



Yamarin 76 Day Cruiser

OWNER'S MANUAL

FOREWORD

Dear Owner of the popular Yamarin 76 Day Cruiser! We thank you for choosing YAMARIN and wish you many pleasant experiences while on the water.

The intention of this manual is to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on its operation, care and maintenance. Please read it carefully, and familiarise yourself with the craft before using it.

Naturally, owner's manual is not a course on boating safety or seamanship. If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Ensure that the anticipated wind and sea conditions will correspond to the design category of your craft, and that you and your crew are able to handle the craft in these conditions. The sea and wind conditions corresponding to the design category C where maximum windspeed is 14 m/s and maximum significant wave height is 2 m. Even when your boat is categorised for them, they are dangerous conditions, where only a competent, fit and trained crew using a well maintained craft can satisfactorily operate.

This owner's manual is not a detailed maintenance or trouble shooting guide. In case of difficulty, refer to the dealer. Always use trained and competent people for maintenance, fixing or modifications. Modifications that may affect the safety characteristics of the craft shall be assessed, executed and documented by competent people. The manufacturer is not responsible for modifications he has not approved.

In some countries a driving licence or authorisation are required, or specific regulations are in force.

Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft. Any craft – no matter how strong it may be, can be severely damaged if not used properly. This is not compatible with safe boating. Always adjust the speed and direction of the craft to sea conditions.

If your craft is fitted with a life raft, read carefully its operating manual. The craft should have onboard the appropriate safety equipment (Lifejackets or Personal Flootation Device) according to the type of craft, weather conditions, etc., these equipments are mandatory in some countries. The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, towing, etc). Sailing schools and clubs regularly organise drill sessions.

All persons should wear a suitable buoyancy aid (Life jacket/Personal Floatation Device) when on deck.

We wish you lots of fun and hope you have a good time on board with your Yamarin 76 Day Cruiser!

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

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BEFORE YOU START

Familiarise yourself with this owner's manual.

Always check at least the following items before leaving:

- **Weather state and forecast**
Take the wind, waves and visibility into account. Are the design category, size and equipment of your boat, as well as the skills of the skipper and crew adequate for the water area you are aiming to? In high wind and waves the hatches must be closed to prevent water ingress
- **Loading and stability**
Do not overload the craft, distribute loads appropriately. To avoid impairment of the stability, do not place heavy weights high up. Notice, if people are standing on board it weakens boats stability.
- **Passengers**
Ensure that there is Personal Floatation Device or Lifejackets for all people on board. Agree about the crew tasks before leaving.
- **Fuel**
Check that there is enough fuel, also reserve fuel for bad weather etc. Regularly check there is no water in moisture trap. Its located under the fuel filter. Fuel filter should be changed 1-2 times per annum because of engine hours and quality of fuel.
- **Engine and manoeuvring equipment**
Check function and condition of steering and remote control and do the routine checks required by the owner's manual of the engine. Check the seaworthiness in other aspects also: no leaks of fuel or water, safety equipment on board etc. Check that bilge water is at a minimum.
- **Boats seaworthiness**
Check the seaworthiness in other aspects also: no leaks of fuel or water, safety equipment on board etc. Check that there is no bilge water.
- **Fastening of equipment**
Check that all equipment and heavy items are positioned so that they hold in place also in seaway and hard wind. Notice, the seat cushion may fly over board if they are not fixed properly with press studs.
- **Nautical charts**
If you are not navigating on totally familiar waters, ensure you have on board nautical charts covering an area large enough? If your boat is equipped with chart plotter learn to use it before you start. Ensure that the plotter charts are latest available.
- **Leaving the berth**
Agree with the crew, who will release each mooring line etc. Be careful not to let mooring lines or anchoring line to entangle the propeller during manoeuvring.
- **Obligatory equipment**
Each country has different regulations. Find out what are the needs in Your own area.

You will find additional instructions concerning the engine from its separate manual.

Own notes

1 General

The Owner's manual will help You to familiarise with the properties and features of your new boat, as well as with its care and maintenance. Separate manuals of the installed equipments are attached and are referred to in many sections. You can of course complement this owner's manual by adding the manuals of the devices which are installed afterwards. There is also space for your own notes in the end of this manual.

The craft has a running serial number, CIN-code. The CIN-code is labelled on the hull of the craft under the swimming platform at port side. We recommend You write down the relevant CIN-code in the declaration of conformity in to this book. When you have affairs with the dealer, please tell the CIN-code and the type of craft. This helps in delivering correct spare parts.

1.1 Declaration of conformity

Type of craft:	Deck:
01 sailboat	01 decked
02 inflatable	02 partly decked
03 other: motorboat	03 open:
Type of hull:	Propulsion:
01 monohull	01 sails
02 multihull	02 petrol engine
03 other:	03 diesel engine
	04 electrical motor
	05 oars
	06 other:
Construction material:	Type of engine:
01 aluminium, aluminium alloys	01 outboard
02 plastic, fiber reinforced plastic	02 inboard
03 steel, steel alloys	03 z or sterndrive
04 wood	04 other:
05 other:	

Essential requirements	ISO-standards used	Other normative document used
General requirements (2)		
Basic information	EN ISO 8666:2002	
Hull Identification Number – CIN (2.1)	ISO 10087:1996 / A1:2000	
Builder's Plate (2.2)		RCD annex I, 2.2
Protection from falling overboard and means of reboarding ... (2.3)	EN ISO 15085:2003	
Visibility from the main steering position (2.4)		RSG Guidelines, EN ISO 11591, NBS F10
Owner's manual (2.5)	EN ISO 10240:2004	
Structure (3.1)		RSG Guidelines, NBS-VTT Extended rule
Stability and freeboard (3.2)	EN ISO 12217:2002	
Buoyancy and floatation (3.3)		
Openings in hull, deck and superstructure (3.4)	ISO 9093-1:1994, EN ISO 9093-2:2002, EN ISO 12216:2002	
Flooding (3.5)	EN ISO 11812:2001, EN ISO 12216:2002, EN ISO 12217:2002, EN ISO 15083:2003, ISO 8849	
Manufacturer's maximum recommended load (3.6)	EN ISO 12217:2002, EN ISO 14946:2001	
Liferaft stowage (3.7)		RSG Guidelines
Escape (3.8)	EN ISO 9094-1:2003	
Anchoring, mooring and towing (3.9)	EN ISO 15084:2003	
Handling characteristics (4)	EN ISO 11592:2001	
Installation requirements (5)		
Engines and engine spaces (5.1)		
Inboard engine (5.1.1)		
Ventilation (5.1.2)		
Exposed parts (5.1.3)		
Outboard engine starting (5.1.4)		
Fuel system (5.2)	EN ISO 10088:2001, EN ISO 11105:1997	
General – fuel system (5.2.1)		
Fuel tanks (5.2.2)		
Electrical systems (5.3)	EN ISO 10133:2000, ISO 8846:1990	
Steering systems (5.4)	EN ISO 10592:1994/A1:2000	
General – steering system (5.4.1)		
Emergency arrangements (5.4.2)		
Gas systems (5.5)		
Fire protection (5.6)	EN ISO 9094-1:2003	
General – fire protection (5.6.1)		
Fire-fighting equipment (5.6.2)		
Navigation lights (5.7)		1972 COLREG
Discharge prevention (5.8)	EN ISO 8099:2000	

2 Definitions

The warnings and cautions in this manual are defined as following:

<i>DANGER!</i>	Denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.
<i>WARNING!</i>	Denotes a hazard exists which can result in injury or death if proper precautions are not taken.
<i>CAUTION!</i>	Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components.

The units used in this manual are in accordance with SI-system. In some cases other units has been added in brackets. An exception is the wind speed, where Beaufort scale is used in the recreational craft directive.

3 Warranty

The boat and the equipment installed at the boatyard are guaranteed for two year, starting the day of first use. Please contact your dealer when need information of the warranty. When discussing about warranty, please announce your 'CIN code' (identification number) if possible take digital picture about reclamation object. That will speed up the reclamation process.

4 Before use

4.1 Registering

Each country has different regulations. Find out what are the needs in Your own area.

4.2 Insurances

Boat insurance can compensate damage occurring on water or during transport. Assure insurance liability separately when lifting the boat. Insurance has also an indirect effect to safety at sea: In case of serious accident or damage, you can above all concentrate on saving the persons. The insurance companies are pleased to give more information about the insurance conditions. Each country has different regulations. Find out what are the needs in Your own area.

4.3 Training

It is advisable to practice boat handling. There is plenty of boating literature available.

Navigation courses are arranged by local yacht clubs or authorities. Each country has also different regulations. Find out what are the needs for training in Your own area. However, you only become confident in boat handling, navigating, docking and anchoring after long practical experience.

5 Characteristics and use of your boat

5.1 General

The meaning of the Owner's manual is not to be a complete service or repair manual, but to guide the user to know the characteristics of the boat and to use his/her boat in a proper way.

5.2 Basic data

Recreational crafts can be designed to 4 design categories (A, B, C and D) according to recreational craft directive 94/25/EC. Yamarin 76 DC is designed to design category C.

Design category is explained as follows:

Category A: This craft is designed to operate in winds that may exceed wind force 8 (Beaufort scale) (app.21 m/s) and in significant wave heights of 4 m and above (see note below), and vessels largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Category B: This craft is designed to operate in winds up to Beaufort force 8 (app.21 m/s) and the associated wave heights (Significant wave height up to 4 m, see note below). Such conditions may be encountered on offshore voyages of sufficient length or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Category C: This craft is designed to operate in winds up to Beaufort force 6 (app.14 m/s) and the associated wave heights (Significant wave height up to 2 m, see note below). Such conditions may be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

Category D: This craft is designed to operate in winds up to Beaufort force 4 (app.8 m/s) and the associated wave heights (Occasional maximum waves of 0,5 m height). Such conditions may be encountered on sheltered inland waters, and in coastal waters in fine weather.

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.

Maximum recommended load: *See specifications*
See also section 5.4 "Loading"

Main dimensions and capacities: *See specifications*

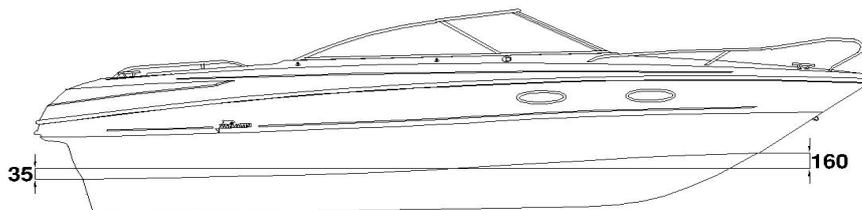
Craft length, breadth, draft, total weight etc. as well as tank capacities are shown in specifications.

Builder's plate:

Part of the information is given on the builder's plate, which is affixed next to *remote control*. A full explanation of this information is given in the relevant sections of this manual.

Specifications

Boat model	Yamarin 76 Day Cruiser	
Design category	C	
Length overall (reboarding ladder not incl.)	7,52 m	
Width	2,60 m	
Weight without engine, fluids and equipment	app. 1600 kg	
Maximum load / persons	955 kg / 8 person	
Max load included	600 kg/ 8 pers (a 75 kg) + personal equipment 80 kg +fuel 140 kg+ water 45 kg+ septic 35 kg+ equipment 25 kg + possible life raft 30 kg	
Maximum load in builders plate	735 kg	
Maximum engine power	220,7 kW/ 300 hp	
Maximum recommended weigh of engine	272,0 kg	
Fuel tank capacity	191 litres	
Water tank capacity	40 litres	
Septic tank capacity	32 litres	
Material	Polyester resin/reinforced glass fibre	
Colour codes:		
- Hull	Ashland 10015	RAL 9016
- Deck	Ashland 10015	RAL 9016
- Blue stripe	Ashland 39500	RAL 5011
Water line:		
- At stern	35 mm	
- At bow	160 mm	
Remote control cables	4,50m	
Hydraulic hoses	5,50m	



76DC water line

5.3 Maximum number of persons

The maximum recommended number of persons on board in Yamarin 76 DC is 8 person.

WARNING!

Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board the total weight of persons and equipment must never exceed the maximum recommended load (see chapter Loading). Always use the seats/seating spaces provided underway.

5.4 Loading

The maximum permitted load of Yamarin 76 Day Cruiser is 955 kg. This includes the for example following weights:

- a) the total weight of persons on board 600 kg (the default mass of an adult is 75 kg and of a child 37,5 kg)
- b) basic equipment 25 kg
- c) consumable liquids (fresh water, fuel etc.) in fixed tanks 180 kg
- d) personal equipment (e.g. hobby equipment and overnight equipment) 80 kg.
- e) other stores (septic full)35 kg
- f) possible life raft 30 kg

WARNING!:

When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately. Heavy equipment should usually be placed in storage compartment under the aft seat. If there is maximum allowed persons onboard you should place the heavy equipment in to cabin therefore craft not to became tail-heavy. Avoid placing heavy weights high up.

5.5 Engine and propeller

The maximum recommended engine power for Yamarin 76 DC is 300 hp. Follow the instructions of the dealer when choosing the propeller for your craft.

CAUTION! Its not allowed to stay or load the hatch of engine well, when the outboard motor is tilted. The hatch is not designed for load when it is in top position.

WARNING! Its forbidden to stay on hatch of engine well nor swimming platform (conserning both, upper and lower steps), when underway, cause there is a risk falling down to water and being injured by a propeller.

CAUTION! Its possible to attach protective Scotch tape to outboard motor to avoid scratches. Protective scotch tape is usually very lasting but if the protective scotch tape get broken it should immediately changed for a new one. Damage for the engine casing cause of misuse are not included to quaranty.

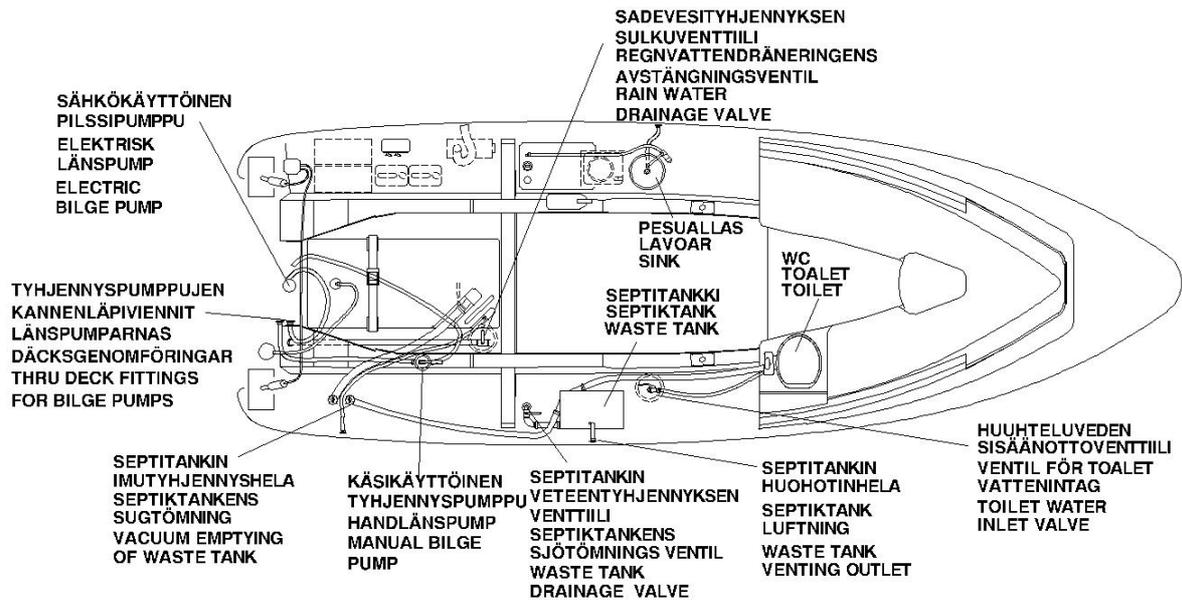
5.6 Risk of flooding and stability

5.6.1 Hull and deck thru fittings and closing valves

Yamarin 76 DC has a rainwater draining system, which means that rainwater is drained from the undecked part of the boat when the boat is on the water. The system also functions when the boat is out of water, provided that the bow is higher than the stern and that the rainwater drain valve is open. Rainwater drain valve is located under the inspection hatch under the aft seat. This drain valve is meant to be shut at the maximum loading to prevent ingress of water. In other loading conditions keep the drain valve open.

Two bilge pumps has been installed to your boat. Their location is shown in next Fig. The nominal capacity of the electric bilge pump is 65 l/min and the capacity of the manual bilge pump is 0,5 l/pull. Check function of all bilge pumps at regular intervals. Clear pump inlets from debris. You can check the electrical bilge pump by removing the bottom plate from aft locker. Here-upon raise the bilge pump away with hose and wires. Bilge pump is located in a case. Inlet of manual bilge pump is located between fuel tank and stern therefor you can check also the manual bilge pump after you have removed the bottom plate.

WARNING! The bilge pumping system is not designed for damage control (e.g. leak due to running aground).



Yamarin 76 Day Cruiser locations of hull and deck thru fittings and closing valves.

WARNING! Always keep the drainpipe shut when its inboard end is below waterline owing to heavy load. The shut-off flap on transom only prevents water from entering the boat when reversing!

NOTE! Make sure that water can flow unobstructed in the drainpipe. For instance, autumn leaves may obstruct the water flow, which causes the undecked space to flood, and later the bilge compartment, too.

NOTE! There is always some condensing water in the bilge. Some water may also come through hull bushings, particularly when the boat ages. Always remember to check the bilge before you leave the boat at quay or buoy for a longer period and before getting underway.

WARNING! The boat's handling properties may become extremely dangerous, if there is water in the bilge.

WARNING! The boat's hull windows should be closed when underway. Close the hull windows also when you leave boat at quay or buoy.

5.6.2 Stability and buoyancy

Please note, that stability is reduced by any weight added high up. Any change in the disposition of the masses aboard may significantly affect the stability, trim and performance of your craft. However, please be aware that large breaking waves are always a serious danger to stability.

YAMARIN is equipped with flotation material, which shouldn't be reduced.

5.7 Risk of fire or explosion

5.7.1 Refuelling

Before you start to fill the fuel tank, turn off the engine and naturally any cigarettes. Its not allowed to use switches or appliances that can cause spark formation.

When filling the fuel tank, do not use a plastic funnel, which prevents discharging the potential difference between the fuel pistol and the filling fitting.

Hint: If your boat has a teak finish and you think that fuel might splash onto it when refuelling, we recommend that you wet the surface with water before refuelling. It prevents gasoline from entering into wood, and no gasoline stains are left.

Always keep some reserve fuel onboard. Suitable places for stow reserve canisters are especially both anchor boxes in stern. When using them there is no risk of gasified fuel may contact with battery compartment or electrical system.

Do not stow any loose items in the tank space, that may move and prevent fuel access to engine. This comprise especially items , that may move against the fuel hoses or fuel filter. Check annually, that the fuel hoses are not worn at lead-ins.

WARNING! Fuel and its vapours are highly explosive. Extreme caution must be exercised and these instructions must be followed when refuelling. The smell of fuel always means that there is vaporised fuel in the boat.

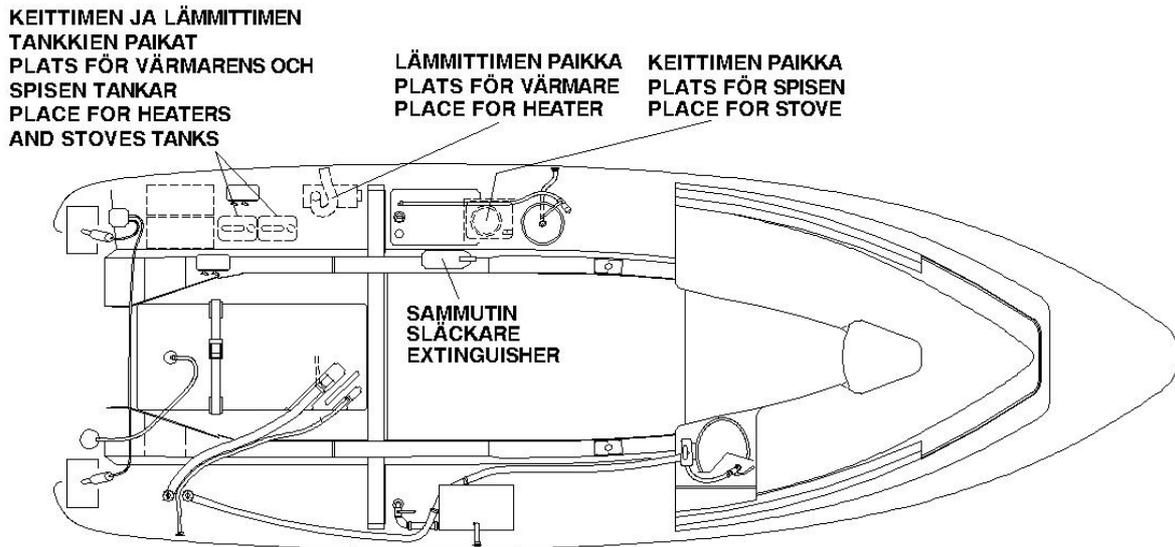
5.7.2 Other fuel burning systems (heater and stove) (optional extra)

The stove (Wallas800) and the paraffin heater (optional extra) has a separate user's manual, therefore there is no mention of them in this owners manual. The paraffin tank of the stove (and possible heater) are located in portside locker of the cockpit. Only good quality paraffin shall be used as fuel. Before you start to fill the paraffin tank, turn off the stove (and the heater). Do not operate switches or appliances that can cause spark formation. Clean any spilled paraffin immediately.

NOTE! Cover of stove is hardened glass. Hardened glass is durable and it sustain quite a heave use but it is good to know that the edge of glass is quite a fragile for a hits and knocks. It can broke hit by metal object. Beware risk of breaking the cover, when let down be sure stove is not in use or there is anything in a stove or sink to harm the cover. Cover must be closed with push catch when underway.

5.7.3 Fire protection

The boat is equipped with portable 2 kg fire extinguisher class 8A68B shown in your boat models figure. The portable fire extinguishers shall be serviced annually by the authorised inspector. If you replace portable fire extinguishers, the new ones shall have at least identical fire-fighting capacity.



Yamarin 76 Day Cruiser location of portable fire extinguisher

Ensure that fire-fighting equipment is readily accessible also when the boat is loaded.
Inform members of the crew about the location and operation of fire-fighting equipment.

Overcurrent protective devices (fuses) of the circuits are located beside the main switches and next to helm station. The fuse sizes are also shown in Electrical Fig. Do not alter the rated current amperage of overcurrent protective devices, or install any electrical components exceeding the rated current amperage of the circuit.

NAV. L = Navigation light

WIP. BB = Windshield wiper, portside

DEC.L = Deck lights

WIP. SB = Windshield wiper, starboard

ANC.W = Anchor windlass

MAIN I = Main fuse I for instrument panel

MAIN II = Main fuse I for instrument panel

CABIN LIGHT

OUTLET = 12 V- outlet

PENTRY PUMP

TRIM = Hydraulic pump for trim planes

PLOTTER = Chart plotter

FRIDGE

STOVE

MEMORY = Memory current for instrument / radio

BILGEPUMP = Electric bilge pump

5.9 Operation

If this is your first boat, or a boat type new to you, take someone with experience from a corresponding boat with you on the first times.

5.9.1 Controls

You will quickly learn how to control your YAMARIN -boat, but the ever changing weather conditions., like wind and waves, will always present new challenges for the driver. The boat has a hydraulic steering system. The remote control combines the functions of throttle, forward and reverse gears, and motors trim angle adjustment.

5.9.2 Emergency switch

The emergency switch is a device with one end attached to the switch under the remote control and the other end to, for instance, your life vest. When the emergency switch is detached from the switch in the remote control, it automatically switches off the engine. It is extremely important that the boat stops, if, for some reason, the pilot loses his or her balance and gets thrown away from the pilot's position. Never drive the boat without attaching the emergency switch onto yourself. If you attach it to your arm, do not steer the boat with that hand, because the lanyard may twine around the steering wheel in tight turns.

The engine does not start if the emergency switch is not attached to the switch in the remote control.

WARNING! A rotating propeller is dangerous to anyone fallen overboard or a swimmer. Always switch off the engine with the emergency switch or otherwise before a swimmer or a water skier climbs on board.

5.9.3 Gearshift and throttle

The engine is put into gear by pushing the button on the gear/throttle handle upwards with your fingers, and by pushing or pulling the gear/throttle lever forward or backward depending on which direction you are planning to set out. When the engine is in gear, you adjust the boat speed with this same gear/throttle lever.

When the boat is travelling forward slowly, you can use the reversing gear for braking, for instance, when approaching the quay. Shifting into reverse must not be done if the boat is travelling at higher speeds, because it damages the engine.

5.9.4 Adjusting the trim angle

The main rules in adjusting the trim angle are the following:

- when raising the boat to plane, keep the "bow down" position
- when the boat is planing and the sea is not too rough, raise the bow until the engine and the boat runs gently. In small waves engine should be trimmed atleast 3 scale marks up. You find trim scale from log. If engine is trimmed up too much boats speed shall reduce. If boat is trimmed too low boat and engine runs heavily. To achieve good fuel economy its important to drive boat with a right trim angle of engine.
- In head sea, lower the bow to obtain a smoother ride.
- In following waves, raise the bow to avoid "diving".

WARNING! Don't drive the boat with high speeds engine trimmed up (bow up) cause there is a risk of sudden inclination when the propeller hits the water after a flights in a heavy waves. Likewise you should not drive boat engine trimmed negative (bow down) cause there is a risk of sudden inclanation when the bow hits the waves.

Do not operate the craft at negative propulsion unit trim settings (bow down) at high speed. Craft may lean over on side. Instability in turns may result.

You can adjust the directional stability of the boat by using **trim tabs** so that boat runs straight in a heavy side wind and also if boat is loaded imbalance. Say all the planing boats lie against wind but when the boat is equipped with trim tabs you can righten the boat by putting down the windward trim tab. This way the boat runs much more smoothly in waves. If the impact of waves is wanted to be reduced, you should trim up windward so that waves shall go more under the bottom.

WARNING! Adjust the trim tabs with care at high speed – it changes the behaviour of the craft strongly. Do not run the boat with the bow too much down, the boat can turn unexpectedly.

WARNING! Waves reduce manoeuvrability and heel the boat. Take this into account by reducing the speed in seaway.

5.9.5 Starting the engine

1. Switch on the engine from the main switch.
2. Lower the engine to the driving position by pressing the Power Trim button on the gear/throttle handle with your thumb.
3. Use the hand pump bulb on the fuel hose to pump fuel from the tank until the bulb becomes hard.
4. Check that the gear/throttle handle is in neutral position and that the safety switch is attached to a switch in a remote control.
5. Switch current without starting the engine and wait until the warning lights ignite
6. Start the engine by turning the ignition key clockwise, until it starts. If everything is correct engine should start with in 1-2 seconds. If engine does not start you should not start continuously more than 10 seconds.
7. After the engine has started, let it run at idle speed for a few minutes before getting underway. (See the engine manual.)

For more detailed information, consult the engine manual.

5.9.6 Driving

Driving in fine weather and on calm sea is easy. Do not, however, forget the importance of sufficient lookout. In order for the visibility from the driver's seat to be as good as possible:

- place passengers so that they do not restrict your visibility
- do not drive near planing speed for long periods, as driving bow up restricts visibility
- when visibility is poor, look over the windshield
- keep a lookout also behind you, particularly on fairways.

Use proper navigation lights when it is dark.

Always adjust your speed to the conditions and to the environment. Take into account the following:

- waves (also consult the passengers about a comfortable speed)
- your boat's wash (biggest when starting to plane, smallest when travelling at displacement speed or at less than 5 kn)
- visibility (islands, fog, rain, driving against the sun)
- familiarity with the route (time needed for navigation)
- narrowness of the route (other traffic, noise and wash at shore)

When running at low speed, a planing boat's directional stability is poorer than at higher speed. So be careful in narrow passages and when meeting other boats.

The running position of the boat greatly affects the driving qualities and fuel consumption. The boat's best operational position may be achieved by:

- proper placing of the load. A rule of thumb: keep bow as light as possible.
- adjusting the engine's trim angle

The combination of the right operational position with the right speed also make driving in rough water more comfortable and safer.

WARNING! Sudden steering movements at high speed may cause loss of control and great heeling angles in a high sea.

NOTE! Boat is not designed for jumping in waves.

5.9.7 Approaching the dock

Practise boat manoeuvring skills needed when approaching a dock. Choose a wide space before entering a crowded marina.

A very gentle throttle application does not generate sufficient steering power. Sharp but short throttle applications enable efficient steering movements.

See to it that everyone on board who does not have to stand up is seated when you are approaching the dock. Sudden steering movements may cause the boat to sway and someone to get injured.

Before docking, prepare the ropes at stern and bow. Approach the dock bow first at a narrow angle. Just before touching the dock, steer against the dock and shift into reverse. Apply throttle quickly and sharply. The boat will stop and turn parallel to the dock. If possible, make the approach into the wind or current, whichever is the strongest, because departure from the dock is easier when the wind or current pushes the boat from the dock. The easiest way to depart is by first pushing the stern as far away from the dock as possible. Then slowly reverse clear of the dock, shift into forward and proceed slowly.

If the wind or current is pushing the boat away from the dock, push the vessel away manually and slowly drive forward into open water before starting to make a sharp turn. If you turn the boat too sharply at the dock, the motor may hit the dock or other boats.

The propeller is designed to give its best grip in forward gear. Therefore the propeller

performance is weaker in reverse. Neither does the boat have a similar steering response in reverse as in forward gear.

WARNING! Yamarin 76 Day Cruiser is a fast boat. It needs time to stop from planing speed. Slow down the speed in good time in advance before beaching or docking. Learn to estimate the distance the boat needs before it stops. Remember that steering control is poor, if there is no traction.

WARNING! Do not try to stop the boat with your hand, and do not put your arms or legs between the boat and the quay, the shore or another vessel! Practise beaching under favourable conditions! Use engine power moderately but with determination!

NOTE! When mooring your boat, take into consideration changes in wind direction, tides, wash from other boats etc. Further information is available from, for instance, insurance companies .

5.9.8 Use of canopy

The canopy is designed so that its possible to use just a canopys front cover fixed. We recommend that you remove the sides of canopy and its aft cover and roll the roof cover carefully and lay it down to canopy box so that it fits easier to canopy box. That succeed easily if you ensure there is no fabric above the canopy rail. The canopy is designed to take a maximum speed of 30 knots at sea, and 50 km/h in road transport. All press studs must be properly fastened when canopy is in use.

5.9.9 Windshield middle door

Windshield middle door must always be closed and locked when driving. Door is not designed for using it as a rail when you're coming on board or leaving the boat. You should use the starboard upper profile as a support when needed.

WARNING In heavy sea, strong wind or gusts keep the door closed even in port cause there is a risk of door could be thrown by it selves. Door is heavy and it can cause a serious damage if it hits person on board.

WARNING When the boat is lying still the door can get closed by a blast or when big waves hit the boat . Because of that you are recommend to keep the door closed when no one is boarding.

5.9.10 Steps and cabin sliding door

Pay attention when using staircase especially if cabins sliding door is open. Its possible to fall down to the cabin.

5.10 Proper use – other recommendations and guidelines

5.10.1 Man-overboard prevention and recovery

The man overboard situation is always serious. Rescue procedures should be practised in advance when the weather is good, because when someone has fallen overboard, there is no time for practising.

It is always easiest to help a person climb inboard from the water at the stern of the boat. A rope loop attached to the boat helps lifting. The boats' swim ladder extends 30 cm into the water. If a child has fallen overboard, an adult with a life-saving device or a fender must always jump after the child, but someone must always remain onboard the boat.

It's very important to have visual and talking contact to person in man overboard situation.

5.10.2 Securing of loose equipment

Secure safely all heavy equipment, like anchors, before leaving the quay

Cabins sliding door

NOTE! If the cabins sliding door is open when underway it must be locked with push catch.

NOTE! Do not ever keep the key in the cabin door lock. Key might get loose easily when you fully open the door.

5.10.3 Respect for environment

Archipelagos and lakes are unique and their conservation is a matter of honour for boaters, too. Therefore you should avoid

- fuel and oil leakages
- emptying garbage and waste into the water or on the shore
- letting detergents and solvents get into the water
- loud noise on the water or at marinas
- producing unnecessarily high wash in narrow passages and shallow waters.

Service the engine well and run it economically, which also keeps exhaust emission low.

We all have public right of access to nature, which means that we can enter somebody else's land, with the exception of the yard, provided that we do not cause any damage or inconvenience. This right also includes public access to waterways, and temporary anchoring, swimming and going ashore at unoccupied places, provided that it is not expressly and officially forbidden. Anchoring near occupied beaches is forbidden. Also you are not allowed to moor your boat at a private jetty, or inhabited shore without permission.

You may camp in a tent on islands provided you do no harm to the property or disturb the property owner. Camping in a tent is forbidden near yards and cultivated fields. You may

When you land to a natural harbour, ensure sufficient water depth with for example a plumb line. Let the anchor go at sufficient distance from the shore. A moderate grip is attained if the anchor line length is 4-5 times water depth.

WARNING! Do not try to stop the boat for hand and do not put your hand or foot between your boat and jetty, bank, or other boat. Practice landing in good conditions, use engine power with discreet but determined way.

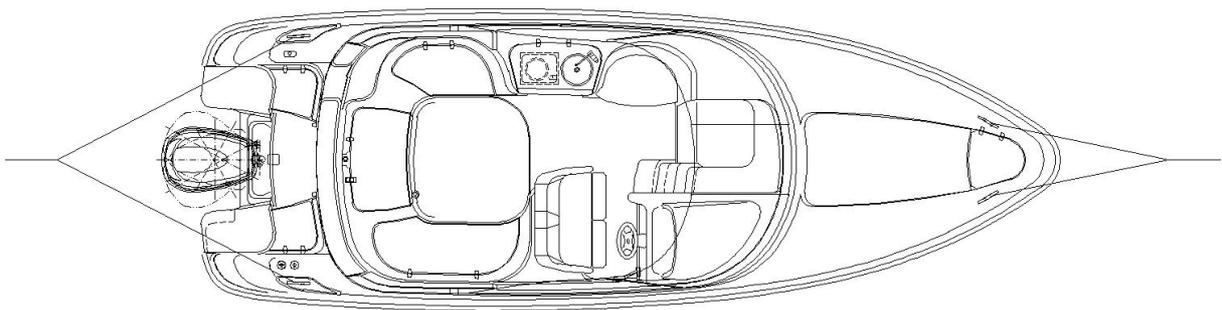
CAUTION! When mooring your boat, take wind veering, raise or fall of water level, wake of other boats etc. into account. More guidance can be got e.g. from insurance companies.

5.10.7 Towing

If you tow another boat, use adequately strong, floating line. Begin the towing carefully, avoid jerks, and do not overload the engine. If you tow a small dinghy, adjust the towing line so that the dinghy rides "downhill" on the wave. In narrow channels and large waves pull the dinghy near the transom to decrease yawing. Secure carefully all equipment in the dinghy if capsizing of it is possible. When crossing open waters, cover the dinghy to prevent ingress of spray water.

If you tow or if your boat has to be towed, attach the towing line to the strong points as shown in your boat models figure.

WARNING! The towing line is under high tension. If it breaks, the end of it may have highly dangerous speed. Always use a rope thick enough, and do not stay in the way of rope extension.



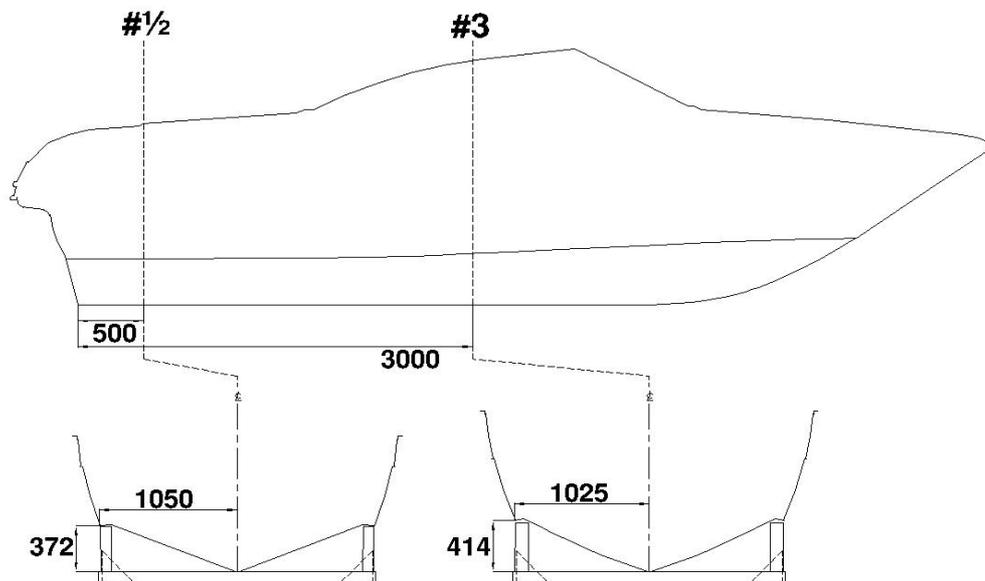
Yamarin 76 Day Cruiser locations of bollards for towing, anchoring and mooring.

5.10.8 Trailer transport

If necessary, please ask the dealer to give further information on the size of trailer, and the proper way of supporting your boat.

5.10.9 Docking

The storage cradle should be sufficiently steady and suitable for the boat's dimensions. The keel supports should carry atleast the boat's and engine weight. Side supports should not hold up the boat and are not allowed to contact rise lists. Point loads should be avoided. Supporting structure should be strong enough especially close to stern so that supports also the weight of engine. The length of the keel supports and the dimensions of side paws should be at least as shown in following figure.



Yamarin 76 Day Cruiser

Storage cradle dimensions.

Only use reputable hoisting companies or boat yards with sufficient hoisting capacity. In addition to the boat's own weight (see specification), also take the accessories and other possible load in the boat into consideration.

When boat is lifted, lines should be located under the boat and during lifting boat must stay in level position.

NOTE! It's not allowed to lift boat from cleats.

6 Maintenance of boat and equipment

Keep your boat clean and tidy. It will add to your comfort and safety, as well as the resale value of the boat.

Familiarise yourself with the service procedures shown in the Owner's manual of the engine (see attachment). Perform the service items carefully, or let an accredited service company to do them. Other items requiring according to your boat model regular maintenance are:

- steering gear and engine controls
- fire extinguishers
- canopy

Perform the maintenance of items above according to their separate Owner's manuals (attached).

6.1 Washing and waxing the boat

Normally it is sufficient just to wash and wax the deck and sides. A special boat cleaning agent is best for washing. Do not use strong solvents as they may damage the gloss of the reinforced plastic surfaces. Mildly abrasive polishes can be used to remove chafings and embedded dirt. Fibreglass surfaces can be washed with a pressure washer.

Useful tip: when the boat has been washed using tap water, a thin chalk-like layer of lime and minerals will appear on its surface after it has dried. This results from the hardness of the water and can be eliminated by adding a few drops of tall oil soap solution into a bucket of rinsing water, which will soften it.

Useful tip: Water and lime stains on acid resistant rails disappear when you apply some Lemon Pled furniture spray on them. The rails start shining like on the shipyard's production line.

Useful tip: If the boat's ropes smell bad after winter storage, immerse them into a bucket of water and add a bottle of apple vinegar with some fabric softener. Drip dry over the night and they are like new.

6.2 Care instructions for seat cushions

In order that the boat's seat cushions remain in good condition they must be stored in a dry and well-ventilated space. Although they are made of water resistant material, their seams let water in. If the cushions remain damp for a lengthy time, they will grow mouldy and deteriorate. So always take the cushions inside for the night, if you want them to stay dry and in good condition. Front seats will remain dry if you remember to use protective bags on them. The warranty does not cover cushions spoilt by rain or dampness.

The press studs of the seat cushions should be sprayed with silicon spray every now and then. Otherwise they may become so tight that the fabric is torn in the attempt to open them. The warranty does not cover seat cushions that have been damaged.

Useful tip: Any mould spots on boat seats with imitation leather finish disappear when you wipe them clean with a lemon juice concentrate seasoned with a pinch of table salt. This gives the seats a fresh scent.

6.3 Care instruction for canopy

Store the canopy over the winter in a dry and well-ventilated place. The press studs of the canopy should be sprayed with silicon spray every now and then. Otherwise they may become so tight that the fabric is torn in the attempt to open them. The warranty does not cover a canopy that has been damaged.

6.4 Care instructions for windshield

The boat's windshield is made of tempered glass and it can be washed with ordinary glass cleaners.

Useful tip: When wiping the boat's windshield dry after cleaning avoid using circular motions, because they leave stains on the glass. The stains become visible against sunlight impeding visibility. Wipe off any streaks with dry newspaper or cotton cloth first using horizontal motions and then vertical motions. Repeat this a couple of times and you'll bring the windshield to a brilliant shine!

6.5 Care instruction for remote control

Normally the remote control needs no other maintenance than greasing and adjustment before winter storage. If it becomes stiff to operate, it needs immediate servicing.

6.6 Care instructions for steering system

Normally the hydraulic steering system needs no maintenance. If steering becomes "loose", there is a leak in the system. The leak must be repaired immediately.

WARNING! If the hydraulic system leaks, or if there is air in the hydraulic system, it is extremely dangerous.

6.7 Care instructions for electrical components

Best protection against oxidation of electrical components, like main switch, navigation light switch, connectors etc. is ensured by spraying them with moisture repellent antioxidant every now and then.

6.8 Minor superficial repairs

Minor damages in the gelcoat surface of the hull or deck can be repaired by yourself. However, a neat, unnoticeable repair needs skill:

1. Tape off the area around the repair.
2. Bevel the edges sloping into the repair area and clean with acetone.
3. Mix gelcoat with 1.5-2% hardener
4. fill the repair with more gelcoat than needed, so that its surface remains slightly above the surrounding area
5. carefully put a tape over the repair
6. after the gelcoat has hardened, remove the tape and sand the repair smooth as needed
7. buff the repair using abrasive paste

The colours used on this boat are given in *specifications*.

NOTE! Certain post delivery installations may cause damage to the structure of the boat or impair safety if not performed correctly. Consult the dealer if you plan any changes to your boat.

7 Winter storage

Preparing boats for winter storage is an autumnal routine according to your location. Have your boat hoisted in good time before the water freezes. Your boat is not designed for use among ice and it is not meant to be used in below zero temperatures (for instance, its rain water draining system will freeze). In connection with winterisation, it is advisable to perform all maintenance, repair and inspection procedures.

Read maintenance instructions given in the engine manual. We recommend that you leave them to an authorised service operator. Do not forget to service the remote control and steering system. Make sure to perform their maintenance according to separate instructions and manuals.

7.1 Measures before winter storage

If frost is likely, drain the sea water cooling system of the engine according to its Owner's manual.

Lift your boat out from water in good time before ice formation. Your craft is not dimensioned against sailing or storage in ice.

Wash the bottom of the boat immediately after the boat has been hoisted. Algae and slime will come off easier if they are not let to dry. Drain cooling water from the engine as instructed in the manual.

Perform winter service to the engine and other accessories following separate manuals. If your boat is stored outside or in a humid place during the winter, remove the textiles and other equipment that may corrode or become mouldy in moist conditions. Wash the ropes in fresh water. Replace ropes that are worn. Leave bushing valves open. Remove drain plug for the winter.

The electrical instruments are best protected against oxidation and thieves by storing them indoors in a dry place during the winter. Remove batteries and store them in a warm, dry place. Charge them at least twice during the winter. Spray the electrical connectors with a suitable moisture repellent antioxidant.

Check the condition of the hull and rub down any dentings to let possible moisture inside the laminate dry up. Repair damages the next spring before launching the boat.

Cover your boat so that snow will not gather inside. Always make sure, however, that there is enough ventilation. As a optional extra there is winter shelter for your boat.

7.2 Measures before launching

Repair or let to be repaired possible dents in gelcoat surface according to Chapter 6.8.

At sea areas an antifouling paint should be used. Fouling of the bottom and especially the propeller increases the fuel consumption remarkably. However, if the boat is stored at a river delta or brackish water, or it is lifted out of the water approximately every week, an antifouling paint is normally not needed. Follow carefully the instructions of the paint manufacturer when applying the antifouling. If you are sanding old antifouling paint, remember that the dust is still toxic.

At lake areas antifouling is not needed and not recommended.

CAUTION! Do not apply any paint to zinc anodes, log sensor or piston rods of hydraulic trim tabs. Do not apply paints including copper on aluminium parts, follow the instructions of the paint manufacturer.

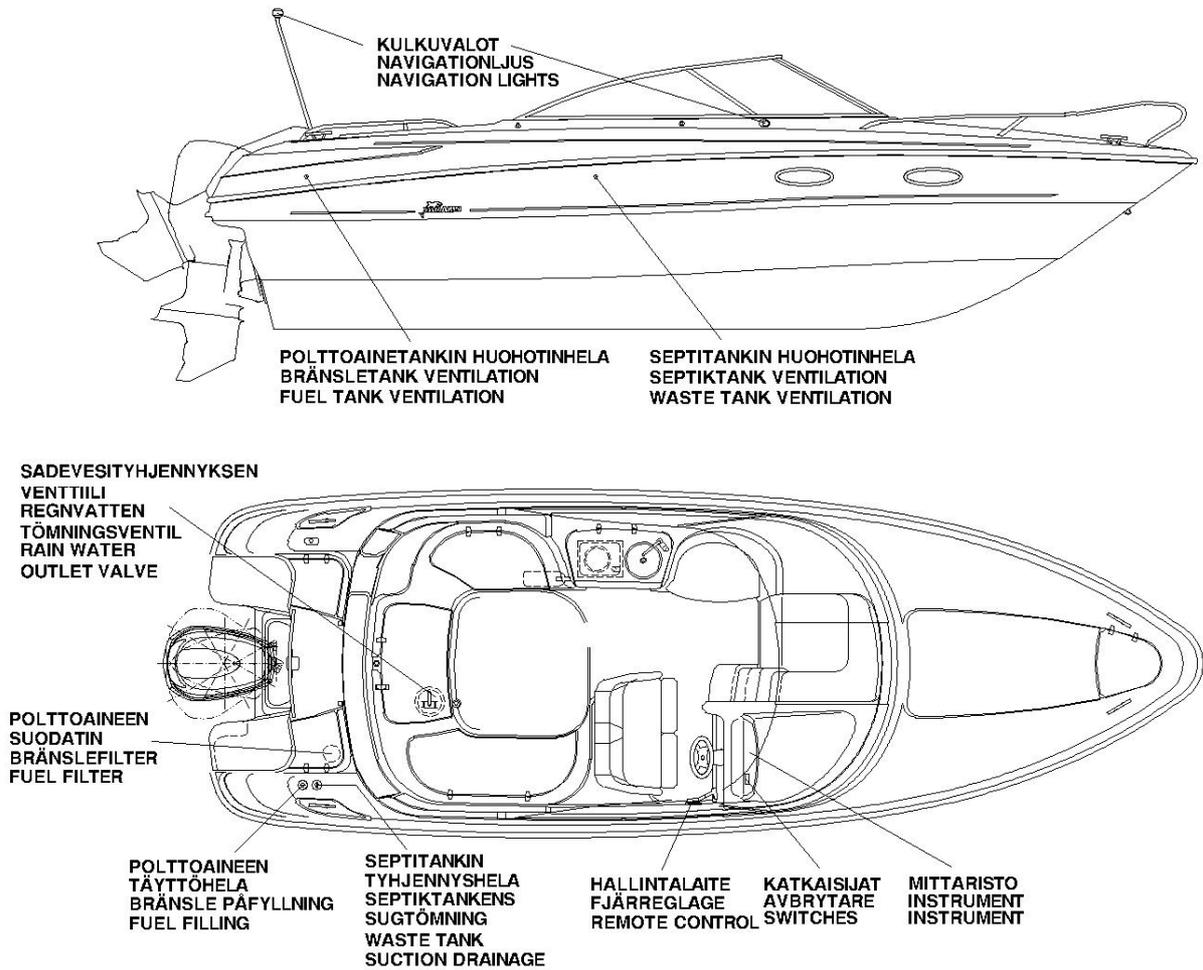
Perform the necessary service procedures following the separate Owner's manuals of the engine. Remember to open the valve for cooling water. Check the function of electric equipment and remove possible oxidation from fuse connectors etc. Check that the plugs of air tanks are attached.

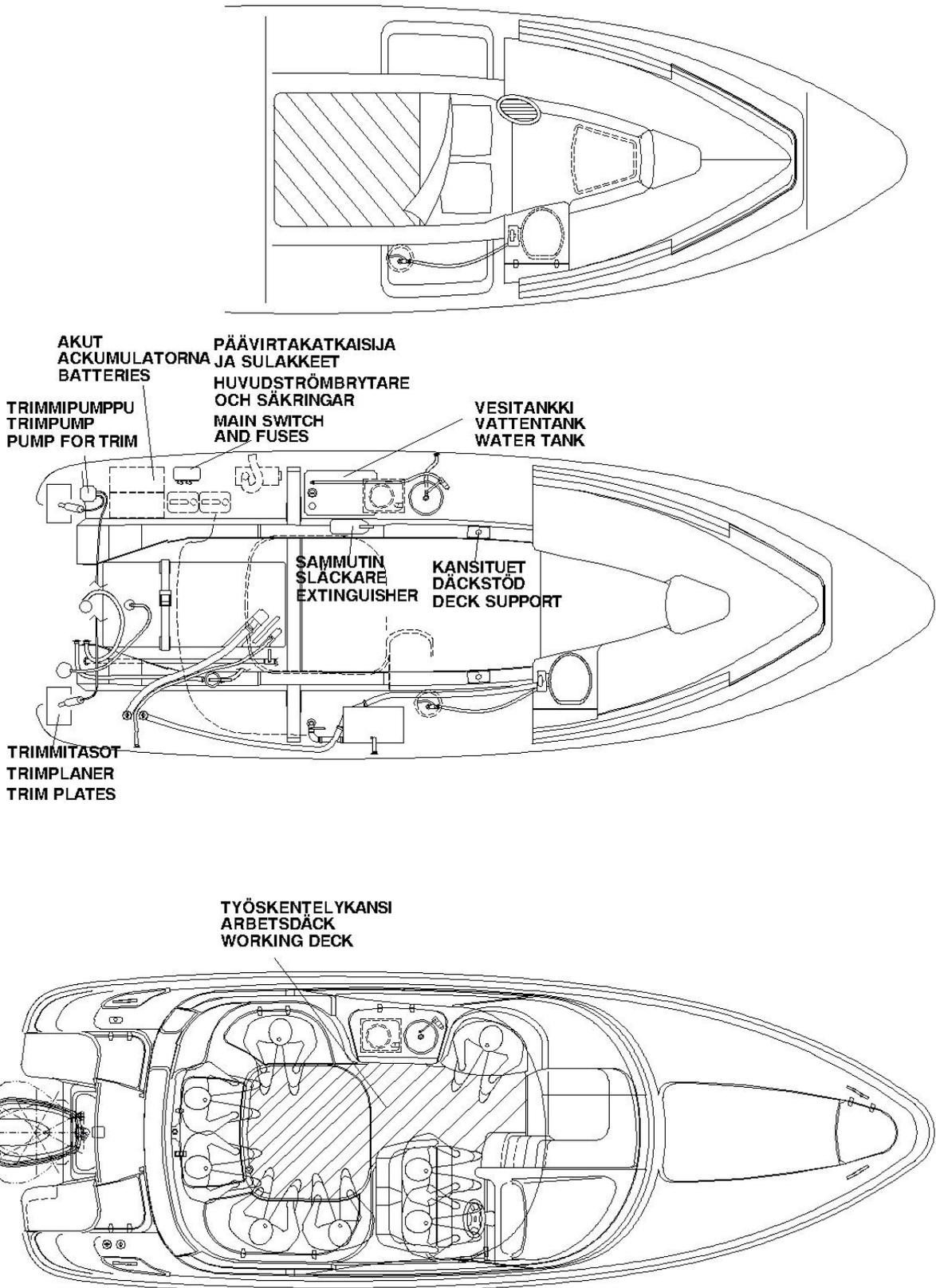
Remember that gasoline turns stale in time. Always use fresh fuel when you start the engine for the first time after winter storage.

After launching open all seacocks and check that there is no leakage in hoses or connections. The location of through-hull fittings is shown in Chapter 5. Take the safety equipments on board before leaving the quay.

8 Lay-out

8.1 General arrangement





Yamarin 76 Day Cruiser

WARNING!

Be careful when you open hatches in the boat so you don't injure your fingers or toes. **Be especially careful with the anchor box hatches equipped with elastic strap.**

8.4 Electrical system

The electrical system installed as standard equipment in the Yamarin 76 Day Cruiser boat includes the following main components:

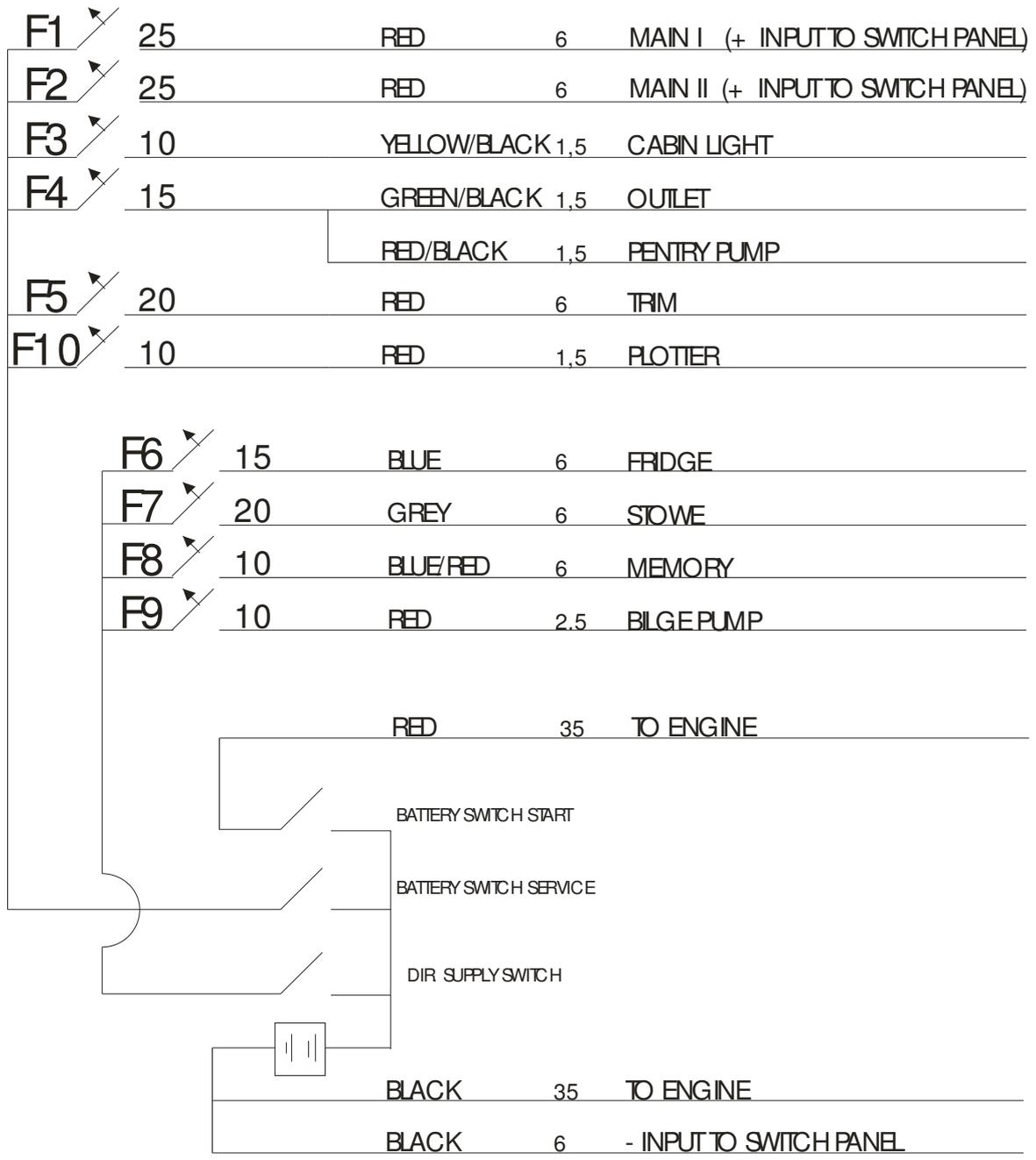
1. BATTERY
2. WIRE HARNESS
3. MAIN SWITCH
4. BATTERY COMPARTMENT FUSE PANEL
5. 3 x SWITCHES WITH AUTOMATIC FUSES
6. 3 PLACES FOR EXTRA SWITCHES
7. 3 x 12V OUTLET
8. NAVIGATION LIGHTS
9. WINDSHIELD WIPER (RIGHT)
10. CABIN LIGHT
11. DECK LIGHT
12. REFRIGERATOR
13. TRIMS

In addition, an essential part of the boat's electrical system is the engine, which functions as a power source and power consumer. Cables for connecting the engine with the boat's electrical system are normally delivered together with the engine.

8.5 Wiring diagram

CIRCUIT BREAKER N:O	SWTCH AMP	CONN.	CABLE N:O/COLOR	SIZE mm2	FUNCTION
F1	10		RED	1,5	NAV. LIGHTS
F2	10		WHITE/YELLOW	1,5	LED LIGHTS
F3	10		RED	1,5	ANCHOR WINCH
F4	10		WHITE/BROWN	1,5	WIPER BB
F5	10		WHITE/BLUE	1,5	WIPER SB
F6	10		RED	1,5	RADIO
			RED	6	+ INPUT TO SWTCH PANEL

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