OWNER´S MANUAL

Models:

KD 300	DR 400	TX 540	TL-620
KD 340	DR 450	TXA 750 D	
TB 470	DR 500	TX 750 D	
TB 600	DR 560	TX 760	
	DR 660	TX 860	
	DR 760	TX 10.0	
	DR 830	TX 12.0	
	DR 900		

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INDEX

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1. INTRODUCTION

This manual has been written to help you use your boat safely and to your satisfaction. It includes details of the RIB, the equipment supplied or installed, its systems and information about its operation, adjustment, maintenance, risk prevention and risk management. Please read it carefully, and familiarize yourself with the RIB before using it.
This owner's manual is not a course in boating safety or a sailing course. If this is your first RIB, or if you have changed to a RIB which you are not familiar with, for your own safety and comfort make sure you get some experience in handling and use of the RIB before taking over command. Your vendor/sales office/distributor, sailing federations or sailing clubs will be delighted to recommend local sailing schools or competent instructors.

Make sure that the expected wind and sea conditions correspond to the design category of your boat, and that you and your crew are able to safely steer the boat in these conditions.

Even though the RIB may be of the corresponding category, both sea and wind conditions corresponding to design categories A, B, and C vary from very rough weather for category A, to severe sea conditions for the top of category C, beside the danger of abnormal waves or wind gusts. These are therefore dangerous conditions, in which only an experienced crew, in good shape and trained, handling a well maintained boat, can navigate satisfactorily.

This manual is not a detailed maintenance or repair guide. In case of difficulty, please contact the boat builder or the boat builder's representative. If you have been provided with a maintenance manual, use it for this purpose.
Always use the services of an experienced and competent professional for maintenance, as well as for repairs or modifications. Modifications that may affect the safety characteristics of the boat must be evaluated, executed and documented by competent personnel. The boat builder cannot be responsible for modifications that the boat builder has not approved.
In some countries a driver's license or authorization is required, in addition to specific regulations and transportation requirements that may be subject to local regulations.

Always maintain your boat properly, and be aware of deterioration due to ageing, and excessive or inappropriate use.

Any type of RIB, no matter how strong, can be seriously damaged if misused. Inspect your boat regularly, especially if you suspect damage. Always adjust the speed and direction of the boat to the sea conditions.

If your RIB is equipped with a life raft, read its owner's manual carefully. The boat should have on board the appropriate safety equipment (life jackets, harnesses, etc.) according to the type of boat, weather conditions, etc. This equipment is mandatory in some countries. The crew should become familiar with the use of all safety equipment and with emergency maneuvers (falling of persons into the sea and re-boarding, towing, etc.). Sailing schools and clubs regularly organize training sessions.

All persons should wear a suitable personal flotation device (life jacket/personal flotation device) when on deck. It is noted that in some countries it is mandatory to

wear a personal flotation device that complies with national regulations. PLEASE KEEP THIS MANUAL IN A SAFE PLACE, AND GIVE IT TO THE NEW OWNER IF YOU RESELL THE BOAT.
In addition to this manual, specific manuals for optional equipment will be supplied with the boat where applicable (engines, electronics, navigation, etc.).

If you have any difficulty**, VANGUARD MARINE, LDA** will be delighted to advise you.

KEEP THIS MANUAL IN A SAFE AND SECURE PLACE. IN CASE OF SALE, GIVE IT TO THE NEW OWNER.

THIS MANUAL IS WRITTEN IN ACCORDANCE WITH THE ISO-10240

2. INFORMATION ABOUT THE RIB

The CE mark indicates that the RIB satisfies all present ISO norms and all directives in force at the time of manufacture.
RIB DESIGN CATEGORY

Oceanic – Category A: A RIB designed to operate in winds under force 10 on the Beaufort scale, and with corresponding significant wave height.

NOTE These conditions can normally be found on long trips, for example across the oceans, but can also occur on coastal trips when there is no wind or wave protection for several hundred nautical miles. Depending on the weather conditions, wind gusts can reach up to 32 m/s.

High sea – Category B: A RIB designed to operate in winds of force equal to or less than 8 on the Beaufort scale, and corresponding significant wave height which can reach 4 m.

NOTE These conditions can normally be found on deep sea voyages of sufficient duration, but can also occur in coastal waters where shelter may not always be immediately available. These conditions can also be found in inland seas of sufficient length to produce waves of the above-mentioned height. Depending on weather conditions, wind gusts can reach 27 m/s.

Coastal waters – Category C: A RIB designed to operate in constant wind conditions with force equal to or less than 6 on the Beaufort scale, and corresponding significant wave height which can reach 2 m.

NOTE These conditions can normally be found in exposed inland waters, in estuaries and in coastal waters with moderate weather conditions. Depending on weather conditions, wind gusts can reach 18 m/s.

Sheltered waters – Category D: A RIB designed to operate with constant winds usually equal to or less than 4 on the Beaufort scale, and the corresponding significant wave heights can reach 0.3 m, with occasional waves of 0.5 m

NOTE These conditions can normally be found in protected inland waters, in estuaries and in coastal waters in good weather. Depending on the weather conditions, wind gusts can reach 12 m/s.

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Throughout this manual the following degrees of danger will be indicated:

DANGER: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury. This signal word should be limited to the most extreme situations.

WARNING: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury**.**

NOTICE: Indicates information that is considered important, but is not related to a hazard, e.g., related to property damage.

3. GENERAL CONSIDERATIONS OF USE AND MAINTENANCE

3.1 USE OF THE RIB

3.1.1 BOAT TUBE

Your boat can be equipped with any of the following flotation systems: (Air tube, Foam tube, Hybrid tube with both system). Follow the recommendations on the following sections when those correspond to your craft and do not take into consideration those that are not applicable.

All other indications and recommendations in this manual are applicable to any type of tube described regardless of which one has been installed on your boat.

A. AIR TUBE

To inflate the RIB, use the pump supplied. Before connecting the pump to the valve, check the central pin is raised outwards (valve closed). If it is not, press lightly with a finger and turn to the right.

Once the RIB is inflated, remove the pump tube and adapter and replace the valve cap.

NOTICE – Never use compressed air systems for inflation: this could damage parts of the flotation tube and even cause it to burst.

The flotation tube is composed of a number of independent chambers. It is **MANDATORY** to respect the order of inflation as indicated below:

NOTICE - First inflate the stern chambers and move forward, alternating between starboard and port side chambers, always finishing with the bow chamber.

The RIB's flotation tube pressure is 20.000 Pa. Maintain this pressure to avoid damage to the tube. Remember that the tube air pressure varies proportionally with the temperature by 3 millibars per each degree centigrade of temperature increase. This therefore means that placing the RIB on the water lowers the pressure, and the same happens at night. However, being in the sun for a long time, especially on land, causes an increase in tube pressure which must be take into account. So:

NOTICE – If the RIB is going to be left in the sun for a long time, reduce the air pressure to compensate for the tube's expansion.

To deflate your RIB, remove the valve cap, press the pin and turn until it is in the OPEN position and fixed. When the RIB is completely deflated, free the pin and replace the valve cap.

SAFETY RELIEF VALVES (optional)

If your RIB has safety relief valves, these will function automatically when the air pressure reaches 24.000 Pa, thus protecting the tube from possible deformation or bursting. It is vital to follow the correc oedrer of chamber inflation so that the safety valves may protect the tube when there is an increase in pressure.

NOTICE – Even if the tube has safety valves, the previous recommendations on inflating and deflating of the tube should still be followed.

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B. FOAM TUBE

Tube with high density foam core covered with fabric. The foam consists of a single block made up of several pieces bonded to each other and covered with a layer of the same material as on the air tube, this material also serves as the fixing system for the whole tube to the hull. In this system the inflation and deflation process described in paragraph A above is not applicable as this tube system does not have air chambers or inflating/overpressure valves. This tube, being filled with foam, shall not be affected in its flotation capacity in the event of damage caused by punctures or partial tears.
However we recommend the repair of any damage suffered although it has not led to loss of flotation capacity in order to keep the whole in good condition.

C. HYBRID TUBE

The Hybrid Tube consists of a series of internal air chambers depending on the length of the boat, covered with high density foam. This combination is covered by a layer of outer fabric of the same material as the tubes described in paragraphs A and B above.
For the use of the vessel and its tube apply the information described in points A and B above.

3.1.2 FUEL TANK

WARNING - As a general rule:

- **Portable fuel tanks should be fastened down in order to avoid blows and possible breakage while under way.**
- **If there is a closed compartment for the portable fuel tank(s), this must be well ventilated, far from any heat source, and free of any type of electric accessory or part.**

- **On refuelling, switch off the engine and, if possible, take the tanks out of the RIB. Always refuel in the open air and far from any heat source, sparks etc.**
- **Do not fill the tanks to the full as the fuel increases its pressure as the temperature rises. This may cause an excess of pressure in the tank, making it break.**
- **Do not store fuel tanks in compartments not specifically designed for them.**

WARNING - NOT COMPATIBLE WITH E-10 GASOLINE

The fuel system is not compatible with E-10 Gasoline or other Ethanol Gasoline type, due to the potential negative effect that Ethanol can have on the entire fuel system.

- Deterioration of elastomers and plastic parts
- Deterioration of the fuel tank and hoses
- Corrosion of metal parts
- Possible wear and damage to internal parts of the not compatible motor
- Possible start-up and operation difficulty of the not compatible motor

3.1.3 ENGINES

For engine installation, use and care, follow the manufacturer's instructions.

However, also follow these points:

WARNING

RUN THE ENGINE COMPARTMENT EXHAUST FAN FOR THE PRESCRIBED TIME, WHERE APPLICABLE (GASOLINE ENGINES)

MAKE SURE THE MOTOR COOLING CIRCUIT IS WORKING PROPERLY

MAKE SURE YOU HAVE ENOUGH FUEL FOR YOUR TRIP

AVOID CONTACT OF FLAMMABLE MATERIALS WITH HOT ENGINE PARTS.

RESPECT THE PERCENTAGE OF OIL IN THE FUEL

WHEN THE INSTALLATION OF THE MOTOR REQUIRES THE USE OF BOLTS, SEAL AND PROTECT THE HOLES WELL WITH SIKAFLEX.

INSTALL THE MANUFACTURER- RECOMMENDED WASHERS ON THE INNER SIDE.

PLACE THE ENGINE CENTERED WITH THE MIDSHIP LINE AND ALIGN THE CAVITATION PLATE WITH THE KEEL OF THE HULL (THIS HEIGHT CAN BE ALTERED TO IMPROVE PLANING PERFORMANCE).

AVOID MAKING NOISE AND WAVES NEAR OTHER USERS AND RESPECT SPEED LIMITS.

USE THE CORRECT OIL MIX IN THE FUEL.

NOTE If the boat has an inboard motor, keep the bottom taps closed when not in use in order to reduce the risk of flooding (e.g. water entering the toilets)

3.1.4 BATTERY

If necessary, install the correct battery for your motor and requirements.

Read the manufacturer's use and maintenance manual.

CAUTION - Take special care:

- **Choose a no-maintenance certified marine battery.**
- **Do not place the battery in the same compartment as the fuel tank(s). If there is no other compartment, keep them as far apart as possible with liquid proof separation between them and make sure the compartment is well ventilated.**
- **Place the battery in a water tight compartment thus protecting the terminals and making it easier to control and recover any accidental acid spill, dangerous both for the RIB and people. Maintain the exterior clean and dry.**
- **Always recharge the battery out of the RIB, in a well ventilated place on land.**
- **Avoid generating sparks or flame near the battery as it emits flammable hydrogen gas during charging and for 15 minutes afterwards.**
- **In case the wires are not long enough, avoid joining wires together. Install longer, thicker wires.**
- **Do not work with the battery over a charged A/C system.**

3.1.5 DRAINAGE

The RIB has a self-draining system consisting of one or two holes with plugs in the transom. Every time the RIB is on land, water must be drained by taking out the plug(s). The water will drain by itself and any water remaining can be taken out by bucket or by lifting the RIB at the bow allowing water to flow through the holes.

CAUTION - Make sure the holes are plugged, CLOSED, while the RIB is stopped.

NOTICE - It is the owner/user's responsibility to have a bucket or similar (tied up, to prevent accidental loss) so as to be able to bail out any water shipped during sailing.

If your RIB is kitted out with an elephant trunk drain, water can be drained on land or while under way at sea by lowering the trunk. The water will flow out freely. The trunk must be pointing upwards if the RIB is not moving while afloat.

3.1.6 BILGE PUMP

If your RIB has a bilge pump, read the manufacturer's use and maintenance manual.

Note - Check the operation of each bilge pump at regular intervals. Clean the pump inlets of any debris that may clog them. If valves are present in the fore and aft bulkheads, they should remain closed, and should be opened only to allow bilge pumping in the main bilges.

3.1.7 HANDLING ADVICE

The skipper is in charge of the RIB and has to check that everything is in good order before setting off. He must check the load, fuel, state of the motor(s) etc.
When under way, no one may sit on the bow. Avoid standing up and wear a life jacket at all times.
At all times check that the load is distributed evenly so as not to provoke listing or excessive trimming.

The operator's view from the steering position can be obstructed by big trim angles and due to one or more of the following variable conditions:
- Propulsion unit trim angle (on boats with propulsion unit trim control device)
- Flap trim angle (on boats with flap actuators or with flaps on the mirror)
- Load and load distribution
- Speed
- Fast acceleration
- Transitioning between displacement mode and planing mode
- Sea state
- Reduced visibility (i.e. due to rain, darkness and fog)
- Interior lights
- Position of awnings and curtains
- People or moving elements in the operator's field of vision

CAUTION - THE VIEW FROM THIS GOVERNMENT POSITION IS LIMITED. MAINTAIN THE NECESSARY VIGILANCE.

WARNING *– Never load the RIB beyond the recommended maximum weight. Always load the RIB with care, distributing the load to maintain the ideal trim (roughly horizontal). Avoid placing heavy objects high as this reduces the RIB's stability.*

Adjust speed to the sea state and wind conditions. In heavy seas, reduce Speed and steer the RIB to reduce wave impact.

DANGER – Beware of winds and currents in coastal waters

The helmsman must avoid heavy blows by foreseeing the behaviour of the waves. The crew may suffer wave impacts more violently or even fall overboard. Breaking waves are a serious threat to the RIB.

NOTICE - *Before setting out to sea, make sure you have on board all the safety equipment as required by your state, e.g. life jackets, flares, anchoring/mooring equipment etc.*

Avoid making waves when approaching other RIB and on leaving or entering port. Always respect speed limits and all signs and signals.

DANGER - VERY IMPORTANT! Never forget to have your man-overboard alarm device firmly fixed somewhere in your clothing (though not on your wrist) before getting under way.

If at any moment the engine should fail, control the RIB in such a way that it goes neither further out to sea nor towards dangerous rocks or cliffs.
This RIB can be handled with oars, especially when mooring or beaching. To handle the RIB well and to keep on course, use short, quick and constant strokes.

WARNING - When under way, keep all hatches closed to prevent water getting in and to reduce the risk of flooding. Flooding of the hull could capsize the RIB.

Do not operate at maximum speed in crowded waterways with heavy traffic or in weather and sea conditions of reduced visibility, high winds or large waves.
Reduce speed and wake, out of courtesy and as a safety precaution for yourself and others. Observe and obey the speed limit and no wake zones.
Comply with priority rules as defined by the route rules and imposed by COLREG.
Ensure that sufficient distance is always available to stop or manoeuvre if necessary to avoid a collision.
Do not operate this craft with an engine with a rated power greater than that on the boat's builder plate.

3.1.8 BEING TOWED

If and when it is necessary for your RIB to be towed at sea, before staring the maneuvers check that all on-board equipment is well tied down and, if possible, remove the outboard motor.
The RIB has a mooring eye at the bow to which the tow line must be firmly attached. Do not use any part of the flotation tube or any of its handles etc. for towing or mooring as this could seriously damage the tube.
The RIB must never be towed at more than 8 knots. Always check to see that no water is shipped.

DANGER- *There must be no one on board during this maneuver!*

When towing the RIB on land, check that the central rollers of the trailer are correctly supporting the keel. Adjust the side supports to prevent any shifting of the RIB. Do not forget to tighten all tethers. Do not leave weighty objects in the RIB during towing as they could damage the hull and provoke cracks.

3.1.9 TOWING

The RIB has two towing eyes on the transom to tow another craft if need be. Make sure to keep a safe distance between the two craft to guarantee manoeuvrability. Avoid fouling the propeller with the tow ropes; this can cause serious damage.

The RIB's stability may be affected when towing another craft.

3.1.10 LIFTING WITH A CRANE

WARNING - If your RIB has crane lifting eyes, follow these steps:

- Adjust the straps so that the RIB maintains a horizontal position while suspended.
- Place protection between the straps and hull to prevent damage.
- Use belt straps of 130mm minimum width.
- Do not stand under the crane or suspended RIB.
- Never raise the RIB with people or cargo on board, nor if full of water.
- Use guide ropes fore and aft to control the RIB's movement at all times.
- Once the RIB is out of the water, leave all drainage holes open.

3.1.11 LIFTING WITH DAVIT

WARNING - If your RIB has davit lifting eyes, follow these steps:

- Consult the manufacturer or seller as to whether the davit system is right for the RIB.
- Only ever use the davit lifting eyes to hook the davit wires: never use any other part of the RIB.
- Do not stand under the davit or suspended RIB.
- Never raise the RIB with people or cargo on board, nor if full of water.
- Use guide ropes fore and aft to control the RIB's movement at all times.
- Once the RIB is out of the water, leave all drainage holes open.

3.2 RIB MAINTENANCE

All maintenance and repair work must be carried out by qualified personnel. Before carrying out any change, modification or any other alteration of the RIB, check with the After-Sales Service: the RIB could lose its guarantee.

3.2.1 PERIODIC MAINTENANCE

- Clean the hull twice a year.
- Frequently clean the non-slip areas with a soft liquid detergent.
- When not in use, cover the RIB with a canvas or tarpaulin.
- Check the state of the drainage holes; check they are not blocked.
- Check the state of the cleats and other mooring fixtures.
- Check the state of the fuel filter and change the filter at the start of each sailing season.
- Change the motor oil and cooling liquid at least once a year.
- Check the battery levels and add distilled water to cover the plates. Keep the contacts clean and covered with grease or vaseline.

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SPECIFIC WARM CLIMATE MAINTENANCE

To lengthen the working life of your RIB in warm climates and/or areas of high UV radiation, it is advisable to use a boat cover when the RIB is not in use. For best results, apply 303 Aerospace Protectant once or twice a month. If in doubt, consult the RIB manufacturer or official sales office about this treatment.

3.2.2 INSPECTIONS

- Always have a visual check of the RIB before launching:
- Check all screws, nuts and bolts etc. are tight.
- Check there are no leaks in tubes, joints, tanks etc.
- Check the state of all circuits and wiring.
- Check the steering system.
- Inspections must be carried out at the beginning of each sailing season and periodically during the season.

3.2.3 SALT WATER CORROSION

The RIB must always be cleaned with fresh water immediately after sailing in salt water. If the RIB is used mainly in salt water, polish the hull every month and apply an anti-corrosion product on all metal parts.
If the RIB is going to be stowed away, all water must be taken out, it must be cleaned with fresh water and then dried before being deflated.

3.2.4 CLEANING

- As far as possible, avoid using cleaning products, and never pour them in the water.
- Preferably, clean the RIB on shore.
- Avoid rubbing the hull: use a high-pressure water cleaner.
- Do not use abrasive cleaning products, solvents, ammonia or chlorine.

WARNING - While cleaning, be careful not to slip on the soap's foam.

Do not wax or polish the rough parts or parts normally used as floor or deck, or the gunwales.

3.2.5 HULL MAINTENANCE

The gelcoat is sensitive to any blow or scratching. Handle the RIB with great care. Always have at hand some form of hull protection.

Light scratches can be eliminated by using a car polisher.

If the scratches do not disappear when being polished, it will be necessary to sand them lightly with a water sander. Before sanding, clean the area carefully. After sanding, clean the area and proceed to polish it.
In the case of a deep scratch as a result of n impact:

- Clean and sand the damaged area and clear all dust.
- Prepare the necessary gelcoat.
- Apply the gelcoat with a spatula and level the surface.
- Cover the area with cellophane. Remove when dry.
- Sand the repair with a water sander, then polish.

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The gelcoat colour may show changes of colour or shine, or staining. To avoid these changes, apply a small amount of polish. Fuel stains can be removed with products bought in a gas station.

The hull must be painted with an anti-incrustation product.

NOTICE

- Do not clean with a sandblaster.
- Do not use any solvent other than alcohol.
- Do not use high-pressure water warmer than 15ºC.
- Do not use high-pressure detergents.
- Do not use a scraper.
- Do not polish too strongly.

3.2.1 KEEL MAINTENANCE

The accumulation of marine vegetation and incrustations on the hull produces resistance and affects the performance of the RIB. Never use wire brushes or corrosive liquids on the hull: small scratches favour the accumulation of dirt.
Blistering of the gelcoat surface (osmosis) is a natural occurrence. With time, blisters may appear in any gelcoat surface under water.
The best way to prevent the occurrence of osmosis blisters is to minimize the time the RIB is in the water.

3.2.2 PAINTS

Usually this type of boat spend most of their time out of the water, therefore the use of antifouling paints on the hull is not common. However, if it becomes necessary, before choosing any antifouling, speak with other RIB owners or with the vendor/sales office/distributor and/or a shipyard to check which product would be the most appropriate for your area. At the same time, never forget that this type of paint can be damaging to the flotation tube.
There are special paints for flotation tube protection. Consult the RIB manufacturer or vendor/sales office/distributor for a correct assessment.

DANGER!

RISK OF FIRE OR EXPLOSION – The components of cleaning products and paints can be flammable and/or explosive. They are also dangerous to inhale. Make sure the work area is well ventilated and that adequate clothing is used.

Before painting, check local and environmental regulations and carefully read the product's specification and instructions for use.

3.2.6 MOTOR MAINTENANCE

For correct maintenance of the motor, follow the manufacturer's instructions.

3.2.7 STAINLESS STEEL

To maintain the stainless steel and iron fittings of your RIB in perfect condition:
- Clean the stainless steel parts with soap and water frequently. Never use abrasives, acids, bleach or steel wool.
- Clean rust stains immediately using chrome or brass polish. If this is not done, the steel will become pitted with rust, impossible to eliminate.
- Use a high quality car polish to protect all stainless steel surfaces.

3.2.8 FIREFIGHTING EQUIPMENT MAINTENANCE

The RIB user/owner:
- Must check the firefighting equipment at the stipulated intervals.
- Must replace both hand-held and installed systems that are out of date or discharged. They must be replaced by systems of identical certification and firefighting capacity.

If firefighting equipment is replaced, make sure you use certified products and with the same denomination and with the same fire fighting properties

3.3 RIB REPAIR

Any repair on your RIB must always be carried out by a competent professional.
Contact your vendor/sales office/distributor, who will give you the best advice, parts and materials for the repairs you can carry out yourself. More serious repairs
must only be carried out by authorized professionals. Vanguard Marine Lda can provide you with lists of authorized people and boatyards.

If consoles or other parts not originally supplied with the RIB are installed, said installation must be carried out according to Vanguard Marine Lda instructions. New installations may affect the RIB's stability.

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WARNING! – The installation of any and all elements after the purchase of the RIB must be installed according to EN ISO 6185, in such a way as not to invalidate the original certification.

Before carrying out any change, modification or any other alteration on the RIB, contact the After-sales service to check what can be done without losing the guarantee.

3.3.1 SMALL REPAIRS ON THE FLOTATION TUBE

3.3.1.1AIR FLOAT

Small punctures can be repaired easily with the repair kit following these steps:

- Check that all valves close and tighten well. Leaks may be due to a faulty closure.
- If there is no valve leak, locate the leak by washing the tube in soapy water. Mark with a pencil the places where there appear thick foam or bubbles.
- To repair the puncture, deflate the tube and put the RIB in a shady but not cold place.
- Clean the area to be repaired with alcohol; wait five minutes and cut a patch 5cm wider than the damaged area.
- Apply a very thin amount of glue to both surfaces, spreading it well. After a few minutes, join two surfaces together very firmly, using a round-headed instrument so as not to damage the tube.
- Place a weight or a tourniquet over the patch for at least four hours. Do not use the RIB during this time.

3.3.1.2 FOAM TUBE

Damages in this type of tube are not critical with respect to buoyancy but it is recommended to make the relevant repairs in order to keep the product in general good condition.

For repairs of the foam covering fabric proceed as in paragraph 3.3.1.1 above:

- Clean the part to be repaired with alcohol, wait 5 minutes and trim a patch that exceeds about 5 cm the damaged part.
- Apply a very thin amount of glue to both surfaces, spreading it well. After a few minutes, join two surfaces together very firmly, using a round-headed instrument so as not to damage the tube
- Place a weight or tourniquet in the patch area for a minimum of four hours. Do not use the boat during this waiting time.
  For cases where the failure has resulted in a small loss of foam mass :
- In case of foam loss, place silicone so that the surface is uniform, leave it dry for 24 hours and repeat the above processes.

3.3.1.3 HYBRID TUBE

The repair concerning the foam part is the same as described above 3.3.1.2.

In case of damage on the inflatable core the repair must be done in the shipyard or in an authorized after sale service.

3.4 RIB MODIFICATION

All modifications that may affect the safety characteristics of the RIB must be evaluated, carried out and documented by competent personnel. Vanguard Marine Lda cannot be held responsible for any modification not approved by Vanguard Marine Lda.

Under the scope of the **European directive 2013/53** we reproduce the following whereas and articles included in the directive due to their special interest in relation to the commercialization of boats and modifications to them:

Whereas:

(16) Any economic operator that either places a product on the market under its own name or trademark or modifies a product in such a way that compliance with the applicable requirements may be affected should be considered to be the manufacturer and should

assume the obligations of the manufacturer.

(29) It is crucial to make clear to manufacturers, private importers and users that by affixing the CE marking to the product, the manufacturer declares that the product is in conformity with all applicable requirements and takes full responsibility thereof.

Article 11
Cases in which obligations of manufacturers apply to importers and distributors

An importer or distributor shall be considered a manufacturer for the purposes of this Directive and he shall be subject to the obligations of the manufacturer under Article 7, where he places a product on the market under his name or trademark or modifies a product already placed on the market in such a way that compliance with the requirements of this Directivemay be affected.

NOTICE

Therefore and in accordance with the European Directive 2013/53 in whereas (29), the CE marking reflects the manufacturer's certificate of conformity. However, in accordance with Articles 7 and 11, in those cases where an economic operator carries out significant conversions on the original boat, he shall assume the obligations of the manufacturer, rendering the original declaration of conformity invalid.

4 SAFETY RECOMMENDATIONS

I. You must be familiar with the sailing rules and legislation of the area in which you are sailing and obey them. Do not forget to always have at hand the RIB's documentation and your own sailing/navigation qualification certificate.

II. Check the weather reports before setting out. Do not sail in dangerous conditions. Notify your route and destination to the authorities, to your club, family or friends.

III. Use common sense when sailing. Do not exceed your own limits nor those of your RIB. Always sail at a safe speed and be on the lookout for any obstacles or other craft. Never load your RIB beyond the maximum weight permitted.

IV. Always be aware of the possible presence of swimmers.

V. Steer clear of swimming areas.

VI. When there is a swimmer nearby, go into neutral and stop your engine. The propeller is extremely dangerous for swimmers and divers.

VII. Check you have all necessary equipment on board.

VIII. Everybody on board must be wearing a lifejacket.

IX. It is the RIB user/owner's responsibility to check that all firefighting equipment is easily accessible when the RIB is crewed, and to inform every person on the RIB how the firefighting equipment works and indicate the fuel tank and engine hatches and compartments.

a. Check that safety controls such as fuel valves and electric switches are not blocked.

b. Do not change or modify any system on the RIB, least of all electric or fuel systems, nor allow anyone who is not so qualified to carry out any such change or modification.

c. Never fill a fuel tank with the engine(s) running.

X. In the event of fire, keep calm and act quickly but without haste. Immediately stop all engines, disconnect the batteries and close the fuel valves. Take the fire extinguisher and a bucket of water and aim it at the base of the fire.

5 ENVIRONMENTAL CONSIDERATIONS

Keep up to date with local environmental regulations and follow good practice.
It is prohibited to throw into the sea objects such as

- All types of plastics.
- Food remains.
- Wood, glass, containers etc.

Do not throw into the sea anything that you would not like others to throw!

5.1.1 OIL AND FUEL SPILLS

Oil and fuel spills contaminate the environment and are dangerous to wildlife.

Never discharge oil or fuel in the water: it is prohibited, and you may be fined. Remember that there are two common types of accidental spillage:

- Overfilling the fuel tank.
- Pumping out dirty water from the bilge.

WARNING! RISK OF FIRE OR EXPLOSION

Gases from dirty rags can accumulate in the bilge and become extremely dangerous. If you are going to clean a small space with no ventilation, use an appropriate mask. Never keep on board any rag or cloth that has been used to clean up fuel or solvent spills. Dispose of them correctly on shore.

5.1.2 UNLOADING AND DISPOSAL OF WASTE

Waste includes all types of rubbish, plastics, recyclable materials, wood, food, detergents, foul water etc. Always take back to shore everything that was taken aboard for its correct disposal.

5.1.3 WAKES AND EDDIES

Be on the alert for areas marked NO WAKE. You could be held responsible for damage or injury caused by your wake, waves or eddies. Before entering any such area, reduce your speed to a minimum.

5.1.4 EXHAUST FUMES

Hydrocarbon particles from exhaust fumes contaminate both air and water. Keep the engine in perfect condition and the hull clean. For more information, consult the engine's manual.

5.1.5 PAINTS

Use of strong anti-fouling paint reduces growth of marine life on the hull.

Respect all environmental legislation that may affect your choice of paint.

5.1.6 CLEANING PRODUCTS

Domestic cleaning products must be used sparingly and never discharged into the water. DO NOT USE cleaning products that contain phosphates, chlorines, solvents, non-biodegradable or petrol-based elements. Citrus-based products are the best for cleaning in a marine environment.

6 GUARANTEE

6.1 COVER

This RIB is guaranteed for the use for which it was designed and built for the following periods of time:

- Two years for any material defect or manufacturing fault, and also all accessories.
- Two years for any cracking, porosity or decomposition of the flotation tube material.
- Two years for any defect in the Thermosealing soldering of airtight seals on the flotation tube.

6.2 GUARANTEE CONDITIONS

- For any claim against the GUARANTEE, PROOF OF PURCHASE of the RIB must be presented.
- No claim shall be accepted without said proof of purchase.
- Servicing under guarantee must be requested at an authorized dealer or from the manufacturer.
- Repairs shall be carried out only if and when the guarantee department at VANGUARD MARINE, Lda grants its approval.
- The guarantee demands the servicing of the RIB and all components supplied by VANGUARD MARINE, Lda after twelve (12) months and at an authorized dealer. If the owner is unable to take the RIB for servicing, this must be communicated in writing to VANGUARD MARINE, Lda who will whatever may be necessary to inspect the RIB within the required time. All costs arising from this service shall be borne by the client.

6.3 EXCLUSIONS

<u>The guarantee shall be considered null and void in the following cases:</u>

- When the sale is carried out in a country not authorized by VANGUARD MARINE, Lda.
- When the information on the identification plate has been intentionally altered.
- When damage has arisen from misuse, lack of correct maintenance, or damage provoked by the incorrect inflation pressure in the flotation tube.
- Accidents provoked by punctures, scraping, impacts, chemical products etc.
- When structural changes have been carried out on the RIB, as well as changes to the original setup.
- Minor damage to the hull by cracks, blisters, protuberances, denting, and colour loss of the gelcoat.
- Repairs carried out by unauthorized personnel or the use of parts that are not VANGUARD MARINE, Lda originals.
- The sale of the RIB to a third party without notifying VANGUARD MARINE, Lda.
- Races or competitions, or preparation for them.
- Renting of the RIB without the prior knowledge of VANGUARD MARINE, Lda.

Also excluded are costs derived from a claim: assembling, dismantling, transport, launching, mooring, telephone calls, etc.

NOTICE: The guarantee is limited to the substitution of defective parts or the change of product or the reimbursement of the purchase price applying a 20% annual depreciation in the value of the RIB. Under no circumstances shall the value of reimbursement exceed the value of the product.

7. TECHNICAL SPECIFICATIONS

7.1 RIB TECHNICAL SPECIFICATIONS

7.1.1 KD AND TB SERIES

MODELS	KD 300	KD 340	TB470	TB600
Design Category	C	C	C	C
Length Overall	3,00 m	3,40 m	4,70 m	5,89 m
Length Inner	1,99 m	2,40 m	3,21 m	4,45 m
Beam Overall	1,63 m	1,63 m	1,90 m	2,52 m
Beam Inner	0,77 m	0,77 m	0,90 m	1,22 m
Draft	0,51 m	0,49 m	0,91 m	0,67 m
Tube Diameter	0,42 m	0,42 m	0,50 m	0,65 m
Volume Floatability (with foam)			1,75 m	3,71 m
Nº Tube Compartments	2	3	6+3	5+3
Pression Inflado			3,5 psi (24.000 Pa/0,24 bar)	3,5 psi (24.000 Pa/0,24 bar)
Nº Tube Compartments	4	5	10	16
People Weight			750	1200
Basic Equipment Weight (ISO 14946)			10 Kg	10 Kg
Charge			121 Kg	1018 Kg
RIB weight (approx.)	70 Kg	81 Kg	329 Kg	549 Kg
Max. Weight engine (ISO 12217-1)	100 Kg	125 Kg	209 Kg	279 Kg
Boat Weight + Motor				
Light displacement (LDT)(incl. Max. Rec. Engine)	170 Kg	206 Kg	538 Kg	828 Kg
Max. Load (ISO 14946)	535 Kg	600 Kg	1115 Kg	2552 Kg
Constructor Plate (people + charge)				
Of which fuel considered	10 Kg	17 Kg	35 Kg	35 Kg
Full load displacement (MLDC)	605 Kg	698 Kg	1454 Kg	3091 Kg
Propulsion	FB	FB	FB	FB
Max. Power	12 kW (15 HP)	18,66 kW (25 HP)	48,5 KW (65 HP)	85,8 KW (115 HP)
Recommended Max. Power	7,3 kW (9,9 HP)	11 kW (15 HP)		
Shaft type	S	S	L	L
Fuel tank capacity	-	-	48 l	48 l
Standard	ISO 6185-2	ISO 6185-3	ISO 6185-3:2019	ISO 6185-3:2019
Type			VII	VIII
Build module	A1	A1		
Navigation zone	4	4		
Gross Registered Tonnage	0,89 T.R.B.	1,01 T.R.B.		
Carena´s angle	12,4º	11,8º	13º	6º
Design Velocity	10 nudos	20 nudos		
Deck area	1,29 m2	1,62 m2		7,12 m2
Gravity Center Xg				
Gravity Center Zg				

7.1.2 DR SERIES

MODELS	DR 400	DR 450	DR 500	DR 560	DR 660	DR750		DR 760	DR830	DR900
Design Category	C	C	C	C	C	B	C	C	B	B
Length Overall	3,99 m	4,45 m	4,95 m	5,60 m	6,60 m	7,49 m	7,49 m	7,60 m	8,30 m	9,00 m
Length Inner	2,95 m	3,40 m	3,84 m	4,25 m	5,25 m	6,10 m	6,10 m	6,10 m	6,80 m	7,50 m
Beam Overall	1,88 m	1,97 m	2,01 m	2,40 m	2,58 m	2,86 m	2,86 m	2,86 m	2,86 m	2,86 m
Beam Inner	0,92 m	0,98 m	1,02 m	1,30 m	1,40 m	1,57 m	1,57 m	1,57 m	1,57 m	1,57 m
Draft	0,63 m	0,78 m	0,76 m	0,79 m	0,93 m	1,05 m	1,05 m	1,05 m	1,08 m	1,08 m
Tube Diameter	0,46 m	0,48 m	0,48 m	0,55 m	0,55 m	0,60 m	0,60 m	0,60 m	0,60 m	0,60 m
Volume Floatability (with foam)									4,62 m	5,22 m
Nº Tube Compartments	3	4	4	5	5	5	5	5	7	7
Pression Inflado									3,5 psi (24.000 Pa/0,24 bar)	3,5 psi (24.000 Pa/0,24 bar)
Nº Tube Compartments	6	8	9	12	14		19	19	16	19
People Weight									1200	1425
Basic Equipment Weight (ISO 14946)									150 Kg	150 Kg
Charge									360 Kg	450 Kg
RIB weight (approx.)	204 Kg	192 Kg	234 Kg	456 Kg	612 Kg	860 Kg	860 Kg	860 Kg	1152 Kg	1224 Kg
Max. Weight engine (ISO 12217-1)	145 Kg	182 Kg	150 Kg	228 Kg	281 Kg	313 Kg	313 Kg	313 Kg	570 Kg	670 Kg
Boat Weight + Motor									1722 Kg	1890 Kg
Light displacement (LDT)(incl. Max. Rec. Engine)	349 Kg	374 Kg	384 Kg	684 Kg	893 Kg	1173 Kg	1173 Kg	1173 Kg	1872 Kg	2040 Kg
Max. Load (ISO 14946)	745 Kg	1132 Kg	1365 Kg	1446 Kg	1561 Kg		2378 Kg	1978 Kg	1710 Kg	2025 Kg
Constructor Plate (people + charge)									1710 Kg	2025 Kg
Of which fuel considered	17 Kg	17 Kg	17 Kg	68 Kg	89 Kg	204 Kg	204 Kg	204 Kg	204 Kg	204 Kg
Full load displacement (MLDC)	1051 Kg	1507 Kg	1616 Kg	1970 Kg	2502 Kg	3,432 Kg	3,432 Kg	3442 Kg	3636 Kg	4119 Kg
Propulsion	FB	FB	FB	FB	FB	FB	FB	FB	FB	FB
Max. Power	29 kW (40 HP)	44,7 kW (60 HP)	44,7 kW (60 HP)	75 kW (100 HP)	136 kW (182 HP)	224 kW (300 HP)	224 kW (300 HP)	229 kW (300 HP)	300 KW (400 HP)	375 KW (500 HP)
Recommended Max. Power	22,3 kW (30 HP)	30 kW (40 HP)	37,2 kW (50 HP)	60 kW (80 HP)	97,5 kW (130 HP)	149 kW (200HP)	149 kW (200HP)	149 kW (200 HP)	187 kW (250 HP)	224Kw (300HP)
Shaft type	L	L	L	L	1 XL - 2 L	1 XL - 2 L	1 XL - 2 L	1 XL - 2 L		
Fuel tank capacity	-	-	-	100 l	130 l	300 l	300 l	300 l	300 l	300 l
Standard	ISO 6185-3	ISO 6185-3	ISO 6185-3	ISO 6185-3	ISO 6185-3	ISO 6185-3	ISO 6185-3	ISO 6185-3	ISO 6185-4:2019	ISO 6185-4:2019
Type		VII	VII	VII	VIII	VIII	VIII	VIII	X	X
Build module	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
Navigation zone	4	4	4	4	4	4	4	4	2	2
Gross Registered Tonnage	1,57 T.R.B.	1,92 T.R.B.	2,23 T.R.B.	3,59 T.R.B.	4,89 T.R.B.	6,82 T.R.B.	6,82 T.R.B.	6,92 T.R.B.	7,56 T.R.B.	8,19 T.R.B.
Carena's angle	21,4°	23,1°	22,4°	19°	19°	19,6°	19,6°	19,6°		
Design Velocity	20 nudos	20 nudos	20 nudos	20 nudos	20 nudos				26 nudos	26 nudos
Deck area	2,24 m2	3,04 m2	3,40 m2	5,08 m2	6,85 m2	8,72 m2	8,72 m2	8,75 m2	9,90m2	11 m2
Gravity Center Xg						2,19 m	2,19 m	2,19 m	2,69 m	3,19 m
Gravity Center Zg						0,59 m	0,59 m	0,59 m	0,58 m	0,58 m

7.1.3 TX/TL SERIES

MODELS	TX 540	TXA750D		TX750D	TX 760		TX 860		TX 10	TX12
Design Category	C	B	C	C	B	C	B	C	B	B
Length Overall	5,40 m	7,44 m	7,44 m	7,40 m	7,50 m	7,50 m	8,60 m	8,60 m	10,00 m	11,98 m
Length Inner	4,22 m	7,00 m	7,00 m	6,85 m	6,12 m	6,12 m	7,35 m	7,35 m	8,57 m	10,57 m
Beam Overall	2,15 m	2,90 m	2,90 m	2,94 m	3,06 m	3,06 m	3,06 m	3,06 m	3,08 m	3,08 m
Beam Inner	1,13 m	2,70 m	2,70 m	2,14 m	1,86 m	1,86 m	1,86 m	1,86 m	1,94 m	1,94 m
Draft	0,89 m	1,18 m	1,18 m	1,19 m	1,20 m	1,20 m	1,24 m	1,24 m	1,62 m	1,62 m
Tube Diameter	0,49 m	0,55 m	0,55 m	0,56 m	0,60 m	0,60 m	0,60 m	0,60 m	0,58 m	0,58 m
Volume Floatability (with foam)									6,59 m	8,60 m
Nº Tube Compartments	5	5	5	3	5	5	7	7	7	9
Pression Inflado									3,5 psi (24.000 Pa)	3,5 psi (24.000 Pa)
Nº Tube Compartments	9	6	24	14	14	17	15	21	25	32
People Weight		450 Kg	1800 Kg	1050 Kg					1875 Kg	2400 Kg
Basic Equipment Weight (ISO 14946)									56,25 Kg	89,87 Kg
Charge		100 Kg	720 Kg	958 kg					101 Kg	1144 Kg
RIB weight (approx.)	374 Kg	1732 Kg	1732 Kg	1478 Kg	1412 Kg	1092 Kg	1536 Kg	1536 Kg	2912 Kg	2240 Kg
Max. Weight engine (ISO 12217-1)	228 Kg	666 Kg	666 Kg	666 Kg	333 Kg	333 Kg	555 Kg	555 Kg	666 Kg	999 Kg
Boat Weight + Motor										
Light displacement (LDT)(incl. Max. Rec. Engine)	602 Kg	2398 Kg	2398 Kg	3000 Kg	1745 Kg	1425 Kg	2091 Kg	2091 Kg	3578 Kg	3239 Kg
Max. Load (ISO 14946)	1185 Kg	550 Kg	2520 Kg	1350 Kg	2123 Kg	2808 Kg	2209 Kg	2404 Kg	3031 Kg	3544 Kg
Constructor Plate (people + charge)										
Of which fuel considered	88 Kg	408 Kg	408 Kg	367 Kg	204 Kg	204 Kg	340 Kg	340 Kg	340 Kg	680 Kg
Full load displacement (MLDC)	1647 Kg	3446 Kg	5416 Kg	4186 Kg	3729 Kg	4094 Kg	4285 Kg	4285 Kg	5950 Kg	7553 Kg
Propulsion	FB	FB	FB	FB	FB	FB	FB	FB	FB	FB
Max. Power	75 kW (100 HP)	224 kW (300 HP)	224 kW (300 HP)	260 kW (350 HP)	224 kW (300 HP)	224 kW (300 HP)	372 kW (500 HP)	372 kW (500 HP)	634 Kw (850 hp)	950 Kw (1275 hp)
Recommended Max. Power	60 kW (80 HP)	223,7 kW (300 HP)	223,7 kW (300 HP)	260 kW (350 HP)	223,7 kW (300 HP)	223,5 kW (300 HP)	223,7 kW (300 HP)	223,7 kW (300 HP)	372 kW (500 HP)	450 kW (600 HP)
Shaft type	L	2 XL - 1 XXL	2 XL - 1 XXL	2 XL - 1 XXL	2 XL - 1 XXL	2 XL - 1 XXL	2 XL - 1 XXL	2 XL - 1 XXL	2 XL - 1 XXL	3 XL - 2 XXL
Fuel tank capacity	130 l	600 l	600 l	540 l	500 l	500 l	500 l	500 l	500 lts	1000 lts
Standard	ISO 6185-3	ISO 12217-1	ISO 12217-1	ISO 12217-1	ISO 6185-3	ISO 6185-3	ISO 6185-4	ISO 6185-4	ISO 6185-4	ISO 6185-4
Type									X	X
Build module	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
Navigation zone	4	4	4	4	4	4	2	4	2	2
Gross Registered Tonnage	2,78 T.R.B.	6,96 T.R.B.	6,96 T.R.B.	2,33 T.R.B.	7,82 T.R.B.	7,82 T.R.B.	8,96 T.R.B.	8,96 T.R.B.	10,56 T.R.B.	12,65 T.R.B.
Carena`s angle	25º	24º	24º	25º	25,5º	25,5º	26º	26º	26º	26º
Design Velocity	28 kn	45 kn	45 kn	45 kn	30 kn	30 kn	35 kn	35 kn	TBO	TBO
Deck area	4,00 m2	10,32 m2	10,32 m2		8,40 m2	8,40 m2	10,01 m2	10,01 m2	11,66 m2	15,45 m2
Gravity Center Xg										
Gravity Center Zg										

Keep in mind the following considerations about the data and characteristics of your RIB:
PROPULSION: The RIB has been designed taking into account maximum permitted outboard engine power (see tables above) with electric ignition and a mechanism that prevents starting when in gear, complying with EN-ISO 11592 and EN-ISO 11547.

NOTICE - Never use the RIB with any engine more powerful than the maximum recommended power.

BUILD AND TEMPLATES: The hull is made of FRP, hand laminated in moulds. Marine-type resins are employed, with a fibre-glass content higher than 30% and less than 40% of the weight of the laminate. Both laminates and braces comply with EN-ISO 12215.
STABILITY: The prototype employed for testing complies with the stability and free board requirements as expressed in ISO 6185. The Notified Entity is included in the Declaration of conformity of each boat.
The maximum load includes the weight of all persons on board, all provisions and all personal effects, as well as any equipment not included in the weight of the RIB itself, including optional accessories.

CAUTION: Not respecting these limits may lead to the RIB capsizing.

NUMBER OF PEOPLE: Do not exceed the recommended maximum number of people. However many people may be on board, the total weight of all persons and equipment must never exceed the recommended maximum load. Always and only use the seats and/or sitting positions provided.

NAVIGATION, SAFETY AND RESCUE EQUIPMENT: Each RIB must be equipped with the Safety, Rescue, Anchoring/Mooring and Sailing kit necessary for the navigation zone it is in according to the RIB category.

If you wish to reduce the navigation zone of your RIB, consult the local maritime authorities about what equipment you should have on board, and incorporate it before inspection.

Consult the specific appendix applying to your RIB to see the general layout of your boat.

7.2 MANUFACTURER'S PLATE

Some details are given on the manufacturer's plate affixed to the RIB. See below:

1 Boat model
2 Design Category
3 Max. People
4 Max load (people + additional load).
5 Max power in kW andHP.
6 Max. Engine weight
7 ISO 6185 applicable. Type of boat
8 Working tube pressure
9 Country of origin
10 CE logo

The RIB also has a metal plate with its series number engraved.

CAUTION - Never exceed any of the data that appear on the manufacturer's plate: you will be risking your own safety and that of the rest of the persons on board.

Do not alter or modify the manufacturer's plate or the series number of the RIB: you will void your guarantee.

8. AFTER-SALES SERVICE AND FUEL POLICY AT VANGUARD MARINE

For any after sales service, please contact:

VANGUARD MARINE, LDA.

Zona Industrial nº 2,
Campos 4920-012 Vila
Nova de Cerveira
PORTUGAL
Telephone:+34 671 935 55 553
www.vanguardmarine.com

NOTICE: FUEL REGULATION VANGUARD MARINE.

The boats sent to Vanguard Marine facilities must comply with the following safety regulations:

1. Comply with the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2017) Chapter 3.3 paragraph 666 which states that vehicles will not be subject to any provision of this ADR, if they comply with the following condition:
A vehicle is considered to be free of liquid fuel if the liquid fuel tank has been emptied and the vehicle cannot be operated due to lack of fuel. It will not be necessary to clean, empty or purge vehicle elements such as fuel lines, fuel filters and injectors to be considered free of liquid fuel. In addition, it will not be necessary to clean or purge the liquid fuel tank.

2. Comply with current safety regulations according to DIRECTIVE 1999/92/EC on minimum requirements for improving the safety and health protection of workers potentially at risk from explosive atmospheres. It strictly prohibits the entry of vessels with fuel in the shipyard's facilities.

3. In case of receiving a boat with fuel at our facilities, it will be rejected or alternatively in case of receiving the client's authorization the fuel will be emptied and destroyed at client's expenses.

NOTES