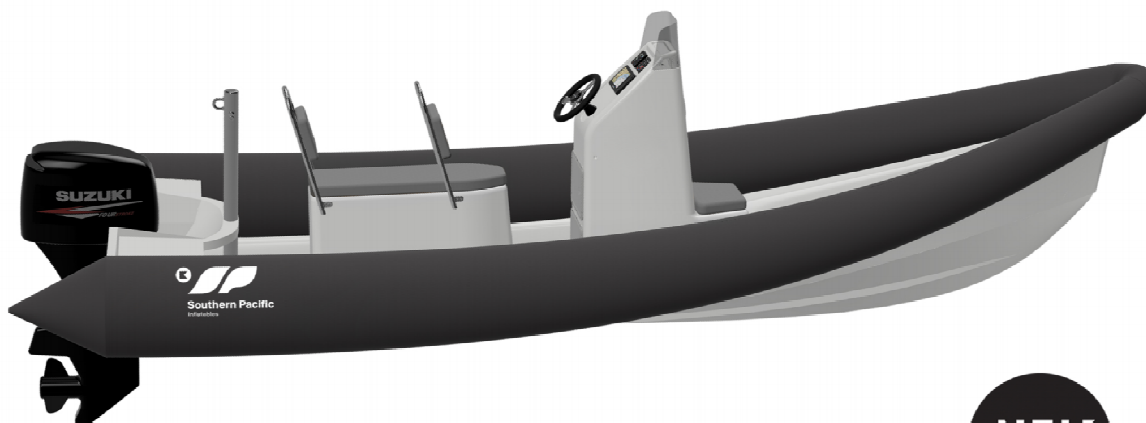




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# Owner's Manual



## PerformR RIB

**Please keep this manual in a secure place and hand it over to the new owner when you sell the craft.**

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, ensure that you obtain handling and operating experience before assuming command of the craft. Any boat dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

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# 1 WELCOME

Congratulations on becoming the new owner of a: PerformR RIB

This 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, set up, maintenance, prevention of risks and management of those risks. Please read carefully and familiarize yourself with the craft before using it.

## 1.1 Boating Experience

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.

Any boat dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Even when your boat is categorized for them, the sea and wind conditions corresponding to the design categories A, B and C range from severe gale conditions for category A, to strong conditions for the top of category C, open to the hazards of a freak wave or gust. These are therefore dangerous conditions, where only a competent, fit and trained crew using a well-maintained craft can satisfactorily operate.

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the boat builder or boat builder's representative. If a maintenance manual is provided, use it for the craft's maintenance.

## 1.2 Responsibility

Always use trained and competent people for maintenance, repair 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 boat builder has not approved.

In some countries, a driving licence or authorization is required, or specific regulations are in force and carriage requirements may be subject to local regulations.

It is the boat owner/operator's responsibility to:

- 1 Know the limitations of your boat;
- 2 Follow the rules of the road;
- 3 Keep a sharp lookout for people and objects in the water;
- 4 Ensure that the anticipated wind and sea conditions will correspond to the design category of your boat and that you and your crew are able to handle the boat in these conditions;

































## 5.4 Risk of Fire

Notice Always keep the bilges clean and check for fuel regularly

	Caution	<p><b>NEVER</b></p> <ul style="list-style-type: none"> <li>• obstruct portable extinguishers in lockers</li> <li>• obstruct safety controls (shut off valves, switches)</li> <li>• modify craft's systems, especially fuel.</li> <li>• fill any fuel tank whilst machinery is running</li> <li>• smoke while handling fuel or gas</li> <li>• use gas lights in craft</li> </ul>
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### 5.4.1 General Good Practice

	Caution	Never block ventilation
	Caution	Never store petrol in an area not designed to store petrol
	Warning	Fuel-burning open-flame appliances consume cabin oxygen and release products of combustion into the craft. Ventilation is required when appliances are in use. Open designated vent openings while appliances are in use. Never obstruct ventilation openings and ensure that flued appliances are operating correctly.

## 5.5 Risk of Falling Overboard


Notice The working deck is the area of the boat that is safe for use at all times. Areas outside the specified working deck should only be used whilst leaving or arriving at a mooring or whilst the boat is not underway.

On this boat, the working deck area is defined as:


Within cockpit area only

For maximum weight limit see: 3.2.3

For crew area limits, see section: 5.2

	Warning	Most slips and falls occur during boarding and disembarking. Be aware that wet decks can be slippery. Wear slip resistant footwear at all times.
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## 5.6 Grounding - Risks & Actions

	Caution	After any grounding incident, make a visual inspection internally and consider a haul out and external inspection as soon as practical.
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Ensure that any grounding is discussed with an experienced marine professional to determine whether a survey of the area and any repair actions are required.

Ensure that any repairs to the inner hull matrix, keel and hull shell are undertaken by a professional repair yard after consultation with the vessel's manufacturer or designer and a repair specification should be developed by either a surveyor, naval architect, or the original yacht manufacturer.

The easiest way to undertake this is to follow the manufacturer's approved maintenance programme and approved repair facility instructions.

# 6 NAVIGATION & OPERATION

## 6.1 Use of Engines

The craft is fitted with the following motive power:

Engine 4 stroke spark-ignition


Suzuki DF60ATL Outboard engine

Propeller part of outboard engine





Notice

Before starting the engine:



- Check the bilge water level.
- Ensure that ventilation openings and ducts are clear to prevent overheating
- Ensure there is sufficient fuel for the anticipated journey - including a margin for contingencies.

	Warning	After starting the engine, ensure the flow of cooling water
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Take care not to damage fuel lines and check regularly that they are in good condition

	Danger	Avoid placing flammable materials on or near hot parts.
	Danger	If a fuel leak or fumes are detected, do not start the engine. Ensure all crew leave the boat and have a qualified person repair the fault as soon as possible.
	Warning	Controls installed with the motor must have a start-in-gear protection device. It is the owner's responsibility to ensure this is so, should the engine or its controls be repaired/replaced.
	Caution	So as to avoid high-speed moving parts, never run a motor with the cover removed.

## 6.2 Handling Characteristics

 Caution	The owner is responsible for ensuring that normal mode of operation is maintained. This means that the speed of the craft needs to be matched to the prevailing sea state and good seamanship shall be displayed.
 Warning	Always use the engine cut-off lanyard.

Notice This craft is primarily intended to be supported by a combination of buoyancy and planing forces

 Caution	This craft may be entirely clear of the water for short periods of time in normal operation (i.e. become airborne)
---	--

Notice Maximum engine power: 74 kW 100 hp




Notice Maximum speed: 31 knots 56 km/h



Notice Periodic inspection of the propeller for excessive wear or damage is recommended in order to maintain peak performance and to maximise the longevity of the engine.

Notice Ensure all crew are informed about the craft's behaviour.

Notice Before conducting any rapid acceleration or high-speed manoeuvres, passengers must be warned to sit and hold-on.

Notice The helmsman may have to take sharp avoiding action at any time. Passengers should, therefore, be seated and holding-on when underway.

 Warning	Do not operate this craft at negative propulsion unit trim settings (bow down) at high speed: the craft may lean over on its side resulting in instability in turns. Use negative trim to accelerate from displacement to planing speed and reduce speed in choppy water.
 Caution	Seaways are infinitely variable and all craft can meet conditions that will challenge the boats handling characteristics and/or the helmsman's ability. Proceed with a margin for error at all times. Avoid making sharp turns at speed, particularly in a short seaway.
 Caution	It is strongly recommended that helmsmen receive adequate training in boat handling before setting to sea for the first time.

 Caution	Be aware that factors such as altitude, temperature, load, and bottom growth may affect performance.
 Caution	Do not to install engine(s) with power output higher than recommended by the manufacturer as this could cause loss of craft control and result in serious injury or death.

### 6.3 Visibility from the Main Steering Position

Notice Operator vision from the helm can be obstructed by high trim angles of the craft and other factors caused by one or more of the following conditions:

- Propulsion engine trim angles
- Loading and load distribution
- Speed
- Rapid acceleration
- Transition from displacement to planing mode
- Sea conditions
- Rain and spray
- Darkness and fog
- Persons or movable gear in operator's field of vision




The international regulations for preventing collisions at sea (COLREG's) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way. Make certain no other vessels are in the path before proceeding.

### 6.4 Navigation Lights

Notice Night boating requires running lights. The craft is fitted with the following navigation lights:




Light	Mounting position
Port	Port helm console
Stbd	Stbd helm console
All-round white	Pole

The running/navigation lights are controlled at the switch board.

	Caution	Check for proper operation of navigation lights before heading out and carry replacement bulbs for all navigation lights
	Caution	Navigation lights may be marked with expiry dates. Ensure that they are replaced as required.
	Caution	Always replace bulbs with one of the same wattage.


## 6.5 Anchoring, Mooring & Towing

**Notice** It is the owners / operators responsibility to ensure that the mooring lines, towing lines, anchor chains, and anchors are adequate for the vessel's intended use. Owners should also consider what action will be necessary when securing a tow line on board.

 Caution	The breaking strength of lines / chains should not exceed 80% of the breaking strength of the strong point to which it is attached.
 Caution	Always tow or be towed at slow speed. Never exceed the hull speed of a displacement craft when towing or being towed.
 Caution	A tow line shall always be made fast in a way that it can be released when under load.

**Notice** When at anchor, it is damaging to leave the full load of the boat resting on the windlass. It is recommended that the chain be tied onto a local strong point.


## 6.6 Filling With Fuel

 Caution	Never smoke when refuelling, or inspecting or working with the fuel system.
---	---

**Notice** For locations of filler caps, see: 3.2.4

Use the following procedure for filling tanks:

- Splash water over the deck-area around the filler cap - before filling. This will prevent spilled fuel from adhering to the deck surface
- Open the filler cap & start filling the tank.
- Check the contents of the tank by monitoring the tank level indicator
- Don't fill the tank to its maximum: allow for expansion
- Close deck fittings tightly, but don't over-tighten since this will damage the rubber o-rings
- (make an entry in ship's log)




 Caution	Fuel is considered chemical waste. Keep an absorbing cloth close by when filling tanks.
---	---

## 7 MAINTENANCE

Regular inspection and maintenance is an essential activity to ensure the boat's longevity and the crew's safety.

This section includes a generic table which details typical inspection and maintenance intervals. This is not specific to your craft and some sections will not apply.

The necessary frequency of service or maintenance depends upon the environment in which the boat operates. The intervals listed in this section should be viewed as maximums.

 Caution	Modifications that may affect the safety characteristics of the craft should be assessed, executed and documented by competent people.
 Warning	Ensure that consoles or other structures fitted after supplied of the new boat, are installed in accordance with guidance provided by the boat manufacturer.
 Caution	Any change in the disposition of the masses aboard may significantly affect the stability, trim and performance of the boat


**KEY:** X - Activity required Y - Activity required by qualified individual

Item	Required Maintenance/Service	INTERVAL				
		Before Every Use	After First 20 Hours	Every 25* Or 50 Hours	Every 50* Or 100 Hours	Every 6 mnth or Annual
<b>Miscellaneous</b>						
Battery	Check water level	X	X	X		
Navigation Lights	Check working	X				
Bilge Area	Clean & limber holes free					X
Bilge drain plug	Installed and tight	X				
Zinc anodes	Check and replace	As needed				
Hull	Check for loose, damaged or missing parts	Whenever out of the water and always after striking an object				
<b>Controls</b>						
Steering	Check for proper operation					Y
Throttle	Lubricate. Include all shift linkage and pivot points		X		X	X
<b>Electrical</b>						
Connections	Check for looseness					Y
<b>Engine</b>						
Alarm	Check	X				
Cooling System	Check for leaks with engine running	X				
Crank vent system	Clean		X		X	
Drive belts	Check for wear	X				
Flame Arrestor	Clean		X		X	
Fuel Filter	Replace				X	
Mounts (Fasteners)	Tighten		X			X
Oil and Filter	Replace				X	X
Oil Level	Check	X				
Propeller	Inspect for damage	Always after striking object				
<b>Fuel System</b>						
Connections & Lines	Check for leaks & wear	X	X	X		
Tanks	Check for leaks & tightness of connections	X	X	X		
<b>Exterior</b>						
Non-metallic strong points	Inspect and replace if signs of deterioration, visible surface cracks or permanent deformation.					X
Topside & Fittings	Check for loose, damaged or missing parts					X
Closing appliances	Installed and tight	X				




## 7.1 Maintenance & Storage of Tubes

For details of the tube arrangement, see: 3.2.5

	Caution	The tubes are made of a material that will deteriorate when stored in strong direct sunlight for prolonged period.
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Always store the boat inside, away from harmful ultra-violet rays.

UV protection waxes are recommended to prolong the life of the tubes and to preserve their colour. This can be added at the customers request.


	Caution	Certain liquids, such as (battery) acids, oil and petrol can be corrosive to the tube material.
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Rinse-off, immediately, any liquid other than water that comes into contact with the tubes.

## 7.2 Maintaining the Electrical System

	Warning	Work on electrical wiring can create shock hazards or sparks.
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Always disconnect power sources and shut off battery switch, breakers and/or pull fuses before checking electrical wiring or connectors.

	Caution	To prevent arcing or damage to the alternator, always disconnect battery cables before doing any work on the engine's electrical system.
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	Caution	Power feeds for accessory equipment must not be taken from the voltmeter terminals.
---	---------	---

Notice Check all wiring for proper support.

Check all wiring insulation for signs of fraying or chafing.

Check all terminals for corrosion - corroded terminals and connectors should be replaced or thoroughly cleaned.

Tighten all terminals securely and spray them with light marine preservative oil.

### 7.3 Winter Storage

Your boat and the systems and fittings on board can be damaged if they are not properly prepared for the winter.

You should refer to the advice given in the various handbooks supplied with this manual.

In addition to this you should, for example, consider the following:

- Remove, charge and store the batteries in a warm & dry ventilated place
- Grease the appropriate steering gear components
- Ensure the engine cooling water has the correct proportion of anti-freeze
- Take away any removable delicate on board electrics and electronics
- Check and protect all the systems on the boat
- Remove all water from the craft and protect it from rain
- Ensure deck drains are clear
- Check the sacrificial anodes and replace as necessary


## 8 ENVIRONMENTAL AWARENESS

The previous sections of this manual provide information on how to protect the boat and its crew from the environment. This section gives information on how the environment may be protected from the boat and its crew.

The environment should be understood as including one's neighbours as well as the world of plants and animals.

In many regions of the world, there are strictly enforced regulations regarding environmental protection. It is the responsibility of the owner/operator to be aware of applicable regulations and to ensure compliance with them. (MARPOL)

### 8.1 Leakage of Petrochemicals

	Warning	Any oil must be treated as chemical waste.
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**ALWAYS:** Investigate the source of any oil leaks as soon as possible.

Dispose of recovered spilt oil correctly.


Have oil-absorbing cloths or rolls on board.

**NEVER:** Dispose overboard of any oil, paint or other chemical that is potentially harmful to the environment. Sanctions are in place in most parts of the world for those who disregard this rule!

## 8.2 Black & Grey Water

 <p>Warning</p>	<p>The discharge of effluent into navigable waters is forbidden by law in many areas. If such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water, violators may be subject to a penalty. It is the responsibility of the boat user to ensure that they are aware of local legislation regarding discharge</p>
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## 8.3 Household Waste

 <p>Warning</p>	<p>When at sea for periods longer than space allows onboard storage of waste, only jettison organic waste.</p>
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ALWAYS Retain any household waste until it can be properly disposed of ashore.

## 8.4 Noise


NEVER Make excessive noise. Most people take to the water for relaxation which is ruined by noise.

Run the engine or generator unnecessarily.

## 8.5 Exhaust system

- ALWAYS Have the engine & exhaust system inspected & cleaned by a qualified professional at regular intervals.
- Inspect the exhaust system to ensure connections are secure.
- Check the free flow of exhaust gasses through the silencer (muffler) to ensure that it is unblocked, every time you set out.
- Stop if you have any doubts about the exhaust system.

### 8.5.1 Dangers of Carbon Monoxide

	Danger	When carbon-based, appliance and engine fuels, such as gas, LPG, coal, wood, paraffin, oil, petrol and diesel don't burn completely, CO is produced.
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**CO build-up in the cabin can occur with one or a mix of these factors:**






- 1 Faulty, badly maintained or misused appliances
- 2 Exhaust fumes from a boat's engine or generator
- 3 Escaped flue gases from solid fuel stoves
- 4 Blocked ventilation or short supply of air - fuel needs oxygen to burn safely

**Know the danger signs on your boat:**

Routine checking that your boat's fuel-burning appliances and engines are free from signs of problems and in good condition will help keep you safe.


**Any of the following could be signs that CO is filling your boat:**

- 1 Staining, sooty smears, or discolouration on surfaces around an appliance or its flue
- 2 Appliances that are difficult to light, keep lit or burn weakly • Burners with yellow or orange or 'floppy' flames that threaten to go out
- 3 Burners with yellow or orange or 'floppy' flames that threaten to go out
- 4 An unfamiliar or burning smell when an LPG or oil appliance is on
- 5 Smelling or seeing smoke escaping regularly into the cabin when running your wood-burner or coal stove
- 6 Smelling engine exhaust fumes regularly inside the cockpit or cabin

	Caution	Check the boat's exhaust system routinely. Inspect every part for leaks or problems including; manifolds, pipes, joints, hoses, clamps, silencers, and through-hull fittings.
	Warning	Do not install or fix a portable generator inside any accommodation space.
	Caution	Proprietary conversion kits must be used if adapting a portable generator to fixed use.
	Danger	Inefficient petrol engine performance, running the engine cooler than its design temperature or using contaminated or stale fuel, can increase the concentration of CO in exhaust fumes.
	Danger	Whether the boat is moving or moored, under certain running and or wind conditions CO at dangerous levels can be deflected or drawn in from engine exhausts.
	Notice	Be a good neighbour; see if you can avoid running your engine when moored in a crowded marina, particularly when the air is still.

## 8.6 Wash / Waves

**ALWAYS** Adapt your speed to the water in which you are navigating. Consider the comfort and safety of other (particularly small) boats around you.

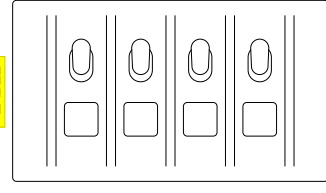
	Caution	Be aware that in some areas speed restrictions are in place to avoid erosion of banks/coastline.
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Cav	Name	CSA	Terminal	Colour
1a	DC OUTLET N	2.5	TERRY 4.3	
1a	PLOTTER N	1.5	-	
1b	COCKPIT_LT N	1.5	TERRY 4.3	
1b	VHF N	1.5	-	
2a	BILGEN	1.5	TERRY 4.3	
2a	USB N	1.5	-	
3a	LED N	0.75	TERRY 4.3	
3a	PORT_NAV N	0.75	-	
3a	STBD_NAV N	0.75	-	
6mm-1a	BATT N	6	TERRY 6.0	

Fuse Holder 1:  
DC Outlet - 10A  
Plotter - 5A  
VHF - 5A  
USB - 3A

Part Number	Qty.
FUSB3	1
FUSB10	3
FUSB15	1

Cav	Name	CSA	Terminal	Colour
1-1	FH_1-I	2.5	TERSUF DBL	
1-O	DC OUTLET P	2.5	TERSUF SGL	
2-1	FH_2-I	1.5	TERSUF DBL	
2-O	PLOTTER P	1.5	TERSUF SGL	
3-1	FH_3-I	1.5	TERSUF SGL	
3-O	VHF P	1.5	TERSUF SGL	
4-1	FH_4-I	1.5	TERSUF SGL	
4-O	USB P	1.5	TERSUF SGL	



Part Number	Qty.
FUSB5	2
FUSB10	2
LAB-AQU2	1
SP4-AQU0011	1

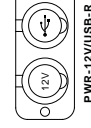
Cav	Name	CSA	Terminal	Colour
1	LED N	0.75	TERSUF MC 1.0	
2	PORT_NAV P	0.75	TERSUF MC 2.5	
2	STBD_NAV P	0.75	-	
3	COCKPIT_LTP	1.5	TERSUF MC 1.0	
4	BILGE P	1.5	TERSUF MC 1.0	
7	POS_A	2.5	TERSUF MC 2.5	
8	POS_B	2.5	TERSUF MC 2.5	

Cav	Name	CSA	Terminal	Colour
1a	POS_A	2.5	TERRY 4.3	
1a	POS_B	2.5	-	
1b	FH_1-I	2.5	TERRY 4.3	
1b	FH_2-I	1.5	-	
2a	FH_3-I	1.5	TERRY 4.3	
2a	FH_4-I	1.5	-	
6mm-1a	BATT P 6	TERRY 6.0		

Cav	Name	CSA	Terminal	Colour
1	BATT N 6	TERRY 8.0		

Cav	Name	CSA	Colour
1	COCKPIT_LTN	1.5	
2	COCKPIT_LTP	1.5	

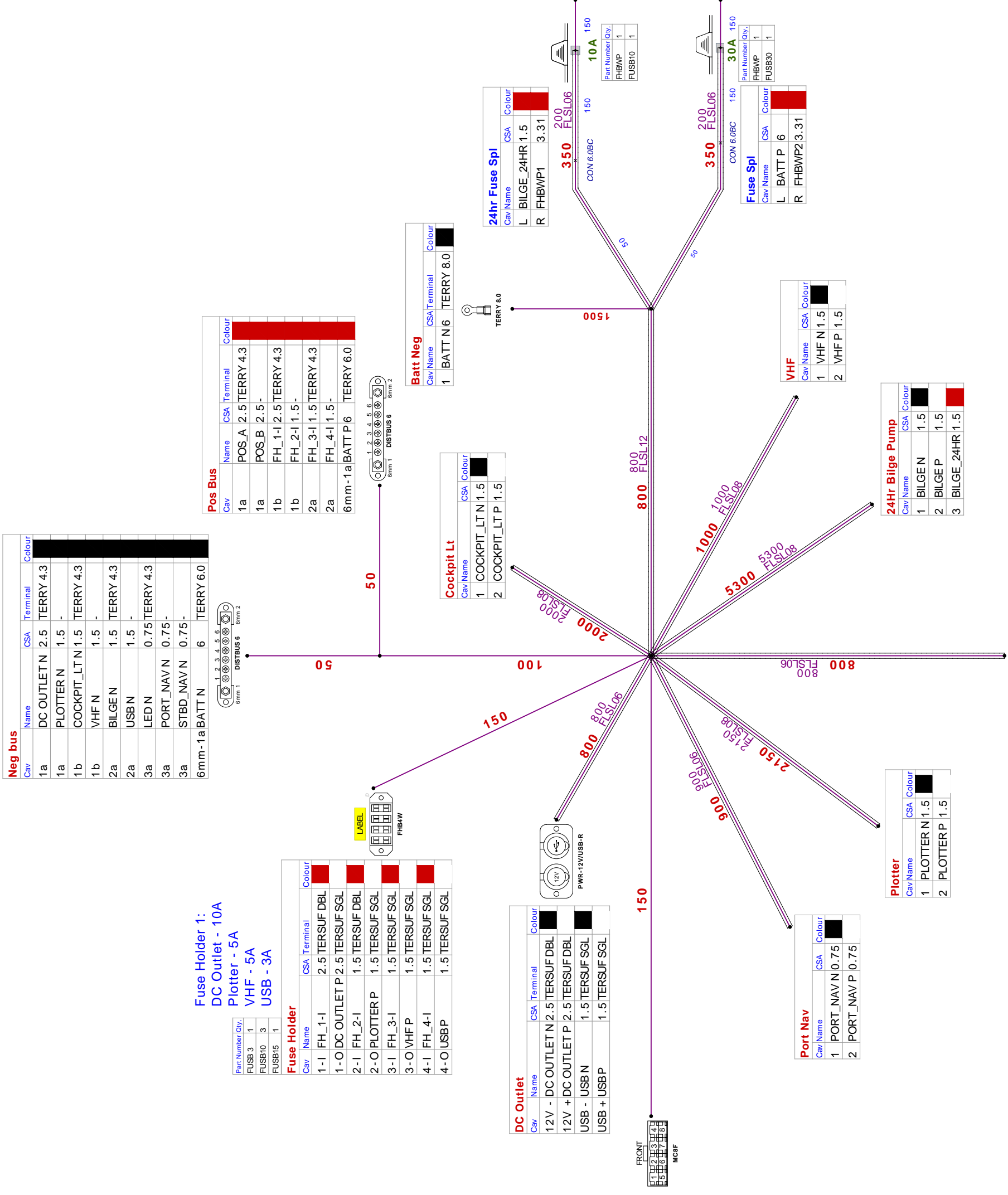
Cav	Name	CSA	Terminal	Colour
12V -	DC OUTLET N	2.5	TERSUF DBL	
12V +	DC OUTLET P	2.5	TERSUF DBL	
USB -	USB N	1.5	TERSUF SGL	
USB +	USB P	1.5	TERSUF SGL	



Cav	Name	CSA	Colour
L	BILGE_24HR	1.5	
R	FHBWP1	3.31	

Part Number	Qty.
FHBWP	1
FUSB10	1

Part Number	Qty.
FHBWP	1
FUSB30	1



Cav	Name	CSA	Colour
1	STBD_NAV N	0.75	
2	STBD_NAV P	0.75	

Cav	Name	CSA	Colour
1	BILGEN	1.5	
2	BILGE P	1.5	
3	BILGE_24HR	1.5	

Cav	Name	CSA	Colour
1	VHF N	1.5	
2	VHF P	1.5	

Cav	Name	CSA	Colour
L	BATT P	6	
R	FHBWP2	3.31	

Client: Southern Pacific NZ  
Product Code: WHSP590-430A 1.5  
Product Title: 590/430 Harness A  
Version: 1.5



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