



LaserPerformance™

Owners Manual

Owners Manual For Single Handed Dinghies,
Small Craft and Catamarans

Manuel des propriétaires de dériveurs en solitaire,
petits canots et catamarans

Handbuch für Einhand-Dingis, Sportboote
und Katamarane

Manuale d'istruzioni per dinghy per una sola
persona, piccole imbarcazioni e catamarani

Manual del Propietario para Dinghies de una
persona, Barcos pequeños y Catamaranes

English

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English

Introduction

This manual has been compiled to help you to operate your craft with safety and pleasure: It is assumed that you have obtained sufficient expertise to rig and sail your new boat. If this is your first boat and you have not received approved instruction then we would strongly recommend that you contact a certified sailing school and obtain appropriate training and instruction.

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

Please take note of the following dangers:

-  The mast is metal 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 jacket.
-  Always ensure that the rudder retaining clip is operating correctly and the split ring is fitted, so that the rudder cannot fall off in the event of a capsize.
-  All wire rigging, ropes, spars and fittings should be regularly inspected for 'wear and tear' or damage.
-  Always ensure that shackles are done up tight and split rings are not distorted.
-  Always check that the transom bung and hatches are done up tight 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.
-  Always ensure that you sail with the minimum number of people to recover the boat after a capsize.
-  Always inform someone else of your intentions before going afloat.
-  Do not exceed the maximum number of persons 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 rigging manual provided separately with your craft.
-  In the sport of sailing there is a risk of finger or toe entrapment between moving components. Ie. Rudder stock, rudder blade and tiller. Centrboard/Keel and casing, boom and mast, traveller and car, mast heel hinge point and gate or step location, blocks and running rigging. Appropriate care and caution is required.
-  Sailing Barefoot can lead to injury. LaserPerformance recommend that suitable shoes are worn when using LaserPerformance products.
-  In the sport of sailing 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.

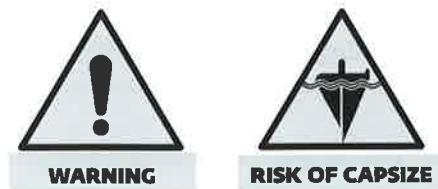
Capsize, Inversion and Entrapment

Dessalage et inversion, Inversion, Piégé sous le bateau

Kentern, Durchkentern und Einschluss

Scuffia, Scuffia a 180 gradi e rischio di intrappolamento

Volcada completa, Volcada y Quedarse atrapado

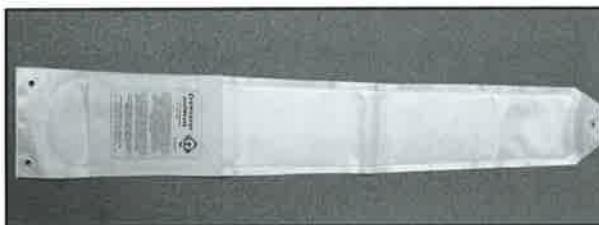
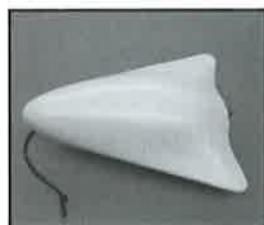


English

Capsize - With all sailing dinghies and catamarans there is a risk of capsizing. Capsizing is part of the sport of sailing and part of the risk and fun. The following guide lines will help you recover from a capsizing. However, LaserPerformance strongly advise that you obtain professional training from approved sources to ensure competency.

Inversion - When a boat capsizes there is a risk of inversion. The guide will show you how to recover and re-board successfully.

Mast head floatation - To reduce the speed of inversion LaserPerformance offer 3 optional forms of mast head buoyancy. Mast head buoyancy will not prevent inversion, but slow it down to give you more time to stop the boat inverting before you pull it up-right. (See table for boat specific applications)



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 or the trapez gets caught on standing or running rigging. To reduce the risk of entrapment LaserPerformance would draw your attention to the following guidelines 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 knife, easily accessible, preferably serrated knife.
- 3 Always ensure good housekeeping and seamanship.
- 4 Always use a trapeze harness with a quick release hook.

Français

Dessalage et inversion - Avec tous les dériveurs et catamarans de sport, il y a un risque de dessalage. Dessaler fait parti de ce sport et du risque lors de vos navigations. Les explications ci-dessous vous aideront à resaler votre bateau. Cependant, LaserPerformance vous recommande vivement d'avoir suivi une formation avec une structure reconnue afin de valider vos compétences.

Inversion - Lors d'un dessalage, il y a un risque d'inversion totale du bateau. Les explications ci-dessous vous montreront comment resaler et remonter à bord de votre dériveur avec succès.

Flottabilité de mat - Pour réduire la vitesse d'inversion, LaserPerformance propose trois formes de flottabilité de mat. Prenez connaissance du tableau joint pour la mise en place de votre flottabilité. Les réserves de flottabilité de mat n'empêchent pas l'inversion, mais la ralentissent afin de vous laisser le temps d'arrêter l'inversion avant de resaler le bateau. (voir le tableau pour les applications spécifiques)

Piégé sous le bateau - Lors d'une inversion totale du bateau, il est possible de rester piégé sous la coque. Ceci peut-être dangereux particulièrement si vos membres ou vos vêtements s'emmèlent avec les cordages ou si votre câble de trapèze reste sous tension. Pour réduire ce risque LaserPerformance souhaite attirer votre attention sur les explications suivantes fournies par la Royal Yachting Association (RYA) :

- 1 Assurez-vous que les cordages et élastiques soient à la bonne place pour garantir la bonne longueur nécessaire. Prenez soins de ranger régulièrement vos cordages pendant vos navigations.
- 2 Naviguez avec un couteau facilement accessible.
- 3 Prévoyez d'être surveillé.
- 4 Utilisez une ceinture de trapèze avec une boucle amovible.

English

Mast Float Usage & Fitment Recommendations

The greater the volume of the mast float used, the higher the inversion resistance it will provide.



9 Litre Inflatable Mast Float

(Heavy duty fabric construction)

Part Code # 90718

The single eyelet at the top of the float should be tied directly to the sail's mast head cap webbing using a short piece of 4mm diameter rope.

A second piece of the same rope should then be used to tie a small bowline loop which passes through both the eyelets at the bottom of the float.

The resulting rope tail should then be passed down the front face of the mast before being tensioned and cleated or tied to the bridge piece of one of the clam cleats in the region of the gooseneck.



40 Litre Inflatable Mast Float

(Heavy duty fabric construction)

Part Code # 90720

With the mainsail ready to hoist:

Form a short loop in the end of the halyard and pass the loop through the eye in the head of the mainsail.

Pass the loop through the stainless "D" ring on the end of the mast float.

Pass the bobble (on the very end of the halyard) through the aforementioned emerging loop and pull the body of the halyard backwards firmly to secure.

Hoist the mainsail to the desired height before cleating. (You may be reefed).

Note: This mast float only supports attachment at one end so fitment parallel to the mast is not possible.



15 Litre Mast Float

(Heavy Duty Rotor Moulded Construction)

Part Code # 90530

Apply the self adhesive neoprene strip to the top of the mast. This should be butted up to the top edge of the aluminium and not onto the mast head fitting.

Place the mast head float onto the mast head with the narrow end to the front of the mast. Thread the rope through the lacing eye on the front of the mast head float and the front of the mast. Securely tie the mast head float onto the mast.

	9 L	40 L	LASER (15 L)
LASER PICO	✓	N/A	N/A
BUG	✓	N/A	N/A
FUNBOAT	✓	N/A	N/A
VAPOR / LASER OPTIMIST	✓	N/A	N/A
SUNFISH	✓	N/A	N/A
LASER			N/A
LASER VAGO	✓	✓	✓
LASER BAHIA	✓	✓	✓
DART 16	✓	✓	N/A
LASER 2000	✓	✓	N/A
C420	✓	✓	N/A
VANGUARD 15	✓	✓	N/A
CLUB FJ	✓	✓	N/A
LASER STRATOS KEEL	✓	✓	N/A



WARNING: Mast floatation devices are only an aid to slow the rate of inversion in the event of a capsize. They do not guarantee to stop complete inversion of your craft. Also, be aware that prevailing conditions including tide, wind, swell, waves and/or incorrect fitment can have an adverse effect on their performance.

Capsize Recovery and Reboarding – Single Handed Dinghy

En cas de dessalement – Dériveur en solitaire

Wiederaufrichten – Einhand-Dingis

Riassestamento dopo il capovolgimento – dinghy per una solo persona

Adrizaie de vuelco – Dinghy solitario



English

Stand on the lip of the hull. Holding onto the centreboard, lean backwards to pull the hull upright.

As the boat comes upright, reach into the cockpit and pull yourself back into the boat.

To reboard, if you are agile, you can climb onto the centreboard as the boat capsizes and step back into it from the centreboard as it comes upright. If you are not, climb in over the transom.

Français

Placez-vous sur le bord de la coque, en vous tenant à la dérive, penchez-vous en arrière pour redresser la coque en position verticale.

Lorsque le bateau se redresse, rentrez dans le cockpit et réintégrez l'intérieur du bateau.

Si vous êtes suffisamment agile, vous pouvez sauter sur la dérive du bateau lorsqu'il dessale et vous replacer à l'intérieur lorsqu'il se met à la verticale.

Deutsch

Stellen Sie sich auf den Rand des Rumpfs. Halten Sie das Schwert fest, lehnen Sie sich zurück und ziehen Sie dabei den Rumpf in die aufrechte Position.

Wenn das Boot wieder aufrecht im Wasser liegt, halten Sie sich im Cockpit fest und ziehen Sie sich ins Boot zurück.

Wenn Sie sehr gelenkig sind, können Sie auch auf das Schwert klettern, wenn das Boot kentert, und dann vom Schwert aus wieder ins Boot steigen, sobald es sich wieder aufrichtet.

Italiano

Reggersi in piedi sul bordo. Trattenersi stretto alla deriva mobile e inclinarsi all'indietro per raddrizzare il dinghy.

Mentre il dinghy si sta sollevando verticalmente, spingersi verso il pozzetto e rimettersi nel dinghy.

Se siete agili potete attenervi alla deriva durante il capovolgimento e riposizionarvi nel dinghy mentre si sta addrizzando.

Español

Ponerse de pie en el borde del casco. Agarrando la orza, inclinarse hacia atrás para invertir el casco.

Al adrizar el barco, agarrar dentro de la bañera y jalarse dentro del barco.

Si es usted ágil, puede subirse sobre la orza cuando se vuelca el barco y volver a entrar el barco desde la orza cuando se adriza aquél.

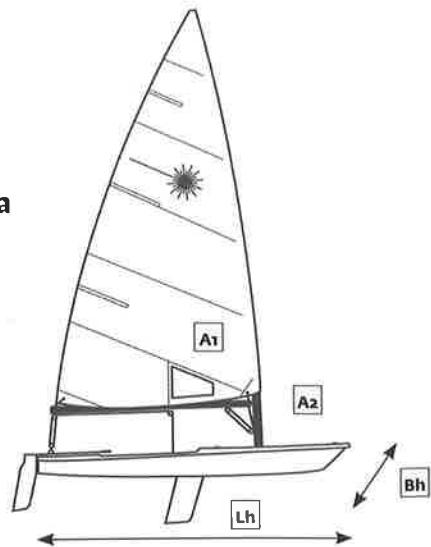
Principal Dimensions for Single Handed Dinghies

Dimensions principales des dériveurs en solitaire

Wichtige Daten für Einhand-Dingis

Dimensioni principali per dinghy per una sola persona

Dimensiones Principales para Dinghy solitario



MODEL / TYPE	LASER	PICO	FUNBOAT	SUNFISH	BUG
CATEGORY	C	C	C	C	C
A1 m ²	4.7 – 7.06	5.14 – 6.33	4.8	6.97	3.8 – 5.3
A2 m ²	—	1.09	—	—	—
Lh m	4.21	3.58	3.90	4.24	2.64
Bh m	1.37	1.40	1.25	1.25	1.3
D kg	81	90	94	80	60
ML kg	175	175	175	160	160
CR kg	78	63	72	68	68
CL —	3	3	3	2	2
MRE*	N/A	N/A	N/A	NA	1.5kw/13kg
ECN*	6/97A	7/97A	24/00A	556/08	555/08
DI*	05/12/05	05/12/05	30/03/07	07/02/08	07/02/08

		English Category	Français Catégorie	Deutsch Kategorie	Italiano Categoria	Español Categoría
A1	m ²	Mail sail area	Surface de voile	Großsegelfläche	Sup. Vela Maestra	Superficie de la vela mayor
A2	m ²	Jib area	Surface de foc	Fockfläche	Sup. Fiocco	Superficie del foque
LH	m	Length of hull	Longueur de la coque	Rumpflänge	Lung. Scafo	Eslora
Bh	m	Beam of hull	Largeur de la coque	Rumpfbreite	Larg. Scafo	Manga
D	kg	Unladen weight	Poids de la coque	Rumpfgewicht	Peso Scafo	Peso del casco
ML	kg	Maximum load	Charge maximum	Höchstlast	Carico Massimo	Carga máxima
CR	kg	Minimum crew for capsize	Equipage minimum pour redressement	Mindestbesatzung beim Kentern	Equipaggio minimo per capovolgimento	Numero minimo de tripulantes en caso de zozobra
CL	—	Maximum no of persons	Nombre de personnes maximum	Maximale Besatzung	Massimo Nu. persone	Número máximo de personas

*MRE Maximum Recommended Engine

*ECN ECtype-examination Certificate number

*DI Date of issue:

Category C: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including, wind force 6 and significant wave height up to and including, 2m may be experienced.

Category D: Sheltered designed for voyages on sheltered coastal waters, small bays small lakes, rivers and canals where conditions up to and including wind force 4 and significant wave heights up to and including 0.3m may be experienced, with occasional waves of 0.5m maximum height.

ML: 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. This should never be exceeded.

Note: The total weight of all the persons on board should never exceed the maximum load in KG.

Capsize Recovery and Reboarding – Multi-person small craft

En cas de dessalement – Petit canot à plusieurs places

Wiederaufrichten – Sportboote für mehrere Personen

Riassestamento dopo il capovolgimento – piccola imbarcazione per più persone

Adrizaje de vuelco – Barco pequeño para varias personas



English

- 1 To recover from a full inversion. One crew member should hold onto the centreboard and pull backwards. The other crew member can take a jib or genniker sheet over the top side of the hull and pull backwards whilst standing on the lip of the hull.
- 2 When the boat is on its side, one crew can pull the boat upright with the help of the righting line or jib sheet.
- 3 At the same time the other crew positions themselves inside the cockpit. They will get “scooped up” into the boat as it comes upright.
- 4 To reboard – The other crew can either climb over the edge of the boat as it comes upright or climb in over the transom.

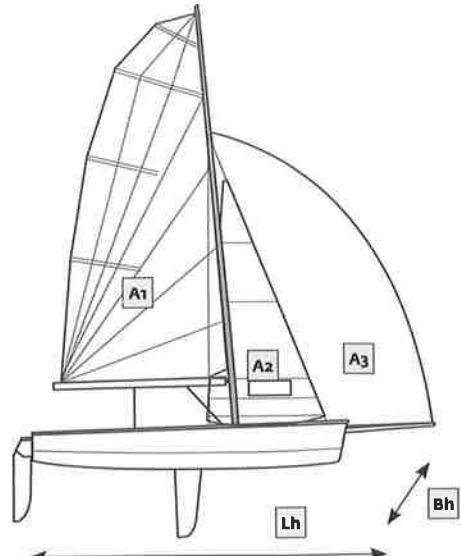
Français

- 1 En cas de retournement complet, l'un des équipiers doit s'agripper à la dérive et tirer vers l'arrière. L'autre équipier peut saisir le foc ou le génois sur le côté supérieur de la coque et tirer vers l'arrière tout en se tenant sur le bord de la coque.
- 2 Lorsque le bateau est sur le côté, un équipier peut redresser le bateau en s'aidant du bout de redressement ou du foc.
- 3 Dans le même temps, les autres équipiers se placent à l'intérieur du cockpit. Ils seront “ramassés” par le bateau au moment où il se redressera.
- 4 L'autre équipier peut soit sauter par-dessus le bord au moment où le bateau se redresse ou bien sauter à l'intérieur par-dessus l'imposte.

Deutsch

- 1 Um das Boot nach vollständigem Kentern wieder aufzurichten, sollte ein Crew-Mitglied das Schwert festhalten und nach hinten ziehen. Das andere Crew-Mitglied kann die Fock- oder Gennakerschot an der oberen Seite des Rumpfs festmachen und das Boot damit in seine Richtung ziehen, während er selbst auf dem Rand des Rumpfs steht.
- 2 Wenn das Boot auf der Seite liegt, kann es mit Hilfe der Aufrichtleine oder der Fockschat von einem Crew-Mitglied allein aufgerichtet werden.
- 3 Die anderen Crew-Mitglieder, die sich dabei im Inneren des Cockpits befinden, werden mit hochgezogen, während das Boot wieder in eine aufrechte Position kommt.
- 4 Wenn das Boot wieder aufrecht im Wasser liegt, können die anderen Crew-Mitglieder entweder über den Bootsrand oder über den Querbalken ins Boot klettern.

Principal Dimensions for Small Craft
Dimensions principales des petits bateaux
Wichtige Daten für Sportboote
Dimensioni principali per imbarcazioni di piccole dimensioni
Dimensiones Principales para Dinghy



MODEL / TYPE	V15 C	C420 C	VAGO C	L2000 C	BAHIA C	STRATOS KEEL C
CATEGORY						
A1 m ²	7.2	7.40	9.32	8.75	10.5	11.11
A2 m ²	4.6	2.8	2.66	3.03	3.75	3.42
A3 m ²	N/A	8.83	13	9.86	14	12.54
Lh m	4.6	4.24	4.25	4.44	4.65	4.91
Bh m	1.71	1.68	1.56	1.77	1.8	2
D kg	121.0	136.0	125	164	183	290
ML kg	262	262	235	240	425	540
CR kg	81.0	81.0	72	157	166	152
CL -	3	3	3	3	5	6
MRE*	N/A	N/A	N/A	N/A	2.5kw /15kg	2.5kw /15kg
ECN*	649/II	648/II	456/05	31/98A	526/07	40/99A
DI*	22/03/11	22/03/11	05/12/05	05/12/05	30/03/07	05/12/05

		English Category	Français Catégorie	Deutsch Kategorie	Italiano Categoria	Español Categoría
A1	m ²	Mail sail area	Surface de voile	Großsegelfläche	Sup. Vela Maestra	Superficie de la vela mayor
A2	m ²	Jib area	Surface de foc	Fockfläche	Sup. Fiocco	Superficie del foque
A3	m ²	Gennaker area	Surface de gennaker	Gennakärfach	Sup. Gennaker	Superficie del Gennaker
LH	m	Length of hull	Longueur de la coque	Rumpflänge	Lung. Scafo	Eslora
Bh	m	Beam of hull	Largeur de la coque	Rumpfbreite	Larg. Scafo	Manga
D	kg	Unladen weight	Poids de la coque	Rumpfgewicht	Peso Scafo	Peso del casco
ML	kg	Maximum load	Charge maximum	Höchstlast	Carico Massimo	Carga máxima
CR	kg	Minimum crew for capsize	Equipage minimum pour redressement	Mindestbesatzung beim Kentern	Equipaggio minimo per capovolgimento	Número mínimo de tripulantes en caso de zozobra
CL	-	Maximum no of persons	Nombre de personnes maximum	Maximale Besatzung	Massimo Nu. persone	Número máximo de personas

*MRE Maximum Recommended Engine

*ECN ECtype-examination Certificate number

*DI Date of issue:

Category C: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including, wind force 6 and significant wave height up to and including, 2m may be experienced.

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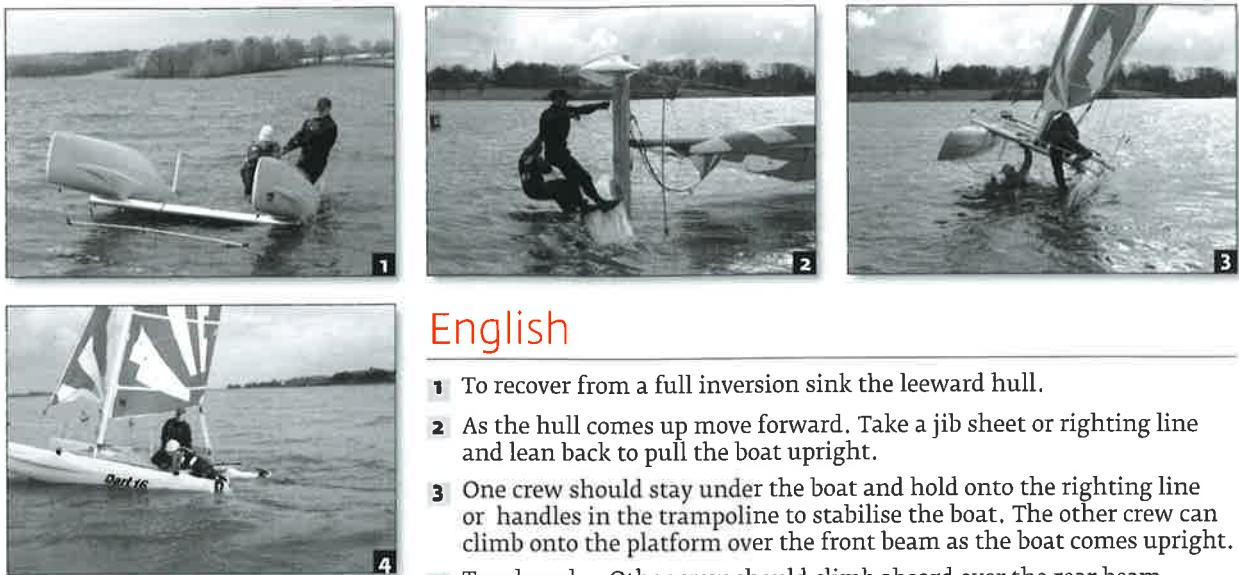
Capsize Recovery and Reboarding – Multi-hull

En cas de dessalement – Multi-coques

Wiederaufrichten – Mehrrumpfboote

Riassestamento dopo il capovolgimento – multiscafo

Adrizaie de vuelco – Barco pequeño multicasco



English

- 1 To recover from a full inversion sink the leeward hull.
- 2 As the hull comes up move forward. Take a jib sheet or righting line and lean back to pull the boat upright.
- 3 One crew should stay under the boat and hold onto the righting line or handles in the trampoline to stabilise the boat. The other crew can climb onto the platform over the front beam as the boat comes upright.
- 4 To reboard – Other crew should climb aboard over the rear beam.

Français

- 1 Comment se redresser en cas de dessalement complet bord sous le vent.
- 2 Au moment où la coque émerge, avancez, prenez un foc ou un bout de redressement et penchez-vous en arrière pour redresser le bateau.
- 3 Un équipier doit rester sous le bateau et se tenir au bout de redressement ou aux poignées du trampoline pour stabiliser le bateau. L'autre équipier peut sauter sur la plateforme par-dessus la traverse avant au moment où le bateau se redresse.
- 4 Un autre équipier devra sauter à bord par-dessus la traverse arrière.

Deutsch

- 1 Um das Boot nach vollständigem Kentern wieder aufzurichten, versenken Sie den Leerumpf.
- 2 Wenn der andere Rumpf nach oben kommt, fassen Sie die Fockschot oder die Aufrichtleine und lehnen Sie sich so weit zurück, dass das Boot in die aufrechte Position gezogen wird.
- 3 Ein Crew-Mitglied sollte unter dem Boot bleiben und dieses mit Hilfe der Aufrichtleine oder der Griffe am Trampolin stabilisieren. Ein weiteres Crew-Mitglieder kann über den Vorderholm auf die Plattform klettern, während das Boot in eine aufrechte Position zurückkommt.
- 4 Die anderen Crew-Mitglieder sollten über den Achterholm ins Boot steigen.

Italiano

- 1 Per raddrizzare l'imbarcazione dopo un capovolgimento completo posizionare lo scafo sottovento.
- 2 Mentre lo scafo si solleva portarsi in avanti. Aggrapparsi al fiocco o la cima di raddrizzamento e inclinarsi all'indietro per raddrizzare l'imbarcazione.
- 3 Un membro dell'equipaggio dovrebbe rimanere sotto l'imbarcazione tra tenendosi alla cima di raddrizzamento o alle barre di attacco per stabilizzarla. Mentre l'imbarcazione si solleva l'altro membro dell'equipaggio può arrampicarsi sulla piattaforma dal baglio anteriore.
- 4 Gli altri membri dell'equipaggio dovrebbero salire a bordo dal baglio posteriore.

Español

- 1 Para recuperar de una vuelca total, undir el casco de sotavento.
- 2 Cuando el casco empieza a subir, mover hacia adelante. Agarra un cabo de adriza o un foque, e inclinarse para atrás para adrizar el barco.
- 3 Un tripulante debe permanecer debajo del barco agarrando el cabo de adriza o al trampolin. El otro tripulante puede subir sobre la plataforma sobre el travesaño delantero mientras se adriza el barco.
- 4 Los demás tripulantes deben subir a bordo por el travesaño trasero.

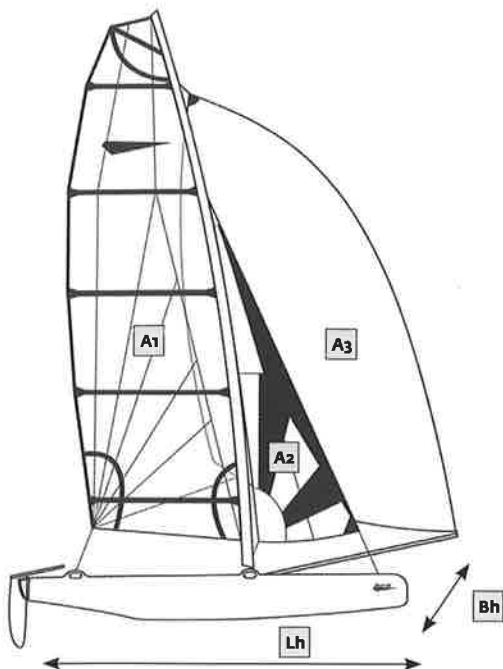
Principal Dimensions for Catamarans

Dimensions principales des catamarans

Wichtige Daten für Katamarane

Dimensioni principali per catamarani

Dimensiones Principales para Catamaranes



MODEL / TYPE		DART 16		DART 16 RACE	
CATEGORY		C		C	
A1	m2	10.4		10.9	
A2	m2	2.7		2.7	
A3	m2	---		15	
Lh	m	4.79		4.79	
Bh	m	2.3		2.3	
D	kg	158		160	
ML	kg	260		260	
CR	kg	147		147	
CL	--	3		3	
MRE*		N/A		N/A	
ECN*		1/97A		1/97A	
DI*		05/12/05		05/12/05	

		English Category	Français Catégorie	Deutsch Kategorie	Italiano Categoría	Español Categoría
A1	m2	Main sail area	Surface de grande voile	Großsegelfläche	Sup. Vela Maestra	Superficie de la vela mayor
A2	m2	Jib area	Surface de foc	Fockfläche	Sup. Fiocco	Superficie del foque
A3	m2	Gennaker area	Surface de gennaker	Gennakerfläche	Sup. Gennaker	Superficie del Gennaker
LH	m	Length of hull	Longueur de la coque	Rumpflänge	Lung. Scafo	Eslora
Bh	m	Beam of hull	Largeur de la coque	Rumpfbreite	Larg. Scafo	Manga
D	kg	Unladen weight	Poids de la coque	Rumpfgewicht	Peso Scafo	Peso del casco
ML	kg	Maximum load	Charge maximum	Höchstlast	Carico Massimo	Carga máxima
CR	kg	Minimum crew for capsize	Equipage minimum pour redressage	Mindestbesatzung beim Kentern	Equipaggio minimo per capovolgimento	Número mínimo de tripulantes en caso de zozobra
CL	-	Maximum no of persons	Nombre de personnes maximum	Maximale Besatzung	Massimo Nu. di persone	Número máximo de personas

*MRE Maximum Recommended Engine

*ECN E-type-examination Certificate number

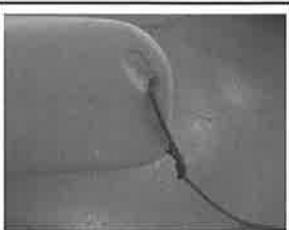
*DI Date of issue:

Category "C" Inshore: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including, wind force 6 and significant wave height up to and including, 2m may be experienced.

ML: 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. This should never be exceeded. Note: The total weight of all the persons on board should never exceed the maximum load in KG.

Towing Points



Funboat
Use one or both of the moulded handles.



**Stratos Keel
and Laser 2000**
Use the bow eye above the Gennaker pole.



Laser
The bow eye should only be used for light towing in flat water. Towing in rough water the towline should be anchored at the mast.



Bahia
There is a retractable tow line at the bow of the Bahia.



Bug
Use the 6mm bow line.



Sunfish
The towing loop is situated at the bow.



Dart 16
The ball step should be used as the anchor point and not the bow eyes, bridle wires or striker bar.



Pico
The rope attachment at the front of the mast should be used and not the bow eye.



Vago
The strong anchor point is the main front beam. To assist in directional towing place the tow line under the furling bar.



V15
Use forestay shackle.



C420
Pass tow rope through the forestay shackle and tie to mast with a bowline.