

OWNER'S MANUAL

Rigid Inflatable Boat

MODEL: **Eagle 8**

Design category (2013/53/EU): B / C
ISO6185-3: Type VIII

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For your safety and for the validity of the guarantee expert and authorised personnel must install the motor and inspect and check the systems. All onboard systems must be completed and inspected.

CHECK, THAT THE CHECKS HAVE BEEN MADE AND THAT THE PLANTS HAVE BEEN COMPLETED BEFORE DELIVERY.

BRIG Ltd declines any responsibility for systems and accessories that have not been installed and checked by expert and authorised personnel.



The manual and all its enclosures should be stored carefully, and the manual should always be kept aboard. If the craft is resold, the manual and all its enclosures must be handed over to the new owner.

CE Certification and Main Features

The CE marking indicates that the inflatable boat meets the requirements of the Recreational Craft Directive 2013/53/EU

Certifying Body:

HPI Verification Services Ltd.



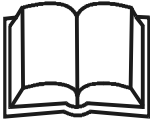
The Manor House
Howbery Park, Wallingford,
OX10 8BA, United Kingdom
EU Notified Body No. 1521
www.eucertification.com

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DANGER LEVELS.

The manual contains warnings, identified as follows:

 DANGER	A note like this indicates that there is serious risk, that is likely to cause death or permanent serious injury, if appropriate precautions are not taken.
 WARNING	A note like this indicates the existence of risk that may cause death or injury, if appropriate precautions are not taken.
 ATTENTION	A note like this indicates reference to the application of safety or environmental protection practices, or draws attention to unsafe behaviour that might cause injury to persons or damage to the craft, its components or the environment.

INTRODUCTION.

This manual was written to help you to use your boat safely. It contains information on the boat, its equipment (supplied or installed), operation and maintenance.

 DANGER	Before using your boat, read this MANUAL carefully and ensure that you have understood all the procedures it describes. Before taking command of your boat, be sure to have acquired experience and confidence in its operation.
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IDENTIFICATION PLATES.

Builder's Plate:

MODEL Eagle 8 <small>Conforms to EN ISO 6185-3</small>	Type VIII Design Category B / C
≤ 258 kW 350HP	≤ 11 / 16
+ + ≤ 1755 kg 3869 lbs	
0.2 bar (2.9 psi)	Made in UKRAINE

Maximum propulsion power rating for the boat
350 HP (258 kW)

Boat Design Categories according to Directive 2013/53/EU

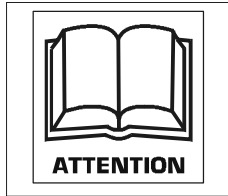
Passengers capacity not exceed:
11 persons (Design Category B)
or
16 persons (Design Category C)

The rated tube pressure value is
0.2 bar (2.9 psi).

Manufacturer's recommended maximum load, including the mass of the outboard engine(s) but excluding the mass of the contents of fixed fuel and water tanks when full

Plate with identification number:

UA-QRK12345A000



It is fundamental for the plates to be aboard the boat, since they are only form of recognition and identification. Without them the boat does not comply with the legislation in effect. The plates must never be removed. Any tampering or removal not authorised by the manufacturer is the full responsibility of the owner.

BEAUFORT Wind Scale and Corresponding State of the Sea, After Few Hours of Wind, Away From the Coast.

Force	Denomination	Knots	Km/h	m/sec	State of the sea and wave height in meters	
0	Calm	<1	<1	0-0.2	Calm	0
1	Light Air	1-3	1-5	0.3-1.5	Calm	0
2	Light Breeze	4-6	6-11	1.6-3.3	Almost calm	0.2
3	Gentle Breeze	7-10	12-19	3.4-5.4	Almost calm	0.2
4	Moderate Breeze	11-16	20-28	5.5-7.9	Small waves	0.5
5	Strong Breeze	17-21	29-38	8.0-10.7	Large waves	1.25
6	Fresh Wind	22-27	39-49	10.8-13.8	Large waves	2.0
7	Strong Wind	28-33	50-61	13.9-17.1	Very large waves	2.5
8	Gale	34-40	62-74	17.2-20.7	Rough sea	4
9	Strong Gale	41-47	75-88	20.8-24.4	Very rough sea	6
10	Storm	48-55	89-102	24.5-28.4	Heavy	9
11	Violent Storm	56-63	103-117	28.5-32.6	Very heavy	14
12	Hurricane	64 and over	118 and over	32.7 and over	Stormy	14 and over


Boat Design Categories (Directive 2013/53/EU):


Design category	Wind force (Beaufort scale)	Significant wave height
"A" - "Ocean"	exceeding 8	exceeding 4
"B" - "Offshore"	up to, and including, 8	up to, and including, 4
"C" - "Inshore"	up to, and including, 6	up to, and including, 2
"D" - "Sheltered waters"	up to, and including, 4	up to, and including, 0.3


NOTE: **The significant wave height** is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

SAFETY REGULATIONS.

This manual contains recommendations and basic rules of conduct for using the boat in complete safety. Although it is not possible to offer safety information for all potential situations, in general it is recommended that you :

	Regularly check which safety requirements are in force.
	Maintain the boat and the onboard plants in optimum condition.
	Have the boat inspected by the dealer where it was purchased or by an authorised mechanic at least once every year for your own safety and for maintaining the guarantee.

	Always check weather and seagoing conditions before setting out. For safe navigation, compare the design category of your boat with the table above.
	The boat must be equipped with liferaft(s) to be stowed for the crew limit. If the liferaft is a rigid canister type, it shall be mounted in the cockpit, ready for use. If the liferaft is contained in a soft bag then it may be stowed in a compartment but shall be readily available for use.


	Max number of transportable persones is referred to an established weight of 75 kg per person (ISO 6185), so always make reference to total maximum transportable weight. The max weight of the installable motors indicates the maximum overall weight applicable on the stern board, including any emergency motors. NEVER exceed the stated value.
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ALWAYS REMEMBER ABOUT FIRE DANGER .

Fire may be caused by:


Crew negligence when smoking, the presence aboard of flammable liquids, electrical contacts, propulsion motor, errors in fueling, or if maintenance has not been performed as required.


Once again, it is important that the crew behave correctly and that the boat is kept in order to avoid serious damage to it and to persons.

	Easily flammable products must not be kept aboard.
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	BATTERY: the battery may cause sparks or explosions. It must be stored in an appropriate container, easily reached and well aired, AWAY FROM FUEL OR INFLAMMABLE PRODUCTS. Periodically check that the clips are tight and protect them with appropriate insulation in order to prevent sparks or the spread of current.
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However, if a fire does occur aboard, stop motor, disconnect the batteries immediately, check to see if it is an electrical component or any case a small-scale fire that does not involve flammable liquids, in which case use a suitable fire extinguisher to try and put the fire out completely.

	Extinguisher or any other fire-fighting equipment must not be kept in compartments with key lock, but in easily accessible and clearly indicated locations.
	Extinguisher or any other fire-fighting equipment should be checked periodically and replaced with the same or superior types if expired or inefficient.

	Equip the boat with fire-fighting equipment before launch and use.
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TECHNICAL SPECIFICATIONS.

The basic parameters and dimensions of the Eagle8 comply with the data specified in the following table.

All dimension measurements indicated have a tolerance of +/- 3%, weight measurements indicated have a tolerance of +/- 5%.

Parameter	Eagle8	
	Design category	
	B	C
Length (without engine)	7.98m	7.98m
Beam	2.90m	2.90m
Height	2.20m	2.20m
Inflatable tube diameter, max.	0.58m	0.58m
Cockpit dimensions:		
- length	6.00m	6.00m
- width	1.70m	1.70m
Deadrise angle on transom	20°	20°
Deadrise angle in middle section	22°	22°
Transom height	630mm	630mm
Number of independent air-tight chambers	5	5
Nominal pressure	0.2bar / 2.9psi	0.2bar / 2.9psi
Crew limit (75kg each)	11	16
Recommended engine power	250-300 HP	250-300 HP
Maximum engine power	258kW / 350 HP	258kW / 350 HP
Maximum engine weight (including controls and batteries)	410kg	410kg
Engine shaft length	Extra long / 25"	Extra long / 25"
Weight of empty boat (with steering console, with seats, without engine, without fuel)	1140kg	1140kg
Weight of boat with basic equipments from manufacturer without engine	1200kg	1200kg
Carrying capacity of the empty boat	2190kg	2190kg
Displacement in Light Craft Condition (LCC)	1635kg	1635kg
Maximum total load ML (total weight of the fuel, weight of the people and cargo onboard)	1695kg	1695kg
Maximum recommended load (including weight of the max engine, passengers and cargo onboard, but excluding the mass of the contents of fixed fuel, water, waste tanks when full)	1755kg	1755kg
Loaded displacement mass (LDC)	3330kg	3330kg

Eagle 8 COMPLETE SETS.

Below is listed the maximum possible complete set of Eagle 8, which may differ from the complete set of your boat.

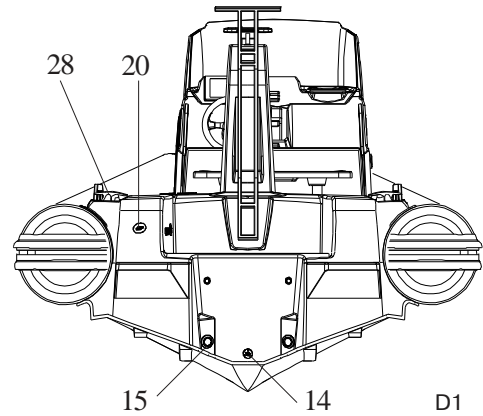
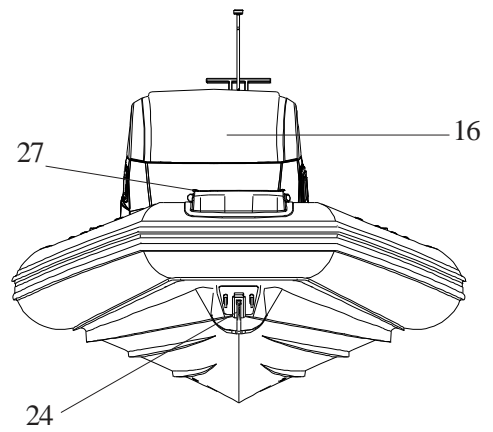
1	Inflatable boat	12	Front step-plate with navigation lights
2	Foot pump	13	Fuel system with fuel tank 340 litres
3	Paddle	14	Drain system with automatic bilge pumps
4	Set of spare parts and repair kit	15	Anchor with electrical windlass
5	Bag	16	Shower kit with water tank 45 litres
6	Owner's manual	17	Toilet system with waste tank 54 litres
7	Valve cap pressure gauge	18	Removable sundeck
8	Steering console with cabin	19	Foldable table
	Steering console equipments:	20	Front removable cushion
-	Hydraulic steering system	21	Rear platforms
-	Steering wheel	22	Foldable stainless steel ladder
-	Fuel level clock	23	Overall cover
-	Electrical switches with fuses	24	Cover for steering console and seat
-	USB socket and socket 12V	25	Collapsible sun-top
-	Speedometer	26	Battery container(s)
-	Tachometer	27	SeaDek set
-	Electric horn		
-	Elliptical portlight		
9	Driver seat with extra rear soft seats		
10	Arch / Ski mast with white allround light		
11	Stern soft seat with backrest		

BOAT DESIGN.

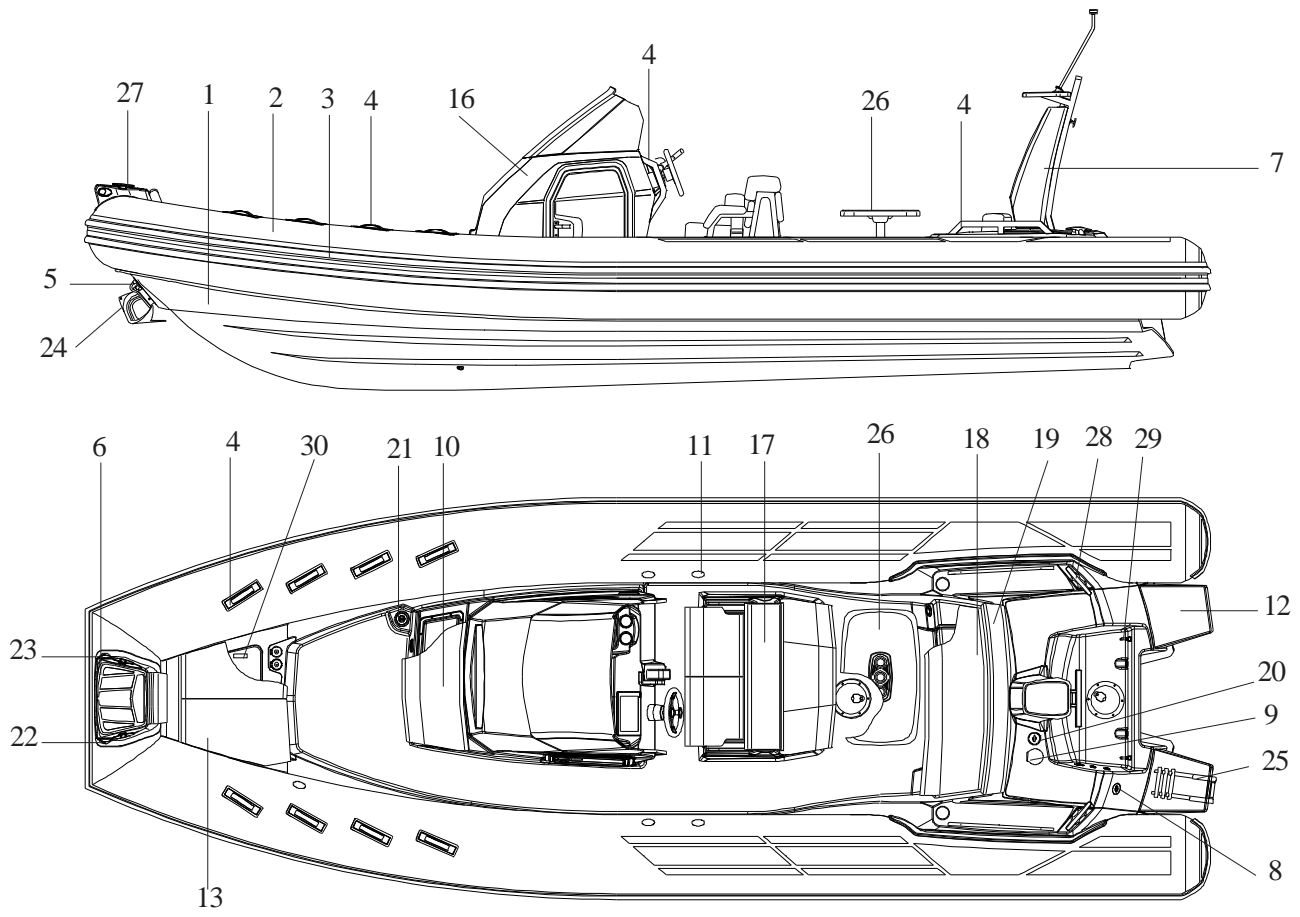
The boat Eagle8 consists of the next main components (Fig. D1):

DESCRIPTION:

- 1 — Fiberglass hull.
- 2 — Reinforced buoyancy tube.
- 3 — Doubled rubbing strake.
- 4 — Safety handles.
- 5 — Bow U-bolts.
- 6 — Bow step-plate.
- 7 — Arch / Ski mast with white allround light.
- 8 — Neck for fuel fill.
- 9 — Box with cap for shower handset.
- 10 — Steering console seat.
- 11 — Air fill valves (5 pcs.).
- 12 — Rear platforms.
- 13 — Front locker removable cushions.
- 14 — Drain plug.
- 15 — Cockpit drain system socket.
- 16 — Steering console with cabin.
- 17 — Composed driver seat/bolster
- 18 — Rear seat.
- 19 — Soft back of rear seat.
- 20 — Neck for fresh water fill.
- 21 — Outlet for emptying waste tank.
- 22 — Port running light (red).
- 23 — Starboard running light (green).
- 24 — Anchor.
- 25 — Foldable stainless steel ladder.
- 26 — Foldable table.
- 27 — Front cleats.
- 28 — Rear cleats.
- 29 — Rear lifting eyes
- 30 — Bow lifting eyes (inside bow compartment)



D1

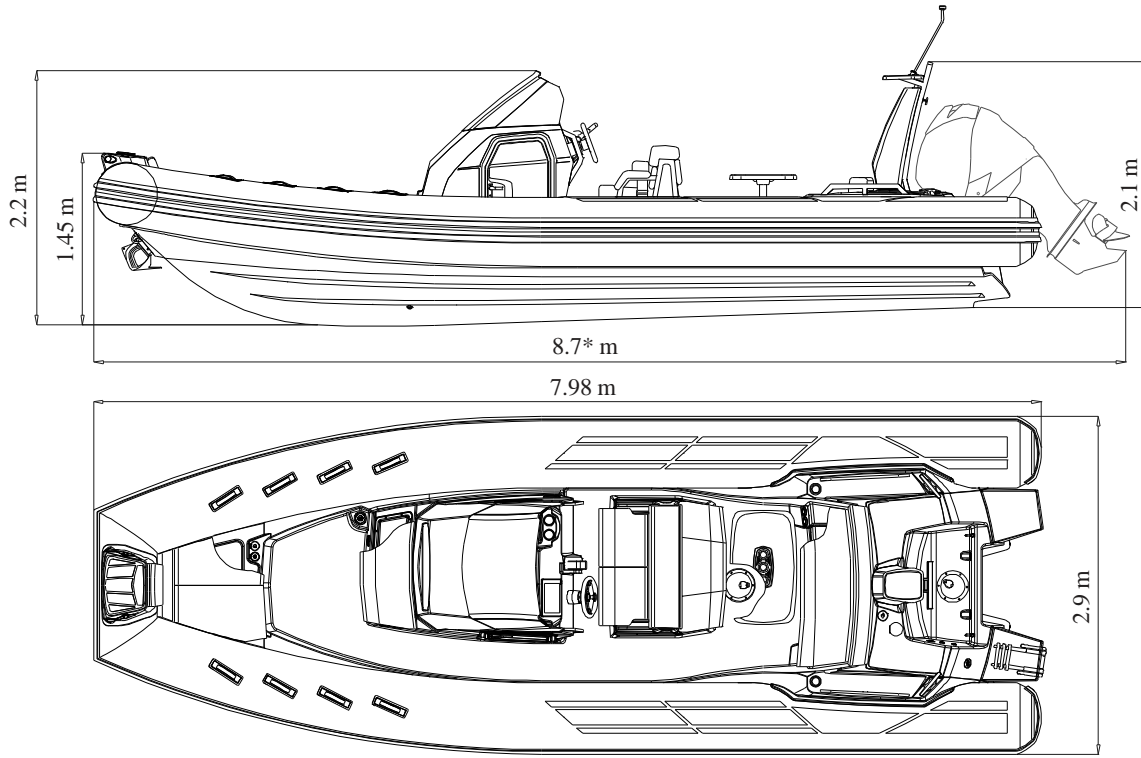


MAIN DIMENSIONS.

The dimensions of the Eagle 8 comply with the data specified in the following figure D2.

All dimension measurements indicated have a tolerance of +/- 3%.

*The length of the boat with the motor is shown conditionally. It can vary depending on the angle of the motor deflection.



D2

CREW LIMIT.

The number of persons in the boat is limited. The maximum possible number of persons is indicated in the technical data and on the builder's plate.

Always check that the each person in the boat are sitting in the designated seating area.

On the picture (Fig.D3) you can see the recommended location of the crew in the boat for **Design Category B**.



All persons should always use the handholds to avoid falling overboard. On Fig.D3 you can see the location of the handholds for each crew member. Any part of the boat can be a handholds that can be grabbed by hand to reduce the risk of falling overboard. Example handholds: handle, shroud, seat edge, cleats, steering wheel.

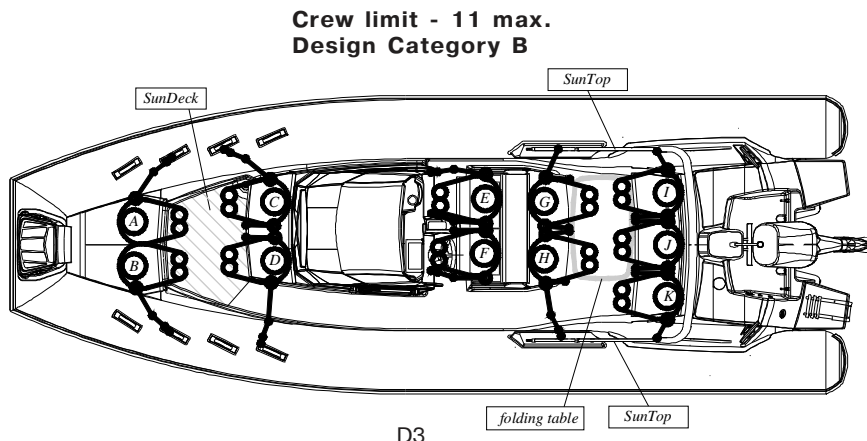
If your boat is equipped with a SunTop (Fig.D3), persons "G" and "H" can use it as a handhold. The SunTop should be folded and fixed while the boat is moving. If your boat is not equipped with a SunTop, persons "G" and "H" should use seat edge as a handhold.

Folding table (Fig.D3) can not be used as a handhold. The table should be folded while the boat is moving.

For the safe placement of persons "A","B","C","D" SunDeck (Fig.3) must be folded while the boat is in moving.

The buoyancy tube cannot be used as a seat for **Design Category B**.

 <p>WARNING</p>	<p>Never exceed the crew limit.</p>
 <p>WARNING</p>	<p>Periodically check the handholds. There should be no damage on the handholds and their fixation.</p>



On the picture (Fig.D3.1) you can see the recommended location of the crew in the boat for **Design Category C**. All persons should always use the handholds to avoid falling overboard. On Fig.D3.1 you can see the location of the handholds for each crew member. Any part of the boat can be a handholds that can be grabbed by hand to reduce the risk of falling overboard. Example handholds: handle, shroud, seat edge, cleats, steering wheel.



If your boat is equipped with a SunTop (Fig.D3.1), persons "G" and "H" can use it as a handhold. The SunTop should be folded and fixed while the boat is moving. If your boat is not equipped with a SunTop, persons "G" and "H" should use seat edge as a handhold.

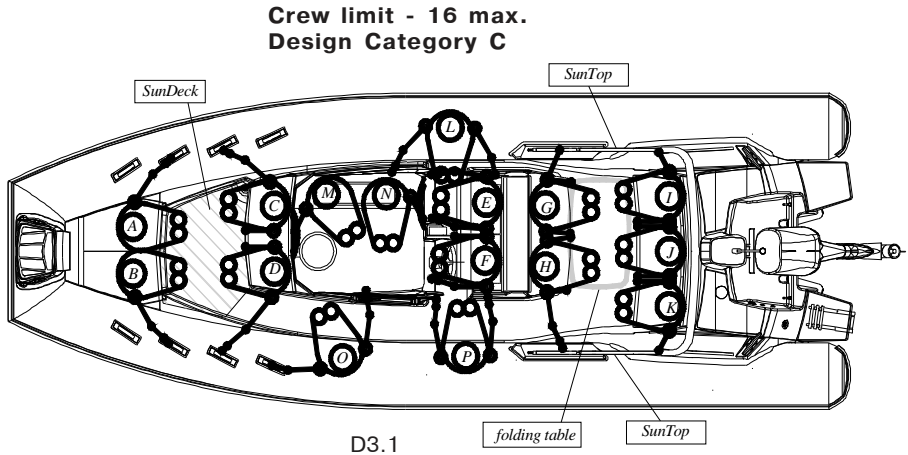
Folding table (Fig.D3.1) can not be used as a handhold. The table should be folded while the boat is moving.

For the safe placement of persons "A","B","C","D" SunDeck (Fig.3.1) must be folded while the boat is in moving.

Persons "M" and "N" can be placed in the cabin even if the toilet is installed.

Persons "L","P", "O" can be placed on the buoyancy tube in designated seating area. Persons on the tube should always use two handholds at the same time so as not to fall overboard.

 WARNING	<p>Always check the correct and safe accommodation of persons in the boat.</p>
 WARNING	<p>Reduce speed when persons are sitting on the buoyancy tube.</p>

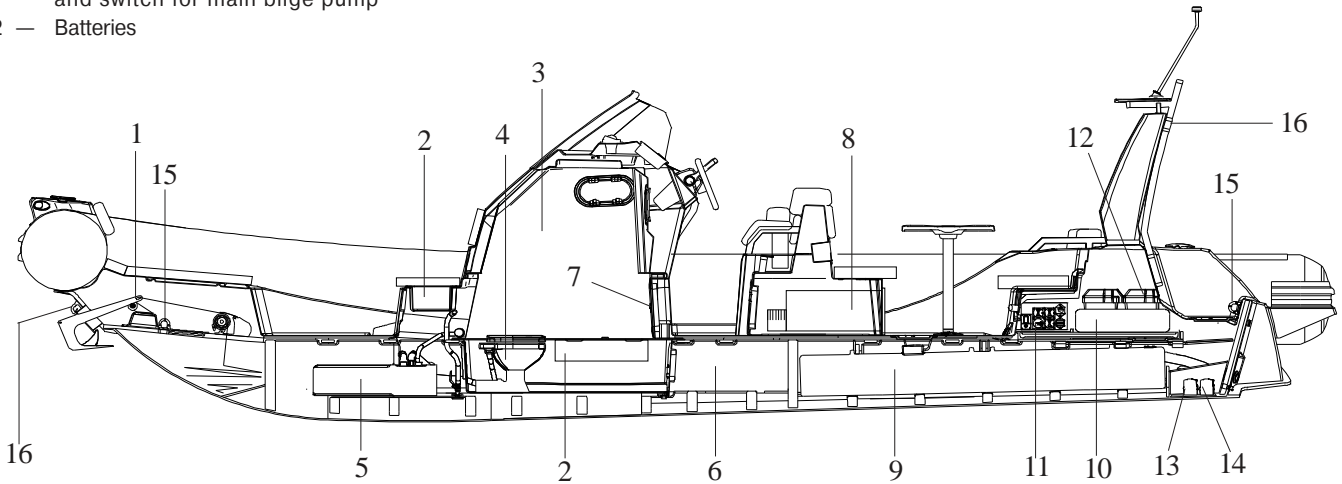
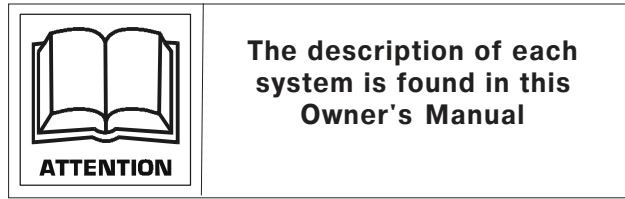


LOCATION OF MAIN SYSTEMS.

The main systems are located in the boat as shown in the figure D4. Below is listed the maximum possible complete set of Eagle 8, which may differ from the complete set of your boat.

DESCRIPTION:

- | | |
|--|---------------------------|
| 1 — Anchor with electrical windlass | 13 — Main bilge pump |
| 2 — Locker | 14 — Auxiliary bilge pump |
| 3 — Internal compartment of the steering console (cabin) | 15 — Lifting eyes |
| 4 — Toilet system | 16 — Towing eyes |
| 5 — Waste tank | |
| 6 — Internal locker | |
| 7 — Electric fuse box | |
| 8 — Fridge | |
| 9 — Fuel tank | |
| 10 — Fresh water tank | |
| 11 — Battery disconnectors, main fuse and switch for main bilge pump | |
| 12 — Batteries | |



D4

REINFORCED BUOYANCY TUBE.

The boat buoyancy tube has U-shaped form. The tube is separated by means of inner elastic partitions into five chambers of a similar volume, each being provided with an air fill valve.

The air fill valve is intended for:

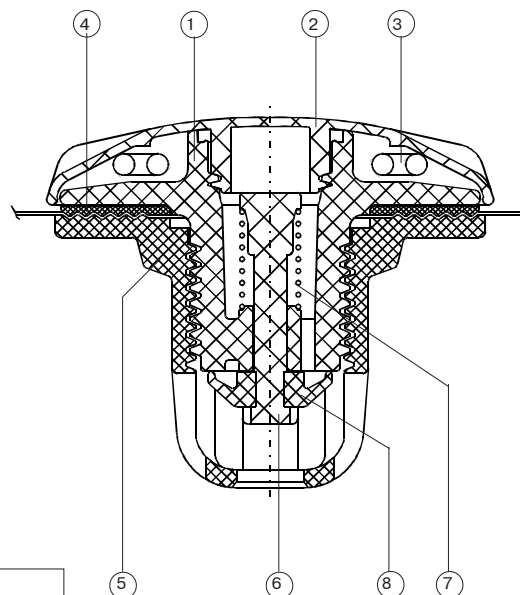
- filling the compartment with air from a standard pump or filling system and maintaining pressure in the tube for prolonged time,
- adjustable drop of pressure in compartment.

The air fill valve is designed as a tab-type non-return valve and consists of the following components (Fig. D5): housing (1); cup (2) with strap (3); washer with gasket (4); nut (5); spindle (6) with spring (7) and cup diaphragm (8).

To fill the tube with air, use only the pump from the boat kit.

First fill all tube compartments to a pressure approximately of 0.1 bar. Then bring the air pressure to nominal - 0.2bar (2.9psi).

Note that when the tube is heated by sunlight, the pressure can increase significantly.



D5



WARNING

Always have on board the means for repairing the punctures and cuts of the tube



WARNING

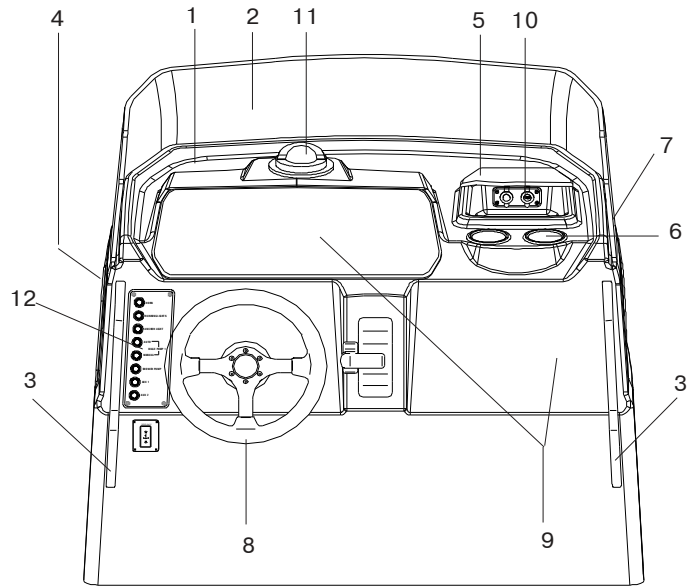
IT IS FORBIDDEN to bring the tube pressure up to the value exceeding the rated one (**0.2 bar(2.9psi)**)

Always check the air pressure in the tube.
Be careful. Tube can be damaged with sharp objects.

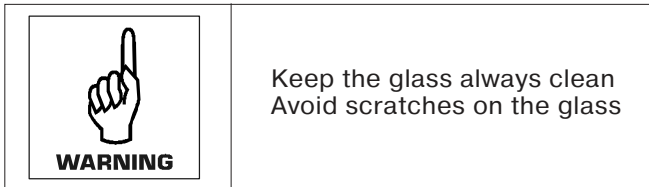
STEERING CONSOLE.

The console consists of the following components (Fig. D6):

- console body (1),
- windscreen (2);
- stainless steel handles (left and right) (3);
- doors with lock for access the interior space of the console (4).
- console recess with glass cap (5);
- cup holders (6);
- electric horn (7) (on the right side of the console).
- hydraulic steering system with steering wheel (8);
- space for instruments and equipment (9);
- socket 12V and USB (10)
- compass (11)
- switches panel (12)



D6



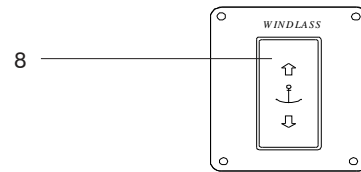
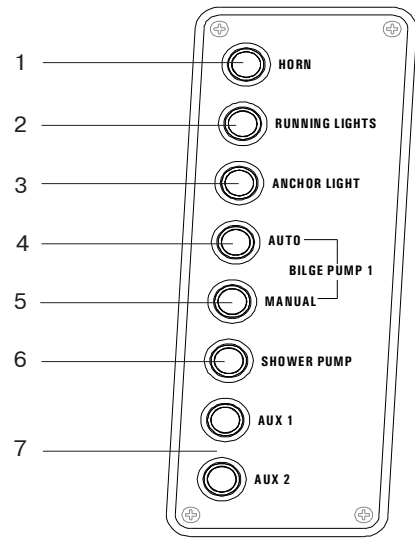
The switch panel contains (fig D7):

- horn switch (1)
- running lights and meter lamp switch (2)
- anchor light switch (3)
- switch bilge pump 1 auto mode (4)
- switch bilge pump 1 manual mode (5)
- shower pump switch (6)
- two reserve switches (7), which can be

used to c o n t r o l
additional equipments

- anchor windlass "up" and "down" switch

(8);



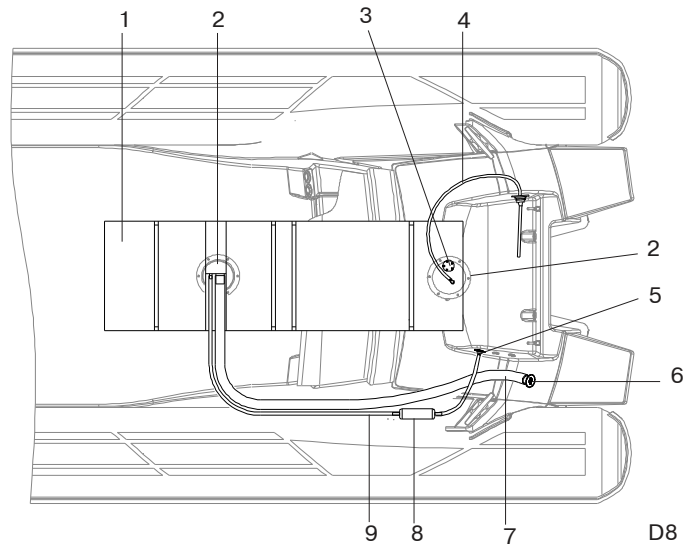
D7



	<p>When the "Running lights" switch is on, the highlighting of the labels on the switch panel is activated.</p>
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FUEL SYSTEM.

Fuel system consists of the following components (Fig. D8):

- built-in fuel tank 340L (90gal) (1)
- inspection hatch (2)
- electric fuel gauge (3)
- fuel hose (from fuel tank to outboard motor) (4)
- vent branch pipe (5)
- outer neck for fuel fill (6)
- fuel hose (from outer neck for fuel fill to fuel tank) (7)
- carbon canister (8)
- fuel venting hose (9)



 DANGER	Pre-filter and fuel valve must be installed by authorized representative specialists only.
	Do not modify fuel system. Any modification, repair and planned maintenance of the fuel system may be made by authorized representative specialists only.
	Check that there are no leaks in the fuel systems
 WARNING	Do not smoke when refueling. Stop the engine and switch off any electric equipments before refueling.

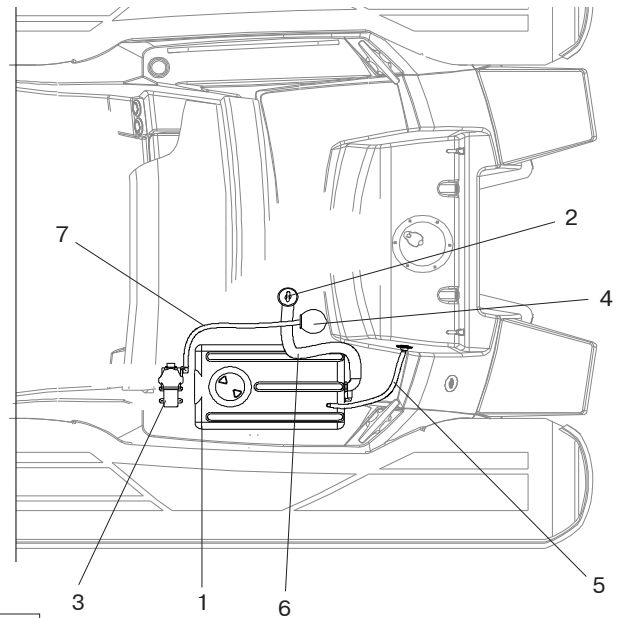
SHOWER SYSTEM.

Shower system includes the next components (Fig. D9):

- water tank 45L (12gal) (1)
- neck for water fill (2)
- shower pump (3)
- shower handset with push button control and shower hose (4)
- hose for venting water tank (5)
- water hose (from neck for water fill to tank) (6)
- shower hose (from shower pump to shower handset) (7)

How to use a shower:

- Activate the shower pump with the "Shower pump" switch on the console switch panel.
- Wait a few seconds.
- Take the shower handset and press the button on it.
- Put the shower handset back in the container after use.



D9



Water on freezing can damage the shower system.
Water from the tank and hoses must be removed if there is a risk of freezing.



It is dangerous to pretend to be an expert. This may cause damages. Refer to expert and authorized specialists for all types of maintenance and repair.

DRAIN SYSTEM.

Drain system, (Fig. D10), consists from two independent systems:

- cockpit and motor recess drain system;
- hull drain system.

COCKPIT AND MOTOR RECESS DRAIN SYSTEM includes:

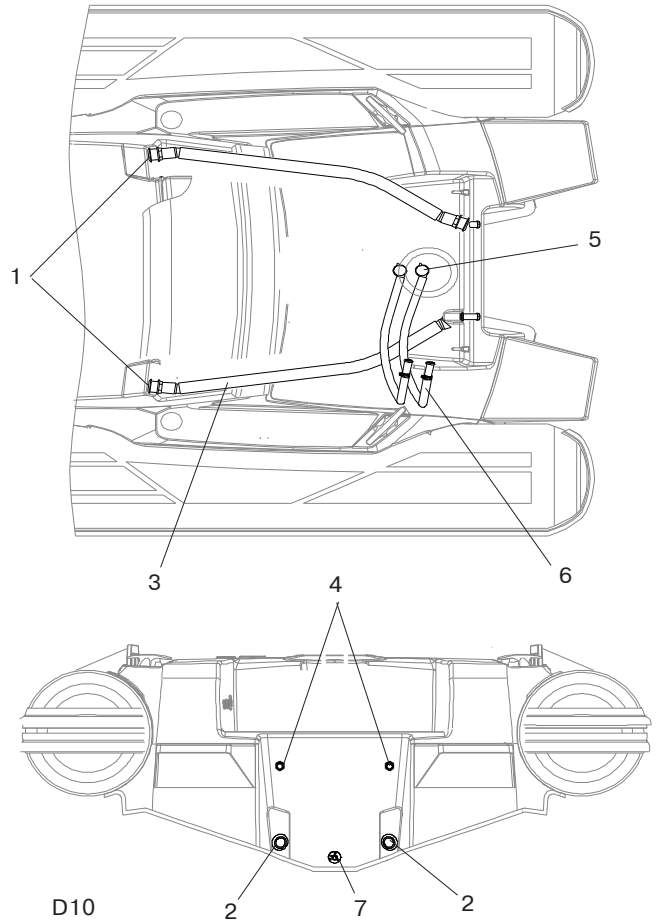
- cockpit drain sockets (1);
- stern drain sockets with flexible diaphragms (2);
- drain hoses (3);
- drain sockets thru-hull out of motor recess (4);

HULL DRAIN SYSTEM includes:

- two automatic bilge pumps (5);
- drain hoses with outlet branch pipe (6);
- drain plug (7) **MUST BE TIGHTLY CLOSED WHEN BOAT ON WATER.**

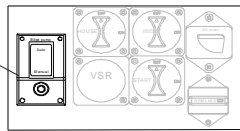
How to operate with bilge pumps:


1. Open the rear hatch
2. On the battery disconnecter panel to the left of you, locate the bilge pump switch.
3. Select the desired operating mode "Auto" or "Manual"
4. The bilge pump will be in the active position, even if all the battery disconnectors on this panel are turned off.
5. The switch of the second bilge pump is located on the switch panel on the steering console.
6. On the switch panel on the console select the operating mode of the second pump "Auto" or "Manual".
7. The second pump will not be active if the battery disconnectors are off.





Battery disconnecter panel


bilge pump
switch with fuse



 <p>WARNING</p>	<p>Always check the tightness of the drain system. Do not allow any damage to the hoses. There should be no leakage of water in the hold of the hull of the boat Never locate heavy objects on the drain hoses. It will be cause of bucking, distortions and damages.</p>
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 <p>WARNING</p>	<p>Do not obstruct cockpit drain sockets at any time. Do not dispose bulky objects in front of the cockpit drain sockets.</p>
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 <p>WARNING</p>	<p>Before navigation check the drain sockets. DRAIN PLUG (7) (Fig.D10) MUST BE TIGHTLY CLOSED WHEN BOAT ON WATER.</p>
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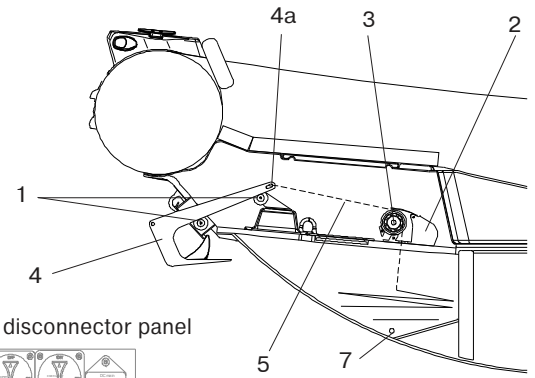
 <p>ATTENTION</p>	<p>Periodically clean out all the drain openings and bilge pumps from dirt.</p>
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ANCHORING.

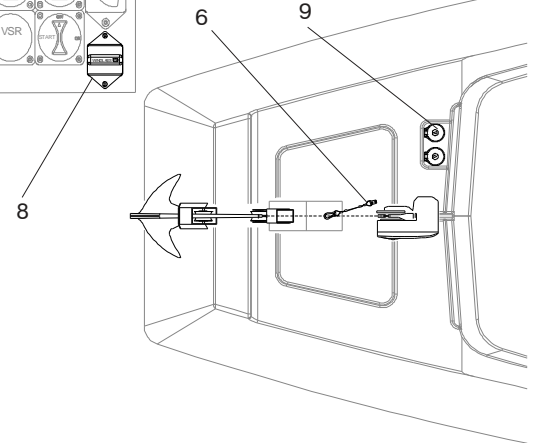
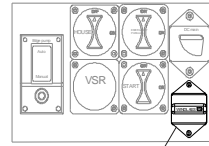
Anchor system is located inside the bow anchor locker (Fig. D11).

Anchor system includes the next components:


- stemhead roller (1);
- electrical anchor windlass (2);
- clutch nut (3)
- anchor (4) with shackle (4a);
- anchor chain / rope (38m length) (5);
- safety pin (6);
- drain opening (7);
- windlass circuit breaker (8) (installed on the battery disconnect panel);
- anchor windlass "up" and "down" main switch (9);
- anchor windlass "up" and "down" additional switch (on the steering console switch panel fig.D7);
- windlass control box (installed in the interior space of the steering console).





Battery disconnect panel



D11

 WARNING	<p>Strong point of anchor system is designed for a maximum horizontal load of 26kN. The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.</p>
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 ATTENTION	<p>Before beginning to operate with anchor system, carefully study the owner's manual for electric windlass.</p>
---	--

 WARNING	<p>Periodically check that the special anchor shackle (4a fig.11) are tightened correctly.</p>
---	--



Rollers on the stemhead roller are made of nylon and have a limited lifespan. Check them periodically for damage. Replace them if necessary.

HOW TO OPERATE WITH ANCHOR SYSTEM.

Before beginning to operate with anchor system, carefully study the owner's manual for electric windlass. Please, respect all requests and follow all instructions stated in above indicated manual.

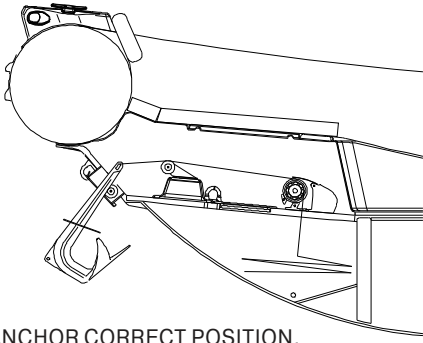
If you need to drop/cast the anchor by electric motor:

1. Disconnect main battery disconnecter.
2. Open the bow anchor hatch. By means of handle (supplied) close the clutch nut (3) fig.D11.
3. Disengage safety pin (6) fig.D11 from chain.
4. Windlass circuit breaker and battery disconnectors must be switch on.
5. By means of anchor windlass "up" and "down" switch drop/cast the anchor.
6. Switch off the main battery disconnecter. Close the bow anchor hatch.

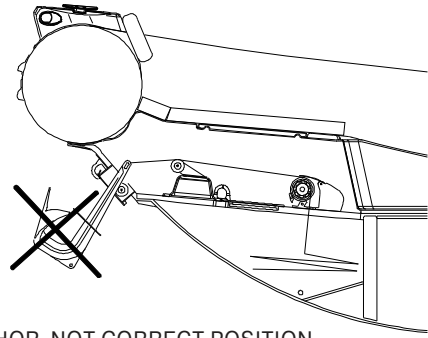
If you need to stow the anchor by electric motor:

1. Disconnect main battery disconnecter.
2. Open the bow anchor hatch. By means of handle close the clutch nut (3) fig.D11.
3. Check that the safety pin (6) fig.D11 is detached from chain.
4. Windlass circuit breaker and battery disconnectors must be switch on.
5. By means of anchor windlass "up" and "down" switch begin to stow the anchor.
6. When the anchor will begin to crawl on a roller, stop windlass electric motor in order to see that the anchor is not swinging and have occupied correct position. CHECK, THAT THE ANCHOR OCCUPIED CORRECT POSITION (Fig. D12).
7. Continue to stow the anchor, until it will be fixed on a stemhead roller.
8. Switch off windlass circuit breaker and then main battery disconnecter.
9. Hook safety pin to chain. Close the bow anchor hatch.

D12



ANCHOR CORRECT POSITION.
CONTINUE TO STOW THE ANCHOR.





ANCHOR NOT CORRECT POSITION.
RESTART TO STOW THE ANCHOR.


 WARNING	<p>CHECK, THAT THE ANCHOR HAVE OCCUPIED CORRECT POSITION AND ONLY AFTER THAT CONTINUE TO STOW THE ANCHOR.</p> <p>Safety pin must always been hooked to the chain when the windlass is not in use.</p> <p>Do not use the windlass for different purposes it was designed for.</p>
 WARNING	<p>Always turn off the windlass circuit breaker when the windlass is not in use to prevent any accidental engagement.</p> <p>Always keep hands and feet off an operating windlass. If the chain gets blocked, turn the windlass off and try to free the chain extremely carefully.</p>
 ATTENTION	<p>Check that the chain was not twisted in the area between the anchor and the windlass. Untwist it, if necessary.</p> <p>Periodically clean out the drain opening (7)(Fig.D11) from dirt.</p>

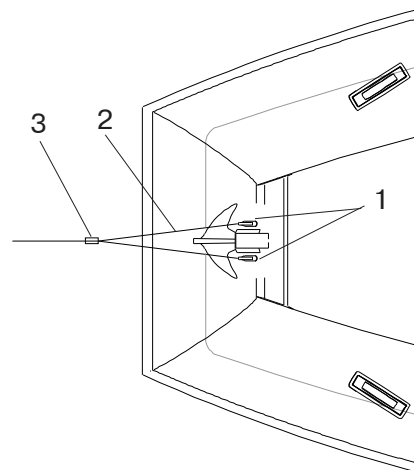
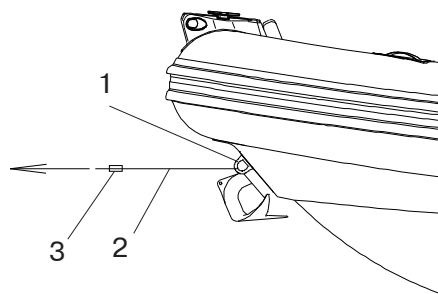
TOWING.

There are two U-bolts in the bow ((1) Fig.D13) of your boat for towing. Use both U-bolts at the same time to tow your boat. In towing rope (2) should be a means (3) to quickly disconnect your boat from the tugboat.

 WARNING	U-bolts for towing is designed for a maximum horizontal load of 26kN. The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.
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 WARNING	Always check the U-bolts and their attachment points to the boat hull for damage.
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 WARNING	Always have a towing rope on board
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D13

BRIG

MOORING.

For mooring on the boat installed (Fig D14):

1 - two bow cleats, 2 - two U-bolts, 3 - two stern cleats.



Use bow cleats (1) only for mooring in calm water for a short time. If you are leaving the boat and there is a possibility of rough water or strong wind, use only bow U-bolts (2) to bow mooring.

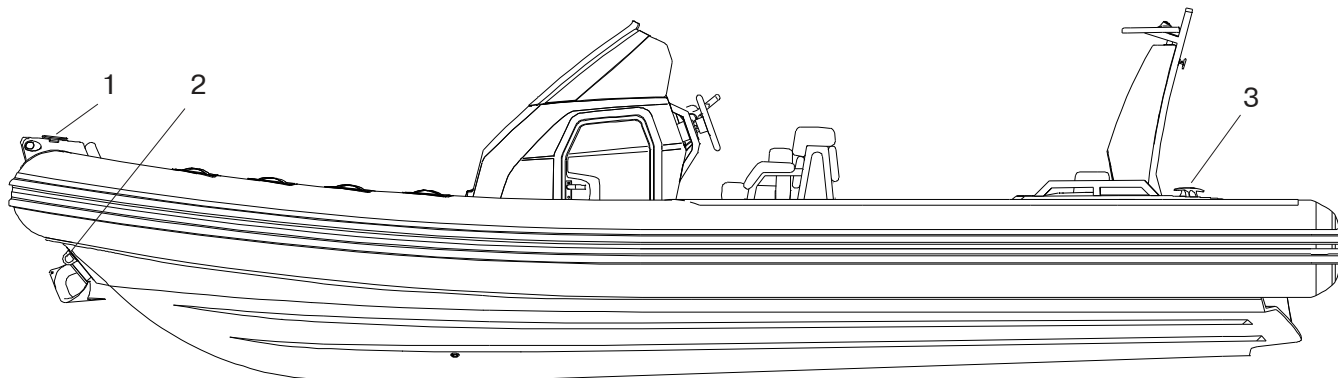
Always use the rear cleats for mooring.

Do not use other parts or elements of the boat for mooring.

Make sure that the mooring rope does not damage the buoyancy tube or other elements of the boat.

Rope for mooring must be appropriate strength, diameter and length.

 WARNING	U-bolts for mooring is designed for a maximum horizontal load of 22kN. Stern cleat for mooring is designed for a maximum horizontal load of 19kN. The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.	 DANGER	Be careful when mooring. Suddenly tensioned mooring ropes may cause injury.
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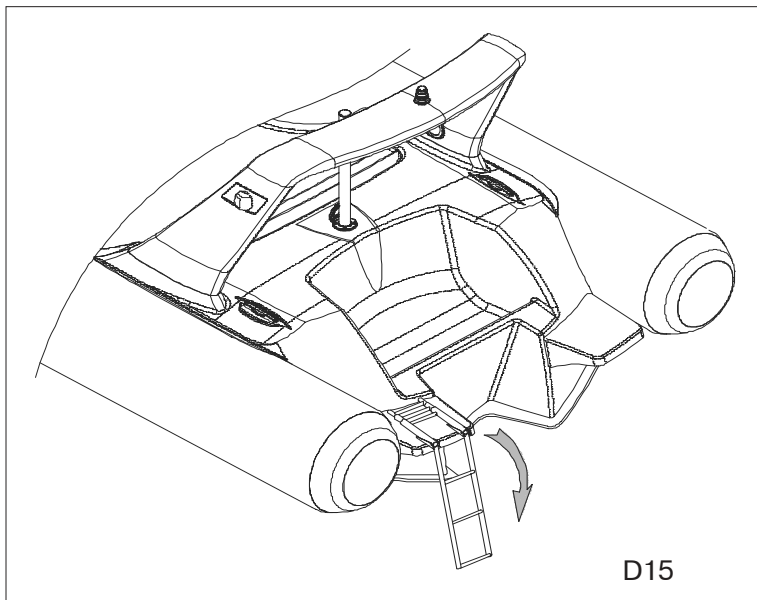
D14

REBOARDING MEANS.

Reboarding ladder mounted on the stern of the boat on the left side.

If you are in the water, and the ladder is folded, you can lay out it and return onboard.

The ladder can be fixed with Velcro. Just unclip it.



Be careful -
the rotating propeller on
the engine




DO NOT forget
to fold and fix the ladder
after use

HOW TO USE THE TOILET AND WASTE-WATER SYSTEM.

Before using the toilet, please open hatch (3, Fig. D16) inside the cabin, open "faucet 1" (1). The "faucet 2" (2) must be closed. For washoff the toilet, please use the toilet control panel (4) press the button "PUSH". After using the toilet, please close "faucet 1" (1).

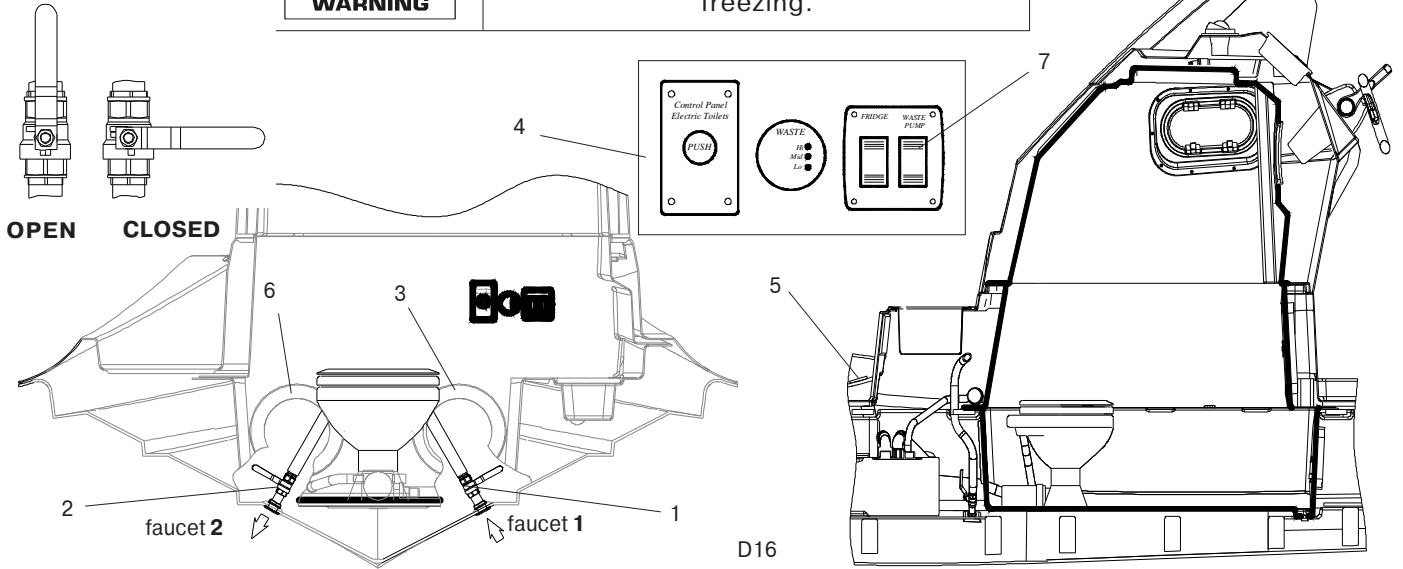
When waste-water level gauge on the toilet control panel (4) shows "full" - it is time to clear waste tank. You may clear waste tank using outlet on the deck for clearing waste tank (5). Also You may clear waste tank in the sea, (if your boat is in the place where is not forbidden to drain off waste-water). In this case, please open hatch (6) inside the cabin, open "faucet 2" (2).

Push the button "WASTE PUMP" (7). When waste tank is empty, switch off the button "WASTE PUMP" and close "faucet 2" (2).



WARNING

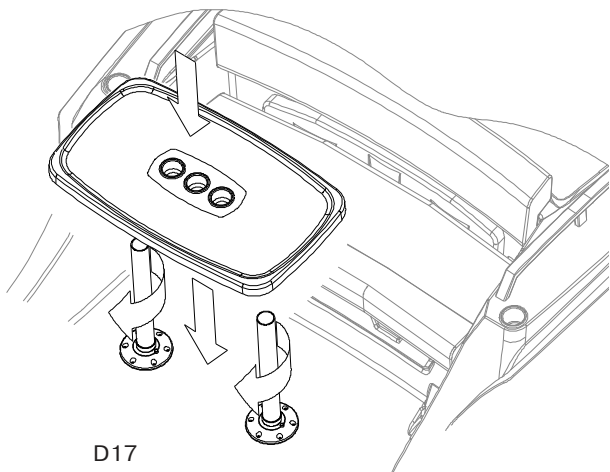
Water on freezing can damage the toilet and waste-water system.
 Water from the tank and hoses must be removed if there is a risk of freezing.



HOW TO INSTALL A TABLE.

In order to install the table, please perform the next operations (Fig. D17):

- take off a cover of the basis of a table support in the fore or in the rear part of the deck;
- please, screw a leg of the table in a flange on the bottom face of a smaller false deck board;
- further, please, screw the leg with the table into the basis of the table support.



The speed of the boat with installed the table can not exceed 7 km/h (4 knots)
Fold the table before the start boat is moving

STORAGE BATTERY INSTALLATION.

In order to install the storage battery, perform next operations:

- open door of the stern compartment;
- install the storage battery into the battery container;
- connect the battery terminals with motor battery cord and battery disconnecter;
- please, check efficiency of the electric equipment.



Before installation your storage battery read the BATTERY MANUAL carefully and ensure that you have understood all the described procedures.

HOW TO INSTALL SUNDECK.

Sundeck set includes two false deck boards and two soft cushions. One of the boards (the small one) may be used as an upper part of the demountable table. In order to install the sundeck (Fig. A8), please do the next:

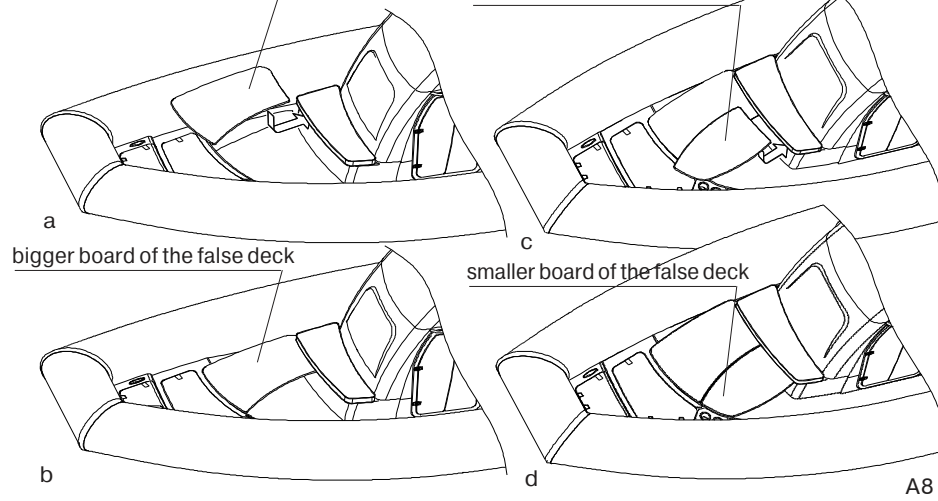
—Insert the bigger board of the false deck into the special groove between the front seat of the steering console and the console base part (Fig. A8a). Align and insert the opposite part of the board into the special drop in the front wall of the cockpit (Fig. A8b).

—In the same way, please install the second (smaller) board near the big one (Fig. A8c, A8d).

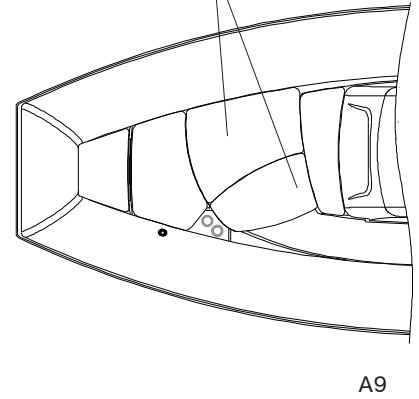
—Further, please place two soft cushions onto the false deck and fasten them with the help of press-buttons (Fig. A9).

bigger board of the false deck

smaller board of the false deck



Two soft cushions




Always check fixation of the sundeck cushions.


INFLATION/DEFLATION OF THE BOAT TUBE.

The inflatable tube of the boat has five independent air-tight chambers. Before inflation it's necessary to set all valves in operating condition. In order to switch valve in operating condition, please press spindle 6 (Fig. D3) with your finger and rotate it clockwise until the spindle will be fixed. If this operation isn't possible, it means the valve already has been set in operating condition.

Fill the tube with air using the pump from the complete set. First fill two rear chambers, next two middle chambers. However, do not increase the pressure up to its operating value (the tube will be completely straightened). After that, please fill the fore chamber up to the rated pressure. **The rated pressure value is 0.2 bar (2.9 psi).** Having completed filling, close the valve covers.

In order to discharge air from the tube chambers, open the valves (please press spindle 6 (Fig. D3) with your finger and rotate it anticlockwise until the spindle will be fixed).

	Do not use compressors and/or other types of inflating equipments not approved by the boat builder.
	Check the tube pressure before every navigation.
	The rated pressure value is 0.2 bar (2.9 psi). If the tube pressure more than nominal, deflate the tube slightly. Boat exploitation with board pressure more than nominal decreases boat service life.

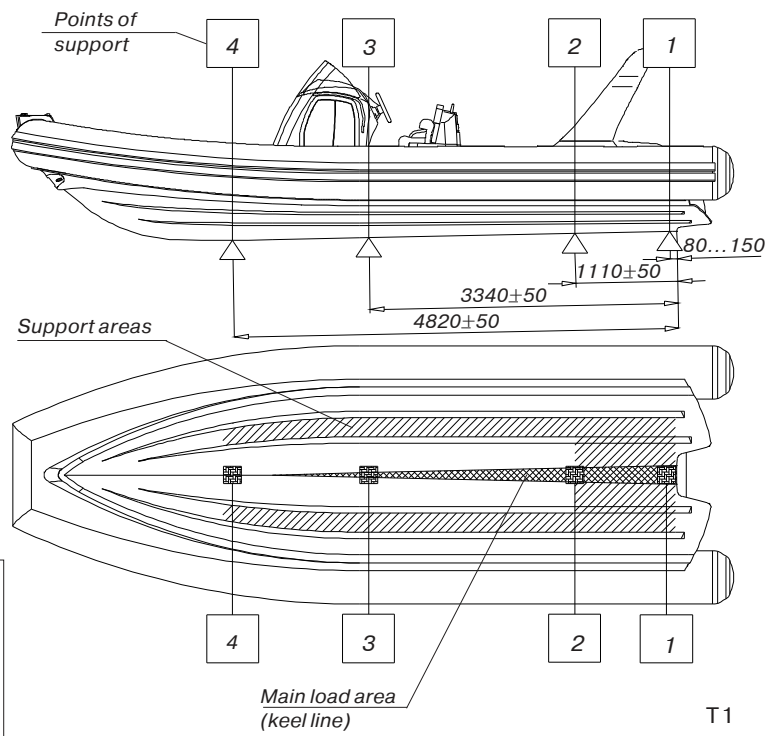
	Board air chambers are hermetical if they keep own form during 8 hours. In this case: <ul style="list-style-type: none">– primary pressure has to be nominal;– input valves openings have to be tightly closed by caps.
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BOAT TRANSPORTATION BY TRAILER.

Installed on a trailer (or on keel-blocks for storage) the boat should be laying on all surface of the **Main loading area (keel line)** (see Fig. T1).


It is possible to install the boat on four reference points as minimum. Thereby the points of support (1), (2), (3), (4) must be an obligatory, and the any other points of support must be an additional.

Lateral roller supports can be used only with a view of prevention from tipping.



T1

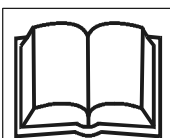
 <p>ATTENTION</p>	<p>Maximum transportable mass: 2500 kg</p>
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 <p>ATTENTION</p>	<p>In order to avoid the hull damage, install the boat on the stated areas only.</p>
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MAINTENANCE.

- Main conditions of long service life is right and careful servicing. Avoid excessive increasing of pressure in the board, especially from heating by the sun rays.
- At the end of exploitation take off sand and dirt from boat surface, and carefully dry it.
- Avoid the water getting into the chambers. If a fuel or an oil gets to the boat surface it is necessary to wash the soiled place by soap water as soon as possible and dry.
- Pay attention to the condition of bottom surfaces. If the cover is destroyed it is necessary to dry this element and restore the defend cover.
- At the end of the season exploitation, prepare the boat to winter keeping. Clean boat surface from sand and dirt, and make the necessary repairs, if damages take place. If it is possible, keep the boat in open and slightly pumped state at air temperature 0-25°C. The boat must be protected from the sun rays.
- Insignificant boat repairing (eliminating the board punctures or cuts) you may carry out by yourself. In this case use the coated fabric and glue set for repair from the complete set.

The own fulfilment of any complex repair associated with considerable damages to the board, partitions and seams is not recommended. In such cases, apply to your dealer.



ATTENTION





Storage of the boat with temperature variations from -30°C to +45°C may be allowed not longer than 1 month. In case the boat has been stored or transported at a temperature below 0°C, it must be kept at a temperature above +15°C at least for 1 hour before to be unpacked and unfolded.






For small repair boat tube use the coated fabric and glue set from the complete set.




OPERATING REGULATIONS.

Dear ownwr,



We thank your for your purchase and do hope that you will have a great fun of it. However, to make your joy and pleasure complete, we would request you to read carefully and observe the directions and recommendations specified below.

 <p>DANGER</p>	<p>IT IS STRICTLY FORBIDDEN to handle the boat in the state of intoxication and without individual rescue means being used (life-saving belts, jackets, etc.)</p> <p>IT IS FORBIDDEN to use an outboard motor of power exceeding the maximum allowable value</p>
 <p>WARNING</p>	<p>IT IS FORBIDDEN to bring the tube pressure up to the value exceeding the rated one (0.2 bar(2.9psi))</p> <p>IT IS STRICTLY FORBIDDEN to drag the boat across a rough surface.</p> <p>For each particular water area the local shipping regulations are in force. You may apply for information to the appropriate water transport and shipping directorate, as well as to the water police.</p>
 <p>WARNING</p>	<p>Use the boat equipment and accessories only on their direct purpose to ensure reliable service.</p> <p>Even when sailing with an outboard engine you should always have the oars available with you so that you were able to reach the shore without outside assistance in case of any damage of the boat.</p>
 <p>WARNING</p>	<p>On your request any outboard engine seller may provide your engine with the emergency stop switch. During navigation the switch should be connected to the wrist of your hand by means of a cord. In case you fall overboard, even if being a steersman, the switch will cut out the engine and the propeller. This arrangement will enable you to avoid any traumas and to reach the boat.</p> <p>Take all possible precautions against penetration of fuel, oil or electrolyte from the storage battery into the inflatable boat. If it does happen wash thoroughly the fouled spots with water.</p>

	<p>You should be always sure that the number of people on board never exceeds that specified in the owner's manual or on the builder's plate provided on the transom.</p> <p>The boat will retain an adequate floatability and will not keel over only provided that the load is arranged reasonably. Therefore, do not accommodate all passengers on the same side of the boat.</p>
	<p>All passengers should be accommodated inside the boat. The occupied seats should not be left throughout the entire sailing time.</p>
	<p>All passengers should put on life-saving jackets.</p> <p>CHILDREN and non-swimmers MUST WEAR A FLOATATION DEVICE AT ALL TIMES.</p> <p>Always check that floatation devices for children are of the right size and that they are operational.</p>
	<p>The boat must be equipped with liferaft(s) to be stowed for the crew limit. If the liferaft is a rigid canister type, it shall be mounted in the cockpit, ready for use. If the liferaft is contained in a soft bag then it may be stowed in a compartment but shall be readily available for use.</p> <p>Liferaft not supplied by the manufacturer and must be installed by owner.</p>
	<p>Arrange the cargo to be carried uniformly inside the boat, all items being reliable secured on the bottom of the boat.</p> <p>When sailing with an outboard engine the steersman should shift his body forward in the course of acceleration to prevent the boat forebody from raising under the force of upthrust waves.</p>

 WARNING	<p>Despite the strong shell of the boat we recommend carefully handle and operate with sharp and pricking objects which you have on board . It concerns, for example, a knife blade, fish-hook point, etc.</p>
 DANGER	<p>Approaching to rocky shores, shoals, moles, etc. , please be careful to avoid damages of your boat. It is strictly prohibited to drag the boat across rough surfaces (shingle, rocks, concrete, etc.).</p> <p>In case of prolonged navigation with the use of an outboard motor, regularly check, that the motor is reliably attached to the boat. If the engine was attached carelessly, the attachment may loosen under the action of vibration.</p>
 WARNING	<p>Besides, at regular intervals, please check air chambers pressure , since the pressure may vary under the effects of outside air temperature and atmospheric pressure variations.</p> <p>Never forget to monitor regularly the quantity of fuel in the fuel tank. Keep always in mind that the quantity of fuel should be sufficient for you to sail to your final destination.</p>

● Towing

 ATTENTION	<p>At towing the towing rope length should not be less at least 3 lengths of the boat.</p> <p>The steersman of the towed boat should be assisted by another crew member to monitor the process of towing. In this case, certain communication gestures should be agreed upon beforehand.</p>
 WARNING	<p>The rope have to be attached to both boats in a manner ensuring its immediately, single-motion release.</p>

● **Damage to one of air chambers**

The inflatable boat is designed to provide an adequate stability in case of the complete damage to one of the air chambers (balloon compartments) at the expense of the remaining air chambers and the hull. Thanks to it, you will be able to reach safely the nearest shore. Reduce the speed and shift your body to the undamaged part of the boat. Observe changes in stability. After that, immediately head for the nearest shore. To prevent penetration of water into the boat, pull the shell of the damaged air chambers upwards.

● **Mooring fast fastening**



Attach towing rope in the bow of the boat to the one of the frontal towing rings. Attach bow mooring ropes to the bow mooring cleats only. Attach rear mooring ropes or the rope of back anchor to the rear mooring cleats only.

● **Danger of currents and wind**

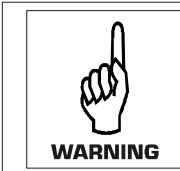


Before begin navigation on the boat, make detail inquiries about local conditions and regulations! Currents, wind, shoals, rising and falling tides, as well as weather variations may imply serious danger!

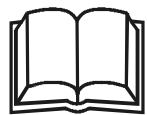
● **In emergency stay in boat**

In any unexpected situation (engine failure, boat damage, etc.), never leave the boat, if it is still afloat. Even if you believe that the shore is just nearby, stay in the boat, since you will be looked for in this particular place and, most probably, will be found. Should the boat become partially flooded, throw heavy objects (batteries, fuel tank, engine) overboard to ensure additional floatability.

● **Handling under power**



Manoeuvrability above **40 knots (74 km/h)** is limited. Sudden turn may cause loss of control. Reduce speed before sharp turn, in either direction.



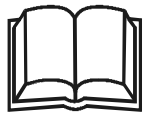
ATTENTION

Maximum propulsion power rating for the boat **258 kW (350 HP)**



WARNING

Do not operate your boat with an engine of rated power larger than that stated on the builder's plate in the boat.



ATTENTION

Do not operate this craft at negative propulsion unit trim settings (bow down) at high speed. Craft may lean over on side. Instability in turns may result. Use negative trim to accelerate to planing speed from displacement speed and at lower planing speeds in choppy water (applicable to craft equipped with propulsion unit power trim).



ATTENTION

Do not operate at maximum speed while in congested high traffic waterways or in weather and sea conditions of reduced visibility high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others. Observe and obey speed limit and no wake zones.



ATTENTION

Observe right-of-way as defined by Rules of the Road and required by COLREG.

Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions.

The inflatable boat was delivered with the following equipment installed:

1.Fuel tank with fuel hoses	Stamp and signature	Comments:
2.Electric system	Stamp and signature	Comments:
3.Drain system.	Stamp and signature	Comments:
4.Bilge pump(s)	Stamp and signature	Comments:
5.Shower kit	Stamp and signature	Comments:
6.Electrical anchor system	Stamp and signature	Comments:

7. Steering system	Stamp and signature	Comments:
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8. Engine power system	Stamp and signature	Comments:
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9. Engine installation, test and completion of plants and fittings done by.	Stamp and signature	Comments:
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		Comments:
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		Comments:
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MODEL

Eagle 8

SERIAL No.

UA-QRK

Date of manufacture

Quality inspection stamp