

# *IMNASA*

Owner-Manual

**Dear customer,**

You are now the proud owner of a inflatable boat. You have thus acquired the assurance of quality, since our boats are manufactured in conformity with strong safety regulations. Each boat has an identification number, which you will find on the data plate under SERIES NUMBER. The first letters and figures of this ID number have already been printed on the Conformity Certificates in this handbook. Please complete it by noting down the missing figures/letters into the Conformity Certificate of the manual. This ID number is to be mentioned in every correspondence with us or any authorised service station. It is only with this number that we will be able to identify your boat and give you the relevant information.

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# YOUR INFLATABLE TENDER

Model Name
IM 180 SH
IM 200 SH
IM 215 SH
IM 230 SH
IM 249 SH
IM 265 SH
IM 300 SH
IM 200 SL
IM 220 SL
IM 240 SL
IM 249 SL
IM 270 SL
YTL 200RIB
YTL 225RIB
YTL 249RIB
YTL 249RIBAL
YTL 270RIB
YTL 270RIB2
YTL 270RIBAL
YTL 300RIB
YTL 300RIB2
YTL 300RIBAL
YTL 230SA
YTL 270SA
YTL 300SA
YTL 225SH
YTL 249SH
YTL 270SH
YTL 290SH
YTL 180SL
YTL 225SL
YTL 249SL

WIN-No.

(See serial number on the ID plate on your tender)

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EC Approvals for boats larger than 2.50 m according to EC Directive  
2013/53/EU

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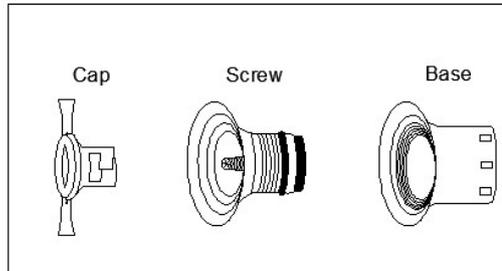
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## ASSEMBLY AND DISASSEMBLY

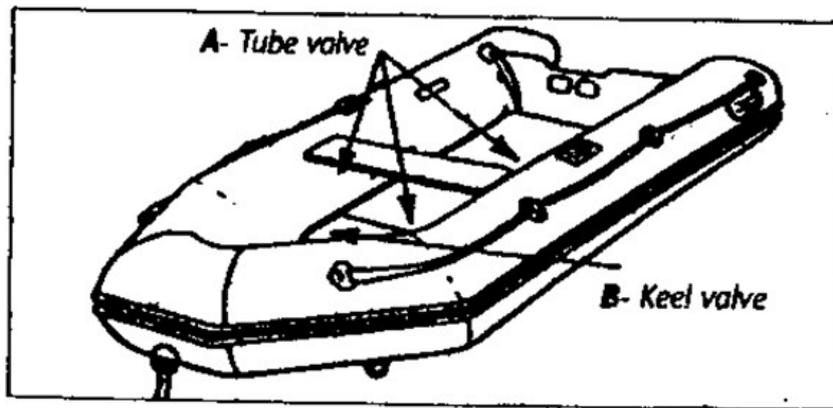
**Attention ! Do not use a compressed air source (such as a compressor) to inflate boats. Over-inflation through the use of compressed air may result in ruptured seams and/or bulkheads.**

### ASSEMBLY

1. Remove any sharp object from flat surface where the boat will be assembled and inflated.
2. Unfold and spread out the boat flat.
3. Attach the valves in their proper place. Check that the cap gasket is in place. Attach valve retainer to each valve.



VALVE ASSEMBLY



Location of Valves

4. When using the boat for the first time, fully inflate it by attaching the foot pump to each of the valves, one at a time, and when pumping, ensure that a balance of pressure between the chambers is maintained until the boat has been fully inflated.

When the boat has been fully inflated, unscrew the valves and allow approximately ½ of the air to escape. Screw the valves on again, and continue assembling the boat.

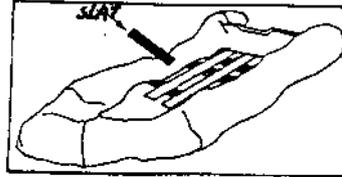
**NOTE :** Do not inflate the keel until the floor boards have been installed.

5. If the boat has been previously inflated, attach foot pump to each valve, one at a time, and add air to each chamber to ½ of their capacity.

**ASSEMBLY FOR IM 200 SL, IM 220 SL, IM 240 SL, IM 249 SL, IM 270 SL,  
YTL 180SL, YTL 225SL AND YTL 249SL**

Before inflating the boat, slide each slat into a fabric sleeve.

The boat can be rolled up with slats in place, but remove them when cleaning out sand and small stones.



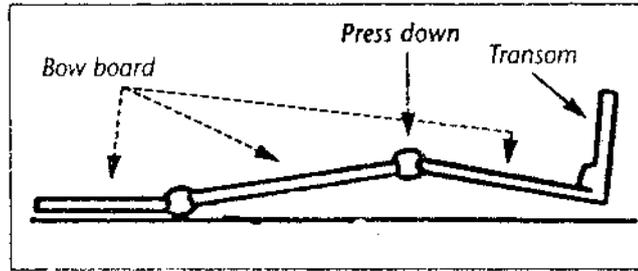
**ASSEMBLY FOR BOATS WITH INFLATABLE FLOOR  
IM 180 SH, IM 200 SH, IM 215 SH, IM 230 SH, IM 249 SH, IM 265 SH,  
IM 300 SH, YTL 225SH, YTL 249SH, YTL 270SH AND YTL 290SH**

1. Unfold and stretch out the floor onto the bottom of the boat, edging it under the half-inflated tubes and against the transom. The valve must face upwards.
2. Inflate the floor up to ¾.
3. Finish inflating the boat.
4. Finish inflating the floor.
5. Fully inflate the keel.

**FLOOR ASSEMBLY FOR YTL 230SA, YTL 270 SA AND YTL 300 SA**

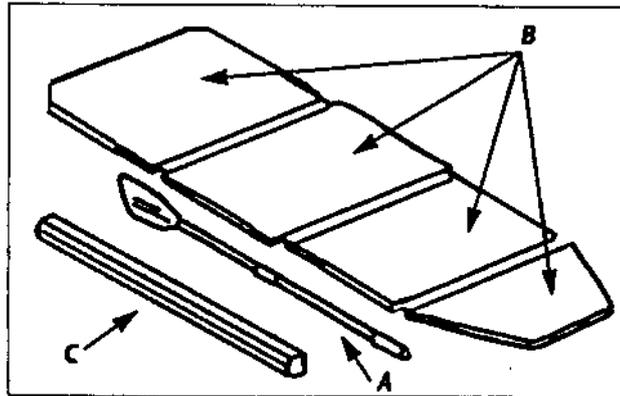
**NOTE :** *identifying numbers on floor boards must face upwards.*

1. Insert floor board No.1 in bow of boat.
2. Insert floor board No.4 in transom of boat.
3. Insert floor board No.2 into floor board No.1.
4. Insert floor board No.3 into floor boards No.2 and 4 and press down until flat.



### SIDE JOINER ASSEMBLY

1. Inflate the air chambers up to  $\frac{3}{4}$  of their capacity.
2. Slide an oar (a) under the bottom of the boat to raise the floor boards (b) over the flat surface. Attach side joiners (c). Repeat the procedure on opposite side of the boat. In case of more than one joiner on each side, start with one long, one short joiner on one side and with one short and one long on the other side (asymmetric).
3. Install the seat (which is an option on certain models).
4. Finish inflating the air chambers one after the other in order to maintain equal amount of air. **DO NOT** inflate any chamber to full capacity at the one time. Install valve caps.
5. Inflate the keel and close valve caps.



### DISASSEMBLY

**NOTE :** *The boat should be clean and dry before rolling up for storage. Remove any sand and debris.*

1. Unscrew all air valves to deflate the boat.

2. Remove the seat.
3. Remove side joiners from floor boards.
4. Raise one of the middle floor boards. Remove floor boards. Remove bow and transom boards last.
5. Put floor boards, side joiners and oars in carrying bag.
6. Using the foot pump as a suction device, remove excess air from each chamber.
7. With the boat now flat, tuck the tube where the oar locks are into the boat. Roll up the boat from either end and place it in the carrying bag along with the pump.

### **CLEANING PROCEDURES**

Rinse your boat when possible, after each use. At the end of a season, wash it out in soapy water or with washing-up liquid. Rinse, let dry before folding up the boat. Store in a dry place.

**IMPORTANT** : *DO NOT use a vinyl preserving agent on fabric surfaces. Chemicals in such agents will dry out the fabric.*

<b><i>OPERATION INFORMATION</i></b>
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### **SAFETY**

#### **BEWARE OF OFFSHORE WINDS AND CURRENTS!**

It is the responsibility of the boat's operator to know all laws applicable to boats and to comply with those laws when equipping and operating the boat.

Rules and regulations may vary depending on the following conditions: the location of the boat's operation and the requirements of local authorities ; the use of the boat, the particular time of the day during which the boat is being used, the conditions under which the boat is being operated, and the size, speed, course, kind of boat (power, oars, etc.) and mode of operation.

In addition to knowing and following the applicable laws, please note the following :

1. Each passenger should wear the appropriate clothing and wear an approved life-jacket.
2. Ensure that all basic equipment is on board the boat, including paddles /oars and an inflation pump. Be aware of the possible necessity of additional safety equipment.
3. A boat should not be operated by an individual under the influence of drugs or alcohol.

4. Weight must be distributed evenly. If your motor-equipped boat is lightly loaded, do not accelerate suddenly. Stability and handling problems can occur if the operator mishandles the craft.
5. The carrying capacity and the engine capacity and maximum weight must not be exceeded.
6. Outboard motors are dangerous and can cause injury and death when improperly operated. Never equip or operate your boat with a motor which is not approved for use with the boat. Never approach at speed a swimmer in the water or allow a swimmer to approach the stern of the boat while the engine is running.
7. Due attention should be given to winds and tides, which can change and therefore affect fuel consumption.
8. When boating in unknown waters, it is always a wise precaution to obtain local knowledge before setting out.
9. Always tell someone your time and place of departure, your proposed route and the time you expect to return.
10. The display of navigation lights may be required. The user should ensure that the boat should not be operated during darkness or other hazardous weather conditions unless a correct navigational lighting has been fitted and is operating properly.
11. Safety courses on boat handling are available in most countries from national or local organisations. Operators should acquaint themselves with the general rules of the waterways and the local water conditions before taking a boat out.
12. On extended voyages due consideration must be given to safety equipment such as flares, first aid kit, anchors, etc.

#### **Aspects of environment protection**

In case of oil and fuel leakage, or in polluted or dirty waters, clean or recuperate the waste in a manner appropriate to the local environment. Excessive noise and exhaust emission should be avoided. Particular care should be used in the disposal of residues, e.g. of paint, paint removing substances or other cleansing agents.

#### **INFLATION - DEFLATION**

1. Inflate the boat with the foot pump supplied.  
**NOTE :** *When using a foot pump, the boat can never be over-inflated. If using an electric inflator, finish the inflation procedure with the pump supplied to obtain the correct inflation pressure.*
2. The maximum inflation pressure is 0.25 bar for the boat ,0.35 bar for the keel and 0.80 bar for the fixed floors (VIB-Model). Depending on climate and operating conditions, the pressure may require monitoring during boat use to maintain a correct inflation level.
3. A boat inflated for 2 to 3 days may lose pressure and require re-inflation to correct operating pressure.

**WARNING :** *DO NOT use a compressed air source (i.e. compressor) to inflate the boat. Over-inflation may result in ruptured seams and/or bulkheads.*

4. When inflating, maintain a balance of air between air chambers to prevent damage to air chamber bulkheads.

### **LOADING**

1. ***DO NOT EXCEED THE WEIGHT CARRYING CAPACITY INDICATED ON THE BOAT IDENTIFICATION PLATE.***

2. Each person in the boat should wear a life jacket (personal flotation device).

3. Oars or paddles, and a repair kit should be carried on board for emergencies.

4. All loads placed in the boat should be distributed evenly for proper boat trim.

### **OPERATION : ROWING**

1. Inflatable boats are equipped with oars and thole-pins; certain models also come with a rowing-seat as standard. Ensure seat is properly installed.

2. Install oars in thole-pins, attach thole-pin cap screws.

**NOTE :** *DO NOT use oars as levers : they could break !*

3. Local water conditions must be taken into account before operating the boat with oars or a small outboard motor. Boat power may not be strong enough to overcome currents in tidal inlets, small channels or shallows of shoal water regions.

### **OPERATION : OUTBOARD MOTOR**

**WARNING !**

**DO NOT OVERPOWER AND EXCEED THE MAXIMUM WEIGHT OF THE MOTOR!** Overpowering can result in severe handling and/or stability problems with serious consequences.

**USE A CIRCUIT BREAKER.** This switch will stop the engine if, for any reason, the operator pulls the cord. When the boat is being powered, passengers should hold onto the lifeline in order to avoid falling overboard. When operating the motor-powered boat alone, sit on the seat preferably. Rapid acceleration should be avoided to prevent falling overboard backwards.

1. Regular checks should be made on motor attachment screws. Loose screws will cause erratic boat operation and possibly the loss of your outboard motor !

2. Read the manual carefully before assembling or operating the boat.

3. On board, check that the loads are not chafing or puncturing the boat skin.

### **TOWING - ANCHORING - MOORING**

1. The inflatable ***MUST BE EMPTY*** when it is towed by another boat. The towing line should be secured to the "D"-rings on each side of the inflatable. The inflatable must be under constant supervision when it is being towed.

2. Anchoring and mooring lines should be secured **THROUGH** the bow "D"-ring to the side D-rings.

**WARNING:** *Never tow your tender by the bow ring, but use the side rings. If it has only one bow ring, take the tender directly on board the towing boat. The bow ring should only be used to attach a mooring line.*

### **AIR CHAMBER FAILURE**

1. Should an air chamber get punctured, shift the weight to the opposite side. Prevent, as much as possible, further air leakage (by hand or with webbing) and immediately proceed to the nearest shore.

### **WATER HAZARDS**

1. Wrecks, reefs, rocky shores, sandbanks, and shallows should be avoided or approached with caution.
2. When boating in unfamiliar waters, obtain information on local water hazards before setting out.

### **BEACHING**

1. It is recommended not to use an engine when beaching. Do not drag the boat across rocks, sand, gravel or on a pavement as damage to the boat skin may result.
2. If the boat is to be temporarily left on a beach, part of the boat should be left in the water so that the internal heat caused by exposure to sunlight can escape and so that air pressure in the tubes can decrease.
3. Cover the boat to block direct exposure to sunlight if the boat is to be removed from the water for an extended period of time.

### **STORAGE**

1. After use, the boat and all components should be washed with a mild soap and rinsed with fresh water. Dry all parts before storing in the carrying bag. This will help prevent mould or mildew.
  2. Wooden parts should be inspected for damage or deterioration. Surface scratches or abrasions should be covered with a marine grade varnish.
  3. To keep the boat looking new, store the boat in a cool and dry place and avoid excessive exposure to direct sunlight.
- IMPORTANT :** *Waxes or cleaners containing alcohol SHOULD NOT be used on the boat fabric. Alcohol will prematurely dry out the boat fabric.*
4. To avoid damaging the boat during storage, do not place heavy objects on it.

### **USE IN HIGHER ALTITUDES**

1. Normal full inflation pressure is 0.25 bar for the tube and 0.35 bar for the keel. If the boat is inflated when at sea level (low altitude) and is brought to a high altitude (i.e. for use in a mountain lake), the air pressure must be reduced at the higher altitude to prevent over-inflation.

## ***REPAIR PROCEDURE***

### **SMALL TEARS, CUSTS AND PUNCTURES**

1. The repair of a small leak or puncture less than ½ inch (12.7 mm) can be done with a round patch, 3 inches (76.2 mm) diameter, minimum.
  2. Both patch and surface on the boat must be dry and free of dirt and grease.
  3. Apply 3 thin, even coats of adhesive to the surface of the boat and the patch. Wait 5 minutes between each coat. After the 3rd coat, wait 10-15 minutes before placing the patch on the boat skin.
  4. Wait for at least 24 hours before re-inflating the boat.
- For Hypalon boats, the repair procedure is explained in the leaflet included in the repair kit.

### **LARGE REPAIRS OF SKIN, SEAMS, BULKHEADS AND TRANSOM**

For all large repairs it is recommended to return the boat to your dealer. Contact him first, if possible.

### **INSTALLING NEW CHECK VALVES**

Lubricate the valve stem with silicone or soapy water to facilitate installation.

## **WARRANTY**

### **EUROPE ONLY**

**The two year guarantee only occurs on the condition that the warranty registration card was returned 10 days following the date of purchase and accompanied by a copy of the receipt/invoice.**

I. We guarantee that each new inflatable boat and its accessories (hereinafter to be referred to as the "product") is free from defects in material and workmanship, but only when the sale has been made in a country to which distribution is authorised by us.

II. This warranty applies only to defects in material and workmanship, it does not apply to normal wear and tear, or to damage caused by :

- 1) Neglect, lack of maintenance, accident, abnormal or improper use or bad assembly;
- 2) Use of an accessory or part neither manufactured nor sold by us;
- 3) Participating in or preparing for races or other competitive activity;
- 4) Alteration or removal of parts.
- 5) Commercial use.
- 6) Unproper protection against UV-light.

III. This warranty does not cover incidental or consequential costs or expenses such as haul-out, launching, towing transport and storage charges, telephone or rental charges of any type, inconvenience, waste of time or income losses, or other consequential damages.

IV. The customer must provide reasonable access to the product for warranty service by delivering the product for inspection to a dealer authorised to service the purchaser's product. If a purchaser cannot deliver the product to such authorised dealer, the purchaser shall notify the company in writing. We shall then arrange for the inspection and repair, provided such service is covered under this warranty. The purchaser shall pay for all related transport expenses and/or any other expenses associated with that service. Any product or part shipped by the purchaser for inspection or repair must be shipped with transportation charges prepaid.

V. Our obligation under this warranty shall be limited to repairing a defective part, or at our discretion, refunding the purchase price or replacing such part or parts as shall be necessary to remedy any malfunction resulting from defects in material or workmanship as covered by this Warranty. We reserve the right to improve the design of any product without assuming any obligation to modify any product previously manufactured.

The Warranty Registration Card is the only valid registration identification. Warranty claims will not be accepted without presentation of the Warranty Registration Card.

**EC DECLARATION OF CONFORMITY  
ACCORDING TO EC DIRECTIVE "RECREATIONAL CRAFT"  
2013/53/EU**

We hereby declare that the boat described below, at the time it is placed on the market, meets, in its design, type and construction, the basic safety requirements of the

**EC Directive for Recreational Craft**

In the event of alterations, modifications made to the boat which have not been agreed by us and which affect the "basic safety requirements", this declaration no longer applies to that boat and is therefore null and void.

Designation of boat : Inflatable boat  
Boat type: IM 265 SH, IM 300 SH, IM 270 SL,  
YTL 270RIB, YTL 270RIB2,  
YTL 270RIBAL, YTL 300RIB,  
YTL 300RIB2, YTL 300RIBAL,  
YTL 270SA, YTL 300SA,  
YTL 270SH, YTL 290SH  
Main dimensions: 270X152CM, 299X152CM, 264X156CM,  
268X154CM, 282X172CM, 265X159CM,  
309X152CM, 308X154CM, 307X159CM,  
270X152CM, 297X157CM, 270X152CM,  
292X154CM  
Serial number of boat : **ES-IMN**.....  
Design category : C  
(Designed for voyages in coastal waters,  
large bays, estuaries, lakes and rivers where  
conditions up to, and including, wind force  
6 and significant wave heights up to, and  
including 2m may be experienced.)  
Certification Module : A1  
Applicable Directive : EC-Dir. 2013/53/EU  
Notified Body : DNV.GL SE  
According to ANNEX IV  
Address of notified body : BROOKTORKAI 18, 20457 HAMBURG, GERMANY

The product described above meets the essential requirements of Directive 2013/53/EC, Annex I/A, points 3.2 and 3.3

Certificate of Conformity No.:

RCDA100001NH, RCDA100001NJ, RCDA100001JJ, RCDA100001NK, RCDA100001NM,  
RCDA100001NN, RCDA100001NU, RCDA100001NV, RCDA100001NW, RCDA100001NR,  
RCDA100001NX, RCDA100001NS, RCDA100001NT

Authorised representative :

Date : GENERAL MANAGER



