

OWNER'S MANUAL

RIGID INFLATABLE BOAT

SERIE: **NAVIGATOR**

MODEL: **Navigator 26**

Design Category: C  
Directive 2013/53/EU

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## **DANGER LEVELS.**

The manual contains warnings, identified as follows:



Denotes that an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.



Denotes that a hazard exists which can result in injury or death if proper precautions are not taken.



Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components or to the environment.

## **INTRODUCTIONS**

This owner's manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its systems and information on their operation. Please read it carefully, and familiarize yourself with the craft before using it.

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

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the boat builder or his representative.

Always use trained and competent people for maintenance, fixing or modifications. Modifications that may affect the safety characteristics of the craft shall be assessed, executed and documented by competent people. The boat builder cannot be held responsible for modifications that he has not approved.

In some countries, a driving licence or authorization are required, or specific regulations are in force. Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft.

Any craft, no matter how strong it may be, can be severely damaged if not used properly. This is not compatible with safe boating. Always adjust the speed and direction of the craft to sea conditions.

If your vessel is equipped with a liferaft, carefully read the operating instructions. On board the vessel there should be appropriate security equipment depending on the type of vessel, the features of its use and weather conditions. The crew should be familiar with the use of all equipment for ensuring safety and maneuvering in emergency situations.

A recommended list of security equipment is given below:

- life jackets
- anchor
- manual bailing device for removing water from the boat (bucket, hand pump)
- oars and boat hook
- day-and-night visual distress signal
- first aid kit
- waterproof flashlight
- set of local navigation charts
- whistle or non-electric horn
- mooring and towing ropes
- tool kit
- portable AM/FM radio or weather radio
- means of communication with emergency rescue services
- means of reboarding
- fire extinguisher

You must understand that it is your responsibility to keep safety equipment in proper condition.

**PLEASE KEEP THIS OWNER'S MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.**

## **CE CERTIFICATION.**

The CE marking indicates that the boat meets the requirements of the Recreational Craft Directive 2013/53/EU with design category, as marked on the builder's plate.

To use the boat for another purpose (commercial, professional or other), certification of the relevant authorities for these purposes is required.

### **Certifying Body:**

### **Name of Manufacture:**

BRIG Ltd.

88 Lozivska str. Dergachy 62303

317 Shevchenko str. Kharkiv 61033

UKRAINE

[www.brigboats.com](http://www.brigboats.com)

Explanations of design categories are given below:

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

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

**Design Category C:** This craft is designed to operate in winds up to Beaufort force 6 and the associated wave heights (significant wave height up to 2 m, see Note below). Such conditions may be encountered in exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

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

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

**BEAUFORT Wind Scale and Corresponding State of the Sea**



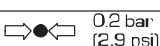
Beaufort Number	Denomination	Wind speed in Knots	Wind speed in m/sec	State of the sea	Significant wave height in meters
0	Calm	<1	0-0.2	Calm	0
1	Light Air	1-3	0.3-1.5	Calm	0
2	Light Breeze	4-6	1.6-3.3	Almost calm	0.2
3	Gentle Breeze	7-10	3.4-5.4	Almost calm	0.2
4	Moderate Breeze	11-16	5.5-7.9	Small waves	0.5
5	Strong Breeze	17-21	8.0-10.7	Large waves	1.25
6	Fresh Wind	22-27	10.8-13.8	Large waves	2.0
7	Strong Wind	28-33	13.9-17.1	Very large waves	2.5
8	Gale	34-40	17.2-20.7	Rough sea	4
9	Strong Gale	41-47	20.8-24.4	Very rough sea	6
10	Storm	48-55	24.5-28.4	Heavy	9
11	Violent Storm	56-63	28.5-32.6	Very heavy	14
12	Hurricane	64 and over	32 and over	Stormy	14 and over

**IDENTIFICATION PLATES.**

**⚠ CAUTION**

*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.*

Builder's plate. Installed on the hull of the boat near the stern seat.

		
317 Shevchenko 61033 Kharkiv UA		
Model name	MODEL Navigator 26 Conforms to EN ISO 6125-3	Type VIII Design Category C
Maximum engine power	$\text{1} \leq 298 \text{ kW } 400 \text{ HP}$	$\text{1} \leq 13$
Nominal pressure for each inflatable buoyancy chambers	$\text{1} + \text{1} + \text{1} \leq 1785 \text{ kg } 3935 \text{ lbs}$	Manufacturer's recommended maximum load, including the mass of the outboard engine(s) but excluding the mass of the contents of fixed fuel and water tanks when full
		Made in UKRAINE

Design Categories according to Directive 2013/53/EU

Plate with identification number. Installed on the hull of the boat, on the transom side, starboard side.

**UA-QRK12345A000**

**TECHNICAL SPECIFICATIONS.**

The main parameters and dimensions of the *Navigator 26* correspond to the data indicated below.

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

Model name	<i>Navigator 26</i>
Design Categories according to Directive 2013/53/EU	C
Length (without engine)	7.98 m
Beam	2.90 m
Height (without / with T-Top)	2.20 / 2.70 m
Inflatable tube diameter, max.	0.58 m
Cockpit dimensions ( length X width )	6.20 x 1.70 m
Deadrise on transom	22°
Deadrise in middle section	23.5°
Transom height	635 mm
Number of separate inflatable buoyancy chambers	5
Nominal pressure for each inflatable buoyancy chambers	0.2 bar (2.9psi)
Maximum number of persons (75kg each)	13
<b>Engine:</b>	
Recommended engine power	300 HP (224kW)
Maximum engine(s) power	400HP (298kW)
Maximum engine(s) weight (including controls and batteries)	565 kg
Engine(s) shaft length	1 x 25" or 2 x 20"
<b>Weight parameters:</b>	
Weight of empty boat (with steering console, with seats, without engine, without fuel)	1200 kg
Weight of boat with max.equipments from manufacturer without engine	1300 kg
Displacement in Light Craft Condition (LCC)	1790 kg
Maximum total load (ML) (total weight of the liquids in tanks, weight of the people and cargo onboard)	1520 kg



Maximum recommended load (including weight of the max engine, passengers and cargo onboard, but excluding the mass of the contents of fixed fuel, water, waste tanks when full)	1785 kg
Loaded displacement mass (LDC)	3310 kg

**Weight sheet (kg).**

Empty boat :	1150
Basic equipment envisaged in the standard version by the manufacturer:	50
Mass of the maximum outboard engine recommended by the builders:	565
Security equipment: fire fitting equipment, security material (without life raft), warning signals, flags, radio VHP mobile phone.	25
<b>Displacement in Light Craft Condition: LCC =</b>	<b>1790</b>
Total mass of passengers (13persons), 75 kg per body:	975
Consumables fuel, oil at the maximal tank capacity:	250
Consumables fresh water at the maximal tank capacity:	45
Alimentation, additional equipment and load if applicable:	75
Optional equipment (T-Top, Arch):	100
Life rafts :	75
<b>Maximum total load: ML =</b>	<b>1520</b>
<b>Loaded displacement mass: LDC = LCC + ML</b>	
<b>LDC =</b>	<b>3310</b>

** WARNING**

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

## **MAIN DIMENSIONS.**

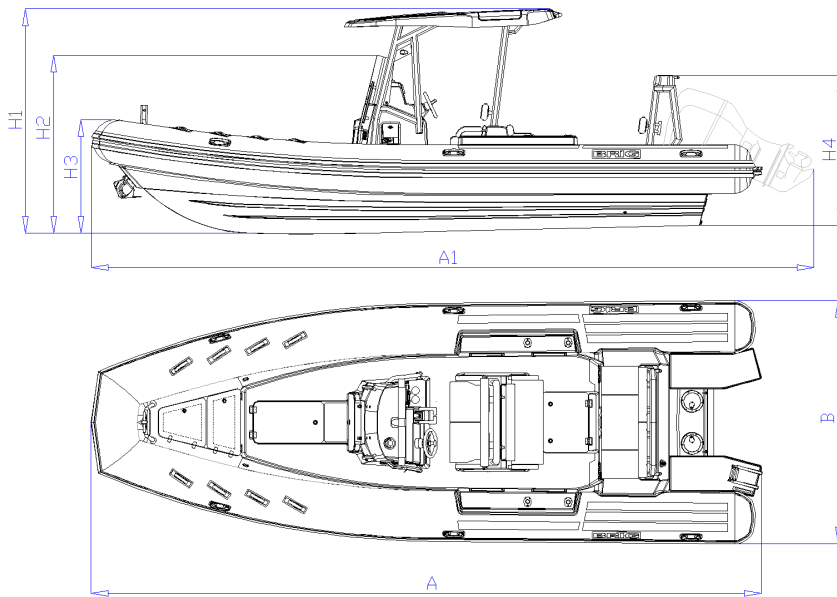


Fig.1

The dimensions of the Navigator 26 comply with the data specified in the following Fig.1. All dimension measurements indicated have a tolerance of +/- 3%.

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

Length (without engine):	A – 7.98m
Length (with engine):	A1 – 8.7m
Beam:	B – 2.9m
Max.height with T-Top:	H1 – 2.7m
Max.height with console:	H2 – 2.2m
Max.height with tube:	H3 – 1.4m
Max.height with arch:	H4 – 1.8m

**BOAT GENERAL VIEW.**

On the Fig.2 you can see the maximum installed equipment for the Navigator26, which may differ from the configuration of your boat.

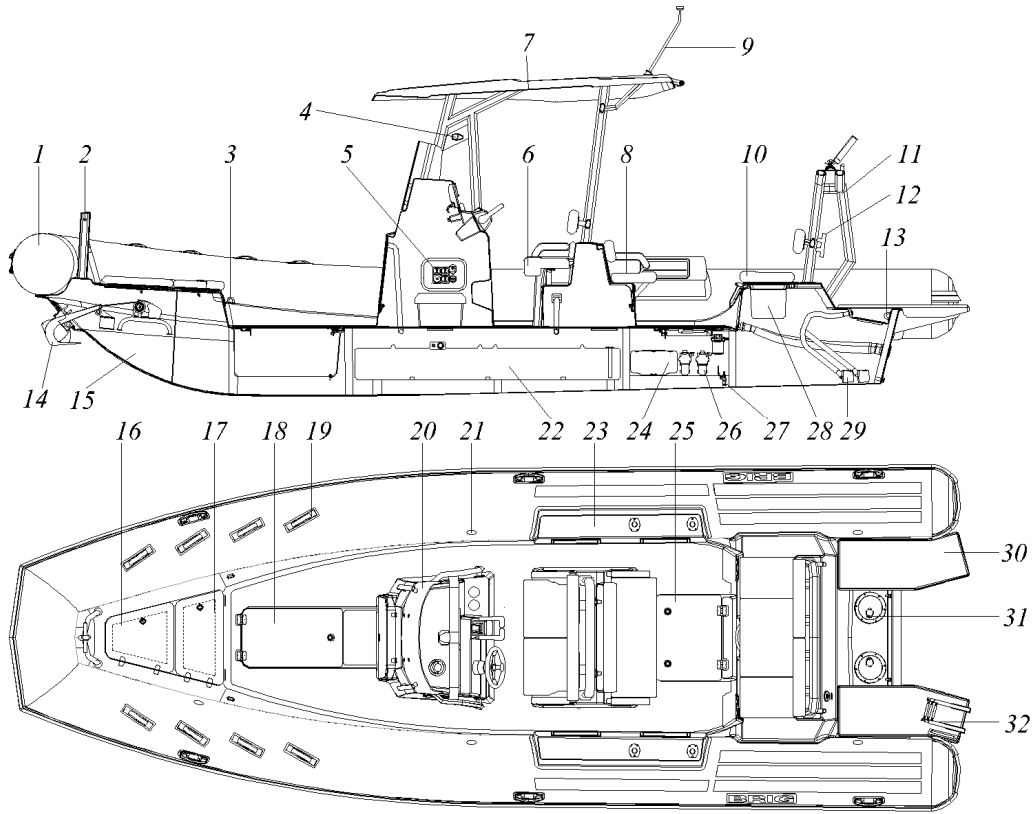


Fig.2

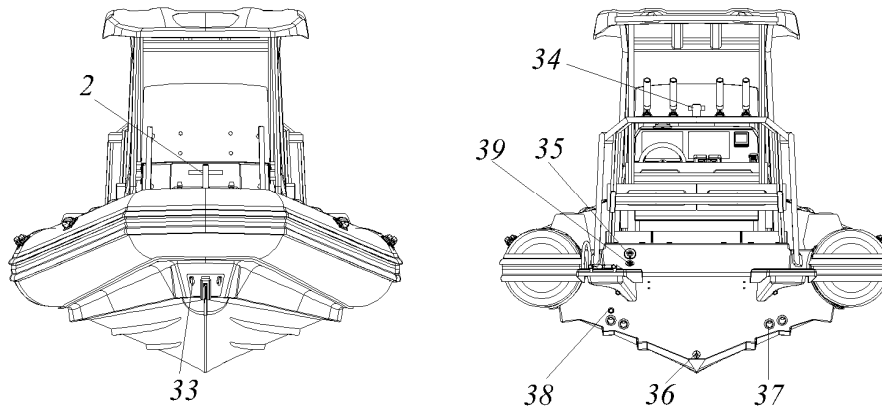


Fig.2

- |   |                                     |                                  |
|---|-------------------------------------|----------------------------------|
| 1- buoyancy tube                                | 14- anchor with electric windlass   | 28- stern lockers                |
| 2- bow cleat                                    | 15- rigid hull                      | 29- bilge pumps                  |
| 3- bow lifting eyes                             | 16- anchor compartment              | 30- rear platforms               |
| 4- navigation lights                            | 17- bow locker                      | 31- inspection hatches           |
| 5- main battery switches                        | 18- bow deck locker                 | 32- foldable ladder              |
| 6- driver's seat                                | 19- handles                         | 33- bow tow eyes                 |
| 7- T-top  | 20- steering console                | 34- water-ski tow hook           |
| 8- back seat                                    | 21- inflate valves                  | 35- neck for fresh water fill    |
| 9- all round white navigation light (removable) | 22- fuel tank                       | 36- drain plug                   |
| 10- stern seats                                 | 23- side plates on the tube         | 37- cockpit drain sockets        |
| 11- arch  | 24- fresh water tank                | 38- drain socket of stern locker |
| 12- stern cleats                                | 25- deck locker                     | 39- drain socket of water tank   |
| 13- aft lifting eyes                            | 26- fresh water and raw water pumps |                                  |
|   | 27- raw water faucet                |                                  |

## **CREW LIMIT.**

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

Always check that the each person onboard are sitting in the designated seating area. On the picture (Fig.3) you can see the recommended location of the crew onboard. All persons should always use the handholds to avoid falling overboard.

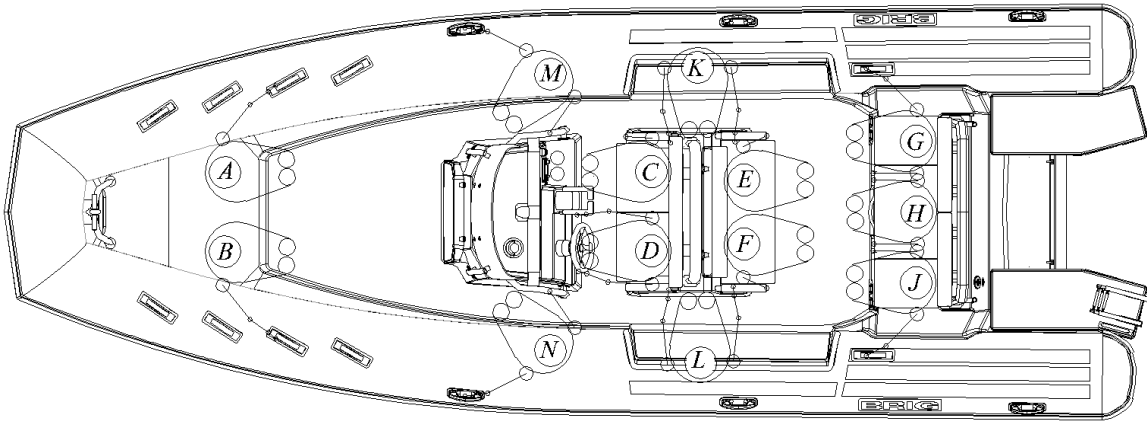


Fig.3

Person indicated in the Fig.3 as "H", must use the handle under the seat.

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

**⚠ WARNING**

***Before using the seats for persons "E", "F", "G", "H", "J" check the reliability of closing the locks of the seats. Unclosed locks can result in personal injury and / or damage to the seats.***

**⚠ WARNING**

***Never exceed the crew limit.***

**⚠ WARNING**

***Always check the correct and safe accommodation of persons onboard.***

**⚠ WARNING**

***Reduce speed when persons are sitting on the buoyancy tube.***

**⚠ WARNING**

***Periodically check the handholds.  
There should be no damage on the handholds and their fixation.  
Defective handholds can cause injury.***

## **BUOYANCY TUBE.**

The buoyancy tube is made of HYPALON (Du Pont registered trademark) coated fabrics. The buoyancy tube of the boat has of five independent airtight compartments. Each compartment has an inflation valve. You can see the valve design on the Fig.4.

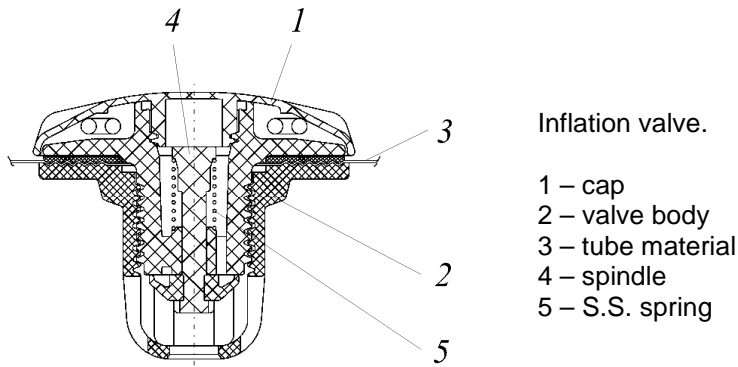


Fig.4

### **INFLATION / DEFLATION OF THE BUOYANCY TUBE.**

Before inflation it's necessary to set all valves in operating condition. For it open the valve cap 1 (Fig.4), press spindle 4 (Fig.4) with your finger and rotate it clockwise until the spindle will be fixed in upper position. Fill the tube with air using the pump from the complete set. First fill two rear compartments, next two middle compartments. However, do not increase the pressure up to its nominal value (the tube will be completely straightened). After that, fill the front compartment up to the nominal pressure. The nominal pressure value is 0.2 bar (2.9 psi). Fill the remaining compartments with air to the nominal pressure. Having completed filling, close the valves caps 1 (Fig.4).

In order to discharge air from the tube compartments, open the valve cap, press spindle 4 (Fig. 4) with your finger and rotate it anticlockwise until the spindle will be fixed in lower position.

**⚠ WARNING**

*Do not use compressors and / or other types of equipment not approved for inflating the boat tube.*

**⚠ WARNING**

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

*Check the tube pressure before every navigation.*

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

*If the tube pressure more than nominal, deflate the tube slightly.*

*Boat exploitation with pressure more / less than nominal may damage the tube.*

**⚠ WARNING**

*Be careful when mooring or navigating near rocky shores.*

*Tube can be damaged with sharp objects.*

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

SERVICING.

The buoyancy tube needs minimal maintenance.

Regularly inspect the tube for damage, abrasions, scoring. If such is found, immediately repair the damage with the help of qualified specialists.

Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the tube and inflation valves. If this happens, immediately rinse the tube with clean water using a soft sponge.

Do not allow dirt or marine growths on the tube. Wash the tube with clean water or use only certified detergents.



## STEERING CONSOLE.

You can see the main components of the steering console in Fig.5

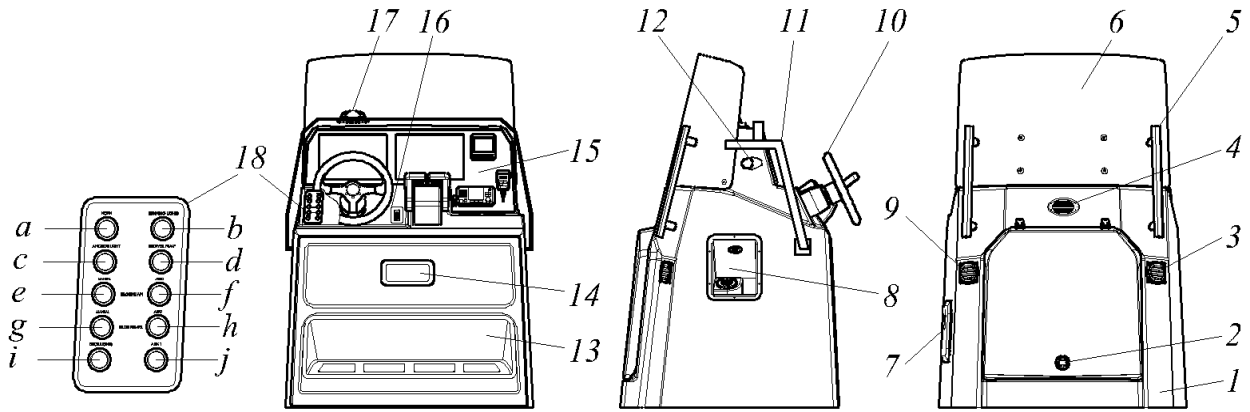


Fig.5

- 1- console body
- 2- front hatch with lock
- 3- inlet ventilation of the fuel tank compartment
- 4- electric horn
- 5- front handles
- 6- windscreen
- 7- niche with main switches (battery disconnectors)
- 8- outer neck for fuel fill and fuel tank vent

- 9- ventilation hole of the inner console compartment
- 10- steering wheel, engine remote control
- 11- handrail
- 12- navigation lights
- 13- footstep
- 14- glove box, USB and 12V sockets
- 15- dashboard
- 16- windlass control switch
- 17- compass
- 18- panel with switches:

- a**- horn
- b**- navigation lights (red and green)
- c**- anchor light (white all-round)
- d**- shower pump (fresh water)
- e- f**- bilge pump 1 (auto and manual mode)
- g- h**- bilge pump 2 (auto and manual mode)
- i**- deck lights
- j**- auxiliary switch

## SERVICING.

The steering console needs minimal maintenance.

Regularly inspect the console body and windscreen for damage, abrasions, scoring. If such is found, immediately repair the damage with the help of qualified specialists.

Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the windscreen. If this happens, immediately rinse the windscreen with clean water using a soft sponge.

The windshield is made of acrylic plastic. Wash the windscreen with clean water or use only certified detergents.

### **WARNING**

*Chips and / or cracked windscreen can cause injuries.*

### **WARNING**

*A clean windscreen gives you good field of vision from the helm position.*

### **WARNING**

*Always lock the front hatch when the boat is in motion. An open hatch can cause injury.*

### **WARNING**

*Do not dispose bulky objects in front of the venting holes.*

*Do not obstruct venting holes at any time.*

*Never locate heavy objects on the venting hoses. It will be cause of bucking, distortions and damages.*

## **DRIVER'S SEAT and CUSHIONS.**

You can see the main components of the fuel system in Fig.6

The front seats (Fig.6 (3)) can be used in two positions: as a seat and as a bolster.

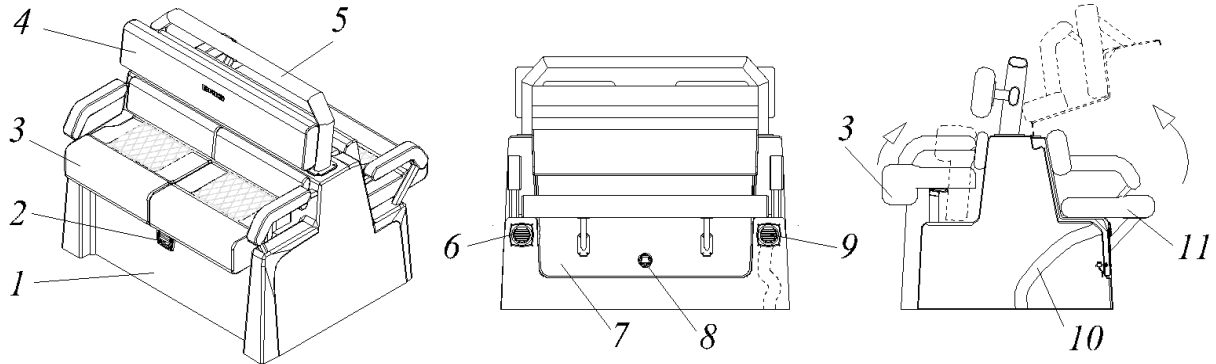


Fig.7

- 1- seat body
- 2- ventilation hole of the inner seat compartment
- 3- front seats / bolster
- 4- backrest
- 5- handhold
- 6- ventilation hole of the inner seat compartment

- 7- rear hatch
- 8- lock of the rear hatch
- 9- ventilation of the fuel tank compartment
- 10- ventilation hose of the fuel tank compartment
- 11- rear seat with backrest

## **SERVICING.**

Seat body is made from fiberglass.

Regularly inspect the seat body and handholds for damage, abrasions, scoring. If such is found, repair the damage with the help of qualified specialists.

Avoid spilling gasoline, oil, chlorine-based detergents, solvent cleaners and other aggressive fluids on the seat body. In this case, immediately rinse the surface with clean water or use only certified detergents using a soft sponge.

Your boat's seat upholstery is made of marine quality coated fabrics collection **SIL VERTEX®**. Manufacturer - **SPRADLING®** company. You can find more information on the maintenance and care of this fabric on the manufacturer's website.

**▲ CAUTION**

Cover your boat when not in use. Shore stations allow for air flow and protection against the sun and rain and are a very good method for long term storage.

Allow adequate venting when using a cover, to avoid trapping moisture and reduce the effect of UV, which can damage the surfaces of the boat (carpet, upholstery, Gelcoat) over time. Refrain from stowing wet towels, all weather gear, swimsuits, etc. inside the boat.

Cabinets and lockers should be opened, if possible, to aid in air circulation.

To avoid premature aging use only approved cleaners or a cleaner that is water based. **ALWAYS RINSE ANY CLEANING.**

Most stains can be removed if caught early, and cleaned with a soft bristle brush and a cleaner like Dawn dish soap. Create lather and lightly scrub with the brush.

**▲ WARNING**

***Always lock the rear hatch of the seat when the boat is in motion. An open hatch can cause injury.***

**▲ WARNING**

***Do not dispose bulky objects in front of the venting holes.***

**▲ WARNING**

***Do not obstruct venting holes at any time.***

***Never locate heavy objects on the venting hose. It will be cause of bucking, distortions and damages.***

## **FUEL SYSTEM.**

You can see the main components of the fuel system in Fig.8

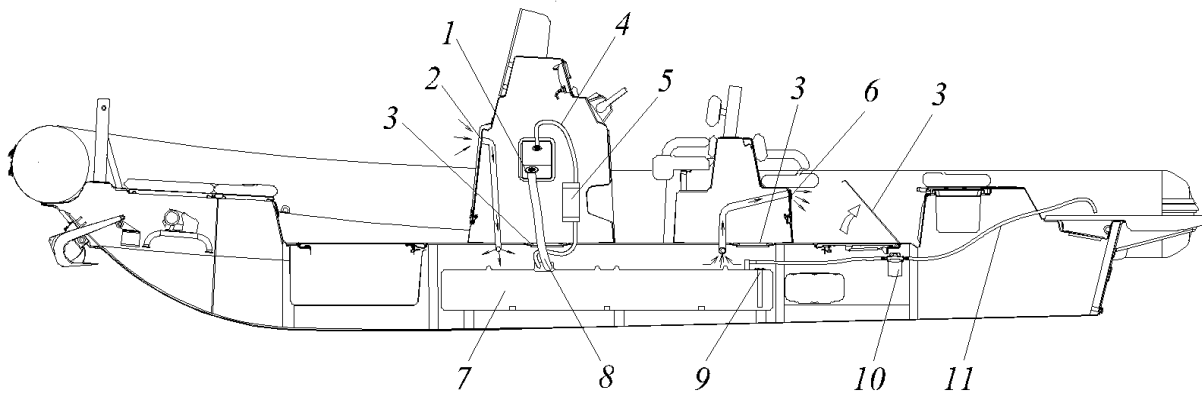


Fig.8

1 – outer neck for fuel fill 2 – inlet ventilation of the fuel tank compartment 3 – inspection hatches 4 – fuel tank venting hose with inner diameter 16mm (5/8") 5 – carbon filter 6 – exhaust ventilation of the fuel tank compartment 7 – built-in fuel tank 340L	8 – fuel hose with inner diameter 38mm (1 1/2") (refueling fuel tank) 9 – fuel sensor 10 – fuel filter 11 – fuel hose with inner diameter 9.5mm (3/8") (from fuel tank to outboard engine)
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**⚠ WARNING**

**AVOID SERIOUS INJURY OR DEATH  
FROM FIRE OR EXPLOSION  
RESULTING FROM LEAKING FUEL.**

***Always check the tightness of the fuel system.  
There should be no fuel leaks on all components of the fuel system.***

**⚠ WARNING**

***Pre-filter and fuel valve must be installed by authorized representative specialists only.***

***Do not modify the fuel system yourself.***

***Any modifications, repairs, and routine maintenance of the fuel system  
may only be performed by authorized representatives.***

**⚠ WARNING**

***Avoid any fuel spillage on the boat or in the sea.***

**⚠ WARNING**

***Do not smoke when refueling.***

***Stop the engine and switch off any electric equipments before refueling.***

**⚠ WARNING**

***Do not dispose bulky objects in front of the venting sockets.***

***Do not obstruct venting sockets at any time.***

***Never locate heavy objects on the venting hoses. It will be cause of bucking, distortions and damages.***

## **DRAIN SYSTEM.**

You can see the main components of the drain system in Fig.9

Drain system consists from two independent systems:

- cockpit drain system (Pos. 1,3,4);
- system for draining water from the boat's hold (Pos. 5,6,7,9).

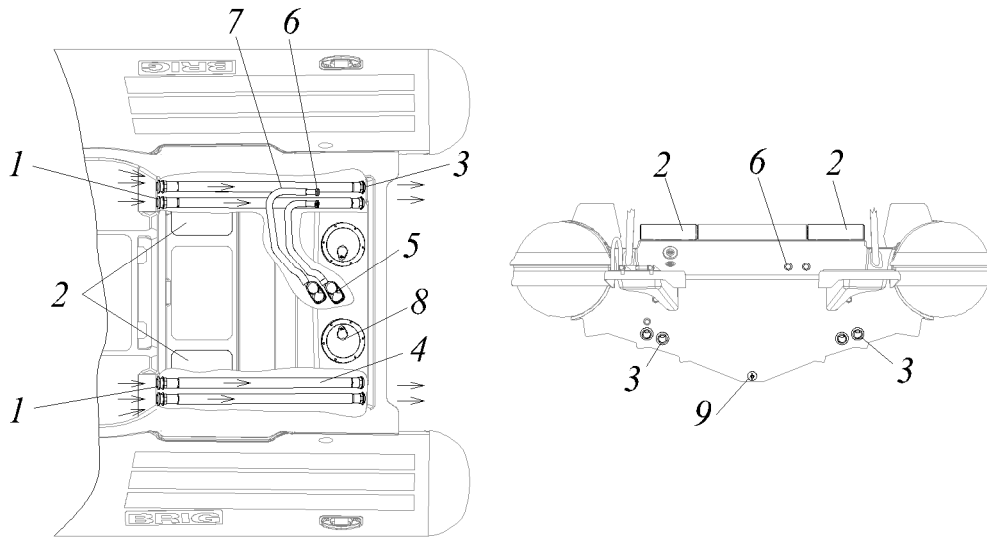


Fig.9

1- cockpit drain sockets

2- stern seats, removable lockers

3- stern drain sockets with flexible diaphragm

4- drain hoses

5- bilge pump 1 and bilge pump 2

6- bilge pumps outlet branch pipes

7- drain hoses of bilge pumps

8- inspection hatches

9- drain plug

How to operate with bilge pumps:

1. On the panel with switches (see steering console Fig.5) find switches of the *BILGE PUMP 1* and *BILGE PUMP 2*.
2. Select the desired operating mode "Auto" or "Manual". The backlight of the switch indicates the activation of the selected mode.
3. The bilge pumps will be in the active position, even if all the battery disconnectors are turned off.
4. The drain plug (Pos.9) should ONLY be open when the boat is stored out of water.

#### SERVICING.

Cockpit drain system.

To inspect the system, open the stern seats (Pos.2), remove the lockers. Open inspection hatches (Pos.8). Inspect hoses (Pos.4), cockpit drain sockets (Pos.1) and stern drain sockets with flexible diaphragm (Pos.3). There should be no damage, cracks, scuffs, water leakage into the boat's hold. Clean up debris and dirt if necessary.

System for draining water from the boat's hold.

To inspect the system, open inspection hatches (Pos.8)

Inspect hoses (Pos.7), outlet branch pipes (Pos.6) and bilge pumps (Pos.5). There should be no damage, cracks, scuffs. Clean up debris and dirt if necessary.

Before each use of the boat, check that the bilge pumps are working.

To do this, switch the *BILGE PUMP 1* to "Manual" mode. You should hear the characteristic pump sound. Turn off the *BILGE PUMP 1*. Switch the *BILGE PUMP 2* to "Manual" mode. You should hear the characteristic pump sound.

*Recommendation:* the bilge pumps operation mode "Auto" must be switched on at all times while boat in motion.



***Faulty drain system may cause flooding of the boat.***



**⚠ WARNING**

*Always check the tightness of the drain system.  
Do not allow any damage to the hoses.  
There should be no leakage of water into the hold of the hull of the boat.*

**⚠ WARNING**

*Never locate heavy objects on the drain hoses. It will be cause of bucking, distortions and damages.*

**⚠ WARNING**

*Do not obstruct cockpit drain sockets at any time.  
Do not dispose bulky objects in front of the cockpit drain sockets.*

**⚠ WARNING**

*DRAIN PLUG (9) (Fig.9) MUST BE TIGHTLY CLOSED WHEN BOAT ON WATER.*

**⚠ WARNING**

*Always keep the manual device for removing water from the boat  
(bucket, hand pump) in an easily accessible place.*

**⚠ CAUTION**

*Leaving the boat for a long time with the bilge pumps on ("Auto" mode) can discharge the battery.*

## **FRESH WATER SYSTEM.**

You can see the main components of the fresh water system in Fig.10

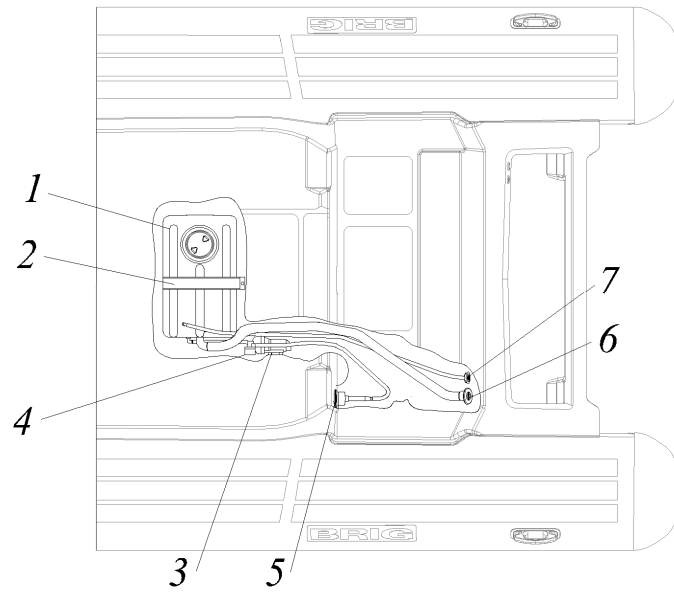


Fig.10

- 1- water tank 43L (11 gal)
- 2- tank fixing bracket
- 3- fresh water pump
- 4- water purification filter

- 5- shower handset with push button control and shower hose
- 6- neck for water fill
- 7- nozzle and hose for ventilation of the water tank

How to operate with fresh water system:

- 1.Fill the tank with fresh water (43L (11 gal).
- 2.On the panel with switches (see steering console Fig.5) find switch of the **d- SHOWER PUMP**. The backlight of the switch indicates the activation of the selected mode "ON".
3. Wait a few seconds for the pump to build up water pressure in the system. The pump works in automatic mode, maintaining the water pressure.
- 4.Take the shower handset and press the button on it.
5. Put the shower handset back in the container after use.

#### SERVICING.

To inspect the system, open inspection hatch (Fig.2, Pos.25) and stern seat (Fig.2, Pos.10). Inspect hoses and fresh water pump (Fig.10, Pos.3). Inspect the water tank and its fixing bracket. There should be no damage, cracks, scuffs.  
Wash (or replace) the filter if necessary (Fig.10, Pos.4).

### **CAUTION**

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

### **WARNING**

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

### **WARNING**

***The water in the fresh water system is not intended for drinking.***

## **RAW WATER SYSTEM.**

You can see the main components of the raw water system in Fig.11

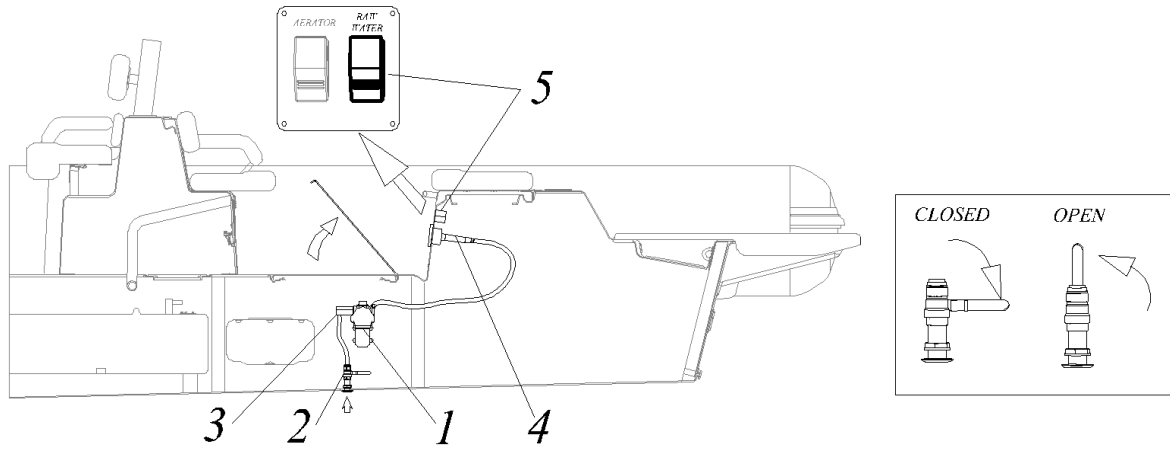


Fig.11

- 1- raw water pump
- 2- seawater intake faucet
- 3- water purification filter
- 4- shower handset with push button control and shower hose
- 5- pump switch

How to operate with raw water system:

1. Open the seawater intake faucet (pos.2) located under deck.
2. Use the switch (Pos.5) to activate the raw water pump.
3. Wait a few seconds for the pump to build up water pressure in the system. The pump works in automatic mode, maintaining the water pressure.

4. Take the shower handset and press the button on it.
5. Put the shower handset back in the container after use.
6. Use the switch (Pos.5) to deactivate the raw water pump.
7. Close the seawater intake faucet (pos.2) located under deck.

#### SERVICING.

To inspect the system, open deck hatch (Fig.2, Pos.25) and stern seat (Fig.2, Pos.10). Inspect hoses and raw water pump (Fig.11, Pos.1). Inspect the seawater intake faucet. There should be no damage, cracks, scuffs. There should be no seawater leaks into the boat's hold. Open and close the faucet several times to make sure it works. Wash (or replace) the filter if necessary (Fig.11, Pos.3).

### **WARNING**

***The seawater intake faucet must always be closed when raw water system not in use.***

### **WARNING**

***Always inspect the seawater intake faucet  
A faulty seawater intake faucet can cause the boat to flood***

### **CAUTION**

***Water on freezing can damage the raw water system.  
Water from hoses must be removed if there is a risk of freezing.***

## **TOWING.**

### *Boat towing.*

There is U-bolt in the bow ((1) Fig.D12) of your boat for towing. On some boat modifications, two U-bolts can be installed. Use both U-bolts at the same time to tow your boat. In towing rope (2) should be a hook (3) to quickly disconnect your boat from the tugboat.

U-bolt for towing is designed for a maximum horizontal load of 23kN.

The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.

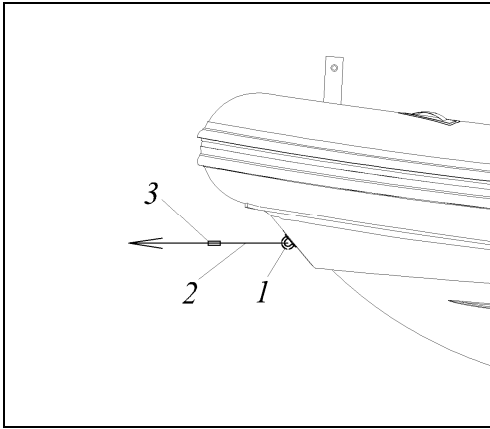


Fig.12

- 1- U-bolt
- 2- towing rope
- 3- quickly disconnect hook

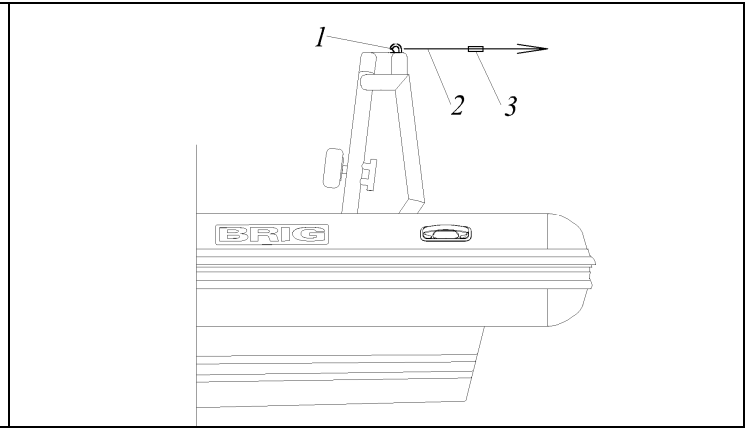


Fig.13

- 1- shackle
- 2- water-ski towing rope
- 3- quickly disconnect hook

### *Water-ski towing.*

There is a shackle on the arch of your boat that is designed to tow a water-skier or wakeboarder (Fig.13).

**⚠ WARNING**

*Always check the U-bolts, shackle and their attachment points for damage.  
There should be no cracks or other damage.*

**⚠ WARNING**

*Always have a towing rope on board in an easily accessible place.*

**⚠ WARNING**

**WATER-SKI TOWING.**  
**THE LOAD SHOULD NOT EXCEED 400 POUNDS ( 180 KG ).**  
**OVERLOADING THE BOAT TOWER MAY CAUSE INJURY AND/OR EQUIPMENT DAMAGE.**  
**DO NOT TOW HEAVY LOADS SUCH AS KITES OR BOATS.**

**⚠ WARNING**

*To tow a skier or wakeboarder, use only certified and verified towing rope.*

**⚠ WARNING**

*Do not use for towing any structural elements of the boat that are not designed for this.*

**MOORING.**

For mooring on the boat installed (Fig.14):

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

If you are leaving the boat and there is a possibility of rough water or strong wind, use only bow U-bolts (2) to bow mooring.

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

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

Cleats for mooring are designed for a maximum horizontal load of 19kN.

The breaking strength of rope shall in general not exceed 80 % of the breaking strength of the respective strong point.

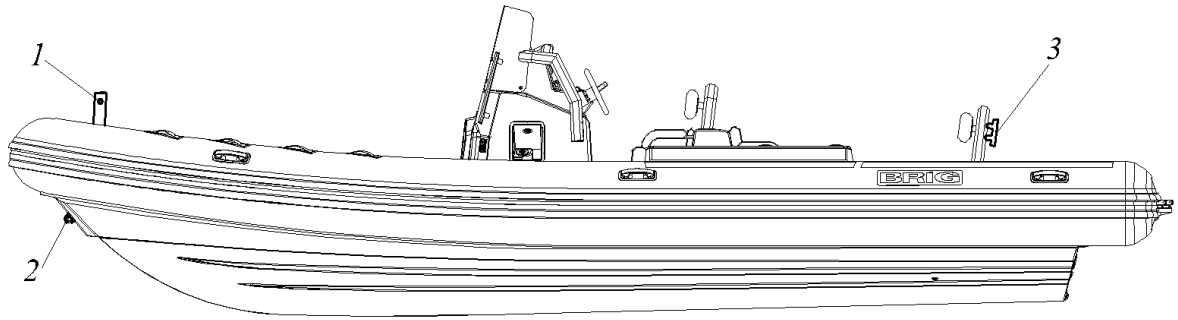


Fig.14

1 - bow cleat

2 – two bow U-bolts

3 - two stern cleats

**▲ WARNING**

*Do not use for mooring any structural elements of the boat that are not designed for this.*

**▲ WARNING**

*Be careful when mooring.  
Suddenly tensioned mooring ropes may cause injury.*



## **REBOARDING MEANS.**

Reboarding ladder mounted on the stern of the boat on the left side (Fig.15).  
If you are in the water and the ladder is folded, you can lay out it and return onboard.  
The ladder is fixed with Velcro. Just unclip it.

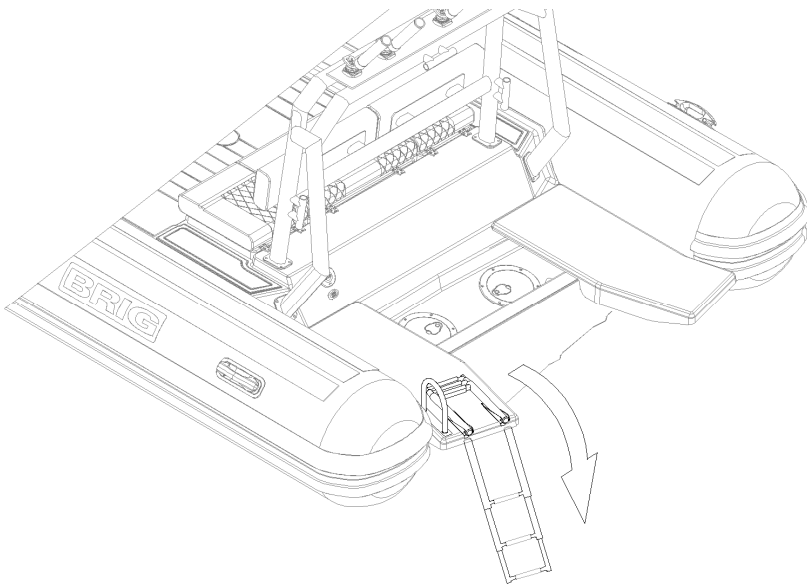


Fig.15

### **⚠ WARNING**

*Be careful -rotating propeller on the motor  
can cause injury.*

### **⚠ WARNING**

*Inspect the ladder and its attachment  
regularly. There should be no damage that  
causes the inability to use it.*

### **⚠ CAUTION**

*DO NOT forget  
to fold and fix the ladder after use.*

## **BOAT INSTALLATION ON TRAILERS.**

Installed on a trailer (or on keel-blocks for storage) the boat should be laying on all surface of the **Main loading area (keel line)** (Fig.16). It is possible to install the boat on **Points of support**. Thereby the **Point of support (1)** must be an obligatory, and the any other **Points of support** must be an additional. Lateral roller supports on the trailer can be used only with a view of prevention from tipping.

All dimensions are in mm. Permissible deviations +/- 50mm. Maximum transportable mass: 2330 kg

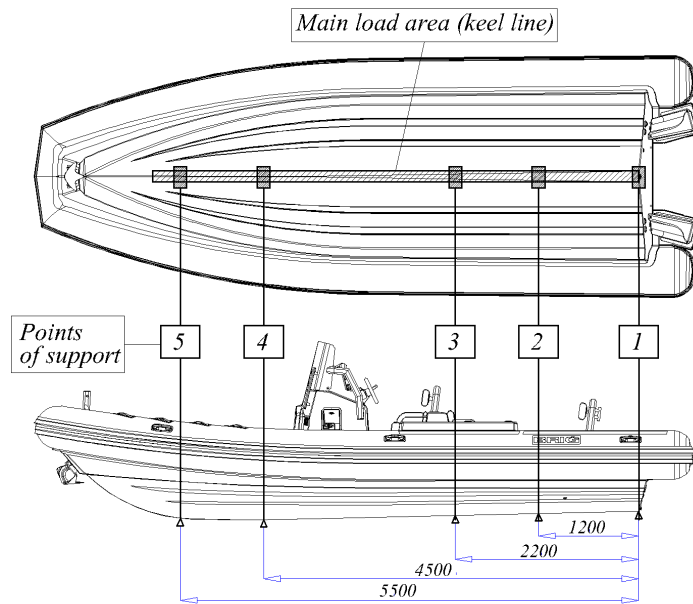


Fig.16

## **MAINTENANCE.**

Main conditions of long service life is right and careful servicing. Avoid excessive increasing of pressure in the board, especially from heating by the sun rays.

At the end of exploitation take off sand and dirt from boat surface, and carefully dry it.

Avoid the water getting into the chambers. If a fuel or an oil gets to the boat surface it is necessary to wash the soiled place by soap water as soon as possible and dry.

Pay attention to the condition of bottom surfaces. If the cover is destroyed it is necessary to dry this element and restore the defend cover.

At the end of the season exploitation, prepare the boat to winter keeping. Clean boat surface from sand and dirt, and make the necessary repairs, if damages take place. If it is possible, keep the boat in open and slightly pumped state at air temperature 0-25°C. The boat must be protected from the sun rays.

Insignificant boat repairing (eliminating the board punctures or cuts) you may carry out by yourself. In this case use the coated fabric and glue set for repair from the complete set.

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

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



MODEL	<b><i>Navigator 26</i></b>
SERIAL No.	<b>UA-QRK55588H021</b>
Date of manufacture	<b>20/07/2020</b>
Quality inspection stamp	