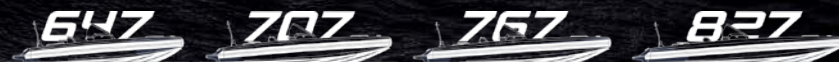


# *OWNER'S MANUAL*

# IRON



*With the reservation to, without prior notice, change or develop the IRON range and its specifications, colors or equipment of each model. The dimension, weight and performance can vary slightly due to the production technology. Standard equipment may vary depending of the market and shall therefore be checked, with the retailer, before accepting delivery.*

## ***WELCOME TO THE IRON LEAGUE***

*Thank you for choosing an IRON Boat, to ensure you of an enjoyable boatlife, we beg you to read this owner's manual carefully.*

# CONTENT

<b>ALWAYS CHECK</b>	6-7
<b>GENERAL INFORMATION</b>	8-9
Definitions	
Warrenty	
Insurance	
Registration	
Education	
<b>CERTIFICATION</b>	10-11
Max load	
Max number of persons	
Max power	
<b>SPECIFICATIONS</b>	12-15
Dimensions	
Equipment	
Overview	
<b>FUNCTIONS</b>	16-17
Stability	
Buoyancy	
Drainage	
Bilge pump	

<b>ENGINE</b>	18
<b>FUEL SYSTEM</b>	18
Fuel tap	
<b>CROSS SECTION</b>	19
Fuel tank	
Battery box	
Cockpit drainage	
Bilge pump placement	
<b>ELECTRICAL SYSTEM</b>	20-21
Main switch	
Fuses	
Electric scheme	
<b>FIRE PROTECTION</b>	22
<b>SAFETY</b>	24-25
Safety equipment	
Load and stowage	
Seamanship	
Man overboard	

<b>USAGE</b>	26-31
Steering console	
Maneuvering	
Mooring	
Towing	
Anchorage	
Trailer transport	
<b>MAINTENANCE</b>	32-33
Environment	
Maintenance	
Repair	
Winterization	
<b>DECLARATION OF CONFORMITY</b>	34-35
<b>APPLICABLE STANDARDS</b>	36-37
<b>OWNERSHIP DETAILS</b>	38
<b>SIGNING</b>	39

# ALWAYS CHECK!

## WEATHER

Consider the prevailing wind speed, waves and visibility to ensure that the boat's CE class, size and the skill of the captain and crew are suitable for the intended water.

## SEA CHART

If you aren't familiar with the water you will be travelling at, be sure to have a sea chart that cover the area sufficiently.

## SECURITY

The safety equipment required by regulations and the weather conditions must be on board, such as life jackets, safety harnesses, paddles, ropes, anchor, emergency flare, fire extinguisher, etc.

The captain must immediately attach the dead man's control, at him self, as soon as the boat leaves the dock.

## LOAD AND STOWAGE

Check that equipment, accessories and luggage are properly stowed and secured, even in difficult conditions and strong wind.

Don't overload the boat. Make sure that the load is correctly stowed, considering the boat's balance. Heavy objects should be placed as low as possible to ensure the boat's stability.

## ENGINE AND EQUIPMENT

Check that the battery is charged, the maneuvering and electrical equipment are working and are in good condition.

Inspect the engine in accordance with the engine manual.

Check the general seaworthiness and that there are no water or fuel leakage in the boat.

## FUEL

Make sure there is enough fuel in the tank.

## OIL

Make sure the oil level is sufficient.

## Quality

Check the engine manual for fuel and oil quality.

## Backup

Always include an extra fuel tank and an extra engine oil to avoid deficiency.

## BEFORE DEPARTURE

Decide with the crew, about who lay off the mooring lines, before you leave the dock.

Ensure that all mooring lines are stowed inside the boat so they won't get stuck in the propeller during departure, travelling or arrival.

## BEFORE START

Check that:  
– Main power is switched on.  
– The fuel tap is open.  
– The throttle is in neutral.  
– Dead man's control is connected.

**NB!** It is the responsibility of the owner / driver to have the necessary knowledge of the information in owner and engine manuals as well as manuals for other related equipment before the boat is used.

# GENERAL INFORMATION

## INTRODUCTION

This owner's manual helps you to get familiar with the characteristics of your new boat. In the different chapters there are references to the engine's manual and other manuals belonging to equipment included at the delivery. Keep all the manuals belonging to the boat, together in one place.

## DEFINITIONS

The following warnings are used in this manual and must be followed:

<b>DANGER!</b>	Denotes the presence of a hazard which carries a high risk of death or permanent disability unless appropriate precautions are taken.
<b>WARNING!</b>	Denotes the presence of a hazard which may cause death or injury unless appropriate precautions are taken.
<b>NB!</b>	Is used to highlight a safe procedure or to warn against an unsafe procedure which may cause an injury or damage the boat or its components.

The units of measurement used in this manual refer to the International System of Units (SI). In some cases, other units may have been added in brackets. Wind speed is an exception to this rule. The Recreational Craft Directive uses the Beaufort scale to indicate wind speeds, and for consistency this manual uses the same scale.

## WARRANTY

IRON Boats are covered by a two year warranty, regarding eventual construction or fabrication faults, which is valid from the date of delivery in the contract of sale. Engine, navigation equipment, factory-fitted equipment or, by the client, retrofitted equipment are covered by the respective manufacturer's warranty.

To assure that the warranty is valid, the instructions in this owner's manual shall be obeyed. The same rules applies to all equipment that is mounted as standard at the boat.

## WARRANTY DO NOT COVER

Damage that occurs during competition driving is not covered by warranty, which also applies to inappropriate driving, in example that the running of the boat is not adapted to prevailing wind and wave conditions. An example is gelcoat blister, ie small cracks in the surface of the gelcoat that can occur during careless driving.

Modifications of the functionality of the boat is not allowed. For example the use of an outboard jack plate or extension bracket, that change the engines standard offset.

## INSURANCE

The boat shall be insured before use. Depending on the conditions, insurance may include damage that occurs during use, transport and storage of the boat. If you intend to lift your boat out of the water, check that it is covered by your insurance.

The insurance also has an indirect impact on maritime safety: If a serious incident occurs, it means that you can concentrate on saving lives, instead of property. Detailed information is given by the conditions of your insurance.

## REGISTRATION

Before you use your boat, check if it needs to be registered or falls under other demands by authorities.

## EDUCATION

Boat clubs and national boat associations offer literature and courses that provide basic knowledge of seamanship. But to master a boat at sea, at mooring, at anchoring and navigating, many years of practice are required.

# CERTIFICATION

## IRON<sup>647</sup>

CE	= Max 6	= Max 147,1 kW
C	+  +  = Max 820 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

## IRON<sup>707</sup>

CE	= Max 7	= Max 186,4 kW
C	+  +  = Max 970 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

## IRON<sup>767</sup>

CE	= Max 8	= Max 220,6 kW
C	+  +  = Max 1130 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

## IRON<sup>827</sup>

CE	= Max 9	= Max 335,6 kW
C	+  +  = Max 1150 kg	

Järnbröderna AB, Bolshedens industriväg 40, 427 50 Billdal, Sweden

### PRODUCER

Järnbröderna AB  
Bolshedens industriväg 40  
427 50 Billdal, Sweden  
www.ironboats.se

### CERTIFYING INSTITUTE

Polish Ship Register SA  
Gen. Jozefa Hallera 126  
80-416 Gdansk, Poland  
License no. CE 1463  
www.prs.pl

### CONSTRUCTION CLASS: C

This boat is designed for voyages where conditions up to and including wind force 6 (Beaufort scale) may be experienced (appr. 14 metres/second), a significant wave height of 2 metres or more with a temporary peak wave height of 4 metres]. These conditions may be experienced during voyages on large lakes, estuaries, and, in moderate weather conditions, on coastal waters.

**NB!** The significant wave height is the average height of the highest third of the wave profile, which roughly corresponds to the wave height an experienced observer makes of the sea. Single waves can be twice as high.

**NB!** Never exceed the boat's maximum load (see rating plate). Distribute the load evenly and low so that the boat's balance is maintained, both in lateral and longitudinal direction.

**NB!** Do not exceed the maximum number of people. Regardless of the number of people on the boat, the total weight onboard may not exceed the maximum permitted load. Always use the seats on the boat.

# IDENTIFICATION

SE-IRNR \_ \_ \_ \_ \_

**NB!** No sign may be removed from the boat. If so, all certifications will cease to apply immediately.

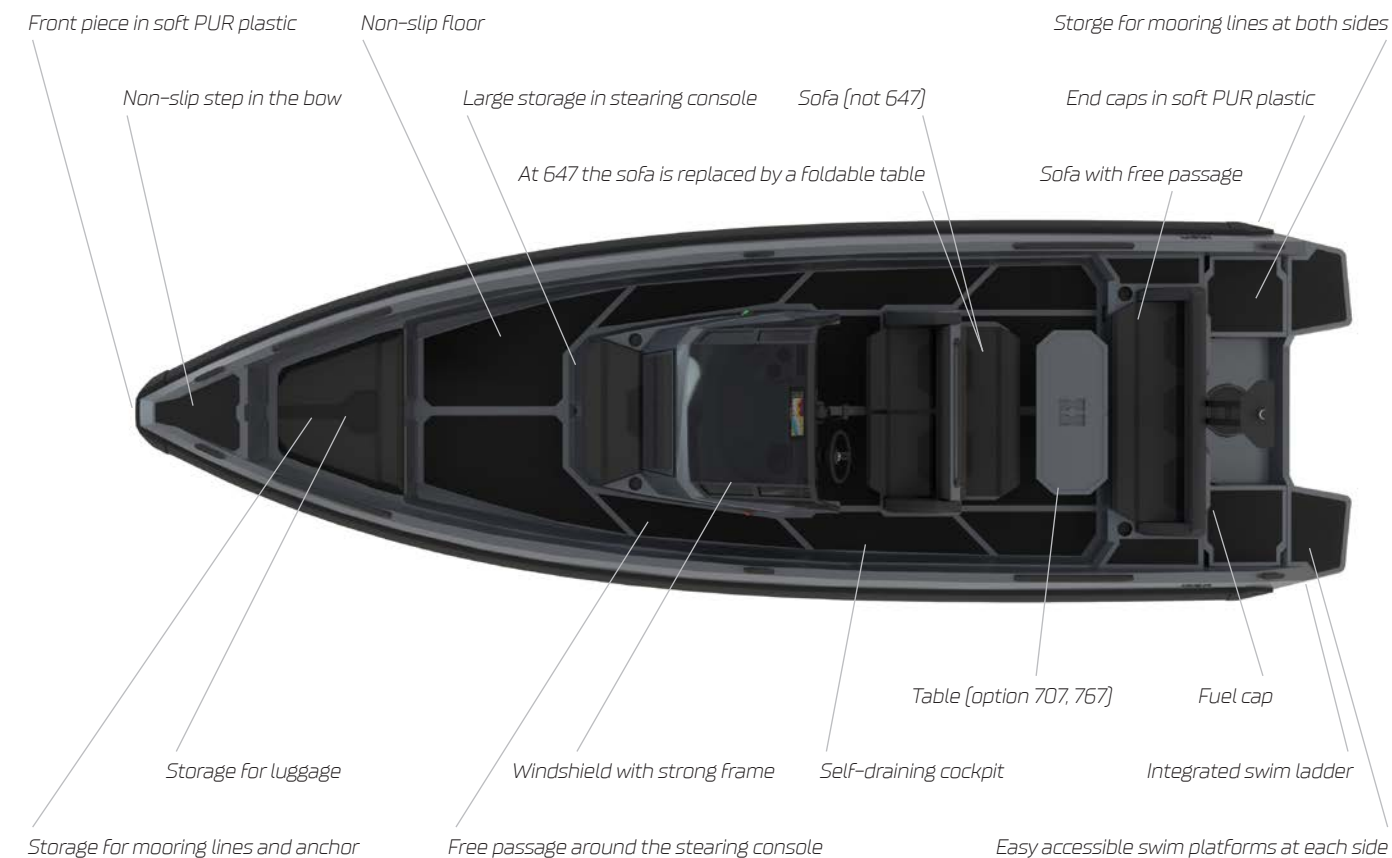
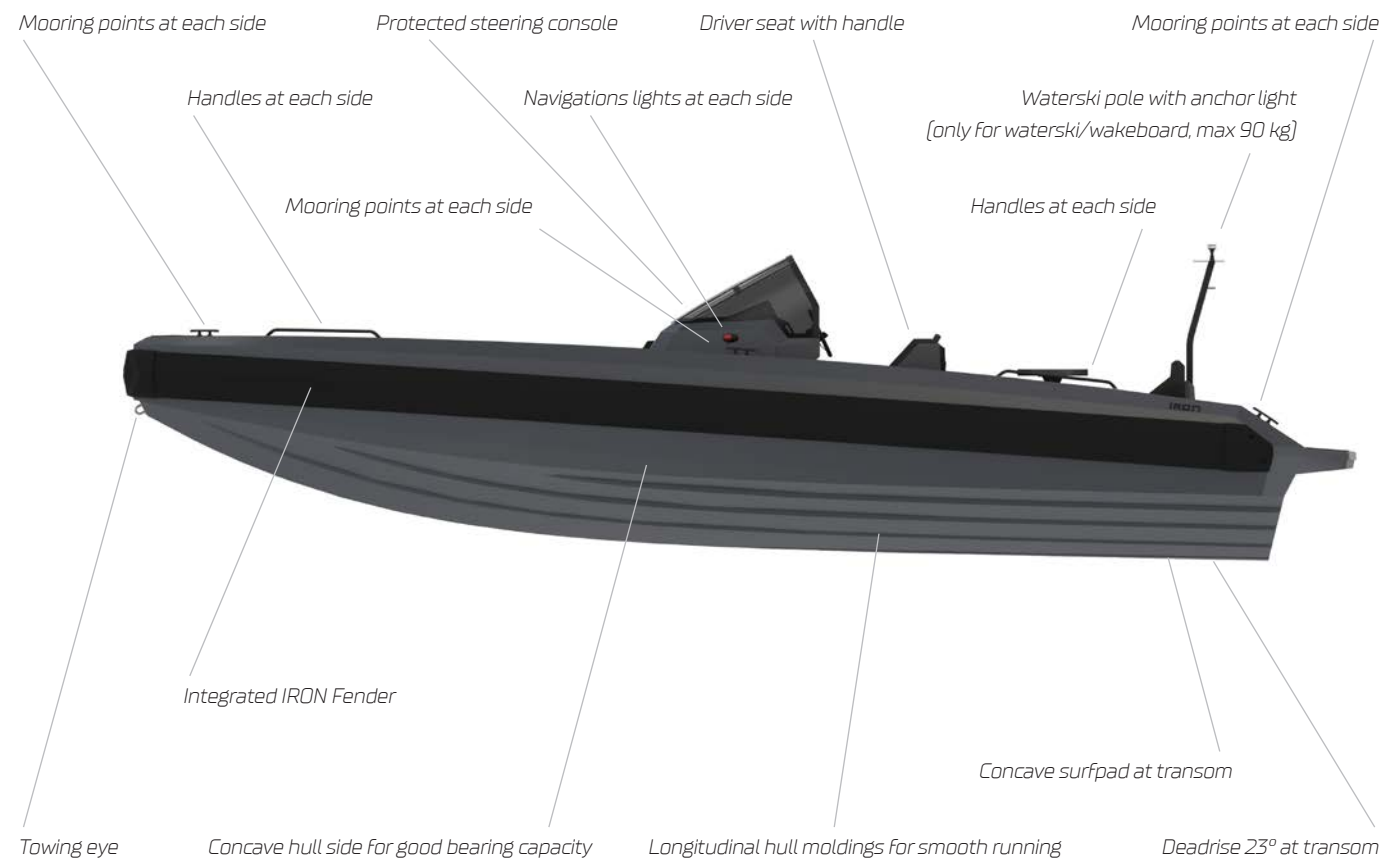
SPECIFICATIONS

Hull	IRON 647	IRON 707	IRON 767	IRON 827
Length	6,52 m	7,12 m	7,72 m	8,30 m
Width	2,44 m	2,44 m	2,44 m	2,44 m
Weight	950 kg	1 100 kg	1 250 kg	1 450 kg
Seats	6	7	8	9
Max load	820 kg	970 kg	1 130 kg	1 150 kg
Fuel tank (stainless)	142 l	192 l	262 l	304 l
Deadrise at transom	23°	23°	23°	23°
CE class	C	C	C	C
Engine				
Power (min-max)	115-200 hp	150-250 hp	200-300 hp	250-450 hp
Max weight	250 kg	280 kg	280 kg	325 kg
Shaft	X	X	X	X
Speed (appr.)	35-48 knots	40-48 knots	40-50 knots	45-60 knots

EQUIPMENT

Standard equipment	IRON 647	IRON 707	IRON 767	IRON 827
Integrated IRON Fender	X	X	X	X
LED Navigation lights	X	X	X	X
Fire-extinguisher	X	X	X	X
Electric bilge pump	X	X	X	X
Waterski pole	X	X	X	X
Swim ladder	X	X	X	X
Swim platforms	X	X	X	X
Large storage compartments	X	X	X	X
Table	X			
Optional equipment				
Table		X	X	X
Sunbed	X	X	X	X
Sprayhood	X	X	X	X
Console cover	X	X	X	X
Aft sofa cover	X	X	X	X
GPS	X	X	X	X
Speakers, blue tooth	X	X	X	X
Hydraulic steering	X	X	X	X
Refrigerator		X	X	X

# OVERVIEW





# STABILITY

IRON Boats are stable, while running, at rest and when moored thanks to its hull shape and good weight distribution. Keep in mind that the sea, breaking waves and the load affects the boat's stability. Keep the bilge dry since moving water always degrades stability. Also keep in mind that the boat's stability is affected by all types of towing.



**NB!** Check regularly that the bilge is dry, since freely moving water affects the stability.

# BUOYANCY

IRON Boats are designed to float, even if the cockpit is water-filled.



Inspection hatch:  
- Fuel tank

Inspection hatch:  
- Bilge pump  
- Self drainage  
check valves

**NB!** Check that all inspection hatches are properly closed before using the boat.

# SELF DRAINAGE

Both the cockpit and the motor well are self drained. The bilge is drained by an automatic bilge pump.



Self drained motor well.

Drain plug

Self drained cockpit (with check valve).

**NB!** Make sure at least one bucket is on board, tied in the boat.

**NB!** Keep self-draining valves, at transom, clean of barnacles.

# BILGE PUMP

IRON Boats are equipped with an electric bilge pump in the bilge. It runs automatically and the drainage capacity is 38 liters per minute.

On the instrument panel, the bilge pump, also can be started manually and the operation is indicated by a lit LED.

Regularly check the function of the bilge pump.

Always make sure that the bilge is as dry as it can be.

**WARNING!** The bilge pump is not dimensioned to handle leaks caused by grounding or other damage to the boat's structure.

**NB!** Check regularly that the bilge pump is working and its protective grille and hoses are clean inside.

# ENGINE

Each model of IRON Boats is tested meticulously with respective engine and propeller that it is delivered with. This means that every combination of boat, engine and propeller provides the best possible combination of comfort, performance, economy and seaworthiness.

## Care and maintenance

Detailed information on care and maintenance can be found in the engine's manual, and must be followed in order for the engine's warranties to apply.

**NB!** A replacement of the propeller changes the characteristics of the boat and is therefore not to recommend. If you still consider to replace the propeller, it is recommended to contact the seller or another expert.

# FUEL SYSTEM

The fuel cap is positioned on the port side, in front of the engine well. The fuel tank of stainless steel is located in the aft and reachable by the inspection hatch in the floor. After refueling, check that no fuel has leaked into the cockpit or the bilge. The type of fuel is specified in the engine manual.



**DANGER!** When refueling, the engine and all electrical equipment must be switched off.

**DANGER!** All open fire must be extinguished, including cigarettes etc.

# FUNCTIONS AND LOCATION



Battery box at starboard under the sofa in the aft.



The fire extinguisher is placed under the sofa in the aft.



The cockpit self-draining, with check valves at the bottom inside of the transom. The automatic bilge pump is placed between the check valves and outflows in the engine well, in the upper right corner of the picture.



Fuel tank of stainless steel, reachable from the inspection hatch in front of the sofa.



The self-draining check valves is reachable from the inspection hatch in the engine well.



Self drainers at each side of the cockpit

ELECTRIC SYSTEM



**Main switch**  
The main switch is located at star-board side of the sofa's front side (0 = off and I = on).

**Bilge pump**  
The bilge pump runs automatical-ly and is always in operating mode, as long as the battery is charged, regardless of the main switch.

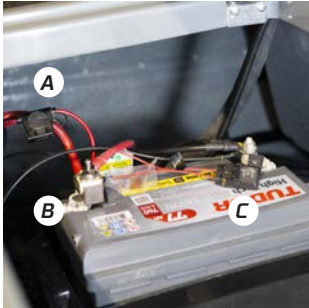


**Keypad – boat functions**  
The relays connected to the keypad, is placed beside the blade fuses, inside of the steering console.



**Fuse box – boat functions**  
The fuse box, for blade fuses, is placed behind the steering wheel at the inside of the console.  
  
Relays for boat functions at the right, of the fuse box.

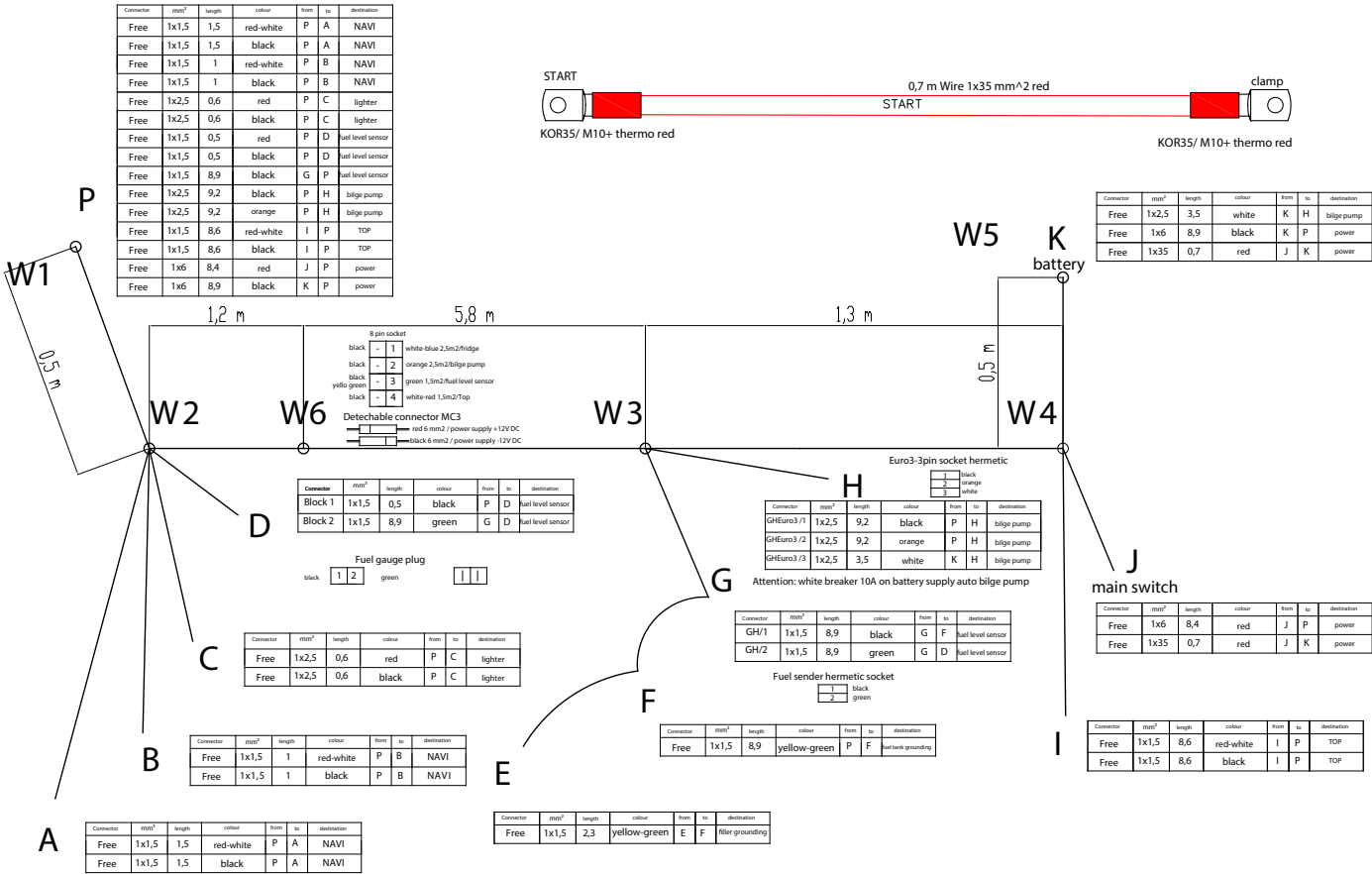
**NB!**  
Remeber to aways keep some extra blade fuses onboard.



**Fuses – engine**  
The engine's fuses are located on top of the battery, under its cover. The battery is placed under the sofa at starboard.

A. Drainage pump  
B. Power steering (if equiped)  
C. Engine (power supply)

**NB!**  
See the engine manual, for the correct type of fuses.



# FIRE PROTECTION

IRON Boats comes with an aerosol fire extinguisher that suffocates the fire with a non-toxic smoke. Its capacity corresponds to a two-kilo powder fire extinguisher and it can be used against fire in fuel, hull and electronics. The fire extinguisher has a service life of 5 years and must then be replaced.

## Location of fire extinguisher

It is mounted under the sofa at the starboard side, on top of the battery cover.

Always check that the fire extinguisher is easily accessible and inform the boat's crew of where it is located and how it is used.

Regularly check that there is no fuel spill in the bilge or elsewhere in the boat. Smell of petrol is a clear sign of fuel leakage and must be remedied immediately.

- NB!** Never cover the ventilation openings of the boat designed for the ventilation of fuel fumes.
- NB!** Secure that fire extinguisher and main switch always are easy accessible.
- NB!** Never change the boat's electric and fuel system or let an uneducated person work with them.
- NB!** Never refuel or handle fuel when the engine runs.
- NB!** Never smoke or handle fire in connection with fuel.

# IN CASE OF FIRE

- 
- 1. Put the passengers in safety**
  - 2. Turn off the engine**  
(at the instrument panel)
  - 3. Turn off the main switch**  
(at the front of the sofa)
  - 4. Turn off the fuel tap**  
(under the inspection hatch)
  - 5. Get the fire extinguisher – extinguish the fire**  
(under the sofa, at the port side)
  - 6. Warn nearby boats.**
  - 7. Make an emergency call.**

# SAFETY

## Safety equipment

The safety equipment that boat and weather conditions requires must be on board, such as:

- Life jackets
- Safety harnesses
- Paddles
- Mooring lines
- Anchor with rope
- Fire extinguisher
- Emergency flares
- Bucket (fixed)

The boat's captain shall immediately attach the dead man's control at himself as soon as the boat leaves the harbour.

## A tip

A membership in a national maritime rescue organization can mean benefits such as free assistance, even if acute danger does not exist.

# LOAD AND STOWAGE

Don't overload the boat. Stow the load so that the boat's balance does not change in the lateral and longitudinal direction. Heavy objects must be placed as low as possible in order to maintain the boat's stability and prevent the risk of capsizing.

Make sure that all equipment, accessories and luggage are properly stowed so that everything is secured even in the event of strong wind and severe wave conditions.

## WARNING!

Cargo displacement changes the boat's balance and degrades its handling characteristics. In the worst case, it can make the boat unable to maneuver.

# SEAMANSHIP

## Navigation rules

At sea the international waterway rules (COLREG) shall be followed and the driver of the boat is responsible to obey them.

## General rules

- Navigate safely and make sure, that the sea charts are up to date.
- Always adapt the speed to prevailing conditions and surroundings.
- Pay attention to the wave height.
- Think about the passengers and their comfort.
- Do not make large waves that may disturb the surroundings.

# MAN OVERBOARD

## Boat in motion

When the boat is in motion, no one should sit, stand or occupy any place other than those intended for seating.

## Man overboard

If someone falls overboard, the easiest way back on board is to use the swim ladder. It is integrated in the swim platform and can be pulled out to its full length, even from the water.

## People in the water

If a person suddenly appears in the water around the boat – pull the dead man's control (emergency shutdown) to turn off the engine – and prevent the propeller from causing serious personal injury.

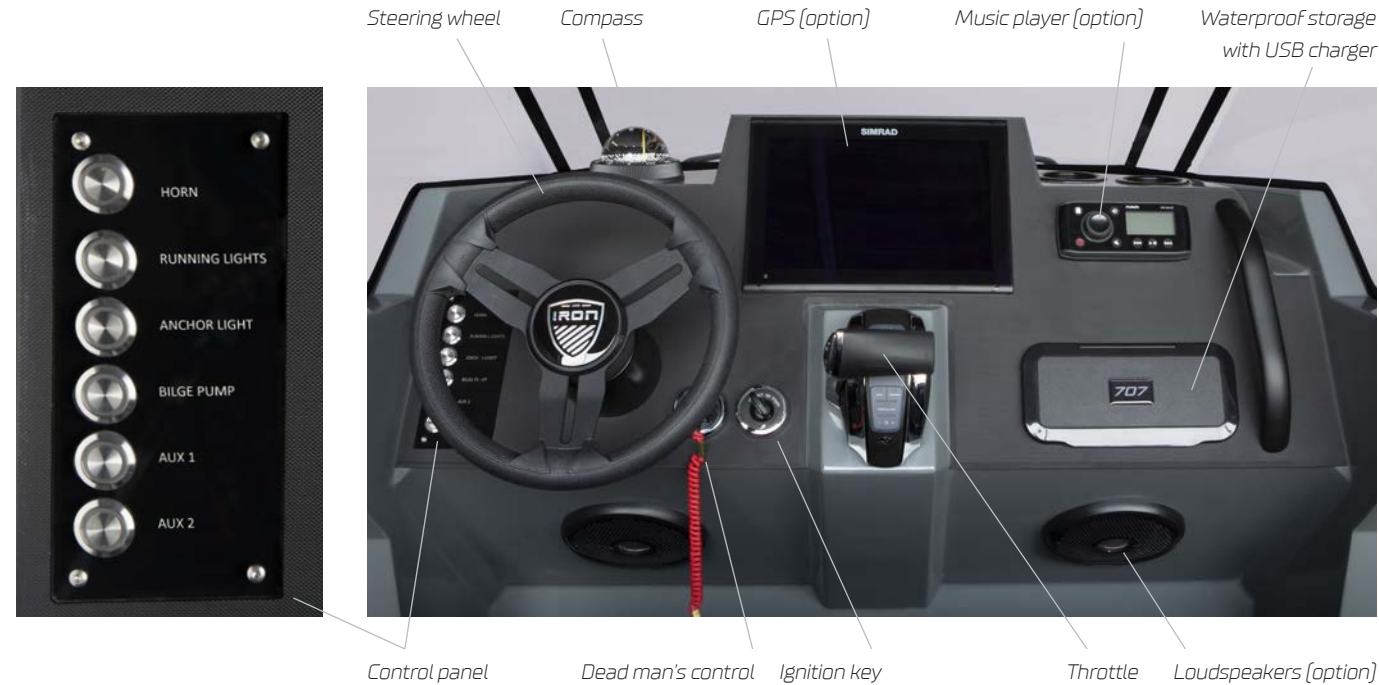
## DANGER!

The engine shall be turned off. When the swim ladder is used.

## DANGER!

If a shutdown of the engine is not possible in an emergency, the driver must ensure that the engine's gear selector is in neutral, if a person is in the water close to the boat.

# STEERING CONSOLE



**NB!** Also read the manuals for: Steering system; Throttle (engine's manual); extra equipment such as GPS and Music player etc.

**NB!** Steering console cover must always be attached, when the boat is not in use, to ensure water tightness and prevent water from entering dashboard installations.

# MANEUVERING

The hull of the IRON Boats are smooth running and stable with predictable handling characteristics. But it is always the boat's driver who is responsible to adapt the boat's speed to the current circumstances, such as weather, wind and waterway rules.

## Maximum sight

Ensure maximum sight in front of the boat, in accordance with international maritime regulations (COLREG).

## Also ensure that:

- Passengers are placed so they won't obstruct the captain's view.
- The boat isn't driven on the planing threshold, so the sight is prevented.
- An eye is kept backwards, to detect boats that come from behind.
- Faster boats can pass safely, in crowded sea-lanes.
- Navigation lights are used in the dark and under limited visibility.

## Power trim

Allows you to raise or lower the bow for optimal performance when driving. Complete information can be found in the engine's manual.

## Use the power trim to plane faster

- If you want the boat to plane, trim down the bow.
- When the boat is planing, raise the bow until the boat begins to stomp or the propeller lose its grip. Then lower the bow until the running becomes stable and use the speedometer to optimize the trim angle.

## Power trim in head- or downwind

- Headwind: Lower the bow slightly, until the boat's running gets even.
- Downwind: Raise the bow slightly so that the boat does not plow through the waves.

## WARNING!

Be very careful when using the power trim at high speed, since it affects the boat's behaviour.

## WARNING!

Do not trim the bow too low at high speed, as it can make the boat's movements unpredictable.

## WARNING!

At full speed, the boat gets more difficult to handle and fast turns can lead to lost control. Therefore, always slow down before sharp turns, regardless of direction.

## WARNING!

Lower the speed when the wave height increases, as waves affect the boat's maneuverability.



# MOORING

If possible, lock the boat sideways by crossing the mooring lines at transom. Make sure they are not touching the propeller.



When mooring longships, the boat must be secured with one or two so-called "spring" that lock the boat lengthwise. Use fenders if you are mooring to an industrial or poorly maintained dock, to avoid aesthetic damages.



**NB!** Mooring shall be done in harbours or protected water.

Wind and wave direction shall also be considered.

**NB!** Always leave a little "slack" in mooring lines, at fixed docks so the boat can move vertically with the water.

# TOWING

**To tow** – always use both mooring points at transom – and drive carefully!  
– this also applies to tow an air filled ring or mattress.



**Get towed** – attach the towing line to the towing eye, under the bow – request the towing boat to drive carefully!



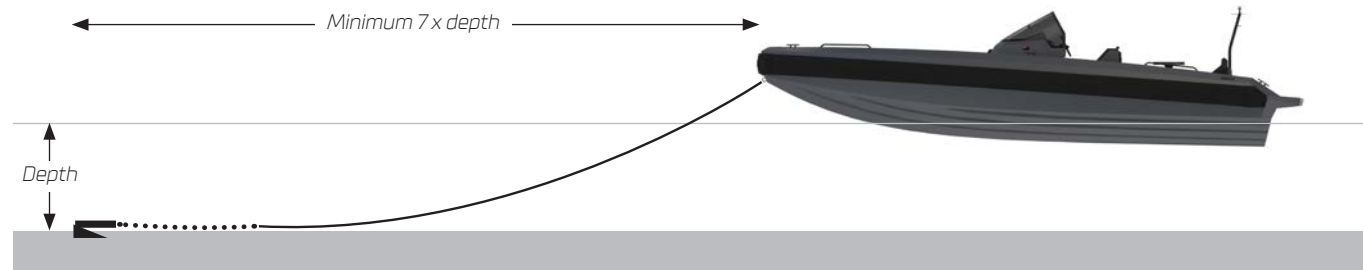
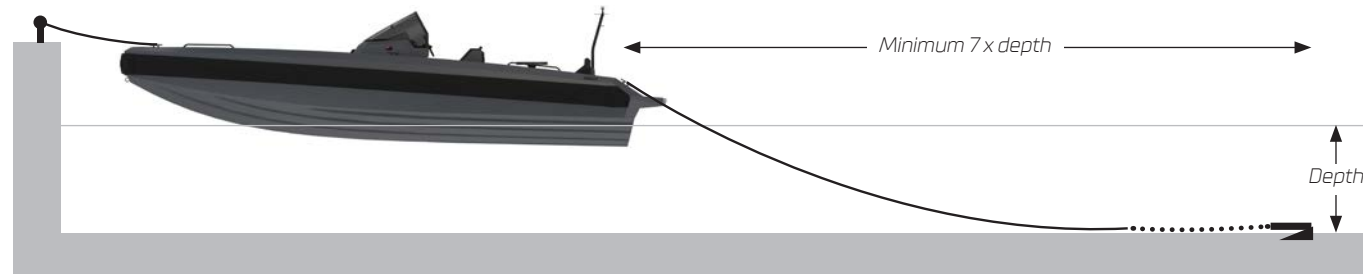
**WARNING!** The towing line is exposed to great forces and if it goes off, the loose end can become deadly.

Therefore, use a sufficiently strong towing line and avoid being directly in front of the towing line.

**NB!** The waterski pole may never be used for towing or to ride any kind of airfilled ring or mattress. The maximum load is 90 kg.

# ANCHORAGE

When you anchor, the anchor line should always be at least 7 x depth. For best grip, use a few meters of chain between the anchor and the anchor line, since the chain prevents the anchor from being moved by the boat's motions.



# TRAILER-TRANSPORT

Ensure that the trailer is suitable for the boat and that there is enough side support that reduces the point load.

Check that the trailer's load capacity is sufficient for the boat with its engine, battery, equipment, fuel, accessories, as well as any luggage and bilge water.

Check the vehicle's registration certificate to see the maximum permissible weight for a trailer.

Remove any unnecessary load and bilge water before you winch up the boat, on a trailer.

Use (only) the towing eye at the bow when winching up the boat on a trailer.

Adjust the trailer's side support so that the keel support take most of the weight.

Secure the boat properly at the trailer before departure, with fastening lines (eg tensioning straps) that prevent lateral and longitudinal movements.

If needed, use padding between the boat and fastening lines for surface protection.

See the engine manual for more instructions about trailer transport.

## A tip

Loosen the drain plug at the bottom of the transom, when you stand at the slipway, to drain the hull. Immediately fasten the drain plug and secure it properly.

**WARNING!** A poorly maintained boat trailer, or one that is too small, may break down during transport and cause danger. Check that the loading capacity is sufficient for the total weight of the boat with engine, battery, equipment and fuel.

**NB!** Check that the trailer is approved for the weight of the boat and that the towing vehicle can tow the boat and trailer's total weight. And that you are authorized to drive according to your driving license.

**NB!** The weight of the trailer should rest lightly on the towbar. Make sure the boat is properly fastened and its weight is evenly distributed at the trailer's support, otherwise the boat may be damaged.



# ENVIRONMENT

*All archipelagos, rivers and lakes are unique and it is a matter of honor for boaters to preserve their natural habitats.*

## **Therefore avoid the following:**

- Fuel and oil leaks.
- Throw garbage into the water or onto the shore.
- Discharge of detergents or solvents into the water.
- Causing loud noise, whether at sea or when the boat is moored.
- Causing swell close to docks, anchorage and bathing places.

*Always follow the applicable environmental laws and regulations as well as the International Convention for the Prevention of Pollution from Ships (MARPOL).*

# MAINTENANCE

## **Gelcoat**

*Wash with sponge and lukewarm water with a splash of car shampoo. To avoid sun bleaching, the gelcoat should be waxed and polished as needed.*

## **IRON fender**

*Wipe with microfibre cloth and lukewarm water.*

## **Windshield**

*Wipe with microfibre cloth and lukewarm water.*

## **Cushions, cover and spray hood**

*Wipe with microfibre cloth and lukewarm water. Any stains are removed in accordance with general recommendations*

## **Floor**

*Use scrub brush and lukewarm water with a splash of car shampoo, regardless of whether the floor is in gelcoat or Vendeck.*

## **Bottom paint**

*Choose the bottom paint according to the circumstances that prevail where the boat is used and the applicable environmental law.*

## **Engine, throttle and steering**

*Service must be performed in accordance with the respective manual. Remember to check / replace the engine's zinc anode to prevent galvanic corrosion.*

# REPAIR

## **Hull damage**

*Immediately remove the boat from the water and allow the damaged area to dry properly. Then hire an expert for the repair.*

## **Gelcoat damage**

*Immediately remove the boat from the water and allow the damaged area to dry properly. Then consult an expert for the repair.*

## **Propeller damage**

*Let an expert repair minor damages. In the event of major damage, buy a new propeller. Ensure that it is the same one, as the damaged one, so that the handling characteristics of the boat remain intact.*

*Straitness of the propeller axel has to be checked in occasion of a propeller damage.*

## **Engine damage**

*Consult an expert.*

# WINTERIZATION

## **Engine**

- Make the winter conservation according to the engine's manual.
- Remember frost protection, in case of the boat and engine are stored in, an unheated space.

## **Battery**

- Remove and store in a tempered place with maintance charging.

## **Boat**

- Clean and dry the boat properly on the inside and outside.
- Clean the bottom from all kind of fouling, immediately when picked up.
- Store the boat in a dry and ventilated area, preferably with a little heat on.
- When stored outdoors, it must be well covered, but with ventilation to prevent mold.
- Leave storage and inspection doors slightly open for good ventilation.
- Tilt down the rear of the boat slightly, unscrew the drain plug, to dry out the hull.

DECLARATION OF CONFORMITY

Recreational Craft Directive 2013/53/EU (RCD).

PRODUCER	
Name	Järnbröderna AB
Address	Bolshedens industriväg 40
City	427 50 Billdal
Country	Sweden
Website	www.ironboats.se

Type inspection for the IRON Boat, mentioned below, is conducted by:

NOTIFIED BODY / CERTIFIED INSTITUTE	
Name	Polish Ship Register SA
Address	Gen. Jozefa Hallera 126
City	80-416 Gdansk
Country	Poland
License no..	CE 1463
Website	www.prs.pl

DECLARATION OF CONFORMITY

References to applicable harmonised standards and regulations are listed at the following pages.

I declare that the recreation craft, that is specified, in this owners manual complies with all applicable essential safety regulations as indicated in the examination certificate.

Henrik Peterson, Järnbröderna AB

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{yyyy-mm-dd}

- ☐ IRON 647
- ☐ IRON 707
- ☐ IRON 767
- ☐ IRON 827

S	E	-	I	R	N	R								
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MODEL	IRON 647	IRON 707	IRON 767	IRON 827
Construction class	C	C	C	C
Type-examination certificate No.	CW/RCD/3116/2019	CW/RCD/05/02/2022	CW/RCD/3118/2019	CW/RCD/04/02/2022
Boat type	Motor boat	Motor boat	Motor boat	Motor boat
Construction material	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic
Max power (kW)	147,1	186,4	220,6	335,6
Length	6,52 m	7,12 m	7,72 m	8,30 m
Width	2,44 m	2,44 m	2,44 m	2,44 m
Weight	950 kg	1 100 kg	1 250 kg	1 450 kg
Max load	820 kg	970 kg	1 130 kg	1 150 kg
Max persons	6	7	8	9

SUPPLIED ENGINE	Trademark	
	Power	
	Engine number	
	Type of propeller	

# APPLICABLE STANDARDS

		IRON 647	IRON 707	IRON 767	IRON 827			IRON 647	IRON 707	IRON 767	IRON 827
General requirements	EN ISO 8666:2002	X	X	X	X	Handling characteristics	EN ISO 11592:2001	X	X	X	X
Hull marking	EN ISO 10087:2006	X	X	X	X	Fuel system	EN ISO 8469: 2013	X	X	X	X
Builder's plate	2013/53/EU/IA-2.2	X	X	X	X		EN ISO 10088: 2013	X	X	X	X
Protection from falling overboard	EN ISO 15085:2003/A1:2009	X	X	X	X		EN ISO 21487:2012/A1:2014	X	X	X	X
Visibility from the steering position	EN ISO 11591: 2011	X	X	X	X	Electrical system	EN ISO 8849:2003	X	X	X	X
Owner's manual	EN ISO 10240:2004	X	X	X	X		EN ISO 10133:2012	X	X	X	X
Structure	EN ISO 12215-1:2000	X	X	X	X	Steering system	EN ISO 10592:1995/A1:2000	X	X	X	X
Stability and freeboard	EN ISO 12217-1:2015	X	X	X	X		EN ISO 25197:2012	X	X	X	X
Buoyancy and flotation	EN ISO 12217-1:2015	X	X	X	X		EN 28848:1993 / A1:2000	X	X	X	X
Openings in the hull and on deck	EN ISO 9093-1:1997	X	X	X	X	Fire protection	EN ISO 9094-1:2003	X	X	X	X
Flooding	EN ISO 11812:2001	X	X	X	X	Navigation lights	EN ISO 16180:2013	X	X	X	X
Maximum load permitted	EN ISO 14946:2001 / AC:2005	X	X	X	X						
Life raft stowage	ISO 6185-3:2014	X	X	X	X						
Anchoring, mooring and towing	EN ISO 15084:2003	X	X	X	X						

# OWNER

**OWNER 1**

Name \_\_\_\_\_ city \_\_\_\_\_ year of purchase \_\_\_\_\_

**OWNER 2**

Name \_\_\_\_\_ city \_\_\_\_\_ year of purchase \_\_\_\_\_

**OWNER 3**

Name \_\_\_\_\_ city \_\_\_\_\_ year of purchase \_\_\_\_\_

**OWNER 4**

Name \_\_\_\_\_ city \_\_\_\_\_ year of purchase \_\_\_\_\_

**OWNER 5**

Name \_\_\_\_\_ city \_\_\_\_\_ year of purchase \_\_\_\_\_

**OWNER 6**

Name \_\_\_\_\_ city \_\_\_\_\_ year of purchase \_\_\_\_\_

# SIGNATURE

*I have taken part of the seller's, walk through the boat, its owner's manual, associated equipment and other manuals.*

*I am also aware of, that the boat's owner / driver is responsible for ensuring that it is used in accordance with the applicable maritime regulations and good maritime skills and that it is properly insured.*

**OWNER 1**

Name \_\_\_\_\_

**OWNER 2**

Name \_\_\_\_\_

**OWNER 3**

Name \_\_\_\_\_

**OWNER 4**

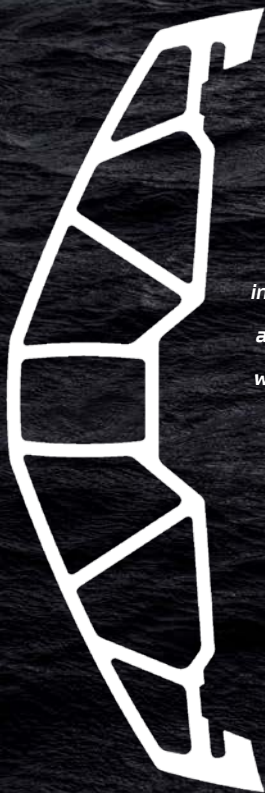
Name \_\_\_\_\_

**OWNER 5**

Name \_\_\_\_\_

**OWNER 6**

Name \_\_\_\_\_



*IRON Boats have been developed by the enthusiasts  
Lars and Henrik Peterson, IRONBROTHERS, who have long experience  
in motorboating. They have driven all kinds of boats, in all kinds of conditions,  
at the beautiful, but often harsh coast of west Sweden. Therefore they know  
what works at sea and in the workshop. Today they are the largest retailer of  
RIB boats worldwide and one of Mercury's biggest retailers. Now they  
have gathered their experiences in IRON Boats to give you a boat  
with stealth design, high functionality and  
outstanding seaworthiness.*

# IRON

*[ironboats.se](http://ironboats.se)*

