



Boating TIPS

Maintenance
Parts
Outboards
Captains

eBook



eBook

CONTENT

- How To Maintain Your Gelcoat
- How To Properly Maintain Your Sportfishing and Motor Yacht Teak Deck
- Critical Spare Parts To Have on Your Yacht
- How Outboard Motors Revolutionized the Luxury Center Console Yacht Industry
- Finding The Right Captain for Your Vessel



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CARING FOR YOUR BOAT

With the excitement of boat ownership also comes the responsibility. Welcome to HMY, we know a thing or two about boating so we thought we would provide you some tips to help you get started, or to improve your enjoyment, whether you're tournament fishing on the latest sportfish, cruising with your motor yacht, or enjoying weekends on your outboard boat.

In this eBook you will learn answers to some of the most commonly asked questions we get from our clients.



How To Maintain Your Gelcoat

Do you find yourself looking at the exterior of your boat's hull and thinking your gelcoat just does not look right? Maybe your gelcoat looks dirty or stained. HMY Yachts sees gelcoat every day on all sizes of boats. It's one of those things that can cause a boat to look tired, or amazing. With that being said, HMY reached out to Matt Modica, owner of Boat MD in South Florida to learn all you need to know about gelcoat, and why it's so important to care for it properly.

What is Gelcoat?

“Gelcoat is by far the most common finish used on boats and yachts under 100 feet,” says Matt Modica. “Since my company specializes in boats in that range, we mainly work with gelcoat, and I can definitely say that its main advantage over paint is its longevity.”

Matt explained why gelcoat has an advantage over paint, and that, "Any time we work with an older model boat that is gelcoat vs. paint, we know that the surface is thick, and we can often use as many heavy cut steps as we need to remove the dead outer layer of gelcoat without the worry of going through. This is not the case with paint as it is a very thin coating."

Gelcoat attracts dirt and stains, it's sponge-like exterior allows for dirt and particles to find their way into the small porous openings in your gelcoat. Even if you take the time to maintain your gelcoat, chances are you will still have to handle the run-ins from the bird droppings, brown residue from the waterline, spilled drinks, and remnants of fish casualties. Matt shed light on taking care of gelcoat and what proper care can look like.





Gelcoat – Proper care

“The biggest enemy of gelcoat is the sun, especially here in South Florida. Proper care and prevention are necessary for boats in this area in order to prolong their finishes,” says Matt.

Gelcoat needs to be maintained with both washing, waxing, and polishing. If an owner can keep up with the washing and protecting of their gelcoat, the chances of the owner needing to polish their gelcoat are much less.

Washing

“Starting with washing, it is important to use a gentle boat soap that won't strip wax.” Gentle boat soap can be found at most marine supply stores and is an essential first step in caring for gelcoat. Matt explained that washing your boat on a regular schedule is recommended. This lessens the likelihood of the buildup of contaminants on the gelcoat surface between washes, which would cause the wax to deteriorate faster. Hence leading to your gelcoat being less protected from the dirt and other particles.

Waxing

The second crucial step in maintaining your gelcoat is waxing your gelcoat finish. “Keeping a wax coating on the gelcoat is also very important,” says Matt. He recommends using a wax that has UV inhibitors because this will slow the damage to your gelcoat caused by the sun. He also stressed that the sun is not the only element that can cause damage to your gelcoat and weaken your wax protection. Most boats are exposed to other elements including salt air, saltwater, drink spills, and various other things that also weaken the wax coating on your gelcoat.

Waxing is what helps prevent the breakdown of your gelcoat. It is important to wax your gelcoat several times a year.



What Next? Restoration?

If you find that you have not maintained your gelcoat with washing and waxing, or maybe the elements have taken a toll on your gelcoat over the years, you may notice your gelcoat is chalky looking. This usually means polishing your gelcoat is your next best option.

“If gelcoat gets old and chalky, there are countless brands and types of compounds on the market to use when buffing or polishing the surfaces back to a gloss,” says Matt.



PHOTO CREDIT: MyBoatMD

In this process of polishing the gelcoat, the old, dried-out gelcoat is compounded off. The less porous gelcoat below the surface is now exposed, giving the surface a glossy fresh look. Once the gelcoat has been buffed with compound, it should bring back the gelcoat's shine. Matt explained, “it's important to use a Swirl Remover to get rid of any swirls caused by the compounds. This is because the Swirl Remover will give the finish a super glossy and swirl-free look. Then the gelcoat is ready to be protected with a good wax.”



Following the compounding step, owners need to keep in mind that they should continue to wash and wax their gelcoat. This should help prolong their gelcoat and assist in avoiding the need to polish. Matt Modica stressed that, “no matter how much work you do to the gelcoat, it will require constant maintenance for the gelcoat to remain in top condition.”

If anyone has any questions for Matt Modica at The Boat MD or is interested in finding someone who specializes in gelcoat maintenance, contact Matt online at <http://www.myboatmd.com>. Matt Modica has been the owner of The Boat MD since 2000.





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“It has been my observation that many boat owners are not always aware of the maintenance required for the gelcoat on their vessels. It is recommended that the boat be waxed every 3 months and maintained weekly with a high-performance boat wash.”

Nancy Pack - Service Director
HMY Yacht Sales, Inc.

HOW TO PROPERLY MAINTAIN YOUR SPORTFISH AND MOTOR YACHT TEAK DECK

Teak decks have long had a not-so-positive reputation as tough-to-maintain time suckers.



The reality is, while, yes, it does take some effort to maintain (as most things on a yacht do), if cared for properly teak decks will last 20 or more years. There's no reason to be scared away from all the benefits they bring to a yacht, such as:

- Anti-slip safety: the naturally rough teak is anti-slip under nearly all weather conditions.
- Insulation: teak provides an insulating effect on the interior of the yacht and helps keep the temperature of the deck itself cooler in hot temperatures.
- Incredibly resilient and hardy.

Preparation

A little preparation, smart use of time, and the right choice of cleaners and cleaning equipment goes a long way in maintaining these beautiful decks with minimal hassle and costs.



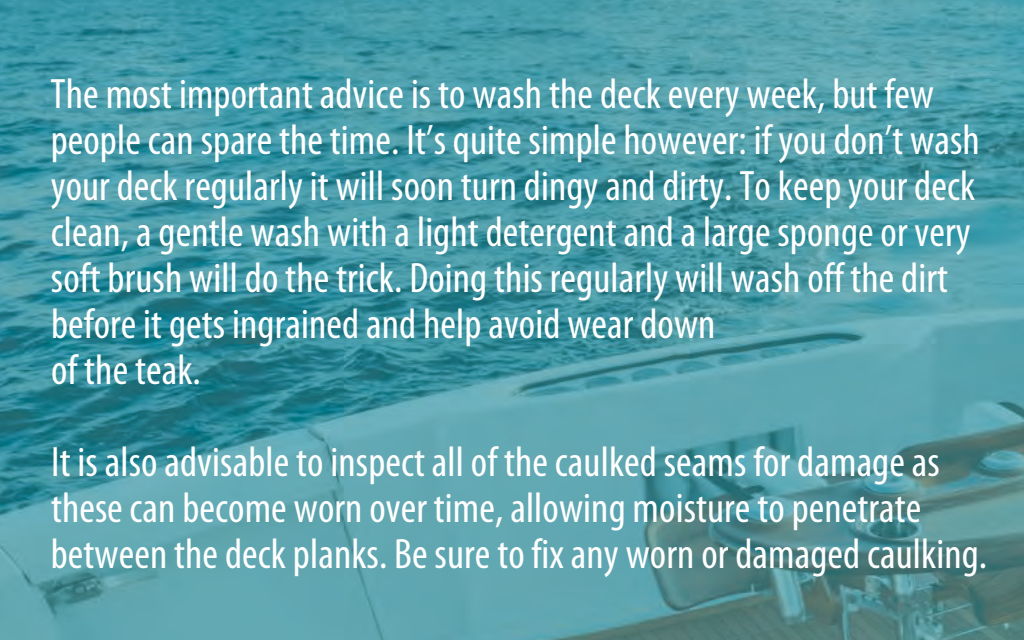


Maintenance and Preservation

TIPS

Teak will wear naturally, turning a straw brown to silvery-gray patina color, depending on the level of wear and aging. Some people leave it while some prefer to keep it looking like new, with the glimmering, freshly sanded color, but going too far has ramifications.

One of the most common mistakes yacht owners make is the tendency to “over maintain” teak decks, scrubbing them too frequently or with rough brushes, blasting with high-pressure cleaners, or using harsh cleaning agents and brighteners. While teak is very resilient, these methods will all cause notable wear to the wood, dragging out the soft wood elements and leaving ridges of hard wood, meaning more time-consuming, laborious sanding for you, the owner. And it ages your teak much faster. Rather than replacing it at 20 years, you may be doing so at 10.



The most important advice is to wash the deck every week, but few people can spare the time. It's quite simple however: if you don't wash your deck regularly it will soon turn dingy and dirty. To keep your deck clean, a gentle wash with a light detergent and a large sponge or very soft brush will do the trick. Doing this regularly will wash off the dirt before it gets ingrained and help avoid wear down of the teak.

It is also advisable to inspect all of the caulked seams for damage as these can become worn over time, allowing moisture to penetrate between the deck planks. Be sure to fix any worn or damaged caulking.


Tools of the trade – brushes, cleaners, and oils

Get the best soft brush, cleaning pad, or cotton mop you can find. It will be money well spent (you can use on fiberglass surfaces, too). This should be your primary wash down tool. Once you find one you like, buy several to always have on hand.

Avoid using the hard white bristle poly brushes as this can pull out the soft wood elements.

Every so often, it may be necessary to do deeper cleaning with a soft nylon bristle scrub brush or a Scotch-Brite pad. But use with care. While using them, only scrub across the grain of the teak.

BRUSHES



1-part or 2-part cleaner? This is a contentious topic among yacht owners as the second part of the process can negatively affect the teak, increasing the aging process. But when done right, and in consultation with your local service center, it can add looks and longevity to your teak deck.

For the most part, you'll want to use only single part teak cleaners or soaps on your teak. Depending on your circumstances, it may be recommended to clean and treat your deck with the 2-part cleaners once or twice per year. Brands such as Wessex and Semco are popular. Be sure to follow the manufacturer's directions and gently scrub across the direction of the grain.

Some alternative cleaners are detergents such as Bar Keeper's Friend, Calgon, and Bon Ami. If you are going this route, always dilute them thoroughly (as they do have some chemicals in them) and test on a small, inconspicuous area of your boat to ensure safe use.

For removing mildew in the grain of the teak, an easy alternative approach to cleaning and preserving the teak is to use a 50/50 solution of white vinegar and water.

CLEANERS



OILING

The oiling of teak decks is another controversial topic amongst yacht owners.

While a freshly oiled, gleaming deck is no doubt beautiful and eye-catching, it does have its drawbacks. You have to regularly re-apply every 1-3 months, and this may lead you into a messy job of having to use teak strippers, putting your deck in touch with more harsh chemicals.

Oiled teak also loses some of its crucial anti-slip properties, leading to unsafe conditions. Wet feet and oily deck? Not a good combo. It might be best to keep the decorative look inside the yacht.

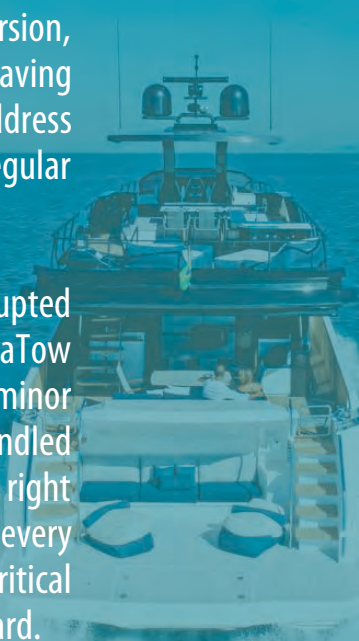
Teak decks no doubt add a sophisticated look to your yacht while enhancing safety. With a little forethought and regular cleaning, they'll last you decades.

CRITICAL SPARE PARTS TO HAVE ON YOUR YACHT



Before setting off on any nautical excursion, preparation is key. Part of that prep includes having the right spare parts and tools on board to address minor issues that arise in the course of regular yachting.

This ensures your travels are minimally interrupted and that you're not reliant on services like SeaTow or TowBoatUS to save you from a minor predicament that could easily have been handled by you or your captain or crew with the right equipment. While every yacht is unique and every trip brings new circumstances, here's a list of critical spare parts and tools to consider having on board.



Spare Parts

Keeping extra filters on hand is an easy way to save time and money. Filters for your oil, water, fuel, and watermakers will come in handy in case you get some bad fuel, leave your watermaker on too long, or encounter murky water in the marina.

(Source: Yachting magazine)



Changeable spare parts for generators, watermakers, and engines are a good idea as well. To figure out which parts you need onboard, think through their installation processes, things that normally need adjustment, and parts that are tough to find in a pinch. Also, consider the age of these key pieces of equipment. While newer models don't need as much attention, spare parts for more mature boats are recommended.

Last but not least, it's advisable to always keep an extra anchor aboard, especially one that isn't reliant on your yacht's power. In the event something does go wrong that requires a tow service or substantial repair, this will keep you from drifting out of position as you wait or attempt to fix the issue.

Yacht “First-Aid” Kits



On top of spare parts, keeping extra glues, epoxy, resins, and even smaller sheets of fiberglass on board can help patch some minor damage. Extra-wide plugs are also useful for stopping up holes as soon as they are found.

Extra fluids on board are also a good idea, in case of leaks or in the event you decide to change your itinerary and extend a trip. Extra oil for your crew to execute an oil change in a port; extra engine coolant (especially in warm, tropical weather) in the case of overheating — these things will invariably save your trip.



Extra Tools and Supplies

Just like your parents advised as you moved into your first home, always keep a toolbox onboard stocked with all the basic tools you may need. Wrenches, hammers, crimpers, strippers, and mallets will be very useful for easy fixes.

Along with extra tools, keep spare light bulbs aboard. A light bulb out in your navigation or engine room throughout your trip is a major inconvenience, so it is best to fix it as soon as possible.

If you think you may need additional fenders, store THEM in your anchor locker and inflate when you need them.

It is now rare for people to leave their homes without their phones, but that is also an absolutely crucial gadget to keep on board. While you may have satellite radio, your cellphone should always be available for emergencies.

You can also keep an extra phone aboard just in case, as well as extra portable power packs, that are charged and ready to connect to your phone to keep it sufficiently powered.

If something goes wrong with the oil or other fluids, there may be a need for some clean-up. Keep oil-absorbent pads and buckets easily accessible, and any other cleaning supplies that can help with engine room messes.



(Source: PMY magazine)



(Source: .pexels.com/@luckysam)

Lean on the Pros



To ensure you have what you need on your motor yacht, sportfishing yacht, or luxury center console, consult with your captain, broker, or HMY's nearest office location.

HMY can connect you with our service department which can help you with a full assessment if needed. We can help you build the best just-in-case kit for your yacht. Making sure you enjoy your yachting experience while being safe is our top priority.



How Outboard Motors Revolutionized the Luxury Center Console Yacht Industry

For the past century, outboard motors have revolutionized the boating experience, perhaps now more so than over the last 15-20 years with their impact on, and growing popularity within the luxury center console segment.



With their continuous evolution and fictitious cap of power and efficiency, the sky seems to be the limit for the new generation of behemoth outboard motors. Whether you are looking for more power with your current boat, or are looking to upgrade to a grandeur yacht, look to HMY Yachts to showcase the latest and greatest models.

HMY sold 150+ outboards in 2021 and our new Outboard Boating Center will play a key role in shaping the future of luxury center console inventory.





How outboards even made it to this point is an incredible story, and likely quite relatable for many avid boaters who began their nautical journeys with small two-stroke engines in their local lakes and inlets and can now affix 600 hp monsters to their transoms like this one on the right.



Two-Stroke Engines

The first manufactured outboard motor was developed by Ole Evinrude in 1909.

Evinrude had the vision to motorize fishing and rowboats, and it revolutionized the boating experience. It didn't take long for manufacturers like Mercury, Yamaha, and Suzuki to follow suit.

An aerial photograph of a boat moving across green water, leaving a white wake. The boat is centered in the frame, and an outboard motor is visible at the stern. The water is a vibrant green color, and the sky is a pale blue. The boat's hull is white, and the motor is silver and black. The wake is a white, frothy trail behind the boat.

**The first outboard
motors were exclusively
two-stroke.**

**They were less complex
to manufacture — the
piston only needed
to complete two
movements to complete
a revolution — and were
also very lightweight and
could accelerate very
efficiently.**

However, two-stroke engines have higher emissions. The earlier versions of the two-stroke engines burned large amounts of engine oil, making them less cost-efficient and harmful to the environment. The two-stroke engines on the market today have been reconfigured to be less harmful but perform best on smaller vessels.

Four-Stroke Engines

When Honda entered the scene of outboard motors, they exclusively focused on four-stroke engines. Four-stroke engines have been most commonly used in automobiles, making them widely accepted for boating. These engines are much heavier than two-stroke engines, but are much more fuel-efficient, and better suited for larger vessels.

Speed

When outboards were first introduced, it was difficult to provide an increase in horsepower. As technology accelerated, so did the competition for the fastest motor, with outboard motor manufacturers racing to provide the best engine. In 1956, Mercury could only reach 60 horsepower with its six-cylinder engine. This was until they produced the first 100hp outboard in 1962. Suzuki and Yamaha both introduced outboards with 250hp in 2004.

In 2011 Seven Marine blasted onto the scene with a massive 557-horsepower outboard sporting an inverted Cadillac V-8 engine. Recently, Mercury debuted its V12 600hp Verado outboard motor. The highest horsepower for an outboard motor has yet to be found as they continue to evolve.

Technological Advancements



Outboard motors have come a long way since the earliest models were invented. Each manufacturer has found its own niche in technological advancements, powering the industry forward with continuous new innovations. These include electronic control modules with input and output data ports and sensors, joystick steering, Bluetooth controllers, and motors that digitally integrate with a vessel's maritime electronics.

The Latest and Greatest

While outboard motors were once simply used to push rowboats across the lake a bit faster than human power, they have drastically changed the game for the luxury center console yachting experience. These versatile cruisers and fishing machines are here to stay and HMY is here to help you find the perfect fit for your lifestyle.



HMY's new Outboard Boating Center is located at 572 Northlake Blvd., North Palm Beach, FL 33408



Stop by anytime, search our current outboard boat inventory, or, for more information about buying or selling a luxury center console outboard boat, connect with our Outboard Boating Center.

561-328-1100 | HMY.com/outboards

FINDING THE RIGHT CAPTAIN FOR YOUR VESSEL



For first-time yacht owners, hiring the right boat captain and crew can be a daunting task. Hiring a yacht captain, in general, is a major decision. This could even impact the longevity of someone owning a personal yacht.

It is important for new owners to not only find a captain and crew, but find a captain and crew that are the right fit for their yacht and how it will be used. These decisions are paramount so that your overall yacht ownership experience is a good one.



Tips From HMY Captains

Each yacht and owner's expectations vary. However, our team sat with a handpicked group of professional yacht brokers at HMY Yacht Sales that also hold their captain's licenses and asked what attributes make a good captain and what recommendations they would give to new yacht owners in search of their right captain.

From sportfish captains that traveled the United States Eastern seaboard, Cabo, and Costa Rica to motor yacht captains who traveled to Alaska and through the Panama Canal. We believe their stories will provide additional guidance in your search for not just any yacht captain, but the right yacht captain for your yacht.



Glenn Clyatt, HMY Yacht Sales Professional

When asked what recommendations he has for new boat owners looking to hire a Captain, Glenn offered his valuable insight.

“When it comes to sportfishing, a working interview is a good idea. This not only allows you to get a feel for the captain’s personality but also see how he works and runs a boat.”



Glenn Clyatt, HMY Yacht Sales Professional

Clyatt also mentioned, “Every fishing operation operates in its own fashion, and making sure your style aligns with the captain can be extremely helpful.”

Glenn also stressed the importance of expectations. “Honesty is important, not only the captain but for the owner as well. When hiring a captain, it is important that you lay it all out there and be clear with your expectations.”

Some yacht programs require captains to be gone for long intervals of time while traveling to yachting destinations or fishing tournaments. “It is important that owners express their needs when hiring a captain to confirm that the captain can perform and meet their expectations,” said Clyatt. This includes both tasks and travel.



Ale Navarro, HMY Yacht Sales Professional

Ale captained both charter yacht operations and private yacht programs in South Florida. When asked what he thought was important when hiring a captain, he stressed the “human part of the job.”

“When hiring a captain, it is important to keep in mind that many captains are equipped with the mechanical knowledge, and skills to run a vessel. However, an owner must find a captain that they can relate to regarding the human part of the job.”



TIPS

Ale Navarro

TIPS: Ask yourself the following questions.

1. Does the captain I'm hiring understand my schedule and timeline?
2. Does the captain I am hiring understand my family's needs?
"The most difficult part of the business, and the most important part of being a captain is the captain understanding the sense of urgency and adapting and relating to the owner. Understanding his privacy, his needs, his family...you eat with them, you spend time with them on board. This aspect of a captain is the most difficult."

Being able to have a good relationship with your captain on a human level is something to consider when hiring a captain for your yacht. An owner needs to consider that he will be in close quarters offshore with this individual and the captain will be around family and friends. Ale Navarro also suggests that owners sit down and have a face-to-face interview with potential hires for the captain position on their yacht.



Pat Kelly, HMY Yacht Sales Professional

Pat brings an important topic to our attention when looking to hire a captain. Times have changed and accountability and management are critical skills that yacht captains need to possess. Pat spent most of his days as a captain running a charter boat around the world, fishing world-renowned destinations in Mexico, St. Thomas, the Bahamas, the east coast of the United States, and Venezuela.

“The value of boats has changed. The priorities of many boats have changed. Liabilities have changed. Part of hiring the right captain is making sure the captain has the skills to manage an appropriate budget for the boat to keep a handle on the finances on behalf of the owner, as well as managing other crew members. //”



Simon Graham, HM Y Yacht Sales Professional

A captain and broker from HM Yacht Sales, Simon Graham. Simon has an extensive yachting background. As a licensed captain, Simon sailed in waters from Alaska, Vancouver, through the Panama Canal, Florida, the Bahamas, the Caribbean, crossing the Atlantic several times and the Mediterranean. Simon worked for serial yacht owners who had 15 yachts all over fifty feet in the span of 10 years. He ran boats with overall lengths ranging from fifty feet all the way up to a 165-foot Mangusta powered with triple engine water jets.

Graham suggests that owners in search of a yacht captain thoroughly interview their candidates. Working with a broker or a crew agency, or even referrals through word of mouth when looking for a captain are good avenues to venture down.



Simon Graham

Graham also suggests looking at a candidate's resume and considering the longevity of the captain's past employment.

// Has the potential candidate worked on several yachts for short increments of time or only a few select vessels for extended periods? //

The last thing that Graham stressed was having a healthy balance onboard. "It's important to make sure the captain and crew make yachting enjoyable for the owners, that way the owners will want to keep coming back." "It's like a restaurant," Graham explained. "It's not just the food that makes you want to go eat there, but the familiar faces, the experience, and the atmosphere. The same thing goes for a yacht program. You want to have a great captain and crew that makes the experience enjoyable, and the owner feels comfortable on board."



Many boat owners that don't invest the time to find the right captain ultimately miss out on the amazing boating experience they really want. If you are looking for your first captain or a new captain, we hope the insights from our HMY experts help you answer your questions and get you started off in the right direction as you begin the selection process.

If you are not quite ready to hire a captain, and still looking for a new boat, please view our inventory online at [HMY.com](https://www.hmy.com), or come back again to capture more yachting articles, podcasts, videos, and more.