



DRIVE Marine Services

FIBREGLASS REPAIR

Bote-Cote Epoxy bonds strongly (300% stronger than polyester or vinylester) to clean polyester fibreglass, therefore is ideal for repairing fibreglass boats. To repair impact damage to fibreglass, first grind away all shattered material, preferably to a uniform shape, say a circle, and feather out the edges radially some 6 to 8 times the depth of the hole. Apply a first coat of Bote-Cote thinned with TPRDA, this will wick into any remaining damage and re-bond the fibres. Then rebuild the area by laminating on patches of fibreglass with Bote-Cote, steadily increasing their size to match the increasing diameter of the hole until the patch is level with the surrounding surface. Finish off with a piece of Peel Ply, polythene film, or packaging tape to even out the surface and make it easier to sand flush after it has cured.

If the hole is right through the fibreglass follow the above procedure, but first fit a backing piece of plywood or thick poly plastic to provide a firm base for laminating. If this backer is to be temporary, cover it with polythene film first to prevent it sticking. After removal, if possible laminate some additional glass onto the inside of the patch to lock the repair around the edges of the hole.

Transoms and stringers whose core is rotten are favourite sources of rot in fibreglass boats. Most production boats are built with plywood transom inserts and timber stringers. These were not sealed properly during manufacture, being simply bonded into place using polyester resin, chopped strand mat, and 'bog'. Over not too many years this potent mixture weakens and delaminates from the plywood or timber, water enters and the timber rots away, leaving flappy transoms and bilge panels.

To repair these, first you must remove the fibreglass covering the stringer or inside of the transom, extract all the material inside it, and expose the original inside surface of the hull. Clean and sand this surface, prepare replacement timber or plywood to fit, and thoroughly coat it with BoteCote. Apply a thickened Bote-Cote mix to this replacement, and to its corresponding area of the hull, then fix the timber in place with enough clamping to ensure some of the mix is squeezed out all around. This can be smoothed into a fillet along all the edges, and further filletting mix should be applied to make generously rounded fillets. After this replacement has set, fibreglass the whole area with Bote-Cote, continuing the glass well out onto the adjacent area of the fibreglass hull. For transom repairs, we recommend Biaxial glass for maximum strength both across as well as up and down the transom. For stringers, use Double Bias tape, which will conform more easily to the corners and edges.

Note. Polyester (the resin normally used in fibreglass boats and for fibre glassing) is a poor adhesive. Polyester repairs are well known for “delaminating” (that is coming unstuck) after a period. Epoxy is an excellent adhesive and it adheres extremely well to existing sound polyester. Unfortunately, epoxy is attacked by ultra violet light (sunlight) so it in turn must be protected by a paint coating. The best of these are the two pack polyurethane coatings such as our Aquacote, which properly applied will give 3 years and usually many more years of protection.

Manufactured by: BoatCraft Pacific Pty. Ltd. Proudly Distributed by: DRIVE Marine Services

For a Comprehensive Range of Boat Building requirements including

Bote Cote 2:1 Epoxy Resin, Fillers, **Pour-on-Gloss** Decoupage Coating, **COP-R-BOTE** Epoxy Antifouling, **AQUACOTE** Polyurethane Coatings, **PURBOND** Waterproof Single Pack Glue, **TREDGRIP** Rubberised non-slip Paint, **Fibreglass & Carbon Reinforcing Fabrics**, **FERONITE** Rust converter and Primer, Marine, Proof & Aircraft **Plywoods**, **NIDAPLAST** Composites, **Silicon Bronze** Fasteners **DAVEY** Traditional Bronze & Marine Fittings
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