

SEA EAGLE.com®



Transom Boats

Instructions and Owner's Manual

8.10YT - 10.6 SR-RIK - 12.6SR-RIK - 14SR-RIK

October 2010

About your new Transom Boat

Thank you for deciding to buy a new Sea Eagle Transom Boat. You will get many years of use and pleasure out of this boat.

The Transom Boats have several unique features which make them solid, reliable boats. Transom Boats are made of 1000 Denier Polyester - PVC inflatable hulls with attached transom and the molded polyethylene or High Pressure Drop Stitch floor system. Below is a brief overview of the structure of the boat. Detailed assembly instructions are on the following pages.

Packing List

We recommend checking your order as soon as you receive it to be sure that all items are included.

14 SR-RIK

Box 1:

14 SR Boat Hull packed in Boat Bag with 12' Docking Rope, Repair kit (contains valve adapter, patches, glue, Recessed Valve Adapter tool, 2 eye bolts).

Box 2:

FB-1, FB-2, FB-3 (S), FB-3, & FB-4,
2 pcs. STR14L Stringer (124 cm/49")
2 pcs. STR14S Stringer (80 cm/31.5")
2 pcs. Uplift Connector Bars
3 pcs. Reinforcement kit for FB-2 & FB-4
WS2505 Aluminum Bench Seat
Bow Storage Bag,
A-41 High Pressure Foot Pump, AB25-5 Oars,
Instructions.

12.6 SR-RIK

Box 1:

12.6 SR Boat Hull packed in Boat Bag with 12' Docking Rope, Repair Kit (contains valve adapter, patches, glue, Recessed Valve Adapter tool).

Box 2:

FB-1, FB-2, FB-3, FB-4 Floorboards
2 pcs. STR124 Stringer (124 cm./49")
2 pcs. STR37 Stringer (37 cm/14.5")
2 pcs. Uplift Connector Bars
WS2505 Aluminum Bench Seat
Bow Storage Bag, A-41 High Pressure Foot Pump,
AB25-5 Oars, Instructions.

10.6 SR-RIK (PLASTIC FLOORBOARD OPTION)

Box 1:

10.6 SR Boat Hull packed in Boat Bag with 12' Docking Rope, Repair Kit (contains valve adapter, patches, glue, Recessed Valve Adapter tool).

Box 2 (Polyethylene Floorboard option):

FB-1, FB-2, FB-3(S), FB-4 Floorboards
2 pcs. STR80 Stringer (80 cm/31.5")
2 pcs. STR45 Stringer (45 cm/17.71")
2 pcs. Uplift Connector Bars
WS2505 Aluminum Bench Seat
Bow Storage Bag, A-41 High Pressure Foot Pump,
AB25-5 Oars, Instructions.

10.6 SR-RIK (DROP STITCH FLOOR OPTION)

Box 1:

10.6 SR Boat Hull packed in Boat Bag with 12' Docking Rope, Repair Kit (contains valve adapter, patches, glue, Recessed Valve Adapter tool).

Box 2 (Drop Stitch Floor Option):

Drop Stitch Floor
WS2505 Aluminum Bench Seat
Bow Storage Bag, A-50 High Pressure Foot Pump,
AB25-5 Oars, Instructions.

8.10 YT

Box 1:

8.10 YT Boat Hull in Boat Bag, Repair Kit (contains valve adapter, patches, glue, Recessed Valve Adapter) & 12' Docking Rope.
High Pressure Drop Stitch Inflatable floor, AB25-5 Oars.

Box 2:

WS2505 Aluminum Seat,
A-50 High Pressure Foot Pump, Instructions.

Recessed One-Way Valves on all chambers



The valve cap unscrews to reveal the valve stem. **When this stem is in the up position as shown the valve retains air. The valve should be in this position to inflate the boat.**



Use the recessed One-Way Valve Adapter included with your boat to inflate this valve. The adapter fits into the hose of any of our pumps.



Push the adapter into the valve and turn clockwise to lock it in position.



To deflate the air chamber, push the valve stem in with your thumb and turn clockwise to secure it in the down position. This will let the air out of your boat.

Foot Pumps



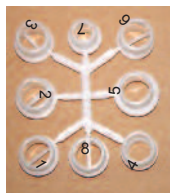
A41 Foot Pump: This pump is used for most of our products and is one of the best on the market today. We firmly recommend you always carry your A-41 on board for safety. This pump can inflate the new RIK drop stitch inflatable keels on all our new 10.6, 12.6 & 14 models.

(Not used for 8.10 YT or 10.6 SR-RIK with drop stitch Floors).

Attach the hose to the valve on the right side of the A41 foot pump (upper valve of A50 foot pump) as shown in the pictures to inflate. Use the One Way Valve adapter included with your transom boat to inflate this valve. Insert the valve adapter into the yellow hose of the Foot Pump.



Push the adapter into the valve and turn clockwise to lock it in position. With the foot pump, inflate each chamber till you cannot pump any more air into it. At this stage the foot pump will become extremely hard and you will not be able to press it any further. That means the chamber has reached its optimum pressure. Withdraw the adapter from the valve and close the valve cap.



Please note, the MB-100 Pump comes with a cluster of 8 adapters that are numbered from 1 to 8. These numbers are written on the arms of the cluster that hold each adapter. You have to carefully read these numbers on the arms of the cluster.

Attach the other end of the hose to the adapter # 7. Then detach adapter #7 from this cluster and insert the same into threaded side of adapter # 1. Now Push the adapter in the Recessed One-Way Valve and switch on the pump. It will change gears during inflation and automatically stop once the pontoon is fully inflated to 3.2 psi air pressure.

BST Super Turbo Electric Pump



A50 High Pressure Foot Pump: This pump is included with our 8.10 YT Yacht Tender and 10.6 SR-RIK with drop stitch floors only. The A50 is a dual chamber pump. It is used to inflate the bow, port & starboard chambers of the 8.10 YT at 3.2 psi. It also inflates the high pressure drop stitch floors of the 8.10 YT & 10.6 SR-RIK at 7 psi. This pump has 2

pressure settings. For normal pressure up to 3.2 lbs., inflate with the black cap plugged in - this delivers the most volume, but not the highest pressure. When you need higher pressure (3.2 lbs. +) for the drop stitch floor, remove the cap and keep pumping to desired pressure. Hint: you may wish to buy one of our high pressure gauges to judge proper inflation. We firmly recommend you always carry your A50 on board for safety.

Electric Pumps

(For inflating Hulls only. Not used for drop stitch floors)

MB-100 High Pressure Electric Pump is specifically designed for high pressure inflatable boats like our transom boats. It has a set of alligator clips to hook on to a 12 Volt car battery just like a jump cable.



Make sure your pump is off and hook the red positive alligator clip to the positive terminal of your battery. Hook the negative clip to the negative terminal of your battery.

Adjust the pressure dial on the MB-100 pump to 220 milibar, or 3.2 PSI as shown, and plug the hose into the valve opening above the dial for inflation. The other opening on the other side of the pump is for deflation, which is not required for our boats.



The BST features a two stage pumping system - a high speed fan to quickly inflate your hull, and a piston pump to achieve the desired pressure our transom boats need. Not only is this pump amazingly fast, but it is portable as well. The high capacity battery

can inflate our larger boats twice between charges. Includes valve adapters, high capacity battery, 110 volt household charger & 12 volt cigarette lighter adapter for car use.

The BST Super Turbo Electric Pump also has an adjustable pressure dial and a cluster of 8 valve adapters like our MB-100 Pump. Adjust the dial of the BST pump to 220 milibar, or 3.2 PSI. Insert one end of the hose to the opening on the pump that has an arrow pointing outward (for inflation). The opening on the other side of the pump with an arrow pointing inward is for deflation, which is not required for our boats. Attach the other end of the hose to the adapter # 7. Then detach adapter #7 from this cluster and insert the same into threaded side of adapter # 1. Now Push the adapter in the Recessed One-Way Valve and switch on the pump. The pump will go through the two stage pumping system - a high speed fan to quickly inflate your hull, and a piston pump to achieve the desired pressure our transom boats need. It will automatically stop once the pontoon is fully inflated at desired pressure of 3.2 PSI. Not for 8.10 YT and 10.6 SR-RIK drop stitch floors.

Inflation

All our Transom Boat models have a port, bow, and starboard air chamber in the main hull. The valves are located near the bow of the boat. The Sport Runabouts have an outside inflatable keel as well. These air chambers are totally separate and ensure buoyancy in the event of a single chamber failure. The 8.10 YT & 10.6 SR-RIK feature a separate high pressure drop stitch floors.

1) Unfold the Hull. Clear a flat space (making sure it is clean and free of sharp objects). Remove the hull from its box and take it out of the boat bag. Unroll the hull so it is laid out flat.

2) Inflate all chambers slightly. See **Valves** and **Pumps** above for more information. At this time, the air chambers should be inflated to about 10% -20% of their capacity so that the hull material is out of the way and the floorboards can be easily inserted.

Plastic Floor Assembly - Sport Runabouts

The Sport Runabouts feature Interlocking Polyethylene Floorboard System gives you an unmatched combination of high strength, maintenance free durability, good grip and light weight. Following is a table that shows which floorboard each boat uses:

<u>10.6 SR</u>	<u>12.6 SR</u>	<u>14 SR</u>
FB-1	FB-1	FB-1
FB-2	FB-2	FB-2
FB-3 Short	FB-3	FB-3
FB-4	FB-4	FB-3 Short
		FB-4

Before putting the floorboards in your boat, if you have a 12.6 or 14 you should bolt on the Floorboard Reinforcement Kit to FB-2 and FB-4 - see instructions below.

Floorboard Reinforcement Kit (standard with 14 SR & 12.6 SR - optional with 10.6 SR)



This set of 1 longer aluminum board and 2 short narrow rectangular bars provides additional strength for FB2 and FB4 floorboards. The longer aluminum board bolts into the brass screw inserts (as shown) on the bottom of FB-2. This keeps FB-2 flat and improves motoring performance of the boat,

especially when the boat hits bigger waves there is less flex to the FB-2. To install, simply bolt the longer aluminum board on underside of FB-2 floorboard using the rounded 1/4" screws included in the reinforcement kit as shown. Once you have installed this board there is no need to ever take it apart.



The two short rectangular bars are bolted into the 4 brass screw inserts on the top of FB4 (as shown) increase the rigidity of FB-4 and help support the transom on sport boats to carry heavier engines. To install, simply bolt the two short aluminum rectangular bars on FB-4 floorboard using the knurled headed bolts included in the reinforcement kit. Again, once the short bars are bolted to FB-2 there is no need to take them apart again.

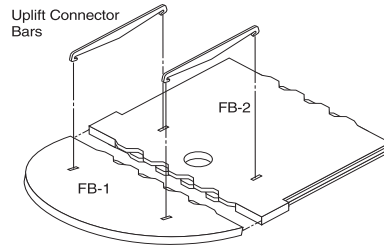
Before inserting the floorboards into you transom boat you should lay your boat out on a clean flat surface and put a small amount of air in the main chambers of the hull - this makes it easier to insert the plastic floorboards.

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1) FB-1 Bow Floorboard

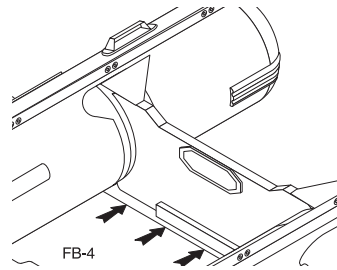
SR boats: Locate the FB-1 and FB-2 floorboards as well as the Uplift Connector Bars (see diagram below) FB-1 and FB-2 join at a slight up angle. The Uplift Connector Bars keep the two floorboards at this angle.

Slide FB-1 and FB-2 together as shown above. Hook the Uplift Connector Bar into the FB-2 floorboard, and use moderate pressure on the FB-1 to pull it into position so that the Uplift Connector Bar will hold both boards snugly together.

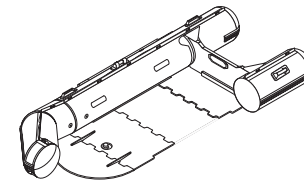


Repeat with the other Uplift Connector Bar. Slide the assembled boards into the bow of the boat so that the keel valve can be reached through the hole in the FB-2 floorboard. Hint: you might want to use the valve adapter and the hose of the A-41 pump to center the valve in the hole of the FB-2.

2) FB-4 Aft Floorboard



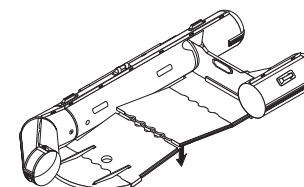
The FB-4 is the rearmost floorboard which has a smooth rear edge and interlocking grooves on the front edge. Place the FB-4 at the rear of the hull and slide under the transom lip. Sit in the hull and force the FB-4 under the transom lip with your feet.



The diagram displays the FB-1, FB-2 and FB-4 installed in the 12.6 SR.

3) FB-3

Please note, FB-3 comes in two sizes: short (FB-3S) & long (FB-3). For the 12.6 SR, locate the long FB-3 floorboard. For the 10.6 SR and 14 SR, locate the short FB-3S



Warning: Please do not proceed to the next step with bare feet, and keep your fingers and toes out of the way so that you don't get pinched.

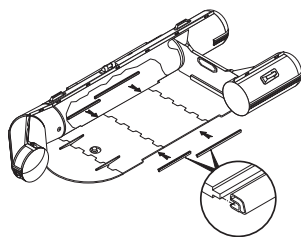
10.6 SR Insert FB-3S so it meshes with FB-4 at the stern of the boat and overlaps FB-2. Lift the ends of FB-2 and FB-3S and connect the floorboards forming an inverted "V". Step down on the joint. The boards will snap into place.

12.6 SR: Insert large FB-3 so it meshes with FB-4 at the stern of the boat and overlaps FB-2. Lift the ends of FB-2 and FB-3 and connect the floorboards forming an inverted "V". Step down on the joint. The boards will snap into place.

14 SR: Insert FB-3 so it meshes with FB-4 at the stern of the boat. Locate the FB-3S and insert it so it meshes with the FB-3 and overlaps FB-2. Lift the ends of FB-2 and FB-3S and connect the floorboards forming an inverted "V". Step down on the joint. The boards will snap into place.

4) Stringers

HINT: Since the uplift connector bars angle floorboard 1 & 2 upward, it is very helpful to place an object under the bow such as a box or a bucket to prop it up. This makes insertion of stringers far easier because the floorboards will be on the same plane.



All Sea Eagle Sport Runabouts have two side stringers on each side for a total of 4. These sturdy aluminum parts serve to strengthen the structure of the boat and keep the floorboards tight. Make sure the keel is slightly inflated, then insert the smaller of the two side stringers first at the bow of the boat. Use a rolling motion to put the stringers in place.

Valve Adapter in the Recessed One-Way Valve to connect the A50 Foot Pump. The High Pressure Drop Stitch Floor has to be inflated to 7 psi. In the case of the SE 10.6 SR-RIK inflate the outside keel to 7 psi after you have fully inflated the drop stitch floor. Hint - pump becomes difficult to inflate once you reach 7 psi.



To inflate the high pressure floor, make sure to remove the black cap of the A50 Foot Pump. By doing so the A50 Foot Pump uses only the smaller chamber, thus allowing it to reach 7 psi without much effort. The High Pressure Drop Stitch Floor becomes hard as a basketball. Once the floor (and in the case of the SE 10.6 SR-RIK) is fully inflated, withdraw the adapter and close the valve cap.

Continue to finish inflation of the side chambers. Again make sure to close the black cap of the A50 foot pump to inflate the side chambers to 3.2 psi. Continue to pump with the foot pump till you cannot get any more air in.

Finish inflation - Sport Runabouts

Inflate all hull chambers to 100%, or 3.2 PSI. The main air chambers on our transom boats cannot be over inflated with our A-41 foot pump foot pump. A chamber reaches its optimum pressure when you can no longer pump any more air into it with a foot pump. The foot pump at this stage becomes very hard and it will not be possible to inflate the chamber any further.



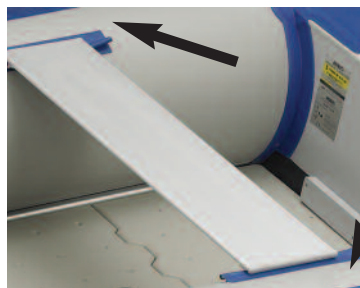
IMPORTANT: For the new 10.6 SR, 12.6 SR & 14 SR RIK (rigid inflatable keel) models with outside drop stitch keel - inflate the keel to max pressure possible with the A-41 pump. This new outside dropstitch keel greatly improve steering performance and structural strength of these boats. In addition, it softens the impact of the ride and smoothness of the ride as it goes through waves.

Deflation



To deflate a chamber, simply turn the valve stem clockwise with your thumb to secure it in the down position. This will let the air out of your boat. Our boats do not require a pump for deflation.

Accessories



WS2505 Aluminum Bench Seat: Sea Eagle 9.2 SR, 10.6 SR, 12.6 SR, 14 SR & 8.10 YT transom boats come with fabric bead seat attachment system for the Aluminum Bench Seats. There are two fabric beads on each pontoon. You can attach to two Aluminum Bench Seats to these models.

Inflation & Floor Assembly for 8.10 YT Yacht Tender and 10.6 SR-RIK with drop stitch floors.

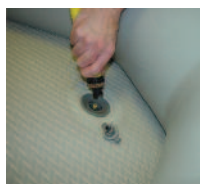
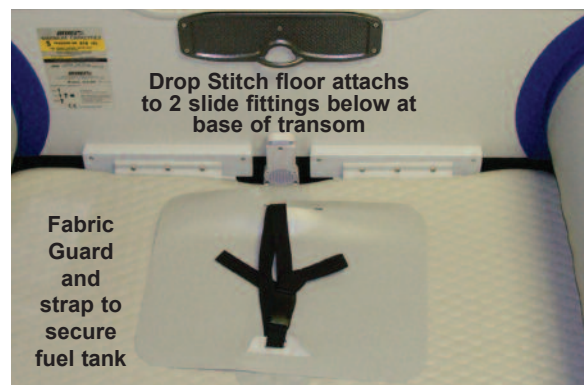
The 8.10 YT and 10.6 SR-RIK feature a High Pressure Drop Stitch Floor. This simple flooring system is far lighter and does not need any assembly. The 8.10 YT & 10.6 SR-RIK, as mentioned earlier, come with a special A50 High Pressure Foot Pump.



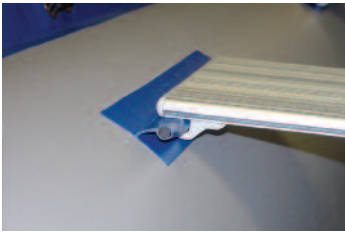
Partially inflate the bow, port and starboard chambers to about 10% - 20% using the A50 High Pressure Double Chamber Foot Pump. **Make sure to close the black cap of the foot pump to inflate these chambers. Closing the black cap engages the larger chamber of the A50 foot pump and permits more air volume.**

HINT: It is very helpful to place an object under the bow such as a box or a bucket to prop it up. This makes insertion of stringers far easier because the floorboards will be on the same plane.

Please note, SE 10.6 SR-RIK Drop Stitch Floor has an aluminum crossboard under it for extra support. In addition, the SE 10.6 SR-RIK transom has anchor fitting which the slide fittings on the drop floor have to be attached to - see picture at right. This is a one-time only assembly. Afterwards, simply leave drop stitch floor in boat and roll up with boat.



Place the inflatable floor in the SE 8.10YT or the SE 10.6 SR-RIK. The Recessed One Way valve of the floor should be facing up in the bow of the boat (in the case of the SE 10.6 SR-RIK it is just behind the valve for the outside keel - please note in case of SE 10.6 SR-RIK, inflate floor first and keel second). Insert the



The new Aluminum Beach Seats have nylon slotted fittings under them on both sides as shown in the picture.



To attach the Aluminum Bench Seat, feed the fabric beads on the pontoons through the nylon slotted fittings under the Aluminum Bench Seat on both sides as shown. While you do this please make sure that the boat is inflated about 50% just to get the boat fabric out of the way. Slide the seat over fabric beads so that it is towards the center.



Now you may inflate the boat fully. Attached Aluminum Bench Seat looks like this.



Cushioned Seat Bag (Optional)

The Sea Eagle Seat Bag fits neatly under the WS2505 aluminum seat. Peel off the velcro flap on top of the bag and wrap around the WS2505 seat.

Secure the velcro flap on the other side of the WS2505 so that the bag rests on the floor below the WS2505 seat.



Bow Bag (Optional)

Your Sea Eagle Bow Bag attaches to the rope lacing or grommets on our transom boats. Comes with a convenient velcro flap and wide zipper.



Deluxe Sportboat Seat (Optional)

Unzip the zippers on the side of the seat to reveal the one way valves. This seat should be inflated so that the chamber can be pushed in about 3/4" with moderate effort. It is not designed to hold the same air

pressure as the hull chambers. (This wouldn't be too comfortable either!)

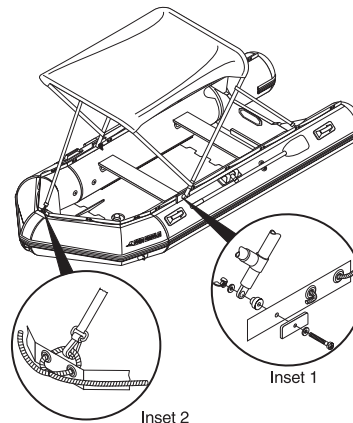
Sea Eagle Sun/Rain Canopy (Optional)



All the parts shown at left are included with your hardware bag. The longer screws are used for our motormount boats and are not needed.

1) Insert aluminum v-brace rods so that aluminum tubing is all connected as shown in the diagram below.

2) Locate the hole in the material flange on your boat. This will be between the front carry handle and oarlock.



3) Place canopy rods on the inside of the blue material flange as shown in inset 1 on the right. Make sure that the single nylon strap on the canopy is pointed towards the front and the two straps are pointed towards the back of the boat.

4) Place aluminum panel on the outside of the material flange.

5) Thread one short screw through one of the aluminum plates, put the brass insert into the inside of the plastic tab at the end of bottom aluminum tubing. Push the screw (now threaded through the aluminum plate) through the hole in the material flange into the plastic tab with the insert in it as shown. Tighten knurled nut to secure the canopy to the oarlock. Repeat for other side.

6) Clip the front strap of the canopy to the rope lacing going through the material flange at the bow of the boat. Some boat models do not have a material flange in the bow. In that case, attach the front strap to the bow lifting handle. Attach the two back straps to roping abeam the transom.

7) Tighten straps so the canopy is level and tightly fitted.

Motor installation

Sea Eagle recommends short shaft (15") outboard motors for our transom boats. Longer shaft motors can be used on all of our boats, but they will require a greater depth of water. Do not exceed the maximum rated HP for your boat.

Read the instruction manual supplied by the outboard motor manufacturer. All outboards are slightly different, and some require special installation procedures. Below is a general outline:

- Set the motor on tilt and tilt the mounting bracket.
- Place the motor in the center of the transom.
- Screw the mounting brackets securely to the transom.

State and Local Registration

Because your Transom Boat is used with a motor, you will be required to register it. Your State Dept. of Motor Vehicles will assign a registration number that must be displayed near the bow of your boat. Hint: instead of applying the registration numbers directly on the boat where they may fall off or fade, apply them to a piece of wood or plastic which you tie to the rope lacing on the boat. You will be required to provide the certificate of origin (MSO), which will be included in the package with your boat to register.

Care and Preservation



There is very little that you have to do to keep your boat in good condition for many years. You may store it inflated or deflated. If you leave it outside, raise it up off the ground.

If it is going to be in direct sunlight or exposed to leaves, berries or rain, use a boat cover. Sea Eagle sells an excellent boat cover for our transom boats on our website at www.SeaEagle.com/accessories.

We do not recommend hanging the boat. If you leave it in the water, you will probably have to drain out rainwater at times. If you store it in a closet, basement or garage, we suggest you pick a cool, dry spot, making sure the boat is clean and dry before you pack it up - or mold can accumulate. That is all you need to do to keep your boat in mint condition for years to come.

Some of the accessories like Dolly Wheels and Rod Holder require drilling holes in the transom. This results in exposing the marine plywood in the transom. Water can eventually seep into it and that could result in delamination of the transom. To prevent this, we recommend coating the exposed wood with Urethane or some other water resistant paint while working on the transom. This will keep the transom of your boat intact.



The lifespan of your new Sea Eagle boat can be extended by using 303 Protectant. If you leave your boat outside, spray it on every 30-45 days and wipe dry. 303 Protectant greatly improves UV and chemical resistance and will keep your Sea Eagle like new for many years.

For tough stains and discoloration we recommend 3M Vinyl Cleaner and Restorer. The 3M Vinyl Cleaner and Restorer will coat and restore the hull material. When storing the boat for long periods, DO NOT sprinkle with powders. Do not store in an area where it is likely to be exposed to extreme temperatures. (above 130° F or below -20° F)

You can order 303 Protectant online at SeaEagle.com/accessories

Troubleshooting

Leakage of air: If your boat appears a bit soft, it might not be because of a leak. If the boat was inflated late in the day with 90 degree air, that air might cool 20 degrees overnight. The cooler air exerts less pressure on the hull, so it could appear soft the next morning.

If there has been no temperature variation, you need to start looking for a leak. Below are the three best methods.

1) Visual inspection. Get a good look at your boat from just a few feet away. Flip it over and closely check over the outside. Any large leaks should be clearly visible.

2) Listening. If you have a rough idea where your leak is, you can sometimes hear it in a quiet room.

3) Soapy water. Use a mix of dishwashing liquid and water in a spray bottle, and spray over suspicious areas. Any leak will produce bubbles that will pinpoint the location of the leak.

Check your valves: Look, listen, and if necessary, spray soapy water around your valve and the valve base. Leaky valves have several causes:

1) Crossed threads. Make sure that both the inner valve and the outer cap are firmly screwed together. If threads are crossed on either item a slow leak could result. A good way to avoid this is to first turn the outer cap back 1/4 turn.

2) Sand in Diaphragm, threads, or o-ring. Check the black diaphragm at the bottom of the inner valve for sand between the diaphragm and the inner valve. Also check the threads on the inner valve, boat hull, and outer cap for any dirt or sand which might break the seal. Check the O-ring on the inside of the outer cap for any sand or contaminants which might break the seal.

3) Extreme overtightening of inner valve into valve base can cause a depression in the top of the valve base. In this case, simply sand the depression out with fine sandpaper to create a flush surface.

Repairs

Through use you may occasionally puncture your boat. Most leaks only take a few minutes to repair. Your boat comes with a repair kit, and additional repair supplies can be ordered from our website.

Small Repairs: Deflate your boat. Thoroughly clean (you can use 3M Vinyl Cleaner for this purpose) and dry area to be repaired. For a small puncture (less than 1/8th") apply a small drop of glue. Let dry 12 hours.

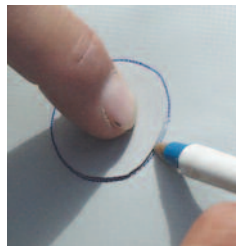
Patches: Leaks larger than a pinhole can be patched. Most patches can be done in a few minutes, but we do offer a repair service for more complex jobs out of warranty. Our minimum repair fee is \$75. and you will be responsible for freight expenses to our facility in Port Jefferson and return freight to your destination.



First locate the leak by the methods above. Soapy water will bubble out from the source of the leak.



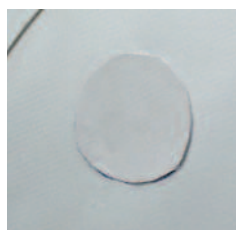
Thoroughly clean the area surrounding the leak to remove any dirt or grime.



Cut a piece of repair material large enough to overlap the damaged area by approximately 1/2". Round off the edges, and place over the damaged area. Using a ball point pen, trace the outline of the patch. Angle the pen inward a bit so that the ink will be covered by the patch later.



Apply adhesive to the underneath side of patch and around the area to be repaired. Coat the affected area lightly but completely with glue. Let the glue sit for 2-4 minutes until it appears tacky.



Place the patch on the damaged area and press down firmly. Place a 3-5 pound weight over the patch and allow 12 hours for repair to dry. After patch has dried, apply glue around the edges for a complete seal (dry 4 hours).

Replacing Recessed One Way Valves

Over the years the Recessed One Way valves can loosen a bit which will produce a slow leak. If you are seeing this, first try to tighten the valve using the the black Recessed One Way valve replacement tool in your repair kit. If this does not reduce the slow leak, and you have

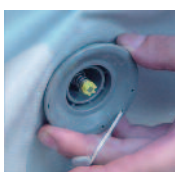
ruled out a puncture, you might need replacement valves.



To replace your valve, use the aforementioned Recessed One Way tool to remove the old valve. Turn in a counterclockwise manner to remove the outer valve



The inner valve is loose, so make sure you hold the hull so that it does not move.



Put the new outer valve in place and tighten by hand until secure. Use the black Recessed One Way valve replacement tool to tighten completely.

Using your Transom Boat

Rowing

The Sea Eagle Transom Boats are great tenders and can be rowed easily. The Sea Eagle AB-25-5 oars are attached to swivelling oarlocks / oarclasp which allow for easy rowing. Snap the rear section of the oar out of the oarclasp and the oarlock will pivot out for instant use. You can remove the oar from the oarlock by unscrewing the blue plastic nut on the oar.

Motoring & Safety

Sea Eagle Transom Boats are responsive and quick under power, yet turn and track very well. All boats have their unique handling characteristics, so take time to familiarize yourself with how your Sea Eagle maneuvers in various conditions.

Basic seamanship is beyond the scope of this owner's manual, but we would like to go over a few fundamentals. It is your responsibility to be aware of and comply with all relevant safety regulations. In all water sports you should have reasonable swimming ability. We do not recommend using our boats out of sight of land.

If you are going out in open waters, you should stay reasonably close to other boats and always carry flares and a good supply of fresh water. A marine band transceiver and a GPS receiver will provide added security. Always respect the sea and weather; both can change rapidly and have surprised even the most seasoned mariner.

Always carry enough U.S. Coast Guard approved personal flotation devices (Life jackets) for every passenger. Sea Eagle sells great looking Coast Guard approved PFD's at seaeagle.com/accessories.

We strongly suggest that all boaters enroll in one of the excellent water safety courses offered by the Power Squadron or Coast Guard Auxiliary in your area. Find out more at uscgboating.org

Towing Your Sea Eagle Transom Boat

For towing your boat as a yacht tender, tie the tow line provided through the D-rings located on either side of the bow. Pull the center of the line through the bow handle as shown below. Do not tie the line to the bow handle, it is not designed for towing. Attach the resulting yoke to a line tied to the stern of your boat. Using the bridle will distribute the force of towing across the hull.



Deflation and disassembly

Do not deflate one chamber fully while others are fully inflated. This could damage the bulkheads of your boat.

Remove the outer valve caps to expose the plastic stem on the inner valve. Pressing the yellow stem in to release air pressure, and turning it to the right locks the valve in the open position (see VALVES for details). Deflate each hull chamber to 50-75% before completely deflating any of the air chambers.

Remove the floorboards by first removing the smaller of the side stringers. This will loosen the larger stringer, which should be removed next. Remove and disassemble floorboards next. Then roll up and pack away.

Safety

In addition to properly registering your Sea Eagle, it is your responsibility to be aware of and to comply with all relevant safety regulations. In all water sports you should have reasonable swimming ability.

The next point to consider is having a PFD (personal flotation device). Not only is it the law, but from our point of view, it is just plain foolish not to have PFD's for everyone aboard. You must use U.S. Coast Guard approved PFD's. The type of water conditions you are going in should determine which is safest for you. Depending on the circumstance and the type of boating you enjoy, you should consider other safety measures (i.e. if you're white water rafting, it might be wise to wear a wet suit, gloves, and even some sort of protective helmet).

In a manual of this type it is impossible to give adequate space to the topic of water safety. We strongly suggest, however, that you enroll in one of the excellent water safety courses offered by the Power Squadron or US Coast Guard Auxiliary in your area, for more info visit www.uscgboating.org.

