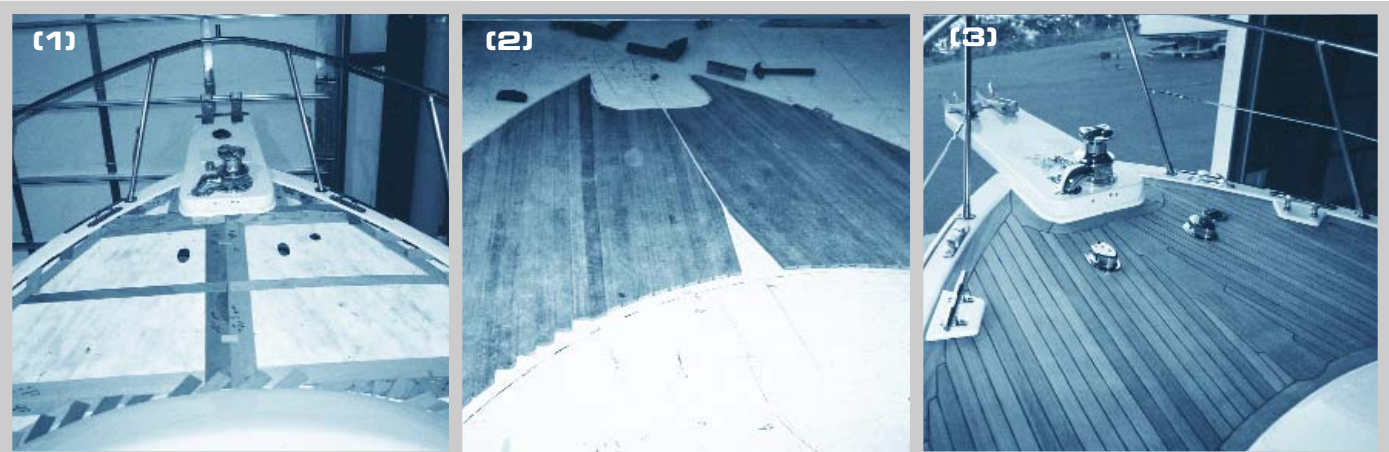


# The Joy of Teak

A brand-new easy-going version of a sad, sorry old tale.



(1) Wisconsin's Miller Boatworks made a template, (2) TDS created the new teak deck, and (3) Miller did the installation.

In my opinion, nothing beats the salty, traditional good looks that finely joined teak imparts to a vessel, whether the stuff is varnished, oiled, or left to simply weather. But there's one hang-up that even we true teak-lovers find bothersome—maintenance. And, as most everyone knows, the amount of maintenance a given quantity of teak requires is usually directly proportional to the amount of time it's exposed to sun, rain, soap, chemicals,

mops, and other niceties. Indeed, the toughest chore I'm faced with on the *Betty Jane* is maintaining her exterior teak decks, which endure the marine environment's vicissitudes full-time.

Permit me a short synopsis of the woes entailed. *Betty's* teak planks (side-rabbeted to produce shallow, interstitial caulking grooves) tend to crack. Wood screws (countersunk and covered with teak bungs by the hundreds) tend to leak water into the underlying coring material. And the Thiokol sealant-adhesive filling the side-

rabbeted grooves tends to wear out.

Thank goodness technology's changed since *Betty* was a babe. Teakdecking Systems (TDS) of Sarasota, Florida, started the ball rolling some years back with a novel concept: Anyone who wanted either a brand-new or a replacement teak deck would create a full-size, lattice-type template using strips of luan doorskin, a detailed TDS instruction manual, and simple tools. After sending the template to TDS, the company would fabricate a new deck with planks pre-cut, pre-bent, pre-

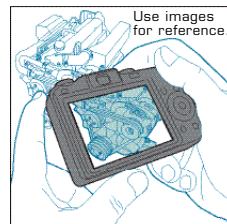
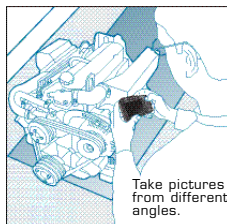
## GARMIN'S MAINTENANCE TIP OF THE MONTH

### TIP SUGGESTED BY

GENE CABOT

SAN DIEGO, CA

Troubleshooting or repairing something? First, take digital photos from several angles and distances. Later, if you're in doubt about a part's position, you can just pull up the pic on your camera. ➔



GARMIN'S VHF 100

**CONTEST GUIDELINES:** For your chance to win a Garmin VHF 100 fixed-mount radio, submit your best tip on our Maintenance forum at [www.powerandmotoryacht.com](http://www.powerandmotoryacht.com). Registration is free.

assembled, caulked, and glued onto a patented scrim. Then the customer would bed it in special TDS epoxy on prepped fiberglass or the faired substrate exposed when old planks, screws, and caulking materials were removed.

Today, TDS supplies boatbuilders such as Sea Ray and Hatteras (as well as individual owners such as Jimmy Buffett, Larry Ellison, and others) with new pre-fabricated decks. And for folks with boats they intend to keep for a while, TDS also manufactures replacement decks and add-ons. In fact, according to TDS spokesperson Jeff Scott, the company is building and in some cases installing more teak decks for older boats these days than ever before.

Swapping old for new can be expensive. Replacing *Betty's* 260 square feet of decking, for example, would cost between \$19,000 and \$22,000 if I did most of the

work. A turnkey job with a boatyard doing the strip-off, creating the template, and installing the new deck would probably cost between \$43,000 and \$45,000.

The benefits are undeniable, though. Major maintenance issues associated with old-fashioned technology simply disappear, along with worries about screws leaking water. Moreover, the life of new decks is comparatively long, primarily because shallow, rabbeted grooves between planks are replaced with grooves that go all the way down to the substrate and are filled with TDS' modern, high-tech caulk. Deeper grooves mean more sandings and cleanings before the deck wears out.

A joyous deal for the true teak-lovers among us? Yes, and one I'm giving some serious thought to these days as well! **PMY Teakdecking Systems** (941) 756-0600. [www.teakdecking.com](http://www.teakdecking.com).

## JUNE CHECKLIST: TEAK DECK MAINTENANCE

### 1) Free.....

If a section of caulking goes bad, first free both sides with a razor knife.

### 2) Remove.....

Remove bad caulking with a reefing tool available from any chandlery.

### 3) Sand.....


Use a seam-sander or any flat piece of metal that's wrapped with sandpaper to clear the seam.

### 4) Clean.....

Swab with acetone to remove residue.

### 5) Recaulk.....

Tape sides of seam, apply new caulk, smooth with scraper and surface-sand when cured.

 Comments, questions, or want to see more photos and content?  
GO TO CAPT. BILL PIKE'S BLOG @ [POWERANDMOTORYACHT.COM](http://POWERANDMOTORYACHT.COM)

## PROFESSOR DIESEL

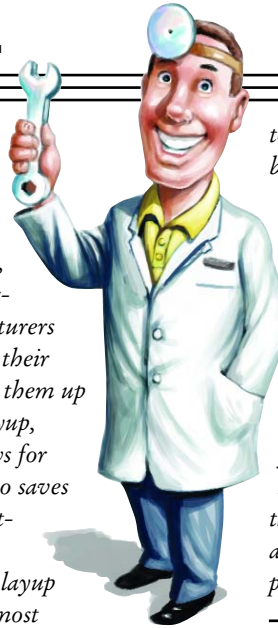
## ( Q & A )

**Q:** I have a 40-foot Jersey Yachts sport-fisherman powered by two 1984 Caterpillar 3208 diesels. After winterizing the boat and letting her sit on the hard several months, the port engine won't start unless I prime it with the priming pump. This problem began about the third year I owned the boat and never occurs during the summer when she is in frequent use. Thoughts?

—Jerry Marmer  
Forest Hills, New York

**A:** Over a long winter, significant temperature changes can cause strange things to happen to engines. To get to the bottom of this issue, however, you need to look at one thing first: If you allow virtually any diesel to go unused for a long period—whether the weather is warm or cold—you're likely to get air in the fuel system because fuel bleeds

back towards your fuel tank, a scenario that causes an influx of air via loose hose clamps, fittings, seals, and/or fuel-filter gaskets. Many manufacturers recommend priming their engines before firing them up after an extended layup, which not only allows for quicker starts but also saves wear and tear on batteries and starters. Furthermore, a long layup lets lube oil drain almost entirely into an engine's pan, leaving little left for bearings. Priming obviates damage



to bearings, pistons, and other parts caused by cranking such a dry engine.

Here are a couple of recommendations: Before you crank your port engine this spring, check its fuel-line connections for tightness and then replace all fuel filters, gaskets, and copper or rubber seals from the engine back to the tank. Next, bleed the fuel system to remove any air. Then finally, engage the fuel-stop mechanism for a few seconds during initial cranking. Besides helping to purge any remaining air, this will also pre-lube your engine and obviate bearing damage and some of the other problems mentioned above.

PROFESSOR DIESEL is Larry Berlin, director of Mack Boring's Training Services division.

**QUESTIONS/FEEDBACK:** Please submit all your questions to *PMY*'s senior editor Capt. Bill Pike via email at [bill.pike@sorc.com](mailto:bill.pike@sorc.com).