



# **GREENLAND II**

## **OWNER'S GUIDE**



**UNFOLD NEW ADVENTURES.™**

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# **FOLBOT OWNER'S TIPS**

## **ADDING YEARS TO YOUR FOLBOT'S LIFE**

- 1. As you become familiar with the assembly of the boat, pieces will fall into place naturally. Allow plenty of time for the first assembly and enjoy the process. Avoid forcing any parts as you are learning.**
- 2. Should you experience any difficulty in assembly, please check with us at the factory: 800/533-5099, 8:30-4:30 Eastern Time, M-F.**
- 3. If using the boat extensively in salt water, there are several things you can do ahead of time to eliminate maintenance later: sliding parts that are shock-corded together should be sprayed occasionally with silicone spray. After use in salt water, disassemble the boat, rinse all parts with fresh water, allow to dry, and reapply silicone. This will prevent oxidation and sticking of these parts.**
- 4. Sand should always be rinsed out of the boat thoroughly when disassembled. Sand can hinder the operation of the lower shock-corded joints and the tensioning mechanism, so care should be taken to ensure that they are rinsed free of sand after use.**
- 5. While the fabrics used on both the deck and hull are very ultra-violet resistant, protect the boat from sunlight when not in use.**

## **USING YOUR FOLBOT**

- 1. Take a little extra care when launching your kayak. Though the hull fabric is tough, you should not drag a boat from the shore into the water. Launch from a bank or dock if possible. If not, carry the kayak into the water until the bottom clears and it floats. Use this procedure when landing also. It will add years to the life of the hull.**
- 2. You may step on the tubing or the fabric when entering the boat. Stay low and grasp the washboards as soon as possible and lower yourself into the seat. This is a learned skill and you will become very adept at this with a little practice.**
- 3. It is possible to enter the boat from the water, but this requires some practice. A wet entry should be practiced in shallow water to determine your ability to re-enter the boat. Entering the boat from the bow or stern requires a bit of dexterity as you slide across the bow or stern deck into the cockpit. Using a paddle float properly will enable you to enter the boat more easily, but lessons in this procedure should be taken.**
- 4. The proper paddle length for a kayak is determined more by the beam (width) of the boat than any other factor.**
- 5. The basic kayak paddle stroke is unlike that used to paddle a canoe. Rather than reaching straight down into the water, the kayak paddle enters the water at about a 45-degree angle. Rather than pulling the blade through the water with the arm closest to the submerged paddle blade, that arm remains straight and stiff and becomes a fulcrum while the other arm pushes, much like a boxer's motion.**
- 6. A gradual turn can be accomplished by paddling only on one side of the kayak. A sharper turn is made trailing the paddle at an angle, just like a rudder. An abrupt turn can be achieved paddling forward on one side of the kayak and then quickly backwards on the opposite side.**
- 7. If the boat has capsized, it is best to stay with it and swim it to shore before attempting to empty it of water. Emptying the boat should be done by gently rocking it back and forth toward a position where the boat is on its side, and then rolling it completely upside down. If it is impossible to get a capsized boat to shore, it can be bailed with an open container or bilge pump, but this is quite time consuming. Safety bladders or float storage bags are a must. The larger the safety bladders, the better, as less water can enter the boat.**

**8. A foot rudder is best used when paddling in large, open bodies of water, particularly when it is necessary to counter a cross wind or cross tide. You can usually make a sharper turn with the paddles than with a rudder.**

**9. Avoid towing the FOLBOT behind a powerboat. Because of its light weight when empty, it is quite easy to flip the boat at high speeds. In an emergency, tow it at an idle, and leave some small amount of weight in the boat.**

#### **AFTERCARE OF YOUR FOLBOT**

**1. It is very important that your boat be completely dry when it is packed away for longer than a day or two. As soon as convenient after using, allow all parts to dry thoroughly before storing in the bag.**

**2. The hull fabric is easily repaired using a service kit available from our factory. Detailed instructions are included with the service kit. Generally a small nick in the bottom layer of the hull that does not penetrate the fabric is best ignored or touched up with clear Aqua Seal or Shoe Goo, a material sold at sporting good stores for mending tennis shoes. Any hole that goes completely through the fabric should be patched following the instructions included with the service kit.**

**3. The hull and deck can be cleaned with soap and warm water as needed.**

**4. The deck is made of urethane-coated polyester and is quite UV resistant. The deck fabric can be patched from the underside if it is ever damaged using a fabric patch and contact adhesive.**

#### **MISCELLANEOUS TIPS**

**1. Car-topping a setup boat is fine, but the boat should be secured across the body of the boat rather than from the bow and stern. A light line can be run from the bow of the boat to the front bumper or other attachment point on the front of the vehicle to prevent weathervaning. Use V-shaped foam pads under the hull of the Cooper or kayak cradles that are available for most racks.**

**2. When paddling in very cold water, your legs will stay warmer if a thin foam pad, such as used under sleeping bags, is spread out on the bottom of the boat.**

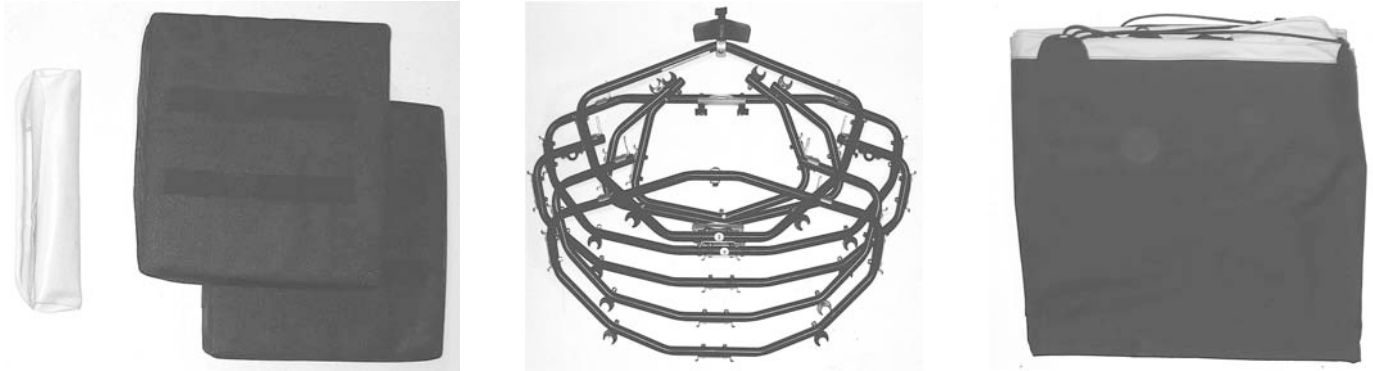
**3. When carrying your boat as baggage aboard a commercial airline, no additional protection should be needed. A small lock should be used to lock the zipper pulls or at least the zipper pulls tied together.**

**4. While we are happy to make repairs or solve problems you may have with your boat, items can often be cured by the owner without having to send the boat back to us. Call us before shipping a boat back to be sure we don't have an easy solution.**

**Remember: we are here to help if you need us!  
Call 800/533-5099, 8:30-4:30 M-F Eastern Time, or visit [www.FOLBOT.com](http://www.FOLBOT.com)**

## ***ASSEMBLY INSTRUCTIONS***

Before assembling your Folbot, take time to familiarize yourself with all the parts and the terminology used. You should find the following contents when you unpack your boat for the first time.



### **SHORT BAG CONTENTS (pictured above, listed left to right)**

**2 seats** – Each made of closed-cell mini-foam.

**2 safety bladders**

**7 crossframes** – Anodized black and numbered 1 through 7.

**1 cockpit nose** – Made of black urethane and temporarily attached to crossframe #2.

**1 boatskin** – Note how the boatskin is folded so you can put it back correctly when disassembled.

### **LONG BAG CONTENTS (pictured right, listed left to right)**

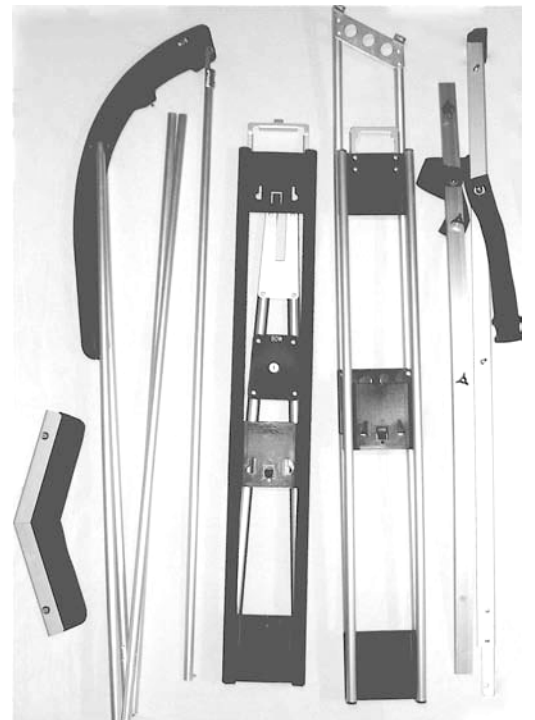
**1 rear washboard** – About 16” long, shaped in a shallow “V” with a black flap attached.

**2 keel ends, including lower longerons and deck struts** – Identified by the words *bow* and *stern*. There are two sets of longerons (two parts each, shockcorded together) and a deck strut attached to each black keel end.

**2 sections of bottom keel** – The bow (front) section has the numbers 1 through 4 printed on the black nylon plates. The stern (back) section has the numbers 5 through 7.

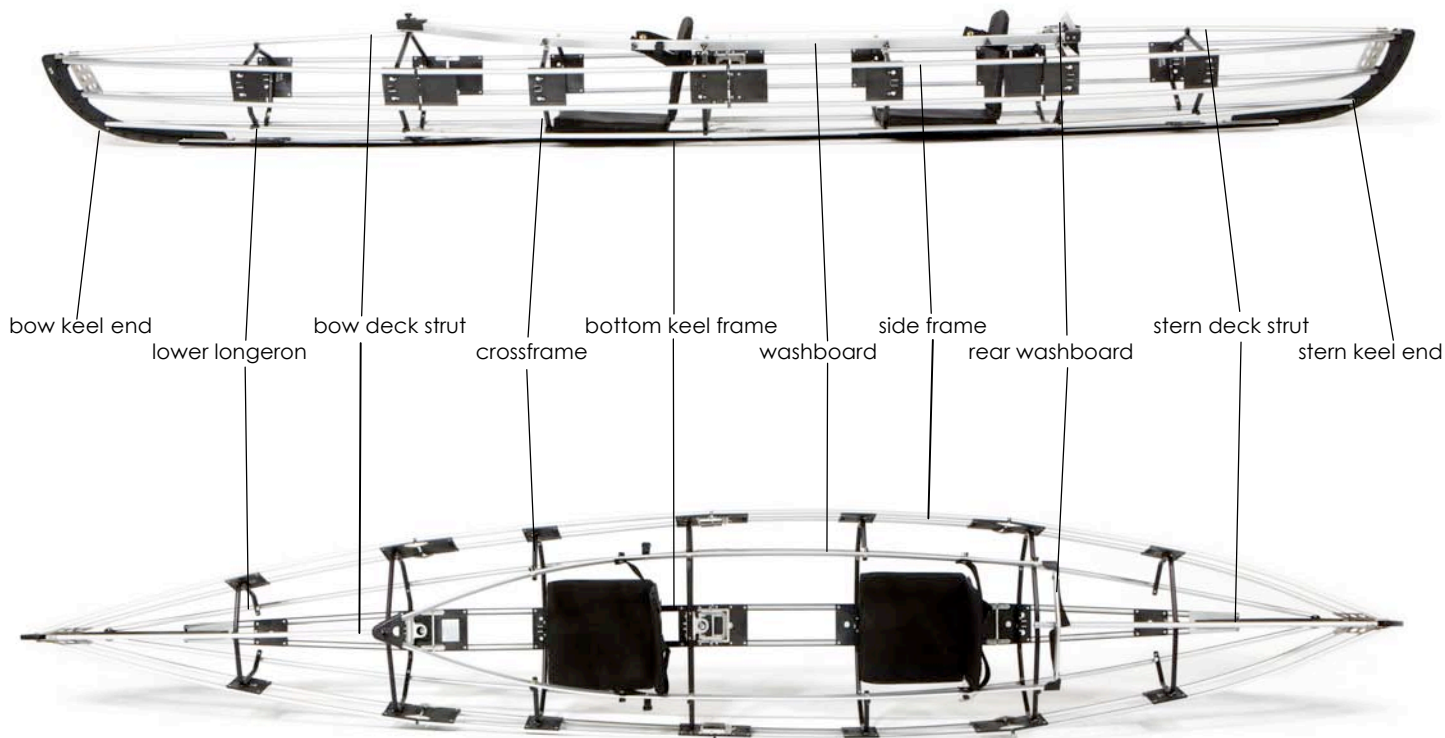
**4 sections of side frame** – Identified by the words *right bow*, *right stern*, *left bow* and *left stern*.

**4 washboard pieces** – Each piece (two left, two right) has black knobs and seat support straps attached.



The general assembly procedure is to partially complete both halves of the frame, which are then inserted into each end of the skin. The frames are then joined together and expanded until the skin is tight lengthwise. The remaining crossframes are installed, followed by the washboard set and finally the seats. Please read all the instructions, and assemble slowly and carefully the first time, paying close attention to all details.

It may take an hour to assemble the Greenland for the first time, but with a little practice you should be able to put the boat together in under 30 minutes. Enjoy!



1. Begin by checking the contents of the bag to be sure all parts are present.

2. Locate both the bow keel end and the bottom keel section marked with the word *bow* and the numbers 1 through 4. At the end of this bottom keel section is a slotted aluminum plate. Slide the black keel end into the slotted aluminum plate. Next, assemble the lower longerons.

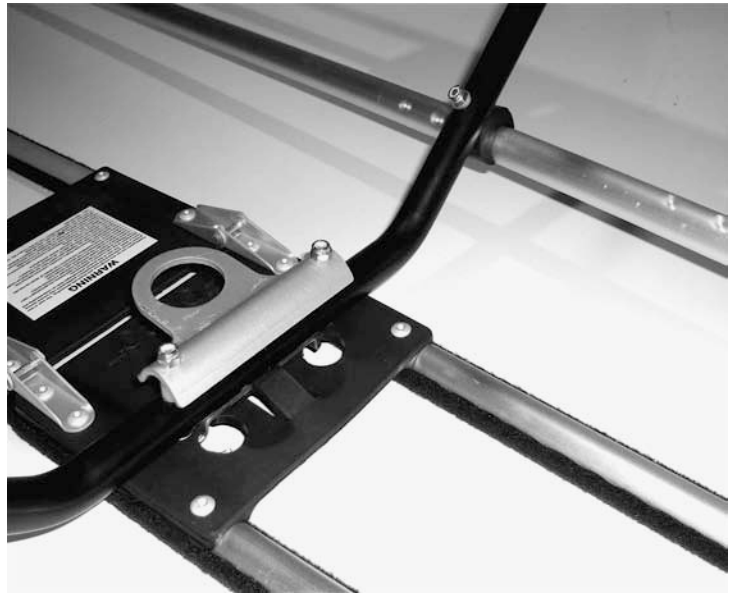


3. Fold the deck strut back so it is out of the way. Locate the two side frames marked *right bow* and *left bow*. Beginning with one side frame, engage the metal keyhole bracket onto the two screws mounted in the keel end (see photo at left). Do not tighten these screws! Repeat with the other side.

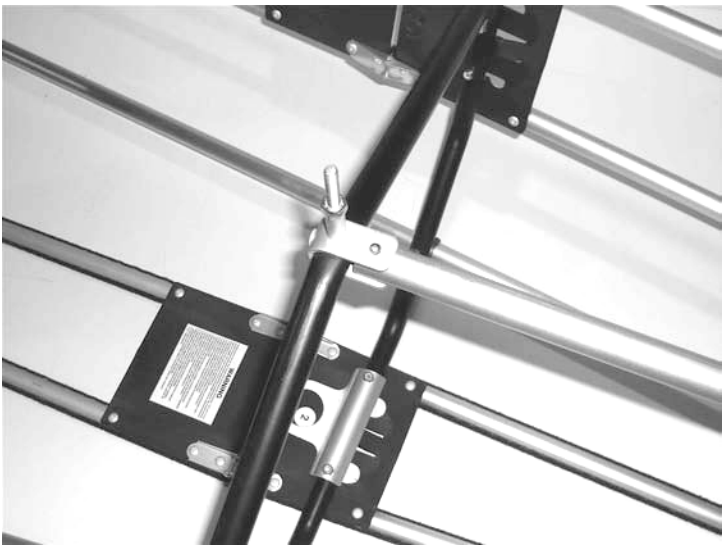
**Tip:** You may find it easier to attach the side frames while they are folded.

**4. Locate crossframe 2 and temporarily remove the black knob and cockpit nose. Install at the black nylon plate marked #2, and position it so that the aluminum U-bracket at the top of the frame faces toward the bow (front) of the boat. The #2 sticker on the crossframe should face toward the cockpit.**

**Begin by inserting the crossframe into one of the side frames (see photo, below left). The metal fixture must completely engage in the keyhole slots of the black plate. Adjust the crossframe so that the tab on the black plate clicks up and holds the frame securely in place. Repeat at the other side frame.**



**5. Now install the cross frame into the bottom frame (see photo, above right). Don't be afraid to use some force to ensure the crossframe is properly engaged! You may find it helpful to grasp the black plate from behind, using its flexibility to persuade the crossframe into place.**



**6. Locate crossframe 1. Insert it into the sideframes at the #1 location near the bow (front) of the boat. Notice this frame doesn't attach to the bottom frame. As with all crossframes, it must be oriented so that the metal brackets engage the keyhole plates at the proper angle (see photo, above right). If not, simply reverse the frame. The #1 sticker should face the cockpit.**

**7. Now click the lower longerons into the crescent-shaped clips attached to each crossframe.**

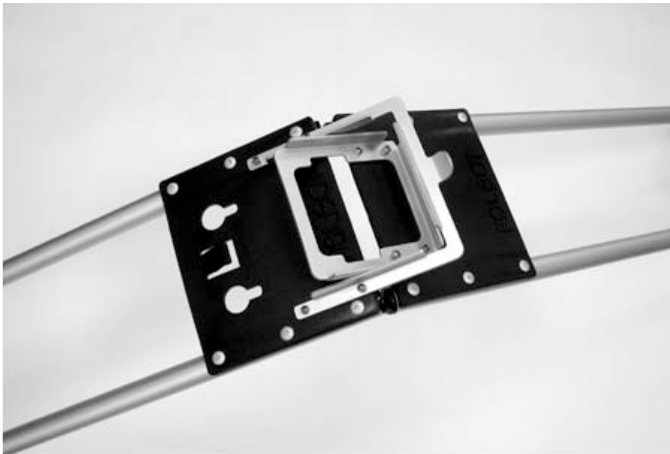
**8. Finally, insert the free end of the deck strut into the U-bracket of the crossframe. The button at the end of the deck strut must engage in the hole of the bracket (see photo, above left).**

9. Assemble the stern in the same way you assembled the bow, using the stern keel end, the bottom stern keel section marked with numbers 5 through 7, and the two side frames marked *right (starboard) stern* and *left (port) stern*. Complete the assembly with crossframes 6 and 7.

*At this point you should have both halves of the frame assembled. Well done! Now it is time to insert the frames into the boatskin.*

10. Unfold the boatskin and open it up as much as possible with the hull side down. Note that the bow (front) end of the skin has a FOLBOT patch sewn in place. Open the Velero flaps and unzip both zippers.

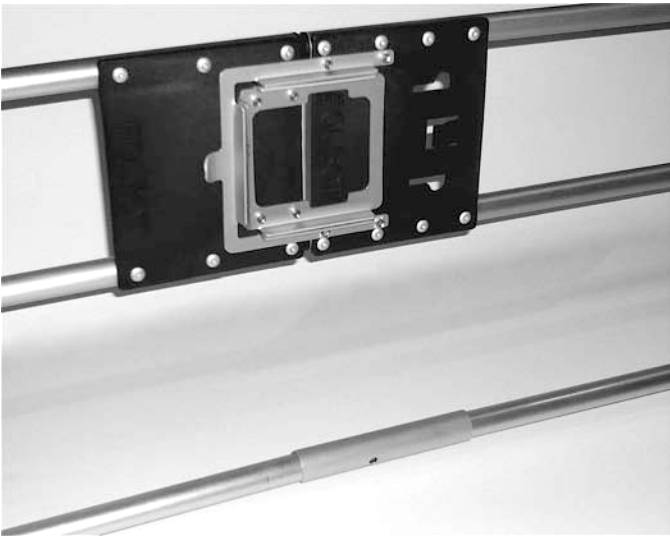
11. Now insert each frame half into the skin. There are aluminum tracks on the inside of the skin that align with each keel end of the frame. Move the frame into the skin as far as possible, keeping everything on center. Make sure all the aluminum tubing ends are tucked into the skin, and that the keel ends are properly set in the aluminum tracks. Now zip up the front deck to see if the zipper is aligned with the deck strut. If not, unzip and reposition the frame until centered and zip up the deck. Repeat with rear deck zipper.



12. You should now have three frame latches in the middle of the boat not yet engaged, and two sets of lower longerons not yet connected.

Assemble the bottom keel latch by inserting the smaller stern end into the larger bow end of the latch (see photo at left). Slowly press it down toward the bottom of the boat to stretch out the boatskin. Don't worry—nothing will break! The latch may pop back up when you relieve it, but this is okay for now.

Check that the keel ends are within the aluminum tracks on the inside of the skin by feeling the alignment on the outside of the skin.



13. The side frame latches are joined in the same way as the bottom keel latch. You may need to push downward slightly as you close each latch. Avoid trapping the clear sponson tubes in the latches, but don't worry if this happens—you can always free them afterward.

All latches should now be closed and the boatskin tight.

14. Now join the two sets of lower longerons. For each set, slide the external tube out of the way (you may need to disengage the snap button first), and line up the two ends of the longeron. The tubing must be straight so that you can now slide the external tube back over the joint. Engage the snap button by twisting the pieces until the button pops up into the hole provided (see photo at left).

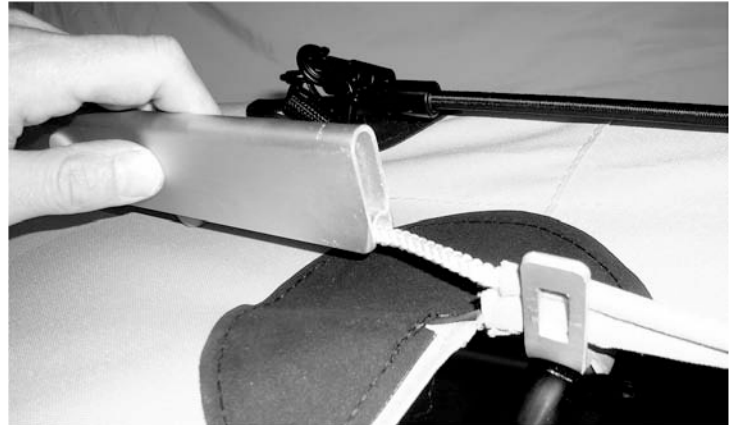
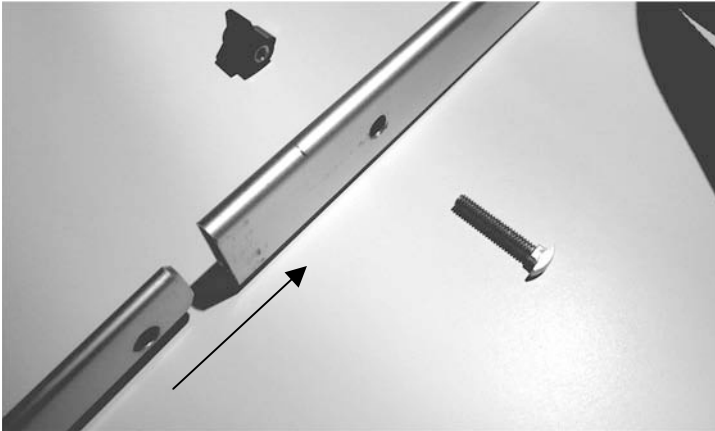
Don't worry if you cannot engage the button in the hole, as this is not mandatory. Just make sure the sliding tube is positioned directly over the point where the two longerons meet. The tube will not move when the longeron is in its natural curved position.

15. To complete the frame, install crossframes 3, 4 and 5 into position. Remember, crossframe 3 must be oriented properly so that its metal bracket engages the keyhole plates at the proper angle. If the angle is not correct, simply reverse the crossframe. Sticker #3 and #5 must face the cockpit, and sticker #4 faces the stern (back).

**Tip:** You may find it easier to attach the crossframe to the sideframe from the opposite side of the boat.

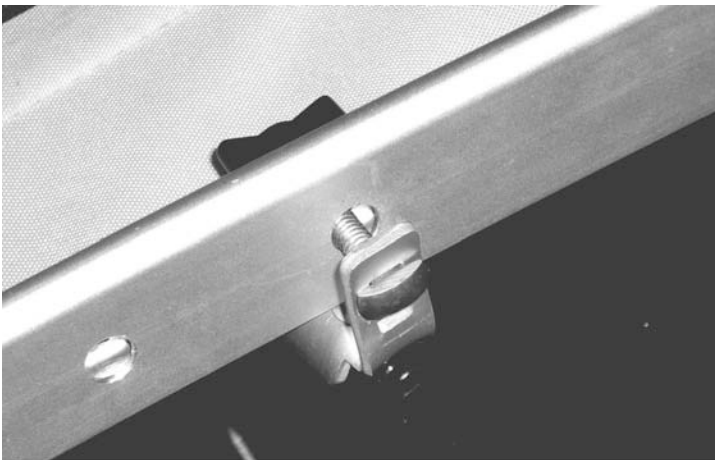


16. Now locate the side washboard pieces. Assemble each left and right side by sliding the rear piece (with the black corner attached) into the front piece. You will need to remove one of the black knobs and T-bolts first to assemble the front washboard to the back (see photo, below left). When assembled correctly, each side should have all the black knobs facing out while the groove along its entire length is facing down. Note: the front of the washboards are identified by the white hole plugs, which face the bow of the boat.



17. To install each washboard, insert the rope end into the open end of the grooved channel at the bottom of the washboard (see photo, above right). Push the washboard along the roped edge toward the front of the cockpit until the brass T-bolts line up with the brackets on the crossframes.

18. Locate the rear washboard, which is shaped like a shallow “V”. Place it within the black corners of the side washboards, so that the rubber flap trails away from the cockpit and toward the back of the boat.



19. When all washboards are in place, engage the T-bolts into the crossframes brackets by pushing them through the slots and turning them 90 degrees so they don't pull back through (see photo at left). You may find it helpful to unscrew the black knobs a little, but don't remove them completely—and don't tighten the black knobs all the way just yet.

20. Locate the cockpit nose removed in step #4. Re-attach it by squeezing the ends of the side washboards together and dropping the nose over the threaded stud sticking out from the top of crossframe 2. Secure it in place by replacing the black knob and tightening it.

21. Complete the washboard assembly by tucking the loose rope ends under the cockpit nose, and tightening the black knobs on the washboard T-bolts. They need not be tightened all the way—a gap can remain between the washboard frame and the crossframe bracket.

22. Almost done! Inflate the sponsons by blowing into the clear tubes. This should take about eight breaths each, and you should hear the frame tightening as you blow. Hold the tube with one hand while you inflate so that you can fold it over and twist the valve closed without letting any air escape.

23. Locate the seats and place them in the cockpit at crossframes 4 and 6, with the Velcro on the bottom of each seat mating with the Velcro on the bottom keel. Insert the washboard straps through the loops on the back of the seats, and secure by snapping the clasp together.

24. Finally, hook the deck bungees across the deck. The shorter lengths go straight across, the longer ones diagonally. The ends with the closed clips should remain connected, while those with the open clips can be taken off and on as needed. Inflate the safety bladders and place one each in the bow and stern of the boat, pushing them through the crossframes as far as they will go.

**Disassembly of your Folbot is the exact reverse of this procedure, but here are some helpful tips:**

**To disengage the crossframes from the black nylon plates, first depress the center tab to allow the metal fixture to move into the free position.**

**Fold the boatskin up as follows:**

- 1. Tuck the deck fabric into the hull fabric.**
- 2. Fold the keel ends in toward the cockpit so the black urethane castings almost touch at the center of the skin.**
- 3. Make the next folds the same way you did the previous folds, so the castings are hidden.**
- 4. Finally fold the skin in half and place it in the short bag.**

**Always make sure the fabric is dry before folding it up! If this is not possible, reassemble the boat at the next available opportunity and allow it to dry out.**

**When packing your Folbot back into its bag, generally speaking the crossframes are stacked so that the smaller frames are placed within the larger frames. Some trial and error may be needed to determine the best fit and nesting arrangements.**

**It should be noted that you can get more in the bag than it first appears. Don't give up until you've tried to zip up—you will be surprised at what can fit in!**

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## **NOTES**

