

The Dutchman's Log



It's certainly summer and all of us at Epifanes hope you're all enjoying your time on the water. We thought we'd touch base and share a couple interesting items currently on our radar.



The Adventurer Yarn

A Classic Alden Schooner Responds to T.L.C.

Covid delivered some fierce headwinds delaying the start of this intriguing project for more than a year, but this spring the story began. The Alden's Adventurer restoration actually started in a jet from England to the States. Onboard: Alex Child, Tara, their infant son Cuthbert, a.k.a. Bertie, Rum the dog, and Herman the rabbit on their way to the Yacht Maintenance yard in Cambridge, Maryland.

There sat the John Alden 1925 schooner, a beautiful turn-of-the-century gentleman's yacht and a sister ship to Alden's legendary Malabar VI. Old, neglected, leaking badly, and waiting for a new family.

How much work could it be? It needed some caulking. O.K. Alex did use a significant quantity of our Epoxy Filler. There was some cosmetic work. For example, the entire transom needed to be torn off and replaced. And would the old engine at least turn over? Simple stuff like that.

The plan—there's always a plan—is not only to restore the schooner to its former glory but also to make it their primary residence at sea. It's an incremental process: get it floating, get it seaworthy, and get going away from the yard bill and Maryland's summer heat (not at all like England, is it?).

You could say that Alex is swimming in incentives. But in very short order, he has replaced the transom, restored the hull's watertight integrity, and topped it all off with a lustrous coat of Epifanes Yacht Enamel #24, the light oyster tone, which we think has added a certain fountain-of-youth elixir to this 98-year-old vessel. We anticipate a scheduled appearance of our Clear Varnish to be featured soon as the Adventurer's rejuvenation continues.

And he got the engine running.

We hope you will follow along as Alex, Tara, Bertie, Rum, and Herman invite us all into their new home on the sea in the making—with a little help from their friends. You'll find them on Facebook at @aldensadventurer, Instagram at aldens_adventurer, and Youtube at https://youtube.com/channel/UCQ0NtHEA_Y8cSHSuj4Eskfw.

Introducing The Dutchman's Log: Your Epifanes Newsletter

We've thought about creating a newsletter for several years so we do hope you'll enjoy reading The Dutchman's Log. We'll keep you up to date on product developments at Epifanes, share notes from the field or the water on interesting projects we're involved in, and pass along various and sundry items of interest to those who mess about in boats. That'd be you. Why "The Dutchman's Log"? Our products are made in the Netherlands, a ship's log is a written recount of journeys made, and a Dutchman's Log was a very old way of gauging a ship's speed: Throw a chunk of wood overboard at the bow, time how long it took to pass the stern, use the boat's LOA to calculate feet per second, convert to miles per hour, knots per hour, kilometers per hour, etc. Speed through water notwithstanding, our newsletter is underway, and we hope you'll follow along.

TECH TALK

Varnishing Care When Boating Season Is Underway

You don't have to do much to care for your varnished surfaces between applications — that is while you're out on the water enjoying the boating part of owning a boat.

Fortunately, most high-quality varnishes are not only beautiful but also pretty tough stuff. Varnish has a built-in plasticity or flexibility so it doesn't crack when your boat's wooden components bend ever so slightly.

On the other hand, there's a lot to be said for being fastidious.

Wiping down your varnished surfaces dappled with early morning dew is a good idea. Any condensation is apt to have the same dust and chemical makeup as the air does. Wiping away that moisture can also help avoid an inadvertently moist seat of the pants, too.

For general cleaning, a spray bottle with an 8-1 white-vinegar-to-water mixture comes in handy. Just spray and wipe with a soft cloth. Rinse with fresh water. This is perfect for dried salt spray, oily residues, or air-borne dust from upwind sanding or grinding. Tip: Rice vinegar doesn't have that sharp, salad aroma.

Protecting your varnish from dents and scratches goes without saying. An anchor dropped on your cabin trim or a pair of vise-grips fumbled on your mahogany cockpit seats are insults your varnish won't let you forget.

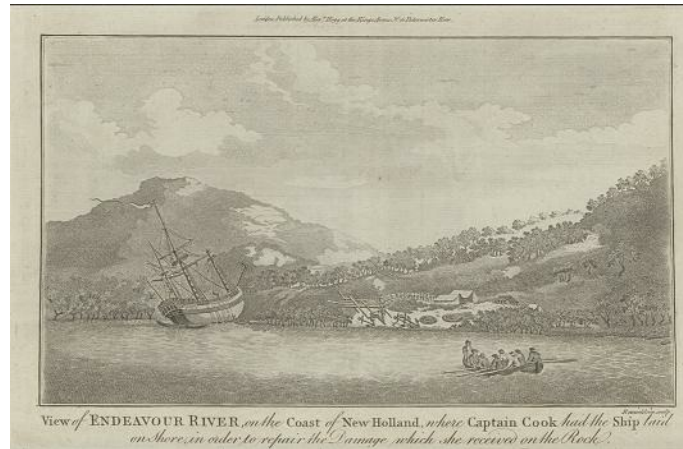
Swift treatment is advised when you have a varnish scratch or dent that goes all the way to the wood because moisture will seep through that chink and undermine your varnish system, which can mean more painstaking measures down the road.

Lastly, whenever you can find time for a bit of varnish maintenance, go for it. Just be mindful of drifting airborne debris and your boat dog's total disregard for wet paint signs.



THE OLD SAYS SAY

foth-er, *vt*, **foth-ered**, **foth-er-ing** A word we hope you never have to use. Fothering is fraught with desperation, a last-ditch effort of plugging a sizeable hole in the hull with a sail or other piece of canvas, reinforced with oakum, wool, and/or cordage, to stanch the flow of water pouring into the boat. It's been known to work. In fact, fothering was the key to saving the HMS *Endeavour* after a hard grounding on the Great Barrier Reef in 1770.



UP YOUR VARNISHING GAME

We highly recommend the Varnishing Course at danleeboatbuilding.co.uk. Well worth your time.



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