

TIPS FOR THE ULTIMATE SHRINK WRAP JOB



CAUTION:

This shrink wrap can burn. If heat is applied incorrectly, shrink wrap can ignite into open flame. It can also drop down on to 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!

1

INSTALL SUPPORT STRUCTURE ON YOUR BOAT FOLLOWING THE DIRECTIONS ON THE ENCLOSED TRAINING CD: Please view the training CD at least twice before shrink wrapping your boat. Follow all necessary safety precautions when using a knife to cut strapping, saw wood and when climbing on any ladders. Other how-to videos may be found on our website at: www.dr-shrink.com

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BEFORE INSTALLING WRAP:

- Tape over fuel vents (contact your boat dealer for help in locating fuel vent).
- Pad all sharp objects with foam padding, shrink wrap, tape, etc.
- Be sure that film does not drag on the ground or floor (static electricity in the film attracts dirt and dust which won't allow the film to weld properly).

3

SHRINKING: Once the film is on the boat (after you have heat-welded around the perimeter band) there are a few steps that can help in achieving a wrinkle-free, tight cover.

- You must install the belly bands immediately after heat welding around the perimeter band on the boat. These taut straps pull the slack from the wrap allowing it to become tighter when heated.
- The shrinking order is as follows:
 - Seal all pleats in cover, including the bow and stern.
 - Begin applying heat at the bottom of the cover near one end (never in the middle). Guide the shrinking with the heat gun (use it as if you were spray painting) to the other end of the boat, up to the rub rail. Starting at the bottom of the cover allows the heat to rise and helps you shrink more quickly.
 - Now you can shrink the top; be careful not to put excess heat on the corners or sharp protruding objects. Avoiding these areas allows the shrink wrap to maintain its full thickness at these points.

4

HOLE PATROL: When the cover is completely shrunk, you must check for burn or puncture holes in the cover. A hole in the shrink wrap will not tear or rip, but will certainly allow the elements into the boat. The most effective method of repairing a hole or weak spot is to use shrink wrap tape which is made of the same materials as the wrap itself. When shrink wrap tape is applied to a hole, or to reinforce over a sharp object, it **MUST** be rubbed to remove air bubbles and activate the adhesives in the tape. The tape should also be lightly warmed using the gun so that the tape will adhere better.

5

REMOVE TAPE FROM FUEL VENT

6

VENTS AND DOORS: Vents and doors are installed after the cover is completely shrunk. They are not heated onto the cover at all. Vents are self-adhesive and the adhesive on them must be hand warmed and rubbed to have a complete seal. Doors are taped to the cover using either 2" or 4" shrink wrap tape. The door is then unzipped and a hole cut underneath the zippered area.

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ENJOY THE BENEFITS OF SHRINK WRAP If you do have a problem, do not hesitate to call us at (800) 968-5147 or (231) 723-2685. We can also be reached via email at drshrink@dr-shrink.com.

Dr.Shrink⁺

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TIPS FROM THE

SHRINK WRAPPING SAILBOATS

MAST DOWN

- ▽ Shrink wrapping a sailboat with the mast down uses many of the same principals explained on the training CD which is included with the heat tool kit. Before beginning the covering process, please view the CD at least twice to familiarize yourself with all the steps.

When covering a sailing vessel mast down, the steps listed below must be followed:

- 1** Run strapping fore and aft on the boat from the highest point on the bow (pulpit) to the highest point in the center on the stern (stern rails). Tighten this strap with a buckle by using the included buckle installation instructions.
- 2** Once the strap is tightened you may begin measuring the 2" x 4" wooden uprights that will form your support structure. These wooden uprights are forced under the fore and aft strapping and will give the shrink wrap cover the necessary pitch to allow snow and rain to run off. One upright will be needed in the cockpit and then every 5' – 6' until the bow is reached. If possible, the upright should be lined up between stanchions so a woven cord strap can be run laterally from the top of the stanchion across the top of the upright to the top of the opposing stanchion (this strap will give additional support to the cover and also keep your upright from falling down). The height of the uprights will vary with different boats, but when complete, the center strap must be at least 18" higher than the top of the stanchions. Again, this will give the cover enough slope to allow snow and rain to run off.
- 3** Now, staple the strapping onto the top of the upright where it crosses the fore and aft strap (an Arrow T-50 stapler works great). Pad the tops of the uprights as shown on the CD.
- 4** Once this is completed the rest of the process can be done by following the steps on the CD.

MAST UP

- ▽ Covering a sailboat mast up can seem like a very daunting proposition at first, but it takes only a couple of more steps than shrink wrapping a mast down boat. Following the directions below and watching the training CD at least twice will minimize any problems.

- 1** Install your strapping fore and aft on the boat from the highest points at the bow and stern. The strapping will be tied around the mast from the stern and then around the mast from the bow (if the boom is left on, it can become part of the support structure aft of the mast, but you must put a 2" x 4" upright under the rear of the boom to give it strength). Pull the strapping tight as you normally would, measure and install your wooden uprights as on a mast down boat, put your lateral straps over the wooden uprights, or boom, and pad them.

- 2** Install the perimeter band following the CD instructions.
- 3** Go aboard the boat with a 25' tape measure. Measure from the mast back to the farthest point aft (top of the stern rail). To this figure add 2 feet which will extend aft of the mast and 4 feet that will drape over the bow (a total of 6 extra feet).
- 4** Now measure from the mast forward (top of the bow rail or pulpit). To this figure add on 2 feet which will extend aft of the mast and 4 feet that will drape over the bow (a total of 6 extra feet).
- 5** Next cut your roll of shrink wrap the measurement from the mast back. Roll it up and take it onto the boat. Lay the roll over the support structure or boom and open it enough to measure and find the center. Make a 2' lengthwise slit in the shrink wrap at the center of the wrap. This slit area will be wrapped around the mast to form a collar. Once you have a collar formed, take the roll of heat shrink tape and go around the collar twice very tightly (do not stick tape directly to the mast as there might be an adhesive residue in the spring).
- 6** Unroll the aft section of shrink wrap towards the stern (do not unfold its entire width yet; the wind might catch it). Go aft as far as possible, until you run into the aft stays. Now you can unfold the shrink wrap and have it lay as straight fore and aft, and side to side, as possible. Using your wrap cutting knife make slits in the shrink wrap up to stays and halyards. They should be as neat as possible. Use strips of heat shrink tape to seal them and then apply heat to warm the adhesives (press tape down firmly to remove all air bubbles).
- 7** Trim and tuck the shrink wrap under the perimeter band on the boat so that wind doesn't catch it.
- 8** Now the shrink wrap piece at the bow can be attached. It is done in a similar fashion as the aft piece. Place the measured piece of wrap just forward of the mast; find the center and slice into it 2 feet. Make a collar around the mast tightly and tape around it. Unroll the wrap toward the bow up to the forestay. Slice the wrap to the forestay and roll it over the bow. Tape the slit together and unfold the shrink wrap.
- 9** Run a strip of tape from the mast down to each side of the shrink wrap where the forward and aft pieces meet. Use the heat tool to warm the adhesives in the tape and actually heat weld the pieces of shrink wrap together.
- 10** Trim and tuck the forward piece under the perimeter band. Shrink wrap the boat according to CD.

Please call us at (800) 968-5147 with any questions.

FILM SIZES & VENTING



All shrink wrap covers must be ventilated to eliminate moisture, condensation, and mildew during the winter storage season. The number of vents needed to give a boat cross-flow ventilation will depend on the size and shape of the vessel. Remember – it is better to over ventilate the cover with additional vents rather than not installing enough. The following is an idea of the number needed by boat size:

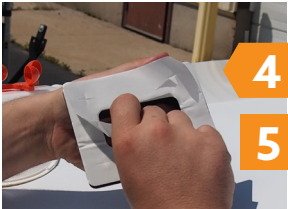
Boat Size	# of Vents	Location
0'-18'	3	Two vents behind windshield and one at rear of cockpit.
19'-24'	4	Two vents in rear of cockpit and two forward of windshield.
25'-32'	6	Two vents in rear of cockpit, two at midsection, and two near bow.
33'-42'	8	Two vents in rear of cockpit, two on fly bridge, two amidship, and two near bow.
43' & Above	8-12	Same as above, with extras along the sides of the craft.

DS-683 "WEATHER-TIGHT" VENT INSTALLATION PROCEDURES:



1

Completely shrink the cover before installing vents.



3

Clean the cover if it is damp or dirty. Push against the cover to assure there is nothing behind the section you wish to install the vent which could impede air flow or be damaged by cutting (such as a seat cushion).



6

Carefully cut out the shrink wrap on the inside edge of the base. Reach inside and compress the shrink wrap against the adhesive base to insure proper adhesion.

7

Reinstall vent cover.

5

Affix the vent base to desired location and press firmly.

4

Remove the vent cover by squeezing the ends and remove the paper covering the adhesive backing on the base of the vent.


2

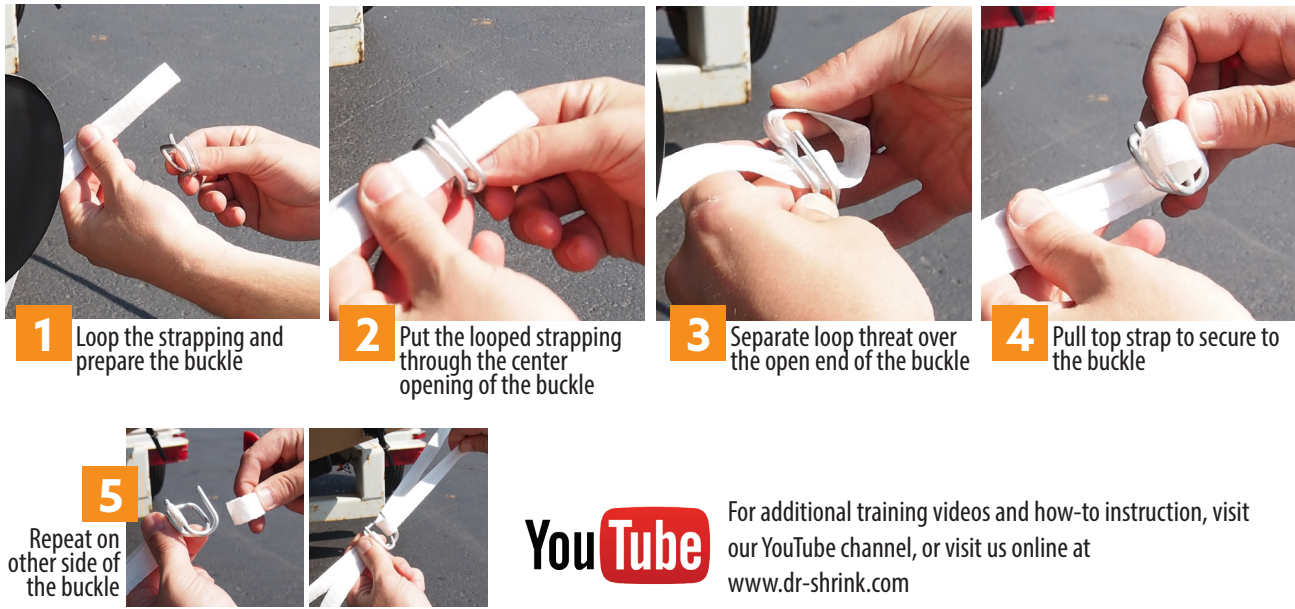
Vents may be installed on a horizontal or vertical surface. In areas receiving significant snow loads, vertical orientation is best as the vent will be less susceptible to snow cover-up.

Film Size	Sq. Ft	Boat Length	Beam	# of Boats	# of Vents	Description
12' x 175'	2100	0'-16'	up to 7'	8	4	Works well for finishing boats & boats with low windshields
14' x 150'	2100	14'-19'	up to 8'	6	4	Great for runabout with full windshields
17' x 120'	2040	17'-24'	up to 8.5'	4	6	Excellent for pontoon boats and cuddy cabin cruisers
20' x 100'	2000	25'-29'	up to 8.5'	3	6	Good for express cruisers
24' x 115'	2760	25'-29'	up to 9'	3	6	Superb for express cruisers with arches or small flybridges
26' x 100'	2600	28'-31'	up to 10'	2	8	Very little waste on wider, taller flybridge boats under 32'
32' x 100'	3200	30'-38'	up to 11'	2	10	Super for wide and tall flybridge boats with an arch
40' x 100'	4000	44'-60'	up to 16'	1	12	Covers very large boats with arches and bridges with one piece of wrap
50' x 100'	5000	60'+	16'+	1	16	Excellent one piece coverage for the largest of boats with multiple levels, arches & bridges

*These sizes are approximate - each boat must be measured to assure that the proper size wrap is used. Always over ventilate and use the Shrinkfast® 998 for best results. Call 800.968.5147 with questions or comments.

USING THE STRAPPING & BUCKLES


 The following is a brief visual explanation of how to use the buckles and strapping system.



- 1** Loop the strapping and prepare the buckle
- 2** Put the looped strapping through the center opening of the buckle
- 3** Separate loop thread over the open end of the buckle
- 4** Pull top strap to secure to the buckle
- 5** Repeat on other side of the buckle




For additional training videos and how-to instruction, visit our YouTube channel, or visit us online at www.dr-shrink.com

ITEMS PROVIDED BY THE CUSTOMER


 The Dr. Shrink "Wrap It Up Kit" is a complete system that provides most of the necessary equipment to shrink wrap your boat except for the following items:

- 1** 20 pound propane tank. This is the same size tank that would be found on a home barbecue.
- 2** Ladders – you must have a sturdy step ladder that is tall enough so you won't have to stand on the upper rungs when you are shrinking the top of the boat cover. An extension ladder works well on larger power boats with fly bridges.
- 3** 25' tape measure
- 4** Handsaw for cutting 2" x 4" boards for your support structure.
- 5** Ring cutter (DS-RCUT) for cutting strapping.
- 6** Six 2" x 4" x 8' boards to be used as wooden uprights under the cover. This is the maximum that you will need; smaller boats will take fewer boards.
- 7** Stapler – an Arrow T-50 with 1/2" staples.
- 8** DVD player or computer to view the training CD. Watch at least twice to familiarize yourself with the techniques and safety procedures.

THE REBAG® RECYCLING SYSTEM


 The Dr. Shrink Rebag® recycling program is a simple, yet effective method of recycling your used shrink wrap boat cover after the storage season. It is made into a replacement for cardboard products and is a very environmentally responsible program. There are just a few easy steps that you must do so the wrap is desirable for recycling:

- 1** Remove the shrink wrap according to the instructions on the label affixed to your cover. There must be no strapping, rope, doors, or foreign material in the shrink wrap.
- 2** Stuff the shrink wrap into the Rebag®. Leave enough room so the bag can be closed with the cable tie included.
- 3** Attach the enclosed prepaid, self-adhesive label to the bag. Take the full bag to the marine dealer where you purchased your shrink wrap. It will be picked up there by our carrier, at no charge to you.
- 4** Thanks for recycling!