



CONTESSA 32 CLASS ASSOCIATION TECHNICAL PAPER

CONTESSA WINDOW REPLACEMENT



This document and the information contained therein remains the property of the Contessa 32 Class Association. The document may not be reproduced or the contents transmitted to any third party without the express consent of the Contessa 32 Class Association. In the absence of any specific provision, this document has consultative status only. It does not constitute a contract between the Contessa 32 Class Association and any other party. Furthermore, the Contessa 32 Class Association does not accept liability for the contents of the document, although it has used reasonable endeavors to ensure accuracy in the information provided

The Contessa 32 Class Association does not accept liability for any damage to yourself or your property following the use of information in this document. If you are unsure about any of the activities or procedures in this document please contact a trained professional.

Working in and around boatyards can be dangerous, please ensure you follow the safety guidelines of any products used and wear appropriate protective clothing when necessary.

DOCUMENT INFORMATION

Technical Paper Name	Contessa Window Replacement
Original Contributor	Jeremy Rogers Yachts
Edited by	George Isted
Date of Original Creation	November 2011

OVERVIEW

The aluminium framed windows that are fitted to Contessas are common sources of leaks if they have not been refitted or replaced for many years. The original windows were fitted in two parts with an outer aluminium frame containing the toughened glass and an inner aluminium frame. However many boat owners now replace the inner frame with a plastic moulding or liner that is now available from Jeremy Rogers Yachts.

The source of window leaks can be in any of three places: either between the outer frame and the GRP coachroof side, through the fixing holes where the inter-screws were originally used, or from the bedding compound that holds the toughened glass in the frame. In some cases it can sadly be all three, as the sealants used in the 1970s are not as good as those available today, and most likely have gone hard and inflexible.

The aluminium window frames can also suffer from old age and corrosion that makes them difficult to re-seal, and if spending the time removing and refitting old windows it is often worthwhile replacing with new rather than spending the time refurbishing the originals.

REPAIR PROCESS

Removal of the windows is best done with plenty of time available and reasonable patience. Original windows were held in place by inter-screws. These may come undone if you lucky, but quite often these have to be carefully drilled out. Once the inter-screws are removed it may be possible to push the windows out from the inside, but it is likely, especially if the windows have been resealed at some point, to need to use a flat scraper or thin knife from the outside to cut through the sealant and gently prise the window from the boat.

Once the windows have been removed it is easy to see how the outer aluminium frames are made in two parts. If the sealant holding the toughened glass in the frame is in poor condition it may be possible carefully to separate all the parts and re-seal. The other alternative is to rake out the rubber between the glass and the aluminium frame, mask the glass and frame with vinyl tape, and then squirt black Sikaflex 221 around the glass. Smooth off with your finger, and then pull the tapes off while still wet. This can be done on both sides of the glass.

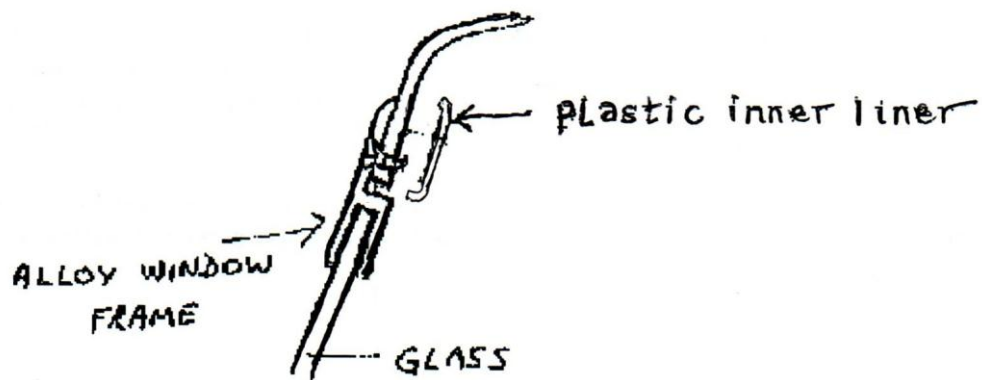
The windows can be refitted with the existing aluminium inner frames and using inter-screws. However the suggested method from Jeremy Rogers Yachts is to refit the outer frames using Sikaflex sealant and self-tapping screws with inner plastic linings to complete the job.

If refitting with self-tapping screws it is first necessary to fill the existing fixing holes. Clean out the holes with a suitably sized drill-bit, as they will most likely have old sealant and dirt in them, and a good bond is required to the GRP. Fill the holes with epoxy mixed with enough silica powder to make it suitably viscous not to drip or sag from the hole. Other fillers can be used if the window frames are being replaced and the fixing holes are in different locations, as the filler will not need to be so strong. Once the holes have been filled leave for 24 hours to ensure that the repair is fully cured.

If using the new plastic inner liners it may be necessary to enlarge the window hole by 2-3 mm to ensure a good fit. Dry fit the window and plastic liner (without screws) to ensure a good fit. This is much easier with a helper! The

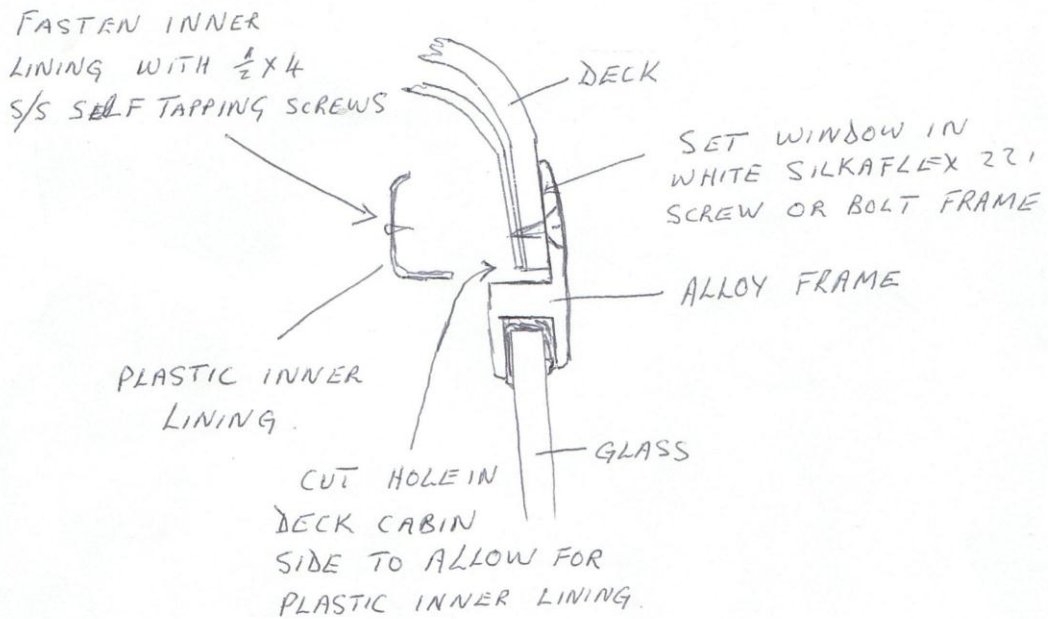
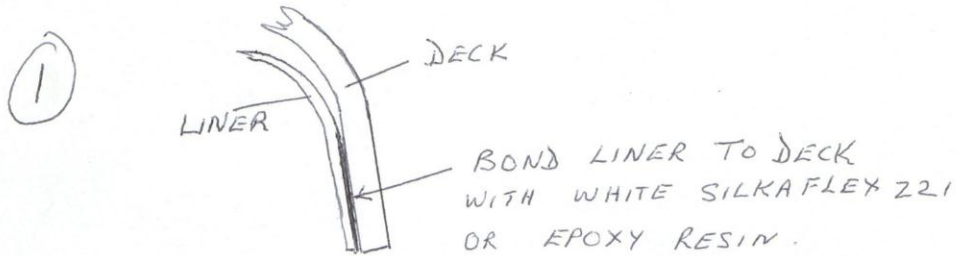
window aperture can be enlarged with a file or coarse sandpaper and block of wood. Finally bed the window frame with white Sikaflex and fasten through the cabin side with stainless steel self-tapping screws. The plastic inner liner then slides between the window frame and the cabin side, and can be screwed into position with small self-tapping screws or can be held in place with Sikaflex.

ADDITIONAL PHOTOGRAPHS





TO FIT INNER WINDOW LININGS.



ADJUST FIT OF INNER LINING WITH SMALL BLOCK PLANE.

SUPPLIERS AND ADDITIONAL INFORMATION

If you would like any additional information about how to proceed with upgrades or repairs to your Contessa 32 an excellent forum is available on the Association website where you can post questions and draw on the collective knowledge of many owners.

Contessa 32 owners are in the very lucky position to be able to contact the original and current manufacturer of Contessa yachts, the team at Jeremy Rogers Yachts are extremely helpful and will offer free advice to owners as well as historical information about your particular Contessa. Jeremy Rogers Yachts can provide a range of spare parts and will carry out repairs both small and large, their contact details can be found on the Jeremy Rogers website.