



**SeaCoat**  
TECHNOLOGY, LLC

## APPLICATION GUIDE

### **SEA-SPEED® G.C. V4**

(Hard film fluorinated polysiloxane foul release coating).

### SCOPE

This guide, together with the Product Data Sheet, defines the minimum requirements for the cleaning, removal of old antifouling paint and application of **SEA-SPEED® G.C. V4** for the non-professional. The proper removal of old coating and surface preparation are the most important part of a successful application. Keep in mind that hull roughness has a tremendous impact on speed and fuel economy (a variation in smoothness of 0.1 mm can reduce speed by 1%). In order to obtain the maximum benefits and lifecycle of **SEA-SPEED® G.C. V4** we recommend that all previous antifouling paint be removed.

### PREPARATION (previously coated surfaces)

#### Surface Preparation for all Immersed gel coat / fiberglass Surfaces

1. Remove the boat from the water and immediately high-pressure water blast in order to remove fouling.
2. Mechanically remove fouling by scraping followed by high-pressure water cleaning.
3. Remove all accessories from the hull such as trim tabs and remove old paint.
4. Remove any existing anti-foulant (AF) paints to the base gel coat surface.
5. Soda blasting is an efficient and environmentally sound means of removing old AF and barrier coats. If Soda blasting is not available, thoroughly sand surface with an orbital sander using thirty six (36) to forty (40) sanding disks to remove old coatings. Finish off sanding with 60 grit paper to the point where the hull is smooth. Chines and waterline are critical areas and special care should be taken to insure those areas in particular are properly prepared.

***PLEASE NOTE: Surface preparation is the key to a quality and successful finish.***

SeaCoat TECHNOLOGY, LLC  
11215 H Jones Rd. west, Houston Texas. 77065  
PH: 832 237 4400 FAX: 713 237 4414  
[www.seacoat.com](http://www.seacoat.com)

6. All surfaces must be washed to be free of dust, salt, dirt, oil and grease. Use compressed air to remove residual dust. If latent oils or grease are present, use MEK (Methyl Ethyl Ketone) to remove any contamination.

## PREPARATION (New hulls)

1. Using MEK (Methyl Ethyl Ketone), clean the area to be coated to remove any residual mold release compounds remaining on the surface. Apply solvent and follow by rubbing and wiping down towards the keel. This may take several applications.
2. Remove all accessories from the hull such as trim tabs.
3. Thoroughly sand surface with thirty six (36) grit sandpaper to the point where no glaze is visible. Chines and waterline are critical areas and special care should be taken to insure those areas in particular are properly prepared.

***PLEASE NOTE: Surface preparation is the key to a quality and successful finish.***

4. All surfaces must be washed to be free of dust, salt, dirt, oil and grease. Use compressed air to remove residual dust. Use MEK (Methyl Ethyl Ketone) or Ameron T-10 thinner to remove any contamination.

### Safety

Anti-fouling paints are toxic. It is important to protect yourself and the environment while undertaking removal of previous bottom coatings.

- Proper clothing such as disposable paper suits, goggles, a charcoal filter mask, a balaclava cotton hood and good quality dishwashing or chemical resistant disposable gloves.
- Protect the ground where you are working so that you can contain the collect residual paint dust and dispose of it according to local regulations.

Prior to applying any coating a survey of the bottom should be performed to check for cracks, leaks, blisters or grounding damage. Repair as necessary or contact a professional for an assessment and repair.

Protect the vessel from moisture (rain) and check the weather forecast. Prior to applying any paint you should protect all areas not to be coated. Apply a good quality masking tape or “Fine Line” for the waterline / boot-top.

### Supplies

#### **Pneumatic Airless spray pump (68:1 ratio) or larger**

Electric drill

Two paint mixers

Clean new Polyethylene or steel mixing containers

Natural Bristle brushes

9” and 4” solvent resistant phenolic core foam rollers (1/4” thick maximum)

Roller pans

Clean up solvent (MEK,) **NOTE: Do Not use Acetone or Xylene.**

Disposable solvent resistant gloves.

A wet film gauge.

### **Mixing and Application of *SEA-SPEED® G.C. V4***

**IMPORTANT:** Substrate temperature must be above 50°F (10°C) and at a minimum must be 5°F (3°C) above the Dew Point.

The best method for application is by using a high pressure airless spray pump. A 68:1 ratio pump is recommended. Spray tip should be 0.017 – 0.019 inches.

1. Mix each component separately with a drill and mixer attachment for 5 minutes. If you only have one mixer attachment, clean the mixer attachment thoroughly with MEK (Methyl Ethyl Ketone) or Ameron T-10 thinner between mixing of Part A and Part B.
2. **DO NOT THIN THE MATERIAL without consulting technical service:** Mix equal parts by volume of Part A and Part B. Using the drill and mixer, thoroughly mix components for five minutes until a homogeneous mixture is achieved. **NOTE: It may be advisable to mix only a fraction of the kit at one time due to the pot life of the product.** (1 hour @77 degrees F)



If a high pressure airless spray pump is used, apply a light wetting coat 3 - 4 mils (75 – 100 microns) wet film thickness to the hull. Go back to the original starting point and apply another coat of 6 – 7 mils (150 – 175 microns). ***Spraying the product will give the best results in terms of smoothness and correct film thickness.***

If spraying is not possible, brush and roller application may be done, ***but a glass finish will not be achieved.***

3. Apply to hard to reach critical areas first using a brush. Follow with the general application using the foam rollers. Apply a moderate coat (5 – 6 wet mils if a wet film gauge is being used) but do not allow the coating to run or sag.
4. Allow the ***SEA-SPEED® G.C. V4*** to cure to the point it will not string when lightly touched with a fingertip.
5. Apply a second moderate coat (5 – 6 wet mils if a wet film gauge is being used) but do not allow the coating to run or sag.
6. ***IMPORTANT:*** As soon as the second coat is finished, pull the waterline or boot-top tape. ***Do not wait until the coating is cured.***
7. Allow the coating to cure a minimum of 24 hours or until the film appears to be cured to the point it cannot be easily damaged. At that point the blocks and pad should be moved with care. When blocks or pads are moved, pieces of foam and wax paper should be put on the blocks and pads to keep from damaging to coating.
8. Remove the old coating in the pad and block areas and clean per the instructions detailed above. Lightly sand by hand onto the new coating approximately 1 ½” – 2” deep around the perimeter of the areas to be coated.
9. Follow steps 3,4 and 5.
10. Vessel may be placed into the water no sooner than twenty four (24) hours after coating and as soon as the coating system has achieved a hardness that is not easily mechanically damaged. If temperatures are or fall below 77°F additional time may be required before being re-floated. ***For each 10°F under 77°F (6.25°C under 25°C) add 6 hrs to re-float time.***



The coating may be left out of the water indefinitely. **SEA-SPEED® G.C. V4** is inert once cured and does not contain any cuprous oxide or biocides that degrade.

### Safety

Painters should avoid ingesting coating through the nose or mouth. Proper attire, such as adequate air masks and goggles must be worn during application. Refer to product data sheets and MSDS forms for full details.

Please note that vessels coated with **SEA-SPEED® G.C. V4** that sit idle for extended period will foul as will conventional toxic cuprous oxide bottom paints. Hulls with **SEA-SPEED® G.C. V4** should be maintained by regular cleaning as are conventional paints. Cleaning the **SEA-SPEED® G.C. V4** with a non abrasive pad (such as a piece of carpet or plastic paint scraper) will not harm the coating or release any toxins into the water.

If you have any questions please contact Seacoat Technology, LLC prior to commencement of work.