

Peinert ZEPHYR

Assembly

The Zephyr is easily rigged; there are only three removable parts - the seat, the foot stretcher, and the rigger arm.

- **Removal and installation of the seat.**

If the seat is in the boat, it may be removed by first moving the sliding undercarriage of the seat towards the stern of the boat while holding the seat stationary. Keeping the wheels as far to the stern as possible, pull the stern wheels off the stern end of the tracks. Now, keeping the wheels stationary, move the seat top towards the stern until the retaining clips under the seat are past the end of the tracks, at which point the seat can be lifted straight up.

Installation is the reverse. With the wheels all the way towards the bow end (the one with the depressed center) of the seat, set the bow wheels on the stern end of the track. Now move the seat top towards the bow of the boat, checking to be sure that the seat retaining clips go under the edge of the tracks on both sides. The seat should now be positioned so that the stern pair of wheels are just to the stern of the end of the tracks while the seat top is over the tracks. Push the seat top towards the bow and the wheels will easily go over the stops and onto the tracks.

- **Removal of the foot stretcher**

The foot stretcher is removed by unscrewing the three wing nuts and lifting it out of the boat. Installation is the reverse of removal.

- **Removing and installing the rigger arm**

The rigger arm is removed by unscrewing the two bolts that go through the main rigger arm (one on each side of the boat) as well as the two nuts at the washbox end of the stern stays. Pull the stern stay bolts back into the boat (out of the ends of the stern stays), remove the rigger arm bolts and lift the arm out of the boat. I usually put the nuts back on the stern stay bolts and snug them down, put the

rigger arm bolts in my pocket for safekeeping. Just a thought - most scullers leave their riggers on all the time - the boat will probably go onto a cartop carrier or even onto the crossbars of a plain rack without removing the riggers, indeed, with a slightly customized rack two singles can go on a car without removing the riggers.

To install the rigger arm, remove the nuts from the bolts in the washbox for the stern stays. Unfold the stern stays and set the Rigger Rib into the boat. Insert the two bolts through the arm and into their holes and tighten. Push the stern stays onto the bolts in the washbox, put the washers and nuts on and tighten down. That's it. The nuts do not have to be super tight - snug and just a tiny bit more is fine.

Carrying and Storing

The boat is very sturdy. However, it is best not to overstress the skin of the boat where it is not directly supported by the internal frame. In moving or storing the boat avoid putting great pressure on any one point of the flexible parts of the hull or deck. Be careful if the boat is in a cradle type carrier that the inner or outer edges of the cradles are not gouging into it. Also, do not carry the boat by balancing the turn of the hull on the point of your shoulder, on your knee, or on the palm of your hand.

The Zephyr can be picked up and carried in several ways. The easiest way is to grab the center of the rigger arm with one hand and the handle at the bow end of the platform with the other. Alternatively, you can reach under the hull and cradle it at the balance point, then roll it up sideways onto your shoulder. With two people, the boat is most easily carried upright, with one person grasping the handle at the bow of the boat and the other reaching over the stern and grasping the skeg at the stern (or the optional handle at the end of the stern deck). Like all singles, if I need to carry it more than a few steps, I find it easiest to carry upside down, platform resting on the top of my head, one hand holding the platform handle in front of me for fore and aft trim, the other hand holding the rigger arm for sideways trim.

For any kind of regular or long-term storage the boat should be supported in two places about eight to ten feet apart, which works out to just ahead of and just behind the cockpit area. Do not store your Zephyr supported or hung at the very ends or balanced on the middle.

The two storage points can be padded and contoured wood, straps, or even uncontrored, unpadded wood if you don't mind a dulling of the finish where the boat sits on the rack.

For storage or transport the Zephyr can sit anywhere on the centerline of the deck or hull or on the sides of the boat in the cockpit area. It is best not to support the hull or decks on the softer more flexible areas to the sides.

The deck of the Zephyr is more than strong enough for the boat to be transported on your car resting upside down on your conventional roof racks. Just be sure the racks are securely attached to the car and tie the Zephyr to the racks with rope, straps or some other secure method of fastening. The ropes or straps should be tight but not so tight that the hull starts to deform. It may be helpful to use some stops on the front crossbar to stop the boat from slewing side to side at speed. Ladder or lumber brackets work well, so do hose-clamps tightened around the cross bar and padded so as not to scratch the boat.

Almost all the commercial boat carriers will also satisfactorily carry the Zephyr.

Care

The gel coat finish of the Zephyr is easy to keep clean. A quick wipe after every row will take care of pond scum and pollution, but if you forget or it gets dirty anyway, any mild soap and water will suffice to wash it off.

If you row in salt water, the metal parts will last longer if you can rinse the boat with fresh water after each row. Even stainless steel will rust a little, given the chance.

If the finish becomes dull or so dirty that soap and water are no longer effective, any mild polish will restore the shine.

You can wax the Zephyr, just like your car, to preserve the finish. To be technically exact, wax will slow the boat down in the water, but it is on the order of a tenth of a percent. Car wax is fine, you don't need marine or fiberglass wax, which is the same stuff but costs twice as much.

The only wear parts are the oarlocks, tracks, wheels and footstrap. Oarlocks, wheels, and tracks should last for thousands of miles, but if they begin to feel rough it is time to

replace them. The best maintenance is to keep them clean, especially to keep sand from beach launches out of the tracks. I recommend frequent wipes of the tracks with a cotton rag. Lubrication of these parts is not necessary, although it may help to silence a squeak. WD 40 or any of the "dry" teflon or waxy lubricants work well.

Adjusting

The Zephyr is easy to adjust. Stretcher, oarlock height, through the pin, pitch and spread can be quickly set in the field. Additional height adjustment or lateral pitch adjustment is available by returning the rigger arm to Peinert Boat Works. The boats are delivered with height, pitch and spread set to reasonably standard values, so if you do not want to get involved in rigging you don't have to.

The stretcher is adjusted by loosening the three wing nuts, lifting the stretcher slightly, moving it to the proper position and retightening the nuts. Be sure the lugs on the stretcher properly engage the notches on the adjusting strips.

Height is adjusted by removing the Allen head bolt at the top of the pin and moving the plastic washers from the top of the oarlock to the bottom or vice versa. Be sure the Allen bolt is tight or you may lose the oarlock. The rigger arm is bent with the starboard end 1/2" to 3/4" higher than the port end, so the arrangement of height washers should be the same on each side if you want the left over right clearance.

If you cannot achieve enough height adjustment with the plastic washers, you might try putting some metal washers under the pin on the knuckle. If this is still not enough, send the arm back to Peinert Boat Works (if you take all the stays and parts off be sure to mark it for port and starboard) and specify how much additional height (or how much less height) you want on each side and I will perform the adjustment and have it on its way back to you the next day at no charge to you. If you are bold and strong you can try bending it yourself, but Peinert Boat Works will not be responsible for any problems.

Through the pin is adjusted by loosening the wing nuts (two for each track) holding the tracks and moving the tracks to the bow or stern. (If the tracks seem to have slipped out of position, you will need to reset them and retighten these same wing nuts). These are accessible through the inspection hatch in the middle of the platform.

Oarlock pitch is set in one degree increments by switching the pitch bushings in the

Concept II oarlocks. (See instructions attached at the end).

Spread is set by loosening the nut at the bottom of the pin, which allows you to rotate the pin and slide it in and out. If you do not have a pitch meter and/or do not know how to measure the spread, best to leave it alone. This nut at the bottom of the pin must be tight to prevent slippage of the pin and knuckle assembly.

Repair

The Zephyr is very damage resistant and is unlikely to need repairs. For any kind of serious damage it would be best to contact Peinert Boat Works for repair and/or advice.

The gel coat finish of the Zephyr may, over time, become scratched. If the scratches are not deep, they can be improved by power buffing or fine wet sanding followed by power or hand buffing. I would suggest that you start with 400 grit wet or dry paper, then 600 grit, then buffing. The gel coat is not as thick as that on larger and heavier boats, so care must be used not to sand through to the Kevlar (which is a yellow color).

Collisions or abuse may result in holes or slight "creases" in the boat. If not large, you can cover them with waterproof mending tape and continue to use the boat. Repair involves some knowledge of fiberglass work, Peinert Boat Works will be happy to assist with materials and advice.