



OWNER'S MANUAL



OWNER'S MANUAL

VSR F-10

VSR 5.4

VSR 5.8c

VSR 5.8R

VSR F-10

VSR 5.4

VSR 5.8 COACH

VSR 5.8R



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WELCOME ABOARD!

Congratulations on your choice of a VSR rib. Please take a few minutes to read this owner's manual completely and carefully review the additional information provided with your boat.

We are dedicated to creating a superior product providing you with comfort, performance, safety and dependability. Our boats are inspected and approved by the certification organization Germanischer Lloyd and therefore designed, engineered and manufactured in accordance with ISO standards.

This Owner's Manual contains all the safety and operating information, details of the craft, its systems and equipment supplied. Please read this manual carefully and strictly enforce all safety rules before operating your boat.

This owner's manual and all other operating manuals for the boat's equipment must be on your boat while underway, stored in a secure place and easy accessible by the operator.

All information written in this owner's manual is based on the latest product information available at the time of printing. Because of our policy of continuous product improvement, we reserve the right to without notice make changes at any time to specifications and models and to discontinue models. The right is also reserved to change specifications, parts or accessories at any time without incurring any obligation to equip the same on models manufactured before the date of the change.

The illustrations used in this manual are intended only as representational reference views and may not depict actual model components parts.

1. WARRANTY MESSAGE

The product you have purchased comes with a limited warranty from VSR Lab d.o.o.. The terms of the warranty are set forth in the Warranty Information Section of this manual. The warranty statement contains a description of what is covered, what is



not covered, the duration of coverage, how to best obtain warranty coverage, important disclaimers and limitations of damages, and other related information. Please review this important information.

2. IMPORTANT SAFETY INFORMATION

The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator's position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator's position. Falling overboard and accidental ejections are more likely to occur in certain types of boats such as low sided inflatables, bass boats, high performance boats, and light, sensitive handling fishing boats operated by a hand tiller. Falling overboard and accidental ejections are also likely to occur as a result of poor operating practices such as standing at planing speeds, operating at planing speeds in shallow or obstacle infested waters, releasing your grip on the steering wheel, drinking alcohol or consuming drugs, or performing daring high speed boat maneuvers.

While activation of the lanyard stop switch will stop the engine immediately, a boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power. We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (e.g. if the operator is accidentally ejected).



LANYARD CORD / KILL CORD

Safety key points

- Wear the **Kill Cord** at all times!
- Wear your **Lifejacket** at all times!
- Do not drive at excessive **Speed**!



3. APPROVAL, CERTIFICATION, IDENTIFICATION

Record your Hull Identification Number (HIN), boat model and engine model/serial number. The HIN is located on the stern of the boat on the starboard side. The engine model/serial number is located on the swivel bracket. You may need this information to help identify your boat, for insurance purposes, to obtain parts, warranty service, or provide information if your inflatable boat is stolen.

Purchase Date	
Dealer's or Manufacturer's Name	
Address	
Phone / e-mail	
Boat Model	
HIN (Hull Identification Number)	
Buoyancy tube roll number	
Engine Model and Serial Number	

Manufacturer's Signature

Dealer's Signature

Manufacturer's Stamp

Dealer's Stamp






DANGERS, WARNINGS & CAUTIONS

Your safety, as well as the safety of others with and around you, is a direct result of how you operate and maintain your boat. To prevent personal injury and product damage, read and understand this manual carefully. Learn how to operate your boat properly. If you have any questions, contact your dealer.

This manual uses the following safety alerts to draw your attention to special safety instructions that should be followed.

Obey all safety messages that follow this symbol to avoid possible injury or death.

	<p>DANGER indicates an imminently hazardous situation, which, if not avoided, will result in death or serious injury.</p>
	<p>WARNING indicates a potentially hazardous situation, which, if not avoided, could result in death or serious injury.</p>
	<p>CAUTION indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury.</p>
<p>NOTICE</p>	<p>NOTICE gives important instructions.</p>

Failure to adhere to and comply with the safety dangers, warnings and cautions that appear in this manual can lead to serious injury or even death and/or damage to your boat or the property of others. Beyond these warnings, boaters have a personal responsibility to utilize a common sense approach to the boating



experience, including keeping individuals off or near the stern area of the boat during the engine operation.

4. GENERAL INFORMATION

MODEL	F-10	5.4	5.8 c	5.8 R
Overall Length	525cm (13'10.5")	525cm (13'10.5")	575 cm (19'2"9)	570 cm (19'3")
Beam	216 cm (7'7.3")	232 cm (7'7.3")	225 cm (7'4.5")	218 cm (7'2.7")
Tube Diameter	30 cm - 46 cm	30 cm - 46 cm	26 cm - 44 cm	36 cm - 50 cm
Weight (dry)	300 kg (573#)	360 kg (573#)	390 kg (617#)	410 kg (661#)
Maximum Persons	4	4	6	6
Maximum Load Capacity	400 kg (882#)	400 kg (882#)	600 kg (1323#)	600 kg (1323#)
Maximum Engine Weight	110 kg (265#)	120 kg (265#)	120 kg (265#)	120 kg (397#)
Maximum Engine Power	30kW / 40 HP	37kW / 50 HP	45kW / 60 HP	52kW / 70 HP
Recommended Engine power	30kW / 40 HP	37kW / 50 HP	45kW / 60 HP	52kW / 70 HP
Hull and floor	FRP	FRP	FRP	FRP
Tube fabric	Hypalon ORCA	Hypalon ORCA	Hypalon ORCA	Hypalon ORCA
Maximum Tube Inflation	0.2 bar	0.2 bar	0.2 bar	0.2 bar
Number Of Air Chambers	5	6	6	6
Motor Shaft Length	508 mm (20")	508 mm (20")	508 mm (20")	508 mm (20")
Design Category	C - "Inshore"	C - "Inshore"	C - "Inshore"	C - "Inshore"
ISO Category	VII	VII	VII	VII

NOTICE

Specified measurements are approximations and subject to variance.



4.1. Manufacturer's plate and hull identification number

4.1.1. Identification number

The manufacturer's plate is located on the front side of the jockey seat (left picture).



The HIN plate is located on the upper right corner of the boat's transom (right picture).

NOTICE

There is a second HIN plate located in your boat in a hidden place used in case your boat is stolen.

4.1.2. Understanding the Manufacturer's Plate




5.4 Coach

5.8 Coach & 5.8 R



1	CE (Certified Europe) insignia) of the certification to European Directive 94/25/CE and the year of CE certification.
2	Design Category (European Directive 94/25/CE). Your boat has been designed to navigate under different categories. *See following table for details.
3	Commercial name of the model.
4	Pressure of the buoyancy tubes in Bars.
5	Maximum outboard power allowed by the boat manufacturer expressed in kilowatts (kW).
6	Maximum load capacity of the boat allowed by the boat manufacturer expressed in kilograms (includes passengers and cargo).
7	ISO Category confirms that boat complies with ISO 6185 Standard. The motor rating defines its category. **See following table for details.
8	Maximum outboard weight allowed by the boat manufacturer expressed in kilograms.
9	Maximum number of people authorized on board (adults and children) according to ISO and DIN standards.



 WARNING	<p><u>DO NOT exceed weights listed on the capacity plate.</u> Exceeding maximum load capacity will affect the boat's performance and safety. Regardless of the maximum recommended number of persons on board, the total weight of persons and equipment must never exceed the maximum recommended load. Always use the seats/seating spaces provided.</p>
 WARNING	<p>When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing equipment, portable fuel tanks, baggage amidships aft or forward.</p>
 WARNING	<p>Your boat is designed in accordance with the standards for a specific use. Any modifications, transformations or use of a motor horse power higher than maximum allowable by the manufacturer could result in risk, death or serious injury for the user and will void the warranty.</p>



4.2. Boat design category (European Directive 94/25/CE):

Boat Design Categories	Navigation	Wind force and wave height
A	Ocean	Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and wave heights of 4m / 13 feet and above.
B	Offshore	Designed for offshore voyages where conditions may experience wind force 8 (Beaufort scale) and wave heights up to 4m / 13 feet.
C	Inshore	Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions may experience wind force 6 (Beaufort scale) and wave heights up to 2m / 6.5 feet.
D	Sheltered waters	Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers and canals where conditions may experience wind force 4 (Beaufort scale) and wave heights up to 0.5m / 1.5 feet.



Be responsible. Take notice of these parameters when you plan your navigation program. Do not consider voyage if conditions are likely to exceed these parameters.

**** ISO Category: The ISO 6185 part defines the power rating for the boat:**

ISO 6185 Part Categories	Powered Boat Ratings
Part 1: Type II	Powered boats not exceeding 4.5 kW / 6 HP
Part 2: Type V	Powered boats of 4.5 kW / 6 HP to 15 kW / 20 HP
Part 3: Type VII	Powered boats of 15 kW / 20 HP and greater



5. SAFETY EQUIPMENT

Federal law requires certain safety equipment to be on-board at all times. In addition, responsible boaters should carry other equipment in case of emergency. Check with the local boating authorities for any additional requirements over and above the federal stipulations.

5.1. Required equipment

Your VSR has been equipped at the factory with major safety equipment in accordance with ISO standards.

You must provide the rest of the equipment recommended by VSR. We suggest the following items as a minimum. Your VSR dealer can also assist you with additional recommendations.

- Marine mufflers with water injection
- Electric horn sound-warning device
- Inland lighting
- Fire extinguisher
- At least one Personal Flotation Device (PFD) for each person on-board
- One throwable PFD with at least 30 meters / 100 feet of line
- Minimum 6kg anchor appropriate for the sea and land
- At least 50 meters/165 feet of anchor line of appropriate strength
- At least 4 meters/13 feet 8mm chain
- A manual bailing device for removing water
- A day-night visual distress signal;
- A first aid kit stored in a waterproof box and readily accessible
- Owner's manual and all other operating manuals for the boat's equipment
- An airway breathing tube
- A waterproof flashlight
- A horn or whistle, non-electric
- A set of local navigational charts
- Mooring lines and fenders
- Extra engine oil
- A tool kit
- A portable, battery-operated AM/FM radio



- Portable fuel tank capacity at least 25 liters / 6.6 gallons filled with gasoline
- Spare fuel line for spare fuel tank with connectors for directly attaching to the engine and manual fuel pump installed on the line.
- Spare kill cord, engine key and main electric-switch key stored in a secure place
- Collection of suitable fuses
- One pair of paddles
- Knife – safely stored
- Lifting slings/lifting strops

	A fire extinguisher of a minimum of 2kgs must be carried on board at all times.
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	Should the operator fall out of the boat, the possibility of serious injury or death from being submerged can be greatly reduced by wearing a Personal Flotation Device (PFD). <u>All persons on-board must wear PFDs always while using the boat.</u>
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6. GENERAL CONFIGURATION AND BOAT COMPONENTS

VSR inflatable boats are equipped with only the finest standard and optional equipment available. Your boat's equipment may vary, based on how your boat was built. Many options can only be installed during the manufacturing of the boat and cannot be retrofitted to boats in the field. Not all of the standard or optional equipment's use, safety and maintenance information can be covered in this manual and you will find most of them in this section. Make sure you read and understand this manual. If you have any questions regarding the use or maintenance of any equipment on your VSR, contact your dealer.



Specified equipment and layouts are approximations and subject to variance.

	<p>VSR does not approve of any structural changes, additions or modifications to our products. Any time a dealer or customer makes a change to our product, they do so at their own risk and sole liability. VSR will not be held liable for unauthorized changes, whether deletions or additions to the original equipment/product manufactured by VSR, even if such changes and additions are made by an authorized VSR dealer or other VSR authorized person.</p>
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6.1. Mooring rings on VSR 5.4 Coach and VSR 5.8 Coach

There are three mooring attachments provided on your boat: one on the bow and two on the transom plate (see pictures below). You must use these mooring rings when hauling the boat onto the trailer. The bow eye is located at the front of the hull below the buoyancy tube. This is the point of attachment to lead the boat onto a trailer and to secure the boat to a trailer or to a tie-off when docking.

NOTICE	<p>See Hoisting Instructions before using the bow eye to hoist the boat.</p>
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Back view: Back mooring ring



Front view: Front mooring ring with tow rope

NOTICE

We recommend that mooring lines (especially front) be of appropriate dimensions and permanently fixed to attachments. The front tow rope must not be longer than 4.5 meters / 15 feet, because the rope could enter the propeller!

6.2. Docking rings on VSR 5.8 R

Three mooring attachments are provided on your boat; one on the stem and two on the transom plate (see pictures below). You must use these mooring rings when hauling the boat onto the trailer. The front attachment is incorporated into the bow's stainless steel protection.

NOTICE

We recommend that the front mooring line of appropriate dimensions be permanently fixed to the attachments. The front tow rope must not be longer than 4.5 meters/15 feet. The rope could become frayed. Prevent such by protecting the contact point between the rope and the ring with piece of PVC tubing.



6.3. Forward storage compartment – Anchor locker

This storage compartment is intended for storage of the anchor and anchor's chine or line. Hatch must be opened by rotating the latches and pulling door out.

The anchor may damage the gel coat finish while underway and cause water to leak into the double bottom. Prevent this by underlining the anchor with a thick and soft pad. Take care when putting the anchor into the box to prevent damaging the hatch's frame. Note: This storage compartment is not waterproof.



Damages caused by improperly storing the anchor can lead to water leaking into the double bottom. These damages will void the warranty. A thick, soft pad should be used under the anchor while stored.




Take care when entering the boat over the front hatch. The surface could be wet and slippery.

6.4. Front lifting ring

The front lifting ring is intended to remove the boat from the water. The type of ring may vary based on how your boat was built. The other two lifting rings are located on the transom.



NOTICE	The lifting rings should be the only point of attachment for lifting slings. Using under-hull belts for hoisting the boat can cause damage to the boat tubes and void the warranty.
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 CAUTION	The front lifting ring is not intended as a tie-off when docking or anchoring because the line could damage the tube. Tube damages caused because of improperly mooring or anchoring will void the warranty.
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Standard ring with the lifting sling



NOTICE	Check the section about boat lifting for correct boat hoisting.
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6.5. Steering console

The steering console on your VSR is designed in accordance with usefulness and ergonomics.

Specified equipment and layouts of the console on your boat are approximations and are subject to variance.

6.5.1. Bow navigation light – optional

The bow light is located on the forward side of the console. To alert other boaters to your position and direction while underway at night, the light is green on the starboard side and red on the port side. To replace the bulb, remove screw to lift cover.

6.5.2. Grab handle

The grab handle is located on the forward side of the console under the bow navigation light.



The grab handle is not intended as a tie-off when docking or shall not be used for hanging ropes or other equipment. Damages caused by this use will void the warranty.



6.5.3. Waterproof box

The waterproof box is located on the top of the console covered by a rubber cap and is intended for storage of electrical equipment such as cell phones, portable VHF radios, walkie-talkie, etc.

NOTICE

VSR does not guarantee this box is 100% waterproof.

6.5.4. Gauge instruments area



This area is intended for mounting the gauges that indicate the engine operation. Here you can find the light switch and bilge pump switch.

6.5.5. Steering wheel area

This area is additionally reinforced for mounting of the steering wheel and compatible hardware. Respect the instructions for mounting the steering system provided by the manufacturer.





6.5.6. Engine remote control area

This area is additionally reinforced for mounting a remote control throttle. The standard side for the throttle is on left hand side looking forward. Respect the instructions for mounting the throttle provided by engine manufacturer.

6.5.7. Upper storage compartment

The standard hatch location is on right hand side looking forward. Open the hatch rotating the latch. This hatch is intended for storage and access to hardware mounted on the console. Note: This storage compartment is not waterproof.



Keep the upper hatch clear of explosive materials, ignition or fire sources and sharp tools that could damage electrical installation.
Note: Electric devices must be readily accessible for inspection.

6.5.8. Middle storage compartment – Battery hatch

The standard hatch location is on the left hand side looking forward. Open the hatch rotating the latches and pulling the door out. This hatch is intended only for storage and access to the battery. Note: This storage compartment is not waterproof.



Closed hatch



Opened hatch w/battery



Avoid serious injury or death from fire or explosion. Hydrogen gas vapors from batteries charging can explode. Adequate ventilation should be provided. Any ignition source must be avoided in the vicinity of the batteries.

NOTICE

Carefully read the section about the electricity and battery. Battery connectors must be greased and periodically checked for tightness.

6.5.9. Lower storage compartment – Wet locker

The lowest compartment is intended for storage of objects not sensitive to water and allows access for inspection. Note: This storage compartment is not waterproof.

6.6. Seat

Your VSR is equipped with double jockey seat with stainless steel backrests, a storage compartment (side access) and provides access to the fuel tank for refueling and inspection.

6.6.1. Cushion

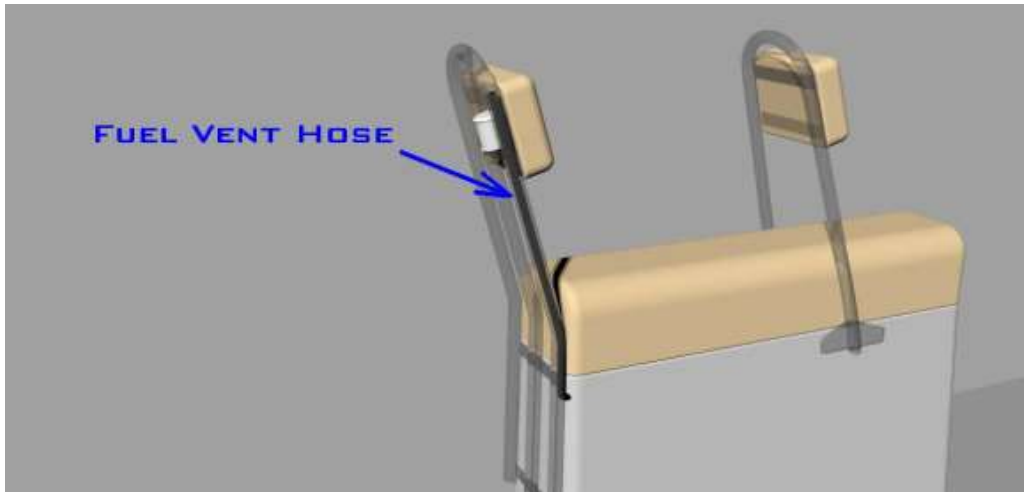
Cushion is covered with a very durable PVC material resistant to water and UV light. Material is not resistant to chemical cleaning liquids.

6.6.2. Front backrest

Backrests are made of high quality stainless steel. Prevent corrosion by applying polish at least once a year. We recommend any polishing compound that is suitable for marine grade stainless steel.

6.6.3. Back backrest

The back backrest needs the same care as the front one. The fuel tank vent hose is guided into the frame of the backrest. Read the fuel system section for details. There is an option for having a tow post attached to backrest. If your boat has this option, read the section about towing.



Fuel vapors can be present in this area and cause a fire or explosion, which may result in serious injury or death! Any ignition source must be avoided in the vicinity of the back backrest.



Backrests are not intended as a tie-off when docking or be used for hanging ropes or other equipment. Damages caused by this use will void the warranty.

6.6.4. Access to the fuel tank

Your VSR has a fuel tank located under the double bottom. Access for refueling and inspection is provided by removing the cushion. Pull the cushion up and slide it smoothly forward to remove. Read the fuel system section for details.



Fuel vapors can accumulate in this area and cause a fire or explosion, which may result in serious injury or death! Any ignition source must be avoided in the vicinity of the access to the fuel tank.

6.7. Transom

6.7.1. Lifting rings/U-bolts


You will find two lifting rings or U-bolts mounted on the transom. They are intended to lift the boat from the water.


The type of rings/U-bolts may vary based on how your boat was built. The other lifting ring is located on






the bow above the front storage compartment. You must use these three lifting attachments and appropriate lifting slings. The minimum safety requirement for the maximum lifting weight is the weight of the boat multiplied by 5.

 CAUTION	Back lifting rings/U-bolts are not intended as a tie-off when docking or anchoring because the line could damage the tubes. Tube damages caused because of improperly mooring or anchoring will void the warranty.
--	--

 WARNING	Lifting the boat using knotted ropes is dangerous and not permitted. Always use slings recommended by manufacturer or your dealer.
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6.7.2. Self draining tube

Water from the cockpit can be easily discharged by releasing the tube while underway and only when driving forward. The self-draining tube is operated by line and system of eyes on the tube. You must lift the self-draining tube before going backwards.

 WARNING	The self-draining tube can get caught in the propeller while driving backwards. Damages caused by the draining tube while driving backwards will void the warranty.
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6.7.3. Double bottom drain valve with plug

Where fitted, the valve is mounted on the outside of the transom. Its intent is to drain water from the double bottom. We strongly recommend that you unscrew the plug after the boat has been removed from the water.



Check that this valve is greased and properly closed with the plug before launching the boat. Use pliers or wrench 14 mm (9/16") to tie the plug.

6.8. Deck and Cockpit

The cockpit of your VSR is coated with a gelcoat finish. Any movements inside the cockpit must be done with extreme caution while the boat is underway. A sudden shift in boat direction can cause a loss of balance and lead to injury or death.



Be aware of your footing while the boat is underway. Slipping or falling can result in serious injury or death, especially if the boat is in motion, is in rough seas or if the deck is wet. Keep the deck clear so there is no obstruction to movement.



Gelcoat surfaces are slippery when wet. Use extreme caution when walking on these surfaces. Keep your hands secured to the boat at all times.

NOTICE

Any scratches or cracks on deck or hull surface occurred during using the boat may lead to leak water into double bottom. Make sure that such damages are repaired immediately.



7. BOAT OPERATION

7.1. Safety

Safe operation means that you do not misuse your boat, nor do you allow your passengers to do so. Safe operation means using good judgment at all times. Safe operation includes, but is not limited to, these actions:

- Load your boat within the limits listed on the capacity plate. Balance the loads bow to stern and port to starboard.
- Maintain boat speed at or below the local legal limit. Avoid excessive speed or speeds not appropriate for the operation conditions.
- Do not use your boat in weather or sea conditions beyond the skill and experience of the operator or the capability of the boat or passengers.
- Be sure at least one other passenger is familiar with the operation and safety aspects of the boat in case of emergency. Do not operate a boat alone!
- Do not exceed the maximum power rating stated on the certification plate attached to your boat.
- Make sure the passengers and gear do not obstruct the driver's view or ability to move.
- Make sure the engine is off and the propeller is completely stopped before boarding passengers or loading baggage.
- Provide a Personal Flotation Device (PFD) for each boat passenger.
- A boat that can not be capsized does not exist. Take extreme care when using the boat in rough weather and when using the boat in all weather conditions at high speeds.



Do not smoke while refueling your boat. Shut off engine and turn off electricity while fueling your boat.



Do not operate a boat while under the influence of drugs or alcohol.

7.2. Safety Checks and Services

The following checks and services are essential to safe boating and must be performed with each use of the boat. Get in the habit of performing these checks in the same order each outing so that it becomes routine.



DO NOT launch or operate the boat if any problem is found during the Safety Check. A problem could lead to an accident resulting in serious injury or death. Any and all problems should receive attention immediately.

7.2.1. Before Each Operation

- These tasks are best accomplished before the boat is launched.
- Check that zinc protector on the stern for good condition. Replace it immediately if needed.
- Check the weather report, wind and water conditions.
- Check for recommended on-board tools and parts.
- Check that all drain plugs are installed properly.
- Check the propeller and engine leg for damage.
- Check the engine oil level.
- Check that there is an adequate supply of fuel.
- Check that the steering system operates properly.
- Check that required safety equipment is on-board.



- Check that the mandatory personal flotation device for each passenger is on-board.
- Check that the fire extinguisher is fully charged.
- Check the fuel system that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage or damage.
- Check that the buoyancy tubes are properly inflated.
- Check fuel filters for dirt or water.
- Check fuel level for intended voyage, never going out without at least 10 liters of reserve fuel if operating close to the shore, or appropriate reserve fuel for being able to come back ashore if the main fuel tank is empty at the longest distance from shore.
- Always take communication devices, and notify people ashore that you are going to sea and when you expect to be back in port; take their telephone numbers with you and note VHF channels.

7.2.2. After operation

- Check for fluid leaks.
- Check the propeller and engine leg for damage after removing the boat from the water.

8. FUEL SYSTEM

Your VSR is equipped with a new, innovative gasoline fuel system. This system is designed to provide you with years of trouble-free service. Please take time to read and understand all the fuel related information. The information below shows the location of the fuel tank, fuel fill, routing of fuel supply hose, location of the fuel tank vent and proper use.

<p>NOTICE</p>	<p style="text-align: center;">ISO compatibility</p> <p>The fuel tank is labeled according ISO 10088 and displays required information. The plastic fuel tank meets the requirements of ISO 10088. The fuel filling point is marked "PETROL" or uses a symbol as described in ISO 11192. Gasoline engine compartments and gasoline tank compartments have ventilation and ignition protection in accordance with ISO 11105 and ISO 8846. Fuel system electrical components are installed in accordance with ISO 10133 and ISO 13297. Fuel tanks are installed in a manner that allows inspection and maintenance of fittings, hoses, connections, etc.</p> <p style="text-align: center;">Manufacturer's plate located on the top of the stainless steel fuel tank</p> <div style="background-color: #d3d3d3; padding: 10px; text-align: center;"> <p>PRODUCER: ŠORL PETER s.p. Zasip, Stagne 32 BLED 4260 SLOVENIA</p> <p>CAPACITY: 65 LT CE TESTING: 0,4b NOTIFY BODY: 0098 YEAR MANUFACTURE: 2007 TYPE OF FUEL: PETROL</p> </div>
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Manufacturer's data located on the top of the plastic fuel tank:



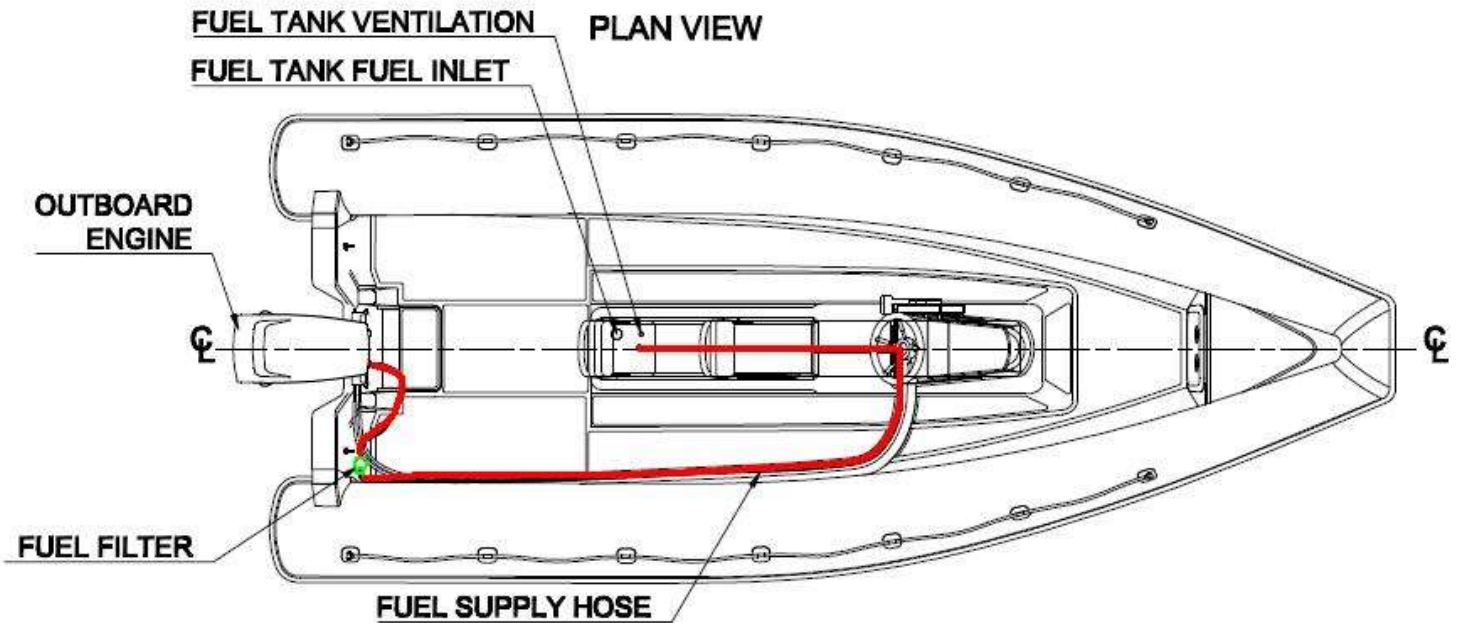
8.1. Stainless steel fuel tank or Plastic fuel tank

All types of fuel tanks have a capacity of 60 liters.

Your VSR is equipped with a stainless steel or plastic fuel tank. The tank is located under the deck and is covered by the console and seat. Access to fuel fill, fuel supply hose, vent hose and CE plate (see picture below) is under the seat cushion. Pull the cushion up and slide it smoothly forward to remove.

NOTICE

All boats built in 2008 and after are equipped with plastic fuel tank.



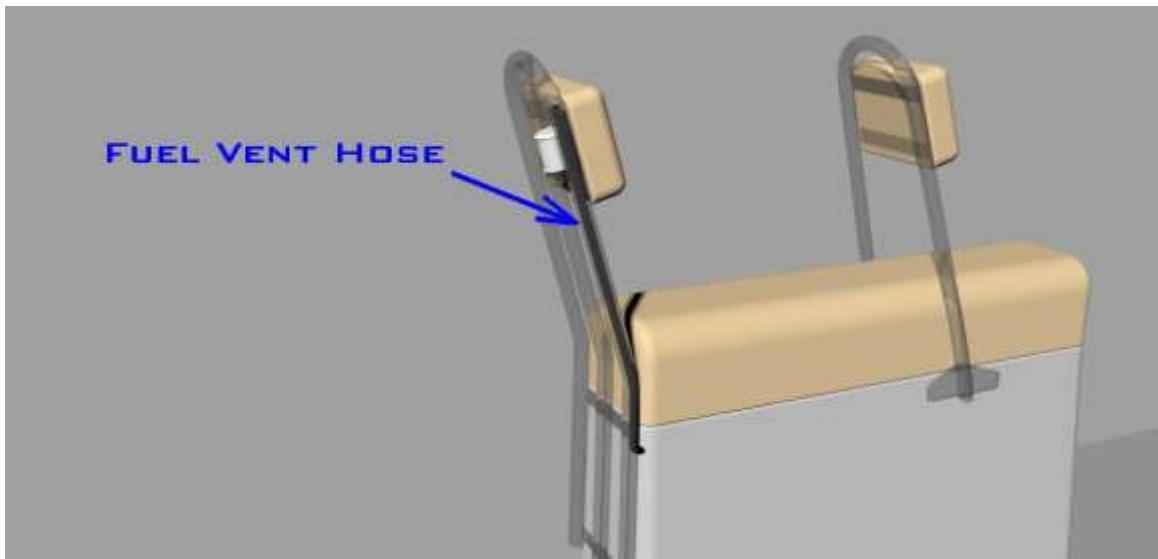
8.2. Hoses and fittings

Hoses and fittings must be inspected before each operation (see check list). Check the hoses for cracks, abrasions and deterioration. If the hoses or fittings are damaged or worn, replace them with only marine grade replacement parts.



Damaged hoses need to be replaced with only marine grade fire resistant hoses in accordance with ISO 7840 standard. They should also be sun resistant.

Fuel tank vent hose is guided into the frame of the back seat backrest. It serves as a pressure/vacuum release, safety overflow and flame arrestor.



Fuel vapors can be present in the fuel tank area and cause fire or explosion, which may result in serious injury or death! Any ignition source must be avoided near the back backrest.

The **primer bulb** is located at the transom of the boat on the fuel supply hose.

The modern fuel-injected engines fitted to these boats do not respond well to running out of fuel. If you do run a tank dry and the engine stops you will need to re-prime the system. Pump using the bulb-primer in the usual way. It will need 10-20 full squeezes after it has gone hard.

You can find instructions regarding proper use of the primer bulb in the engine manufacturer's handbook. The bulb should be sun resistant.

8.3. Stainless steel fuel tank

Stainless steel fuel tanks need some care. You have to pay attention that the ground wire protection is always screwed to the attachment on the top of the fuel tank and properly greased to prevent corrosion. The other end of the wire must be attached to the grounding plate equipped with zinc protector on the



transom. Inspect the zinc protector, clean it at least weekly, and replace it if needed. The grounding plate is a lightning protector as well. The lightning protection system consists of a main electrical conductor (insulated stranded solid wire with minimum section area of 5mm²) and the grounding plate on the stern of the boat.

In case of inconvenience, please refer to the VSR's Grounding Manual.

8.3.1. Gasoline problems – phase separation

Humidity and condensation create water in your fuel tank that can adversely affect ethanol-blended fuel. A condition called phase separation can occur if water is drawn into the fuel beyond the saturation point. The presence of water in the fuel beyond the saturation level will cause most of the ethanol in the fuel to separate from the bulk fuel and drop to the bottom of the tank. The level of ethanol in the fuel mixture in the upper level will be significantly reduced. If the lower level, consisting of water and ethanol is deep enough to reach the fuel inlet, it could be sucked directly into the engine and cause significant problems. Engine problems can also result from the reduced ethanol/fuel mixture left in the upper level of the fuel tank.

8.3.2. Troubleshooting: additives

There is no practical additive known that can prevent or correct phase separation. The only solution is to keep water from accumulating in the tank. If phase separation does occur, your only remedy is to pump-out the fuel, dry the tank completely, and refill with a fresh, dry fuel.

8.4. Fuel filters

Engine manufacturers provide an appropriate level of filtration to protect the engine from debris. The addition of another filter to the system could create a flow restriction that could starve the engine of fuel.

As a precaution, VSR recommends carrying an extra fuel filter with water separator. Contact your dealer for details.

To change from the main tank to the external tank, swap the fuel leads at the fuel filter. There is

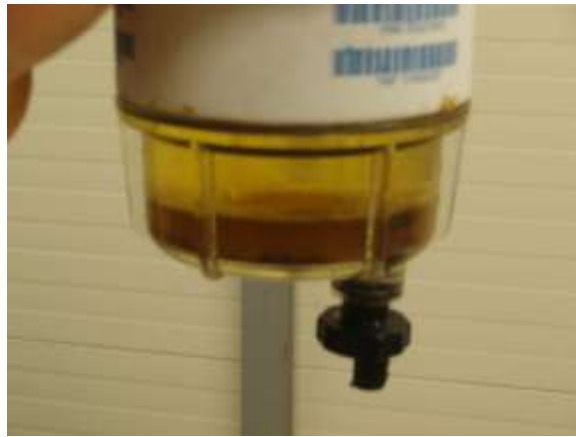




no fuel shut-off valve. To disconnect the fuel system in an emergency, disconnect the hoses at the filter. Please run all tanks through the filter at all times.

8.4.1. Maintenance

Periodically inspect for the presence of water in the fuel tank. The fuel filter should be checked with each use. If any water is found, all water must be removed and the tank completely dried before refueling the tank with any fuel containing ethanol.



NOTICE

Talk to your local marina about fuel additives that help prevent fungus or other buildups in your fuel tank. Gasoline may contain some water. If phase separation does occur, your only remedy is to pump-out the fuel, dry the tank completely and refill it with fresh, dry fuel. Take extreme care as fuel is explosive and extremely flammable.

8.5. Fueling

Screw off the cap on top of the fuel tank. Always fill with gasoline suitable for your engine and recommended by engine's manufacturer.

Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and never smoke or allow open flames or sparks when fueling.



Take care not to spill gasoline. If gasoline is spilled accidentally, wipe up all traces of it with dry rags and immediately dispose of them properly on shore. Spilled fuel may cause the gel coat finish to yellow and dissolve sealant on the floor.

There is danger that static electricity can ignite gasoline vapors that have not been ventilated outside of the fuel fill area. Use extreme caution when fueling your boat from sources outside the regular venues (marinas, fuel service stations, etc.). Your boat has safety features that can be circumvented by not adhering to standard fueling practices. Your boat's bonding system protects it from creating and discharging static electricity.




Your boat must be in contact with the water or use a land-based grounding system. Below are some helpful suggestions to keep you safe from static electricity while refueling your boat:

- Never fuel your boat in unsafe conditions such as: suspended on a sling or in a situation that increases the likelihood of static discharge.
- Never use homemade containers to fill your fuel tanks.
- Fuel carried on board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and must be stowed safely.
- Shut down the engine and switch off the main electricity switch prior to taking on fuel. Any ignition sources must be extinguished before filling the fuel tank.
- Fueling must never be done at night except in well-lighted areas.
- Always keep the fuel nozzle in contact with the edge of the fuel tank opening throughout the filling process.
- Wipe up any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Portable tanks must only be filled while on the ground: NEVER ON-BOARD THE BOAT.
- Before fueling, prepare a fire extinguisher in a convenient place for fast use in case of fire. A minimum 2kg fire extinguisher should always be on-board.

NOTICE

Respect rules for fueling defined by the petrol service.



 DANGER	Do not smoke while refueling your boat. Shut off engine and turn off electricity while fueling your boat.
 WARNING	Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel system for leaks or corrosion before use.
 CAUTION	Take care not to spill gasoline. If gasoline is spilled accidentally, immediately wipe up all traces of it with dry rags and dispose of them properly on shore.

9. ELECTRICAL SYSTEM

9.1. Battery

The battery is an important part of your boat. It provides all the power to start your engine and allows all of your electrical components to work, even if the engine is not running. VSR recommends using a good quality Marine Dual Purpose battery. This means that it can provide the cranking amps needed to start your engine and that it also has an amp hour discharge rating so it can handle a low electrical drawdown cycle.

The electrical system on VSR boats is a negative ground. The negative battery cable is grounded on the engine block. The positive battery cable is (through the switch) connected to the starter solenoid. A battery protection system can be installed as an option.

Positive battery cable (+, red) must be connected to the positive (+) post on the battery. Negative battery cable (-, black) must be connected to the negative (-) post on the battery.

CAUTION

Failure to connect cables as outlined will damage the system and void the warranty.

The battery is located on the left hand side of the steering console. The battery must always be located in this compartment and secured by using the straps, eye strips and clamps provided. The straps will ensure that while underway the battery will not move around, causing damage to components stored in the same area or to itself.

The battery should not be moved to any other position where water in the cockpit could go over the top of the battery.

CAUTION

Avoid damage or injury from battery acid. Ensure that the battery is properly secured before using the boat.

NOTICE

It is recommended that the battery cables are disconnected (and greased) from the terminals when the boat is in storage.



Battery must be properly placed and secured using straps.

9.1.1. Battery maintenance

Battery maintenance should include:

- *Inspect battery and charging system before use.
- *Inspect connections and wiring.
- *Coat the terminals with dielectric grease.
- *Keep the battery dry.
- *Remove the battery from the boat during cold weather or long-term storage.



Sulfuric acid in the battery can cause serious burns. If spilled on skin or in the eyes, flush with clean water immediately and seek for medical assistance.



Avoid serious injury or death from fire or explosion. Hydrogen gas vapors from batteries charging can explode. Adequate ventilation should be provided. Any ignition source must be avoided in the vicinity of the batteries.



A qualified technician, skilled person or electric service must do all electric installation or changes.



NEVER leave any metal part or tool in the battery storage compartment!

9.1.2. Battery saver

A 'Battery-Saver' automatically disconnects all electrical system when the voltage falls below a pre-set level (i.e. if the ignition or radio is left switched on). Turning the ignition key to the 'start' position automatically reactivates the system.



Recommended by VSR: Dead battery protection – Marine PriorityStart



Marine PriorityStart is a device which protects your battery being discharged. The PriorityStart stops batteries automatically before damage occurs. It constantly monitors voltage. Senses any voltage drain and automatically disconnects the drain, leaving starting power. The Marine PriorityStart must be installed by a qualified technician, skilled person or electric service. Please refer to Marine Priority Start

owner's manual for further information.

9.2. Electrical schematics

This owner's manual contains schematics for your boat. These schematics were generated by technicians and are simplified for better understanding by unskilled persons. VSR does not permit that you work on the electrical system yourself; the boat must be taken to an authorized dealer or electrical service. VSR reserves the right to change or update any part of the electrical system at any time without notice to the customer and is not obliged to make any updates to units built prior to the changes. These schematics are to be used for reference only. If you should need to have your electrical system serviced, take it to a qualified technician, skilled person, electric service or contact your dealer for help.

You should not connect any additional instruments to the boat without prior approval from the VSR technical department or VSR distributor.

9.3. Electrical components

9.3.1. Navigation lights-optional

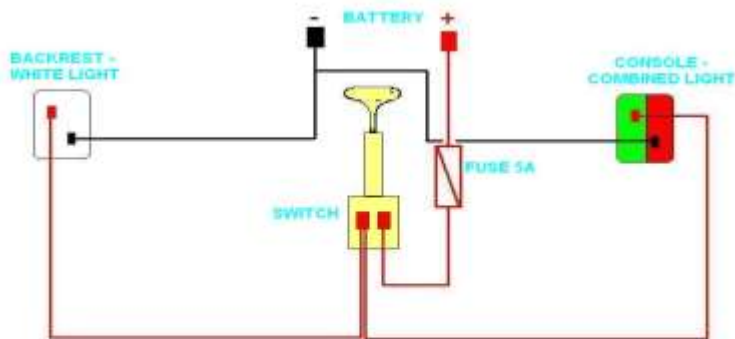
VSR boats are not standard equipped with navigation lightning. Because regulations may vary between countries, you have to take care and equip your boat so that it will comply with regulations. VSR is not responsible for lights that are installed by others and are improper, inaccurate or defective.

The navigation light switch supplies power to the bow light on the front of the console and the stern light mounted on the aft side of the back backrest.

Operation: When under way at night, pull the switch smoothly out to activate navigation lights.

<p>WARNING</p>	<p>Always refer to local regulations to be informed about additional requirements and equip your boat in compliance to the rules. VSR does not accept liability for a wrongly equipped boat. Never forget to switch off the lights when not using the boat because this can empty your battery.</p>
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Electric schematic for navigation lights–simplified:




<p>NOTICE</p>	<p>If lights fail to operate, check fuse and replace if needed. A qualified technician must find out the reason for a blown fuse. If the lights still do not operate, a qualified technician or skilled person must check the system. Contact your dealer in case of any questions.</p>
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9.3.2. Emergency light

Your boat may be equipped with 360 degrees emergency light. This LED light last up to 100 hours.




 WARNING	<p>Please note that VSR's emergency light does not replace navigation lights. Always refer to local regulations to be informed about additional requirements and equip your boat in compliance to the rules. VSR does not accept liability for an inappropriate equipped boat.</p>
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9.3.3. Bilge pump – optional

There is the option that your VSR is equipped with manual/automatic operated bilge pump. A float switch activates the bilge pump automatically when water in the bilge reaches a certain level. There is also a switch located on the steering console for manual operation of the bilge pump. Pulling the switch out smoothly will turn on the pump regardless of the position of the float switch. The pump discharges water overboard via a fitting on the transom.

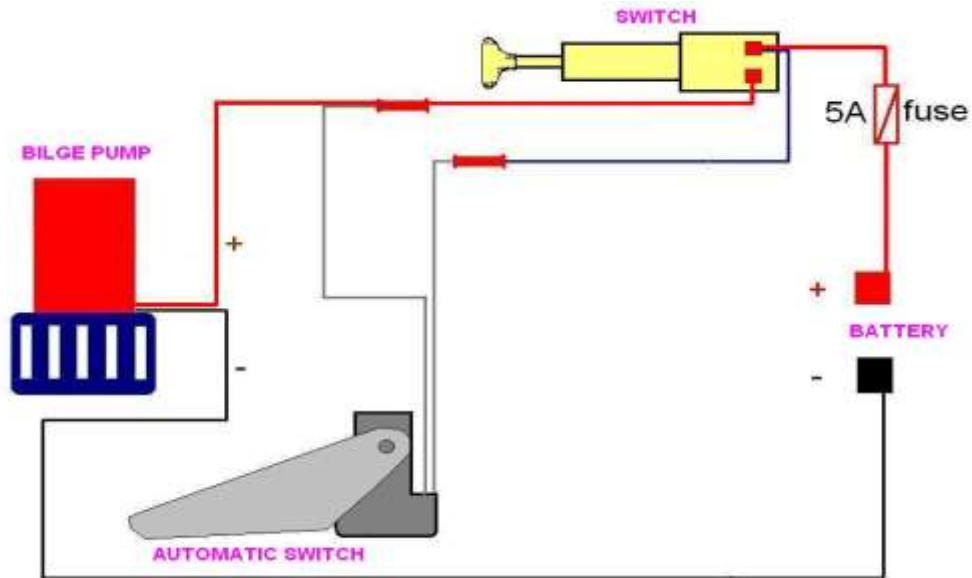
The bilge pump is a completely sealed unit and maintenance is very simple, but it will require you to check around the float switch for debris. Also check the bilge pump for wear; clean and repair it if necessary.

Note that the bilge pump is wired directly to the battery. If the boat will be dry-docked for an extended amount of time, disconnect the battery cables.

 WARNING	<p>The bilge pumping system is not designed for damage control!</p>
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Electric scheme for bilge pump wiring – simplified:



NOTICE


The bilge pump is wired directly to the battery. Be sure that the bilge pump float switch is clear of debris to prevent continuous operation and subsequent discharge of the battery. Be careful that the outtake hose from the cockpit to the water is not too long and reaches the water level; it can produce a reverse effect, bringing water inside the boat that could cause the cockpit to become full of water.

 WARNING	<p>NEVER work on the electrical installation while the system is energized.</p> <p>NEVER modify the craft's electrical system of relevant drawings: installations, alterations and maintenance should be performed by a competent marine technician.</p> <p>NEVER alter or modify the rated amperage or over current protective devices.</p> <p>NEVER install or replace electrical appliances or devices with components exceeding the rated current amperage of the circuit.</p> <p>NEVER leave the craft unattended with the electrical system energized, except automatic bilge-pump, fire protection and alarm circuits.</p>
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10. MOTOR TYPE AND ADJUSTMENT


10.1. Motor type

Choose an outboard for the boat that is in accordance with the horsepower range and maximum weight limit. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum outboard horsepower and outboard weight.

 WARNING	<p>Your boat is designed in accordance with the standards for a specific use. Any modifications, transformations or use of a motor horse power higher than maximum allowable by the manufacturer could result in risk, death or serious injury for the user and will void the warranty.</p>
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NOTICE	An over-powered boat is difficult to control and is not permitted. If it is underpowered, there may not be the margin of security necessary to go upwind or against currents.
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 WARNING	You must never exceed the maximum authorized motor weight indicated on the manufacturer's plate. Any modifications, transformations or use of a motor heavier than maximum allowable by the manufacturer could result in risk, death or serious injury for the user and will void the warranty.
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10.2. Motor shaft length

There are different shaft lengths available for boats. Check which length is required for your boat and use the proper size (refer to specification table).


10.3. Propeller type

Engines mounted by VSR are equipped with a propeller that our tests have shown to be best suited for general use under normal conditions and load. In some situations, you may wish to change the propeller to give your boat slightly different performance characteristics. Changing your boat's running surface, such as the addition of bottom paint will affect the type and size of propeller. In order to choose the optimal propeller for your principal use and environment/conditions, your boat and its motor must be tested at sea. Ask your Dealer to assist you. In general, the propeller provided with the motor is adapted to all types of navigation.

In general, changing to a lower pitch propeller will increase acceleration and load pulling capability with a slight decrease in top end speed. Propeller with a higher pitch will increase the speed potential if the boat is lightly loaded.



NOTICE	Please refer to engine manufacturer for information about changing propeller and its maintenance.
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	The propeller is dangerous. KEEP AWAY FROM THE PROPELLER!
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10.4. Installing and adjusting the motor

10.4.1. Installing the motor

If your VSR was not equipped with motor, a qualified technician or a skilled person must mount it.

Please refer to engine manufacturer handbook and instructions for proper mounting.

	Engine mounting on your boat must be done by qualified technician, skilled person or authorized service. An inappropriately mounted engine can cause damage to the boat and serious injury or death to the user. Damages caused by inappropriate mounting will void the warranty and VSR does not accept liability for any accident.
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10.4.2. Adjusting

The motor requires tilt and height adjustment. These adjustments will greatly affect the boat's attitude. To optimize performance and good maneuverability, you will have to adjust the angle of the motor in relation to the transom depending on navigation conditions. The switch for adjusting trim & tilt is a momentary switch – which means that constant pressure must be applied to the switch during the raising and lowering of the engine. The power trim is located on the gear shift/throttle lever.




Inappropriate adjustment:

Motor adjusted too high: ventilation may occur with loss of forward thrust (cavitation).

Motor adjusted too low: loss of speed and more difficult to steer (splashes).


NOTICE	Boat can be operated in a manner and with speeds resulting in trim angles that can cause visibility to be obscured. Motor trim, hull trim and speed are factors that affect a boat's trim angle.
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NOTICE	For specific information concerning the motor itself, refer to the engine manual.
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	The safety switch lanyard must be attached to the operator whenever the engine is started. Failure to do so may result in serious injury or death.
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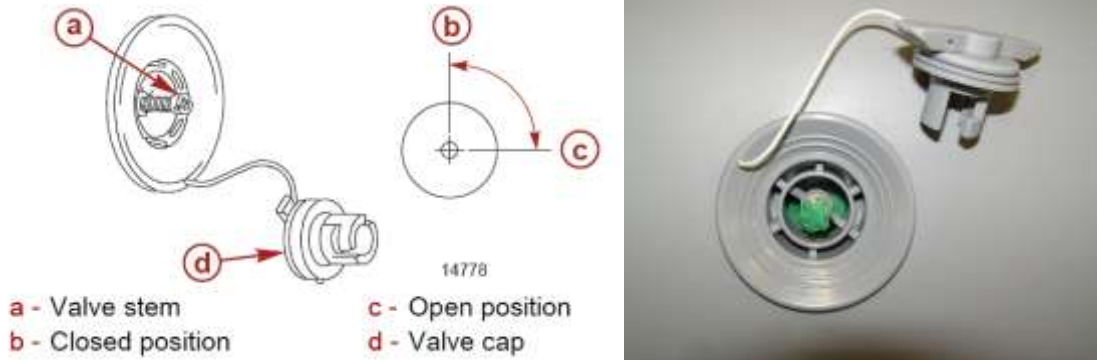
11. BUOYANCY TUBES

11.1. Inflation

	Do not use a compressed air source to fill air chambers. Over inflation may result in damaged seams and or bulkheads. Seams and or bulkheads ruptured from over inflation are not covered under the warranty. Maximum inflation is 0.2bar.
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IMPORTANT: Do not inflate or deflate one air chamber at a time. When inflating or deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.



1. Unscrew the valve caps; turn a quarter of a turn counterclockwise. Make sure the valve stems are in the closed position. Push in on the valve stem and rotate to the closed position.
2. Insert and lock the air pump fill adapter into the valve. Connect the air pump hose to the fill adapter.
3. Starting at one of the air valves, inflate each air chamber in turn, inflating only a quarter of the way full. Repeat this procedure to evenly fill the air chambers until the air chambers are filled to the recommended air pressure of 0.2 bar. Air pressure can be measured using the air gauge provided with the air pump (optional) or using an accessory air pressure gauge.

NOTICE

Always be aware of the air pressure in the air chambers. The air volume inside the air chambers will expand as the internal air temperature rises; this will cause the air pressure to fluctuate depending on water temperature and weather conditions. A boat that is correctly inflated, may experience a drop in air pressure and require additional air when



	<p>temperatures get cooler or it may become over inflated when in direct sunlight or as the temperatures get hotter. This will require the air to be deflated until the recommended air pressure is reached. All VSR ribs from 1st October 2007 are equipped with pressure relief valves for added safety in very hot climates.</p>
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11.2. Pressure safety valves

If the air pressure exceeds the maximum limit, the pressure safety valve opens. Air will automatically escape until the air pressure returns to the recommended limit.

NOTE: Keep items clear of the pressure safety valve.



11.3. Safety grab lines on buoyancy tube

Grab lines are intended for grabbing only by a person. You must not use these lines for mooring, towing or fixing equipment. Damages to the tube caused by inappropriate use will void the warranty.



Damages on tube caused by inappropriate use of safety lines will void the warranty.

11.4. Deflation

Do not deflate one air chamber at a time. When deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.

Unscrew the valve cap and turn the valve a quarter turn counterclockwise.

Push in the valve stems to release the air pressure evenly on all chambers. Push in the valve stem and turn the stem a quarter turn clockwise to lock the valve in the open position.

11.5. Tube repairs

Small tears and punctures in the air chambers of 1 cm or less can be repaired in an emergency, but should be checked by a professional technician as soon as possible.

Larger tears, or if the patch would overlap a seam, should be patched by a professional repair technician at an inflatable workshop.

Contact your local VSR dealer for the nearest inflatable repair station.



For the best results when gluing, the relative humidity should be less than 40%, ambient air temperature should be between 18 °C to 25 °C (65 °F to 77 °F) and not in direct sunlight. Cut out a patch large enough to overlap the damaged area by a minimum offset of 40 mm from all sides. Center the patch over the damaged area and with a pencil or pen trace the outline of the patch. Apply masking tape around the perimeter of the outlined patch area to ensure a tight and clean glue line. Using 80 or 100 grit sandpaper, roughen the patch area on the boat as well as the backside of the patch. When sanding, you just need to rub off the protective outer surface of the fabric until a dull finish appears. Clean the sanded surfaces with either acetone or similar cleaning solvents. Keep solvent off skin.



Use only Hypalon compatible adhesives (Boostik 2402 or similar) for tube repairs.

11.5.1. ONE PART GLUE (EMERGENCY REPAIRS ONLY)

Follow the directions on the cement tube. You can find this kind of glue in any specialized shop. If you need assistance contact your dealer.

11.5.2. TWO PARTS ADHESIVE

Mix adhesive according to the mixing directions provided with the adhesive (usually 10% catalyst). Keep adhesive off skin. When the adhesive is fully mixed, it must sit for a short time to activate the catalyst. Failure to do so will create poor fabric adhesion. If you need assistance, contact your dealer.

Apply two thin layers of adhesive using a short bristle brush, in a pattern on both the backside of the patch and the patch area on the boat. Allow the first layer to dry completely (approximately 45 minutes) before applying the second layer. The second layer should dry until tacky (approximately 4 minutes), then apply the patch to the prepared area and press down firmly. Using a smooth object (the back of a tablespoon works well), force out any air bubbles that may have been trapped under the patch, working from the center of the patch to the outside.

After removing the masking tape, use acetone to clean up any excess glue. Allow a minimum of 24 hours (if possible 48 hours) drying time before inflating the repaired air chamber. Avoid changes in temperature during this process!



Avoid serious injury or death from a fire, explosion or poisoning. The glues and solvents used for repairing inflatable boats are toxic and highly flammable. As a safety precaution, always work outdoors or in an area that is well ventilated, and away from any open flames, sparks, or appliances equipped with pilot lights. Breathing the vapors or exposure to the skin may be hazardous to your health. Avoid breathing the vapors and contact with skin and eyes by wearing a carbon filter respirator and protective gear over all exposed areas of the body. Before using glues carefully read the instructions written on the cement tube. Never expose glues to the sun!

12. OTHER FEATURES AND OPTIONS AVAILABLE WITH A VSR RIB

VSR offers many additional options for sail coaches. Some of them are covered here.




12.1. Tow post

The tow post on the boat is intended for sailboat towing only. It is manufactured from high quality stainless steel. There are two kinds of tow posts, depend how they are mounted. A non-removable tow post is permanently welded to the carrying frame of the aft backrest and screwed into the support frame on the floor. The removable tow post is fixed to attachments on the aft backrest and on the floor using bolts and eye nuts. Take care that bolts and nuts are sufficiently tightened before towing.

Total weight of towed boats must never exceed 600kgs. When towing, top speed must not exceed 5 knots!

Use of the tow post to tow other boats, skiers, kites or for any other purpose may result in serious injury or death, and may damage the boat, which will not be covered by warranty.



	Misuse, overload and exceeding the maximum allowed towing speed could cause serious injury or death!
	The use of the tow post can alter the handling characteristics of the boat, possibly resulting in dangerous instability. It could lead to loss of control or a situation, which could cause serious injury to the boat driver, passengers, sailors, and anyone else who might be in the vicinity of such a mishap.
	Never allow passengers to sit or stay behind the tow rope attachment point. Never allow loose tow rope ends to dangle. Always be certain that all bolts are in place and tight before and during use (on removable tow post). Never overload tow post or exceed the maximum towing speed.

12.2. Stereo radio, VHF station, GPS, Horn, etc.

A VSR rib can be equipped with any kind of electrical device that fits on the console. All electrical devices must be installed by an authorized person, qualified technician or electric service and be water-protected. Respect the device handling information provided by manufacturer.

12.3. Back gear box – large or small

The gear box is intended for storage of personal equipment.

You must not store fuel in the gear box!



To open the gear box, lift the latch and lift the cover. To close and latch the box, pull down the cover and turn the latch down. There is the option to lock the box using an attachment on the latch.



Make sure there are no hands, fingers or any other obstructions in the way of the cover when you close the box.

13. BOAT HANDLING

13.1. Loading

Never overload your boat. The maximum weight capacity as listed on the certification builder's plate includes all items added to the boat (persons and gear). Also, proper distribution of weight is critical to boat performance. Allocate the load as evenly as possible.

Failure to adhere to the total maximum capacity may result in unsafe voyage or damages to boat. This is not covered under warranty!

Heavy loads must be securely placed inside the boat in the way that they can not move or cause injury to persons and/or influence the boat stability.

13.2. High Speed Operation

Your VSR boat was designed to be a coach boat. It is not made for high speeds, but for providing an extremely comfortable and dry ride, with a minimum of pounding and a minimum of fuel consumption. These are its most important features. You may have seen professional drivers with advanced operating skills perform high-speed maneuvers. DO NOT attempt to duplicate or simulate these feats. Paid, professional drivers log thousands of hours on the water and carefully choreograph every move. Plans are made in advance in the event the routine must be aborted. Maneuvers of this nature could cause serious injury or death, as well as damage to your VSR that will not be covered under warranty.

You should not use an engine horse power higher than the maximum allowed by VSR; this can cause boat instability at high speeds.



13.3. Unusual Operating Conditions

If the body of water is unknown, talk to local boaters about the types of obstacles you may encounter beneath the water's surface. Rocks, tree stumps and sandbars are all dangerous and can cause damage. Be especially wary of rivers and man-made lakes. Rapidly changing conditions can cause daily changes in underwater hazards. Stay well clear of floating debris. What looks to be a small branch in the water may well turn out to be an entire tree.

13.4. Hoisting the boat

When the boat is hoisted from the water, use the lifting eyes/rings and slings for easy, damage-free lifting. They must be used as shown in the photograph below.

Lifting the boat using knotted ropes is dangerous and not permitted.



*Join one long sling to a short sling as shown.
This extended sling is used at the bow.*



Fit the slings to the two eyes in the stern and one eye in the bow as shown.



Lift the boat as shown. Be careful to make sure the slings are not caught under the throttle box or steering wheel.

DO NOT use the tow post for lifting. It is NOT designed as a





central lifting point. The deck will be damaged. Also, **DO NOT** use under-hull belts; they can damage plastic support for the buoyancy tube and tube itself. **Never** lift a boat with a large amount of water in the cockpit. Open the self-bailers to drain the water. The extra stress will put an excessive load on the hull and lifting equipment that may seriously damage the boat and void your warranty.

13.4.1. Type of lifting slings

An overhead hoist with a two-ton capacity (minimum) should be used. Slings must have a minimum of 1500 kg capacity each. Lengths of slings vary – see table:

Boat model	Forward sling (one in use)	Aft slings (two in use)
VSR F-10	2.95 m (x1)	2.00 m (x2)
VSR 5.4 Coach	3.00 m (x1)	2.00 m (x2)
VSR 5.8 Coach	3.15 m (x1)	2.05 m (x2)
VSR 5.8 R	3.35 m (x1)	2.10 m (x2)



Damage caused by inappropriate hoisting boat will void the warranty.

When your boat is out of the water, it is important to support the hull correctly to avoid any hull damage that will void the warranty.

13.5. Storage Cradle

If a storage cradle is used, the hull must be properly supported to prevent load damage.

DO NOT support the boat by resting the hull on the keel. Vertical supports must extend from the chine to the keel with no gaps between the hull and cradle supports. Protect all items extending from the hull to avoid resting on the cradle or the ground.



Trim the boat by stern (lift bow) when it is not in use prevent accumulating drained water inside the cockpit especially during winter. Ice could damage boat's structure because of its expansion.



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13.6. Trailering


Your VSR has the option of being fitted with a trailer. Any kind of trailer you attempt to use must properly support your boat. Having a center roller and keel guards will help provide good support for the keel, side rollers will help keep the boat in equilibrium and on even keel. All rollers must be adjusted to fit the hull and prevent damages. If your boat is not hoisted by crane, haul the boat onto the trailer using the mooring ring. Tie down the straps and ensure the buoyancy tubes are properly inflated and protected against chafing. Refer to the engine owner's manual for proper engine support while trailering.

The self bailer should remain open.

Respect traffic rules!

NOTICE	A badly positioned boat on the trailer may result in damage to your boat and equipment.
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	Never exceed the trailer's authorized weight capacity. The boat must be empty of loose equipment when transported on trailer.
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	Nobody is allowed being on board during trailer transport.
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Transporting the boat on a car's roof or trailer upgrade is not recommended because of the high center of gravity and possible instability.

14. RULES TO OBSERVE DURING NAVIGATION

- Be responsible. Disregarding safety rules risk your life and the lives of others.
- Always keep your boat under control.
- Respect local regulations and practices.
- Near shore, navigate only in designated boating areas.
- At sea, weather conditions can rapidly deteriorate. Always be sure that you can reach shelter rapidly.
- Use personal flotation devices (PFD). PFD are required equipment. Wear them.
- Always Use the stop switch lanyard: Your outboard comes equipped with a stop switch safety lanyard to prevent a runaway boat in case the operator falls overboard. Wear it around your wrist or affix it to the clothes you are wearing.



- No alcohol or drugs: Do not drink alcohol or take drugs before or while operating your boat. Maintain passenger sobriety.
- Do not exceed the authorized number of persons or weight.
- Make sure your passengers remain seated: Sitting on the buoyancy tubes may be comfortable at low speeds, provided your passengers use the grab line. At planing speeds, in rough water or during sharp turns, all passengers should position themselves in seats (standard or optional) or on the floor.
- No bow riding: Bow riding is illegal in most areas and is extremely dangerous: in case of falling, the man overboard may be hit by the propeller.
- Be especially careful when docking: Arms and legs may be injured if they are outside the boat.
- Keep clear of swimmers and divers: Always avoid areas where divers or swimmers are in the water. Keep a sharp lookout, especially when operating near beaches and launch sites. Shut off the motor when operating near someone in the water. The Alpha flag indicates the proximity of divers. You MUST stay at least 50 meters away from such flags.
- Avoid sharp turns at high speeds: Someone could get thrown from the boat.
- DO NOT make a radical change in direction without advising your passengers.

Battery:

- Avoid sparks and open flames near the battery (hydrogen gas from battery may explode).
- Do not allow contact between positive and negative poles.
- Turn off engine before inspecting or servicing battery.

- BEWARE: Avoid all contact between the buoyancy tubes and sharp objects or aggressive liquids (such as acid).
- INSPECT AND MAINTAIN STEERING SYSTEM: An improperly maintained system may fail, causing a sudden loss of control.
- AVOID THE RISKS OF EXPLOSION OR FIRE HAZARDS: Ensure your fuel system is in a good order and maintain it properly.
- DO NOT PERMIT SMOKING ON BOARD. ALWAYS!
- IF FUEL HAS SPILLED ON THE FLOOR: Wash it off with water.

14.1. In case of accident

In case of an accident, do not panic and reassure the passengers. Be aware that the boat, even when damaged, is often the best shelter and facilitates your rescue.



An inflatable boat is practically unsinkable, even full of water. If after an accident a compartment deflates, bring it inside the boat, restore the load balance to the opposite side of the deflated compartment and return at reduced speed. In case of a collision or impact with a floating object, stop to examine the hull, the buoyancy tubes, the motor and its attachments and return to shore at a low speed. Take your boat to your dealer for inspection before using it again.

14.2. Environment

Be responsible: Safe boating begins with you!

Please respect the environment by following basic safety rules:

- Avoid creating excessive wash.
- Keep out of designated swimming areas. respect all animal life.
- Use non-polluting antifouling paint and non-polluting cleaning agents.
- Be careful not to overfill the fuel tank
- Don't make excessive noise.
- Don't discharge oil or fuels into the water. In most areas this is illegal and in all areas it causes pollution and harms plant and animal life.
- Don't litter. Dispose of garbage and trash properly. If there is no appropriate refuse disposal, carry your trash back with you.
- Don't make excessive wake. Remember that the wake your boat makes can be destructive to the shore, as well as to other boaters. A boat wake crashing on the shore can cause and accelerate erosion and damage the environment.

15. MAINTENANCE AND TROUBLESHOOTING

15.1. Corrosion

NOTICE	Damage due to corrosion is not covered under warranty!
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15.1.1. Galvanic corrosion

Galvanic corrosion (electrolysis) to the boat is the decomposition of metal due to the effects of electrolytic action. When two dissimilar metals are immersed in a conductive fluid (salt water), an electric current is produced, much like the action of a battery. As the current flows, it takes with it tiny bits of the softer metal. If left unchecked, a great deal of damage could occur.

Your boat is equipped with a transom-mounted zinc anode to prevent damage to those metal parts coming in contact with the water – stainless steel fuel tank. The zinc is, by design, self-sacrificing. It is slowly eroded away by electrolytic action and requires periodic inspection for deterioration. If the zinc shows extreme erosion, it must be replaced to continue protection, or damage to other metal parts may result.

15.1.2. Salt water corrosion

After using your boat you need to flush stainless steel equipment with fresh water.

15.2. Marine growth

If accelerated marine growth is a problem in your area, an anti-fouling bottom paint must be applied to protect your gel coat. Before selecting a bottom paint, talk with other boaters and your VSR dealer to determine the product that works best in your area. Many local variables can affect the selection of paint. Be sure to follow the paint manufacturer's directions exactly.

15.3. Cleaning

Periodic cleaning is the best way to keep your boat looking like new. Regular washing and waxing keep dirt and scum from building up and deteriorating the finish.

Your boat is made of fiberglass-reinforced plastic resin material that is easy to clean and care for.



While washing do not be under hoisted boat and do not clean buoyancy tubes with pressure cleaner!

15.3.1. Hull

When washing the boat, be sure to use a mild detergent and warm water solution. DO NOT use abrasive cleaners, solvents, ammonia or chlorine as these will damage the gel coat surface. Under extreme conditions, special cleaners may be used to remove marine growth from the hull. Ask your VSR dealer for further instructions. Waxing the entire gel coat surface at least twice a season is recommended for all climates. Use of a specially formulated marine gel coat wax will reduce color fade, soil and scum adhesion. If the gel coat has chalked or faded from lack of proper maintenance, buffing may be necessary to bring back the shiny appearance.

15.3.2. Upholstery

Regular washing with mild detergent and warm water or vinyl cleaners is sufficient to keep the cushion and vinyl coverings in good condition. Keep the cushion from becoming soaked and dry thoroughly after washing to prevent mildew accumulations when the boat is covered. Prop up the cushions in the boat when covered to take advantage of air circulation. Spray with a mildew repellent. While your vinyl is made to withstand the elements, it is important to care for it by keeping it clean at all times. Many substances may stain your vinyl if left untouched over a period of time. Remember to remove any contaminant and clean vinyl immediately.



15.3.3. Stainless steel

Stainless steel parts are not totally resistant to corrosion. Occasional cleaning and polishing with a marine stainless polish will maintain and extend the useful life. In salt water areas, rinse all hardware with fresh water and apply a light coating of protective oil to enhance the appearance after each use.

15.3.4. Boat cover

Occasional cleaning of the top and cover should be done with mild soap and warm water. Thoroughly wet the entire surface and use a soft-bristled brush. Rinse completely and allow dripping dry. Then allow it to lie in the sun until completely dry. After cleaning, treat with a water repellent if necessary.

16. WARRANTY

The warranty covers the boat complete and finished boat by VSR.

The warranty is 1 year for plastic parts and tubes.

The warranty on installed components varies depending on the specific manufacturer warranty conditions.

Warranty does not apply to:

1. A boat purchased from any party other than an authorized VSR dealer.
2. A boat, including its components, which have been altered or modified so as to adversely affect its operation, performance or durability.
3. Engines, outdrive, controls, propellers, batteries, appliances and other equipment or accessories that are not manufactured by VSR, whether or not warranted by other manufacturers.
4. Gelcoat finishes (including blistering and osmotic blistering, cracking, crazing or discoloration), mirrors, window glass, varnishes, paints, fabrics, chromium plated and stainless steel finishes, because of the varying effects resulting from different climatic and use conditions.
5. The cost of removal or re-instatement of parts or disassembly of units to repair or replace components covered by this warranty.
6. Any boat which has been misused, used in a negligent manner, used for racing, used for rental, charter, military or other commercial purposes, used without normal maintenance, operated contrary to any instruction furnished by VSR, or operated in violation of any Federal, State, Coast Guard or other governmental agency laws, rules or regulations.



7. Any representation relating to speed, range and fuel consumption or other estimated performance characteristic.
8. Loss of time, inconvenience, boat payments, retail charges, improper lifting or trailering, travel expense, loss of use, in-and-out-of-water charges, towing and storage charges, loss of or damage to personal property, or other remedies not specifically allowed.
9. Dealer preparation, cleaning, final adjustments and alignments in preparing the boat for delivery or commissioning.
10. Leakage to hatches or other designed openings.
11. Fit and adjustment of exterior canvas tops and covers.
12. Sacrificial deterioration of anti-fouling paint or zinc anodes.

17. CUSTOMER SERVICE

The staff at VSR is concerned with your complete satisfaction. This includes the prompt resolution of any problems that may arise. We will help you on best of our own.

Please send us any questions, opinions and recommendations on

SERVICE@VSRLAB.COM

or

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OWNER'S MANUAL

VSR OWNER'S MANUAL

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