

### Sanding hints and tips

- Keep the sandpaper clean and change it frequently.
- Sand by numbers, finishing the surface with a progressively finer grade of paper.
- Varnishing is best achieved on warm, dry mornings – cold weather slows drying and damp spoils the gloss.
- Always use a clean brush, previously used only for varnish.
- Always buy the highest quality varnish and brush available. This will ensure you achieve the most attractive finish.
- Clean new brushes before use.
- Test the finish on a spare piece of wood before applying to the boat.
- On large areas use a foam roller to apply the initial coat, followed immediately behind with a wide brush for the finishing strokes – this is best done by two people.
- After cleaning with the correct thinners, wash the brush in detergent and warm water, dry and wrap in greaseproof paper in a fine chisel shape.
- Alternatively, having cleaned and washed the brush, suspend by its handle to avoid any 'fishtailing' of the bristle.
- As the varnish ages in the tin you may find there are lumps or contamination. Sieving the varnish into a separate container through cheesecloth, a paint filter or an old stocking is a good solution to this problem.
- Don't use varnish which has been open for a long period as it will have picked up dust.
- Do not varnish wood when exposed to direct sunlight.
- Never leave bare wood exposed too long as it will absorb moisture from the atmosphere.

## Applying antifouling

Antifouling can be applied using a brush or roller. Using a small roller is less work on the arm but takes longer to cover the surface area. If a brush is preferred, choose a large width brush; the finish will not be as smooth as a topside paint so the type of brush used is not critical.



**Scott Thompson**  
Specialist in Antifouling Development

### 1 Health and Safety

Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

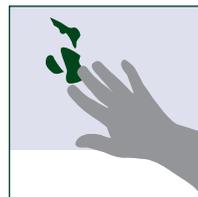


 Before starting your project, **always check the weather conditions!** See Pages 18-19.

### Previously painted surfaces:

#### 2 Inspection

Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

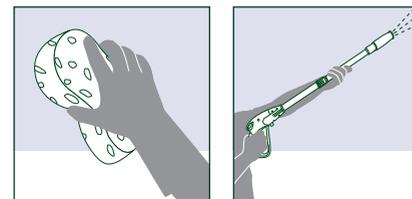


### 3 Preparation

#### In good condition

High pressure fresh water wash, to remove loose antifouling; ensuring all residue and wash water is contained and disposed of, according to local legislation. Allow to dry. Check for compatibility.

Continue at Step 5.



 See Page 36 to check **antifouling compatibility**.

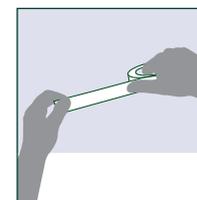
#### In poor condition

If existing antifouling is cracking, peeling or showing signs of detachment from the substrate this should be totally removed.

 See Page 22 for advice on **removing existing antifoulings**.

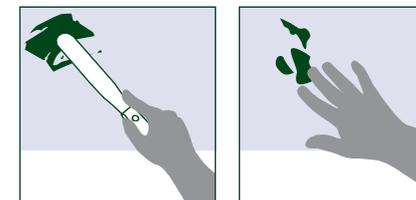
### 4 Masking

Before priming or applying antifouling, mask off the area to be painted.

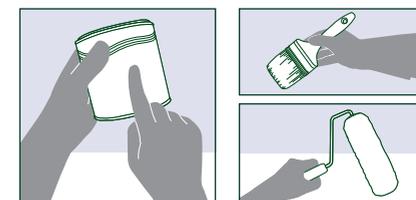


### 5 Repair/Priming

Repair damage with Watertite Epoxy Filler where necessary. Inspect GRP for gelcoat damage and signs of osmosis – treat accordingly.



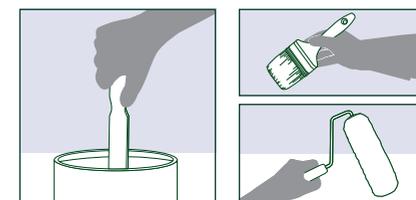
Seal incompatible or unknown antifouling with Primocon®. Bare substrates should be primed, according to substrate. Product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.



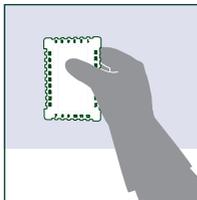
 See Page 47 for advice on **osmosis treatment**. See Page 20 for advice on **repairing GRP**.

### 6 Application

Mix paint thoroughly with a stirring stick, ensuring that any settlement is mixed in. Apply according to label recommendations, using a brush or roller.

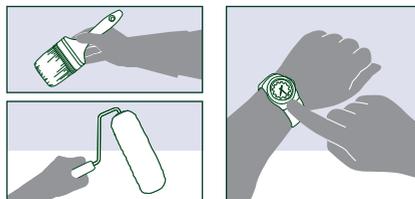


Apply the antifouling at the correct thickness; this may mean an extra coat is needed, depending on application methods and conditions.



Apply an extra coat to leading and trailing edges; e.g. waterline, trim tabs, outdrives, keels and rudders. These areas experience more water turbulence and so more wear on the paint surface.

Follow overcoating times and immersion times carefully. Failure to do this could result in detachment, blistering or cracking of the antifouling. The marine environment is harsh for paint so it must be allowed to dry thoroughly before immersion.



### "Remember your PPE!"

Most antifouling contains biocides so should be handled with care; ensure the correct personal protective equipment (PPE) is worn at all times.

## Painting outdrives, stern gear, propellers and keels

Outdrives and stern gear are usually constructed from aluminium. Propellers are usually bronze or aluminium. Keels are typically cast iron or lead. It's important to choose an antifouling that is hard, durable and suitable for these high wear areas and also one that is compatible with the substrate you are painting.

**Roger Bolton**  
UK Sales and Marketing Team



### 1 Health and Safety

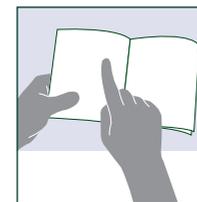
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.



➔ Before starting your project, **always check the weather conditions!** See Pages 18-19.

### 2 Preparation

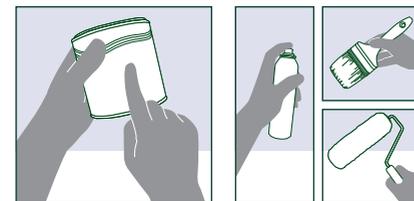
The key to protecting your underwater metals from corrosion is correct preparation of the substrate and choosing the best priming solution for your project. Before commencing any preparation, it is important to establish the type of metal you are working with.



➔ Once you've confirmed your substrate see **Page 17** for **substrate preparation information** and follow this advice carefully.

### 3 Priming

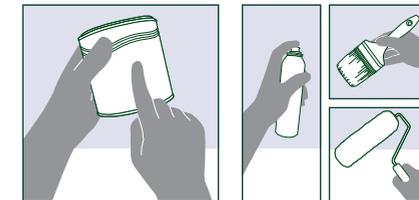
Apply a primer recommended for the selected antifouling and substrate; always follow the recommendations given on the product label.



➔ See **Page 41** for **primer recommendations**.

### 4 Applying antifouling

Apply the selected antifouling, following the label recommendations on film thickness, overcoating and immersion times carefully.



➔ Not all antifouling are suitable for application to bronze and aluminium, so it's important to **check compatibility** when selecting which antifouling product to use. See **Pages 04-06** for **antifouling product information**.

### "Take care with zinc anodes!"

Care should be taken not to paint zinc anodes, which are often located next to the prop shafts, as this will seriously reduce their effectiveness. When painting your outdrives, underwater metals and keels, the longevity of any antifouling is difficult to predict as coating adhesion can be an issue, particularly on propellers. Thorough surface preparation is critical to promote good adhesion between the substrate and the coating.

