

OWNER'S MANUAL

IRON



With the reservation to, without prior notice, change or develop the IRON range and its specifications, colors or equipment of each model. The dimension, weight and performance can vary slightly due to the production technology. Standard equipment may vary depending of the market and shall therefore be checked, with the retailer, before accepting delivery.

WELCOME TO THE IRON LEAGUE

Thank you for choosing an IRON Boat, to ensure you of an enjoyable boatlife, we beg you to read this owner's manual carefully.

ALWAYS CHECK!

WEATHER

Consider the prevailing wind speed, waves and visibility to ensure that the boat's CE class, size and the skill of the captain and crew are suitable for the intended water.

SEA CHART

If you aren't familiar with the water you will be travelling at, be sure to have a sea chart that cover the area sufficiently.

SECURITY

The safety equipment required by regulations and the weather conditions must be on board, such as life jackets, safety harnesses, paddles, ropes, anchor, emergency flare, fire extinguisher, etc.

The captain must immediately attach the dead man's control, at him self, as soon as the boat leaves the dock.

LOAD AND STOWAGE

Check that equipment, accessories and luggage are properly stowed and secured, even in difficult conditions and strong wind.

Don't overload the boat. Make sure that the load is correctly stowed, considering the boat's balance. Heavy objects should be placed as low as possible to ensure the boat's stability.

ENGINE AND EQUIPMENT

Check that the battery is charged, the maneuvering and electrical equipment are working and are in good condition.

Inspect the engine in accordance with the engine manual.

Check the general seaworthiness and that there are no water or fuel leakage in the boat.

FUEL

Make sure there is enough fuel in the tank.

OIL

Make sure the oil level is sufficient.

Quality

Check the engine manual for fuel and oil quality.

Backup

Always include an extra fuel tank and an extra engine oil to avoid deficiency.

BEFORE DEPARTURE

Decide with the crew, about who lay off the mooring lines, before you leave the dock.

Ensure that all mooring lines are stowed inside the boat so they won't get stuck in the propeller during departure, travelling or arrival.

BEFORE START

Check that:
– Main power is switched on.
– The fuel tap is open.
– The throttle is in neutral.
– Dead man's control is connected.

NB! It is the responsibility of the owner / driver to have the necessary knowledge of the information in owner and engine manuals as well as manuals for other related equipment before the boat is used.

CERTIFICATION

IRON⁶⁴⁷

CE	= Max 6	= Max 147,1 kW
C	+ + = Max 820 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

IRON⁷⁰⁷

CE	= Max 7	= Max 186,4 kW
C	+ + = Max 970 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

IRON⁷⁶⁷

CE	= Max 8	= Max 220,6 kW
C	+ + = Max 1130 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

IRON⁸²⁷

CE	= Max 9	= Max 335,6 kW
C	+ + = Max 1150 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

PRODUCER

Järnbröderna AB
Bolshedens industriväg 40
427 50 Billdal, Sweden
www.ironboats.se

CERTIFYING INSTITUTE

Polish Ship Register SA
Gen. Jozefa Hallera 126
80-416 Gdansk, Poland
License no. CE 1463
www.prs.pl

CONSTRUCTION CLASS: C

This boat is designed for voyages where conditions up to and including wind force 6 (Beaufort scale) may be experienced (appr. 14 metres/second), a significant wave height of 2 metres or more with a temporary peak wave height of 4 metres]. These conditions may be experienced during voyages on large lakes, estuaries, and, in moderate weather conditions, on coastal waters.

NB! The significant wave height is the average height of the highest third of the wave profile, which roughly corresponds to the wave height an experienced observer makes of the sea. Single waves can be twice as high.

NB! Never exceed the boat's maximum load (see rating plate). Distribute the load evenly and low so that the boat's balance is maintained, both in lateral and longitudinal direction.

NB! Do not exceed the maximum number of people. Regardless of the number of people on the boat, the total weight onboard may not exceed the maximum permitted load. Always use the seats on the boat.

IDENTIFICATION

SE-IRNR _ _ _ _ _

NB! No sign may be removed from the boat. If so, all certifications will cease to apply immediately.

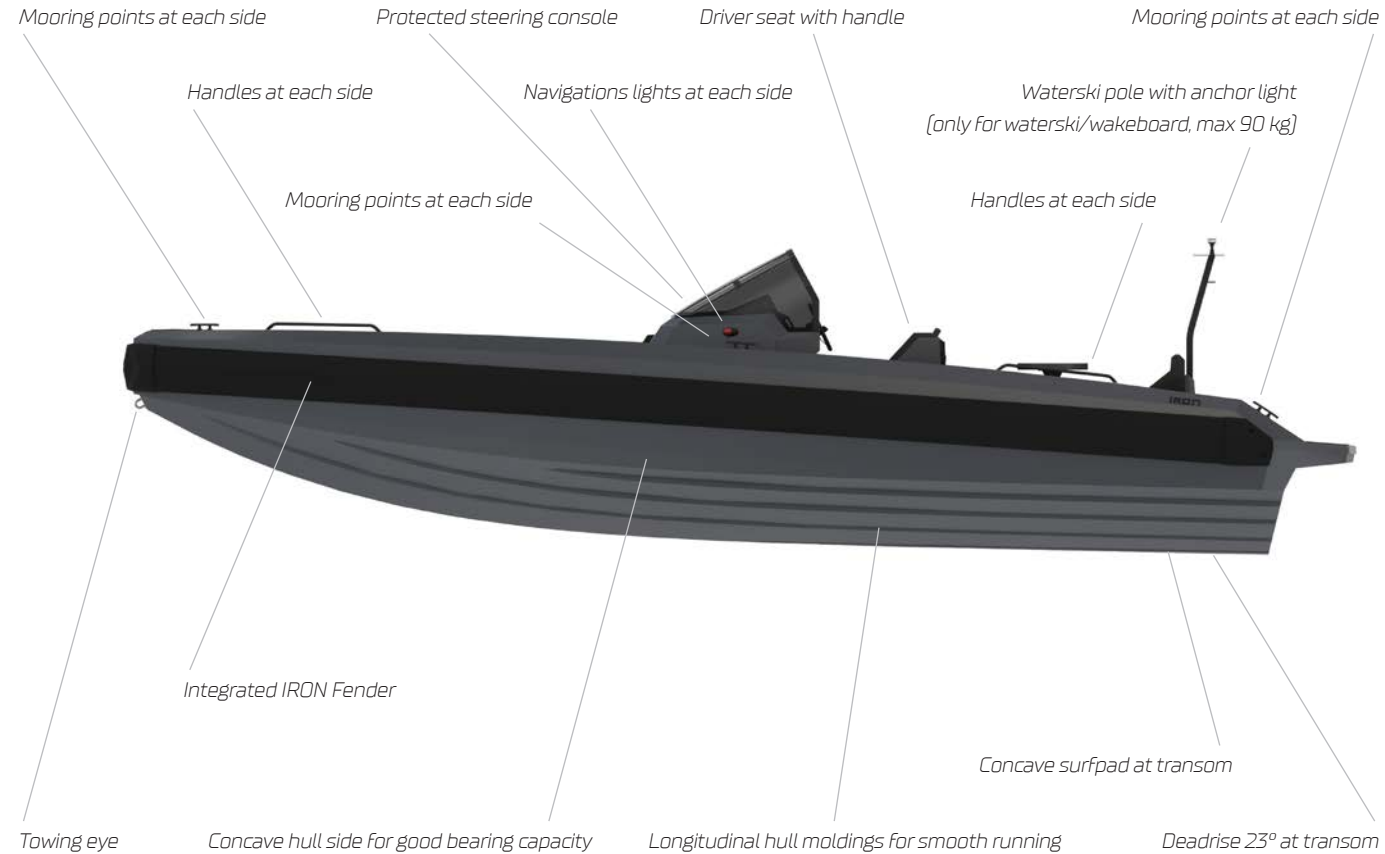
SPECIFICATIONS

Hull	IRON 647	IRON 707	IRON 767	IRON 827
Length	6,52 m	7,12 m	7,72 m	8,30 m
Width	2,44 m	2,44 m	2,44 m	2,44 m
Weight	950 kg	1 100 kg	1 250 kg	1 450 kg
Seats	6	7	8	9
Max load	820 kg	970 kg	1 130 kg	1 150 kg
Fuel tank (stainless)	142 l	192 l	262 l	304 l
Deadrise at transom	23°	23°	23°	23°
CE class	C	C	C	C
Engine				
Power (min-max)	115-200 hp	150-250 hp	200-300 hp	250-450 hp
Max weight	250 kg	280 kg	280 kg	325 kg
Shaft	X	X	X	X
Speed (appr.)	35-48 knots	40-48 knots	40-50 knots	45-60 knots

EQUIPMENT

Standard equipment	IRON 647	IRON 707	IRON 767	IRON 827
Integrated IRON Fender	X	X	X	X
LED Navigation lights	X	X	X	X
Fire-extinguisher	X	X	X	X
Electric bilge pump	X	X	X	X
Waterski pole	X	X	X	X
Swim ladder	X	X	X	X
Swim platforms	X	X	X	X
Large storage compartments	X	X	X	X
Table	X			
Optional equipment				
Table		X	X	X
Sunbed	X	X	X	X
Sprayhood	X	X	X	X
Console cover	X	X	X	X
Aft sofa cover	X	X	X	X
GPS	X	X	X	X
Speakers, blue tooth	X	X	X	X
Hydraulic steering	X	X	X	X
Refrigerator		X	X	X

OVERVIEW



STABILITY

IRON Boats are stable, while running, at rest and when moored thanks to its hull shape and good weight distribution. Keep in mind that the sea, breaking waves and the load affects the boat's stability. Keep the bilge dry since moving water always degrades stability. Also keep in mind that the boat's stability is affected by all types of towing.



NB! Check regularly that the bilge is dry, since freely moving water affects the stability.

BUOYANCY

IRON Boats are designed to float, even if the cockpit is water-filled.



Inspection hatch:
- Fuel tank

Inspection hatch:
- Bilge pump
- Self drainage
check valves

NB! Check that all inspection hatches are properly closed before using the boat.

SELF DRAINAGE

Both the cockpit and the motor well are self drained. The bilge is drained by an automatic bilge pump.



Self drained motor well.

Drain plug

Self drained cockpit (with check valve).

NB! Make sure at least one bucket is on board, tied in the boat.

NB! Keep self-draining valves, at transom, clean of barnacles.

BILGE PUMP

IRON Boats are equipped with an electric bilge pump in the bilge. It runs automatically and the drainage capacity is 38 liters per minute.

On the instrument panel, the bilge pump, also can be started manually and the operation is indicated by a lit LED.

Regularly check the function of the bilge pump.

Always make sure that the bilge is as dry as it can be.

WARNING! The bilge pump is not dimensioned to handle leaks caused by grounding or other damage to the boat's structure.

NB! Check regularly that the bilge pump is working and its protective grille and hoses are clean inside.

FIRE PROTECTION

IRON Boats comes with an aerosol fire extinguisher that suffocates the fire with a non-toxic smoke. Its capacity corresponds to a two-kilo powder fire extinguisher and it can be used against fire in fuel, hull and electronics. The fire extinguisher has a service life of 5 years and must then be replaced.

Location of fire extinguisher

It is mounted under the sofa at the starboard side, on top of the battery cover.

Always check that the fire extinguisher is easily accessible and inform the boat's crew of where it is located and how it is used.

Regularly check that there is no fuel spill in the bilge or elsewhere in the boat. Smell of petrol is a clear sign of fuel leakage and must be remedied immediately.

- NB!** Never cover the ventilation openings of the boat designed for the ventilation of fuel fumes.
- NB!** Secure that fire extinguisher and main switch always are easy accessible.
- NB!** Never change the boat's electric and fuel system or let an uneducated person work with them.
- NB!** Never refuel or handle fuel when the engine runs.
- NB!** Never smoke or handle fire in connection with fuel.

IN CASE OF FIRE

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- 1. Put the passengers in safety**
 - 2. Turn off the engine**
(at the instrument panel)
 - 3. Turn off the main switch**
(at the front of the sofa)
 - 4. Turn off the fuel tap**
(under the inspection hatch)
 - 5. Get the fire extinguisher – extinguish the fire**
(under the sofa, at the port side)
 - 6. Warn nearby boats.**
 - 7. Make an emergency call.**

SAFETY

Safety equipment

The safety equipment that boat and weather conditions requires must be on board, such as:

- Life jackets
- Safety harnesses
- Paddles
- Mooring lines
- Anchor with rope
- Fire extinguisher
- Emergency flares
- Bucket (fixed)

The boat's captain shall immediately attach the dead man's control at himself as soon as the boat leaves the harbour.

A tip

A membership in a national maritime rescue organization can mean benefits such as free assistance, even if acute danger does not exist.

LOAD AND STOWAGE

Don't overload the boat. Stow the load so that the boat's balance does not change in the lateral and longitudinal direction. Heavy objects must be placed as low as possible in order to maintain the boat's stability and prevent the risk of capsizing.

Make sure that all equipment, accessories and luggage are properly stowed so that everything is secured even in the event of strong wind and severe wave conditions.

WARNING!

Cargo displacement changes the boat's balance and degrades its handling characteristics. In the worst case, it can make the boat unable to maneuver.

SEAMANSHIP

Navigation rules

At sea the international waterway rules (COLREG) shall be followed and the driver of the boat is responsible to obey them.

General rules

- Navigate safely and make sure, that the sea charts are up to date.
- Always adapt the speed to prevailing conditions and surroundings.
- Pay attention to the wave height.
- Think about the passengers and their comfort.
- Do not make large waves that may disturb the surroundings.

MAN OVERBOARD

Boat in motion

When the boat is in motion, no one should sit, stand or occupy any place other than those intended for seating.

Man overboard

If someone falls overboard, the easiest way back on board is to use the swim ladder. It is integrated in the swim platform and can be pulled out to its full length, even from the water.

People in the water

If a person suddenly appears in the water around the boat – pull the dead man's control (emergency shutdown) to turn off the engine – and prevent the propeller from causing serious personal injury.

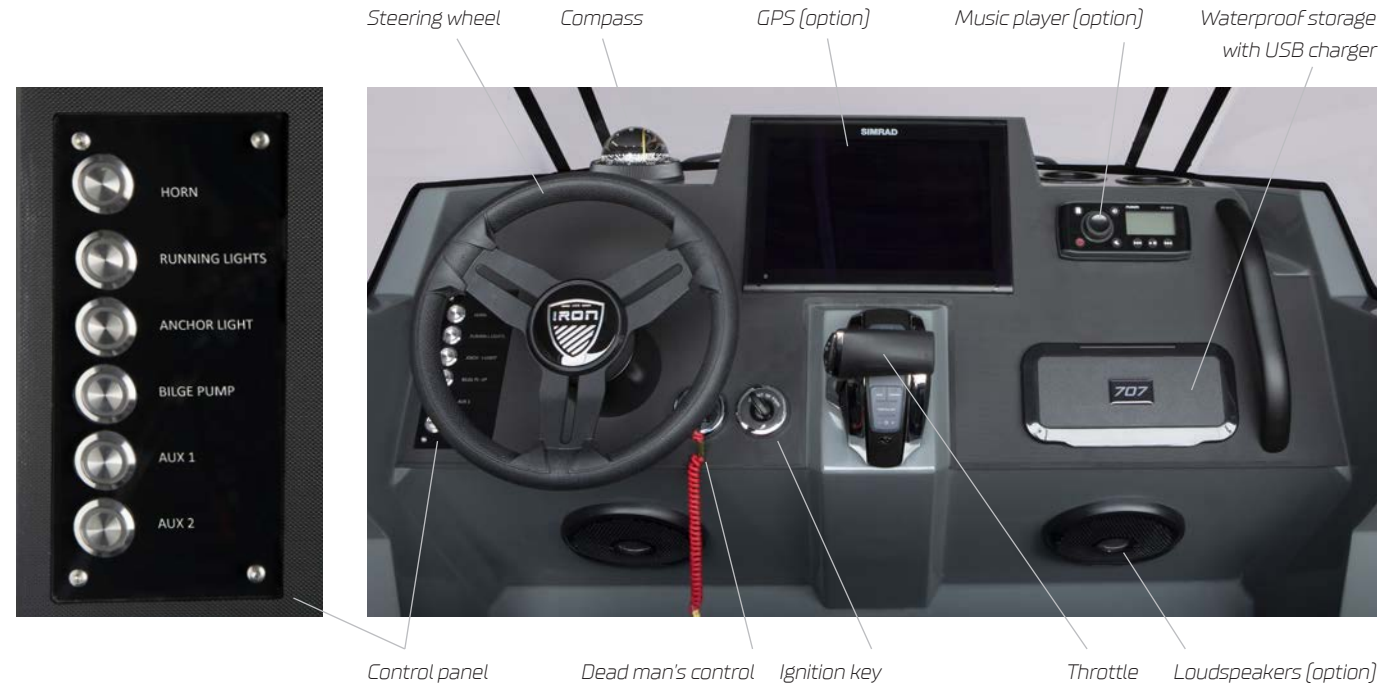
DANGER!

The engine shall be turned off. When the swim ladder is used.

DANGER!

If a shutdown of the engine is not possible in an emergency, the driver must ensure that the engine's gear selector is in neutral, if a person is in the water close to the boat.

STEERING CONSOLE



NB! Also read the manuals for: Steering system; Throttle (engine's manual); extra equipment such as GPS and Music player etc.

NB! Steering console cover must always be attached, when the boat is not in use, to ensure water tightness and prevent water from entering dashboard installations.

MANEUVERING

The hull of the IRON Boats are smooth running and stable with predictable handling characteristics. But it is always the boat's driver who is responsible to adapt the boat's speed to the current circumstances, such as weather, wind and waterway rules.

Maximum sight

Ensure maximum sight in front of the boat, in accordance with international maritime regulations (COLREG).

Also ensure that:

- Passengers are placed so they won't obstruct the captain's view.
- The boat isn't driven on the planing threshold, so the sight is prevented.
- An eye is kept backwards, to detect boats that come from behind.
- Faster boats can pass safely, in crowded sea-lanes.
- Navigation lights are used in the dark and under limited visibility.

WARNING!

Be very careful when using the power trim at high speed, since it affects the boat's behaviour.

WARNING!

Do not trim the bow too low at high speed, as it can make the boat's movements unpredictable.

Power trim

Allows you to raise or lower the bow for optimal performance when driving. Complete information can be found in the engine's manual.

Use the power trim to plane faster

- If you want the boat to plane, trim down the bow.
- When the boat is planing, raise the bow until the boat begins to stomp or the propeller loses its grip. Then lower the bow until the running becomes stable and use the speedometer to optimize the trim angle.

Power trim in head- or downwind

- Headwind: Lower the bow slightly, until the boat's running gets even.
- Downwind: Raise the bow slightly so that the boat does not plow through the waves.

WARNING!

At full speed, the boat gets more difficult to handle and fast turns can lead to lost control. Therefore, always slow down before sharp turns, regardless of direction.

WARNING!

Lower the speed when the wave height increases, as waves affect the boat's maneuverability.

MOORING

If possible, lock the boat sideways by crossing the mooring lines at transom. Make sure they are not touching the propeller.



When mooring longships, the boat must be secured with one or two so-called "spring" that lock the boat lengthwise. Use fenders if you are mooring to an industrial or poorly maintained dock, to avoid aesthetic damages.



NB! Mooring shall be done in harbours or protected water.

Wind and wave direction shall also be considered.

NB! Always leave a little "slack" in mooring lines, at fixed docks so the boat can move vertically with the water.

TOWING

To tow – always use both mooring points at transom – and drive carefully!
– this also applies to tow an air filled ring or mattress.



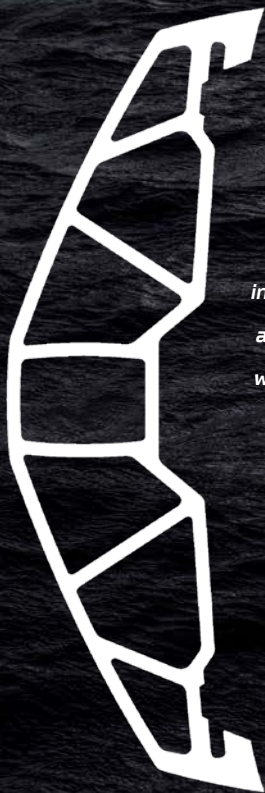
Get towed – attach the towing line to the towing eye, under the bow – request the towing boat to drive carefully!



WARNING! The towing line is exposed to great forces and if it goes off, the loose end can become deadly.

Therefore, use a sufficiently strong towing line and avoid being directly in front of the towing line.

NB! The waterski pole may never be used for towing or to ride any kind of airfilled ring or mattress. The maximum load is 90 kg.



*IRON Boats have been developed by the enthusiasts
Lars and Henrik Peterson, IRONBROTHERS, who have long experience
in motorboating. They have driven all kinds of boats, in all kinds of conditions,
at the beautiful, but often harsh coast of west Sweden. Therefore they know
what works at sea and in the workshop. Today they are the largest retailer of
RIB boats worldwide and one of Mercury's biggest retailers. Now they
have gathered their experiences in IRON Boats to give you a boat
with stealth design, high functionality and
outstanding seaworthiness.*

IRON

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