



Owner's Manual





Beautiful wooden,
folding boats, from
Devon, England

INDEX

	Page
1. Introduction	4
2. Contact Details/Address of Builder	5
3. Craft Identification Number and CE Plate	6
4. Declaration of Conformity	7
5. Design Category	8
6. Important Safety Information	9
7. Seahopper Models and Options	10
8. Assembling the Boat	11-12
9. Rigging the Boat	13-16
Accessories	17 onwards
1. Assembling the Sand Wheels	18
2. Fitting the Dual Purpose Air Fenders	19
3. Finishing an Unvarnished Seahopper Boat	20



INTRODUCTION

This manual contains important safety information which should be read and understood before you use your Seahopper.

We have compiled it to help you use your Seahopper with safety and pleasure. It contains details of the boats, the equipment supplied or fitted and assembly and rigging. Please read it carefully, and familiarise yourself with the craft before using it.

Our folding boats are novel in concept and design, and once assembled operate in much the same way as other dinghies or tenders of similar size. If you are new to using small boats, whether rowing, motoring or sailing, please ensure you have the necessary knowledge and skill before use. Sailing schools close to you will provide assistance if necessary.

Please keep this manual in a secure place and please hand it over if you pass on the boat to a new owner.



CONTACT DETAILS

For further information, spares and accessories, please contact:

Seahopper Ltd, Basepoint, Yeoford Way, Exeter, Devon EX2 8LB, England

Tel: +44 (0)1392 925808

email: info@seahopperfoldingboats.com

website: www.seahopperfoldingboats.com

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CRAFT IDENTIFICATION NUMBER & CE PLATE

The CE Builders Plate is fixed on the starboard side of the transom. This contains information on the Design Category, the Builder, the Maximum number of crew, the Maximum load and the **CE** symbol.

If your boat is a Kondor this will have a CIN engraved just aft of the centreboard case.

DECLARATION OF CONFORMITY

Declaration of Conformity of Recreational Craft with the Design, Construction requirements of Directive 2013/53/EU.

Name of Craft Manufacturer: Seahopper Ltd
Address: Basepoint, Yeoford Way
Town: Exeter
County: Devon
Postcode: EX2 8LB
Country: England

DESCRIPTION OF CRAFT:

Brand Name of Craft: SEAHOPPER
Type of Craft: SAILBOAT
Type of Hull: MONOHULL
Deck: DECKED
Type of Propulsion: SAIL/ROW/MOTOR
Construction Material: PLY WOOD
Maximum Design Category: D

Dimension	Length Hull	Beam Hull	Max Load	Unladen Weight	Max Number of Persons
Kondor	3.05m	1.42m	350kg	37kg	4 under row/motor 2 under sail
Lighter	2.40m	1.27m	325kg	26kg	4 under row/motor 2 under sail
Scamp	2.03m	1.27m	250kg	22kg	3 under row/motor 2 under sail

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above comply with all applicable essential requirements in the way specified.

Name and function: STEVEN J BURCH
(Managing Director)

Signature:

Date and place of issue:
Exeter, Devon, UK

DESIGN CATEGORY

All Seahoppers are certified and its stability assessed by the manufacturer under **DESIGN CATEGORY D**.

CATEGORY D – SHELTERED WATERS: Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers and canals when conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0.3m may be experienced, with occasional waves of 0.5m maximum height, for example from passing vessels.

The Seahopper sailboat complies with this design category, subject to:

- the crew having suitable skill and experience.
- satisfactory maintenance of the boat and equipment.

Users of the boat are advised that:

- all crew should receive suitable training.
- the boat shall not carry more than the maximum load.
- any water in the hull should be kept to a minimum.
- stability is reduced by any weight added high up.



IMPORTANT SAFETY INFORMATION

Please read the important safety information and read the manual before using the boat.
BEFORE YOU GO SAILING.

DANGER!

Check for overhead cables when rigging, launching and recovering. The mast is not particularly tall, but shock or death could result if it, or the rigging comes in contact with overhead wires. So look up when moving the boat around or even stepping the mast and give any wires a wide berth.

- Check you are wearing suitable clothing and safety equipment for the conditions and time of year.
- Always wear an approved buoyancy aid or lifejacket.
- A sailor's safety knife should be carried on board.
- Make sure a third party knows where you are sailing and how many there are of you. If possible when sailing at a club, ensure there is at least one other boat on the water in the vicinity.
- Check the weather forecast.
- Check the time of high and low tides, if applicable.
- Seek advice of local conditions if sailing in a new area.
- Always check the condition of your craft before setting off. Ensure that the hull is free of water. Always carry a bailing scoop.

- The Seahopper is made of wood and has some inherent buoyancy. This can be augmented by fitting buoyancy bags. These are supplied as standard with the sail version. Additional dual purpose fenders can also be fitted which gives the boat the appearance and some of the characteristics of a RIB.

- **Roof Racking.** Seahoppers are versatile and can be easily carried on a two bar roof rack. Place the folded boat on the roof rack, front forwards, with equal overhang over the front and rear bars.
- Always secure the boat with adequate ropes or straps around the bars. Ensure that both the front and the back (bow and stern) are tied down tightly to the car's bumpers. The spars can be neatly carried alongside the boat, lashing them to the bars securely.
- It is also a good idea to tie the boat down when it is left in the dinghy park to prevent any damage to your boat in the event of strong winds.

During construction, the main safety feature relates to the fitting of the centre seat (thwart). This is pushed down onto the daggerboard case. It is fixed in position by turning the two wooden turnbuckles on the underside of the seat to locate these into the daggerboard case. This action requires the user to maintain firm downward pressure on the seat with one hand whilst the other is used to turn the buckles.

SEAHOPPER MODELS & OPTIONS

There are three models, from which you can choose:

The Scamp is our smallest boat in the fleet. Just over 2 metres long, the Scamp is ideal as a tender for smaller yachts and can be stored folded against a guard rail, or on the coachroof, folded or possibly un-folded if there is sufficient storage. It is also a great first boat, very keenly priced. The Scamp will safely carry 3 people with luggage whilst being rowed or motored. Scamp will provide a great sailing experience for 2 people.

The Lighter is the mid-range boat. Again great as a tender, this model is also great for exploring estuaries, and serves as a great boat for lake or river fishing. At 2.4 metres the Lighter has a greater carrying capacity for extra luggage – hence the name! Great for a family picnic at a secluded spot on the estuary, or island in the middle of your favourite lake. The Lighter will safely carry 4 people very comfortably with luggage when rowed or motored. The Lighter provides safe and enjoyable sailing for a crew of 2.

The Kondor is the flagship of the fleet. At 3 metres she has more space and comfort for the crew of 4 whilst rowing or motoring, and will excite the crew of 2 under sail. If you are looking for a comparison, the Kondor would be in the same sailing performance league as the world famous Mirror dinghy. The Kondor will perform safely and impressively in river, lakes and estuaries.

Each boat type is supplied in Row, Motor and Sail Options. A list of optional extras is available on the Seahopper Website www.seahopperfoldingboats.com



ASSEMBLING YOUR BOAT

You will soon become expert at assembling your boat in 10 simple steps!

Steps	What to do.....
1	Open out the folded hull. One side at a time, push the hinged transom board into place towards the back until almost level with the end of the wooden sides. Don't push too hard – they will slot into place later at step 8.
2	Take the hinged centre seat and check that the wooden turnbuckles on the underside are in line with the hinges. Ensure that the wider edge of the seat points to the back, then locate the sides of the seat into the wooden G blocks on the inside of the boat, so that the steel catches are above the seat.
3 Safety Point	Press the seat downwards firmly into its horizontal position – this will require firm pressure as this action pushes out the sides of the boat and gives the hull its rigidity. For safety reasons maintain hard pressure on the seat until you have secured the metal latches at either end of the seat.
4 Safety Point	Turn the 2 wooden turnbuckles (located under the seat) 90 degrees to hold the centre of the seat firm against the daggerboard case. Important: Make sure that the rows of notches along each side of the bottom of the boat (on the folds) align correctly. Sometimes when the boat is new, one or two may have to be pressed into position at this stage.
5	Slide the front board into place behind the stretched fabric panel, tapping lightly as required.

ASSEMBLING YOUR BOAT contd

Steps	What to do.....
6	Slide the front seat horizontally into the groove of the vertical front knee. Ensure that the seat rests on top of the small wooden blocks on the sides of the boat and the front board. Secure the stainless steel latches.
7	Slide in the back seat in the same way as the front seat, and secure latches as above.
8	Fit side seats, if required, using the wing nuts provided. Side seats are always supplied with motoring and sailing versions and an optional extra for rowing version.
9	Fit buoyancy bags, if required, under the side seats, locating with straps provided. Buoyancy bags are provided with the sailing version, but are optional extras with the row and motor versions.
10	If you are motoring or sailing, slot the outboard bracket into place and secure with the nylon pin through the upright back knee.



RIGGING THE BOAT

In this section find out how to step the mast, fit the rudder and tiller, fit the daggerboard, and reef the main sail.

Steps	How to step the mast
1	<p>Hook the beaded mast collar over the metal sleeve on the bottom half of the mast. Then insert the top of the mast into the metal sleeve. Next lay the mast on the boat with the top end (where the wire stays are attached to the mast) overhanging the back. Ensure the ropes to pull up the main and jib are threaded through the fittings at the top of the mast before raising it.</p> <p>For the Kondor, attach the metal wires (stays), with the provided bolts to about the middle of the rack adjusting later as required. For the Scamp, there is just one set of plastic fittings on either side of the boat. For the Lighter, there are two sets of plastic fittings, depending on whether you use just the mainsail (in which case you use the forward mast step and the forward fittings) or the full rig with main and headsail (in which case you use the step closest to the centreboard case and the plastic fittings closest to the back of the boat).</p>
2	<p>Raise the mast to the upright position ensuring that it is housed in the wooden block on the floor of the boat.</p> <p>Please note that on The Lighter there are two positions for the mast. If you are using the jib and the main, the mast goes in the after mast step nearest the centre seat. Also this means you need to affix the wire side stays to the two fittings on either side of the boat nearest the back. If you want to use the main only, use both the front mast step and front stays.</p>
3	<p>Clip the wire forestay to the shackle which is already attached to the front seat by a piece of rope. Hold the mast and pull forward as you tighten this rope. Your aim is to get a good tension on the forestay so that the rigging becomes taught. Then tie this off firmly on the cleat on the edge of the forward seat.</p>



RIGGING THE BOAT contd

Steps	How to attach and hoist the sails
4	Mainsail. Lay the sail and the wooden poles attached to it, in the boat, with the plastic fittings in the ends of the poles facing the mast. The pole with the two plastic fittings along its length is the gaff. Clip this into the beaded mast collar. Clip the other pole, the boom, into the metal fitting fixed to the mast.
5	Take the rope which leads down from the back of the top of the mast. Clip this on to the gaff fitting nearest the mast collar to give a full sail and to the next fitting along if you need to reef.
6	Hoist the sail. Tie off the halyard on to the topmost cleat on the mast. Finally lace the front edge of the sail to the mast using the line which is already attached through the metal eyelets on the sail. Do not overtighten this line.

RIGGING THE BOAT contd

Steps	Reefing
	<p>Safety note! Before sailing always check the strength of the wind. It may be calm onshore but quite gusty and fresh in the middle of the river or estuary. If in any doubt reef the sail – it is much easier and safer to do this on shore. If you get caught out in a freshening wind while sailing, either lower the main and continue with jib alone, lower sails and row, or tie up to a mooring buoy or anchor boat before reefing.</p>
7	Reefing when ashore. Attach the main halyard to the uppermost fitting on the gaff. Haul up carefully.
8	Roll up the excess sail around the boom and then attach fitting to mast. Fit the mainsheet. Adjust halyard as necessary.
9	Fore sail. Clip the sail onto the forestay, ensure this is the right way up. You can tell because the angle around the metal eye in the sail is narrowest. This is called the head of the sail. Clip on the halyard which runs down the front of the mast.
10	Hoist the jib about halfway which will allow you to attach the lanyard which is already in place on the forward knee. Then hoist the sail fully and finally tighten the lanyard which pulls down the front of the sail.
11	Finally, take the two ropes attached to the jib and feed one either side of the boat through the eyes in the fittings just aft of the centre seat. Make a figure of eight knot in each end to prevent them running back and out of the fitting.

RIGGING THE BOAT contd

Steps	Fitting outboard bracket, rudder and tiller and daggerboard
12	First fit the outboard bracket by sliding this down onto the transom. Secure with the plastic pin, by feeding this through the hole close to the back seat.
13	Next attach the rudder and tiller . Hook the tiller over end of the rudder then raise the rudder to the horizontal position by pulling on the rope beneath the tiller and securing this in the jamming cleat.
14	Stand at the back of your boat and offer up the rudder, making sure the tiller goes through the loop of rope attached to the outboard bracket. Slip the metal fittings on the rudder over the metal pins on the outboard bracket then turn the wooded toggle on the outboard bracket through 90 degrees to secure the rudder.
15	Lastly, fit the daggerboard , by sliding this into the daggerboard slot in the centre seat.



ACCESSORIES



Assembling the Sand Wheels



The photo shows the component parts that you should have received:

1. Wooden frame
2. Two pneumatic wheels with white plastic inserts
3. Galvanised steel axle
4. Washers (4) and self-locking nuts (2)

Assembly is very easy:

1. Insert the axle through the tunnel in the wooden frame and place one washer up against the wooden block.
2. Offer up the wheels onto the axle making sure the white inserts and inflation valves are on the outside.
3. Place another washer onto the axle and then a self-locking nut. Remember that once tightened the locking nut will be difficult to remove – so please do not overtighten!

Using the Sand Wheels

Insert the sand wheels into the underside of the centreboard case, either by rolling the boat over partly on one side, or lifting from the bow.

Once inserted, you should be able to manoeuvre your boat rather as if it were a wheelbarrow. When you have run the boat down to the water stern first, let the skeg wheel take the load and remove the sand wheels from the slot. Reverse the process when coming ashore.

Routine care of your sand wheels. You may wish to add a little waterproof grease to protect and ease the running of the wheels. Each year dis-mantle clean and re-grease. Adjust tyre pressure to suit operating conditions.

And that's it!

fitting the Dual Purpose Air fenders

There are six pairs of straps, to be attached under the clips on each side of the boat that tension the seats. Start with the folded boat and open so you have access to the catches.

Remove the nuts from the inside of the boat and remove the bolts and catches, set aside.

Feed the short straps into the bolts and then push the bolts back into place, from outside to inside. This needs to be fitted so that the turned back strap fabric on the buckle is not visible when laid over the gunwhale.

On the inside of the boat, feed the long strap over the exposed bolts and then replace the nuts.

This final picture shows the configuration of the straps. Once you have inflated the fenders you attach to the boat by using the straps and buckles.

That's it, you're good to go!



Finishing an Unvarnished Seahopper Boat

Day One

Remove the bow knee and stern knee from the boat. Remove all the stainless steel, and plastic fittings, except for the centre seat hooks. Remove the rubbing strakes from either side of the outer gunwhale. Set aside all the fittings.

Mix up approximately 2 litres of oil based varnish (50:50 varnish to white spirit). Apply generously to all parts as set out below. Please note that the inside of the daggerboard box has already been varnished but you may wish to run a little more varnish down the slot. Allow 24 hours to dry then repeat without sanding.

Lay the hull flat and folded, on two tressels if you have them. Brush on generously paying attention to all end grain and the keel hinge area. The varnish will not affect the plastic hinges. Turn the boat over and repeat.

Open the boat to the first stage and varnish the topsides including hinge area. Then open the boat fully and insert a wooden strut approximately 103cm long between the centre hooks. Varnish the interior and clean off plastic ends with white spirit as soon as possible.

Day Two

Allow 24 hours to dry and repeat.

Day Three

The surface of the wood will now appear quite rough. Using medium grade glasspaper and working with the grain, work all surfaces until smooth, except for the floor panels. You must leave these slightly rough to provide a non-slip surface. Brush off thoroughly. Now use undiluted varnish for the topcoat. Varnish the interior of the boat, being careful to brush out any runs. Allow 24 hours to harden.

Day Four

Fold in the sides, set as level as possible and then varnish. Allow to dry, fold the boat again and varnish the bottom panels in the same way, setting them level and doing one at a time. Once dry you are ready to start replacing the fittings.

First re-fit the bow and stern knees. Replace the rubbing strake, and use a wood filler if you wish to hide the screw heads.

Re-fit the painter. **Your boat should now be ready for use!**



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