

# Maintenance and Care

Just like your car, your Peinert boat needs to be washed and to have worn parts replaced to remain in optimum operating condition. The skin of the boat is made of a very durable gel coat that doesn't require any care if you so choose, but if keeping a clean, shiny finish is important to you then there are steps you can take to achieve this. These instructions outline the different steps you can take to keep your boat in excellent condition.

- **Waxing**

Waxing your boat is not a mandatory step to keep your boat looking good, but it is a great way to preserve its clean, shiny finish. Over a few years, a boat stored outside without a cover, especially in the sun, will tend to fade (more so with dark colors) and the finish will dull due to ultraviolet radiation and ozone. Wax will slow this process. Also, as the finish degrades slightly over the years (even on a covered boat), any dirt or stain goes deeper into the finish and is harder to remove. Sealing the boat with wax helps prevent this staining.

The importance of waxing varies depending on the cleanliness of the water that you row in and the color of your boat. If you row in clear water then wax won't make a huge difference in maintaining the finish of your boat, but if you row in water that has a significant amount of pollution or organic material, waxing will likely keep your boat looking much nicer than it otherwise would. White hulls tend to show more of a scum line than darker hulls, and darker decks will sometimes show water spots when the weather is hot or if you row in mineral rich water. Waxing at the beginning and possibly the end of each season should be enough.

Your boat doesn't require marine wax; car wax is perfectly acceptable and costs much less. Waxing your boat will slow you down ever so slightly (on the order of 1/10<sup>th</sup> of a percent) but in practice this is inconsequential, and a clean boat will be faster than a dirty boat.

- **Cleaning**

Ideally cleaning should be done every time your boat comes out of the water, whether or not you wax your boat.

The water you row in is important in determining how you should clean your boat. If you row in relatively clean fresh water then you can probably get away with simply wiping your boat down with a towel or rag to remove any scum after every row. If you row in salt water then it is recommended that you rinse the metal parts with fresh water. Even marine grade stainless steel may still rust if left exposed to salt water, and corrosion might form between the steel and aluminum parts. Oily or polluted water may require an occasional wash with soap (dish soap or an all purpose cleaner such as simple green). Tannic acid (swamp water) may require an occasional light bleach or phosphoric acid product such as Boatlife Fiberglass Powder Cleaner or Fiberglass Kreme Cleaner. If you use soap, bleach, or a Boatlife product to clean your boat, it will remove any wax. So you will either need to wax again after using one of these cleaners or forgo the cleaners and just rinse your waxed boat with water.

There may come a time when the finish of your boat becomes dull or too dirty to clean with soap and water. If this is the case, see the polishing section below for instructions on how to restore your boat's finish.

- **Polishing**

When your boat has gotten to a point where cleaners are no longer effective, polishing is now your best bet. Polishing will remove material from the shell of your boat (whether that material is build up grime or gel coat) a few ten thousandths of an inch at a time. This makes it a good way to remove tough stains, haze, light scratches, and the degraded outer surface of the gel coat.

We recommend 3M Imperial Compound and Finishing Material for polishing our boats. It can be found online at Jamestown Distributors.

The polishing process is simple. Just apply a dab of polishing compound to the area you are treating and use a rag to forcefully spread the compound around the area. Use pressure and continue working the compound into the shell until you have reached your desired result. If you are just polishing a spot on the boat then you should try to match the polished area to the surrounding gel coat. If you are planning on polishing the whole boat then you might want to use a

power buffer to save time. Using a power buffer will make the polishing process go much faster but at an increased risk of damaging the gel coat. We recommend that you stay away from power buffing unless you have experience and feel confident in your abilities. You could also hire a professional if you feel more comfortable with that.

- **Wear Parts**

There are only four wear parts on all Peinert boats: the oarlocks, tracks, seat undercarriage, and footstrap (or shoes). If kept clean everything should last at least 2000 miles, but to keep your boat feeling fast and rowing easily, you should replace these parts once they have worn out.

Each part has indicators that signal when it's time for them to be replaced.

- The oarlocks should last a very long time and experience a small amount of wear. However if they feel rough while feathering your blade, visible scratches form on the inner faces of the oarlock, or there is noticeable play in the bushings, then it may be time to have them replaced.
- The tracks have a black anodized coating on top of an aluminum core. Once the wheels have worn through this coating, you will see a line of aluminum in the middle of the tracks and they are nearing the end of their life. Once this happens they will begin to feel rough underneath the seat and will be a lot noisier. The tracks will have a much longer life if you wipe them out periodically with a rag to keep them free of sand and grit.
- The wheels themselves tend to wear down pretty evenly so they usually don't need to be replaced as often as the tracks. They may loosen and fall off the end of the axle, and if this happens a new assembly of two wheels on an axle should be installed.
- In the double-action seats (P26, Zephyr, Dolphin), the brackets that connect to the seat that the axles run on eventually wear out and should be replaced when the plastic that contacts the axle becomes rough or you can feel noticeable roughness in the seat's action.
- The single-action seats used in the X25 will eventually wear out at the bearing; also the bearings are prone to rusting in salt water. When the seat begins to feel rough, as if there was sand in the tracks, then it is time

to replace the bearings. In older X25s, the seats have replaceable bearings, though they can be a little confusing; Peinert will be glad to replace them if you mail in the seat. Newer boats use a Dreher seat with a combined wheel and bearing that easily bolts into the seat.

- The footstrap needs to be replaced when it begins to fray or when it's no longer able to keep your feet secured in the foot stretcher without slipping.

None of these parts require lubrication to function properly but it can be used to get rid of squeaks. Any "dry" teflon lubricant work well, but try to avoid wet lubricants (such as WD-40) as they tend to trap grit and accelerate wear of the part.