



Owner's Manual

Nordic Explorer



This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems, and information on its operation and maintenance. Please read it carefully and familiarize yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain professional instruction and training appropriate for small rowing boats. Your dealer or national boating association will be pleased to advise you of local sea schools or competent instructors.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL YOUR CRAFT.

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Recreational Craft Directive 2013/53/EU



DECLARATION OF CONFORMITY

Manufacturer	Westport Marine Limited	
Model	Nordic Explorer	
Type of Craft	Slide Seat Rowing Boat	
Construction Material	Fibre Reinforced Plastic	
Maximum Design Category	D	
Maximum Persons Capacity	3	
Maximum Engine Power	1.5 kw, (2hp)	
Dimensions	Length	4.72m
	Beam	1.10m
	Draught	0.20m
Assessment module	A	
Standards Applied	General Requirements	EN ISO 8666
	Craft Identification Number	EN ISO 10087
	Builders Plate	EN ISO 14945
	Protection from Falling Overboard and Means of Re-boarding	EN ISO 15085
	Owner's Manual	EN ISO 10240
	Structure	EN ISO 12215
	Hatches	EN ISO 12216
	Stability & Freeboard	EN ISO 12217
	Manufacturer's Recommended Load	EN ISO 14946
	Anchoring, Mooring & Towing	EN ISO 15084

This Craft Complies With All Relevant And Essential Safety Requirements Of The Recreational Craft Directive (2013/53/EU) And Other Associated Directives.

Signature



Name

Charles Broughton

Position

 Managing Director, Westport Marine Ltd
 Unit 2 Connaught Lane, Plymouth PL4 7BZ, UK

Date

21-02-2021

GENERAL NOTES

Abbreviations

The following abbreviations have been used:

(D):	DANGER
(W):	WARNING
(C):	CAUTION

Design Category C (D)

This craft has a design Category 'D' - craft designed for voyages in coastal waters in fine weather, sheltered large bays, estuaries, lakes and rivers where conditions up to and including wind force 4 and significant wave heights of 0.3m, occasionally 0.5m and maximum 0.6m.

This craft should not be used in areas and conditions exceeding those of category D. Beginners and intermediate rowers should gain experience in sheltered waters before venturing further.

Seaworthiness and Crew Ability (W)

Regardless of the craft's seaworthiness and its certified RCD design category, protection from freak sea and wind conditions cannot be guaranteed. The ability, experience and fitness of all the crew should therefore be taken into consideration before using the craft.

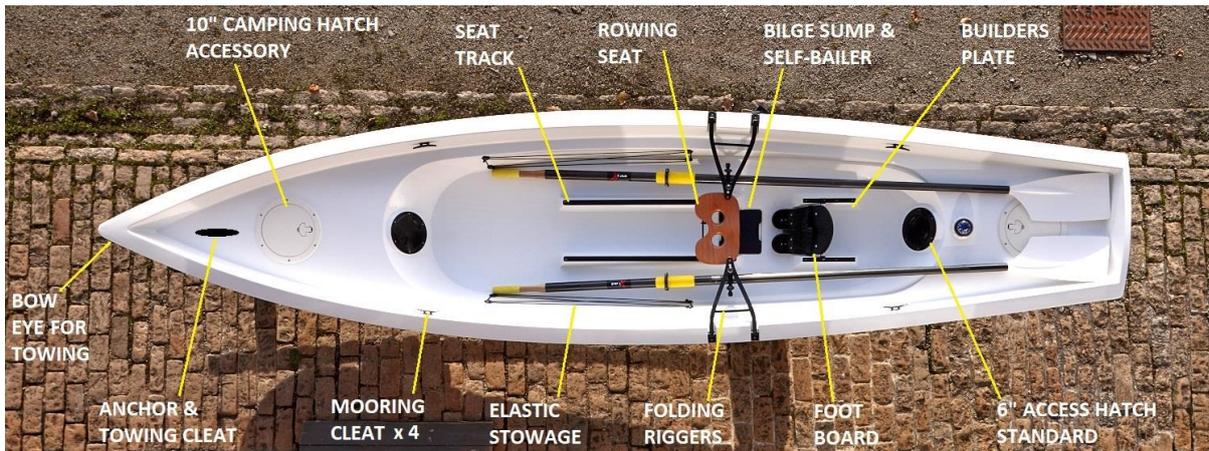
As a minimum, ensure that the anticipated wind and sea conditions do not exceed the design category of your boat and that you and your crew are able to handle the boat in these conditions. All crew should receive suitable instruction/training particularly with regards to location and operation of safety equipment and man overboard recovery.

Maintenance & Repairs (D)

Always use trained and competent people for maintenance, repairs or modifications. Contact your dealer prior to undertaking any modifications as they may affect the safety characteristics of the craft, endangering your own safety and invalidating any warranties.

Please note that any change in the disposition of masses aboard may significantly affect the stability, trim and performance of your boat.

GENERAL INFORMATION



Length Overall	4.72 m	Design Category	D
Beam Overall	1.10 m	Max. No. People	3
Draught	0.20 m	Light craft Condition	70-92 Kg
Max. Power	1.5 kw	Max. load (incl. Engine)	250 Kg
	2.0 hp	Max. Load Condition	342 Kg

WARNING — Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total mass of persons, equipment and engine must never exceed the maximum recommended load of 250kg. Always use the seats provided.

Essential information is provided on the **Builders Plate** mounted on the starboard inside foot board track.

REGULAR INSPECTION (W)

Regular inspections should be carried out prior to use and should include at least the following:

- Ensure the self-bailer is clear and in good working order.
- Ensure all compartments are dry and free of water.
- Ensure all hatches are securely fastened.
- Ensure the folding riggers, pins and gates are all secure and working correctly.
- Check the free movement of the sliding seat.
- Check the adjustment and security of the footboard.
- Check the hull and deck for damage.
- Check the keel guard for excessive wear.

HANDLING CHARACTERISTICS, TRIM, PERFORMANCE & STABILITY (D)

Small craft are susceptible to significant changes in trim, (fore & aft) and heel, (port & starboard) for relatively minor movements of onboard masses.

Arrange crew and store gear/equipment to ensure that your craft has level trim and heel prior and during use, bow down trim should be avoided.

Only keep kit and equipment that you need while rowing on the deck, secured in the elastic stowage along either side. All other kit and equipment should be stored in the forward and aft compartments and secured low. Return to shore if you need to retrieve kit and equipment from the forward and aft compartments.

Avoid sudden movements and changes in speed and direction unless in an emergency.

Water should not be allowed to collect in the main deck area, this can reduce performance, stability and cause adverse trim and heel conditions. All water should be drained/pumped/bailed directly overboard.

DANGER: Adverse trim and heel will reduce stability and performance.

Do not operate this craft with an engine of rated power greater than 1.5KW, (2hp).

Do not row in congested high traffic waterways or in weather and sea conditions of reduced visibility, high winds or large waves.

Observe the right-of-way as defined by the Rules of the Road and required by COLREG. Always be certain to have sufficient distance to stop or maneuver if required to avoid collisions.

CRAFT MASS (C)

A maximum total load has been used for assessing stability and buoyancy comprising:

Crew mass (3)	225	kg
Provisions & personal effects	25	kg
Maximum total load	250	kg

If an outboard engine is fitted then it must be included under the Provisions & Personal Effect allowance of 25 Kg. The maximum engine power and weight is 1.5 KW (2.0Hp) and 13.7 Kg:

Crew mass (3)	225.0 kg
Provisions & personal effects	11.3 kg
Outboard engine	13.7 kg
Maximum total load	250.0 kg

Any combination of Crew, kit, provisions, personal effects and outboard motor can be used providing the maximum crew limit of 3 and maximum total load of 250 kg are not exceeded.

WARNING — When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing heavy weights high up.

The stability of this boat has been assessed assuming that:

In the light craft condition it has a mass of	70-92 kg
The maximum recommended outboard engine mass is	13.7 kg
Maximum number of crew	3

KEEPING A LOOKOUT (D)

Rowing required the rowing to be facing aft, the opposite direction of travel. It is essential that the rower ensures a regular look forward to both port and starboard to avoid other vessels, water users, buoys, marks, shore, quays, jetties, moored vessels, flotsam, etc. Experience shows us that even if you are rowing in open waters there is an ever present danger of hitting something – do not assume your heading is clear.

The International Regulations for Preventing Collisions at Sea (COLREGS) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way. Observance of these rules is essential.

SAFETY EQUIPMENT (W)

Be sure, before you start your boating, that you have the required safety equipment onboard, such as:

- Life jackets
- Means of signaling (high powered torch and flares if appropriate)
- Anchor and line for towing/mooring
- Clothing to keep you warm and dry
- Plenty of water for the duration of the voyage

RISK OF SWAMPING AND CAPSIZE (D)

All small boats are susceptible to swamping. Ensure that deck hatches are kept closed while afloat and opened only for access while ashore.

Ensure that any water collecting in the cockpit and bilge sump is immediately drained overboard.

When boarding the boat always step from the shore to the center of the boat, keeping your mass as low as possible, hands on both gunnels and sitting down immediately. Never stand in the boat.

Do not moving around the boat when afloat. In an emergency a single rower may move up or down the boat always keeping your mass low by crouching, have both hands on either gunnel, one to port and the other to starboard. Sit down immediately on reaching your destination.

When 2 or more crew are onboard never cross over or move around the boat – row to the shore, disembark and re-board in the required arrangement. Once seated all crew should remain in their seats until ashore again.

GENERAL OPERATION

Boarding (D)

When boarding the boat always step into the center of the boat, keeping your mass as low as possible and sit down immediately.

Man Overboard Prevention (C)

Never move around the boat while afloat – return to shore, disembark and re-board as required. In an emergency a single rower may move up or down the boat always keeping his/her mass low by crouching, have a hand on each gunnel at all times. Sit down when not moving.

Man Overboard Recovery (C)



Self-recovery from the water is achieved in the following steps – practice and develop your technique as often as you can:

1. From the water pull the gunnel of the boat down with one hand and reach up to the far gunnel with your other hand. The boat will heel towards, ideally to about 45 degrees.
2. Pull your body up and into the boat, kick your legs if this helps.
3. As soon as you can bring a knee into the boat.
4. Roll the rest of the way into the boat.
5. Get back to your rowing position as quickly as you can and with the sculls in hand regain positive control of the boat.

Some people lay flat alongside the hull and roll into the boat. Some prefer to fold the riggers into the boat – practice and develop your own technique.

Very little water is picked up during a recovery, any that is will self-drain away very quickly. In a man overboard recovery situation focus on getting out of the water quickly, not worrying about water coming into the boat.

If you undertake regular trips in waves and wind then arrange to practice self-recovery in a group with a safety boat – ideally with your local rowing club and experienced safety officers, never alone.

Recovery with crew aboard uses the same technique but requires all crew members to work together. The crew aboard the boat should limit the heel to the recovery side and assist the overboard crew member back into the boat.

Bailing (C)

It is the responsibility of the owner/operator to have at least one bailer/draw bucket on board, secured against accidental loss.

Main Deck Drainage (D)

The main deck is drained from the Bilge Sump located just aft of amidships in the center of the boat. The sump is covered with a black plastic cover held captive by elastic. Any water on deck will naturally drain into the Bilge Sump.

A Self-Bailer is fitted in the bottom of the sump which can be opened or closed. When open water will drain out by gravity when the boat is stationary and will be sucked out if rowing forward.

To open the self-bailer, pull the securing clip up and aft, pushing the aft end of the bailer down.

To close pull the clip forward and push down. Before using the boat ensure you are familiar with its operation and check prior to launching – it is the owner's responsibility to ensure that the self-bailer is free of debris and working correctly.

It is recommended to launch and recover the boat with the self-bailer closed to avoid damaging it.

If a boat is left on a mooring, leave the bailer open to drain any rainwater away.

With one crew aboard, (75 kg + 25 kg kit), the bailer can be open or closed when afloat.

With two or three crew aboard (more than 100kg) the self-bailer should be closed at all times unless moving forward.



Mooring, Anchoring & Towing (W)

A kayak size anchor with chain is adequate for occasional use in sheltered waters. A larger anchor and chain should be considered for longer expeditions. Keep the anchor, chain and warp in a dedicated grab bag, ready for use.



Prior to launching, mooring or anchoring it is recommended that all lines be prepared and attached to the boat, as required, prior and in good time to the operation to be undertaken. Always plan ahead and assess any potential difficulty – be prepared.

It is the owner's/operators responsibility to ensure that mooring lines, tow lines and anchor warp are adequate for the vessel's intended use. The breaking strength of all lines/chains shall not exceed 80% of the breaking strength of the deck fittings.

1. Foredeck Cleat and Bow Eye used for anchoring and towing:
 - 16.50 KN Fitting minimum breaking load
 - 13.2 KN Rope maximum breaking load
 - Typical 6-8mm synthetic rope

2. Mooring Cleats x 4:
 - 9.20 KN Fitting minimum breaking load
 - 7.35 KN Rope maximum breaking load
 - Typical 6mm synthetic rope

A tow line should be fed through the Bow Eye and secured at the foredeck cleat. Never tow directly from the foredeck cleat. Owners should attach a tow line to the bow eye and secure inside the boat for ready use at all times. The tow line should easily be released.

Always be towed at a slow speed.

Nordic Explorer Double – Single Rowing Adjustment

The double is supplied with two sets of rowing riggers, one forward and aft. A single crew can row from either the forward or aft position however there is a third rigger position amidships that can only be rowed by a single rower. The forward rigger can be unbolted and moved to the amidships position. Ensure that where the rigger has been removed the inner bolt is sealed with a plastic M5 thumb screw or stainless steel A4 M5 grub screw to prevent water ingress.



You will also need to move the forward foot board to the amidships position. When rowing in the amidships single position either remove the forward seat or for convenience fix it with an elastic tie at the forward end of the boat and use the aft rowing seat.

Visit <http://www.westportrowing.com/Videos.html> for a video clip of how to change rigger positions.



Launching & Trailing (W)

Ensure that the center rollers of the trailer bear the keel of your boat in a correct way, and adjust the lateral bearing to avoid any movement. Sculls can be left fitted to the riggers and the riggers folded inside the boat. Secure the riggers/sculls to prevent accidental folding out. Secure the slide seat. Do not forget to fasten the tie down straps. Do not load the craft when trailering.

New owners/operators should seek instruction/guidance on launching and recovery from the dealer or local sea school/rowing club. Do not attempt launching/recovery without adequate instruction.

Removing Water from Inside the Hull (D)

The hull is split into three compartments by two bulkheads. The end compartments can be accessed through the two 6" inspection hatches and can be drain with a small pump, bailer or sponge. Lift the boat at either end to assist in removing any water.

To drain the center compartment unscrew the drain bung in either bulkhead, reached through the 6" access hatches and under the main deck. The screw bungs are captive so should not be removed, just loosened. Lift either end of the boat to fully drain the center compartment, removing the water from the lower end compartment. Replace all bungs and hatches when complete.

Lifting (D)

Always empty the boat before lifting and ensure the hull is fully drained. It is the owner's responsibility to ensure enough people are used to safely lift the boat without injury. The boat can be lifted from the gunnel.

If optional lifting eye are fitted then these can be used to lift the boat. Attach lines to the two forward and two aft eyes. The breaking load of the lifting eyes is 7.38 KN. The lifting lines should have a breaking load of not more than 5.90 KN. Never lift the boat with crew, kit, provisions or equipment aboard.



Outboard Engine (C)



A small outboard engine can be fitted to the transom provided the optional wooden pad is fitted. Ensure that the combined weight of the outboard, battery/fuel, crew and kit does not exceed that max allowable load of 250kg.

Refer to Engine's Manual for maintenance & care.

Max Engine Power = 1.5 kW, Maximum Engine Weight = 13.7 kg

Cleaning (C)

Use as few cleaning agents as possible, do not discharge waste agents into the water, and:

1. Clean your craft preferably on land
2. Avoid scratching of the hull, use a high-pressure water machine
3. Do not use abrasive cleaning or polishing methods
4. Do not use solvents or aggressive detergent
5. Always rinse down after use

Cover



The Nordic Explorer optional cover is supplied with the boat in a flat roll. To fit the first time follow these steps:

1. Lay the cover out and using gloves(C) slide the battens into their pockets:
 - a. Long – middle pocket
 - b. Short – forward pocket
 - c. Medium – aft pocket
2. Tension each batten strap so the battens bend about 75mm between the middle of the batten and the tensioning strap.
3. Lay the cover over the boat with the batten tensioning straps on the underside and the battens arching over the boat, with the ends resting on top of the gunnels.
4. The elastic requires tensioning which is done by hooking the forward end of the cover over the bow, standing at the back and pulling equal lengths of elastic out the back of the cover. You may need an extra pair of hands at the front while you get started. The cover will hook under the gunnel at the transom corners as you tension.
5. As you pull the elastic through you will need to apply constant tension. When you think you may have pulled enough elastic out the aft end, tie the two ends off (so they do not pull back into the cover) and take a look around the cover, ensuring:
 - a. The elastic is pulling the cover under the gunnel all around the boat
 - b. The battens are sitting correctly on top of the gunnel
 - c. Adjust the batten arch tension if needed
 - d. Check the cover elastic tension which should be just enough to unhook the cover from each transom corner, if you can do this easily add a little more tension to the elastic.
6. Once happy with the cover fit, tie off the elastic ends (together) and cut the excess away or leave the excess on for a few months and adjust as necessary, (there will be a lot of excess elastic).

To secure the cover in place there are three fitted straps that are fed under the hull from one gunnel and clipped back to the cover on the far gunnel. Ensure these clips are fully secured before towing.

To remove a cover first untie the hull straps and lay on top of the cover. Unhook the cover from each transom corner, (do not release the elastic tension) and simply roll up the boat to the bow and lift off. The batten tension can be released if you are leaving the cover off for the season, however if you intend to re-fit the cover after your row then simply store the cover as removed.

Fitting the cover is simply the reverse of removing; hook over the bow and roll the cover aft. Ensure the batten ends are sitting on each gunnel top. Tension the cover by hooking it over the transom, one corner at a time. Don't forget to fasten the hull straps.

Winter Storage (C)

Remove all water from the craft and protect it from rain, snow, ice and extreme cold, preferably stored inside.

Inspect all areas, fixtures & fittings replacing any doubtful components.