



Yamarin 4730

Owners manual

ALWAYS BEFORE YOU LEAVE, CHECK THE FOLLOWING THINGS:

- **PREVAILING WEATHER AND WEATHER FORECAST**
Consider the wind, waves and visibility. Are the size of your boat, its equipment and your skills adequate for the conditions ahead?
- **SAFETY**
Make sure that there is a life jacket for everyone on board. Also check other life-saving equipment (distress rockets etc.).
- **DRAINING PLUGS**
If your boat has been ashore, make sure that the draining plugs are in the right positions.
- **LOADING**
Never overload your boat! Distribute the load in a proper way and make sure that all equipment stay in place even in rougher weather.
- **FUEL**
Check that you have got enough fuel with you; also carry reserve fuel in case of bad weather etc.
- **ENGINE AND EQUIPMENT**
Check the operation of the steering and electrical equipment. Make the daily checks according to the engine manual. Check the seaworthiness of your boat; no fuel or water leakage; safety equipment on board.
- **CHARTS**
Unless you are completely familiar with the route, make sure that you have got proper charts on board.
- **BEFORE DEPARTURE**
Fix duties among the crew in advance about who will untie which mooring rope etc. Check that no ropes can get tangled around propeller during departure or arrival.
- **MANUALS**
Carry all necessary instruction manuals aboard, and be sure to make use of them.

PREFACE

Dear owner of the Finnish YAMARIN 4730,

We thank you for choosing a YAMARIN!

This manual is prepared for you to make it easier to use the boat safely and without problems. The manual contains descriptions of the boat and its fittings and equipment together with advice regarding the use and maintenance of the boat. We advise you to read the manual carefully and to get to know your boat in detail before using it.

Yamarin 4730 is designed for voyages in coastal waters where conditions up to, and including, wind force 6 (Beaufort) and significant wave heights 2 meters may be experienced.

If this is your first boat, or if the type of boat is new to you, make sure that you are able to handle the boat properly. It is extremely important for the sake of your comfort and safety. Otherwise you are not ready to take responsibility as the "captain" of your boat.

For instance the boat dealer, the Finnish Boating Association, or the Finnish Yachting Association will provide you all guidance and information you need about local boating schools or competent instructors.

TAKE GOOD CARE OF THIS MANUAL! ADD YOUR OWN COMMENTS! LATER, IF YOU DECIDE TO SELL THE BOAT, REMEMBER TO GIVE THE MANUAL TO THE NEXT OWNER!

We wish you a lot of fun and good times on board your YAMARIN!

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1 GENERAL INFORMATION

This Owner's Manual helps you to understand the features of your new boat and gives advice for maintenance and service. Make sure that in connection with the boat delivery you have received a manual for each appliance installed in your boat. We recommend that you supplement the Manual with manuals for accessories later added to the boat. There is a page at the end of the Manual for your own notes.

The warnings and notes used in this manual are defined as follows:

"WARNING!":	Must be followed to avoid personal injury.
"NOTE!":	Must be followed to avoid damage to the boat or its equipment.
"DANGER!":	A serious hazard with a high probability of causing death or serious injury.

The YAMARIN 4730 boat meets all requirements of paragraphs 1 and 2 of the decree 152/69 on boat traffic in Finland.

1.1 APPROVALS

The YAMARIN 4730 is CE-type approved boat. With CE-type approved boat you will always receive a declaration of conformity. From the declaration it will appear description of the boat, information of the manufacturer and the given research institute.

1.2 WARRANTY

The boat and the equipment installed by the manufacturer are given a one (1) year warranty according to the terms and conditions enclosed in this manual. The following accessories are guaranteed directly by the manufacturers concerned:

- Engine and drive unit
- Instruments
- Compass

The separate warranty certificates for these accessories and the suppliers' addresses are worth keeping for future reference. In other warranty matters, please contact the boat dealer.

1.3 REGISTRATION

As stated in the decree on boat traffic in Finland, a boat powered by an outboard engine over 20 hp or by an inboard or stern drive engine over 50 hp must be entered in the motor boat register. More detailed instructions are available from the county administrative board. The driver of a registered boat has to be at least 15 years old.

These laws and regulations are valid in Finland. Please check from the authorities what laws and regulations are valid in the country where you use the boat.

1.4 INSURANCES

Insurance compensates for damage occurring at sea or during transportation or docking. Check insurance liability when hoisting the boat. Insurance also has an indirect influence on safety at sea, so that in case of a serious accident, you can concentrate on rescuing the people involved. More detailed information about insurance alternatives are available from insurance companies.

1.5 TRAINING

Nobody is born a sailor. But there is a wealth of boating literature available. And navigation courses are arranged by the Finnish Boating Association (phone 9-445 167) and the open colleges.

The Finnish Boating Association (9-158 2561) and the Finnish Yachting Association (9-158 2360) provide information about boating schools. These will give you a good basis for developing your skills. It is only with lots of practise that you can become confident with boat handling, navigation, mooring and anchoring.

WARNING! The YAMARIN 4730 is a fast boat which, if handled carelessly, can make sudden motions dangerous to the crew. Carelessness may also lead to collisions and cause substantial damage. Slow down in narrow passages, observe the rules of the road and keep a constant lookout!

The Finnish Boating Association and the Finnish Yachting Association will also provide information about local boating clubs and their activities.

2. AT SEA; SEAMANSHIP

For instance "The ABC of Boating" contains important information about boating and seamanship. The following chapter also gives some advice on mooring, anchoring and towing your boat.

2.1 MOORING AND ANCHORING THE YAMARIN BOAT

Because weather conditions can change quickly, you should always moor your boat carefully no matter how sheltered the place is. Mooring ropes should be equipped with springs to absorb sharp pulls. Use sufficiently large fenders to avoid chafing.

We recommend the following mooring rope diameters and anchor weights for your boat in normal conditions:

Mooring ropes	Ø 16 mm
Anchor rope	Ø 14 mm, length 30 m
Anchor	6 kg (stocked anchor or drag)

When going ashore in a natural harbour check, for instance with a depth finder, that the water is deep enough and **DROP THE ANCHOR FAR ENOUGH FROM THE SHORE**. A reasonable hold is achieved if the the length of the anchor rope is 4...5 times the water depth.

WARNING! Do not try to stop the boat by hand and do not place your hand or foot between the boat and the quay, the shore or another boat! Practise landing manoeuvres when the conditions are good! Use engine power with reason but with determination.

NOTE! When mooring, take into consideration possible changes in wind direction, variation of the water level, wash of other boats etc. For additional information, contact your insurance company.

2.2 TOWING

When towing another boat, use a sufficiently strong, floating towing rope. Start towing carefully, avoid sharp jerks, do not overload the engine. When towing a small dinghy, adjust the towing rope length so that the dinghy travels down the wash. In narrow passages and at rough sea keep the dinghy close to the transom to avoid swaying.

Fasten all equipment properly in case the dinghy should capsize. When on open sea, cover the dinghy in order to avoid splashing water from filling it up.

When towing or being towed, fasten the towing rope according to figure 1.

WARNING! The towing rope is under extreme tension. If it breaks, the rope end may hit the boat at dangerous speed. Always use a sufficiently thick rope and stay away from the line.

Fig. 1: Fastening of towing ropes

3. OPERATION AND MAINTENANCE

Before using your new boat, we advise you to become familiar with it and its equipment by following the instructions in this manual.

If this is your first boat, or a boat type new to you, take someone with experience from a corresponding boat with you on the first times, or improve your skills in a boating school.

3.1 CONTROLS

You will quickly learn how to control your YAMARIN 4730, but the ever changing weather conditions like wind and waves will always present new challenges for the driver.

Along with the helm, the throttle is the most important control device on your boat. It combines the following functions:

- throttle adjustment
- gear shift
- trim angle adjustment
- emergency stop switch

More detailed information can be found in the engine manual.

The wiring diagram is shown in chapter 5.

Function of the main switch (in the boat's battery compartment):

- | | | |
|---|------------------|----------------------|
| - | - switch forward | battery disconnected |
| - | - switch up | battery connected |

When leaving the boat for a longer period, switch off the current from the main switch. We also recommend that you open the seacock to enable the rain water draining system operate.

NOTE! Never switch off the current when the engine is running! It may damage the charger.

3.2 OTHER ACCESSORIES AND STANDARD EQUIPMENT

Use the enclosed manuals in order to become familiar with the other accessories.

3.3 DRIVING

Learn the nautical Rules of the Road for example from the professional literature of seaways and always follow them carefully. Navigate with care and use new or updated nautical charts.

Driving in fine weather and on calm sea is easy. Do not, however, forget the importance of sufficient lookout. In order for the visibility from the driver's seat to be as good as possible:

- place passengers so that they do not restrict your visibility
- do not drive near planing speed for long periods, as driving bow up restricts visibility
- when visibility is poor, look over the windscreen
- keep a lookout also behind you, particularly on fairways.

Use proper navigation lights when it is dark.

Always adjust your speed to the conditions and to the environment. Take into account the following:

- waves (also consult the passengers about a comfortable speed)
- your boat's wash (biggest when starting to plane, smallest when travelling at displacement speed or at less than 5 kn)
- visibility (islands, fog, rain, driving against the sun)
- familiarity with the route (time needed for navigation)
- narrowness of the route (other traffic, noise and wash at shore)

When running at low speed, a planing boat's directional stability is worse than at higher speed. So be careful in narrow passages and when meeting other boats.

The running position of the boat greatly affects the driving qualities and fuel consumption. The boat's operational position may be achieved by:

- proper placing of the load
- adjusting the engine's trim angle

The combination of the right operational position with the right speed also make driving in rough water more comfortable and safer.

WARNING! Sudden steering movement at high speed may cause loss of control and great heeling angles in a high sea.

3.3.1 Emergency switch

Fasten the emergency switch lanyard around your wrist immediately after having untied the boat. Particularly when driving alone it is extremely important, that the boat stops should you fall over board or stumble inside the boat. Remember to take it off before landing manoeuvres.

WARNING! The rotating propeller is a danger to anyone fallen over board or to a swimmer. Use the emergency switch or stop the engine before a swimmer or a water skier climbs on board from the water.

3.3.2 Adjusting of trim angle (Power-trim)

The main rules in adjusting the engine's trim angle are the following:

- when raising the boat to plane, keep at "bow down" position
- when the boat is planing and the sea is not too rough, raise the bow until the boat begins to porpoise or the propeller loses its bite. Then lower the bow slightly until driving feels stable. You can optimize the rig angle with the help of log book.
- In head sea, lower the stem down to obtain a smoother ride. In following waves, the bow is raised to avoid submerging.

Also consult the engine manual.

3.4 REFUELLING

Put off cigarettes when approaching refuelling point. Before starting to refuel, stop the engine. Do not operate switches or accessories that may produce sparks.

If the boat remains in water, remove the separate tank from the boat for refuelling. This is to avoid any spilling of fuel into the boat or water.

The fuel filling cap (text "FUEL") is located on the starboard side deck.

After refuelling fasten the tank properly in place under the rear seat, attach the fuel hose and pump up the fuel line with rubber bulb before starting the engine.

There is room for one extra separate fuel tank under the rear seat. Never store reserve fuel tanks in an unventilated space or unattached.

WARNING! Fuel and its vapours are highly explosive. Extreme caution must be exercised and these instructions must be followed when refuelling. The smell of fuel always means that there is vaporised fuel in your boat. Because it is heavier than air, it will NOT disappear without ventilation.

3.5 ENVIRONMENTAL CONSIDERATIONS

The sea, archipelago and lakes are unique and their conservation is a matter of honour for every boat owner. Therefore you should avoid:

- fuel and oil leakages
- emptying garbage and waste into the water or on the shore
- letting detergents and solvents get into the water
- loud noise on the water or at the harbour
- producing unnecessarily high wash in narrow passages and shallow waters.

Service the engine well and run it at an economical speed, which also keeps exhaust emissions low.

3.6 MAINTENANCE AND WINTER STORAGE

Read the service operations explained in the engine manual. Perform them yourself carefully, or let an authorized service shop do them for you.

Other equipment that require regular service are:

- steering handle and controls
- canopy (accessory)

Perform the service jobs for these following separate instructions and manuals.

3.6.1 Measures before docking for winter

If below-zero temperatures are expected, drain cooling water from the engine following the engine manual instructions.

Dock your YAMARIN 4730 in good time before the water freezes. The boat is not designed for use in ice.

Before docking, it is recommended to do the following:

- Preliminary wash of the hull.
- Removal of excessive gear from the boat. However, leave safety equipment , for example the fire extinguisher in the boat.

3.6.2 Washing and cleaning

Keep the boat clean and tidy. It will add to your comfort and safety, as well as the resale value of the boat.

Normally it is sufficient just to wash and wax the deck and sides. A special boat cleaning detergent is best for washing. Do not use strong solvents as they may damage the gloss of the reinforced plastic surfaces. Mildly abrasive polishes can be used to remove chafings and embedded dirt.

We do not recommend waxes that contain silicon because they decrease the adhesion of resin and paint and therefore make the repair of possible damages more difficult.

After hoisting the boat from water, wash the bottom immediately. Algae and slime will come off easier if they are not let to dry.

3.6.3 Winter storage and service

Perform winter service to the engine and other accessories following separate manuals. If your boat is stored outside or in a humid place during the winter, remove textiles and other equipment that may corrode or become mouldy in moist conditions. Wash ropes in fresh water. Worn ropes should be replaced. Leave seacock open and also release the drain plug from the transom plate.

The electrical instruments are also best protected against both oxidation and thieves by removing them and taking them indoors for the winter. Remove batteries and store them in a dry and warm place. Charge them at least twice during the winter. Spray the wiring connectors with suitable corrosion and moisture preventing agent.

Check the condition of the hull and rub down any dentings to make sure that all possible moisture inside the laminate dries up. Have the damages repaired (or repair them yourself) in spring before launching the boat.

Cover the boat in such a way that snow cannot gather in the boat or the cockpit. Always make sure, however, that there is enough ventilation. Snow will not accumulate on the canvas if the ridge angle is steep enough (at least 90 degrees). A suitable canvas size is then 6 x 4 m.

NOTE! The canvas or the fastening ropes must not touch the boat directly, because the gelcoat surface is damaged if they chafe against it.

3.6.4 Measures before launching

Repair or have someone repair possible damaged spots in the gelcoat following the instructions in chapter 3.7.

In sea areas the bottom of the hull must be painted with antifouling paint to prevent fouling by seaweed. Fouling of the bottom and the propeller in particular will increase fuel consumption considerably. However, if the boat is moored at the mouth of a river, in the lake district, or in the gulf of Bothnia, or if it is hoisted out of the water at least once a week, no antifouling paint is normally needed. Carefully follow the instructions of the paint manufacturer when applying the paint. If you sand down old antifouling paint, remember that the dust or swarf is toxic.

NOTE! Do not paint zinc anodes, log transducer or piston rods of the hydraulic cylinders of tilt. Do not use paints containing copper for aluminium parts; follow the manufacturer's instructions.

Carry out the required engine service operations following separate manual. Check the operation of the electrical accessories and remove oxide from fuses and couplings.

After the boat has been launched, open all bushing valves and check hoses and connectors for leaks. The locations of bushings is shown in chapter 5. Bring the safety equipment on board before setting off.

3.7 REPAIRS

For warranty repairs, please follow the instructions in section 1.2. In cases where the engine or some other accessory has been damaged, it is advised first to contact the supplier in question.

Minor damages in the gelcoat surface of the hull or deck can be repaired by yourself. However, both skill and a lot of work is required for a neat result:

- cover the surface around the repair area with tape
- bevel the edges of denting by grinding and clean with acetone
- mix gelcoat with 1.5-2% hardener
- apply gelcoat onto repair area leaving its surface slightly above that of the surrounding surface
- carefully put tape onto repair area
- after gelcoat has hardened, remove tape and sand the repaired surface if necessary
- polish with abrasive compound

The colour shades used on this boat are shown in chapter 5. The gelcoat dealer can give you more information about repairing.

The repair of bigger damages should be left to the manufacturer, or to a workshop authorised by the manufacturer.

NOTE!: Some post delivery installations can cause damage to the structure of the boat or impair safety, if not performed correctly. Consult the manufacturer before you perform, for instance new earthings, hatches etc., or have them made by somebody else.

4. TRANSPORTATION AND DOCKING

The docking of boats is an autumnal routine. In connection with docking, it is good to perform all service, repair and inspection procedures. If you do not want to dock your boat yourself, you may have some reputable marina do it.

A boat trailer enables boating on several water areas, or keeping the boat ashore between boat trips.

4.1 TRAILER TRANSPORT

The YAMARIN 4730 is easy to trailer. However, make sure that the trailer suits your boat: that it has a sufficient number of supports to decrease point loads, that its capacity is sufficient for the boat, engine and accessories etc. The maximum gross trailer load is given in your car registration book.

The keel supports of the trailer should carry most of the boat weight. Adjust the supports on each side so that the boat cannot sway sideways. The approximate location of the supports is shown in figure 2.

Clean the supports from sand and dirt so that they do not scratch the bottom of the hull. Check once more that the trailer hitch is properly locked!

The hoisting place should be sheltered and the slipway long enough. The trailer should be backed into the water until the rearmost keel support is just below water surface. Drive the boat's bow slowly against the rearmost keel support. Attach the winch wire rope to the towing eye and pull the boat onto the trailer while checking that the boat is aligned with the trailer center line.

Tie the boat firmly down to the trailer before transportation. A safety rope at bow must be directed forward and downward. Aft movement is prevented by a line over the boat, as shown in fig. 2. Do not leave any loose accessories or extra load in the boat during transportation.

During transportation, the engine should be kept at driving position. Make sure, however, that there is sufficient ground clearance.

NOTE!: The trailer should be front-heavy. Check that the boat is tied to the trailer properly, and that the weight is distributed evenly between the side supports. A swaying boat hitting against a single support during transportation may cause damage to the hull.

Before launching the boat from the trailer, remember to fasten the mooring rope, so that you can loosen the wire rope from the towing eye immediately when the boat is on the water. Be careful with the winch handle!.

Fig. 2: Location of mass center, fastening onto trailer and dimensions of storage cradle

4.2 DOCKING

The storage cradle should be sufficiently steady and suitable for the boat's dimensions. The keel supports should carry most of the boat's weight. Point loads should be avoided. The length of keel supports and the dimensions of side paws should be at least as shown in figure 2. Adjust the side supports so that the boat does not sway sideways, and so that the paws do not hit the fillets. The preliminary location of the supports is shown in figure 2.

Only use reputable hoisting companies or boat yards with sufficient hoisting capacity. In addition to the boat's own weight (see chapter 5), take also the accessories and other possible load in the boat into account. The mass center with engine mounted is indicated in figure 2.

WARNING!: Do not go under the boat when it is hanging from the crane.

5. SPECIFICATIONS

Every boat has an individual serial number. It is marked in the right-hand side of the transom plate. When dealing with the manufacturer or the dealer, always mention this number to help in delivering the right spare parts. When ordering gelcoat, also inform the colour code.

Boat type identification	YAMARIN 4730
Serial number	
Serial number of engine	
Colour codes	hull 7289 deck 8533

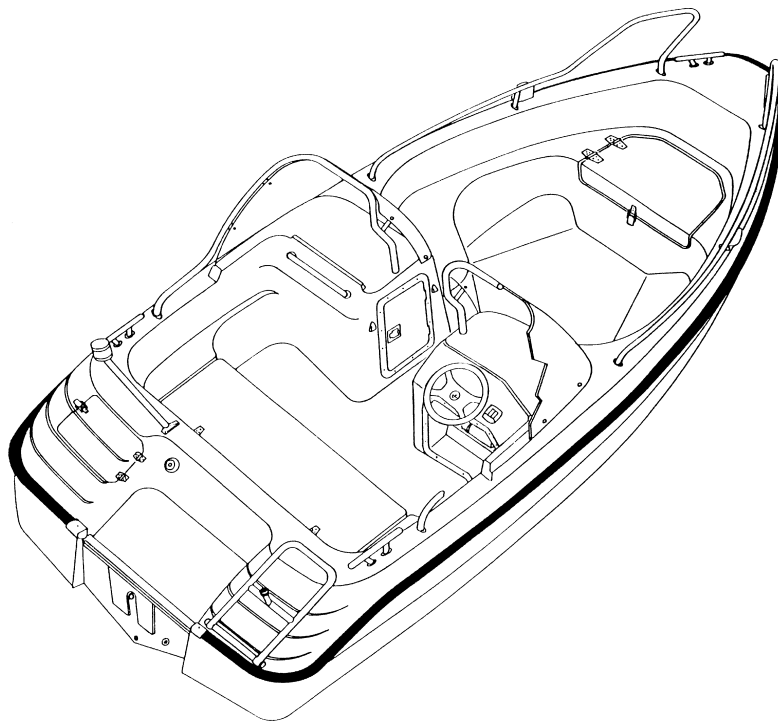
5.1 DIMENSIONS AND VOLUMES

Main dimensions:	Length overall (LOA)	4.70 m
	Hull length	4.70 m
	Max. width	2.01 m
	Weight without engine, fluids or equipment. approx.	375 kg
Maximum load:	Number of passengers 5 +weight of fuel 30 kg	
Maximum engine power:	45kW (60 hp)	
Electrical system:	voltage	12V DC

5.2 LAY-OUT AND EQUIPMENT

5.2.1 General arrangement, see fig. 3

Figure 3. General arrangement



5.2.2 Draining system

The boat draining systems discussed here help to drain the boat at sea in particular. In addition to these systems, all Yamarin boats feature a draining plug at the lower end of transom. Draining the boat on land is done by opening the plug.

NOTE! Remember to fasten the draining plug before launching the boat.

WARNING! Learn to use the boat's draining systems thoroughly in order to know how to use them properly in an emergency.

RAINWATER DRAINING SYSTEM

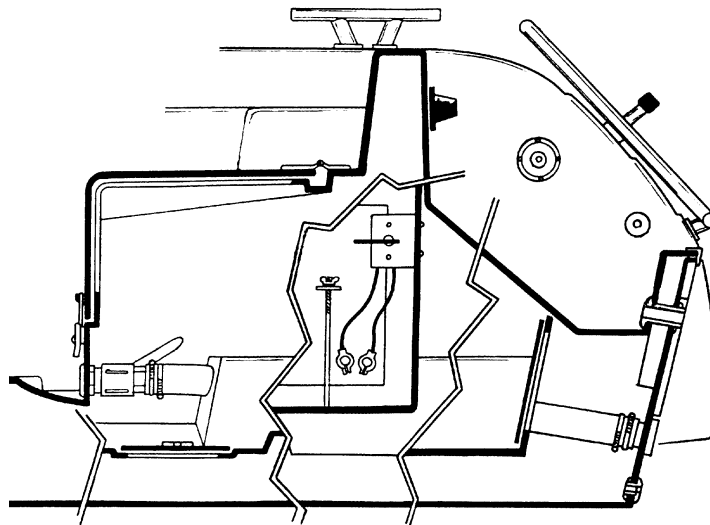
The undecked part of the boat has a draining system, which prevents rainwater from filling it up. At the back of floor boards there is a bushing with valve connected to a draining tube, through which water goes out through transom. The draining tube can be shut by a valve, see fig. 4.

WARNING! Always shut the draining tube when its boat end stays below water line owing to loading. The closing flap on the transom only prevents water from entering while reversing!

NOTE! Make sure that water can run unobstructed in the draining tube. For instance autumn leaves may obstruct the water flow, which causes the undecked space to flood, and later the bilge compartment, too. There is always some water in the bilge, e.g. condensing water and water coming through various bushings.

Always remember to check the bilge before you leave the boat at quay or buoy for a longer period, or setting off to sea.

Figure 4. Rainwater draining system



5.2.3 FUEL SYSTEM

Separate tanks

Smaller YAMARIN boats use separate fuel tanks, which are normally delivered together with the outboard engine. The YAMARIN 4730 has compartments for two separate tanks. In general the fuel hose connections are by bayonet joints, so that the separate tank is quite easy to disconnect and refill at a service station while the boat remains in water (see chapter about refuelling).

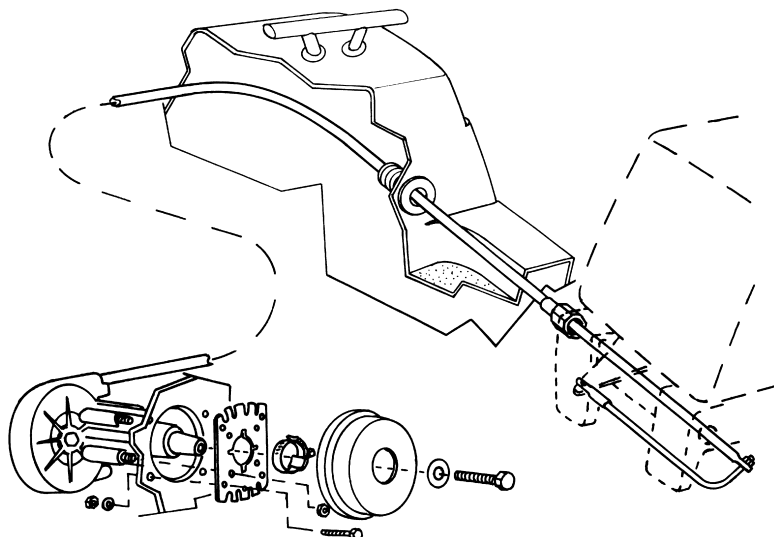
Separate fuel tanks also normally include a fuel meter and a breather valve, which should also be opened at least when the engine is running in order to let out excessive pressure from the tank and to aid fuel intake.

5.2.4 Steering system

A steering wheel is required in all boats with an engine power of over 15 kW (20hp/NBS). All Yamarin boats in this size category feature a steering kit with cables as standard equipment. The steering cables delivered as standard equipment are suited for a steering guide system of engine.

WARNING! Both steering wheel and steering system must meet the requirements of the CE standards. This is made sure by using original Yamarin spare parts.

Figure 5. Steering system



5.2.5 Electrical system

When a boat uses an electrically started engine of 15 kW (20 hp) or more, it normally needs an electrical system using a battery of its own.

6. SPARE PARTS

- | | |
|---|--|
| 1. Anchor box hatch, aft | 40. Through fitting for engine well draining |
| 2. Aft bench hatch | 41. Through fitting for steering cable, |
| 3. Footwell | 42. Through fitting rubber, medium |
| 4. Floor hatch (4730spe) | 43. Through fitting rubber, small |
| 5. Floor hatch band (4730spe) | 44. Cover |
| 6. Plywood partition of battery compartment | 45. Lead-through 1 ¼" |
| 7. Motor installation hatch | 46. Ball valve 1 ¼" |
| 8. Bilge inspection hatch | 47. Hose connector 1 ¼" |
| 9. Console hatch | 48. Water hose |
| 10. Front seat hatch | 49. Lead-through with flap |
| 11. Bow rail, SB | 50. Hose clamp |
| 12. Bow rail, port | 51. Drain plug and body |
| 13. Handle | 52. Drain plug |
| 14. Swim ladder | 53. Transom plywood |
| 15. Swim ladder bracket | 54. Transom plate, metal |
| 16. Rub rail end, SB | 55. Motor mounting nuts |
| 17. Rub rail end, port | 56. Battery mount |
| 18. Rub rail | 57. Battery terminals |
| 19. Bollard | 58. Aluminium plate + battery cable |
| 20. Hinge | 59. Main switch, complete |
| 21. Aft anchor box support iron | 60. Main switch |
| 22. Hasp | 61. Main switch key |
| 23. Hatch clamping screw | 62. Fuse, 20 A |
| 24. Counterpart for hatch clamping screw | 63. Switch panel |
| 25. Trailer hook | 64. Decoration plater for instrument holes |
| 26. Windscreen, SB | 65. Mast lantern, complete |
| 27. Windscreen, port | 66. Mast lantern heel |
| 28. Windscreen washer | 67. Mast lantern tube |
| 29. Washer, metal | 68. Mast lantern cover |
| 30. Washer, metal | 69. Mast lantern burner |
| 31. Washer, plastic | 70. Navigation light, SB (green) |
| 32. Windscreen rail, SB | 71. Navigation light, port (red) |
| 33. Windscreen rail, port | 72. Navigation light burner |
| 34. Steering wheel | 73. Decoration tape, 23 mm gold/blue |
| 35. Steering wheel hub cap | 74. Decoration tape, 5 mm gold |
| 36. Yamarin decal for hub | 75. Number decal |
| 37. Steering drum | 76. Yamarin decal |
| 38. Steering cable | 77. Fire extinguisher |
| 39. Remote control cable | |

Figure 8. Spare parts - draining system**Figure 9. Spare parts - steering system**

WATERLINES OF YAMARIN 4730 AT MEASURING POINTS:

- | | |
|-------------|---------|
| 1. At stern | 65 mm |
| 2. At bow | 1100 mm |