

**DRAGO BOATS A.E.**

Leoforos Lavriou 5 – 19400 – Koropi - Greece

Phone: 2106624249

[www.drago.gr](http://www.drago.gr)

Email: [info@drago.gr](mailto:info@drago.gr)

**DRAGO 601 SX20**

**OWNER'S MANUAL**

Number: \_\_\_\_\_

Signature of Recipient:\_\_\_\_\_

**DRAGO BOATS A.E.**

Leoforos Lavriou 5 – 19400 – Koropi - Greece

Phone: 2106624249

[www.drago.gr](http://www.drago.gr)

Email: [info@drago.gr](mailto:info@drago.gr)

**DRAGO 601 SX20**

**OWNER'S MANUAL**

**RECEIPT**

Owner's Manual Nr.: \_\_\_\_\_

Received on: \_\_\_\_\_

Signature of Seller:

Signature of Buyer:

\_\_\_\_\_

\_\_\_\_\_

## **CONTENTS**

|                                                        |       |
|--------------------------------------------------------|-------|
| CONTENTS .....                                         | 3     |
| GENERAL INTRODUCTION .....                             | 4     |
| DEGREE OF HAZARD AND CORRESPONDING SAFETY LABELS ..... | 6     |
| MAIN DATA OF THE CRAFT .....                           | 7     |
| LOADING – DESIGN CATEGORIES .....                      | 8     |
| BUILDER’S PLATE.....                                   | 9     |
| GENERAL ARRANGEMENT PLAN .....                         | 10    |
| SYSTEMS AND CIRCUITS.....                              | 12    |
| ELECTRICAL SYSTEM .....                                | 14    |
| Direct Current Circuit.....                            | 14    |
| HYDRAULIC SYSTEM.....                                  | 15    |
| Fresh water circuit.....                               | 15    |
| Waste water retention system.....                      | 15    |
| Bilge Pumps .....                                      | 16    |
| Fuel tank .....                                        | 17    |
| OUTBOARD ENGINE.....                                   | 18    |
| STEERING SYSTEM.....                                   | 19    |
| STABILITY, BUOYANCY AND LOADING .....                  | 20    |
| FIRE PREVENTION AND FIRE- FIGHTING EQUIPMENT .....     | 22    |
| RECOMMENDATIONS .....                                  | 24    |
| Repairs.....                                           | 24    |
| Modifications .....                                    | 24    |
| Safety Equipment.....                                  | 24    |
| Man overboard prevention and recovery .....            | 25    |
| Field of vision from the steering position.....        | 25    |
| Anchoring, mooring and towing .....                    | 26    |
| Trailing .....                                         | 26    |
| Lifting.....                                           | 26    |
| Maintenance.....                                       | 27    |
| ENCLOSURES – VARIOUS OPERATION MANUALS .....           | 28    |
| DECLARATION OF CONFORMITY .....                        | 29    |
| WARRANTY.....                                          | 30-31 |

## **GENERAL INTRODUCTION**

*This manual has been compiled to help you operate your craft with safety. It contains details of the craft, the equipment, the supplies or the fittings, the systems and information on their operation, set up, maintenance, prevention of risks and management of those risks. Please read it 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 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 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 boat and that you and your crew are able to handle the craft safely in these conditions.*

### **Category A:**

A craft given design category A is considered to be designed to operate in winds of less than Beaufort force 10 and the associated significant wave heights.

### **Category B:**

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.

### **Category C:**

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.

### **Category D:**

A craft given design category D is considered to be designed to operate in typical steady winds of Beaufort force 4 or less and the associated significant waves heights of up to 0,3 m and occasional waves of 0,5 m height.

*This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of a difficulty, refer to the boat builder or a 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, repairs 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 the boat builder has not approved.*

*In some countries, a driving license 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.*

*If your craft is fitted with a life raft, carefully read its operating manual. The craft should have the appropriate safety equipment (lifejackets, harness, 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.). Sailing schools and clubs regularly organize relative training sessions.*

*All persons should wear suitable personal floatation devices (life jacket/buoyancy aid) while 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 WHEN YOU SELL THE CRAFT."**

**DEGREE OF HAZARD AND CORRESPONDING SAFETY LABELS**

*Throughout this manual, specific precautions identify safety related information.*

*The following Safety Warnings are found. They should be respected at all times:*

|                                                                                   |                |                                                                                                               |
|-----------------------------------------------------------------------------------|----------------|---------------------------------------------------------------------------------------------------------------|
|  | <b>DANGER</b>  | Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.     |
|  | <b>WARNING</b> | Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.    |
|  | <b>CAUTION</b> | Indicates a potentially hazardous situation that, if not avoided, could result in minor or moderate injury.   |
|  | <b>NOTICE</b>  | Indicates information considered important, but not hazard-related, for example, relating to property damage. |

**MAIN DATA OF THE CRAFT**

|                                             |   |                 |
|---------------------------------------------|---|-----------------|
| Length over all                             | : | 5,96 m          |
| Length of hull                              | : | 5,96 m          |
| Length of waterline                         | : | 4,72 m          |
| Beam max.                                   | : | 2,26 m          |
| Beam of hull                                | : | 2,26 m          |
| Draft in the maximum load condition         | : | 0,41 m          |
| Maximum height in the light craft condition | : | 1,75 m          |
| Light craft condition mass <sup>1</sup>     | : | 1120 kg         |
| Maximum fully loaded condition mass         | : | 1920 kg         |
| Propulsion                                  | : | Outboard engine |
| Maximum rated engine power                  | : | 150 kW          |
| Maximum speed of craft                      | : | 35 knots        |
| Electrical system                           | : | 12 V            |
| Batteries                                   | : | 2 x 120 Ah      |
| Fuel tank(s) capacity <sup>2</sup>          | : | 140 lt          |
| Fresh water tank(s) capacity <sup>3</sup>   | : | 60 lt           |
| Waste tank(s) capacity                      | : | 48 lt           |
| Design Category                             | : | C               |
| Max. number of persons                      | : | 6               |
| Max. total load                             | : | 800 kg          |
| Max. recommended load - for builder's plate | : | 564 kg          |
| Watercraft Identification Number (W.I.N.)   | : | <u>EL</u>       |

EL-DRA**CAUTION – please note:**

1. It should be stated that this mass includes the mass of the heaviest recommended outboard engine.
2. That all the capacity of the fuel tank may not be usable according to trim and loading. A 20 % reserve should be kept.
3. That all the capacity of the water tank may not be usable according to trim and loading.

## **LOADING – DESIGN CATEGORIES**

- A. The **Maximum Total Load = 800 kg** has been used for assessing stability and buoyancy.  
This comprises of:

|                                              |               |
|----------------------------------------------|---------------|
| <b>1. Fuel, fresh water and other fluids</b> | <b>236 kg</b> |
| Crew mass (at 75 kg per person)              | 450 kg        |
| Provisions and personal effects              | 60 kg         |
| Storage and spare parts                      | 14 kg         |
| Inflatable life raft(s)                      | <u>40 kg</u>  |
| <b>2. Recommended load</b>                   | <b>564 kg</b> |

- B. This boat has been given Stability **Category C** with a Crew Limit of **6 Persons** in accordance with **EN ISO 12217-3:2017**. A craft given design category C is considered to be designed to operate in typical steady winds of **Beaufort force 6 or less** and the associated significant waves heights of up to 2 m. Typically such conditions might be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions. Depending on atmospheric conditions, winds can gust to about 18 m/s.

## **BUILDER'S PLATE**

The manufacturer's plate, which has to be fixed on any craft, shows the following information:

- Manufacturer's name, registered trade name or registered trademark
- Contact address
- Craft design category
- Maximum persons' capacity
- Maximum recommended load for the builder's plate (kg)
- CE marking
- Maximum power rating (kW)
- Model name

|    |                                                                                                                                                                                                        |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CE | DRAGO BOATS A.E.<br>LEOFOROS LAVRIOU 5 – 19400 – KOROPi – GREECE                                                                                                                                       |
|    | DRAGO 601 SX20                                                                                                                                                                                         |
|    | <b>MAXIMUM</b><br>6  +  = 564 kg |
| C  | MAX  150 kW  260 kg              |



### **WARNING – Maximum number of persons**

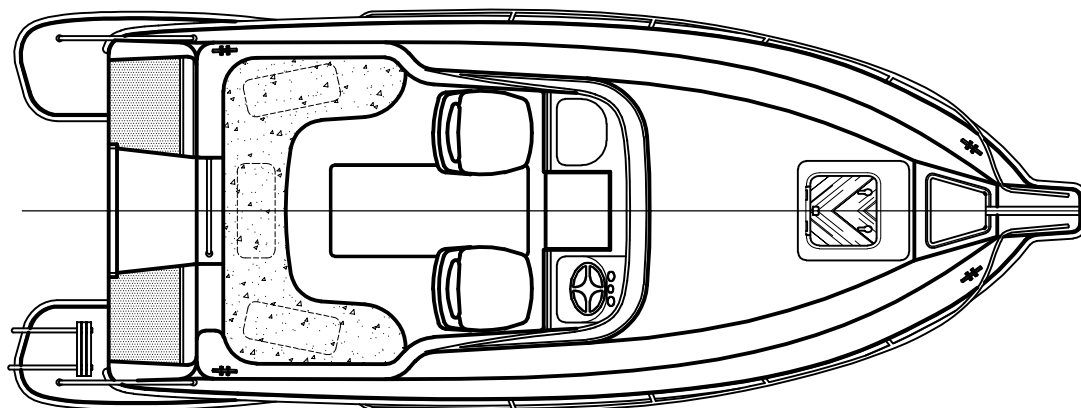
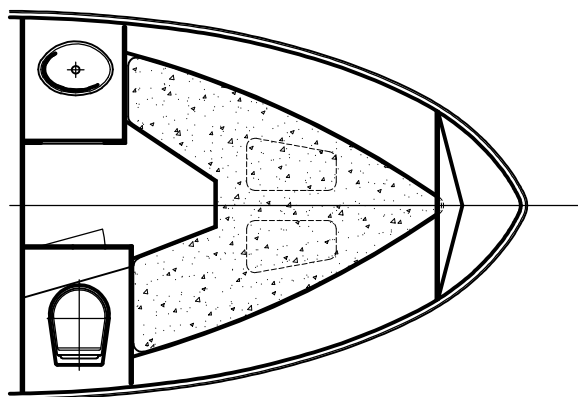
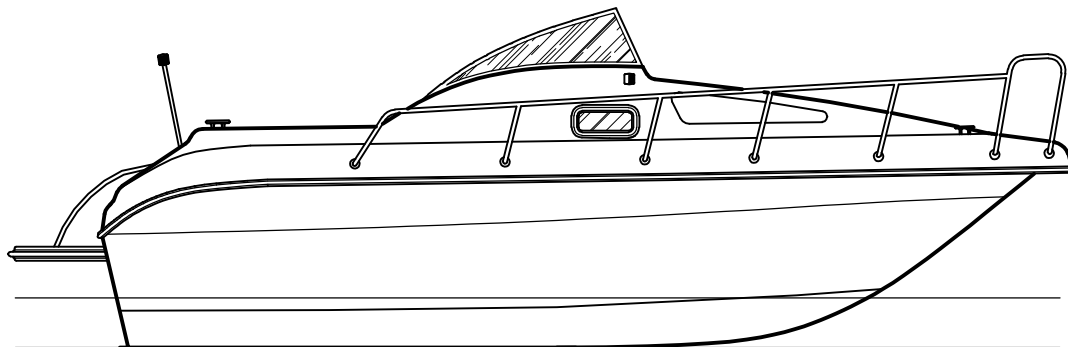
Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total mass of persons and equipment must never exceed the maximum recommended load. Always use the seats/occupancy areas provided.



### **WARNING – Loading**

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.

**GENERAL ARRANGEMENT PLAN**



## MAIN PARTICULARS

|                            |         |
|----------------------------|---------|
| LENGTH OF HULL:            | 5,96 m  |
| BEAM OF HULL:              | 2,26 m  |
| DRAFT:                     | 0,41 m  |
| MLDC:                      | 1920 kg |
| MAX. POWER:                | 150 kW  |
| DESIGN CATEGORY:           | C       |
| MAX. LOAD BUILDER'S PLATE: | 565 kg  |
| MAX. No of PERSONS:        | 6       |

**DRAGO BOATS A.E.**

**DRAGO 601 SX20**

GENERAL ARRANGEMENT

G.R.P. MOTORBOAT

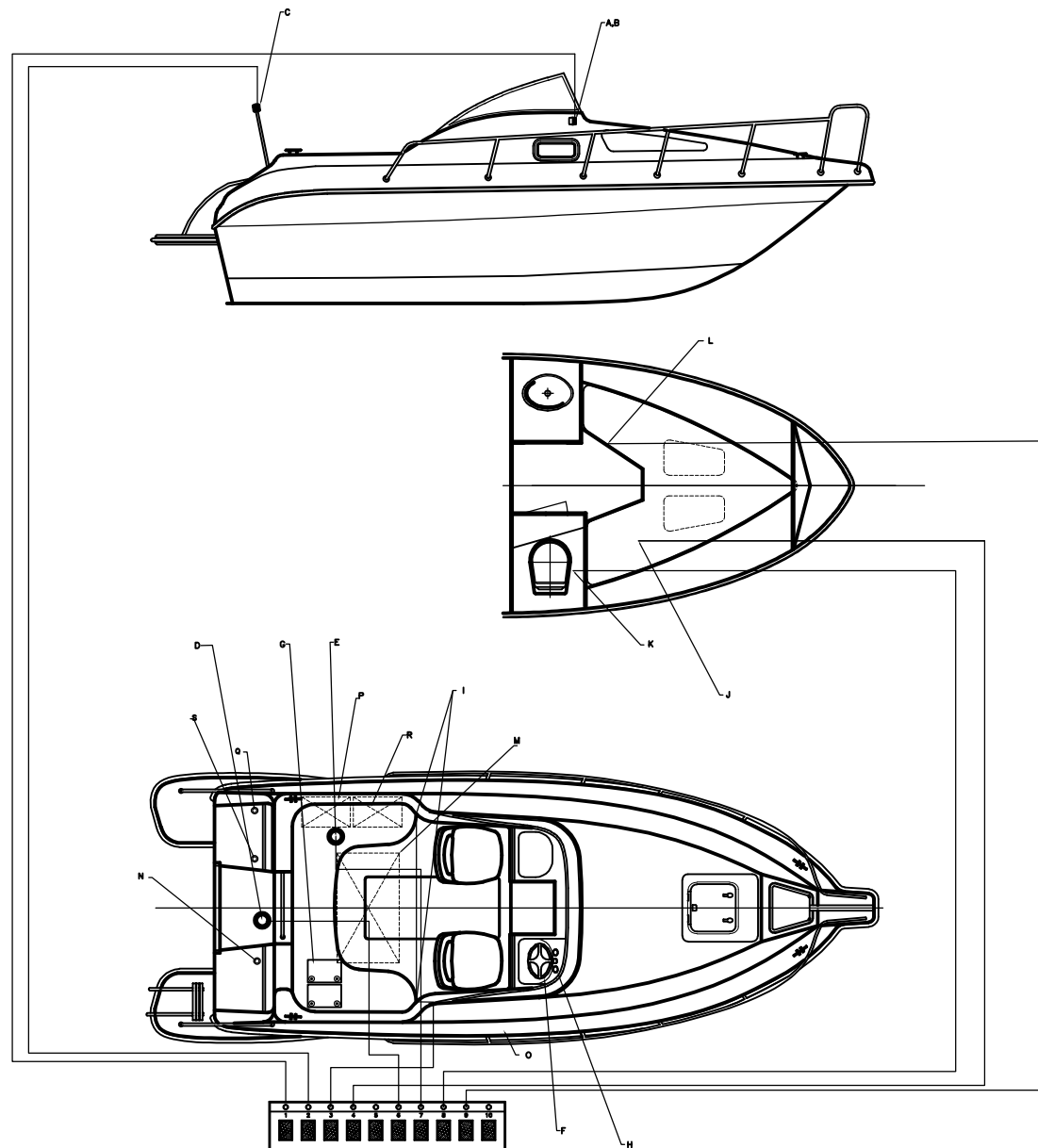
ALL RIGHTS OF THIS DESIGN  
AND DETAILS ARE RESERVED

scale: 1:15

date: 22.11.23

no.: 681-7-0

**SYSTEMS AND CIRCUITS**



MAIN SWITCHBOARD

| A/A | DESCRIPTION      | CABLE | FUSE |
|-----|------------------|-------|------|
| 1   | NAV. LIGHTS      | 1.5   | 10 A |
| 2   | ALL AROUND WHITE | 1.5   | 10 A |
| 3   | COCKPIT LIGHTING | 1.5   | 10 A |
| 4   | CABIN LIGHTING   | 1.5   | 10 A |
| 5   | RADIO            | 1.5   | 10 A |
| 6   | BILGE PUMP       | 1.5   | 15 A |
| 7   | FRESH WATER PUMP | 2.5   | 15 A |
| 8   | MACERATOR        | 1.5   | 15 A |
| 9   | FRIDGE           | 4.0   | 20 A |
| 10  | SPARE            | 1.5   | 20 A |

ELECTRICAL SYSTEM

|   |                  |
|---|------------------|
| A | NAV. LIGHT RED   |
| B | NAV. LIGHT GREEN |
| C | ALL ROUND WHITE  |
| D | BILGE PUMP       |
| E | FRESH WATER PUMP |
| F | STARTER          |
| G | BATTERIES        |
| H | MAIN SWITCHES    |
| I | COCKPIT LIGHTING |
| J | CABIN LIGHTING   |
| K | MACERATOR        |
| L | FRIDGE           |

HYDRAULIC CIRCUITS

|   |                        |
|---|------------------------|
| M | FUEL TANK              |
| N | FUEL TANK INLET        |
| O | FUEL TANK VENT LINE    |
| P | FRESH WATER TANK       |
| Q | FRESH WATER TANK INLET |
| R | WASTE TANK             |
| S | WASTE TANK UNIVERSAL   |

**DRAGO BOATS A.E.**

**DRAGO 001 SX20**

**SYSTEMS AND CIRCUITS**

**G.R.P. MOTORBOAT**

ALL RIGHTS OF THIS DESIGN  
AND DETAILS ARE RESERVED

SCALE: 1:20

DATE: 24.11.23

CD: 000-7-1

## **ELECTRICAL SYSTEM**

### **Direct Current Circuit**

The craft has a 12 V direct current network, powered by two 12V batteries (2 x 120 Ah).

Every switch on the main electrical panel is labelled according to the relative power source.

Please consult the drawing (SYSTEMS AND CIRCUITS) of this manual for further information and read the enclosed manual of the main switchboard carefully.



#### **WARNING - Never:**

1. work on the electrical installation while the system is energized.
2. modify the craft's electrical system or relevant drawings. Installation, alterations and maintenance should be performed by a competent marine electrical technician.
3. alter or modify the rated current amperage of overcurrent protective devices.
4. install or replace electrical appliances or devices with components which exceed the rated current amperage of the circuit.
5. leave the craft unattended with the electrical system energized, except automatic bilge pump, fire protection and alarm circuits.
6. replace the equipment or parts of the equipment with non-certified spares.



#### **CAUTION**

1. Check the batteries and the charging system before starting the trip.
2. Disconnect and remove the battery from the boat during winter storage or when the boat is out of service for an extended period of time.



#### **WARNING**

1. Check navigation lights before attempting a night trip and stock up on spares.
2. Check the battery terminals and fluids regularly.

## **HYDRAULIC SYSTEM**

### **Fresh water circuit**

The main elements of the fresh water circuit are described in the enclosed drawing. The circuit provides water to the shower, the sink and the bathroom. The water pressure pump used is installed according to the drawing. Please read the enclosed manual carefully, regarding its use and maintenance.

Never use the water pressure pump when the fresh water tank is empty.

The vessel is equipped with a plastic fresh water tank, 52 lt capacity. Once a year you are required to clean the tank using water and a simple cleaner.

### **Waste water retention system**

The vessel is equipped with a plastic black water tank, 48 lt capacity.

The waste tank works using a motor. The motor draws the waste from the toilet, which are then transferred to the waste tank. From there two vents are installed, one towards the sea and one towards the marina.

Unintentional evacuation is avoided with the indication "**CAUTION**" on the waste tank's motor switch on the main switchboard.

It is recommended to clean the tank with water, a simple cleaner and a brush once a year. For this reason, the tank is fitted with a 15x15 cm panel board.

You can use deodorants without special specifications.



### **CAUTION**

1. The waste outlet valve to the sea should always be secured in the off position.
2. Do not discharge toilets or holding tanks close to shore or in any prohibited zone and use harbor or marina pump-out facilities to empty the holding tank before leaving the harbor.
3. If the boat is stored in extreme conditions, the water retention system has to be empty.



### **WARNING**

1. Shut off valves before leaving the boat.
2. Never open the fresh water inlet valve unless you are about to use the toilet.
3. Check the hydraulic system for leakage.

### **Bilge Pumps**

- The craft is equipped with one electric bilge pump, type \_\_\_\_\_, which is installed according to the attached drawing.
- Please read carefully the enclosed manual of the bilge pump regarding handling and maintenance.



### **CAUTION – Safety precautions**

1. Check the function and water tightness of all bilge pumps at regular intervals. Clear debris from the pump inlets.
2. If fitted the seacocks in the fore and aft peak bulkheads shall be kept enclosed and shall only be opened to let water drain into the main bilges.



**WARNING – The combined capacity of the system is not intended to drain the craft in the case of damage.**

## **Fuel tank**

The boat is equipped with one stainless-steel fuel tank, 130 lt capacity. Its position is marked on the enclosed plan.



**DANGER – Never smoke while filling the fuel tank.**



### **WARNING**

1. Never fill any fuel tank when machinery is running.
2. Portable tanks that may exist at the boat should be refueled ashore.
3. Ensure you have always enough fuel for the scheduled journey.



### **CAUTION**

1. Check the fuel level during journey.
2. Inspect regularly fuel hose and its connections.

## **OUTBOARD ENGINE**

Please consult the engine's manual for its operation, maintenance and winter storage.

Smooth engine operation is possible when the fuel is clean. That is why it is necessary to check and clean the fuel filters regularly. Once a year you should completely empty the petrol tanks and clean them thoroughly.



### **CAUTION**

1. Avoid making noise and wake in the vicinity of other users and respect the speed limitations.
2. Avoid sudden maneuvers at speed.



### **DANGER**

1. For your own safety and convenience, reduce your speed in potential waves.
2. Always ensure that you have enough fuel for your upcoming trip.



**WARNING – Do not operate this craft with an engine of rated power (kW) greater than the maximum recommended power.**



### **CAUTION – For the safe operation of the engine:**

1. Ensure the flow of cooling water.
2. Ensure that ventilation ducts are free from obstruction.
3. Keep fixed ventilation openings unobstructed at all times.
4. Do not smoke while refueling and treat any fuel spillage in the craft.
5. Prevent damage of fuel lines.
6. Avoid contact of flammable materials with hot engine parts.
7. Do not store equipment containing petrol (i.e., small outboard engines, portable petrol tanks) in areas not specifically designed for this reason.

## **STEERING SYSTEM**

Please consult the enclosed installation and owner's manuals for the operation and maintenance of the steering system.



### **WARNING**

1. Do not substitute parts from other manufacturers since they may cause a safety hazard.
2. The system must not be disassembled for any reason. Removal or replacement of the hardware which locks the system may lead to total failure of the system.
3. Loosening or loss of one or more fasteners may cause failure of the steering system resulting in loss of steering control and could cause personal injury or property damage.



### **CAUTION**

1. Keep all moving parts free from build-up of salt and other foreign materials. Otherwise, this will affect their operation and cause steering problems. Regularly clean the hinge tube carefully and grease using a waterproof grease.
2. Inspect regularly for corrosion. Any part affected by corrosion must be replaced.



**DANGER** – Regularly inspect the steering tube for damage. If any are found the tube must be replaced. Repairs are not allowed under any circumstances.



THIS CRAFT HAS ONLY BEEN MANOEUVRE-TESTED FOR SPEEDS UP TO 30 knots (56 km/h).

SUDDEN, SHARP TURNS ABOVE 30 knots (56 km/h) MAY CAUSE LOSS OF BOAT CONTROL, WHICH COULD RESULT IN SERIOUS INJURY OR DEATH. REDUCE SPEED BEFORE ATTEMPTING A SUDDEN SHARP TURN.

## **STABILITY, BUOYANCY AND LOADING**

A maximum load has been used for assessing stability and buoyancy comprising:

- Manufacturer's maximum recommended load per EN ISO 14945:2021 : 564 kg
- Fuel, fresh water, other fluids to maximum capacity of fixed tanks : 236 kg
- Maximum load : 800 kg

This assessment has been made assuming that:

- The boat in the light craft condition has a mass of : 1120 kg
- The maximum recommended outboard engine weight is : 260 kg
- All standard equipment is aboard.



**WARNING** – The **capacities on the Builder's Plate** are the manufacturer's **maximum recommended** values, when the boat is underway.



**CAUTION** – Do not exceed the **maximum** recommended **number of persons**.



**WARNING** – Regardless of the number of persons on board the total weight of persons and equipment must **never exceed the maximum** recommended load. Always use the seats/seating spaces provided.



**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.



## **WARNING**

1. Stability is reduced by any weight added high up.
2. Bilge water should be kept to a minimum.
3. Any change in the disposition of the masses aboard (for example the addition of a fishing tower, a radar, change of engine, etc.) may significantly affect the stability, trim and performance of your craft.
4. Air tanks shall not be punctured.
5. In rough weather, hatches, lockers and doorways should be closed to minimize the risk of flooding.
6. Breaking waves are a serious stability hazard.
7. Beware of offshore wind and currents.

## **FIRE PREVENTION AND FIRE- FIGHTING EQUIPMENT**

This craft, when in service, shall be equipped with portable fire extinguishers:

| Location | Capacity |
|----------|----------|
|          |          |
|          |          |
|          |          |



### **NOTE – It is the responsibility of the craft owner/operator to:**

1. Ensure that fire-fighting equipment is in serviceable condition and readily accessible.
2. Unlock any locked storage containing any folding or deployable device used to aid escape through a fire exit.
3. Inform occupants about the location and operation of fire-fighting equipment.



### **CAUTION - It is the responsibility of the craft owner/operator to:**

1. Keep the bilges clean and check for fuel and gas vapors or fuel leaks at regular intervals and before starting the engine.
2. 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.
3. Do not stow combustible material in the engine compartment. If non-combustible materials are stowed in the engine compartment, they shall be secured against falling into machinery and shall cause no obstruction to access in or from the space.



**WARNING - It is the responsibility of the craft owner/operator to never:**

1. Obstruct passageways to fire exits and hatches.
2. Obstruct access to safety controls, e.g., fuel shut-off valves, gas shut-off valves, isolation switches of the electrical system.
3. Deliberately or inadvertently block fixed ventilation for compartments or spaces.
4. Obstruct access to portable fire extinguishers.
5. Modify any of the craft's systems unless authorized to do so.
6. Fill any fuel tank when engines are running.
7. Smoke while handling fuel or gas.
8. Store equipment containing fuel in any area not specifically designed for the storage of fuel.



**WARNING - Maintenance**

1. Fire-fighting equipment should be checked at the intervals indicated on the equipment.
2. Portable fire-fighting equipment shall be replaced if degraded, expired, or discharged, by devices of identical or greater fire-fighting capacity.

## **RECOMMENDATIONS**

### **Repairs**



#### **WARNING - Repairs**

Contact your dealer who will provide the best advice along with adapted parts or materials for the repairs you can carry out by yourself. Professionals should preferably carry out large repairs on the hull or on the engine. Your dealer will be able to carry out these repairs or to mandate skilled technicians.

### **Modifications**



#### **WARNING - Modifications**

Contact your dealer for information of the possibilities and, above all, for recommendations what you should not do! You could endanger your own safety and lose your warranty!

### **Safety Equipment**



#### **DANGER – Safety Equipment**

Be sure, before you start boating, that you have the required safety equipment on board, such as:

- life jackets (one for each person on board)
- life raft
- fire extinguishers
- anchor, anchor line
- danger signals
- bucket with halyard attached

## **Man overboard prevention and recovery**



### **WARNING – Man overboard prevention and recovery**

1. When under way occupants are only allowed to stay on the working deck. Occupants are not allowed to stay on the fore deck, nor be sitting on the edge of the cockpit. Please consult the attached plan for the exact working deck area.
2. Avoid standing up and be sure to wear your life jackets.
3. Reboarding is possible using the ladder at stern. It is recommended that the ladder is kept readily deployable and usable at all times.

## **Field of vision from the steering position**



### **CAUTION – Field of vision from the steering position**

Operator vision from the helm can be obstructed by high trim angles of the craft and one or more of the following variable conditions:

- Propulsion unit trim angles
- Hull trim plane angles
- Loading and load distribution
- Speed
- Rapid acceleration
- Transition from displacement to planing mode
- Sea conditions
- Reduced visibility (i.e., from rain, darkness and fog)
- Persons or moveable gear in the operator's field of vision

### **Anchoring, mooring and towing**



#### **CAUTION – Anchoring, mooring and towing**

1. The boat manufacturer shall provide information on the breaking strength of the strong points.
2. The breaking strength of lines/chains shall in general not exceed 80% of the breaking strength of the respective strong point.
3. Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed.
4. A tow line shall always be made fast in such a way that it can be released when under load.



#### **CAUTION - It is the responsibility of the craft owner/operator to:**

1. Ensure that mooring lines, towing lines, anchor chains, anchor lines and anchor(s) 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.
2. Owners should also consider what action will be necessary when securing a tow line on board.

### **Trailer**



#### **WARNING – Trailering**

Ensure that the center rolls of the trailers bear the keel of your boat in a correct way and adjust the lateral bearing to avoid any movement. Do not forget to fasten the bells. Do not load the craft when trailering.

### **Lifting**



#### **DANGER – Lifting**

Adjust the location of the ropes so that the craft is horizontal when lifted. Provide protections between the ropes and the craft. Do not stay under the craft.

## **Maintenance**



### **CAUTION – Maintenance**

#### **Cleaning:**

Use as few cleaning agents as possible, do not discharge waste agents into the water and

- clean your craft preferably on land
- avoid scratching of the hull, use a high-pressure water machine
- do not use solvent or aggressive detergent.

#### **Winter storage:**

- Refer to the engine manual
- Remove, charge, and store battery in a dry, ventilated place protected from frost
- Grease the steering gear
- Remove all water from the craft and protect it from rain
- Replace doubtful components



**DECLARATION OF CONFORMITY**

## DRAGO BOATS FIBERGLASS BOAT WARRANTY

Drago boats warrants to the original purchaser that the hull is free from defects in material and workmanship for a period of two (2) years from the original date of purchase. THIS WARRANTY IS NON-TRANSFERABLE. The following items are not covered and are specifically EXCLUDED FROM THIS LIMITED WARRANTY:

1. Any component not installed by Drago boats as such components may be warranted by it respective manufacturer and/or installer. This includes any Drago boats dealer.
2. Engines, engine components, outdrive propellers, batteries, controls and related items.
3. Windshield breakage and windshield leakage.
4. Gel coat, gel coat cracking, crazing or stress cracks. Gel coat and/or stress cracks and crazing are specifically not considered defects in materials or workmanship. A stress or gel coat crack is a crack in the gel coat and/or skin coat (first layer of fiberglass). They are cosmetic, not structural in nature and may be located anywhere on the boat.
5. Fading, chalking, blistering, or discoloration of gel coat or paint.
6. Tears, cracking, fading, discoloration, mildew of cushions, curtains, tops, headliners, and related upholstered items.
7. Damage resulting from accidents, abuse, misuse, powering or loading in excess of the maximum limits as stated on the Builder's plate, racing, speed or endurance contests, government use, modification or alterations, fire, lack of or improper maintenance, mooring or trailering.
8. Charter, commercial or military use of vessel.
9. All electronics are specifically excluded from the Drago Boats Warranty as they may be covered by the manufacturer.
10. Damages incurred as a result of the installation of a tower, T-top, jack plate, or hardtop not manufactured, installed or authorized by Drago Boats.
11. Speeds, weights, fuel consumption and performance characteristics as they are estimated and not guaranteed.

If, within the scope of this warranty, a defect in materials or workmanship is determined to exist then, Drago boats or the authorized dealer of factory representative may, at Drago boat's option, repair, replace or adjust the parts to correct the problem. For any claim to be considered, the boat must be delivered to an authorized Drago boats dealer or other dealer, factory designated representative, or the factory at the owner's sole cost and expense. All boats returned to Drago Boats must be de-rigged. "De-rigging" is defined as removal of: outboard engine or stern drive lower unit, electronics, jack plates, hardtops or T-tops and all personal items. Drago Boats assumes no responsibility for towing, road service, or their transportation charges, de-rigging or re-rigging charges, nor does Drago Boats assume any liability for loss of, or damage to, any personal items left on or in boats returned for repair. These items are specifically excluded from the terms of this warranty.

DRAGO BOATS SPECIFICALLY EXCLUDES ALL LIABILITY FOR INCIDENTAL, CONSEQUENTIAL OR INDIRECT DAMAGES OF ANY SORT INCLUDING BUT NOT LIMITED TO: LOSS OF USE, LOSS OF TIME, LOSS OF INCOME, ADDITIONAL EXPENSES OR INCONVENIENCE, DOCKAGE, INTEREST, OR IN VALUE. ALL IMPLIED WARRANTIES, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE ARE LIMITED TO THE DURATION OF THIS LIMITED EXPRESSED WARRANTY AND SHALL NOT EXTEND BEYOND THE PERIOD SPECIFIED HEREIN.

Drago boats reserve the right to change or improve the design or change specifications of any boat WITHOUT NOTICE. This includes, but is not limited to, fuel capacity, length, beam, draft, cockpit areas, freeboard, maximum horsepower, optional and standard features (printed or non-printed). Drago boats agrees to repair, replace or offer credit toward repair or replacement, at Drago boat's sole option, any item covered by the warranty and found to be defective during the warranty period. THE REPAIR OR REPLACEMENT OF DEFECTIVE PARTS SHALL BE THE SOLE REMEDY OF THE PURCHASER AND THE SOLE LIABILITY OF DRAGO BOATS. A warranty registration is included with each boat. This card must be completed and signed by both the purchaser and the selling dealer on the date of sale. This signed card must be returned within ten (10) days of the purchase to validate warranty.

Conditions for maintaining the warranty of the boat is the required annual maintenance from a authorized dealer. Provided that written instructions for use and maintenance on the owner's manual are kept, warranty is valid for two (2) years from the date of purchase.