



## REPAINTING/VARNISHING THAT HULL BY

If you haven't already started on that long overdue job of refurbishing your neglected hull, then now is the time to get into it. Do it now before the winter sets in, when it is usually too cold for good varnishing work unless you have a heated work area. No, I will not be offering you a golden elixir that will work marvels and work marvels in re-varnishing your hull, but what I will tell you is just plain down right hard work and common day elbow grease.

Yes, you are not going to read any further - well good luck to you, I hope your paint/varnish stays on. A couple of **golden rules** which cannot be broken!

**One:** your job will be no better than the last coat you put on. If you have a run or dry spot, you **MUST** repair the damage or poorly prepared spot before proceeding. Subsequent coats will not correct the problem but only make it worse.

**Two:** you cannot successfully apply two pot mixes over one pot. Three: The last coat on which you are working will not be any more firmly adhered to the timber than the base coat, i.e. if the varnish/paint is lifting, then subsequent coats will not be adhering to the timber. You must get back to bare timber.

So, how do we go about the re-furbishing job. There are two ways of attacking the job. The best way is if the surface is peeling, is to use paint stripper and a scrapper to totally remove all the coating back to bare wood.

If this goes over glassed chines then almost certainly they will also have to be removed and re-done. If replacing chine tapes, use epoxy resin as this has far better adhesion properties than polyester and does not come away & leak as readily. Stripper and polyester resin do not get on together.

After stripping, the whole job must be washed down with several rinses of clean water, towel dried and

allowed to air for several days in a dry area - not in the open under a tarp.

Next, the surface must be rubbed back with 180 grit paper and dusted clean. To start with, you must have the hull in a completely dry condition. Now you can get on with the job of repainting after repairing your chines.

You could at this stage convert to two-pot system, but these must be sprayed on for an effective coating. And they are expensive! And they are not exactly environment friendly, but they can be cut & polished later. If you are varnishing, allow 5-6 coats for a good job. Paint, at least two under coats rubbed well back and two top coats.

Should you only be doing the varnish/deck areas of the hull & they are in good shape, you can prepare the job by rubbing back with 180 grit paper until there is little gloss left and water lays flat (doesn't bead up). Again, if there are any lifting areas, these must be repaired before proceeding. Clean over the surface with a solvent applied lightly to a rag and the surface wiped down.

When all dust is removed you may apply the varnish. Use the side of your hand over the surface to detect dust &/or use a tack rag, a lint free rag of nylon or similar cloth with a moistened with a dab of varnish.

At least two coats are required, preferably three if a good job is to be done. These need to be applied at least 12 hours apart but no longer than 36 hours with a light rub only over using 320 grit wet & dry used wet, ensuring that the surface is dry and dust free between coats.

Remember, there are no short cuts to re-furbishing, just plain hard yakka! And NO, I am not in the business of re-painting hulls - that's more work than starting from new!