

Tome 2 - Volume 2 - Teil 2 - Tomo 2

Commando

C 3 - C 4 - C 5



● 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



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
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



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.

FLOORBOARD ASSEMBLY

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



NEVER USE TALCUM POWDER

- **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 below).

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

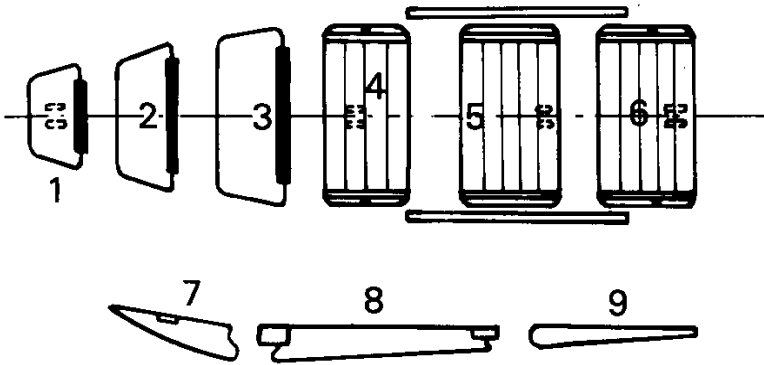


fig 1-B

a- floorboard
b- tube
c- angle
d- bottom

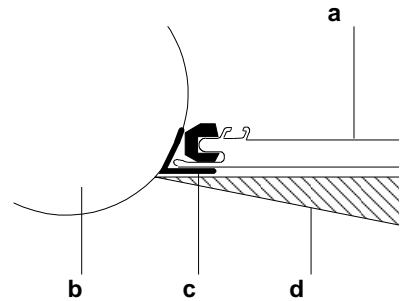


fig 2

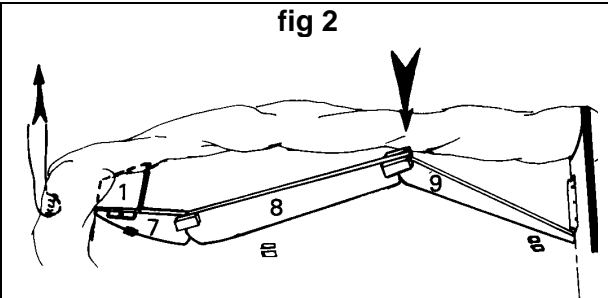


fig 3

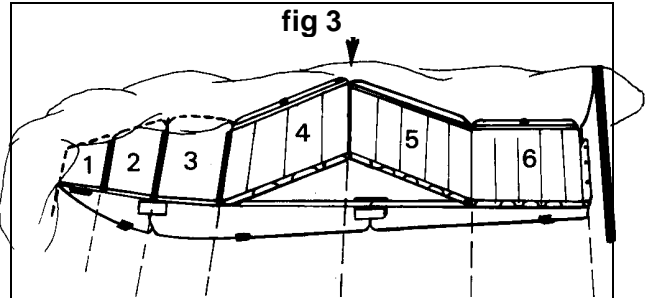


fig 4

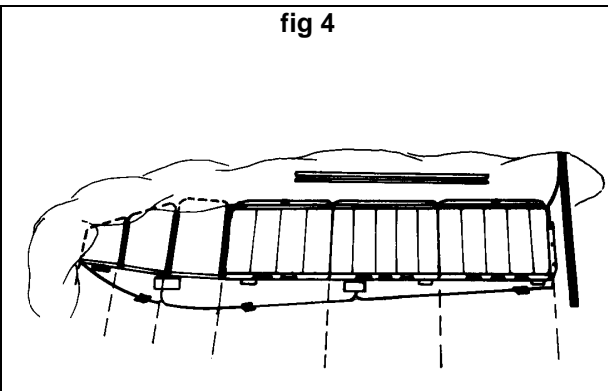


fig 5

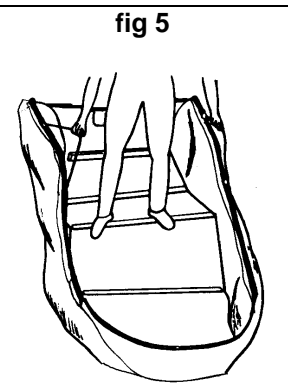


fig 6

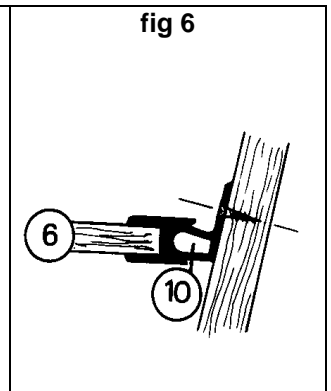
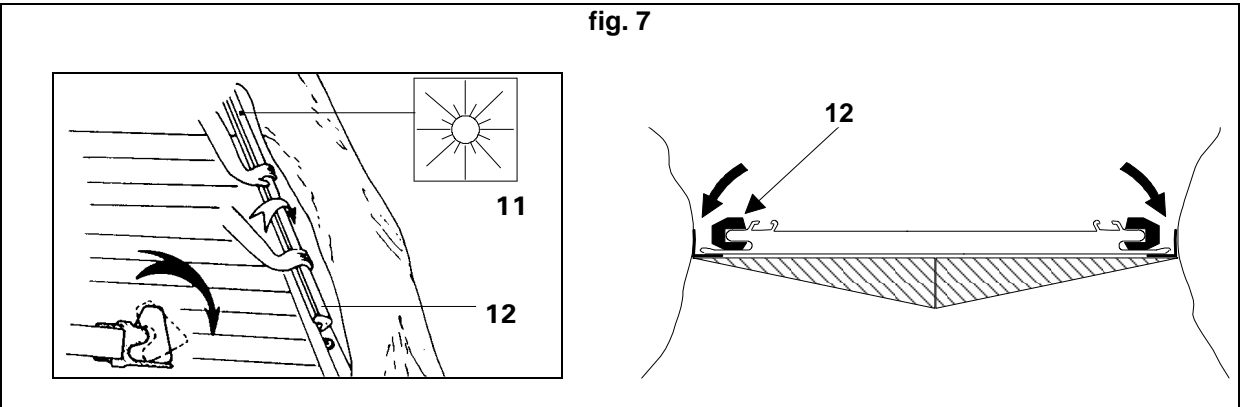


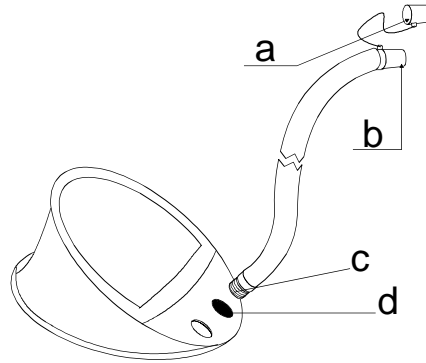
fig. 7



INFLATION SYSTEM

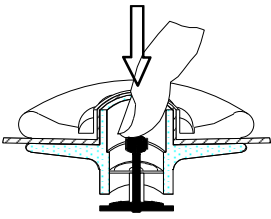
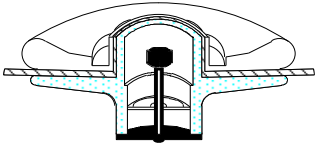
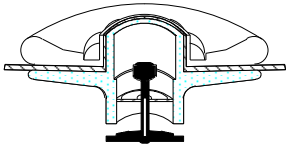
THE FOOT PUMP

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

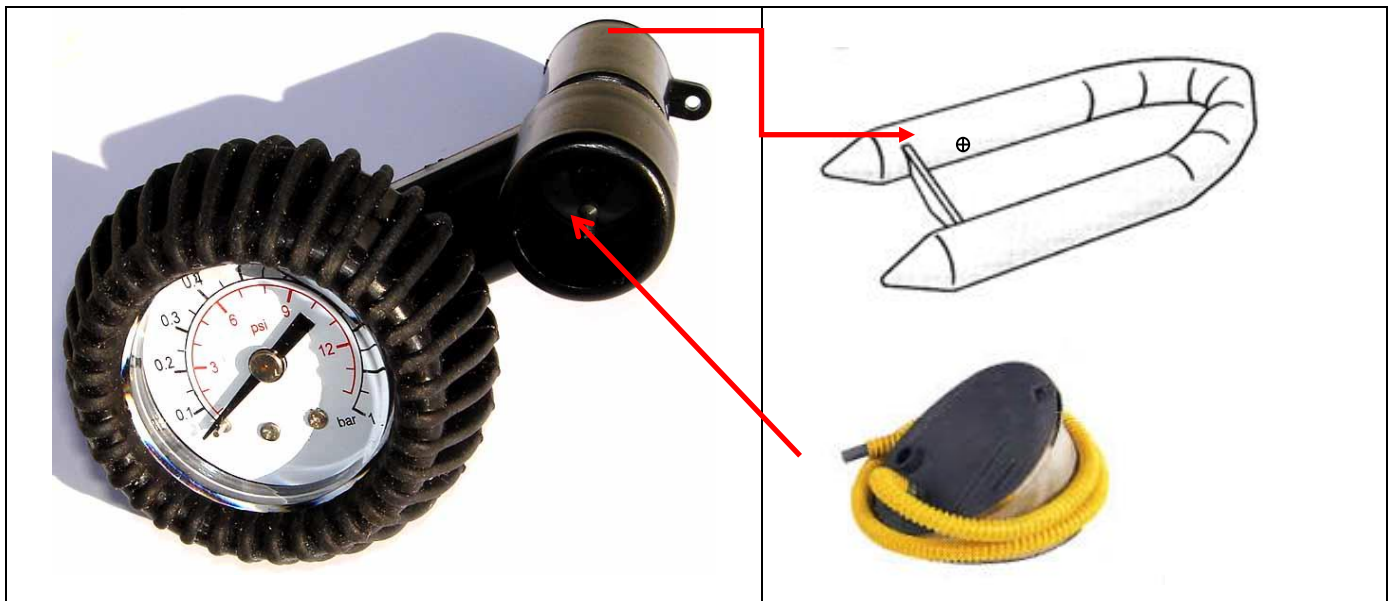


THE EASY PUSH VALVES

To activate the easy push valves:

To change position	In inflating position	In deflating position
 Push	 The membrane is closed, the knob is up	 The membrane is open, the knob is down
NOTICE:	TO SCREW OR UNSCREW THE VALVE CAPS, TURN WITHOUT PRESSING OR FORCING (THIS COULD UNSCREW THE INNER VALVE SYSTEM).	

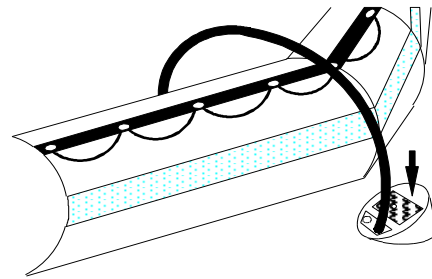
THE PRESSURE GAUGE



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.


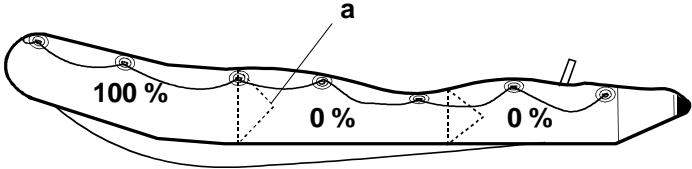



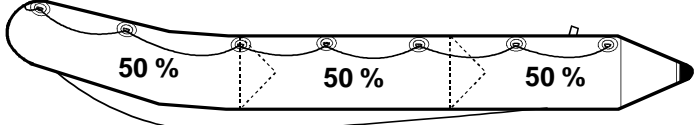
 WARNING	DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR
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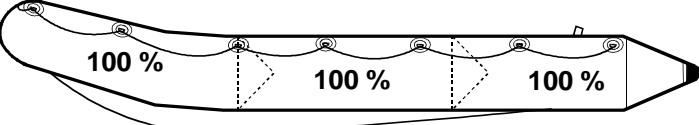
You can use the electrical air pump *ACCESS* (ask your Dealer).

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	
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	1	
---	----------	--

	2	
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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.
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PRESSURE

The correct pressure for the buoyancy tube 240 mb/3,48 PSI

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/3,48 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

RISK OF OVERPRESSURE

EXAMPLE: Your boat is inflated to the recommended pressure (240 mb/3,48 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.

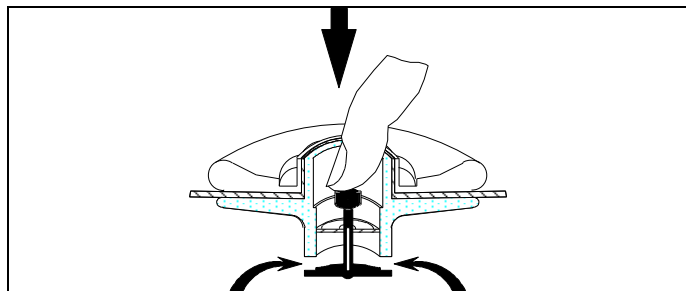


WHEN YOUR BOAT IS OVER INFLATED, PRESSURE BECOMES TOO STRONG FOR THE INFLATABLE STRUCTURE, AND COULD CAUSE A BREAK IN THE FABRIC ASSEMBLY

IN CASE OF OVERPRESSURE

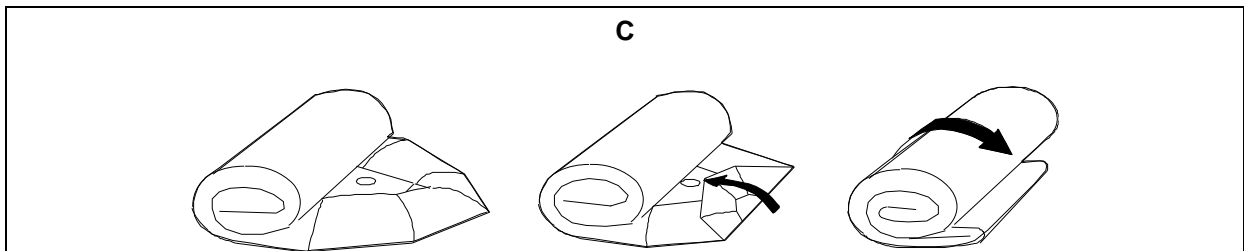
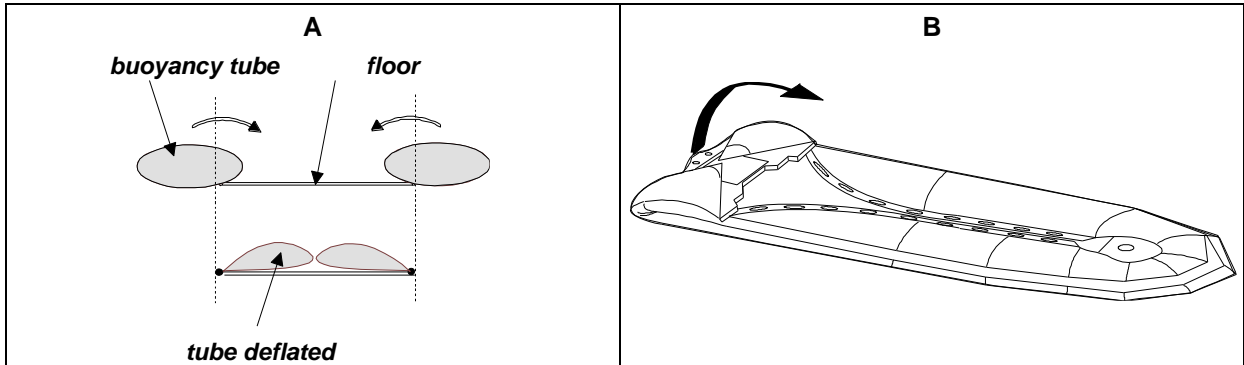
EASY PUSH VALVE :

Deflate by pressing the spring loaded button.



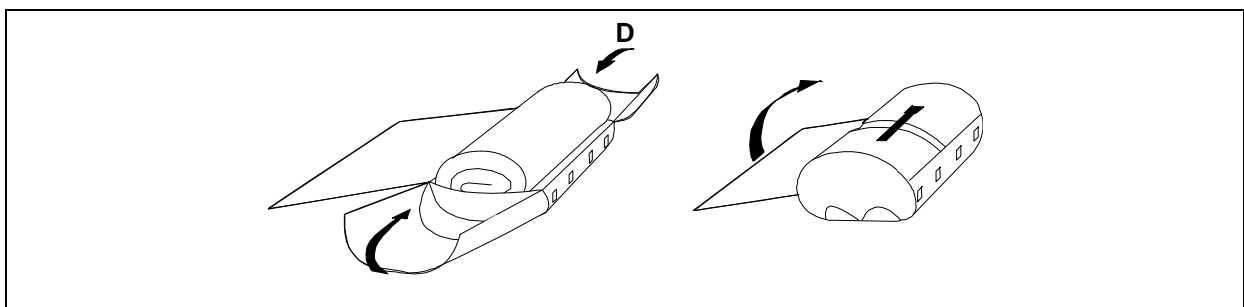
DEFLATING / FOLDING THE BOAT

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.


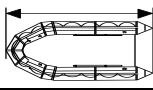


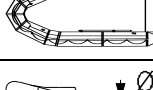
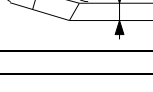



Stow the boat in its bags as follows (D):


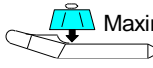
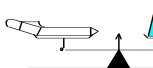
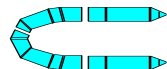
- . **In the first bag**, stow the floorboard sections and keel, **in the second** the buoyancy tube.
- . **Close** the bag and fasten the two front straps.
- . **Tighten** the side ropes (make sure that all equipment stays inside).
- . **To finish**, store the foot-pump in the front pocket.

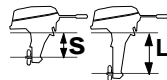


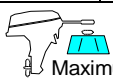


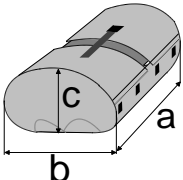
DESCRIPTION - BESCHREIBUNG - DESCRIZIONE - DESCRIPCIÓN

		C3	C4	C5
Dimensions - Dimensions - Dimensioni - Abmessungen - Dimensiones				
	(m) (ft)	3.80 12' 6"	4.30 14' 1"	4.70 15' 5"
	(m) (ft)	2.50 8' 2"	3.00 9' 10"	3.20 10' 6"
	(m) (ft)	1.75 5' 9"	1.75 5' 9"	1.90 6' 3"
	(m) (ft)	0.84 2' 9"	0.84 2' 9"	0.90 2' 11"
	(m) (ft)	0.455 1' 6"	0.455 1' 6"	0.500 1' 8"

Certification - Categoria de concezione - Auslegungskategorie - Certificación			
 (2013/53/EU)	<u>C</u>	<u>C</u>	C

Capacité - Capacity - Capacità - Kapazität - Capacidad				
 (ISO 14946)		6	7	9
 Maximum	Kg*	660	750	940
	lb.*	1455	1653	2072
	Kg **	83	97	113
	lb.**	183	214	249
		3	3	4

Motorisation - Outboard data - Motorizzazione - Außenbordmotor - Motorización				
		<u>S</u>	<u>S</u>	L
	Medium CV***	25	30	40
	Medium kW***	19	22	30
	Maximum CV***	40	50	60
	Maximum kW***	30	38	45
 Maximum	kg	98	115	128
	Lbs	216	254	287

Encombremet - Storage dimensions - Ingombro - Packmaße - Dimensiones								
	1	a	1.15	3' 9"	1.20	3' 11"	1.30	4' 3"
		b	0.55	1' 9"	0.55	1' 10"	0.54	1' 9"
		c	0.30	1'	0.30	1'	0.32	1' 1"
	2	a	0.98	3' 3"	0.98	3' 3"	1.28	4' 2"
		b	0.55	1' 10"	0.55	1' 10"	0.66	2' 2"
		c	0.15	6"	0.15	6"	0.22	9"

DESCRIPTION - DESCRIZIONE - BESCHREIBUNG - DESCRIPCIÓN

<p>NOTE: NOTICE : NOTA : HINWEIS :</p>	<p><u>Toutes les mesures indiquées sont susceptibles de varier de +/- 3%</u> <u>All dimensions indicated have a tolerance of +/- 3%</u> <u>Tutte le dimensioni indicate hanno una tolleranza del +/- 3%</u> Alle angegebenen Abmessungen haben eine Toleranz von +/- 3%. Todas las dimensiones tienen una tolerancia de +/- 3% Poids, weight, peso, Gewicht, peso : +/- 5%</p>
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* The maximum payload has been calculated according to ISO standards. Operating at or near maximum payload is only advised in calm water and at reduced speeds.

** The weights indicated do not include any accessories

***The spread of engine sizes corresponds to the efficient use of the boat with an average load. The minimum power is exploitable in relaxed activities, such as fishing, while the maximum recommended power is destined for performance activities such as water-skiing.

Where the maximum power exceeds the recommended power it must be treated with extreme care.

* La charge maximale autorisée a été calculée selon la norme ISO. Il est recommandé de naviguer avec précaution lorsque le bateau est chargé au maximum.

** Poids indiqués hors accessoires

***Les puissances conseillées correspondent à une exploitation optimale des capacités du bateau pour une charge moyenne. Selon l'utilisation, vous choisirez la puissance maximale (ski nautique) ou minimale (pêche, promenade).

Utilisez la puissance maximale autorisée avec une extrême prudence (voir Tome 1 du manuel chapitre "Conseils de navigation").

* La portata massima autorizzata è calcolata in conformità alla normativa ISO. In condizioni di massimo carico si raccomanda di navigare con particolare prudenza.

** Pesi s'intendono accessori esclusi

***Le potenze suggerite corrispondono ad uno sfruttamento ottimale delle capacità del battello, in condizioni medie di carico. In funzione del tipo di utilizzo prevalente, potrà essere preferita la motorizzazione massima (sci nautico) o minima (pesca, impiego familiare).

La potenza massima autorizzata deve essere sfruttata con prudenza.

* Die zulässige Nutzlast wurde gemäß ISO-Normen berechnet. Fahren mit oder nahe der zulässigen Nutzlast ist nur empfehlenswert in ruhigem Wasser und mit reduzierter Geschwindigkeit.

** Die Gewichtsangaben beinhalten kein Zubehör

***Die Bandbreite der Motorleistung entspricht einer optimalen Nutzung des Bootes bei durchschnittlicher Zuladung. Die minimale Motorleistung ist für entspannende Tätigkeiten wie Angeln, während die maximal empfohlene Motorleistung für hohe Fahrleistung wie Wasserski bestimmt ist.

Ist die zulässige Motorleistung größer als die empfohlene, muß mit äußerster Vorsicht gehandelt werden.

* La carga máxima autorizada se ha calculado según la norma ISO. Se recomienda navegar con precaución cuando la embarcación esté cargada al máximo.

** Pesi s'intendono accessori esclusi

***Las potencias aconsejadas corresponden a una explotación óptima de las capacidades de la embarcación para una carga media. Según la utilización, escogerá la potencia máxima (esquí náutico) ó mínima (pesca, paseo).

Utilice la potencia máxima autorizada con extrema prudencia.

**DESCRIPTION - DESCRIPTION - DESCRIZIONE
BESCHREIBUNG - DESCRIPCION**

	Français	English	Italiano	Deutsch	Español
1	Anneau intérieur	Internal ring	anelli interno	ringe	Anilla interior
2	saisine	Safety grab-line	Cima tientibene	Sicherheitsleinen	guinalda
3	tableau arrière	transom	specchio di poppa	Heckspiegel	Tabla popa
4	Cône arrière	cone	coni	Heckkonen	cono
5	renfort de cône	reinforced cone end	coni di poppa rinforzati	Verstärkte Heckkonen	reforzado de cono
6	Pré équipement pour roues de mise à l'eau	launching wheels fitting kit	predispizione per ruote di alaggio	Aufnahmevorrichtung für Heckräder	pre-equipos de ruedas de botadura
7	vide vite	self bailer	autovuotanti	selbstlenzende Ventile	desagües
8	ralingue	Lacing cuff	ralinga	Sülrand	ralinga
9	guide de quille	keel block	guide de chiglia	kiels fürungen überprüfen	guia de quilla
10	poignée de portage	carrying handle	maniglie de trasporto	Tragegriffe	asa de transporte
11	valve de gonflement flotteur	main buoyancy tube valve	valvola di gonfiaggio tubolari	Ventile (Schauchköper)	válvula flotador principal
12	Quille rigide	keel	chiglia	kiel	quilla
13	Plancher	floorboard	pagliolato	Bodensystem	enjaretado
14	profil rail	tie-down rail	ralinga per fissaggio dei carichi	Profilschienen	perfil rail
15	Longeron	stringer	longheroni	Längsholme	larguero
16	anneau de levage	davit lifting ring	golfari di sollevamento	Davit-Hubösen	anilla de izado
17	poignée avant	bow handle	maniglia anteriore	Buggriff	asa delantera
18	bande antiragage déflectrice	spray deflecting rubbing strake	bottaccio di protezione con profilo a goccia d'acqua	Spritzwasser-zbweisende Rundum-Scheuerleiste	perfil defensa antisalpicaduras
19	anneau de remorquage	towing ring	anelli di rimorchio	Schleppringe	anilla de arrastre
20	tableau arrière	transom	specchio di poppa	Heckspiegel	tabla popa
21	plaque support moteur aluminium	aluminium engine support plate	piastra porta motore in alluminio	alu-Motordruckplatte	placa soporte motor en aluminio
22	support hampe	mast support	Flaggenstock mit Wimpel	asta portabandiera	mástil y banderín
23	taquet tableau arrière	retaining batten	tassello	Beiden Niederhalter	cuña

DESCRIPTION - DESCRIPTION - DESCRIZIONE
BESCHREIBUNG - DESCRIPCIÓN

COMMANDO

