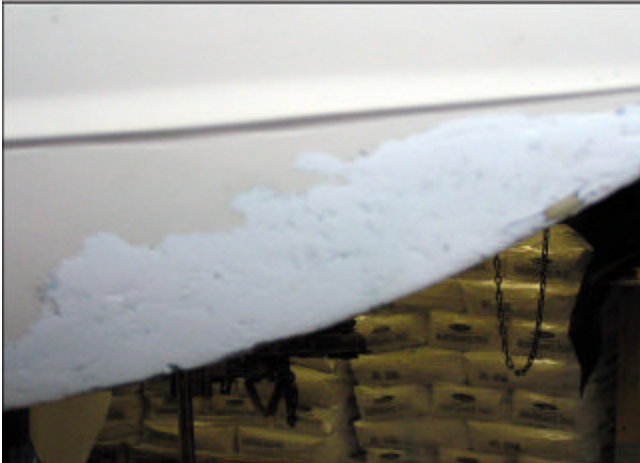
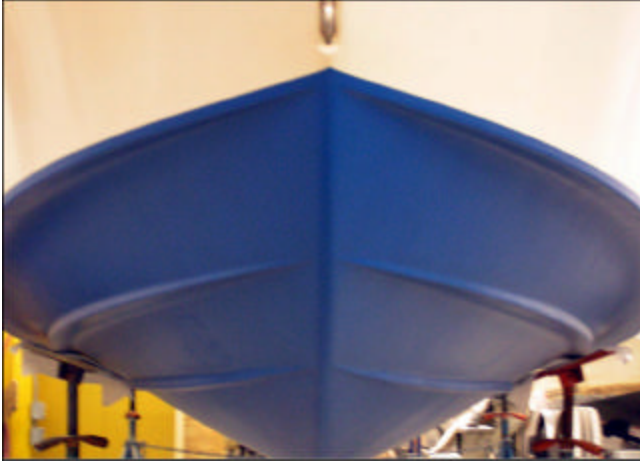


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CUSTOM BOATBUILDER USES SODABLAST TO DO THE JOB RIGHT

Joe Sharpe, owner of JS Boatworks, Inc., a custom boatbuilding and fiberglass repair facility in Brunswick, Maine, takes pride in all his work—starting with the hull. The only method he uses to prepare boat bottoms for painting is the SodaBlast System.



Unlike sanding, sodablasting removes blisters and multiple layers of paint without damaging the gelcoat. (photo courtesy of JS Boatworks)

To ensure an absolutely clean and paint-receptive surface, Sharpe sodablasts all his new CJ 25 center console boats before applying any antifouling coating. Boats dropped off for hull repair are sodablasted to remove existing paint—right down to the gelcoat.

Sharpe also works closely with marine surveyors and boat buyers to evaluate boats that have run aground or exhibit blisters. Before proceeding with any repairs, he first insists on treating hulls with the full SodaBlast System to determine extent of the damage. Since the machine is fully portable, Sharpe also offers a Preferred Boatyard Program to marinas and yards looking to outsource hull-stripping jobs prior to repainting.

"Even new boats need hull preparation prior to painting," said Sharpe. "Many boatbuilders, such as Pursuit, void their warranty if the boat's hull is abraded using conventional, 80-grit sandpaper. They don't want the gelcoat damaged. The SodaBlast System works perfectly, and maintains the builder's guarantee."

Sharpe also notes local regulations are often very stringent when it comes to cleaning bottoms and removing old paint. "In many areas, even the effluent from pressure washing must be contained, filtered and tested before disposal—an expensive and time-consuming task. SodaBlasting encapsulates the paint as it is removed, making any dust and paint particles much easier on the environment."

For more information on JS Boatworks, visit: www.jsboatworks.com.

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