AEROWAVE

Tender Series Owner's Manual

Assembly · Air Deck Inflation · Pressures
Rowing, Outboards · Care, Storage & Repair

THREE INDEPENDENT AIR CHAMBERS
Two hull tubes (port, starboard) plus a bow safety chamber, and one high-pressure Air Deck floor. A single puncture will not compromise the vessel.

APPLICABLE MODELS
Aerowave Swift Tender 230 SI · 2.3 m
Aerowave Swift Tender 270 SI · 2.7 m
Aerowave Swift Tender 290 SI · 2.9 m

EASY INFLATABLES · AUSTRALIAN DISTRIBUTOR
easyinflatables.com.au · sales@easyinflatables.com.au
+61 2 4335 1603

VERSION 1.0 · Read fully before first use
ISO 6185-2 · CE 2013/53/EU

CONTENTS

What's in this manual

Ten short sections covering the complete assembly, inflation, use, and care of your Aerowave Swift Tender. Read the whole manual before your first launch — the tender is simple to assemble but the correct inflation sequence and pressures are important.

HOW TO USE THIS MANUAL

Follow Sections 2 → 8 in order the first time you assemble the boat. Once you know the sequence, the whole procedure takes about ten minutes. Keep this manual with the boat — the pressure chart in Section 6 is the reference you will return to most often.

WELCOME ABOARD · SECTION 1

Your Aerowave Swift Tender

Thank you for choosing an Aerowave Swift Tender. Every 230 / 270 / 290 SI hull is built from 1.2 mm VALMEX® Heavy Plus PVC-coated fabric, high-frequency welded, pressure-tested and certified for recreational marine use. The Swift Tender is designed as a premium yacht tender — quick to inflate, easy to stow, and built from materials that outlast the 0.9 mm fabric used on most competitor tenders. Read this manual in full before launching for the first time.

Vessel at a glance

Hull construction	Single tube-in-U catamaran-style hull, high-frequency welded seams, 1.2 mm VALMEX® Heavy Plus PVC-coated fabric (1500 GSM). Hand-built and pressure-tested.
Air chambers	Three (3) independent airtight chambers — port tube, starboard tube, bow safety chamber — plus one (1) high-pressure Air Deck floor. A single puncture will not sink the vessel.
Floor	High-pressure inflatable Air Deck, retained beneath the aluminium mounting brackets on the transom and inside the bow angle (see Section 3).
Maximum operating pressure	Hull tubes: 3.5 PSI (240 mb) · Air Deck floor: 8–10 PSI (600–700 mb)
Relief valves	Factory-set automatic overpressure valves on each tube. Do not adjust.
Fittings	Stainless D-rings, bow lifting handle, grab lines, oarlocks, stainless transom plate, removable timber thwart (bench seat).
Outboard rating	Short-shaft outboard. Do not exceed the maximum rated horsepower printed on the capacity plate: Tender 230 SI 6 hp · Tender 270 SI 8 hp · Tender 290 SI 10 hp.

BEFORE YOU START

Unroll the hull on clean, flat ground free of sharp objects, hot bitumen and grit. If the tender was stored below 0°C / 32°F, leave it at 20°C / 68°F for 12 hours before unfolding — cold VALMEX is stiff and can crack if forced. Have the pump, pressure gauge, thwart and oars within reach before you start inflation.

SECTION 2

Check on unpacking

WARNING

Never open the packaging with a cutter, knife, or scissors. Removing the outer strapping with a blade is the single most common way an owner damages a brand-new tender.

Your Aerowave Swift Tender pack contains one (1) buoyancy hull plus the following items. Lay every item out on the ground before assembly and identify each part against this list.

Item	230 SI	270 SI	290 SI
Buoyancy hull	1	1	1
High-pressure Air Deck floor	1	1	1
Aluminium oars	2	2	2
Foot pump (dual-stage)	1	1	1
Pressure gauge	1	1	1
Removable timber thwart	1	1	1
Carry bag	1	1	1
Repair kit (patches + adhesive)	1	1	1
Owner's manual (this document)	1	1	1

Optional accessories

You can equip your Swift Tender with a range of optional accessories — transportation wheels, bathing ladder, lifting rings for davit handling, drink holders and rod holders. Contact your dealer for advice on what suits your yacht setup.

LIFTING RINGS FOR DAVIT HANDLING

If you wish to add lifting rings for davit or crane handling, they must be bonded to the buoyancy tubes — NEVER to the Air Deck floor. The floor is not a structural attachment point. Contact Easy Inflatables for the correct lifting-ring kit.

CRITICAL · SECTION 3

Boat assembly — inserting the Air Deck floor

The Swift Tender uses a high-pressure inflatable Air Deck floor. The floor is inserted into the hull **deflated**, slid under the aluminium retaining brackets, and only then inflated to full pressure. Follow the sequence exactly — inflating the floor before it is fully seated inside the hull will jam it in place and can damage the drop-stitch.

Assembly sequence

1 **Choose a smooth, clean surface**

Unroll the hull on flat, clean ground. Remove stones, shells and grit — a stone under the hull during inflation is the most common cause of a puncture on delivery day.

2 **Slightly inflate the buoyancy tube**

Attach the pump hose to any of the three hull valves (see Section 4 for valve operation). Inflate all three chambers to about 50% — the hull should have shape but still be soft to the touch. This makes fitting the Air Deck floor much easier.

3 **Insert the Air Deck floor, deflated**

Lay the deflated Air Deck floor into the hull. Slide the bow edge of the floor forward into the bow angle, and slide the transom edge back under the two aluminium retaining brackets on the inside face of the transom. The floor should sit flat and centred with no wrinkles under the tubes.

4 **Install the thwart**

Slot the removable timber thwart (bench seat) into the plastic mounting rails moulded to the inside of each hull tube. Push down firmly until the thwart clicks into place.

5 **Inflate hull tubes to working pressure**

See Section 5. Inflate all three hull chambers evenly to 3.5 PSI (240 mb). Do not fully inflate one chamber while the others are flat — it will distort the hull.

6 **Inflate the Air Deck floor last**

Only inflate the Air Deck floor once the hull tubes are at working pressure and the floor is correctly seated. Target 8–10 PSI (600–700 mb) — the floor should be rock-hard and drum-tight.

SECTION 4

Inflation system — pump, valves & positions

The Swift Tender ships with a dual-stage high-pressure foot pump and a pressure gauge. The pump has three positions — learn each one before you start inflation.

Foot-pump positions

Position	Function	When to use
A	Maximum flow, low pressure	First stage of inflation. Rapidly gives shape to the hull and floor.
B	Reduced flow, high pressure	Second stage. Used ONLY on the Air Deck floor to reach 8–10 PSI. NEVER use Position B on the hull tubes — bursting hazard.
C	Deflation	Insert the hose into the deflate port and pump normally to draw air out for tight folding.

Valves — push/push operation

All four valves on the Swift Tender (three hull chambers plus the Air Deck floor) use the same push/push design. The inner button has two positions:

- **Inflation position** — inner button springs upwards, diaphragm closed. Air can be pumped in but cannot leak back out.
- **Deflation position** — press the inner button and it locks down, diaphragm open. Air escapes freely.
- Press the button once to change position. Always check the valve is in the inflation position BEFORE you connect the pump hose.

WARNING

Automotive compressors and compressed air cylinders deliver pressure far above the hull's safe operating range. They will burst the tube in seconds. Use only the supplied foot pump, or an approved 12V electric pump with an automatic pressure cutoff set no higher than 3.5 PSI for tubes and 10 PSI for the floor.

SECTION 5

Inflating the tender — correct sequence

The correct inflation sequence is: hull tubes first, evenly to working pressure — then the Air Deck floor. Reversing the sequence, or fully inflating one chamber while the others are flat, will distort the hull and can permanently deform the seams.

A. Inflate the hull tubes (all three chambers)

1 **Set valves to inflation position**

Confirm all three hull valves are in the inflation position (inner button up).

2 **Attach the pump hose**

Push the hose connector firmly onto the first valve. Set the pump to Position A (maximum flow).

3 **Inflate evenly across chambers**

Pump each of the three hull chambers to about 50%, moving hose between valves so the pressure equalises. The internal partitions between chambers should no longer be visible from above.

4 **Finish to working pressure**

Once all three chambers are equalised, continue inflating each in turn to 3.5 PSI (240 mb). Check with the supplied pressure gauge — do not inflate by feel.

5 **Screw on the valve caps**

A slight air leak is normal before the valve cap is screwed on. ONLY THE VALVE CAP CAN ENSURE FINAL AIR TIGHTNESS. Screw each cap on hand-tight.

B. Inflate the Air Deck floor

1 **Confirm floor is seated**

Check the Air Deck floor is sitting flat inside the hull, under both transom brackets and inside the bow angle. No wrinkles, no folds under the tubes.

2 **Pump on Position A first**

Attach the hose to the floor valve. Pump on Position A until the floor takes shape and starts to firm up (around 3–4 PSI).

3 **Switch to Position B for final pressure**

Switch the pump to Position B and continue to 8–10 PSI (600–700 mb). Check with the pressure gauge — the floor should be rock-hard and drum-tight when tapped.

4 **Screw on the valve cap**

As with the hull chambers, only the valve cap ensures final air tightness.

WARNING

Pressurising one hull chamber to full pressure while the other two are deflated puts extreme stress on the internal partitions and can rupture the seams. Always inflate the three chambers evenly, in stages, and finish each to the same target pressure.

SECTION 6

Pressure — target, checking, temperature

Correct pressure is the single most important factor in how your Swift Tender performs and how long it lasts. The rigidity of the hull comes entirely from the air pressure inside the tubes — an under-inflated hull flexes at the seams and ages prematurely; an over-inflated hull sitting in the sun can burst.

Target pressures

Chamber	Target	mb	PSI
Port hull tube	Working pressure	240 mb	3.5 PSI
Starboard hull tube	Working pressure	240 mb	3.5 PSI
Bow safety chamber	Working pressure	240 mb	3.5 PSI
High-pressure Air Deck floor	Working pressure	600–700 mb	8–10 PSI

Ambient air and water temperature both influence internal pressure. As temperature rises, the air in the chambers expands. As temperature falls, pressure drops. Rule of thumb: every 1°C change in ambient temperature moves internal pressure by roughly 4 mb (0.06 PSI). Anticipate large day-to-night swings — especially in the Australian summer — and check pressure before every launch.

Risk of under-pressure

Example: your Swift Tender is set to 3.5 PSI on the beach (air 50°C). When you launch it into the water (20°C), the drop in temperature can pull internal pressure down by up to 120 mb. You will need to reinflate to regain the millibars lost to the difference between air and water temperature. A drop in pressure at the end of the day, as the outside temperature falls, is normal.

WARNING

An under-inflated hull flexes at the tube-to-transom seams every time the boat pitches. Over months, this flexing weakens the seams and shortens the life of the boat. Always inflate to the recommended pressure — never launch with soft tubes.

Risk of over-pressure

Example: your Swift Tender is inflated to 3.5 PSI at 10°C at dawn. Later in the day, the boat sits on a yacht deck in direct sun and the tubes reach 70°C. Internal pressure can double to 7 PSI — well above the burst tolerance of the seams. If your tender is stored inflated in the sun, deflate slightly to prevent seam damage. The overpressure relief valves are the last line of defence, not a substitute for pressure management.

IF YOUR TENDER IS OVERINFLATED

Press the spring-loaded button in the centre of any hull valve to bleed air until the gauge reads the correct working pressure. Do not use a screwdriver or metal tool — finger pressure only.

SECTION 7

Equipment assembly — thwart & oars

Thwart (bench seat)

Install the timber thwart **before** completing final inflation. The thwart slots into moulded plastic rails on the inside of each hull tube. Slide the thwart down until it locks flat between the tubes — it should not rock or pop out under load. If the tubes are already fully inflated the rails will be too rigid to accept the thwart; deflate slightly, seat the thwart, and finish inflation.

Oars

1 **Assemble the oar shaft**

Insert the aluminium oar blade into the aluminium shaft. Rotate until the locking collar clicks onto the alignment mark.

2 **Tighten the collar**

Hand-tighten the plastic locking collar clockwise. Do not use pliers — hand pressure is enough.

3 **Fit into the oarlock**

Push the oar shaft into the oarlock on the top of each hull tube until it snaps into place. Both oars should sit at the same angle when stowed against the hull.

4 **Stow when not in use**

When not rowing, rotate the oar blades down against the hull and secure the shaft to the D-ring with the supplied bungee cord. Loose oars in a running boat are a strike hazard.

Outboard fitting (Tender 270 SI & 290 SI)

The Swift Tender is engineered for short-shaft outboards only. Mount the outboard centrally on the transom, tighten both clamps evenly, and always fit the safety lanyard clip. Do not exceed the maximum rated horsepower for your model: 6 hp on the 230 SI, 8 hp on the 270 SI, 10 hp on the 290 SI. Attach the outboard's separate safety line to the stainless D-ring at the transom — a clamp can vibrate loose over a long run and the safety line prevents the outboard from being lost overboard.

SECTION 8

Deflating, folding & stowing

The Swift Tender folds down small enough to stow in a yacht locker or car boot. Rushing the fold is the fastest way to damage the fabric — take five extra minutes and the tender will pack cleanly every time.

1 **Deflate all four chambers**

Press each valve's inner button once to switch to the deflation position. Air will escape freely. Set the pump to Position C and pump gently to draw the last of the air out for the tightest fold.

2 **Replace the valve caps loosely**

Once the boat is fully deflated, screw each valve cap on hand-tight. This keeps grit and moisture out of the valve seat during storage.

3 **Remove oars, thwart and equipment**

Detach both oars, lift out the thwart, and remove any accessories. Wipe them dry.

4 **Remove the Air Deck floor**

Slide the deflated Air Deck floor back out from under the transom brackets and the bow angle. Wipe both sides clean and check for stones or shells stuck to the underside.

5 **Empty water and sand — dry the hull**

Open the transom bung if fitted. Tip the tender to drain any remaining water and sand. Wipe both sides of the fabric with a clean cloth and leave in the shade until fully dry. NEVER fold a wet tender for long-term storage — trapped moisture causes mildew and delamination.

6 **Fold the sides in**

Fold each side of the hull inward toward the centreline. Then fold the pointed bow section back over the transom.

7 **Roll toward the transom**

Starting at the bow, roll the folded hull tightly toward the transom, squeezing out any remaining air. If the roll feels lumpy, unroll, open the valves briefly to release trapped air, and roll again.

8 **Stow in the carry bag**

Place the folded hull, Air Deck floor, thwart, oars, pump and repair kit into the carry bag. Store in a cool, dry place out of direct sunlight.

SECTION 9

Care, storage & field repair

After every use

- Rinse the hull and Air Deck floor with fresh water — salt residue is the leading cause of fabric ageing.
- Wipe dry with a clean soft cloth before folding. Never fold a wet or damp tender for storage.
- Check the valve caps are hand-tight. A missing cap will let dirt into the valve seat.
- Store out of direct sunlight. UV is more damaging to the fabric than salt or fresh water.

Monthly — 303 UV Protectant

If your Swift Tender lives on a yacht or is stored outside, apply a UV protectant (303 Aerospace Protectant is the industry standard) once a month. Spray a light coat over both hull tubes, wipe with a clean cloth, and let it dry. This one 15-minute habit adds years to the life of the fabric.

Field repair — small punctures

1 **Locate the leak**

Inflate the boat fully. Spray or wipe soapy water over the hull, watching for bubbles. Mark the leak with a permanent marker. Deflate the tender before repairing.

2 **Clean and dry the area**

Wipe the area around the leak with acetone or MEK cleaner from the repair kit. Let the fabric dry completely — any moisture under the patch will prevent a bond.

3 **Cut a round patch**

Cut a circular patch from the fabric supplied in the repair kit. The patch should be at least 25 mm (1") wider than the leak on every side. Round the edges — square corners peel.

4 **Apply adhesive**

Apply a thin, even coat of PVC adhesive to both the patch and the hull. Let both surfaces air-dry for 5 minutes until tacky (not wet).

5 **Press firmly and cure**

Press the patch onto the hull, working from the centre out to eliminate air bubbles. Roll firmly with a hard cylinder (a bottle works). Let the repair cure for 24 hours before reinflating.

LARGER TEARS OR SEAM FAILURES

For tears longer than 25 mm, seam separations, or any damage to the drop-stitch Air Deck floor, do NOT attempt a field repair. Contact Easy Inflatables at **sales@easyinflatables.com.au** — we run an in-house repair service and can either guide you through a workshop-grade repair or arrange collection.

SECTION 10

Warranty, claims & delivery

Manufacturer's warranty

Every Aerowave Swift Tender ships with a 5-year fabric and seam warranty from date of delivery. The warranty covers manufacturing defects in the VALMEX® fabric, high-frequency welded seams, and factory-fitted fittings (D-rings, transom, oarlocks, valves). It does not cover UV damage from prolonged unprotected sun exposure, damage from over-pressure, abrasion damage from dragging over rough surfaces, or damage from unauthorised repairs.

Certification

The Aerowave Swift Tender range is CE certified to ISO 6185-2 and EU Directive 2013/53/EU for recreational marine use. Certification documents are available on request from Easy Inflatables. Note: CE certification is separate from Australian state Boat Code Certification, which is the owner's responsibility to arrange with the relevant state marine authority.

Making a warranty claim

- Email **sales@easyinflatables.com.au** with your order number, boat model, delivery date and clear photographs of the defect.
- Do not attempt a repair on a warranty-covered defect before we have inspected the photos — an unauthorised repair can void the warranty on that area.
- We aim to respond within 24 hours (Australian business days) and to resolve most claims within 10 business days.

Delivery & inspection

On delivery, unpack your Swift Tender within 7 days and inspect for shipping damage. Photograph any external packaging damage before opening the carton. Any transport damage claim must be raised within 7 days of delivery — after that period, transport insurance no longer covers the shipment.

QUESTIONS? WE'RE HERE.

Easy Inflatables Pty Ltd · ABN 84 654 622 940
easyinflatables.com.au · sales@easyinflatables.com.au · +61 2 4335 1603
Central Coast, NSW · Australian distributor of Aerowave inflatable boats