SAXDOR

YACHTS

OWNER'S MANUAL

SAXDOR 320 GTO / GTR MODEL YEAR 2021

Date of issue: 21.04.2021

Saxdor Yachts Oy, Veneentekijäntie 14, 00210 Helsinki, Finland
Mobi: +358 400 149209
www.saxdoryachts.com
hello@saxdor.com

CONTENTS

CONTENTS

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 the appropriate safety equipment (lifejackets, harnesses, etc.) onboard 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.

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, 00210 Helsinki, Finland
+358 9 4245 0198 - www.saxdoryachts.com - hello@saxdor.com

Model
Saxdor 320 GTO / Saxdor 320 GTR

Boat Characteristics (view the table -Boat characteristics next page)

Boat Model Saxdor 320 GTO/GTR		Deisgn category B	Design Category C
Maximum length (outboard tilted)	-	11,19 m	
Maximum length (excluding outboard)	L_{max}	10,28 m	
Length of the hull	L_H	10,28 m	
Maximum beam	B_{max}	3,10 m	
Beam of hull	B_H	3,03 m	
Design category	-	B	C
Maximum number of persons	-	6	9
Maximum recommended engine power	-	448 kW (600 HP)	
Maximum recommendeed engine mass	-	520 kg	
Mass in the light craft condition	m_{LC}	3603 kg	
Maximum load for builder's plate	m_{MBP}	570 kg	725 kg
Mass of the craft in the fully loaded condition	m_{LDC}	5298 kg	5333 kg
Maximum height (air draft)		2,93 m	
Maximum draft	T_{max}	0,92 m	
Canoe body draft	T_C	0,58 m	
Type of main propulsion	-	Power	
Type of fuel for propulsion		Petrol	
Petrol fuel tank capacity		450 litres	
Type of fuel for heater (optional)		(Diesel)	
Diesel heater fuel tank capacity (optional)		(25 litres)	
Fresh water tank capacity		117 litres	
Holding tank capacity (i.e. black water)		55 litres	
Grey water tank capacity (optional)		(50 litres)	
Total weight of liquids in fixed tanks when full		504,5 kg (+ 71 kg optional)	
Breaking strength of strong points		50 kN	
Mass of the craft when towed on a trailer	m_T	4725 kg	

Table - Boat characteristics

DESIGN CATEGORY

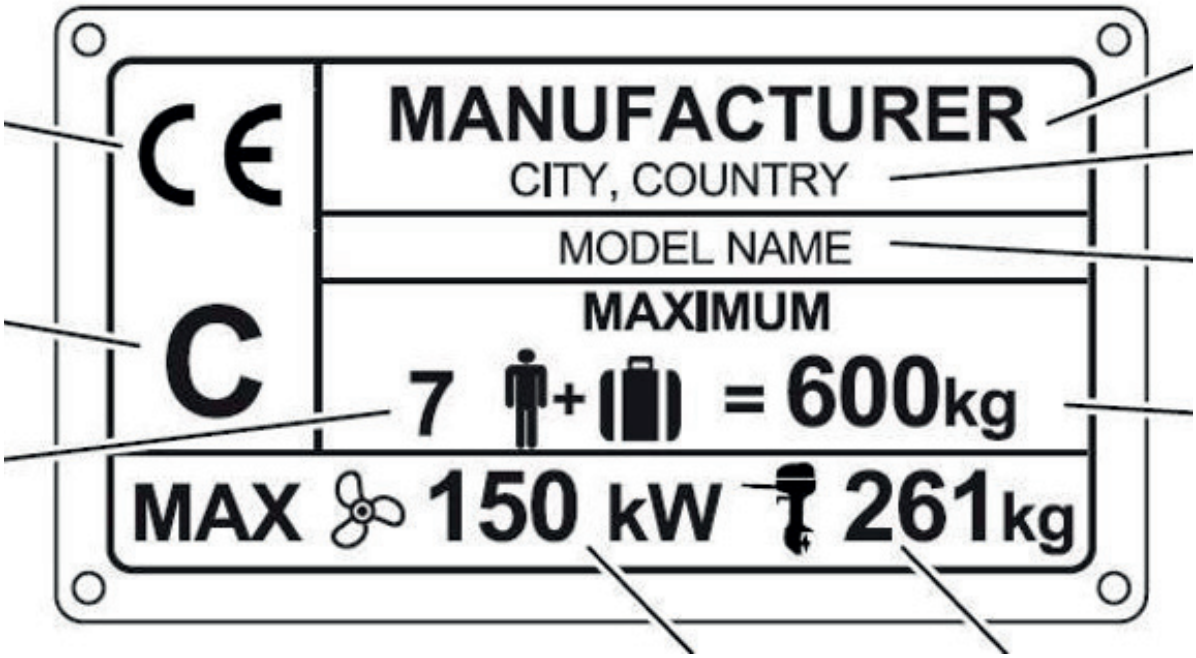
A craft given design category B is considered to be designed to operate in winds of Beaufort force 8 or less and the associated significant waves heights of up to 4 m.

NOTE !
Typically design category B conditions might be encountered on offshore voyages of sufficient length but can also occur on coasts where shelter might not always be immediately available. These conditions can also be experienced on inland seas of sufficient size for the wave height to be generated. Depending on atmospheric conditions, winds can gust to about 27 m/s.

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.

NOTE!
Typically design category C 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.



Maximum load for the builder's plate

The maximum load for the builder's plate includes the mass of all recommended persons onboard, provisions and personal effects, 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.

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 added with the greatest load which the boat is designed to carry.

Breakdown of the fully loaded mass	Category B	Category C
Light craft condition mass	3603 kg	3490 kg
Maximum recommended people (included for builder's plate)	450 kg	675 kg
Personal effects (included for builder's plate)	120 kg	50 kg
Fresh water	95 kg	95 kg
Fuel	337 kg	337 kg
Black water	38 kg	38 kg
Grey water	47 kg	47 kg
Inflatable life raft	66 kg	80 kg
Margin for future additions	542 kg	521 kg
Maximum load condition mass	5298 kg	5333 kg

Table - Maximum load condition

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.)

Maximum draft

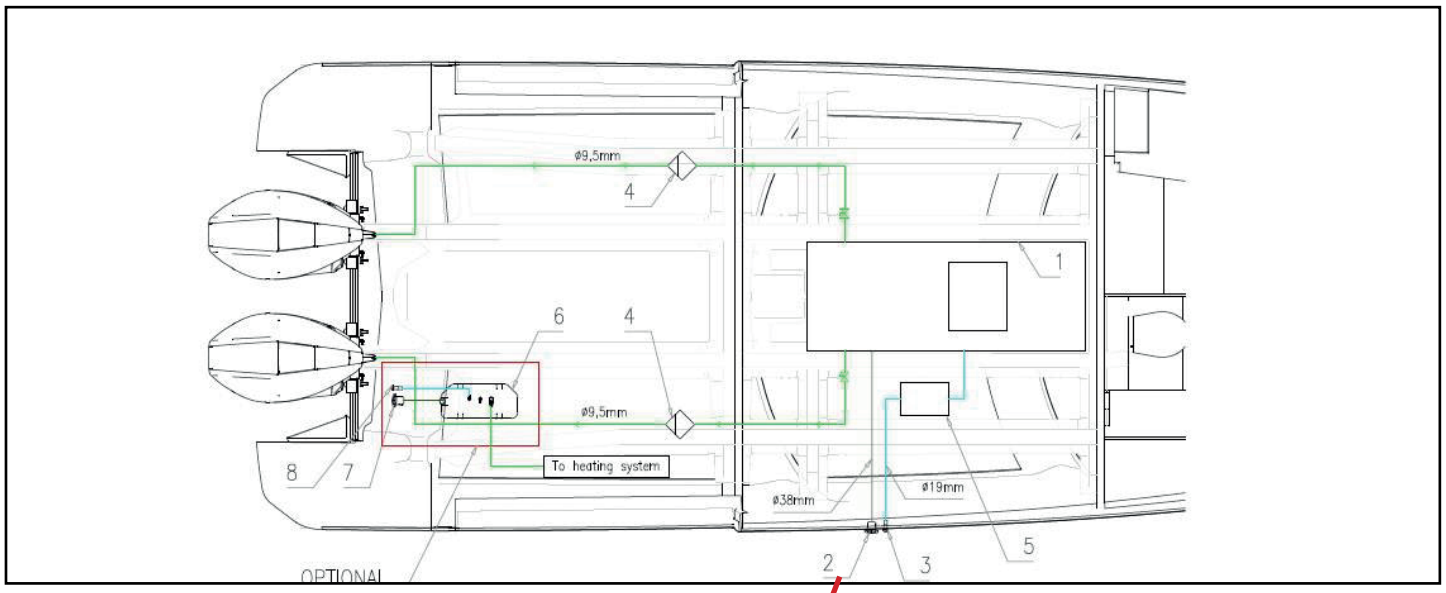
Maximum draft is measured to the lowest point of the outboard engine and given in the fully loaded condition. Canoe body draft is measured to the lowest part of the hull, assuming the outboard engine is raised.

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 amidships of the boat.



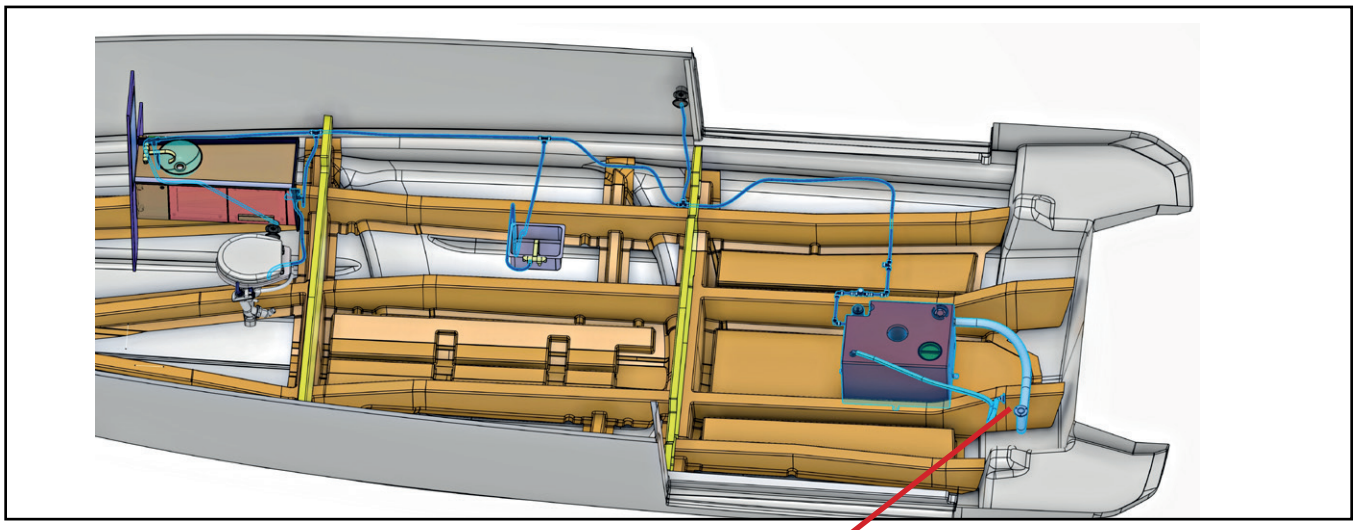
Fuel filling point indicated by number 2

Fresh water tank capacity

The fresh water tank capacity is given in the Boat Characteristics table. All of the tank capacity may not be usable according to trim and loading.

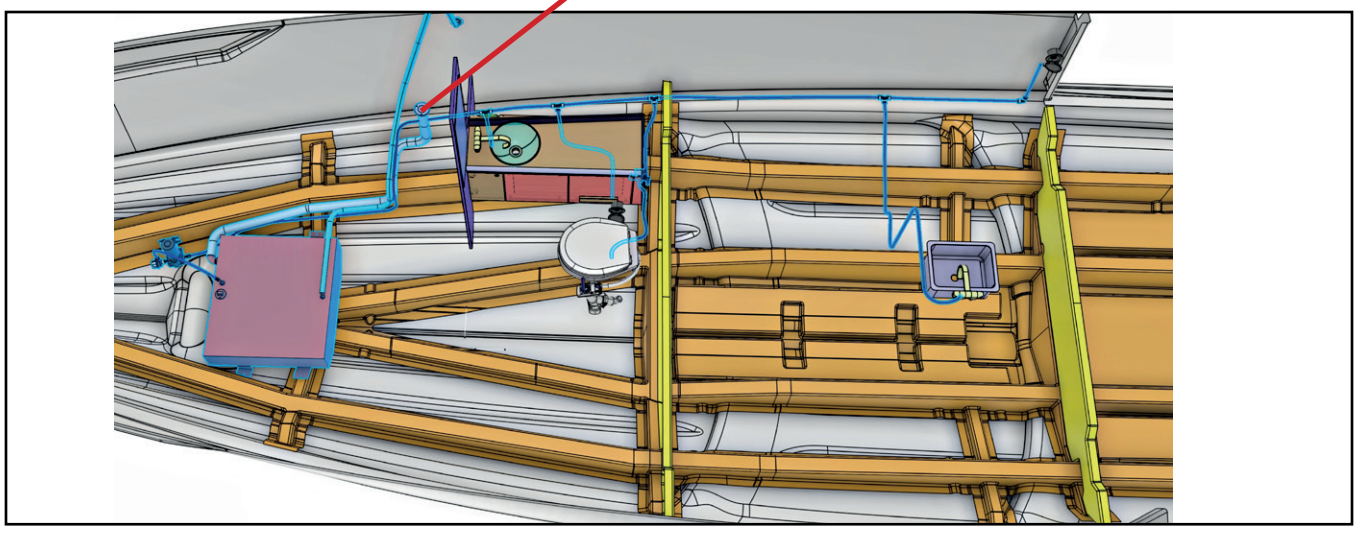
Position of fresh water filling point

The fresh water filling point is located on the aft deck in front of the port side outboard engine.



Fresh water fill point : Single engine

Fresh water fill point : twin-engine

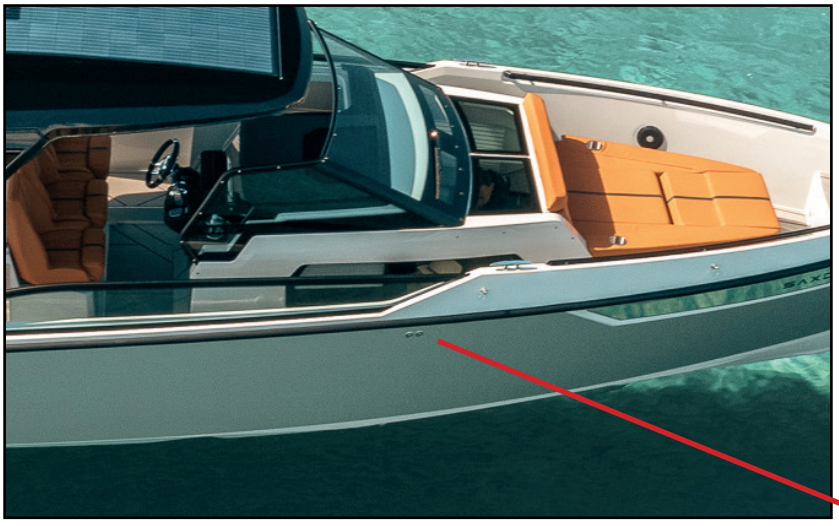


INFORMATION CONNECTED WITH THE RISK OF FLOODING AND STABILITY

Openings in the hull

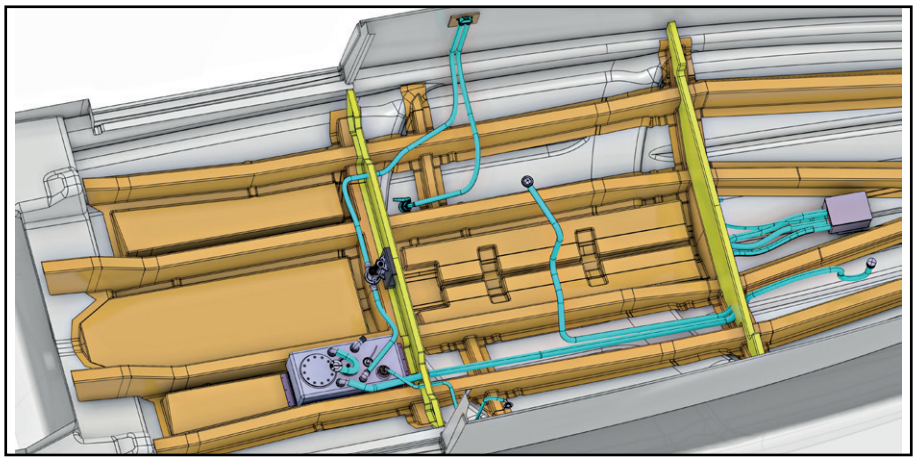
The boat has through-hull fittings for cockpit drains, bilge pump outlets, fuel fill and fuel tank vent, black water tank vent and drain, grey water tank vent and drain, fresh water tank vent, air conditioner water drain and anchor box drain as illustrated in the pictures below.

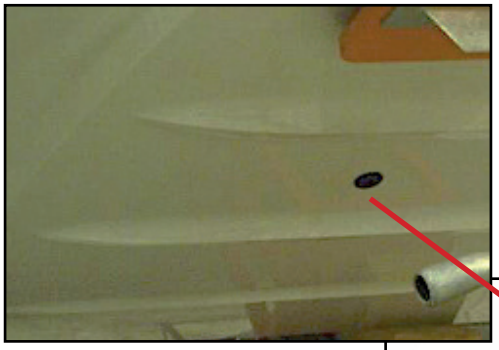
Fuel tank vent -
on the right of fill point



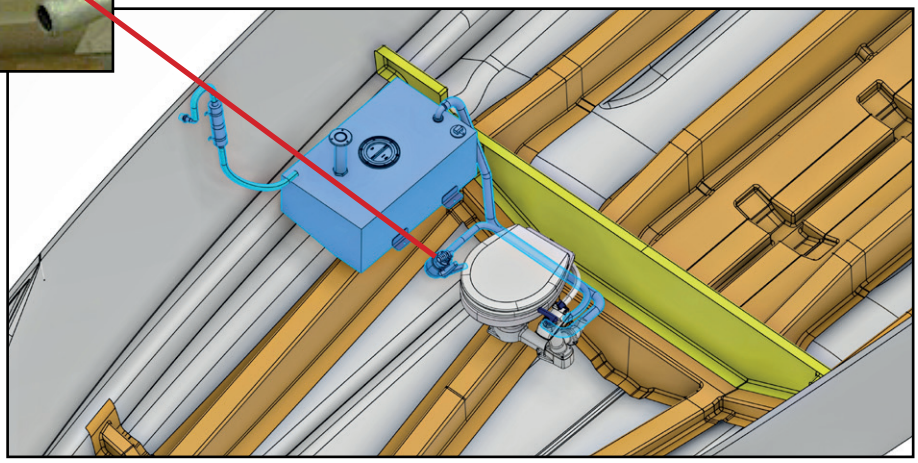
Black water tank vent and fresh water tank vent (for twin-engine option)

Grey water tank vent





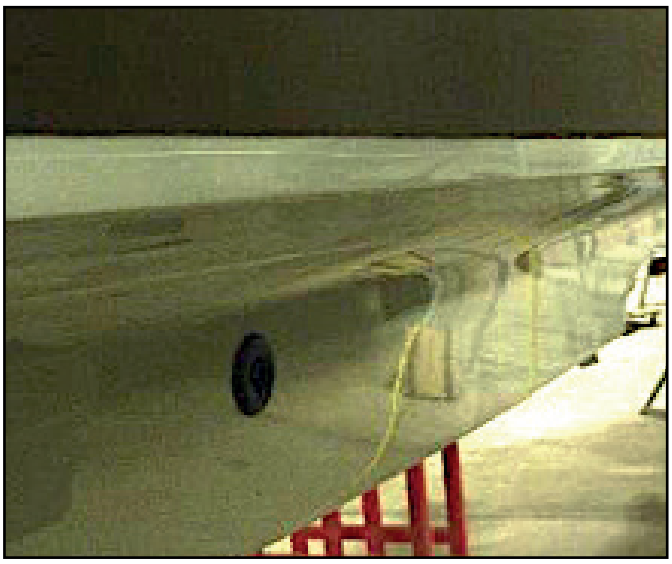
Black water holdig tank drain
overboard outlet



Anchor box drain

The cockpit drains are located in the recess by the steering position

Starboard cockpit drain outlet



Port side cockpit drain outlet

Bilge pump and air conditioner drain outlets

Automatic and manual bilge pump outlets

All hatches must be closed while under way.

Keep portlights, windows, washboards, doors, hatches or ventilation openings closed when appropriate, e.g. in rough weather or at planing speeds. Keep storage locker lids closed while operating the boat to minimize the risk of flooding.

Keep the drains clean and unobstructed.

Bilge Pump

The boat is equipped with the following type bilge pumps.

Bilge Pump	Automatic	Manual
Manufacture	Whale	Whale
Model	Supersub Smart 500 - SS5012	Smartbail - BP5010B
Function	Automatic (manual override facility)	Manual
Capacity	34 l/min	32,75 l/min (45 strokes/min)
Quantity	3	1
Location	Bilges aft / amidships / fwd cabin	Port side amidships

Table - Bilge pumps

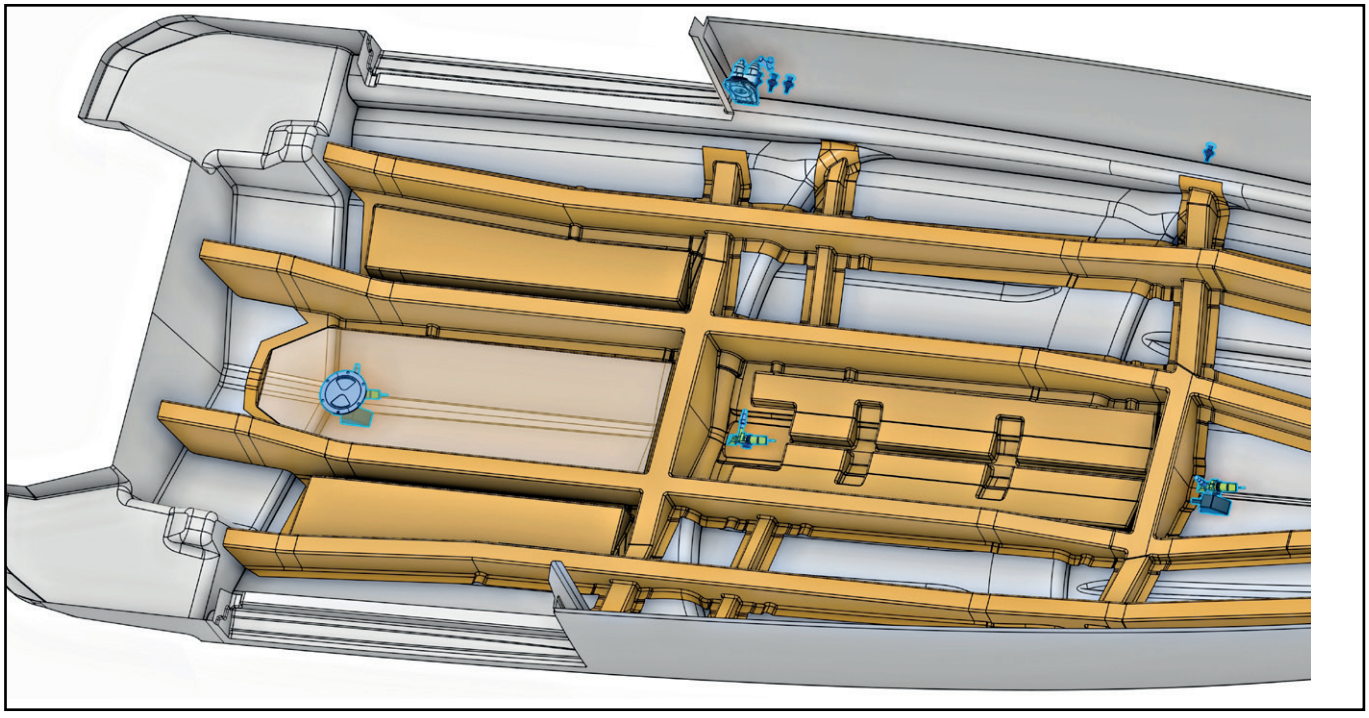


Table - Bilge pump locations

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

Portable fire extinguisher

The boat is equipped with one portable 2 kg powder fire extinguisher located under the driver seat on the starboard side. The rating of the extinguisher is 13A 89B C.

The locker where the portable extinguisher is stored onboard shall carry the appropriate symbol indicating the location.

Location of portable fire extinguisher

Servicing of fire-fighting equipment

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.

Fire escape

The fire escape route from the forward cabin leads through the main companionway. The fire escape symbol indicates the designated route.

Fire escape route symbol

The deck hatches above the cabin berth can be used as auxiliary emergency exits, providing weights (i.e. passengers, luggage etc.) are not placed above them on the sun deck cushions.

Deck hatch from above

Deck hatch from below deck

Responsibility of craft operator when the craft is occupied

Ensure that fire-fighting equipment is in serviceable condition and readily accessible. Unlock any deck hatches, or any other locked escape openings.

Inform craft occupants about the location and operation of fire-fighting equipment. Inform craft occupants about the location of escape routes and fire exits and to plan what to do in the event of fire.

CAUTION!

- PAY ATTENTION AND TAKE CAUTION TO PREVENT DAMAGE TO FUEL LINES.
- DO NOT OBSTRUCT OR MODIFY THE FUEL TANK COMPARTMENT VENTILATION SYSTEM.
- 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.
- DO NOT INSTALL FREE HANGING CURTAINS OR OTHER FABRICS IN THE VICINITY OF OR ABOVE ELECTRICAL HEATING AND COOKING ELEMENTS.

WARNING!

- NEVER OBSTRUCT PASSAGEWAYS TO FIRE EXITS AND HATCHES
- NEVER OBSTRUCT ACCESS TO SAFETY CONTROLS, E.G. FUEL SHUT-OFF VALVES OR ISOLATION SWITCHES OF THE ELECTRICAL SYSTEM.
- 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.
- NEVER LEAVE THE CRAFT UNATTENDED WHEN COOKING AND/OR HEATING APPLIANCES ARE IN USE UNLESS THE APPLIANCE IS DESIGNED TO OPERATE UNATTENDED
- NEVER MODIFY ANY OF THE CRAFT'S SYSTEMS UNLESS YOU HAVE THE
- COMPETENCE TO DO SO.
- NEVER FILL THE FUEL TANK WHEN THE ENGINE IS RUNNING.
- NEVER SMOKE WHILE HANDLING FUEL.
- NEVER STORE PETROL CONTAINERS OR EQUIPMENT CONTAINING PETROL IN ANY AREA NOT DESIGNATED FOR THE SPECIFIC STORAGE OF PETROL.

ELECTRICAL SYSTEM

DC-system

The DC-system voltage on Saxdor 320 GTO/GTR is 12 volts.

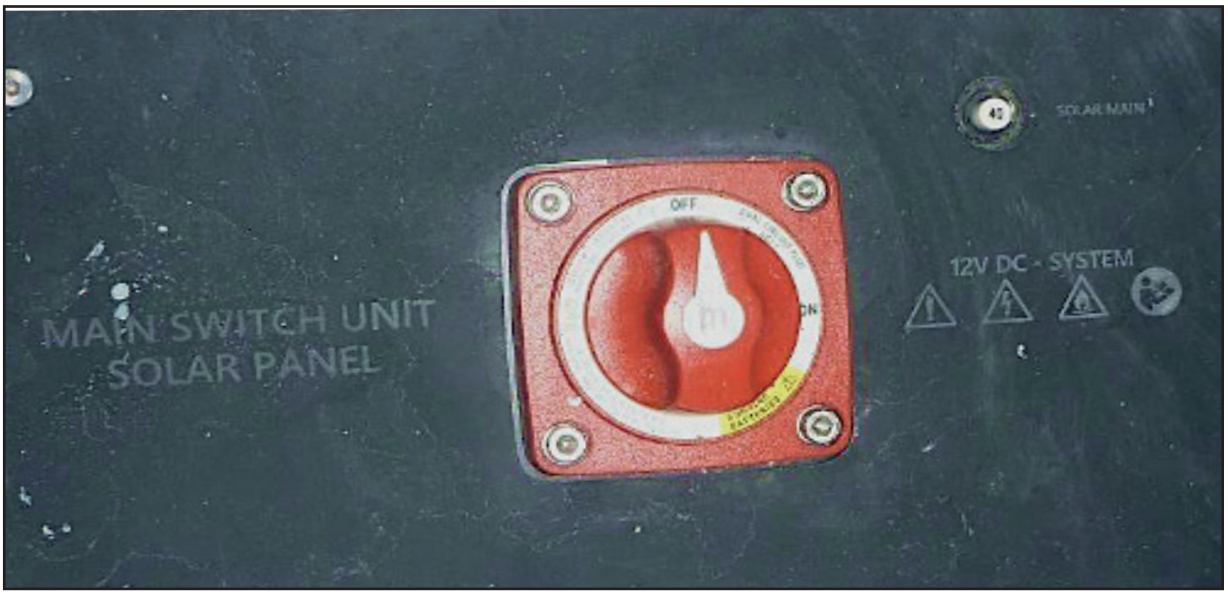
The battery main switches are located underneath the driver seat. There are separate switches for the starboard and port side outboard engines, for the service battery and for the bow thruster battery.

Battery switches

The main electrical panel is located inside the cabin on the port side. It contains circuit breakers for all the electrical circuits on the boat as seen on the illustration below.

12V DC circuit breakers and 230 V panel board

The solar unit main switch is located in the aft technical locker as illustrated by the picture below.



Solar unit main switch

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.

Steering console

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

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

Electrical dials on the steering console

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.

AC - system

Shore power inlet

Do not modify the craft's electrical system or relevant drawings. Installation, alterations and maintenance should be performed by a competent marine electrical technician. Disconnect shore power connections when system is not in use. Connect metallic housings or enclosures of installed electrical appliances to the protective conductor system in

the craft (green or green with a yellow stripe conductor). Use double-insulated or grounded (earthed) electrical appliances.
If reverse polarity indicator is activated, do not use electrical system. Correct polarity fault before activating the electrical system on the craft.
Connect shore power cable to craft's inlet before connecting to shore power source. Disconnect shore power cable at shore power source first. Close the shore power inlet cover tightly.
If reverse polarity indicator is activated, turn off craft's shore power connection switch immediately (if fitted). Do not alter shore power cable connectors, use only compatible cable connectors and shore power receptacles. Test the residual current device (RCD) on a monthly basis.

WARNING!
DO NOT WORK ON AN ENERGIZED AC SYSTEM

WARNING!
DO NOT ALLOW SHORE POWER CABLE END TO HANG IN THE WATER. AN ELECTRICAL FIELD CAN RESULT WHICH CAN CAUSE INJURY OR DEATH TO NEARBY SWIMMERS.

WARNING !
TO MINIMIZE SHOCK AND FIRE HAZARDS: TURN OFF CRAFT'S SHORE POWER CONNECTION SWITCH BEFORE CONNECTING OR DISCONNECTING SHORE POWER CABLE.

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.

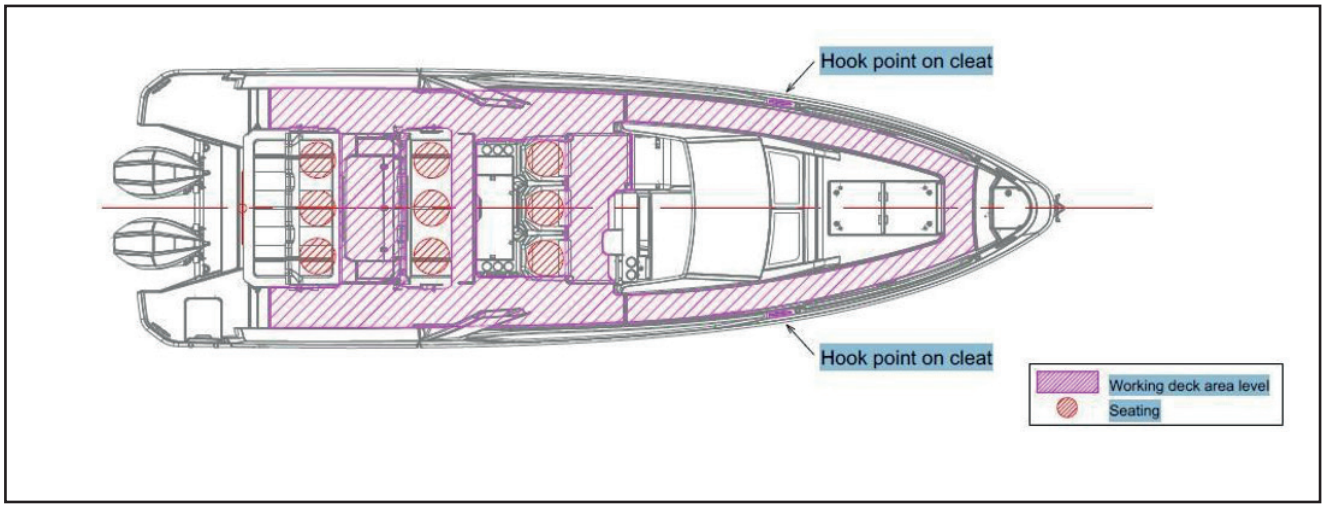
WARNING!
RUNNING THE ENGINES WITH THE CABIN DOOR OPEN MAY INDUCE EXHAUST FUMES INTO THE CABIN. KEEP DOOR CLOSED WHILE OPERATING THE BOAT.

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, HEADCHE, DIZZINESS, DROWSINESS, AND LACK OF CONSIOUNESS. GET FRESH AIR IF ANYONE SHOWS SIGNS OF CARBON MONOXIDE POISONING.

MAN-OVERBOARD PREVENTION AND RECOVERY

Working deck

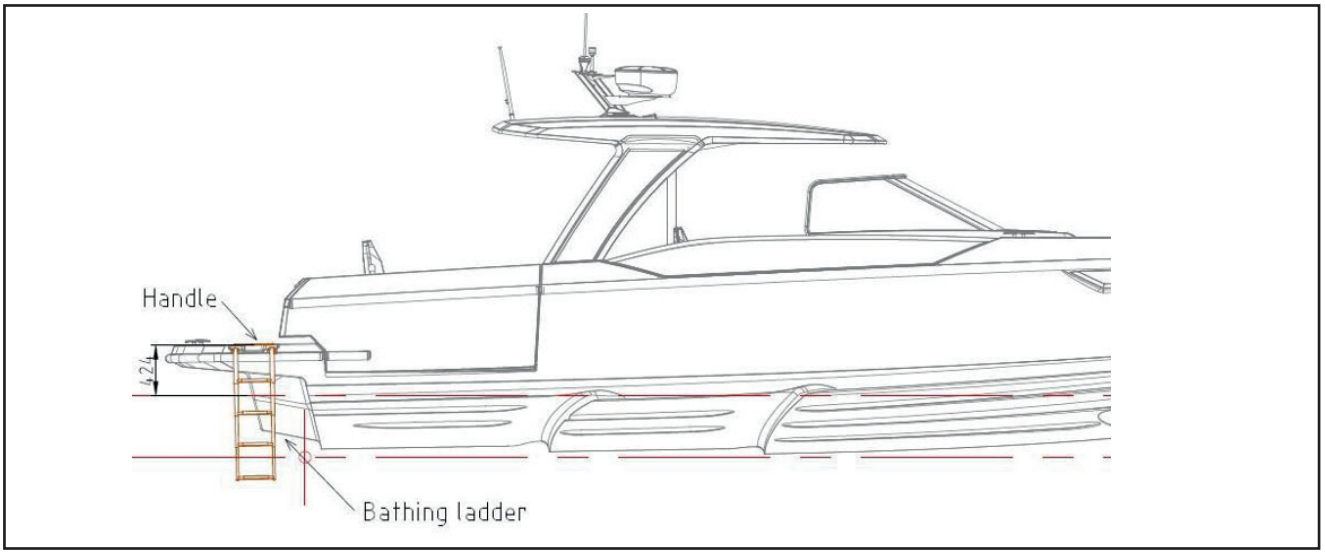
The swim platform is not considered as belonging to the working deck and shall not be used when underway. The intended working deck area is illustrated in the drawing below.



Working deck

Man-overboard recovery

The craft is equipped with a foldable ladder fixed on the starboard side of the aft swim platform. The ladder is deployed by first opening the hatch covering the ladder and then by pulling the ladder out. This operation can be performed by a person in the water.



Man-overboard recovery

WARNING!
PASSENGERS SEATED ON AFT SEAT NEED TO ATTACH THEMSELVES WITH SAFETY LINES TO A HOOKING POINT WHEN THE BOAT IS OPERATED IN WINDS ABOVE BEAUFORT FORCE 6 OR WHEN SIGNIFICANT WAVE HEIGHTS ARE OVER 2 M.

WARNING!
KEEP THE AFT GATE CLOSED WHILE OPERATING THE BOAT.

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

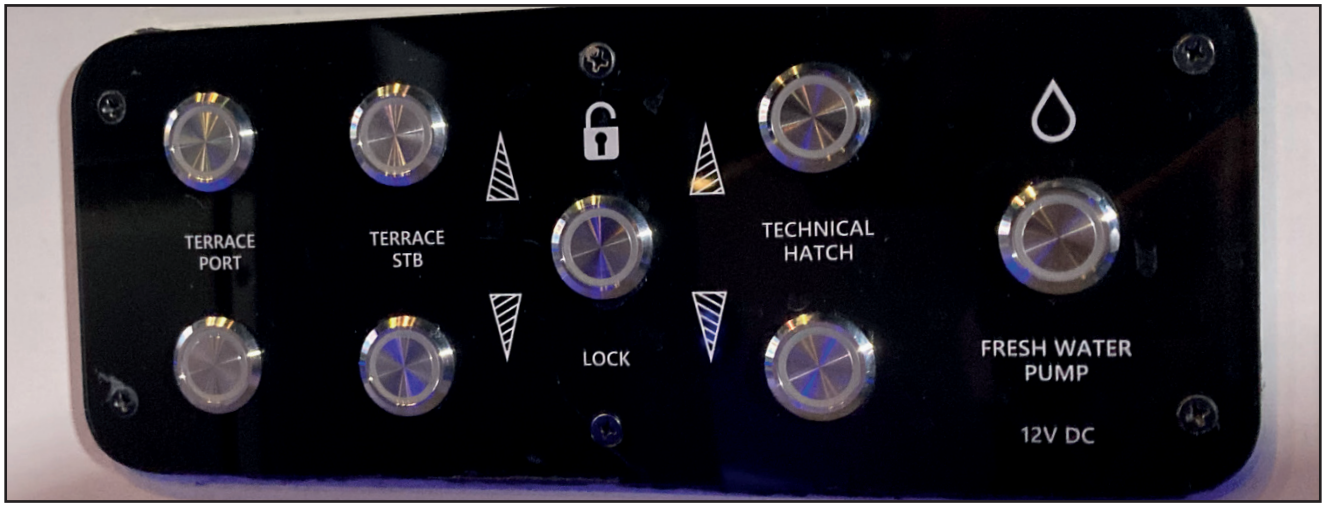
Side terraces and the technical hatch

Port side terrace

The boat is equipped with foldable side terraces, located at the aft deck on both sides. The terraces on both sides can be operated independently via the control panel on the starboard side of the boat. For lowering a terrace, first push the LOCK button and then the button for the chosen terrace (TERRACE PORT or TERRACE STB) on the bottom row of the control panel.

For raising a terrace, push the LOCK button and the button for the chosen terrace on the upper row of the control panel.

The technical hatch is operated via the same procedure by using the buttons located on the right side of the LOCK button.



Terrace and technical hatch control panel

CAUTION!
OPEN THE MANUAL SIDE TERRACE LATCH BEFORE LOWERING THE TERRACE VIA THE CONTROL PANEL.

CAUTION!
BEFORE OPERATING THE TERRACES OR THE TECHNICAL HATCH MAKE SURE THERE ARE NO PERSONS NEAR THAT COULD BE INJURED BY THE MOVEMENT OF THE HATCH OR THE TERRACES.

CAUTION!
SECURE THE SIDE TERRACE LATCHES WHEN THE SIDE TERRACES ARE IN THE RAISED POSITION.

Terrace securing latch

WARNING!
THE TERRACES ARE NOT INTENDED TO BE USED IN THE LOWERED POSITION WHILE THE BOAT IS UNDERWAY.

Use of holding tanks

The toilet is emptied by using the toilet pump button and flushed by using the toilet flush button, located on the panel in the head compartment.

Head compartment control panel

Black water deck pump-out fitting

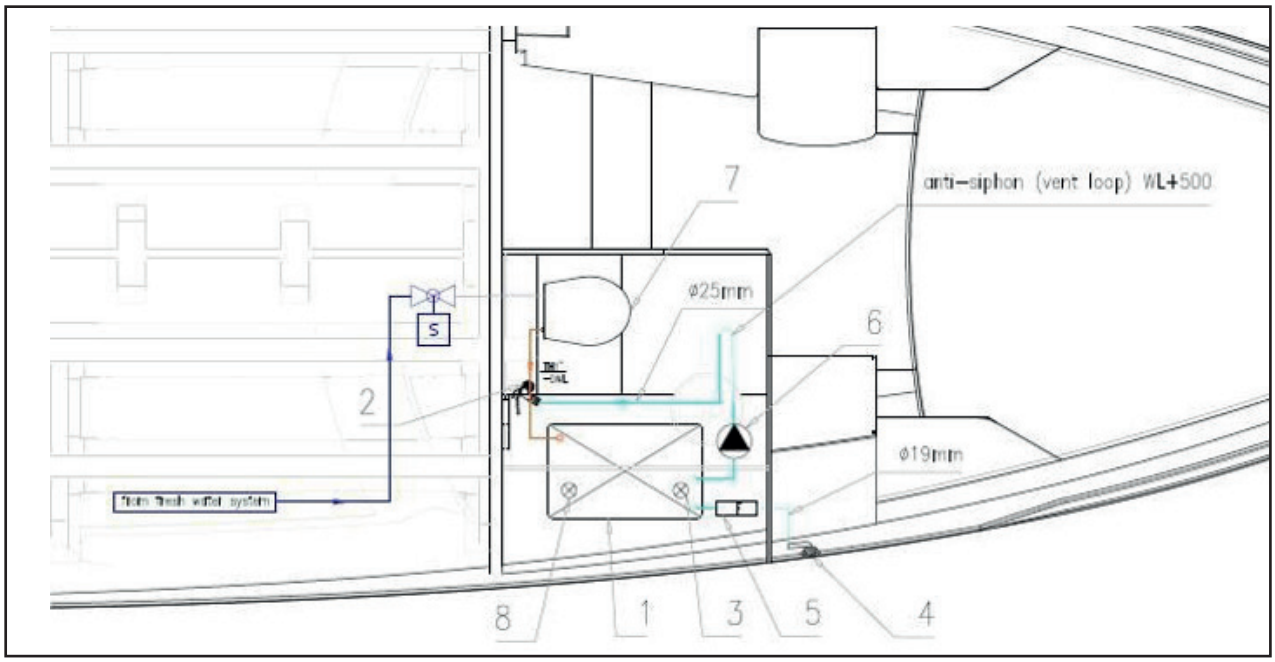
Grey water deck pump-out fitting

The system should be empty during storage at freezing temperatures. Be aware of local regulation on discharge.

The black water holding tank can be discharged overboard through the through-hull fitting located in the bilge on the starboard side of the toilet bowl. The through-hull fitting is fitted with a seacock, which shall be secured in the sealed shut position, except when the holding tank is being discharged overboard. Check the function of the seacock at regular intervals.

Black water system

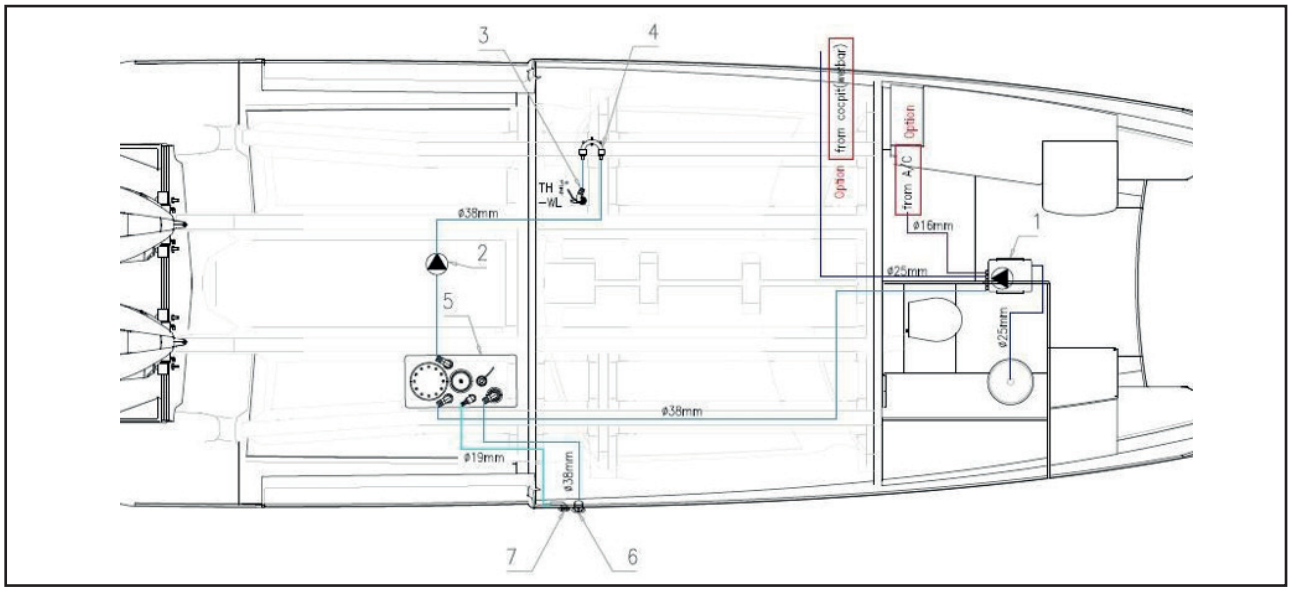
The black water tank capacity is given in the Boat Characteristics table.
The through-hull and deck fittings are located as illustrated by the following drawing.



Black water through-hull fitting indicated by number 2 and deck fitting by number 3.

Grey water system

The optional grey water system is intended for gathering waste water produced by the wash basin at the cabin head, the optional wet bar at the aft deck and for water produced by the optional air conditioning equipment. The grey water tank capacity is given in the Boat Characteristics table. The through-hull and deck fittings are located as illustrated by the following drawing.



Grey water through-hull fitting indicated by number 3 and deck fitting by number 6.

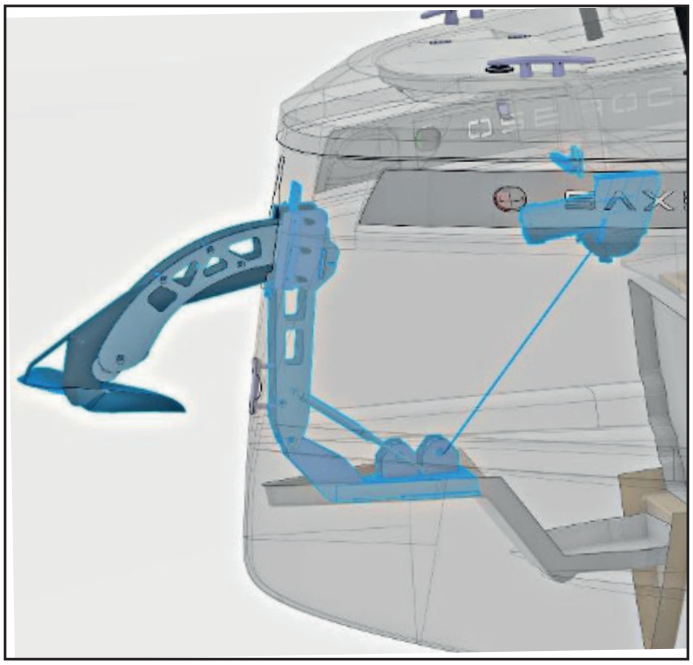
RESPECT FOR ENVIRONMENT

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

ANCHORING, MOORING AND TOWING

The anchor is located in the forepeak anchor box or in an optional anchor retaining system. The anchor can be lowered by operating the anchor winch for the main control panel, or by manually lowering the anchor from the bow.

Anchor winch control panel



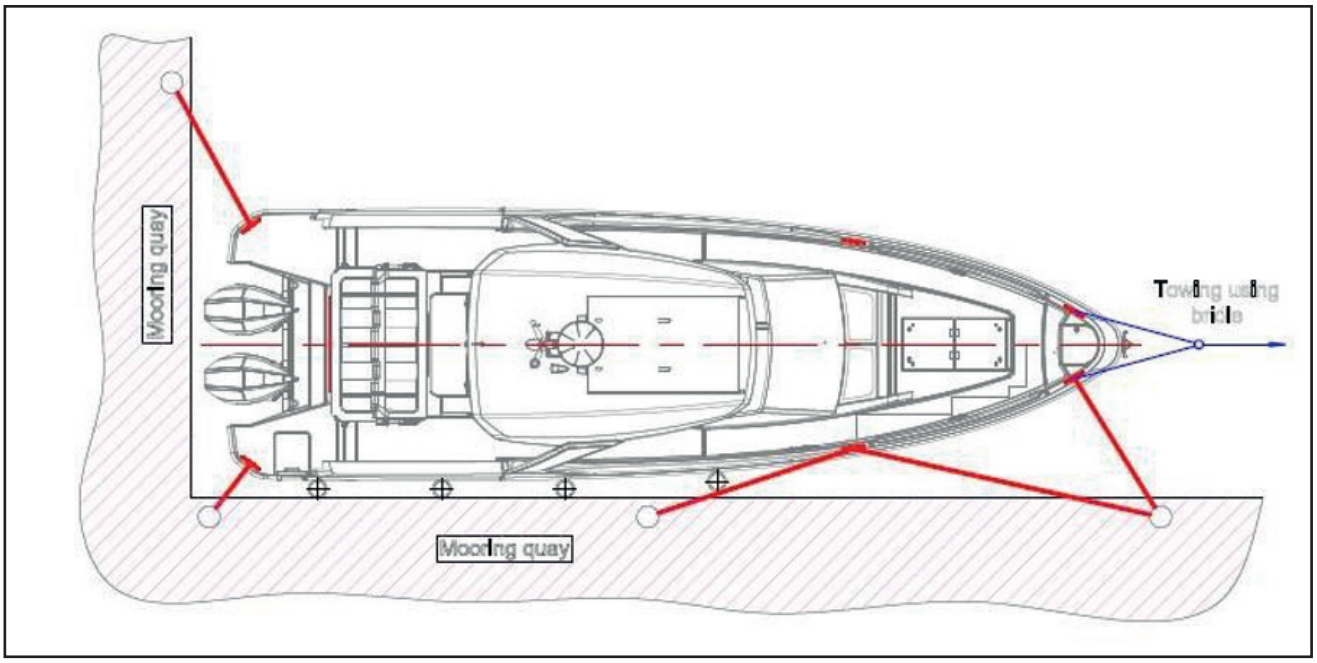
Anchor retaining system

The boat has six stainless steel cleats, two at the bow, two at the side decks forward of the cabin and two aft. These are intended to be used as strong points required for anchoring and mooring. The towing plate can alternatively be used for towing the boat. The breaking strength of the strong points are given in the boat characteristics table.

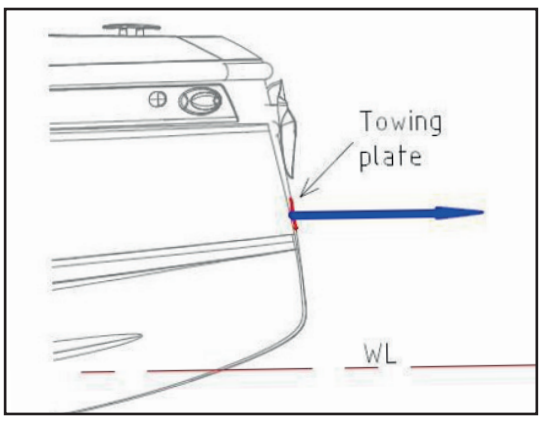
It is the owner's/operators responsibility to ensure that mooring lines, towing lines, anchor chains, anchor lines and anchors are adequate for the vessel's intended use, i.e. the lines or chains do not exceed 80 % of the breaking strength of the respective strong point.

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.



Mooring points and towing using bridle



Towing using the towing plate

Towing plate

TRAILERING AND LIFTING

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, mT, 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 mT 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.

Lifting the boat

Spreader bars should always be used when lifting The Saxdor 320. The bars should be long enough to prevent damage to the terraces or to other equipment with stripes.

We do not recommend to hook the boat through the aft wings as it may slide away and create serious hazards. For your reference, the LCG of the boat without stores and spare equipment is typically between 2,78 m and 3,30m measured from the transom depending on installed options. Weight distribution may variate if changes are made into the systems or equipment installations.

WARRANTY

1. The Guarantor, Saxdor Yachts Oy, hereby warrants that the indicated equipment is free from any physical defects for the period of: a) 24 months for hull, general arrangement and factory made parts, b) 12 months for gel coat.

2. The boat must be used in accordance with the conditions specified on the builder's plate.

3. The warranty period starts on the day of delivery by the dealer.

4. In case the warranty is deemed to enable hull replacement, the warranty period shall run anew from the replacement date. In case of minor defects removal, the warranty shall be extended by the period between notification and removal of such a defect.

5. A physical defect is defined as a defect diminishing the value of the equipment or its usefulness, which makes it impossible to utilize the equipment in accordance with its intended use.

6. Warranty repair shall not include actions specified in the owner's manual, which should be undertaken by the equipment user on his or her own and at his or her expense. The Guarantor shall choose the method of defect elimination; the Guarantor may decide to have the equipment repaired, have the damaged part replaced, or have all equipment replaced.

7. For the complaint to be accepted during the warranty period the condition is that the equipment is delivered or presented 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 professional actions which are adequate in eliminating 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, c) defects resulting from modifications or changes to design, performed by the user or third persons, d) purposeful damage to the boat.

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

11. In case the circumstances allow exercising the rights of the warranty, the user shall notify the local Saxdor dealer about the complaint, together with the description of the defect, in writing within 7 days of detecting the defect.

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

13. Saxdor Yachts Oy shall not assume any liability for the fittings (accessories) supplied by the owner, nor any accessories covered by a separate warranty, which are thus excluded from the warranty of the boat. Moreover, it is emphasized that all electronic instrumentation supplied and installed by Saxdor Yachts Oy is covered by a separate warranty, which provides only for delivery of materials and not for workmanship required to perform potential repairs.

14. Defects of equipment shall be eliminated by Saxdor Yachts Oy within 21 days of the date of acceptance of the complaint. If elimination of the defect requires a significant amount of work due to the complicated nature of the defect, the above mentioned period shall be extended and Saxdor Yachts Oy 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 Yachts Oy. The user refusing to sign the protocol shall result in unilateral signing of the protocol by Saxdor Yachts Oy after preparing photographic documentation of the defect elimination.

16. The boat shall be used in accordance with the owner's manual. If the boat is used against the recommendations and instructions laid out in the owner's manual, the warranty will cease to be valid.

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

18. The warranty card is valid only when accompanied by the 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. If Saxdor Yachts Oy service staff is being sent for a warranty repair and the boat is not ready for the repair, or the boat is absent at the scheduled time, the owner will be charged the service staff travel expenses. The responsibility for carrying out the repair and all costs of the repair will be moved on to the owner.

ANNEX 1 – ELECTRICAL WIRING DIAGRAM

Please view separate documents
or
download the document by scanning the QR code below:

ANNEX 2 – DECLARATION OF CONFORMITY

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[1] 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[1] number (if applicable): **Date:**

Other Community Directives applied :

DESCRIPTION OF RECREATIONAL CRAFT:

Watercraft Identification Number:

Brand name of the Recreational Craft: SAXDOR **Model or Type:** SAXDOR 320 GTO/GTR

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	6	5298
C	9	5333
D		

Length of hull L_H 10,28 m
Beam of hull B_H 3,03 m
Maximum Draught T: 0,92 m

Deck:
☒ Fully enclosed
☐ Partially protected
☐ Open

Craft main propulsion:
☐ Sail, projected sail area *As*: 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: 448 kW
Installed engine power: kW
Number of propulsion engines: 2 #
Maximum recommended engine mass[2]: 520 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
(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

EN 1/2

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

[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

SAXDOR
YACHTS

ROCK THE BOAT INDUSTRY!

Contact

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

+358 400 149209
www.saxdoryachts.com

hello@saxdor.com