

Renovation or Revelation?



Westerly Fulmar **Concerto**

Built 1980

Presentation by owner, Roger Clark

at RYA London & South East Cruising/Racing Conference
12th January 2020 Sovereign Harbour Yacht Club, Eastbourne

Concerto
when viewed
in Dec 2013



Looking tired
and lacking a
shine.



Not a shiny bit
of gel coat
anywhere.



The deck paint had cracks and chips. The plastic inserts in the static deck vents are very discoloured.





The bow was covered with a patchwork of Treadmaster. Plenty of deck paint was loose and lifting, but not missing.



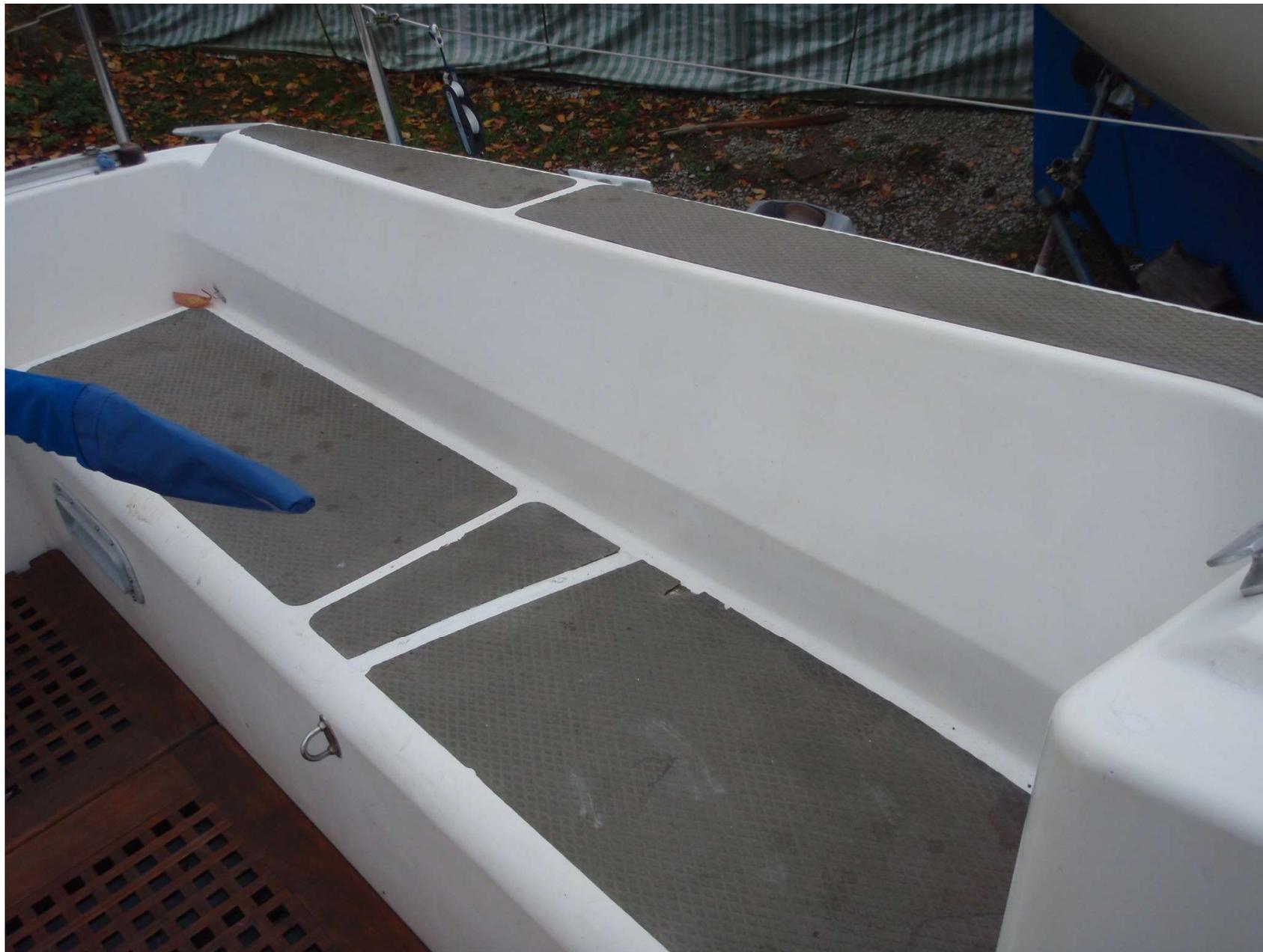
The tired red sprayhood had been removed. The genoa winches are too far outboard to swing a 10" handle with sprayhood raised.



The
TreadMaster
panels has
chips and
missing parts.



The cockpit
looks very
tired.



Original berth cushions with red curtains.



Most of the
headlining had
been replaced



The chart table
with a printer
Navtex unit and
a car stereo
with a cassette
slot!



Galley with original Flavel cooker but no crockery.



The fore cabin headlining was original and in need of replacing. Some of the sails are on the berths.



Why did I choose this Fulmar in December 2013?

- *The engine was replaced in 2008 with a Beta 28hp
- *The mast was replaced in 1996
- *Solar panel and holding tank already fitted.
- *Medway based and had been out of the water for 18 months
- *The price was keener than other Fulmars I had viewed
- *Structurally sound and needing some TLC and improvement
- *Plenty of items that needed replacement, so I could justify improving the boat to a standard I wanted
- *I had plenty of budget to do the renovations as I had enough money to buy a new 32ft yacht

Just before hull
renovations started.



The antifouling and boot top have been removed using a sharp 1½" chisel used as a scrapper. This took just 2 days.



The boot top line has been marked using a Dremel and sanding using 120 grit has started.



Small 2-3mm bubbles like this are not osmosis, but air bubbles in the gel coat.



The red style line has been sanded, the topsides compounded and hull sanded ready for Gelshield.





The red painted transom is being sanded back to original gel coat.



Course and fine
compounded to a
high shine. From
start to finish
took 4 days.



The keel has been stripped, sanded and treated twice with Fertan rust converter. Five coats of Primocon were then applied.



The painting has begun with the first coat of Gelshield and the port style line primed.



Second coat of Gelshield extending over the previous edge and now taped to the top of the boot top.



2 coats of
dark blue
hard
antifouling
applied.



Dover white soft antifouling and boot top masked ready for the black paint.



Concerto is now supported on 6 Acrow props so the cradle supports could be dropped for finishing the Gelshield and antifouling.



All the paintwork has been completed from the rubbing strake down. Ready for launching 29 April 2014. Also fitted is a Gori folding propeller and a water lubricated shaft seal.



Afloat in Chatham Marina with the new sprayhood fitted, but the new stack pack is awaiting fitting.





Getting the position of the genoa winches right. The Fein Multitool was extensively used during restoration.



Lewmar 43ST's
fitted as new
genoa winches on
polished gel coat.



Raymarine E7 chart plotter mounted over the existing instrument console. Eventually I will make a new console for all the instruments.





An Eberspächer 4DL was fitted in the transom and routed through the sail locker, then down under the galley. The final part was boxed in.

The rubbing
strake and toe
rail was
stripped of all
varnish and
sanded. A
stainless steel
strip added.
March 2015.





The stainless steel rubbing strake has been finished and the new stanchions with side gates have now been fitted, but not the new lifelines. The stanchions were raised from 24" to 27" for extra safety on deck.

TreadMaster removed from the cockpit. In some places osmosis had started due to trapped moisture.



The deck paint has been removed
– it only took 10 days!
The old genoa and halyard winches were
removed and bolt holes epoxy filled.



Deck was sanded, taped up and painted.
The new 27" stanchions, bases and side
gates have already been fitted.





The side decks were painted ashore and the coach roof afloat. The front of the coach roof is white non-slip. A new forward hatch has also been fitted.



The discoloured deck gel coat was sanded back to white ready for compounding.



New vinyl lettering now fixed.



Preparation
for fitting
the solid
teak panels
on the
cockpit
seats.
June 2016



Ready made teak panels are weighed down with water filled waste bins for perfect bonding.



New bunk cushions have now been installed, but the buttons are still to be fitted.



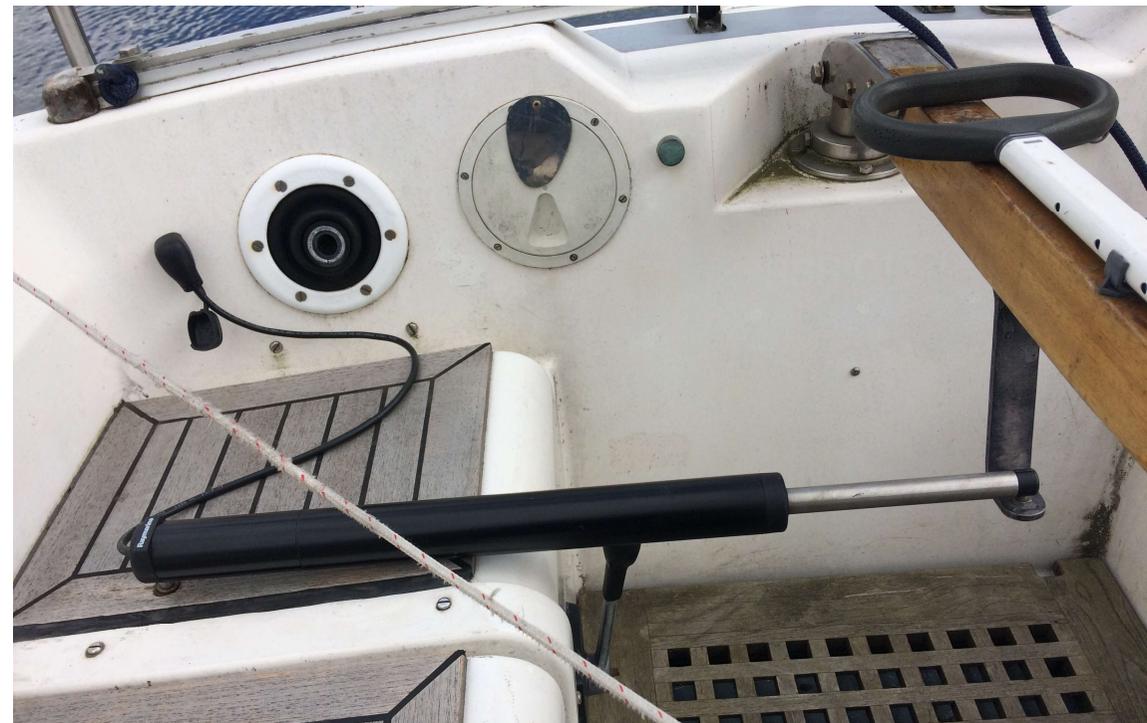
The
matching
curtains
were fitted
after this
photo.
July 2015



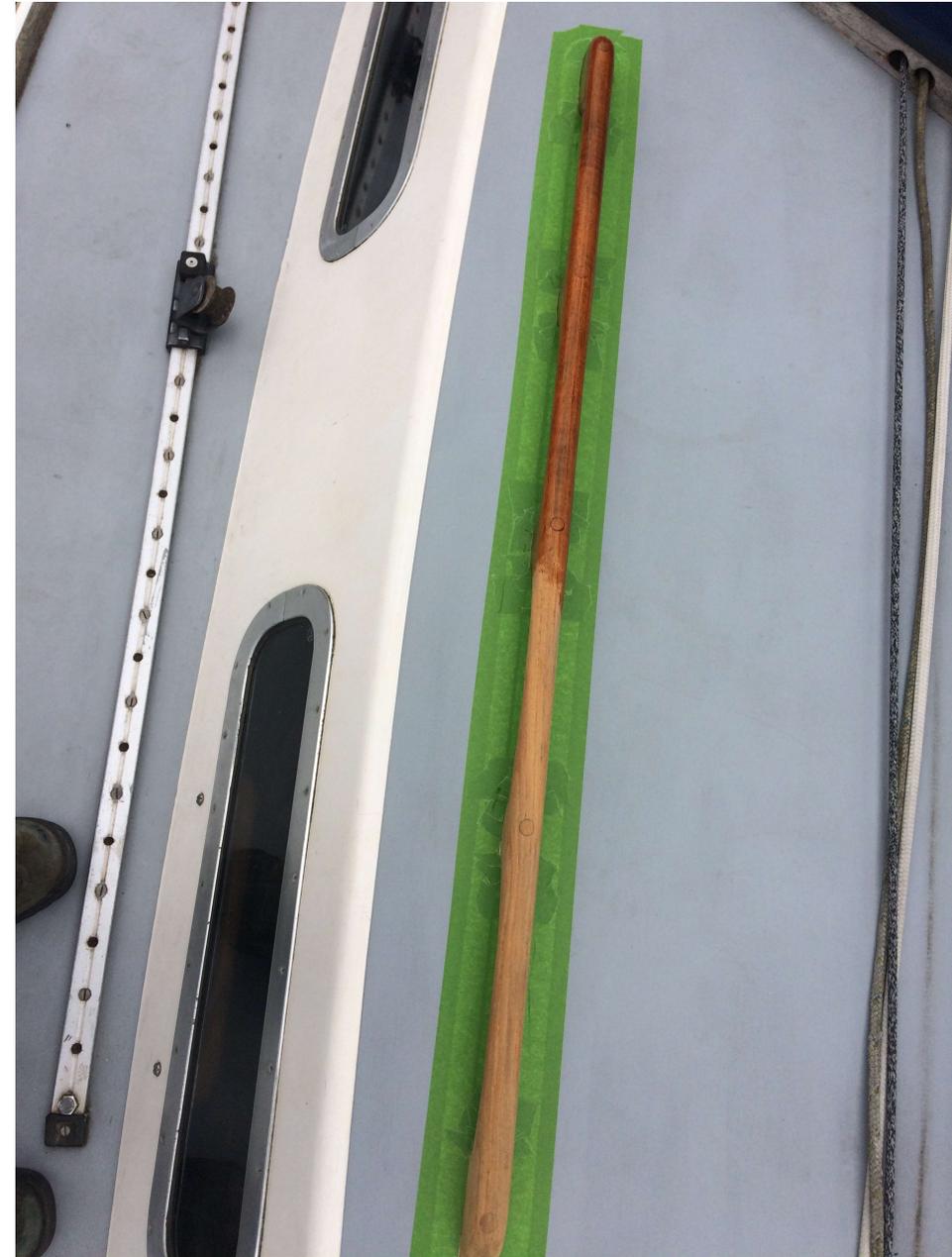


New sails from Kemp in Vektran with a fully battened mainsail and foam luff 130% genoa. New running rigging as well. June 2016

A Raymarine Evolution 100 autopilot was installed with the control units high in the forward end of the sail locker.



Stripping the handrails and varnished with
Le Tonkinoise traditional oil based varnish.



Z Spars supplied
a new solid
kicker and
spinnaker pole.



This is why the spinnaker pole had to be replaced. A S/S fitting did not have Duralac paste to prevent corrosion.



All the foam backed vinyl headlining has been removed from the forward cabin. Not a pretty sight but it is ready for the replacement.



The stitched
shaped
headlining
starting to be
fixed.



Working from
the centre line,
down the
coachroof sides
and under the
deck.



Fully fitted and windows opened. The slight rippling settles in a few days.



Anchor locker
bulkhead and
port shelf now
lined.

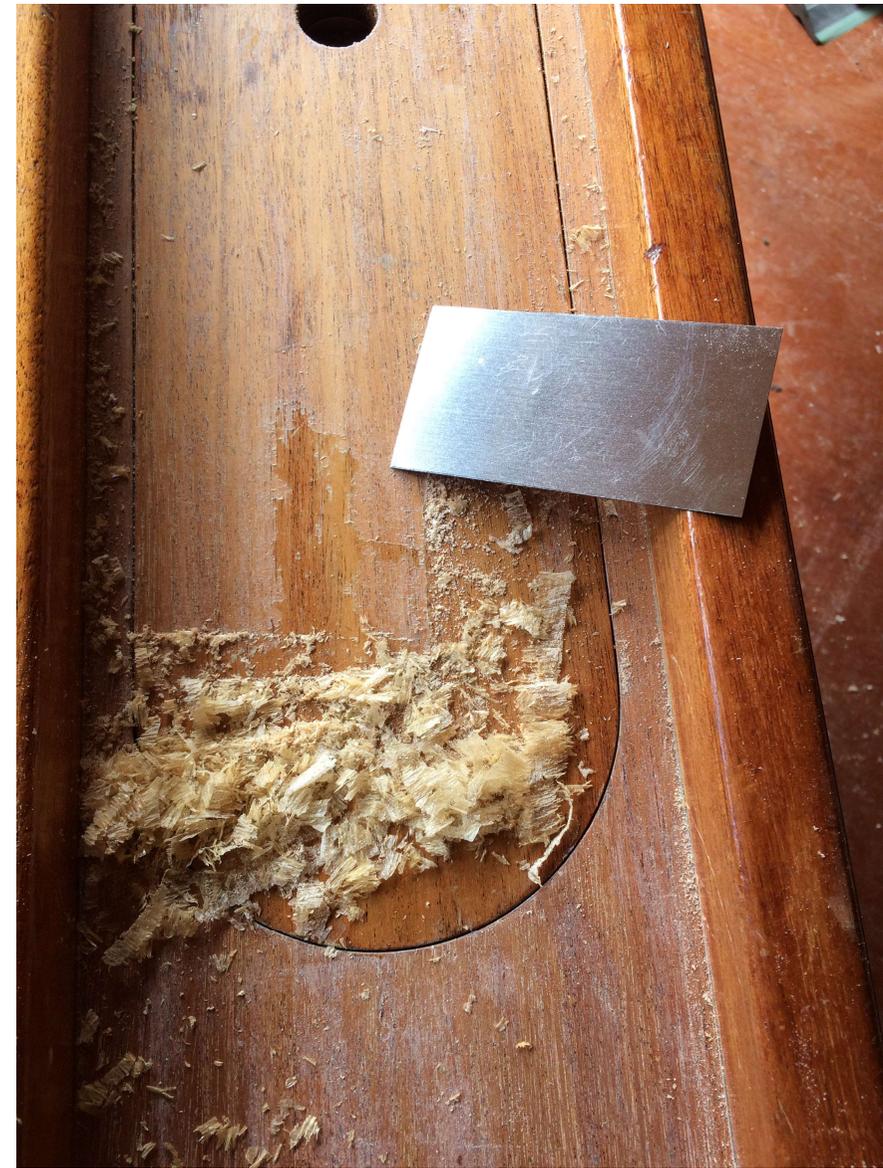


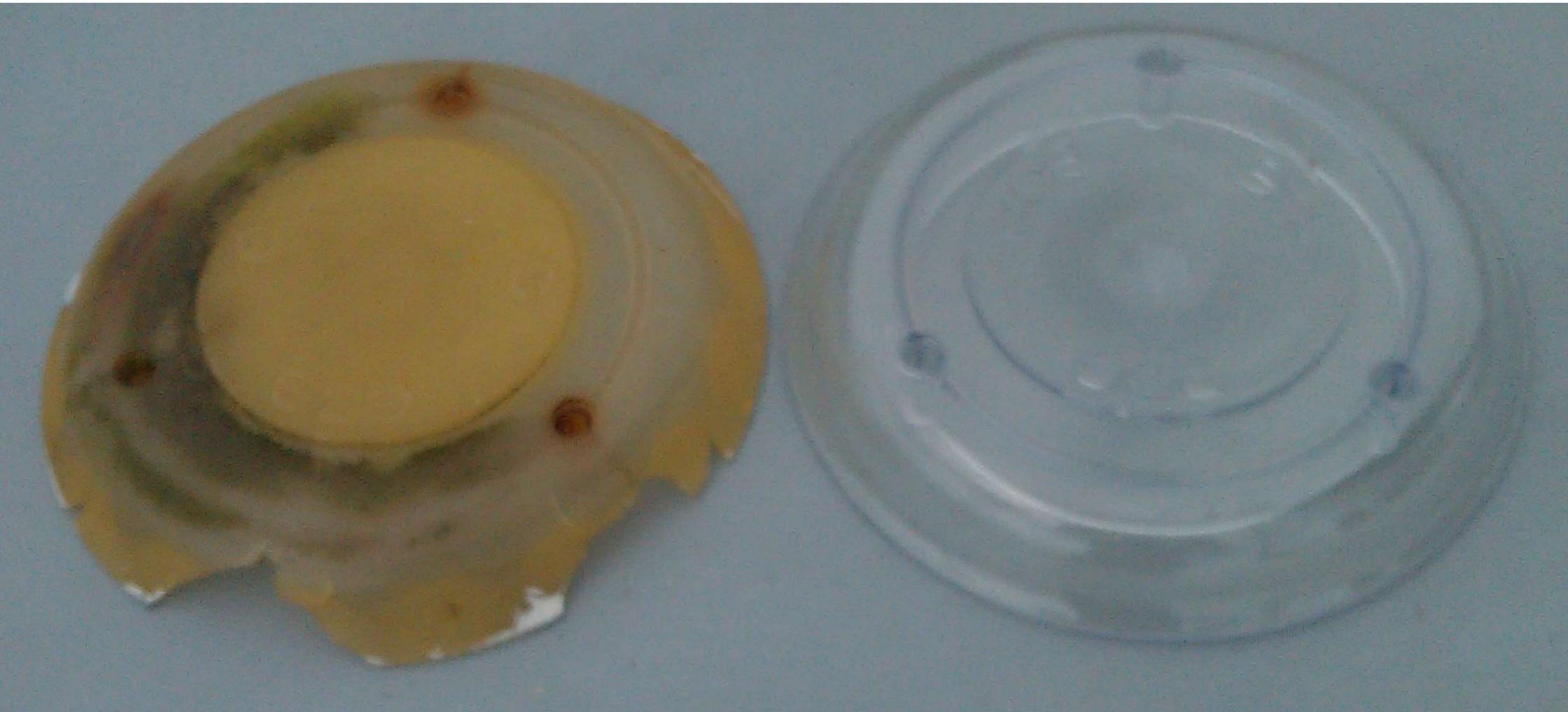
Fully lined with
bunk cushions
in place. Just
the windows
and woodwork
to be refitted.





All the old screw holes have been filled in the main bulkhead ready for removal of the original lacquer. The safest way is to use a cabinet scrapper.





The old and new static deck vent inserts.
Much more light and less water enters.



Emergency boarding ladder has been fitted.





No, I am not changing the hull colour. The hull has a guide coat sprayed on to assist in removing scratches.



The guide coat is very thin and will show any scratches as it is sanded off. The left photo shows some marks and the right photo shows them polished out.

Work carried out includes:

A Gori 2 blade folding propeller and water lubricated shaft seal.

Remove the Lewmar 16 halyard winches and using the old Antal 40ST's genoa winches as halyard winches.

Replace the three 105 amp batteries.

Renew the clear inserts in the 3 static deck vents.

New clutch for the furling line allowing either a genoa or halyard winch for reefing the genoa.

Fit new Easymatic mainsheet blocks giving 3:1 and 6:1 ratios.

Fusion marine CD radio and speakers.

Repaired all chips and stress cracking in the gel coat.



The grey decks look so much fresher and modern.



2013 and 2019.
Which would you choose?





Concerto
under sail.





Concerto
under
spinnaker.



Work still to be completed:

Reinforce the aft end of the keel rib

Danbolin paint all under berth lockers, bilge and sail locker

Strip the existing interior woodwork and relacquer

Replaced existing engine sound insulation

Upgrade some of the interior lighting

Replace standing rigging

Install hot and cold running water

Install a 240V inverter

Install 12V/240V refrigeration unit for the cool box.

Make a new instrument console in GRP.

One happy owner!

