



Yamarin 56 Hard Top

Owner's manual

FOREWORD

Congratulations on choosing a Yamarin 56 HT! We are delighted to welcome you as a Yamarin owner.

The intention of this manual is to help you to operate your craft safely, with maximum enjoyment. The manual 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, the 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 association or yacht club will be pleased to advise you of local boating schools, or competent instructors.

This owner's manual is not a detailed maintenance or trouble shooting guide. In case of difficulty please contact the dealer. Always use qualified and competent people for the maintenance, repair and modification of the boat. 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.

Always keep your boat in a good condition and be aware that the boat requires maintenance and servicing. Any craft – no matter how strong it may be, can be severely damaged if not used properly. Always adjust the speed and direction of the craft to sea conditions.

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

We wish you many enjoyable times on-board your Yamarin 56 HT!

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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**
Do not overload the craft, distribute loads appropriately. To avoid impairment of the stability, do not place heavy weights high up.
- **Passengers**
Ensure that there is lifejackets for all people on board. Agree about the crew tasks before leaving.
- **Fuel**
Check that there is enough fuel, also reserve 20 % for bad weather etc.
- **Engine and equipment**
Check function and condition of steering, electric equipment and battery, 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.
- **Ventilation**
Take care of tank compartments ventilation.
- **Fastening of equipment**
Check that all equipment and heavy items are positioned so that they hold in place also in seaway and hard wind.
- **Nautical charts**
If you are not navigating on totally familiar waters, do you have on board nautical charts covering an area large enough?
- **Leaving the berth**
Agree with the crew, who will release each mooring line etc. Be careful not to let mooring lines or other ropes 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 on the aft part at right side / on outer surface of transom beneath the edge rail. You can write down the relevant CIN-code in the declaration of conformity. When you have affairs with the manufacturer or dealer, please tell the CIN-code and the type of craft. This helps in delivering correct spare parts. If you need gelcoat for repairs, tell the code of the relevant colour when ordering.

(see the conformity verification module).

Essential requirements	Standards	Other normative Document/ method	Technical file	Please specify in more details (*Mandatory Standards)
General requirements (2)	<input checked="" type="checkbox"/>			EN ISO 8666:2002 *
Craft Identification Number - CIN (2.1)	<input checked="" type="checkbox"/>			EN ISO 10087:2006 *
Builder's Plate (2.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RCD annex I, 2.2
Protection from falling overboard and means of reboarding (2.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15085:2003/DAM 2.3.2
Visibility from the main steering position (2.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11591:2011
Owner's manual (2.5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10240:2004
Integrity and structural requirements (3)				
Structure (3.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RSG Guidelines, NBS-VTT Extended Rule
Stability and freeboard (3.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12217-1:2015
Buoyancy and floatation (3.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12217-1:2015
Openings in hull, deck and superstructure (3.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9093-1:1997, EN ISO 12216:2002
Flooding (3.5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15083:2003, ISO 8849:2003
Manufacturer's maximum recommended load (3.6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 14946:2001/AC 2005
Liferaft stowage (3.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Escape (3.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anchoring, mooring and towing (3.9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15084:2003
Handling characteristics (4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11592:2001, EN ISO 8665:2006
Engines and engine spaces (5.1)				
Inboard engine (5.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilation (5.1.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Exposed parts (5.1.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outboard engine starting (5.1.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel system (5.2)				
General – fuel system (5.2.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11105:1997
Fuel tanks (5.2.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10088:2013
Electrical systems (5.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10133:2012, EN ISO 8846:1993/A1:2000
Steering systems (5.4)				
General – steering system (5.4.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10592:1995/A1:2000
Emergency arrangements (5.4.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Gas systems (5.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fire protection (5.6)				
General – fire protection(5.6.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9094-1:2015
Fire-fighting equipment (5.6.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9094-1:2015
Navigation lights (5.7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1972 COLREG
Discharge prevention (5.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Annex I.B – Exhaust Emissions	See the Declaration of Conformity of the engine manufacturer			
Annex I.C – Noise Emissions¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Noise emission levels (I.C.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Owner's manual (I.C.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

¹ Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust.

2 Definitions

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

- DANGER!*** Denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.
- WARNING!*** Denotes a hazard exists which can result in injury or death if proper precautions are not taken.
- CAUTION!*** 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 according to the attached warranty clauses. Motor, instruments and other devices are guaranteed directly by their manufacturers:

Please contact your dealer when need information of the warranty. When discussing about warranty, please announce your boat-model and 'CIN code' (identification number). The boat's identification number is located on the right side of the transom, below the rubbing strake

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

Manufacturer: Konekesko Oy, Marine P.O.B. 54 FIN-01301 VANTAA, Tel +358 10 5311

Design category: **ABCD**

Design category is explained as follows:

Category A: This craft is designed to operate in winds that may exceed wind force 8 (Beaufort scale) 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 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 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 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.

Range of use: *See design category*

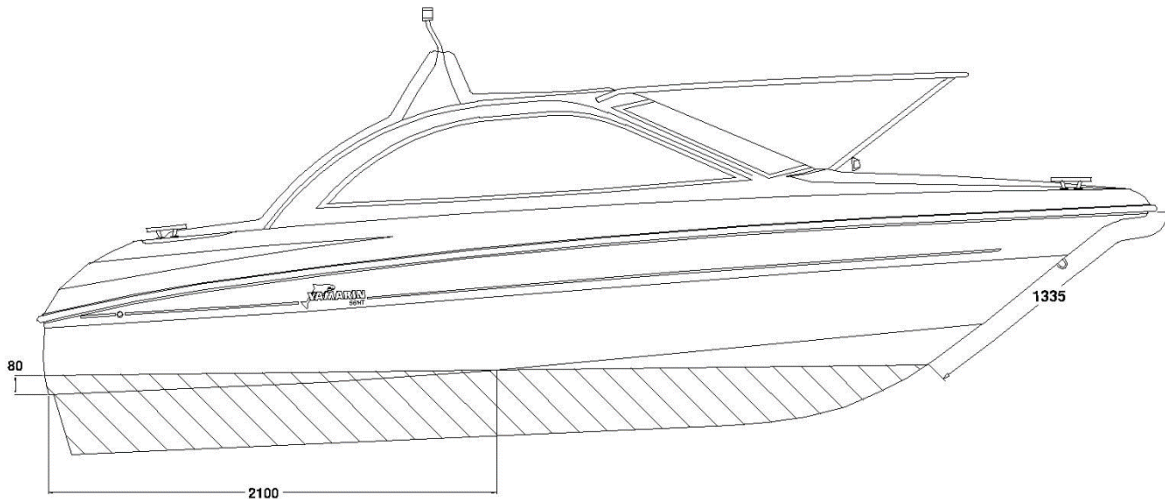
Your boat's design category is shown in *specifications*.

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.

Technical specifications

Model	YAMARIN 56 HT	
Design category	C	
Overall length (swim ladder not included)	5.53 m	
Width	2.24 m	
Weight without engine, fluids and equipment	approx. 640 kg	
Weight on trailer with largest recommended engine	approx. 900 kg	Includes the boat (approx. 640 kg), a Yamaha F100 engine (170 kg) and the estimated weight of fluids and equipment (90 kg). NOTE! This is not the maximum weight of fluids and equipment.
Weight on trailer with the largest engine that complies with the standard	approx. 938 kg	Includes the boat (approx. 640 kg) and a 100 hp engine (208 kg) and the estimated weight of fluids and equipment (90 kg). NOTE! This is not the maximum weight of fluids and equipment.
Maximum weight of load / Maximum number of passengers	530 kg	6 persons
Maximum load includes	450 kg / 6 persons (75 kg each) + fuel 80 kg = 530 kg	
Maximum load on builder's plate (CE sign)	450 kg	Includes passengers 6 x 75 kg = 450 kg
Weight at full load	approx. 1,426 kg	Includes the boat 640 kg + batteries 20 kg + engine 208 kg + basic equipment 28 kg + fuel 80 kg + passengers 450 kg
Maximum engine power	74 kW / 100 hp	
Weight of largest recommended engine	208 kg	
Fuel tank capacity	90 litres	
Maximum draught at full load, engine up	approx. 0.4 m	
Maximum height from water line at light load	approx. 1.7 m	
Construction material	Reinforced plastic	
Colour codes:		
- Hull:	Ashland 10015	RAL 9016
- Deck	Ashland 10015	RAL 9016
Steering cable	4.6 m	
Remote control cables	3.8 m	
Reached speed at boat test	approx. 36 knots	

Example figure, waterlines:



Water line:

- At stern (B) From chine 60 mm
- At bow (A) From rub rail 1150 mm down

NOTE!

Water line dimension represents the upper limit for antifouling paint, not the actual water line.

5.3 Maximum number of persons

The maximum recommended number of passengers on board Yamarin 56 HT is 6 persons.

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.

5.4 Loading

The maximum recommended load of your boat is 530 kg. This includes the for example following weights:

- a) the total weight of persons on board 450 kg (the default mass of an adult is 75 kg and of a child 37,5 kg)
- b) consumable liquids (fuel) in fixed tanks 80 kg

NOTE!

The maximum permitted load includes only weights mentioned above.

WARNING!

When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing heavy weights high up.

5.5 Engine and propeller

The maximum recommended engine power for the Yamarin 56 HT is 100 hp (74 kW). The construction of the boat is not designed to bear more power than 100 hp. The manoeuvrability of the boat can be very dangerous if the boat has bigger than 100 hp engine. The warranty is not valid if boat is used with more power than 100 hp. Follow the dealer's instructions when choosing the propeller for your craft.

5.6 Risk of flooding and stability

5.6.1 Openings in the hull and deck

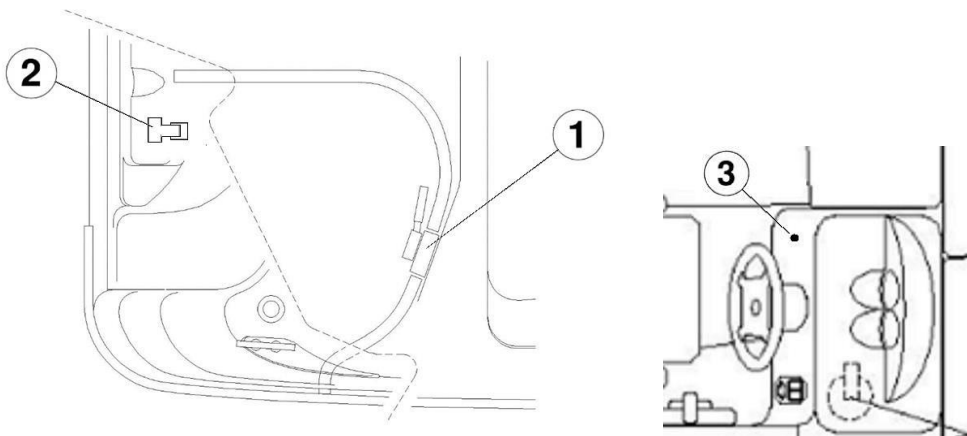
WARNING! Learn to use the boat's draining systems in order to be able to use them correctly in an emergency.

Bilge pump have been installed to *Yamarin 56 HT*. You can empty bilge by using it. As a extra equipment there could be electrical bilge pump installed to your boat. Electrical bilge pump is located between fuel tank and stern. You can check electrical bilge pump by detaching the plywood board under the aft seat. The electrical bilge pump is connected to boats battery. Electrical bilge pump operates as long as there is current in the battery.

The owner of the boat is responsible for ensuring that there is at least one baler or bucket on the boat and that it has been secured.

The boat is equipped with high bilge water alarm system. Alarm system includes a float switch located in the bilge and a warning light located on the dashboard.

Draining and alarm system:



1) Manual bilge pump

2) Float switch

3) Warning light

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.

PRECAUTION! Regularly check to ensure that there is no debris at the end of the suction hose for hand pump. The bilge pump suction hose is located in the rear end of bilge. You have a service access through rear compartments inspection hatch (plywood plate).

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.

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. Do not operate 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. After filling (see tank capacity in *specification*) check that no fuel has leaked to the bilge, and clean any spilled fuel immediately.

Do not stow any reserve canisters in non-ventilated spaces or unsecured, or any equipment containing petrol in spaces not intended for that.

Do not stow any loose items in the tank space, that may move and cause damage to fuel pipes or hoses. Check annually, that the fuel hoses are not worn at lead-ins. When hose or pump is damaged or weakened, it should be removed immediately.

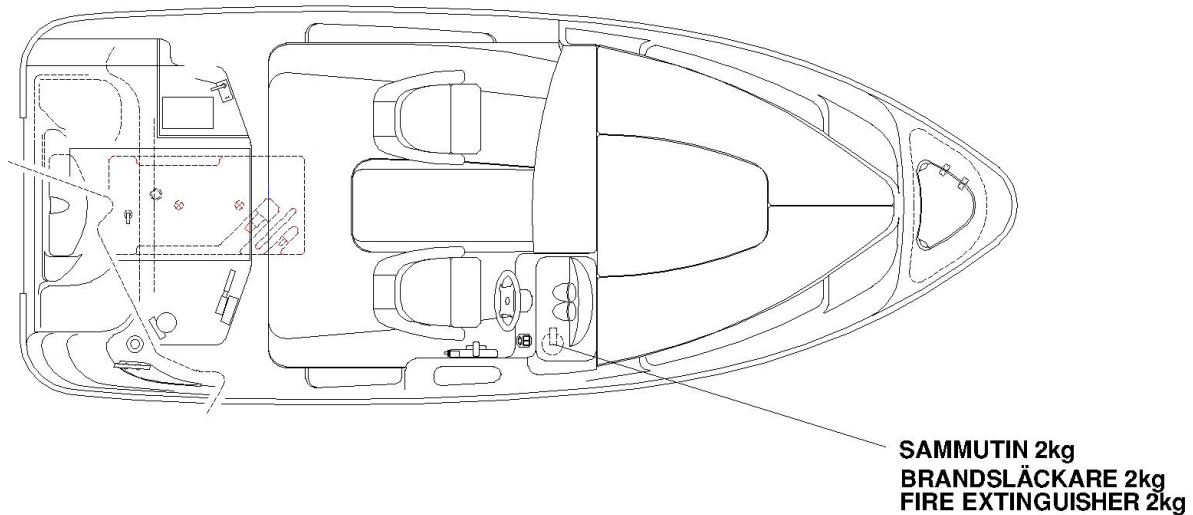
WARNING! Fuel and its vapours are highly explosive. Extreme caution must be exercised and these instructions must be followed when refuelling. The smell of fuel always means that there is vaporised fuel in the boat.

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.

5.7.2 Fire protection

When using YAMARIN with engine over 25kW (34hp), it shall be equipped with portable fire extinguisher class 8A68B.

Location and rating of portable fire extinguisher:



The portable fire extinguishers shall be serviced annually. Over ten years old extinguishers are not accepted without new pressure testing of the container. If you replace portable fire extinguishers, the new ones shall have at least identical fire-fighting capacity.

Ensure that fire-fighting equipment is readily accessible also when the boat is occupied. Inform members of the crew about the location and operation of fire-fighting equipment, the location of discharge openings into the engine space, and the location of routes and exits.

Keep the bilges clean and check for fuel and gas vapours or fuel leaks frequently.

NOTE! In a new boat the fire extinguisher might go out of date in a short period of time.

5.8 Main switch

Main switch (in the boat's battery compartment) operation:

- switch clockwise -> battery connected
- switch counter-clockwise -> battery disconnected

Switch off the battery when you leave the boat.

NOTE! Never switch off the main switch when the engine is running! It may damage the charger.

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 cable steering system. The remote control combines the functions of throttle, forward and reverse gears, and trim angle adjustment.

5.9.2 Emergency switch

The emergency switch is a device with one end attached to the ignition switch panel and the other end to, for instance, your life vest. When the emergency switch is detached from the ignition switch panel, 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 ignition switch panel.

WARNING! A rotating propeller is dangerous to anyone fallen overboard or a swimmer. 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 boat begins to porpoise or the propeller loses its bite. Then lower the bow slightly until driving feels stable. You can optimize the rig angle with the help of log book.
- In head sea, lower the bow to obtain a smoother ride.
- In following waves, raise the bow to avoid "diving".

For more detailed information, consult the engine manual.

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.
5. Start the engine by turning the ignition key clockwise.
6. If needed, use choke and hand throttle.
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 nice weather and calm sea is easy, but remember to arrange proper lookout as the International Regulations for Preventing Collisions at Sea (COLREG) require. Always ensure that the visibility from the helm station is 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.

Learn the Rules of the Road and follow the directions given in them, and requirements of COLREG (International regulations for preventing collisions at sea). Navigate with care and use new or updated nautical charts. 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.

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 56 Hard Top 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 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 Doors and hatches

The windshield door and all hatches must be kept shut and locked when boat is moving.

WARNING! Large waves or gusts of wind may slam the door shut also when the boat is stationary. It is thus recommended to always keep the door closed when passage through the bow deck is not being used.

The bow anchor box hatch is equipped with a rubber band that holds the hatch closed while driving.

WARNING! It is recommended that children do not use the hatch, as their fingers or toes could get caught in it.

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.

The boat is equipped with the fixed swim ladder that can be lowered down from the water. The swim ladder unfolds to the full length by pulling the extension ladder away from the boat.

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.

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 light a fire if you have the landowner's permission. Boaters may also pick wild berries and mushrooms, as long as they do not damage trees or nature.

Check environmental regulations of your own country and area.

5.10.4 Anchoring, mooring and towing

Moor your boat always carefully, also in sheltered places, because the conditions can change rapidly. Mooring lines should be equipped with absorbers to smoothen the tension. To prevent abrasion, use fenders that are large enough. The strong points for mooring are shown in your boat models figure, from Chapter towing.

The breaking strength of lines for mooring, towing and anchoring shall not exceed 80% of the breaking strength of the respective strong point. The breaking strengths of strong points are shown in your boat models figure. It is the owner's/operators responsibility to ensure that mooring lines, towing lines, anchor chains, anchor lines and anchors are adequate for the vessel's intended use, i.e. the lines or chains do not exceed 80% of the breaking strength of the respective strong point.

Strength of the respective strong point and anchor weight:

YAMARIN 56 Hard Top

- Forward 14.1 kN
- Backwards 10.6 kN
- Anchor 7.5 kg (stocked anchor or drag)

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.

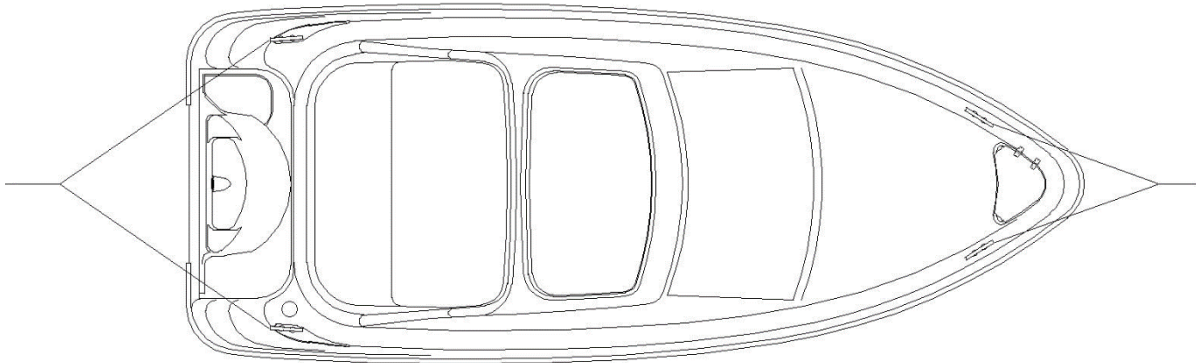
5.10.5 Towing

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.

Locations of strong points for towing, anchoring and mooring:



5.10.6 Trailer transport

The Yamarin boats are easy boats to trailer. However, make sure that the trailer suits your boat, in other words, that it has sufficient number of supports to decrease point loads, that its capacity is sufficient for the boat, engine and accessories etc. The maximum gross trailer load is given in your car's registration certificate.

The keel supports of the trailer should carry most of the boat weight. Adjust the supports on each side so that the boat cannot sway sideways. The approximate location of the supports is shown in your boat model figure.

Clean the supports from sand and dirt so that they do not scratch the bottom of the hull. Check once more that the trailer hitch is properly locked!

The hoisting place should be sheltered and the slipway long enough. The trailer should be backed into the water until the rearmost keel support is just below water surface. Drive the boat's bow slowly against the rearmost keel support. Attach the winch wire rope to the towing eye and pull the boat onto the trailer while checking that the boat is aligned with the trailer centre line.

Tie the boat firmly down to the trailer before transportation. A safety rope at bow must be directed forward and downward. Aft movement shall be prevented by a line over the boat, as shown in your boat models figure. Do not leave any loose accessories or extra load in the boat during transport.

Remove seat cushions and close all hatches properly.

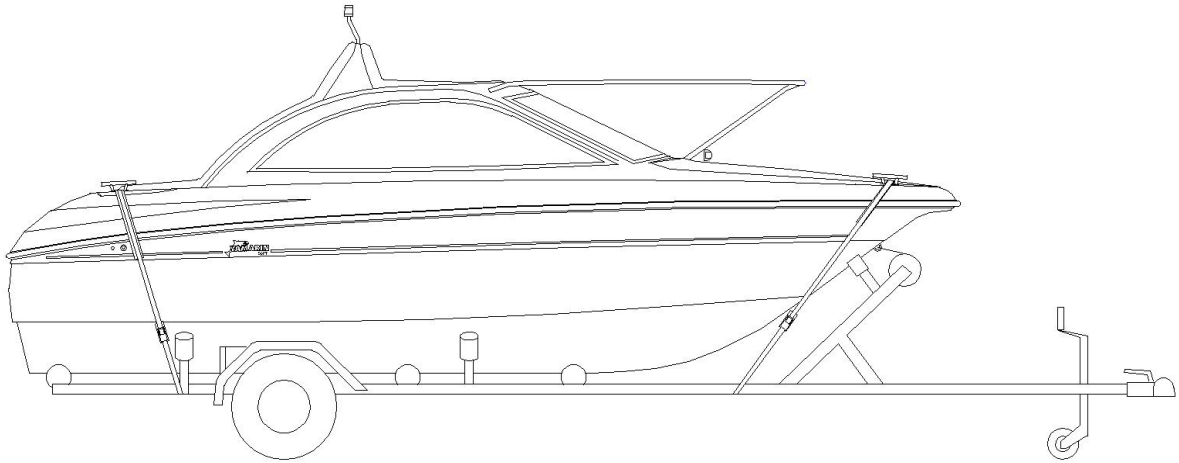
During transportation, the engine should be kept in driving position. Make sure, however, that there is sufficient ground clearance. If the ground clearance is too small, the engine can be tilted up during transport. In that case it must be supported in some way in order to protect the transom.

If boat is kept on trailer between transportations, lines must be loosen during storage and tighten before transportation.

NOTE! The trailer should be slightly front-weighted. Appropriate nose weight is 4 % of the total mass of the trailer, but not less than 25 kg. Nose weight must not exceed the maximum vertical load on tow ball. Maximum load is defined by car manufacturer of the towing vehicle. Check that the boat is tied to the trailer properly, and that the weight is distributed evenly between the side supports. A swaying boat hitting against a single support during transport may cause damage to the hull.

Before launching the boat from the trailer, remember to tie the mooring rope to the boat, so that you can untie the trailer wire rope from the towing eye as soon as the boat is on the water. Be careful with the winch handle!

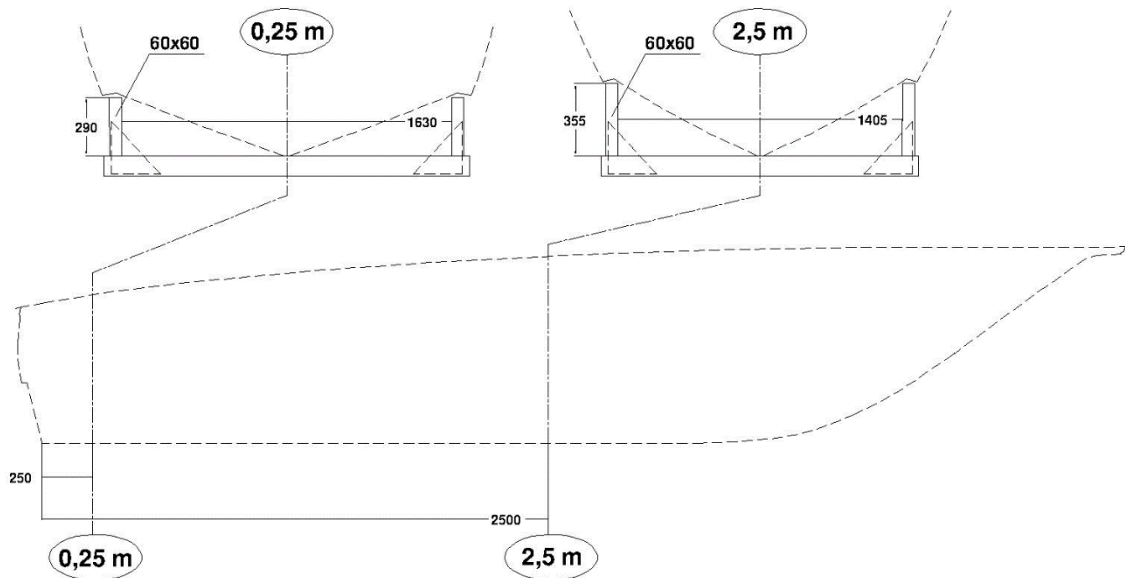
Fastening the boat onto the trailer:



5.10.7 Docking

The storage cradle should be sufficiently steady and suitable for the boat's dimensions. The keel supports should carry most of the boat's weight. Point loads should be avoided. The length of the keel supports and the dimensions of side paws should be at least as shown in following figure.

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.

NOTE! Single seats must be covered with seat covers when boat is not in use. If seats have got wet during the use of the boat, they must be dried carefully before covering.

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

1. Check the plastic cover of steering cable. If cover is damaged replace the cable.
2. Remove the steering cable from the tilt tube by uninstalling the link arm between the engine tiller arm and cable rod. Untighten the cable nut. Pull out the cable rod from the tilt tube. Clean the tilt tube and cable rod. Lubricate the tilt tube and the cable rod with quality marine grease. Install the steering cable rod into the tilt tube. Tighten the cable nut and install the link arm. Tighten the cable nut properly – a loose nut will cause additional backlash.
3. Check that all parts in the steering system are fastened properly. If needed tighten the nuts and the screws.

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 before you perform, for instance, new earthings, hatchces, holes etc., or have them made by somebody else.

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

Before lifting out from water it is normally recommended to carry out the following::

- change engine oil, check instructions from engine manufacturer's manual
- wash the craft
- empty bilge water and extra things from the craft. However, leave safety equipment, like fire extinguishers, still in the craft.

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. Snow will not gather on the cover if the ridge angle is steep enough (at least 90°). A suitable size for the cover is then, depending on the shape of the support structure.

YAMARIN 56 Hard Top

8x8m

NOTE! The storage cover or fastening ropes must not touch the boat, rails or windshield directly because the gelcoat surface is damaged if they chafe against it.

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.

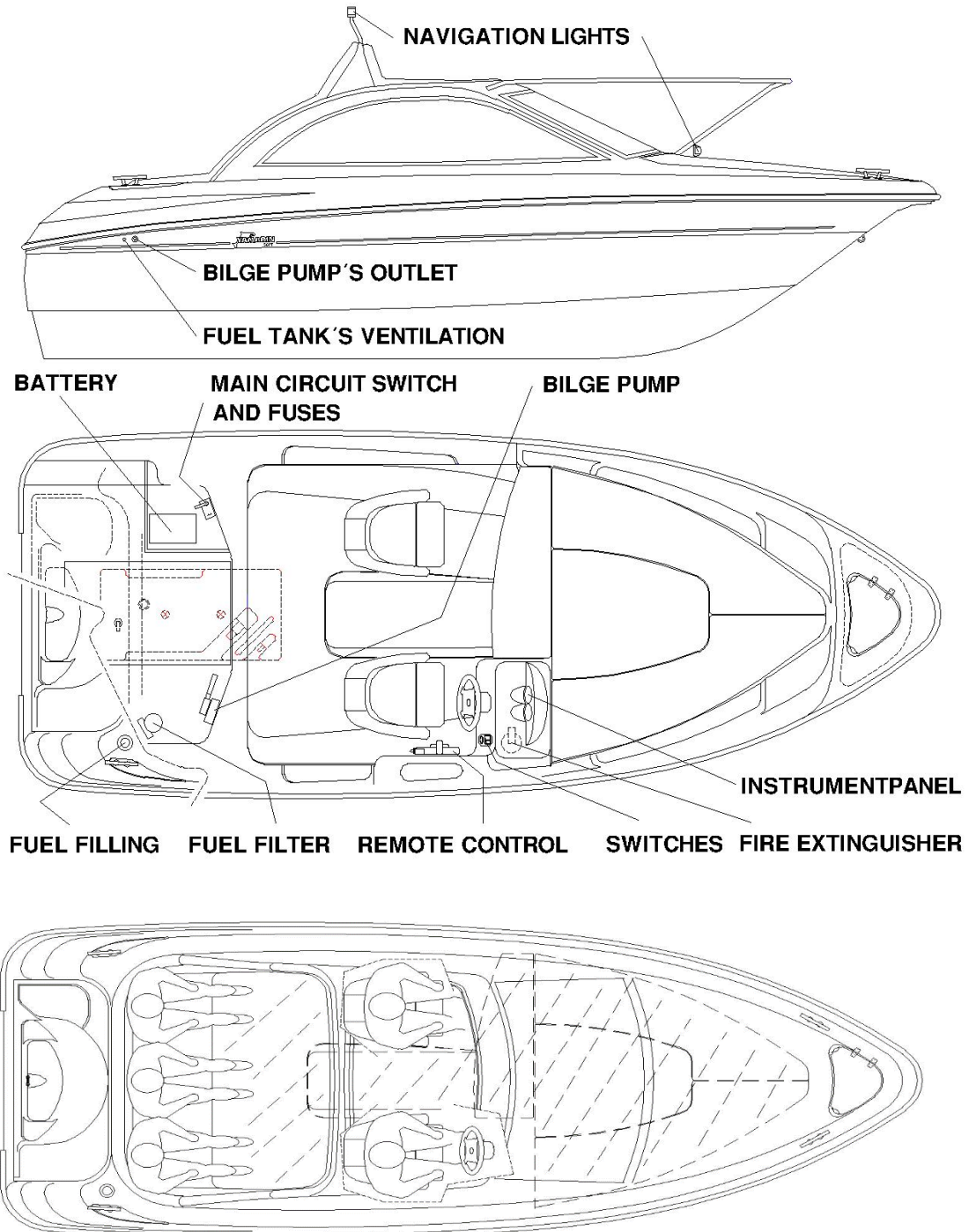
Perform the necessary service procedures following the separate Owner's manuals of the engine. Remember to open the valve for cooling water. Check the function of electric equipment and remove possible oxidation from fuse connectors etc. Check that the plugs of air tanks are attached.

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



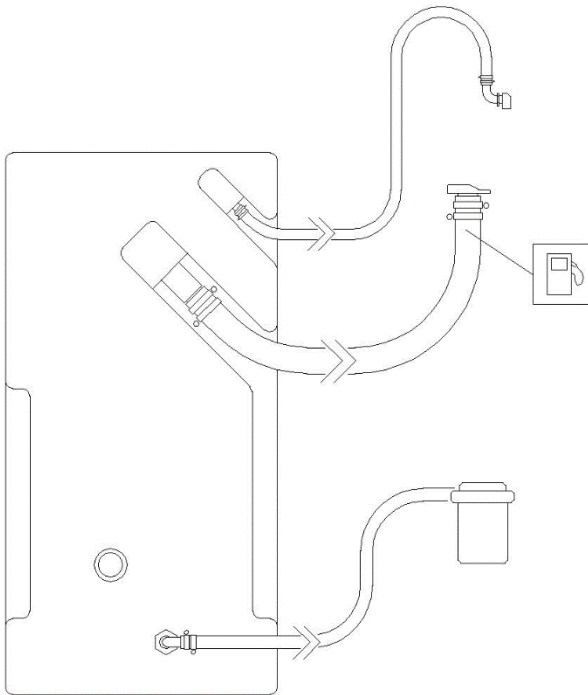
WARNING!

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.**

8.2 Fuel system

YAMARIN 56 Hard Top is equipped with a built-in-fuel tank.

A fuel filter, which also serves as a water separator, has been mounted in the fuel line. The filter must be changed at least once a year. When a new or removed filter has been mounted, the fuel line must be filled with a ball pump before starting the engine.



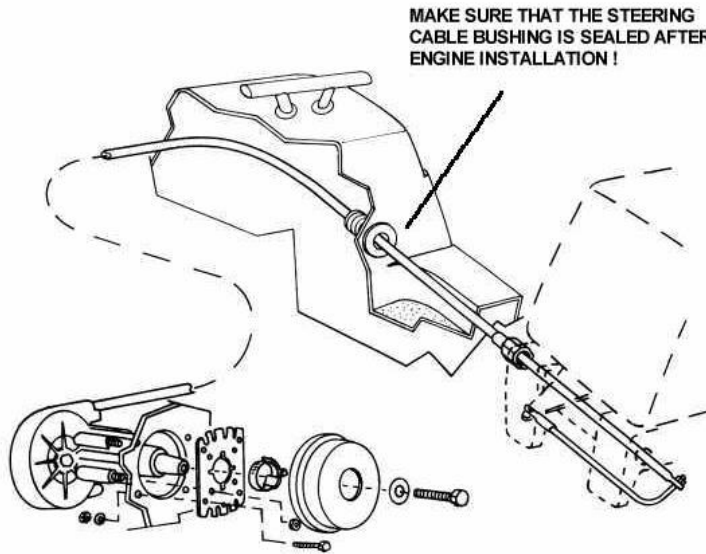
8.3 Steering system

A steering wheel is required in all boats with an engine power of over 15 kW (20hp/NBS). All Yamarin boats in this size category feature a steering kit with cables as standard equipment. The steering cables delivered as standard equipment are suited for a steering guide system of engine.

WARNING!

Both steering wheel and steering system must meet the requirements of the CE standards. This is made sure by using original Yamarin spare parts.

Steering system:



8.4 Electrical system

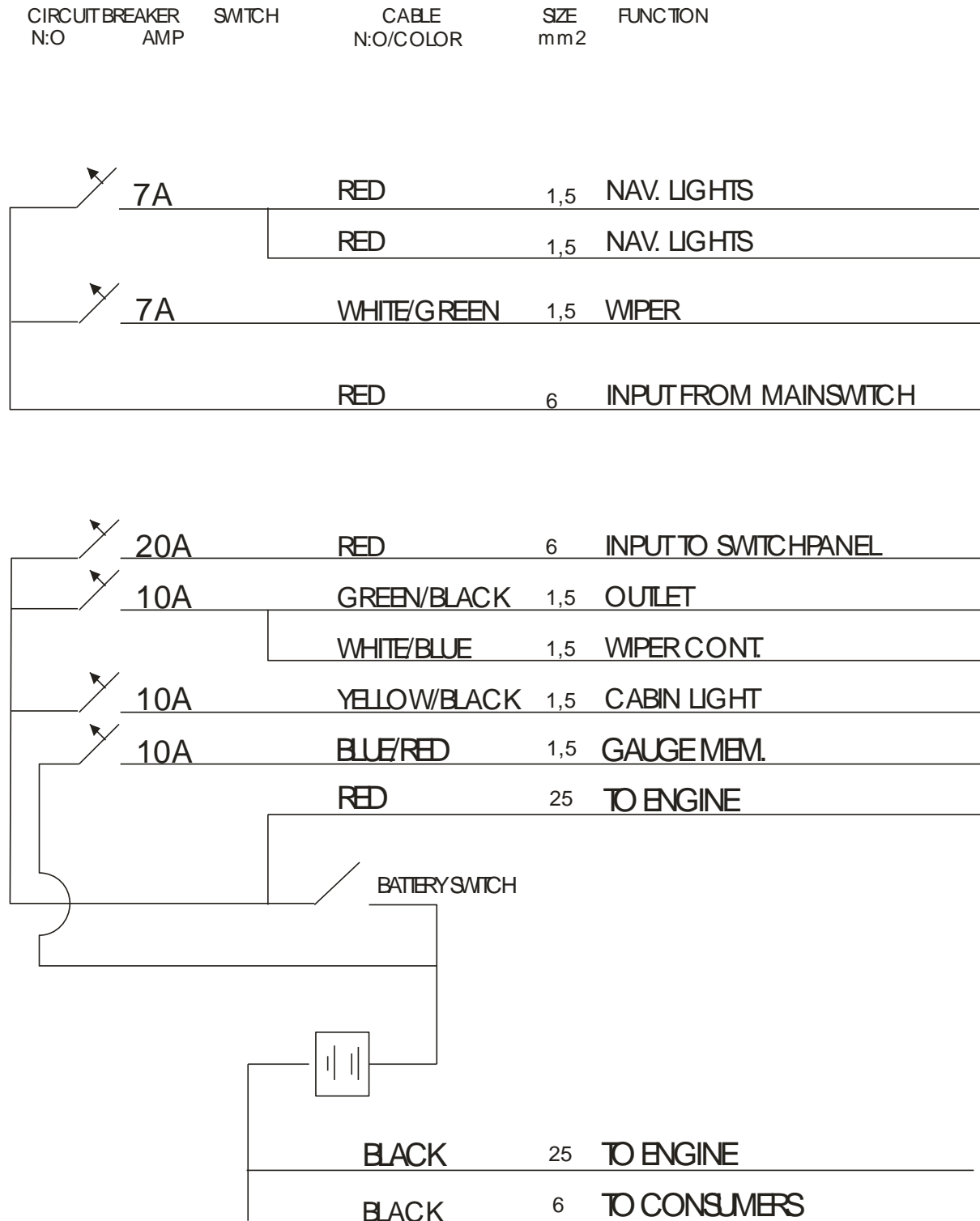
When a boat uses an electrically started engine of 15 kW (20 hp) or more, it normally needs an electrical system using a battery of its own.

The electrical system installed as standard equipment in the YAMARIN 56 Hard Top boat includes the following main components:

1. BATTERY
2. WIRE HARNESS
3. MAIN SWITCH
4. BATTERY COMPARTMENT FUSE PANEL
5. 2x SWITCHES WITH AUTOMATIC FUSES
6. 12V OUTLET
7. NAVIGATION LIGHTS
8. WINDSHIELD WIPER (driver's side)
9. CABIN LIGHT

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. For battery (not standard) mounting the Yamarin boats have a battery acid resistant, ventilated compartment under the aft seat, where the battery can be steadily fastened .

8.5 Wiring diagram



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