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**POLISH NOW TO REDUCE CLEANING LATER:
MULTI-SURFACE MAINTENANCE**



It is not often that you find a product that can protect almost all the surfaces of your boat, but RejeX does just that. We spent an afternoon coating the boat from the hull to the windshield. As a result, the boat stays cleaner, looks better, and actually goes a bit faster, too!

Applying a protective coating to the boat during these cooler months, when the temperature is much more conducive to working outside, pays huge dividends over the coming season. A polymer surface "shield," when properly prepped and applied, leaves the boat not only looking better, but it can also halt further cosmetic wear and tear to a large

extent for many months to come.

Protective coatings have come a long way in the past few years. One example is RejeX, manufactured by the producers of CorrosionX, which is very effective at protecting electronic components. RejeX is an easy-to-apply, thin-film polymer that prevents stains and reduces the adhesion of exhaust contaminants,

bird droppings, ring-around-the-hull, and other common grit and grime on boats and tow vehicles. Plain and simple, it creates a long-lasting barrier layer between the boat surface and the dirt.

What makes RejeX stand out from other polishes is not just its ability

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to keep the boat cleaner longer, but the fact that it is a true multi-surface protectant. It works on just about every non-porous surface on the boat: gel coat, fiberglass, windshields, polished metal, painted metal, mirrors, acrylic, and glossy plastic. It also virtually eliminates the concern about overwipe – something anyone who has tried to polish one portion of a boat without getting the polish on adjacent windshields or other areas will appreciate.

The product is not a cleaner as is often the case with many other waxes and polishes. This means that the first step is to clean and then thoroughly rinse and dry all surfaces on which the polymer coating will be applied – the polymer can just as easily seal in stains as it will seal them out. The lack of polishing-microabrasives means that it will not compound or polish off oxidized paint. So, any oxidation needs to be thoroughly removed beforehand as well. On the upside, the lack of a cleaner and microabrasives in the formulation means that it is safe for use on surfaces such as glass, plexiglass, eisenglass, and even on clear coat finishes.

December in the South is an ideal time to do this job as the company recommends not applying it in temperatures above 85°. The directions say that the product should not be applied in sunlight and that the coating needs to cure “out of the elements.” Since that is not practically possible in most cases on a boat, it’s best to start later in the day in order to avoid direct sunlight that can result in a hot application surface. If the surface is overly hot, it can cause the monomers (polymer building blocks) to cure before they obtain a proper bond to the boat surface to form a protective, polymerized, crystal-clear film. Rain should also be avoided until the application has had several hours to cure; a cure time of at least 12 hours results in a more durable finish. However, a light sprinkle or morning dew is normally not a problem.

Once the weather is cooperating and the surface is clean, the first step is to shake the bottle well. The product is designed to go on in a very thin one-micron layer. One

16-ounce bottle will cover an average 35’ boat. We got the best results from applying multiple thin coats using a clean 100% cotton rag with an eight-hour curing time between coats. Each additional coat added luster, resulting in deeper-looking colors and a more intense gloss.

We began at the bow and worked our way down the hull, then onto the deck, railing, and windshield. When applied to glass, such as the windshield, it not only keeps it cleaner, as dirt and grime sluice off, but it causes water to bead up and roll off. About the only surfaces we didn’t use it on were the boat seats.

RejeX goes on like a traditional liquid wax or polish. After it dries to a haze, which takes about 20 minutes, it is simply wiped off. And we really mean “wiped,” without the strenuous rubbing and buffing sometimes needed with some waxes or polishes.

This multi-surface formulation works equally well down below, where there is no concern about direct sunlight and rain. We were especially pleased by our idea to use RejeX in the head on the mirror and shower enclosure door. The finished job provides a barrier to make mold and mildew removal a matter of wiping down the shower enclosure. Additionally, it buffers the hard water residue, which creates an almost constant haze on the shower door. Now we just wipe the door down with a squeegee after each shower to keep it crystal clear.

Corrosion Technologies recommends reapplication every four to six months to continue to receive maximum results, with a typical application lasting six to eight months. They say that many customers have told them that it has lasted well over a year. High abrasion areas may need applications every three to four months.

The tough, impermeable polymer film has a much more durable nature than wax-type products which the firm says will deteriorate and lose their ability to protect from environmental harm more quickly. The high refractive index keeps damaging UV rays from penetrating into the paint beneath and results in a higher gloss while the polymer bond protects the paint from further oxidation.

The only way to make this any easier is to convince our regular boat guests to do the work next time. 