE PRIORITY RULES AS DEFINED BY THE CODE SET OUT BY THE COLREG COLLISION REGULATIONS.

ENSURE THAT YOU ALWAYS HAVE SUFFICIENT DISTANCE TO STOP OR MANOEUVRE THE BOAT TO AVOID A COLLISION, WHERE NECESSARY.

The boat operator's vision from the steering position may be obstructed due to the following variable conditions:

- *Boat payload and distribution*
- *Speed*
- *Fast acceleration*
- *Propulsion base angle*
- *Transition from full hull motion to planing*
- *Sea conditions*
- *Reduced visibility (rain, darkness and fog)*
- *Persons or movable equipment in the operator's field of vision*

VI FUEL CIRCUIT

VI-1 Location for the portable tank (not supplied)

NOMAD boats have a ventilated compartment that is sealed from water run-off.

We recommend using a portable fuel tank with a nominal capacity of 24 L/ 6 GAL, located in the forward compartment provided for this purpose.

The paddle clamps can serve to route the fuel hose.



Note: the portable tank option provides quick connectors and holding straps in order to be able to extract the tank without using tools. Each time before you sail, check that it is correctly held in place and that the connectors are fully connected.

**It may not be possible to use the full nominal capacity of the tank depending on the trim and the load. A 20% reserve is recommended.*



Hull seals for cable runs

VI-2 Water/fuel separating filter (not supplied)

Note: To protect the engine we recommend using a water/fuel separating filter fitted to the engine fuel supply line.

VI-3 Battery (not supplied for the combustion engine)

Comply with the instructions provided by ZODIAC and with the instructions provided by the battery manufacturer for routine maintenance.



MAINTAIN YOUR BATTERY:

- KEEP THE BATTERY CLEAN AND DRY IN ORDER TO AVOID PREMATURE WEAR.
- TIGHTEN AND MAINTAIN THE TERMINAL LUGS BY GREASING THEM REGULARLY WITH VASELINE.
- YOU NEED TO PLACE THE BATTERY IN A DEDICATED CONTAINER AND ATTACH IT SO THAT THE BATTERY IS CORRECTLY RETAINED.



WARNING!!!

- MAINS WATER CONTAINS MINERALS THAT DAMAGE BATTERIES. YOU SHOULD THUS ALWAYS TOP UP WITH DISTILLED WATER.
- WHEN YOU INSTALL THE BATTERY, MAKE SURE THAT NO FUEL TANK OR FUEL LINE CONNECTOR IS WITHIN 12" (305 mm) OF THE SURFACE OF THE BATTERY.



WARNING

- KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.
- ALWAYS KEEP THE BATTERY UPRIGHT, NEVER ON ITS SIDE.
- WHEN ADDING ELECTROLYTE OR WHEN RECHARGING THE BATTERY, ALWAYS REMOVE IT FROM THE ENGINE COMPARTMENT.
- BATTERY ELECTROLYTE IS A TOXIC AND DANGEROUS LIQUID. IT CONTAINS SULPHURIC ACID WHICH CAN CAUSE SERIOUS BURNS. AVOID CONTACT WITH SKIN, EYES AND CLOTHES.
- BATTERIES CAN EMIT EXPLOSIVE GASES. KEEP THEM AWAY FROM SPARKS, OPEN FLAMES, CIGARETTES, ETC.
- WHEN CHARGING OR USING A BATTERY, WORK IN A WELL-VENTILATED ENVIRONMENT. ALWAYS PROTECT YOUR EYES WHEN WORKING CLOSE TO A BATTERY.

NOTE:

- When you do not intend to use your boat for a month or more, remove the battery and store it in a cool, dark, dry place. Fully recharge the battery before reusing it.
- If the battery is to be stored for a longer period of time, check the electrolyte density at least once a month and recharge the battery as soon as the density falls too far.
- Electrolyte density: 1.28 at 20°C.

VI-4 Recommendations



WARNING:

- IN CASE OF A FUEL LEAK OR FIRE ONBOARD, CUT-OFF THE FUEL SUPPLY.
- KEEPING A FULL FUEL TANK AVOIDS CONDENSATION WHENEVER YOU TAKE THE BOAT OUT.
- HAVE THE FUEL TANK CLEANED EVERY 5 YEARS.
- INSTALL THE FUEL FILTER AND PORTABLE FUEL TANK AWAY FROM THE HAZARDOUS AREA (OUTSIDE OF THE BATTERY COMPARTMENT AND AWAY FROM THE BATTERY CUT-OFF).
- CHECK THE TIGHTENING OF THE CLAMPS ON ALL THE HOSES.
- WHEN DRAINING THE FILTER, DO NOT EMPTY THE WATER INTO THE BOAT, USE A RECOVERY CONTAINER UNDER THE FILTER.
- SHUT OFF THE POWER SUPPLY BEFORE REMOVING THE FILTER CARTRIDGE.
- CAREFULLY READ THE INFORMATION ON THE FILTER'S INSTRUCTIONS.
- PETROL IS EXTREMELY FLAMMABLE. MAKE SURE THAT THE ENGINE IS STOPPED BEFORE WORKING ON THE FUEL SYSTEM.
- DO NOT SMOKE; KEEP ALL NAKED FLAMES OR INCANDESCENT BODIES WELL AWAY FROM THE WORK AREA.



DANGER!!!

DO NOT STORE FLAMMABLE PRODUCTS IN THE FUEL TANK COMPARTMENT.



WARNING!!!

DO NOT ALLOW UNQUALIFIED PEOPLE TO INSTALL THE FUEL CIRCUIT.

VII ELECTRICAL CIRCUIT FOR THE ELECTRIC MOTOR

VII-1 Electric motor

When a remotely controlled electric motor is used, we recommend using the console and bench option.

Comply with the instructions provided by the electric motor manufacturer for the complete installation.



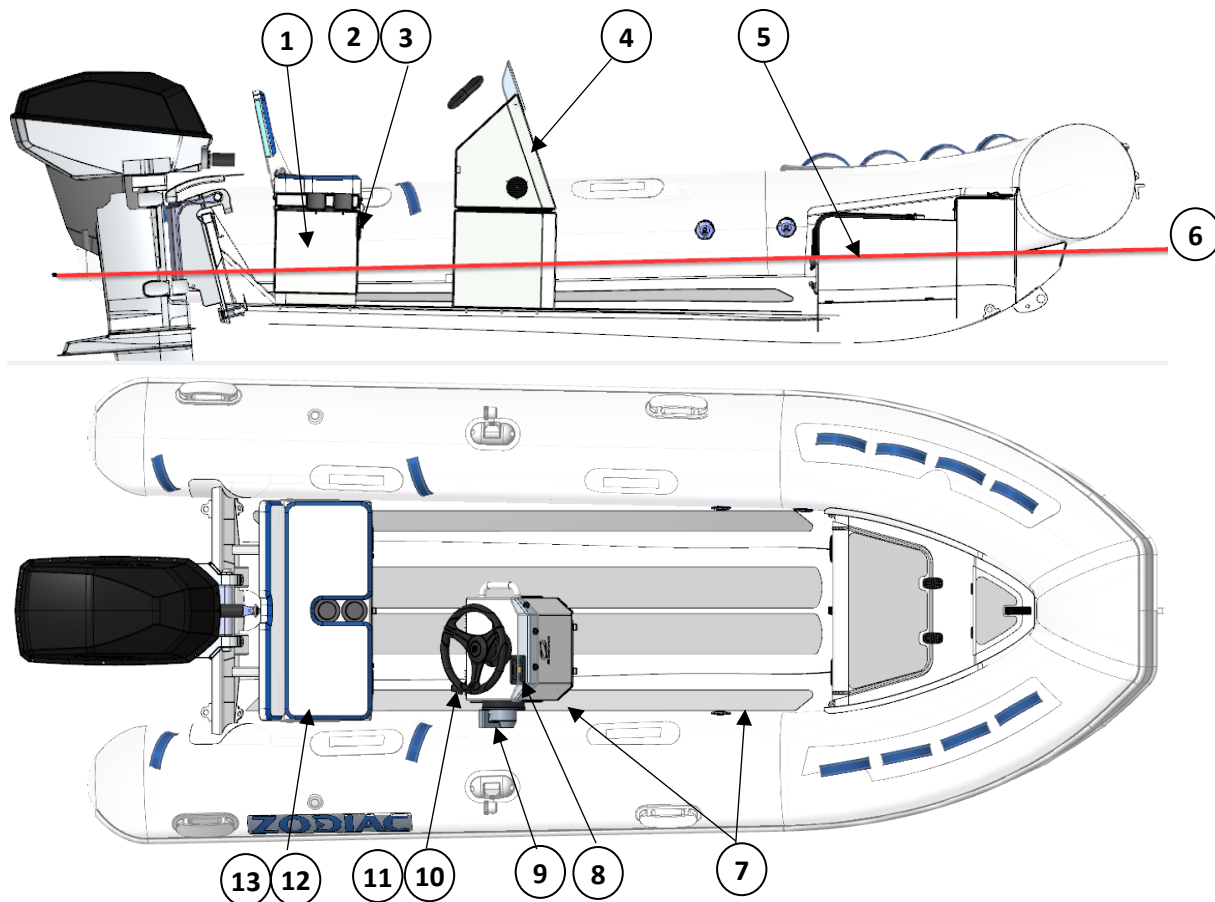
WARNING!!!

DO NOT ALLOW UNQUALIFIED PEOPLE TO INSTALL THE ELECTRICAL CIRCUIT.

NO CONNECTION MAY BE MADE BELOW THE LOADED WATERLINE. ENSURE WITH THE ELECTRIC MOTOR MANUFACTURER THAT EVERY COMPONENT IS CORRECTLY INSTALLED IN LINE WITH THEIR PROTECTION RATINGS, VENTILATION REQUIREMENTS, ETC.

VII-2 Component locations (example)

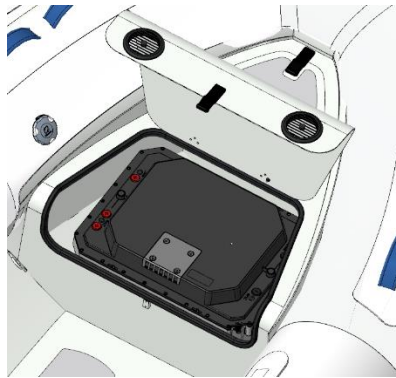
Note: The bench, console and bow storage compartments are sealed from the elements and ventilated so that batteries can be placed there.



ELECTRICAL CIRCUIT FOR THE ELECTRIC MOTOR

Ref.	DESCRIPTION
1	Location 1 Original equipment battery L630mm x W300mm x H300mm
2	Dock power plug
3	Battery cut-off
4	Charger
5	Location 2 Original equipment battery L505mm x W300mm x H290mm
6	Waterline at full load
7	Cable attachment on tube
8	Control handle
9	Gauge
10	Ignition key
11	On/Off switch
12	Circuit breaker
13	Busbar, galvanic isolator, etc.

VII-3 Recommendations



WARNING!!!

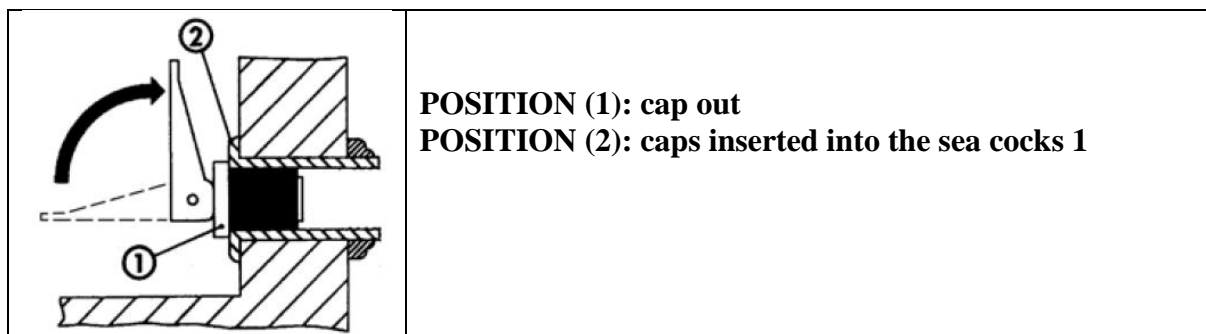
FOLLOW THE MANUFACTURER'S INSTRUCTIONS.

NEVER WORK ON AN ELECTRICAL INSTALLATION WHILE THE CIRCUIT IS POWERED UP.

NEVER CHANGE THE BOAT'S ELECTRICAL INSTALLATION NOR THE CORRESPONDING DIAGRAMS. MODIFICATIONS AND SERVICING MUST BE PERFORMED BY A QUALIFIED MARINE ELECTRICIAN. INSPECT THE INSTALLATION AT LEAST ONCE EVERY TWO YEARS. NEVER LEAVE THE BOAT UNATTENDED WHEN THE ELECTRIC POWER CIRCUIT IS POWERED UP.



WE STRONGLY RECOMMEND USING A MOORING AWNING WHEN TIED UP TO AVOID DAMAGE TO THE ELECTRIC MOTOR ELECTRICAL CIRCUIT COMPONENTS IN CASE OF HEAVY RAIN OR OTHER EVENTS.



While boating, insert the caps into the sea cocks in position (2).

Water draining procedure:

When stopped: plug in position (1), then navigate in planing position (> 6 knots). Place parts back in position (2) when the water is drained.

Once the boat is out of the water (on a trailer, hoist), plugs in position (1).

At a temporary mooring or in other situations where the boat is unlikely to take in large amounts of water (heavy rain, breaking waves), place the parts in position (1) or (2).

For prolonged or risky mooring: cap out and a mooring awning.

WARNING



IF THE BOAT TAKES IN LARGE AMOUNTS OF WATER FROM THE OUTSIDE (HEAVY RAIN, WAKE,...) AND THE THROUGH-HULLS ARE PLUGGED, THE BOAT RISKS BEING SUBMERGED (SWAMPED). THE WATER TAKEN ON MAY THEN ACCUMULATE IN THE BILGE AND MAKE THE BOAT MUCH HEAVIER CAUSING IT TO LIE LOW IN THE WATER AND CAUSE SERIOUS DAMAGE TO CERTAIN UNITS SUCH AS THE ENGINE OR THE ELECTRICAL CIRCUITS.

IX STEERING

Comply with the steering manufacturer's recommendations (installation, use and maintenance).

To get the best out of your boat, please consult your dealer.

Should the mechanical steering fail, inspect your circuit to ensure that there is no leakage from the circuit. If a leak from a connection is observed, attempt to repair it with a screw driver or a wrench (depending on the type of clamp used).

ZNAUTIC strongly encourages you to include a pair of telescopic paddles in the equipment kept on board your boat. These paddles will let you steer your boat at reduced speed should the steering fail.

X FIRE



WARNING

WE RECOMMEND THAT YOU ALWAYS HAVE A FIRE EXTINGUISHER ONBOARD. ALWAYS COMPLY WITH THE APPLICABLE LAWS IN YOUR COUNTRY.

MAKE SURE THAT YOUR FIRE FIGHTING EQUIPMENT IS IN WORKING ORDER AND IMMEDIATELY ACCESSIBLE.

IN THE EVENT OF FIRE, TURN OFF THE ENGINE AND SHUT-OFF THE FUEL SUPPLY.

NEVER PLACE FLAMMABLE MATERIALS CLOSE TO, OR ABOVE COOKING APPLIANCES.

NEVER CHANGE BOAT SYSTEMS UNLESS YOU HAVE THE SKILLS REQUIRED TO MAKE THESE CHANGES.

HAVE YOUR FIRE FIGHTING EQUIPMENT CHECKED AT THE INTERVALS SHOWN ON THE EQUIPMENT.

REPLACE HAND HELD FIRE EXTINGUISHERS WHEN THEY REACH THE END OF THEIR LIVES.

The boat is delivered without a fire extinguisher. It is your responsibility to ensure full compliance with the regulations that apply in your place of registration. When in service, the boat should be equipped with portable fire extinguishers.

The recommended position for the extinguisher is inside the stern locker or console.

Take care to keep the bilges clean and check at regular intervals that there are no fuel leaks or vapours.

Never leave the boat unattended when cooking and/or heating equipment is in use.

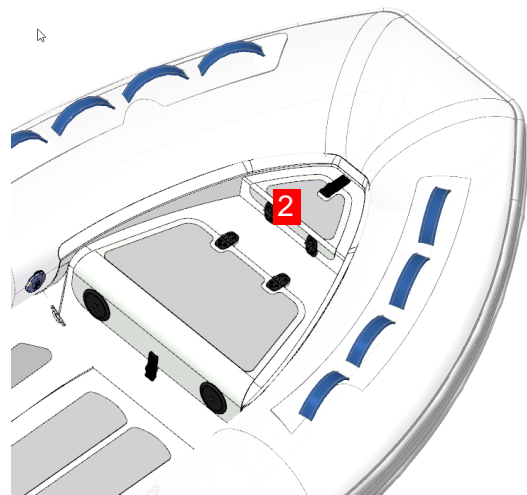
Do not smoke while handling gas or fuel.

Do not obstruct the safety controls, e.g. fuel shut-off valves, electrical system, compartment ventilation switches.

Never fill the fuel tank with the engine running or when cooking appliances are operating.

Never store fuel tanks in any area that is not specially designated for fuel storage

XI ANCHORING AND MOORING



Ref.	DESCRIPTION
1	Bow mooring eye
2	Anchor locker
2	Towing rings



WARNING

PERMANENT MOORING MUST USE THE BOW MOORING EYE AT THE FRONT OF THE BOAT.

CHOOSE YOUR MOORING LINE TO MATCH THE LENGTH AND WEIGHT OF YOUR VESSEL.

THE BOAT OWNER/OPERATOR IS RESPONSIBLE FOR ENSURING THAT THE MOORING ROPES, TOWING CABLES, CHAINS, ANCHOR LINES AND ANCHORS ARE ADEQUATE FOR THE BOAT'S INTENDED USE, IN PARTICULAR THAT THE LOAD APPLIED BY THE LINES OR CHAINS DOES NOT EXCEED 80% OF THE BREAKING STRENGTH OF THE CORRESPONDING ANCHOR POINT.

A TOWING CABLE MUST ALWAYS BE SECURED IN SUCH A WAY THAT IT CAN BE RELEASED UNDER LOAD.

ANCHOR POINTS SHOWING VISIBLE SIGNS OF DETERIORATION MUST BE REPLACED.



Note: A rope bathing ladder comes as standard with your boat. Attach the rope bathing ladder astern to one of the towing rings (1) using the two snap hooks. Deploy the ladder and get onto it with the help of the handle (3) on the tube.



DANGER!

ALWAYS MAKE SURE THAT THE ENGINE IS SWITCHED OFF BEFORE ANYONE CLIMBS BACK ON BOARD USING THE STERN LADDER.



WARNING

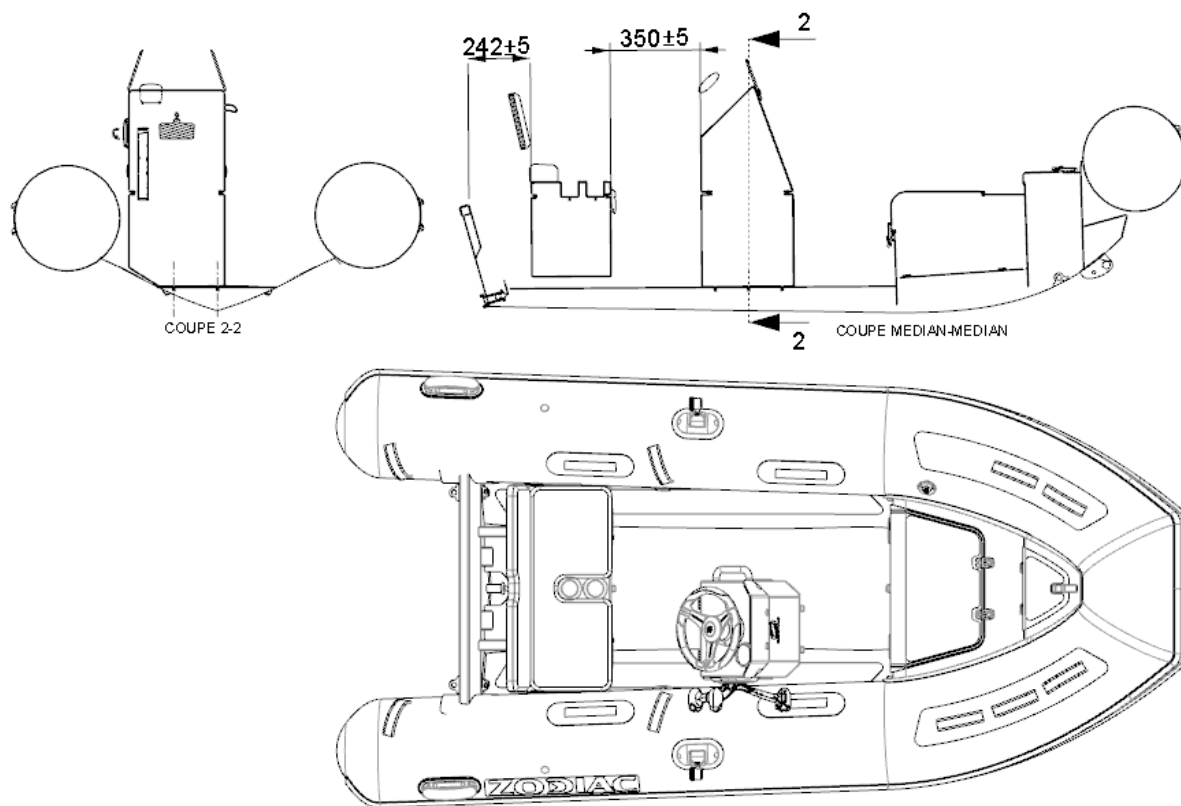
THE BOARDING LADDER MUST BE EASY TO DEPLOY AND USABLE AT ALL TIMES.

WHEN USING THE BOAT ALONE, WHEN STOPPED, ALWAYS KEEP THE LADDER DEPLOYED.

XIII INSTALLING OPTIONAL ACCESSORIES

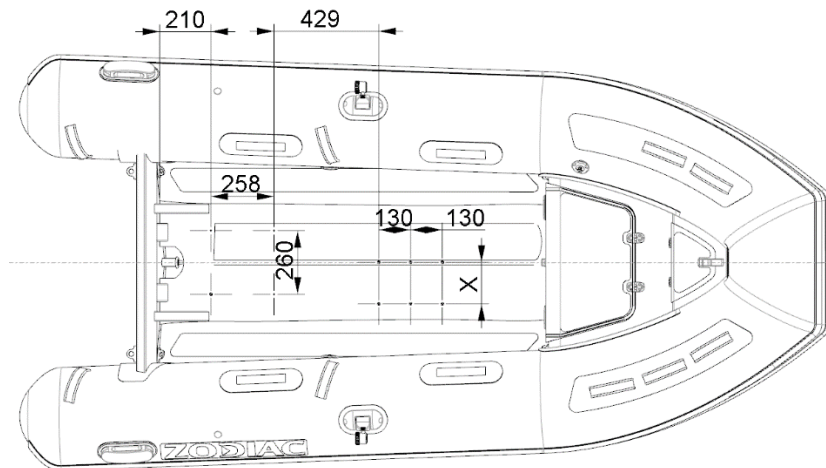
XIII-1 Installing the console and bench for NOMAD 3.3/3.6/3.9

- Place the accessories as shown below.



- Push the console against the side of the hull.
- Make sure that the control handle does not bind against the tube in the reverse position.

INSTALLING OPTIONAL ACCESSORIES



Draw the location for the inserts



Use an anti-corrosion sealant*



Counter-drill with a 9 mm drill bit



Rivet



Deburr the anti-slip areas with a cutter



Clean and check that the Stainless steel A4 insert is correctly mounted



Note: * We recommend using Tikalflex Contact 12



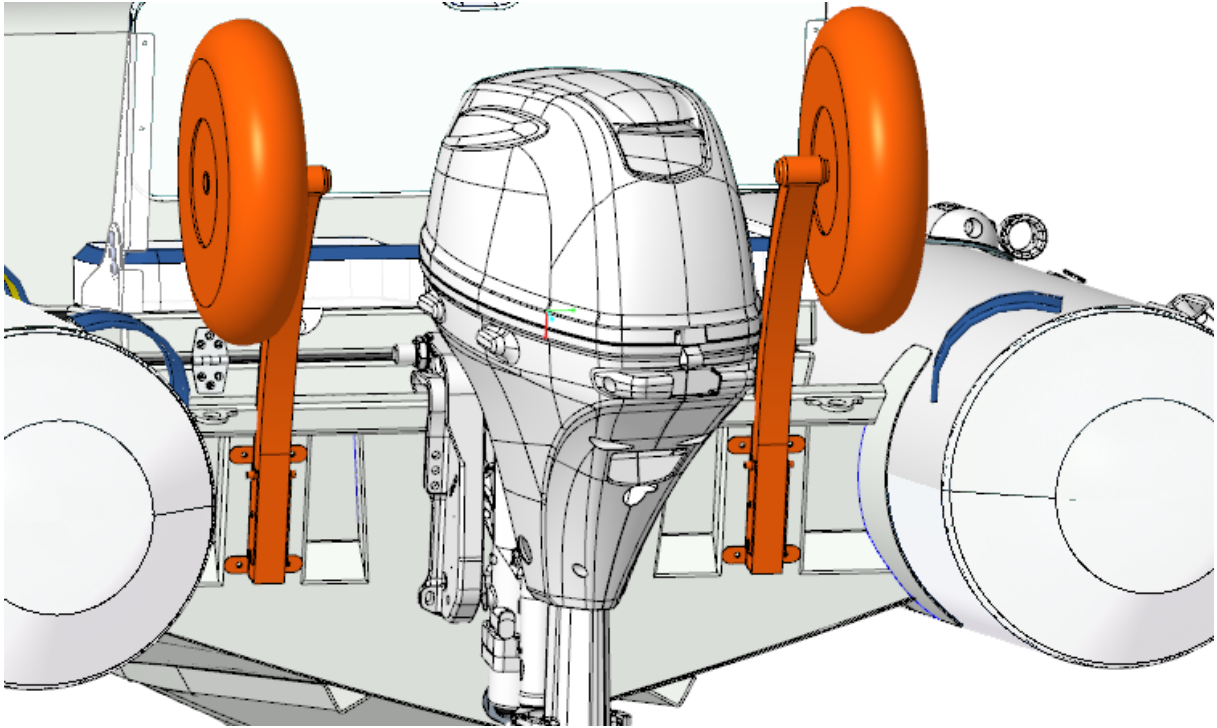
WARNING

- USE SIKAFLEX BETWEEN THE HULL AND THE PRESSURE SURFACES ON THE CONSOLE AND THE BENCH

INSTALLING OPTIONAL ACCESSORIES

XIII-2 Installing the towing wheels

Use 8 Ø6 mm mounting bolts made of Stainless steel A4





Z NAUTIC

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FRANCE