

# SAXDOR

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## YACHTS





# OWNER'S MANUAL

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**SAXDOR 200 SPORT S3/ SAXDOR 200 SPORT S4  
MODEL YEAR 2021**

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# CONGRATULATIONS FOR THE BEST DECISION EVER MADE!



# ROCK THE BOAT INDUSTRY

Saxdor Yachts brings you the new era of boating with amazing design, high functionality, and excellent driving with competitive pricing.

Saxdor Yachts - With a quest to create the world's most versatile, high performance-oriented adventure boats at incredible prices, it is unsurprising to discover that the first design from the company, the Saxdor 200 Sport, launched in March 2020, began receiving accolades around the world almost instantly, winning awards at Best of Boats 2020, and the prestigious European Powerboat of the Year 2021.

## INTRODUCTION

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on their operation, set up, maintenance, prevention of risks and management of those risks. Please read carefully and familiarize yourself with the craft before using it.

This owner's manual is not a course on boating safety or seamanship. If this is your first craft, or if you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national boating federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Ensure that the anticipated wind and sea conditions will correspond to the design category of your craft, and that you and your crew are able to handle the craft safely in these conditions.

Even when your boat is categorized for them, the sea and wind conditions corresponding to the design categories A, B and C range from severe gale conditions for category A, to strong conditions for the top of category C, open to the hazards of a freak wave or gust. These are therefore dangerous conditions, where only a competent, fit and trained crew using a well-maintained craft can satisfactorily operate.

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the boat builder or boat builder's representative. If a maintenance manual is provided, use it for the craft's maintenance.

Always use trained and competent people for maintenance, repair or modifications. Modifications that may affect the safety characteristics of the craft shall be assessed, executed and documented by competent people. The boat builder cannot be held responsible for modifications that boat builder has not approved.

In some countries, a driving licence or authorization is required, or specific regulations are in force and carriage requirements may be subject to local regulations.

Always maintain your craft properly and take into account the deterioration that will occur over time and as a result of heavy use or misuse of the craft. Any craft, no matter how strong it may be, can be severely damaged if not used properly. Inspect the craft regularly especially after any kind of suspected damage.

Always adjust the speed and direction of the craft to sea conditions.

The craft should have onboard the appropriate safety equipment (lifejackets, harnesses, etc.) according to the type of craft, weather conditions, etc. This equipment is mandatory in some countries. The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, towing, etc.).

All persons should wear a suitable personal floatation device (life jacket/ buoyancy aid) when on deck. Note that, in some countries, it is a legal requirement to wear a personal floatation device that complies with their national regulations.

**Please keep this manual in a secure place, and hand it over to the new owner if you sell the craft.**

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## SAFETY LABELS

The manual makes use of the following type of safety labels with the following degrees of hazard.

**DANGER !** — Denotes that an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.

**WARNING !** — Denotes that a hazard exists which can result in injury or death if proper precautions are not taken.

**CAUTION !** — Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components or to the environment.

**NOTICE !** — indicates information considered important, but not hazard-related, for example, relating to property damage.

## CRAFT DATA

### Manufacturer

Saxdor Yachts Oy, Veneentekijäntie 14, 2nd floor, 00210 Helsinki, Finland  
 +358 9 42450198 - www.saxdoryachts.com - hello@saxdor.com

### Model

Saxdor 200 Sport S3 / Saxdor 200 Sport S4 model year 2021

### Boat Characteristics

Boat Model		Saxdor 200 Sport S3	Saxdor 200 Sport S4
Maximum length (including outboard)	-	6,66 m	
Maximum length	$L_{max}$	5,96 m	
Length of the hull	$L_H$	5,95 m	
Maximum beam	$B_{max}$	2,29 m	
Beam of hull	$B_H$	2,29 m	
Design category	-	C	
Maximum number of persons	-	3	4
Maximum recommended engine power	-	130 kW (175 HP)	
Maximum recommended engine mass	-	260 kg	
Mass in the light craft condition	$m_{LC}$	993 kg	
Maximum load for builder's plate	$m_{MBP}$	556 kg	641 kg
Mass of the craft in the fully loaded condition	$m_{LDC}$	1493 kg	1573 kg
Maximum height (air draft)		1,44 m (2,22 m with T-top)	
Maximum draft	$T_{max}$	0,72 m	
Canoe body draft	$T_C$	0,45 m	
Type of main propulsion	-	Power	
Type of fuel		Petrol	
Fuel tank capacity		110 litres	
Total weight of fuel when tanks full		82,5 kg	
Breaking strength of strong points		20 kN	
Mass of the craft when towed on a trailer	$m_T$	1200 kg	

## DESIGN CATEGORY

A craft given design category C is considered to be designed to operate in typical steady winds of Beaufort force 6 or less and the associated significant waves heights of up to 2 m. Typically such conditions might be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions. Depending on atmospheric conditions, winds can gust to about 18 m/s.

The significant wave height is the average height of the highest one-third of all waves measured which is equivalent to the estimate that would be made by a visual observer at sea.

### Builder's plate

Part of the information is given on the builder's plate affixed on the craft. A full explanation of this information is also given in the relevant sections of this manual.



Builder's plates includes

C	Yacht design category – INSHORE / OFFSHORE.
	Max numbers of people
	Max. loading capacity recommended by manufacturer of the yacht which includes: people, personal equipment, the weight of outboard engine. It does not include the weight of content of solid fuel tank.
	Max power of outboard engine kW/HP
	The CE sign is the confirmation that the yacht complies applicable requirements of Recreational Craft Directive

### HIN numbers

**Example: FI-SXF90203I021**

Saxdor 200 has two places with the same identification number. First one is placed on the right side of a hull on transom side, second one is hidden inside the construction of a yacht in a place only known to his manufacturer. HIN is needed to identify a yacht in case it was stolen.

## Maximum length

This length includes all structural and integral parts of the craft, such as stems or sterns, bulwarks, and hull/deck joints, as well as parts which are normally fixed, such as fixed bowsprits, pulpits at either end of the craft, stemhead fittings, outboard motor brackets, diving and boarding platforms, rubbing strakes, and permanent fenders. All movable parts shall be measured in their normal operating condition to their maximum lengthwise extension when the craft is underway.

This length excludes outboard motors and any other type of equipment that can be detached without the use of tools.

## Length of the hull

This length includes all structural and integral parts of the craft, such as stems or sterns, bulwarks, and hull/deck joints. This length excludes removable parts that can be detached in a non-destructive manner and without affecting the structural integrity of the craft, e.g. pulpits at either end of the craft, stemhead fittings, outboard motors and their mounting brackets and plates, diving platforms, boarding platforms, rubbing strakes, and fenders if they do not act as hydrostatic support when the watercraft is at rest or underway.

Length of the hull is typically used for registration, certification and other official purposes. It is the most commonly used way of expressing the size of a boat, and is also used for calculating the cost of a marina berth.

## Maximum beam

The maximum beam includes all structural or integral parts of the craft, such as extensions of the hull, hull/deck joints, extensions such as doublings, sheer planks, chain plates, rubbing strakes, permanent fenders, and liferails extending beyond the craft's side.

## Beam of hull

The beam of the hull includes all structural or integral parts of the craft such as extensions of the hull, hull/deck joints, and bulwarks.

The beam of the hull excludes removable parts that can be detached in a non-destructive manner and without affecting the integrity of the craft, e.g. rubbing strakes, fenders, liferails and stanchions extending beyond the craft's side, and other similar equipment.

## Maximum number of persons

The maximum number of persons is calculated for adults, each weighing 75 kg. For loading purposes two children may be assumed equal as one adult, assuming they weigh 37,5 kg on average. Hence, for example three adults and two children may be allowed as an alternative to four persons marked on the builder's plate.

**WARNING ! — Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total mass of persons and equipment must never exceed the maximum recommended load. Always use the seats or occupancy areas provided.**

## Maximum recommended engine power

Do not operate the craft with an engine of rated power greater than the maximum recommended Power.

Routine servicing and maintenance instructions to ensure proper functioning of the engine are given in the engine manufacturer's manual.

## Mass in the light craft condition

This mass includes the empty craft with standard equipment, including the outboard motor, loose furniture and furnishings such as tables, chairs, non-permanently installed mattresses, etc., portable bilge pumping equipment, anchors, chain, warps, loose external equipment such as fenders, boathook and boarding ladder, oars, and essential safety equipment.

## Maximum load for the builder's plate

The maximum load for the builder's plate includes the mass of all recommended persons onboard, all provisions and personal effects, any equipment not included in the light craft mass, cargo (if any) minus liquids in fixed tanks.

**WARNING ! — When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing heavy weights high up.**

## Mass of the craft in the fully loaded condition

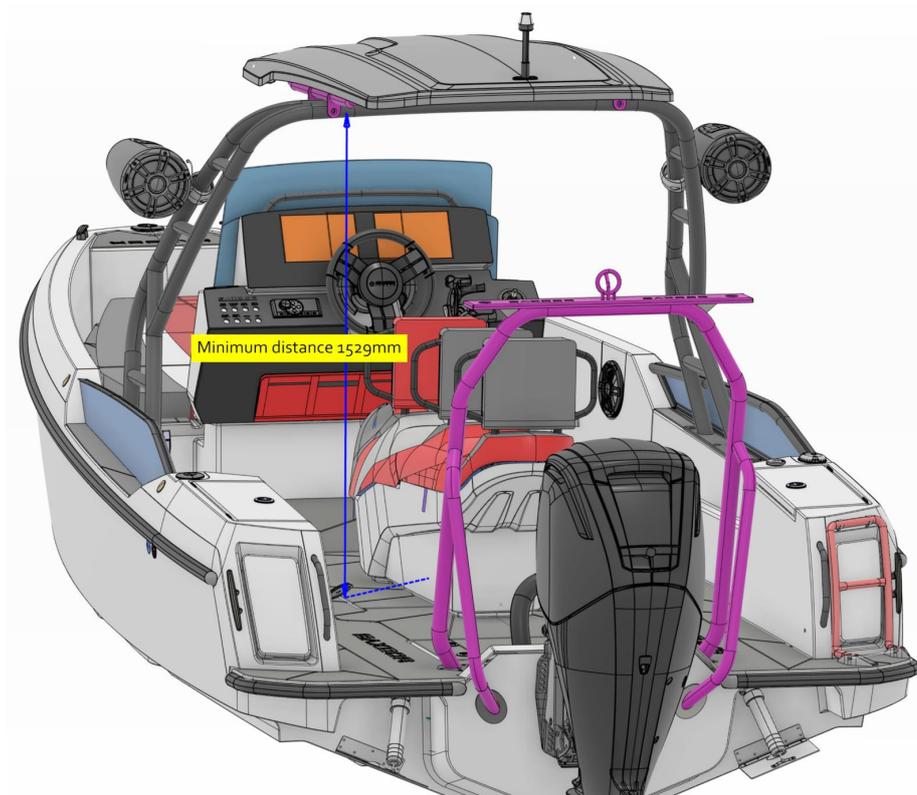
This is the sum of the light craft condition mass, plus the greatest load which the boat is designed to carry.

Breakdown of the total maximum load	S3	S4
Standard equipment (including outboard engine)	261 kg	261 kg
Mass of maximum number of persons onboard	225 kg	300 kg
Provisions and personal effects	30 kg	40 kg
Stores and spare gear	40 kg	40 kg
Total maximum load	556 kg	641 kg

## Maximum height

Maximum height (air draft) of the boat is given in the light craft condition assuming the boat is at rest.

**NOTICE** — When operating in planing mode the boat will lift off the water surface and the air draft will increase. Reduce speed to achieve displacement mode when passing under low obstacles (bridges e.g.).



Measurement from the softdeck floor to the roof

## Maximum draft

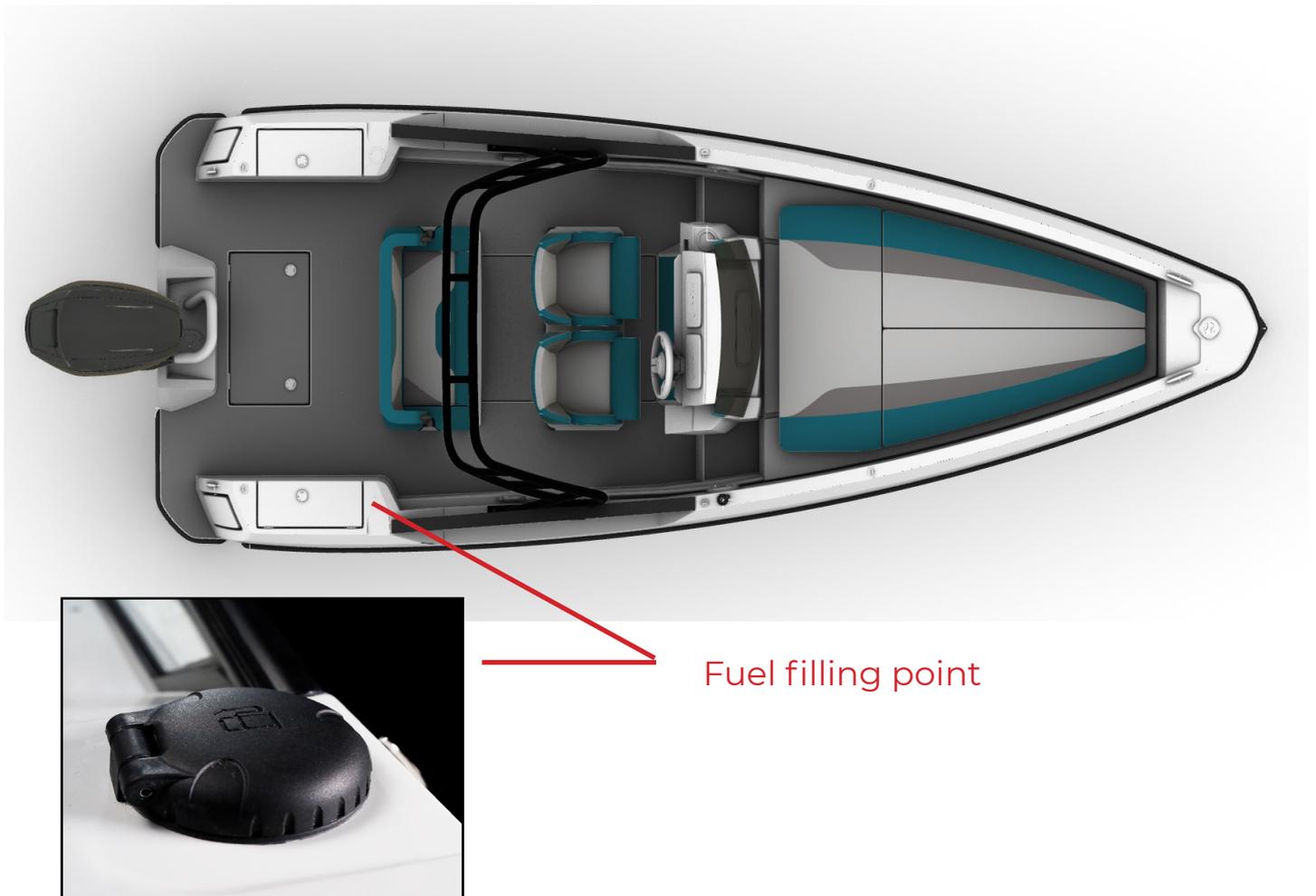
Maximum draft is measured to the lowest point of the outboard engine and given in the fully loaded condition. Canoe body draft is measured to the lowest part of the hull, assuming the outboard engine is raised.

## Fuel tank capacity

The fuel tank capacity is given in the Boat Characteristics table. All of the fuel tank capacity may not be usable according to trim and loading. Hence, a 20 % reserve should be kept.

## Position of fuel filling point

The fuel filling point is located on the starboard side deck at the aft end of the boat.



## INFORMATION CONNECTED WITH THE RISK OF FLOODING AND STABILITY

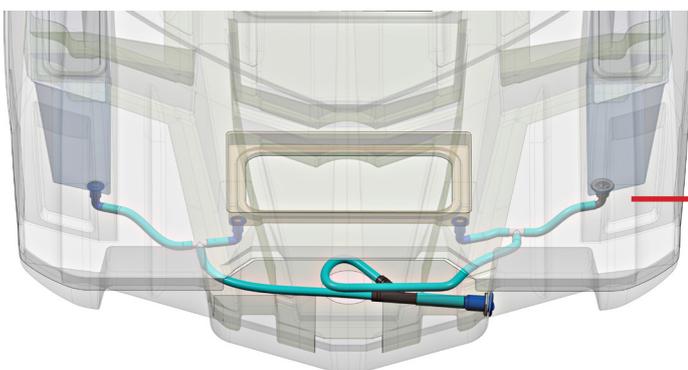
### Openings in the hull

The boat has through-hull fittings for the bilge pump outlets, fuel tank vent and cockpit drains, as illustrated in the pictures below.

Fuel tank vent

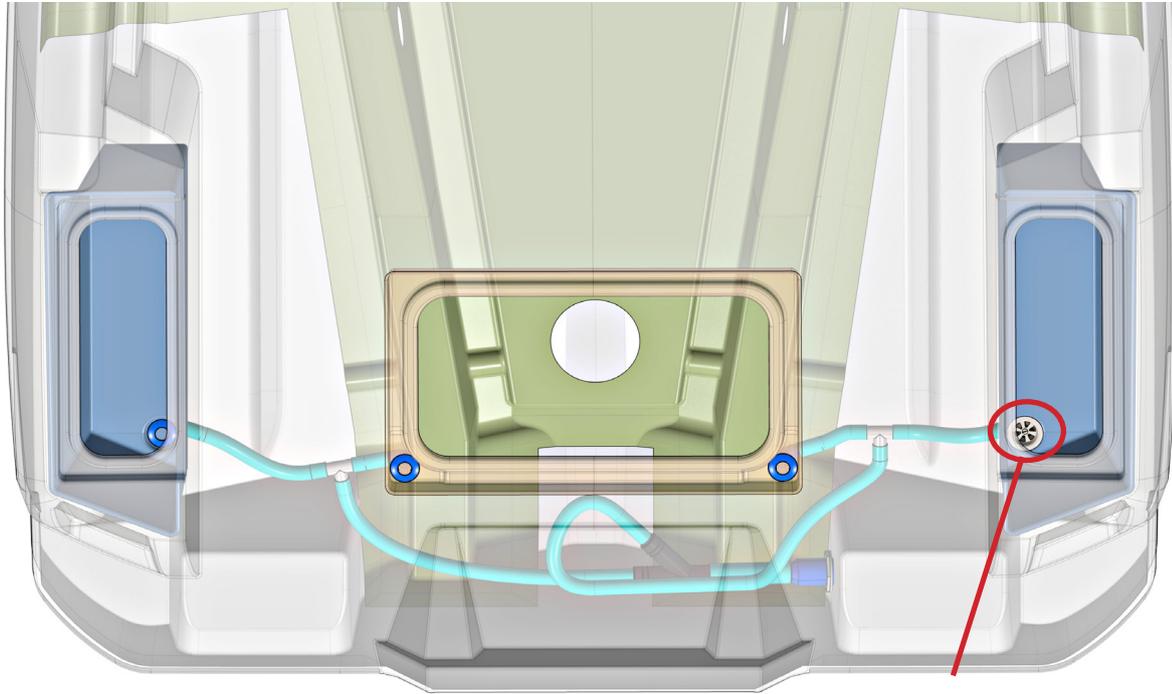


Forward bilge pump outlet



Cockpit drain outlet

The cockpit drains are located under the storage locker lids as illustrated by the picture below.



Cockpit drain outlet

All hatches, including the one on the foredeck must be closed while under way.

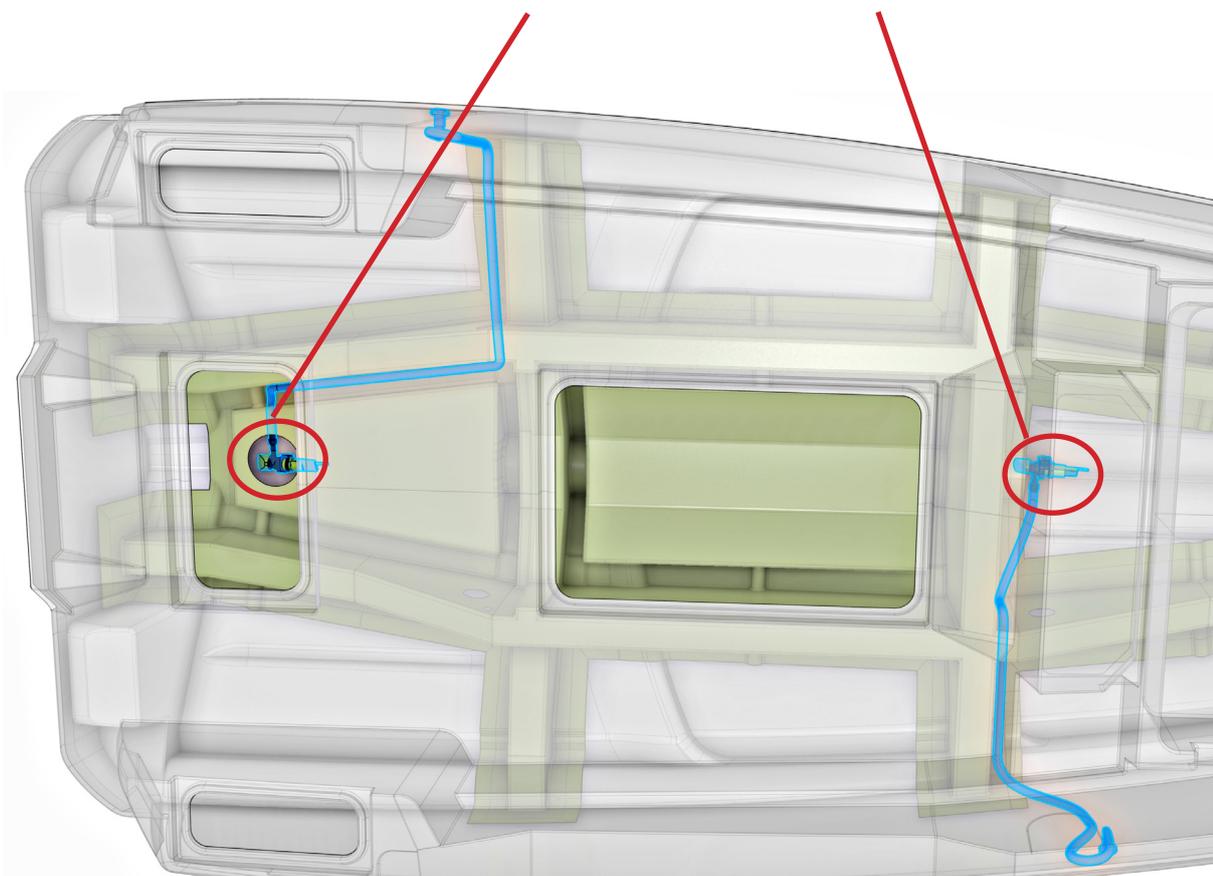
Keep storage locker lids closed while operating the boat to minimize the risk of flooding.

Keep the drains clean and unobstructed.

## Bilge Pump

Bilge Pump	Aft	Forward
Manufacture	Albin Marine	Whale
Model	01-04-015 12V 500 GPH	Supersub Smart Submersible Bilge pump 650 12V
Function	Automatic / manual	Automatic / manual
Capacity	25 l/min	34 l/min
Location	Aft of first hull step	Aft of last hull step (at transom)

Bilge pump location



The activation of the automatic bilge pumps is indicated by a warning light at the main panel board. The bilge pumps can also be activated manually by switching on the dedicated switches at the main panel board.



**WARNING ! — THE BILGE PUMPING SYSTEM IS NOT DESIGNED FOR DAMAGE CONTROL.**

**SAFETY PRECAUTION !**

**— CHECK THE FUNCTION OF ALL BILGE PUMPS AT REGULAR INTERVALS. CLEAR PUMP INLETS FROM DEBRIS. IF SEACOCKS ARE FITTED IN THE FORE AND AFT PEAK BULKHEADS, THEY SHALL BE KEPT CLOSED AND SHALL ONLY BE OPENED TO LET WATER DRAIN INTO THE MAIN BILGES.**

**Stability and buoyancy**

Any change in the disposition of the masses aboard (for example, the addition of a fishing tower, a radar, a stowing mast, change of engine, etc.) may significantly affect the stability, trim and performance of the craft.

Bilge water should be kept to a minimum. Stability is reduced by any weight added above the deck. In rough weather, hatches, lockers and doorways should be closed to minimize the risk of flooding. Stability may be reduced when towing or lifting heavy weights using a davit or boom. Breaking waves are a serious stability hazard.

## FIRE PREVENTION

The boat is equipped with one portable 2 kg powder fire extinguisher (Gloria P2GM) located under the aft passenger seat. The rating of the extinguisher is 13A 89B C.



Fire extinguisher

Have the portable fire extinguisher checked at intervals indicated on the device and replace it if expired or discharged by devices of identical or greater fire-fighting capacity.

It is the responsibility of the craft owner/operator to ensure that fire-fighting equipment is in serviceable condition and readily accessible and to inform craft occupants about the location and operation of fire-fighting equipment.

Keep the bilges clean and check for fuel vapours or fuel leaks at regular intervals and before starting the engine. When replacing parts of the fire-fighting installation only matching components shall be used, bearing the same designation or being equivalent in their technical and fire resistant capabilities.

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Pay attention and take caution to prevent damage to fuel lines.

Do not obstruct or modify the fuel tank compartment ventilation system.

**WARNING ! – NEVER OBSTRUCT ACCESS TO SAFETY CONTROLS, E.G. FUEL SHUT-OFF VALVES OR ISOLATION SWITCHES OF THE ELECTRICAL SYSTEM.**

**WARNING ! – NEVER DELIBERATELY OR INADVERTENTLY BLOCK VENTILATION FOR COMPARTMENTS OR SPACES, PARTICULARLY THOSE CONTAINING FIXED PETROL TANKS AND BATTERIES.**

**WARNING ! – NEVER OBSTRUCT ACCESS TO PORTABLE FIRE EXTINGUISHERS.**

**WARNING ! – NEVER MODIFY ANY OF THE CRAFT'S SYSTEMS UNLESS YOU HAVE THE COMPETENCE TO DO SO.**

**WARNING ! – NEVER FILL THE FUEL TANK WHEN THE ENGINE IS RUNNING.**

**WARNING ! – NEVER SMOKE WHILE HANDLING FUEL.**

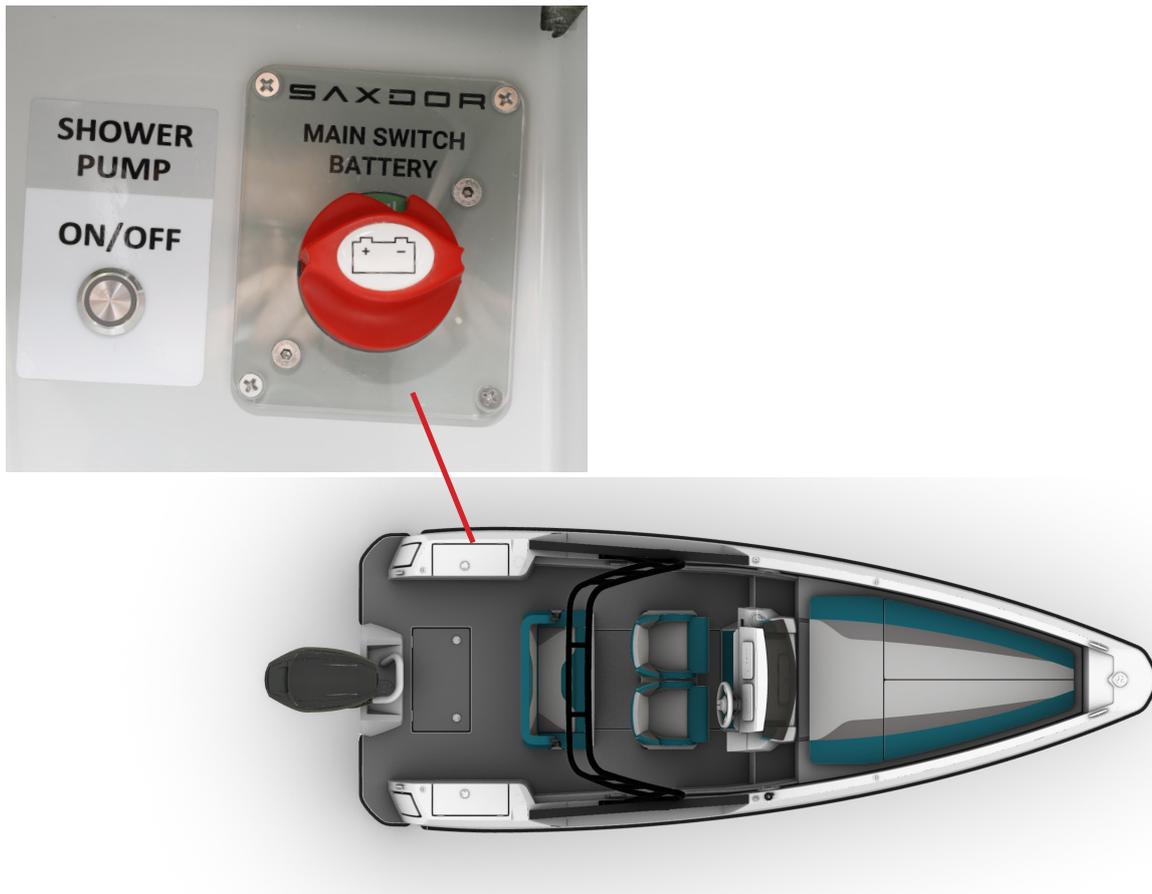
**WARNING ! – NEVER STORE PETROL CONTAINERS OR EQUIPMENT CONTAINING PETROL IN ANY AREA NOT DESIGNATED FOR THE SPECIFIC STORAGE OF PETROL.**

The locker where the portable extinguisher is stored onboard shall carry the appropriate symbol indicating the location, unless the extinguisher is visible through e.g. a window or a transparent panel.

## ELECTRICAL SYSTEM

The system voltage on Saxdor 200 Sport is 12 volts.

The main battery switch is located in the aft storage locker as illustrated by the picture below.



A 200-amp fuse, installed in the positive conductor between the battery and the battery-disconnect switch, is also located in the aft storage locker, as well as two 50-amp fuse blocks, one general fuse for the steering panel controls and one for the hydraulic steering pump.

The steering console has two fuse blocks with fuses for the navigation lights, anchor light, deck lights, roof lights, navigation screens, horn, fusion unit, fusion amplifier, trim control, USB and 12V outlets, and for one auxiliary installation.

Fuses for the bilge pumps are located under the permanent cover of the steering console. The bilge pump circuit by-passes the main battery switch and is active even if the main power is switched off.

The ratings of the fuses can be found in the electrical wiring diagram at Annex 1.



The electrical dials for the standard instruments are located on the port side of the steering console. These include lights, bilge pumps and the signal horn. For the operation of the navigation screens, please refer to the manual supplied by their manufacturer.

Take precautions when recharging and disconnecting or reconnecting the battery. Do not obstruct battery ventilation ducts. Fire or explosion hazards and electric-shock hazards may result from improper use of DC systems.

**WARNING !**  
**NEVER WORK ON THE ELECTRICAL INSTALLATION WHILE THE SYSTEM IS ENERGIZED.**

**WARNING !**  
**NEVER MODIFY THE CRAFT'S ELECTRICAL SYSTEM OR RELEVANT DRAWINGS. INSTALLATION, ALTERATIONS AND MAINTENANCE SHOULD BE PERFORMED BY A COMPETENT MARINE ELECTRICAL TECHNICIAN.**

**WARNING !**  
**NEVER ALTER OR MODIFY THE RATED CURRENT AMPERAGE OF OVERCURRENT PROTECTIVE DEVICES.**

**WARNING !**  
**NEVER INSTALL OR REPLACE ELECTRICAL APPLIANCES OR DEVICES WITH COMPONENTS WHICH EXCEED THE RATED CURRENT AMPERAGE OF THE CIRCUIT.**

**WARNING !**  
**NEVER LEAVE THE CRAFT UNATTENDED WITH THE ELECTRICAL SYSTEM ENERGIZED, EXCEPT AUTOMATIC BILGE PUMP, FIRE PROTECTION AND ALARM CIRCUITS.**

## OTHER OPTIONS

### Swimming ladder



### Bidet Shower



**WARNING !**  
**THE WATER FROM THE BIDET SHOWER IS NOT DRINKING WATER !**

## Roof and colour options



Basic red , soft top



Blue tangerine, hard top



Design turquoise, targa



Design red, open

## HANDLING CHARACTERISTICS

Do not operate the craft with an engine of rated power greater than the maximum recommended power as set out in the engine provisions. Avoid sudden manoeuvres at speed. For comfort and safety, reduce speed in high or rough seas. Always use the engine cut off lanyard if provided.

Do not operate this craft at negative propulsion unit trim settings (bow down) at high speed. Craft may lean over on side. Instability in turns may result. Use negative trim to accelerate to planing speed from displacement speed and at lower planing speeds in choppy water (applicable to craft equipped with propulsion unit power trim).

Do not operate at maximum speed while in congested high traffic waterways or in weather and sea conditions of reduced visibility, high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others. Observe and obey speed limit and no wake zones. Observe right-of-way as defined by Rules of the Road and required by COLREG. Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions. Secure loose equipment safely when underway.

Controls installed with the outboard motor must have a start-in-gear protection device.

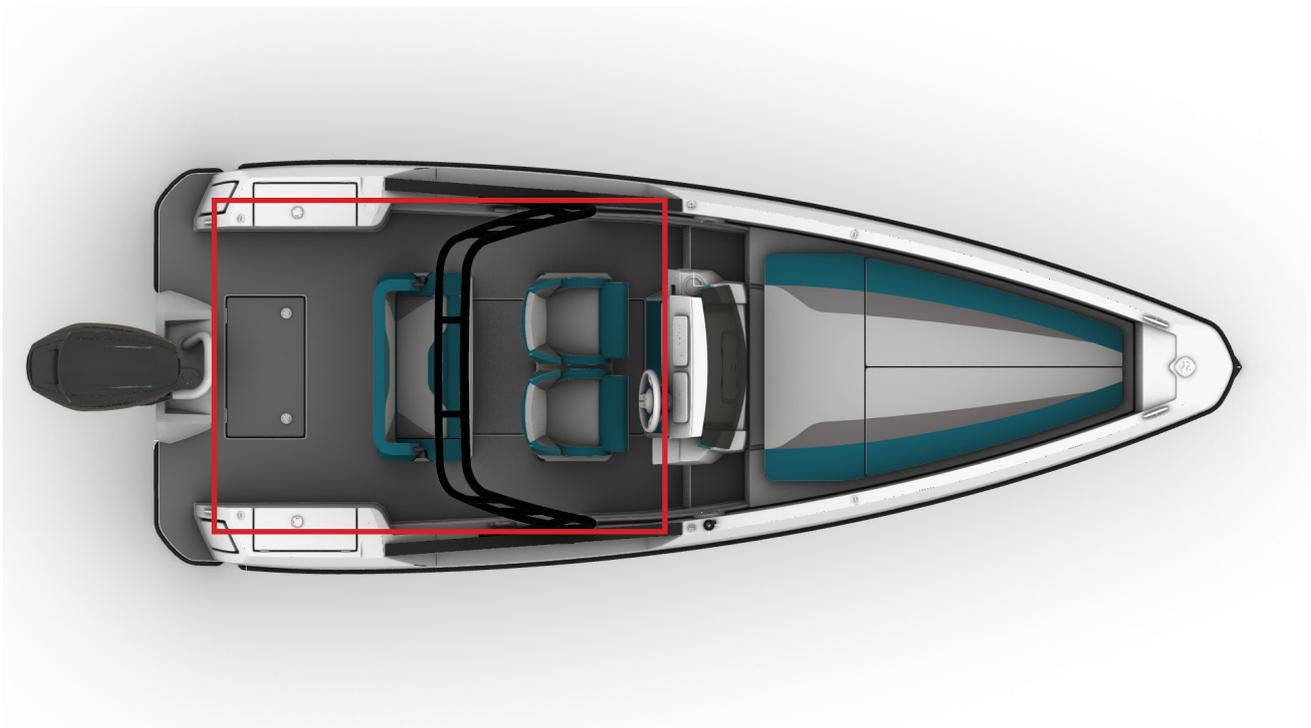
### **DANGER !**

**CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH. ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS CARBON MONOXIDE GAS. SIGNS OF CARBON MONOXIDE POISONING INCLUDE NAUSEA, HEADACHE, DIZZINESS, DROWSINESS, AND LACK OF CONSCIOUSNESS. GET FRESH AIR IF ANYONE SHOWS SIGNS OF CARBON MONOXIDE POISONING.**

## MAN-OVERBOARD PREVENTION AND RECOVERY

### Working deck

The swim platform and the area forward of the steering console are not considered as belonging to the working deck and shall not be used when underway. The intended working deck area, confined within a rectangle, is illustrated in the drawing below.



### Man-overboard recovery

The design of the craft enables reboarding from the water without a dedicated device. The suggested means is to make use of the handles at the aft end of the working deck and reboard the craft via the swim platform.

**WARNING ! — DO NOT USE THE OUTBOARD ENGINE AS A STEP.**

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## RESPECT FOR ENVIRONMENT

Be aware of local environment laws and of international regulations against marine pollution (MARPOL). Respect codes of good practice.

## ANCHORING, MOORING AND TOWING

The boat has four stainless steel cleats, two at the forward deck and two aft, that are intended to be used as strong points required for anchoring and mooring. The bow eye can be used for towing the boat. The breaking strength of the strong points are given in the boat characteristics table.

It is the owner's/operators responsibility to ensure that mooring lines, towing lines, anchor chains, anchor lines and anchors are adequate for the vessel's intended use, i.e. the lines or chains do not exceed 80 % of the breaking strength of the respective strong point.

Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed. A tow line shall always be made fast in such a way that it can be released when under load.

The owner/operator should consider what action will be necessary when securing a tow line on board.

## TRAILERING

**WARNING ! USE A TRAILER SUITABLE FOR THE CRAFT AND ITS MASS.**

### Mass of the craft when towed on a trailer

The mass of the craft when towed on a trailer is established to allow the owner to identify the mass of additional equipment that may be carried without exceeding the trailer capacity. The mass,  $m_T$ , includes items of equipment as mentioned below, plus fastenings to secure the craft on the trailer.

### Items of equipment included in $m_T$

#### Structure

The structure is made up of all structural parts.

#### Internal structure and accommodation

The internal structure is made up of bulkheads and partitions, insulation, lining, built-in furniture, flotation material, windows, hatches and doors, and upholstery material.

#### Internal equipment

The internal equipment includes all items of equipment permanently attached to the craft, e.g. bilge pumping systems, electrical installation and equipment, including batteries installed or delivered with the craft, fixed navigational and electronic equipment, fire-fighting equipment and mattresses.

#### External equipment

This includes all permanently attached deck fittings, e.g. guardrails, pulpits and pushpits, bowsprits, and their attachments, bathing platforms, boarding ladders, steering equipment, winches, sprayhoods, awnings, cockpit tables, gratings, signal masts, anchors, anchor warps and chains, loose external equipment, e.g. fenders, warps.

#### Engine and fuel system

This includes the mass of the heaviest recommended outboard engine, irrespective of the fact that a lighter engine may have been fitted, mass of any permanently installed fuel system, mass of engine controls and steering system.

#### Tanks and tank contents

Tanks and tank contents include contents of permanently installed fuel tanks, portable tanks and their contents, contents of fresh water tanks.

### Items of equipment not included in $m_T$

Items of equipment not included in  $m_T$  are the following: loose internal equipment, loose electronic and navigational equipment (e.g. charts), tools, spare parts, personal safety and life-saving equipment, provisions, bilge water, bait tanks.

## WARRANTY

1. The Saxdor Yacht, hereby warranty that the indicated equipment is free from any physical defects for the period of:
  - a) 24 months for hull, arrangement and made parts,
  - b) 12 months for gel coat.
2. The boat must be used in accordance with the conditions specified on CE plate.
3. The warranty periods starts on the day of delivery of dealer.
4. In the case of replacement of the hull, the warranty period shall run anew from the replacement date. In the case of removal of minor defects, the warranty shall be extended by the period between notification and removal of such defect.
5. A physical defect means a defect diminishing the value of the equipment or its usefulness, which makes it impossible to exploit the equipment in accordance with its appropriation.
6. Warranty repair shall not include actions specified in the user's manual, which should be undertaken by the equipment user on his own and at his expense. The Guarantor shall choose the method of defect elimination; he may decide to repair the equipment through repair or replacement of damaged part or may replace all the equipment.
7. The condition for the complaint to be accepted during the warranty period is delivery or presentation of the equipment together with a duly completed warranty card (i.e. containing identification number of the equipment, date of sale, corporate seal of the Seller, signature of the person issuing the card and signature of the Buyer).
8. The Warranty shall not cover accidents occurred during transportation and handling or damages caused by such actions.
9. Warranty repair shall mean performance of professional actions which are adequate in order to eliminate the defect covered by the warranty. The warranty does not cover:
  - a) Defects resulting from usual wear and tear.
  - b) Mechanical, thermal, chemical defects and any other defects caused by actions or negligence of the user or third persons and by external factors.

- d) Defects resulting from modifications or changes to design, performed by the user or third persons.
- e) Purposeful damage to the boat.

10. The warranty is invalid if the equipment is used for commercial purposes.

11. In the case of occurrence of the circumstances allowing to exercise the rights under the warranty, the user shall notify Saxdor local dealer, about the complaint, together with description of the defect, in writing within seven days from detecting the defect.

12. After obtaining the notification of complaint Saxdor shall be obliged to notify in writing within 14 days whether Saxdor accepts the complaint. No response from Saxdor shall mean the acceptance of the complaint. During the mentioned above period, Saxdor may send its service staff to the user in order to verify on the spot the circumstances stated by the user in the complaint. In case of notifying about the defect not covered by the warranty, the user shall be charged with the costs of sending service staff if the user knows or should know that such defect is not covered by the warranty.

13. Saxdor shall not assume any liability for the fittings (accessories) supplied by the owner and all accessories covered by separate warranty, thus excluded from the warranty for the boat. Moreover, it is emphasized that all electronic instrumentation supplied and installed by Saxdor is covered by the separate warranty which provides only for delivery of materials and not workmanship required to perform potential repair.

14. Defects of equipment shall be eliminated by Saxdor within 21 days from the date of acceptance of the complaint. If elimination of the defect requires significant amount of work due to complicated nature of defect, the mentioned above period shall be extended and Saxdor shall ensure due diligence in eliminating the defects as soon as possible.

15. After elimination of the defect, the defect elimination protocol shall be drawn up and signed by the user and the service staff of Saxdor. Refusal of signing of the protocol by the user shall result in unilateral signing of the protocol by Saxdor after preparing photographic documentation of defect elimination.

16. The boat should be exploited in accordance with service manual. In the case of boat exploitation in a manner inconsistent with the service manual, the warranty will cease to be valid.

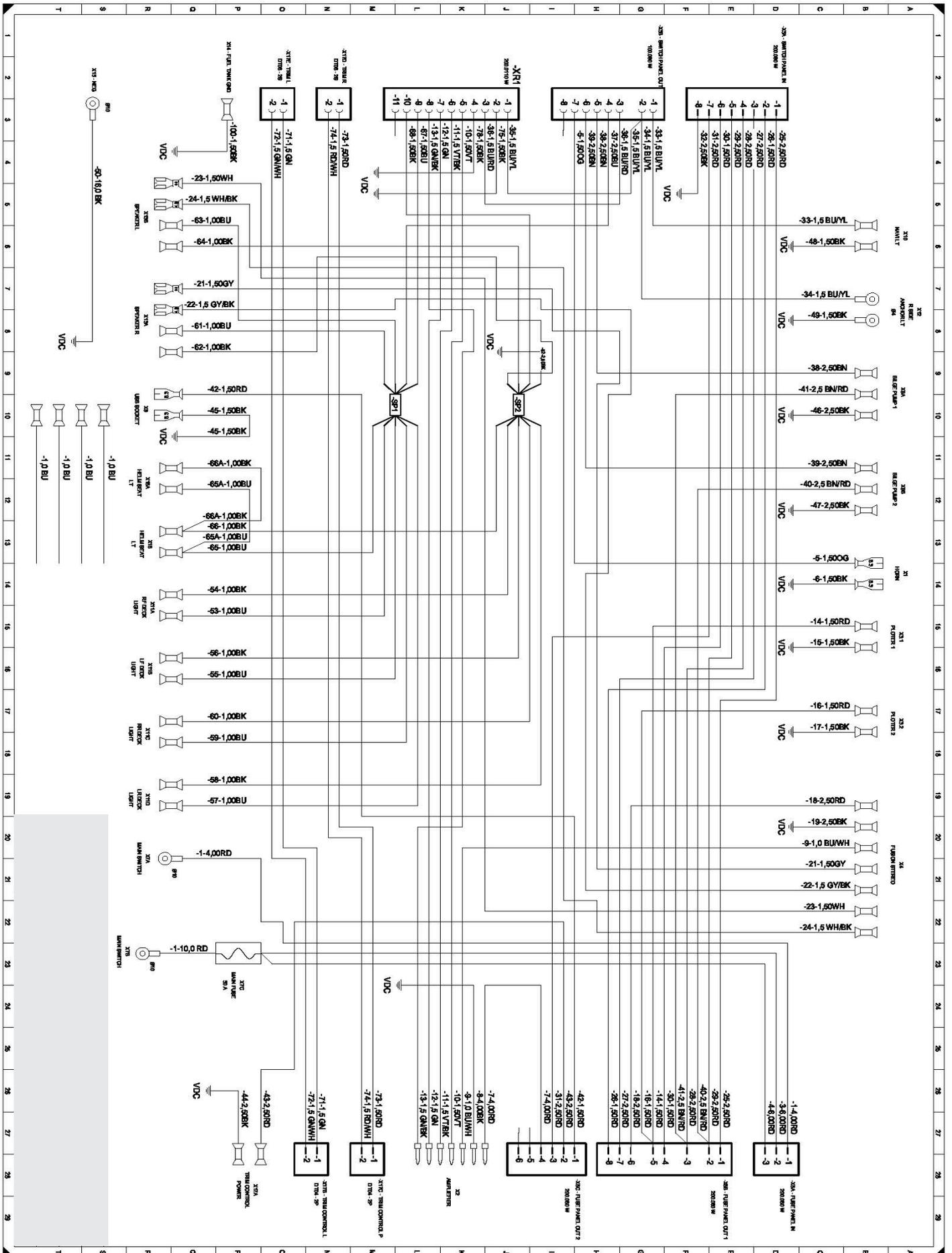
17. The rights under the warranty may be exercised only after presenting valid warranty card to the service staff.

18. The warranty card is valid only in connection with purchase receipt.

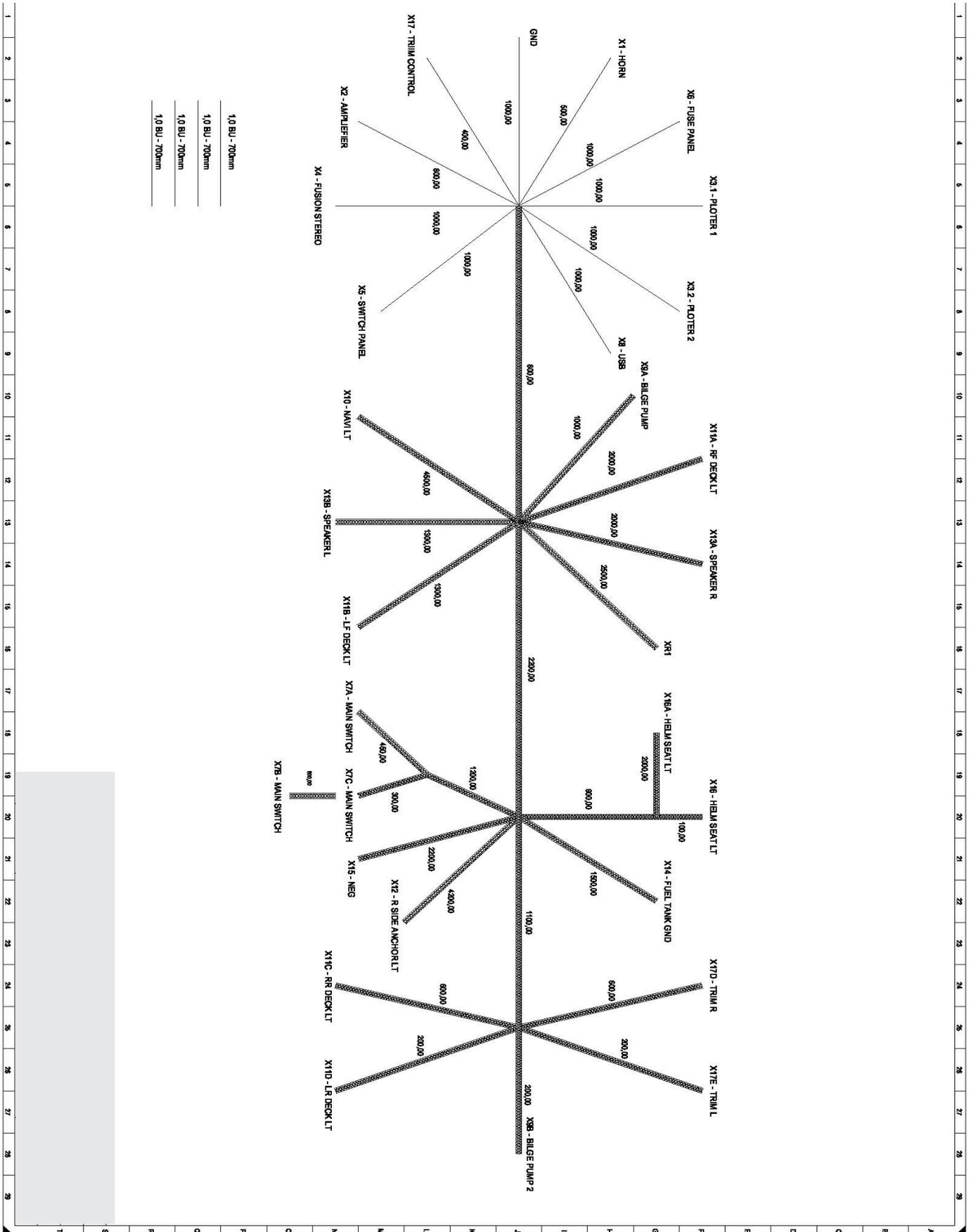
19. The Guarantor shall not assume any liability for loss, damage or destruction of the equipment resulting from other causes than inherent defects of the equipment.

20. In case when the Saxdor service comes for a warranty repair and the boat is not ready for the repair or absent at the scheduled time, Saxdor will charge the owner with the cost of the service staff transport. The responsibility for making the repair and all the costs will be moved on the owner.

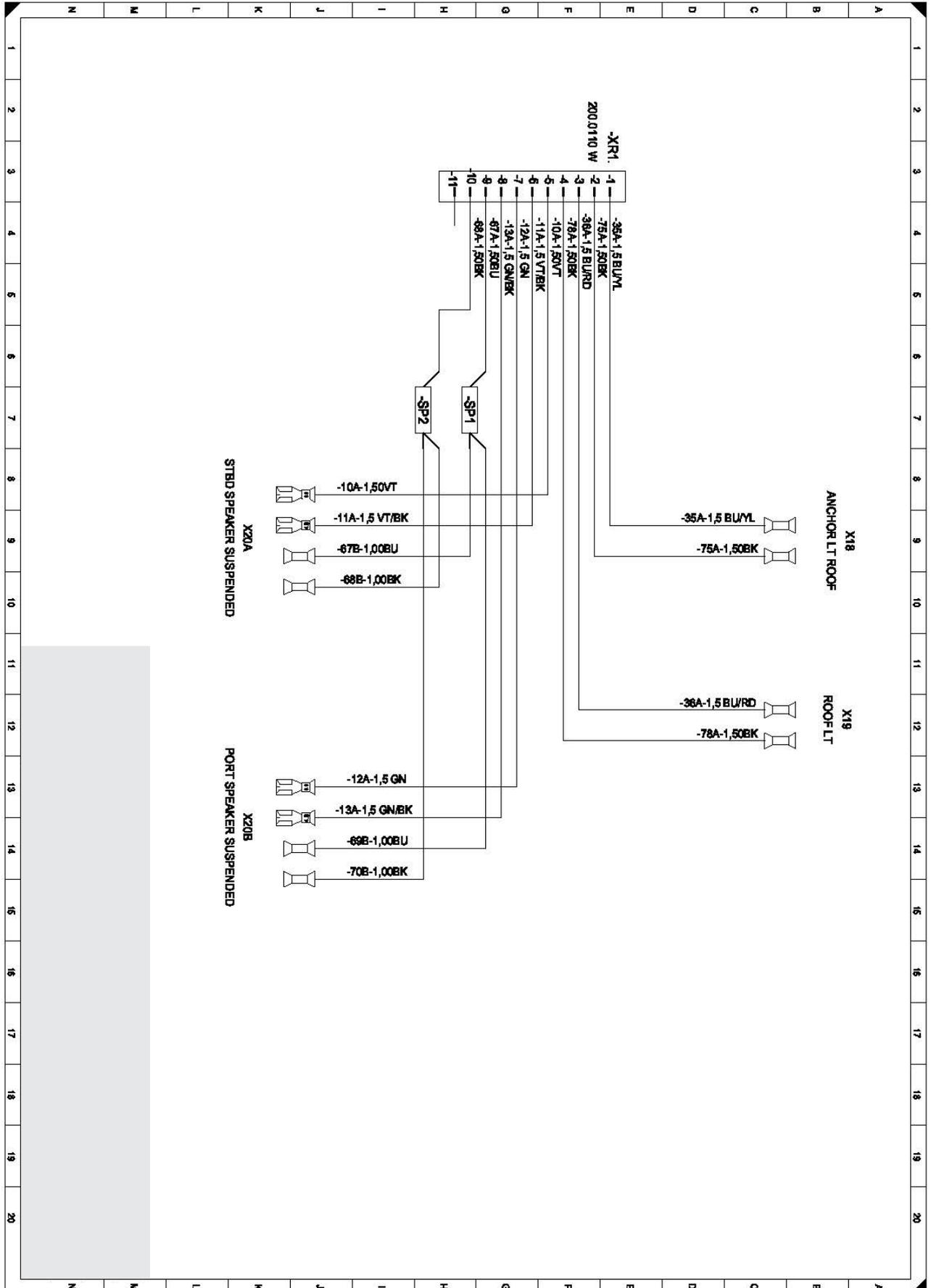
# ANNEX 1 – ELECTRICAL WIRING DIAGRAM - PAGE 1



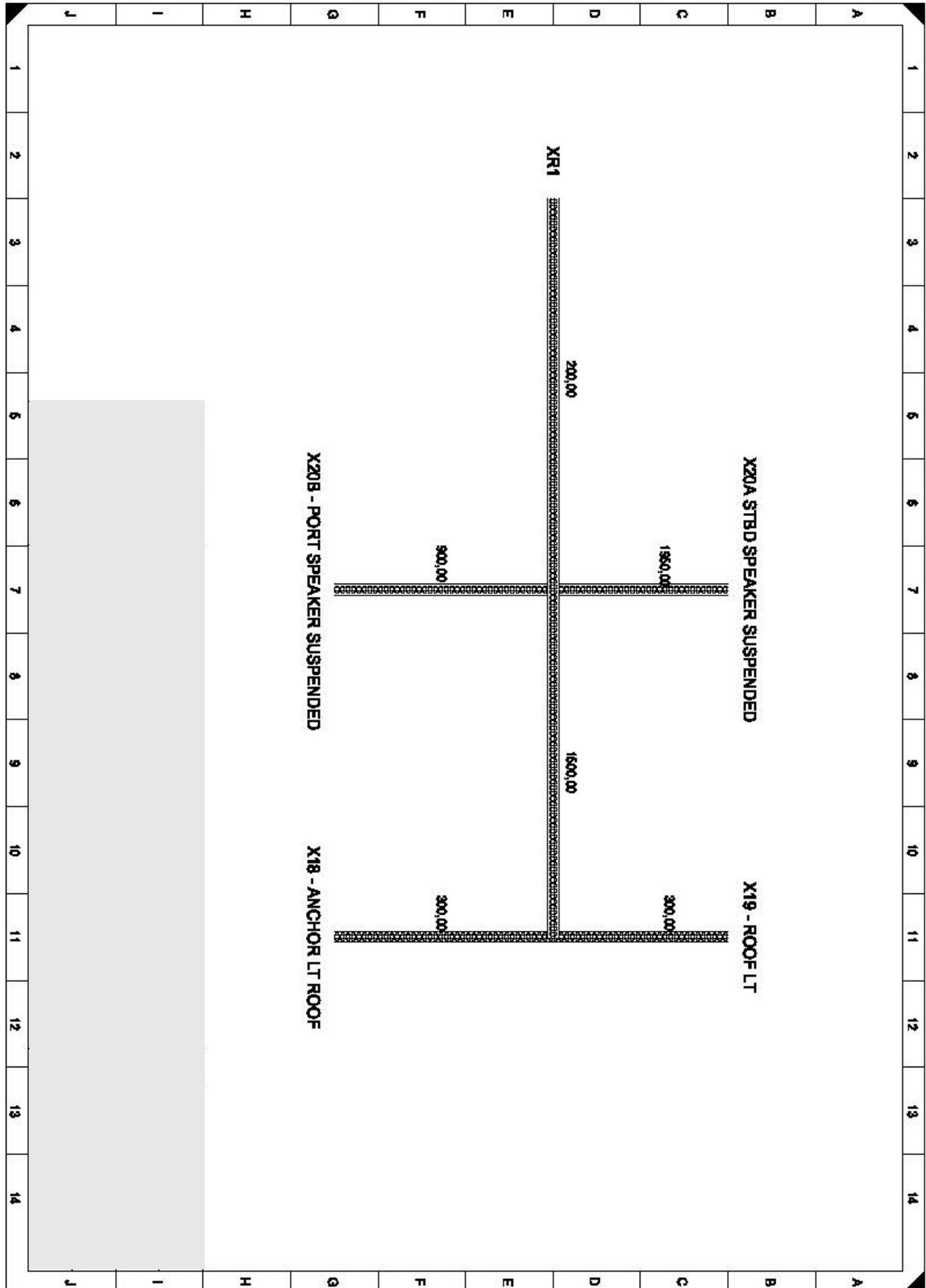
# ANNEX 1 – ELECTRICAL WIRING DIAGRAM - PAGE 2



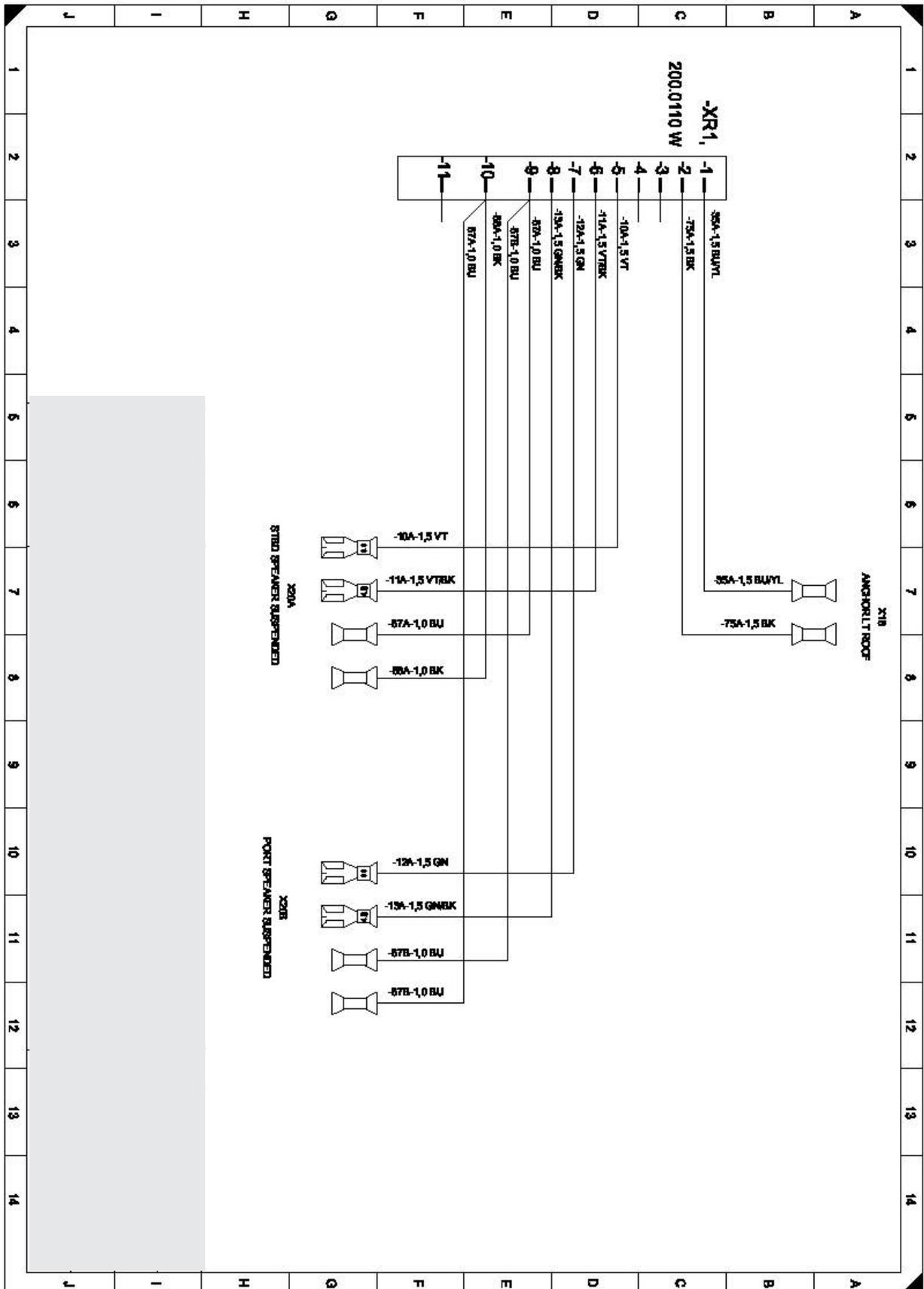
# ANNEX 1 – ELECTRICAL WIRING DIAGRAM - PAGE 3



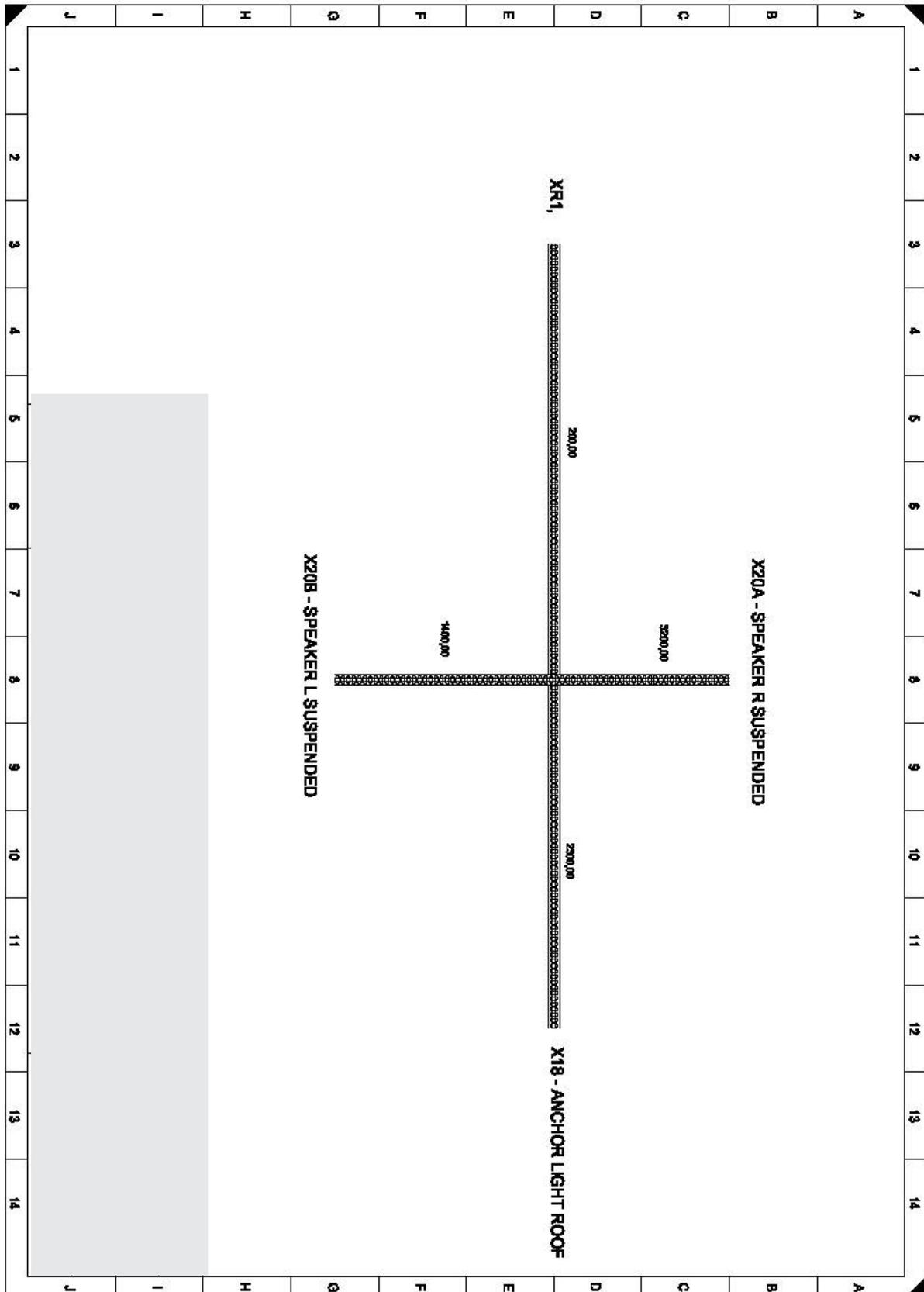
# ANNEX 1 – ELECTRICAL WIRING DIAGRAM - PAGE 4



# ANNEX 1 – ELECTRICAL WIRING DIAGRAM - PAGE 5



# ANNEX 1 – ELECTRICAL WIRING DIAGRAM - PAGE 6



# ANNEX 2 – DECLARATION OF CONFORMITY - SAXDOR 3 SEATS

Multi-language template compiled by IMCI 

English version approved by RCD ADCO on June 8th, 2016

## EU Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 2013/53/EU (To be completed by manufacturer or if mandated, authorised representative)

Name of recreational craft manufacturer: SAXDOR  
 Address: Piritanaukio 3 A 10  
 Town: Helsinki Post Code: FI-00150 Country: Finland

Name of authorised representative (if applicable): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Town: \_\_\_\_\_ Post Code: \_\_\_\_\_ Country: \_\_\_\_\_

Module used for design and construction assessment:  A  A1  B+C  B+D  B+E  B+F  G  H  
 Name of Notified Body for design and construction assessment (if applicable): International Marine Certification Institute  
 Address: Rue Abbé Cuypers 13  
 Town: Brussels Post Code: 1040 Country: Belgium ID Number: 0609  
 Notified Body certificate<sup>1</sup> number (if applicable): to be determined Date: \_\_\_\_\_

Module used for noise emission assessment (if applicable):  A  A1  G  H  
 Name of Notified Body for noise emission assessment (if applicable): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Town: \_\_\_\_\_ Post Code: \_\_\_\_\_ Country: \_\_\_\_\_ ID Number: \_\_\_\_\_  
 Notified Body certificate<sup>1</sup> number (if applicable): \_\_\_\_\_ Date: \_\_\_\_\_

Other Community Directives applied: \_\_\_\_\_

### DESCRIPTION OF RECREATIONAL CRAFT:

Watercraft Identification Number:

Brand name of the Recreational Craft: \_\_\_\_\_ Model or Type: Saxdor 200

Type of construction:  
 Rigid  Inflatable  Rigid-Inflatable (RIB)

Type of hull:  
 Monohull  Multihull

Hull construction material:  
 Aluminium, aluminium alloys  Moulded Fibre Reinforced Plastic  
 Steel, steel alloys  Wood  
 Other (specify): \_\_\_\_\_

Recreational Craft Design category(-ies) related to the maximum recommended number of persons:

Category	Number of Persons	Max Load [kg]
A		
B		
C	3	556
D		

Length of hull L<sub>H</sub>: 5,95 m  
 Beam of hull B<sub>H</sub>: 2,29 m  
 Maximum Draught T: 0,72 m

Deck:  
 Fully enclosed  
 Partially protected  
 Open

Craft main propulsion:  
 Sail, projected sail area As: \_\_\_\_\_ m<sup>2</sup>  
 Human propulsion  
 Engine/motor propulsion  
 Other (specify): \_\_\_\_\_

Installed engine type (if applicable):  
 Internal combustion, Diesel (CI)  
 Internal combustion, Petrol (SI)  
 Internal combustion, LPG/CNG  
 Electric  
 Other (specify): \_\_\_\_\_

Installed propulsion type (if applicable):  
 Outboard  
 Inboard with shaft line  
 Z or Sterndrive  
 Pod-drive  
 Sail-drive  
 Other (specify): \_\_\_\_\_

Integral exhaust propulsion (if applicable):  Yes  No  
 Maximum Recommended engine power: 130 kW  
 Installed engine power: \_\_\_\_\_ kW  
 Number of propulsion engines: 1 #  
 Maximum recommended engine mass<sup>2</sup>: 260 kg

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft mentioned above fulfils the requirements specified in Article 4 (1) and Annex I of Directive 2013/53/EU.

Name and function: Paweł Błaszak /Production Director Signature and title: \_\_\_\_\_  
 (identification of the person empowered to sign on behalf of the manufacturer or his authorised representative) (or an equivalent marking)

Date and place of issue (dd/mm/yyyy): \_\_\_\_\_

<sup>1</sup> The document may have a different name according to each module (A1: Stability and buoyancy report, B: EC type examination certificate, G: Certificate of conformity, etc.)

<sup>2</sup> For outboard powered boats only

This document is under the sole responsibility of the manufacturer. The empty template was compiled and made available by the International Marine Certification Institute at [www.imci.org](http://www.imci.org).

Essential requirements  (reference to relevant articles in Annex IA & IC of the Directive)	Harmonised standards Full Application	Harmonised standards Partial application, see tech. file	Other reference documents <sup>3</sup> Full Application	Other reference documents Partial Application, see tech. file	Other proof of conformity See technical file	Specify the harmonised <sup>4</sup> standards or other reference documents used  (with year of publication like "EN ISO 8666:2002")
	Tick only one box per line					
<b>General requirements (2)</b>						
Principal data – main dimensions	<input checked="" type="checkbox"/>					EN ISO 8666:2018
Watercraft Identification Number – WIN (2.1)	<input checked="" type="checkbox"/>					EN ISO 10087:2019
Watercraft Builder's Plate (2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EN ISO 14945:2004
Protection from falling overboard and means of reboarding (2.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15085:2003 / A2:2018
Visibility from the main steering position (2.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EN ISO 11591:2011
Owner's manual (2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EN ISO 10240:2004
<b>Integrity and structural requirements (3)</b>						
Structure (3.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12215-5:2009
Stability and freeboard (3.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12217-3:2017
Buoyancy and flotation (3.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12217-3:2017
Openings in hull, deck and superstructure (3.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12216:2018; EN ISO 9093-1:2000
Flooding (3.5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11812:2018
Manufacturer's maximum recommended load (3.6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 14946:2001
Liferaft stowage (3.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Escape (3.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anchoring, mooring and towing (3.9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15084:2018
<b>Handling characteristics (4)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11592-1:2016
<b>Engines and engine spaces (5.1)</b>						
Inboard engine (5.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilation (5.1.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11105:2017
Exposed parts (5.1.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outboard engine starting (5.1.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11547:2018
<b>Fuel system (5.2)</b>						
General – fuel system (5.2.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10088:2017
Fuel tanks (5.2.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 21487:2018
<b>Electrical systems (5.3)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10133:2017
<b>Steering systems (5.4)</b>						
General – steering system (5.4.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10592:2017
Emergency arrangements (5.4.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Gas systems (5.5)</b>						
<b>Fire protection (5.6)</b>						
General – fire protection (5.6.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9094:2017
Fire-fighting equipment (5.6.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9094:2017
<b>Navigation lights, shapes and sound signals (5.7)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	COLREG 1972
<b>Discharge prevention (5.8)</b>						
<b>Annex I.B – Exhaust Emissions<sup>5</sup></b>						
<b>Annex I.C – Noise Emissions<sup>6</sup></b>						
Noise emissions level (I.C.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	see the Declaration of Conformity of the engine manufacturer
Owner's manual (I.C.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	see the Declaration of Conformity of the engine manufacturer

<sup>3</sup> Such as non-harmonised standards, rules, regulations, guidelines, etc.

<sup>4</sup> Standards published in EU Official Journal

<sup>5</sup> See Declaration of Conformity of engine manufacturer

<sup>6</sup> Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust

# ANNEX 2 – DECLARATION OF CONFORMITY - SAXDOR 4 SEATS

Multi-language template compiled by IMCI 

English version approved by RCD ADCO on June 8th, 2016

## EU Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 2013/53/EU (To be completed by manufacturer or if mandated, authorised representative)

Name of recreational craft manufacturer: SAXDOR  
 Address: Piritanaukio 3 A 10  
 Town: Helsinki Post Code: FI-00150 Country: Finland

Name of authorised representative (if applicable): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Town: \_\_\_\_\_ Post Code: \_\_\_\_\_ Country: \_\_\_\_\_

Module used for design and construction assessment:  A  A1  B+C  B+D  B+E  B+F  G  H  
 Name of Notified Body for design and construction assessment (if applicable): International Marine Certification Institute  
 Address: Rue Abbé Cuypers 13  
 Town: Brussels Post Code: 1040 Country: Belgium ID Number: 0609  
 Notified Body certificate<sup>1</sup> number (if applicable): to be determined Date: \_\_\_\_\_

Module used for noise emission assessment (if applicable):  A  A1  G  H  
 Name of Notified Body for noise emission assessment (if applicable): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Town: \_\_\_\_\_ Post Code: \_\_\_\_\_ Country: \_\_\_\_\_ ID Number: \_\_\_\_\_  
 Notified Body certificate<sup>1</sup> number (if applicable): \_\_\_\_\_ Date: \_\_\_\_\_

Other Community Directives applied: \_\_\_\_\_

### DESCRIPTION OF RECREATIONAL CRAFT:

Watercraft Identification Number:   
 Brand name of the Recreational Craft: \_\_\_\_\_ Model or Type: Saxdor 200

Type of construction:  
 Rigid  Inflatable  Rigid-Inflatable (RIB)

Type of hull:  
 Monohull  Multihull

Hull construction material:  
 Aluminium, aluminium alloys  Moulded Fibre Reinforced Plastic  
 Steel, steel alloys  Wood  
 Other (specify): \_\_\_\_\_

Recreational Craft Design category(-ies) related to the maximum recommended number of persons:

Category	Number of Persons	Max Load [kg]
A		
B		
C	3	556
D		

Length of hull L<sub>ft</sub> 5,95 m  
 Beam of hull B<sub>ft</sub> 2,29 m  
 Maximum Draught T: 0,72 m

Deck:  
 Fully enclosed  
 Partially protected  
 Open

Craft main propulsion:  
 Sail, projected sail area A<sub>s</sub>: \_\_\_\_\_ m<sup>2</sup>  
 Human propulsion  
 Engine/motor propulsion  
 Other (specify): \_\_\_\_\_

Installed engine type (if applicable):  
 Internal combustion, Diesel (CI)  
 Internal combustion, Petrol (SI)  
 Internal combustion, LPG/CNG  
 Electric  
 Other (specify): \_\_\_\_\_

Installed propulsion type (if applicable):  
 Outboard  
 Inboard with shaft line  
 Z or Sterndrive  
 Pod-drive  
 Sail-drive  
 Other (specify): \_\_\_\_\_

Integral exhaust propulsion (if applicable):  Yes  No  
 Maximum Recommended engine power: 130 kW  
 Installed engine power: \_\_\_\_\_ kW  
 Number of propulsion engines: 1 #  
 Maximum recommended engine mass<sup>2</sup>: 260 kg

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft mentioned above fulfils the requirements specified in Article 4 (1) and Annex I of Directive 2013/53/EU.

Name and function: Paweł Błaszak /Production Director Signature and title: \_\_\_\_\_  
 (identification of the person empowered to sign on behalf of the manufacturer or his authorised representative) (or an equivalent marking)

Date and place of issue (dd/mm/yyyy): \_\_\_\_\_

<sup>1</sup> The document may have a different name according to each module (A1: Stability and buoyancy report, B: EC type examination certificate, G: Certificate of conformity, etc.)

<sup>2</sup> For outboard powered boats only

The empty template was compiled and made available by the International Marine Certification Institute at [www.imci.org](http://www.imci.org). This document is under the sole responsibility of the manufacturer.

Essential requirements  (reference to relevant articles in Annex IA & IC of the Directive)	Harmonised standards Full Application	Harmonised standards Partial application, see tech. file	Other reference documents <sup>3</sup> Full Application	Other reference documents Partial Application, see tech. file	Other proof of conformity See technical file	Specify the harmonised <sup>4</sup> standards or other reference documents used  (with year of publication like "EN ISO 8666:2002")
	Tick only one box per line					
<b>General requirements (2)</b>						
Principal data – main dimensions	<input checked="" type="checkbox"/>					EN ISO 8666:2018
Watercraft Identification Number – WIN (2.1)	<input checked="" type="checkbox"/>					EN ISO 10087:2019
Watercraft Builder's Plate (2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EN ISO 14945:2004
Protection from falling overboard and means of reboarding (2.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15085:2003 / A2:2018
Visibility from the main steering position (2.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EN ISO 11591:2011
Owner's manual (2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EN ISO 10240:2004
<b>Integrity and structural requirements (3)</b>						
Structure (3.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12215-5:2009
Stability and freeboard (3.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12217-3:2017
Buoyancy and flotation (3.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 12217-3:2017
Openings in hull, deck and superstructure (3.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12216:2018; EN ISO 9093-1:2000
Flooding (3.5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11812:2018
Manufacturer's maximum recommended load (3.6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 14946:2001
Liferaft stowage (3.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Escape (3.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anchoring, mooring and towing (3.9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 15084:2018
<b>Handling characteristics (4)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11592-1:2016
<b>Engines and engine spaces (5.1)</b>						
Inboard engine (5.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilation (5.1.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11105:2017
Exposed parts (5.1.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outboard engine starting (5.1.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 11547:2018
<b>Fuel system (5.2)</b>						
General – fuel system (5.2.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10088:2017
Fuel tanks (5.2.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 21487:2018
<b>Electrical systems (5.3)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10133:2017
<b>Steering systems (5.4)</b>						
General – steering system (5.4.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 10592:2017
Emergency arrangements (5.4.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Gas systems (5.5)</b>						
<b>Fire protection (5.6)</b>						
General – fire protection (5.6.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9094:2017
Fire-fighting equipment (5.6.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EN ISO 9094:2017
<b>Navigation lights, shapes and sound signals (5.7)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	COLREG 1972
<b>Discharge prevention (5.8)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Annex I.B – Exhaust Emissions<sup>5</sup></b>						
<b>Annex I.C – Noise Emissions<sup>6</sup></b>						
Noise emissions level (I.C.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	see the Declaration of Conformity of the engine manufacturer
Owner's manual (I.C.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	see the Declaration of Conformity of the engine manufacturer

<sup>3</sup> Such as non-harmonised standards, rules, regulations, guidelines, etc.

<sup>4</sup> Standards published in EU Official Journal

<sup>5</sup> See Declaration of Conformity of engine manufacturer

<sup>6</sup> Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust

# SAXDOR

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## YACHTS

ROCK THE BOAT INDUSTRY!

### Contact

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Saxdor yachts Oy  
Veneentekijäntie 14, 2nd floor,  
00210 Helsinki, Finland

+358 9 42450198  
[www.saxdoryachts.com](http://www.saxdoryachts.com)

[hello@saxdor.com](mailto:hello@saxdor.com)