



Old Town[®]

GUIDE SHEET

for the home craftsman

Applies To All Canvas Covered Watercraft

REFINISHING

Begin with a clean, dry canoe. If the surface is not badly checked or broken, a coat of Old Town Spar Varnish will restore the gloss and condition the hull for another season.

Using No. 60 sandpaper, smooth and clean all exposed wood and canvas surfaces inside and out sanding with the grain. Wipe all sand dust away with a dry cloth. Use Old Town Spar Varnish, coating the inside first then turn the canoe onto a pair of horses and finish the exterior surface.

If the finish is checked and in poor condition, sand with No. 40 paper until a smooth hard surface is attained. Varnish inside first, then with canoe's gunwales resting on horses apply one coat of Old

Town enamel to the outside. If the canoe is white, a preparatory coat of flat white should be applied before enameling.

If surface is badly checked and sandpaper is not effective, use a blowtorch or liquid paint remover to soften the old coating. Use a dull edged scraper such as a putty knife to remove the softened coating down to the base coat. Allow a few days for the surface to reharden and proceed as outlined above with finish coat.

Dacron patches can be applied to Dacron covered canoes using "Plibond" manufactured by Goodyear which is available at most hardware stores.

STOPPING LEAKS AND MAKING PATCHES

To locate leaks, put water inside and see where it comes out. Fill deep scratches with a mixture of Ambroid Cement and sand dust kneaded into a paste if the fabric is not punctured. Allow to dry over night and sand smooth.

If canvas has been cut, patch as follows:

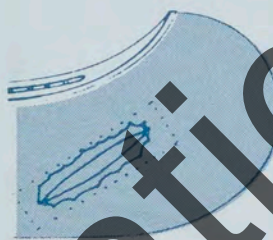
As shown at (a), cut a patch large enough to extend about an inch beyond the edges of the slit. Insert the patch through the cut and work into position between the planking and the hull canvas. Coat the patch with Ambroid Cement and close the cut. Apply pressure with fingers to smooth cement until it is forced out through the slit opening. Wipe smooth. If the cut is large, use brass tacks to secure the edges neatly over the patch as shown at (b).

If part of the fabric is missing, make patch of heavy canvas. Fill with sand dust and ambroid. Tack patch in place as shown at (c). When tacks are used, they should be driven onto a hammer of heavy piece of metal so as to turn back the point and provide a clinch. Use long tacks to penetrate through planking and ribs, shorter tacks through planking only in spaces between ribs. Clinch tightly to make a firm fit to the hull. Space tacks about 1/4 to 3/8" apart.

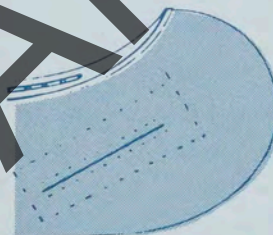
When cement is hard, touch up with Old Town Enamel to restore the appearance.

For small holes in the fabric, the use of Ambroid Cement is completely effective and nothing else need be done.

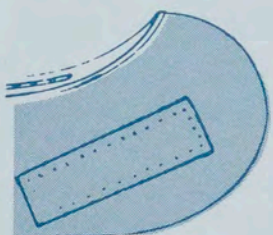
Small breaks in the planking which can occur between ribs can be easily repaired using Elmer's Glue to coat the under surface of splinters which may then be forced back into place with the fingers.



A.
Patch in place



B.
Tear closed and tacked.

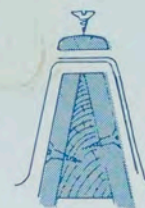
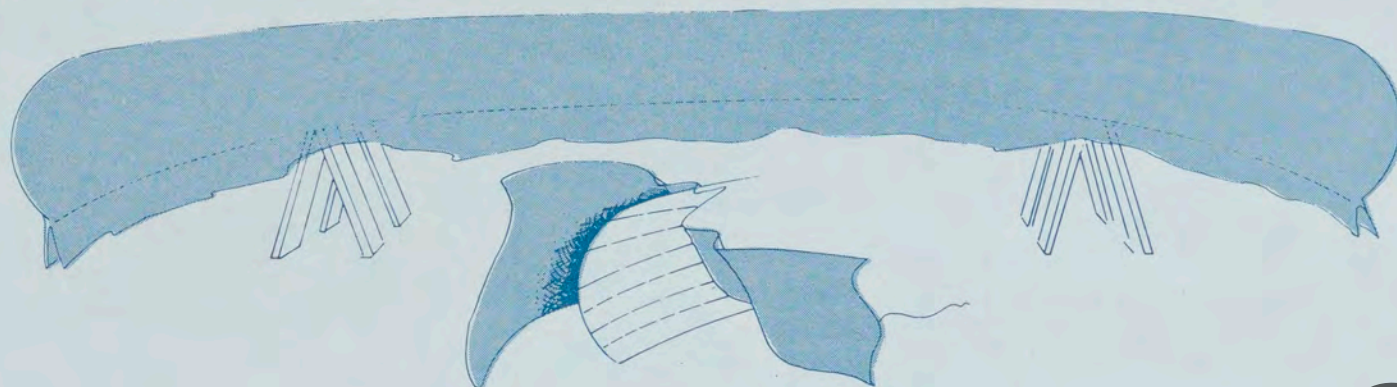


C.
Patch applied over hole (fabric gone)

RECANVASING CANOES & BOATS

When the canvas covering can no longer be kept watertight by painting and patching, and the hull is still sound, it is economical to remove the old canvas and stretch a new covering over the hull. The work is not intricate and will make the canoe as good as new.

Remove the stem bands, rub rails and keel thus exposing all fastenings. After these tacks have been removed, the old canvas can be taken off. Repair any damage to the wood, then proceed as follows:



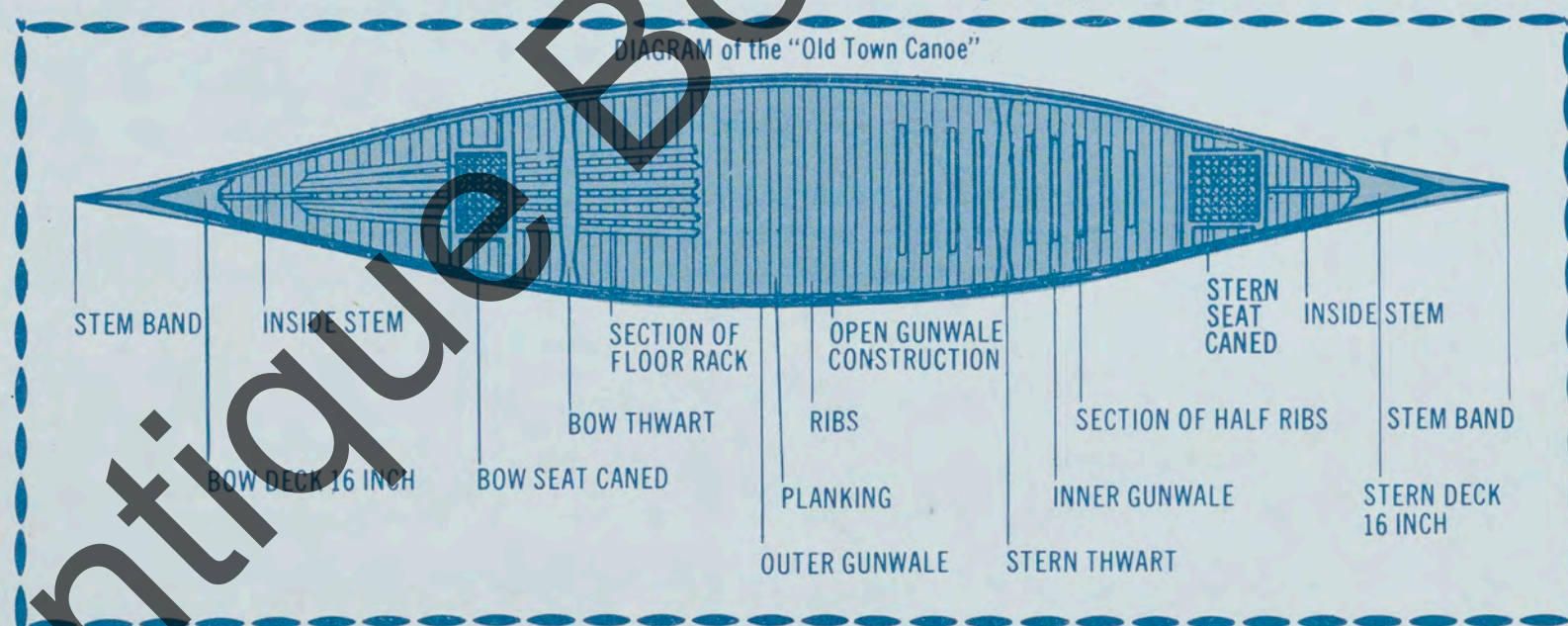
RECOMMENDED METHOD

Use a pair of horses which do not extend beyond the gunwales. This allows the canvas to hang properly all around the rails. Fasten canvas to the hull using 11/16" tacks along the gunwales and at the ends with 5/16" tacks. Square sterns with a wooden transome require 3/4" galvanized nails for securing canvas around stern. Where canvas laps at ends, under the bang plate and around square sterns, marine bedding compound or paste white lead should be used to prevent leaking. Canvas should extend about a foot longer than the hull to provide a good grip for stretching. Canvas should be about 3" wider than the old covering. We have never found any advantage to be derived from gluing the canvas to the hull and therefore do not recommend it.

Begin at the center and stretch as shown in the sketch shown above until canvas is smooth all around. When canvas is installed, fill with Old Town canoe filler, a special preparation made for this purpose. When filler is dry, sand smooth and prime with a coat of flat paint tinted with the finish color desired. Finish with a coat of Old Town Enamel.

Refer to repair parts sheet for materials required. The following items are usually sufficient to do one canoe:

- Canvas. Specify width and length
- Tacks. Specify if square stern
- 1 gallon filler
- 1 quart primer
- 1 quart enamel - specify color
- 1 quart spar varnish for inside and rails



FIBERGLASS GELCOAT PATCHING FOR MINOR REPAIRS

Preparation for color patching of gouges, deep chafe spots and cracks consists of scraping the damaged area with a knife to remove wax or any foreign substances that might prevent adhesion. Scrape the edges of the old gelcoat to a feathered edge approximately 1/32" wide. Avoid using sandpaper to feather as this will only enlarge the patch. Unless the patches are quite large mix gelcoat in teaspoon quantity adding approximately 3 drops of hardener per spoonful. Mix thoroughly. Apply with small stick whittled to spatula shape. Care should be taken to work the gelcoat into the feathered edge which you have prepared and to spread the gelcoat slightly thicker than need be to allow for shrinkage. Thin films of gelcoat do not cure readily. Make your patch about as thick as an old dime. Patch can be worked as soon as it cures;

time depending on temperature. Gelcoat cures with a slightly tacky surface but should not be worked if it is at all rubbery as it will continue to shrink below the surrounding area. Excess gelcoat may be removed by filing or sanding with 220 sandpaper. Extreme care should be taken when sanding not to scratch the surrounding surface as it is difficult to remove these scratches. Sanding with 220 grit should be discontinued when patch is almost flush with surrounding area. 400 grit paper should be used to remove 220 scratches from patch and 600 grit should be used to blend the two surfaces together. Final polishing can be accomplished with paint rubbing compound available at most department and automotive stores. Sandpaper supplied in gelcoat kit should be used wet for best results.