



ZORMOT
INTERNATIONAL, INC
Premium Shrink Film & Supplies

Zormot Marine Shrinkwrap

If you store your boat out of doors for the off season (aka “winter”) there are various ways to help protect your significant investment. You could just leave your boat cover on it but if you’re in snow country, the snow and accumulating ice will probably destroy your cover just before it moves on to wreck your boat.

Boat shrink wrapping is a low cost way to cover boats of all sizes. The benefits of protecting boats during delivery or storage is immediately obvious. Tarpaulins or custom covers are used with varying degrees of success; often they won’t withstand long periods at road speeds or successive winter storms, coming off and causing damage to the boat. One of the big benefits of shrink wrap is that once it’s on, it won’t move. It won’t flap, make noise or chafe the finish of your boat. Also, if you need to periodically inspect your boat, you can install a zippered hatch section when you shrink the boat. It is also waterproof.

Zormot Marine Shrinkwrap is a specifically designed marine-grade plastic film which is draped over and heat shrunk tight against the boat. Unlike a tarpaulin, shrinkwrap fits very tight so it can’t flap around and destroy itself – one reason for its durability. Because sheets of shrink wrap can easily be joined together there are no limitations as to the size or shape of the boat that can be protected. And unlike a custom-cover, it doesn’t have to be expensively stored and maintained every year. Marine shrinkwrap comes in white, blue and clear. If you live in the northern climates, blue wrap absorbs heat and allows snow and ice to fall from the cover. For southern climates, white wrap reflects heat and keeps covered boats cooler. Clear shrink wrap should only be used on boats during the winter months as it absorbs a lot of heat which could damage boat interiors.

BOAT SHRINK WRAPPING APPLICATIONS

1. Storage

Shrinkwrap is often used for boat storage. Unlike tarpaulin it won’t flap about in the wind and ropes won’t chaff your boat.

Shrink wrapping will also provide the following benefits:

- Clean and ready for the next time you need it
- Protects teak decks and gelcoat
- No more seagull droppings to contend with!
- Access for maintenance as an option
- Ventilation to suppress mildew
- Minimizes depreciation
- Saves you time, effort and money
- Minimizes risk of theft



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2. Transport

On long road and sea journeys, shrink wrapping prevents damage from extended exposure to heavy weather and road grime. Unlike tarpaulin, because the shrink wrap fits so tightly, it cannot flap or chafe, which is one reason for its durability. Whether you are transporting your boat by a low-loader, trailer or as a deck freight, it will become exposed to the elements, environmental factors and other hazards.

Shrink wrapping will provide the following benefits:

- Protection from pollutants e.g. oil, dust etc.
- Protection from rain and spray from wet roads
- Ensures it arrives in the condition it left
- Shows extreme care of the boat
- Added security from theft

3. Repairs

While shrink wrapping boat services are mainly used to protect boats during road transport and storage, the material is often used for creating work shelters and tents.

Shrink wrapping will provide the following benefits:

- Work when you need to and not dictated by weather
- Custom "tent" stretched over a framework
- Can be ventilated for moisture control
- Protects your boat from external contaminants
- Protects nearby assets from your work, dust, etc.
- Added security from theft

Details of Boat Shrink Wrapping

WARNING: Shrink wrap can burn. If heat is applied incorrectly, shrink wrap can ignite into open flame. It can also drop down onto other combustible material and cause secondary ignition and fire. If at any time you observe the shrink wrap on fire, immediately stop what you are doing and carefully inspect the area where you are working for a possible fire. Keep a fire extinguisher available at all times.

****Do not shrink wrap if the wind is over 10 miles per hour!****

Steps in Covering a Boat for Outside Storage

MATERIALS NEEDED

1. Shrink wrap
2. Strapping system
3. 2x4 boards
4. Heat tool
5. Heat shrink tape
6. Vents
7. Hand saw
8. Tape measure
9. Safety gloves
10. Fire extinguisher
11. Stapler
12. End caps for each end of wooden uprights
13. Ladders tall enough to view all areas of cover while shrinking
14. Zipper hatch

INITIAL INSPECTION

Walk around the boat to determine if there are any unusual features on the vessel: outriggers, trolling motors, antenna, flimsy windshields, etc. these items must be padded or protected before the shrink wrap is laid over the boat. At the same time look for, and note, any damage that has already occurred to the boat.

SUPPORT STRUCTURE

Whenever a boat is stored outside with a shrink wrap cover it must have a support structure under the cover, with wooden uprights, to keep rain or snow from sitting on the cover and damaging the boat.

1. The first step in building a support structure is to run woven cord strapping lengthwise on the boat from the highest point at the bow, such as the top of the rails or lifelines, to the highest point at the stern, which would be the stern rails or cleats on top of the toe rail. This strapping must be pulled

extremely tight as it is the beginning of the support structure. Once the strap is pulled tight, measure from the deck, directly behind the windshield in the cockpit, to the top of the windshield. Add 9" to the figure and cut a 2x4 to this length (on wide beam boats you may need a longer 2x4). This will be one of the wooden uprights that will give the cover enough slope to shed rain or snow from it.

2. The 2x4 is then forced upright under the rope/strap running lengthwise on the boat. It should end up vertical just behind the windshield in the cockpit. Now, run a strap laterally (side to side) on the vessel so that it runs over the top of the 2x4 and makes a cross with the lengthwise strap. These can be tied to the top of the rails, cleats, trailer, or they can go around the entire boat. This strap must be pulled tight as it is part of the support structure and will help keep weight off the windshield.
3. Once that is completed, the foredeck and cockpit are measured and wooden uprights 6" taller than where the fore and aft strap normally lies are inserted under the rope/strap. Again, a cross strap is run over the top of each of these boards. These uprights must be no farther than 7' apart; the number of uprights varies depending on boat length.
4. The tops of each upright should be covered with end caps to keep them from protruding through the cover and the bottoms of the poles should have bottom caps to prevent the base from slipping during installation and the storage season.
5. Next, pad all sharp objects such as windshield corners, cleats, antenna bases, etc. tape the fuel vents at this time. This is VERY important to eliminate explosions; call the boat builder if the vents can't be found. This is not flame retardant shrink wrap; it can burn – keep a fire extinguisher handy at all times.

DETERMINING SHRINK WRAP SIZE

1. Measure from the top of the upright behind the windshield to however far down the side of the boat you wish to install the cover. Double this number and that is the size shrink wrap you need. An additional 6" of shrink wrap is needed on each side of the boat to tuck under and around the perimeter band.
2. The next step is to install a perimeter band around the boat which is used to hold the shrink wrap on the boat. Options for installing the band:
 - a. **Option 1:** Run a rope/strap through the bow eye, around the boat, and through the two eyes on the stern of the boat; pull rope/strap tight.
 - b. **Option 2:** Tie loops, made of rope/strap, down from the cleats or stanchion bases to the level that you wish to cover the boat. These should be hung every 3'-4' around the hull. The perimeter band is then run through these loops and pulled very tight.
 - c. **Option 3:** Tape the shrink wrap to the hull with preservation tape, thereby eliminating any perimeter band at all. This is the most common way for boat builders/owners to attach covers for transportation.



INSTALLING THE SHRINK WRAP

1. Once the support structure is in place, all sharp objects padded, and the perimeter band is attached – or cover taped on, the shrink wrap can be put on.
2. The shrink wrap is now put on a roller at the stern of the boat. Coming from the flat stern allows the wrap to be pulled over the boat much easier than coming from the bow end. When pulling the wrap over the boat, make sure there is enough extra at the bow and stern to tuck under and around the perimeter band. This will help hold the wrap in place in case the wind is blowing.
3. After the wrap has been pulled over and tucked at the ends, the rest of the wrap can be unfolded. There will be pleats of excess wrap at the windshield corners, corners of the stern, and as the wrap goes from the bow aft. The pleats at the windshield must be folded to the rear of the boat and tucked over and under the perimeter band, or taped in place if there is no perimeter band. This will ensure that there is enough wrap fore and aft and side to side.
4. Now the rest of the wrap can be cut 6" below the perimeter band, or just taped onto the boat, if there is no perimeter band. Once this is done, all of the material can be tucked under and around the band or taped around the hull.
5. After being tucked under and around the perimeter band, use the heat tool to apply heat directly above the band. This will weld the outside of the wrap to the piece tucked under the band. Heat-weld any pleats or seams as you go.
6. When all pleats and seams have been welded around the perimeter, attach belly bands to the perimeter band. The belly bands can then either be tied to the trailer or run under the boat and attached to the perimeter band on the opposite side. The belly bands keep the material and perimeter band from rising as the shrink wrap shrinks. If belly bands are not used there is a chance that snow or rain sitting on the cover could raise the perimeter and accumulate in the cover, causing damage.

SHRINKING THE COVER

1. Once the belly bands are on, the entire cover can be shrunk. It is important to first shrink around the boat from the perimeter band, or taped lined, to the rub rail on the boat. Using the heat tool is very similar to spray painting. The trigger is held as you move the heat back and forth, in a horizontal fashion, across the shrink wrap. You should begin at the lowest part of the cover and let the rising heat work for you to start warming the plastic. The ultimate goal is to have tight top that will repel snow and rain, and this method will pull additional slack out of the top so that it will not take as much shrinking when you are ready for that area.
2. Once you have heated to the rub rail, the rest of the cover can be shrink wrapped. Always start at one end of the boat and work in the same direction around the boat. This will give a tighter, more protective cover that will shed snow and ice.



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HOLE PATROL AND VENTING

1. It is very important to look over the entire cover for holes, weak spots, or pleats that did not get heated enough. These should be taped with heat shrink tape. Once the tape is applied it should be warmed **slightly** to heat the adhesives and then rubbed to remove any air bubbles. If a hole is bigger than the tape that you have, then a piece of shrink wrap 3" bigger than the hole should be placed over the hole and taped around the entire edge area. Heat the tape **slightly** with the heat tool and then shrink the patch. It will look as good as new.
2. The last step is to ventilate the cover using Zormot's self-adhesive vents. There should be between 4 and 10 vents attached to the most vertical surfaces around the boat. By putting the vents around the boat you are causing cross flow ventilation, which will help eliminate moisture and mildew buildup.

Steps in Covering a Boat for Transport

MATERIALS NEEDED

1. Shrink wrap
2. Hull or preservation tape
3. Heat tool
4. Vents
5. Fire extinguisher

COVERING THE BOAT FOR TRANSPORT

1. Most builders tape their shrink wrap covers on and they provide no support system on the top of the boats. This method is designed only for transportation and not for protection against snow load or heavy rain damage.
2. It is very important to cover boats this way. First de-wax the hull with mineral spirits where the tape will adhere to it. Pad any sharp objects, lay the shrink wrap over the boat, trim and tape the shrink wrap all around the hull, and then heat is applied to shrink it. Following that, the OEMs usually patch holes and vent the covers.

WARNING!

This shrink wrap can burn. During heat application, shrink wrap can ignite into an open flame. It can also come in contact with other combustible material and result in secondary ignition and fire.

KEEP A FIRE EXTINGUISHER ACCESSIBLE AND AVAILABLE AT ALL TIMES.

If at any time you observe the shrink wrap on fire, IMMEDIATELY STOP WHAT YOU ARE DOING AND EXTINGUISH ANY FLAMES and carefully inspect the area where you are working for a possible secondary fire. Shrink wrap should only be applied by persons knowledgeable about the use of heat guns, blow torches, or other methods of application.

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