

*I thought that the phenomenon of yellowing hulls was only peculiar to Beaver sailors, since we sail on a lake that is open to a working (industrial) canal, with all the associated pollutants that can drift in over the years.*

*Regarding salt water, in my experience, my boat usually seems cleaner AFTER having sailed in it, rather than being caused by it, as some of you seem to suggest, but then all things are relative!*

*The problem of yellowing seems to have become more noticeable with newer boats, and must relate to the make-up of the gel-coat.*

*My previous boat (1900 Stiletto) was worse than the one before (1736 Cocktail), and had a hole repaired in the port hull in 1999, after an altercation with an out-of-control Merlin Rocket (not my fault you understand)! When I got it back, I could not tell where it had been repaired, even though I knew exactly where to look, since the colour matching was perfect, and the boat wasn't that old anyway.*

*However, 4 years later, I can now see exactly where it was repaired, since that part doesn't seem to have suffered from yellowing, whilst the rest of the boat has, and within about 3 months after it's previous clean (OK so it doesn't get cleaned very often), but nevertheless tends to prove the point about varying qualities of gel-coat.*

*The easiest way to restore your yellow hulls to their original 'whiter than yellow' state would be to give the job to **Steve Sawford**, who has an excellent reputation for*

*restoring hulls to their former glory, however tatty they may have become.*

*Personally, I have found that using **FARECLA G3** rubbing compound, in the same way that you would polish your car, i.e. hand rubbing with some mutton cloth, is quite adequate for the cleaning process, after having first washed down the hulls with detergent, as it does the job without too much effort or abrasion to the surface.*

*Most importantly though is that you appreciate that this is only half the solution, as with any cleaning process like this, you need to protect the surface AFTERWARDS, otherwise it will only get just as bad again, but in half the time.*

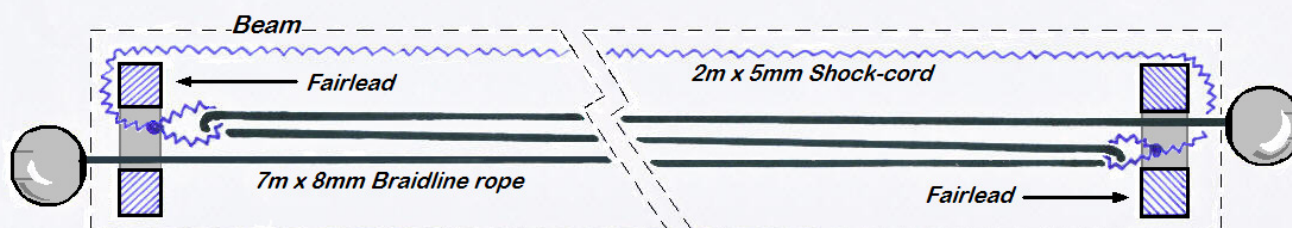
*For this, I now use a product called **FINISH KARE #218 POLYWIPE SEALANT CONDITIONER**, specially made for use on fibreglass surfaces, which as it's name implies, seals and polishes the surface. You can apply this in the same way, but a power buffer here does an even quicker and more thorough job, and the end result makes it well worth the effort, for you can feel as well as see the difference.*

*No doubt there are other products available which will achieve a similar finish, and level of protection, and it would be interesting to receive comments / tips from other sailors on their own personal solutions to this problem, so please don't take the above as the definitive answer, but from personal experience, all I can conclude with is to say 'IT WORKS', and hope that this helps some of you to keep your boat in pristine condition.*

## Dartful Codger

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**RIGHTING LINE DIAGRAM**



Dartful Codger Oct.2003