

2006 • 12 Years with Dr. Gel • 2018



Ask

Dr. Gel

by Dave Weakley



Dave Weakley is the owner of American Boat Restoration and has been helping Northeastern boaters keep their boats in fine trim and good repair for over 40 years.

"Email me or call me with your questions! I'll be happy to help you out"

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Hello Spring!
Helpful tips to
give your boat
a fresh start!

Remove your **Shrink Wrap** as soon as the weather permits. Shrink wrap done correctly should have vents installed. If there are no vents and the temps heat up cut strategic holes in the wrap. If the boat is left covered on hot days the inside will become an incubator without ventilation. It'll be a perfect environment for mold to develop. "Food for thought" Traveling at highway speeds with shrink wrap on your boat may cause gelcoat rash (chafing) There is a product that can be used to prevent chafing. It's a plastic insulated sheet approx. 18" wide that goes around the boat before it is shrink wrapped; specially wrapped for transportation.

"Dr Gel is ready to go boating! Are you?"

- Do a general cleaning of hull, deck and topsides using a boat soap. Do not, repeat do not use harsh cleaners such as dish washing soap.
- Check & tighten all hardware and fasteners!
- If the boat needs compounding be sure to apply a good coat of sealer glaze and UV protecting wax after that is complete!
- Clean and polish metal with a good metal polish
- Clean interior including bilges
- Make sure drains and scuppers are clear
- If you have a spare prop/ spare parts make sure you have the tools needed to do a repair!
- Make sure registration is current and onboard

RUB RAIL

Yes the rub rail! A part of the boat that is often overlooked.

This part on your boat helps to protect your boat from damage bumping into docks, other boats, trailer guides, etc. It also covers the hull & deck seam (the top and bottom halves of the boat) It's important to check it for missing sealant and if visible loose fasteners. When the sealant or fasteners come loose it can give water a place to seep into. If the rub rail is damaged dinged, scratched, faded and looks unsightly replace it! It is a great way to improve the looks and value of your boat without investing a huge amount of money.

HULL

- Check for gashes, scratches, spider cracks, osmotic blisters, soft transom, worn out keel, air voids, etc. and repair
- Check and replace zincs
- Check swim platform and/or ladder
- Inspect and test trim tabs
- Check shaft, cutlass bearing, strut and prop

- Check rudder and fittings
 - Touch up epoxy barrier and bottom paint/or replace bottom paint
- DECK, FITTINGS, SAFETY EQUIPMENT:**
- Check stanchion, pulpits and lifelines
 - Check/ replenish First-Aid Kit
 - Check life vests, lines, fenders, anchor and line, etc.
 - Check cleats
 - Check deck, windows, and port lights for missing sealant that could cause leaks
 - Inspect anchor windlass and lubricate
 - Clean and grease winches
 - Check bow eye! An important part often over looked.

TRAILER

– Your trailer needs to be serviced every year. Whether you use it twice a year to haul it in or out; or every time you go boating! Trailers are often overlooked. A well maintained trailer can help prevent unfortunate accidents.

- Is your registration current?
- Make sure it is with you when you use your trailer
- How good are the bunks, rollers and pads?
- Check and lubricate wheel bearings
- Clean and lubricate winch
- Check the winch strap for rot and wear
- Lubricate tongue jack and wheel
- Test lights and electrical connections
 - Check your tires, tire pressure and condition
 - Check brakes (if equipped)
 - Check safety chains
 - Check tongue lock

Ready for launch!



"Be sure to seek out a good reliable mechanic to "spring service" the remaining parts of your boat so you won't be stuck at the boat launch or dock"