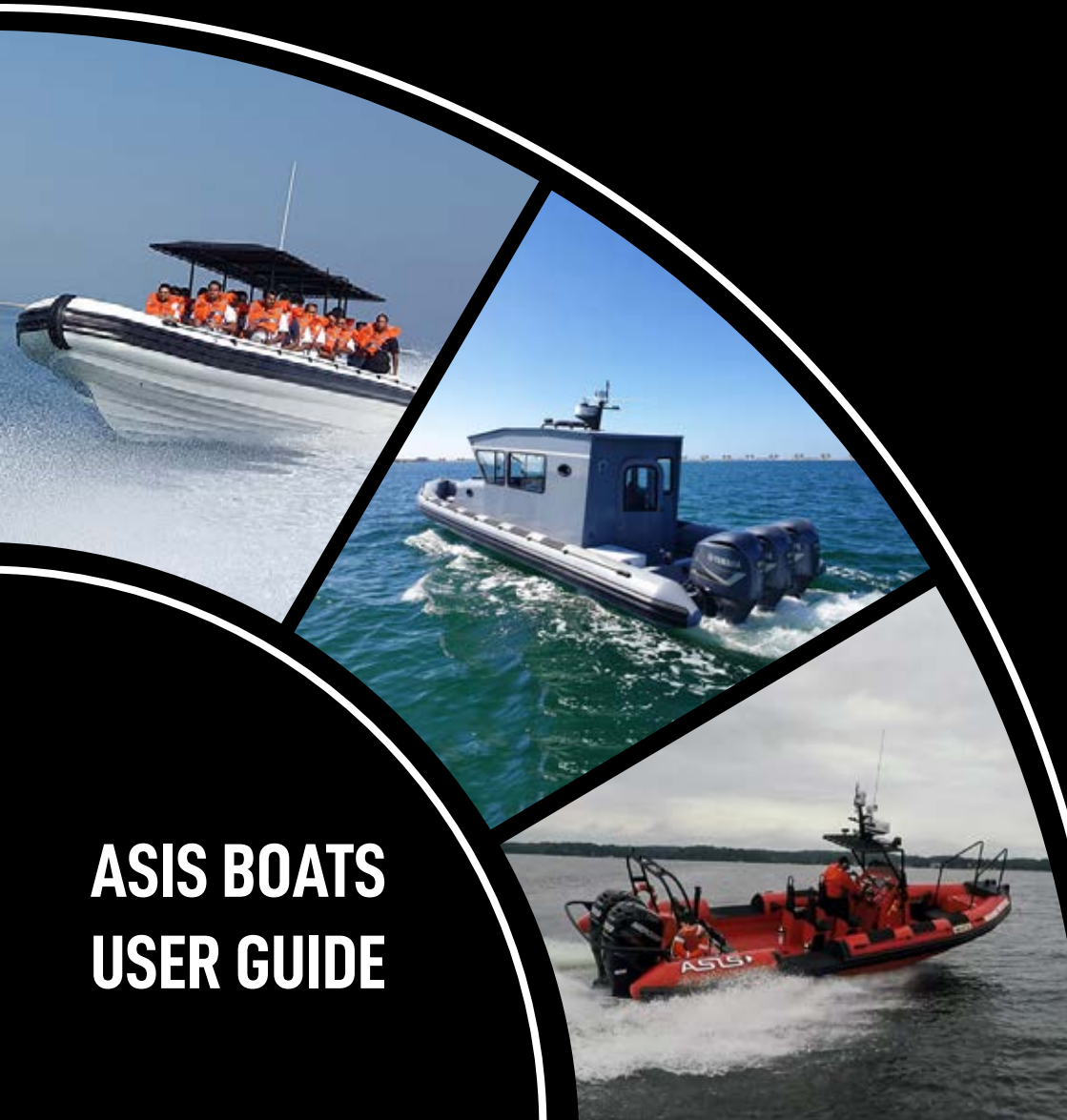


ASIS

ACES OF THE SEA



ASIS BOATS USER GUIDE

WELCOME NOTE

Dear **ASIS Boat Owner**,

Congratulations on the purchase of an ASIS Rigid Inflatable Boat.

Please take a few moments to read this manual before you use your ASIS. It is also very important to record your new ASIS identification numbers and have them stored in a safe place (other than on the boat).

The information provided in this manual should answer some of your questions as well as enhance your enjoyment of your new ASIS. We understand that it may not answer all of your questions, therefore, for further assistance contact your dealer or the ASIS Head Office at **info@asisboats.com**. Manual for engines, and/or special electronics will be found in our packet.

As a precaution, please use the next page to list all the important numbers that you will need whilst at sea including all of your local sea rescue details.

Thank you.

GENERAL INFORMATION

Immediately after purchasing the boat, print this sheet and record the following information for handy reference. This information may be very important in case emergency service is required.

Dealer information :

Name : _____ Salesman : _____

Service Manager : _____ Address : _____

City : _____ State : _____ Zip Code : _____

Insurance Information :

Agent : _____ Company : _____

Address : _____

City : _____ State : _____ Zip Code : _____

Phone : _____ Mobile : _____ Email : _____

Important Numbers :

Purchase Date: _____ Model # : _____

Hull Identification # : _____ U.S.C.G. Boat Reg. # : _____

Engine # : _____ Trailer# : _____

Ignition Key # : _____ Engine Model & Serial # : _____

Prop Size : _____

Additional Notes :

Contact numbers of Sea :

1. Sea Rescue Tel. _____

2. Sea Rescue Radio _____

3. Port Control Tel. _____

4. Port Control Radio _____

5. Boating Club Tel. _____

6. Boating Club Radio _____

NOTICE: Also record this information in a safe place away from your boat.

ASIS BOATS LLC : Jebel Ali Industrial Area 2, Dubai, United Arab Emirates.
info@asisboats.com | Tel: +971 4 880 4441

ASIS BOATS

TECHNICAL SPECIFICATIONS

FOR GRP & ALUMINIUM BOATS

GRP BOATS

Description	4.1m	5.1m	5.5m	6.5m	7.2m	8m	8.5m	9.5m	12m
Length overall: (with engine)	4.1 - 13'5"	5.4 - 17'9"	5.5 - 18'1"	6.7 - 22'	7.5 - 24'7"	8.2 - 26'11"	8.8 - 28'10"	9.7 - 31'10"	12.2 - 40'
Beam overall: (meter - feet/inches)	1.8 - 5'11"	2.23 - 7'4"	2.2 - 7'3"	2.52 - 8'3"	2.5 - 8'2"	2.55 - 8'4"	3.17 - 10'5"	3.17 - 10'5"	3.75 - 12'4"
Tube diameter: (meter - feet/inches)	0.45 - 1'6"	0.45 - 1'6"	0.45 - 1'6"	0.45 - 1'6"	0.45 - 1'6"	0.45 - 1'6"	0.56 - 1'10"	0.56 - 1'10"	0.56 - 1'10"
Lightship weight*: (kgs - lbs)	540 - 1,190	779 - 1,717	850 - 1,874	1,369 - 3,018	1,360 - 2,998	1,856 - 4,091	2,312 - 5,097	2,580 - 5,688	5,544 - 12,222
Payload*: (kgs - lbs)	653 - 1,440	775 - 1,709	775 - 1,709	1,185 - 2,612	1,169 - 2,577	1,441 - 3,177	1,750 - 3,858	1,950 - 4,299	2,742 - 6,045
Fuel capacity: (Gal)	Portable	24 (90 L)	27 (100 L)	60-115 (230-435 L)	60-80 (230-300 L)	60-175 (230-660 L)	60-150 (230-570 L)	60-205 (230-780 L)	60-315 (230-1190 L)
Recommended power: (HP)	40	70	90	150	200	2x150	2x200	2x250	3x350
Max Power allowed (HP)	60	115	140	230	250	2x250	2x300	2x400	3x400
Maximum speed: (km/h - mph)	51 - 32	77 - 48	77 - 48	93 - 58	89 - 55	109 - 68	118 - 73	121 - 75	129 - 80
No of Pax:	6	7	7	9	10	11	13	15	15
Classification (CE approval)	C	C	C	B	C	B	B	B	B
Number of air chamber	3	4	4	5	5	5	7	7	9
Propulsion	Outboard	Outboard	Outboard/Inboard	Outboard/Inboard	Outboard/Inboard	Outboard/Inboard	Outboard/Inboard	Outboard/Inboard	Outboard/Inboard

ALUMINUM BOATS

Aluminum Boats	7m (Aluminum)	7.6m (Aluminum)	8m (Aluminum)	11m (Aluminum)	12.5m (Aluminum)
Length overall: (meter - feet/inches)	7 - 23'	7.6 - 24'11"	8 - 26'3"	11.54 - 37'10"	13 - 42'8"
Beam overall (inflated): (meter - feet/inches)	2.65 - 8'8"	2.65 - 8'8"	2.73 - 8'11"	4.05 - 13'3"	3.16 - 10'4"
Tube diameter: (meter - feet/inches)	0.5 - 1'8"	0.45 - 1'6"	0.56 - 1'10"	0.56 - 1'10"	0.56 - 1'10"
Lightship weight*: (kgs - lbs)	1,497 - 3,300	1,878 - 4,140	1,058 - 2,332	4,305 - 9,491	6,265 - 13,812
Payload*: (kgs - lbs)	768 - 1,693	768 - 1,693	868 - 1,914	2,195 - 4,839	2,315 - 5,104
Fuel capacity: (Gal)	47 Gal	59 Gal	59 Gal	317 Gal	370 Gal
Recommended power: (HP)	250	300	225	3x350	2x440
Max power allowed (HP)	300	450	500	4x300	2x440
Maximum seed: (km/h - mph)	89km/h-55 mph	100km/h-62 mph	109km/h-68 mph	102km/h-63 mph	109km/h-68 mph
No of Pax:	6 Pax	8 Pax	8 Pax	14 Pax	18 Pax
Classification (CE approval)	C	C	C	C	C
Number of air chamber	5	5	5	5	5

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1

INTRODUCTION

Whether you are a first-time or experienced boater, we ask you to please take the time to read this manual and become familiar with its contents. This will help you learn about the features and controls of your boat. In this manual you will find that pictures and words work together to explain things quickly. Your dealer is always available to answer any questions you may have about your boat, engine, boat equipment or procedures.

1.1 OWNER LIABILITY

You, as the owner of a boat, have many and varied responsibilities to your passengers and to other boaters. You are required to be knowledgeable on, and to comply with, all local, state and federal boating laws. We will cover many of these requirements in later sections.

1.2 REGISTRATION

Most countries require that a powered boat which operates within their boundaries be registered. Countries usually have regulations on the size and location of identification numbers on the boat. You should contact your local and state boating law administration before operating your boat to avoid being in violation of any applicable boating laws.

1.3 INSURANCE

Before operating your boat you should contact your insurance agent to obtain the proper coverage. Most countries have minimum coverage responsibilities. It is prudent, due to the investment required for a boat, to have coverage for fire, theft, property damage, and liability.

1.4 EDUCATION AND TRAINING

No manual can give you all the information you may need to operate a boat effectively and safely.

We suggest you contact your state boating commission for any materials they may offer. You can also obtain several publications from your country's Coast Guard by contacting them. Be aware most states have special requirements for people under the age of 18 operating the boat. The more familiar you are with the safe handling and operation of your boat, the more enjoyment you will have.

1.5 MAINTENANCE

Maintaining your boat in top condition makes good sense. Following recommended procedures not only will protect your investment but is a requirement for continued validation of the warranty. We will cover procedures and requirement in later section. Your dealer will help you develop a program for the requirements and procedures needed as well as products specifically designed for marine use.

1.6 PASSENGER SAFETY

Before embarking on any outing, all passengers should be shown where all safety equipments are located and their proper operation.



It is always a good idea to have at least one other person on board who is familiar with the operation of the boat.

Preparation & training helps in emergency situations.

1.7 BOATING ETIQUETTE

Knowing the rules of your waterway is an important part of operating your boat in a courteous manner. You should always be alert for swimmers, slower boats, smaller boats and divers. Give water-skiers and fishermen all of the room possible. Boaters should always be aware of their wake since any damage is their responsibility. Your state boating commission or the Coast Guard is a good source for information on boating etiquette and rules of the waterways.

1.8 STORAGE

An important part of boat maintenance is the storing of the boat in the off season. Again, your boat dealer is the best source of information on the proper methods. The protection of the engine, hull and the interior of your boat are a must to prevent damages and added expenses.

1.9 IDENTIFICATION NUMBERS

You should record your serial registration and model number immediately with your insurance agent. The number of the engine, hull and trailer should also be recorded and kept in a safe place away from the boat. In case of theft or damage report these numbers to the police and your insurance agent.

1.10 HULL IDENTIFICATION NUMBER (HIN)

The hull identification number must be clearly visible on the starboard side of the transom.

2

SAFETY

Safety on the water begins with a thorough understanding of the laws and regulations of boating. By following the suggestions and guidelines in this manual, you should be prepared to face not all, but some of the most common problems safely. Laws vary from federal and different state jurisdictions. Familiarize yourself with the laws of your area. Be aware that waters bordering different jurisdictions may have multiple requirements.

2.1 REQUIRED COAST GUARD ITEMS

To comply, the following items are required on your boat.

1. PROPER LIGHTING

Every ASIS boat is equipped with navigation lights, red and green lights, and a white light for after sunset operations.

2. FIRE EXTINGUISHER

Make sure the extinguishers are coast guard approved.

3. WARNING HORN

There are various types of "Warning Horn" devices. Ask your marine dealer to help you select the best one for you.

4. Paddle

5. First Aid Kit

6. Flash light

7. Anchor & Line

8. Tool Box

9. Distress Signal for day or night



You are responsible for providing a personal flotation device (PFD) for each passenger or water-skier. You should also have a throwable flotation device type IV (PFD). These items should be checked before every departure. Coast Guard patrolled waters require a more extensive list based on boat size. Check requirements for your boat.

10. PFD (Personal Flotation Device)

This device is required for all passengers. Everyone aboard should be instructed on their use before departing. Special care should be given to children and others, unfamiliar with the adjustment and use of a PFD. There are several types of PFDs to wear and two types for throwing into the water in an emergency. PFDs must be of proper size for person using.

OFF-SHORE LIFE JACKET (TYPE-I PFD)

Best for open, rough or remote water, where rescue may be slow coming.



NEAR-SHORE BUOYANT VEST (TYPE-II PFD)

Good for calm, inland water, or where there is good chance of fast rescue.



FLOTATION AID (TYPE-III PFD)

Good for calm, inland water, or where there is good chance of fast rescue.



THROWABLE DEVICE (TYPE-IV PFD)

For calm, inland water with heavy boat traffic, where help is always nearby.



SPECIAL USE DEVICES (TYPE V PFD)

Only for special uses or conditions. See label for limits of use. Varieties include boardsailing vests, deck suits, work vests, hybrid PFDs, and others.



2.2 RULES ON THE WATER

There are well-defined operating procedures for boating. You must familiarize yourself with these laws and procedures before operating your boat. Your country's boating Regulatory Agency and the Coast Guard are good sources for the information needed for your boating safety and for your legal compliance with applicable state and federal laws.

Some basics are as follows:

- Learn to recognize buoys and markers.
- Always yield to sailboats and slower boats
- Keep to the right and give way to boats on your right passing in front.
- When entering a harbor always keep the markers and red buoys on your right. (Few countries follow opposite rules, please make sure to check with your local authorities)

2.3 MINORS

Under aged minors must be taught the proper safety measures before operating a boat. They must be closely watched and guided in the safe handling of a boat. Most countries require licensing and have other legal restrictions on minors operating a boat. Be sure you are aware of your local requirements where the boat is being used before allowing a minor to operate your boat.

2.4 PASSENGER SAFETY

Making sure your riders are aware of all safety laws is basic in boating. All passengers must have a legally approved PFD available for immediate use. Someone other than the owner must be familiar with operating the boat in case of an emergency. When the boat is under way, all passengers should be seated in designated seating positions.



Some countries may prohibit the use of certain types of PFDs by boat occupants. Know the requirement for the country where you are boating.



1. A Coast Guard approved PFD must be worn by skiers at all times.

2. An observer must watch the skier at all times. The driver cannot be the observer.
3. Keep away from other boats and fisherman.
4. Continue to observe a downed skier until the boat returns and the skier is verified as OK.
5. Stop the motor before closing on a skier.
6. Beware of shallow water and obstructions in the water.
7. Do not ski after dark.
8. Do not ski near swimmers or in crowded boat traffic.
9. Some countries require a mirror on the boat.
10. Some countries require boat operator to carry a designated colored flag when a water skier is down in the water. Know the legal requirement prior to operating your boat to pull water skiers.

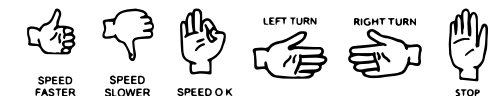


Some countries have specific rules for skiing. Please check and obey these local regulations while engaging in this activity.

2.5 WATER-SKIING

Skiing safely requires the observance of certain basic rules.

1. Start the boat slowly until the slack is out of the tow rope
2. Be sure there is no traffic ahead and then apply enough throttle to get the skier up
3. When the skier is up and the way is clear,



2.6 SWIMMING

Swimming can always be hazardous unless safety rules are observed. When swimming from a boat certain measures should be taken to insure safety.

1. Anchor the boat and shut off the motor
2. Swim on the shore side of the boat away from traffic
3. Be sure someone is on the boat at all times observing swimmers
4. Never swim alone



5. Always use a boarding ladder to enter the water and to board the boat

6. **Do not** dive from the boat



Never dive from any part of a boat. Diving from the boat may result in severe personal injury or death

7. When driving the boat always be alert for swimmers and swimming areas.



Be alert for the divers down flag and keep the boat well away from diving areas and divers.

2.7 DRUGS AND ALCOHOL

More than one-half of the reported boating accidents involve operation in conjunction with the use of alcohol or drugs. The use of alcohol or drugs affects everyone in at least four ways that affect safe boat operation:

1. Judgment
2. Coordination
3. Vision
4. Reaction Time



Never operate a boat while under the influence of drugs or alcohol.

2.8 ACCIDENTS

Even though all precautions are taken, sometimes an accident may occur. In the event of an accident you are legally required to file an accident report with the proper authorities and, of course, with your insurance agent.



In all cases involving injury, death or property damage the owner of the boat is responsible for filing the report.

2.9 FIRE ON YOUR BOAT

- Check your fuel system often
- Sniff around for gasoline fumes. If you smell gasoline, find the source and correct the problem



- Don't smoke while refueling.
- Shut off engine before fuelling

If a fire occurs, be prepared to take these steps

1. Shut off the engine
2. Move passengers away from the flames
3. Be sure all passengers are wearing a PFD.
4. Operate the fire extinguisher aiming at the base of the flames, not the top of the flames.
5. If the flames cannot be extinguished, quickly abandon the boat.



Gasoline vapors can explode, resulting in injury or death. Before starting any engine

- Check engine compartment bilge for gasoline or vapors, and Operate blower(s) for four minutes and verify blower operation
- Run blower(s) when boat is operating below cruising speed.

2.10 INCLEMENT WEATHER

When hazardous conditions exist, postpone your outing to a later time. Before embarking on any boat outing check the latest weather reports for the local water conditions. When out on the water, periodic checks of weather reports is in order. Be prepared to take safety measures if any of the following conditions arise.

1. Wind increases dramatically.
2. Waves become higher.
3. Black clouds or lightning appear.
4. Fog develops.

If any of these situations arise, react at once

1. Do Not Panic.
2. Put on PFD's.
3. Head away from the storm towards the nearest point of safety.
4. Balance boat by having all passengers move to the middle of boat.
5. Tie down or stow away any items that are not secured.

2.11 HAZARDOUS CONDITIONS

All waters have different characteristics that could present dangers to you and your boat. Under Water hazards such as tree stumps, sand bars or shallow waters are to be avoided. If you are unfamiliar with the waters, question other boaters or obtain charts of the waters.



Should you damage your boat due to any of the conditions mentioned, your boat may become unsafe, and immediate actions for inspection and repair of your boat should be performed at a qualified boat service center.



Safe ASIS boat open water use requires owner's and operator's compliance with known weather forecast conditions around and over the area of intended open water boating. Compliance with all Coast Guard advisories of boating conditions for the area and expected boating travel shall be adhered to by all ASIS boat owners and operators.

2.12 TOWING



Your boat could be damaged by improper towing use

Although towing should be avoided if possible, in certain situations a tow might be necessary. However, first lend all assistance needed to the passengers of the boat in trouble. A call for help to tow the distressed boat would be the best precautionary course.

If towing is necessary, consider the following:

1. Never try to tow a larger, grounded or capsized boat. Lend assistance to occupants and then contact proper authorities.
2. Use a quality line capable of handling the load. At least a ½ inch double braided nylon line is recommended.
3. Check line to be used making sure it is in good condition.
4. Attach the tow line to both stern eyes on your boat and bow eye of the boat being towed.



Never tie tow lines to cleats, rails or attempt to hold a line while towing.

5. Allow a minimum of two boats lengths between tow boat and boat being towed.



Proceed slowly, towing at a moderate speed. Adjust for adverse wave and wind conditions. Keep both boats on the crest or trough of the waves at the same time

6. Use Tow post is available on your boat.

3

TRAILERING

Boat trailer laws vary from country to country on such matters as licensing, registration, trailer brakes, lighting and gross vehicle weight. Visit your local and state department of motor vehicles for information on the laws that apply to your situation.

Please Refer to boat trailer owner's manual for specific operation and safety procedures.

3.1 SALTWATER LAUNCHING

If your boat is to be used in saltwater your trailer should be galvanized to avoid the rusting and damage caused by the corrosive effect of saltwater. After each use, your boat and trailer should be hosed down with clear fresh cold water. Rinsing with fresh water will retard the corrosive properties of the saltwater.

3.2 CAPACITY DATA

Boat trailers carry a certification label spelling out their weight-carrying capacity. Under no circumstances should these capacities be exceeded.



Exceeding the trailer capacity can cause damage to the trailer, personal or property damage or a serious accident.

This capacity is referred to as the Trailer Gross Vehicle Weight Rating (G.V.W.R.). This rating includes all of the following items: the total boat weight, including engine, fuel, water and all items on the boat.

When trailering, do not load other items on the boat trailers that may add to overloading. It is a good idea to weigh your entire rig to see exactly how your situation complies with the G.V.W.R. rating of your trailer

3.3 TRAILERING CHECK LIST



Before starting on an outing with a trailer with surge braking. Check the brake fluid level. If the fluid level is low on continuing basis you probably have a leak in the brake system. Do not attempt to use the trailer under these conditions. Repair brakes before proceeding.



Tyre pressure must be checked on the trailer before every use. Improper tyre pressure can cause accidents.

The load carrying capacity of the trailer is in part determined by tyre pressure. The trailer tyres have the pressure information shown on the sidewalls.

Most trailers have a bow safety cable that must be attached when the boat is on the trailer.

Before each use be sure to check the trailer lights for proper operation. The Turn signal lights, Stop lights and Brake lights must all be working correctly.



Check grease level in wheel bearings often. Improperly lubricated bearings might seize and could cause an accident.

Wheel bearings should be greased as needed to provide proper lubrication.

When checking wheel bearings enroute, a degree of heat can be expected. However, if the bearings are hot, it is an indication the bearing is not lubricated properly. Special care must be taken after a trailer has been in storage as lubricating grease can become solidified and ineffective.



Be aware that your trailer carries a special tyre size, lug nut wrench, and jack.

Do not assume you can use the tow vehicle's lug nut wrench and jack on your trailer. Your trailer dealer can supply these items. In addition it is wise to have at least one spare tyre for the trailer.



Before departing and enroute, lug nuts must be checked for tightness. If lug nuts loosens an accident can occur.

When checking lug nuts a cross pattern tightening procedure should be used. Tightness should be in the range of 90 ft-lbs (122 Nm) of torque.

The boat motor should be secured before towing to prevent road shock from damaging the engine and/or the transom.

Before trailering a boat, the engine must be raised to the trailering position. The uses of a "transom saver" is recommended for long trips. See your dealer for the proper transom saver for use with your boat.



Never trailer your boat with a cover installed unless you are using a cover specifically made to be used while trailering your boat.

3.4 TRAILER HOOKUP

The vehicle you choose to tow your boat and trailer is very important. Most new cars and trucks can be ordered with trailer towing packages. It pays to equip your vehicle with the proper items to handle your trailer. You should have an adequately rated tow hitch, correct size tow ball (marked on coupler), and the proper trailer light connections.

Cars and trucks today may have red stop lights and amber turn signals. You may purchase a wiring adapter for your tow vehicle to work in conjunction with the turn and stop lights on your trailer.



Always refer to the vehicle's towing capacity rating



Safety chains provide added insurance that an unhitched trailer will not become completely separated from the towing vehicle while it is being towed.



Refer to your Boat trailer owner's manual for proper hook-up procedures

TONGUE WEIGHT

You should always match the boat with the trailer. For proper towing the tongue weight should be 5% to 10% of the G.V.W. This as you recall is the total weight of the boat, motor, trailer, and all items on the boat including fuel. Do not increase the tongue weight by adding items to the boat or trailer.

Your dealer can assist you in selecting the proper trailer and equipment for towing your boat. There are also professional haulers who will transport your boat for a fee. Your dealer can probably recommend a qualified professional to handle your towing

3.5 TRAILER TOWING TACTICS

If you are new to trailer towing there is nothing that will do you more good than extensive practice. Find a shopping mall parking lot before opening time and practice the several maneuvers we will be discussing. What is difficult initially will be easier as you develop your skills.

Measure the height of your boat on the trailery and add 8 inches as a safety factor. Failure to know this dimension could cause an accident.

When planning your itinerary check with local authorities about possible low clearances you may encounter. Always be aware of clearances when entering filling stations, motels, or other places where overheads may be present.



The height of your boat can be a safety factor when considering your route of travel.



Wet trailer brakes may drastically reduce your ability to stop.

Steering in Curves and Corners

On curves steer well to the side of the center line as the trailer does not track in the path of the tow vehicle's wheels. When turning corners steer wide so the trailer clears the curb.

PASSING

Be mindful that the added weight of your boat and trailer reduces the acceleration of your tow vehicle. Be sure to allow plenty of room to complete your pass. After passing the vehicle, allow plenty of room to clear passed vehicle before turning back into the driving lane. Sharp turns can cause trailers to weave and become unstable.

BEING PASSED

Large trucks and buses can cause wind turbulence that can force the trailer to the right. The trailer will stabilize itself after the vehicle passes. Do not brake to adjust. Common courtesy calls for you to pull over from time to time and let any traffic that might stack up behind you pass.

STOPPING

Be mindful of the extra weight your boat and trailer put on your tow vehicle and the increased distance needed to stop. Even with surge brakes on the trailer this distance is increased.

WARNING

Allow proper distance between vehicles to safely stop in case of an emergency.

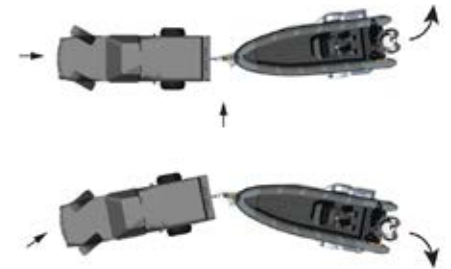
BACKING UP

The proper mirrors on the tow vehicle are a must for the backup maneuver. Some states require dual mirrors when towing a trailer. Make your moves slowly, checking mirrors for clearance and obstructions. Remember the trailer will turn the opposite direction of the tow vehicle steering wheel. Turning the steering wheel in the opposite direction you

want the trailer to go is the basic move to remember.

When the trailer begins moving in the proper direction, turn the steering wheel to follow it. With the proper use of mirrors and companion in back to direct you, you will soon become proficient at the backing maneuver.

- BACKING TO RIGHT
- BACKING TO LEFT
- FOLLOWING THRU TURN



ADDITIONAL INFORMATION:



Tyre pressure must be checked on the trailer before every use. Improper tyre pressure can cause accidents.

In this section some basic trailer maintenance, hook-up and towing procedures have been outlined. Please refer to your boat trailer owner's manual for more specific information. The information in your trailer manual supersedes any information included in this manual.



When trailering use a transom saver to help protect and prolong the life of your transom.

Boat covers, mooring covers and seat covers are not designed for you as a trailering cover. Trailering your boat with a cover not designed for the purpose of trailering may result in unwarranted damage to the cover and/or boat.

4

OPERATIONAL PROCEDURES

This section is designed to give you the most basic information on boat operation. We strongly urge all operators to take certified instructions from any local boating authorities. The ideas and suggestions here are not all-encompassing but merely the basic facts related to the operation of the boat.

4.1 INFLATING AND DEFLATING TUBES

Remove the valve cap, by twisting the cap, counter-clockwise place the plunger hose into the valve chamber turn it right and begin inflation. After inflation remove plunger hose and replace valve cap. In order to deflate remove the cap and depress the release valve until you can hear air flowing out of the tubes. Repeat this action in all chamber valves.

You can also release the valve to the right to hold it in place and fully deflate the chamber.



4.2 RECOMMENDED PRESSURE

Inflate all tube compartments to maximum pressure of 3.92 PSI. If a pressure gauge is not available, check by depressing the tube with your finger. When the tube cannot be depressed by finger pressure, the approximate working pressure has been reached.



The foot pump provided with your ASIS will not allow over-inflation of the tubes. NEVER use dive tanks, air compressor etc., to inflate tubes; over inflation can occur causing damage to the tubes and seams.

Under-inflation can cause excessive stress on the tubes and hull, always maintain proper inflation pressure while operating your boat.

IMPORTANT

If the boat will be exposed to direct sunlight for a long period of time, slightly deflate the tubes to compensate for expansion due to heat

4.3 LAUNCHING YOUR BOAT

Launch ramps are usually busy places. You should make all preparations for launching before approaching the ramp. It is a good idea to watch others launch before you make your move. This way you can observe any peculiarities of wind and water current conditions on the ramp itself. (Make sure the guarboard is in place and that the "transom saver" is removed.)



If you have boat gear in your tow vehicle transfer it to the boat. Disconnect the trailer light harness. Back the trailer down the ramp until the trailer bunks are about ¾ submerged in the water.

Lower the engine into water and start according to manufacturer's instructions. Remove safety cables and winch line and drive off the trailer. If the boat has difficulty getting off trailer it may be necessary to back into deeper water.

After the launch, tie the boat up and remove the trailer from the boat ramp so others are able to launch their boats. It's a good idea to use boat fenders to minimize damage from docks and other obstructions..



In preparation for launching be sure the motor will start before leaving the trailer

4.4 RELOADING YOUR BOAT

Back the trailer down the ramp until the trailer bunks are about $\frac{3}{4}$ submerged in the water.

Approach the trailer with your boat at minimum speed. Tilt engine as much as possible to avoid hitting bottom. Drive the boat between the guide bunks up to the winch stand using slow speed with short burst of power.



Be sure to wet the trailer bunks for smoother loading.

Shut the engine down at once and tilt up to avoid scraping the ramp. Connect the winch strap to the boat and crank the winch handle until the boat is completely on the trailer.

Pull the trailer up and off the ramp to allow others to load. Turn off all boat accessories and drain the live well (if desired). Attach the safety chains. Connect the trailer light harness and check all lights for proper operation, secure the engine.

Reduced braking capabilities may occur soon after loading due to water getting into the brakes. Applying the brakes several times at a low speed should speed the drying process.

After each boat outing your boat should be thoroughly cleaned, especially if the boat was operated in salt water. However any water contains impurities that can be harmful to your boat surfaces. Completely wash your boat, motor and trailer with clean fresh cold water. Be sure to wash trailer bunks that are carpeted.



Refer to boat trailer owner's manual for proper operation and safety procedures.

4.5 FUELING YOUR BOAT



Gasoline is a fire hazard. Gasoline is extremely volatile. NEVER have the engine running when refueling. DO NOT smoke or have an open flame near the fuel tank, vent or filter. Be especially cautious, while fueling during hot weather, because heat expands gasoline causing pressure to build in portable tanks. Never fill portable tank to capacity because expansion can cause fuel leakage creating a fire hazard.

If your boat has a portable (removable) fuel tank the filler cap is on the tank. The fuel filling for a permanently installed fuel tank is located on the port or starboard of your console or at the bow.

Tie the boat to the dock at the side the fuel filler is located. Turn off the engine and any other accessories. Remove the filler cap and put nozzle into tank, keeping nozzle in touch with fitting to avoid static sparking

- Add fuel
- Replace cap and wipe clean all surfaces
- Check all oil and gas levels to insure proper amounts.

4.6 CAPACITY

Never overload your boat. Your ASIS Boat has a plate located near the pit that shows its maximum weight capacity, maximum persons capacity and horsepower capacity. The weight rating of your boat includes engine, passengers and all equipment.



The engine horsepower should never exceed the posted rating



Exceeding the posted weight and horsepower capacity could lead to serious conditions resulting in an accident and/or serious injury



Exceeding the posted weight and horsepower capacity will void your boat warranty

4.7 BOARDING

Load one person at a time. Never jump into the boat. Do not try carrying large or odd sized items into the boat. Pass them to someone already boarded. Reverse the above method when leaving the boat.

4.8 BOAT WEIGHT DISTRIBUTION

Balanced loading of persons in a boat can greatly affect your boating experience. Be sure all passengers are seated properly inside rail, gates or gunwale. The loading of persons all to one side can cause your boat to lean to one side or the other. In some adverse conditions, it could also cause for unsafe boating practices. As captain, please remember to disperse your load evenly. Also, passengers should remain seated in the proper seats whenever the boat is running at speeds greater than trolling motor speed.

4.9 STORAGE

Your boat has been designed with functional storage compartments. All loose items should be stowed in proper compartments before departing to avoid loss overboard or problems with boat operation.

4.10 BASIC PROCEDURES

Operating your boat in a safe manner is of first importance. We shall cover basic operations in this section. For more in-depth coverage refer to the owner's information packet containing data on the controls, engine, and steering systems.

4.11 SHIFT AND THROTTLE CONTROL

Keep in idle or neutral until the boat has lost most of its momentum before engaging the shifter. ASIS boats are equipped with either a single lever or dual lever shifter and throttle control. Both methods control the neutral, forward and reverse direction of the motor and function as the accelerator to determine the boat speed.

CAUTION

Do not shift from forward to reverse or reverse to forward quickly. This can cause serious damage to the gearbox controls and engine

Single level controls have throttle and shifting capacity in a single side mounted unit. Neutral is in the center. Moving the lever forward increases speed, moving the control to the rear puts the boat in reverse. Neutral has an interlock button that must be depressed and held to shift from neutral. For warm-up you can disengage the shift mechanism to place engine in high idle.



4.12 STEERING

Steering your boat is similar to steering your car. If you turn the wheel to the left, the bow will also turn left. But turning left on a boat swings the stern of the boat in the opposite direction of the bow. Remember this when traveling in close quarters or docking.

4.13 GETTING STARTED

Proper preparation is key to boating enjoyment. Time spent before leaving the dock on making sure all is in order is this time well spent. Is the battery fully charged? Are all fuels at proper levels? Do you have all safety supplies and equipment in working order? Check throttle, shift, and steering cables for smooth operation before starting.



Check cables at least every 3 months for any signs of deterioration.

Have them replaced if needed. Check weather reports to ensure a pleasurable outing and safe return. You should know the rules of boating and how to react to any situation that may arise. You should familiarize yourself with pertinent Coast Guard or state boating agency regulations and any local information that may be helpful. There are definite requirements on the correct way to operate a boat in all situations and you should be knowledgeable in their use.

For example, after sunset, boats are required to have navigation lights to indicate directions of travel. A red light is on the port side, a green light is on the starboard and a white light at the stern. When a red light is visible that boat is privileged and has the right of way. If a red and green light are visible, the other boat is approaching you and both boats must move. If a white light is visible the other boat is moving away from you or is at anchor and if you are overtaking, the boat ahead is privileged. A pontoon boat is usually considered a privileged vessel in as much as it is not a "high speed vessel".

4.14 PRIVILEGED BOATS

ASIS boats must yield to large commercial boats in narrow channels. Boats rowed or paddled have the right of way over motor boats. Sailboats have the right of way unless they are using engines. When sailboats have sails down and are under engine power, they are considered motor boats.

4.15 NAVIGATION AIDS

Navigation information should be maintained for your particular waterway. Aids are available from your state or local boating authorities.

4.16 MANEUVERING

When taking to the water for the first time there are some basic guidelines you must observe. Start slowly so as to familiarize yourself with your boat. Practice in calm waters if possible. Boat handling is effected by wind, water current and load. The conditions vary from day to day so always check these conditions before every outing.

When you start a turn, remember the initiation of the turn pushes the stern of the boat away from the direction of the turn. The bow follows a smaller turning circle than the stern. This is especially important in close quarter moves such as docking. Have a crew on hand to help with lines, fenders and boat hooks. A boat is not an automobile. Boats steer from the stern and have no brakes. To stop a boat you must slow down and shut throttle down. After waiting momentarily in neutral, put the engine in reverse.

The effects of wind and current must also be observed. Unequal propeller thrust is a factor shared by all single propeller driven boats. A counter-clockwise rotation propeller tends to cause the boat to drift to the starboard when going forward, and to the port when going in reverse with the rudder in straight ahead position. This effect is hardly noticed at full speed but becomes apparent at slow speeds.

4.17 DOCKING

Practice is the best method to develop the skills needed to properly dock a boat. Use a stationary raft off-shore or a buoy as your target and practice your docking maneuver.



Never use your hands, legs or arms to keep the boat off the dock. The boat could shove you into the dock causing serious personal injury.

1. Slow the boat and come to a complete stop just off the dock.
2. Have all lines and fenders ready.
3. Check wind and current. If possible approach the dock with the boat headed into wind. If the wind or current is pushing the boat to the dock approach parallel and drift slowly into the dock. If required to reach the dock from down wind or down current, approach slowly at a shallow angle. Be prepared to reverse, to stop and keep position. Then tie the stern line.
4. If there is little or no current or wind approach the dock at a 15° angle.
5. If you have a companion on the dock throw them a bow line to tie up. If not approach dock and secure bow line from the boat. Then using the engine swing the stern into dock and secure both bow and stern securely. Always protect your boat from the dock by using fenders.



4.18 SHORE STATION OWNERS

Shore station owners should place their hoisting strap at approximately 40% and 85% of the overall length of their boat (LOA). This will give you equal weight distribution on your shore station.

4.19 LIFTING YOUR BOAT

Unless your boat is trailerable, have your dealer or qualified marine personnel lift your boat out of the water for you. Each boat has framing components designed to support the boat when it is being lifted out of the water. Severe bending, cracking or hull damage can occur if the lifting slings exert pressure on the gunwales. Flat, wide belt slings should be used. The spreader bar at each sling should be used as long as the distance across the widest point of the boat that the sling surrounds.

DO NOT USE DECK TIE OFF CLEATS TO LIFT THE BOAT.

Make sure to use spreader bar not to damage your tubes

4.20 DEPARTING

1. If the current or wind is pushing away from the dock release all lines and allow boat to drift away from dock. When clear, shift engine to forward and depart.
2. If the current or wind is toward the dock you first release stern line but keep the bow line intact. Start engine to move stern away from dock. Slowly shift from idle to slow forward. As the stern turns away from the dock turn engine away from dock. Release bow line and back away from dock.

4.21 PROPELLERS

Since a propeller converts your engine's power into the thrust needed to move your boat, care and selection of the proper propeller is very important. Check the engine operator's manual for the operating range and horsepower rating of your engine to decide which prop would best serve your needs.

4.22 ANCHORING YOUR BOAT

Anchoring requires basics. Proper anchor selection for size & weight of boat is necessary. Consult your dealer for further information.

1. Head the boat into the current or wind
2. Tie the anchor line to the anchor, and to a forward cleat.
3. Stop the boat and lower the anchor.
4. Do not anchor from stern and bow at the same time.
5. When anchor hits the bottom, back the boat up slowly; be sure to keep the tension on line.
6. The anchor line should be 4 to 6 times the depth of the water.



Anchoring from stern and bow at same time may cause boat to capsize

5

COMPONENTS/ SYSTEMS/ EQUIPMENT

This section contains a brief explanation of various components, systems, controls, instruments and equipment on ASIS Boats. Some of these items may be optional on your boat. The location may also vary from model to model

5.1 TACHOMETER

Registers engine speed in revolutions per minute. Check the engine manual for the proper R.P.M. operating range for your particular engine. Always keep the engine within the operating range.



5.2 TRIM GAUGE

This gauge indicates engine tilt and displays the relative position of the bow, up or down.

Trim angle is the distance between the lower portion of the engine and the boat bottom.

If your boat is not trimmed correctly it will not perform at maximum efficiency. Experience will help you gain a better understanding of proper trim

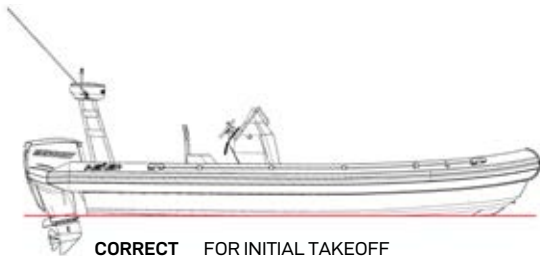


CAUTION

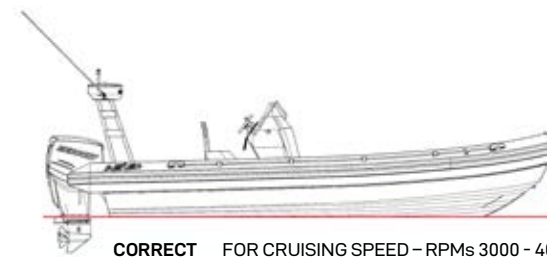
DO NOT EXCEED MAXIMUM TRIM WHEN RUNNING. COOLING WATER HOLES MUST REMAIN SUBMERGED

The trim gauge is an important part of your boating experience (please read)

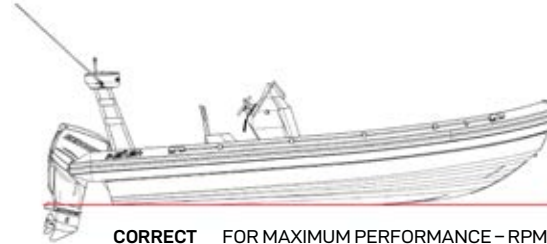
When you initially start, make sure your trim gauge is in the full down position. As your boat takes off, you will notice the bow will begin to rise sharply, and as you increase speed the bow will start to come down. As the speed of the boat increases the boat will begin to plane. Start raising your trim switch until the gauge is straight up and down. You are now in a cruising trim angle (the boat is level and on top of the water). To reach the maximum speed of the boat, continue to trim up between ¾ full trim but do not exceed full trim. If you hear the prop beginning to draw air down (cavitation) lower your trim switch down until the cavitation stops.



CORRECT FOR INITIAL TAKEOFF
INCORRECT WHEN RUNNING – CAUSES BOAT TO PLOW



CORRECT FOR CRUISING SPEED – RPMs 3000 - 4000
LEVELS THE BOAT WITH THE WATER PLANE



CORRECT FOR MAXIMUM PERFORMANCE – RPMs 4000+
RAISES THE BOW OF THE BOAT



Special Note: When coming into a hard turn, be sure to lower your speed and trim back down to the full down position. When your turn is complete you can begin to raise your trim back-up

5.3 FUEL GAUGE

On boats with a permanent gas tank this gauge will show the fuel level in the tank. The ignition switch must be in the run position for this gauge to register.



5.4 VOLTMETER

Shows the condition of the battery in volts. D.C.

Optimum operating range is 12+ volts

5.5 ELECTRICAL SYSTEMS

Your boat's electrical system is a 12 volt negative ground D.C. system. This system provides electrical power to all systems on the boat

5.6 CONNECTORS

Your boat may contain different styles of electrical connectors – Quick disconnects and/or Deutsch. These connections are made to transfer electricity between the switch and feature. The quick disconnects are for the area above deck level. Deutsch connectors are for the portions of the boat that could have substantial climate or salt water spray directly on the connector. The Deutsch connection is a maintenance-free tight seal between the male and female ends, which produce a dust and moisture free connection. Consult your dealer for more information



WARNING: ELECTRICAL SHOCK HAZARD

Water and electricity do not mix.

Do not swim, stand or place any part of your body in water that has the possibility of electric current. If you suspect the current is being passed through water, shut off the power supply and/or stay away and consult an expert.



Refer to the wiring diagram in the owner packet for your particular model.

Some models have two 12 volt batteries. One battery is used for engine starting and systems power and the other is used for accessories power when the engine is shut down. The starting battery is charged by the alternator when the engine is running. The battery provides power to the electrical system through the circuit fuses.

5.7 ELECTRICAL SYSTEM

Your boat may have a combination of the below items, read and understand the items before troubleshooting the Electrical System



Do not use a fuse larger than the recommended size. Always replace fuses with the same type and rating of the original fuse.

Frequent fuse failure indicates serious electrical problems and it should be acted upon immediately.



Using incorrect fuses or failure to correct electrical problems could result in personal injury and damage to the electrical system.

5.8 Fuses

- Glass
- Push-In Breaker Style

Glass Fuses – example: radio memory

If your feature does not respond to the switch, first inspect the fuse. If there is a need to replace the fuse, always replace with the same amperage fuse as the one which you have removed. Contact your dealer if additional assistance is needed.

Push-In Breaker Style

Push-In Breaker Style fuses are virtually maintenance free. If a breaker fuse has popped (circuit is disconnected) this means that the feature may have an overload. Resetting the breaker should resolve the problem. If the problem persists (indication of an overload or loose connection) consult your dealer for help

5.9 ACCESSORY SWITCH

This is a two position switch that controls any optional equipment added to the boat. Fuses should be integrated with any equipment added. Further information about the warning horn is available in the engine operator's manual.

5.10 HORN BUTTON

Horn may be sounded by depressing the horn button and holding (If available)

5.11 HYDRAULIC STEERING

NOTE: If your boat is equipped with a hydraulic steering, refer to its owner's manual found in your owner's packet for detailed information regarding use, care and maintenance.

5.12 FUEL SYSTEMS



Check all fuel systems parts at the beginning of each season and often during the seasons.

It is important that the integrity of the fuel system be maintained. Check all lines and connections for any leaks or blockage. The Maintenance/ Care section has further information on fuel system care.

5.13 LIGHTS

All ASIS Boats are equipped with proper lights to comply with current boat regulations. These include green, red and white lights for night time operation. The stern light should be used in night anchoring by putting the navigation light switch in the ANC position.

5.14 LIGHTS (NAVIGATION AND ANCHOR) SWITCH

Navigation light has an independent switch. Green Anchor light

5.15 COURTESY LIGHTS

Some models have courtesy lights that are activated by an on/off switch.

5.16 SOUND SYSTEM

Many models are equipped with a sound system. If your model is, then refer to the Audio owner's manual for proper usage.

5.17 BILGE PUMP

Check your bilge pump often to make sure it is operating efficiently. The bilge pump is located at the rear of your boat and can be accessed through the access hatch. Remove debris and rinse bilge with water with the pump running to make sure pump is operating correctly.

The bilge pump should be set to auto all the time. If the floater fails it is recommended to switch it to ON whenever necessary. And when the boat is dry stored and prone to rain, the switch can be turned off in case the hull drainage plug is open in order to save battery life.

5.18 BOARDING LADDER

The boarding ladder is usually kept in the up position if not in use. When skiers or swimmers use the boarding ladder it is always helpful to give them assistance getting into the boat. The pitching of the boat due to wind or water actions can make boarding difficult.



Never have the engine running when swimmers or skiers are using the boarding ladder. All passengers should be out of the water and in the boat before starting the engine.

5.19 BATTERY, CIRCUIT BREAKER AND FUSES

BATTERY :

Your boat may be equipped with a 12-volt direct current (12VDC) negative ground electrical system. The positive (red) wire is hot and feeds current from the battery to the electrical systems. The negative (black) wire is ground and complete the circuit back to the battery. Until the engine is running above high; idle (approximately 1200 rpm) all power for electrical systems comes directly from the battery. When the engine is operating above 1200 rpm the alternator will charge the battery. Continuous operation of electrical accessories when the engine is not running or is running at low idle speeds can discharge the battery. A poorly maintained battery will discharge more quickly, and if corrosion is present, the engine may not start due to a high electrical resistance terminals, even though there may be sufficient battery reserve



Batteries are perishable products and will self-discharge. If you do not operate your boat frequently, you may need to change your battery occasionally. To recharge the battery, remove it from the boat and follow the directions enclosed with your battery charger. When reinstalling the battery in your boat, make sure it is secured in the battery box.

Batteries produce explosive hydrogen gas. NEVER ATTEMPT STARTING YOUR ENGINE WITH JUMPER CABLES

Keep all sparks, flames, and smoking materials away from batteries. Risk of sparks at battery posting igniting gasoline or hydrogen fumes is great. Always wear eye protection near batteries and have adequate ventilation when charging. An explosion can cause blindness or other serious injuries.

5.20 BATTERY SWITCH

Your boat may be equipped with an optional battery cut off switch.

Always turn the battery switch to the off position when the boat is not going to be used for over 12 hours. This will prevent accidental discharge due to any accessory switch being left on. Turn the switch to the ON position when the boat will be in use.

On boats equipped with dual batteries, a 4-position battery switch is placed in the "BOTH" position, both batteries will be charged from the engine alternator simultaneously.

If the boat is equipped with shorepower inlet, it is advised to connect it to the shore power in order to conserve the battery from discharging.

6

GENERAL MAINTENANCE & CARE

Your new boat is manufactured of quality materials and components. With proper care and maintenance, your boat should provide you with many years of enjoyment. We suggest the following procedures for maintaining your boat. Consult your ASIS dealer for maintenance products and services.

6.1 GEL COAT CARE

Follow these guidelines for cleaning gel-coat surfaces:

- Clean with detergent or boat soap. Special cleaners are available to remove algae, scum, and other stubborn stains.
- Rinse with clear water, especially after salt water use.
- Wax the boat at least twice a season. You may use an automobile wax. Many of the polymer coatings are excellent for marine use.
- Your ASIS dealer can help you select the proper cleaners and wax for gel coated surfaces maintenance

6.2 TUBE REPAIR



ASIS strongly recommends tube repair to be done by the factory trained technicians under controlled environmental conditions. However, in case of an emergency temporary tube repairs must be made in the field. Follow these instructions carefully and as soon as possible take your boat to an authorized service center for permanent repair

ASIS inflatable boat comes with an emergency tube repair kit consisting of fabric, sandpaper, and glue. Following is the repair procedure for small punctures and scratches of the fabric parts.

- Completely deflate the tubes and place the area to be repaired on a hard and smooth surface. Clean the area to be repaired thoroughly with toluene or M.E.K.
- Cut a patch approximate 2 inches larger than the cut or puncture in every direction. Carefully smooth the edges of the patch before applying.



Toluene and M.E.K. are **EXTREMELY FLAMMABLE**. Read warning labels carefully. Work in a well ventilated area with low humidity and avoid working under direct sunlight.

- Lay the patch over the area to be covered and outline it with a grease pencil. Using masking tape, tape off a 2 inch area outside the outline lightly. Sand the inside (patch) area with a sand paper provided in the kit. Be careful to sand only the top Hypalon layer. Also, sand the adhesive side of the patch.
- Clean the sanded area of the tube and patch with toluene M.E.K.
- Apply a thin coat of glue to the repair area and to the patch. DO NOT apply the patch at this time.
- Allow the glue to dry until it is dry to the touch (approximately 30 minutes)
- After the first glue has dried, apply a second thin coat of glue to the patch and repair area. BEFORE applying the patch, allow the glue to dry to a tacky point (approximately 5 minutes).
- Firmly press the patch onto the repair area. Press as hard as you can, especially along the border of the patch. Eliminate any air bubbles by working them to the outside using a smooth hard object with no sharp edges; such as a spoon.
- When the patching has been completed, and the glue has dried completely, remove any excess glue and apply some toluene to the repaired part.

IMPORTANT

Allow at least 24 hours for the glue to set before re-inflating the tube

6.3 TUBE CLEANING

Periodic cleaning is the only way to keep your boat looking new. Regular washing and waxing will prevent dirt and scum build up which will cause the finish to deteriorate. Regular waxing also helps prevent oxidation due to ultra-violet rays. When washing, use a mild detergent and warm water solution. DO NOT use abrasive cleaners, ammonia or chlorine as these can damage the tubes or gel coat. An automotive hand cleaner, with lanolin, may be used to remove grease stains from the tubes.

We recommend using the below three products in that order.

1. Blue Marine Shmuffex as a detergent to remove mildew.
2. Blue Marine Gumemp 100 as a polishing spray.
3. Blue Masine New Magic to maintain and restore.

6.4 FUEL SYSTEM

Periodically, and at least annually, inspect the fuel hose connections and fittings for wear or leaks. Stains around joints could indicate a leak. Check connections and fittings for tightness. Be careful not to over-tighten. Clean or replace filters and screens. Replace any hoses that show evidence of cracking.

6.5 ELECTRICAL SYSTEM

Make sure the batteries are secure in the battery tray. Check the battery connections making sure they are clean and tight. If not used frequently, trickle charge the battery to keep it ready for use. Follow the instructions included with the battery charger. Battery terminals must be kept free of corrosion. Clean the terminals regularly with a baking soda and water solution and a plastic bristle brush. Never use a wire bristle brush. Coat the cable end with petroleum jelly.



When charging batteries hydrogen gas is produced, which is extremely flammable. Keep battery compartment open during charging. Never smoke or allow flames or sparks near batteries. Failure to adhere to this warning may result in an explosion and cause serious injury or death.

Check the electrolyte level on non-maintenance free batteries at least once a month and fill with distilled water. Do not overfill the batteries. Overfilling may cause terminal corrosion and short battery life.



Do not allow the baking soda and water solution to enter the battery vents. The solution will damage the battery

Check all the boat's wiring to make sure it is properly supported and the insulation is intact. Consult the engine operator's manual for care and maintenance of the engine's electrical system.

If stray current corrosion is a problem, it is again best to remove the boat from the water when not in use. Check all connections



Wiring that is damaged or not properly coated may cause a short circuit if not corrected.



Sacrificial zinc anodes protect hardware that is exposed to the water. Galvanic corrosion attacks the anodic (least active) metals or metal alloys first. The zinc will decompose before the other metal on your boat. The zinc anode is usually attached to the engine. For more information, see the engine operator's manual or consult your dealer.

between ground and the metal conductor(s) for clean and tight connections. Check shore power for leakage. Your ASIS dealer is equipped for identifying the possible cause of corrosion and providing the best possible solution.



Remove your boat from the water on a regular basis, and inspect all metal parts for evidence of corrosion.

6.6 CLEANING & MAINTENANCE OF UPHOLSTERY

The assembly of a vinyl cleaning kit is recommended.

Cleaning Kit includes:

1. Ivory Dishwashing Liquid and Water
2. Clean, White Towels
3. Medium-Soft Brush
4. Ammonia and Hydrogen Peroxide

1. Basic Stains/ Grease/ Pencil/ Dirt:

Ivory Soap and water with a medium-soft brush

2. Mildew Stains:

To kill bacteria creating the mildew, vigorously brush the stained area with a 4-to-1 mixture of water and ammonia; rinse with water.

3. Tough Mildew Stains:

Apply a mixture of one (1) teaspoon ammonia, one-fourth (1/4) cup of hydrogen peroxide and three-fourths (3/4) cup of distilled water; rinse with water.



Clean Stains Immediately!



Do Not Use 409 Cleaner or Armor-All! These products may damage your upholstery



Suntan lotion, Shoe polish, wet leaves, and some other products contain dyes that stain permanently

All cleaning methods must be followed by a thorough rinse with water.

Certain household cleaners, powdered abrasives, steel wool and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove the printed pattern and gloss. Waxes should be used with caution. Many contain dyes or solvents that can permanently damage the protective coating.

6.7 STAINLESS STEEL CARE

Stainless steel is a common chromium/nickel alloy used for various applications on some ASIS boats. A protective chromium oxide film forms on its surface which gives stainless its superior corrosion-resistant property. When properly maintained, stainless steel provides excellent luster, strength and durability. And, in most applications, stainless will not rust or stain ever after years of service.



Stainless Steel is NOT always stain or rust proof. When it is used in contact with chloride salts, sulfides, or other rusting metals, stainless will discolor, rust or even corrode

Care and Maintenance of Stainless Steel:

- Clean stainless steel frequently with soap and water. Any cleaner safe for glass is usually safe for stainless.

- Use a good cleaner, like a good car wax, for added beauty and protection.
- Remove rust spots as soon as possible with brass, silver or chrome cleaner.

We recommend using the below two products in that order.

1. 3M Stainless Steel Cleaner and polish.
2. Arrow Solutions Stainless Steel Cleaner.



Irreversible pitting will develop under rust that remains on stainless for any period of time.



Never use coarse abrasive cleaners, sandpaper or steel wool on stainless.

These products will destroy the finish and may actually cause rusting.

Never clean stainless steel with mineral acids or bleaches.

Never leave stainless in contact with iron, steel, or other metals which cause contamination leading to rust or corrosion.

6.8 STORAGE

Proper care in preparing your boat for storage will help protect your investment and make getting ready again for next season easier.

Proper care includes preparation of the engine, boat and components for storage. For information regarding proper storage procedure for the engine, see the engine operator's manual.

When preparing your boat for storage follow these guidelines:

- Fill the permanent fuel tanks to minimize condensation. Use a gasoline stabilizer, following the instructions on the container. Run some stabilized gas through the engine before storing the boat

- Drain the fresh water systems
- To prepare the engine for storage refer to engine manual for procedures.
- Thoroughly clean the boat. Clean the deck and storage areas when the boat is removed from the water.
- Clean and dry the upholstery.
- Remove any water from the livewell and other compartments.
- Remove the batteries from the boat. Clean charge and store the batteries where they will not freeze.
- Lubricate the steering mechanism, throttle control, and shift control.
- If possible, store the boat in an enclosed building. If this can be done, it is okay to leave the convertible top installed and in the down position with protective boot installed. If the boat cannot be stored in an enclosed building, remove the convertible top and store it in a clean, dry location; then store the boat under a cover. The cover should keep the weather off the boat but still provide adequate ventilation to avoid mildew damage. If the boat is stored outside, additional supports under the cover may be necessary to prevent pockets that will collect snow or rain.
- Loosen all tie-downs to reduce stress on the boat.
- If stored on the trailer, block the trailer wheels off the ground to avoid tyre deterioration.

Foam blocks or concert blocks may be used, but make sure they are well padded to protect the fiberglass from chipping or cracking.

If storing your boat on the ground or on a trailer, be sure the nose of your boat is above the stern. Also make sure your garboard drain plug (located on the bottom stern of the transom) has been removed.



6.9 REACTIVATING THE BOAT

Follow these guidelines when reactivating the boat:

- Perform annual maintenance if it was not done before storage.
- Prepare engine for the new season. See engine owner's manual.
- Install charged batteries.
- Check all fuel line hose clamps for tightness.
- Thoroughly flush fresh water system.
- Tighten all tie-downs.
- Check tyre pressure and torque lug nuts on trailer. See trailer manual for proper lug torque and tyre pressure.

If you have questions on boat maintenance or storage contact your ASIS dealer or our Customer Service Department

7

WARRANTY/ TROUBLE SHOOTING/ CERTIFICATIONS

7.1 WARRANTY

1 - Applicability:

This warranty is applicable to the original purchaser of an ASIS boat for commercial purpose only. This warranty is personal to the original buyer of the ASIS boat from ASIS or its authorized dealer and is not transferable to any other party by operation of law or otherwise.

2 - Warranty:

ASIS warrants that: (i) the buoyancy tubes, seams and transom attachment of its inflatable and rigid hull boats and (ii) the fiberglass or aluminum hull of its rigid inflatable boats will be free from defects in materials and workmanship for a period of two (2) years from the date of original purchase or ASIS will repair or replace (at its sole discretion) the defective part or structure without charge for labor and materials. (Shipping and transportation costs and expenses are however the sole responsibility of the customer and not ASIS). ASIS retains the right to substitute a comparable product for the structure or part originally supplied. ASIS manufactured parts, attachments and accessories other than those specified above are not covered by the warranty given under this paragraph 2 but are rather, covered by the warranty in paragraph 4 and to the extent applicable, in paragraph 3 below.

3 - Warranty Extension for Buoyancy Tubes:

Purchasers of an ASIS boats who return their owner registration card and questionnaire within three (3) months after the date of purchase will be issued a warranty extension of three (3) years from the date of purchase which, subject to the terms thereof, warrants that the fabric of the covered boat's buoyancy tubes will be free

of defects in material and workmanship and that such boat's buoyancy tube seams will maintain air holding integrity equal to the International Standard Organization's (ISO) Standard No.6185 as in effect on the date of purchase of the covered boat. Components of ASIS boats other than the buoyancy tubes will not be covered under the extended warranty provided by this paragraph 3.

4 - Warranty for other ASIS manufactured parts:

ASIS manufactured parts, attachments and accessories other than those specified in paragraphs 2 and 3 above are warranted to be free of defects in materials and workmanship for a period of one (1) year from the date of original purchase or ASIS will repair or replace (at its sole discretion) the defective part or structure without charge for labor and materials. (Shipping and transportation costs and expenses are however the sole responsibility of the buyer). ASIS retains the right to substitute a comparable product for the structure or part originally supplied.

5 - HIN Plate:

All warranties made hereunder will be void in full if the Hull Identification Number (HIN) plate attached to the transom of the applicable boat is changed, defaced or detached in any way.

6 - Eligibility:

Determination of whether or to what extent a claim hereunder is eligible for coverage by any of the warranties above will be made by ASIS after inspection of the condition of the boat at an authorized ASIS dealer or authorized ASIS service center.

7 - Exclusions from this Warranty:

The occurrence of any of the following will, at the option of ASIS, render any and all warranties given hereunder to be null and void in full:

- Misuse, abuse or negligence in the use, maintenance, repair or operation of the boat such as, but not limited to, improper docking, trailering or towing or over/ under inflation of the boat or its buoyancy tubes.
- The use of outboard power in excess of that specified on the Builder's plate Attached to the boat.

Alteration or modification of the boat or its components from that as originally delivered by ASIS other than by an authorized ASIS service provider, including, without limitation, transom modification for installation of an engine with incorrect shaft length or other change in the boat or its equipment.

Any provision to the contrary notwithstanding, damage related to any of the following is not covered by any warranty from ASIS:

- Damage resulting from misuse, **intentional damage**, fire or other casualty, including, without limitation, Acts of God, collision of any kind (including but not limited to intentional and unintentional beaching of the boat), improper towing or storage of the boat or improper stowage of articles or equipment on board, including but not limited to, puncture, tearing, ripping and/or abrasion of the buoyancy tubes.
- **Damage resulting from vandalism, gunfire, explosion, acts of war, terrorism or other acts of violence.**
- Damage or surface corrosion from environmental and weather conditions, including but not limited to overexposure to sunlight, airborne fallout, tree sap, acid rain, hail, wind and sand storms,

lightning, damage from snow, ice and wind or waterborne objects, etc.

- Damage, such as corrosion of metallic parts or deterioration of buoyancy tubes, due to inadequate or inappropriate maintenance, or premature wear resulting from post-delivery improper assembly, installation or stowage of equipment on the boat by customer or its agents.
- Normal deterioration, wear and tear, discoloration, deformation, dulling, crazing and aging of fabric, metal, wood, plastic or fiberglass **on the boat or its components.**

Any provision to the contrary contained herein, ASIS shall have no responsibility for:

- Costs and expenses of normal maintenance and cleaning of the boat and/or its components.
- Damage, costs, expenses and liabilities of any kind resulting from loss of use or related in any way to transportation, trailering, storage, freight, rigging/de-rigging of the boat and/or its components.
- Water damage to wooden parts, wooden laminates or composite assemblies resulting from failure to maintain the protective coating of these parts (appropriate varnish, paint, caulking, etc.)
- The owner and user of the craft is responsible for determining its suitability for any and all selected uses and assumes all risks in connection therewith when used, including the safety of persons and property, and only operating the craft under normal safe conditions.
- The owner acknowledges that the craft is to be stored completely under cover when not in operational use, and normal winterization practices of the region must be undertaken.

8 - Procedures:

To receive service under this Warranty, you must take your boat or the defective part of your boat with proof of purchase (bill of sale and/or warranty card), to an authorized ASIS dealer or authorized ASIS service center for inspection during normal working hours. Please contact the ASIS dealer from which you purchased the boat first for service, within 30 days of the first occurrence of the claimed defect. For the location of your nearest authorized ASIS service center or ASIS dealer, please see our web-page.

9 - Other Important Information:

- This Warranty is exclusive to the original purchaser of the ASIS boat to which it specifically relates and is in lieu of all other oral or written, express or implied warranties of any kind whatsoever, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. No warranty of any ASIS boat or component thereof shall extend beyond the duration of the applicable warranties provided herein. ASIS's sole obligation and your exclusive remedy under this Warranty is limited to repair or replacement of the defective boat or component thereof in accordance with this Warranty. ASIS shall not be liable for any **damages of any kind, including, without limitation**, consequential, incidental, punitive, **compensatory** or contingent damages whatsoever. Components not manufactured by ASIS are not covered by this Warranty but may be covered by warranties offered by the individual manufacturers of such items.
- ASIS reserves the right to make changes in the outfitting, design and material of its boats without incurring any obligation to incorporate such changes in units already completed and/or in the hands of dealers or consumers. Any such change shall not be deemed to evidence the existence of a design or other defect in any other ASIS product

or boat. The entire warranty obligation of ASIS regarding its boats is stated within this written Warranty.

- ASIS does not authorize its dealers or any other person to assume for it any other liability in connection with the manufacture, equipping or sale of its boats. No person or entity of any kind, including but not limited to ASIS's employees, agents, dealers or contractors is authorized to issue or give any oral, written, implied or express warranty of any kind other than this specific written Warranty and may not in any way supplement, deduct from, amend or replace this Warranty without express and specific written authorization from ASIS.
- The Federal Boat Safety Act of 1971 (as amended from time to time, the "Act") provides for defect notification by the manufacturer of boats to first purchasers thereof. Failure to register your purchase with ASIS by timely filling out and sending to ASIS the owner registration form supplied at the time your boat was purchased constitutes waiver of the right to defect notification under the Act or otherwise. Any provision to the contrary notwithstanding, this Warranty is effective to all ASIS boats sold to end user customers from January 1, 1994 onward and supersedes all previous warranties unless subsequently specifically modified, amended or replaced by ASIS.
- Because the contract between ASIS and its customer for the ASIS boat covered hereby was negotiated in Dubai U.A.E., the laws of Dubai will govern this Warranty and its interpretation and enforcement. Any action brought under this Warranty must be brought and maintained in an applicable court seated in Dubai, U.A.E.

7.2 TROUBLE SHOOTING

PROBLEM	CAUSE	SOLUTION
ENGINE WILL NOT CRANK	Throttle/shift control in gear	Shift to neutral
	Weak or worn out battery	Charge or replace battery
	Loose or corroded battery wiring connections	Clean and tighten battery wiring connection
	Engine problem	Refer to engine manual or Consult dealer
	Improper position of engine Ignition interruption switch	Turn to proper position
	Kill cord is not on	Install kill cord
ENGINE CRANKS BUT WILL NOT START	No fuel in tank	Fill fuel tank
	Fuel line improperly connected	Connect fuel line properly
	Fuel system not primed	Squeeze primer bulb
	Fuel line kinked	Remove kinks from line
	Fuel filter clogged	Clean or replace fuel filter
	Contaminated fuel	Replace fuel and filter
	Engine Problem	Refer to engine manual Or consult dealer
ENGINE HARD TO START	Flooded engine	Disconnect fuel line at engine and crank until fuel is cleared from line
	Improper fuel/ oil mixture	Fill tank with proper Fuel mixture
	Engine problem	Refer to engine manual Or consult dealer
ENGINE VIBRATES EXCESSIVELY AT IDLE OR LOW SPEED	Bent or broken propeller	Replace propeller
	Weeds on propeller	Remove weeds
POOR GAS MILEAGE	Engine problem	Refer to engine manual or consult dealer

7.2 TROUBLE SHOOTING

PROBLEM	CAUSE	SOLUTION
POOR ENGINE PERFORMANCE	Contaminated fuel	Replace fuel and fuel filter
	Overheating	Remove debris from water intake
	Engine problem	Refer to engine manual or Consult dealer
	Boat overloaded	Reduce boat load
	Boat trim	Distribute boat load evenly Adjust trim
	Incorrect fuel	Fill tank with correct fuel
	Propeller damaged	Check and replace if necessary
	Improper propeller selection	Select proper propeller Pitch and diameter
	Marine growth on Hull bottom	Clean Hull
INSTRUMENTS NOT WORKING	Battery dead	Charge battery
	Wiring failure	Consult dealer
	Bad fuse(s)	Replace fuse(s)
TACHOMETER READING INCORRECTLY	Incorrect pole setting	Move pole selector to proper setting (consult dealer)



7.3 CERTIFICATIONS

ASIS Boats are manufactured in a facility that has earned the following certifications:

ISO 9001:2015



ISO 14001:2015



ISO 45001:2018



SHOP APPROVAL





7.3 CERTIFICATIONS

EU Certificate 4.1m

EXAMINATION REPORT
STABILITY & BUOYANCY
CERTIFICATE NUMBER -06-10-0912-

European Certification Bureau Nederland BV, Notified Body 0014, declares that the product type as described below and specified in Annex 1

Product name: **ASIS 4.4m Mono Hull**
Product description: **ASIS Professional 3.3 in RIBS**

Manufacturers name: **ASIS**
P.O. Box 61426
Dubai, Jebel Ali Industrial Area
United Arab Emirates

Is in compliance with the essential requirements of 3.3 Stability and Freeboard and 3.3 Buoyancy and Flotation of Annex 1.4 of the European Recreational Craft Directive 2013/51/EU of November 20th 2013. This product is assessed has been found to comply with the relevant parts of standards and normative documents as listed in Annex 1

Certification module: **A1** (Internal production control plus supervised product testing)
Design category: **C** as described in the Directive
Basis of assessment: **See annex I**
Issue date: **October 3 2006**
Re-issue: **January 20 2017, due to directive revision**

This certificate remains property of ECB Nederland BV and remains valid unless cancelled or revoked, provided the conditions of the certification contract remain complied with and the certified product is not modified.

This certificate consists of 1 page and 2 annexes

For ECB Nederland,
Signature name: **H.J. Bloemers, B. Eng**
Function: **Senior Executive**

ECB Nederland www.ecb.nl +31(0)299 323123 info@ecb.nl

EU Certificate 5.1m

EXAMINATION REPORT - EC
Report No: **RCDA100001KR**

This is to certify:
That the Recreational Craft
with type designation(s):
ASIS Professional 3.3 in RIBS
Manufacturer:
ASIS Boats LLC
Dubai, United Arab Emirates

Has been assessed with respect to Directive 2013/51/EU of the European Parliament and of the Council

Annex 1, Essential Requirements
Clause 3.2 - Stability and Freeboard
Clause 3.3 - Buoyancy and Flotation

According to conformity assessment procedure "Module A1" described in Annex II of the Decision No 768/2008/EC of the European Parliament and of the Council, and found to comply with the applicable requirements.

Issued in Hamburg on **2019-02-22**

DNV GL local station:
Hull Structure & Outfitting
Approved Engineer:
Peter Risch

Notified Body
No.: **0098**

For DNV GL SE
Head of Certification Body
Dirk Meumann

Any applicant in design or construction of the product, or amendments to the Directive or the applied standards may render this report invalid. The product liability rests with the manufacturer or its representative in accordance with Directive 2013/51/EU of the European Parliament and of the Council.

Form code: **902-001** Revision: **2019-12** www.dnvgl.com Page 1 of 2
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EU Certificate 7.2m

Direttiva Europea 2013/51/CE - "Module A1" - "Examination report"
European Directive 2013/51/CE - "Module A1" - "Examination report"
N. **DEP008000**

Il RINA, quale organismo notificato (n° 0474), ha verificato l'esecuzione degli accertamenti tecnici previsti dai requisiti essenziali di sicurezza 3.2 stabilità e bordo libero e 3.3 galleggiabilità previsti dalla Direttiva 94/25/CE come emendata dalla Direttiva 2013/51/CE (Allegato VI - "Module A1") per il seguente modello di unità da diporto: **RINA** un certified body n° 0474, per le following model of pleasure craft, verified the carrying out of technical assessment foreseen by essential safety requirements 3.2 stability and freeboard and 3.3 buoyancy and flotation of Directive 94/25/EC as amended by Directive 2013/51/CE (Annex VI - "Module A1")

Descrizione
Designation
Modello
Model Type
Fabbricante
Manufacturer
Indirizzo
Address
Nazione
Country
Nome di riferimento
Reference number

UNETA DA DIPORTO
RECREATIONAL CRAFT
ASIS 7.2M
ASIS BOATS LLC
JEBEL ALI
ALSAHIL
UNITED ARAB EMIRATES

Nome per la Certificazione C1 delle Industriali da Diporto e relativi Componenti, moto d'acqua, unità motorie ed accessori alle sciarre dei motori di propulsione (N.C. al. n° 40/08/2007)
Rules for EC certification of recreational craft and their components, personal watercraft, outboard motors, inboard motors and accessories for propulsion engines (N.C. al. n° 40/08/2007)

In tutti i risultati ottenuti ed indicati nell' "examination report" ed in base all' Articolo 10 della Direttiva 94/25/CE come emendata dalla Direttiva 2013/51/CE, il fabbricante può apporre sul prodotto i seguenti marchi di segretoria.
On the basis of test results indicated in the "examination report" and in Article 10 of the Directive 94/25/EC as amended by Directive 2013/51/CE, the Manufacturer may affix the marking below on the product described

Emissione a Genova il 13 Aprile 2019
Issued in Genova on April 13, 2019

RINA
Francesco Fucilli

Questo documento è composto di 1 pagina e 2 allegati
This document consists of 1 page and 2 annexes

Tutte le operazioni di design o costruzione del prodotto, o emendamenti alla Direttiva o agli applicati standard possono rendere invalido questo rapporto. La responsabilità del prodotto resta con il fabbricante o il suo rappresentante in conformità con la Direttiva 2013/51/CE del Parlamento Europeo e del Consiglio.

Form code: **902-001** Revision: **2019-12** www.dnvgl.com Page 1 of 2
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EU Certificate 8m

EXAMINATION REPORT - EC
Report No: **RCDA100001KT**

This is to certify:
That the Recreational Craft
with type designation(s):
ASIS Professional 3.3 in RIBS
Manufacturer:
ASIS Boats LLC
Dubai, United Arab Emirates

Has been assessed with respect to Directive 2013/51/EU of the European Parliament and of the Council

Annex 1, Essential Requirements
Clause 3.2 - Stability and Freeboard
Clause 3.3 - Buoyancy and Flotation

According to conformity assessment procedure "Module A1" described in Annex II of the Decision No 768/2008/EC of the European Parliament and of the Council, and found to comply with the applicable requirements.

Issued in Hamburg on **2019-02-22**

DNV GL local station:
Hull Structure & Outfitting
Approved Engineer:
Peter Risch

Notified Body
No.: **0098**

For DNV GL SE
Head of Certification Body
Dirk Meumann

Any applicant in design or construction of the product, or amendments to the Directive or the applied standards may render this report invalid. The product liability rests with the manufacturer or its representative in accordance with Directive 2013/51/EU of the European Parliament and of the Council.

Form code: **902-001** Revision: **2019-12** www.dnvgl.com Page 1 of 2
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EU Certificate 6.5m

EXAMINATION REPORT - EC
Report No: **RCDA100001KS**
Revision No: **1**

This is to certify:
That the Recreational Craft
with type designation(s):
ASIS Professional 6.5 in RIBS
Manufacturer:
ASIS Boats LLC
Dubai, United Arab Emirates

Has been assessed with respect to Directive 2013/51/EU of the European Parliament and of the Council

Annex 1, Essential Requirements
Clause 3.2 - Stability and Freeboard
Clause 3.3 - Buoyancy and Flotation

According to conformity assessment procedure "Module A1" described in Annex II of the Decision No 768/2008/EC of the European Parliament and of the Council, and found to comply with the applicable requirements.

Issued in Hamburg on **2019-10-16**

DNV GL local station:
Hull Structure & Outfitting
Approved Engineer:
Peter Risch

Notified Body
No.: **0098**

For DNV GL SE
Head of Certification Body
Dirk Meumann

Any applicant in design or construction of the product, or amendments to the Directive or the applied standards may render this report invalid. The product liability rests with the manufacturer or its representative in accordance with Directive 2013/51/EU of the European Parliament and of the Council.

Form code: **902-001** Revision: **2019-12** www.dnvgl.com Page 1 of 2
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EU Certificate 9.5m

Direttiva Europea 2013/51/CE - "Module A1" - "Examination report"
European Directive 2013/51/CE - "Module A1" - "Examination report"
N. **DEP0080200001**

Il RINA, quale organismo notificato (n° 0474), ha verificato l'esecuzione degli accertamenti tecnici previsti dai requisiti essenziali di sicurezza 3.2 stabilità e bordo libero e 3.3 galleggiabilità previsti dalla Direttiva 94/25/CE come emendata dalla Direttiva 2013/51/CE (Allegato VI - "Module A1") per il seguente modello di unità da diporto: **RINA** un certified body n° 0474, per le following model of pleasure craft, verified the carrying out of technical assessment foreseen by essential safety requirements 3.2 stability and freeboard and 3.3 buoyancy and flotation of Directive 94/25/EC as amended by Directive 2013/51/CE (Annex VI - "Module A1")

Descrizione
Designation
Modello
Model Type
Fabbricante
Manufacturer
Indirizzo
Address
Nazione
Country
Nome di riferimento
Reference number

UNETA DA DIPORTO
RECREATIONAL CRAFT
ASIS 9.5M
ASIS BOATS LLC
JEBEL ALI
ALSAHIL
UNITED ARAB EMIRATES

Nome per la Certificazione C1 delle Industriali da Diporto e relativi Componenti, moto d'acqua, unità motorie ed accessori alle sciarre dei motori di propulsione (N.C. al. n° 40/08/2007)
Rules for EC certification of recreational craft and their components, personal watercraft, outboard motors, inboard motors and accessories for propulsion engines (N.C. al. n° 40/08/2007)

In tutti i risultati ottenuti ed indicati nell' "examination report" ed in base all' Articolo 10 della Direttiva 94/25/CE come emendata dalla Direttiva 2013/51/CE, il fabbricante può apporre sul prodotto i seguenti marchi di segretoria.
On the basis of test results indicated in the "examination report" and in Article 10 of the Directive 94/25/EC as amended by Directive 2013/51/CE, the Manufacturer may affix the marking below on the product described

Emissione a Genova il 17 Dicembre 2012
Issued in Genova on December 17, 2012

RINA
Luca Ottobello

Questo documento è composto di 1 pagina e 2 allegati
This document consists of 1 page and 2 annexes

Tutte le operazioni di design o costruzione del prodotto, o emendamenti alla Direttiva o agli applicati standard possono rendere invalido questo rapporto. La responsabilità del prodotto resta con il fabbricante o il suo rappresentante in conformità con la Direttiva 2013/51/CE del Parlamento Europeo e del Consiglio.

Form code: **902-001** Revision: **2019-12** www.dnvgl.com Page 1 of 2
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EU Certificate 12m

EXAMINATION REPORT
STABILITY & BUOYANCY
CERTIFICATE NUMBER -06-10-0913-

European Certification Bureau Nederland BV, Notified Body 0014, declares that the product type as described below and specified in Annex 1

Product name: **ASIS Open/Professional/Military 8.0m**
Product description: **RIB**
Manufacturers name: **ASIS**
P.O. Box 61426
Dubai, Jebel Ali Industrial Area
United Arab Emirates

Is in compliance with the essential requirements of 3.3 Stability and Freeboard and 3.3 Buoyancy and Flotation of Annex 1.4 of the European Recreational Craft Directive 2013/51/EU of November 20th 2013. This product is assessed has been found to comply with the relevant parts of standards and normative documents as listed in Annex 1

Certification module: **A1** (Internal production control plus supervised product testing)
Design category: **B**, as described in the Directive
Basis of assessment: **See annex I**
Issue date: **October 3rd 2006**
Re-issues: **January 20th 2017, due to directive revision**
March 22nd 2017, due to modifications in design and type name

This certificate remains property of ECB Nederland BV and remains valid unless cancelled or revoked, provided the conditions of the certification contract remain complied with and the certified product is not modified.

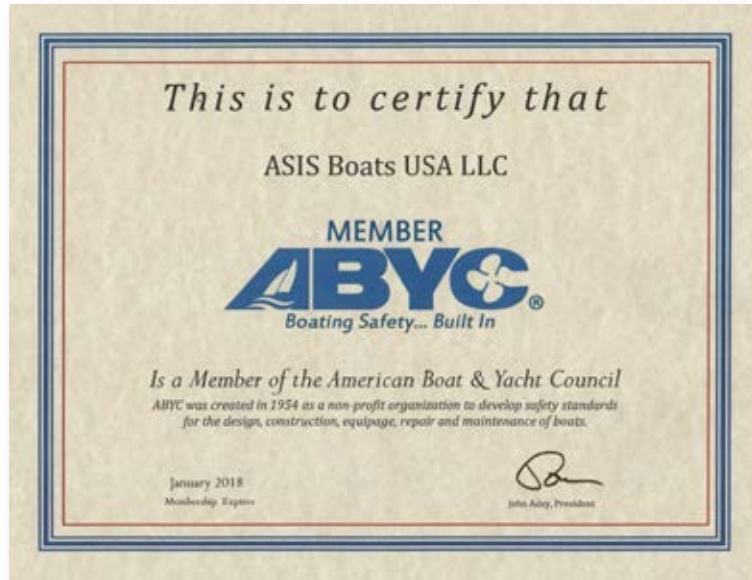
This certificate consists of 1 page and 2 annexes

For ECB Nederland,
Signature name: **H.J. Bloemers, B. Eng**
Function: **Senior Executive**

ECB Nederland www.ecb.nl +31(0)299 323123 info@ecb.nl



7.3 CERTIFICATIONS



8

GLOSSARY OF TERMS, SYMBOLS AND SIGNS

This section contains illustrations and definitions of some of the most commonly used boating terms, symbols and signs

ABOARD — On or in the boat.

AFLOAT — On the water.

AFT - Toward the rear or stern of the boat.

AGROUND — Touching the water body bottom.

AMIDSHIP — Center or middle of the boat.

ANCHOR - (1) A device shaped to grip the bottom of the water body to hold the boat. (2) The act of setting the anchor.

ASTERN — Toward the stern.

BAIL — To remove water from the bottom of the boat with a pump, bucket, sponge, etc.

BEAM — A measurement across the boat.

BEARING — Relative position or direction of an object from the boat.

BILGE - The lowest interior section of the boat hull.

BOARDING — To enter the boat.

BOUNDARY WATERS — A body of water between two areas of jurisdiction; i.e., a river between two states.

BOW — The front of the boat.

BULKHEAD — Vertical partition (wall) in a boat.

BUNKS — (1) Carpeted trailer hull supports or rubber vinyl rollers. (2) a sleeping berth.

BURDENED BOAT — Term for the boat that must "give-way" to boats with the right-of-way.

CAPACITY PLATE — A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.

CAPSIZE — To turn over.

CAST-OFF — To unfasten mooring lines in preparation for departure.

CENTER LINE - A lengthwise imaginary line which runs fore and aft with the boat's keel.

CLEAT — A deck fitting with ears to which lines are fastened.

CRANKING BATTERY — The main battery used for engine starting and electrical circuits.

CURRENT — (1) Water moving in a horizontal direction. (2) Electric power.

DECK — The open surface on the boat where the passengers walk.

DEEP CYCLE BATTERIES — Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.

DOLLY WHEEL — A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.

DRAFT — The depth of the boat below the water line, measured vertically to the lowest part of the hull or engine skeg.

FATHOM — Unit or measure for water depth. One fathom equals six feet.

FENDERS — Objects placed alongside the boat for cushioning.

FREEBOARD — The vertical distance from the water surface to the major point of water ingress into the boat.

FORE or FORWARD — Toward the front or bow of the boat. Opposite of aft.

GIVE-WAY BOAT — (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations. (2) The burdened boat.

HEAD — A marine toilet.

HELM — The boat's steering wheel area.

HULL — The body of the boat.

HYPOTHERMIA - A physical condition where the body loses heat faster than it can produce it.

IN-LINE FUSE — A type of protective fuse

located in the power wire of a direct current (DC) circuit usually near the battery.

KEEL — The main structural member running the entire length fore and aft on the bottom of the boat.

LIST — Leaning or tilt of a boat toward the side.

MAKING WAY — Making progress through the water.

MARINE CHART — Seagoing maps showing depths, buoys, navigating aids, etc.

MOORING — An anchor, chain, or similar device that holds a boat in one location.

NAVIGATION AID — Recognizable objects on land or sea such as buoys, towers or lights which are used to fix position to identify safe and unsafe waters. Also includes sun, stars, sonar, etc.

NO-WAKE SPEED — The speed at which a boat travels to produce an imperceptible wake usually less than 5 m.p.h..

PFD — Personal flotation device.

PLANING HULL — A hull designed to run on top of the water instead of displacing the water like a sail boat.

PORT — (1) The left side of a boat when facing forward. (2) A destination or harbor.

PRIVILEGED BOAT — Term used for the boat with the right-of-way.

RIGHT-OF-WAY — Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.

RULES OF THE ROAD — Regulations for preventing collisions on the water.

STAND ON BOAT — Term used for the boat with the right-of-way.

STARBOARD — The right side of the boat when facing forward.

STERN — The back of the boat.

STOW — To pack the cargo.

SURGE BRAKES — A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.

TRANSDUCER — The unit that sends/ receives signals for the depth sounder, remote fuel gauges, water temperature gauges, etc.

TRANSOM — The transverse beam across the stern.

TRIM — Fore to aft and side to side balance of the boat when loaded.

UNDERWAY — Boat in motion; i.e., not moored or anchored.

WAKE — The moving waves that a boat leaves behind when moving through the water.

WATERWAY — A navigable body of water.

VISUAL DISTRESS SIGNAL — A device used to signal the need for assistance such as flags, lights and flares.

