

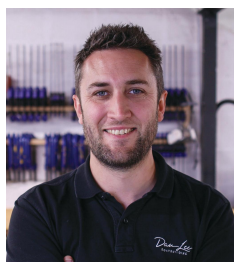
# The Dutchman's Log



*Autumn is here. Warmer coats are in fashion.  
And it's time to get a jump on spring varnish retouching and replenishing.  
A few coats of Epifanes will keep you in style for next summer.*



## V is for Varnish: A Bright Conversation with Dan Lee



Poking around the Internet, we “discovered” Dan Lee in England and his amazing online varnishing course. Lo and behold, Dan’s instructional series is top-of-the-line and he’s a huge fan of Epifanes. We had a great trans-Atlantic chat with him on Zoom and we highly recommend his 10-day Yacht Varnisher course. Check it out at <https://danleeboatbuilding.co.uk>

### **When did you realize boats were going to be your passion?**

I’ve been around boats for as long as I can remember. My grandfather built boats—they were always just kind of upside down in his driveway. The interest definitely started there.

### **When did you get serious about it as a profession?**

I had a business doing shelving. When the Covid lockdown hit, the orders stopped. I started doing some modernized boat designs, and I thought, well, if the business is gonna go, I’m going to at least be doing what I really want to be doing.

### **There are so many different kinds of boats. Why runabouts?**

I think I’ve just got a sort of taste for that classic style really. The lines just look nicer to me. They all just flow. And I’ve always sort of leaned towards smaller boats because they’re more within my budget and the size of my workshop.

### **What are your favorite motorboat designs?**

I really like the old Gold Cup racers—the Gar Woods and Ditchburns, the baby bootleggers. I like the pairing of beautifully finished wood and the simple nature of all the hardware. Along with the famous *Miss Daytona* hydroplane, they inspired my build of *Miss Isle*; as close as I could get to a mini version of one of those boats for myself.

## How did you become an Epifanes devotee?

I'd turn up at these events and everybody would talk varnish. Epifanes was the name that came up time and time again. And seeing the finish that people got with it, how it stands out, the gloss level, the color—I just thought that this is the varnish to be using.

## Why not just paint the hull white?

But why would you want to cover up all that beautiful grain? There are times when a combination of white paint and varnish enhances it. At the Boat Building Academy at Lime Regis, I saw this lovely little skiff with varnished ash stringers and chines running through the white paint. It just looked so sharp and really, it accented the wood. So sometimes a combination of the two really works.

## How do you like working with Epifanes?

I like its predictability. That's a big factor. I know what it's going to do every time I use it. It applies nicely. It flows up beautifully. You've got quite a long working time, but then it also dries quickly. There's nothing else like it, really, and that's what makes it easier for people that maybe haven't got as much experience. It's the user-friendly varnish.

## What are your three best pieces of advice for getting a great finish?

**Number one** is don't play with the varnish too much. One of the things I teach is to get it on quickly. Don't lop it on, but get it on quickly and efficiently so you've got even coverage, but then resist the temptation to keep toying with it. Just walk away and let it flow out. An hour later it's like glass.

**Number two:** Don't just pick up something that says yacht varnish and expect it to do the same thing as a tin [can] of Epifanes. There are loads of brands that say yacht varnish, but it's not going to do the same thing.

**And third,** you can never be too clean, certainly for the final coat. I'm not too fussy as I'm building coats, because you're flattening in between. But for that final coat, clean the surface with thinners and a tack cloth. If you're using compressed air to blow stuff off, do it the day before you apply otherwise all that dust is up in the air in your workspace. Don't even vacuum on the same day as the final coat. That shoots a load of dust out, too. Be as clean as can be. Set up everything the day before. Next day, apply your final coat and then quietly vacate the premises making as little disturbance as possible.

## PRODUCT SPOTLIGHT

# PP Varnish Extra: Time is on your side.

When you want some serious depth in the shortest time possible, Epifanes PP Varnish Extra does the trick. It's a professional grade, quick-drying, two-component, catalyzed varnish that lets you apply two to three coats a day (depending on how early you start), with no sanding between coats applied within 48 hours. You can use it on any kind of wood above the waterline, but it's particularly suited for oily woods like teak and iroco. It has great flexibility too, so it's perfect on working woods like masts and bowsprits. Epifanes PP Varnish Extra has its own high-quality UV filter, but for exterior work, we advise two or three overcoats of Epifanes Poly-urethane Clear Gloss, Epifanes Poly-urethane Speed Coat, or Epifanes Clear



Varnish for superior UV protection. Put time on your side with Epifanes PP Varnish Extra.

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## THE OLD SAYS SAY

**“Does anybody want any flotsam? I got some.  
Does anybody want any jetsam? I can get some.” \***

You’ve heard of flotsam and jetsam. They’re admiralty law terms. The former is floating cargo from a wrecked vessel. The latter, floating cargo tossed overboard to lighten ship. But there’s a third term in this category. Lagan. That’s sinkable goods jettisoned to lighten ship but tied to buoys for retrieval post-crisis. Now you know, although your salvage rights may vary.

\*From “No Doctors Today” by Ogden Nash

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