

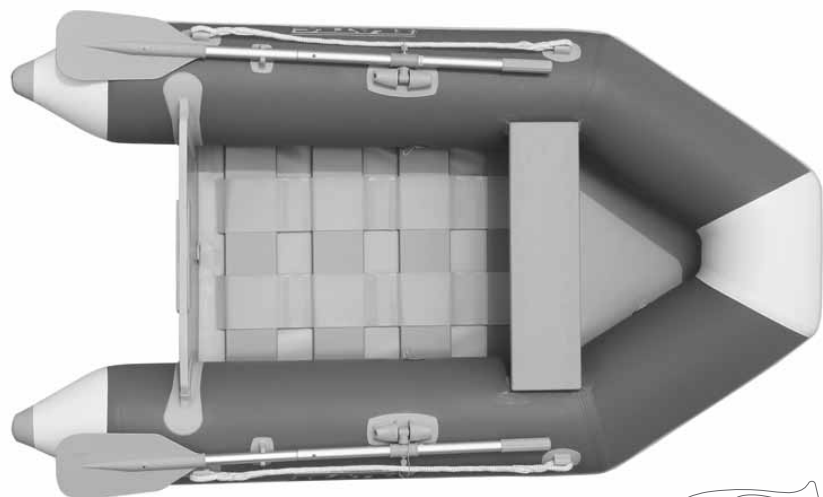
SEATEC

Yacht Tenders & Pleasure Crafts

SVIB

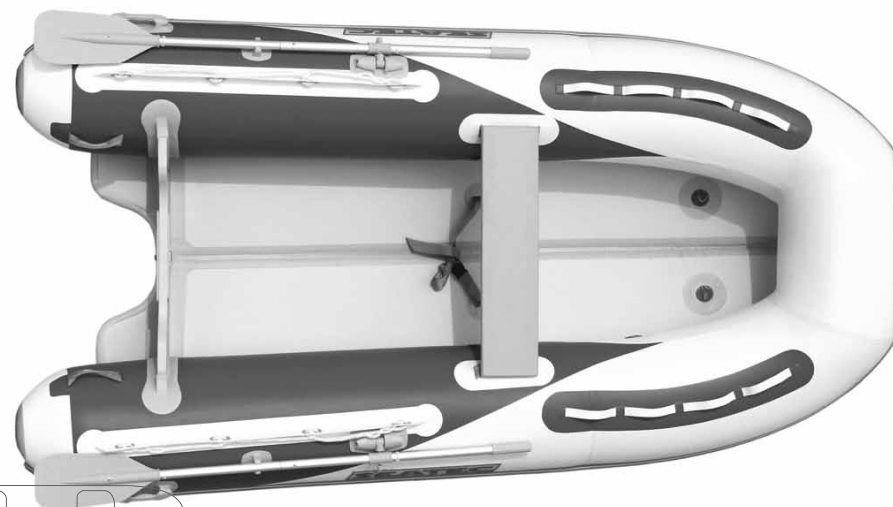
USER MANUAL

SVB[®]
1989



2.1 Assembly of dinghies with slatted floors

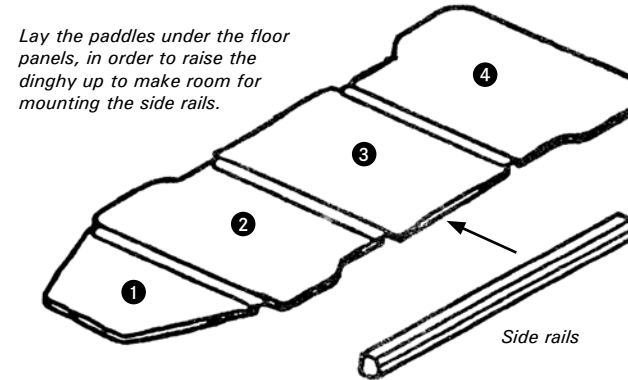
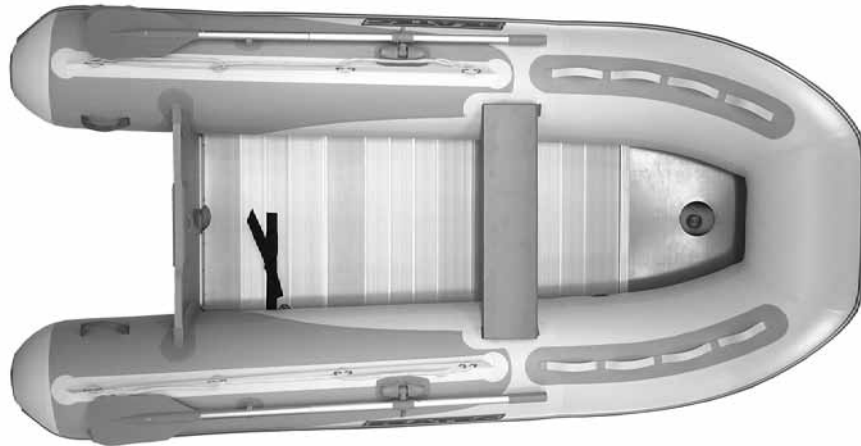
- Unfold the deflated dinghy. Before inflating the dinghy, check that each of the floor slats is in the correct position. The dinghy can be packed up with the floor slats, but it is advisable to remove them when cleaning the boat.
- Check that the valves are functioning. The check valve must be closed.
- Inflate the boat to half pressure
- Check the position of the floor slats again. Inflate the boat completely by switching between valves at regular intervals, in order to maintain equal air pressure between the chambers. Never inflate one chamber completely at a time.



2.2 Assembly of dinghies with high-pressure inflatable floors

- Unfold the deflated dinghy.
- Check that the valves are functioning. The check valve must be closed.
- Inflate the buoyancy tubes on the dinghy, by switching between valves at regular intervals to maintain equal air pressure between chambers. Never inflate one chamber completely at a time.
- Inflate the buoyancy tubes to 0.25 bars.
- Inflate the inflatable floor sections to a pressure of 0.80 bars. Use a pump, which allows you to switch to higher pressure.
- Once all of the chambers are inflated, check the air pressure with the supplied air pressure gauge.

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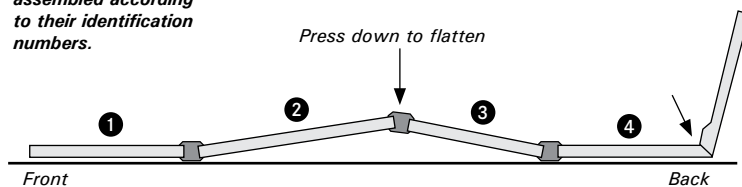
Lay the paddles under the floor panels, in order to raise the dinghy up to make room for mounting the side rails.

2.3 Assembly of dinghies with aluminum bases

- Unfold the deflated dinghy.
- Check that the valves are functioning. The check valve must be closed.
- Inflate the buoyancy tubes just over halfway.
- Place bottom panel no. 1 in to the stem. Push it as far forward as possible.
- Connect base panel no. 4 to the transom (see sketch below).
- Connect bottom panel no. 2 with board no. 1
- Now connect bottom panel no. 3 between panels no. 2 and no. 4
- Press down the middle floor panels towards the ground to flatten the panels.

- Now attach the side rails by pressing them between the buoyancy tubes and base plates. Repeat this process on the other side.
- Install the seat board.
- Inflate the buoyancy tubes, switching between valves at regular intervals to maintain a balance of air pressure within the chambers. Never inflate one chamber completely at a time.
- Inflate the keel. Once the keel is inflated, don't enter the boat again before it is in the water.

Attention! The floor panels must be assembled according to their identification numbers.





2.4 Assembly of inflatable boats with GRP hulls (RIBs)

- Unfold the buoyancy tubes outward, so that you can see the valves.
- Check that valves are functioning. The check valve must be closed.
- Inflate the buoyancy tubes and switch between valves at regular intervals to maintain a balance of air pressure within the chambers. Never inflate one chamber completely at a time.
- Install the seat board.
- Inflate the buoyancy tubes completely.

2.5 Paddles

- Paddles come included with all SEATEC inflatable boats. They consist of two parts. Insert the two parts together by pressing the safety pins down first. Make sure that the safety pins are firmly engaged by sliding them together.

NOTE: Never use a paddle as a lever. Doing so will increase the risk of breaking it.
NOTE: Depending on the wind and sea conditions, use either paddles or an outboard motor. Rowing will not provide sufficient power to withstand the tidal currents or strong wind.

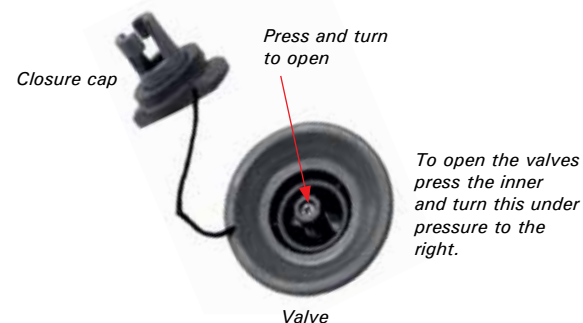
2.6 Cleaning

- After each use, the dinghy and all accessories must be cleaned.
- Remove any sand and other debris with fresh water. For stubborn stains, clean them with a special inflatable cleaner. These specific cleaners are only suitable for select materials and will not cause any damage to them.

Important: *Cleaning agents, preservatives and waxes that contain alcohol or vinyl may not be used, since these materials may damage the dinghy's material.*

2.7 Disassembly

- Examine the boat for any damages and repair them immediately if necessary.
- Disassemble the outboard motor first, then the tank and the paddles
- Open up the valves to release the air from the inflatable.
- Remove the seat board.
- For models with aluminum bottoms: Remove the flooring in the opposite order as they were assembled (3, 2, 4, 1).
- Use the pump to suck out any remaining air out of the dinghies chambers.
- Spread out the inflatable flat on the ground. Fold the sides in towards the interior of the dinghy, to about the width of the transom
- All models besides RIBs: Roll up the dinghy from front to back, as closely together as possible.
- Stow the wrapped dinghy in the carrying case, along with the pump and the hose.
- Store the floor, the accessories and the paddles in the carrying bag as well.
- To prevent mold, dry all of the parts thoroughly before putting them away in the carrying bag.



2.8 Storage

- To retain the vessel's luster for as long as possible, store it in a dry, airy place with no direct sunlight.
- When storing the dinghy, make sure that no heavy objects that could damage it are placed on top of it.
- If the boat is not going to be used for a long period of time, protect it with a tarpaulin. Weathering, air pollution and UV radiation can lead to the faster aging of the vessel's material. This is particularly true in areas with strong sunlight.

2.9 Air pressure information

- Inflate the dinghy with the included pump or a foot pump. If you are using an electric pump, complete the pumping process with a foot pump, to ensure uniform air pressure.
- While either inflating or deflating, it is important to maintain a balance in air pressure between the different chambers. This helps to avoid any damage to the chamber partitions.
- The following air pressure values should be adhered to:
 - Normal air pressure for chambers: 0.25 bar
 - Normal air pressure for AEROTEND floors: 0.8 bar
 - Normal pressure for DOLPHIN keels: 0.35 bar
- A dinghy that has been inflated for 2-3 days can lose pressure. According to ISO 6185, an inflatable vessel's air pressure can drop by 20% within 24 hours of inflation.
Check the pressure in each of the air chambers and inflate them if necessary.
- Depending on the climate and operating conditions, the unit's air pressure must be monitored, in order to make sure that it remains constant.
Strong sunlight increases the air pressure significantly, while cooler conditions decrease air pressure significantly.
- If the dinghy is inflated at sea level and then transported to higher altitudes, you must decrease the air pressure to avoid overpressure.

3. Safety Instructions

**Attention! Pay attention to your safety and that of your children –
Be careful in offshore winds and currents!**

It is every skipper's responsibility to inform themselves on the operation of the vessel and all of the equipment on board. It is also necessary for them to add to this knowledge by adhering to all of the corresponding rules and regulations at sea. Pay attention to all local legislations and legalities before operating any vessel!

Applicable legal requirements may change or vary due to the following factors:

- The operational area of the vessel
- The requirements set by the local authorities
- The boat's purpose of use
- The time of day
- Operating conditions
- Size, speed, boat type (engine power, paddles, etc.)

As a skipper, you are responsible for the following legal regulations and skills:

- Each passenger on board must wear appropriate clothing and have a lifejacket or similar life-saving equipment at their disposal.
- Ensure that all standard safety equipment is on board. Such equipment should include paddles/oars and a pump. Additional safety equipment is also necessary.
- A person who is under the influence of drugs or alcohol is not able to navigate a boat.
- Weight must be evenly distributed. If your boat isn't heavily loaded and it's operated by a motor, avoid sudden acceleration. Not having complete control of the vessel can lead to stability and operational problems.
- When operating a motorboat alone, don't sit on one side or too far back. Avoid accelerating the boat too fast, in order to reduce the risk of falling overboard. Once the passengers are on board, they should hold on to the safety line, in order to avoid falling overboard.
- The max. carrying capacity and max. engine power must not be exceeded.
- Outboard motors are dangerous and unexpected movements caused by your motor-powered dinghy can cause serious injury. Never operate a vessel with an inappropriate motor!
- Keep clear of swimmers and make sure that you do not approach them with the engine running.
- Special attention should be given to the wind and tides, whereby changes can also affect fuel consumption.
- Before driving in to unknown areas, check with the authorities about any possible risks or danger zones.

- Let someone know the time and place of your departure, planned itinerary and the date of your scheduled return before you begin every journey.
- Don't drive in dark conditions or during periods of poor visibility without properly installed or functioning navigation lights.
- Safety courses are offered in most countries by local and national organizations. It is skipper's responsibility to research the route and weather conditions before departure.
- When travelling for a long period of time, it is very important to check all of the safety equipment.

3.1 Cargo load and carrying capacity.

- Do not exceed the specified maximum load.
- Do not exceed the carrying capacity of total persons on board.
- Oars/paddles and a repair kit must always be kept on board.
- The cargo on board must be distributed uniformly, in order to maintain the boat's stability on water.

3.2 Operation with an outboard motor

Attention! Carefully read the owner's manual for the engine before installing and operating it. Do not exceed the max. engine power output or the max. motor weight capacity for your boat! Having a motor which is too strong or heavy may cause serious difficulties, such as: stability problems, loss of control, personal injury or damage to the boat.

- Make sure that the motor is firmly screwed into position. Poorly tightened screws may decrease the motor's function or lead to the loss of your engine.
- Ensure that the cargo on board doesn't damage the vessel or obstruct the skipper's view.

Environmental Protection

Avoid unnecessary noise pollution. Avoid letting the engine run for an unnecessarily long period of time, in order to decrease exhaust emissions. Make sure that no oil or gas escapes from the engine, in order to not contaminate the water. Should this happen, you must contain the spill and dispose of it properly. Pay attention to specific waste disposal regulations!

3.3 Towing, anchoring and mooring

- If your inflatable vessel has to be towed, remove all passengers (if possible) and cargo. The tow rope must pass through all of the rings that are located at the bow of the boat. Follow proper towing procedures!
- Mooring and anchor lines must be passed through the rings at the bow, although some models have additional rings on the stern for towing.
- The towline should be at least 3 times as long as the boat.
- The towing speed must not exceed more than 4 knots, especially when towing boats holding cargo.

3.4 Sudden air loss

- If an air chamber suddenly loses air pressure due to damage, do not panic! SEATEC boats are designed so that they have at least three flotation chambers. The loss of air in one chamber does not necessarily lead to the sinking of the boat.
- Shift the cargo and passengers to the opposite side of the vessel.
- Seal the hole with whatever you can (for example: with a belt, your hand, etc.).
- Minimize water leakage. Bail out any water that you can
- Take the shortest route possible to the closest place that you can land.

3.5 Natural hazards

- Your SEATEC inflatable vessel consists of sturdy, 5-layered PVC material with 1100 DTEX material reinforcement. The hull is therefore particularly resistant to damage from the outside. Nevertheless, any damage to the hull must be avoided. Spikes, sharp stones, and sharp edges are the most common causes of damage to the boat's hull. Avoid them at all costs!
- Flotsam, reefs, cliffs, sandbars and shallows should be avoided altogether.
- If you navigate in uncharted waters, then you must research any possible hazards.

3.6 Disembarking on the beach

- It is recommended not to use the motor to land on the beach.
- The dinghy must not be dragged across rocks, sand or stones, in order to prevent damage to the vessel's outer layer.
- If the boat remains on the beach for a short period of time, a section of it should remain in the water, in order to reduce the heat from sunlight from collecting inside of the air chambers. Monitor the pressure in each of the chambers and remove air where deemed necessary.
- If the boat remains out of the water for a long period of time, you should cover it to protect it from direct sunlight.

4. Repairs

Small tears, cuts and holes:

- In order to seal a small leak or hole of 1mm to 12 mm in size, cover it with a round patch with a minimum diameter of 75 mm.
- The patch and the surface of the boat must be dry and free of any dust and grease.
- Apply 3 fine, uniform layers of adhesive on to the surfaces of the dinghy and the patch, at an interval of every 5 minutes. After the third layer has been applied, wait 10 to 15 minutes before applying the patch. Press it firmly into place.
- Wait at least 24 hours until you inflate the boat again. For major defects, damaged seams, damage to the chamber walls or to the transom or trimmings: Contact SVB's customer service department for inquiries concerning all major repairs.

SVB- Customer Service:

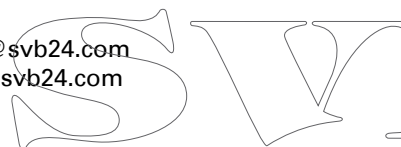
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4. Technische Daten

Type	Length (m)	Width (m)	Hose Ø (cm)	air chambers	Weight (kg)
Nemo 230	2,25	1,31	35	3	31
Yachting 225	2,25	1,34	35	3	32,5
Yachting 250	2,5	1,56	43,5	3	46,09
Aerotend 220	2,21	1,37	37,5	5	33,33
Aerotend 260	2,56	1,57	42,5	5	41,06
Aerotend 310	3,1	1,57	43,5	5	42,48
Dolphin 270	2,7	1,52	42,5	3+1	54,5
Dolphin 320	3,18	1,54	43	3+1	67,9
Dolphin 360	3,56	1,73	45	3+1	85,9
Dolphin 420	4,18	2,01	53	5+1	113,7
Pro Tender 220	2,24	1,53	39	3	58,45
Pro Tender 240	2,43	1,56	41	3	68
Pro Sport 270	2,74	1,68	44,5	3	83,5
Pro Sport 310	3,08	1,54	44,5	3	98,85
Pro Sport 350	3,48	1,76	47,5	3	117,85
Pro Sport 380	3,79	1,76	47,5	3	157,6
GT Sport 410	4,05	1,91	47,5	3	291

Type	Max. engine power kw	Max. engine power PS	Max. engine weight (kg)	Max. engine weight (kg)	Max. load
Nemo 230	2,5	3,3	24	270	2,5
Yachting 225	2,5	3,3	24	300	2,5
Yachting 250	4,6	6	40	440	3
Aerotend 220	3,7	5	40	415	2,5
Aerotend 260	6	8	55	610	3
Aerotend 310	7,4	10	55	620	3,5
Dolphin 270	7,4	10	55	480	3,5
Dolphin 320	11,2	15	60	620	4,5
Dolphin 360	15	20	60	700	5
Dolphin 420	23	30	90	1000	7
Pro Tender 220	3,7	5	40	350	3
Pro Tender 240	4,78	6,5	40	460	3
Pro Sport 270	7,4	10	55	500	4
Pro Sport 310	11,2	15	60	500	4
Pro Sport 350	11,2/18,4*	15/25*	60/83*	600	4
Pro Sport 380	22,1	30	90	720	4
GT Sport 410	36,8	50	110	730	5

SVB

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