

OWNER'S MANUAL

SERIES: **"BALTIC"**

MODELS: **B265, B310, B350, B380**

CE Certification and Main Features

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

Certifying Body:
INTERNATIONAL MARINE
CERTIFICATION INSTITUTE
Rue Abbe Cuypers 3
B-1040 Bruxelles / Belgique
Notified Body : 0609
www.imci.org

Name of Manufacturer:
BRIG Ltd.
Lozovskaya 88,
Dergachy 62303
Kharkovskaya obl.
UKRAINE
www.brig-ribs.com

IDENTIFICATION PLATE.

Builder's Plate:

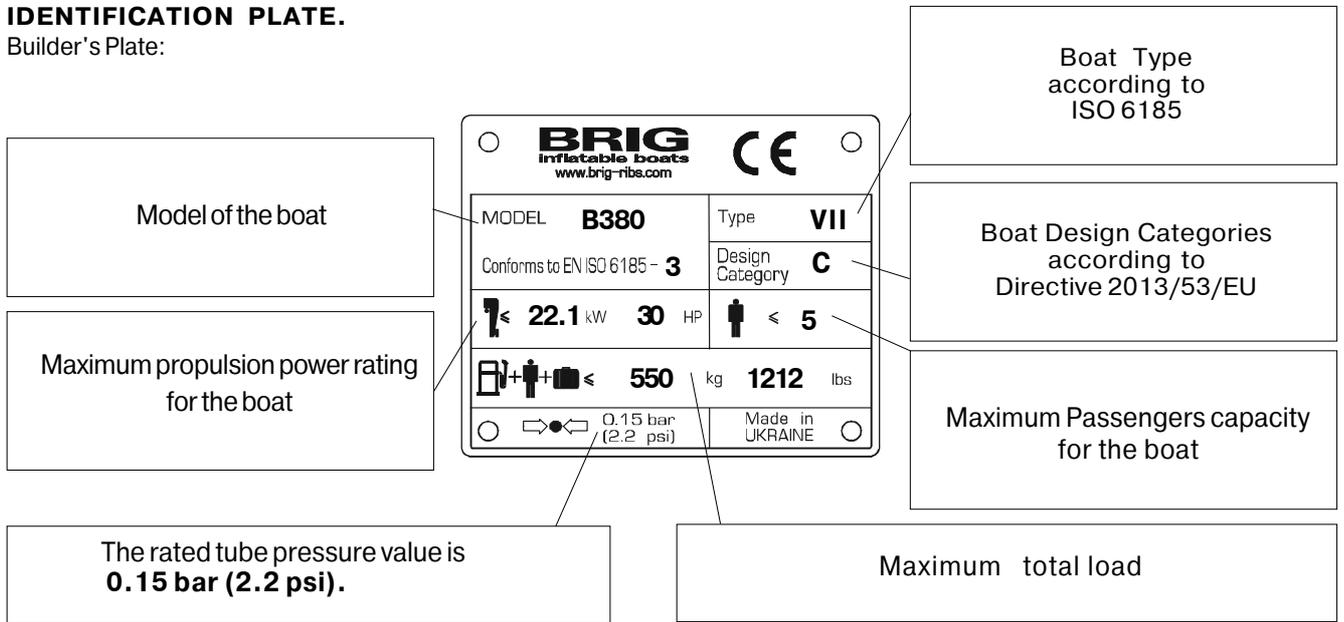
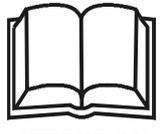


Plate with identification number:

UA-QRK12345A000



ATTENTION

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

TECHNICAL SPECIFICATIONS.

The basic parameters and dimensions of the boats B265 B310, B350, B380 comply with the data specified in the following table. All dimensions measurements indicated have a tolerance of +/- 3%, weight measurements indicated have a tolerance of +/- 5%.

	B265	B310	B350	B380
Length (without engine), m	2.65	3.15	3.50	3.80
Beam, m	1.45	1.65	1.72	1.75
Height, m	0.64	0.70	0.83	0.83
Inflatable tube diameter, m	0.40	0.40	0.44	0.44
Cockpit dimensions: - length, m	1.65	2.10	2.37	2.68
- width,m	0.65	0.86	0.84	0.87
Number of independent air-tight chambers	3+keelson	3+keelson	3+keelson	3+keelson
Nominal pressure, BAR(psi)	0.15 (2.2)	0.15 (2.2)	0.15 (2.2)	0.15 (2.2)
Passengers capacity (75kg each), persons	3	4	4	5
Recommended engine power	4-6hp	10-15hp	15-20hp	20-25hp
Maximum engine power*	6hp / 4.5kW	15hp / 11kW	25hp /18.4kW	30hp / 22.1kW
Maximum engine weight (including controls and battery),kg	60	70	125	145
Engine shaft length	short / 15"	short / 15"	short / 15"	short / 15"
Weight of empty boat (without equipments),kg	37	44	54	66
Weight of boat with equipments (with seats, oars, foot pump, without engine),kg	43	53	65	78
Maximum load capacity (ISO method),kg	420	504	641	714
Displacement in Light Craft Condition (LCC),kg	107	128	195	230
Maximum total load (ML),kg	350	420	500	550
Maximum transportable mass,kg	232	248	395	405
Loaded displacement mass(LDC),kg	457	548	695	780
Design category	D	D	D	C

* When the boat is fitted with an engine with maximum recommended power it must be use with extreme care. This application is directed at experienced users using their boats for very specific purposes.

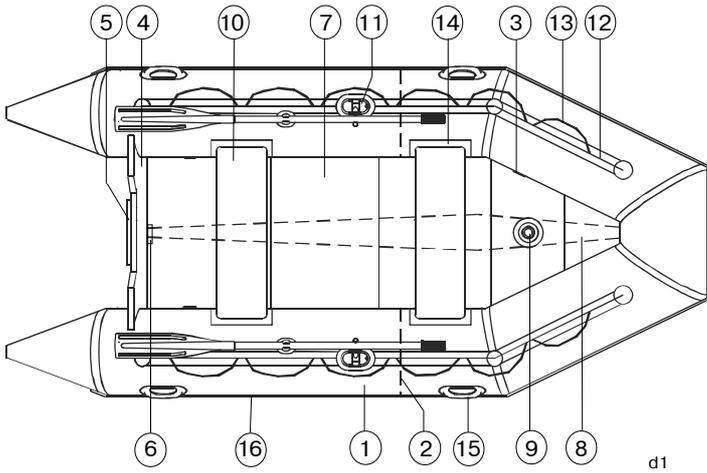
COMPLETE SET

No	Model	Unit of measure	B265	B310	B350	B380
1.	Inflatable boat	pcs	1	1	1	1
2.	Inflatable keel	pcs	1	1	1	1
3.	Wooden seat	pcs	2	2	2	2
4.	Sectional floor:					
	–floor section	pcs	4	5	5	6
	–lateral beam	pcs	2	2	2	4
	–removable stop	pcs	3	4	4	5
5.	Foot pump	pcs	1	1	1	1
6.	Oar	pcs	2	2	2	2
7.	Sealing ring of drain valve	pcs	1	1	1	1
8.	Mooring line	m	8	11	11	12
9.	Coated fabric for repair	m ²	0.01	0.01	0.01	0.01
10.	Glue set for repair	set	1	1	1	1
11.	Owner's manual	pcs	1	1	1	1
12.	Packing bag	pcs	1	2	2	2

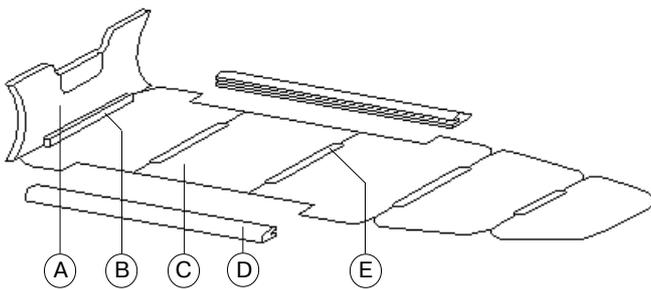
Note. Perfection of the design and improvement of quality of our products is the fundamental production policy of our company. Therefore, alternations may be made to the complete set (and as the components become available).

DESIGN

Boat General View



Sectional floor



- ① Inflatable balloon
- ② Elastic inner partition (2 pcs)
- ③ Balloon check valve (3 pcs)
- ④ Rigid transom
- ⑤ Outboard engine mounting seat
- ⑥ Drain valve
- ⑦ Sectional floor (full rigid deck)
- ⑧ Inflatable elastic keel
- ⑨ Keel check valve
- ⑩ Wooden seat (2 pcs)
- ⑪ Rowlock (2 pcs)
- ⑫ Lifeline stanchion (lifeline holder)**
- ⑬ Lifeline
- ⑭ Wooden seat attachment bracket (2 continuous ***/4 pcs)
- ⑮ Carrying handle (4 pcs)
- ⑯ Rubbing strake

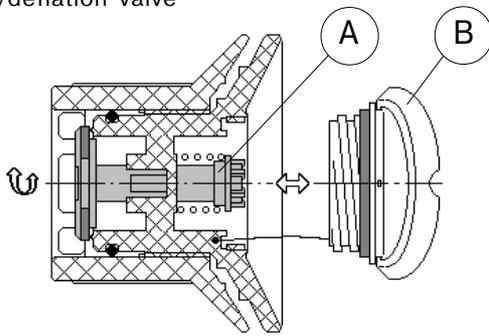
- (A) Transom
- (B) Stop
- (C) Floor section (4*/5/6*** pcs)
- (D) Lateral beam (side clamp) (2/4*** pcs)
- (E) Removable stop ("H"-shaped) (3*/4/5*** pcs)

* - model B265

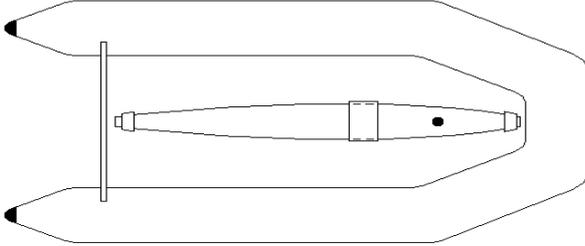
** - models B265, B310

*** - model B380

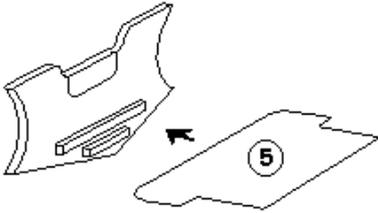
Inflation/deflation valve



d3



p1



p2

The valve has two positions of sliding part A corresponding to its two conditions (modes):

- sliding part A is withdrawn - operation condition of the valve (compartment air filling mode);
- sliding part A is recessed - valve in condition "OPEN" (compartment air discharge mode).

In order to switch the valve over from one condition to another, just press sliding part A with your finger to turn it by 90 degrees in any direction until it is fixed.

Prior to begin the compartment filling process set all valves in the operating condition. On completion of filling close the valves with bonnets B (rotate them clockwise).

In order to discharge air from the compartments, open the valves (by counterclockwise rotation) and switch the valves over into condition "OPEN".

PREPARATION FOR EXPLOITATION

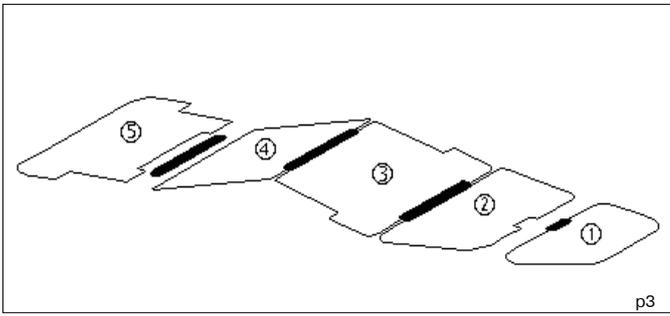
In order to set the boat in the operation condition perform as follows:
Unfold the boat on flat surface.

Lay out the inflatable keel with the valve facing upwards and insert it into the pockets provided on the bottom. If your boat has the keel being pasted to the bottom you will have to straighten the keel along the bottom axis so that the keel valve may be faced upwards.

Assemble the floor according to the following procedure:

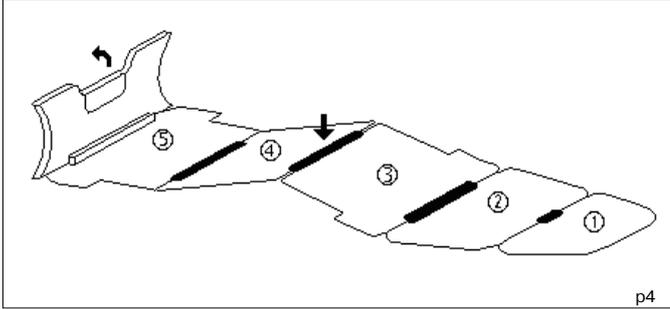
Insert the last floor section (No.4 for model B265, No.5 for models B310 and B350, No.6 for model B380) in the boat between the stops provided on the transom. The section number is applied on the section upper surface in its left lower corner.

Attention! Assemble the floor so that the non-slip coating of the sections may be faced upwards. Handle the non-slip coating with care to avoid traumas.



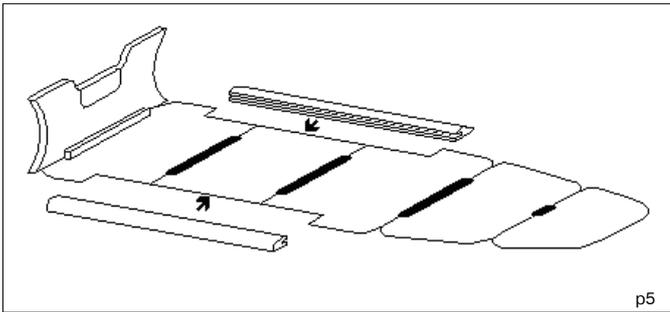
p3

Set the removable stops in the cut-outs provided on the sections. Set sections No.1 and No.2 closely to each other so that section No.1 could be pushed as far as possible to the space beneath the bow part of the balloon and edges of both sections could fall within the fold of the balloon and bottom connecting tape. Set section No.5 (*model B380*). Set sections No.3 and No.4 (*No.3 and No.2 for model B265*) as shown in the figure. Thereat, check to ensure that the section edges fall between the planes of the removable stops. Make sure that the edges of the remaining sections fall within the folding line of the balloon and bottom connecting tape. If necessary, take hold of the lifeline to adjust the balloon position.



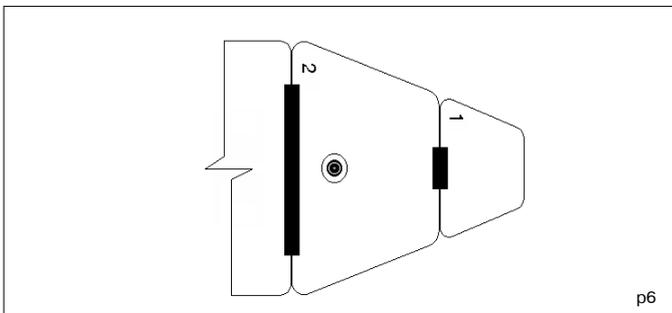
p4

Apply the force to the sections No.3 and No.4 connecting zone (*No.3 and No.2 for model B265*) from top to bottom as shown in the figure and place the floor in its proper position. Thereat, make sure that the section edges stay within the removable stops. In order to facilitate this process, have an assistant to pull the transom to the boat stern part simultaneously with applying pressure to the joint of sections No.3 and No.4.



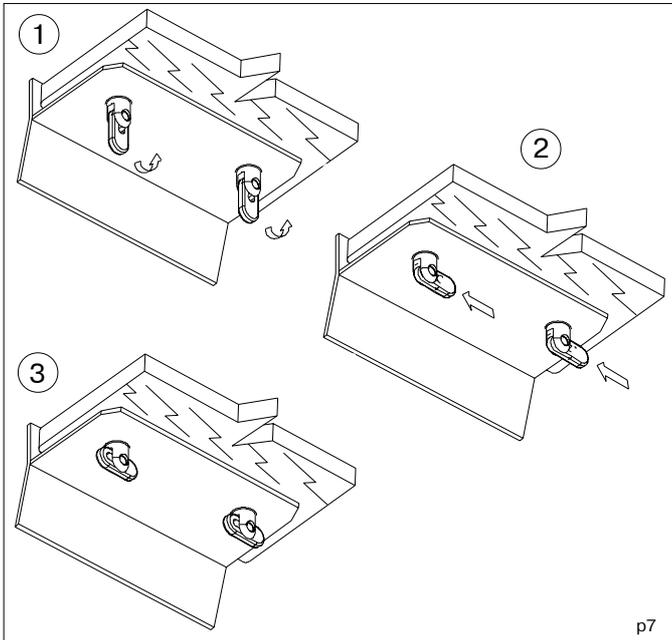
p5

Set the lateral beams in the cut-outs provided on sections No.6 (*model B380*), No.5, No.4, No.3. In this case, *for model B380* set the short beams closer to the bow. To do it, place the beam in the boat from one side in opposition to the cut-outs, hook the floor edge with the beam from below and make a pushing motion from top to bottom and forward. Thereat, your may hold up the floor edge from below through the bottom. Check to ensure that the beams do not "catch" the balloon. The section edges should enter the beam cut-outs tightly. Make sure again that the edges of the sections and beams fall within the folding line of the balloon and bottom connecting tape.



p6

Check to ensure that the sectional floor was assembled correctly: the sections should be arranged closely to each other without misalignment in the increasing order of the numbers from the bow to the aft of the boat. **The keel valve should fall within the centre of the hole of section No.2 (No.1 for model B265).** If the keel valve is outside the centre of the hole of section No.2 adjust the keel position by taking hold of the valve flange and raising the boat bow by the lifeline.



p7

Set the wooden seats.

To do it, insert the fixing devices arranged on the lower surface of the wooden seats into the holes of the brackets pasted onto the balloon. Turn and fix lugs of the fixing devices till they clicked as shown in the figure.

Apply the foot pump to fill the afterbody compartments with air to the pressure being slightly below its rated value (the balloon will be completely straightened). Then fill the forebody compartment with air up to the rated pressure.

The rated pressure value is 0.15 kgf/cm².

Fill the inflatable keel with air up to the rated pressure value. On completion of filling close the valves with bonnets B (rotate them clockwise), (look before).

Assemble the oars by entering the removable parts with blades into the locks until the click. Make use of the holes provided in the oar handles to set the oars into the rowlocks with the blades being faced to the aft. Secure the oars in the holders.

When mounting the outboard engine make sure that it is reliably fixed to the transom. In addition, take every precaution to avoid any contacts of the fuel with the boat surfaces.

In order to discharge air from the compartments, open the valves (by counterclockwise rotation) and switch the valves over into condition "OPEN" (look before).

ATTENTION!

1. Boat exploitation with board and keel pressure more than nominal decreases boat service life.
 2. Board air chambers and keel are hermetical if they keep own form during 8 hours. In this case:
 - primary pressure has to be nominal;
 - input valves openings have to be tightly closed by plugs.
 3. Until sailing satisfy oneself that drain opening on a transom is closed by plug.
-

MAINTENANCE

- Main conditions of long service life is right and careful servicing. Avoid excessive increasing of pressure in the board and keel, especially from heating by the sun rays.
- After exploitation take off sand and dirt from boat surface, and carefully dry it.
- Avoid the water getting into the chambers. If a fuel or an oil gets to the boat surface it is necessary to wash the soiling place by soap water as soon as possible and dry.
- Pay attention to the condition of floor, transom and seats surfaces. If varnish-painted cover is destroyed it is necessary to dry this element and restore the defend cover.
- After season prepare the boat to winter keeping. Clean boat surface from sand and dirt and make the necessary repairs, if damages take place. If it is possible, keep the boat in the open and slightly pumped state in air temperature 0-25°C. The boat must be protected from the sun rays.



ATTENTION! To prevent the damaging of inflatable tube material you have to follow the strict rule:
Storage of the boat with temperature variations from -30°C to +45°C may be allowed for not longer than 1 month. In case the boat has being stored or transported at a temperature bellow 0°C, it must be held at a temperature above +15°C for at least 1 hour before be unpacked and unfolded.

- Insignificant boat repairing (eliminating the board and bottom punctures or cuts) you may carry out by yourself. In this case use the coated fabric and glue set for repair from the complete set. Independent performance of any complex repair associated with considerable damages to the board, partitions and seams is not recommended. In such cases, apply to your dealer.

OPERATING REGULATIONS

Dear user,

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

IT IS STRICTLY FORBIDDEN

to handle the boat in the state of intoxication and without individual rescue means being used (life-saving belts, jackets, etc.)

IT IS FORBIDDEN:

- to overload the boat above the design weight-carrying capacity;
- to use an outboard engine of power exceeding the maximum allowable value;
- to use the boat with the wave height being above 0.7 m;
- to bring the balloon and keel pressure up to the value exceeding the rated one(0.15 kgf/cm²);
- to drag the boat across a rough surface.

● **Danger of usage of engine having insufficient or excessive power**

According to the safety regulations, each inflatable boat should be furnished with an outboard engine having the maximum allowable power. You will find the data on the maximum allowable power of the engine on the manufacturer's plate with the designation of the model type inscribed thereon. The plate is fixed in the afterbody of the boat. However, you should choose the engine

power within the allowable range so as to ensure that you may safely reach the shore when heading into the wind or into the current.

● **Observation of local shipping regulations**

For each particular water area the local shipping regulations are in force. You may apply for information to the appropriate water transport and shipping directorate, as well as to the water police.

● **Proper usage of boat equipment and accessories**

Use the boat equipment and accessories only on their direct purpose to ensure reliable service.

● **Availability of Oars**

Even when sailing with an outboard engine you should always have the oars available with you so that you were able to reach the shore without outside assistance in case of any damage to the boat.

● **Usage of emergency stop switch**

On your request any outboard engine seller may provide your engine with the emergency stop switch. During navigation the switch should be connected to the wrist of your hand by means of a cord. In case you fall overboard, even if being a steersman, the switch will cut out the engine and the propeller. This arrangement will enable you to avoid any traumas and to reach the boat.

● **Prevention of damages caused by electrolyte or fuel leakages**

Take all possible precautions against penetration of fuel or

electrolyte from the storage battery into the inflatable boat. If it does happen wash thoroughly the fouled spots with water.

- **Cargo arrangement and stowing, attachment of items and prevention of falling overboard**

You should be always sure that the number of people on board never exceeds that specified in the user's manual or on the manufacturer's plate provided on the transom. The boat will retain an adequate floatability and will not keel over only provided that the load is arranged reasonably. Therefore, do not accommodate all passengers on the same side of the boat. Arrange the cargo to be carried uniformly inside the boat, all items being reliable secured on the bottom of the boat. All passengers should be accommodated inside the boat. The occupied seats should not be left throughout the entire sailing time. When sailing with an outboard engine the steersman should shift his body forward in the course of acceleration to prevent the boat forebody from raising under the force of upthrust waves.

- **Presence of sharp and pricking objects on board**

Despite the strong shell of the boat we are recommended to handle sharp and pricking objects being on board with care. For example, it concerns a knife blade, fish-hook point, etc.

- **Rocky shore, mole, shoals (for example, sand banks, coral reefs, rocks)**

Approach rocky shores, shoals, moles, etc. carefully to avoid damages to the boat. It is strictly prohibited to drag the boat across rough surfaces (shingle, rocks, concrete, etc.).

- **Check at navigation**

In case of prolonged navigation with the use of an outboard engine, regularly check to ensure that the engine is reliably attached to the boat. If the engine was attached carelessly the attachment may work loose under the action of vibration.

Besides, check air chambers pressure at regular intervals, since the pressure may vary under the effects of outside air temperature and atmospheric pressure variations.

Never forget to monitor regularly the quantity of fuel in the fuel tank. Keep always in mind that the quantity of fuel should be sufficient for you to sail to your final destination.

- **Availability of rescue means (life-saving jackets, distress signals, spare parts)**

If you are planning to go beyond the protected water areas you should provide all passengers on board with life-saving jackets. All passengers should put on life-saving jackets under strong wind and heavy seaways conditions. Those passengers who cannot swim should always carry the life-saving jackets while on board! It is also recommended to keep constantly distress signal means on board.

- **Towing**

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

- **Damage to one of air chambers**

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

- **Anchor and mooring fast fastening**

Fix the anchor and towing ropes in the forebody of the boat to the front towing ring. Fix the back spring on the transom via special holes.

- **Danger of currents and wind**

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

- **In emergency stay in boat**

In any unexpected situation (engine failure, boat damage, etc.) do not ever leave the boat provided it is still afloat. Even if you believe that the shore is just nearby stay in the boat, since you will be looked for in this particular place and, most probably, will be found. Should the boat become partially flooded throw heavy objects (batteries, fuel tank, engine) overboard to ensure additional floatability.

The "BRIG" Company employees would like to wish you a pleasant and safe leisure time!

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

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

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

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

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



MODEL

SERIAL No.

Date of manufacture

Quality inspection stamp