



*Before and after applying the Coppercoat antifouling to the primed hull. Note the cradle is now in place ready for turning the hull over.*

keel and stem with 1" (25mm) countersunk screws set out at regular intervals, dry screwing them to begin with.

Dry screwing fittings – boring the fixing holes and inserting screws without glue or bedding compound – allows us to position them correctly but just as importantly, remove any sawdust or shavings that may prevent a close fit once we have applied the bedding. To ensure the watertight integrity of the hull, we bedded the fittings on a bituminous rubber compound and injected epoxy resin into the screw holes before inserting the stainless steel screws.

The suppliers of Coppercoat, Aquarius Marine Coatings, advised that we could apply it directly to the hull or use a universal primer first which would stabilise any differences in

rates of absorption between the epoxy glass and the fairing compound – so that's what we did. The solvent-based epoxy primer supplied by Aquarius proved to be so easy to apply and gave such a high coverage we decided to use it as a general primer. We used it for the whole of the outer hull and much of the interior timber after epoxy encapsulation.

Once the primer had cured, we masked off the waterline or more accurately, just above the waterline, to form a boot top. We then applied the Coppercoat as instructed by mixing the pack of resin and hardener together, before sprinkling in the copper powder. The mix was then transferred to a paint tray and rolled onto the surface.

As we were warned in the complimentary DVD, the first