

 **West Marine**[®]

BOATER'S
PAINTING
GUIDE



Which West Marine bottom paint should I select?

CPP™ – The Economical Ablative



CPP Ablative Antifouling offers season-long antifouling protection with 35% less copper released into the environment. The “self-polishing” formulation wears away, releasing fresh biocides as the boat moves through the water, providing excellent protection with minimal paint build-up. Effective in salt or fresh water and compatible with most previously-painted surfaces in good condition. For best performance, one or two coats per season are recommended.



Red



Black



Blue



Green

Use in waters where fouling conditions are:
LIGHT TO MODERATE

BOTTOMSHIELD Easy Application and Clean-up Technology



Provides season-long protection for powerboats and sailboats.

Designed for easy application and clean-up and to provide a full season of antifouling protection, BottomShield Antifouling Paint uses the latest technology available to create a hybrid paint film strong enough to handle the tough marine environment without building up over time.

It offers the durability of a hard paint, but also self-polishes over time like a seasonal ablative. Soap and water clean-up, along with no strong solvent smell, yields a user-friendly application. BottomShield Easy Application and Clean-up Technology will not require sanding between coats, saving time and money. With lower VOC release, BottomShield is a good choice for marinas under restrictions.



Red



Black



Blue



Green

Use in waters where fouling conditions are:
LIGHT TO MODERATE

PCA GOLD Premium Ablative Antifouling Paint



PCA Gold combines the slime-blocking power of copper with controlled copolymer antifouling paint technology to provide long lasting, full-strength defense against fouling organisms. PCA uses cuprous oxide to achieve complete protection against shell, weed and slime fouling. PCA offers multi-season protection without paint build-up.



Red



Black



Blue



Green

Use in waters where fouling conditions are:
LIGHT TO SEVERE

FW-21 Slick Coat Racing Paint

NOW WITH IRGAROL®



FW-21 Slick Coat Racing Paint is an ultra-thin, super-slick, low-friction film for boat bottoms. It is the ideal racing finish for fresh water or cold salt-water boats. FW-21 combines copper powder, Moly-Disulfide and PTFE to produce a super-slick paint film that reduces surface friction, allowing the hull to slide through the water. FW-21 is recommended for use on fiberglass, wood and properly-primed steel boats. It is easy to apply and dries in 15 minutes. Color changes upon immersion.



Blue



Bronze

OUTDRIVE Antifouling Spray Paint



Antifouling OutDrive Spray Paint, with a zinc pyrithione biocide, is designed for use on underwater aluminum. Ideal for use in fresh, salt and brackish water. In general, antifouling paints containing cuprous oxide are not compatible with aluminum, due to galvanic corrosion caused by the reaction between dissimilar metals.

How do I prepare the surface and apply the paint?

Always follow all product label instructions when painting your boat. Observe the following additional tips:

PREPARATION:

1. The longevity of your bottom paint job depends upon proper preparation. For new fiberglass hulls that have not been previously painted, you may want to apply an epoxy barrier coat. This will prevent the occurrence of osmotic blisters – a discussion of which is beyond the scope of this pamphlet. If you decide to forgo the barrier coat, first dewax the surface with Pettit 92 Bio-Blue Hull Surface Prep or Pettit D-95 Dewaxer. NOTE: Most new fiberglass hulls have residual mold release wax on them which prevents proper adhesion of bottom paint if not removed first. Next, sand the entire surface with 80 grit sandpaper. This will provide the “tooth” bottom paint needs to mechanically adhere to the surface. After sanding, remove residue and remaining contaminants by again wiping down with one of the solvents mentioned above. An alternative to sanding is to use Pettit 92 Bio-Blue Hull Surface Prep followed by 1 coat of Pettit Protect 4700/4701 for which mechanical sanding is forbidden.
2. Determine the compatibility of the new paint to the existing paint. If not compatible, completely remove the existing paint by mechanical sanding, chemical stripping or a combination of both. Old paint must also be removed to the original surface if cracked, loose, blistered or peeled or if there is a build-up or more than four coats. After removing the old paint, perform a final sanding with 80 grit sandpaper and remove sanding residue

using Pettit 120 Brushing Thinner. If the existing paint is stable and compatible with the new paint, sand the entire surface with 80 grit sandpaper and remove sanding residue with Pettit 120 Brushing Thinner again. NOTE: Sanding can be done wet or dry. When dry sanding, be sure to protect your respiratory system with, at the very least, a particulate respirator or such as 3M's 8210, N95 or 8511. Disposable coveralls, head sock, show covers and safety glasses are also recommended. Additional guidelines for the safe application of antifouling paint appear at the end of this pamphlet.

PAINTING TIPS

The following guidelines should be followed for best results with your West Marine paints:

1. Only paint when the right conditions are present. Temperature: 50-85°F (10-30°C). Humidity: Greater than 65% may slow drying. Do not paint in direct sunlight or high winds. Painting surface must be dry and free of all dust, oil, rust, contaminants and loose material.
2. Always mix paint thoroughly before applying and occasionally during application.
3. Apply by brush or roller. Spraying antifouling paint is for pros only.
4. West Marine paints are formulated to be ready to apply without thinning. However, due to weather or other conditions, thinning may be necessary. After thinning, the paint should easily brush out to a thin, very even coat.

BOTTOM PAINT APPLICATION

1. Prime new hulls or seasoned hulls stripped to gelcoat with a quality barrier coat such as Pettit Protect 4700/4701. If painting over old bottom paint, first check the compatibility of the new paint with the pre-existing old paint.
2. Apply bottom paint as recommended on product label. Do not try to stretch paint by applying too thinly, as this may result in premature antifouling failure due to inadequate thickness.
3. In areas of high turbulence such as the bow, rudder and leading edge of the keel, extra coats are advised.
4. For best results, always apply two coats of conventional antifouling paint. For CPP™ and PCA™, three coats of antifouling paint are recommended.
5. All West Marine bottom paints are formulated to cover approximately 400 square feet per gallon at the recommended thickness level. Refer to the chart on the previous page for estimating the amount of paint and thinner you may need for your job.
6. Launch boats painted with CPP™ and BottomShield™ no earlier than 24 hours and no later than 60 days after painting. For PCA Gold, the launch window is indefinite. Paint in good condition will reactivate upon relaunch.



IMPORTANT CONSUMER AND TECHNICAL SERVICE INFORMATION

WEST MARINE

P.O. BOX 50070, Watsonville, CA 95077-0507

STREET ADDRESS

500 Westridge Drive, Watsonville, CA 95076-4100

SALES AND PRODUCT TECHNICAL INFORMATION

1-800-BOATING (262-8464)

Fax: 831-761-4421

Bar Code: 02528202751
to be placed here

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westmarine.com