

(Ocean) Alexander the Great—Marine Tops Unlimited

Main Fabric: Stamoid, Serge Ferrari North America Inc.
Window: Tuffak AR2

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

This customer was looking to do a refresh on his boat and have a new enclosure made for his 2010 58' Ocean Alexander. We covered the various window and material options and settled on Stamoid material and Tuffak AR2 polycarbonate for the windows. The rear panels were built using a triple track pvc piece that would enable the windows to all be slide to one side similar to a home sliding patio door to allow an open air design when desired by the owners. This was our first time working with something like that. We also had to install some more track in certain areas boat to improve design and keep water out. We also made the center front window hinge up and fasten to the underside of the hard top and fabricated a screen panel for that area and the rear doorway to help keep the bridge area cool during those hot days. The customer was really happy with the outcome of this project and the job worked as a great sales tool to bring in several more job from the same marina.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

This customer of course had a tight time frame to have the enclosure done before he was leaving with the boat for the summer AND the boat was located in the water at a marina that was almost 2 hours away from our shop. Those reasons and the sheer size of this boat and the window panels that went on it made it fun for our staff. The front enclosure hung from a track and we created a material flap with keder welt and separating zippers for each panel. The bottom along the windshield was fabricated with a material strip that snapped to the windshield frame and had zippers for each panel to secure to. The panels included a longer bottom facing to cover the zipper and snap flap on the windshield so that it looking very aesthetically pleasing from the outside of the boat. We also used white snap caps around this whole boat to keep with the sleek design. The rear enclosure hung form a pvc track at the top and then ad a thin piece of material which has another keder welt sewn to it. This keder welt had a pvc triple track on it that would allow us to have the back 3 panels slide all to one side or the other and give the customer the ability to have an open air feel when desired without taking all the panels down and storing them. This project was challenging from a design and fabrication standpoint to say the least but it all came together in the end to make one sweet enclosure!



All The Smileys—Walsh Yacht Canvas

Window: Tuffak UV
Main Fabric: Toast Tweed Sunbrella, Manart-Hirsch Co. Inc.
Secondary Fabric: Tan K-Tex, Keystone Bros.
Clear SolarFix Thread, Keystone Bros.

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

The client came to us with two big issues. First, being the optics of his old vinyl enclosure. The client uses their boat every weekend in the summer, rain or shine. Between the rain and running at night the client would have to open their U-zips (Smileys) just to see enough to drive the boat. The clear choice was to switch them to polycarbonate windows. They did want to keep the number of U-Zips they had for the airflow options, which created a little more complication, but ultimately doable.

The second issue and much greater one, was that anytime they ran in wet or bad conditions water came up the sloped windshield, under the old windows, and right inside the boat. Whether it was the water drenching the dash or spitting into the face of the person driving, the owner was over it. The answer we came up with was to install costa track on the top of the stainless-steel windshield frame. We heated the track into place and notched the bottom of it out to go over the windshield seams. The track is mostly fastened with 3M VHB tape and a handful of screws tapped into the frame in strategic places.

We ended the track in front of the grab rails on the windshield and utilized the existing snaps on the aft part of the side windows and visor. We did hide the snap caps with another layer of fabric on the inside of the windows. All the windows are built in a sandwich method with Sunbrella on the outside and Tan K-Tex PVC vinyl on the inside, using signature Sea Ray tan zippers. All the U-Zips where sized for ease of opening and to fit on the hardtop when folded up.

The customer comes in all the time to tell us how much these solutions have worked and not even a drop of water gets in anymore. Which is by far the best part of all of this.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

This project stands out to me not only for its ease of installation (went right on with no alterations) and that the fit was exactly what I was looking for, tight and flat. There was also a lot of research that went into the execution of this job, from construction method to mounting method and it came out exactly how we wanted. Also, the customer absolutely loves it!



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Big 65—SeaCanvas

Main Fabric: Stamoid, Serge Ferrari North America Inc.
Window: EZ2CY, EZ2CY
Tenara, W.L. Gore & Associates Inc.
Webbing/Narrow Fabric: YKK

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

Our client was looking to upgrade his existing enclosure to a high quality window and EZ2CY is our top shelf window. Ease of care and clarity of these windows amazed our client. With AC on the bridge he requested none of these windows open. The Aft enclosure was done by us several years ago to complete a 4 side enclosure. A Proliner was used to capture the track to track points and Rhino was used to do all the CAD.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

We are proud of all our projects we do every year for our customers. We take no short cuts in our fabrication techniques. Being able to get high quality pictures which isn't always easy. We thought this job hit the spot.



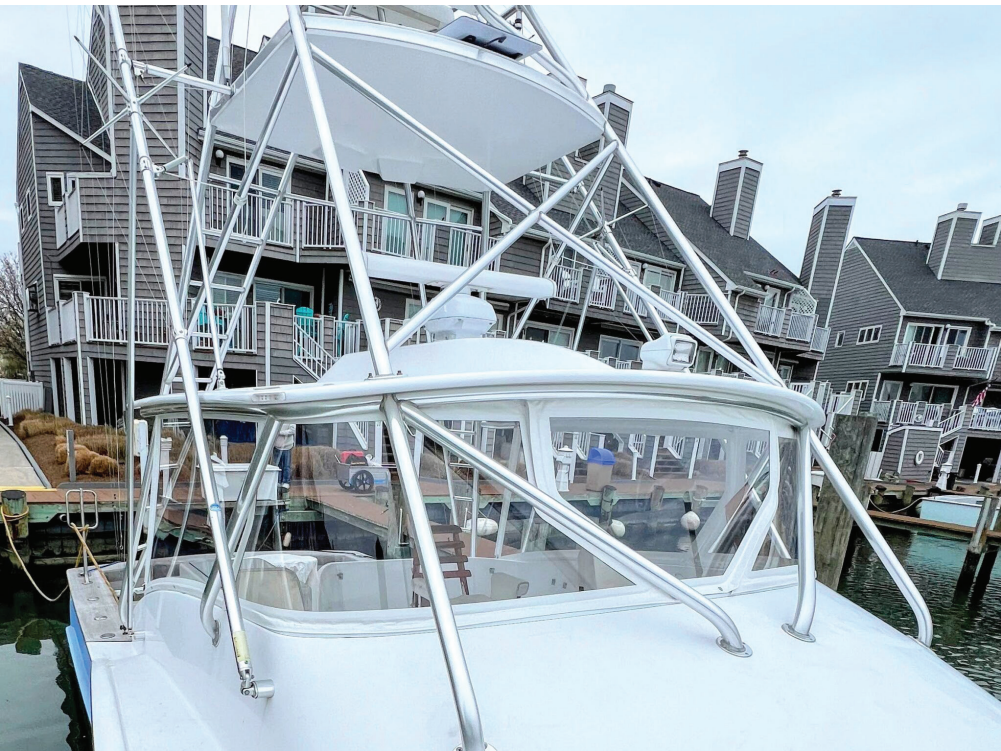
Carolina Express Refresh—Yacht Canvas, Inc.

Main Fabric: Stamoid White, Serge Ferrari North America Inc.

Window: IM-Acrylic, Sattler North America Corp.

Hardware/Findings: #10 YKK Zippers

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

The client had an older enclosure that had served well for years but was starting to yellow and show signs of crazing. He wanted to recreate the enclosure with the same overall concept, but was open to incorporating design or material improvements for enhanced durability and performance.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

We were excited to take on this project because it gave us the chance to improve upon an older, functional design while incorporating modern materials and our own creative input. The client had an enclosure that had worked for years but was beginning to show signs of wear, specifically yellowing and crazing. What made this project particularly appealing was the opportunity to work with acrylic as a window component, which provided superior clarity and durability compared to traditional materials.

What sets this project apart from others we've done this year is the unique design challenge posed by the forward window shape. This allowed us to bring in some creative solutions to maintain the integrity of the original design while upgrading it for longevity and aesthetics. Having the freedom to not only improve the enclosure's performance but also refine the overall look with a distinctive window shape gave this project a special edge.



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Carver Yachts C52—Hayden Island Canvas

Main Fabric: Stamoid Open, Ferrari S.A.
Window: Tuffak Marine 5
Solarfix PTFE thread
Hardware/Findings: Costa Track

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

The client requested a clean looking rigid enclosure that looked minimally intrusive on the bridge of this Carver C52 for year round boat use. They also wanted an easy to clean and strong long lasting white fabric. The client wanted a 2 panel layout at the front, seeing as this is a side helm boat. The client also requested easy ventilation/opening of the front and side panels.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

The bracing and curves on the hardtop meant planning very carefully the u-zipper placement on the fore panels, otherwise the curve would have kept them from folding back to the hardtop. The front 2 panels had to be constructed each as 3 pieces of clear first to accommodate this style of u-zipper with the most minimal break in the clear due to the clients insistence on such minimal obstruction to the clear on the forward panels. The side panels hinge up to the hardtop. The track needed to be removable on the metal venturi windshield, for future maintenance/removal. Each hole holding the track was drilled and tapped in the stainless cap rail, filled with an anti-corrosion gel, and then attached with stainless steel 6-32 machine screws. The hardtop also lacked a good drip edge for water flow, and a full length flap around all 3 sides was patterned and sewn to the keder welt to keep water intrusion at the keder/track interface from being a problem. This also allowed easy zip out at the top of each panel.



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New 115’ Hatteras Motor Yacht—Advanced Canvas & Upholstery

Window: EZ2CY acrylic, EZ2CY
Main Fabric: Stamoid, Serge Ferrari North America Inc.
YKK zippers
Hardware/Findings: Bimini fittings

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

The boat came from Florida with only a Bimini for the helm area. They wanted to fully enclose the bridge area fore and aft of the arch. So I designed a stainless Bimini structure out of 1.5 .120 wall stainless tube. We used custom fittings by makefast usa that we purchased from performance textiles. I work with my friend will to fabricate all the stainless frame parts. Lucky me Will had a lathe cause the Bimini fittings didn't fit 120 wall so we had to mill down all the male ends to fit into the tube ends. Then the arch was aluminum so we had to drill, tap , screw all the track screws for the front and back track. We used die electric grease to isolate the dissimilar metals. We used screw studs along the track so the bimini's could be snapped down with weather stripping to keep the water out. The side panels at the forward enclosure with bypass sliding windows. The aft enclosure was designed so all the aft windows could be removed and the 2 verticals in the middle therefore opening up the full rear area of the enclosure for movie night at the islands when they used there movie screen.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

The yacht was the biggest we ever worked on. It was also the most detailed project including a full new design and stainless structure. We got a little help from Clearwater canvas and Canvas designers for some measurements and tips for building the frame. Everything was bigger than normal.



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Sea Ray Enclosure—BC Marine Canvas

Main Fabric: Sunbrella, Glen Raven Custom Fabrics LLC

Window: Tuffak

SolarFix

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

Our client wanted an upgrade from his existing worn Sea Ray enclosure, something that would be sleek and modern. We decided on a polycarbonate window material for structure and elegance, as well as its durability. This was offset with Black Sunbrella for a crisp look, with coordinating SolarFix PTFE thread.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

These large window projects are some of our favorites. Small design tweaks really make a big impact, and the final product just pops, allowing our client's boat to stand out in the crowd. And that final Tuffak paper pull is the best part.



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Sea Ray slx 310—Charlton’s Marine Canvas

Main Fabric: Stamoid Top
Secondary Fabric: 18oz VCP
60 UV Polycarbonate
Solarfix thread

Powerboat - Rigid Enclosures



WHAT ARE THE PROJECT SPECIFICATIONS?

Client was looking for a little extra protection from the wind and to be able to use the boat for and extra month as summer is ending and it begins to get cold.

WHAT IS UNIQUE OR COMPLEX ABOUT THE PROJECT?

We decided to enter this project because it came out very clean. We were very happy with the smooth fit. The customer requested that the tops of the panels be white because he wanted it to look like the glass disappeared into the top. This proved to be more complicated than we thought because of all the switching of the thread colors. The customer also asked that we follow the lines of the windshield below it up into the enclosure. Which turned out to look very clean and complimented the boat very well.

