

## **Wipe New® Marine – Application Guide**

Wipe New® Marine represents a fundamental change in boat appearance and protection technology. Our advanced formulations offer unprecedented levels of corrosion and UV resistance while providing the highest gloss and depth of shine in the appearance industry.

Gel coated surfaces treated with Wipe New® remain impervious to dulling, chalking, rust stains, and fuel spills. Metal surfaces treated with Wipe New® maintain a bright reflective finish while remaining free of all types of corrosion.

### **Tools & Materials Needed**

1. 6" orbital dual-action sander
2. Shop vacuum or compressed air
3. Sandpaper – Mirka brand “Abranet” P 800, 1500, 2000 & 3M brand “Trizact” P3000 grit.
4. Pre-laundered microfiber towels
5. Foam backing pads for sandpaper
6. Extension cords
7. Chamois
8. Wipe New® Marine (amount to be determined based on job size—call for details)
9. Acetone or Tert Butyl Acetate (amount to be determined based on job size—call for details)
10. Nitrile gloves (8 mil)
11. Bottle of water with trigger sprayer

### **Initial Prep**

*Ensure the boat is completely out of the water and that you are in compliance with local environmental regulations prior to starting.*

The entire boat must be completely cleaned to remove dirt, grease, wax, and rust stains from the gel coat and interior surfaces before sanding or applying Wipe New® Marine.

For most of the topside surfaces, a thorough cleaning with a mild degreaser will prepare the surfaces for wet sanding.

Rust and scum stains on the hull and transom can be removed with marine on-off cleaner. Be sure to rinse all surfaces thoroughly after cleaning.

### **Assessing Condition & Wet Sanding**

There are a few ways to visually assess the condition of the gel coat you are about to restore:

Look at the gel coat closely from several angles. Does the gel coat have any reflectivity? When you drag your fingertip across the surface, is a chalky residue left on your finger?

You will probably see differences in gloss and reflectivity from the top sides (above the rub rail) to the hull sides (below rub rail and above the water line). The degree of oxidation will determine the aggressiveness of the procedure to remove it.

Test a small area; it's best to start on the most oxidized area of the boat

Begin testing by wet sanding a 1 foot square area by hand with the least aggressive paper you think will get the job done (ex: start with 2000 grit and move to more aggressive/lower grit levels as necessary). Always use a foam backing pad when hand sanding. The backing pad allows you to apply even pressure to the surface you're sanding, eliminating uneven sanding and grooving. The goal is to quickly remove all the "dead" oxidized gel coat from the surface. Keep a damp towel handy and wipe the surface clean periodically. **You will know you are done when the water running off the surface is no longer milky white and a uniform, slightly reflective surface remains.** If reflectivity is still low, test a more aggressive sandpaper (ex: go from 2000 to 1500, or 1500 to 800).

Once you have determined the level of grit needed to remove the oxidized gel coat (from the 1 ft square area), the sanding procedure will be determined. Sometimes you will have to begin sanding with 800 grit. Finish sanding is done in 3000 grit.

Wet sanding must be done in progressive steps to remove the sanding scratches left while removing oxidation. Example: If you start with 800, proceed to 1000, then 2000, and finish with 3000.

Wipe New® Marine will not cover sanding scratches larger than those created with 3000 grit paper.

### **Hand Work**

Many areas above and below the waterline will have to be sanded by hand. The rule of thumb is if the orbital sander doesn't easily fit in an area use your hand.

Again, always use a foam backing pad when hand sanding.

### **Wet Sanding Topsides**

Begin initial sanding at the highest point. Work in small areas (usually arms reach) until the oxidation is removed, then systematically move on. Use a bottle of water with a trigger sprayer to flush the residue out of the sandpaper periodically to keep it from clogging.

Keep a towel handy to wipe away residue created by sanding.

After wiping away residue, look to see if the area is slightly reflective and uniformly sanded. This will indicate the area is free of surface oxidation.

All slick gel coat should be prepped in this manner. The non-skid is only cleaned; we do not sand or coat non-skid with Wipe New®, as this will cause a slip hazard.

After all areas have been initially sanded, progress to the next sanding step.

Example: If you start with 800, proceed to 1000, then 2000, and finish with 3000.

## **Wet Sanding Hull Sides**

Hull sides tend to be more open and expansive. This allows the use of an orbital sander to speed up the process. You can also use the orbital sander above the rub rails on larger boats.

Use the sander in sections that cover the depth of your arm and sand this area until the oxidation has been removed. Use a bottle of water with a trigger sprayer to flush the residue out of the sandpaper to keep it from clogging.

Again work with progressively finer grits of paper until you have finished in 3000 grit and the gel coat is slightly reflective.

## **Inspection and Final Prep**

After final sanding, the boat should be thoroughly washed with mild soap and water. Sanding with the orbital sander creates a lot of spatter which has to be removed prior to coating. Spend ample time scrubbing the nooks and crannies to remove all traces of gel coat residue.

Allow time for boat to completely dry, and/or use compressed air to remove water hidden in cracks, switchgear, hinge attachments, rail mounting points, and anywhere else water can collect.

## **Important: water can ruin a coating job; make sure the boat is completely dry!**

Inspect gel coat and remove any remaining scuffs or stains left after wet sanding.

With a clean microfiber towel, wipe down the entire surface to be coated with Acetone. This will remove any skin oils, grease, or soap residue that may interfere with applying Wipe New® Marine.

Walk around entire boat, visually inspecting for dry spots or dullness left from inadequate sanding. Attend to these areas before coating or product will die back and absorb into the gel coat.

***The only way to insure a uniform finish is to sand uniformly.***

## **Coating Techniques**

### **Top Sides**

Begin coating the high areas overhead first, then progress to the control areas of the interior (inside the gunwales).

Center console boats often require you to coat the center console area first and allow it to dry (1-2 hours) before completing the areas inside the gunwales, so that you don't come into contact with the coated areas before they cure.

Make sure to coat the thin slick areas of gel coat that border the non-skid. Take care not to coat the non-skid.

The deck areas and top of the gunwales down to the rub strip should be coated next. These areas are subject to high UV loads. Test an area to see if any die back occurs. If product is absorbed into the gel

coat, allow time for Wipe New® Marine to flash (5 minutes on average), then apply another coat. Dry gel can require up to 4 coats of Wipe New® Marine.

### **Hull Sides**

Begin coating by starting at the stern at the bottom of the rub rail and in one continuous motion apply Wipe New® Marine to the tip of the bow.

With a slight overlap, continue back to the stern.

In high temperature-high humidity conditions, this must be done quickly to ensure an even coat, as Wipe New® Marine cures quickly in high humidity.

Continue to the water line and inspect for missed spots; these can be touched up.

Make your stopping points at the ends of panels and makes your stop lines sharp and neat.

Don't leave any Wipe New® on the adjacent panels.

Continue to the other side and coat in the same manner, taking care not to overlap on the previously coated side.

### **Stern Coating**

The stern is the final area of the hull sides to be coated.

Apply Wipe New® on the highest point on the stern and in a continuous motion apply from corner to corner.

Use the same slight overlap technique used on the hull sides.

If the bottom is to be coated, work from water line to the tip of the keel in continuous overlapping passes.

Tips:

1. Coating towels must be saturated with Wipe New® almost to the point of dripping. Gel coat is very porous, do not allow applicator towel to become too dry.
2. Change coating towels frequently in humid conditions. Wipe New® should lay down and level off in just a few minutes. If coating towel has partially cured product on it, Wipe New® will not lay down and level properly.
3. Apply Wipe New® in several test areas and watch for 10 to 20 minutes to determine porosity. Die back will tell you the surface is not properly prepped or will need additional coats. Always remove test spots with acetone before they cure.
4. On large boats, two or more should work together, one following the other. This will give large areas like hull sides a perfect uniform results.

## **Metals**

Stainless bow rails, aluminum top frames, and chrome latches and hinges coated with Wipe New® Marine will resist corrosion and rust and never need polishing.

## **Metal Prep**

Wet sand all metals with 3000 grit to remove scale and corrosion.

Wipe dry with acetone to remove residue.

Apply Wipe New® thoroughly making sure to paint coating into small, hard to reach areas with a small art brush.

## **Cure Rates**

Gel Coat – Depending on temperature and humidity levels:

Dry to touch – 1-2 hours

Initial Cure – water safe in 24 hours

Complete Cure – 5-6 days

**Metals and Plastics - same as above**