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Awgrip project on Sin Sal:

This is all per the Awlgrip instructions and advice from two USPAINT reps. You can get a copy off the internet, [www.uspaint.com](http://www.uspaint.com). They also have a 1-800 number that you can call if you have questions (I had many). I'd leave a message and they'd get back to me with 15 mins. What I was calling them for was really for assurance that we were doing the right thing.

Prior to sanding, we wiped down the surface with Awlgrip "Surface Cleaner, T0008". The instructions say that some people use Comet cleanser and 3M Scotchbrite pads to scrub the boat clean. Then sand, with 220 grit paper.

We used Comet cleanser first, making sure that the water would not bead anywhere, then wiped with T0008. We used 150 grit sandpaper on a Porter orbital sander.

Once we had all the hull "clean", we proceeded to repair dings, scratches and gelcoat imperfections, etc. The primer and paint will not cover it all up!! This is what took us the longest time in the whole project.

Once the surface has been prepared to your liking, you're now ready to apply the prime coats. First, at least two coats of primer; "545 Epoxy Primer, D8001," "Converter, D3001", and "Reducer, T0031". If I was to paint again, I would put on three coats of primer (better base).

I called the rep. at USPAINT and he advised me to roll on two or three coats of 545 without sanding. Once the second or third (final primer) coat has cured, you can sand the surface smooth..... remembering not to sand too aggressively.

We applied one coat per day. I would wait at least two days on the final coat before sanding. We were a little anxious to get on with the project and realized that the final coat was not ready to sand. I called the rep up and he did say to wait another day, because the temperature had fallen below 55 during the night. The curing process stops if that happens. Your application depends on the temperature (and wind), of course, for the day you are applying the product.

One person could easily apply the primer, as you don't have to be that careful with the application. You also would not have to have "just the right weather" to apply this stuff like you would on the topcoat application.

Remember not to sand too aggressively, as you don't want to get back down to the gel coat, Follow the sanding by washing it down really good making sure the sanding residue is mostly gone and then do the solvent (T0008) cleaning, again!

Prior to putting on the first topcoat, lightly wipe down with a tack cloth to remove any remaining dust, etc.

Now, apply the topcoats in the color of your choice. (Minimum of two.... I would go three for a better base in case of future repairs). The instructions say that if you apply the second coat within 18 hours, or something like that, you do not need to sand between coats. We did lightly sand after the first coat. It does not actually take that much time to lightly sand the boat, and actually you only really want to "scuff" the gloss off. BUT.... don't forget to clean it again with the T0008 and then follow up with the tack cloth.

I used a 7" foam roller to apply the topcoat and made approximately two vertical passes. At that point Donna would then lightly tip the paint vertically, top to bottom, top to bottom. This brings down any excess paint to help prevent sagging, runs, etc. The cove strip presented a problem because it accumulated paint, but we both had to keep a sharp eye on that. You can go back for only a couple of seconds then DON'T TOUCH IT! It'll make a bigger mess of it. Once you get going, you learn what you have to do and how!!!

Awlgrip says to tip with a very good (badger, etc.) bristle brush, but we used a 2" foam brush. The solvent in the paint will eventually dissolve the glue in the foam brush, but not the foam. When Donna noticed that she would throw it down and reach in her back pocket and get another one. One foam brush was good for about 1/4 to a 1/3 of the boat. You must remember to "wet" it pretty good before continuing the tipping. I have heard other people say that using a bristle brush is too much trouble.

Don't forget you will also need good breathing masks, as the paint is quite toxic. We also had glasses and latex gloves on.

The Awlgrip paint, when mixed, is rather thin and covers a pretty good size area. A lot more than you would think. Not knowing what we really needed on the initial topcoat, I mixed 32 oz. of topcoat, 16 oz. of converter (equaling 48 oz.) and at a 25 per cent ratio of reducer (12 oz.), we came up with 60 oz. total. We had about half of it left over when we were done on the first coat. On the second coat we only mixed a total of 32 oz. (16,8,8) and it did our 34 with an oz. left over. Perfect!! We went 8oz or 1/3 on the reducer this time because it was warmer and slight breeze.

We bought a gallon of primer, and a gallon of topcoat. We used half, or so, of the primer, and as I recall, half of the gallon of topcoat, also. I bought a quart of black topcoat for the boot stripe and cove. I spilled about half of the black when the can slipped out of my hand.... \$20 into the gravel!!! :-(

A friend let us borrow three saw horses and a big 2 x 12 x 12 (reinforced) and it was a life saver. They were the right height so that we could roll & tip from the bottom of the toe rail down to just below the waterline. We were able to do a lot before we had to get down and reposition it for the next area. For the stern and the stem areas we used a couple of step ladders.

The best advice that I can give you is to ask all your friend (and non-friends) to stay away while you undertake the topcoat application. You MUST concentrate and any distraction will hurt your project, believe me!!! Then you get those that stand away and talk about what you are doing, etc., but you can't do anything about that. We did have one person that would not leave and kept saying what a great job we were doing. Welllllll, we had runs where we were painting while he was there!!! #\*\$@\*!&!@

I hope I have given you some of the info you wanted to hear. Look it over, and if

you need more info on the process let us know.

Max & Donna  
Sin Sal T34C #377

Donna's Q&A:

I'll try to answer the questions we received the best I can.

How many coats of Awlgrip did you use?

We used two coats of Awlgrip. Had we more time, I would have preferred to have three.

Three coats of Awlgrip allows room for repairs (sanding, feathering, and buffing) if and when you get a ding or scratch.

Did you use a china bristle or badger brush?

Neither! Believe it or not, we used a 2" foam brush to tip out the paint. I found it best to change to a new brush at least every quarter of the boat.

They tend to fill up with paint and cause runs. Sometimes I would squeeze excess paint out with my fingers if my supply of foam brushes was low.

I assume you used the 3" rollers?

We used 7" foam rollers for the rolling.

We're having issues with airborne pollen becoming lodged in the paint; any thoughts on that?

We are lucky we don't have the airborne pollen here. Other than painting inside or waiting until the pollen has stopped, I don't know what to do. Fighting the elements is definitely difficult.

We've done one coat which, as he said, got rained on. So we're sanding a great deal of it off. The first coat looked great for a few minutes, though! You COULD see brush strokes a little when you were a foot away, but at 10 feet away it looked perfect. How is yours up close?

The Awlgrip flowed out to a mirror finish. At first, we could see the brush strokes, then after a few minutes they just disappeared! We found the

Awlgrip flows best if the previous coat, whether it is primer or topcoat, is cured about 48 hours. I know the instructions say it cures in 12 hours and is ready for the next coat, but, we found better results letting it cure another day before sanding for the next coat. You don't want the paint to gum at all when sanding.

Just wondering if there are any lessons learned that we can use for the next coat.

Max did the rolling and followed directly behind with the tipping. He would usually roll 1 -2 rows vertically and wait as I tipped vertically. As he

waited he kept me out for runs that would develop. You can go back about 5 feet and retip to catch runs, but, once you are well beyond an area its best to just let it go.

We started at the bow and worked our way around port to the port quarter. Then we did the stern, and picked up again with the starboard quarter, working up the starboard side to the bow. Everything bended well.

Having a scaffolding really helped so we didn't have to maneuver ladders around.

The regular blue tape actually worked better than the green fine line tape. Awlgrip is very thin and watery and tends to work under the tape. Be sure

to press the tape edges firmly down. When we pulled the tape off the boot and cove strip, we had to do a little cleaning to the edges where paint did seep under. It takes longer than you think. We thought we'd pull the tape off and voila! But no, it took two hours cleaning the seeping paint from the edges. Some required careful scraping with a knife edge to remove the dried paint. If it was wet, Acetone worked well and will not hurt the topcoat. This can be messy.

We are hoping that it will need only one more coat, because the weather is supposed to be rainy for another week and we're scheduled to launch the 25th!!! Not leaving us very many days to have calm, overcast, windless weather!!! Of course it's blue, which I hear is more tricky anyway... How soon after completion did you launch? The hull had two weeks to cure and the boot stripe had one week to cure before launch. The launch straps didn't appear to hurt the one week cured boot. We didn't intentionally wait two weeks for the hull, it's just that we finished painting the hull one weekend, came up the next and finished the boot stripes, came up the next and launched. But, I would wait at least a week.

We are worried about having fenders against the hull for stepping the mast if its only, say 7 days after we're done painting. Will it be cured hard enough at that point? It probably should be fine.

Hope this answers some of the more common questions. Feel free to ask more. Your paint job should turn out great. There's a great satisfaction in doing work like this yourself!

Donna  
Sin Sal T34C #377

# T34C Repainting

Photos and text by Max Guzman and Donna Delahanty Guzman, *Sin Sal*, 1976 T34C #377

- Click any image for a larger view

## Awlgrip Roll and Tip



The First Coat



Initial Coat - Bow



Along the Starboard Side



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Aft Detail



Port Quarter



Stern



Cove Stripe taping



Boot Stripe Taping

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Ready to Stripe



View from the Side



Waterline Detail



Stern Detail



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Time to Relax



Lookin' Good...



Ready to Launch!

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Donna, *Sin Sal*, T34C #377





OH 4102









**SIN SAL**

CINCINNATI, OH





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Webfoot



71521A







SINS





