

# Folkboat's Bulletproof Hull-to-Deck Joint Set It Apart

*Although not immune to the problems that plague older boat, the IF has stood up well to the test of time.*

**A**part from some well-reported problems typical of all old boats—clouded windows, corroded hardware and worn gelcoat—the International Folkboat has held up well over time. Boats that have been raced hard will need a closer inspection. The builder Marieholms Bruk no longer builds the boats, although it still offers support to owners.

**Hull:** The hand-laid hull is solid fiberglass: five plies of 1.5-ounce mat plus one ply of 21-ounce woven roving. Two 2" x 3/4" marine plywood stringers provide longitudinal support. Two partial plywood bulkheads provide structural support at the mast. Stick-built furniture, tabbed to the hull, provide further rigidity. The gelcoat may have worn away on older boats, but chipping and blisters are not a common problem.

**Deck:** The deck is mat and fiberglass cloth, with marine plywood core. All

hardware is well backed. Deck rot is not a serious problem although some owner-installed deck hardware has resulted in isolated core rot on some boats.

**Hull-to-deck joint:** The International Folkboat's deck is bonded to the inward-turning flange in the hull with bedding compound sealant, mechanically fastened, and then fiberglassed together from the inside, forming a strong monocoque hull. This time-consuming process makes for bulletproof, watertight bond.

**Keel and rudder:** The Folkboat's iron ballast keel is encapsulated in fiberglass. If the ballast cavity is penetrated from above or below, corrosion can follow, but this does not appear to be a problem with International Folkboats. Pintle and gudgeon hardware has had to be replaced on some boats, and these should be carefully inspected.

**Rig:** The Proctor mast and boom extrusions have generally held up well on these



*The hull-deck joint is glassed from the inside. Genoa track bolts, also shown here, will need inspecting.*

boats. Both are grooved for boltropes or round slugs. Although the sheaves for internal halyards were designed for wire, they are easily converted for all-rope halyards. Suspicious chainplate eyes should be pulled and inspected for corrosion, as should at least one or two through-bolts for the genoa track.