

GENERAL GUIDELINE ON HOW TO RENEW THE WESTERLY BROAD STRIP/LOGO AND LINE. By Steve Parry.

I did this method on my Westerly Pentland Ketch but will work on other models of Westerlies.

1. First thing you do is get yourself some baking paper so that you can take a rubbing (like a brass rubbing) of what is already on your hull, normally you would have a Westerly logo followed by the model name and the stripe. Do this before you remove anything and measure everything more the merrier. Also measure the width of your broad stripe and measure from you transom where your Westerly logo/Class name start and finish, once you've done this you have the basis of where and how to put your new logo's etc. after painting. The rubbings you have taken can then be taken to a good sign maker who should be able to match the size/font etc to the exact size. My font was Microsoft Word LUCIDA HANDWRITING but it's up to you what you have. These logo's are normally in GOLD or WHITE depending on your preference.
2. Once paragraph 1 has been completed you then can start removing the old logo's and stripe by using a sharp scrapper and just slowly peel away the old. You may want to use a heat gun but be very careful not to leave it on the area for too long as you may damage the gelcoat.
3. Once all the stripes/logo's have been removed you will need to get any remaining sticky residue off the hull and clean thoroughly. Once this is done you need to prep the broad stripe for painting.
4. PREPARATION is two thirds of the job. Tape off the broad stripe and using Wet and Dry (1000/1200 grade) don't use any coarser as it will leave scratches. Rub down the area well to give a good key for the paint to stick to. Doing a good job in this area will pay dividends.
5. Once all the rubbing down is completed remove the tape as this will have been rubbed on the edges and not give you a crisp line so a fresh piece of tape will be needed to give you a crisp edge. After re-taping then its time to apply the paint.
6. Again this is an important stage, a good quality paint brush (1" Harrison or similar) and good quality paint either International Toplac, Hempel or even a two pack. The two colours that Westerly used were I believe OXFORD BLUE and BORDEUX RED(Plum). Pick the right day to paint, not sunny, not dewy, fairly cool day and no threat of rain. Some paints recommend an undercoat which you can apply and rub down after it cures with 1000/1200 wet and dry, once this has dried then apply the top coat with smooth strokes of the brush, if you are doing it in the right conditions the brush marks will fade away. You can use paint conditioner which does make the paint flow better in certain conditions but don't use too much as it makes the paint gloss go dull. After painting leave for a couple of hours and remove the tape, this should leave a nice crisp line. NOW LEAVE THE LINE TO CURE FOR A GOOD TWO WEEKS before attempting putting logo's back.

Once the paint is hard now is the time to get the logo's back on using the measurements you took at the beginning of the job. I recommend that you do this on a still day, if on a windy day things can go wrong quickly. The logo's you get back from the sign maker should be on a greasy type paper and should be already pre-spaced for you. Allowing for the thin stripe (You can buy this from most marine equipment stockist and comes in a roll of various widths to suit, either in GOLD or WHITE). It's your choice for the logo's either white or gold I went for gold all round.

When putting the logo's/thin stripe back on, a good tip especially for the logo part is to use small bits of tape to put the logo onto the hull to get them in the right place BEFORE peeling of the back to enable you to stick the logo on, once it's on it's ON!! When putting the small stripe back I would recommend again that you put small bits of tape on to mark where the bottom the the stripe is going to sit, this will allow the tape to be level and in line with the rubbing strake lines. Again, do this on a calm day and good preparation with small bits of tape as guidelines is essential, also do small lengths at a time.

It is time consuming but it is cheaper than using broad vinyl stripe which in its own right can go very wrong and this ends up being expensive when it does.

Any questions on the above I am more than willing to answer, my email address and telephone number are in the book.

Steve Parry - WALKABOUT