

## Wintech Explorer 30' Double

"Floreana" comes from the name of one of the Galapagos Islands

### Recommended use procedure

#### Before:

- \* inspect inside of inspection ports for water, dry thoroughly if it's wet
- \* inspect for general appearance and mechanical integrity
- \* close the two inspection ports and one drain plug
- \* adjust oarlock heights and foot stretcher locations, if necessary

#### After:

- \* place the boat in slings so both deck and hull are easy to wash and inspect
- \* wash or rinse or both to remove all salt water
- \* wipe residue or salt off hull and moving parts such as seat and seat track
- \* close the bailers to help prevent damaging the bailers during handling
- \* open inspection ports, inspect for new water intrusion, dry interior with a towel or sponge. There shouldn't be more than bit of localized wetness.
- \* open drain plug
- \* ensure there is no new collision or stress damage or, if so, report damage and place "DO NOT ROW" sign on the boat
- \* store under the Maas 2X "Catalina": Deck Up, Skeg Toward Shore, On Rolling Racks

### Notes:

Floreana's construction is 'sandwich' with kevlar fabric inside, honeycomb middle layer and fiberglass outside layer. [If you look inside the inspection ports you'll see the yellow which is obviously identifying the kevlar]. Exterior is painted. This is a departure from nearly all the rowing shells our club is familiar with. Maas, Peinert, Pacific, etc. nearly all employ a 'gel coat' finish. Paint is easy to scratch and soft enough to scratch off completely if mistreated. For a club boat there is risk that the paint will accumulate a lot of cosmetic damage over the years. It is also possible to cause unsightly blisters if a painted surface is stored against a damp cover for long periods. This is unlikely in our storage bay at the harbor since it doesn't have a cover and it is relatively dry under the awning.

Another departure from what we are most familiar with is the seat rolls on wheels with ball bearings, and is "single action" (unlike Maas seats that are nylon or delrin wheels without bearings and are "double action"). Bearings will eventually get corroded and make a wheel turn coarsely or prevent it from turning. It depends on how much time the bearings spend bathed in salt water, but it seems clear that the wheels (which are integral with the bearings) will be replaced every two years or so. Rinsing the seat wheels thoroughly with fresh water after every use will help extend their lifetimes. But high pressure water against the wheels will damage the seal and shorten their lifetimes. One ball bearing wheel costs \$6 on Wintech's online store.