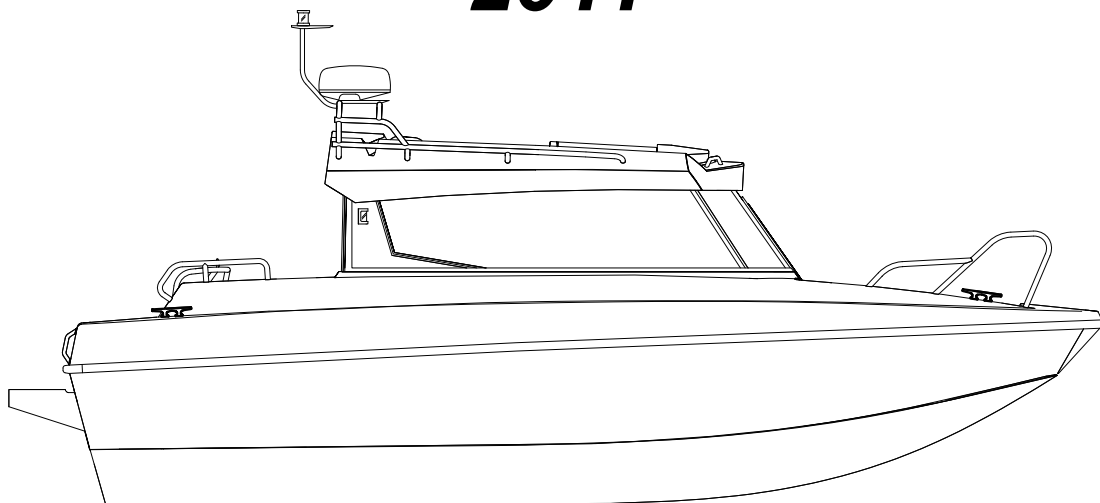


Buster®

OWNER'S HANDBOOK BUSTER XXL Cabin 2011



Fiskars Boats, Inha Works Ltd
Saarikyläntie 21
FIN-63700 Ähtäri
Finland

Your authorised Buster dealer:

UK

PREFACE

Dear Buster owner, thank you for choosing a Finnish Buster boat! We hope you will have many enjoyable experiences on board.

This handbook aims to help you use your boat safely and with peace of mind. It includes details of the boat itself, the equipment and systems installed in it, and information about how to operate and maintain it. Before you start using your boat, we urge you to first familiarise yourself with it by reading this handbook thoroughly.

Naturally, the Owner's Handbook cannot provide you with seamanship skills or information on boating safely. If the Buster is your first boat, or you have changed to a type of boat with which you are unfamiliar, for the sake of your comfort and safety please acquire sufficient handling and operating experience before you take on the responsibility of command. The seller of the boat, a boat club, or national motorboat and yachting associations will gladly inform you about local boating schools or recommend competent teachers.

Before taking your boat out, ensure that its design category is appropriate for the prevailing wind and sea conditions and that you and your crew are capable of handling it in the existing conditions. The wind conditions and swells in which design category C can be used include gales and heavy winds, which come with an exceptional risk of high waves and gusts. Only a competent and fit crew can satisfactorily handle such dangerous conditions, and can do so only in a well-maintained boat.

This Owner's Handbook is not a detailed guide to maintenance or troubleshooting. If a problem occurs, please contact your nearest Buster dealer. If repairs are needed, use only those businesses recommended by a Buster dealer. Alterations that affect the safety characteristics of a Buster boat can be carried out only with the written approval of the manufacturer, who cannot be held responsible for changes to the boat that it has not approved.

In some countries, driving a boat requires a licence or some other similar authorisation.

Always maintain your boat in good condition and bear in mind the consequences of wear resulting from ageing, rough treatment and improper use. Any boat, no matter how strong, can be significantly damaged by improper use. Always adapt the speed and course of your boat to the current conditions at sea.

If your boat is equipped with a life raft, read its operating instructions thoroughly. The boat should have on-board safety equipment (life-jackets, safety harnesses,

etc.) appropriate to the boat type, weather conditions, etc. In some countries such equipment is mandatory. The crew must be familiar with the operations of all safety equipment and emergency manoeuvres (rescuing a man overboard, towing, etc.). Rescue exercises are regularly organised by boating schools and clubs.

Every person on board should use an appropriate flotation aid (such as a life jacket or vest). Note that in some countries the law requires flotation aids to be used at all times while on board.

STORE THIS HANDBOOK IN A SAFE PLACE AND HAND IT OVER TO THE NEXT OWNER WHEN YOU RELINQUISH THE BOAT.

Contents

1	General.....	7
2	Definitions.....	7
3	Warranty.....	7
4	Before launching.....	8
4.1	Registration.....	8
4.2	Insurance.....	8
4.3	Training.....	8
5	Boat characteristics and operation.....	8
5.1	General.....	8
5.2	Basic information about the boat.....	9
5.3	Recommended max. number of people.....	10
5.4	Loading.....	10
5.5	Engine and propeller.....	11
5.6	Preventing water from getting on board and stability.....	11
5.6.1	Hull and deck openings.....	11
5.6.2	Bilge pumps and drainage.....	12
5.6.3	Stability and buoyancy.....	12
5.7	Prevention of fire and explosions.....	13
5.7.1	Engines and fuel systems.....	13
5.7.2	Fire extinguishing and fire prevention.....	14
5.8	Electrical system.....	15
5.8.1	Using a single battery system.....	15
5.8.2	Using a dual battery system.....	15
5.9	Control characteristics.....	18
5.9.1	Driving at high speeds.....	18
5.9.2	Dead-man's grip.....	19
5.9.3	Visibility from the steering position.....	20
5.10	Good seamanship – other recommendations and instructions.....	20
5.10.1	How to avoid falling overboard and procedures for getting back on board.....	20
5.10.2	Securing loose equipment.....	21
5.10.3	Respect for the environment.....	21
5.10.4	Anchoring, mooring and towing.....	21
5.10.5	Trailer towing.....	23
6	Service, repairs and winter storage.....	24

I Owner

First name:

Last name:

Municipality of residence:

Year of purchase:

II Owner

First name:

Last name:

Municipality of residence:

Year of purchase:

III Owner

First name:

Last name:

Municipality of residence:

Year of purchase:

IV Owner

First name:

Last name:

Municipality of residence:

Year of purchase:

V Owner

First name:

Last name:

Municipality of residence:

Year of purchase:

BEFORE DEPARTURE...

Read this Owner's Handbook thoroughly and before departure always check:

- **Prevailing weather conditions and the weather forecast**

Assess the wind conditions, the state of the sea and visibility. Is your boat's design class, size, and on-board equipment, together with the skills of the helmsman and crew, sufficient for the waterways which you intend to use?

- **Loading**

Do not overload the boat. Distribute the load evenly, and place heavy objects as low as possible, because placing them too high will reduce the boat's stability.

- **Passengers**

Ensure that life jackets or vests are available for everyone on board. Before departure, agree on what duties each person will be responsible for during the trip.

- **Fuel**

Check that there is enough fuel on board, including sufficient reserve to cope with bad weather and any unforeseen circumstances.

- **Engine and equipment**

Check that the steering, electrical devices and battery all function properly and are in good condition. In addition, check the seaworthiness of the boat: ensure that there are no fuel or water leaks, and that there is adequate safety equipment on board, etc. Check that the level of bilge water is minimal.

- **Ventilation**

Ensure that the fuel space is ventilated to minimise the risk of fire.

- **On-board equipment is well secured**

Make sure all articles are properly stowed to remain in place in the event of heavy seas and high winds.

- **Sea charts**

Unless you are fully acquainted with the route, that you have charts for the waterway which you intend to use.

- **Manoeuvring during departure and arrival**

The crew should agree on who is to be responsible for casting off each rope, etc. During departure and arrival, ensure that mooring or other lines do not get entangled in the propeller.

For further instructions concerning the engine, see the manufacturer's instruction manual.

1 General

This Owner's Handbook will help you to familiarise yourself with the characteristics of your new boat. Instruction manuals for equipment fitted to the boat are also included and are frequently referred to. You can, of course, add to this handbook by obtaining the instruction books for all other equipment. Space for your own notes has been provided at the back of this handbook.

2 Definitions

Warnings and specific remarks in this handbook are defined as follows:

DANGER!: *Indicates grave danger highly likely to lead to death or permanent injury if appropriate precautionary measures are not taken.*

WARNING!: *Indicates danger which may lead to injury or death if appropriate precautionary measures are not taken.*

N.B.!: *Is a reminder to operate the boat in a safe manner or to bear in mind dangerous methods of operation that may lead to injury or damage to the boat or some part of it.*

This handbook adopts units of measurement in accordance with the SI system. In some cases, other units have been included in parentheses. An exception to this is wind speed, which is designated on the Beaufort scale as in the EU Directive on recreational craft.

3 Warranty

In accordance with the enclosed warranty conditions, a guarantee is provided for the boat and any equipment that has been installed in the boatyard. For post-production installations to the engine, trim tabs, compass, any navigation equipment and other devices, the manufacturer of the equipment in question is directly responsible for any issues relating to the warranty. Separate warranty cards, together with contact information for their suppliers, are enclosed for all equipment/devices. For other matters relating to the warranty, we request that you contact the Buster dealer indicated on the cover of this handbook.

4 Before launching

4.1 Registration

Some countries may require boats such as the Buster XXL Cabin to be registered, and drivers may be subject to competence and/or age restrictions. Before taking the boat into use, find out the applicable requirements and restrictions from the appropriate local authorities.

4.2 Insurance

Boat insurance may compensate for damage that has occurred on the water, during transport or dry docking. Check separately the insurer's liability regarding hoisting the boat. Insurance can also indirectly affect safety on the water, because in the event of serious injuries it allows the essential focus to be on saving lives. Insurance companies can provide more detailed information on various insurance alternatives.

4.3 Training

The safe operation of boats requires training. A wealth of literature on boating is available, and various boating associations and clubs organise navigation courses. Courses and books provide a sound basis for your boating skills, although sureness in handling, navigating, mooring and anchoring a boat are best acquired by means of extensive practice.

5 Boat characteristics and operation

5.1 General

This Owner's Handbook is not a complete maintenance guide or repair manual. The aim of the handbook is to help owners familiarise themselves with the characteristics of their new boat as well as showing them how to use it properly.

5.2 Basic information about the boat

The basic information of the boat is as follows:

Boat model:	Buster XXL Cabin
Design category:	C (coastal waters)

See also paragraph 5.4 Loading.

Design category C is defined as follows:

The boat is designed to operate in conditions up to a maximum wind velocity of 6 on the Beaufort scale (approx. 14 m/sec) and a corresponding swell (a significant wave height of up to 2 m with occasional waves of 4 m maximum). Such conditions can occur in open water on lakes, estuaries and in coastal waters in moderate weather.

N.B.! *The significant wave height is the average height value of the upper third of the swell, which roughly corresponds to an experienced observer's estimate of the wave height. Some individual waves could be twice this height.*

Main dimensions and capacities:

The length, beam, draught, total weight, etc. of the boat as well as its fuel tank capacity are listed in Appendix 1: Technical specifications.

Manufacturer's plate:

Part of the above information is recorded on the manufacturer's plate attached to the boat near the steering console. More comprehensive information is provided in the appropriate sections of this handbook.

5.3 Recommended max. number of people

The recommended maximum number of people to have on board the boat is seven. The designated seating arrangements are shown in Diagram 1.

WARNING! *Never exceed the maximum recommended number of people on board. Irrespective of the number of people on board, the total weight of people and equipment must never exceed the recommended maximum load (see paragraph 5.4 Loading). Always use the seats in the boat. If your boat is not equipped with seats for seven people, everyone on board must sit in the designated seating places shown in Diagram 1.*

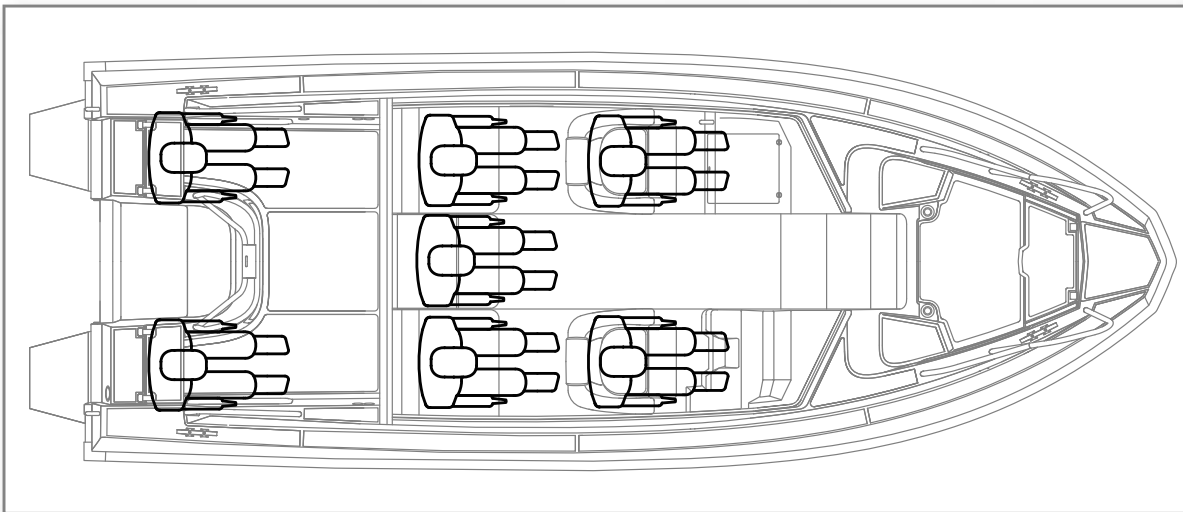


Diagram 1. *Seating for the maximum number of people on board*

5.4 Loading

The recommended maximum load capacity for the Buster XXL Cabin is 560 kg.

An adult's weight is taken to be 80kg and a child's 40 kg. In addition to the above-mentioned recommended maximum load, the boat can be loaded with the following weights: 20 kg of basic equipment and a total weight of 112.5 kg of fuel in the boat's fixed tank.

WARNING: *When loading your boat, never exceed the recommended maximum load. Pack the boat carefully and distribute the load evenly in order to maintain the design trim (approx. even keel). Avoid storing heavy weights at too high an elevation as this may compromise the stability of the boat.*

5.5 Engine and propeller

The recommended maximum engine capacity for the Buster XXL Cabin is 111 kW (150 hp).

When fitting the engine and choosing a propeller, comply with the engine manufacturer's instructions.

5.6 Preventing water from getting on board and stability

5.6.1 Hull and deck openings

The location of deck openings and their respective plugs are shown in Diagram 2.

The Buster XXL Cabin has an outlet for draining rainwater from the cockpit. In the aft cockpit of the boat, these outlets should be plugged if you observe water flowing back into the cockpit through the drain outlets when the boat is loaded. The shut-off valves are located in the aft corners of the boat, and they can be accessed through the maintenance hatches in the rear corners of the cockpit. The boat's bow cockpit does not contain shut-off valves, and the elevation of the floor level prevents it from being lowered to the water surface level in normal use. The drain outlets should be kept open and regularly cleared to prevent them from getting blocked with debris. The boat has a drain plug in the aft section that is screwed to the lower corner of the transom, through which the boat can be drained when docked or loaded on a trailer.

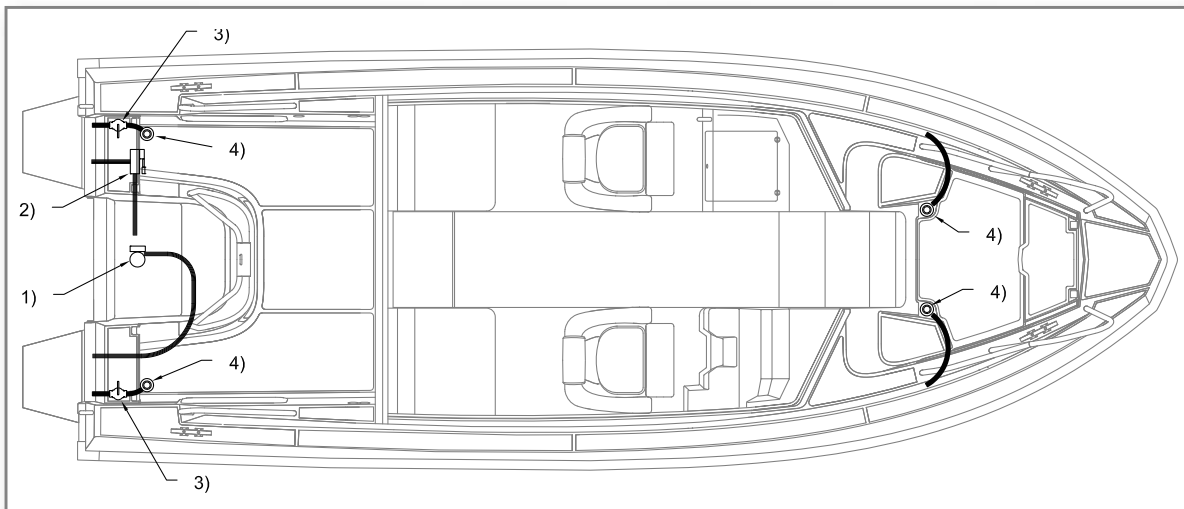


Diagram 2. Location of outlets, cut-off valves and bilge pumps: 1) Automatic bilge pump, 2) Manual bilge pump, 3) Cockpit drain plug for draining rainwater, 4) Cockpit drain outlets.

5.6.2 Bilge pumps and drainage

The Buster XXL Cabin is equipped with an electrically-operated, automatic bilge pump, the location of which is shown in Diagram 2. It discharges water that has accumulated in the bilge whenever the surface sensor detects the presence of water in the bilge. The drainage capacity of the electrical bilge pump is approx. 38 l/min, but the capacity may be reduced by decreased battery voltage or a twisted drainage hose. The automatic pump is in a constant state of readiness independent of the position of the main power switch, provided that the accumulator is connected. The bilge pump is activated when the sensor is fully submerged for five seconds and is deactivated when the sensor is dry. The pump can also be force-fed by activating the spring-loaded switch on the switch panel.

The boat is also fitted with a manually operated bilge pump, which is located in the left rear corner of the cockpit, as indicated in Diagram 2. The capacity of the manual bilge pump is 40.5 l/min at a rate of 45 cycles a minute.

The suction openings of the bilge pumps have been positioned as close to the bottom plate as is practicable. Even so, a small amount of water inevitably remains in the bilge where it cannot be discharged by the pumps. The drain outlet of the electrical bilge pump is located in the boat's transom under the right-hand swim platform. The drain outlet of the manual pump can be found in the corresponding place on the left side of the boat.

The suction head of the electrically-operated bilge pump should regularly be checked and cleared of debris that may have accumulated there. Access to the pump is through the service hatch in the engine well.

WARNING! *The bilge pump systems are not designed to deal with leaks resulting from running aground or leaks that occur as a result of other damage.*

N.B.! *Check the operation of the electrical bilge pump at regular intervals. Clear any debris from the end of the pump suction hose.*

5.6.3 Stability and buoyancy

The stability of a Buster is excellent thanks to the hull form and weight distribution. Even so, beware of large breaking waves, which always represent a serious danger to stability.

Always place heavy items on the floor of the boat. Note that your boat's stability will

be compromised if any additional weight is placed too high in the boat. Therefore, loading the roof of the boat is strictly prohibited. All changes resulting from positioning bulky objects can significantly influence the stability, trim, and performance of your boat. If you intend to make such changes, please first contact the manufacturer of the boat.

The amount of water in the bilge should be kept at a minimum as the free movement of water in the boat always decreases stability.

Note that stability can also be diminished when towing or being towed.

5.7 Prevention of fire and explosions

5.7.1 Engines and fuel systems

The Buster XXL Cabin is equipped with a fitted 150-litre fuel tank whose inlet is located on the right-hand side of the boat's transom on the rear platform. Before refuelling, switch off the engine. Do not smoke while refuelling and otherwise avoid naked flames. Fill the tank with care, particularly if the boat is on a trailer or considerably bow heavy, as the air discharging from the tank may cause the fuel to spill out of the inlet when the tank is nearly full. In addition, keep an eye on the tank's breather valve and stop injecting fuel immediately if fuel begins to spill out. Do not use any electrical devices while refuelling.

Do not keep canisters of reserve fuel in any unventilated space or loose in the boat, or any equipment containing petrol in a place not designed for it. At least once a year, check that there has been no wear and tear in the fuel feed pipes.

See the locations of the fuel system components in Appendix 2 Buster XXL – Overall arrangements.

5.7.2 Fire extinguishing and fire prevention

The Buster XXL Cabin is equipped with a 2-kg hand-held powder extinguisher with a fire rating of 13A89BC (Diagram 3). The extinguisher is located in the front left side of the steering cabin.

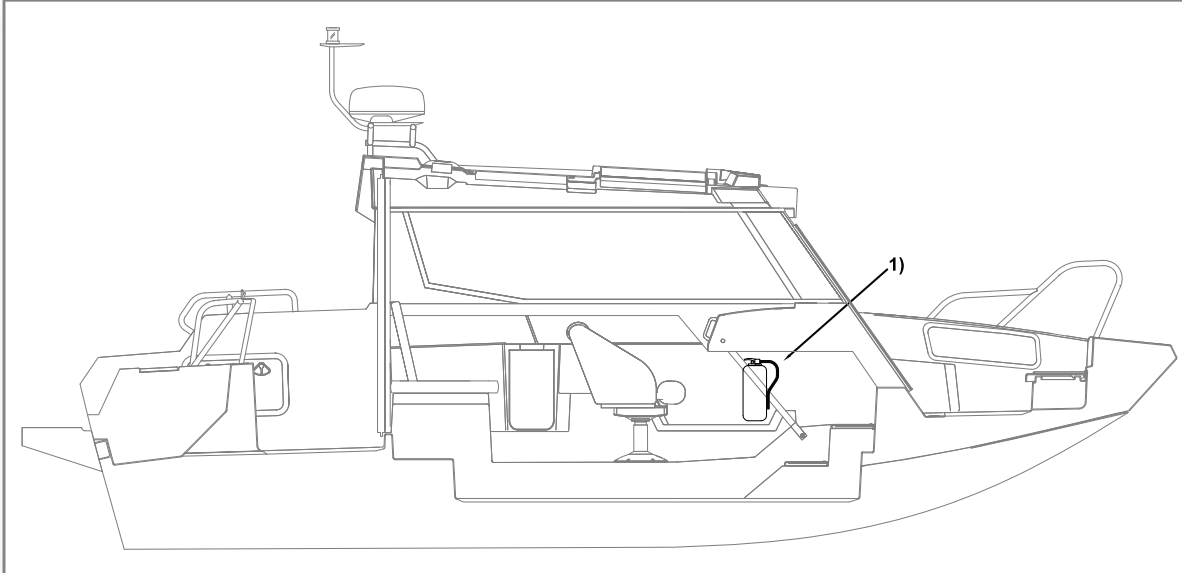


Diagram 3. 1) Hand-held fire extinguisher 13A89BC (2 kg)

Hand-held fire extinguishers must be serviced annually. Extinguishers more than ten years old are not approved unless the pressure chamber has been re-tested. When changing hand-held fire extinguishers, they should be replaced by a device with a minimum fire rating of 8A68B.

Ensure that the fire extinguishing equipment is easily accessible when the boat is loaded. Tell all crew members the location of the equipment and how to operate it.

Keep the bilge clear of fuel and regularly check for possible fuel leaks. The smell of petrol is a sure sign of a fuel leak.

Never

- obstruct access to safety equipment, for example to the extinguisher and the main power switch of the electrical system.
- block the ventilation openings in the rear of the cockpit, as they are designed to vent any possible fuel vapour.
- make alterations to the boat's electrical or fuel systems or permit any unqualified person to make changes to any system on the boat.
- fill the fuel tank or otherwise handle fuel when the engine is running.
- smoke or light any naked flame while handling fuel.

5.8 Electrical system

The circuit diagram for the electrical systems of the boat is shown in Appendix 3.

The Buster XXL Cabin is equipped with an electrical system that includes either one or two batteries. In dual battery systems, one of the batteries functions primarily as a starter battery, while the other is the auxiliary battery, which is used when power is unavailable from other sources. The battery, main power switch and fuse panel are located in the battery housing on the left side of the aft cockpit.

5.8.1 Using a single battery system

A single battery system's circuitry functions when the switch key is turned clockwise into a horizontal position. When the key is in a vertical position, the circuitry is off. However, the automatic bilge pump is always functional irrespective of the position of the main power switch.

The capacity of the battery is high, but prolonged use of the boat's electrical equipment should be avoided to avoid start-up problems.

5.8.2 Using a dual battery system

Dual battery systems include two batteries: one is the main battery, which primarily serves as the starter battery, and the other is the auxiliary battery, which is used when the engine is off and charging power is unavailable. Each battery has its own main power switch, which can be used to connect it to or disconnect it from the boat's electrical system. The battery is disconnected when it is in the OFF position. Upon starting the boat and driving it, both switches should be in the ON position. The charge relay ensures that both batteries are charged as the engine is running. If you would like to use the boat's electrical system when the engine is off, disconnect the starter battery by turning its main power switch to the OFF position.

When acquiring new batteries, it is recommended that you ensure that the main battery is a so-called starter battery, i.e., it is capable of high power output. For the auxiliary battery, you should choose one with excellent energy density and deep discharge resistance, such as an AGM or gel battery.

Switches for control and electrical devices are located as shown in Diagram 4.

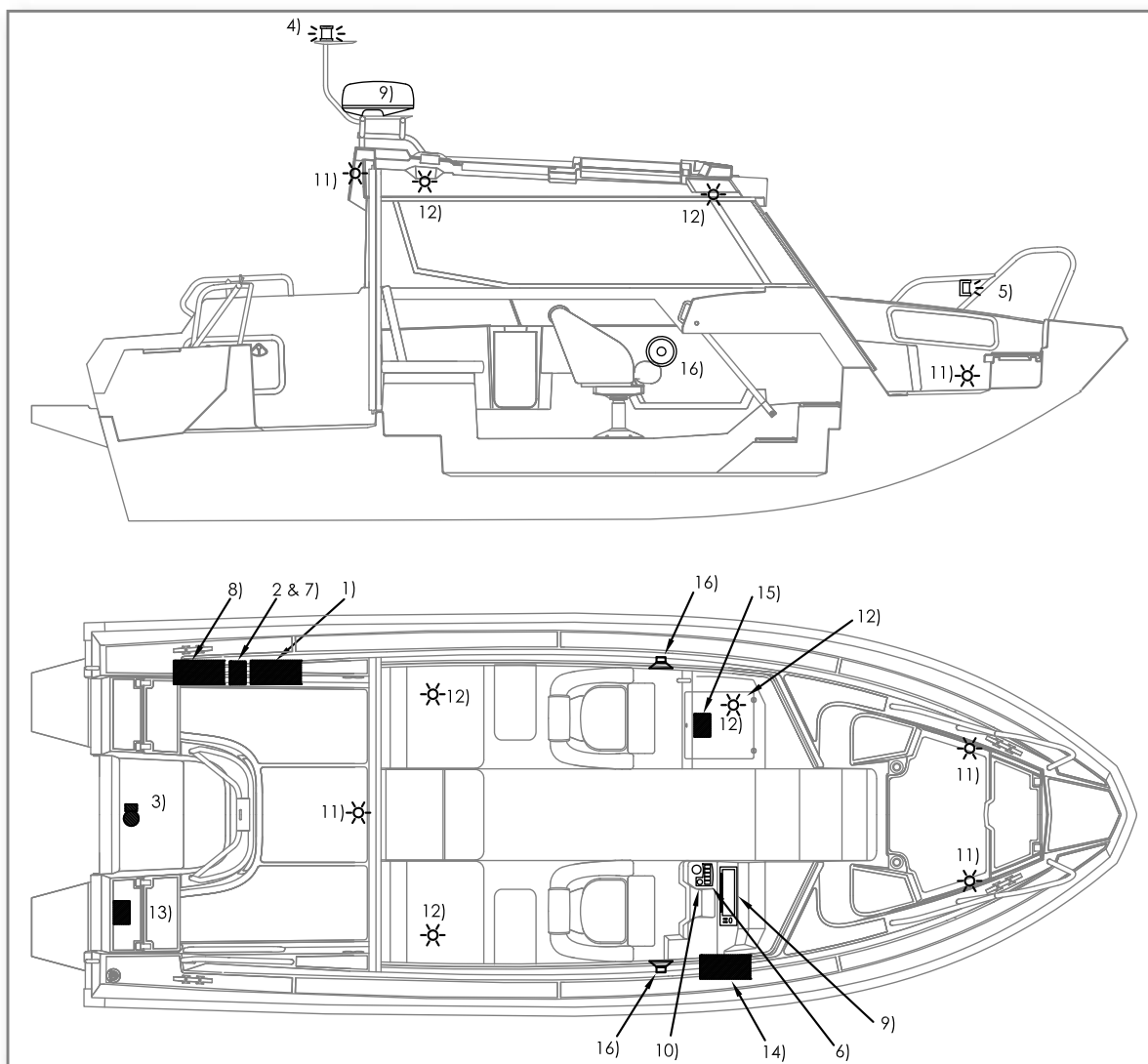


Diagram 4. Location of electrical devices:

- 1) Battery box
- 2) Main power switch
- 3) Bilge pump
- 4) Mast light (on the Targa arch), white 360°
- 5) Navigation lights, with colour sectors;
- 6) Switch panel (see Diagram 5.);
- 7) Fuse box (see Diagram 6.)
- 8) Battery housing (dual battery system)
- 9) Radar and display (accessory)
- 10) Power socket 12 V, 10A
- 11) Deck light
- 12) Interior light
- 13) Trim pump (accessory)
- 14) Heater (accessory)
- 15) CD/radio system (accessory)
- 16) Speaker (accessory)

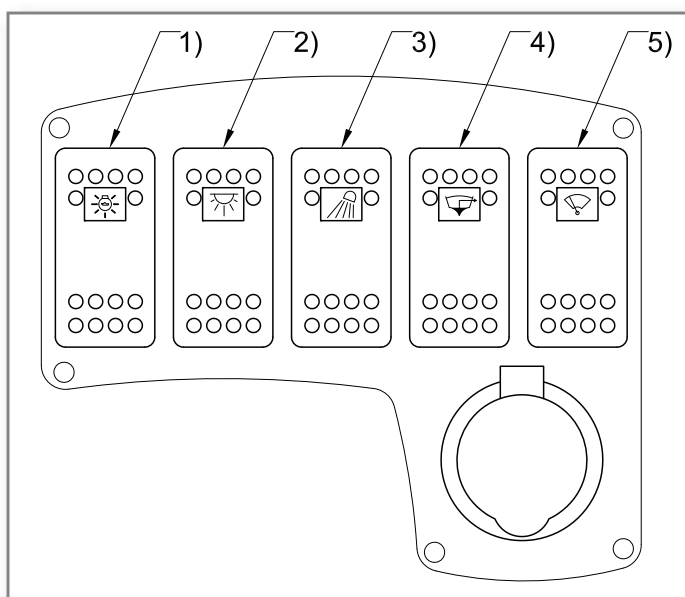


Diagram 5. Switch panel:

- 1) Navigation light switch,
- 2) Interior light switch,
- 3) Aft deck light switch,
- 4) Bilge pump switch and
- 5) Windscreen wiper switch

The fuses for the circuits are located in a separate fuse panel inside the battery box located on the left side of the aft cockpit. The Buster XXL Cabin uses automatic fuses which can be reconnected after overloading by pushing the tripped pin back down. Do not install components

to the electrical system that would cause the circuit's rated amperage to be exceeded.

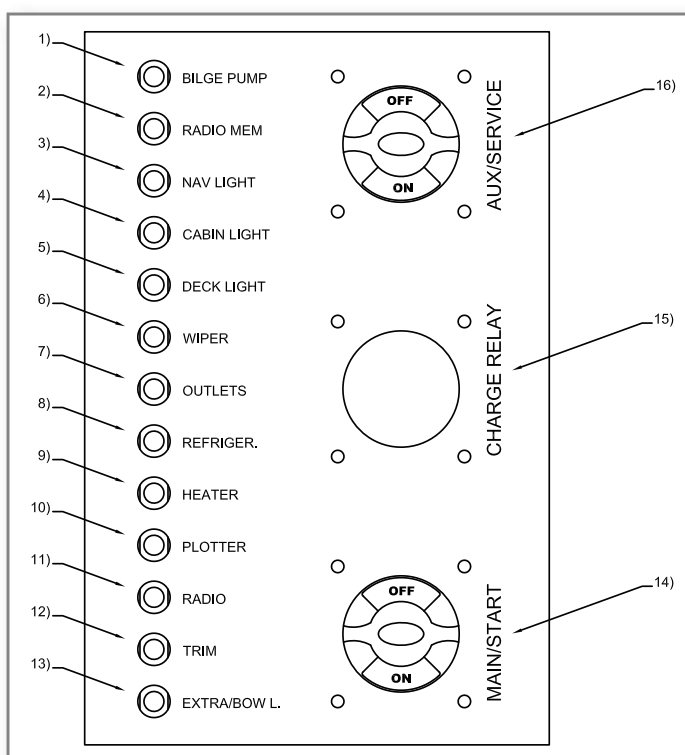


Diagram 6. Fuse box:

- 1) Bilge pump: 5A,
- 2) Radio's standby power: 1A,
- 3) Navigation lights: 5A,
- 4) Interior lights of the steering cabin: 5A,
- 5) Deck lights: 5A,
- 6) Windscreen wiper: 10A,
- 7) Power sockets: 10A,
- 8) Refrigerator: 10 A,
- 9) Heater: 5A,
- 10) Plotter and navigation equipment: 15A,
- 11) CD/Radio: 10A,
- 12) Trim tabs: 15A, Extra/bow search light: 10A,
- 13) Main power switch – main battery (starter battery),
- 14) Charge relay,
- 15) Main power switch – auxiliary battery.

When leaving the boat unattended for a long period, switch the current off at the main switch. Furthermore, switch off the power when carrying out electrical installations. However, the boat's automatic bilge pump and the radio's backup current supply remain functional and can be switched off only by detaching the system's leads from the auxiliary battery terminal (+).

When you connect or disconnect the battery, take care not to simultaneously touch both terminals of the battery with a metal tool such as, for example, a spanner. Charge the batteries only with the engine or with a battery charger. Charging with too high a current can lead to an explosion.

N.B.! *Never switch the power off at the main switch while the engine is running.*

Do not alter the boat's electrical system or any diagrams associated with it. Changes and service must be carried out by qualified electricians specialised in marine electrical systems.

5.9 Control characteristics

5.9.1 Driving at high speeds

The recommended maximum engine output for the boat is 111 kW (150 hp).

Do not use a boat with an engine that has a greater output than that which is indicated on the manufacturer's plate.

The engines feature electro-hydraulic power trim. The basic rules for adjusting the engine's power trim are:

- When raising the boat to plane, go to the 'bow down' position.
- When the boat is planing, and in a moderate swell, raise the bow until the boat begins to buck, and the propeller loses its grip (ventilates) or the engine approaches the upper limit of the normal area of adjustment. Thereafter, lower the bow slightly until the boat stabilises. The power trim can be optimised with the aid of the log.
- In a counter swell, lower the bow for a smoother ride. In a favourable swell, and in a very high counter swell, raise the bow slightly so that it does not dive (submerge).
- Do not drive the boat at high speed when the engine power trim is at a negative angle – i.e. with the bow low – as the boat may heel and the steering become unstable.
- You should be careful when driving at a high speed in a sideways swell as the waves can put the boat into a pendulum-like motion.
- When the boat dives into a wave in a favourable swell, it may turn suddenly.

Also see the instruction manual for the engine.

The outboard engine is normally intended to be installed at a height where the engine's cavitation plate is at the same elevation as the keel of the boat.

WARNING! *At high speeds, adjust the power trim with care, as it radically changes the behaviour of the boat. Do not drive with the bow too low as the boat can suddenly deviate from its path.*

WARNING! *Rapid turns can lead to loss of control. Reduce speed before sharp turns.*

WARNING! *Waves reduce the boat's controllability, causing it to heel. Bear this in mind and reduce speed in a rising swell.*

Learn the rules of navigation, from books and courses, and follow them. In addition, observe the requirements of COLREG (Convention on the International Regulations for Preventing Collisions at Sea). Navigate carefully and use new or updated sea charts. Books containing regulations concerning navigation are available in book-shops.

Always adjust your speed in accordance with prevailing conditions and the environment. Bear in mind:

- The state of the sea (ask your passengers for their opinions on a comfortable speed).
- Your own wake (greater when rising to plane, smaller at displacement speed, i.e., below 6 knots). Observe prohibitions associated with a swell. Reduce your speed and wake as a matter of courtesy, and also for the safety of yourself and others.
- Visibility (islands, fog, rain, blinding sun).
- Knowledge of the route (time required for navigation).
- Narrowness of the route (other traffic in the waterway, noise and the effect of backwash on the shoreline).
- The space needed for coming to a halt and for evasive manoeuvres.

5.9.2 Dead-man's grip

Attach the line for the dead-man's grip to yourself as soon as you have cast off the mooring rope. Read the more detailed instructions in the engine manual. Particularly when driving alone, it is very important that the boat stops if, for any reason, you fall overboard or stumble while on board. However, to avoid unintentionally turning off the engine during landing manoeuvres, remember to detach the line from your hand beforehand.

DANGER! *A rotating propeller is extremely dangerous for anyone who has fallen overboard or to a swimmer. Switch off the engine until the swimmer or water-skier has climbed back on board.*

5.9.3 Visibility from the steering position

In beautiful and calm weather, driving is simple, provided that you keep a sharp lookout, which also complies with the requirements of COLREG. Always take care to have the best possible visibility from the steering position:

- Position passengers so that they do not limit the field of vision.
- Do not drive continuously at planing threshold speed as the rising prow impedes visibility.
- Use the engine's power trim and possible trim tabs to adjust the boat's position in such a way that the rising prow does not obstruct visibility.
- Remember also to look astern in case of approaching vessels, particularly while boating in shipping lanes.

At the approach of darkness and in any situation with limited visibility (fog, heavy rain, etc.) use the navigation lights. Their switch is located on the steering pulpit.

5.10 Good seamanship – other recommendations and instructions

5.10.1 How to avoid falling overboard and procedures for getting back on board

The boat's work areas are marked in Diagram 7. Do not sit, stand or walk in other parts of the boat while it is in motion.

If someone falls overboard, the easiest way to get back on board is via the swim ladder at the stern, which can also be pulled down by the person in the water. Remember to switch the engine off as the swimmer approaches the boat.

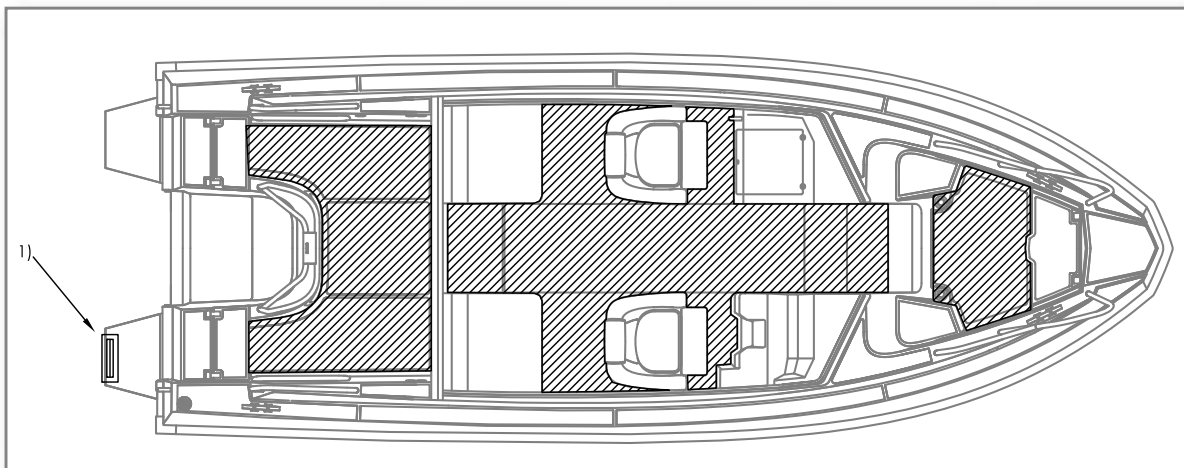


Diagram 7. Location of work decks (defined areas) and swim ladder (1).

5.10.2 Securing loose equipment

Secure all weighty items, such as the anchor, in place before departure. Bear in mind that wind and turbulence can easily snatch away lighter objects.

5.10.3 Respect for the environment

Shorelines everywhere (sea and lakes alike in all countries where Buster boats are sold) are a precious natural resource and their preservation is a matter of honour for all sailors. Therefore, avoid

- fuel and oil leaks
- disposing rubbish and waste in the water or on the shoreline
- discharging washing detergents or solvents into the water
- loud noise on the water and in harbours
- generating backwash, especially in narrow passages and shallow waterways.

Pay special attention to local environmental laws and regulations. Familiarise yourself with the international regulations on preventing the contamination of the marine environment (MARPOL) and comply with them as far as possible.

5.10.4 Anchoring, mooring and towing

Always anchor your boat carefully even in sheltered spots, as conditions can change suddenly. The mooring line should be equipped with a spring-loaded device to cushion the effect of jerking. See the attaching points in Diagram 8. Do not use other parts of the boat for mooring, towing or anchoring. Use sufficiently large fenders to avoid chaffing and friction.

The eyelet on the prow is meant for docking on a slipway or mounting on a trailer, not for pulling the boat sideways when mooring to a jetty. The boat also has a thief-proof, hardened-steel eyelet attached to the foredeck, which is intended for a locking chain only and should not be used for any purpose other than locking the boat.

The strength of the attaching points is also shown in Diagram 8. It is the responsibility of the owner/user to ensure that mooring, towing and anchor ropes, anchor chains and anchors are appropriate for use on the boat and that the breaking strength of the ropes and chains does not exceed 80% of the strength of the corresponding attaching point. However, rope wear and knots that weaken the strength of the ropes should also be kept in mind.

When anchoring in a natural harbour, ensure that the depth of the water is sufficient and that you drop the anchor at a sufficient distance from the shore. A reasonable grip can be achieved when the rope is 4–5 times the water depth. The grip also gets better the more the rope is extended. Grip improves significantly if the first 3–5 metres of the anchor rope is weighted rope or chain.

WARNING!

Do not try to stop the boat's motion by using your hand or placing your hand or foot between the boat and the jetty, the shore or another boat. Practise mooring and anchoring in good conditions, and use engine power resolutely but with restraint.

N.B.!

When mooring your boat, always bear in mind wind change, tidal effects, backwash from other boats, etc. Further information can be obtained, for example, from your insurance company.

When towing another boat, use a sufficiently strong, floating tow rope. Initiate the towing procedure carefully, avoid jerks and do not overload the engine. Take care to keep the towing rope from entangling in the propeller. If you are towing a small dinghy, adjust the length of the tow rope so that the dinghy rides the wake of your boat favourably. However, in narrow channels and in a heavy swell tow the dinghy close to the transom so as to minimise the twisting motion. Securely batten down the equipment in the dinghy in case it capsizes. In a swell in open water, cover the dinghy to prevent it from filling with splash water.

If you tow another boat, or your boat needs to be towed, attach the tow rope as per the attaching points shown in Diagram 8.

WARNING!

A tow rope is subject to high tension. If it snaps, the recoiling speed at the breaking point can be highly dangerous. Always use a sufficiently thick rope and stay well clear of it.

N.B.!

If you tow another boat, or your boat needs to be towed, always keep your speed sufficiently low. If the boat being towed has a displacement hull, never exceed the boat's designated hull speed.

N.B.!

The towing rope must be attached so that it can be released under tension.

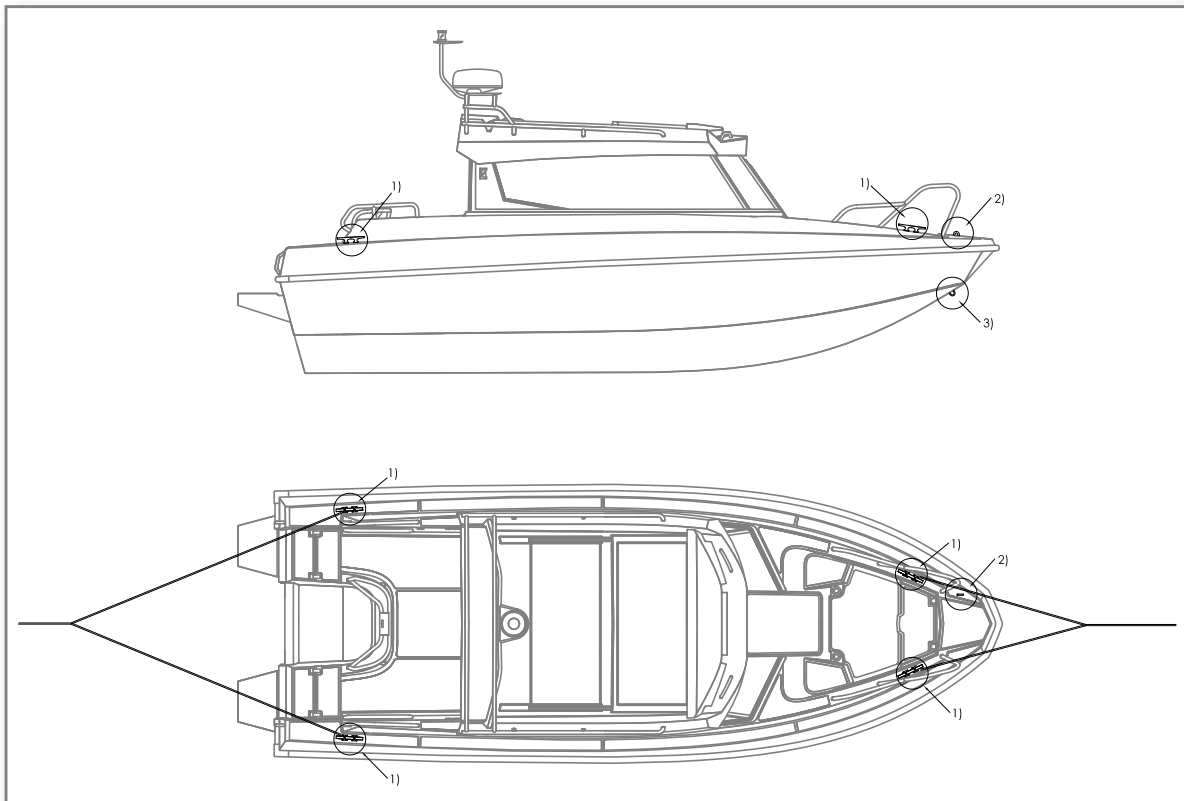


Diagram 8. Attaching points for towing, anchoring and mooring to a jetty: 1) Cleats (attaching point strength is 19.2 kN for towing, 15.7 kN for bow mooring and 13.4 kN for aft mooring), 2) locking chain attaching point (hardened steel eyelet), 3) trailer eyelet.

5.10.5 Trailer towing

The boat weight with the engine and accumulator is 1350-1,400 kg. This does not include fuel and equipment load. Before lifting your Buster boat onto a trailer, make sure the trailer is appropriate for the boat, the support is adequate to minimise the load at each individual point, the bow stop assembly is in a suitable position in relation to the trailer's axle and that the trailer's carrying capacity is sufficient for the boat, its engine, equipment, battery, all boating accessories and the fuel load. The maximum permitted gross weight for a trailer with brakes is provided in your car registration papers.

Remove any unnecessary load and drain the bilge before lifting the boat onto the trailer. Adjust the side supports of the trailer so that the keel supports bear most of the weight of the boat and the side supports keep the rolling sideways. Raise the boat onto the trailer only by utilising the towing eyelet on the prow of the boat – the other attaching points cannot bear the weight of the boat when lifting. Fasten the boat securely to the trailer before transportation. Protect the boat by attaching suitable padding between the fastening straps and the hull. Check the instructions related to trailer transport in the engine manual.

N.B.! *The trailer should be slightly front-weighted. Ensure that the boat is firmly fastened to the trailer and that its weight is evenly distributed along the trailer supports. During transport, a swaying boat will buffet against the supports and damage the hull.*

WARNING! *In terms of carrying capacity, an inadequate or poorly maintained trailer can break down during transport and be dangerous. Ensure the load capacities of the trailer and vehicle are sufficient for the weight of the boat, its engine, fuel and all the equipment.*

6 Service, repairs and winter storage

Information about maintenance, winter storage, service and repairs can be found on the Internet at www.buster.fi or provided by your nearest Buster dealer.

Major damage to the aluminium surface or other surfaces should always be repaired by an authorised Buster dealer.

In the event of engine defects or faults in other devices, contact the supplier of the device in question.

N.B.! *Surface treated fastening accessories are used in Buster boats to prevent paint damage due to galvanic corrosion. If any of the screws are removed, they must be replaced with new ones. Using screws other than surface-treated Buster screws will immediately void the warranty.*

N.B.! *If not properly carried out, many post-production installations and alterations can cause structural damage to the boat or compromise safety. Contact the manufacturer before you or anyone else on your behalf carries out, for example, new groundings, hatches, or equipment installations, or attaches other metal alloys to the aluminium surface of the boat.*

Appendices

APPENDIX 1: TECHNICAL SPECIFICATIONS

The boat has a consecutive serial number, or CIN code (Craft Identification Number). The code is shown on the hull of the vessel on the right-hand side of the stern, on the exterior of the transom next to the moulding strip. For your own information, record the CIN code in the following table. When dealing with the boatyard or dealer, tell them the CIN code and boat type so as to facilitate delivery of the correct spare parts.

Type:	Buster XXL Cabin
CIN code:	
Engine brand and model:	
Engine serial number:	
Hull material of boat:	Marine aluminium: bottom and sides EN AW-5754 H22 (AlMg3)

BOAT'S TECHNICAL INFORMATION

Buster XXL Cabin	
MAIN DIMENSIONS	
Length overall, m	6.57
Hull length, m	6.18
Max. beam, m	2.45
Draught at max. load, m	0.49
Max. height from water surface, m	2.62
Dry weight (no engine or load), kg	1,100
Unloaded weight (engine and battery), kg	1,350
Displacement mass with full load, kg *)	2,080
CARRYING CAPACITY	
Recommended max. number of people	7
Recommended max. load, kg **)	560
TANK CAPACITIES	
Fuel tank, l	150
PERFORMANCE	
Recommended max. engine output, kW (hp)	111 (150)
Performance at max. output, knots	38
ELECTRICAL SYSTEM	
Voltage	12 V DC
Recommended battery capacity, Ah	1x115 Ah or in dual battery system: 115Ah (starter battery)+115Ah (auxiliary battery)

*) The maximum overall weight is the boat's unloaded weight plus the maximum recommended load with the basic equipment, life raft and contents of fixed tanks.

**) The following incidental loads are permissible in addition to the maximum number of people and cargo on board:

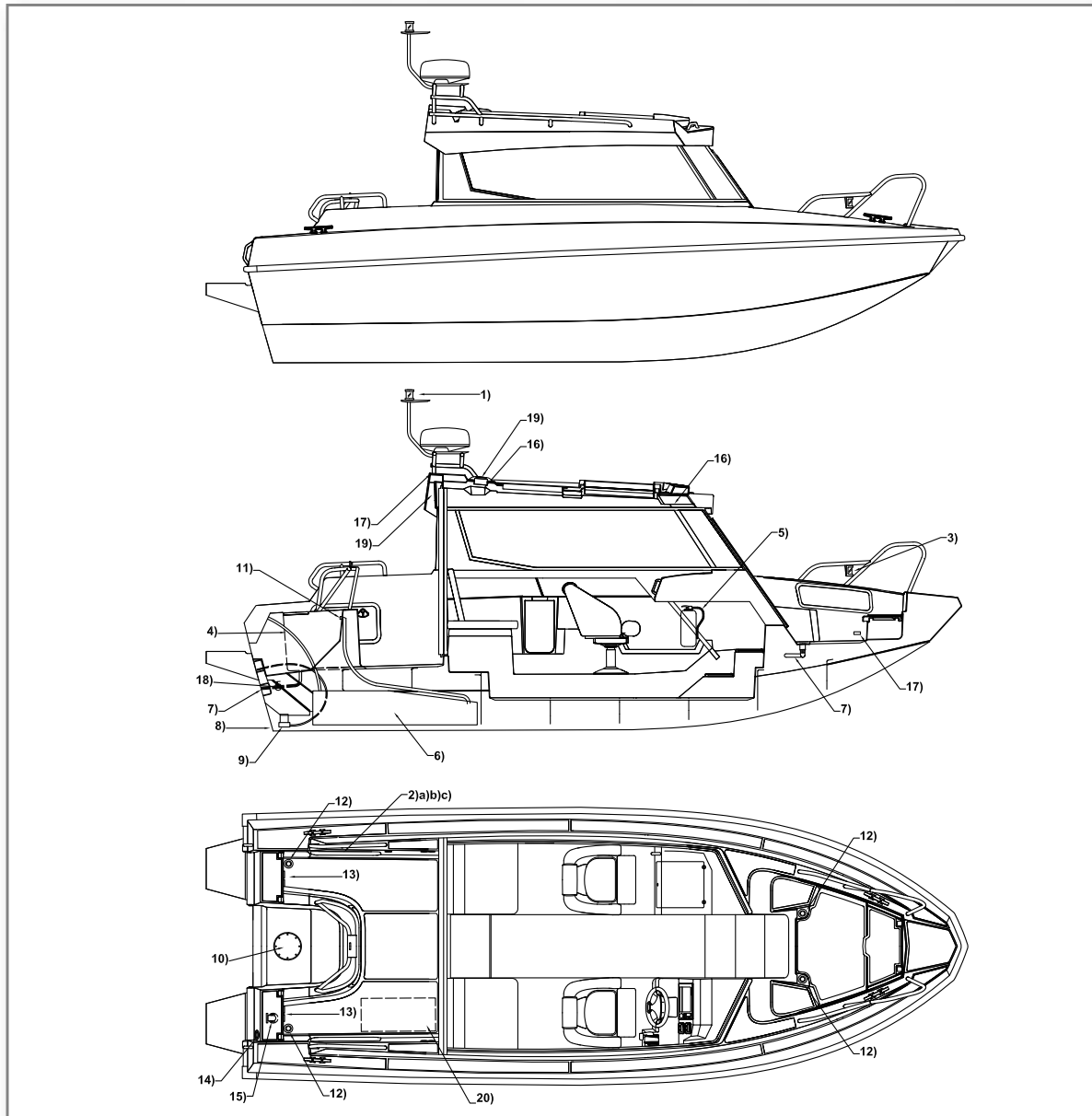
INCIDENTAL LOADS	
Basic equipment, kg	20
Life raft	30
Contents of fixed fuel tanks, kg	190

Due to the production process, there may be small variations in the main dimensions and volumes.

APPENDIX 2: BUSTER XXL CABIN OVERALL ARRANGEMENT

The overall arrangements of the diagrams are not to scale. Due to continuous product development, the manufacturer assumes no responsibility for any possible variations.

Buster XXL Cabin overall arrangement



- | | |
|--|--|
| 1) Mast navigation light; visible all-round, white, output 10W | 11) Breather valve |
| 2) a) Battery housing, b) fuse box and c) main power switch(es) | 12) Cockpit drain opening |
| 3) Navigations lights; 112.5° (red) and 112.5° (green), output 10W | 13) Bilge space ventilation openings |
| 4) Fuel inlet pipe | 14) Fuel inlet |
| 5) Powder fire extinguisher 13A89BC (2 kg) | 15) Fuel filter |
| 6) Fuel tank | 16) Interior light |
| 7) Cockpit draining hose | 17) Deck light |
| 8) Stern drain plug | 18) Cockpit drain shut-off valve |
| 9) Bilge pump | 19) Steering cabin ventilation opening |
| 10) Service hatch for bilge pump | 20) Reserved space for a life raft |

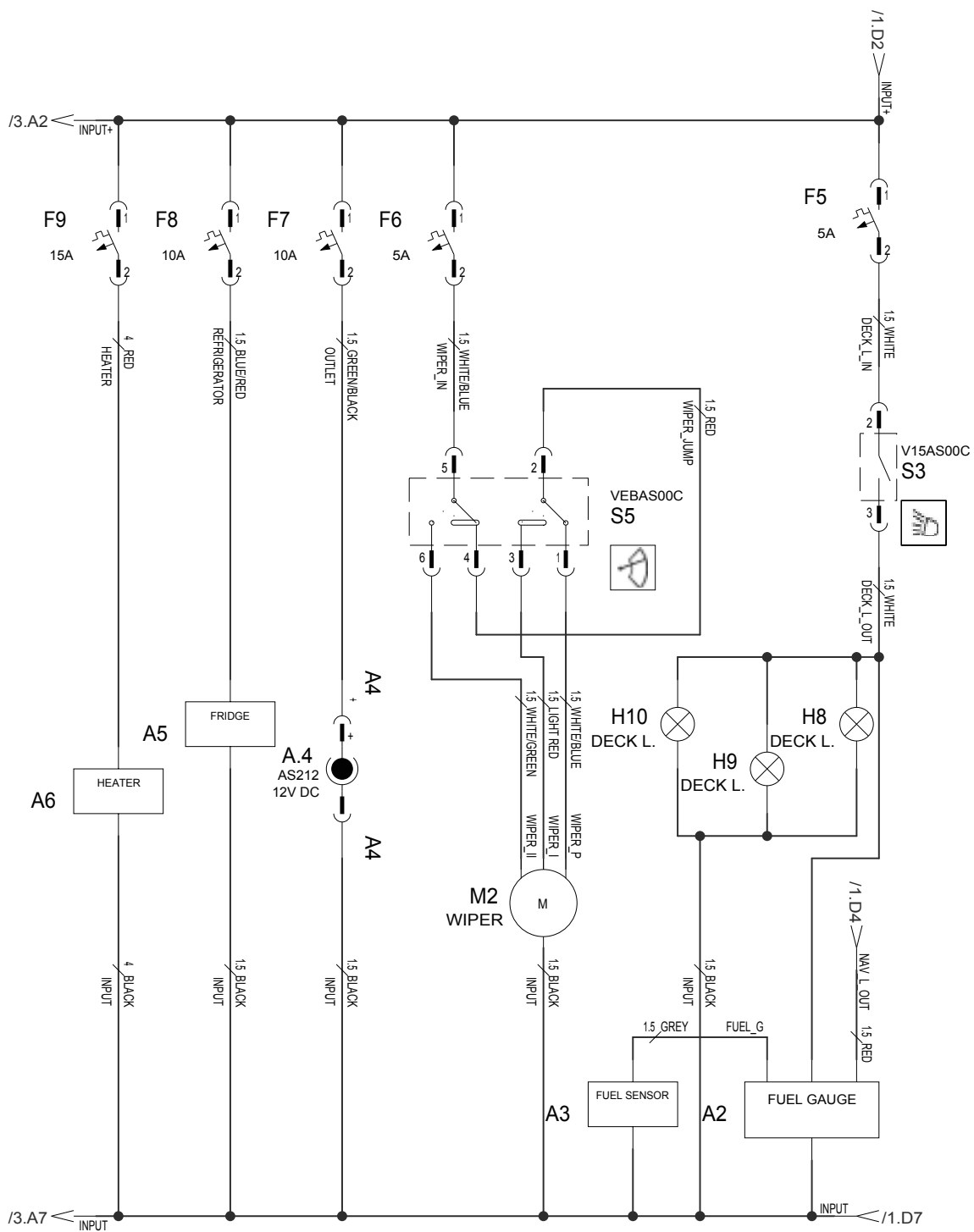
UK

28



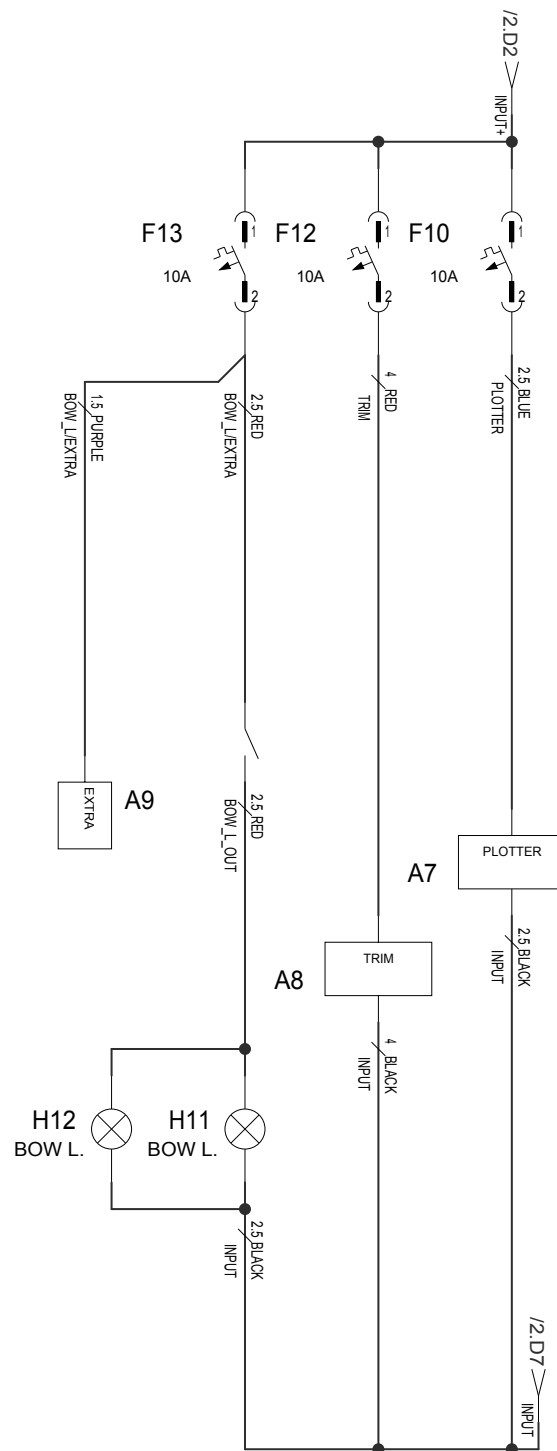
APPENDIX 3: CIRCUIT DIAGRAMS FOR ELECTRICAL SYSTEM

Circuit diagram for Buster XXL Cabin, single battery system.



APPENDIX 3: CIRCUIT DIAGRAMS FOR ELECTRICAL SYSTEM

Circuit diagram for Buster XXL Cabin, single battery system.



APPENDIX 4: DECLARATION OF CONFORMITY

DECLARATION OF CONFORMITY

Recreational Craft Directive 94/25/EC and 2003/44/EC Appendix I

MANUFACTURER

Manufacturer's name:	Fiskars Boats, Inha Works Ltd
Address:	Saarikyläntie 21
Postal code:	FI-63700
City/Town:	Ähtäri
Country (written out):	Finland
Module adopted:	B

AUTHORITY NOTIFIED

Name:	VTT Expert Services Oy
Identification code:	0537
Address:	P.O. Box 1001, Kemistintie 3
Postal code:	FI-02044 VTT
City/Town:	Espoo
Country (written out):	Finland

RECREATIONAL CRAFT INFORMATION

Make and model of boat:	Buster XXL Cabin
Design class:	C - coastal
Type inspection and certificate number:	
Boat type:	Open, single-hull outboard motorboat
Construction material:	Aluminium alloys
Maximum engine capacity, kW:	111
Length/width/draught, m:	6.57/2.45/0.33

References to the appropriate uniform standards and regulations are listed overleaf.

I declare that the above-mentioned recreational boat complies with all appropriate and essential safety requirements in accordance with both the specifications overleaf and the EC type examination certificate.

Juha Lehtola, Managing Director

Date (1/11/10):

General requirements		
Basic information		EN ISO 8666:2002
A2.1	Hull markings	ISO 10087:1996 / A1:2000
A2.2	Manufacturer's plate	RCD annex I, 2.2
A2.5	Owner's handbook	EN ISO 10240:2004
Arrangements and equipment		
A2.3	Prevention of falling overboard	EN ISO 15085:2003
A3.7	Stowing life raft	RSG Guidelines
A3.8	Emergency exit	-
A3.9	Anchoring and towing	EN ISO 15084:2003
A5.7	Navigation lights	1972 COLREG
A5.8	Prevention of emissions	-
Installations		
A5.1	Engines and engine space	-
A5.2	Fuel system	EN ISO 10088:2001, EN ISO 11105:1997
A5.3	Electrical system	EN ISO 10133:2000, ISO 8846:1990
A5.4	Steering system	EN ISO 10592:1995+ A1:2000
A5.5	Gas equipment	-
A5.6	Fire prevention	EN ISO 9094-1:2003,
Dimensions		
A3.1	Structure	ISO 12215-5
Hydrostatics		
A3.2	Stability and freeboard	EN ISO 12217:2002
A3.3	Buoyancy and free displacement	EN ISO 12217:2002
A3.6	Maximum permitted load	EN ISO 14946:2001/AC 2005
A3.4	Hull and deck openings	EN ISO 9093-1:1997 EN ISO 12216:2002
A3.5	Filling with water	EN ISO 15083:2003, ISO 8849
Drive characteristics		
A4	Drive characteristics	EN ISO 11592:2001, EN ISO 8665:2006
A2.4	Visibility from the steering position	RSG Guidelines, EN ISO 11591:2000
B1	Motor identification	-
C1	Noise levels	-
- = is not relevant for the security of the particular boat model, or the system in question is not used in the boat.		