
VSG SAFETY TENDER 6.0

USER MANUAL



CONTENT

INTRODUCTION	PAG. 03
MANUFACTURER'S CERTIFICATION	PAG. 03
SAFETY	PAG. 03
RECOMMENDATIONS	PAG. 03 - 04
INFLATION INSTRUCTIONS	PAG. 04 - 05
USE OF INFLATION VALVES	PAG. 05
FINAL ASSEMBLY	PAG. 06
MAINTENANCE INSTRUCTIONS	PAG. 06
DISMANTLING AND PRESERVATION	PAG. 07
SOLVING THE MOST COMMON PROBLEMS	PAG. 07
REPAIRS	PAG. 07 - 08
EQUIPMENT ON BOARD	PAG. 08
TECHNICAL TABLE	PAG. 09
WARRANTY	PAG. 11 - 12



INTRODUCTION:

The VSG Safety Tender 6.0 is CE approved; with a total length of only 2.5 metres it can carry up to 6 people.

Its innovative catamaran design, with the bow open, facilitates ascent on board after bathing or for a possible recovery of the shipwreck. It is also ideal to get off from the bow on a beach in total safety.

In just 2.5 metre of length, it offers a treadable space on board of 1.8 square metres. The two inflatable stabiliser fins, placed under the tubes, guarantee maximum stability, speed and reduced consumption.

MANUFACTURER'S IDENTIFICATION:

The CE mark applied to the Tender 6.0 means it complies with the European Directive (2013/53/EU), also meets the buoyancy requirements of ISO 6185, and the stability requirements of ISO 12217.

In accordance with Design Category D.

SAFETY:

This Tender 6.0 can be used for cruises on small lakes, rivers and canals, to move from one boat to another, move along the coast, or to land on a beach, However, always in weather conditions where the force of the wind is equal to 4 and the height of the waves can reach 0.30 m, in exceptional circumstances with high waves a maximum 0.5 m, for example when passing between multiple boats. It can accommodate up to six people on board.

RECOMMENDATIONS:

- Tender 6.0 is not a lifesaving device.

Only use under skilled supervision. Do not drive off the boat. When not in use, it is good practice not to leave it in the water or too close to it, and try to protect it from direct sunlight, to safeguard its durability.

- Read the user manual thoroughly before use and store it in a safe place for future reference.

- Follow all safety and operating instructions in this manual.

- The installed engine must not exceed the recommended maximum power and weight limit, as indicated in the following technical table.
- Propeller rotation can cause serious injury or death. •Turn off the engine when people are nearby.
- Read the instructions of the outboard engine for proper installation and operation.
- Avoid sailing alone. Pay attention to the currents and winds.
- It is recommended everyone on board wears a life jacket.
- Be careful when getting on or off. Stand in the centre of the boat for ideal stability.
- Distribute the weight of passengers, equipment and accessories evenly over the surface of the tender.
- Do not use the tender if you think it is not in optimal conditions (holes, leaks).
- Inflate the air chambers as indicated in the appropriate paragraph.
- Not suitable for rafting or other extreme sports.
- Follow directions to avoid injury or drowning
- Do not make any changes to the tender and its accessories
- The total number of people, engine power and total weight must not exceed the limits on the boat.

INFLATION INSTRUCTIONS:

Before you start, ensure you are outdoors and not near stones or other sharp and/or pointed objects. Unroll the tender and lay it on the ground. Use the foot pump to inflate it. Before starting the inflating operations, it is advisable to insert the aluminium reinforcement in the pocket at the bottom. Inflate the air chambers starting with the valves mounted on the white tubes, ending with the valves on the black stabilisers. It is important that you follow this operation to prevent the tender from being inflated incorrectly. Inflate until the air chambers are hard, in compliance with the maximum pressure indicated in the table and in the identification plate of the tender, without being too hard. Inflate only with cold air.

Once the structure of the tender has been inflated, the floor mattress can be inflated.

CAUTION:

DO NOT INFLATE TOO MUCH.

THE WORKING PRESSURE IS 0.25 BAR

DO NOT USE AN AIR COMPRESSOR TO INFLATE THE TENDER.

NOTE: Air temperature and weather conditions affect the internal pressure of inflatable products. At lower temperatures the product will tend to decompress slightly as a result of air contraction. If this happens, you can add air. Remember that at higher temperatures, the air expands, then, if necessary, deflate slightly to avoid excess pressure that could damage the product.

USE OF INFLATION VALVES:

- Unscrew by turning the stopper counter-clockwise for $\frac{1}{4}$ turn
- Insert the pedal pump inflation tube with the bayonet end in the valve and turn it $\frac{1}{4}$ clockwise.
- Proceed to inflate.
- Disconnect the inflation tube by turning it $\frac{1}{4}$ counter-clockwise
- Screw in the closure cap $\frac{1}{4}$ turn clockwise



CAUTION:

DO NOT UNSCREW THE CAP WHEN THE TENDER IS IN THE WATER

NOTE: The double valve does not work when this cap is closed.

FINAL ASSEMBLY:

Before using Tender 6.0, you must install:

- The reinforcement bench in the special pocket at the bottom, in the centre of the tender;
- The floor mattress properly inflated;
- the two seating benches, screwing and using the specific plastic hooks;
- safety bags on the seating benches;
- The two oars, using the appropriate retainers;
- The engine on the transom;



MAINTENANCE INSTRUCTIONS:

Tender 6.0 is built using the best quality materials and is certified according to the above ISO standards. By changing the structure of the tender, your safety and that of other passengers may be at risk. This would also lead to the loss of validity of the warranty. Good maintenance of the tender over the years requires few measures. You can keep it inflated or deflated. If you decide to leave it outdoors, keep it a certain distance off the ground and do not leave sharp or heavy objects in contact. Cover the tender with a cover if exposed to sun, rain or leaves for long periods. It is not recommended to store it hanging. If stored folded, it is suggested you do so in a cool, dry place, making sure it is clean and dry, avoiding the accumulation of mould. Use as little detergent as possible and do not disperse in water. It is better to clean the tender on the ground. Clean the tender after each trip to prevent damage from sand build-up, salt water residue or exposure to sunlight. Most of the dirt can be removed with fresh water, a sponge and non-aggressive soap. Before storing the tender, make sure it is completely dry. Store the product and accessories in a dry place at a controlled temperature, between 0 °C and 40 °C.

DISMANTLING AND PRESERVATION:

Clean the tender thoroughly following the maintenance instructions. Open all valves and fully deflate. Remove all accessories: seats, seating benches, bottom reinforcement, oars, safety bags, floor mattress. Bend the air chambers left and right towards the centre from the bottom. Bend the end of the bow firmly twice towards the centre and let out the remaining air; repeat this for the stern. With the two opposite sides folded, bend one end on the other. Close all valves with their respective caps. Bend the boat avoiding sharp folds, corners and wrinkles that could damage the boat.

SOLUTIONS TO THE MOST COMMON PROBLEMS:

If the tender appears slightly deflated, it may not be a leak. If it has been inflated in late morning with a temperature of 32°C (90°F), the air may have cooled overnight to 25°C (77°F). The colder air exerts less pressure on the hull to make it appear deflated the following morning. If there has not been a change in temperature, then try to identify a possible leak: the fastest test can be done by using an aqueous solution (10 parts fresh water to 2 parts liquid soap), to be spread along the inflatable surfaces (you can also use a spray to spread the solution on the surface to be checked). Any leaks would be highlighted by small air bubbles. Look closely at the tender from a few metres away. Turn it and carefully check the exterior. Check whether the valves are leaking air and, if necessary, spray the water and detergent mix around and at the base of the valves. Obviously, if there were large flaws or clear damage, these would be easily detected on a first visual inspection.

REPAIRS:

As a result of constant use, the tender may puncture. Most leaks can be repaired in minutes. The package includes a cylindrical plastic box containing repair patches. First, locate the leak by spraying soapy water (solution mentioned in the previous paragraph). Thoroughly clean the area around the leak to remove dirt. Cut out a square of the patch enough to cover the part to be repaired while maintaining a margin of at least 1.5cm (1/2"). Round the edges and put the

repair material on the damaged area and press firmly, even placing a weight on it. Wait 30 minutes after applying the patch before inflating the product again. If the patch does not stick perfectly to the surface, buy some PVC or silicone glues that are usually used for camping mats, tents or shoes. Follow the instructions to apply the glue.

EQUIPMENT ON BOARD

	STANDARD	OPZIONAL
Owner's booklet	YES	-
Pair of paddles	YES	-
Pedal inflater	YES	-
Transport bag	YES	-
Item holder (under bench)	-	YES
Checkrail	YES	-
Pulley couplings	YES	-
Suspension couplings	YES	-
Engine support plate	YES	-
Anti-UV cover	-	YES
Repair kit	YES	-

Recommended additional accessories

- Automatic inflatable lifejackets AIR BAG SLIM 6.0

TECHNICAL TABLE

Length (Lmax) cm	250
Breadth (Bmax) cm	165
Folded dimensions cm	135 x 50 x 35
Ø tube cm	40
Treadable surface m²	~1,8
Compartments N°	4 + 3
Tube working pressure Bar	0,25
Weight Kg	48
Max. applicable power Kw (Cv)	4,4
Adult Passengers N°	6
Max applicable engine weight Kg	30
Max boardable load (People+Equipment+Engine)	540
Type	Catamaran dinghy
Tube colour	White
Tube material	PVC
Motor shaft	Short
EC standards and Design Category	European Directive 2013/53/EU CE0474 RINA CATEGORY "D"
Dimensional tolerance cm	+/- 5
Weight tolerance %	+/- 5



WARRANTY:

The Supplier is liable for any lack of conformity that occurs within the period of 2 (two) years from delivery of the goods. For the purposes of this Agreement, consumer goods are presumed to be in conformity with the contract if, where relevant, the following circumstances coexist: a) they are suitable for the use to which they habitually serve goods of the same type; b) they conform to the description given by the vendor and possess the qualities of the goods which the vendor has presented to the consumer as a sample or model; c) they show the usual quality and performance of goods of the same type, that the consumer can reasonably expect, taking into account the nature of the goods and, where appropriate, the public statements on the specific characteristics of the goods made in respect of the vendor, the producer or his agent or representative, in particular in advertising or labelling; d) they are also suitable for the particular use intended by the consumer and which was brought to the knowledge of the vendor by the consumer at time of conclusion of the contract and which the seller also accepted for conclusive facts. The Purchaser shall forfeit all rights if he does not report the lack of conformity to the Supplier within 2 (two) months of the date on which the defect was discovered. The complaint is not necessary if the Supplier has acknowledged the existence of the defect or has hidden it. In any event, unless proven otherwise, defects in conformity which occur within 6 (six) months of the delivery of the goods shall be presumed to already exist on that date, unless that assumption is incompatible with the nature of the goods or the nature of the lack of conformity. In the event of a lack of conformity, the Purchaser may request, alternatively and free of charge, under the conditions indicated below, the repair or replacement of the goods purchased, a price reduction or the termination of the Contract, unless the request is objectively impossible to satisfy or is excessively burdensome for the Supplier pursuant to art. 130, paragraph 4 of the Consumer Code.

The request must be sent in writing, by registered post with returned receipt or certified e-mail, to the Supplier, who will indicate a willingness to process the request, or the reasons that prevent him from doing so, within seven working days of receipt. In the same communication, if the Supplier has accepted the Purchaser's request, he must indicate the methods of shipment or return of the goods, as well as the deadline for returning or replacing the faulty goods. If the repair and replacement is impossible or excessively expen-

sive, or the Supplier has not repaired or replaced the goods within the period referred to in the previous point or, finally, the replacement or repair previously carried out has caused considerable inconvenience to the Purchaser, the latter may request, at his discretion, a reasonable reduction in price or termination of the contract. In this case, the Purchaser must send his request to the Supplier, who shall indicate his willingness to process it, or the reasons that prevent him from doing so, within seven working days of receipt. In the same communication, if the Supplier has accepted the Purchaser's request, he must indicate the reduction in price proposed or the methods of returning the faulty goods. In such cases, it will be the Purchaser's responsibility to indicate the procedures for re-crediting the sums previously paid to the Supplier.



RAPPORTO DI VISITA
EXAMINATION REPORT
N. DIP029621Y1

Il RINA, in qualità di organismo notificato (n° 0474), ha verificato l'esecuzione degli accertamenti tecnici in relazione ai requisiti essenziali di sicurezza 3.2 (stabilità e bordo libero) e 3.3 (galleggiabilità) stabiliti dalla Direttiva 2013/53/UE per il seguente modello di unità da diporto.

RINA as notified body (no. 0474), verified the technical ascertainment relevant to the essential safety requirements 3.2 (stability and freeboard) and 3.3 (buoyancy and flotation) of Directive 2013/53/EU for the following model of recreational craft.

Descrizione <i>Description</i>	UNITA' DA DIPORTO <i>RECREATIONAL CRAFT</i>
Tipo <i>Type</i>	VSG Safety Tender 6.0
Fabbricante <i>Manufacturer</i>	VELERIA SAN GIORGIO S.R.L.
Luogo di produzione <i>Place of manufacture</i>	VIA A DE GASPERI 37H 16030 Casarza Ligure (GE) ITALY
Norme di riferimento <i>Reference standards</i>	Direttiva Europea 2013/53/UE - Norme per la Certificazione CE delle Imbarcazioni da Diporto e relativi Componenti, moto d'acqua, emissione sonora ed emissioni allo scarico dei motori di propulsione. <i>European Directive 2013/53/EU - Rules for EC certification of recreational craft and their components, personal watercraft, noise emissions from recreational craft and exhaust emissions from propulsion engines.</i>

Questo documento è stato emesso su base volontaria ad integrazione del rapporto di visita ufficiale.

In esito ai risultati ottenuti ed indicati nel rapporto di visita ed in base agli Articoli 16, 17 e 18 della Direttiva 2013/53/UE il Fabbricante è autorizzato ad apporre sul prodotto sopradescritto la seguente marcatura.

This document has been issued on a voluntary basis as an integration of the official examination report. Following the results obtained and indicated in the examination report and on the basis of Articles 16, 17 and 18 of Directive 2013/53/EU, the Manufacturer is authorized to affix the following marking to the product described above.



Rilasciato a **Genova** il **7 Marzo 2022**
Issued in Genova on March 7, 2022

RINA Services S.p.A.
Alberto Carmagnani

Questo documento e' composto di 1 pagina e di 1 allegato
This document consists of this page and 1 enclosure

**RAPPORTO DI VISITA**

EXAMINATION REPORT

N. DIP029621Y1

Allegato - Pagina 1/1

Enclosure - Page 1 of 1

VSG Safety Tender 6.0**VELERIA SAN GIORGIO S.R.L.****VIA A DE GASPERI 37H - 16030 Casarza
Ligure (GE) - ITALY**

Lunghezza	(Lh)	2.50	(m)
<i>Length</i>			
Larghezza	(Bh)	1.65	(m)
<i>Beam</i>			
Altezza di costruzione	(Ds)	0.56	(m)
<i>Depth</i>			
Dislocamento	(mLDC)	0.60	(t)
<i>Displacement</i>			
Materiale dello scafo		PVC	
<i>Material of the hull</i>		PCV	
Propulsione		a motore	
<i>Propulsion</i>		powered	
Comando timone		barra a mano	
<i>Steering control</i>		manual	
Numero dei motori installati		-	
<i>Number of engines</i>			
Tipo di motori installati		-	
<i>Type of engines</i>			
Potenza massima di esercizio		-	kW
<i>Maximum power</i>			
Tipo combustibile		-	
<i>Type of fuel</i>			
Numero massimo persone trasportabili		6	
<i>Maximum n° of persons permitted on board</i>			
Portata/carico massimo raccomandato dal costruttore (comprensiva delle persone), da riportare sulla "Targhetta del costruttore"		540 kg (*)	Kg
<i>Manufacturer's maximum recommended load (including all persons), to be shown on "Builder's Plate"</i>			
Categoria di progettazione		D	
<i>Design category</i>			

Note	- Documentazione tecnica esaminata in forma completa il 07-03-2022.
Notes	- L'examination report n° 2021/Y1/01/296 dettaglia le Norme/Standards di riferimento applicabili.
	- (*) Unità munita di motore F.B.; la portata massima comprende anche la massa del motore.
	- Examination of technical file completed on 07-03-2022.
	- Examination report n. 2021/Y1/01/296 lists the relevant applicable Rules/Standards.
	- (*) Boat with outboard engine; maximum load includes also the engine's weight.

Genova 7 Marzo 2022

Genova March 7, 2022

VELERIA SAN GIORGIO[®]

ENGINEERED AND DESIGNED IN ITALY

info@veleriasangiorgio.com - www.veleriasangiorgio.com



European Directive 2013/53/UE


0474 RINA

DESIGN CATEGORY: D

RECREATIONAL CRAFT

CODE: 47000

MODEL: VSG SAFETY TENDER 6.0

MAX  6

MAX  4.4 KW

Pressure → ● ← 0.25 bar (Tubes)
0.35 bar (Floor)

MAX  +  +  540 KG

Prodotto in Paesi extra UE

S/N: TVSG000001



SAFETY ATTITUDE

VIA ALCIDE DE GASPERI, 37H - 16030 CASARZA LIGURE - GENOVA - ITALY
INFO@VELERIASANGIORGIO.COM - WWW.VELERIASANGIORGIO.COM
TEL 0039 0185 467701 - FAX 0039 0185 467050