

HADRON H2 OWNER'S MANUAL

2020



The Hadron H2 was designed in 2015 by Keith Callaghan and is manufactured by Hadron Dinghies Ltd,
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This manual is issued by Hadron Dinghies Ltd in accordance with the EU Recreational Craft Directive (RCD) and ISO 10240 2004

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Hadron H2 Class Association (HH2CA)

HH2CA is the owner's class association. Organised by H2 owners for H2 owners, HH2CA provides a forum for discussion, promotes the Hadron H2 and arranges major open events and community activities. See www.h2class.uk for further information.

A separate publication – the **Hadron H2 Operations Manual** - provides a comprehensive guide to rigging, sailing and maintaining your Hadron H2,

1. Introduction

This manual has been compiled in conformance with the EU Recreational Craft Directive (RCD) and ISO 10240 to help you operate your Hadron H2 with safety and pleasure. It contains details of the craft and information on how to handle it. Please read it carefully and familiarise 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 taking control of the Hadron H2. If you do not have the relevant sailing experience or have not received approved instruction then we strongly recommend that you contact a certified sailing school and obtain appropriate training. Part of this instruction should include the regulations for avoiding collisions at sea and on waterways.

Ensure that the anticipated wind and sea conditions will correspond to the design category of your craft and that you and your crew (if any) are able to handle the craft in these conditions. Even though your boat is categorised for RCD Category C you will be open to the hazards of a freak wave or gust. These are dangerous conditions, where only a competent, fit and trained crew using a well maintained craft can satisfactorily operate.

Neither is this owner's manual a detailed maintenance or trouble-shooting guide. In the case of difficulty, refer to the builder (Hadron Dinghies Ltd or refer to the Hadron H2 Operations Manual for further advice.

Always use trained and competent people for maintenance, fixing or modifications.

Modifications that may affect the safety characteristics of the craft should be assessed, executed and documented by competent people. Hadron Dinghies cannot be held responsible for modifications that they have not approved.

In some countries a (sailing) licence or authorisation is required, or specific regulations are in force.

Always maintain your craft properly and make allowance for the deterioration that will occur in time and as a result of heavy use or misuse of the craft.

Any craft, no matter how strong, can be severely damaged if not used properly. This is not compatible with safe boating. Always adjust the speed and direction of the craft to sea conditions and the course and proximity of other craft..

Please keep this manual in a safe place and hand it to the new owner when you sell the boat.



This symbol denotes that a hazard exists which can result in injury or death if proper precaution is not taken. Please take note of the following warnings:



The mast is made of carbon fibre composite material and is an electrical conductor. Contact with overhead electrical wires could be fatal, please exercise extreme caution when raising the mast, launching and sailing.



Always wear a suitable C.E. approved personal buoyancy aid to the minimum standard ISO 12402-5 (CE 50 Newtons) or EN 396.



Always ensure that the rudder retaining clip is operating correctly, so that the rudder cannot fall off in the event of a capsized.

-  All wire rigging, ropes, spars and fittings should be regularly inspected for wear or damage.
-  Ensure that shackles are correctly tightened and split rings are not distorted.
-  Check that the transom bung and hatches are correctly tightened and all fittings are secure.
-  If transporting your boat on the roof of your car ensure that you do not exceed the maximum roof rack load of your car.
-  If transporting your boat by road trailer ensure that the load does not exceed the permitted axle weight of the trailer and ensure that the craft is adequately secured to the trailer.
-  Always inform someone else of your intentions before going afloat.
-  Do not exceed the maximum number of persons (crew limit) stated on the CE plaque and in the Principal Dimensions section of this manual. OR the maximum load as detailed in this manual.
-  Do not puncture air tanks with additional fittings.
-  Always rig your craft in accordance to the Owners Operation Manual provided separately with your craft.
-  There is a risk of finger or toe entrapment between moving components. e.g. rudder stock, rudder blade and tiller, centerboard and casing, boom and mast, traveller and car, mast heel step location, blocks and running rigging. Appropriate care and caution is required.
-  Sailing barefoot can lead to injury. We recommend that suitable shoes are worn when using the Hadron H2.
-  There is a risk of being hit on the head with the boom whilst rigging or manoeuvring the boat. Appropriate care and caution is required.
-  Be aware that stability will be reduced when being towed whilst afloat.
-  The puncturing of buoyancy tanks is a serious stability hazard.
-  Be aware of the dangers of hypothermia in cold conditions and wear suitable protective

gear to minimise this risk. This is particularly relevant for older people.

2. Capsize, Inversion and Entrapment



RISK OF CAPSIZE

The Hadron H2 is intended to be recovered by the crew after a capsize. The minimum crew mass needed is 70kg. Capsizing is always a risk when sailing, especially when racing. It is recommended that the owner familiarises himself/herself with capsize recovery techniques by having a practice on a calm day..

Inversion. The Hadron H2 is designed to lay on its side and float low in the water when capsized as this facilitates capsize recovery. However, when a boat capsizes there is a risk of inversion. This guide will show you how to recover and re-board successfully.

Entrapment. It is possible when a boat inverts to get trapped under the up-turned hull. This can be dangerous, particularly if your limbs or clothing get entangled with ropes. To reduce the risk of entrapment the following guidelines have been provided by the Royal Yachting Association (RYA):

- 1 Keep control lines short, tidy and maintain shock cord elastic so it does its job.
- 2 Carry a very sharp, preferably serrated, knife easily accessible.
- 3 Always ensure good housekeeping and seamanship.

3. Capsize Recovery and Reboarding

Righting after a capsize.

Much thought has been given to the buoyancy configuration of the H2. The central buoyancy tank combined with zero buoyancy under the side decks ensures that the boat floats low when on its side, with the centreboard not much more than 100mm above the water, thus allowing even a tired helm to mount the centreboard.

When righted, most of the water in the cockpit drains out through the stern, with only the foot wells retaining water. Entry into the boat is easily done via the stern – the aft toestraps are convenient to pull oneself aboard (but never lose hold of the boat during this procedure). However, in windy conditions and/or rough seas it is preferable to enter over the weather gunwhale. To facilitate this, boats from #123 onwards (January 2018) have righting lines fitted as standard*. The righting line is visible just under the gunwhale for about 600mm each side in the region of the thwart position. It is held in its retracted position under tension by shock cord and it can be deployed by pulling on the forward part – not the aft part, as that end is fixed. When fully extended, the righting line forms a loop approximately 1 metre in depth (the length can be adjusted if required).

Recommended righting procedure:

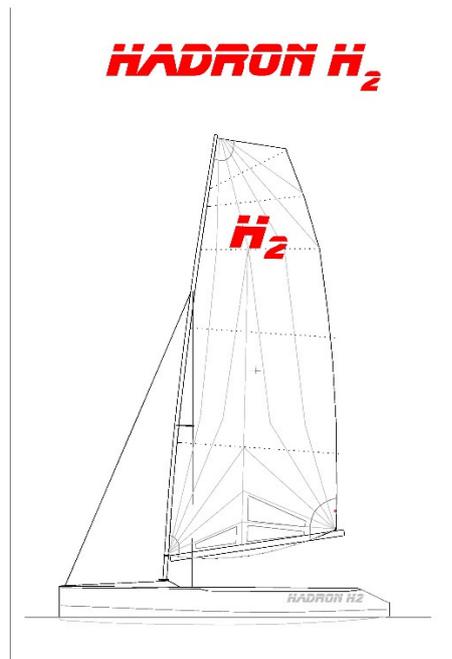
If the boat is inverted (this happens infrequently), get the boat into a horizontal position by standing on the weather gunwhale while holding the centreboard. Once this is achieved, the boat will be floating with the centreboard horizontal and about 120mm above the water. Now clamber onto the board and reach up to grab the retrieval line. Pull it out from the forward end: it will be under tension so do not let it go. Stand up on the board with your feet against the hull (caution – the centreboard is slippery) and lean backwards. The boat should slowly right itself and as it does so put a foot on the loop of the righting line so that it is now a stirrup with which you can propel yourself over the gunwhale and into the cockpit once the boat is upright. It will be helpful to release the kicker tension before entering the boat.

If the mainsheet is still cleated the boat may well capsize again. In that case, swim round the stern and release the mainsheet from the jammer before attempting to right the boat for a second time.

* For H2s numbered 101 to 122 a retro-fit kit for the retrieval lines is available from Hadron Dinghies Ltd. at low cost.

4. Principal Dimensions

Model/Type		HADRON H2		
RCD Design Category		C	D	
RCD Code	Description	Units		
A1	Mainsail area	m ²	9.4	9.4
A3	Length of Hull	m	4.2	4.2
Lh	Beam of Hull	m	1.95	1.95
Bh	Unladen weight	Kg	76	76
MLC	Maximum load	Kg	150	180
Tmax	Maximum draft	m	1.12	1.12
CR	Minimum crew weight for capsize recovery	Kg	70	70
CL	Maximum number of crew		2	2



Recreational Craft Directive (RCD)

Design Category C: Designed to operate in winds up to Beaufort Force 6 and the associated wave heights (significant wave height up to 2m). Such conditions may be encountered in exposed inland waters, in estuaries and in coastal waters in moderate weather conditions..

Design Category D: Designed to operate in winds up to Beaufort Force 4 and the associated wave heights (occasional maximum waves of 0.5m height). Such conditions may be encountered in sheltered inland waters and in coastal waters in fine weather.

MLC: Maximum Load. This is the total weight in kg of all the crew and their luggage. The maximum load should never be exceeded.

CL: Maximum number of persons on board. This should never be exceeded.

5. Towing and Trailing

Towing

A tow rope (preferably made of material that floats) should be tied round the base of the mast. When towing, the Hadron H2 should have a person on board who can control the craft using the rudder. The sail should be lowered. Do not tow with no-one on board.

Trailing



If transporting your boat on the roof of your car ensure that you do not exceed the maximum roof rack load of your car and that the load is properly secured with at least two independent securing methods.



If transporting your boat by road trailer ensure that the load does not exceed the permitted axle weight of the trailer and that the craft is adequately secured to the trailer – preferably with at least two independent securing methods.

6. WARRANTY

6.1 Where the Goods are faulty or do not comply with any of the contract, the Customer must notify the Supplier within 21 days of delivery and the Customer shall be entitled to replacement Goods or a full refund.

6.2 The Supplier warrants to the Customer that the Goods will be free from defects in materials and workmanship for a period of twelve months from the date of delivery to the Customer (the "warranty period"). Provided the Customer makes a full inspection of the Goods immediately upon receipt and thereafter gives the Supplier written notice containing full particulars of any defects it discovers and the circumstances in which such defects occurred, the Supplier shall, at its sole option, either repair, replace or give credit for price of any such Goods which its examination confirms are defective in material or in workmanship within the warranty period provided that the Customer has adhered to the payment provisions herein and further provided that:

- a). The Customer returns the defective Goods to the Supplier or its authorised service depot (as directed by the Supplier) and pays all transportation charges, duties and taxes associated with the repair, replacement and return of the Goods to the Customer, or:
- b). If, at the Supplier's option, the Supplier arranges for a technician to visit the Customer's location to repair or replace the defective Goods, the Customer pays all transportation charges for the technician and his equipment, including any applicable duties and taxes, accommodation and living expenses and normal charges for the technician's time while travelling and for delays beyond the Supplier's control (save that the Customer shall not be liable for any charge in respect of the technician's time on site actually engaged in carrying out the repair or replacement of such defective Goods).

6.3 The repair or replacement of defective Goods during the warranty period in accordance with clause 6.2 shall not extend the period of the warranty of such Goods.

6.4 The provisions of clause 6.2 do not extend to any Goods which have been subjected to misuse, accident or improper installation, maintenance, application or operation nor do they extend to Goods which have been repaired or altered other than by the agents or employees of the Supplier unless previously authorised in writing by the Supplier.

6.5 The warranty contained in clause 6 is expressly accepted by the Customer in lieu of any and all other terms, warranties conditions or liabilities whether express or implied, in fact or in law, relating to the state, quality description, capacity, design, construction, operation, use or performance of the Goods or to the merchantability, repair, or fitness for a particular purpose of the Goods or otherwise. No agreement varying or extending the same will be binding upon the Supplier unless in writing signed by a director of the Supplier.

For further information, spare parts and accessories, contact:

Hadron Dinghies Ltd, 7 Ramsey Road, Hadleigh, IPSWICH, Suffolk, IP7 6AN
Tel. +44 (0)1473 823587. Email: sales@hadrondinghy.com.

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Company number: 9720479. VAT reg no.: 252 4511 31 GB
Directors: Simon Hipkin and Keith Callaghan



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: _____

Address: _____

Town: _____ Post Code: _____ Country: _____

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): _____

Address: _____

Town: _____ Post Code: _____ Country: _____ ID Number: _____

Notified Body certificate¹ number (if applicable): _____ 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 certificate¹ number (if applicable): _____ Date: _____

Other Community Directives applied : _____

DESCRIPTION OF RECREATIONAL CRAFT:

Watercraft Identification Number:

Brand name of the Recreational Craft: _____ Model or Type: _____

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		
D		

Length of hull L_H: _____ m
 Beam of hull B_H: _____ m
 Maximum Draught T: _____ m

Deck:
 Fully enclosed
 Partially protected
 Open

Craft main propulsion:
 Sail, projected sail area A_s: _____ m²
 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: _____ kW

Installed engine power: _____ kW

Number of propulsion engines: _____ #

Maximum recommended engine mass²: _____ 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 1 of Directive 2013/53/EU.

Name and function: _____
 (identification of the person empowered to sign on behalf of the manufacturer or his authorised representative)

Signature and title: _____
 (or an equivalent marking)

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

¹ 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.)

² For outboard powered boats only

Essential requirements <small>(reference to relevant articles in Annex IA & IC of the Directive)</small>	Harmonised standards <small>Full Application</small>	Harmonised standards <small>Partial application, see tech. file</small>	Other reference documents ³ <small>Full Application</small>	Other reference documents <small>Partial Application, see tech. file</small>	Other proof of conformity <small>See technical. file</small>	Specify the harmonised ⁴ standards or other reference documents used <small>(with year of publication like "EN ISO 8666:2002")</small>
	Tick only one box per line					All lines right of ticked boxes must be filled in
General requirements (2)						
Principal data – main dimensions	<input checked="" type="checkbox"/>					
Watercraft Identification Number – WIN (2.1)	<input checked="" type="checkbox"/>					
Watercraft Builder's Plate (2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Protection from falling overboard and means of reboarding (2.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Visibility from the main steering position (2.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Owner's manual (2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Integrity and structural requirements (3)						
Structure (3.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stability and freeboard (3.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Buoyancy and flotation (3.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Openings in hull, deck and superstructure (3.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Flooding (3.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Manufacturer's maximum recommended load (3.6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Handling characteristics (4)						
Engines and engine spaces (5.1)						
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel system (5.2)						
General – fuel system (5.2.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel tanks (5.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Electrical systems (5.3)						
Steering systems (5.4)						
General – steering system (5.4.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency arrangements (5.4.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Gas systems (5.5)						
Fire protection (5.6)						
General – fire protection (5.6.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fire-fighting equipment (5.6.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Navigation lights, shapes and sound signals (5.7)						
Discharge prevention (5.8)						
Annex I.B – Exhaust Emissions⁵						
Annex I.C – Noise Emissions⁶						
Noise emissions level (I.C.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Owner's manual (I.C.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

³ Such as non-harmonised standards, rules, regulations, guidelines, etc.

⁴ Standards published in EU Official Journal

⁵ See Declaration of Conformity of engine manufacturer

⁶ Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust



EU Konformitätserklärung für Sportboote bezüglich Entwurf und Bau sowie Geräusch-emissionen von Sportbooten gemäß Richtlinie 2013/53/EU (auszufüllen durch den Fahrzeughersteller oder seinen Bevollmächtigten)

The empty template was compiled and made available by the International Marine Certification Institute at www.imci.org. This document is under the sole responsibility of the manufacturer.

Name des Sportbootherstellers: _____

Adresse: _____

Stadt: _____ Postleitzahl: _____ Land: _____

Name des Bevollmächtigten (falls anwendbar): _____

Adresse: _____

Stadt: _____ Postleitzahl: _____ Land: _____

Benutzte(s) Modul(e) für Entwurf und Bau: A A1 B+C B+D B+E B+F G H

Name der benannten Stelle für Entwurf und Bau (falls anwendbar): _____

Adresse: _____

Stadt: _____ Postleitzahl: _____ Land: _____ Identifikationsnr.: _____

EG-Prüfbescheinigung ¹ Nummer (falls anwendbar): _____ Datum: _____

Benutztes Modul für Geräuschemissionen: A A1 G H

Name der benannten Stelle für Geräuschemissionen (falls anwendbar): _____

Adresse: _____

Stadt: _____ Postleitzahl: _____ Land: _____ Identifikationsnr.: _____

EG-Prüfbescheinigung ¹ Nummer (falls anwendbar): _____ Datum: _____

Andere angewendete Richtlinie(n): _____

BESCHREIBUNG DES SPORTBOOTES:

Sportbootidentifikationsnummer:

Modellbezeichnung des Sportbootes: _____ Typ oder Nummer: _____

Art der Konstruktion:
 Fest Aufblasbar Fest/Aufblasbar (RIB)

Art der Konstruktion:
 Einrumpf Mehrumpf

Baumaterial des Rumpfes:
 Aluminium, -legierungen Faserverstärkter Kunststoff, GFK
 Stahl, -legierungen Holz
 anderes (beschreibe): _____

Sportboot
 Entwurfskategorie(n) bezüglich der
 größten Anzahl der an Bord zulässigen
 Personen:

Kategorie	Anzahl der Personen	Max. Zuladung [kg]
A		
B		
C		
D		

Rumpflänge L_H _____ m
 Rumpfbreite B_H _____ m
 Maximaler Tiefgang T: _____ m

Deck:
 geschlossen
 teilweise geschlossen
 offen

Typ des Hauptantriebs:
 Segel, projizierte Segelfläche _____ m²
 Muskelantrieb
 Maschine/Motor
 anderer (beschreibe): _____

Installierter Antrieb (falls anwendbar)
 Dieselantrieb (CI)
 Benzinantrieb (SI)
 Flüssiggasantrieb (LNG, CNG)
 Elektroantrieb
 anderer (beschreibe): _____

Installierter Antrieb (falls anwendbar):
 Außenborder
 Innenborder mit herkömmlicher Welle
 Innenborder Z-Antrieb
 Innenborder mit Pod-Drive
 innenborder Sail-Drive
 anderer (beschreibe): _____

Integriertes Abgassystem (falls anwendbar): Ja Nein
 Höchste empfohlene Antriebsleistung: _____ kW
 Installierte Antriebsleistung: _____ kW
 Anzahl der Antriebe: _____ #
 Höchstes empfohlenes Antriebsgewicht²: _____ kg

Diese Konformitätserklärung wird auf alleinige Verantwortung des Herstellers ausgestellt. Ich erkläre und versichere hiermit für den Hersteller, dass das oben bezeichnete Sportboot die Anforderungen gemäß Artikel 4 (1) und Anhang I der Richtlinie 2013/53/EU erfüllt.

Name und Stellung: _____
 (Person, die für den Hersteller bzw. den Bevollmächtigten zeichnet)

Unterschrift und Titel:
 (oder entsprechendes Zeichen)

Datum und Ort (tt.mm.jjjj): _____

¹ Die Prüfungsbescheinigung mag unterschiedliche Bezeichnungen je nach Modul haben: (A1: Bescheinigungen von Stabilität und Freibord, B: EU-Baumusterbescheinigung, G: Bescheinigung der Einzelprüfung)

² nur für Fahrzeuge mit Außenbordern

Grundlegende Sicherheitsanforderungen (gemäß Anhang I.A und I.C der Richtlinie)	Harmonised standards Full Application	Harmonised standards Partial application, see tech. file	Other reference documents ³ Full Application	Other reference documents Partial Application, see tech. file	Other proof of conformity See technical file	bezeichnen Sie die Harmonisierten Normen ⁴ oder andere Referenzdokumente, die verwendet wurden (mit Angabe des Jahres der Herausgabe, wie z.B. "EN ISO 8666:2002")
	Nur ein Kästchen je Zeile ankreuzen					
Allgemeine Anforderungen (2)						
Hauptabmessungen	<input checked="" type="checkbox"/>					
Kennzeichnung des Wasserfahrzeugs – WIN (2.1)	<input checked="" type="checkbox"/>					
Plakette des Herstellers des Wasserfahrzeugs (2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Schutz vor dem Überbordfallen und Wiedereinstiegsmittel (2.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sicht vom Hauptsteuerstand (2.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eignerhandbuch I (2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
festigkeit und Dichtigkeit sowie bauliche Anforderungen (3)						
Bauweise (3.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stabilität und Freibord (3.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Auftrieb und Schwimmfähigkeit (3.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Öffnungen im Bootskörper, im Deck und in den Aufbauten (3.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Überflutung (3.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vom Hersteller empfohlene Höchstlast (3.6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Aufstellung der Rettungsmittel (3.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Notaustieg (3.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ankern, Vertäuen und Schleppen (3.9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bedienungseigenschaften (4)						
Motoren und Motorräume (5.1)						
Innenbordmotoren (5.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Belüftung (5.1.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Freiliegende Teile (5.1.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Starten von Außenbord-Antriebsmotoren (5.1.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Kraftstoffsystem (5.2)						
Allgemeines (5.2.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Kraftstoffbehälter (5.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Elektrisches System (5.3)						
Steuerungssystem (5.4)						
Allgemeines (5.4.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Notvorrichtung (5.4.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Gassystem (5.5)						
Brandbekämpfung (5.6)						
Allgemeines (5.6.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Löschvorrichtung (5.6.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Navigationslichter (5.7)						
Schutz gegen Gewässerverschmutzung (5.8)						
Annex I.B – Abgasemissionen⁵						
Annex I.C – Lärmemissionen⁶						
Geräuschepegel (I.C.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eignerhandbuch (I.C.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

³ Wie nicht-Harmonisierte Normen, anerkannte technische Regeln, Gesetze, Richtlinien, usw.

⁴ Normen, die im Amtsblatt der EU veröffentlicht wurden

⁵ Siehe Konformitätserklärung des Motorherstellers

⁶ Nur auszufüllen für Fahrzeuge mit Innenbordmotoren ohne intergriertes Abgassystem