

INFORMATION LEAFLET 1003

SURFACE PREPARATIONS

GENERAL

A correct surface pre-treatment determines the adherence of the paint system to be applied and consequently the protection and preservation of the surface. This information leaflet is intended to supply everyone concerned in the paint application work on a yacht with the directions for application and the correct basic information.

STEEL:

1. **If the yacht has been built with untreated steel:**
Surface preparation yacht in- and exterior (after construction):
All the steel has to be blast-cleaned with a not too coarse, dry, sharp abrasive to a minimum grade Sa 2½ according to ISO 8501-1.
Remove grease, oil, dirt, weld spatters etc. previously.
2. **If the yacht has been built with Sa 2½ blast-cleaned steel with a 1-component or other unsuitable shop primer:**
Surface preparation yacht in- and exterior (after construction):
All weld seams, rusted and burned and other damages in the (shop) primer have to be blast-cleaned with a not too coarse, dry, sharp abrasive to a grade minimum Sa 2½ according to ISO 8501-1. Remove the shop primer completely by blasting. Remove grease, oil, dirt, weld spatters, etc. previously.
3. **If the yacht has been built with Sa 2½ blast-cleaned steel with a suitable 2-component epoxy shop primer:**
Surface preparation yacht exterior (after construction):
All weld seams, rusted and burned spots and other damages in the shop primer have to be blast-cleaned with a not too coarse, dry, sharp abrasive to a grade minimum Sa 2½ according to ISO 8501-1. The intact shopprimer coat has to be sweep-blasted. Grease, oil, dirt, weld spatters etc. have to be removed previously.

Surface preparation yacht interior (after construction):
All weld seams, rusted and burned spots and other damages in the shop primer have to be blast-cleaned with a not too coarse, dry, sharp abrasive to a grade Sa 2½ according to ISO 8501-1. If blast-cleaning is not possible, the steel has to be derusted with rotating wirebrushes and/or sanding discs to a grade St 3 according to ISO 8501-1. The intact shopprimer coat has to be cleaned very well. Grease, oil, dirt, weld spatters etc. have to be removed previously.
4. **If the yacht has been built with Sa 2½ blasted steel (without shopprimer):**
Surface preparation in- and exterior (after construction):
All the steel has to be blast-cleaned with a not too coarse, dry, sharp abrasive to a grade minimum Sa 2½ according to ISO 8501-1. Grease, oil, dirt, weld spatters etc. have to be removed previously.

ALUMINUM: 1.

Yacht exterior and tanks interior:

Surface preparation:

The aluminium has to be blasted with a fine, non-metallic, dry, sharp abrasive until an uniform flat and well roughened surface is achieved. Grease, oil, dirt, weld spatters etc. have to be removed first.

If blast cleaning is not possible:

All the aluminium must be roughened with grit P24- P80 completely. Degrease the aluminium well with e.g S.Y Liquid Rinser (rinse well afterwards with clean tapwater). Treat the aluminium surface with a solution of 1 Deoxidine 624F and 3 parts water. Apply this solution on the aluminium surface and let it work for 6 minutes. Do not let the surface get dry. Keep this surface (treated with the Deoxidine solution) wet with the Deoxidine solution. Then rinse the surface thoroughly with clean tapwater to pH neutral. Check this with pH indicator paper. Apply on the still wet aluminium the Alodine 4830/4831 RFU. Apply preferably with a low pressure spray. Let this dry on the surface. Remove any puddle's before drying. Apply the first coat of the paint system as soon as possible after drying. Grease, oil, dirt, etc. have to be removed first. For instructions for the use of the Deoxidine the Deoxidine and Alodine see the manufactures (Mavom) technical informationsheet.

2.

Yacht interior:

Clean the aluminium surface well with e.g S.Y. Liquid Rinser. Preferably with a high pressure waterwash or steamcleaner. Rinse thoroughly with clean tapwater afterwards. Repeat this if necessary until the surface is completely clean and free from any grease.

POLYESTER 1. GELCOAT

Surface preparation new yacht exterior:

Clean and degrease well the surface with e.g S.Y. Liquid Rinser. Rinse well afterwards with clean tap water. All release agents e.g. polyvinylalcohol, carnaubawax, paraffinwax or silicon oil which were used during fabrication have to be removed completely.

Grind the whole surface dull with sanding paper grit P 150 - P 180 and dedust and clean with Sikkens Yachtpaints Oplosser and clean clothes. The gelcoat has to be sanded very well, dry and clean.

Before the painting, the polyester has to be at least 3 months old.

2. Surface preparation old yacht exterior:

Clean and degrease the surface very well with e.g S.Y. Liquid Rinser. Rinse well afterwards with clean tap water. All old wax residues have to be removed completely. Grind the whole surface thoroughly with sanding paper grit P 150 - P 180 and dedust and clean with Sikkens Yachtpaints Oplosser and clean clothes. The gelcoat has to be very well sanded dry and clean.

3. Surface preparation old yacht, hull exterior under water in case of osmosis repair:

Remove old paint and the gelcoat up to the laminate by means of (wet)sanding, peeling, blasting or with a heated air gun. Sand even any surface regularities with grit P80. Rinse the surface very well with clean tapwater and preferably with a high pressure water wash. Repeat this 4 times with an interval of 1 week. Next, let the laminate dry very well at the air or with an infra-red drying heater. Next, brush the laminate with a stiff nylon brush to remove loose parts. Apply the coating when the laminate is dry. Before applying an osmosis repair system we advise to check the moisture content of the laminate by measuring it to determine if the laminate is dry enough to be painted.

WOOD: 1.

Surface preparation:

Degrease the wood with Sikkens Yachtpaints Thinner 600. Sand the whole surface with sanding paper grit P 150 - P 180. Dedust properly. Clean the surface with Sikkens Yachtpaints Thinner 600 and clean clothes. For tropical wood use Sikkens Yachtpaints Oplosser in stead of Sikkens Yachtpaints Thinner 600.

Note:

Teak wood should as soon as possible be painted with the first coat of the paint system after the surface preparation. Teak wood contains greasy substances which emerge to the substrate and can cause problems with the adhesion of the paint system to the wood.