

Protect Your Investment! State Of The Art Hull Cleaning and Maintenance is Now Available.

SODABLAST SYSTEMS™

Most boat owners are unaware of the damage created through conventional hull cleaning.

Conventional hull cleaning methods create unintended (and unnecessary) damage to the vessel's hull.

- When the vessel is hauled out, if marine growth has accumulated on the bottom, scraping is performed to remove heavy accumulations. **Gouging** of the gelcoat can easily occur during this first stage of cleaning.
- Pressure washing is often done before sanding, but it only removes surface scum and not other surface contaminants, such as oil, chlorides, and bilge deposits.
- Sanding is the **most destructive process** in hull cleaning and occurs due to the fact that it is a difficult and time consuming process that is virtually impossible to avoid penetration of the gelcoat.
- The gelcoat is a protective barrier to the underlying fiberglass, but once damaged, water then penetrates between it and the fiberglass creating blisters, fractures and delamination of the protective gelcoat.
- Once the damaged surface is painted, the paint will cosmetically present a clean and undamaged appearance, falsely leaving the impression of an uncompromised hull.
- Because conventional hull stripping is costly and labor intensive, most boat bottoms have never been completely stripped. Over a period of time, one coat of paint is applied over another until finally layered coats of peeling paint and gelcoat failure create a loss of hull integrity, a rough surface and water penetration.

SodaBlast Systems™ is a revolutionary, new hull cleaning process that is faster, more cost effective, and will not cause damage to the protective gelcoat.

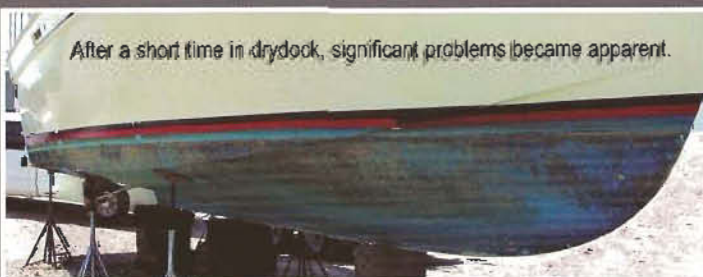


safely removes paint and contaminants. It's faster, safer, and more cost effective.

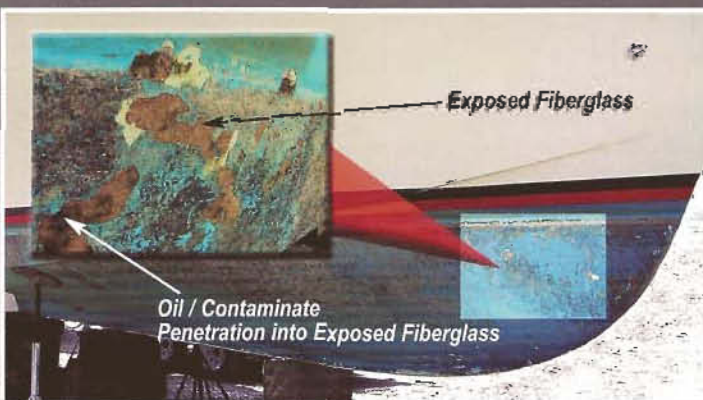
SodaBlast Systems™ is simply the most effective hull cleaning process available to the marine industry today! It's a high pressure, non-destructive, air-driven, process that



Initial hull and bottom inspection of this vessel revealed no problems. Its hull was clean looking and all inspections revealed no hull related damage.



After a short time in drydock, significant problems became apparent.





Mobile Paint Stripping

1) Paint Stripping: SodaBlasters are able to remove antifouling paint and marine growth without damaging the boat's gelcoat—a marked departure from traditional paint removal by hand/mechanical sanding or

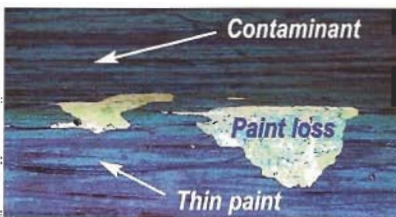


even chemical strippers. SodaBlasting bottom paint will reveal any problems that might include blisters, cracks, potential delamination, or gelcoat damage from conventional paint stripping. Additionally, some newer antifoulants are not compatible with older paints and total stripping is necessary before applying new bottom paint.

2) Refresher Coat: A boat that has been dry docked for several months usually exhibits oxidation, to some degree, of the bottom paint. By simply "sweep blasting" the bottom with our special cleaning agent, SodaClean™, the coating is rejuvenated and ready to be put into service.



3) Paint Touch Up: In some instances the bottom paint has areas where the antifouling paint has thinned but overall the paint is in good condition.



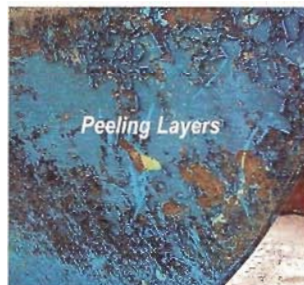
In such a scenario, a light SodaBlasting is performed to remove all surface contaminants (oil, chlorides, bilge pollutants, and marine growth) that pressure washing will not remove. After removal of the

surface layer, the hull is ready for repainting.

4) Growth Removal: When removing heavy growth from the hull, scraping can be very damaging to the integrity of the hull's gelcoat. Because SodaBlasting uses material that explodes the contaminant from the surface material, only the undesirable growth is affected—leaving the natural surface clean and undamaged.



5) Restoration: Many hulls often have layers upon layers of peeling paint over damaged gelcoat and contaminated fiberglass. Often such problems are not readily apparent, although the boat will suffer fuel efficiency loss and performance degradation due to the additional weight of water penetration and rough bottom surfaces. In these extreme cases, the hull should be thoroughly SodaBlasted to remove old paint and damaged gelcoat.



6) Blister Removal and Repair: It is not uncommon for blisters to form on newer hulls—especially on the bottoms. New boat owners are advised to do a visual inspection of their boat prior to warranty expiration to address this potential. Most warranties will cover such anomalies. SodaBlasting will easily handle such problems, safely and quickly.



The SodaBlasting Process can be performed at your marina. Our blasting and cleaning process is mobile and biodegradable. If your investment is worth protecting, please contact us for cost estimates;

SodaBlast Systems, LLC 800.216.SODA (7632)
www.sodablastboats.com