

# SPARE PARTS & MAINTENANCE SUPPLIES



## Hull and Topsides:

Every 8-10 years or so all the old anti-fouling paint should be removed, the hull allowed to dry and a new epoxy barrier coat applied.

- ❑ **Epoxy Barrier Coating:** Fiberglass boats which have never had a blister problem in temperate areas may end up with major osmotic blisters after spending one year in tropical waters. To prevent or lessen the chance of this happening, apply an epoxy barrier coat to your hull before departure, after the hull has been stripped of paint and had time to dry out sufficiently. The drying out process can take two weeks to several months and should be monitored with a moisture meter. Applying epoxy to a partially dried hull only exacerbates the potential problem. West System Epoxy has a good book titled "Gelcoat Blisters: Diagnosis, Repair and Prevention". The West Advisor, "Blisters & Barrier Coats" is concise and excellent. Both Interlux Interprotect 2000-2001 and West System epoxy barrier coating systems receive highest marks.
- ❑ **Anti-Fouling Paint:** Just before departing on a major cruise, you'll want to apply a fresh coat of anti-fouling paint. Practical Sailor continually tests and reporting on a wide range of anti-fouling paints in both temperate and tropical locations and the test results are concise. Two paints that consistently do the best are Interlux Micron 66 and Petit Trinidad SR. International Paints has worldwide distribution and Micron 66 is an ablative paint that can go two years before recoating in some instances. This is the best overall paint for world cruisers I have found, however, because of the copper content it isn't available in Canada or the EU. I used Petit Trinidad SR paint for many years, but it requires more maintenance (sponging underwater) and distribution is limited to North America. In order to switch from Trinidad to Micron 66, we had to lightly sand the Trinidad and coat it with International Primacon, a barrier coat/primer to prevent interaction between the different paints.  
Reference: Practical Sailor: Sept. & Oct. 2014, March & Oct. 2013, March & Oct. 2012.
- ❑ **Fiberglass Cleaner and Wax:** Practical Sailor has repeatedly ranked Collinite's #885 Fleetwax the best wax for boats and we wholeheartedly agree! We have found Collinite's #920 Fiberglass Boat Cleaner to also be superb. Beware of cleaner-waxes, they do neither job well. Keeping your topsides waxed will extend the life of your gelcoat and can save you from an expensive LPU paint job. [www.collinite.com](http://www.collinite.com). Reference: Practical Sailor April 15, 1998.
- ❑ **Prospeed** is a fouling release system which works brilliantly on prop and shafts.
- ❑ **Zincs** for prop, shaft, bow thruster and fridge keel-coolers

## Plumbing:

- ❑ **Head:** If your head is old, smelly & questionable, consider replacing it with either a manual Par Jabsco Twist'n'Lock or electric Quiet Flush. Both have amazing worldwide parts availability.
- ❑ **Sanitary Hose:** Should be replaced every 2-3 years if in constant use to minimize odor. Practical Sailor Sept. 2014 gives Shields Marine Poly-X highest ratings. This is a big deal!
- ❑ **Head Rebuild Kit:** One rebuild kit plus one entire pump assembly.
- ❑ **Bilge or Water Pumps,** Manual and Electric: allow one rebuild kit per pump.

- ❑ **Manual Galley Foot or Hand Pumps:** allow one rebuild kit per pump, plus one complete spare pump. Should go 2 to 3 years without rebuilding or repairs.
- ❑ **Pressure Water System:** Par Jabsco are the most common pressure water systems with surprisingly good worldwide distribution. An accumulator tank prolongs pump life and a cockpit or swimstep shower is a welcome addition in the tropics although it increases water usage.
- ❑ **Water Hose:** two or three 50' non-garden drinking water safe hoses and an in-line filter with garden hose connectors-filters as you fill tank.

#### Miscellaneous:

- ❑ **Lead Line**
- ❑ **Wooden Taper Plugs:** one tied to each thru-hull fitting on the inside.
- ❑ **Light Bulbs:** Unless you've switched to LED bulbs, you'll need to plan on two bulbs per year for masthead tricolor light; one per year for each running light and one bulb every two years for interior lights. Dr.LED has a wide range of LED bulbs to replace incandescent or halogen bulbs.
- ❑ **Log Book:** start out with enough for one season.
- ❑ **Caulking Material:** clear silicone sealant for ports and hatches, in 3 oz. tube and WM Mult-Caulk Polysulfide in 3 oz. tubes and one 10 oz. cartridge for deck leaks, underwater sealing and emergency hull repairs. Caulking gun for cartridge.
- ❑ **Everfix Epoxy Stick:** Use to repair engines and tanks. Handles like modeling clay, bonds like epoxy and hardens like steel in 20 minutes.
- ❑ **Spare Batteries:** Ni-cad batteries and chargers, available at Costco, are a good idea as long as you don't mind frequent recharging. Good quality alkaline batteries may prove difficult to find once you're cruising in small third world countries, and locally available carbon-zinc batteries are generally very short-lived. Stock up on all of the alkaline batteries you can before departure, including D, C, AA, AAA sizes plus spares for quartz watches, calculators, clocks and cameras. Although more expensive, lithium batteries far outlast alkaline.
- ❑ **Varnish – Exterior:** There are many differing opinions on the treatment of exterior teak. The teak used on many boats today is kiln-dried instead of air-dried, and tends to erode, check and crack if left uncoated in the tropical sun. Oiling exterior teak trim in the tropics is a waste of time as it doesn't last long and it turns black with mildew. Our personally preference for exterior teak is labor intensive so it's not for everyone! Upon clean bare wood apply seven coats of Epifanes Gloss Wood Finish or Interlux Schooner or Clipper Clear Polyurethane Varnish. Every three months lightly sand the varnish with 3M Scotch-Brite Heavy Duty Scour P and apply two coats of varnish. Touch up any bare spots as soon as possible. Cetol, a cross between oil and varnish has received some strong reviews and endorsements, but it's orangish-hue takes some getting used to. We have used SEMCO on our new teak decks which stop all erosion.
- ❑ **Interior Wood:** Interior oiled wood surfaces frequently end up supporting mold. We've had excellent results using a clear polyurethane finish such as Flecto Varathane #91 Clear Satin Plastic Finish. These coatings go on easily over previously oiled, are surprisingly durable and easy to touch up.
- ❑ **Varnish Supplies:** Foam brushes, thinners, 3M masking tape, and 3M sandpaper.

