

# ***K6***

## ***OWNER'S MANUAL***



### ***Rondar Raceboats***

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# INTRODUCTION

Congratulations on the purchase of your new K6 and thank you for choosing our boat. We are confident that you will have many hours of great sailing and racing in this truly excellent design.

## Important note

**The K6 is an exciting boat to sail and offers fantastic performance. It is a light weight racing boat and should be treated with care. In order to get the most enjoyment from your boat and maintain it in top condition, please read this manual carefully.**

Whilst your boat has been carefully prepared, it is important that new owners should check that shackles, knots and mast step bolts etc. are tight. This is especially important when the boat is new, as travelling can loosen seemingly tight fittings and knots. It is also important to regularly check such items prior to sailing. Make sure that you have a basic tool kit with you the first time you rig the boat in case there are tuning / settings changes that you wish to make.

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For further information, spares and accessories, please contact your local dealer, or Rondar Raceboats direct.

**Your K6 has been supplied by;**

### ***Rondar Raceboats***

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Tel. +44(0)1380 831138. Fax. +44 (0) 1380 831444

# EC DECLARATION OF CONFORMITY TO DIRECTIVE 94/25/CE

I declare that the craft describes as :

**K 6**

bearing the Hull Identification Number :

HIN : 

G	B	R	D	B	0	1	1	4	6	A	0	4	4
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Trade marque : Rondar Raceboats Ltd.

Type : K 6 Keelboat

Design Category : C - INSHORE

Inspection module used : MODULE A - INTERNAL PRODUCTION CONTROL

Stability and Bouyancy test : To ISO 12217 by RYA.

Maximum crew : 4 + Baggage ( 340KG)

ISO standards used: ISO 12217

Overall length : 5.81 m

Beam : 1.97 m

Sail Area : 19.7 m<sup>2</sup>

Builder's name : Rondar Raceboats

Date : \_\_\_\_\_

Signature : \_\_\_\_\_ Paul Young.

## **NOTICE OF STANDARDS USED FOR ESSENTIAL REQUIREMENTS OF RCD.**

<u>REQUIREMENT</u>	<u>STANDARD USED</u>
1. BOAT DESIGN CATEGORY -	RSG GUIDELINES
2.1 HULL IDENTIFICATION	ISO 100087
2.2 BUILDERS PLATE	ISO 14945
2.3 PROTECTION FROM FALLING OVERBOARD	ISO 15085
2.4 VISIBILITY FROM MAIN STEERING POSITION	N/A
2.5 OWNERS MANUAL	ISO 10240
3.1 INTEGRITY AND STRUCTURAL REQUIREMENTS TESTING	RSG GUIDELNES +
3.2 STABILITY AND FREEBOARD	ISO 12217
3.3 BOUYANCY AND FLOTATION	ISO 12217
3.4 OPENINGS IN DECK AND SUPERSTRUCTURE 12217	RSG GUIDELNES + ISO
3.5 FLOODING	ISO 11812 + ISO 12217
3.6 MANUFACTURER'S MAXIMUM RECOMMENDED LOAD	ISO 14946
3.7 LIFERAFT STOWAGE	N/A
3.8 ESCAPE	N/A
3.9 ANCHORING, MOORING, AND TOWING	ISO 15084
4 HANDLING CHARACTERISTICS	N/A
5 INSTALLATIONS	N/A
F INSPECTION OF COMPONENTS	N/A
G CONFORMITY ASSESSMENT MODULES USED	MODULE A – INTERNAL PRODUCTION CONTROL
H TECHNICAL DOCUMENTATION	RSG GUIDELINES

Note;

RSG Guidelines are used where applicable.

**CERTIFICATE OF CONSTRUCTION**  
**K6 ROAD TRAILER AND TROLLEY**  
**COMBINATION**

**CHASSIS NO:** SA9BB14S64E173162

**DATE MANUFACTURED:** January 2004

**MAX GROSS WEIGHT:** 600 Kgs

**MAX LOAD:** 400 Kgs

**TYRES:** 145/80R10

**TYRE PRESSURE:** 31 PSI

**TYRE BAR:** 2.15

**AXLE & SUSPENSION:** AL-KO Kober B1200

**BRAKES:** N/A

**HITCH:** Alko Kober 40sq unbraked coupling

Chassis galvanized to BS 729

Signed .....

**RIGGING INSTRUCTIONS**

**Stepping the mast**

- 1). Ensure that the halyards are positioned so the ends can be reached once the mast has been stepped.
- 2). Stand up the mast next to the boat, adjacent to the mast gate. One person should stand in the boat and lift the mast into place, taking care when lowering it through the gate in the deck and down into the mast step. Ensure the heel is properly located in the mast step. It helps to ensure that the mast

step is clear of ropes before you start to lift the mast into position, and that the deck control rope is loosened off. *When stepped, visually check that the T terminals have not become jammed into the wrong positions when stepping.*

- 3). The rig has no forestay, so it is a good idea to attach the spinnaker halyard to the U-bolt on the bow, and to thread the tail through the turning block and into the cleat on the starboard side of the capping, this helps to support the mast and prevent it falling backwards out of the step, damaging the mast gate area of the deck.
- 4). Attach the main shrouds to the large aft chain plates, approximately in the middle of the fitting (*3/4 holes from the top or bottom*). You may have to pull the top of the mast towards the chain plate using the main halyard to help get the pins through the hole.
- 5). Fit the lower shrouds by inserting the t-terminals on the top end through the bracket above the gooseneck and attach the lower ends to approximately the middle of the forward smaller chain plates. (*When the mast is tensioned to a sailing tension, the lowers should just be tight enough to limit forwards bend*).
- 6). Connect the keel hoist rope to the stainless steel block on the purchase system. Connect the snap shackle to the top of the keel.

### **Rigging the jib**

- 7). Rotate the jib furler on the tack bar at the bow, until the furling line is fully wound on to the drum. *If you do not do this then the sail will not furl away fully. Check that the T-terminal on the halyard is correctly positioned on the mast.*
- 8). Shackle the jib tack to the swivel in the tack bar. *Tape the shackle to stop the spinnaker ripping on it when hoisting or lowering the sail.* Shackle the halyard on to the head of the sail. *It helps to tape the fitting here also, and to put one layer of tape onto the swivel to stop the halyard twisting as you hoist the jib.* Shackle the jib sheet on the clew board on the sail. Start on the middle hole.
- 9). Hoist the jib until the loop on the end of the wire halyard emerges from the exit on the mast below the gooseneck. Hook on the jib halyard tensioning purchase (which is shackled to the mast near the base) to the end of the halyard. Pull on the rig tension using this purchase to take the slack out of the system. About 75 kg of rig tension is sufficient for in the dinghy park and launching or recovering the boat. *If you pull on too much tension, then the jib will not furl or unfurl easily.*
- 10). Furl the jib by pulling the furling line on the starboard side under the aft end of the foredeck. You will need to ensure that the jib sheet is slack.
- 11). Thread the mast gate control line around the front of the mast, through the block, back around the front of the mast, pull it tight enough to limit forward mast movement and jamb it in the cleat.

### **How to tune the mast before sailing.**

Once the jib is hoisted and the rig tensioned, you should check the rig settings as rigging lengths can vary and the shroud pin hole settings indicated above only give a guideline. A good sailing tension is 150 – 180 kg measured on the jib luff wire. This is a lot of tension and will require quite a strong pull on the tension system rope.

The mast should carry a significant amount of aft rake (approx 8350mm measured from the mast tip to the top of the rudder gantry), which is determined by the position of the pins through the main shrouds in the chainplates.

There should be at least 75-100mm of pre bend, which is controlled in the main part of the mast by the spreader angle (angle the spreaders back to increase the pre bend). **Note, the spreaders are supplied in a “safe” mid range setting. Alterations are made at the owner’s risk – moving the spreaders to extreme forward settings may result in rig failure by the mast inverting downwind with the spinnaker up.**

The lower shrouds should allow the lower part of the mast to pre-bend. They should not carry much tension until the mainsail has been hoisted and the kicker attached. The lower shrouds merely prevent excessive bend from the vang in the lower part of the mast. Reduce tension in the lowers if they stop the mast from assuming a natural curve from the pre-bend caused by the spreaders. **Note that too much tension in the lowers will encourage the mast to invert downwind, and this can lead to mast failure.**

**N.B. The very first time you apply rig tension, you may hear some settlement noise from the rig and hull (creaks, cracks, groans, etc.!). This is quite natural and is because all of the separate components are “bedding in” and stretching or moving “etc to their normal tensioned positions. After the first few sails, so long as you stay within the parameters described above, this will stop.**

### **Rigging the asymmetric spinnaker**

**12).** Thread the spinnaker halyard in the following order:

From the mast, down through the block on the deck to starboard side of the mast step, and aft through the halyard cleat on the starboard side at the front of the keel case capping. *(should be done when stepping mast see item 3)*

Then, lead the halyard aft, through the block on the keel case capping, through both holes in the centre console, and through the lead block on the centre spine, and then through the block on the elastic take up system.

The halyard then runs forwards to the block at the aft end of the spinnaker sock, forwards through the sock and out of the chute mouth.

**13).** Attach the spinnaker as follows:

Tie the rope from the forward end of the bowsprit to the tack of the spinnaker. To ensure that the sail is not twisted, run your hands up the red luff tape on the spinnaker until you reach the head of the sail, then tie the spinnaker halyard on to the head of the sail.

Tie the middle of the spinnaker sheets to the clew of the sail. Lead the ends through the ratchet blocks near the shroud plates (ensure you thread it the

correct way through the ratchets, which only work under load), and tie the ends together.

The spinnaker halyard tail (spinnaker downhaul) comes from the chute mouth, leads through a loop on the lower third of the spinnaker and ties onto the webbing strop on the top third of the sail. *It is a good idea to tie it on with a long loop (say 300 mm) here, as it makes the spinnaker enter the chute more easily when dropping.*

*The safest and easiest way to rig the downhaul is to pull the pole right out, and to pull the port sheet tight into the ratchet and to cleat it off. If you then hoist the spinnaker until the head is about 2 metres off the ground you can then see the two attachment points on the spinnaker. You can then thread the spinnaker downhaul up through the lower ring, and tie it to the top loop.*

- 14). You can then pull the spinnaker into the chute by pulling on the downhaul at the block just aft of the spinnaker sock. *If the spinnaker will not stow away completely, then check that the halyards and the sheets are un-cleated.*

### **Rigging the mainsail**

- 15). Velcro the clew strap around the aft end of the boom.
- 16). Thread the outhaul through the clew cringle and hook the end into the slot on the end of the boom..
- 17). *Ensure the boat is head to wind.* Tie the main halyard to the head of the sail and hoist the mainsail. Pull the halyard tight through the cleat to ensure all slack is removed.
- 18). Fit the boom onto the gooseneck, and fit webbing tack strap through the hole in the sail around mast. Tension the outhaul to sailing position.
- 19). Thread the tack downhaul line through the cringle above the tack and tie the end around the gooseneck fitting.
- 20) Attach the vang hook to the webbing strap around the boom.

### **Rudder**

- 21). The rudder blade simply slots into the rudder stock after launching and can be lowered progressively as water depth allows.

### **Launching**

Individual launching areas vary and common sense will determine the best order of proceedings when launching the K6. The boat launches from it's trolley just like a dinghy, and can be launched from a crane hoist, slipway, shore or beach with ease. The boat will sail with just 0.5 metres of keel down, and although it is less stable in this mode, it will not capsize.



**Option 1.** The favourite option is to launch the boat from a slipway, with a convenient pontoon nearby. Put the boat in the water once the jib and spinnaker have been rigged. Tie it head to wind to a pontoon, lower the keel and then hoist the mainsail.

**Option 2.** If option 1 is not possible, rig the jib and spinnaker, launch the boat, walk it into deep enough water to lower the keel half down, sail the boat off under jib alone, then drop the keel and hoist the mainsail in deeper water.

**Option 3.** If the wind is in the right direction, it is often easier to hoist the mainsail with the boat ashore, then launch and lower the keel half down prior to sailing away.

### **IMPORTANT**

**When you are ready to launch, pull on the keel lift purchase from behind the block on the port side of the keel case capping, until the keel bulb has lifted slightly from the trolley cradle. If slipway conditions are such that the boat will float off the cradle without lifting the keel, then ensure that the keel rope is cleated tight before launching.**

**The rig tension must have been applied before you lift the keel from the trolley.**  
*Failure to do this may result in breaking the mast.*

**Always ensure the keel lift purchase blocks are not “capsized” and that there is no slack or any “loops” caught in the purchase that may pull out and allow the keel to drop unexpectedly.**

**Keep your fingers and feet and all ropes and controls away from the keel slot and the top of the capping until the keel is fully lowered.**

**The boat will feel less than stable until the keel has been lowered at least half way down.**

- 22).** Put the boat in the water and float it off the trolley. When in deep enough water, lower the keel making sure the chocks on the sides at the top of the keel guide down into the corresponding slots in the keel case.
- 23).** Un-hook the keel hoist line and clip it to the fairlead over the mast gate control line cleat. Take up the slack on the lift purchase.
- 24).** Fit the velcro strap over the top of the keel, through the ring on the opposite side of the case and velcro the ends together.

When bringing the boat ashore, reverse the above process. Lower the keel back onto the trolley cradle as soon as practical to reduce the loading on the rig. **Ensure it is lowered before easing the jib halyard tension.**

### **FOR THE FIRST TIME YOU GO AFLOAT.....**

*Apologies to all the highly experienced, race winning and world girdling yachtsmen amongst you for this last piece of advice! New boats always take some getting used to. If it is blowing the doors off and the waves are dumping on the beach, why not*

*curb that impatience to get afloat in your new toy. If the conditions are favourable, the chances are that you'll have far more fun and learn the techniques used on the K6 much more quickly.*

When launching and sailing your K6 for the first time, please remember the following points;

New boats are covered in an invisible layer of mould release wax, and various silicone release agents, in order to get them out of the moulds. They are also cleaned and polished as part of the pre-delivery inspection process. For the first few times that you sail your new boat you should take extra care as it will be slippery and potentially dangerous until these coatings wear off.

Ropes are also coated in release agents as part of their construction process, So again, take great care when tying knots or relying on a rope to perform a specific function, as they may get you into a potentially dangerous situation.

Each time, after sailing the boat for the first 2 or 3 times, take a spanner and screwdriver and just check that the shroud plates, rudder fastenings, the keel top plate, and other highly loaded fittings have not "bedded in" or become loose.

When lowering the keel for the first few times the two chocks will be a little tight, they tend to wear a little and are designed as a replaceable part. if necessary, sand or file a little off the chocks as required, to make lowering and raising the keel easier.

The rudder will also be a very tight fit into the stock and may not go fully down for the first 2 or 3 sails. This is because the special packing material takes time to bed down fully.

Last but not least, your boat has been designed to be easy to operate. If you find yourself needing to use excessive force, or tools such as hammers or similar, then you are probably doing it wrong. It would be a good idea to stop and re-evaluate the situation if you need to resort to these measures.

# TUNING AND SAILING TIPS

## Keel

The keel should be left fully down whilst sailing. Only lift the keel for launch and recovery, or in the event of grounding.

## Tack Downhaul

Increasing the tension progressively bends the mast, flattens the sail and opens the leech. In lighter airs keep it fairly slack and progressively increase the tension up the wind range. Extreme tension should blade the upper leech out flat in very strong conditions.

## Kicker

The more wind there is, the more kicker you need. It powers up the leech helping pointing upwind and maintaining power on the reaches. In very gusty conditions, easing it will make the rig more forgiving. Ease it substantially down wind, prior to bearing away.

Disconnect the kicker prior to lifting the keel and vice versa.

## Jib sheeting

To tighten the jib leech, attach the jib sheet to the top hole on the jib clew board and vice versa.

The jib sheeting width can be adjusted using the barber hauler on the traveller, which is lead back to the centre console. Ease the barber hauler progressively in medium to strong breeze and ease it fully for close reaching.

## Tacking

The self tacking jib can be left cleated, but for best speed out of the tack ease the sheet about 150mm as you go through the tack and then tighten it again when the boat has accelerated on the new tack.

## Spinnaker hoist

The spinnaker halyard is led so that either the helm or the crew can hoist and drop the sail.

First, ensure the spinnaker sheets are not cleated. Bear the boat away on to a run (this is not necessary in very light winds). The crew should pull the pole out first, or simultaneously with the helm hoisting the spinnaker. Do not sail for long with the pole out prior to hoisting. The sail could catch in the water and drag the whole sail out of the chute and under the boat.

## Gybing

Always gybe with the boat sailing as fast as possible. In breezy conditions the helmsman should steer back into the gybe as the boom comes across, so that the boat is travelling straight downwind as the sails fill on the new side.

## Spinnaker drop

Bear away onto a run (again, this is not necessary in light winds). The crew should release the pole outhaul and the spinnaker halyard. The crew or the helmsman can then drop the sail. As the sail is pulled into the chute, the bowsprit will automatically be pulled back into the boat.

## **Downwind sailing**

The K6 has a light weight and high performance rig. In breezy conditions it is essential to “look after” for your rig downwind by adhering to the following points:

- Make sure you have sufficient rig tension applied (350-400lb measured on the jib luff).
- Make sure you have a sufficient mast rake (8350mm).
- Make sure the spreaders and lowers give at least 80mm of pre bend to the mast.
- Make sure the deck level bend control is not over tight – let it right off, then pull on firmly again.
- Put a knot in the mainsheet so that the boom cannot touch the shrouds.
- Keep the cunningham on tight downwind, to help lock in the pre bend.
- Keep the boom sheeted in as far as possible (there is not normally much load on the mainsheet due to the apparent wind moving forward), so that the leech holds the top of the mast back.

# **CARE AND MAINTENANCE**

## **Hull**

The K6 is made using an epoxy GRP and foam sandwich laminate. This is stiff and light, but will dent if subjected to point loading. The boat must be supported ashore on a recognised K6 trolley.

### **Keep your boat drained and well ventilated**

Obviously in dealing with a marine environment, equipment gets wet, which in itself is not a problem. The problem starts when moisture is trapped for any length of time. The key, therefore, is to store the boat properly ashore. Water absorption could cause blistering and a raised fibre pattern.

- a) Ensure the boat is kept at an angle to allow water to drain away.
- b) Undo the hatch on the cockpit floor to allow any moisture to escape.
- c) If leaving and under cover on the boat, ensure that the transom is open for drainage and that there is a hole below the daggerboard slot to allow water to drain.

### **Wash with fresh water**

Fresh water evaporates far more quickly than salt water, so if your dinghy has been sailed in salt water wash it off thoroughly. The fittings will also work better if regularly washed.

## **Damage**

Hull damage falls into three categories:

- a) **SERIOUS** e.g. A large hole, split, crack or worse. Get the boat back to your nearest dealer, – Don't be too distressed! most problems can be repaired by an expert.
  
- b) **MEDIUM** e.g. Small hole or split, gel crazing. If this occurs during an event, sailing can often be continued as long as leaking can be prevented by drying the area and applying a strong adhesive tape. **CAUTION** – if the damage is close to a heavily loaded point then a close examination should be made to ensure joints and the laminate are fit for the prevailing conditions. Get the damage properly repaired as soon as possible.
  
- c) **SMALL** e.g. chips, scratching. This type of damage is not life threatening, particularly as the boat is built using epoxy resin, and therefore allows virtually no water absorption into the laminate. This type of damage can be repaired by the owner, using the correct gel coat.

### **Tying down**

Tying down your K6 to its trailer is important because too much or too little tension could result in damage. Only use an approved trolley. The boat is well located on its trolley, so you only need apply sufficient tension to hold the boat in contact with the supports.

Tie the boat down at the bow and across the middle in the region of the trailer wheels. Pad the deck where the straps touch. Use the strap winch at the bow to hold the bow tight.

### **Foils**

The foils are GRP with a foam core. Look after them as you do the hull. Wash with fresh water regularly. Repair any chips as soon as possible using polyester gel.

If you intend to travel a lot with the boat, then a padded rudder bag will be a worthwhile investment.

### **Noisy Foils**

The K6 foils are polyester GRP for easy repair and maintenance, and are made from precise moulds and tooling. However, vibration from the foils can occur from time to time, and is impossible to eliminate completely in the quality control process.

Foil vibration usually occurs due to the eddying effect of water leaving the trailing edge of the foil. To ease this effect, gently abrade the back edge of the foil (approx 25-35mm will suffice) from top to bottom with progressively finer grades of sandpaper to 'sharpen' the trailing edge of the foil. A power sander is the quickest method – it's not an issue if you penetrate the gelcoat, but ensure the trailing edge is fair along its length.

### **Spars**

The mast, boom and bowsprit are carbon composite structures. Wash with fresh water as often as possible. Check the sheave at the mast head for wear.

The mast is finished with a coat of two pack polyurethane varnish. This protects the laminate against UV degradation in sunlight. It is advisable to apply a new coat of varnish once a year. Lightly sand the mast to help the new varnish bond to the old.

It is particularly important to avoid chafe to the spars when trailing, as with carbon spars it is very easy to cause structural damage on long cross continent trips. Pull all the halyards into the mast and use suitable padding to protect the spars whilst trailing

## **Sails**

The main and jib should be rolled and stored dry, out of direct sunlight. Dry the spinnaker, fold it and store in its bag.

When using a new sail for the first time, try to avoid extreme conditions because high loads on a new sailcloth can diminish the racing life of the sail.

If your sail is stained in any way, try to remove it using normal detergent and warm water. Do not attempt to launder the sail yourself.

Repairs should be temporarily made using sticky number cloth or sail repair tape and then returned to the sailmaker for a professional repair. Watch out for wear and tear, especially around batten pockets and bolt rope.

Replacement sails can be ordered from your dealer, as can a full range of spares and accessories.

## **CLASS ASSOCIATION**

The UK Class Association is currently linked to the RS class, it is highly active and well established and could be worth joining.

The Racing Circuit is fast becoming the envy of the dinghy sailing world, with great competition and a fantastic and friendly social life. Please note that you do have to be an Association member in order to compete.

The Class Association also produces regular Newsletters, a Year Book and organises training events.

You can contact the RS Class Secretary on +44 (0)7041 492130.

The International K6 Association will be centred around the k6class.org website Please use this site as a point of reference for all your enquires.

**<http://www.k6class.org>**

## Company Terms and Conditions of Trading    Rondar Raceboats Ltd..

As issued 29<sup>th</sup> May 2010

All orders accepted by **Rondar Raceboats Ltd.** (the Company) are subject to the following terms and conditions, unless expressly varied for a specific contract by the company in writing. The company reserves the right to change the terms and conditions at any time, although any orders in progress shall be governed by the terms prevailing at the start of the contract. UK law shall govern any contract that the company may enter into.

1. The Company takes efforts to use only the best materials and care is taken to ensure a high degree of workmanship in the manufacture of your racing yacht.
2. The company manufactures by hand, to individual order, class racing yachts, which, by their nature, can be fragile to certain types of load and being hand made, are not identical. The company will, at it's own discretion, repair or replace, free of charge, any part of it's own manufacture which can be shown to be defective in workmanship or materials within 12 months of the original purchase. This is provided that the part or boat is returned carriage paid to the company works address, and that it has not failed or become damaged as a result of misuse, overloading, lack of maintenance or neglect, or fair tear and wear.
3. The company limits it's liability strictly to the above terms, and expressly excludes any consequential loss or damage resulting there from. If the goods are not of the company's own manufacture, the company's liability is limited strictly to that required by the Sale of Goods Act 1979, although we undertake to pursue the customers full legal rights with the company concerned.
4. The company cannot accept any liability arising from the transportation of its products, other than whilst the product is directly in it's own care. This particularly applies to the trailing of boats or their equipment. The company builds racing sailing boats to class rules, which are solely designed to achieve race-winning performances on the water. The means of securing the boat, and the choice of trailer, tow vehicle, driving style and the conditions of the roads upon which it might be trailed are all beyond the control of the company, therefore it will be unable to accept any liability for damage caused either directly or indirectly whilst trailing.
5. Other than for the purpose of "class racing", there is no express or implied warranty, either statutory or otherwise, as to the fitness of purpose of the goods manufactured or supplied by the company.
6. All boats are handmade to order so any delivery date is given in good faith and is not an essential part of the contract. The company shall not be liable for any loss or damage (including loss of profit) arising from changed delivery dates.

7. The company reserves the right to alter its specifications at any time and without notice, although the variation should not result in a general loss of quality or performance of the finished product. In addition, the company reserves the right to alter or improve the design or manufacture of its products at any time and without notice. Slight variations or substitutions to component parts are also permitted.
8. Any customer purchasing goods of the company's manufacture from a third party or "agent" of the company, shall be deemed by the company to have engaged in a contract with that third party or agent, and, as such, that contract shall be governed by the terms and conditions of that third party, and shall be subject to the laws of the country under which the contract has taken place.

9. Prices and payments

a) All goods will be invoiced at the price ruling at the date of collection from the factory. The company reserves the right to alter or withdraw its price lists at any time, without notice.

b) The company's standard terms are a 25% deposit with order, with the balance payable from cleared funds prior to the collection or dispatch of goods, or in cash against pro-forma invoices.

c) The company may, at its discretion, offer credit terms subject to the following conditions.

1. The customer on the due date specified makes that payment in full.
2. Orders from customers whose accounts are overdue will be withheld until the payment of any overdue sums on the account is made.
3. The customer is responsible for any charges or costs incurred by the company in respect of any bank transfers, currency exchanges or administration costs associated with the transfer of funds to the company's bank account.
4. The company reserves the right to charge interest at 3% of the gross amount per month and any costs or fees incurred by the company in administering the account.

d) The title of ownership in all goods supplied by the company shall remain vested in the company until it can be shown by the buyer that cleared funds to the full value of such goods has been paid over to the company, including any additional costs such as interest or administrative costs.

The company retains the right to enter any premises or grounds belonging to the customer for the purposes of recovering any goods for which good title has not passed from the company to the customer, or goods, to the equivalent value.