

ALLIED TECHNIQUE FOR WATERTIGHT BOND

A watertight bond to join deck and hull has been a challenge to fiberglass boat manufacturers over a long period of time. ALLIED was one of the first companies to arrive at a solution.

Approaches to this problem have varied considerably through the years. Originally, boat manufacturers used a sealastic and stainless steel bolts. Subsequently opinion favored a bonding of the deck and hull, but initial attempts to do this failed. Resin was used by itself, but deck and hull "worked", the resin cracked, and leaks resulted.

Most manufacturers went back to using sealastics, but with aluminum channel and rivets, to join deck and hull. ALLIED, while continuing to use stainless steel bolts spaced approximately every 3½", does so in conjunction with an exclusive bonding technique. The process used by the ALLIED BOAT COMPANY follows:

- Step 1: Gelcote is blanked off from hull flange.
- Step 2: Strip cloth is stripped off deck flange.
- Step 3: Resin-impregnated layers of matt are laid on the hull flange, and deck "landed".
- Step 4: Bond is secured with stainless steel bolts approximately every 7".
- Step 5: Seam is gelpoted. (Gelcote is that form of resin most impervious to water.)
- Step 6: Bedding compound is applied to seam.
- Step 7: Massive teak toe rails are secured to the joint at 7" intervals, thus achieving bolts every 3½" around entire circumference.

