

Mainsail breakage Renault ZE BWR 2011 (by Pachi Rivero)

Problem:

During a gybe in the middle of a storm, we suffer an 8 meters long tear in our main sail. We could not even change the sail and neither repair it with external, and even worst... we were 1875 nautical miles away from our goal, finish the Barcelona World Race 2011-2012.



Solution:

We could only fix the mainsail with the sail kit we had on board, we dropped down the mainsail, over the deck. Then we proceed to fix it by using DrSails 265ml and a regular caulking gun. After 2 hours repairing the 8 meter tear, we were able to hoist the mainsail and start sailing again!

DrSails is a ready-to-dispense kit, perfect balanced between flexibility and structurability with, fast curing time and a really application procedure where key factors to successfully solve this challenging situation.

Result:

Thanks to DrSails we were able to reach the finish line in third position. The mainsail repaired was able to support winds up to 20 knots. Its performance was not compromised and it never needed to be fixed again.



Delaminated jib (by Bernat Cortés)

<http://www.drSails.com/?news=j80-jib-peel-off-by-bernat-cortes>

Problem:

We broke the jib along last race of the practice day of the 2014 J80 European Championships. More precisely, the jib was delaminated along the overlap between two panels.



Solution:

Knowing about the existence of DrSails, we found it in the 25ml syringe format so we decided to buy it! It was really easy to apply (just by following the instructions), especially because the nozzle ensured a perfect mixture of the adhesive.



Result:

We were able to solve the breakdown successfully! In fact, it has still-stand after many race.



Mini 6.50 Laminated Chute tack point (by Bruno García)

<http://www.drSails.com/?news=solent-tack-delamination-by-bruno-garcia>

Problem:

Right after the departure, I detected that the asymmetric's tack was almost destroyed. Due to the rush, the tissue next to the reinforcement was seriously eroded.



Solution:

I decided to create a Dacron patch and glued it with DrSails. Just to be totally confident I did some security stitches where the patch flaps the tack-reinforced tack. I did not worry about drying the sail, because DrSails works also underwater!



Result:

The repair was in a perfect condition after completing the last 3.000 miles of the first part of the race. In fact, when I checked the repair in Lanzarote it had so good looking that I did not take the asymmetric to a sail loft. The repair with DrSails was easier and more efficient than having to nail a patch.



Maximizer A3 explode at the Transatlantic Race (by boat captain Pachi Rivero)

Problem:

After sailing more than 26 hours in good conditions, our spinnaker A3 of 274 square meters exploded and we did not have more downwind sails.



Solution:

We dropped down the spinnaker and we overlooked the damaged zones. Different techniques were applied during more than 90 hours repairing. First of all, we proceeded to overlap panels 102 and 153 with DrSails adhesive, the same adhesive used in the 2015 Volvo Ocean Race for emergency repairs, so no sewing was needed. Afterwards, we repaired the crossing panel tears by using some self-adhesive Dacron® patches and DrSails. Finally, we needed to use over 2,000 staples just to fix the leech and foot leech.



Result:

When the wind speed dropped to 20 knots we decided to hoist the A3. Everything was looking good until one of the staples's points broke a panel and then the A3 exploited again. We were able to hoist it again by doing a knot under the tear line but the boat performance was worse than with the solent so we dropped down.



Underwater bulb (by Alexis Parcerisa | obrasvivas.com)

<http://www.drSails.com/?news=below-the-waterline> (Video)

Problem:

While I was diving to clean the hull of a Wally the night before a championship, I detected that the head of some screws, of the cap that covers the seal between the keel/hull, were not correctly hydrodynamic finished. I proposed the boat captain to recover them in order to improve boat's hydrodynamic.



Solution:

The day after, I dived with a DrSails and I applied the adhesive over the screws. Almost at the same time I sanded softly the product to avoid roughness and level it with the cap subjected by the screws.

Result:

As I filmed the repair, the boat captain was able to see the improvement. Without any doubt it was a good argument to motivate the crew on the pre-race briefing.



Underwater Pool tiles (by Gabriel Lozano)

<http://www.drSails.com/?news=pool-tiles-by-gabriel-lozano-2>

Problem:

Some pool tiles releases in the middle of the summer season. The alternatives you may raise are A) emptying the pool, repair them and refill it again, or B) Wait until you empty the pool for another necessity.



Solution:

The quality of DrSails adhesives to bond underwater surprised the maintenance company. All they needed was to clear the surface of the leftover concrete in the back of the tile and then apply DrSails.

Result:

Thanks to DrSails the repair could be done clean and easily, without having to interrupt the pool use in the middle of the summer. Also, I have to remark that we did not need to empty and then refill the pool, so we did huge economic and ecologic savings.



Keel wing IMOCA 60 (by Jesse Naimark-Rowse)

<http://www.drSails.com/?news=keel-bulb-pad-by-jesse-naimark-rowse>

Problem:

Few days before the departure of the Barcelona World Race, Neutrogena eroded the keel wing closed to the bulb because of a brush with the mooring lane. Also, the bulb had some seal problems beside the recent repairs done. The time was a really important factor for not distending the boat visits from clients neither from losing its visibility at the village.



Solution:

The short curing time and the chance to cure underwater, advised us to convert our adhesive into an adhesive putty. This is how the Microspheres Repair Pack was born.



Result:

The repair solved both problems and accomplished the objective along the exigent round the world trip: recover the wing hydrodynamics and waterproofing the bulb keel.



Protecting the tiller (by Adrià Montané)

<http://www.drSails.com/?news=laser-tiller-by-adria-montane>

Problem:

I was in the middle of a championship and after losing the protection piece of my carbon fiber Laser tiller, the brush was damaging the tiller. I had to solve it as fast as possible for the next day because the committee scheduled three more races!



Solution:

I used DrSails because of its fast curing time and also because I did not have to worry about the humidity conditions. It's compatibility with different materials allowed me to bond the stainless steel protection piece with the carbon fiber tiller.



Result:

Months have passed since I did the repair and it is still bonded.



Inflatable Dinghy repair (by Fran Ripoll)

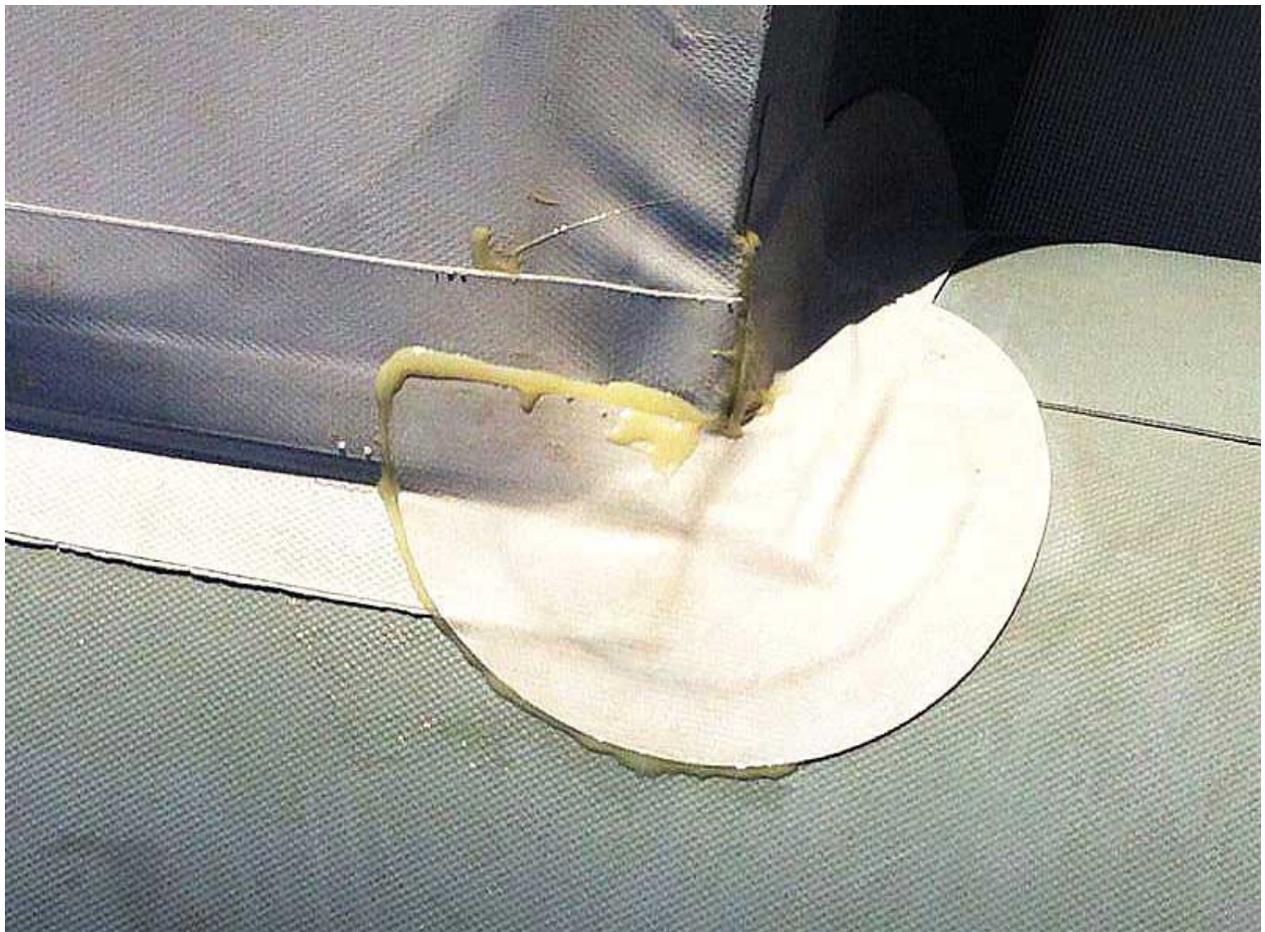
<http://www.drSails.com/?news=dinghy-rib-patch-by-fran-ripoll>

Problem:

During my last summer holidays, the reinforcement between tube and ground of my inflatable dinghy unbonded.

Solution:

I decided to use DrSails adhesive because is really easy to use, you don't need to calculate the volumes neither mixing of both components. I also valued its flexibility because the bonding area is exposed to permanent movements.



Result:

It was easy to repair, no need of pallets or spreader. The repair holds the whole summer and it is still working!



Sailing leather boots sole (by Jesus Renedo)

<http://www.drSails.com/?news=my-lovely-boots-by-jesus-renedo>

Problem:

This sailing boots are with me for the past 6 years and lately I was noticing that my right foot was getting wet due to it detached sole.



Solution:

Before dropping them I decided to use a sample received from DrSails adhesive. It was a gambling situation, black or red, repairing it or buying new ones. The adhesive was really easy to apply, without wondering if the sole rubber and the Goretex® leather were completely dry. I could recover them with success.

Result:

The flexibility of the adhesive prevents from quartering and not bonding both parts.



Bow chipped Optimist (by Magda Resano)

<http://www.drSails.com/?news=optimist-bow-crash-by-magda-resano>

Problem:

During an Optimist championship, one of my pupils had a crash before the start that damaged the bow.

We wanted to avoid that the water filters inside the fiber at all costs.



Solution:

By raising the bow of the Optimist in a floater of my rid, we applied DrSails directly. As it was not a floatable area but in the bulwark, we did not even have to sand.

Result:

The fast curing time of the adhesive and also being able to forget about having to dry the surface were the key points to solve correctly this issue.



Fast-mounting Pad-eye (by Jorge Robles)

<http://www.drSails.com/?news=an-easy-padeye>

Problem:

I wanted to find a solution to place things like: the portable VHF, life jackets or some replacements. I thought that putting a pad-eye close to the entering locker was a good solution but I did not know how to do it



Solution:

I decided to use a carbon retainer that I had on my toolbox and a piece of rope to the one I braided a bend. Then, after the pad-eye was prepared I just bonded it with the DrSails Carbon Repair Pack.

The most complex part was to cut and fray the rope that was going to be bonded to the bulkhead. Following the instructions I did not had any trouble to prepare the mix.

Result:

The pad-eye now offers a hook where we can hang stuff with the help of little carabiners. What I liked most was that the kit includes everything, also acetone towels and disposable gloves.



Open 85 Sterna hull water leak (by boat captain)

Problem:

At the beginning of our challenge of sailing up to latitude 80°N, during the arctic polar summer, we detected a fissure in the aluminum hull underneath the floating line, which was causing an important water leak.



Solution:

Due to the thinness of the aluminum hull; it was not possible to use any welding system to fix the leak. DrSails structural, ready-to-use epoxy adhesive was the solution as it can cure underwater. Additionally, the 25ml size allowed us to reach the leak and operate comfortably, reducing the time to fix this unexpected issue.

Result:

Besides that the bilge was full of salt water, the aluminum patch covered perfectly the fissure and we solved the water leak completely.

