

Van Dusen Racing Boats

Division of Composite Engineering

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Things you need to know about your Van Dusen shell

Maintenance after every row

- Clean tracks and seat wheels with a wet cloth
- Hose down boat if you row on salt water or corrosive water
- Wipe down boat inside and out
- Wipe down oarlocks (excessive grease attracts dirt which will grind down the oarlock and oar-sleeves)
- Open inspection ports and stern cork to dry out residual moisture

Soap and water are normally sufficient to clean all surfaces. Wax is not recommended.

Light oil should be put on seat wheel bearings monthly to keep the grease from drying out. The oil will go past the seal of sealed bearings.

Several times a year, the boat should have a complete inspection, clean-up and lube job, especially if you row in salt water. Apply grease to all the metal parts that fit or bolt together. (Spray-on oils, although convenient, do not last as long and their solvents may wash heavier oils away.) These metal parts include the lockplates, pins, wing rigger mounting blocks and set screws, and stretcher bolts and rigger bolts on Traditional Van Dusen Hulls. Take the parts apart to lube them to keep them easy to adjust in the future.

If the boat is used in salt water, occasional oiling with WD40 or LPS is a good idea.

Assembling a Van Dusen Advantage – No Tools Needed

Attach the footboard to the wing by putting the crossbar pins in any pair of holes in the mounting bars. The button at the end of the footboard pin must be pushed in while inserting or removing the pin. You can adjust the location of the footboard when the wing is out of the boat. The normal setting for the footboard allows the oar handles to just miss your body when you are sitting at the finish of the stroke.

→ Attach the wing rigger to the boat::

- Hold the wing with one hand on the bottom of the footboard and one hand on the wing
- Press the forward ends of the wing mounting bars against the set screws in the forward mounting blocks
- Tilt the aft ends of the mounting bars down onto the aft mounting blocks while allowing the footboard heelbar pin to fall into place; it must be all the way down into whatever slot you use
- Adjust the footboard angle by loosening the heelbar wing nuts, lengthening or shortening the heelbar, and letting the heelbar pin fall into a new slot
- If you have adjusted the heelbar, be sure to tighten the heelbar wing nuts
- Tighten the large thumb screws into the aft mounting blocks, while holding the wing in place

Adjust the height of the work (from seat center to oarlock sill) by moving the black washers on the oarlock pins.

The seat can be installed and removed by forcing it over the aft end of the tracks.

The tracks can be adjusted by removing the inspection port covers, loosening the nylon wing nuts slightly, sliding the tracks, and re-tightening the wing nuts (not too tight!).

Adjustments to the wing

The four socket head cap screws which hold the wing to the mounting bars *should not normally be adjusted*. The wing has been set up at the shop so that the starboard oarlock is higher than the port oarlock, for sculling with your left hand over your right hand (normally 1 cm higher). Then the pitch of the oarlock pins is set (normally to 0 degrees, or vertical, fore-and-aft pitch and 1 degree outward pitch from vertical).

NOTE: The number and thickness of the white nylon washers between the wing and the wing mounting bars is different at each position. If you plan to adjust the height of the wing by adding or subtracting white washers, carefully count the washers at each position, and add or subtract the same amount and thickness to each bolt. Otherwise, you will change the pitch of the pins.

If you change the tilt of the wing (forward and aft, or side to side) you must bend the pins to re-establish the correct pitch for each pin.

It is also possible to change the position of the wing on the mounting bar, moving it forward or aft. This can effect the trim of the boat and the position of the tracks.

Transporting and storing your Van Dusen Advantage

Your Van Dusen Advantage is a very stiff and light boat, so it can be stored easily in slings or on a rack, in basically any position. If you are storing it for a long period of time, it is best to distribute the weight of the boat evenly on its supports. e.g. putting a sling, rack, or saw-horse just forward of the splashboard and just aft of the wing. Avoid supporting the boat by the bow ball and stern cork.

When traveling, your rack should support the gunwales of the forward end of the seat deck and the aft end of the footwell. The rope handle can and should be used as a tie-down point. Strap the boat to the rack, and tie the bow and stern to your car.

When using a Van Dusen rack with the wing off the boat, rest the boat so that the aft wing mounting blocks are in the rack channel with the thumb screws in the slots provided, and so that the tracks are on the plastic track supports on the rack. Pull the bungee cord through the rope handle and hook it over its bolt. Tighten the large thumb screws into the aft mounting blocks. Tie the bow down to your car for long trips. The wing bungees as well as the bungees near the track supports are used to hold oars.

When using a Van Dusen rack with the wing on the boat, rest the wing on the rubber grommets and use the long bungees to hold the wing (and boat) to the rack. The wing bungees as well as the bungees near the track supports are used to hold oars.