

Refit Summer 2003

Trinka sailing dingy that needed a bit of work.



Teak sanded and varnished (Sikkens) and a new rub rail installed.



The framework was seated in a thickened epoxy slurry.....



.....that had Sikaflex applied to the bottom region on the deck. The Sikaflex was applied directly to the uncured epoxy with the idea that the bottom edge would remain flexible and not be subject to hairline cracks at the deck. This should keep water from wicking up into framework as the structure works in a seaway. The framework was saturated in multiple coats of both thinned and unthinned epoxy before installation.



Setting framework in place.



Fastening and filling screw holes with epoxy. There was an additional Sikaflex fillet applied to the bottom edge of the framework as added insurance.





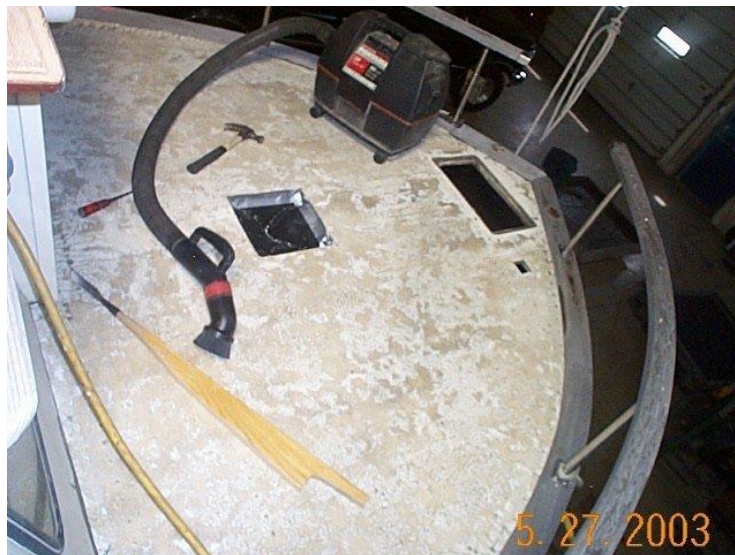
We stripped the teak off the aft deck without destroying it. It was scary how easy it came up.



We ran the planking through the thickness planer, re-drilled and plugged all the screw holes and sanded it smooth.



The back deck was taken down to bare glass using a small slick.



A layer of 10 oz. glass was epoxied over the deck to create a smooth surface for applying the teak.



The back deck was then sanded to give some tooth to the surface.



Gluing down the deck (no fasteners) with 5200, the only place this stuff was used on the boat.



Deck glued down and sanded.



Masking off the deck for caulking.



Fairing the framing.



The mooring bit was rebuilt and bolted into place. The eye bolts dead end the anchor chain. There are some advantages in rebuilding in a shop that does a lot of stainless work.



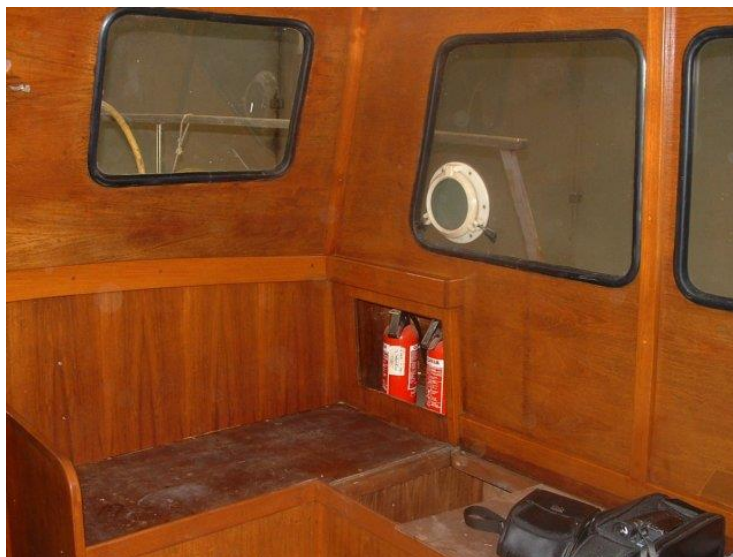
Putting primer on the aft cabin sides.



The underside edges of the main salon house were rotten. The rot was dug out, and the wood was replaced with cedar and a white oak cap.



Starting to re-varnish (Sikkens) the inside of the main salon.



Main salon renovations.



Finally getting some paint on the front window frames.



Primer on the aft cabin and house.



Back to looking more like a boat than a wreck.





The door slides were rotten teak and had to be replaced. We used locust.



Final coat of paint forward.





New glass was purchased and set into the original gaskets. A few years after we did this we found where to buy the replacement gasket material.



Doors and glass installed.



The framing around the sliding hatch in the salon roof was removed, refinished and replaced.



Lexan ports were fabricated and glued to the hull using Sikaflex 295 UV making sure to use the appropriate primer. The interior paneling in the aft head was ruined by leaking opening ports. We added a hatch in the aft deck for ventilation.



Base coat of white going on over the primer on the aft cabin sides.



The cabin tops got a coat of light gray.



The name was changed back to Finlandia; the name on the boat when it was originally shipped across the Atlantic.



More painting, the last coat of gray.





Forward cabin ports installed, caulking at the rail and cabin sides finished and the deck finish sanded.



Finally doing some work in the bilge. This region was totally ignored while we were working on other projects. The theory was that the boat ran when it was hauled out in North Carolina ten months before, so it should run when put back in.



A temporary prop was installed while we figured out what to change the pitch to on the original prop. The rudder post was also replaced as there were crevice crack issues with the original.



Getting ready to leave the shop.



Finally, the boat leaves the shop. We were paying rent by the day in the end. A very gracious offer for letting us stay another winter was put forward but we didn't want to lose the entire boating year.



Ready to be launched.



Waiting to be dropped into the water.



Leaving the haul out well. We motored out into the bay, took a quick cruise and then practiced docking in the open water before coming into the dock for the first time. Of course, there were some electrical issues that prevented the engine from initially starting for a few hours, but eventually we got that sorted out.



At the dock.



Forward handrails and about 60 pieces of interior trim and cabinet doors were going to have to wait until the next year for re-installation.

