

CONGRATULATIONS

WELCOME TO THE FIBERGLAS FLEET

How to Care for Your Fiberglas
Reinforced Plastic Boat



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OWENS-CORNING FIBERGLAS CORPORATION
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how to care for your Fiberglass boat

The Modern Marine

Material Your new boat is molded of Fiberglas*-reinforced plastic (FRP), one of the toughest and most durable material systems available with a proven record of performance. Today over 35,000 FRP applications touch our lives, from your boat to power tool housings, skis to automotive components.

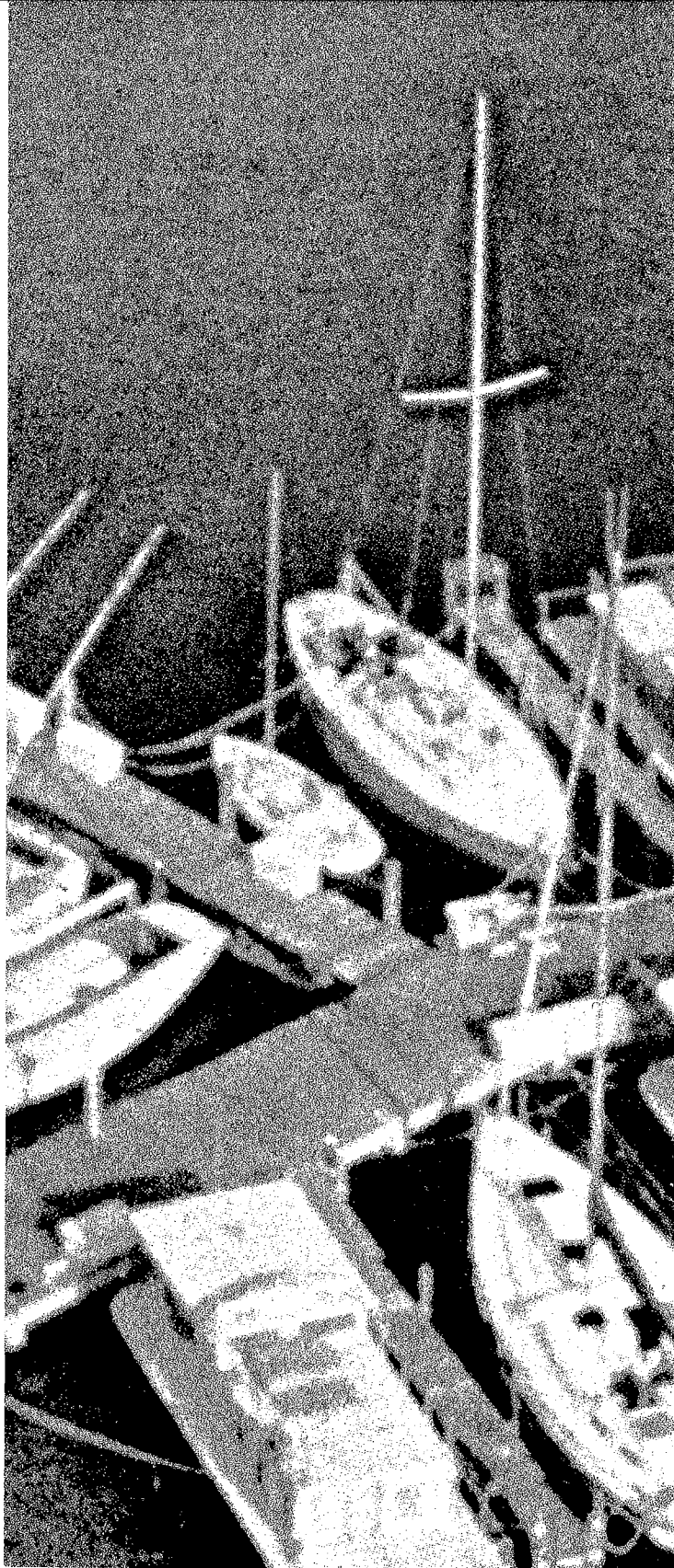
Fiberglas-reinforced plastic is the dominate construction material for the recreational marine market. FRP is resistant to corrosion ... There are no rivets to leak or seams to caulk ... No damage from marine borers ... Fiberglas-reinforced plastic boats won't dent and there are no planks to splinter ... Repairs are economical and easy to make ... Colors can be molded in ... And protective painting is usually not necessary.

How to Care for Your Boat

Your boat is designed to reduce time spent "getting her in shape" and to give you more hours on the water. But Fiberglas-reinforced plastic is not indestructible. It is subject to minor cosmetic damage from abrasion and from the ultraviolet rays of the sun. And severe impact can cause structural damage.

The glossy, color-impregnated finish of your Fiberglas-reinforced plastic boat consists of the "gel-coat" that covers the structural layers of Fiberglas reinforcements and plastic. This surface must be hard enough to resist scratching and abrasion, yet elastic and resilient enough to absorb minor impact without cracking or chipping. The gel coat also includes additives that resist the destructive ultraviolet rays of the sun reducing chalking and

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preserving the color pigment. With a minimum of care, it will retain its like-new finish year after year.

Washing and Waxing

Normal maintenance requires only occasional washing with mild soap and fresh water. Kerosene or commercially prepared products will remove oil and tar. Harsh abrasive and chemical cleaners are not recommended. Scouring with an abrasive cleanser will dull the gel coat, reducing its life and making it more susceptible to stains.

At least once a season, wash and wax your boat. Automotive cleansers, compounds, paste wax, and polishes may be used. If you use a power buffer, move the tool in a circular motion to avoid overheating the surface.

Washing, waxing, and buffing the topside of your boat have the same beneficial effect as they have on an automobile finish. The wax fills minute scratches and pores to prevent soiling and staining, makes the surface easier to wash, and extends the life of the gel coat. Waxing the deck in areas where footing is essential, however, is not recommended. It increases glare and makes the deck slippery, causing a safety hazard.

If the color in the finish becomes cloudy or dull from abrasion and exposure to the sun, it can easily be brought back to life with an automotive or heavy-duty buffing compound.

Anti-Fouling Bottom Paint

Marine growth, such as barnacles and grass, will adhere to any hard surface. If your new boat is to be kept in salt water for more than two or three weeks, the bottom should be painted with anti-foul

marine paint — not for protection, but to prevent adhesion of the marine growth that destroys the performance of any boat. If your boat is kept out of the water when not in use, bottom paint is optional.

All leading marine paint companies have anti-fouling paint systems for FRP boats. In general, wash the bottom of a new boat with a strong solution of warm fresh water and kitchen soap or detergent and rinse thoroughly. Sand briskly with fine (180-grit) sandpaper to remove the surface glaze. Then proceed with the anti-fouling paint system selected.

At the end of the season — immediately after the boat is hauled out — clean the bottom thoroughly. Barnacles, grass, algae or scum are far easier to remove when they are alive and wet. Use a hard brush for scrubbing. If you use a scraper, be careful not to gouge the gel coat.

Store the boat so that water will run through drain openings.

Repairs: Cosmetic and Structural

Surface scratches and hairline cracking in the gel coat (called "crazing") are cosmetic damages and do not hurt the strength of the hull or deck.

The repair area should be cleaned with detergent and clear water and completely dried. Use masking tape to mark off the area being worked on. The nicks and scratches can be easily touched up with a resin repair kit from your dealer. And the crazing can be repaired by opening the cracks with an electric hand drill and a "V" cutting tool so that a gel coat patching resin can be forced into the cracks with a spatula or squeegee. The "V" cut should extend slightly below the gel coat

and about ¼" beyond the ends of the cracks.

Follow resin time and temperature directions suggested by the manufacturer. Do not work in direct sunlight. In temperatures below 65° F., you'll need a heat lamp for curing the repair compound. After the resin is cured, wet-sand the area with 600-grit sandpaper and compound, then polish it to a gloss.

Painting for appearance may be desired if polishing no longer restores the gel coat to its like-new luster. Or you may want to change the colors. There are many marine coatings for FRP on the market. Epoxies have been popular because of good adhesion. And no primers are necessary. A thorough cleaning and sanding is the general preparation.

Structural damage, such as ruptures of the hull caused by impact, involves a more complicated procedure. Structural repair kits and repair instructions are available from the dealer, manufacturer, or a marine hardware store.

Sail Carefully Care is an even more important word in the operation of your new FRP boat. About 60 per cent of the deaths and injuries from boating accidents each year are attributed to "operator fault"—in many cases, operator carelessness.

Become as familiar with the Rules of the Road on the water as you are with those on the land, including the buoy system called "navigational aids," the road signs of the water.

Remember, you are legally responsible for injuries to people or damage to property caused by your boat, including the injuries and damage caused by its wake.

