# HPi VS

# TITLE: ISO 6185 REPORTING TOOL

Reference: RCD-F-4 Page: 1

Issue: 05 Date: 2020/7/22

| Manufacturer's Details: |                                   |  |  |  |  |  |
|-------------------------|-----------------------------------|--|--|--|--|--|
| Name:                   | Highfield Boats Co., Ltd.         |  |  |  |  |  |
| Address:                | Baojia Industrial Zone, Poyu Town |  |  |  |  |  |
| City:                   | Weihai                            |  |  |  |  |  |
| Post Code:              | 264213                            |  |  |  |  |  |
| Country:                | China                             |  |  |  |  |  |



| Acceleration due to gravity | g | 9.8067 |                   |
|-----------------------------|---|--------|-------------------|
| Density of petrol           | ρ | 737    | kg/m <sup>3</sup> |
| Density of diesel           | ρ | 840    | kg/m <sup>3</sup> |
| Density of fresh water      | ρ | 1000   | kg/m <sup>3</sup> |
| Density of black water      | ρ | 1000   | kg/m <sup>3</sup> |
| Density of sea water        | ρ | 1025.2 | kg/m <sup>3</sup> |
|                             |   |        |                   |

|  |   | odel Name   | SP330   | SP360  | SP520   | MODEL NAME<br>HERE   | MODEL NAME<br>HERE   | MODEL NAME<br>HERE  | MODEL NAME<br>HERE  | MODEL NAME<br>HERE  | MODEL NAME<br>HERE  | MODEL NAME<br>HERE   |
|--|---|---|---|--|---|--|--|---|---|---|---|--|
| Parameter DESCRIP  |   | Unit  | EN 100 0405 0   |  |   |  |  |   |   |   |   |  |
| Applicable standard ISO 6185 Inflatable Type   | -   | -   | EN ISO 6185-3<br>Type VII   | EN ISO 6185-3<br>Type VII  | EN ISO 6185-3<br>Type VII   | EN ISO 6185-1<br>Type II   | EN ISO 6185-1<br>Type II   | EN ISO 6185-1<br>Type II  | EN ISO 6185-1<br>Type II  | EN ISO 6185-1<br>Type II  | EN ISO 6185-1<br>Type II  | EN ISO 6185-1<br>Type II   |
| Rigid/Inflatable<br>Power source   | -   | -   | RIB<br>Motor  | RIB<br>Motor   | RIB<br>Motor  |  |  |   |   |   |   |  |
| Design Category<br>Material - Bottom   |   | -   | C<br>Aluminium  | C<br>Aluminium   | C<br>Aluminium  |  |  |   |   |   |   |  |
| Material - Tubes<br>Material - Deck  | -   | -   | PVC<br>PVC  | PVC<br>PVC   | PVC<br>PVC  |  |  |   |   |   |   |  |
| GEOME  | TRY   |   |   |  |   |  |  |   |   |   |   |  |
| Length - Hull<br>Length - Max.   | L <sub>H</sub>  | m<br>m  | 3.36<br>3.36  | 3.62<br>3.62   | 5.25<br>5.25  |  |  |   |   |   |   |  |
| Length - Inboard<br>Beam - Hull  | L <sub>i</sub>  | m<br>m  | 2.04<br>1.82  | 2.36<br>1.84   | 3.43<br>2.42  |  |  |   |   |   |   |  |
| Beam - Max   | B <sub>MAX</sub>  | m   | 1.82  | 1.84   | 2.42  |  |  |   |   |   |   |  |
| Beam - Inboard<br>Beam - Transom   | B <sub>i</sub>  | m<br>m  | 0.90<br>0.78  | 0.94<br>0.85   | 1.30<br>1.15  |  |  |   |   |   |   |  |
| Freeboard fwd<br>Freeboard amidships   | F <sub>F</sub>  | m<br>m  | 0.71<br>0.48  | 0.69<br>0.45   | 0.97<br>0.68  |  |  |   |   |   |   |  |
| Freeboard aft  | F <sub>A</sub>  | m   | 0.25  | 0.24   | 0.44  |  |  |   |   |   |   |  |
| Draft of canoe-body<br>Sail area   | T <sub>C</sub>  | m<br>m <sup>2</sup>   | 0.35  | 0.36   | 0.37  |  |  |   |   |   |   |  |
| Inboard seating area   | A <sub>i</sub>  | m <sup>2</sup>  | 0.40  | 224  | 40.00   | 0.00   | 0.00   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00   |
| Dimensional factor<br>ARRANGEI   | F(d)<br>MENTS   | m <sup>2</sup>  | 6.10  | 6.64   | 12.68   | 0.00   | 0.00   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00   |
| Engine Arrangement Max. no. of engines   |   | -<br>Engines  | Outboard<br>1   | Outboard<br>1  | Outboard<br>1   |  |  |   |   |   |   |  |
| Max. power (total)<br>Exhaust Ducting  | P -   | kW<br>-   | 22.38<br>Integral Exhaust   | 29.84<br>Integral Exhaust  | 74.6<br>Integral Exhaust  |  |  |   |   |   |   |  |
| Fuel/Power System Fuel installation  | -   | -   | Petrol fuel system  |  | Petrol fuel system  |  |  |   |   |   |   |  |
| Fuel capacity  | -   | L   | Permanently installed   | Permanentry installed  | Permanentry installed   |  |  |   |   |   |   |  |
| Water tank capacity Holding tank capacity  |   | L   |   |  |   |  |  |   |   |   |   |  |
| Electrics - DC system<br>Electrics - AC system   | -   | -   | Fitted<br>N/A   | Fitted<br>N/A  | Fitted<br>N/A   |  |  |   |   |   |   |  |
| Steering No. of seats on tubes   | -   | -<br>Adults   | 2   | 3  | 7   |  |  |   |   |   |   |  |
| No. seats NOT on tubes   | IMIT.   | Adults  | 3   | 3  | 3   |  |  |   |   |   |   |  |
| CREW L<br>Cat B - Adults   | -   | Adults  |   |  |   |  |  |   |   |   |   |  |
| Cat B - Child<br>Cat C - Adults  | -   | Child<br>Adults   | 5   | 6  | 10  |  |  |   |   |   |   |  |
| Cat C - Child<br>Cat D - Adults  | -   | Child<br>Adults   |   |  |   |  |  |   |   |   |   |  |
| Cat D - Child  | -   | Child   |   | 0  | 0   | 0  | 0  | 0   |   |   |   |  |
| Cat B - Limit Cat C - Limit  | CL  | Adults<br>Adults  | 5   | 6  | 0<br>10   | 0  | 0  | 0   | 0   | 0   | 0   | 0  |
| Cat D - Limit<br>WEIGH   | CL<br>TS  | Adults  | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0  |
| Hull<br>Tubes  | -   | kg<br>kg  |   |  |   |  |  |   |   |   |   |  |
| Internal mouldings   | -   | kg  | 404   | 404  | 200   |  |  |   |   |   |   |  |
| Engine(s) Standard Equipment   | -   | kg<br>kg  | 124   | 124  | 208   |  |  |   |   |   |   |  |
| Non-edible stores & prov.<br>Edible stores & provisions  | -   | kg<br>kg  | 50  | 60   | 100   |  |  |   |   |   |   |  |
| Liferaft<br>Personal Equipment   |   | kg<br>kg  |   |  |   |  |  |   |   |   |   |  |
| Fuel<br>Water  | -   | kg  | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0  |
| Holding tanks  | -   | kg<br>kg  | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0  |
| Crew<br>Minmum Crew  |   | kg<br>kg  | 375<br>75   | 450<br>75  | 750<br>75   | 0<br>75  | 0<br>75  | 0<br>75   | 0<br>75   | 0<br>75   | 0<br>75   | 0<br>75  |
| LOAD CONI  | PAROITIC  |   |   |  |   |  |  |   |   |   |   |  |
| Maximum Load   | M <sub>i</sub>  | kg  | 549   | 634  | 1058  | 0  | 0  | 0   | 0   | 0   | 0   | 0  |
| Maximum Load<br>Empty Craft  | M <sub>L</sub>  | kg<br>kg  | 212   | 634<br>227   | 1058<br>550   | 0  | 0  | 0   | 0   | 0   | 0   | 0  |
| Maximum Load Empty Craft Lightship Minimum Operating   | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub>  | kg<br>kg<br>kg  | 212<br>212<br>287   | 227<br>227<br>302  | 550<br>550<br>625   | 0<br>0<br>75   | 0<br>0<br>75   | 0<br>0<br>75  | 0<br>0<br>75  | 0<br>0<br>75  | 0<br>0<br>75  | 0<br>0<br>75   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub>  | kg<br>kg<br>kg<br>kg  | 212<br>212<br>287<br>716  | 227<br>227<br>302<br>807   | 550<br>550<br>625<br>1518   | 0<br>0<br>75   | 0<br>0<br>75   | 0<br>0<br>75<br>0   | 0<br>0<br>75<br>0   | 0<br>0<br>75<br>0   | 0<br>0<br>75  | 0<br>0<br>75   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 'Total Mass'   | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> M or m <sub>b</sub>   | kg<br>kg<br>kg<br>kg  | 212<br>212<br>287   | 227<br>227<br>302  | 550<br>550<br>625   | 0<br>0<br>75   | 0<br>0<br>75   | 0<br>0<br>75  | 0<br>0<br>75  | 0<br>0<br>75  | 0<br>0<br>75  | 0<br>0<br>75   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 'Total Mass' TUBE BUO  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> M or m <sub>b</sub>   | kg<br>kg<br>kg<br>kg<br>kg<br>kg  | 212<br>212<br>287<br>716<br>761<br>212  | 227<br>227<br>302<br>807<br>861<br>227   | 550<br>550<br>625<br>1518<br>1608<br>550  | 0<br>0<br>75<br>0<br>0   | 0<br>0<br>75<br>0<br>0   | 0<br>0<br>75<br>0<br>0  | 0<br>0<br>75<br>0<br>0  | 0<br>0<br>75<br>0<br>0  | 0<br>0<br>75<br>0<br>0  | 0<br>0<br>75<br>0<br>0   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 'Total Mass'   | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> M or m <sub>b</sub> YANCY   | kg<br>kg<br>kg<br>kg<br>kg<br>kg<br>kg  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00   | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00  | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00   | 0<br>0<br>75<br>0  | 0<br>0<br>75<br>0  | 0<br>0<br>75<br>0   | 0<br>0<br>75<br>0   | 0<br>0<br>75<br>0   | 0<br>0<br>75<br>0   | 0<br>0<br>75<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> M or m <sub>b</sub> YANCY  Length   | kg mm   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300   | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580  | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100   | 0<br>0<br>75<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 'Total Mass' TUBE BUO Recommended working  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> M or m <sub>b</sub> YANCY  Length Diameter Volume   | kg kg kg kg kg kg kg kg kg mar psi kPa mm mm m³   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30  | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580<br>410<br>0.34   | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>560<br>0.52  | 0<br>0<br>75<br>0<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0<br>0   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LD</sub> M <sub>LDC</sub> M or m <sub>b</sub> YANCY  Length Diameter Volume Deviation Length  | kg kg kg kg kg kg kg kg kg mm psi kPa mm m³ m³  | 212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300   | 227 227 302 807 861 227  0.25 3.63 25.00 2580 410 0.34 3% 2580   | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>0.52<br>2%<br>2100   | 0<br>0<br>75<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0  | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure  | M <sub>L</sub> MEC MLC MLC MMMO MLA MLDC M OR MO MLA ML  | kg kg kg kg kg kg kg kg mm m³ - mm m³ mm m³   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>410<br>0.30   | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580<br>410<br>0.34<br>410<br>0.34<br>410   | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>560<br>0.52<br>2%<br>2100<br>560   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00                           | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00                                     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0,00   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LD</sub> M <sub>LDC</sub> M or m <sub>b</sub> YANCY  Length Diameter Volume Deviation Length Diameter   | kg kg kg kg kg kg bar psi kPa mm mm m³ 1 mm m³ -  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>1%<br>2400   | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580<br>410<br>0.34<br>410<br>3%<br>2580<br>410<br>3%<br>2580                       | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>560<br>0.52<br>2%<br>2100  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0          | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> M or m <sub>b</sub> YANCY  Length Diameter Volume Deviation Length Diameter Volume Deviation  | kg kg kg kg kg kg bar psi kPa mm mm m³ - mm m³ - mm mm mm   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>1%<br>2400<br>410  | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580<br>410<br>0.34<br>3%<br>2580<br>410<br>0.34<br>3%<br>2880<br>410               | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>560<br>0.52<br>2%<br>2100<br>550<br>0.52<br>2%<br>2100<br>550  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00                            | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1 Chamber 2  | M <sub>L</sub> M <sub>EC</sub> M <sub>MO</sub> M <sub>LO</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> Morm Morm YANCY  Length Diameter Volume Deviation Length Diameter Volume Deviation Length Diameter Volume Deviation Length Diameter Deviation Deviation   | kg kg kg kg kg bar psi kPa mm   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>1%<br>2400   | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580<br>410<br>0.34<br>410<br>3%<br>2580<br>410<br>3%<br>2580                       | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>560<br>0.52<br>2%<br>2100<br>550<br>0.52<br>2%<br>2100<br>550<br>0.52<br>2%<br>2100<br>550<br>0.52<br>2%<br>2100<br>550<br>0.52<br>2%<br>2100<br>550<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>0.55<br>860<br>860<br>860<br>860<br>860<br>860<br>860<br>860 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00                           | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00                                     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0,00   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1 Chamber 2  | M <sub>L</sub> M <sub>EC</sub> M <sub>LO</sub> M <sub>LO</sub> M <sub>LO</sub> M <sub>LO</sub> M <sub>LO</sub> MO OF M <sub>LO</sub> M  | kg kg kg kg kg kg kg bar psi kPa mm m m m  m  m  m  m  m  m  m  m  m  m   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>1%<br>2400<br>410<br>0.32<br>3%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 7%  | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 560   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00<br>0                            | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00<br>0                                    | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00<br>0                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1 Chamber 2  | M <sub>L</sub> M <sub>EC</sub> M <sub>Mo</sub> M <sub>LO</sub> M <sub>LO</sub> MO MLO MO  | kg kg kg kg kg kg bar psi kPa mm  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>411<br>0.30<br>1%<br>2400<br>410<br>0.32  | 227<br>227<br>302<br>807<br>861<br>227<br>0.25<br>3.63<br>25.00<br>2580<br>410<br>0.34<br>3%<br>2580<br>410<br>0.34<br>3%<br>2580<br>410<br>0.34<br>3% | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 23% 2300 560 0.57 8% 2300 560 0.57  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0%   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0 0 75 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4   | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LD</sub> M <sub>LD</sub> M <sub>LD</sub> M <sub>LD</sub> Length Diameter Volume Deviation Length Diameter Volume  | kg kg kg kg kg kg kg kg kg ka bar psi kPa mm m³ - mm mm m³ - mm mm m³ - mm mm m³ - mm mm mm m³ - mm m  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>1%<br>2400<br>410<br>0.32<br>3%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2580 410 0.34 7%   | 550<br>550<br>625<br>1518<br>1608<br>550<br>0.25<br>3.63<br>25.00<br>2100<br>550<br>0.52<br>2%<br>2100<br>560<br>0.52<br>2%<br>2300<br>560<br>0.52<br>2%<br>2300<br>560<br>0.57   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0                               | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0                                       | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00                          | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0                      | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1 Chamber 2  | M <sub>L</sub> M <sub>EC</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LC</sub> M <sub>MO</sub> M <sub>LDC</sub> M or m <sub>b</sub> M <sub>LDC</sub> M <sub>L</sub>   | kg kg kg kg kg kg bar psi kPa mm m³ - mm mm mm m³ - mm m   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>1%<br>2400<br>410<br>0.32<br>3%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 7%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 560 0.57 8% 2300 560 0.57   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00                                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00   | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00                          | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4   | M <sub>L</sub> M <sub>EC</sub> M <sub>MO</sub> M <sub>LO</sub> M <sub>MO</sub> M <sub>LA</sub> M <sub>LDC</sub> Mor m <sub>b</sub> MOR  | kg kg kg kg kg bar psi kPa mm mm mm m³ - mm mm mm m³ - mm m  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2400<br>410<br>0.32<br>3%<br>410<br>0.32<br>3%<br>410<br>0.32<br>3%<br>410<br>0.32<br>3%<br>410<br>0.32<br>410<br>0.32<br>410<br>0.32<br>410<br>0.32<br>410<br>0.32<br>410<br>0.32<br>410<br>0.32<br>410<br>0.32<br>410<br>0.33<br>410<br>410<br>410<br>410<br>410<br>410<br>410<br>410<br>410<br>410 | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.38 7%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 650 0.57 8% 2300 560 0.57 8% 2300 660 0.57 8%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%                                  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0%<br>0,00<br>0%<br>0,00<br>0%                            | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0                      | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,00<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4   | M <sub>C</sub> M <sub>C</sub> M <sub>C</sub> M <sub>C</sub> M <sub>C</sub> M <sub>D</sub>  | kg kg kg kg kg bar psi kPa mm mm m³ - mm m² - | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>23.00<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>11%<br>2400<br>410<br>0.32<br>3%<br>410<br>0.32<br>3%<br>640<br>0.32<br>3%<br>640<br>0.32<br>0.32<br>0.32<br>0.33<br>0.33<br>0.33<br>0.33<br>0.3  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 7% 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 660 0.57 8% 2300 660 0.57 8% 2300 660 0.57 8% 2000 560 0.49  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00                            | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00                                    | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  | M <sub>L</sub> M <sub>LC</sub> M            | kg kg kg kg kg kg kg bar psi kPa mm m³ - mm m  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>410<br>0.32<br>3%<br>410<br>0.32<br>3%   | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 62850 410 0.34 0.94 0.00 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 0.57 8% 2000 0.57 8% 2000 0.57  | 0 0 75 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 75 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%                                 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0 0 75 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISO 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg kg kg mm mm m³ - mm mm m³ - mm mm m³ - mm mm mm m³ - mm m   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.32<br>3%<br>2400<br>410<br>0.32<br>3%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2580 410 0.34 7%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 560 0.57 8% 2000 560 0.57 8% 2000 560 0.49 6%   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%   |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Sio 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6   | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg bar psi kPa mm m³ - mm m³ - mm m³  | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>23.00<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>11%<br>2400<br>410<br>0.32<br>3%<br>410<br>0.32<br>3%<br>640<br>0.32<br>3%<br>640<br>0.32<br>0.32<br>0.32<br>0.33<br>0.33<br>0.33<br>0.33<br>0.3  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 7% 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 660 0.57 8% 2300 660 0.57 8% 2300 660 0.57 8% 2000 560 0.49  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00                            | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00                                    | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0,00<br>0,0   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded TUBE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg bar psi kPa mm m³ - mm mm m³ - mm mm m³ - mm mm mm m³ - mm m  | 212 212 287 716 761 212 0.25 3.63 25.00 2300 410 0.30 11% 2300 410 0.32 3% 410 0.32 3% 0.00 0%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 7%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 560 0.57 8% 2000 560 0.57 8% 2000 560 0.69 2000 560 0.757 8% 2000 560 0.757 8% 2000 560 0.757 8% 2000 560 0.49 6%   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Sio 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6   | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub>M</sub> M <sub></sub>  | kg kg kg kg kg bar psi kPa mm   | 212<br>212<br>287<br>716<br>761<br>212<br>0.25<br>3.63<br>25.00<br>2300<br>410<br>0.30<br>1%<br>2300<br>410<br>0.30<br>1%<br>2400<br>410<br>0.32<br>3%<br>0.02<br>0.00<br>0.00<br>0%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.38 7% 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 23% 2300 560 0.52 2% 2300 560 0.57 8% 2300 560 0.57 8% 2000 660 0.49 6% 2000 6%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0          | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0.00 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0.00 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%        |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Size of 150 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 8   | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg bar psi kPa mm   | 212 212 287 716 761 212 0.25 3.63 25.00 2300 410 0.30 11% 2300 410 0.32 3% 410 0.32 3% 0.00 0%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 7%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 560 0.57 8% 2000 560 0.57 8% 2000 560 0.69 2000 560 0.757 8% 2000 560 0.757 8% 2000 560 0.757 8% 2000 560 0.49 6%   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded TUBE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg bar psi kPa mm  | 212 212 287 716 761 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.39 7% 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 650 0.57 8% 2000 660 0.49 6% 0.49 6%  | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0              | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                      | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Size of 150 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 8   | M <sub>L</sub> M <sub>C</sub>  | kg kg kg kg kg kg bar psi kPa mm mm mm m³ - mm mm m³ - mm mm m³ - mm mm mm m³ - mm m   | 212 212 217 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0%  | 227 227 302 807 861 227 0.25 3.63 25.00 25.80 410 0.34 3% 25.80 410 0.34 3% 2850 410 0.34 3% 0.39 7% 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.57 8% 2300 560 0.57 8% 2000 660 0.49 6% 0.049 6%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0% | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%         | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%              | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0                   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0.00<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%                           |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Size of 150 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 8   | M <sub>L</sub> M <sub>C</sub>  | kg kg kg kg kg kg kg bar psi kPa mm mm m³ - mm mm mm m³ - mm m   | 212 212 217 716 761 212 0.25 3.63 25.00 23.00 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0%   | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 0.00 0%   | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 660 0.52 2% 600 0.57 8% 2300 660 0.57 8% 2000 660 0.49 6% 0.49 6% 0.49 6%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0          | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                  | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Six 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7   | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg mm   | 212 212 217 716 761 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0% 0% 0% 0.00 0%   | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2850 410 0.34 3% 2850 410 0.34 0.36 0.38 0.38 0.39 0.00 0%                                    | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 650 0.57 8% 2000 660 0.49 6%  | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0          | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                  | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00 | 0<br>0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0,00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0%<br>0.00<br>0% |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded ISSO 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7  Chamber 8  Chamber 9  Chamber 9  Chamber 10  Total Tube Volume   | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg mm   | 212 212 217 716 761 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0% 0% 0% 0.00 0%   | 227 227 302 807 861 227 0.25 3.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 0.00 0% 0.00 0%  | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.57 8% 2300 560 0.57 8% 2000 660 0.49 6% 0.000 0%   | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0          | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                  | 0<br>0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                       | 0<br>0<br>0<br>775<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0     | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>75<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Six 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 8  Chamber 9  Chamber 9  Chamber 10  Total Tube Volume Number of Chambers  | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg kg bar psi kPa mm m³ - mm mm mm m³ - mm m  | 212 212 217 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 863 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 2850 410 0.34 0.39 0.30 0% 0.00 0%                           | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.57 8% 2200 560 0.57 8% 2000 660 0.67 8% 0.000 0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Six 6185 Total Mass'  TUSE BUO Recommended working pressure Chamber 1  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7  Chamber 9  Chamber 10  Total Tube Volume Number of Chambers Mean chamber volume Mean chamber volume Mean chamber sidimeter   | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg kg bar psi kPa mm mm m³ - mm mm m³ - mm mm m³ - mm mm m³ - mm mm mm m³ - mm m   | 212 212 217 716 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 863 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 0.36 3 7% 0.00 0% 0.00 0% 0.00 0%                            | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.52 2% 0.67 8% 2000 660 0.67 8% 0.000 0% 0.00 0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Siso 6185 Total Mass' TUSE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7  Chamber 9  Chamber 10  Total Tube Volume Number of Chambers Mean chamber volume Number of Chambers Mean chamber wolume NapptrionAugust Duryank Mean chamber wolume Largest chamber vol. Lappet sto hamber volume Largest chamber volume | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg bar psi kPa mm   | 212 212 287 716 761 212 0.25 3.63 25.00 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0%   | 227 227 302 807 861 227 0.25 83.63 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 0.36 0.37 0.38 0.00 0% 0.00 0%                                | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.57 8% 2300 660 0.57 8% 2000 66% 0.000 0% 0.000 0%   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Size of 150 F150 F150 F150 F150 F150 F150 F150  | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg bar psi kPa mm m³ - | 212 212 217 716 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 863 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 0.36 3 7% 0.00 0% 0.00 0% 0.00 0%                            | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.52 2% 600 0.57 8% 2200 560 0.57 8% 2000 66% 0.000 0% 0.000 0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Size of 150 et al. Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7  Chamber 9  Chamber 9  Chamber 10  Total Tube Volume Number of Chambers Mean chamber volume Number of Chambers Mean chamber volume Number of Chambers Mean chamber diameter Largest chamber vol. ADDITIONAL BUOYANY Sealed buoyancy 1 Sealed buoyancy 1 Sealed buoyancy 2 Sealed buoyancy 3   | M <sub>L</sub> M <sub>LC</sub> M            | kg kg kg kg kg kg kg kg bar psi kPa mm m³ - mm mm mm m³ - mm mm mm m³ - mm mm mm m³ - mm m  | 212 212 217 716 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 863 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 0.36 3 7% 0.00 0% 0.00 0% 0.00 0%                            | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.52 2% 600 0.57 8% 2200 560 0.57 8% 2000 66% 0.000 0% 0.000 0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Size of 150 Total Mass'  TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7  Chamber 9  Chamber 10  Total Tube Volume Number of Chambers Mean chamber volume Mean chamber volume Number of Chambers Mean chamber volume Largest chamber vol Largest chamber vol ADDITIONAL BUOYANI Sealed buoyancy 1 Sealed buoyancy 2 Sealed buoyancy 3 Art tank/void 1 Art tank/void 2  | M <sub>L</sub> M <sub>C</sub> M <sub>LC</sub> M <sub></sub> | kg kg kg kg kg kg kg kg kg bar psi kPa mm m³ - mm mm mm m³ - mm m  | 212 212 217 716 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 863 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 0.36 3 7% 0.00 0% 0.00 0% 0.00 0%                            | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.52 2% 600 0.57 8% 2200 560 0.57 8% 2000 66% 0.000 0% 0.000 0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| Maximum Load Empty Craft Lightship Minimum Operating Loaded Arrival Maximum Loaded Maximum Loaded Siso 6185 Total Mass' TUBE BUO Recommended working pressure Chamber 1  Chamber 2  Chamber 3  Chamber 4  Chamber 5  Chamber 6  Chamber 7  Chamber 7  Chamber 8  Chamber 9  Chamber 10  Total Tube Volume Number of Chamber Mean chamber diameter Largest chamber volume Mean chamber diameter Sealed buoyancy 3  Sealed buoyancy 2 Sealed buoyancy 2 Sealed buoyancy 2 Sealed buoyancy 3  Att trank/vold 1  | M <sub>L</sub> M <sub>LC</sub> M            | kg kg kg kg kg kg kg kg mm  | 212 212 217 716 716 716 716 212 0.25 3.63 25.00 2300 410 0.30 1% 2300 410 0.30 1% 2400 410 0.32 3% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0%  | 227 227 302 807 861 227 0.25 863 25.00 2580 410 0.34 3% 2580 410 0.34 3% 2850 410 0.34 3% 0.36 3 7% 0.00 0% 0.00 0% 0.00 0%                            | 550 550 625 1518 1608 550 0.25 3.63 25.00 2100 2100 560 0.52 2% 2100 560 0.52 2% 2300 560 0.52 2% 2300 660 0.52 2% 600 0.57 8% 2200 560 0.57 8% 2000 66% 0.000 0% 0.000 0%  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |

HPIVS RCD-F-04 ISO 6185 Reporting Tool

|                       | * HULL | N              | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|-----------------------|--------|----------------|------|-------|-------|------|------|------|------|------|------|------|
| Total Buoyancy/Volume | Varie  | m <sup>3</sup> | 0.92 | 1.06  | 3.15  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|                       | V HULL | N              | 9063 | 10371 | 30917 | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

| 150   | 6185 p | art & c | 4         | Requirement of Standard   | SP330                                      | SP360                                     | SP520                                     | MODEL NAME<br>HERE |
|-------|--------|---------|-----------|---|--|---|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 5.4.1 | 5.4.1  | 6.4.1   | 6.3.1     | ALVES Valves shall be corrosion- resistant & not be capable of damaging the boat, and   |  |   |   |                    |                    |                    |                    |                    |                    |                    |
| (a)   | (n)    | (a)     | (a)       | be readily  | Pass                                       | Pass                                      | Pass                                      |                    |                    |                    |                    |                    |                    |                    |
| (b)   | (b)    | (b)     | (b)       | be so arranged so<br>as not to  | Pass                                       | Pass                                      | Pass                                      |                    |                    |                    |                    |                    |                    |                    |
| (c)   | (c)    | (c)     | (c)       | be so arranged so<br>as not to interfere  | Fufil                                      | Fufil                                     | Fufil                                     |                    |                    |                    |                    |                    |                    |                    |
| (d)   | (d)    | (d)     | (d)       | be so arranged so<br>as not to interfere<br>with the  | Fufil                                      | Fufil                                     | Fufil                                     |                    |                    |                    |                    |                    |                    |                    |
| (a)   | (e)    | (a)     | (e)       | be arranged so as   | Fulfill,it is very                         | Fulfill,it is very                        | Fulfill,it is very                        |                    |                    |                    |                    |                    |                    |                    |
| (0)   | (0)    | (f)     | (1)       | be fitted with a<br>sealing can which<br>be arranged to   | tight.<br>Already had the<br>sealing cap   | tight.<br>Already had the<br>sealing cap  | tight.<br>Already had the<br>sealing cap  |                    |                    |                    |                    |                    |                    |                    |
| (9)   | (g)    | (g)     | (g)       | be arranged to<br>allow controlled<br>pressure reduction  | Pass                                       | Pass                                      | Pass                                      |                    |                    |                    |                    |                    |                    |                    |
| 5.4.2 | 5.4.2  | 5.4.2   | 5.3.2     | allow deflation by  | refer to Owner<br>manual.                  | refer to Owner<br>manual.                 | refer to Owner<br>manual.                 |                    |                    |                    |                    |                    |                    |                    |
| 5.4.2 | 5.4.2  | 542     |           | Deflation of any<br>compartment shall not<br>cause a loss of gas from<br>any of the other   | Fulfill, the<br>chambers are<br>separated. | Fulfill,the<br>chambers are<br>separated. | Fulfill,the<br>chambers are<br>separated. |                    |                    |                    |                    |                    |                    |                    |
| 5.7   | 5.7    | 6.7     | DR<br>6.5 | AINAGE<br>If fitted with a transom,   | Fuffil.                                    | Fuffil.                                   | Fuffil.                                   |                    |                    |                    |                    |                    |                    |                    |
| 5.7   | 5.7    | 6.7     |           | means of drainance<br>RIBs without closed-cell<br>foam below deck shall<br>have a means of draining   | N/A.                                       | N/A.                                      | N/A.                                      |                    |                    |                    |                    |                    |                    |                    |
|       |        | 8.7     | 7.13      | Type VIII, IX & X Boats' cockpit drainage shall either (a) comply with ISO 11812 or (b) shall show by test that they can                        | N/A  | N/A                                       | N/A                                       | NIA                | N/A                | NA                 | NA                 | NA                 | NA                 | N/A                |
| 5.1   | MAX    | IMUN    | NUI       | Type I $n = \frac{Ai}{0 \cdot 3}$   |  |   |   |                    |                    |                    |                    |                    |                    |                    |
| 6.1   | 6.1    |         |           | Type II, V or VI  | N/A<br>N/A                                 | N/A<br>N/A                                | N/A<br>N/A                                | N/A                | N/A                | NA<br>-1           | NA<br>-1           | NA<br>-1           | N/A                | N/A                |
| 6.1   | u.,    |         |           | $n = \frac{1}{0 \cdot 38} - 1$ Type III - N/A   | N/A  | N/A                                       | N/A                                       | N/A                | N/A                | NA.                | NA.                | NA.                | N/A                | N/A                |
| 6.1   |        |         |           | Type IV $n = \frac{li}{0.38} - 1$ $loss 1 if sall$  | N/A  | N/A                                       | N/A                                       | N/A                | N/A                | N/A                | N/A                | N/A                | N/A                | N/A                |
|       |        | 7.2     | 7.1       | Type VII, VIII, IX & X: cat<br>C<br>Limited by total no. of seats.  | 5  | 6   | 10  | N/A                | N/A                | NA                 | NA                 | NA                 | NA                 | N/A                |
|       |        | 7.2     | 7.1       | Type VIII, IX & X: cat B<br>Limited by no. of sexts.  | NA   | NA  | NA  | NA                 | NA                 | NA                 | NA                 | NA                 | NA                 | N/A                |
|       | Crew   | Verdi   | ct        | Applicable Limit - cat B<br>Applicable Limit - cat C  | N/A<br>5                                   | N/A<br>6                                  | N/A<br>10                                 | N/A<br>-1          | N/A<br>-1          | N/A<br>4           | N/A<br>-1          | N/A<br>-1          | N/A<br>-f          | N/A<br>-1          |
|       |        | AAX II  | NUM I     | Applicable Limit - cat D<br>OAD CAPACITY  | 5  | 6   | 10  | -1                 | -1                 | -1                 | -4                 | -4                 | -1                 | -1                 |
| 6.4.1 |        |         |           | Type I & III (kg)<br>$m = (0.5 \cdot V \cdot 1000) - M$<br>where V includes only tubes  | N/A  | N/A                                       | N/A                                       | NA                 | N/A                | NA                 | NA                 | NA                 | NA                 | N/A                |
| 6.4.1 | 5.4.1  |         |           | Type II, IV, V & VI (kg)<br>$m = (0.75 \cdot V \cdot 1000) - M$<br>where V includes only tubes  | NA   | NA  | NA  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  |
| 6.8.1 | 6.8.1  | RES     |           | L BUOYANCY Type I, II, III, IV, V and VI: Buoyancy after failure of the largest chamber must be at least 50% of max load capacity. Min buoyancy | N/A  | N/A                                       | N/A                                       | 0 N                | 0 N                | 0 N                | 0 N                | 0 N                | 0 N                | 0 N                |
|       |        | 7.4.1   | 7.6.1     | OYANT VOLUME<br>Load factor, k  | 1.2  | 1.2                                       | 1.2                                       | 1.1                | 1.1                | 1.1                | 1.1                | 1.1                | 1.1                | 1.1                |
|       |        | 7.4.1   | 7.6.1     | Type VII, VIII, IX & X (m <sup>3</sup> )<br>$V > \frac{k \cdot m_{LBC}}{1000}$  | 0.91                                       | 1.03                                      | 1.93                                      | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               |
|       |        | 00      | Hole      | Actual buoyant volume:  | 0.92                                       | 1.08                                      | 3.15                                      | N/A                | N/A                | NA                 | NA                 | NA                 | NA                 | N/A                |
| 5.10  | 6.10   | CO      | mireli    | Minimum number of   | N/A<br>N/A                                 | N/A<br>N/A                                | N/A<br>N/A                                | 2<br>N/A           | 2<br>N/A           | 2<br>N/A           | 2<br>N/A           | 2<br>NA            | 2                  | 2                  |
|       | 6.10   | 7.5     | 77        | chambers  | N/A<br>3<br>N/A                            | N/A<br>3<br>N/A                           | N/A<br>5<br>N/A                           | N/A<br>N/A<br>N/A  | N/A<br>N/A<br>N/A  | NA<br>NA<br>NA     | NA<br>NA<br>NA     | NA<br>NA<br>NA     | N/A<br>N/A<br>N/A  | N/A<br>N/A         |
|       |        |         | 7.7       | ISO 6185-4: max chamber   | N/A<br>N/A                                 | N/A<br>N/A                                | N/A<br>N/A                                | N/A<br>N/A         | N/A<br>N/A         | NA<br>NA           | NA<br>NA           | NA<br>NA           | N/A<br>N/A         | N/A<br>N/A         |
|       | 6.10   | 7.5     |           | Max. chamber volume   | 3%   | 7%  | 8%  | N/A                | N/A                | NA                 | NA                 | NA                 | NA                 | N/A                |
| 6.62  | 6624   | 7.7.2.3 |           | Alternate chambers<br>pressured to 1.5 x working<br>pressure for 30 mins  | Pass                                       | Pass                                      | Pass                                      |                    |                    |                    |                    |                    |                    |                    |
|       |        |         | ST        | ABILITY<br>ISO 6185 Offset load test  | 251.3 kg                                   | 301.5 kg                                  | 502.5 kg                                  | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             |
| 6.3.2 |        |         |           | with minimum tost more:<br>Tost Dorott  | N/A  | N/A                                       | N/A                                       |                    |                    |                    |                    |                    |                    |                    |
|       | 63.2   |         |           | ISO 6185 Offset load test   | 375.0 kg                                   | 450.0 kg                                  | 750.0 kg                                  | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             |
|       |        | 7.3.1   |           | Test Result:<br>Deck arrangement  | N/A<br>Onen                                | N/A<br>Onen                               | N/A<br>Onen                               | N/A                | N/A                | NA                 | NA                 | NA                 | N/A                | N/A                |
|       |        | 7.3.1   |           | Type VII, VIII, IX & X:<br>ISO 12217 Offset load  | 425.0 kg                                   | 510.0 kg                                  | 850.0 kg                                  | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             | 0.0 kg             |
|       |        |         |           | Test Result:<br>Type VIII & X category B:   | Pass                                       | Pass                                      | Pass                                      | N/A                | N/A                | NA                 | NA                 | NA                 | N/A                | N/A                |
|       |        | 7.3.1   |           | ISO 12217-1 Resistance<br>to Winds & Waves<br>Type VII, VIII, IX & X:   | N/A  | N/A                                       | N/A                                       | N/A                | N/A                | NA                 | NA                 | NA                 | N/A                | N/A                |
|       |        | 7.4.3   | 7.6.3     | Level flotation when  | Pass                                       | Pass                                      | Pass                                      | NA                 | N/A                | NA                 | NA                 | NA                 | NA                 | N/A                |

# **Test on Site**

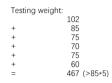
| Product-       | Family Na                          | ime                    |          |                    |                           |                          | Highf                 | ield B        | oats Co.       | Ltd.             |                      |            |            |
|----------------|------------------------------------|------------------------|----------|--------------------|---------------------------|--------------------------|-----------------------|---------------|----------------|------------------|----------------------|------------|------------|
| Table of P     | Table of Product-Family Dimensions |                        |          |                    |                           |                          |                       |               |                |                  |                      |            |            |
| Model<br>Name  | Length<br>(L <sub>H</sub> )        | Beam (B <sub>H</sub> ) | Category | Bottom<br>Material | Version of<br>ISO 12217-3 | Propulsion               | Max.<br>Power<br>(kW) | Crew<br>Limit | Weight<br>(Kg) | Engine<br>weight | Maximum<br>Load (kg) | Crew index | Load Index |
| SP330<br>SP360 |                                    |                        |          | Aluminium          |                           | O/B engine<br>O/B engine | 22.38                 |               |                | 124<br>124       |                      |            |            |
| SP520          |                                    |                        | С        | Aluminium          |                           | O/8 engine               | 74.6                  | 10            | 550            | 207.6            |                      |            |            |
|                |                                    |                        |          |                    |                           |                          |                       |               |                |                  |                      |            |            |
|                |                                    |                        |          |                    |                           |                          |                       |               |                |                  |                      |            |            |
|                |                                    |                        |          |                    |                           |                          |                       |               |                |                  |                      |            |            |
|                |                                    |                        |          |                    |                           |                          |                       |               |                |                  |                      |            |            |

Based on the form 'HPiVS RCD-WI-06 - SELECTION OF PRODUCT-FAMILIES TESTING', I perform 2 models testing totally on site. -1.SP330 covers SP360 which the Lh is in the scope of  $\pm$ 1.2m and Bh is in  $\pm$ 1.5%. I test SP330 which risk is higher. -2.SP520 which the Lh is not in the scope of  $\pm$ 1.2m so that I test on site separted.









The maixum angle for this model is 15.0 degree.







Testing weight:

102
+ 85
+ 75
+ 70
+ 75
+ 60
+ 91
+ 62
+ 79
+ 81
+ 78
= 858 (>85\*10)



| REFERENCE: | RCD - F - 01      | ISSUE: | 1 |
|------------|-------------------|--------|---|
| TITLE:     | RCD Inspection Re | port   |   |

(This form is mandatory for all inspections)

| CUSTOMER:    | <b>Highfield Boats</b>                          | Co., Ltd.            | PROJECT                |                         |  |  |  |
|--------------|---|----------------------|------------------------|-------------------------|--|--|--|
|              |   |                      | NUMBER:                |                         |  |  |  |
| PRODUCT DES  | CRIPTION:                                       | SP330, SP360 & SP520 |                        |                         |  |  |  |
| STAGE OF PRO | DUCTION:  | Complete             | VISIT No:              | 1                       |  |  |  |
|              |   |                      | BOTH AFLOAT            | & ASHORE                |  |  |  |
| CATEGORY:    | С   | MODULE: A1           | LENGTH L <sub>H:</sub> | 3.33m, 3.62m &<br>5.25m |  |  |  |
| LOCATION:    | Weihai City, Chi                                | ina.                 | DATE:                  | 13th/Jul/2020           |  |  |  |
| PERSONNEL:   | RSONNEL: Andy Wang, other stuffs from shipyard. |                      |                        |                         |  |  |  |

<sup>\*</sup> Delete as appropriate

## GENERAL NARRATIVE: (SUMMARY OF ACTIVITIES)

I checked the models:SP330, SP360 & SP520 totally 3 models of RIB in this shipyard and all the boats are in the stage of completed. We do the offset load test on site for two models - SP330 and SP520.

### STRUCTURAL NARRATIVE:

(NEW BUILD: MATERIALS, CONDITIONS, WORKMANSHIP, DIMENSIONAL ACCURACY ETC.

POST-CONSTRUCTION: INSPECTION REPORT AND CONFIRMATION THAT STRUCTURE REMAINS IN SOUND CONDITION)

The manufacture use the PVC as the main material for the boat. And the manufacture use the aluminium for the bottom of the boat.

STABILITY NARRATIVE: (TESTS PERFORMED. IF NO TESTS PERFORMED, SUMMARY OF BASIS FOR ASSESSMENT)

All three models of RIB are completed when I checked on site and meet the requirement for minumum chamber numbers. The chambers in the boat are separated.

NOTES / NON CONFORMITIES / OBSERVATIONS / ACTIONS: (IMPORTANT DETAILS FOR HPI HQ TO NOTE)

I certify that there I am free of conflicts of interest in relation to this project. I am entirely independent of the client and have no relationship, whether past, current or future, that could give rise to a claim of bias, prejudice or a lack of neutrality or fairness.

Signed

Name: Andy Wang

**Date** 17-Jul-20