Glide Boats

User Guide

Hull ID No.:	

Congratulations on your purchase of a single scull rowing boat from Glide Boats. Whatever your level of experience, our boats are designed to make your rowing as enjoyable as possible by maximising performance while minimising the need for maintenance and repairs. All this in a cost-effective package designed and manufactured in the UK.

My objective has been to widen the access to rowing through the provision of robust and affordable boats that still encourage and reward the development of skill and fitness. The focus on simplicity and durability in the design means that your Glide boat should spend the maximum amount of time on the water where you can enjoy it the most.

Let's Glide!

Paul Godsafe
Founder, Glide Boats
www.glideboats.co.uk

Contact Us

Still got a question about your Glide Boats product? Please get in touch: paul@glideboats.co.uk

Contents

User Guide 3

Rigger 3

Gate 3

Footplate 4

Fin 4

Drain bung 4

Caring for your Glide scull 4

Storing your Glide 5

Racking Positions 5

Transporting your Glide 6

Fitting Vinyl Stickers 6

Contact Us

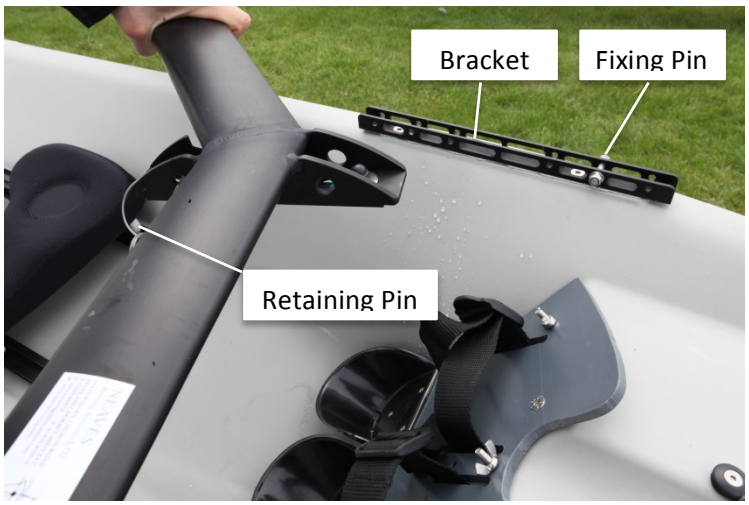
Still got a question about your Glide Boats product? Please get in touch: paul@glideboats.co.uk

User Guide

Rigger

Your rigger has a quick-release mechanism and attaches to the hull via two “feet” that slot into aluminium brackets fixed to the hull. At the front of each foot is a tab that slides under a retaining pin that bridges each bracket. The rear of each foot is then attached to the bracket by pushing a removable pin through corresponding holes in both the foot and the bracket. This locks the rigger in place.

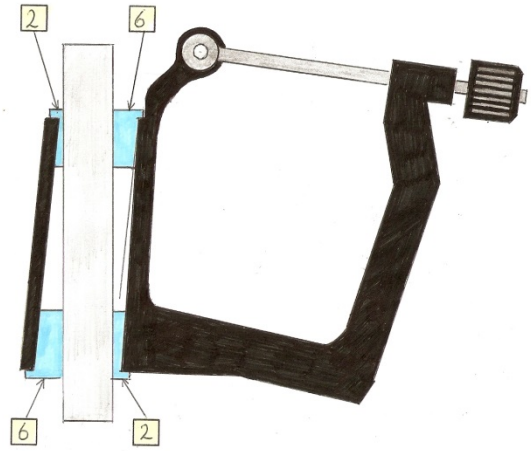
To remove the rigger, simply pull out the retaining pins on both sides of the rear of the rigger and slide the rigger back so that the tab is clear of the fixing pin and then simply lift the rigger out of the channels.



The position of the rigger can be adjusted by undoing the fixing pins and then moving them to one of the alternative positions as required. If your fixing pin has a self-locking nut , this MUST NOT be over tightened or you will buckle the bracket and you won’t be able to fit the rigger. Simply tighten the nut until the thread goes past the blue locking strip inside the nut. The pin should still rotate freely.

NB. When the rigger is new, the fixings may be a little stiff. If you are struggling to seat the rigger in its fixings you can tap it into place with the palm of your hand or a rubber mallet**. Please do not** use a hammer or other hard implement as you may damage the rigger and invalidate your warranty. If the pins prove difficult to remove, try twisting them as you pull.

Gate



The oar gates (you might know them as rowlocks) are the plastic swivels on the end of the rigger that hold your oars. These are supplied with a set of blue inserts already fitted to suit most rowers. However, you can easily change the inserts to change the gate angle as shown below:

Simply swap the fitted inserts for a matching pair as shown (substituting the “6” for the larger number printed on the insert).

As a general rule, steeper angles (e.g. 7:1, 6:2) are a little easier to row as the blade will track deeper in the water. More experienced rowers may prefer flatter angles (e.g. 5:3, 4:4) as these allow a longer stroke length but require better control and precision with the oar.

Contact Us

Still got a question about your Glide Boats product? Please get in touch: paul@glideboats.co.uk

Footplate

Your footplate is supplied with heel cups and straps as standard.

You have the option of fitting rowing shoes attached to a standard 250mm shoe plate using the three bolt holes already drilled through the footplate. To do this simply remove the screws attaching the heel cups, undo the 4 footplate retaining bolts using the correctly sized Allen key and remove the footplate. Take off the foot straps then fit the shoe plate with shoes attached. You will need 3 x M6 countersunk socket screws with butterfly nuts or extended nuts to do this. Make sure your shoe heels are not rubbing against the hull and that the heel restraints are securely tied to the stainless steel loop at the bottom of the footplate. Once the shoes are attached, replace the footplate using the 4 retaining bolts.

Fin

The fin can be replaced by removing the retaining screw at the front of the fin, sliding the fin forward until it is clear of the rear retaining pin the sliding it out. Reverse the process to insert a new fin. The Glide One uses a standard aluminium fin. We recommend using a fin designed for a Four/Quad to provide additional straight line stability.

Drain bung

You will find two bungs in your GlideOne hull. The one at the bow is created for the venting of gases during hull manufacture and is not designed to be removed. The one at the stern can be unscrewed to empty water from the hull if required. Alternatively, you can just use a sponge or rag to remove small quantities of water via the deck hatch.

Caring for your Glide scull

All Glide boats are designed to withstand the rough and tumble of regular use in a busy club environment. However, the better you look after your boat the longer it will last.

One common misconception is that the polyethylene used for the hull is indestructible. While the hull is as tough as we can practically make it, if you misuse it e.g. by repeatedly dragging it on the ground you will eventually increase the risk of damage. Follow good boat handling practice at all times on and off the water and you should not encounter any problems.

Your Glide requires very little regular maintenance, especially if you do a bit of cleaning regularly after each outing. Most important is giving the hull a good rinse with clean fresh water using a sponge or cloth before you return it to the rack. This removes the worst of any water-borne scum, salt (if you row in a marine environment) and grit. It also gives you a chance to check the hull and fittings for damage.

Depending on your level of use it is worth undertaking a deeper clean 3-4 times a year using mild detergent. Worth considering are bicycle cleaning fluids as these are designed to remove dirt and grease without causing corrosion.

If storing your Glide on an outside rack, some protection from long-term exposure to ultra violet light is advisable though not essential. The most widely recommended product for this is ***303 Aerospace Protectant*** which is widely available e.g. from car care suppliers.

Contact Us

Still got a question about your Glide Boats product? Please get in touch: paul@glideboats.co.uk

The occasional minor scratch or scrape on your hull will not adversely affect its performance and is likely to be best left. In the event of more serious damage, the hull is often repairable using a soldering iron and/or specialist adhesives. Contact Glide Boats for advice on possible repair options (an emailed photo of the damage is always a good starting point ☺).

Storing your Glide

With a couple of slight differences, the storage recommendations for your Glide are the same as for any other single scull.

Like all boats, inside storage is preferable to provide the best protection from the weather. Failing that, outside storage with a boat cover is the next best option. However, your Glide will happily live uncovered on an outside rack for many years (see the note recommending use of UV protectant above).

For racking, use well-padded bars to protect the hull and ensure that at least one of your rack bars rests on the saxboard. Avoid spacing the bars too far apart or the hull will be placed under stress such that you begin to lose the curve over the length of the hull (called the "rocker") that is important for maximising performance. Store it upside down too. This avoids any depressions caused by the rack bars developing in your lovely smooth hull surface. If using outside storage it also stops the cockpit filling with water (and then dead leaves and green slime – yuk!).

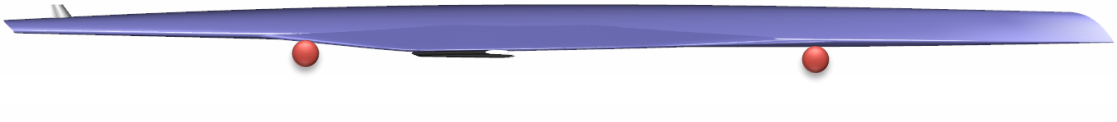
Racking Positions

For our longer designs like the GlideOne, the recommended positions for the bars on storage racks are shown below. Use padding on the rack bars to reduce the risk of an indentation forming in the hull:

● = rack bars

BEST – both rack bars resting on the saxboard

OK – one rack bar is on the stern saxboard, the other is on a wide part of the bow canvass (or vica versa).



WORST – rack bars are widely spaced so the hull might sag in the middle over time and they are on a narrow part of the hull creating unwanted pressure points.

The GlideSolo hull is shorter and has a continuous saxboard making positioning on the rack less critical. Padding on the racking bars is still recommended as is racking at the extreme ends of the hull. The shorter design means that kayak racks should also be suitable including some of the space-saving designs e.g. for use in garages and sheds.

Contact Us

Still got a question about your Glide Boats product? Please get in touch: paul@glideboats.co.uk

If racking outside, make sure the boat is well secured so it can't get blown of the rack but don't tie your straps so tightly that they could distort the hull.

Transporting your Glide

Transporting your Glide should be pretty much like any other sculling boat. You can put it on your club's boat trailer (avoid resting the hull on the rigger brackets when transporting with the rigger removed) or on one of the specially designed car top boat racks.

If using the latter, you may find your Glide sits more comfortably right-side up rather than upside down due to its hull shape. Don't be afraid to try this as the hull is more durable than a normal sculling boat where this method is liable to cause damage. Don't forget to attach your flag at the rear and a tie between the bowball and front towing eye of your vehicle.

You can also use a normal car roof rack for our shorter designs (and perhaps our longer boats for short distances*). Load the boat upside down and tie it securely to the roof bars, ensuring that the boat cannot slide sideways on the rack. As before, don't forget to attach your flag at the rear and a tie between the bowball and front towing eye of your vehicle. (Top tip – tie the flag through the small loop in the drainage bung rather than using sticky tape so you don't leave a residue of tape adhesive on your lovely hull)

* As the bars on a roof rack are normally closely spaced on modern cars, it means there will be a large overhang at the bow and stern that increases the risk that the boat will move around on the rack. Transporting the boat this way for extended periods or over long journeys is therefore not recommended.

Fitting Vinyl Stickers

As a requirement of Environment Agency registration on your stretch of water, you may need to fit an ID number to your boat. You might also want to fit a name or just a bit of "bling" to your boat. You can easily do any or all of these using vinyl stickers from any of a wide-range of suppliers.

To apply stickers:

1. Make sure the hull surface under the sticker is smooth. This can be easily done using a scouring pad or very fine sandpaper rubbed lightly over the hull surface where you want to apply the sticker.
2. Clean the hull using an alcohol-based cleaner e.g. a medical wipe or computer screen cleaner.
3. "Polarize" the hull surface. Polyethylene contains oils/waxes that will migrate to the hull surface where they may affect the bonding of your sticker. To reduce this risk we recommend polarizing the hull surface where you intend to place your sticker. To do this, use a hand-held blowtorch. The core of the torch flame should be bright blue and it is the tip of this blue flame that you need to sweep over the hull as if you were painting it with a small brush. Keep the flame moving at all times as you are not trying to heat the hull material and must avoid the risk of melting, burning or charring. All you are doing is giving the gases in the blue flame a chance to react with the hull surface. Do not touch the area with your bare hands after polarizing or you risk reversing the process by leaving oils or moisture from your skin. You should see the surface of the hull darken and go slightly shiny. This is all that is needed so take care not to over heat the plastic and risk burning or melting it.
4. As soon as possible after treating the hull and ideally while it is still warm, apply your sticker to the newly polarized area as instructed by the supplier.

Contact Us

Still got a question about your Glide Boats product? Please get in touch: paul@glideboats.co.uk