



RIVA HISTORICAL WOODEN BOATS REFITTING



**RIVA
HISTORICAL WOODEN BOATS
REFITTING**

**INNOVATION AND TRADITION,
HISTORICAL CROSSOVER BETWEEN RIVA, STOPPANI AND LECHLER**

At the beginning of the '60s the well-know Riva Shipyard decided to turn on a dime. They contacted the Company Stoppani in Sarnico and commissioned a first level painting cycle to give a definitive solution to their technical problems. Stoppani formulated a "Top Class" painting cycle. Starting from then this painting cycle has been used for the realisation of all the Riva Shipyard masterpieces and Stoppani became the unique painting supplier.

Since this day the history among Ernesto Stoppani and the Shipyard led by Mr. Carlo Riva has been characterised by surprising crossovers.

There are so many analogies among the two Companies which made the History of the yachting market with epical industrial stories and with a destiny often characterised by surprising crossovers, as it is shown in the book: "Carlo la leggenda, Riva il mito" ("Carlo the legend, Riva the myth") by Pietro Maria Gibellini (ed. Gribaudo) and by the historical researches made by Dr. Agop Manoukian for the edition of his second volume about the chronicles of Lechler (ed. Oemme) in Como.

First, they are both born in Sarnico on the Iseo Lake, then the story tells about their nineteenth century roots, 1842 the foundation of Riva Shipyard with Pietro and his origin (Como), precisely he is born in the small village named Laglio, on the left side of the Como Lake. And since 1910, the Headquarters of the Italian Company Lechler are located in Como, owners of the Brand Stoppani starting from 2007.

Also in their Company philosophy Lechler and Riva have common visions as it is told by Gibellini: "innovation and tradition, inventive and testing, quality and image, risk and assess all these are the ingredients which characterised the Riva celebrity all over the world". Just like Lechler that, since their origins, has distinguished research and innovation as their Mission and today can boast of International celebrity.

History on one side, innovation on the other side: Stoppani, thanks to the Lechler technological support, now offer an avant-garde product and painting cycle for Yachts, sailing boats and pleasure crafts with high technological materials and special products with homologation for the refitting of precious historical boats.



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People fond of the field well know that it is more and more difficult to find suitable products on the market with original quality for the refitting of wooden boats just the Riva ones, boats shortly diffused due to the high costs of production and up keeping.

Respecting the vocation to "innovation and tradition" Stoppani decided to keep together with their innovative product line Isofan Marine which has been recently launched for the Yacht painting with special effects, also some standard products for wooden boats refitting and up keeping.

In the Stoppani catalogues it is possible to find all the original products composing the used painting cycle for the realisation of the authentic Riva hulls.

It is a very tricky work to refitting a Riva wooden boat: it should be made by skilled experienced hands, able to use the original materials which have been used by the Riva Shipyard for years. An accurate work of research and historical reproduction allowed to find and put at disposal of repairers original materials and cycles used for the Riva historical boats, cycles which can be used also for other hulls and boats realised with fine woods.



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**RIVA
HISTORICAL WOODEN BOATS
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**THE TECHNICAL
PAINTING PHASES**



RIVA HISTORICAL WOODEN BOATS REFITTING

HISTORICAL WOODEN BOATS “RIVA”

The preparation of the hull is very important in the refitting of the historical Riva boats realised in mahogany “at sight”.

The surfaces of the hull should be carefully treated by using special materials and equipments.

The original phases of the Stoppani painting cycle that Riva has always used for the realisation of fine woods boats, estimate specific treatments for each part of the hull:

- UPPER WORK
- QUICK WORK
- WATERLINE
- COMPLEMENTARY PARTS: DUCKBOARD AND INTERNAL PARTS

Before starting with the painting preparation it is important to check that the condition of the wood are quite good to allow the paint recovering. If wood conditions are critical it is necessary to make some interventions, by rebuilding the staves or the damaged parts.



RIVA HISTORICAL WOODEN BOATS REFITTING

THE UPPER WORK

The preparation and the painting of the Upper Work estimate different phases:

- The paint stripping
- The colour re-establishment
- The wood impregnation
- The filling
- The finishing

THE PAINT STRIPPING

- a) if the surface is in good conditions: it is enough to make an accurate sanding of the surface, then go to the finishing phase.
- b) if the surface is in bad conditions: it is necessary to completely remove all the pre-existing coats by making dry sanding with abrasive paper grain P40 or by using the suitable paint remover (The paint stripping through flaming is not recommended because some possible rings on the wood surface could be originated and then it will be difficult to cancel them). Apply the suitable paint remover directly on the surface you have to treat and leave it act deeply; then remove the wrinkled film with a scraper. If the thickness is very high, repeat the operation till you have obtained a complete film removing (2/3 times).



Once you have completed the removal, wash the surface with the solvent LSM00800 DEGREASER, with a clean cloth. Leave the surface till complete drying, then make dry sanding with abrasive paper grain P80-120. If once you have completely removed the film, the surfaces has some black spots due to the wood oxidation, it is suggested to eliminate them by treating the surface with a specific product: S86181 TEAK LIFE WHITENER.

THE COLOUR RE-ESTABLISHMENT

If it is necessary to brighten up the colours and uniform the yellowed or discoloured surfaces it is possible to darken the mahogany wood vain with S71070 PASTA MOGANO 2527 by following this proceeding:

- mix carefully the la Pasta MOGANO
- in a capacious can add the specific catalyser S71071 SOL.B in 3:2 ratio volume
- mix
- dilute the mixture 1:1 with Yachting thinners S70060 (911) or S70030 (371)
- apply one coat of the mixture by brush in a limited area to be treated
- uniform the colour by immediately using a pad soaked in the same solvent you have used for the dilution.

THE WOOD IMPREGNATION

After the colour re-establishment with Pasta Mogano, without any other sanding leave the surface untreated for 6/12 hours, then go to the impregnation phase with application by brush, roller or spray with three coats of S68030 VERNICE POLIURETANICA TRASPARENTE 910 catalysed 2:1 with S68031 SOL.B. This paint, used as impregnating paint, before application should be diluted: 50% with S70030 DILUENTE Dilating 371 (by brush or by roller) or with S70060 DILUENTE 911 (spray).

It is suggested to follow the instructions you will find in the technical data sheet.

The three coats should be applied with intervals of 2/3 hours.

This proceeding can be made on all the parts with transparent finishing you have to refitting both the internal and the external parts.

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THE FILLING

After 24/48 hours you can sand the surface with dry abrasive paper grain P320.

Clean the surface and start with the filling phase and finishing preparation, by using as filler the S68030 VERNICE POLIURETANICA 910 diluted with minimum 20% and a maximum 40%, with other three coats with intervals of 2/3 hours. After 24/48 hours from the daily operations, dry sanding with paper grain P360 and repeat the process till you obtain a filled, glossy and homogeneous surface.

The original Riva painting cycle estimate 6-7 repetitions for a total of 18 - 20 coats.

THE FINISHING

Then it is possible to make the application of the finishing on the hull, by applying 2-3 coats of transparent clearcoat with high resistance and UV protection S68096 GLASSTOP CLEAR UV with 2:1 catalysis with S68099 SOL.B and diluted 15% with S70030 DILUENTE Dilating 371 (by brush or by roller) or with S70060 DILUENTE 911 (spray). The coats should have intervals of 24/48 hours, with dry sanding of each single coat with dry abrasive paper grain P600/800.

Some possible imperfection could be removed with sanding with very thin abrasive paper P1200-2000 or Trizac® and polishing with orbital grinding machine with 00917 LECHLER POLISH polishing.

THE QUICK WORK

The preparation and the painting of the quick work are divided into the following phases:

- Wood impregnation
- Filling
- Anti-fouling painting
- Waterline

Also for this part of the hull, it is important to check the status of the pre-existing painting: in case you have a surface in bad conditions follow the instructions you find for the upper work (see paint stripping phase).



THE WOOD IMPREGNATION

As for the treatment of impregnation of the quick work, on the surface reduced at raw wood, start the painting with the application of one coat of primer S27115 ANTICORROSIVA 2000 diluted 20% with S70120 DILUENTE 6400/D.

After at least 12 hours drying, carry on your treatment with dry sanding with paper grain P400. Then apply a second coat.

THE FILLING

Dry sanding again with paper grain P400 and then apply the filler S28060 RESOLUTION PRIMER diluted 10% with S70120 DILUENTE 6400/D.

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THE ANTI-FOULING FINISHING

After 24 hours complete drying, apply two coats of ANTI-FOULING paint with intervals of at least 24 hours, by choosing the most suitable type in the large product range you will find in the Stoppani catalogue.

THE WATERLINE

After dry sanding with paper grain P360 apply on the upper work's transparent clearcoat (S68030 VERNICE 910) one coat of the product S24080 SOTTOFONDO 912 White catalysed 40% with S24081 and diluted 20% with S70060 DILUENTE 911. Once the undercoat is completely dry sand with paper P600-800 and apply, in original colour, 2 coats of Glasstop bi-component enamel.

THE COMPLEMENTARY PARTS

DUCKBOARD AND INTERNAL PARTS OF THE HULL

After the impregnation phases make dry sanding with paper P360, apply two coats of mono-component finishing S71090 CLIPPER Grey for Internal Hulls 8257 with interval of 24 hours with dilution 10-15% with S70120 DILUENTE 6400/D.

TEAK-LIFE

STOPPANI SPECIFIC TREATMENT FOR FINE WOODS

The fine woods for Yachting use like Teak, Mahogany, Iroko etc. are not normally treated with paints; but their exposition to the sun continuous and direct action impoverishes fibres by removing to the essences their essential oil. Then it is suggested to periodically make a treatment with specific products of the line TEAK-LIFE:

- S86182 TEAK-LIFE DETERGENT: it is suggested to remove saltiness and oil or grease spots.

Soak the wood surface to be treated with fresh water then apply uniformly the product TEAK-LIFE DETERGENT and wait 5-10 minutes.

Energy remove with brush sedge or nylon rigid hair. Then wash abundantly with fresh water.

Do not use any metallic brush or steel wool because they can originate spots or make damages

- S86181 TEAK-LIFE WHITENER: to be used to lighten the wood or to remove the black spots cause by ageing.

Apply on the surface to treat which is still wet after the cleaning with DETERGENT, with a brush TEAK-LIFE WHITENER.

Immediately rub with a brush sedge or nylon brush.

Wash with a lot of fresh water and leave the surface dry in a shading place.

If the result you have obtained is not satisfying, repeat the treatment.

- S71051 TEAK-LIFE PROTECTIVE OIL: specific product for the impregnation and the protection of non treated fine woods. Make dry sanding with paper grain P360 in order to open superficial pores.

Then apply one or two coats of TEAK-TOP-LINE PROTECTIVE OIL on the surface you have to treat once it is completely dry by using a pad or a soft brush.

Leave the surface dry for at least 24 hours.

As for very dry woods, repeat the treatment again with intervals of 1-2 hours in your applications.

In summertime repeat the protective treatment more times in the areas where you notice wear and tear.



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**THE PAINTING
CYCLES**



**RIVA
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CYCLE FOR UPPER WORK WITH TRANSPARENT CLEARCOAT

CYCLE FOR QUICK WORK

CYCLE FOR THE WATERLINE

CYCLE TEAK-LIFE FOR THE TREATMENT OF FINE WOODS

**CYCLE FOR THE TREATMENT OF THE DUCKBOARD AND INTERNAL
PARTS OF HULL**



**RIVA
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**CYCLE FOR UPPER WORK
WITH TRANSPARENT CLEARCOAT**

WORKING PHASE	PRODUCTS/INSTRUMENTS/ACCESSORIES
PAINT STRIPPING	SANDING WITH ABRASIVE PAPER GRAIN P40 or SUITABLE PAINT REMOVAL
CLEAN AND DEGREASE	CLEAN CLOTHS + LSM00800 DEGREASER
COLOUR RE-ESTABLISHMENT	S71070 PASTA MOGANO 2725
WOOD IMPREGNATION	S68030 POLYURETHANE PAINTING 910 3 COATS WITH INTERVALS OF 2-3 HOURS
SANDING	SANDING MACHINE with DRY ABRASIVE PAPER P320
WOOD FILLING	S68030 POLYURETHANE PAINTING 910 3 COATS WITH INTERVALS OF 2-3 HOURS REPEAT THE CYCLE 3 COATS FOR 6-7 TIMES BY SANDING EVERY CYCLE.
SANDING	SANDING MACHINE with DRY ABRASIVE PAPER GRAIN P360
FINISHING	S68096 VERNICE GLASSTOP CLEAR UV 2 COATS WITH INTERVAL OF 24 HOURS
POLISHING	00917 POLISH Lucidante



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CYCLE FOR THE QUICK WORK

WORKING PHASE	PRODUCTS/INSTRUMENTS/ACCESSORIES
PAINT STRIPPING	SAND WITH ABRASIVE PAPER GRAIN P40 or SUITABLE PAINT REMOVAL
CLEAN AND DEGREASE	CLEAN CLOTHS
WOOD IMPREGNATION	S27115 ANTICORROSIVA 2000 2 COATS WITH INTERVALS OF 12-24 HOURS BY SANDING EACH COAT WITH DRY ABRASIVE PAPER P400
WOOD FILLING	S28060 RESOLUTION PRIMER 3 COATS WITH INTERVALS OF 12-24 HOURS
WOOD FINISHING	STOPPANI ANTI-FOULING 2 COATS WITH INTERVALS OF 24 HOURS



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CYCLE FOR THE WATERLINE

WORKING PHASE

PRODUCTS/INSTRUMENTS/ACCESSORIES

OVERCOAT THE UPPER WORK cycle with transparent clearcoat and proceed with

PRIMER

S24080 SOTTOFONDO BIANCO 912

FINISHING

GLASSTOP BI-COMPONENT ENAMEL
2 COATS WITH INTERVAL OF 24 HOURS



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CYCLE TEAK LIFE FOR THE TREATMENT OF FINE WOODS

WORKING PHASE	PRODUCTS/INSTRUMENTS/ACCESSORIES
WOOD CLEANING	S86182 TEAK-LIFE DETERGENT
WOOD WHITENING	S86181 TEAK-LIFE WHITENER 1-2 COATS ACCORDING TO THE WHITENING OPERATION YOU WANT TO OBTAIN
WOOD PROTECTION	S71051 TEAK-LIFE PROTECTIVE OIL 2 COATS WITH INTERVALS OF 1-2 HOURS ACCORDING TO THE WOOD ABSORPTION



**RIVA
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**CYCLE FOR THE TREATMENT OF DUCKBOARD AND INTERNAL
PARTS OF THE HULL**

WORKING PHASE

PRODUCTS/INSTRUMENTS/ACCESSORIES

SANDING

SAND WITH DRY PAPER P360

FINISHING

S71090 CLIPPER INTERNO SCAFI
2 COATS WITH INTERVALS OF 24 HOURS



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THE PRODUCTS



**RIVA
HISTORICAL WOODEN BOATS
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PRODUCTS FOR PREPARATION

SM00800 DEGREASER

PRIMERS AND FILLERS

S28060 RESOLUTION PRIMER

S27115 ANTICORROSIVA 2000

S24080 SOTTOFONDO 912

FINISHING

S68030 VERNICE POLIURETANICA TRASPARENTE 910

S68096 GLASSTOP CLEAR UV

S71090 CLIPPER GRIGIO INTERNO SCAFI 8257

CLIPPER ENAMELS

GLASSTOP ENAMELS

SPECIAL PRODUCTS

00917 LECHLER POLISH Lucidante

S71070 PASTA MOGANO 2527

S86182 TEAK-LIFE DETERGENT

S86181 TEAK-LIFE WHITENER

S71051 TEAK-LIFE PROTECTIVE OIL

ANTIFOULING

ANCILLAIRES

S70030 DILUENTE Dilatante 371

S70060 DILUENTE 911

S70120 DILUENTE 6400/D



LECHLER S.P.A.

22100 COMO ITALY
Via Cecilio, 17
Tel. +39.031 586 111
Fax +39.031 586 206
info@lechler.eu

LECHLER COATINGS LTD.

Unit 42, POCHIN WAY - MIDDLEWICH
CHESHIRE CW10 0GY
Tel. +44 (0) 1606 738.600
Fax +44 (0) 1606 738.517
lechler.uk@lechler.eu

LECHLER COATINGS FRANCE SARL

Z. Industrielle Des Iles Cordées
38360 NOYAREY
Tel. +33 (0) 4 76.53.71.81
Fax +33 (0) 4 76.53.71.89
lechler.france@lechler.eu

LECHLER COATINGS IBERICA, S.L.

Calle Primer De Maig,25-27
08908 L'Hospitalet de Llobregat
BARCELONA
Tel. +34 93.264.93.20
Fax +34 93.264.93.21
lechler.iberica@lechler.eu

LECHLER COATINGS GMBH

Lilienthalstraße 3 (Halle 12)
D-34123 KASSEL
Tel. +49 (0) 561 988.380
Fax +49 (0) 561 988.38.38
lechler.de@lechler.eu

www.lechler.eu

