



- CAREFULLY READ THIS MANUAL BEFORE OPERATING YOUR BOAT.
- THIS OWNER'S MANUAL IS IN TWO VOLUMES THAT MUST BE KEPT TOGETHER.

NOTICE:

THE OWNER'S MANUAL IS IN TWO VOLUMES:

- **VOLUME 1**
DEALS WITH OPERATING PRECAUTIONS AND SAFETY RECOMMENDATIONS THAT MUST BE OBSERVED.
- **VOLUME 2**
DEALS WITH TECHNICAL SPECIFICATIONS AND ASSEMBLY PROCEDURE OF THE BOAT AND ITS EQUIPMENT.

VOLUME 2

TECHNICAL SPECIFICATIONS - ASSEMBLY PROCEDURE



COMMANDO

C 3 - C 4 - C 5

CONTENTS


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ASSEMBLY PROCEDURE

We recommend that you follow the specific order of the assembly procedure. Proceed step by step and refer to the corresponding pages.

PROCEDURE	PAGE	SECTION
1. inventory the elements composing your boat, and learn how to recognise them	2	CHECK ON UNPACKING
	I – IV	DESCRIPTION
2. activate valves in inflating position	5	INFLATION SYSTEM
3. slightly inflate the main buoyancy tube	6	INFLATION
4. assemble the floorboard	3 – 4	ASSEMBLY
5. finish inflation of the boat to the correct pressure	6 - 7	INFLATION / PRESSURE

CHECK ON UNPACKING

 CAUTION	DO NOT USE A SHARP TOOL
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The pack must contain: 1 buoyancy tube +

COMMANDO	C 3	C 4	C 5
Floorboard	Alu	Alu	Alu
Number of pieces	3+3	3+3	3+3
Stringers	2	2	2
Wooden keel (3 elements)	X	X	X
Owner's manual (2 volumes)	X	X	X
Repair kit	X	X	X


Standard equipment			
Paddle	2	2	2
Valve cap pressure gauge	1	1	1
Foot-pump	1	1	1
Mast and pennant	1	1	1
Carrying bag	2	2	2

You can equip your boat with many optional accessories (transportation wheels, boarding ladder, lifting rings etc.). Ask your dealer to advise you.

NOTICE :	IF YOU WISH TO ADD LIFTING RINGS, YOU MUST FIX THEM ON THE BUOYANCY TUBE, NEVER ON THE FLOOR
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ASSEMBLY

Choose a smooth and clean surface

	<p>IF THE BUOYANCY TUBE WAS STORED AT A TEMPERATURE BELOW 0°C / 32°F, LEAVE IT AT 20°C / 68°F FOR 12 HOURS BEFORE UNFOLDING.</p>
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FLOORBOARD ASSEMBLY

- Sprinkle some starch in the angle (joint of the buoyancy tubes to the bottom) to facilitate fitting.

 CAUTION	<p>NEVER USE TALCUM POWDER</p>
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- **Make sure you identify the parts and direction in which they fit:**
 - The floorboard consists of 3 main sections and 3 sections in the bow [fig 1] you can identify the good position of sections by the stickers located on the right corner of each section.
 - The bow sections have an upside and a downside. The upside is identified by a label representing the sun (11).

1. **Slightly** inflate the tube
2. **Insert** the bow section (1) into the angle at the bow.
3. **Insert** keel element (7) under element (1) until stop blocks get fixed [fig.2]
4. **fit** element (8) and (9) of the keel as an apex (in a tent-like position) [fig.2]
5. **carefully flatten** this apex so that the two elements are aligned. Another person can help raising the bow of the boat up to 40 cm; otherwise, you can settle the bow of your boat on a 40 cm high spacer that you will remove once assembly is over.
6. **Respecting the order** : **slide** element (2) against element (1), element (3) against element (2) then slide element (6) against the transom retaining batten (10) [fig 6], and position elements (4) and 5 as an apex. [fig.3]. **IMPORTANT**: Check the good position of the keel into its blocks.
7. **Flatten** the apex by standing on it (in the boat) and pulling the lifelines to prevent the fabric being pinched [fig. 5].
8. **Assemble** the stringers (see instructions bellow).

ASSEMBLY OF THE STRINGERS

The stringers are essential to good working of the boat: they lock the floorboard together and rigidify its structure.

1. **Position** the stringer on the edge of the floorboard. The reference mark on the stringer must remain on top (**the thicker part should be towards the top**) [fig. 7].
2. **Fit** the stringers between the two buffers of sections 4 and 6 [fig. 4 - 7].
3. **Rotate** the stringer in the angle so as to press them against the bottom [fig. 7].
4. Because of the self-locking system of the floorboard, the stringers will fit into place once the buoyancy tube is inflated.

ASSEMBLY

fig 1-A

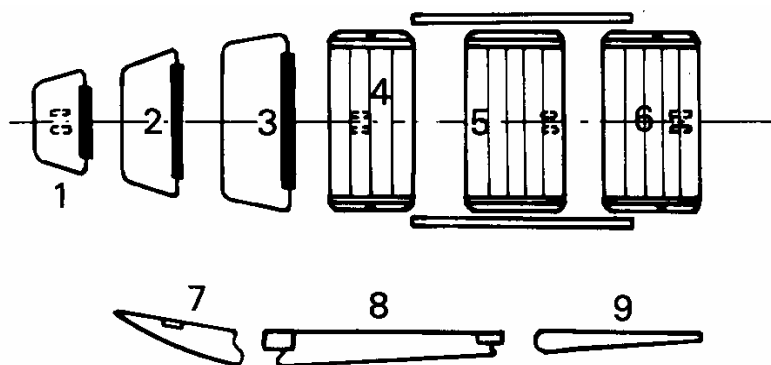


fig 1-B

a- floorboard
c- angle

b- tube
d- bottom

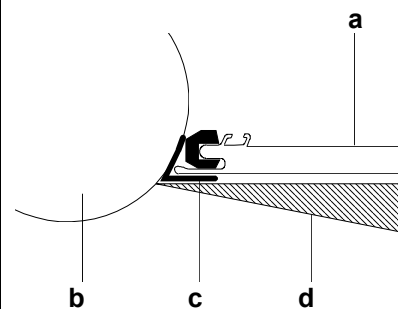


fig 2

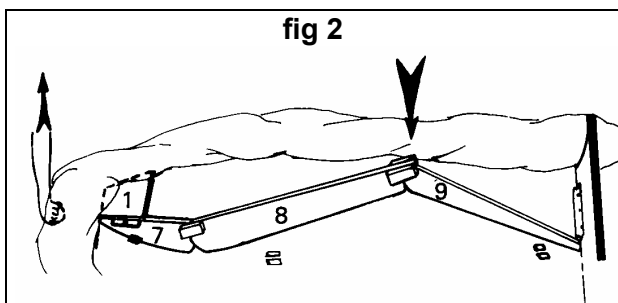


fig 3

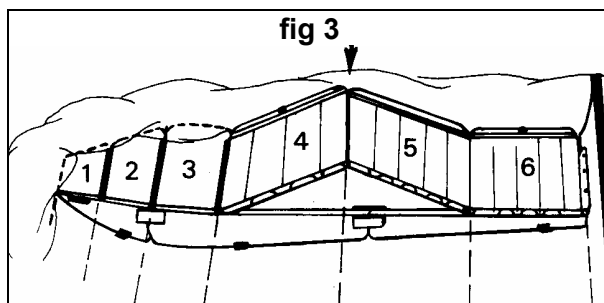


fig 4

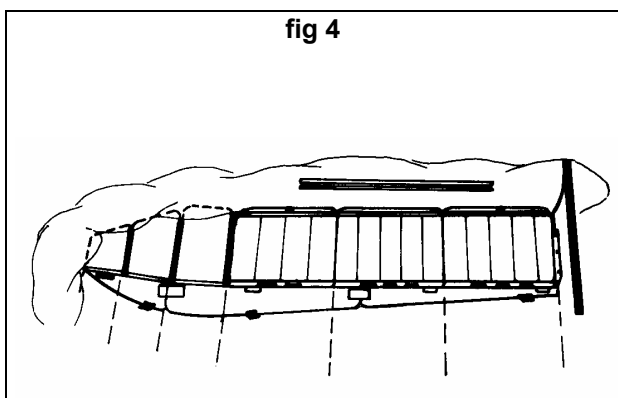


fig 5

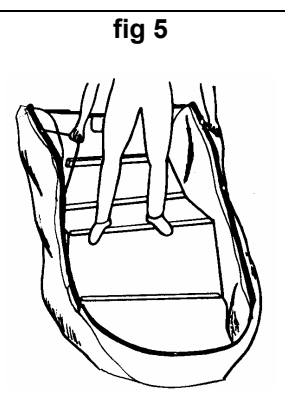


fig 6

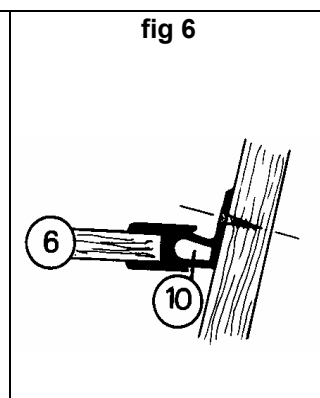
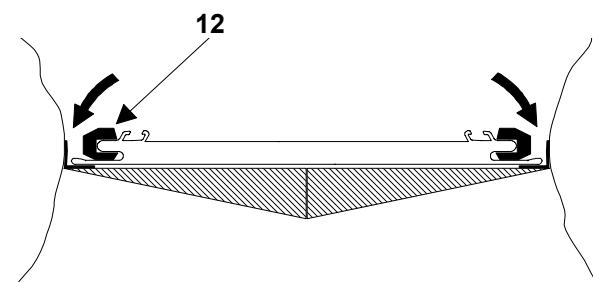
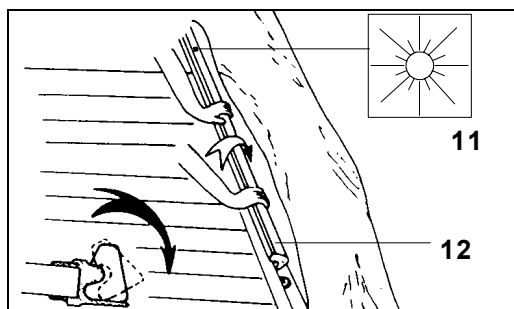


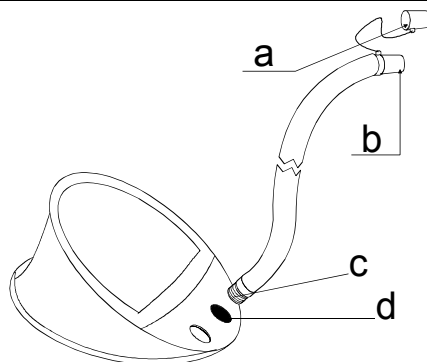
fig. 7



INFLATION SYSTEM

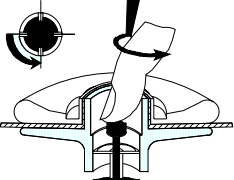
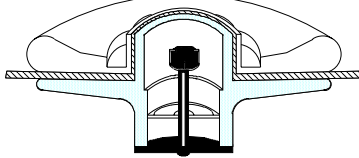
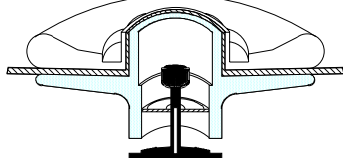
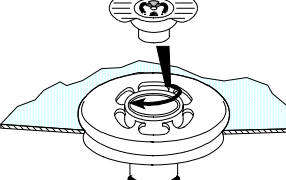
THE FOOT PUMP

- a. connecting tip
- b. hose end piece
- c. hose base
- d. outlet for inflation

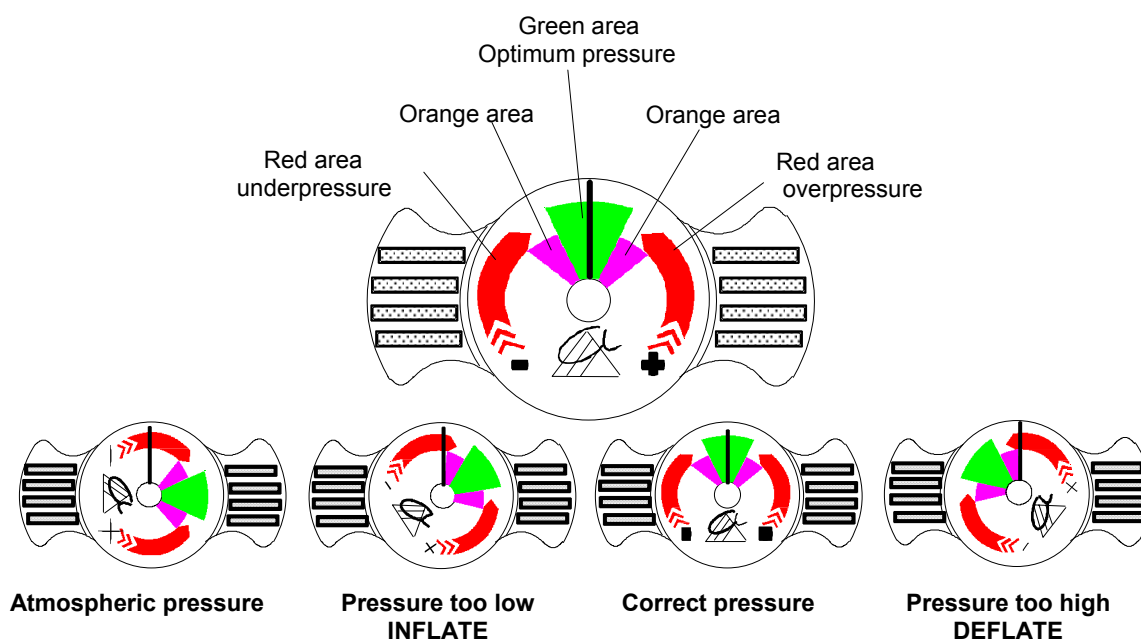


ENGLISH

THE SEMI-RECESSED VALVES

To activate the valves:	Inflation position	Deflation position
 press the push-in stem a quarter of a turn	 diaphragm closed, the inner button springs upwards	 diaphragm open, the inner button goes down
NOTICE:	TO SCREW OR UNSCREW THE VALVE CAPS, TURN WITHOUT PRESSING OR FORCING (THIS COULD UNSCREW THE INNER VALVE SYSTEM).	

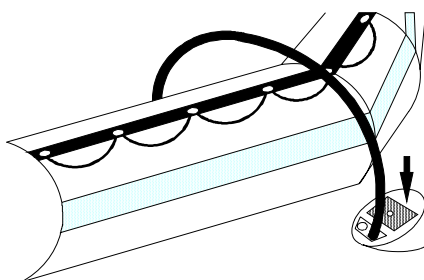
THE VALVE CAP PRESSURE GAUGE (insert and turn at the valve location)



INFLATION

Activate all valves into inflation position.

Fit the hose to the foot-pump.
To inflate your boat properly, the bottom side of the foot-pump must rest on a flat ground.
Pump evenly to inflate rapidly.



WARNING

DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

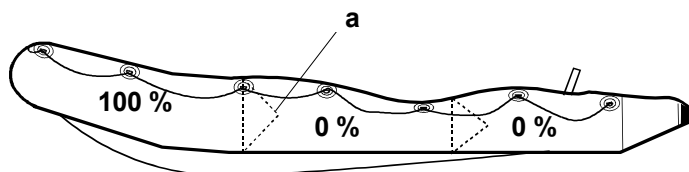
You can use the electrical air pump *ACCESS* (ask your Dealer).

TO INFLATE THE BUOYANCY TUBE

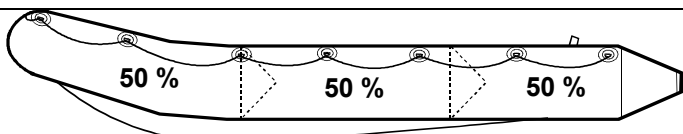
- Insert the pump hose end piece (add the correct connecting tip for the semi-recessed valve)
- Inflate (**pressure = 240 mb, refer to PRESSURE section**) making sure that each compartment is equal. When correctly inflated, the internal bulkheads (a) are not visible.



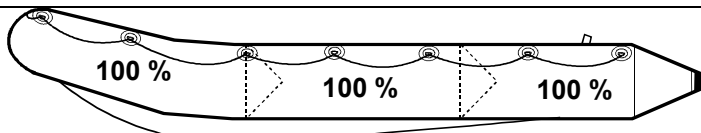
**NEVER COMPLETELY
INFLATE A
COMPARTMENT TO FULL
PRESSURE IF OTHER
COMPARTMENTS ARE
TOTALLY DEFLATED**



1



2



Inflation is over: fit the valve caps tight (clockwise).

NOTICE :

A slight air-leak before screwing the valve caps is normal.
ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS.

PRESSURE

The correct pressure for the buoyancy tube 240 mb/3,4 PSI (green area of the pressure indicator).

If your boat is not equipped with a **ACCESS** pressure indicator, we recommend that you purchase one from your Dealer. This will permit a quick and efficient control of the pressure during inflation. Without a pressure indicator, stop inflating when the foot-pump gets difficult to operate, and the boat is « hard » (you should not be able to bend the cone ends).

Ambient temperature of air and water have an effect on the boat's internal pressure

Ambient temperature	tubes' internal pressure
+1°C / +1,8°F	+4 mb / 0,06 PSI
-1°C / -1,8°F	-4 mb / 0,06 PSI

Therefore, it is important to anticipate:

Because of temperature variations (especially when this variation is important between the beginning and the end of the day, in hot areas) check and adjust the pressure in the inflated compartments by inflating or deflating. Be sure that pressure remains within the recommended zone, between 220 mb/3,10 PSI and 270 mb/3,85 PSI (green area).


RISK OF UNDERPRESSURE

EXAMPLE: Your boat is in direct sunlight on the beach (temperature =50°C/122°F) at recommended pressure (240 mb/3,4 PSI). after putting it in the colder water (temperature =20°C/68°F), the internal temperature and pressure of the tubes will both drop (up to 120 mb/1,7 PSI) and **YOU WILL HAVE TO INFLATE AGAIN** until you regain the lost pressure due to the difference in temperatures. Therefore, a loss of pressure at the end of the day when ambient temperature drops is perfectly normal.

NOTICE :	Proper inflation is critical to the performance of the boat. It is the pressure in the tubes that gives your boat the necessary rigidity to perform well. Under-inflation causes improper flexing of the tubes which will result in stress and chafe
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RISK OF OVERPRESSURE

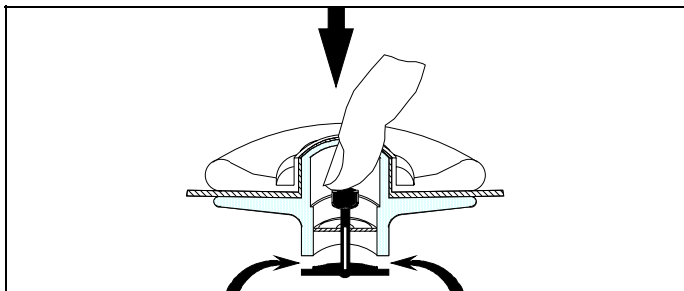
EXAMPLE: Your boat is inflated to the recommended pressure (240 mb/3,4 PSI) at the beginning of the day (low ambient temperature =10°C/50°F). Later in the day, your boat is in direct sunlight on the beach or on a yacht's deck (temperature =50°C/122°F). Internal temperature of all inflated compartments can then increase and reach up to 70°C/158°F (especially for dark-coloured tubes). The consequence will be a doubling of previous pressure (480 mb/6,8 PSI). **YOU WILL THEN HAVE TO DEFLATE** until you reach the recommended pressure.

 WARNING	WHEN YOUR BOAT IS OVER INFLATED, PRESSURE BECOMES TOO STRONG FOR THE INFLATABLE STRUCTURE, AND COULD CAUSE A BREAK IN THE FABRIC ASSEMBLY
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IN CASE OF OVERPRESSURE

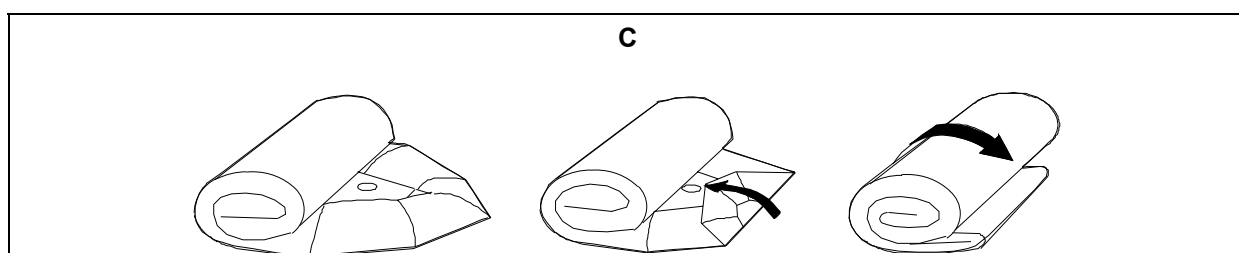
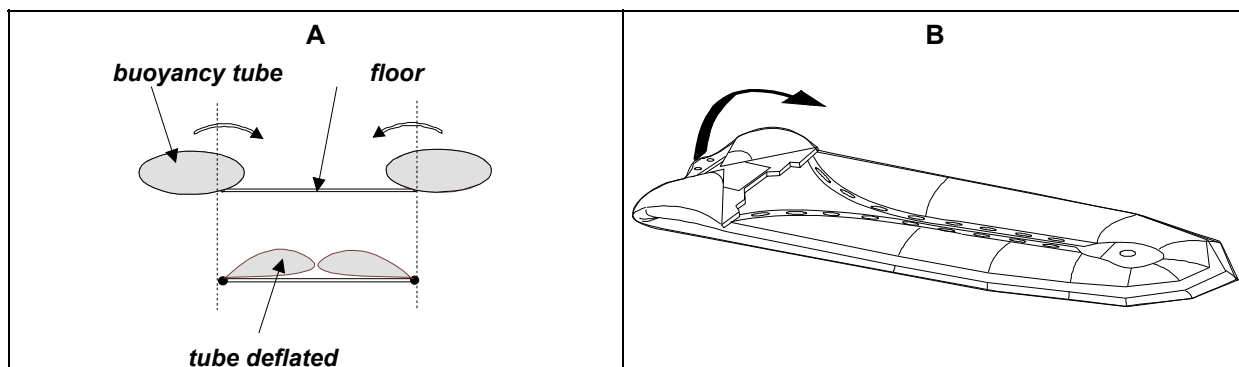
SEMI-RECESSED VALVE :

deflate by pressing the spring loaded button.



DEFLATING / FOLDING THE BOAT

1. **Deflate** the boat.
2. **Replace** the valve protections.
3. **Remove** paddles and equipment.
4. **Remove** the floorboard and keel.
5. **Empty** the boat of all water and sand by opening the self-bailers, dry it.
6. **Fold in** the 2 sides of the main buoyancy tube (A), fold the cones onto the transom, then **roll up** the boat around the transom (C). Start again if you feel there is still some air left in the tubes.



Stow the boat in its bags as follows (D):

- . **In the first bag**, stow the floorboard sections and keel, **in the second** the buoyancy tube.
- . **Close** the bag and fasten the two front straps.
- . **Tighten** the side ropes (make sure that all equipment stays inside).
- . **To finish**, store the foot-pump in the front pocket.

