

seago®

INFLATABLE TENDER OWNER'S MANUAL



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Please read this instruction carefully before assembling your tender

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1 General

It is important that you read and fully understand all the details in this owner's manual. Please keep this manual in a secure place

1.1 Introduction

Thank you for purchasing a Seago tender, this manual has been compiled to help you to operate and maintain your inflatable tender. Please read this manual carefully and familiarise yourself with the inflatable tender before attempting to inflate or use the tender. If you are uncertain about the assembly or safe operation of this tender you should seek professional advice.

This user manual contains details about your new inflatable tender and the equipment supplied or fitted to it. In addition it contains information on its operation and maintenance.

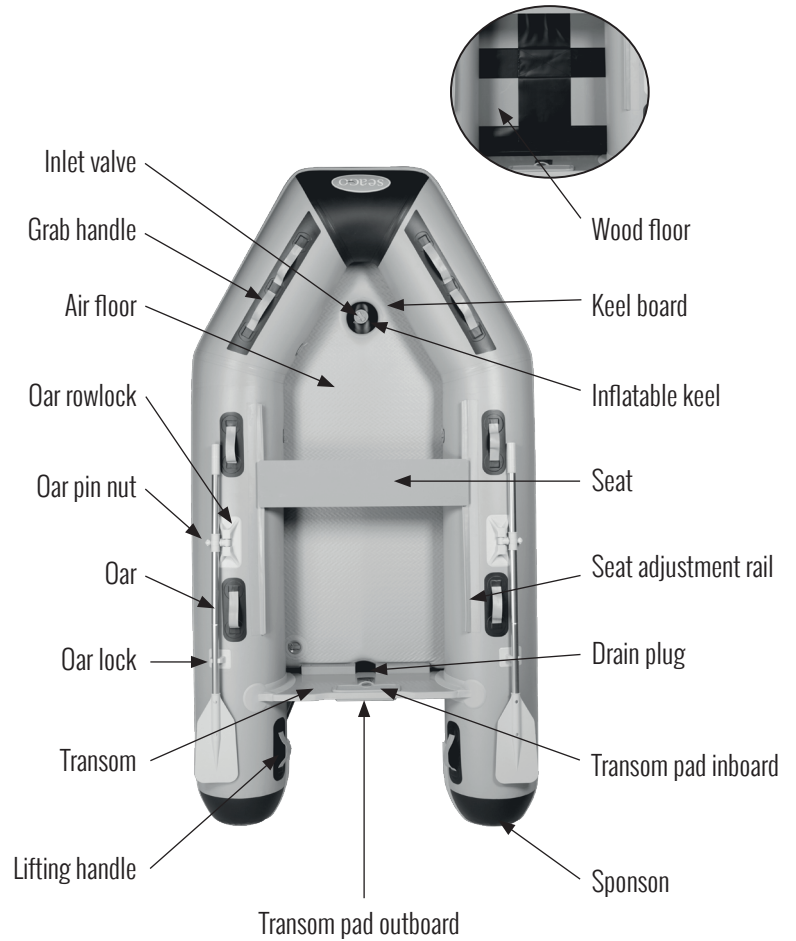
If this is your first inflatable boat, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operation experience before assuming command of the inflatable boat. Your dealer or national sailing federation of yacht club will be pleased to advise you of the local sea schools or competent instructors.

1.2 Type of inflatable tender

For models 1.8 up to 3.2 (category c) only.

This inflatable tender has been designed and manufactured to meet the international standard of ISO6185 part I, II & III. The approval is certified by HPI Verification Services Ltd. QX10 8BA.

2 Parts identification



3 Standard accessories

- Repair kit
- Air floor or wood floor
- Foot pump
- Carrying bag
- Wooden seat
- Oar (paddle)
- Keel board (air floor models)

4 Warning

When operating the tender:

- You must be responsible if you are using an outboard engine to ensure that pollutants do not enter the water.
- Be careful not to endanger swimmers or anyone around the boat, particularly if you are using an outboard engine.
- You should always moderate your speed, otherwise this will cause significant wash and waves behind the tender.
- During inflation, do not use a compressed air source (i.e., automotive tyre air compressor) to inflate the tender. Over inflation through the use of compressed air may result in injury and or rupturing the tender seams.
- If fitted, make sure that the outboard engine is in neutral before starting the engine. Make sure you install the outboard engine at the correct height so as to prevent cavitation. (cause the prop to be above the waterline) however, installing it too low may cause the prop to splash water into the boat.
- Check national and local boating information such as tide tables and charts as well as safety and local law regulations before using your tender.
- Never exceed the weight carrying capacity stated on the tender's identification plate.
- Every person in the tender should always wear a life jacket (personal flotation device approved by local law agency)
- Oars or paddles and a repair parts kit should always be carried with the tender for emergencies
- All loads placed in the tender should be uniformly distributed to provide proper boat trim when under way.
- Do not sit on the side tubes, to prevent falling overboard.
- Check weather forecasts and local conditions. Always be sure you have enough fuel to reach shelter. Advise someone where you are going.
- Always start the engine at low speed setting.
- Before using the tender, inflate the tender one day prior to use and check if there is any sign of air leakage.
- You must protect the tender against exposure to the sun (UV) for any extended periods of time; this means the tender should be covered by a suitable UV blocking cover.
- Over inflation can cause structural damage to your boat. Do not allow your boat to stand in direct sunlight when out of the water (even when covered) as this may cause over pressure to the point of damage or bursting.

Accessory options (available from Seago)

- UV Resistant boat cover
- Dolly wheels

4 Warning..... continued

Over pressurisation is caused by increased temperature change of the air within the tubes of the tender.

To prevent over pressurisation you should monitor the pressure of the tubes during the day to make sure that the maximum recommended pressure is not exceeded at any point. If you inflate the tender in early morning when the temperature is cooler the tender tubes will expand as the day gets hotter.

Store the tender in a cool and shaded area.

5 Assembly

5.1 Air floor tender

- Find a flat surface where boat can be assembled.
- Make sure there are no sharp objects that can puncture the tender during assembly.
- Unfold and spread the tender out flat.
- Verify the valve/cap gasket is in place.
- Make sure the valve core is turned to the anti-clockwise position to prevent the air from escaping when you connect and disconnect the pump hose to the tender valve fitting. To deflate the tender push the valve core in and turn (1/4 turn) in a clockwise direction this will allow you to fully deflate the tender without the valve being depressed by hand. See diagram to operate valves.
- Depending on the model of tender you have it may have up to 3 chambers. .
- Begin inflation to a maximum of 50% working pressure, start at the bow, then starboard and finally the port-side. Do not inflate any one chamber in full at a time as this causes unnecessary stress to the inside bulkhead. Maintain a balance of air in each chamber. By this method, the bulkheads that divide the main air chambers are maintained so that there is equal pressure and approximate inflated size on each side of the bulkhead. Failure to follow this may result in irreparable damage.
- When the tubes are at 50% inflation you should fit the seat, you will not be able to fit the seat if you fully inflate the tubes.
- Position the air floor and inflate it to approximately 70%.
- Inflate the tubes to 100% working pressure, re-fit the valve cover.
- Inflate the keel to 100%, re-fit the valve cover.
- Inflate the floor to 100%
- Install the drain plug and the oars

5.2 Wooden floor tender

- Find a flat surface where tender can be assembled.
- Make sure there are no sharp objects that can puncture the tender during assembly.
- Unfold and spread the tender out flat.
- Verify the valve/cap gasket is in place.
- Connect the pump to the tender valve; make sure the valve core is turned to the clockwise position to prevent the air from escaping when you remove the pump fitting. To deflate the tender push the valve core in and turn in a clockwise direction (1/4 turn) this will allow you to fully deflate the tender without the valve being depressed by hand. See diagram to operate valves.
- Depending on the model of tender you have it may have up to 3 chambers.
- Begin inflation to a maximum of 50% working pressure, start at the bow, then starboard and finally the port-side. Do not inflate any one chamber in full at a time as this causes unnecessary stress to the inside bulkhead. Maintain a balance of air in each chamber. By this method, the bulkheads that divide the main air chambers are maintained so that there is equal pressure and approximate inflated size on each side of the bulkhead. Failure to follow this may result in irreparable damage.
- When the tubes are at 50% inflation you should fit the seat, you will not be able to fit the seat if you fully inflate the tubes.
- Fit the floor boards into position.
- Inflate the tubes to 100% working pressure, re-fit the valve cover.
- Inflate the keel to 100%, re-fit the valve cover.
- Install the oars.
- Install the drain plug.

5.3 Inflation pressure

- Over inflation can cause structural damage to your boat. Do not allow your tender to stand in direct sunlight when out of the water (even when covered) as this may cause over pressure to the point of damage or bursting.
Over pressurisation is caused by increased temperature change of the air within the tubes of the tender.
To prevent over pressurisation you should monitor the pressure of the tubes during the day to make sure that the maximum recommended pressure is not exceeded at any point. If you inflate the tender in early morning when the temperature is cooler the tender tubes will expand as the day gets hotter.
Please use the working pressure
Maximum air pressure of tube: 0.25bar
Maximum air pressure keel: 0.40bar
Maximum air pressure floor: 0.70bar.
- How to operate the valve: depress valve core and rotate clockwise. To open the valve, turn 1/4 clockwise. To close the valve, turn again 1/4 clockwise.



6 Mounting outboard engine

Selecting the optimum outboard engine is critical to the performance and long life of your inflatable tender.

- Unlock motor for tilting and mount the engine correctly.
- The engine should be in the centre of the transom.
- Make the clamps are securely tightened.
- Adjust the engine angle.
- For detailed information, please refer to your engine documentation or contact the supplier of your engine.

7 Deflation & packing

7.1 Air floor tender

- Before deflation, make sure the tender is clean and dry.
- Take out the seat and oars.
- Deflate the air floor.
- Place both side tubes toward inside of the boat and roll slowly from both ends until all air is expelled.
- To avoid sudden pressure changes on the internal bulkheads try to let the air out as evenly as possible.
- Store the boat inside the carrying bag.

7.2 Wooden floorboard tender

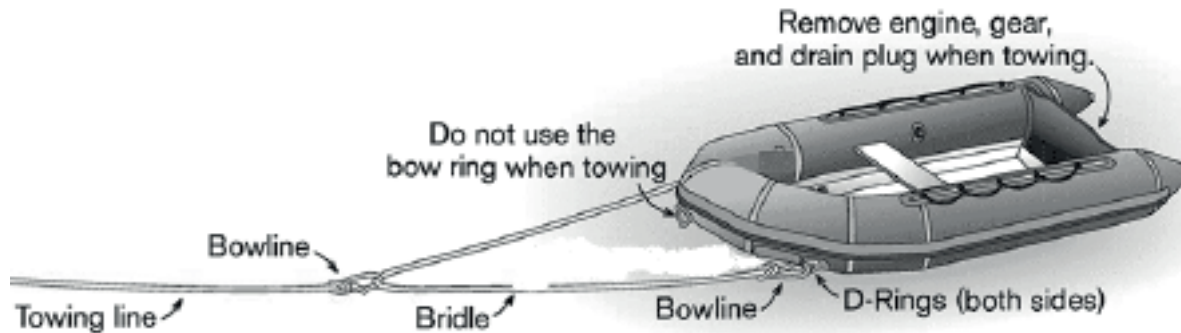
- Before deflation, make sure the tender is clean and dry.
- To deflate, open the valves as shown in the diagram and let the air out of each chamber.
- Remove seat and oars.
- First remove no.2 and no.3 wood floorboard .then, take out no.1 and no.4 floorboard.
- Place both side tubes toward inside of the tender and roll slowly from both ends until all air is expelled.
- To avoid sudden pressure changes on the internal bulkheads try to let the air out as evenly as possible.
- Store the tender inside the carrying bag

8 Warning when running

- In the cases of more than two persons boarding the tender, it is important to decide the seating position of each person to give the best stability of the tender. When the boat is headed up prior to “plain sailing” it is effective to keep the tenders bow down, by the weight of the persons sitting toward the bow side. However, an excessive weight there might cause a dangerous head-down position when boat gets “plain sailing”. Nevertheless, the extreme sitting of two people on stern in the head up position will cause another risk of overturn, when the wind is blowing towards you. Whenever you are turning your tender, reduction in speed is required. Whenever the tender is turning it will tilt considerably inside towards the turning centre. Therefore turning to leeward or when waves are high might cause the boat to flood with water or overturn.
- Be very careful about “shallows” or “unknown reefs”. Always check local navigational maps where the tender will be operated.
- Avoid tenders exposure to direct sunlight for any extended periods of time. You should also adjust the changing air pressure inside the tubes to allow for temperature variation. In addition you should protect the tender from direct sunlight physical reaction by ultra-violet rays as the ageing of the materials will be accelerated under these conditions.
- Refrain from smoking when you are on the tender or refuelling.
- Never go in or around any swimming areas with your tender, as there will be a serious danger of swimmers getting injured.

9 Warning when towing

- If the inflatable tender is towed by another boat, the inflatable tender must be empty & the engine removed.
- A towing line should be secured to the towing eyes on each side of the boat. (the rope supplied on the front eyelet is for mooring and is not suitable for towing) a suitably strong floating line should be used to prevent any possibility of the rope getting tangled around the prop. The tender must only be towed using the towing eyes fixed at the sides, a bridle system must be used to tow the tender evenly and prevent damage from uneven tension. Even in calm conditions the tender can be caught by the wind and damaged the towing eyes. The towed tender must be observed continuously. Towing should only be carried out in calm conditions.



10 Storage and cleaning

Allow your tender to dry thoroughly in the shade before storing, never in glaring sunlight. Store your tender in a cool, flat and dry place with some air in the air chambers if at all possible. If not, empty the tender of air and roll the tender up loosely, not tightly as this may damage the seams. The surface of the tender should be cleaned with a solution of mild soap and fresh water after each use. To avoid abrasion and wear, be sure that all the sand, small rocks, oil and dirt have been flushed away from the tender surfaces and particularly the inside floor next to the tubes. Never use petrol or solvent for cleaning any part of your tender

11 Repair & maintenance

If you are unsure or not competent we recommend that you seek the advice of a professional repairer. Should you attempt a repair to your Seago tender, firstly assess the repair you may be able to use the repair kit provided using the following instructions:

- 1 Cut out a patch with rounded corners to a size which overlaps the hole by 5cm on all sides.
- 2 Trace an outline of the patch where it will be fitted on the boat and ensure this area is clean and dry.
- 3 Degrease both the patch and the area of the tender to be repaired using mek or acetone solvent, and leave for 10 minutes.
- 4 Apply a thin coat of adhesive to both surfaces.
- 5 Leave for 20 minutes then apply a further thin second coat to both surfaces.
- 6 While still tacky, bring together both surfaces and apply as much pressure as possible using a rounded object (i.e. Back of a spoon) from the middle of the patch working outwards.
- 7 Clean off any excess glue.
- 8 Allow to cure for at least 12 hours prior to inflation except during an emergency when a temporary repair will suffice.

If you are unsure or any major repair work is required, including any damage to the transom, large tears or faulty components we strongly recommend you seek the advice or services of a professional repairer.

Limited warranty & owner registration

12 Limited warranty

- 1 We warrant the 1st new owner and accessories attached, there to (hereafter referred to as “tender”) manufactured by us, to be free from defects in material and workmanship, but only when sale to the consumer is made in a country to which we authorise distribution.
- 2 This warranty shall become effective only upon registration on line at www.seagoyachting.co.uk or receipt of a completed owner warranty registration card to the Seago address below, which shall identify the serial number of the product registered.
- 3 Your tender comes with a 4 year limited warranty on the material and seams from date of manufacture, or if longer, a 3 year warranty from date of purchase. This warranty is as follows:
A three (3) year guarantee on the base fabrics and seams that the fabric of which the tender is manufactured will maintain its original purpose under normal conditions. A one (1) year guarantee on auxiliary fittings from date of purchase.
Auxiliary components are items such as oar locks, oars, lifting handles, foot pumps, transom, transom holder, “D” rings, seats and floorboards are covered by a one (1) year warranty.

Hypalon tenders only

For Hypalon tenders the warranty for fabric and seams is 5 years (all other terms and conditions apply). A one (1) year guarantee on auxiliary fittings from date of purchase. Auxiliary components are items such as oar locks, oars, lifting handles, foot pumps, transom, transom holder, “d” rings, seats and floorboards are covered by a one (1) year warranty.

Commercial use is not covered under this warranty.

- 4 Since this warranty applies to defects in material and workmanship, it does not apply to normal worn fabric or wood finishes or to damage caused by:
 - 1 Neglect, lack of maintenance, accident, abnormal operation, racing competition or commercial services.
 - 2 Use of an accessory or part not authorised by Seago.
 - 3 Alteration or removal of parts.
- 5 This warranty will not apply to: haul-out, launching, storage charge, telephone or rental charges of any type, inconvenience or loss of time and income or other consequential damages.

Limited warranty & owner registration

- 6 Claims shall be made under this warranty by delivering the product for inspection to the selling dealer who will then arrange for the inspection and repair, provided such service is covered under this warranty. It is the owner's responsibility to register the tender within 28 days of purchase. There are no exceptions to the terms and conditions of this warranty; if your tender is not registered your extended warranty will not apply. Purchaser shall pay for all related transportation charges. If the service is not covered by this warranty, purchaser shall pay for all related labour and material and any other expenses associated with that service. Any product or parts shipped by purchaser for inspection or repair must be shipped with transportation charges prepaid.
- 7 The owner registration card is the only valid registration identification and must be on file with Seago yachting at the time the warranty service is required. Proof of purchase must be shown before any warranty claim can be processed.
- 8 Our obligation under this warranty shall be limited to repairing a defective part or at our option replacing such part or parts as shall be necessary to remedy and malfunction resulting from defects in material or workmanship as covered by this warranty. We reserve the right to improve or change the design or any product without assuming any obligation to modify any product previously manufactured.
- 9 All incidental and consequential damages are excluded from this warranty. Implied warranties are limited to the life of this warranty.
- 10 This warranty gives you specific legal rights, and you may also have other legal rights, which may vary from area to area.

Limited warranty & owner registration

Register on line at www.seagoyachting.co.uk/register

Alternatively you can post your registration details to us with the following information:

- 1 Date of purchase
- 2 Owners name.
- 3 Owners address
- 4 Serial number
- 5 Tender model
- 6 Dealer purchased from
- 7 Dealer purchased from address

Send all postal registrations to:



Deanland Business Park • Golden Cross • East Sussex • BN27 3RP

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