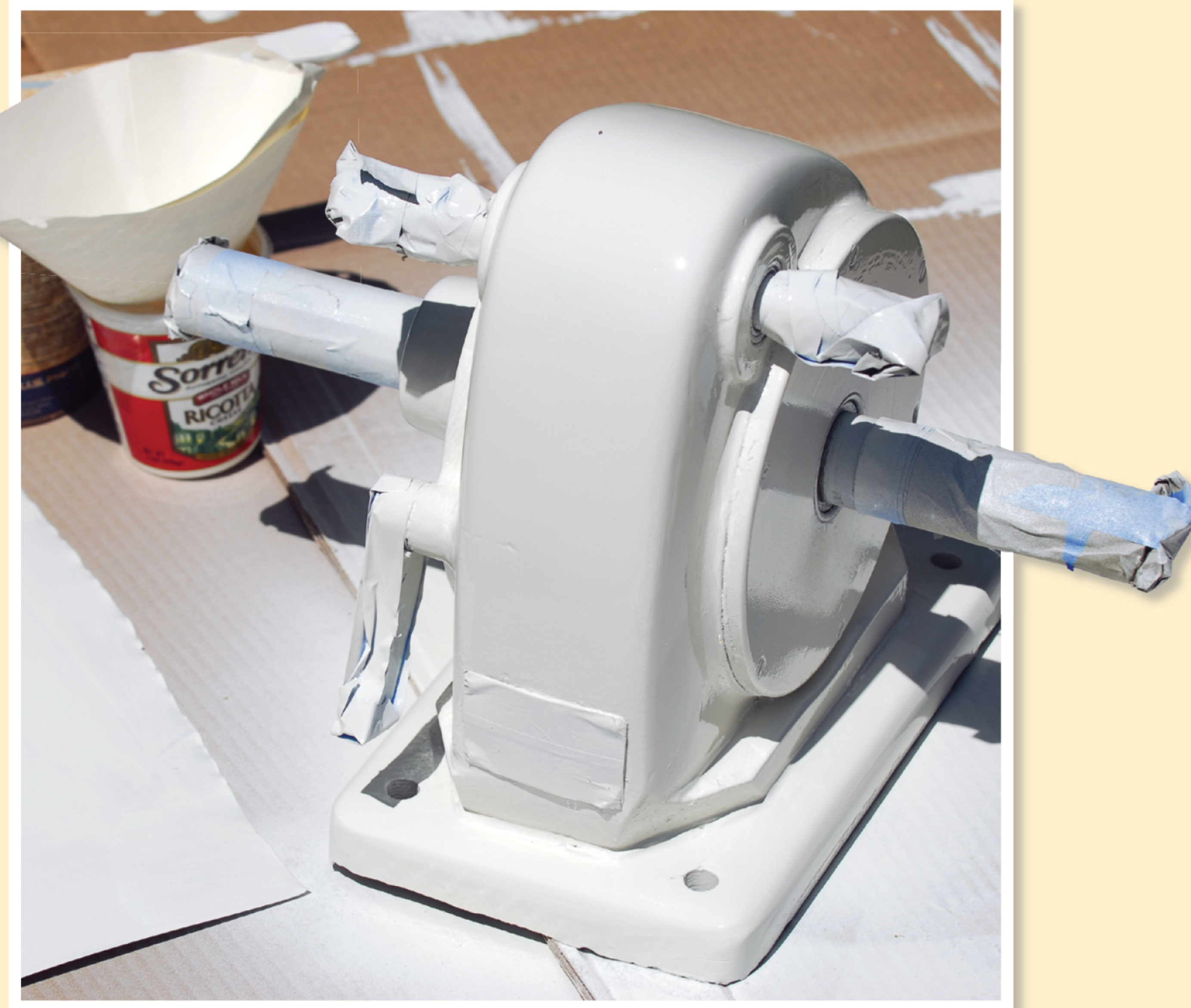


# A Cosmetic Makeover for a Well-used Windlass

**A** complete anchor windlass makeover is more than a check of bearings, gears, seals, and the housing itself. This reliable hand-crank Nilsson windlass (right) is in the final stages of a refit, and paint work can turn a derelict looking piece of hardware into a “like-new” foredeck appendage. As with all durable high-gloss paint work, success hinges on thorough prep work. This is especially true with cast-aluminum housings that love to oxidize, especially under a glossy finish coat.

The key to success lies in the abrasive removal of all old paint, primer, and oxidation. Next comes a solvent wipe down, followed up with a single, very thin coat of etching primer, such as Interlux’s acid etch primer 353/354. As soon as the surface dries, overcoat with 404/414 barrier coat, scuff sand, and apply two or more coats of a one- or two-part urethane topcoat such as Toplac or Perfection.

Spray application offers the best results, but carefully follow all safety precautions. Insulating the bolt holes and windlass body from the stainless-steel mounting bolts will prevent galvanic corrosion that can harm the finish.



*The proper primer and a durable two-part linear polyurethane paint can renew a decades-old windlass.*