

eddyline

Legendary Designs

CARBONLITE®
2000



Owners Manual

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Congratulations!

You have just purchased the finest kayaking equipment that money can buy, and established a relationship with a company that has been a leader in the world of kayak touring for over 37 years. It is our hope that your interest and involvement in kayak touring will go on for many years, as well as your relationship with Eddyline products. I would like to ask you to follow some simple suggestions, particularly if you are new to kayaking.

- 1. Take the time to read this manual, especially the safety information provided.*
- 2. Familiarize yourself with all the features of your kayak and notice how all the systems work. If you are familiar with their workings, you will find making any needed adjustment in the field much easier.*
- 3. Seek out a good local source of information and instruction on kayaking skill and safety. Additionally, research the hazards associated with any particular body of water you intend to explore.*

Kayaking is a wonderful means of discovering new worlds, keeping fit, and enjoying many delicate wild marine environments. You are venturing into an activity with a long and diverse history. Allow yourself to be transported back

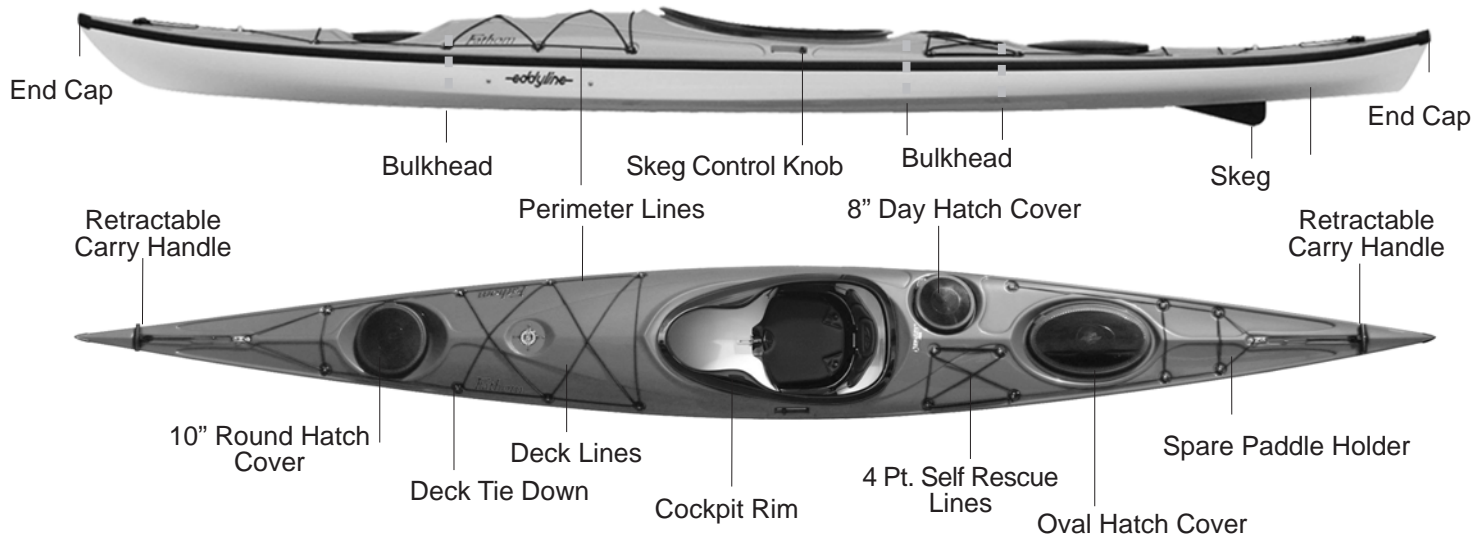
to a culture that survived for thousands of years with no adverse effects on the planet. It is a very special feeling. Kayaks leave no footprints and no trail. This is one of their special characteristics. Please be sure to do the same. Leave no trace of your presence as you venture into these new worlds. Help protect and conserve those worlds so they will be just as special for those that follow....even a few hundred years from now.

We at Eddyline sincerely appreciate your business, and remain at your assistance should you have any questions or concerns. We are always grateful for your feedback and suggestions. Welcome to the Eddyline family.

*Tom Derrer
President*



Parts of the Kayak



MATERIAL INFORMATION

CARBONLITE™
2000

CARBONLITE 2000 combines many of the best qualities of fiberglass and plastic materials.

CARBONLITE 2000 has high UV resistance. Deterioration rate in intense sunlight is far better than conventional plastic materials. Light scratches can be rubbed out with plastic polish and even a scratched and worn surface can be machine buffed to a high gloss.

CARBONLITE 2000 is resistant to changes in shape caused by temperature and pressure. It maintains a stable shape and will not creep, grow or warp.

CARBONLITE 2000 is tough, demonstrating high impact and shock resistance. It is resistant to breakage from deep cuts and stresses. If damaged, cuts or cracks will not grow or creep unless re-injured.

CARBONLITE 2000 is compatible with several adhesives allowing interior components to be bonded in place. Should it be necessary, field or shop repairs are fast and easily accomplished.

Although *CARBONLITE 2000* is very tough, it is not indestructible. Like all thermoplastics, it is not immune to very high and very low temperatures. While far superior to polyethylene in the high temperature range, the impact strength will be reduced at sub zero temperatures.

CARBONLITE 2000 is vulnerable to harsh solvents such as acetone, toluene or MEK, which will dull the surface and, with continued exposure, will soften the material.

SEAT, BACKREST AND BACKBAND

All Eddyline seats, backrests and backbands are designed with maximum comfort and adjustability for a custom fit. A slight change in the position of the backrest can make the difference between comfort and backache so, experiment with it. The optional Backfloat™ backrest / paddlefloat adds a great deal of comfort to the backrest. You can change the inflation level for different types of support (i.e. lower or upper back) and you have the advantage of having your paddle float partially inflated if you need to use it. Occasionally someone will have his or her legs or feet fall asleep while kayaking. If this happens, try changing the angle of the seat back and/or inflating a Backfloat or paddlefloat and putting it under your knees for support. You may also try changing the position of the foot pedals.

There are two seating systems and both come with the features below.

The backrest or backband is hinged at the connection to the seat which allows it to be folded forward for ease of loading and adjusted forward or back to suit your preferred paddling position. You can also raise or lower it vertically with a simple locking knob in the back. Raise it for more support during touring or lower it for surfing and rolling. A more upright seatback will facilitate bracing properly when paddling in rough conditions or paddling for speed.

The padded backband encourages a more upright paddling position and uses hardware and strapping that is interchangeable with the backrest.

The backrest and seat sides are padded with nylon covered foam for additional comfort and support. The seat bottom pad is comfortable and extremely easy to install, remove for cleaning, or replace.

Infinity Seat

INFINITY SEAT with ergonomic backband: Fathom LV, Fathom, Samba

Adjustment Knob:
To adjust loosen the knob, slide on the hinge to the desired position



INFINITY SEAT with Super Suport backrest:

Journey
Equinox



The Infinity Seat has 3 inches of adjustment forward and back allowing the paddler to change position relative to the thigh pads for the best fit.

The backrest and backband fold forward and are spring loaded to stay in the upright position. This system is comfortable for extended paddling trips and very easy to adjust to vary your seating position.

FIXED SEAT with adjustable backrest: Sky 10, Sandpiper, Skylark, Merlin LT, Night Hawk 16, Night Hawk 17.5, Falcon S18, Whisper, Shasta (Shasta uses this seat and it slides on a center track)
Available with or without thigh braces



FIXED SEAT with adjustable backband: Used in older model Fathom and Fathom LV



Options: Backrests and Backbands are interchangeable on both the Fixed and Sliding Seat.

RETRACTABLE CARRY HANDLES

Available on most models, this easy to use system keeps your handle always securely in place whether you are transporting the kayak on your car or paddling through rough waves and wind. DO NOT carry a heavily loaded boat by the carrying handles. Hold the boat by the hull instead.

HATCHES

The hatch covers press fit over the rim to create the watertight seal. It is important to keep them snug and the area clean and free of sand for a good seal. Be sure the tether cord is not under the hatch seal, creating a leak path. The bulkheads are vented to prevent pressure buildup from changing temperatures.

FLOTATION

All Eddyline Kayaks have full flotation in the bow and stern. It is essential that your kayak has adequate flotation in both ends when you go paddling. Flotation in one end only can be disastrous in a capsizing causing your boat to fill up with water in one end and float "end up" making reentry difficult or impossible. When the hatches are secured properly, the bow and stern compartments are sealed off and provide the necessary internal flotation for your kayak. You do not need to add flotation bags to the compartments unless you desire them as a backup system.

FOOT PEDALS

All Eddyline kayaks are equipped with Sea Dog adjustable foot pedals (except Shasta). Lift up on the red lever, slide the pedal to the proper place and lock the red lever down to secure. This is very easy to adjust while you are in the boat. It is designed to be self cleaning and the ergonomically designed foot pedal makes it very comfortable even with bare feet.

DECK RIGGING

The stern 4 point system is used for the paddlefloat self rescue technique. (See safety information) These cords work in conjunction with our Backfloat or any other paddle float device to stabilize the kayak while you get back in. The optional Backfloat however, has a dual purpose. It also functions as a backrest cushion which can enhance low back support and general comfort. Since it is mounted in the cockpit and already partially inflated, it is faster and easier to deploy than a common paddle float, and always available. Make sure that a paddlefloat device is always available to use in case of capsizing.

The front deck lines may be used for your charts, hand pump and other items you wish to have handy.

The 2-point lines on the stern deck will hold a spare breakdown paddle with the shaft secured under the shock cord pointing toward the stern and the blades under the stern edge of the 4-point system.

There are perimeter lines on the deck of all single kayaks 15.5 ft. and longer.

STORAGE

Protecting your kayak from exposure to sunlight when stored will significantly lengthen its useful life. Although Carbonlite 2000 is UV protected, the sun will eventually break down the material over prolonged exposure (many years). If it is outside, it can be covered with a tarp or simply stored in a shady place. In storing, as in car topping, try to spread the stress over a broad area. Fitted cradles, slings or wide padded supports are ideal. When storing your boat on a rack or cradles, support it under or near the bulkheads. You can lean it on its side or you can hang your boat from slings. It is also possible to stand the boat on end if you need to.

A cockpit cover is very effective in keeping the inside of your boat from becoming a home for all sorts of creatures.

It will also keep out the rain if stored outside. It is best to store your boat clean and dry, especially in the bulkheaded compartments. In areas with harsh winters, dry the kayak and protect it from snow loads. Freezing water expands and can put stress on glue joints and seams.

INSPECT YOUR DECK HARDWARE

It is a good idea to inspect your deck hardware occasionally. Make sure all nuts are secure and there is not any unusual wear in the deck where the bolt inserts. Check the shock cord ends where they attach to the fittings and check the shock cord itself for wear and abrasion. The nylon that covers the shock cord is susceptible to UV damage and will age with time. If this is so, it is easily replaced. It is critical that the 4-point self-rescue bungies behind the cockpit are maintained in good condition. The grab loops at each end of the boat should be able to support the weight of the boat. Check for wear on the rope. It can be easily replaced.

CLEANING

Cleaning the interior

Rinsing out or washing the interior (particularly the cockpit) to rid it of sand, food waste, beach scum and general debris is a good idea after each use and will prevent the growth of mold or other things that can "foul" the interior. Usually just a water rinse is sufficient. An easy way to accomplish this is to set the kayak upside down on sawhorses and hose the interior through the cockpit. Excess water and dirt can simply run out of the cockpit. Use a damp cloth to wipe out the insides of your bulk headed compartments. Check the foot pedals for freedom of movement. If necessary, remove them and wash the sand or mud from the rails with a hose to prevent abrasion and sticking. Keep the hatch cover and rim free of sand or other material that could prevent a good seal.

Cleaning the exterior

A water rinse is often sufficient. Waterborne scum can be removed with soap. Use Mr Clean Magic Eraser sponges or a mild solvent like alcohol or naphtha to remove stubborn stains. **NEVER USE ACETONE on Carbonlite 2000.**

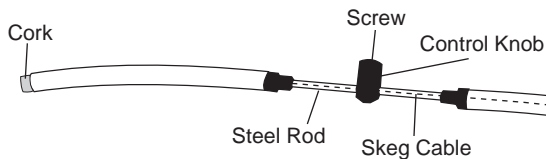
You can polish your boat as often as you like although a few times a year is all that's necessary. Use a fiberglass wax or plastic polish to bring back the color and luster and remove minor scratches.

Rough edges may be sanded with fine sand paper. Inspect your kayak for extra deep cuts or other damage after use and make appropriate repairs so its performance is never jeopardized when you need it.

RUDDER and SKEG

The Navigator Rudder is used on the Whisper and Shasta. The rudder is self-centering as it retracts and comes to rest properly lined up on the aft deck. A bungee cord pulls the rudder blade aft when you release the retraction line. After the bungee cord has done its job, the weight of the outboard end of the blade makes it pivot and drop into the water. The bungee is knotted at one end and held by a plastic crimp that joins it to the deployment line on the other.

Skegs add a slight bit of wetted surface when used, but no windage, or the other correctional drags associated with rudders. Subtle adjustments of the skeg allow the paddler to eliminate the need for correctional strokes in variable weather and wave conditions, thereby focusing energy on getting to the destination.



SKEG MAINTENANCE

The Skeg system is quite simple. The skeg blade pivots down from the skeg housing. At the top of the housing the skeg cable exits through a plastic tubing that is attached to the underside of the deck. The skeg cable attaches to the skeg, runs through the tubing and ends at the steel rod found in the recess on the right side of the deck. The black control knob slides over the rod. The center of the control knob has a screw that penetrates the rod and the cable and allows you to raise and lower the skeg. (See diagram)

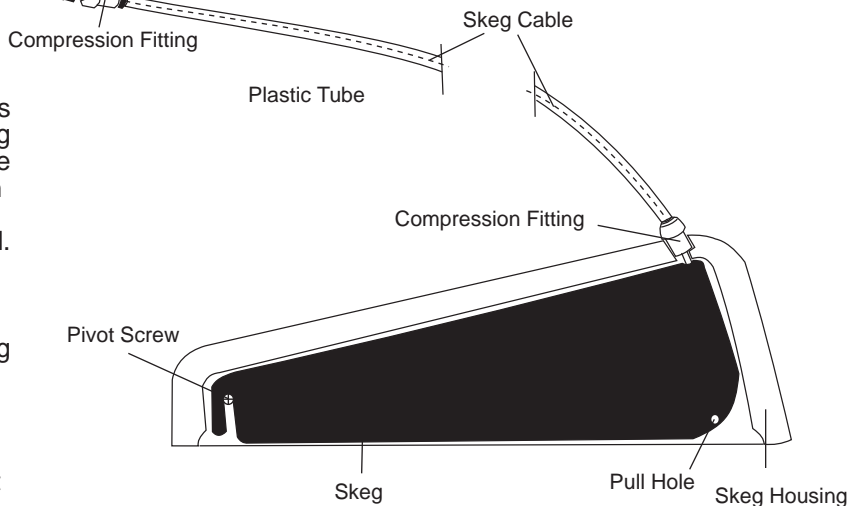
If the skeg does not deploy freely, first check the housing for debris such as small pebbles or sticks. These objects can enter the housing when launching from a beach. If the skeg is really jammed, do not force the control knob.

Use a wire or string through the pull hole in the end of the skeg to free it. If the skeg housing is clean, next check that the screw on the control knob is screwed into the cable. When you move the knob, the rod should move also.

Then check that the cable tubing is secured in its connections at the skeg housing and recess. Those points have compression fittings. If the tubing is free of the fitting, reinsert the tubing by pushing it in firmly through the ring and seat it into the fitting.

You can also remove the cork and flush water through the entire assembly for cleaning out debris.

For more detailed info on repairs go to our website:
www.eddyline.com



CARBONLITE 2000 REPAIR

See detailed repair information with pictures and video at <http://www.eddyline.com/eddyline-kayaks/care-repair/>

Carbonlite Kayaks are easy to repair. The method used varies somewhat with the extent of the damage.

Adhesives that bond:

Methyl Methacrylate –(Devcon Plastic Welder 2 available at large hardware and home supply stores) Epoxy

Surface Scratch Repair on Carbonlite Kayaks

Light to moderate surface scratches on Carbonlite kayak decks and hulls can be repaired in the following manner:

The procedures begin with the most gentle treatment and move to more a aggressive and detailed process. Start anywhere down the list and move up the list until you are happy with the result.

1. Apply a plastic polishing compound such as Meguiars #10, usually available from an automotive or Marine supply. Then apply a wax like Mequiars #52.
2. Use an electric buffing pad on a drill to apply a polishing compound such as 3M Finesse, or any other marine polishing compound. If satisfied with the finish, just apply wax. Otherwise proceed with step 3.
3. Wet sand the area with 800 grit or 1200 grit paper depending on the severity of the scratches. 800 grit is for heavier scratches and may be followed with the 1200 grit to produce a finer finish. Proceed to step 2.

4. Alternative: To fill deeper scratches, (not gouges) or simply to save time, wet sand lightly, then spray the area with a clear acrylic lacquer such as Krylon. This dries very quickly. You may be happy with the finish at this time or you can wet sand again, spray again and so on until you have reached the desired result.

Cuts and Gouges: Procedures

1. Clean and dry the damaged area.
2. Use a razor blade or knife to remove burrs or chips.
3. Mix a small amount of adhesive and apply just enough to fill the area to the surface.
4. Stretch a piece of saran wrap or plastic over the material and smooth out with finger (optional). Remove after everything is dry. It can help produce a smooth surface.
5. Allow to cure until hard (can be handled in one hour or sooner, full strength in 24 hours).
6. If needed lightly wet sand with 400 grit, polish with a buffer or compound.
7. You can spray area with a high gloss acrylic spray paint if you wish.

Repairing Cracks or Splits: Procedures

1. Clean and dry the damaged area.
2. Use a razor blade or knife to remove burrs or chips.

3. Mix enough adhesive to coat the damaged edges and to fill exterior gouges.
4. Apply a thin layer of adhesive to as much of the damaged edge as possible.
5. Realign the edges and push them together.
6. Use tape to hold the pieces tightly together until the adhesive sets. If adhesive squishes out, smooth it out with a gloved finger or rag.
7. If you must tape over the adhesive itself, a small piece of saran wrap underneath will keep the glue from bonding to the tape.
8. Remove excess glue with a rag and alcohol. If the area is stable you may proceed with the following immediately, if not wait until the previous application sets (usually about one half hour), then proceed with the remaining steps.
9. Cut a piece of the fiberglass cloth long enough to cover the damage plus about 1 inch at either end.
10. Working on a piece of waxed paper or cardboard, mix an adequate quantity of glue and spread it into the tape with your finger until the tape is saturated with adhesive (apply glue to both sides of the tape if necessary).
11. Then place it over the damaged area (inside the boat if possible). Press it in place and work out air from under it with your fingers.

12. Allow to harden. Generally the boat may be moved and handled within one hour.

13. If cosmetic touch up is needed, use the procedures described for cuts and gouges.

FIELD REPAIR

For emergency repairs duct tape will repair most damage sustained in the field on Carbonlite 2000 kayaks. A Carbonlite Repair Kit is also available at www.eddyline.com/store/



LEAKS

How to repair leaks in your kayak:

Unless your kayak has a crack, leaks primarily occur in the following areas: seams, ends, hatch rims, bulkheads, skeg housings or fittings. Eddyline kayaks are all water tested before leaving the factory. However over time, leaks can develop from various sorts of stresses including freezing and thawing, shock, etc... Most leaks are easy to fix, the trick is finding them. Here are some suggestions.

WATERTEST:

On a dry day on the lawn or on sawhorses, put 3-5 gallons of water in each compartment (one at a time). Watching carefully, roll or lift the kayak to force the water over any suspect area and watch for where it runs or drips out. It is surprising how much water accumulates in a few hours with a drip. Also watch for the transfer of water from one compartment to another. This would indicate a bulkhead leak. Remember, the bulkheads are vented with a tiny hole in the center.

REPAIR:

Since a leak rarely means a structural problem, simple sealants are quite adequate for stopping them. Once you have identified a leak, press a very small amount of sealant into the area with a finger or rag. Be sure to wipe off the excess, you just want to seal the pore that is allowing water to pass. We prefer to do the sealing on the inside when you can reach the problem, otherwise apply the seal to the outside or both sides.

Recommended sealants: 3M 5200 Fast Cure or any other marine grade polyurethane sealant. Silicone may be used, however, once you use silicone in an area, nothing else will

stick to it in the future. This may cause problems if you need to do further repairs.

HATCH RIMS:

If your hatch rims leak, it is best to seal them from the underside. Spread a small amount of sealant into the gap between the rim edge and the kayak deck edge. This is an easy area to reach and will not affect the appearance of the kayak. Wipe off the excess.

SKEG HOUSINGS:

Seal the skeg housing from the outside of the kayak. Just inside the opening of the housing is the joint between the housing and the kayak hull. If you are unable to locate the specific area of the leak, seal around the perimeter of the housing by pressing into the joint. Pay particular attention to the ends. Wipe off any excess.



Shasta

Seating Configurations

Seating as a traditional tandem - bow and stern.



Seating Paddlers facing each other.

Bow seat turned around.



The stern seat fits under the two tabs at the back of the seat and the stainless pin attaches the front of the seat to the track.



Center solo seating. Detach the bow seat and attach with pins to the center of the track. There are 2 possible positions. Choose the one that works best for your leg length.



The bow seat attaches with a pin both front and back.

Shasta Center Paddler Rudder Control



A

Steps to set up center rudder control

1. Remove the two seat pins and lift out the front seat



B

2. Remove the elastic bungie from the stern foot pedals (A) and unhook the cable from the metal foot rail (B)



C

3. Remove the rear pedals by sliding them out the rear of the track and slide them in to the center track from the front. (C)

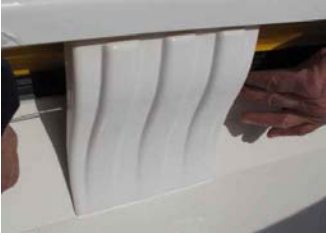


D

4. Attach the cable extension to the rudder cable and foot pedals.(D)

Shasta Center Paddler Rudder Control

Steps to set up center rudder control, cont.



E

5..Be sure to route the cable extension behind the side strut.. (E)



F

6. Put in the Foot pedals and rail from the front of the track. (F)



G

6. Attach the cable over the bolt. (G)

Shasta Center Paddler Rudder Control



H

7. Attach the elastic loops to hold tension on the cables. (H, I)



I

8. Lock the seat in one of the two center positions with the two pins.

Completed hook up



SWIFT PADDLES

Maintenance Tips:

Like kayaks, paddles don't require much maintenance. Nevertheless, some minimal care will eliminate problems down the road. The ferrule on a two-piece paddle is vulnerable to wear or jamming from sand, salt, mud or grit. A simple rinse or dip in clean water prior to putting the paddle together, and after taking it apart is the proverbial "ounce of prevention". If your paddling style causes abrasion on any part of the paddle shaft, we recommend a light wrap of vinyl tape in that area for protection. Inspect the shaft occasionally for signs of damage. Blade tips are very strong and designed to withstand pushing off of beaches etc. However, the blade edges are vulnerable to impact and abrasion. Be cautious in shallow rocky water and try to avoid "chopping wood" with your paddle. If blade edges do get dinged, repair can be accomplished with epoxy or fiberglass resin. Some folks tape the blade edges with vinyl tape to protect them. Also light sanding will remove the smaller dings and will not affect your paddles performance.

Joint repair:

Too Tight

The breakdown joint of a two piece paddle is a dramatically precise piece of work. Only a few thousandths of an inch in dimension can make the difference between too loose and too tight. There are several factors that can cause changes in the fit. Fine deposits of salt, silt, chemical buildup from pollutants in the water, even temperature changes can affect the fit.

If the ferrule is too tight, we recommend sanding the ferrule using 400 grit sand paper and water. Rotate the male ferrule in your hand while cupping it with sandpaper and sliding it back and forth. Try to sand evenly all around the tube and rinse frequently. Sand a little, clean it and try the fit until you have what you like. Then some auto wax or Armorall will keep it sliding smoothly.

Too Loose

It is rare for a ferrule to become too loose with our new featherlock system, since rotational movement is prevented when it is joined. However, if you wish a tighter fit, we recommend masking the lock collar and spraying the male tube with a quick drying clear lacquer like Krylon. This allows very thin coats and a gradual buildup. Test the fit after each application (when dry). If it becomes too tight, simply go back to the "too tight" solution.

Our new **Feather Lock Adjustable Ferrule System** allows precise feathering changes in 15 degree increments: 0, 45, 60, and 75 degrees - right and left sides.

The Feather Lock collar is low profile and its protected, external configuration makes for easy cleaning and reduces the possibility of jamming.

When closed there is NO rotational play in the joint and no doubt about the angle you have chosen.

To change feather degree:

Depress the button and slide the joint apart.

Rotate the shaft to desired position.

While still holding button down, push the joint together to lock.

BEFORE YOU GO A Guide to Safe Paddling

from The Trade Association of Paddlesports

We'd like to welcome you to sea kayaking with a word of caution. It can be a safe and rewarding activity if common sense prevails and certain precautions are taken. Before you put in for a day's paddle, check that you have the following:

ALWAYS TAKE

- A kayak in good, serviceable condition, with plenty of secure buoyancy, fore and aft
- A paddle and paddlefloat
- A spraycover that fits your boat
- A personal flotation device and whistle
- Clothing suitable for the conditions
- A bailer or pump
- An accessible spare paddle, min. of 1 per group

IN ANY BUT THE MOST BENIGN CONDITIONS, ALSO CONSIDER

- An accessible flare pack
- A flashlight (even if you are planning a daytime trip)
- Self rescue aids
- Rain gear, and extra clothing in a waterproof bag
- A minimum of 25 feet of tow line
- Chart and tide tables, current tables if appropriate
- A compass
- A knife
- Matches or a lighter
- First aid kit
- A weather radio

Without wishing to alarm anyone, we want to make it clear that sea kayaking is an activity that demands sound judgment and caution. This is always the case, no matter how experienced you are. Not surprisingly, your most vulnerable time is when you have most to learn, as a beginner. Here are some basic cautions and precautions to help you through the early stages.

THE GREATEST DANGER TO SEA KAYAKERS IS HYPOTHERMIA. COLD WATER KILLS. DRESS APPROPRIATELY. LEARN ABOUT HYPOTHERMIA.

1. Thoroughly familiarize yourself with your boat. Start gradually in moderate weather, close to shore, with an experienced companion.
2. Experiment with strong winds only when they are blowing toward shore.
3. Develop your paddling skills, including turning and bracing.
4. Learn and practice a self-rescue method appropriate for you and your boat, including deep-water reentry.
5. Practice a group rescue so you can help others.
6. Make a habit of carrying safety equipment. It will be easier to carry your safety equipment if you keep it stored in one bag.
7. Leave a float plan. Let someone know where you're putting in and when and where you plan to return. Leave a full description of your car.
8. Read all you can on the subjects of sea kayaking, weather, oceanography and cold-water survival.
9. Get a weather forecast each day you are out.
10. Avoid paddling alone. Be sure you are using a boat for the purpose for which it was designed.
11. Like any mariner, you must know the principles of navigation and seamanship. We recommend professional competent instruction. Call your nearest Eddyline Dealer for a recommendation.

PRECAUTIONARY NOTES:

Make sure you are familiar with how to deal with the following situations, which can occur in open water.

Consult local experts or available literature for additional information on these important subjects.

A.WEATHER

1.Wind

Avoid paddling when whitecaps are visible until you thoroughly appreciate their effect. Wind can 1) upset a kayak, 2) make it difficult to turn, 3) create unmanageable waves, 4) prevent you from holding a course, and 5) slow you down or stop you.

2.Fog

Fog can result in sudden and total disorientation. You will need a compass, but you may gain some orientation from sounds of beach surf, bells, foghorns, etc., as well as from steady wave and wind direction. Boat traffic can become a major hazard.

B.CURRENT

You will encounter two principal types of current on the sea: reversing tidal current and continuous ocean current.

Strong current can aggravate conditions caused by adverse weather, particularly when current and wind are opposing. They can also cause difficult eddy and wave conditions even on utterly still days, from the sheer force to the flow.

Precautions:

1. Read your chart to help identify danger points.
2. Use any available information to estimate slack or favorable current and time your passage or crossing for that period.
3. Paddle in current under controlled conditions to familiarize yourself with its effect.
4. Exercise caution when the current and wind direction oppose each other.

C.TOPOGRAPHY

Topography affects wind and water conditions in shallows, beach surf, headlands, cliffs and river mouths.

Shallows: Waves steepen and break heavily on shallows.

Avoid those areas when waves are large or strong currents are forced to flow over them.

Surf: Waves steepen and break on beaches and shoals.

Generally, try to avoid landing in surf with a loaded kayak. Avoid surf on rocky beaches.

Headlands: Conditions are frequently more difficult off headlands with increased wind (funneling), accelerated current and rebound waves. Seas become chaotic.

Cliffs: Cliffs limit landing sites and can cause chaotic rebound wave conditions.

River mouths: Difficult wave conditions occur when a river outflow runs against the waves.

PEOPLE HAZARDS

Watch for powerboats, ships, tugboats with barges and all other watercraft. Make yourself visible and never assume you have been or have the right of way.

LAKE PADDLING

With the exception of the tides, large lakes pose most of the difficulties and dangers of the sea.

Waves, however, are steeper and more likely to break than on the sea.

...FINALLY

The basis of safe sea kayaking is sound judgment, self-responsibility and technical competence.

Join a club, take a class, read books and/or consult local experts to learn all you need to know about the sport. Remember that where you paddle, others will follow. Leave your campsite as you would like to find it.

RESOURCES FOR THE PADDLER

Classes: Well-taught classes provide information, which cannot be easily communicated in any other manner. Call your nearest Eddyline Dealer for classes or instructors in your area.

Clubs: Clubs are a source of information and instruction as well as an opportunity to share tips with other paddlers. The beginning paddler should always be aware when participating in club activities that no universal safety standards exist. Always paddle within your own capabilities and accept responsibility for your own safety.

Contact your local dealer for the most recent books DVDs and magazines available.

Further Study:

See the suggested reading list at the end of Fundamentals of Kayak Navigation by David Burch for a comprehensive list of information sources. There are too many good books on the subject of understanding and forecasting weather to list here. Weather planning is a fundamental part of boating safety and trip planning. Charts, current information and tide tables vary according to region. They contain ESSENTIAL information. On-line services as well as the Internet are an excellent source of weather information.



EDDYLINE KAYAKS LIMITED WARRANTY

All Eddyline Carbonlite 2000[®] kayaks are covered under warranty against any defect in materials and workmanship for a period of three years from the date of purchase. This warranty is limited to the original owner and is only in effect if the warranty registration card is returned. Paddles and other accessory items are covered under warranty for a period of one year from the date of purchase.

CONDITIONS

Eddyline will repair or replace all items returned under warranty at its own discretion. Eddyline is the sole judge of warrantibility.

The customer pays all return transportation, freight and / or packaging charges for warranty claims.

All deck rigging is covered for a period of two years only.

Kayaks used commercially are covered under warranty for a period of one year.

If a product is deemed to be blemished, and is sold as a blemished quality product, the warranty is still in place with the exception of coverage of the blemish itself.

The following are never covered under warranty: freight damage, improper storage, improper use, abuse, towing, normal wear and tear, and color fading due to UV rays.