

Clipper Canoes

Owner's Manual



CONGRATULATIONS!

On the purchase of your new Clipper Canoe. Your boat is ranked among the best in the world. Whether you have chosen a solo Clipper Packer or a giant Clipper Montreal, take comfort in the knowledge that your new boat is carefully handcrafted to exacting specifications.

Before you head out in your new canoe to explore your nearest water source, please take a moment to read and understand the owner's manual. If this booklet fails to answer any of your questions, please don't hesitate to call or write us. Our sales staff is experienced in paddling, and will be happy to answer any questions you might have.

Thank you for purchasing a Clipper Canoe!



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CARING FOR YOUR NEW CANOE

With a little care and frequent applications of common sense, your new Clipper Canoe will provide you with years of trouble-free use. Here are some of the more common guidelines to follow:

STORAGE

Always store the canoe upside down, preferably off the ground and secure against wind and theft. Better yet, store it inside if possible. Before putting the canoe away for the winter, clean and wax the outer hull. Any good car wax with a UV inhibitor will do. The wax will protect it over the winter and you will discover any repairs that may be required.

If you place a tarp over the canoe for the winter, ensure that the tarp is not touching the canoe. This will allow proper air flow, avoiding dampness and gelcoat discoloration. Letting large quantities of snow build up on top of your canoe over the winter can cause hull damage. Wet snow can weigh a lot, so if your canoe is next to a building where snow from the roof can slide off on to it, or if you are in an area where there is heavy snowfall, clean the snow off your canoe often.

WASHING

Wash your canoe, the same as you would your car ie: just soap and water.

WOOD TRIM FINISHES

Most of Western Canoeing's wood trim models have an oil finish. Always keep the wood well oiled. When you get the canoe it will have been oiled three to four times at the factory; the wood will still absorb additional oil. We recommend that you use Watco wood oil.

Canoes with varnished wood will require re-varnishing after hard use. We recommend Spar Urethane by Minwax. Wood cane and wood web seats may require re-varnishing after hard use as well

REPAIRS & MAINTENANCE

SALT WATER USE

After use in the ocean, we recommend that you hose your canoe down with fresh water, then wash with soapy water. Nothing will rust but salt will build up a dirty film over a period of time and may decrease the shine of the gelcoat.

MAINTENANCE

There are several types of minor damage that your canoe will encounter in normal use.

1. Gelcoat may fade slightly depending on color. Use of a good car wax with UV inhibitors will slow fading. On clear canoes, we suggest inside storage or a boat cover to prevent UV deterioration.
2. Scratches. It is almost impossible to use a canoe and not scratch the surface gelcoat. Minor scratches will not affect the durability of your canoe. It is not practical to repair and fill in these small scratches with gelcoat. The best alternative is to use an automotive rubbing compound. Deep scratches that are all the way through the gelcoat, or chips in the gelcoat, may be repaired by covering the area with new gelcoat. Even deep scratches will seldom affect the overall durability of your canoe. Treat them like facial wrinkles; as signs of distinction.

Some types of damage that do require repairs are:

- Cracked gunnels or ones that are badly bent
- Cracks in the laminate that show up both on the inside and outside.
- Damaged or cracked yokes
- Damaged or cracked flotation tanks
- Loose rivets, thwarts or seats

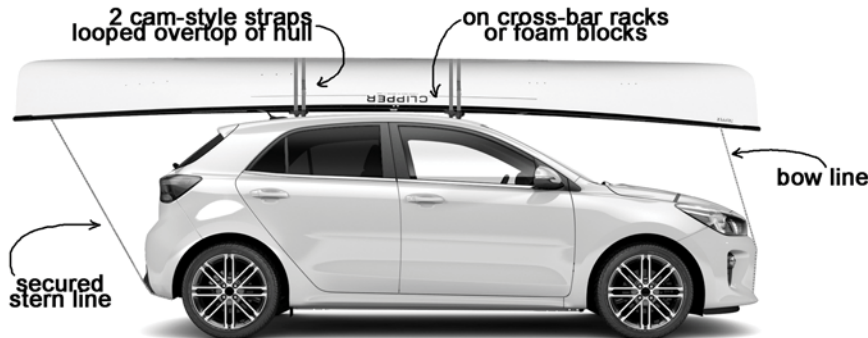
TEMPORARY REPAIRS

Temporary repairs can often be made in emergency situations, until dealer assistance is available. Minor breaks in the hull can usually be patched with ordinary duct tape. Dry the area thoroughly and tape both sides of the hull. Upon completion of a trip, the hull should then be repaired with fiberglass or Kevlar as soon as possible. Duct tape can also be used to make temporary repairs to split wooden paddles. If structural rivets become loose, clean around the rivet head and apply a coat of marine sealer, like "goop". In a tripping situation, you can use duct tape on the outside of the hull. This seldom occurs, but you should always be prepared. **4**

TRANSPORTATION

ROAD TRAVEL

Never use bungee cords to secure your canoe. They frequently fail without notice. Tie the canoe to your vehicle with rope to each corner of the bumper on the bow and the stern. Two additional straps or ropes must be used over the racks, over the center of the canoe. These ropes should be tied to the rack next to the canoe. Don't leave room for the canoe to move. Use extra caution in areas of high wind. Use only racks or foam canoe carriers specifically designed for the task. Double check all ropes and straps before moving the vehicle. Be sure to keep strap buckles and rope knots on the passenger side of the vehicle for extra safety when making road-side adjustments. If your racks are bare metal, consider foam or pipe insulation as padding under the gunnels. The addition of padding can help keep the canoe from skidding sideways on the racks.



CAR TRANSPORT DIAGRAM

WATER TRAVEL

Never tow your canoe behind a power boat. Serious hull damage may result. This will also void your warranty.

PARTS OF YOUR CANOE

SEATS

Many of the Clipper models are designed for the paddler to sit rather than kneel. Never kneel in a canoe that restricts your exit (i.e. trapping your feet under the seat). The seats are easy to raise, but this will require you to kneel more often as it raises the paddler's center of gravity.

SLIDING SEAT

This sliding mechanism is designed to help you 'trim' your canoe for different weight paddlers and for better performance in a following sea or oncoming waves. To 'trim' a canoe is to set it so it rides level in the water, taking advantage of its sharp entry and keel line. Adjusting the sliding seat forward or back allows this. The sliding seat also allows smaller paddlers to slide to a narrower portion of the canoe so they can better reach the water. The sliding seat has a friction fit, which means that when there is weight on it, it shouldn't move. If you find yours does, take a paper towel and wipe off some of the oil on the slider frame. If your bow paddler isn't heavy enough to lock it in position, a pipe clamp or duct tape will do the trick. If the seat is hard to move, oil the slider bars with a light coat of oil or silicone. Replace the tubes if they are bent.

FOAM THIGH PADS

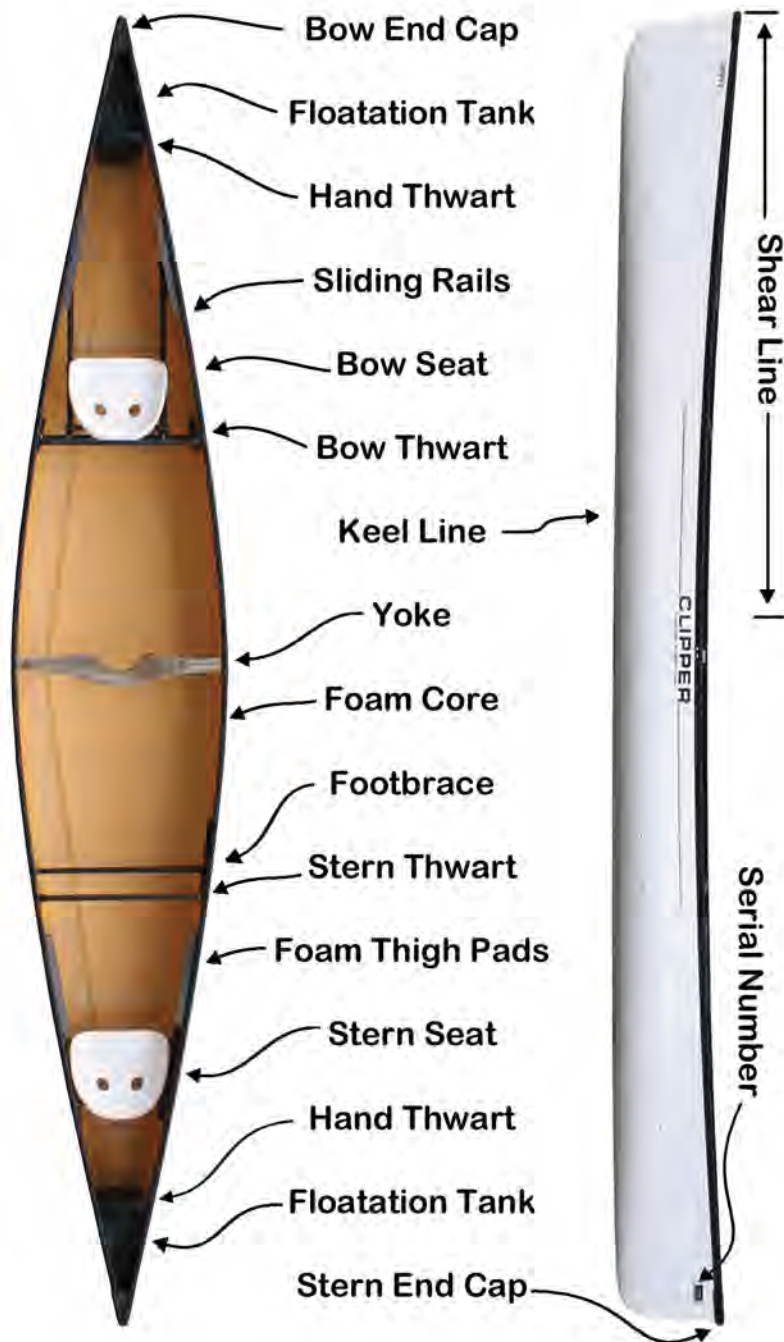
Foam thigh pads will greatly increase your control of the canoe in rough water. If they are not available from your dealer, they can be ordered directly from Western Canoeing & Kayaking.

FOOTBRACE

Many Clipper Canoes come with a footbrace. It should be adjusted so that when you are sitting square in the stern seat, the balls of your feet are resting on the bar 12-18" apart. Your knees should be slightly bent. This is designed to give you better leverage when paddling so that you will use your whole body during the stroke instead of just your arms. A footbrace also gives you better control. For increased control, spread your feet to the edge of the footbrace bar and lock your knees under the gunwales. Optional foam thigh pads will provide even better control.

FLOTATION TANKS

Most Clipper canoes are equipped with airtight bow and stern flotation tanks, filled with Styrofoam chips. Tanks may expand or contract with extreme temperature or altitude variations. If this happens, simply pull up the red air valve at the top of each tank with your fingers to allow the air pressure to equalize. Always push the valve closed before paddling. Never paddle with improperly sealed tanks. These tanks DO NOT require inflation!



CARRYING/PORTAGING

The portage yokes in Clipper Canoes are made to handle the weight of the canoe only during portage. The yoke should not be used as a seat. Besides being unsafe with regards to the canoe's stability, the yoke can be damaged. This type of use is not warranted by Western Canoeing. Avoid taking a step down more than 12 inches when portaging, as the resulting impact may overstress the yoke and failure could occur. Specific techniques on how to carry a canoe may be obtained by referring to a suitable book or speaking with knowledgeable sales staff. The yokes are positioned so that the canoe is slightly stern heavy. It is much easier to pull the bow down during a portage than continually push it up! Often the balance can be changed by moving the sliding seat or by securing a paddle in one end or the other.

MOTOR CANOEING

Various square-stern canoe models are designed to carry up to a 3hp outboard motor or an electric model. See your dealer for specific information regarding the safe operation of your motor. Most double-ended canoes are not suited for use with a gas motor. To prevent the loss of a motor overboard, secure the motor to the canoe with a rope or chain. Clipper square-stern canoes have stainless steel fasteners in the stern for this purpose.

Many double-ended canoe models can accommodate an electric motor but require the use of an accessory outboard motor bracket. Contact your local dealer, or Western Canoeing & Kayaking for the appropriate model.

HANDLING

When mounting the motor on the canoe in shallow water, avoid dragging the propeller in sand or silt. Always accelerate the outboard motor gradually, avoiding sudden bursts of speed or quick turns. Keep your hand on the tiller at all times and watch for underwater obstructions that could hit the propeller causing the canoe to tip.

SERIAL NUMBER

Each canoe has its own serial number. It is important to record this number in a safe place in case your canoe is ever stolen. This makes identification easier when it is recovered. Space is provided for this at the back of this manual. Check your home insurance policy as many standard policies do not cover items such as boats.

Western Canoeing keeps a record of all canoes purchased from our plant/showroom via the serial number. If you purchased your canoe from one of our dealers, please return the enclosed registration/warranty card and you will be included on our list. If your canoe is stolen and recovered and the serial plate is missing or defaced, contact Western Canoeing and we would be happy to identify your boat. If the plate needs to be replaced, Western Canoeing staff would be happy to reinstall one at no charge. The serial number plate is located on the stern right side of the aluminum trim Clippers, and on the stern tank of the woodtrim Clippers. Putting your driver's license number somewhere on the canoe is also a good idea.

SAFETY WARNING:

Whether you're a complete novice or an accomplished river paddler, paddling safety always comes first. Beginning paddlers are urged to enroll in a basic paddling course. Instruction is available in most communities through recreation departments, community education courses, paddling clubs and private instructors.

We recommend that you join a local paddling club. They are a great way to learn new techniques, meet new friends and learn about paddling destinations. Paddlesports can be dangerous and physically demanding. The user of this product should understand that participating in Paddlesports may involve serious injury or death. Observe the following safety standards whenever using this product.



CAUTION:

- Get paddlesports specific instructions specific to this type of craft.
- Obtain certified 1st Aid training and carry 1st Aid and rescue/safety equipment at all times.
- Always wear a nationally approved personal flotation device.
- Always wear a helmet where appropriate.
- Dress for the water. Cold water and/or cold weather can cause hypothermia for the unprepared.
- Check your equipment prior to each use for signs of wear or failure.
- Never paddle alone.
- Do not paddle in flood conditions.
- Be aware of appropriate river water levels, tidal changes, dangerous currents, and weather changes.
- Scout unfamiliar water. Portage where appropriate.
- Do not exceed your paddling ability. Be honest with yourself.
- Consult your physician prior to beginning your paddlesports training.
- Follow the manufacturer's recommendations during use.
- Always let someone responsible know where you are paddling and when you when you expect to return.
- If additional outfitting is required, use the manufacturer's approved materials only. Do not impair entry or exit access.
- Never overload your canoe. Remember, additional passengers raise the centre of gravity in the canoe. 300 lbs. of passengers will make the canoe much less stable than 300 lbs. of gear placed on the bottom.

THE USER OF THIS PRODUCT ACKNOWLEDGES BOTH AN UNDERSTANDING AND AN ASSUMPTION OF THE RISKS INVOLVED IN PADDLESPTS.

CLIPPER CANOES WARRANTY

Clipper Canoes are warranted by Western Canoeing & Kayaking Inc. for a period of two years to the original purchaser against any defects in materials and/or workmanship that arise during normal use. This does not include: normal wear and tear, when used for commercial rental, damage due to abuse and neglect (i.e. towing behind power boats), or when structurally altered. This warranty is effective from the date of purchase from an authorized dealer. A copy of receipt of purchase must accompany any warranty claim. WCK reserves the discretion to repair or replace any canoe proven defective. All repairs are to be done by WCK unless prior authorization is obtained. Shipment to and from WCK is the sole responsibility of the purchaser. The warranty card (found on the last page of this manual) must be filled out and returned within 30 days of purchase, so please take the time now if you haven't already done so.

WARRANTY REGISTRATION

REGISTER ONLINE @

clippercanoes.com/product-registration
or call toll-free: 1.866.644.8111

SERIAL #: ZWD _____
Date of Purchase: _____
Purchased From: _____



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Mailing Address: Box 115, Abbotsford, BC, V2T 6Z5

Email: info@clippercanoes.com

Phone: 604-853-9320

Call Toll-Free: 1.866.644.8111