Nordkapp

Airborne 6.3

English

Congratulations on your new Nordkapp

You are now the owner of a quality product from Nordkapp Boats AS, built to the strictest requirements for safety and quality.

We at Nordkapp Boats AS have done our best to ensure that you get a product that meets all the safety and quality requirements that apply to such a boat.

This handbook has been prepared so that boating will provide the greatest possible pleasure and safety. The book contains important information about use and equipment in the boat. The book is not a detailed maintenance manual, contact your dealer if you have problems. Study the manual thoroughly before putting the boat into use.

If this is your first boat, or you have changed to a type of boat with which you have no previous experience, it is recommended that you thoroughly familiarize yourself with the boat's maneuverability and characteristics before taking it into use. The boat dealer or the local boat association will be able to refer you to knowledgeable instructors and boat driving schools.

Life jackets for everyone on board are mandatory. On boats under 8 metres, these must also be on at all times. The driver of the boat is responsible for the safety of passengers and that the boat is in a safe condition.

Take good care of the user manual and pass it on to the new owner if you sell the boat.

Contents

2 *Introduction*

3 *Contents/Warnings and Notes*

4 *General info / Manufacturer`s plate*

5 *Technical data*

6 *General overview*

7 *Overview layout*

8 *Tube overview layout*

9 *Tube repair kit*

10 *Before you go on a trip / When you`re out on a trip*

11 *After you have been on a trip / Environmental considerations / Man overbord*

12 *Fire protection / Engine*

13 *Steering system / Hull valves / Fuel system*

14 *Bilge system / Drainage system / Elelctrical system*

15 *Elektrical system drawings*

16 *Anchoring / Mooring / Towing*

17 *Boat lifting / Boat transport*

18 *Maintenance tips / Circulation*

19 *Type of stickers*

20 *Dealer / Warranty / Receipt*

Warnings and Notes

Warnings and cautionary tips in this manual are defined as follows:

⚠ DANGER!

Indicates extreme danger which would result in a high probability of death or permanent disability if correct precautions are not take.

⚠ WARNING!

Indicates that a hazard exists which could result in injury or death if correct precautions are not taken.

⚠ CAREFUL!

Reminder of safe working methods, or refers to unsafe practices that could result in personal injury, or damage to the boat or components.

⚠ READ YOUR OWN INSTRUCTIONS!

Read the separate instruction book for more information about this equipment.

The owner is notified that he is responsible for ensuring a normal operating mode when operating the unit. This will mean that the speed of the unit should be adapted to the existing sea state.

It can never be higher than the speed value saved in "Standard Conditions - Maximum design speed".

The outer skin of your boat has not been designed to withstand local damage from hitting hard / sharp objects. If the outer skin is damaged, it should be repaired immediately.

Warnings are also placed on board the boat on some models. These must be followed to avoid damage to equipment and people.

The manual has been prepared according to ISO standard 10240:2004

Manufacturer`s plate

Producer and marketing manager

Frydenbø Boats AS

Bredmyra 7

N-1739 Borgenhaugen

Tlf: +47 69 10 45 30

www.nordkappboats.no

Designer *Espen Thorup Design AS*

Type *Nordkapp Airborne 6.3*

WIN *See declaration of conformity Example NO-NKABC000A223*

The hull is permanently marked on the transom SB side with hull identification that can be traced back to quality measures carried out:

NO	*Norway*	*A*	*month of production*
NKA	*Nordkapp Boats*	*2*	*last digit in year of manufacture*
BC	*Model*	*23*	*last two digits of model year*
000	*built number*		

Category *Class C*

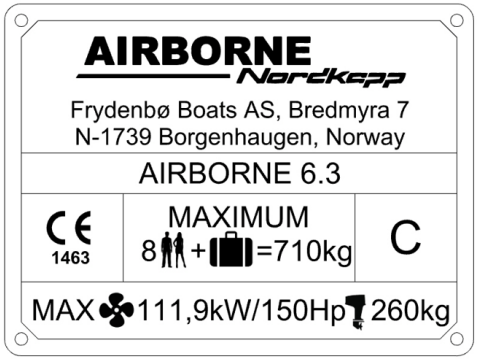
The boat is designed for use where the wind strength can reach 6 on the Beaufort scale (approx. 13.8 m/s) and the significant wave height can reach 2 m (maximum wave height up to 3.6 m).

⚠ CAREFUL!

The significant wave height is the average height of the highest third of the waves, which roughly corresponds to the wave height estimated by experienced observers. Certain wave heights will be twice as large as this.

Manufacturer's plate

The manufacturer's plate is placed clearly visible in the steering position.



Model: Boat model

Design Category: Boat category, see explanation page 4.

Max personer: Max persons on board

Max Load: Max weight of people, luggage and engine weight.

Max motor: Maximum power the engine can produce.

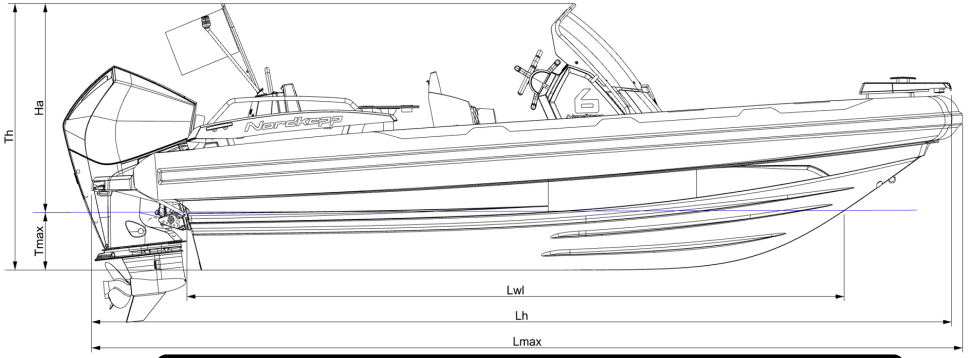
⚠ WARNING!

Do not take more people on board than recommended. The total weight of the persons must not exceed the load limits, regardless of their number. Passengers should always use the seats in the boat during the journey.

When loading the vessel, never exceed the maximum recommended load. Equipment retrofitted to the boat is also part of the "luggage weight". Always load the vessel carefully and distribute the load correctly to maintain the designed trim (approximate level). Avoid placing heavy objects high up.

Technical data

Max lenght (Lmax):	*6,51 m*
Hull lenght (Lh):	*6,01 m*
Lenght of the waterline (Lwl):	*4,71 m*
Max beam (Bmax):	*2,52 m*
Beam of the hull (Bh):	*2,06 m*
Air draught (Ha):	*1,46 m (above waterline, without canopy)*
High of the boat with draughter (Th):	*1,86m*
Max draught (Tmax):	*0,41 m (not incl. Engine)*
Freeboard at midships (Fm):	*0,60 m*
Max persons CAT C (CL):	*8 pers*
Max load:	*+ = 710 kg + + = 970 kg*
Max engine power and speed:	*111,9 kW (150 Hp) / 50 knots*
Max engine weight on transom:	*260 kg*
Light craft mass (LCC):	*1140 kg (completely empty boat including motor)*
Max load (MTL):	*785 kg (tanks, luggage and people)*
Loaded displacement mass (LDC):	*1925kg LCC + MTL boat max weight*
Transport weight (mT):	*1215 kg boat with engine, equipment and tank*
Empty craft condition mass (mEC):	*880 kg empty boat without engine*



WARNING!

Placing weight in the boat can significantly affect the handling characteristics. Do not place heavy loads high up.

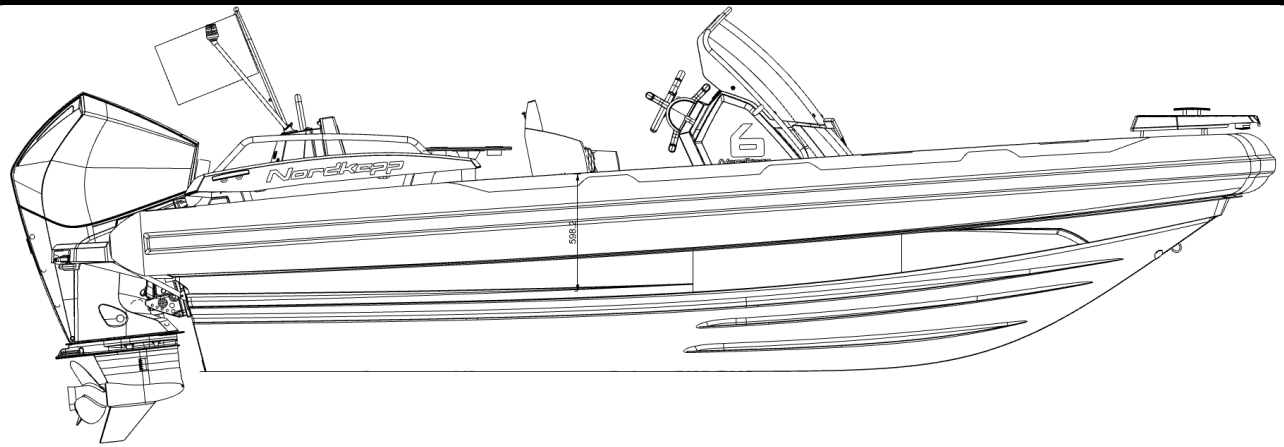
Too heavy a load or incorrect distribution of weight can also affect the boat's self-balancing system.

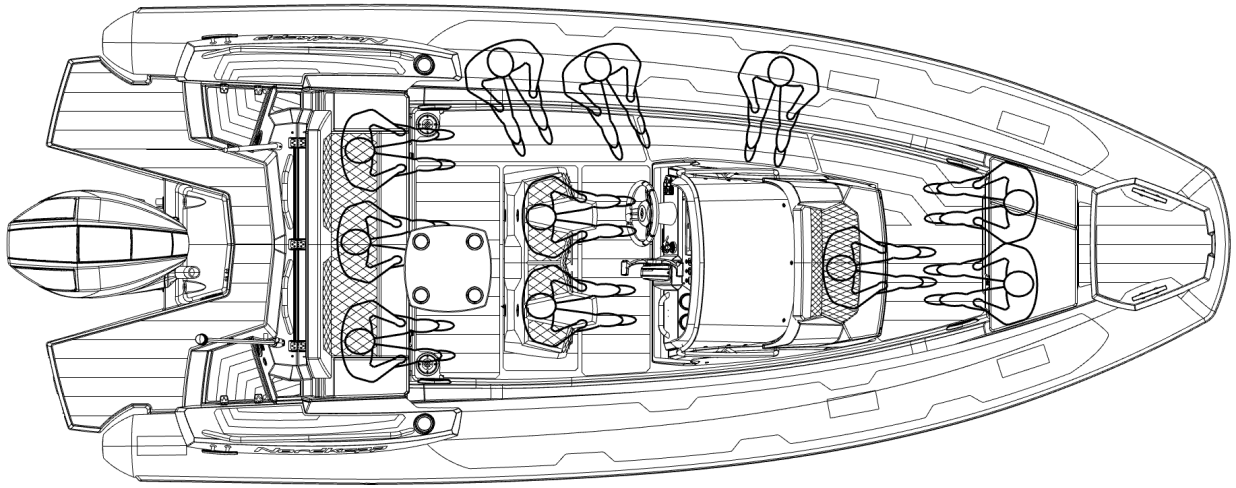
Correct use of engine trim is important for the boat's stability and driving characteristics.

Never install a motor with a greater power than indicated on the CE label.

The capacity of the tanks may vary depending on how the boat is loaded.

Fuel tank:	*100 liter*	*75 kg*
Starting battery:	*12 volt / 100 Ah / 850 CCA (minimum recommended)*	
Service battery:	*12 volt / 100 Ah (minimum recommended)*	
Manual bilge pump:	*(without manual bilge pump*	
Elektric bilge pump:	*34 liter/min*	
Gelcoat :	*gelcoat - "Ashland" - GN - RAL 7015 - steel*	
	gelcoat - NG-Hydro-2 white 9003 P a'20	
	gelcoat - "MAXGUARD" - GN - RAL 7045 - gray	





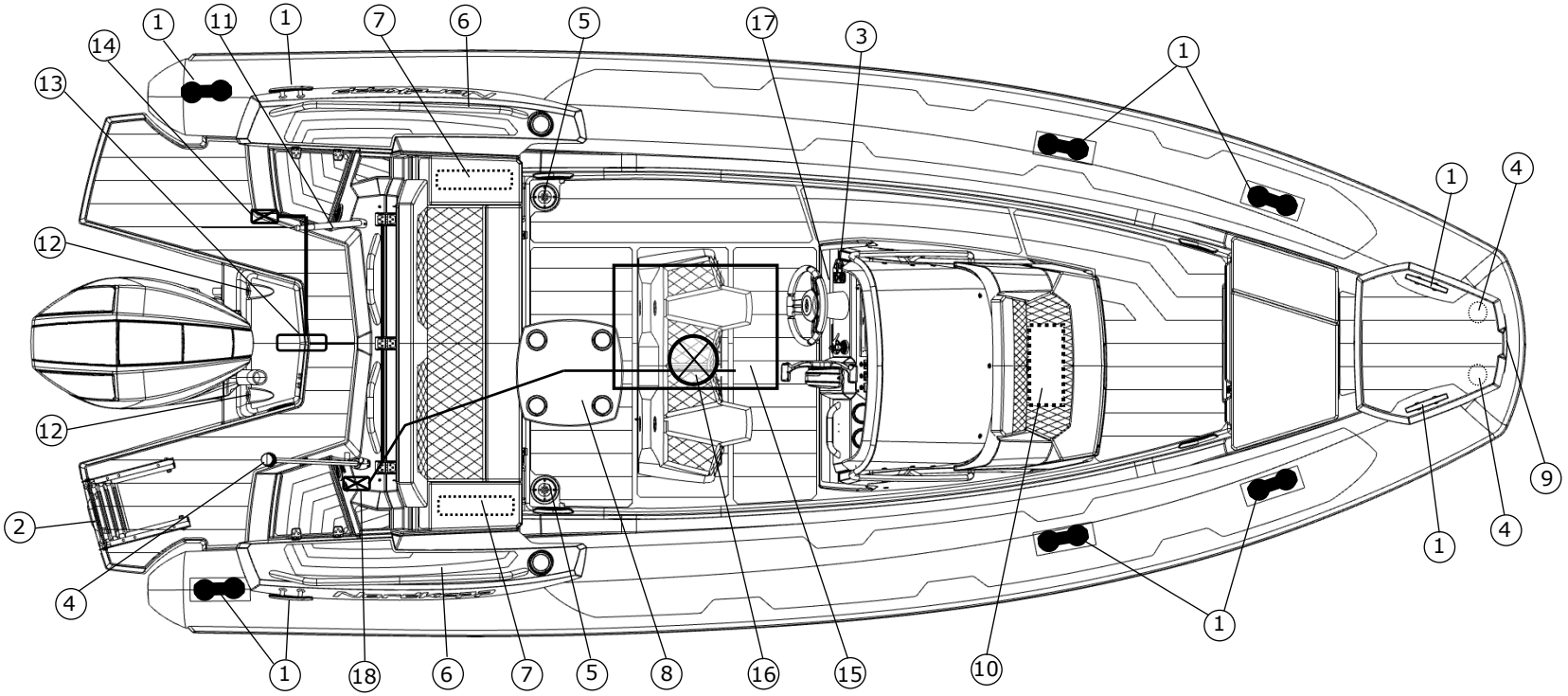
⚠ WARNING!

Do not take more people on board than recommended. The total weight of the persons must not exceed the load limits, regardless of their number. Passengers should always use the seats in the boat during the journey. For more information on load capacity see page 5.

Seats on the boat

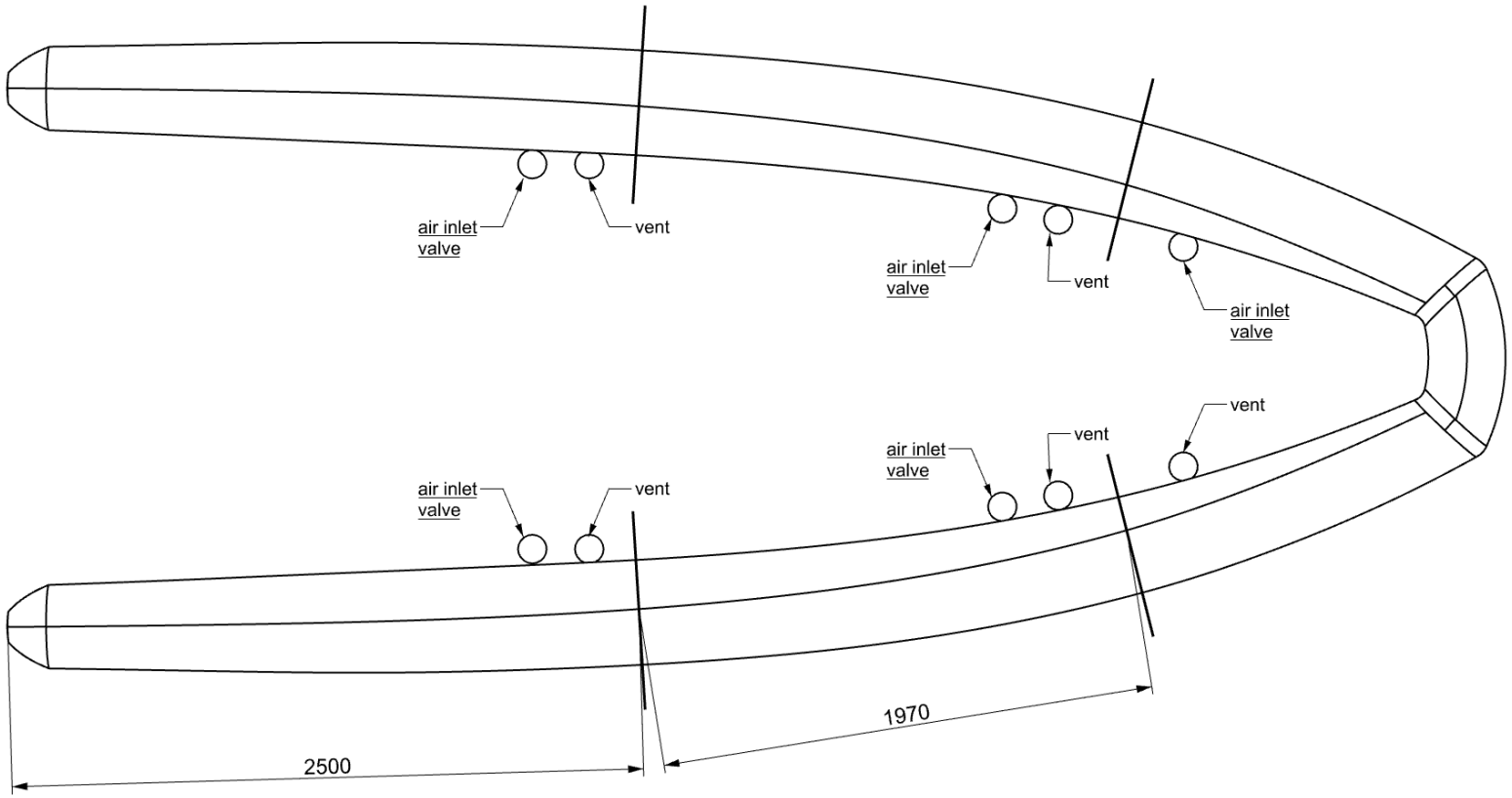
*The boat's maximum recommended number of passengers is **eight persons**!*

Overview Layout



1.	*Cleat*	*7.*	*Fender holders*	*13.*	*Electric bilge pump*
2.	*Rescue ladder*	*8.*	*Table (optional)*	*14.*	*Outlet from electric bilge pump*
3.	*Main power*	*9.*	*Bow hook*	*15.*	*Fuel tank*
4.	*Navigation lights*	*10.*	*Battery*	*16.*	*Fuel tank inspection hatch*
5.	*Cockpit drain*	*11.*	*Flagpole*	*17.*	*Fuse panel*
6.	*Handraill / Pulpit*	*12.*	*Outlet from engine bay*	*18.*	*Fuel tank ventig*

Tube overview layout



Tubes are divide on sections.

All sections have air inlet valve, and valve with automatic vent (for too big air pressure).

Tube repair kit

This is instruction for repair all types of hypalon inflatable craft with tears up to 50mm.

Successful repairs are dependent upon the environment in which the repair is carried out. Contaminants on the area to be repaired can sometimes prevent a successful emergency repair. Whatever the outcome of the emergency repair, it is just a «get you home emergency repair» so a permanent repair using 2-part adhesive Hypalon adhesive and Hypalon/rubber material should be made at the first opportunity.

*Use **TEAR-AID** type A for Hypalon emergency repairs. On a dry Hypalon surface **TEAR_AID** type A will have approximately 90% adhesion in on initial application and 100% within one hour.*

*After application **TEAR-AID** type A will work in temperatures from –25°C to 60°C.*

*Use **TEAR-AID** type A for small Hypalon emergency repairs. It cannot be applied in wet conditions. If there is any concern about safety or repair failure then only attempt the repair using adhesive and Hypalon material. **TEAR-AID** type A should ideally be applied with material temperature above 10°C.*

Dry repairs:

For best results apply to a clean dry surface. Dry then clean the surface to be repaired with an alcohol wipe, or if available 50/50 mixture of rubbing alcohol (isopropyl) and water. Before proceeding, make sure the surface to be repaired is dry. Ideally the surface temperature to be repaired should be 10°C or warmer.

1. *Cut a patch to size allowing at least 40mm for the patch to extend beyond all edges of the tear/hole. Trim square corners into round corners to minimise them being caught and lifted during curing.*
2. *Taking care not to foul the cut patch with yours fingers, carefully peel back 20mm of the paper backing. Tearing the paper backing while stretching the edge of the patch will help separate the backing from the patch, especially when the patch has benn cut into a small size.*
3. *Carefully position the patch with the paper backing still on it and anchor the exposed 20mm edge ensuring the patch extends 40mm beyond all edges of the tear/hole. Slowly peel back the liner while carefully applying the patch over the tear/hole using the plastic spatula or perhaps a credit card—take care to avoid air bubbles. Rub all edges to seal. Rub entire patch aggressively.*

*Please dispose of any used adhesive tubes and **TEAR-AID** type A responsibly and with consideration for the environment.*

https://www.ribstore.co.uk/

Before go for the trip

Familiarize yourself with this user manual and the boat. Always check these points before sailing.

Weather and weather forecast

Do not set out in strong winds if you and the crew are not sure how to handle it. All hatches and doors must be kept closed during large waves to prevent water ingress.

Loading

Do not overload the boat. All cargo and luggage must be secured well and distributed in the boat. Heavy loads must lie low in the boat to provide good stability.

Passengers

Everyone must have the correct floatation equipment. And know their task on board.

Fuel *Check that there is enough fuel for the trip, also keep some inreserve.*

Engine and equipment *Check that the engine, steering and other necessary equipment are in order. Also check for leaks and that safety equipment is in place.*

Nautical map *If you are not familiar with the waters you will be moving in, you must ensure and bring a map that covers the area. Tell us where you intend to go.*

Unmooring *Agree on who will release moorings etc. Mooring ropes can easily become entangled in the propeller.*

⚠ WARNING!

Placing weight in the boat can significantly affect the handling characteristics. Do not place heavy loads high up.

Too heavy a load can also affect the boat's self-balancing system.

Sight

Please note that visibility from the steering position can be significantly reduced in the following conditions:

- *In the event of improper trim/tilt of the engine*
- *Incorretly set trim levels or incorrect use of these*
- *Load and load location*
- *Speed*
- *Fast accelaration*
- *Transition from displacements to planing speed*
- *Rain and sea spray*
- *Darkness and fog*
- *Light sources that dazzle and/or destroy night vision*
- *Persons and loose equipment that are in the way of the driver*

Remember

- *Always adjust your speed according to the size of the waves*
- *Adjust the angle to the waves according to the size of the waves.*
- *Avoid getting the waves straight from the side*

In the sea

- *Always make sure to keep the bow high in seas*
- *Avoid forcing the waves—keep a low speed*
- *Boats with a large load aft and a small load forward will be extra exposed in Mediterranean seas. The stern lifts, the rudder does not light and the boat will turn around, at the same time the bow cuts down.*

Especially when reversing

Try with a quick forward maneuver to get the stern of the boat in the direction you want to bank, before the bank begins. This is very helpful for manoeuvring.

⚠ WARNING!

High speed and quick maneuvers in rough seas can result in large heeling angles, and you can lose control of the boat.

Always keep hatches and doors closed when driving.

Follow the rules of the sea and keep a constant lookout.

While sailing

Moor the boat well, make sure it cannot hit the dock. Also have some slack on the ropes in relation to the tides.

⚠ CAREFUL!

Check the mooring ropes regularly for damage. The owner / driver is responsible for ensuring that the mooring rope, tow rope and anchor lines are adapted to the boat's weight and use.

Check that the taps for drainage are not closed and that the drains are not blocked. The drain must also be clean, so that leaves, paper and other things cannot block the drainage. It is also important to check that the hull penetrations for the drainage are not blocked on the outside by, for example, growth.

Remember to keep windows, bulwarks, doors, hatches or vents closed when it is necessary, e.g. in bad weather or at planing speeds.

Close the taps for "Water intake" and "Septic out" on the toilet when you leave the boat. It is recommended to empty the septic tank after each trip if it has been used. This will reduce odors in the boat.

Get the boat ready for the next trip. Fill fuel / oil tank, wash away salt from hull and steel elements.

⚠ CAREFUL!

Check the boat's drainage regularly, especially after heavy rainfall and wind.

Toilet taps must be closed when you leave the boat.

Make sure the batteries have received enough charge during the trip. Short trips at idle, a lot of use of the bow thruster, anchor windlass and cooler drain the batteries quickly.

⚠ CAREFUL!

Remember to switch off the main power before leaving the boat

Environmental considerations

Oil and fuel are highly polluting. Be careful when filling, avoid spillage.

Oil that is replaced must be removed in accordance with regulations.

Emptying of the septic tank must take place at facilities according to regulations or in deep water min. 300 m from land.

Avoid speeding and idling for long periods in harbors and elsewhere where boats are gathered. Exhaust makes noise and pollutes.

Always adjust your speed to the conditions. Be aware that any stern waves from your boat can create dangerous situations for other boats. Keep a good distance.

Always remember to use approved primer, varnish and paint products.

Be careful when using strong detergents and cleaning products.

Man overbord

If someone falls overboard:

- *Maintain eye contact with the person who fell overboard at all times. Give a clear message to the driver of the boat and point with your whole arm in the direction of an emergency. It can be difficult to see in high seas.*
- *Maneuvers the boat carefully in case of emergency.*
- *Stop the engine! It is easy to involuntarily put it in gear during a rescue operation.*
- *Release the rescue ladder and help people on board.*

⚠ DANGER!

A rotating propeller is fatal to people in the water near the boat.

⚠ WARNING!

In recreational boats with a length of less than eight metres, everyone must wear suitable flotation devices when staying in the boat when the boat is in motion. Responsibility rests with the individual who is obliged to wear flotation equipment. For children under the age of 15, the boat driver is responsible.

Fire protection

Brannvern

The boat is equipped with a powder extinguisher of 2 kg. It is placed visibly close to the driver's position. The driver of the boat and others on board must familiarize themselves with the location and use of this. The device must be checked annually and after 10 years it must undergo a pressure test. Defective equipment must be replaced by one of the same quality or better.

⚠ CAREFUL!

Pay attention to the following points:

- Never block access to safety equipment such as fire extinguishers, main power switches and fuel taps.
- Do not cover ventilation openings in the boat that are to remove fuel vapor.
- You must not make changes to the boat's electrical system or fuel system and do not allow an unskilled person to make changes to the boat's systems.
- Never fill the tank or handle fuel while the engine is running.
- Smoking and use the open fire is absolutely forbidden.

⚠ WARNING!

As the owner of the vessel, it is your responsibility to obtain and maintain the required safety equipment. If you would like more information about mandatory safety equipment, you can contact your local maritime authorities.

Engine

Engine

The boat is designed for an outboard motor. It is recommended that the user manual for the engine, which is delivered with your boat, be read carefully before use. It describes the correct use and operation of the engine, gear and propeller.

Some important points:

- *That all connections and hoses are intact.*
- *Main power must be connected.*
- *That other starting procedures from the engine's instruction book have been followed.*
- *Always have the engine cover on when starting the engine.*
- *Never go down the bathing ladder with the engine running.*
- *Stop the engine before inspecting the propeller.*
- *Always use "emergency switch".*
- *Surface becomes slippery when fuel is spilled.*

⚠ CAREFUL!

Always make sure to have 20% fuel in reserve. See the engine manufacturer's specifications regarding the type of fuel and oil. Check that all mooring ropes and other things that could damage the propeller have been removed before putting the engine into gear. Stop the engine before inspecting the propeller. Make sure that the bathing ladder is not embedded in the water when the boat is moving.

⚠ READ YOUR OWN INSTRUCTIONS!

Read the separate instruction book for more information about this equipment.

Steering

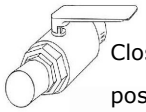
Hydraulic steering system has been installed, and consists of a steering pump and hydraulic hoses. Check the hoses and connections for leaks, and make sure that the hoses do not have a sharp "bend". Small "cracks" can quickly lead to damage to the hose, which in turn can lead to the steering not working. If you have damage to the hydraulic hoses, they should be replaced with new ones. On top of the steering pump is a venting plug, this is used for filling and venting the system. The oil level must be above the pump mechanism. If there is too much oil in the system, this will leak out through this plug.

READ YOUR OWN INSTRUCTIONS!

Read the separate instruction book for more information about this equipment.

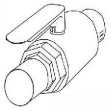
Hull valves

The boat is equipped with various hull penetrations for water in and out. All that are below or near the waterline are equipped with ball valves. All valves for drainage and bilge must be open when the boat is on the water. Toilet valves are only opened when is use.



Closed position

Opened position



Inspection

Check that there are no leaks and that the ball valves are not stuck.

Circulation

During storage, all valves should be open. They can also be lubricated with a spray oil.

CAREFUL!

Always check that all hull valves are close after launching the boat.

Fuel system

The boat is equipped with a fixed fuel tank and a filter with a water separator. A stopcock for the fuel supply is also mounted on the filter. The filter is changed / inspected at engine service. The tank is equipped with an inspection hatch for cleaning. Tank ventilation exits through the stern. Filling takes place via the filling fitting marked "FUEL" under the SB draft hatch.

When filling, pay particular attention to the following points:

- *Check that the boat is securely moored before refueling.*
- *Check for any leaks in the entire fuel system.*
- *Stop the engine and other electrical equipment.*
- *Close all hatches and doors.*
- *Investigate as accurately as possible how many liters are to be filled.*
- *Make sure that fuel does not leak into the hull of the boat.*
- *After filling, check that the filling cap is properly screwed on.*
- *Wipe up any fuel spillage.*
- *Check that there are no traces of fuel leakage in the tank compartment.*

DANGER!

Never fill the tank or handle fuel while the engine is running.

Smoking or the use of open flames when handling fuel must not occur.

Get out of the boat when refueling if possible.

Check for fuel leaks regularly.

Bilge / Drainage system

Bilge system

Boats under 6 meters are equipped with flotation devices that prevent the boat from sinking. Boats over 6 meters do not have this, they are optional equipped with a manual bilge pump. All models are equipped with an electric bilge pump which is activated automatically.
Each activation of the automatic bilge pump is signaled by the light of the pump switch on the console. *They can also be activated manually from the switch panel. All models also have a bottom plug for draining the hull when the boat is stored on land and the battery is disconnected.*

Drainage system

The boat is equipped with a self-draining valves drain. The self-drainage is based on the principle of gravity, where the water flows out of the boat due to the height difference between the water surface and the boat's deck.

The drains are equipped with shut-off valves. These can be closed if water gets in when the boat is heavily loaded.

Make sure that the shut-off valve is always open when the boat is not in use.

Be sure to keep the drain valves clean and free of leaves and dirt, so that they do not become clogged. If the boat is left outside without supervision at freezing temperatures, there may be a risk that water standing in the drainage hoses may freeze and not drain out water that has entered. Make sure the boat is supervised.

⚠ WARNING!

The bilge pump is not designed for damage control in the event of grounding. Check that bilge pumps are working regularly. Clean the water intakes. The bottom plug should be open when stored outdoors to avoid water and frost damage. Always check the bottom plug before launching. A lot of water in the hull affects the boat's driving characteristics. Too heavy a load can also affect the boat's self-balancing system.

The bilge system on the boat is not dedicated to draining water when boat is in damaged!!!

Electrical system

Electrical system

The boat is equipped with two batteries, one for the engine and one for all equipment. A charging relay is fitted which controls the charging current from the motor. The starter battery is always prioritized. Equipment such as coolers, radios and GPS automatically switch off when the battery voltage gets too low. This is connected to the consumption battery. The fuse panel is equipped with automatic fuses that pop out in the event of a fault / overload. These can be reset by pressing again. If the error recurs, this should be checked at a service workshop.

Bilge pump

The automatic bilge pump is connected directly to the battery with its own fuse so that it is also active when you leave the boat.

Batteries

Make sure the batteries are always fully charged when the boat is not going to be used for a while. This extends the life of the batteries. During winter storage, the poles should be disconnected and the maintenance batteries charged. The battery terminals must always be kept clean to ensure good contact. If you are going to replace the batteries, make sure they are of the right quality, the motor and equipment require a high starting current.

⚠ DANGER!

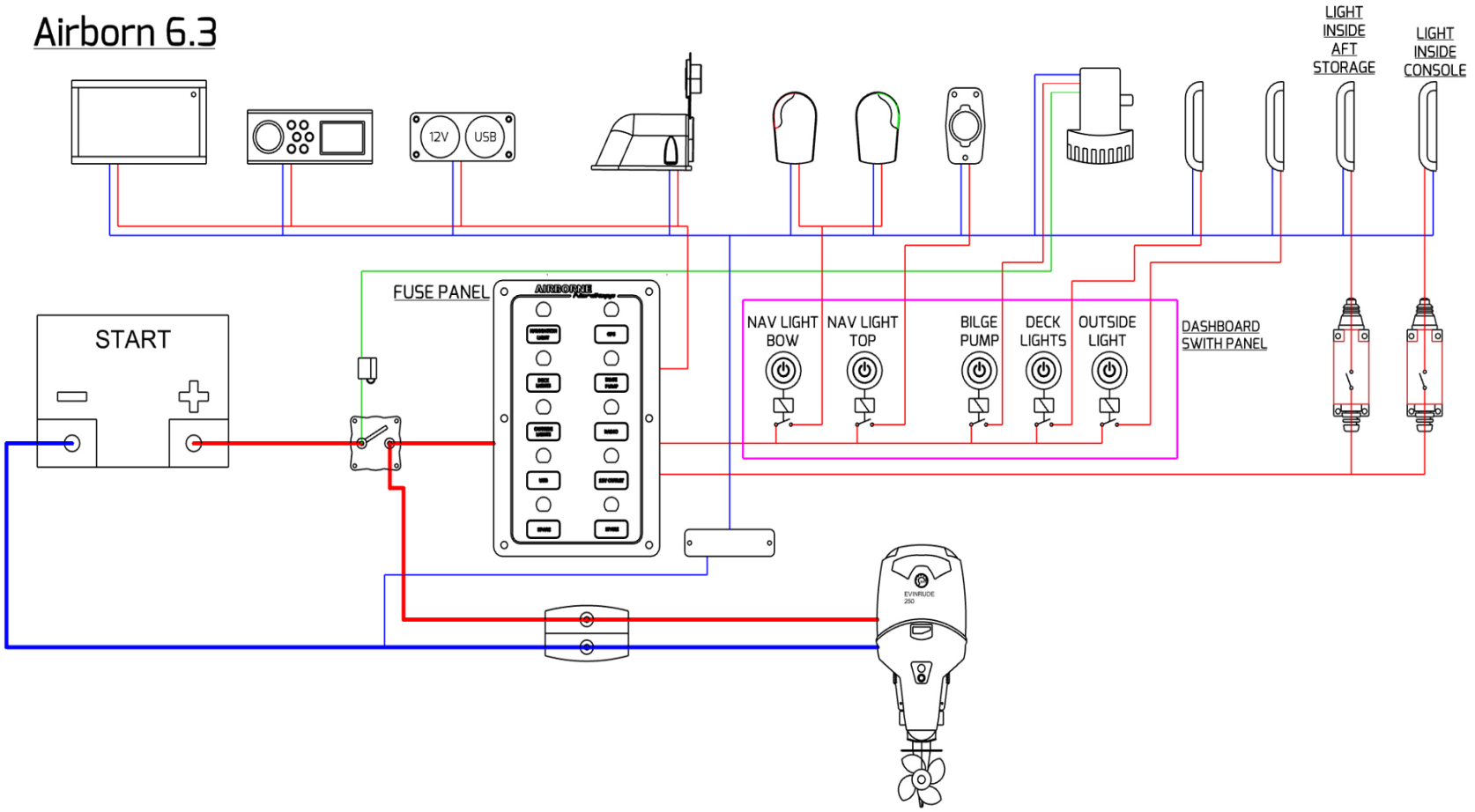
Never turn off the boat's main power switch when the engine is running! This can damage the engine's electrical system.

Never modify the boat's electrical system! Modifications and maintenance must be carried out by an authorized boat electrician.

Always turn off the main power switches when leaving the boat.

When the batteries are charged, they release an explosive gas. Make sure that the ventilation is not blocked.

Electric system drawings of Airborne 6.3



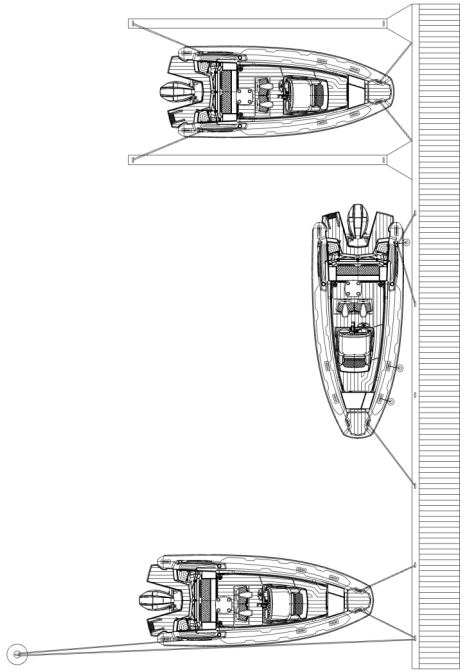
Anchoring, mooring and towing

Anchorage

When anchoring a boat, the ropes are attached to one or more of the boat's bollards. If the boat is to lie in a buoy, the bow hook can be used. Use a mooring spring to avoid hard jerks in the bow hook. Always moor the boat well, weather conditions can change quickly. The length of the anchor line that is let out should be 4-5 times the depth to achieve a good attachment. Do not leave the boat until you are sure that the anchor has a good anchorage.

Mooring

The boat is moored in the boat's bollards. Do not moor the boat with the stern facing the open sea, because high waves can then hit the boat. When the boat is moored, you must take account of wind direction, tides, wake/waves from other boats, etc. If the boat is moored longboard, it is recommended to use a minimum of 3 fenders. Make sure that the mooring lines are not too tight as this will result in hard jerks in the attachment points on the boat and pier.



⚠ FORSIKTIG!

Husk å ta hensyn til endring i vindretning, flo og fjære, bølger fra andre båter o.l. når du fortøyer båten.

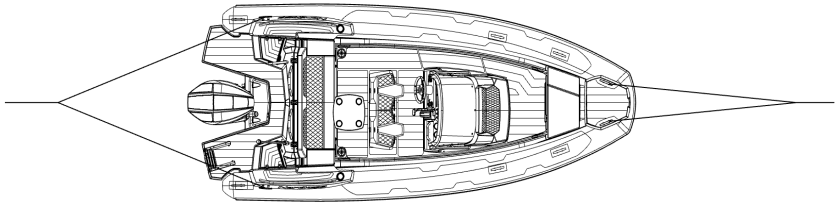
Det er båteier / førers ansvar og kontrollere at båtens fortøyningsutstyr er tilstrekkelig for båtens bruk.

⚠ CAREFUL!

Rows, handles, water ski mast, etc. must never be used for anchoring, mooring or towing. It is the owner/user's responsibility to ensure that the mooring, towing and anchor ropes, chain and anchors are sufficient for the vessel's intended use

Towing

If you are towing or being towed, the bollards must be used. Always use two bollards on the weather side to distribute the load and increase stability. This also applies when towing tubes etc. If the water ski mast is used for this, it can be damaged.



⚠ WARNING!

Always use the lowest speed when towing. If it is a displacement boat, you should never exceed the hull speed.

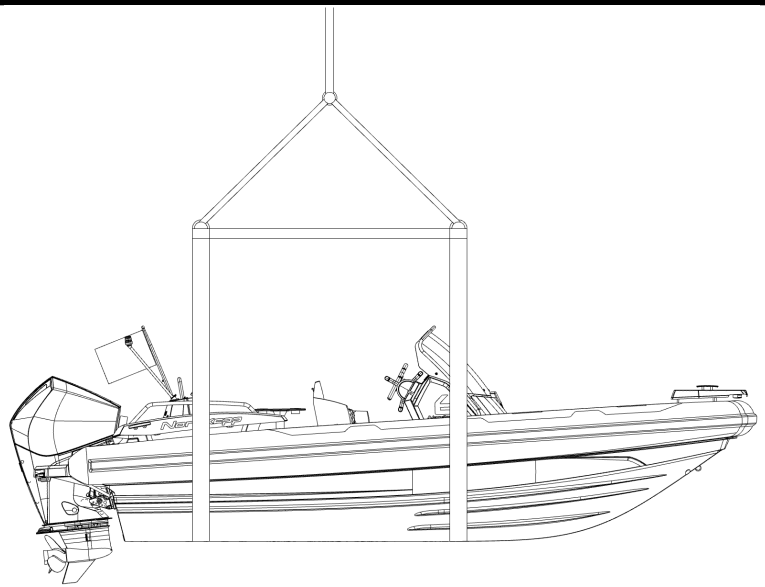
Use a floating rope that does not exceed 80% of the breaking strength of the attachment points. A mooring puller can withstand approx. 15 kN.

The tow rope must always be secured so that it can be loosened under load.

⚠ CAREFUL!

The water ski mast is only intended for one person on a water ski or wake board. It must not be used for towing other equipment.

Boat lifting



Lifting the boat

Adjust the straps so that the boat is horizontal and stable when lifting. Place protection between the straps and the boat to avoid scratches. We recommend the use of a lifting jack or truck with long forks to avoid strong lateral pressure on the hull.

⚠ WARNING!

Never attach the straps to bollards, lines or other similar parts fixed to the boat. The straps must go under the keel.

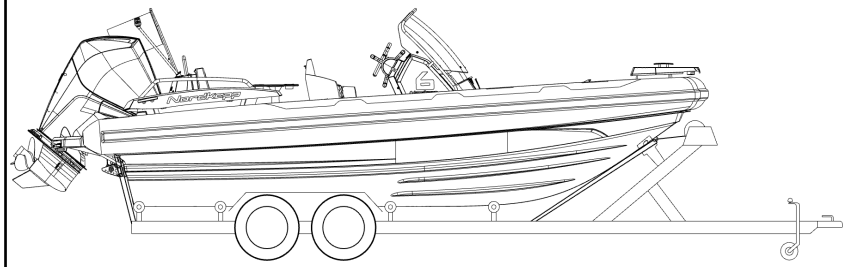
⚠ DANGER!

Do not stand under the boat when lifting.

Transport of the boat

Transport of the boat

Make sure that the trailer can withstand the boat's transport weight and is adapted to the boat. When the boat is transported on a trailer, the weight of the boat must rest on supports under the keel. Adjust side supports to avoid shifting. Fasten the boat firmly with sturdy straps in the bollards at the front and rear as well as in the bow hook. The straps in the bow should stem down and backwards and the straps at the back should tighten down and forwards. Remove unnecessary and loose cargo and close all hatches and doors. Put the engine in transport position.



⚠ CAREFUL!

The console cover creates dull areas in the windscreen if it is on during transport, we recommend that it is always removed. Wash the windscreen before putting the cover back on.

⚠ WARNING!

Use sturdy straps when securing the boat to the trailer. It is important to have the right size of trailer in relation to length and weight.

Maintenance tips

Bottom material

The bottom fabric that is delivered to the boat from the factory is of the brand Hempel Hard Racing True Gray, it is the fabric according to a standard measurement. The waterline must therefore be adjusted on some boats after the first season.

Acidproof steel

Acid-resistant details may give off a slight rust colour. This can be acid washed or polished away. The rust color does not come from the acid-resistant steel, but is metal shavings from the tools used in production.

Pillow buttons

The pillow buttons need some lubrication to prevent them from sticking. Salt from seawater settles inside the buttons and corrodes. Use a liquid lubricant such as WD-40 or CRC 5-56.

Windshield

The windscreen can get dull spots from the console cover. To reduce this, the Plexiglas should be washed before the console cover is put on and when transporting on a trailer, the cover should be removed. The plexiglass can be sanded / polished to remove the stains.

Batterie

The batterie should be kept fully charged at all times. If there are many short trips at low revs and a lot of use of electricity for the radio and cooler, the engine will not have enough time to recharge the batteries again. It may then be necessary to top-charge the batteries with a battery charger.

Software

Software updates may be necessary for equipment such as GPS, radio and engine. The dealer can help you with this if you don't want to try it yourself.

Circulation

Drainage

If the boat is to be stored outdoors, it is important that all drains are open and the bottom plug is removed. The boat must be positioned in the same way as it is on the water for all hatch drainage to work. When you remove the drain plug, a little water may come out, a few liters is normal. This comes from lantern bases, flag holders, fender strips, washing with a water hose, condensation etc.

Batterier

The batteries are disconnected and top-charged. They should also maintain their charge. once during the winter and before launching in the spring. If the boat is to be stored outside, we recommend that the batteries be removed.

Engine

The engine must be serviced annually according to the manufacturer's instructions.

⚠ READ YOUR OWN INSTRUCTIONS!

Read the separate instruction book for more information about this equipment.

We have made a films that show a bit about use, maintanance and preparation. You can find these on your website.

https://www.nordkapp-boats.no/teknisk-hjorne/

Type of stickers

- information about place for fuel shut-off valve

- information about place for fuel intake

- information about place for the fire extinguisher

Warranty, service and receipt

Warranty

(Dealer stamp)

Contact the seller regarding the warranty on the boat.

Insurances

Boat insurance covers damages that occur at sea or during transport and docking. Insurance also has an indirect impact on safety at sea: in the event of a serious accident, you can concentrate on saving lives. Further information on various insurance options is available from the insurance companies.

Receipt for received manual

As a boat buyer, you must acknowledge that you have received the manual.

Customer: _____ *Seller:* _____

Date: _____

(dealer retains a copy of this page)

FRYDENBØ BOATS AS

Bredmyra 7, 1739 Borgenhaugen, Norway

E-mail: firmapost@nordkapp-boats.no

www.nordkapp-boats.no

We reserve the right for any errors and changes in the manual.