

## Chapter 1 : S/V Benediction | Voyaging in a small boat on a budget

*How to fix up an old boat on a small budget. by Wiley, Jack. Publication date Topics Boats and boating. Internet Archive Books. Scanned in China.*

The boat floor is arguably the most important part of your boat. If it rots, it can spread to the rest of the boat and create a terrible, dangerous mess. Paying someone to repair the new problem can cost you a lot of money you may not have, leaving the repair up to you once again. The following article will share you with some of the common mistakes made in boat floor repair and how to avoid them.

**Not Cleaning First** If you spot a rotting boat floor, you need to take action by scrubbing it down. The likely cause of the rotting is mold from the dampness of the boat, so the mold must be cleaned as thoroughly as possible to stop it from spreading to healthy flooring.

**Leaving Rot Behind** After you have cleaned the area, you will want to remove all of the damaged wood. This will be very easy to do because it will literally be crumbling. You cannot repair the boat floor while rotten wood remains as it will only continue to rot. Once you are confident that the rotten sections have been removed, you can start to repair the floor as needed. If you have the means and resources to remove a piece of the boat floor and replace it then that is the best thing you can do for the boat. Replacing a piece of rotting floor is the best course of action because there is no telling how bad the rotting is as it could have spread to other places not immediately visible; however, if you have no choice but to patch the rotten section, it is better to do so from under the floor if possible. This creates a decent seal, but also prevents someone from tripping over the patch. If you cannot get under the floor to patch it, then after you clean the site, cover it with a material that is relatively thin.

**Nailing the Boat Floor** This is a mistake that many people make without even realizing they are doing it. A boat floor is not meant to have nails in it and doing so weakens the structure. It also creates spaces where water can get deeper into the boat, the floor, and other areas. Even a gap as small as a nail head can wreak havoc on an otherwise healthy boat so when replacing flooring, avoid nailing altogether. If you have no other recourse, use wood putty and epoxy over the nails. Doing this simple additional task will save you a lot of time and money down the line, since the putty or epoxy will effectively cover the hole created by the head of the nail.

**Using the Wrong Materials** The best thing you can do when fixing a boat floor is to use epoxy. You do need to make sure that you use an epoxy that is waterproof. Ones that come in two parts are also stronger and preferred. Keep in mind that they do make marine grade epoxy, which should always be your first choice.

**Chapter 2 : Gelcoat Scratch Repair - BoatTECH - BoatUS**

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On Wednesday I drove 4 hours to look at a Malibu that the seller told me had only a few small cracks around the windshield base. I figured for the right price I can have them fixed. Once I got there the boat had cracks inches long in numerous places. He said they were perfectly normal. So am I being unreasonable to expect to find a boat with no cracking? Not really old boats either. The Malibu I looked at was an There is always fiberglass damage underneath the gelcote cracks. If you were to grind away the cracked gelcote to the bare fiberglass you would find the source of the cracking. That must always be addressed with repairs before applying new gelcote. When looking to buy a boat some cracks around tower feet are an indicator that repairs and reinforcement are needed. Minor cracking in areas like the dash or gunnels are not dangerous but will require repairs. However, if you see cracking of gelcote in the hull this is an indication of damage to the fiberglass that may affect the structural integrity of the boat. This may be from weak or rotten stringers on old boats, abuse from over loading the boat or beaching, or even an impact. People run much more ballast than some boats are designed for, so spider cracks begin to appear, but not nescisserily fiberglass damage. My hull, for example, has spider cracks on the transom where the transom straps wrap around the bottom of the transom. Moomba was under the front seats in the bow and the supra was around all the tower mounts. I will say when I switched from skiers choice boat to mc I could tell a huge difference in hull flex. Wow, the cracks in the fiberglass mirror the cracks in the gelcote! Any stress points could easily crack gelcoat for some distance without affecting the integrity of the actual fiberglass. Having said that, forces strong enough to crack the gelcoat could be strong enough to damage underlying structural fiberglass. Radiating cracks from an impact point or a windshield, cleat, or tower mounting point would raise some questions in my mind. I had a buddy that developed a lot of cracks around the base of the tower on his X The dealer actually sprung for the repair and intentionlly ground down to fiberglass to inspect. That was in Ten years later of pretty intense tower use, still looks like factory new. Tower is solid, no cracks. My brother in law on had windshield snaps drilled on his Glastron. He got little cracks radiating out from almost all of them. First level is when the gel coat cracks due to flex but the crack does not penetrate to the fiberglass, this can be described as crazing. This determined to be purely cosmetic. Send level is when the crack penetrates through the gel and slightly into the fiberglass. This level should be repaired as there is a potential it may get worse over time. Third level is a structural fiberglass crack sometimes developed from the inside out. These are considered structural failure and needs immediate action. This is where you test how good the lifetime hull warranty is. I have also seen somewhere that suggests that due to a change in materials used for the gel coat changed to environmental freindly materials , most major boat mfgs were experiencing lot of crazing, that may or may not have been caused by environmental conditions especially up north. I heard they have improved the process since or so. I can confirm this, so take it as hear say: How quickly should I get this addressed? I assume I am beyond my warranty here

Chapter 3 : How to fix up an old boat on a small budget | eBay

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Filling old holes and touching up Gelcoat Boat repair and maintenance Date: Judy Blumhorst - - - - -  
- - - - - Hi Webgang, A few folks have written me to ask about filling holes and touchup for the gelcoat on the boat when they move rigging hardware. Either one is good, it depends on what materials you have at hand. In both methods, first use clean the area to be repaired as follows: Use a drill bit to remove any remaining bedding compound inside the hole. Use a razor to remove any bedding compound on the surface. You may need to use laquer thinner or acetone as well to clean the area well. Materials -- -polyester filler with cream hardener like Evercoat Formula 27, sold in hardware stores, marine stores , -two or three plastic spatulas, available in automotive stores, hardware stores, marine stores. I cut them down to about 3" for small jobs like this. Clean them with acetone immediately after each use. Cut off one curved end to make it square for better mixing and scraping. Use water resistant polyester filler to fill the hole as follows: Mix up the filler according to directions. Using a plastic spatula, mix the creamer hardener in well according to directions, working it on the cardboard until the color is even and there are no air bubbles. On your last pass with the spatula, get every last bit of putty off the deck. If you do mess up, wipe as much as you can off with acetone on a rag and start over] Once the putty has set up usually about 20 minutes is plenty, this stuff sets up REALLY fast , you can apply the topcoat of gelcoat to the hole Method 1, Step Two: Applying the top gelcoat from the kit as follows see below for instructions on matching color: Follow directions on the gelcoat patch kit and put gelcoat on the top of the patched hole. Or if you order gelcoat from IM do the following: Spoon 3 tablespoons one oz of gelcoat into a paper cup. Let it sit in the sun for about 15 minutes more or less to evaporate the solvents and thicken to the consistency of ketchup or mayonaise. Scrape the sides and corners and bottom of the cup to mix the catalyst in well. Transfer the gelcoat to a new paper cup and throw away the mixing stick. Using a new mixing stick, put a dab of gelcoat on the hole. Over fill it a little, since gelcoat shrinks. Wax if you like. You may need to do the gelcoat thing a second time to get it perfect, since the gelcoat shrinks. Mylar or acetate tends to mark the finish, but you can always wetsand the marks out. By the way 2 -- the polyester filler usually comes with red cream hardener. However, if you can get white cream hardener, your repair will show less. Method 2 This is how I do it. This method uses thickened gelcoat instead of filling putty to fill the hole. Silica thickener from West System, Colloidal Silica Generically also called Cabsil. This stuff is white, which makes it easier to match the color on a white deck. Put 1 or 2 oz gelcoat in a mixing cup. Add liquid catalyst drops per oz and mix well. It will be an off white color. Fill the hole, following the directions as described above for putty. Remember, you must seal the top layer of gelcoat from the air so that it cures, by adding surfacing agent or spraying with PVA. Wet sand with , , maybe Add the tiniest amount of Sienna you can just a tiny drop and and mix well. Put a drop of UNCatalyzed gelcoat on the hull and smear it around with your finger to check the color. Add more white or sienna to change the color. When you have the color right, wipe it off the boat with acetone. Read the directions carefully on the filler can and the gelcoat repair kit. If you buy the repair kit, use just a dab of sienna coloring agent to tone down the base white gelcoat. Read the directions on the cans at least three times before you start. Practice first on a piece of wood to get the hang of it. Make your mistakes on the wood, not your boat. Gelcoat is very forgiving, because you can sand out any drips or hangers by wetsanding. A few years later ? In both cases, prep work is critical to good results. YOU have to be sure to remove all grease, wax and silicone, or else the gelcoat will not adhere. The sand the whole area with grit paper on a block, taking care not to gouge. Failure to thoroughly clean and prep the area will cause the new gelcoat to chip and flake off!!! Read the manufacturers instructions for how to thin the gelcoat, and how to catalyse it for the most durable lasting results. For traditional polyester gelcoat, I personally prefer using styrene monomer as thinner an active thinner which promotes crosslink bonding , rather than using acetone a passive thinner which reduces crosslink binding. Be sure to clean the gun

and pot with acetone immediately after use. Follow all safety precautions -- in particular, use a high quality respirator with brand new organic fumes filters while spraying. I prefer a full face respirator cost: Use nitrile gloves when using acetone, because it can be absorbed via the skin.

**Chapter 4 : How to Turn Your Small Boat Into a Fishing Machine (video)**

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**Gelcoat Scratch Repair By Don Casey** Surface scratches can be buffed out of gelcoat with polishing compound, but deep scratches must be filled. When the gelcoat surrounding a scratch is in good condition, the filler of choice is gelcoat paste, which provides both filler and finish in a single application – but not a single step. Because the surface of the cured paste will be uneven, sanding and polishing are required to smooth the repair and blend it with the rest of the hull. Except for color matching, gelcoat repairs are easy and straightforward. For scratch repair you want paste. You will also need sheets of 150, 220, and 320 grit wet-or-dry sandpaper. A single sheet of each will be more than ample to fair all the paste in a repair kit. **Color Matching** The hardest part of a repair to the surface of a fiberglass boat is matching the color. Professionals who do gelcoat repairs daily still have difficulty getting a perfect match. White has the significant advantage of being fairly easy to match, and once a small repair is buffed out to a gloss, shading differences will be unnoticeable. Matching colored hulls is somewhat more challenging. A color-sample card from your local paint store that matches your hull can provide valuable help. Ask the store clerk the formula; they custom-mix the color by adding tints to a white base. The formula may call for a half-dozen different tints, but the important ones are those specified in the largest quantities. You can use the tints in your repair kit to approximate the formula. Always color gelcoat paste before you add the catalyst. Put exactly one ounce of paste into a mixing cup and add the tints a drop at a time. Keep track of the number of drops of each tint. When the color looks close in the cup, touch a drop of the mix onto the hull. **Preparing the Scratch** Never try to repair a scratch by simply painting over it with gelcoat. Gelcoat resin is too thin to fill a scratch and gelcoat paste is too thick. Instead of penetrating scratches, gelcoat paste will bridge them, leaving a void in the repair. To get a permanent repair, draw the corner of a scraper or screwdriver down the scratch to open it into a wide V. **Catalyzing** The hardener for gelcoat is the same as for any polyester resin – methyl ethyl ketone peroxide, or MEKP. As a general rule, four drops of hardener will catalyze 1 ounce of resin at 1 percent. Hardening in about two hours is probably ideal. Always err on the side of too little hardener. Also be certain to stir in the hardener thoroughly; if you fail to catalyze every bit of the resin, parts of the repair will be undercured. **Spreading Gelcoat Paste** Work the gelcoat paste into the scratch with a flexible plastic spreader. Scrape up any excess paste beyond the patch area. **Covering the Repair** Gelcoat will not fully cure in air. To seal the surface of a scratch repair, cover it with a sheet of plastic film. The kit may include sealing film. Otherwise a section of kitchen "zipper" bag works especially well because it tends to remain smooth and the gelcoat will not adhere to it. Tape one edge of the plastic to the surface just beyond the repair, then smooth the plastic onto the gelcoat and tape down the remaining sides. **Sanding and Polishing** After 24 hours, peel away the plastic. The amount of sanding required will depend on how smoothly you applied the gelcoat. Wrap the block with a quarter sheet of grit paper. Use the edge of the block to confine your sanding to the new gelcoat. Use short strokes, taking care that the paper is sanding only the patch and not the surrounding surface. Never do this initial sanding without a block backing the paper. When the new gelcoat is flush, put grit wet-or-dry paper on your block and wet sand the repair, this time with your block flat. Use a circular motion and keep a trickle of water running on the sanding area. Feather the repair into the old gelcoat until your fingertips cannot detect a ridge. If the hull is curved, take care not to sand the repair flat. Abandon the block and switch to grit wet-or-dry paper. Wet sand the surface until the repair area has a uniform appearance. Follow this with grit wet-or-dry. Wear cloth garden gloves – the kind with the hard dots – to save the tips of your fingers. Dry the area and use rubbing compound to give the gelcoat a high gloss. Swirl a soft, folded cloth over the surface of the compound to load the cloth, then rub the compound onto the repair area. Buff it with a circular motion, using heavy pressure initially, then progressively reduce the pressure until the surface becomes glassy. If the gelcoat shows swirl marks, buff them out with a very fine finishing compound. Finish the job by giving the repair area a fresh coat of wax. If your color match is reasonably good, the repair will be virtually undetectable. He and his wife

cruise aboard their footer part of the year in the eastern Caribbean.

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In reality, basic aluminum boats are the most common craft you will see at the dock or puttering around the lake. Come join me for "Boat Building ," and learn some easy ways to soup up that Plain Jane of a vessel you own. Hey, also check out the boat video below about upgrading an aluminum fishing boat. Turning your "Plain Jane" aluminum boat into a performance fishing rig can be as simple as adding a few basic accessories. Creating a Casting Platform for Fishing If my memory serves me well, my foot Springbok aluminum boat will be celebrating its 14th birthday this year. Much of this is in part to how well I have taken care of and cleaned it, but it is also to the fact that I have re-vamped a large portion of the body to stay with the times. One of the best additions you can make to your aluminum boat is to construct a casting deck. This is the front floor portion of the boat that is raised in order to give the angler a better view of the casting area and to help with movement while up fishing. Although my boat did come with a small casting deck standard, I took it upon myself to construct a larger version that was significantly raised. The logistics of building a deck are quite simple for most that are familiar with basic carpentry. First a template is drawn of the inside bow area. It can be a bit tricky when dealing with the sloping angles; however, I found that using a cardboard template and actually fitting it into your working area will simplify the task. You will then want to construct sturdy wooden supports for the plywood deck to sit on. None of the supports need to be attached or adhered to the body of the boat. Only the plywood deck itself will be anchored to the base with the use of screws. Before attaching the actual deck, however, you will want to cover the wood with a high-quality boat carpet. Trolling Motors I can still remember the first two seasons I relied on oars to help me get around my fishing spots. The pain and anguish it caused will be forever etched in my mind, although this soon passed with my discovery of the electric trolling motor. Trolling motors are a wonderful tool for the angler looking to get more from their boat and from the time spent on the lake. These motors are relatively weedless, are quiet and can get you where you want to go with ease. A foot-controlled bow mount electric motor is the definite way to go, and now that you have a front deck, it will be the perfect addition. The one thing to keep in mind before selecting a bow mount motor is to make sure that you have a "bow mount. A trolling motor of this type will allow hands-free steering, which is a big plus when fishing certain areas. One thing to keep in mind when selecting a motor is power. Whether to choose a volt or volt is a personal preference, but it would be wise to select the most powerful design that will both fit your budget and your boat. Increased power will enable you to fish longer with more thrust -- a combination that will seem priceless. Adding a Livewell to Your Boat If you are into catch and release fishing , or would like to keep your catch fresh for the dinner table, a livewell on board is the route to take. Although most basic aluminum boats are not outfitted with a factory well, it can be quite easy to install one yourself. Livewell kits can be purchased from most marina or tackle shops, or you can construct your own with a little ingenuity. Any type of large container with a snug lid will do, as long as it is roomy enough for the fish you are after and the aerator that is necessary. Many people opt for large coolers, as these are the right dimensions for the job in hand. Once you decide on a container, attach the system to the inside of your boat to stop it from bouncing while your boat is moving. Next step is to hook up the aerator and attach it to a battery for its necessary power. Install a Bilge Pump How many times have you wandered down to the dock to find your boat filled to the brim with water? Next time, instead of using elbow grease and a pail to find your boat again, how about installing a bilge pump to make the job easier. A bilge pump is a luxury item on my aluminum that I would be lost without. It is such a simple action to flick a switch and know that any water that comes on board, either through a downpour, a leak or ferocious waves can be expelled quickly and easily. Simply adhere the unit to the stern floor of the boat and hook it up to your onboard battery. This handy little gizmo will take care of the rest. Aluminum boats are the standard when it comes to fishing, although they can be taken to the next level. Experiment with rigging your craft this coming season, and turn your "plain jane" into the envy of the lake.

## Chapter 6 : Gelcoat cracks? [Archive] - TeamTalk

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## Chapter 7 : Fix it and Sail: Everything You Need to Know to Buy and Restore a Small Sailboat on a Shoest

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## Chapter 8 : Covering Screw Holes In A Fiberglass Hull

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## Chapter 9 : Best 25+ Aluminum boat ideas on Pinterest | Jon boat, Aluminum fishing boats and John boats

*The last boat I bought was sitting on land with nearly a foot of water in the bilge, mold growing on the headliner, and mushrooms popping out of the cushions.. And that was just the inside.*