

NAUTICAL NOTES



During... PHOTO: WWW.WRAPSPAIN.COM



...and after. PHOTO: WWW.WRAPSPAIN.COM



Yacht wrapped in Satin Metallic Mystique Blue by 3M.

PHOTO:WWW.WRAPSPAIN.COM



The largest superyacht hull wrap to date, 68m MY Aviva.

PHOTO: WWW.WILDGROUPINTERNATIONAL.COM

rior that is easily applied in a day or two, without the need for a spray booth or erecting an expensive sterile painting tent. In wrapping your boat's original paint or gel coat you help to maintain resale value and, when the vinyl is removed, it exposes the hull with no further fading or vinyl adhesive left behind. Owners can change to a new colour without having to worry about it affecting future resale values. When you compare the cost to a custom paint job - a wrap is far less expensive."

Wrap Spain only uses premium quality 3M vinyl for wrapping boats, which comes with up to seven years lifespan and, like Wild Group International, also advocates the use of interior wrapping due to the incredible leather, fine wood and metallic finishes available - without the need for protracted sanding and prepping.

So how easy is it to care for your vinyl wrap?

"Buffing a painted hull can be hugely time consuming, on the other hand a vinyl finish requires no buffing at all," says Wild Group International. "We recommend that you wash down whenever the vinyl surface appears dirty. Contaminants allowed to remain on the vinyl wrap may be more dif-



Custom wrap on MY Lion Cub, a VanDutch tender boat.

PHOTO: WWW.WILDGROUPINTERNATIONAL.COM

ficult to remove at a later stage. Rinse off as much dirt as possible with a spray of water and then, if necessary, spot clean bird droppings and bug splatter by softening them with hot soapy water."

"If further cleaning is required, use high quality cleaning

products and spot test in an inconspicuous area. Rinse thoroughly with clean water and immediately use a silicone squeegee to remove excess and finish with a clean microfiber cloth to reduce spotting. Hand washing is preferred, but pressure washing may be used provided pressure is kept below 2000psi and temperature below 80°C - and keep the nozzle at least one foot away."

On the subject of damage, Wild Group International responds, "The honest answer to this is that the vinyl is not damage proof, it is not marine grade paint, and it may damage from tenders rubbing alongside or jetskis bumping into high-impact areas. However, this should not be a sticking point for using a vinyl finish as this issue is easily rectified. It is far easier to repair than paint as it can be removed and replaced quickly, easily and with minimal cost or disruption. We can teach crew how to complete minor repairs during a busy season to keep the look fresh - with no need to visit a shipyard."

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