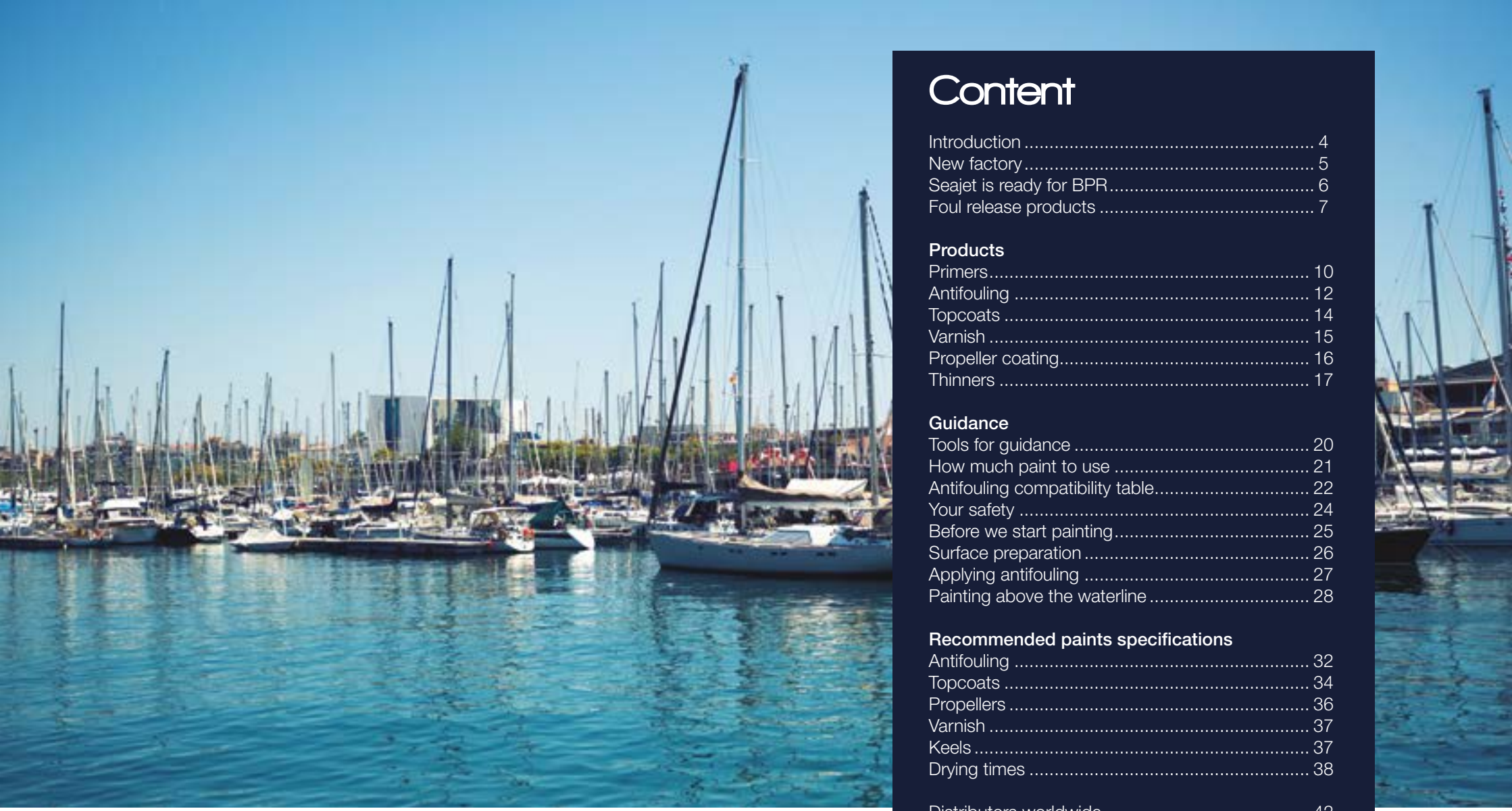
PRODUCT MANUAL



Content

INTRODUCTION SEAJET

SEAJET is owned by Chugoku Marine Paints Ltd. (CMP); a Japanese company established in 1917 and listed on the Nikkei stock market index. CMP is one of the world's largest manufacturers and suppliers of coatings to commercial shipping and other areas of industry such as containers, industrial plants, steel structures, buildings and power stations.

CMP's service network in manufacturing, supplying, selling and technological tie-ups now consists of about 105 bases in 35 countries. Through organic cooperation and information exchange with its group companies and business partners, CMP will endeavor to expand its network especially by extending its unique production factories and to achieve improved services and development as an international enterprise via extensive gathering, analysis, and sharing of information.

SEAJET products were first introduced during the early 1990's with the arrival of a range of advanced self polishing antifoul coatings, topcoats, primers, varnishes and thinners. The factory and head office is based in Holland where products are made in readiness for dispatch to a network of over 30 official importers and distributors worldwide.

NEW FACTORY

SEAJET products are produced in a new 'state of the art' paint factory based in The Netherlands.

When considering the manufacture of solvent based products, such as paint and antifoul, the new Chugoku Paints BV / SEAJET European head-office and factory is considered a genuine 'state of the art' facility.

Opened in March 2017, the factory itself uses renewable sources where possible and relies upon 1190 solar roof panels to generate its own electrical energy and geothermal energy drawn from the earth's core, to power its internal heating system.

Constructed with a full and complete regard to the safety and wellbeing of workers and the surrounding community, the factory has reduced emissions by up to 95%, when compared to the factory it now replaces. Production takes place in a fully automated 'closed' process with workers exposure to chemicals reduced to an entirely safe minimum level.

SEAJET IS READY FOR BPR

Being mindful of our environment and taking care to support health & safety regulations at all times, is a responsibility that SEAJET takes very seriously.

The often referred to Biocidal Products Regulation (BPR, Regulation (EU) 528/2012) is a highly anticipated Europe-wide statute that paint and antifoul manufacturers must adhere to, if they wish to continue selling antifoul products in different EU countries.

The BPR approval process will harmonize the list of ingredients that different manufacturers will be allowed to use, to produce their different antifoul products.

To the frustration of marine retailers and their end-user customers, some antifoul manufacturers have been forced towards a rapid change of product formulation and the risk to product reliability and performance these changes imply.

SEAJET have for years been preparing our antifouling product portfolio as being BPR ready.

The good news for SEAJET retailers and their customers, therefore, is that we do not foresee any immediate change of product formulation for any of our existing antifoul product lines in 2018. There will be no interruption to supplies of our existing range and no alteration to our proven product performance and long-term quality.

✓ No change in products
✓ No change of current stock
✓ No change in performance

FOUL RELEASE PRODUCTS

SEAJET has two 'foul-release' products:
Seajet Speed for yacht hulls and Pellerclean for propellers, outboard engines and stern gear.

Seajet 'foul-release' products use silicone to provide an ultra-slippery surface that fouling finds difficult to adhere to.

After application any accumulated fouling normally washes off the non-stick, slippery surface when underway. For inactive boats, or those cruising below 5 knots, a quick wash or sponge off will remove any surface fouling and make the coating look like new again.

If you race your yacht from time to time, then Seajet Speed has lower frictional resistance through the water compared to conventional antifoul and can provide you with that extra bit of speed required to win!

The foul-release products from Seajet contain no biocides and are environmentally friendly.

Seajet Pellerclean

Seajet Speed

PRODUCTS

PRIMERS

ANTIFOULING

TOPCOATS

VARNISH

PROPELLER COATING

THINNERS

Primers

Type	One component for easy application		Two component for high performance results		
Product selector	Seajet 015 Underwater Primer	Seajet 012 Universal Primer - Undercoat	Seajet 117 Multipurpose Epoxy Primer	Seajet 118 Ultra-Build Epoxy Primer	Seajet 017 Epoxy Bonding Primer for Alloys
					
Where can I use this primer?					
	Underwater only	Above water only	All areas	All areas	All areas
Recommended as:	Binder coat for old or unknown antifouling and Teflon. Primer for antifouling.	Primer and undercoat for one component topcoat.	Multipurpose high performance primer for antifouling and two component topcoats.	Protection against osmosis. Metal surfaces where preperation is not ideal.	First primer coat for aluminium, alloys and bronze.
Main benefits	Quick drying. Excellent adhesion to existing antifouling and subsequent coats. Good sea water resistance.	Quick drying. Excellent adhesion to all surfaces and subsequent coats.	Long term durability for fibreglass, steel and aluminium. Protection against osmosis. Quick drying.	High build, fewer applications are required. Suitable for all areas of the boat.	Superior performance compared to etching primer. Suitable for all areas of the boat.
Most suitable for fibreglass	✓✓✓	✓✓✓	✓✓✓	✓✓	✓
Most suitable for wood	✓✓	✓✓	✓	✓	✗
Most suitable for aluminium	✗	✗	✓ (after abrading)	✗	✓✓✓
Most suitable for steel	✓	✓	✓✓✓	✓✓✓	✓
Most suitable for osmosis prevention	✗	✗	✓✓✓	✓✓✓	✗
Most suitable for cast iron, steel or lead keels	✓	✗	✓	✓✓	✓✓
Colours	silver	off-white	silver grey, off-white	silver bronze	white
Coverage Rate when rolling	8.4m²/lt	9-10m²/lt	8.5 m²/lt	17.8m²/lt	8.4m²/lt
Pack size	2.5lt, 750ml	2.5lt, 750ml	2.5lt, 1lt	2.5lt	1lt

Key: ✓ Suitable ✓✓ Very suitable ✓✓✓ Ideal ✗ Unsuitable

Also refer to our painting guide and specifications later in this booklet.

Antifouling

Type	Self Polishing			Self Polishing		Hard
Product selector	Seajet 039 Platinum	Seajet 038 Taisho	Seajet 034 Emperor	Seajet 033 Shogun	Seajet 031 Samurai	Seajet 037 Coastal
		Not available in the UK 				
Overall performance out of 10 [1]	10	10	9	8	7	7
Recommended for	Highest fouling areas for all types of boats except aluminium.	Highest fouling areas for all types of boats including aluminium.	Very high fouling areas for all types of boats including aluminium.	High fouling areas for all types of boats except aluminium.	Moderate fouling areas for all types of boats except aluminium.	Moderate fouling areas for all types of boats except aluminium.
Main benefits	Ultimate performance antifouling. Ideal for blue water cruisers. Advanced Self Polishing Copolymer (SPC) antifouling.	Copper Free antifouling, more eco-responsible. Proven uplift in fouling protection. Test winning heritage.	Suitable for aluminium. Ideal for club racers, as it can be burnished during the season. Bright colours.	Test winning heritage. Highly effective against slime.	Great value for money. Good all-round performance.	Good performance in inland waterways. Suitable for drying mud berths.
Number of coats per season	1[2]	1[2]	1[2]	1[2]	1[2]	1[2]
Can be applied to last up to	Two seasons (3 roller coats)	Two seasons (3 roller coats)	Two seasons (3 roller coats)	Two seasons (3 roller coats)	1 coat 1 season	1 coat 1 season
Suitable for motor boats and yachts?	Yes up to 40 knots	Yes up to 40 knots	Yes up to 40 knots	Yes up to 40 knots	Yes up to 40 knots	Yes up to 70 knots
Suitable for aluminium	✗	✓✓✓	✓✓✓	✗	✗	✗
Suitable for fibreglass wood and steel	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Suitable for fresh water	✗	✓	✓	✓	✓	✓✓
Suitable for drying mud berths	✗	✗	✓	✓	✓✓	✓✓✓
Colours	mid blue, navy blue, red, graphite grey, black	white, mid blue, navy blue, bright red, black	white, mid blue, navy blue, bright red, mint green, black	mid blue, navy blue, red, dark grey, black	shark grey, blue, red, green, black	mid blue, navy blue, red, dark grey, black
Coverage Rate	9.6m²/lt	6.7m²/lt	11.2m²/lt	8.8m²/lt	9.2m²/lt	10.8m²/lt
Pack size	4lt, 2lt	5lt, 2.5lt, 0.75ml	5lt, 2.5lt, 750ml	5lt, 2.5lt, 750ml	5lt, 2.5lt, 750ml	5lt, 2.5lt, 750ml

Key: ✓ Suitable ✓✓ Very suitable ✓✓✓ Ideal ✗ Unsuitable

1 Comparative performance testing shows relative performance, where 10 is perfection in all fouling conditions worldwide and 0 is no antifouling.
2 Apply 1 extra coat on the waterline and leading edges for one season.

As a general guide to weed and barnacle fouling: - Highest fouling areas include the Caribbean, Eastern Mediterranean and tropical areas - High fouling areas include the West Mediterranean and the Adriatic and Gulf-Stream coasts - Moderate to high fouling areas include Northern Europe, Atlantic coasts and English Channel
- Moderate fouling areas include many open water Northern Europe coastal regions
- Low fouling areas include fresh water.

Topcoats

Type	One component for easy application	Two component for high performance
Product selector	Seajet 122 Brilliance	Seajet 132 Polyurethane Topcoat
		
Recommended for	Ultimate performance one component topcoat.	Ultimate performance two component topcoat.
Main benefits	Easy to apply. Popular colours. Resistance to minor knocks.	Long term gloss and colour retention. Very tough and durable finish.
Durability against abrasion	✓✓	✓✓✓
Gloss retention (resistance to UV sunlight)	✓✓✓	✓✓✓
Easy of achieving a “mirror finish” when applied by hand	✓✓✓	✓✓✓
Application direct to fibreglass	✓✓	✓✓✓
Application over existing similar coatings	✓✓	✓✓
Interior use	✓	✓
Use as a deck coating	✓	✓✓✓
Colours	white, oyster white, cream, mid blue, navy blue, signal red, British racing green	white, oyster white, cream, mid blue, navy blue, signal red, black
Coverage Rate when brushed	11-13m²/lt	10-12m²/lt
Pack size	750ml	1lt

Key: ✓ Suitable ✓✓ Very suitable ✓✓✓ Ideal ✗ Unsuitable

Varnish

Type	One component for easy application	Two component for high performance
Product selector	Seajet 120 UV Varnish	Seajet 130 Polyurethane Gloss Varnish
		
Recommended for	A beautiful, high gloss traditional tung oil varnish.	A beautiful, high gloss traditional varnish.
Main benefits	Beautiful high gloss finish. Contains UV absorbers to provide longer life. Easy to apply.	High UV Protection, resitance to abrasion, loss of gloss and chemicals.
Durability against abrasion	✓	✓✓✓
Gloss retention (resistance to UV sunlight)	✓✓	✓✓✓
Easy of achieving a “mirror finish” when applied by hand	✓✓✓	✓✓✓
Application direct to fibreglass	✗	✗
Application over existing similar coatings	✓✓	✓
Interior use	✓	✓
Use as a deck coating	✓	✓✓
Colours	clear	clear
Coverage Rate when brushed	12-13m²/lt	10-12m²/lt
Pack size	2.5lt, 750ml	1lt

Key: ✓ Suitable ✓✓ Very suitable ✓✓✓ Ideal ✗ Unsuitable

Propeller coating

Type	Foul release	Self polishing
Product selector	Seajet Pellerclean	Seajet Triple Pack
		
Overall performance out of 10	9	8
Recommended for	Propellers, stern gear and trim tabs. Friendly to the environment.	Propellers, stern gear and trim tabs.
Main benefits	Biocide-free. Releases fouling when moving. Long term protection.[1]	All products in 1 kit! Antifouling available in 3 colors.
Number of coats per season	2	2
Can be applied to last up to	Three seasons	One season
Suitable for motor boats and yachts?	Yes up to 30 knots	Yes up to 40 knots
Suitable for aluminium and bronze	✓✓	✓
Suitable for stainless steel	✓	✓
Suitable for fresh water	✓	✓
Suitable for drying mud berths	✓	✓
Colours	golden brown	white, black, Volvo Penta dark grey
Coverage Rate	Small set: 0.7m²/box Big set: 4m²/box	2.5m²/lt
Pack size	Small set: 325ml Big set: 1750ml	Triple Pack at 500 ml
Notes - Key: ✓ Suitable ✓✓ Very suitable ✓✓✓ Ideal ✗ Unsuitable		

[1] Slime may need to be removed by gentle sponge cleaning or low pressure washing.

Thinners

Product selector	Seajet Thinners for 1-component paint	Seajet Thinners for 2-component paint
		
Recommended for	**Thinner U** for Seajet 122 Brilliance, Seajet 012 Universal Primer and Seajet 120 UV Varnish. **Thinner A** for Seajet Antifouling Seajet Speed and Seajet 011 Underwater Primer.	**Thinner E** for all Seajet Epoxy Primers. **Thinner P** for Seajet 132 Polyurethane.
Main benefits	Cleaning brushes and spray equipment. Thinning for easier application.	Cleaning brushes and spray equipment. Thinning for easier application.
Suitable for use on gelcoat	✓ To degrease and clean	✓ To degrease and clean
Pack size	1lt	1lt
Notes - Key: ✓ Suitable ✓✓ Very suitable ✓✓✓ Ideal ✗ Unsuitable		

GUIDANCE

TOOLS FOR GUIDANCE

This product manual contains information about Seajet products, paint specifications and drying times. You can check the compatibility with other products and read the paint guide. But there is more information available! Check out our website www.seajetpaint.com for Technical Data Sheets and training video's. We introduced a free Seajet app which contains a store locator and a paint calculator to calculate how much paint you need.

Download our free Seajet app

- ✓ paint calculator
- ✓ data sheets
- ✓ paint guide
- ✓ store locator
- ✓ product guide
- ✓ tutorials

AVAILABLE ON THE App Store

GET IT ON Google play

HOW MUCH PAINT TO USE

How to calculate the area to be painted

1 Underwater surface area of a sail boat (Fin keel)

LWL x (B + D) x 0.50 = underwater area

2 Underwater surface area of a sail boat (Full keel/Bilge keel)

LWL x (B + D) x 0.75 = underwater area

3 Underwater area of a motor boat

LWL x (B + D) x 0.85 = underwater area

Key:

LWL Length at the water line

B Beam (maximum width)

D Draft (to the base of the keel)

$$\text{Total liters required per coat} = \frac{\text{Total surface area } (m^2)}{\text{Coverage rate of relevant paint } (m^2/lt)}$$

Antifouling

Size of boat Ft	Mt	Seajet 031 per coat (in liters)			Seajet 033 per coat (in liters)			Seajet 034 per coat (in liters)			Seajet 037 per coat (in liters)			Seajet 039 per coat (in liters)		
20	6.10	1.05	1.35	1.60	1.05	1.35	1.60	0.86	1.10	1.30	0.86	1.10	1.30	0.98	1.26	1.50
25	8.00	1.60	1.85	2.10	1.60	1.85	2.10	1.30	1.51	1.71	1.30	1.51	1.71	1.50	1.73	1.97
30	9.15	2.35	2.35	2.61	2.35	2.35	2.61	1.92	1.92	2.12	1.92	1.92	2.12	2.20	2.20	2.44
35	10.67	2.61	3.15	3.95	2.61	3.15	3.95	2.12	2.57	3.22	2.12	2.57	3.22	2.44	2.95	3.70
38	11.59	3.15	4.20	4.71	3.15	4.20	4.71	2.57	3.43	3.84	2.57	3.43	3.84	2.95	3.94	4.41
40	12.20	3.28	4.46	5.26	3.28	4.46	5.26	2.67	3.63	4.28	2.67	3.63	4.28	3.07	4.17	4.92
44	13.42	3.70	5.63	6.56	3.70	5.63	6.56	3.01	4.59	5.34	3.01	4.59	5.34	3.46	5.27	6.14
51	15.56	4.46	6.98	8.24	4.46	6.98	8.24	3.63	5.69	6.71	3.63	5.69	6.71	4.17	6.53	7.71

Primers

Size of boat Ft	Mt	Seajet 011 per coat (in liters)			Seajet 017 per coat (in liters)			Seajet 117 per coat (in liters)		
20	6.10	1.00	1.00	1.00	2.30	2.40	2.30	2.30	2.40	1.60
25	8.00	1.50	1.75	1.50	2.60	3.50	2.60	2.60	3.50	3.00
30	9.15	2.25	2.50	2.50	3.30	4.90	3.30	3.30	4.90	4.90
35	10.67	2.50	3.75	3.75	3.90	5.90	3.90	3.90	5.90	7.40
38	11.59	3.00	4.25	4.25	4.60	6.90	4.60	4.60	6.90	8.70
40	12.20	3.10	4.50	4.50	4.90	7.40	4.90	4.90	7.40	9.30
44	13.42	3.50	4.75	4.75	5.40	8.10	5.40	5.40	8.10	10.20
51	15.56	4.25	5.75	5.75	6.60	9.90	6.60	6.60	9.90	10.60

Antifouling Compatibility table

Existing product	Seajet 031 Samurai Seajet 032 Professional Seajet 033 Shogun Seajet 034 Emperor	Seajet 038 Taisho Seajet 039 Platinum	Seajet 037 Coastal
Attiva Professional AFP			
Attiva Drake			
Attiva Giraglia			
Awlgrip Awlstar Gold Label			
Boero Corsaire 611			
Boero Altura 619			
Boero Scirocco 622			
Boero Magellan 630			
Boero Mistral 633			
Boero Admiral 933			
Boero Season 952			
Coppercoat			
Hempel Alu Safe			
Hempel Broads			
Hempel Classic			
Hempel Cruising Performer			
Hempel Dynamic			
Hempel Glide Cruise			
Hempel Globic			
Hempel Hard Racing			
Hempel Mille Standard			
Hempel Mille NCT			
Hempel Olympic			
Hempel Silic One			
Hempel Tiger Extra			
International Micron 77/99			
International Micron 350			
International Uni-Pro 250			
International VC17M			
International Cruiser 250			
International Ultra 300			
International Boatguard 100			
International Trilux			
International VC Offshore			
Jotun Mare Nostrum			
Jotun Megayacht Imperial			

Antifouling Compatibility table

Existing product	Seajet 031 Samurai Seajet 032 Professional Seajet 033 Shogun Seajet 034 Emperor	Seajet 038 Taisho Seajet 039 Platinum	Seajet 037 Coastal
Jotun Non Stop			
Jotun Racing			
Nautix A3			
Nautix A3 T. Speed			
Nautix A4			
Nautix A4 T. Speed			
Nautix Marin			
Niemeyer			
Plastimo Classic			
Plastimo Performance			
Plastimo Racing			
Seajet 031 / 032 / 033 / 034			
Seajet 037 Coastal			
Seajet 038 Taisho			
Seajet 039 Platinum			
Seajet Speed Finish			
Soromap AF2			
Stoppani Stopmar			
Stoppani Clipper			
Stoppani Sibelius			
Teflon Antifouling			
Tin-Based Antifouling			
Unknown Antifouling			

- Apply antifouling after removing slime or fouling with high pressure fresh water, remove loose antifouling and spot repair with the recommended primer.

- As above but light wet-sanding of the existing antifouling is required, then rewash before painting.

- As above but apply a barrier coat of Seajet 011 Underwater Primer before applying the new coating.

- Remove the existing antifouling and apply the recommended primer system before applying antifouling.

Don't take any risks! Remove existing antifouling in poor condition.

YOUR SAFETY

Your safety is our top priority, so please follow our guidance below to prevent accidents.
Protect yourself using the right equipment to avoid skin or eye contact.

Good Practice

- Always read the health and safety advice on our labels and data sheets.
- Avoid solvents on your skin. Solvent wiping will degrease your skin and can lead to dermatitis.
  In case of fire, use a CO^2 extinguisher or sand. Water will spread the solvent and the fire.
- Always work in ventilated areas. Allow plenty of airflow when painting as the build up of solvent can cause sleepiness and nausea. Wear a suitable respirator if in doubt.
- Wet sand antifoulings because the dust is toxic.
- Do not eat or smoke when handling paint.
- Handle cans with care and keep sealed. Dispose of waste paint at a recycle centre.

Warning Labels

Safety symbols are for your protection. They warn you if a product may be irritating or harmful to you or the environment.

Flammable material

Solvents are flammable and may explode. Keep away from naked flames and sparks.

Irritant / Harmful

The material may harm you through skin contact, from breathing in or ingesting.

Harmful to the environment

Dispose of waste paint thoughtfully at a recycling centre. Do not throw away as household waste.

Corrosive

This material will attack the eyes and skin and can give you burns.

Health hazard

Longer term health hazards such as carcinogenicity and respiratory sensitisation.

BEFORE YOU START PAINTING

Before you start painting wearing the right clothing is essential. Old clothes or a pair of overalls, gloves and a hat are required and we also recommend a pair of safety glasses and a face mask, especially when working underneath the boat.

Basic tools including a scraper for scraping off loose paint, wet and dry sandpaper and sanding blocks to lightly sand the hull, bucket of water, brushes and a mohair roller and tray plus masking tape to mask off the waterline.

Anodes are best removed before you begin or you can mask them with aluminium cooking foil.

Before you start painting, put a plastic sheet down to protect the ground, and wet the ground with water to prevent dust rising onto the job.

Be careful opening a can of paint. After opening, stir/mix the paint well for 5 minutes. Read the health and saftey advice on the label carefully.

Equipment for painting

SURFACE PREPARATION

Bare substrates:

GRP

Degrease with thinner. Sand the surface using 80-180 grit paper. Remove all dust with fresh water and allow to dry completely. Follow the paint specifications provided in this brochure.

Aluminium

Degrease with thinner. Sand the surface using 100 grit paper suitable for aluminium. Clean thoroughly to remove all residue and allow to dry. Immediately apply the first coat of Seajet primer. Follow the paint specifications provided in this brochure.

Wood

Degrease with thinner. Abrade in the direction of the grain with 180 grit paper, followed by 280 grit paper. Remove all dust and clean thoroughly. Let the surface dry. Follow the paint specifications provided in this brochure.

Stainless steel/Bronze

Degrease with thinner. Sand the surface with 60-80 grit paper. Clean the surface thoroughly and allow it to dry completely. Immediately apply the first coat of Seajet primer. Follow the paint specifications provided in this brochure.

Steel

Degrease with thinner. Grit blast to Sa 2.5 or abrade mechanical by grinder. Remove all contamination and allow to dry. Follow the paint specifications provided in this brochure.

Existing antifoul system

After lifting the boat, HP-wash the hull with fresh water, to remove any kind of fouling. The hull should be closely examined for damage and hard fouling attachment. After carefully scraping off barnacles and shell growth, remove any remains with wet-sanding until they are no longer visible.

Osmosis is a common problem on glass fibre boats and should be dealt with by a professional. To prevent osmosis, it is important to apply a correct paint system (see page 33).

When the paint is in poor condition, it should be sanded back to the primer. Hard antifouling creates an excessive build up, it's advisable to sand it back to the primer at least every 4 years.

Flaky or loose paint should be repaired by wet sanding. Use Seajet 011 Primer for spot repairs. Never dry sand antifouling.

APPLYING ANTIFOULING

Surfaces to be painted must be clean, dry and free from oil or grease.

Make sure you check the weather conditions before painting. Temperature, dew point and humidity will affect your paint job. Weather considerations can be found on the product data sheet.

Check if your antifouling is compatible with the current antifouling (see page 22).

If you don't know what antifouling was last used the best solution is to apply a full sealer coat of Seajet 011 Underwater Primer on your boat. This will give good adhesion to the following coats.

Apply a good quality masking tape around the waterline, and mask off anodes, shafts and fittings to protect them from unwanted antifouling.

Stir the paint thoroughly with a stirring stick. Heavy biocides in the antifouling can settle to the bottom. Thinning should not normally be necessary.

Antifoulings are best applied with a roller, but keep a brush handy for those areas that are difficult to reach with a roller. Mohair rollers are recommended. Apply according to the recommendations on the label. When using a roller, apply the paint in a 'criss-cross' pattern. This helps spread the paint evenly.

Apply the correct thickness mentioned on the data sheet. Apply an extra coat on the waterline and leading edges. Follow the overcoating times carefully. Allow the paint to dry before immersion. True colour will be seen after immersion because there may be some colour fade when polishing starts to release the pigments.

PAINTING ABOVE THE WATERLINE

Topcoats

Most topcoats are compatible. Remember that a 1-component topcoat can be applied over a 2-component topcoat, but not the other way around.

Make sure you pick a dry day. Preferably paint in the morning to avoid evening condensation settling on the surface. You can dampen the ground underneath the boat to avoid dust rising.

Sanding is required to obtain a smooth surface and key the surface. Surfaces to be painted must be clean, dry and free of oil or grease. Existing paints need to be sanded to remove small lumps and 'blebs' in the paintwork. Flatten back with P180-P280 abrasive paper. Finally, brush off dust and use lint free tack rags to remove remaining traces of dust.

Preparation can vary depending on the surface to be coated, so follow our painting specification for specific details of preparation.

Bare surfaces must first be primed with Seajet 012 Undercoat. Two coats will give an even better finish. Stir thoroughly before use with a flat blade or stirring stick. Remove sanding dust with a brushand then a lint free tack rag.

Seajet topcoats can be applied directly to existing paint or fibre glass. First rubdown to remove any imperfections using 280 then 320 abrasive paper. However to obtain a uniform and consistent colour, an undercoat is recommended. This also acts to seal the filler and prevents moisture being absorbed. SEAJET 012 Universal Primer Undercoat should be applied and then flattened back using 320 grade abrasive paper.

For best results, apply using a short haired roller and layoff with a long haired, high quality, soft bristled brush. Use a criss-cross pattern and always finish the last stroke in the same direction.

Flatten back between coats using 320-400 abrasive paper. Two or preferably three coats will give a long lasting finish.

When the overcoating time is exceeded you have to abrade before applying the next coat (2-component product). To get a glass-like finish we recommend abrading (P320-P400) between the layers.

Varnish

Remove any old varnish layers in poor condition by sanding. To improve adhesion to the wood, degrease oily woods like pine, by wiping with SEAJET Thinner. Sand the surface with P80-P180 along the grain, followed by P280-P320, until it is very smooth. Some extra effort at this stage will be rewarded with a better quality finish. Remove all dust by thinner wiping and allow to dry.

For existing varnish in good condition, clean with SEAJET Thinner. Wash down with fresh water and let it dry. Flatten back with P280-P320 abrasive paper and clean the surface with a tack rag.

The objective is to achieve a glass like finish. This can only be achieved with multiple coats. So thin the first coat by 50% on bare wood. Thin the second coat by 25%, the third by 10% and then apply additional coats, thinning if necessary by 5%. Apply a total of 7 or 8 coats for a glass like finish. Sand between coats with P320-P400 for a better finish.

Once a varnish has been applied, it needs yearly maintenance.We recommend topping the system up with at least one coat per year. Apply varnish with a loaded brush or roller, then brush out firstly across the grain, followed by along the grain. Work on a small, one square metre area at a time, to avoid it drying before you have finished brushing. Avoid painting varnish when damp or in direct sunlight.

RECOMMENDED PAINT SPECIFICATIONS

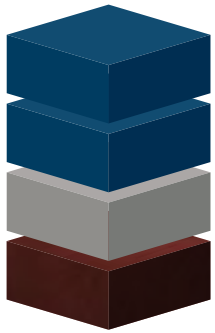
POLYESTER
WOOD
ALUMINIUM
STEEL
PROPELLERS
KEELS

ANTIFOULING
BELOW WATER SYSTEM

Below schemes are recommended for bare substrates. For existing antifouling, please check the compatibility chart (page 22). If compatible, apply the antifouling directly on top. In other cases use Seajet 011 barrier coat and consult the TDS. Use the recommended primer for spot repair and always apply an extra coat on the waterline and leading edges.

When a paint system is in bad condition, always remove it. Excessive layers of old antifouling can lead to detachment of the system from the hull.

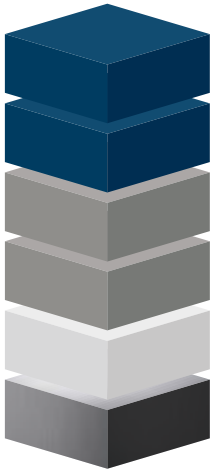
Maximum immersion time after application is 6 months for all Seajet antifouling.



Seajet Antifouling
(2-3 coats)

Seajet 011 Primer
(1 coat)

EXISTING ANTIFOULING

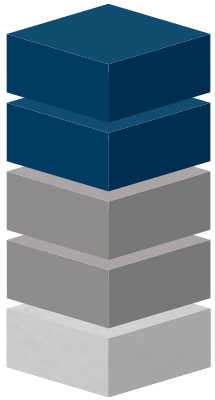


Seajet Antifouling
(2-3 coats)

Seajet 117 Primer
silver grey
(2 coats)

Seajet 017 Primer
(1 coat)

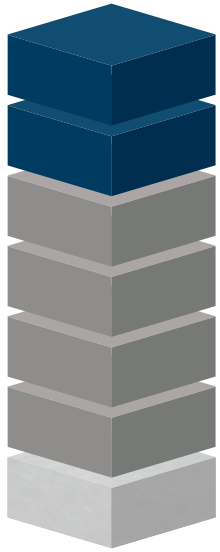
ALUMINIUM



Seajet Antifouling
(2-3 coats)

Seajet 117 Primer
silver grey
(2 coats)

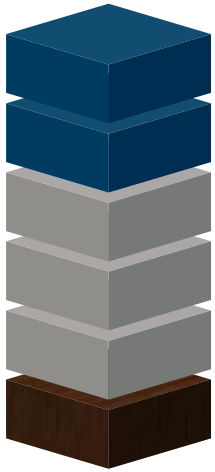
POLYESTER



Seajet Antifouling
(2-3 coats)

Seajet 117 Primer
silver grey
(4-5 coats)

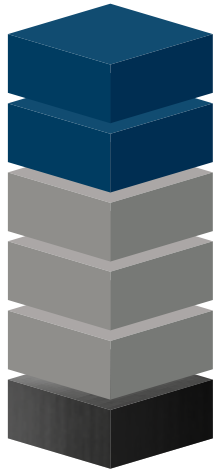
POLYESTER (osmosis prevention)



Seajet Antifouling
(2-3 coats)

Seajet 117 Primer
silver grey
(3 coats)

WOOD



Seajet Antifouling
(2-3 coats)

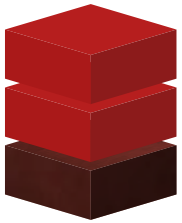
Seajet 117 Primer
silver grey
(3 coats)

STEEL

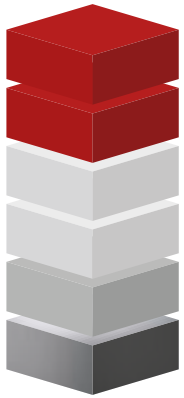
TOPCOATS
ABOVE WATER SYSTEM

Below schemes are recommended for bare substrates.

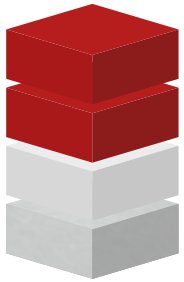
ONE COMPONENT SYSTEM



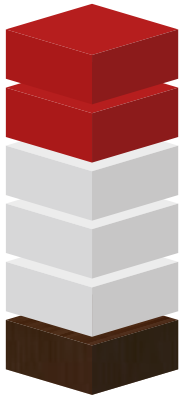
EXISTING TOPCOAT



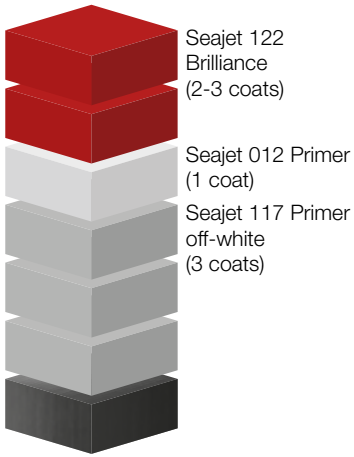
ALUMINIUM



POLYESTER

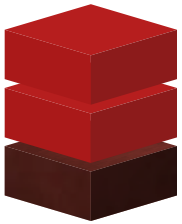


WOOD

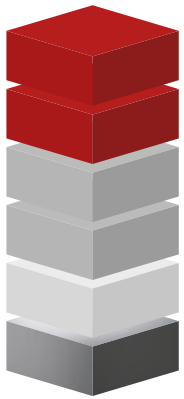


STEEL

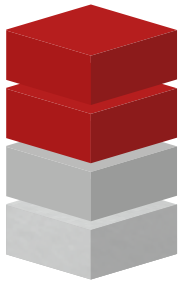
2-COMPONENT SYSTEM



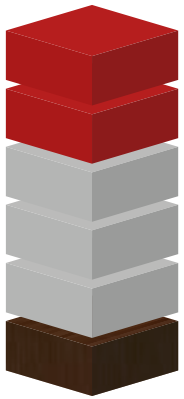
EXISTING TOPCOAT



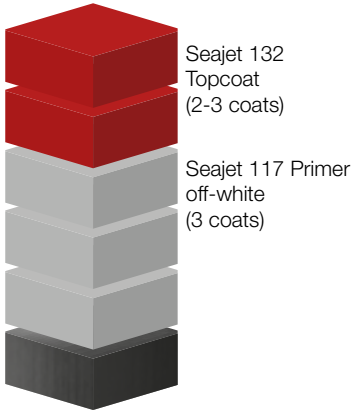
ALUMINIUM



POLYESTER



WOOD



STEEL

PROPELLERS
UNDER WATER SYSTEM

Pre-treatment

Remove all old antifouling and contamination from the surface to be coated. Degrease and rinse with fresh water. For bronze surfaces: Key the surface by abrading using P60 grade abrasive wet and dry. For aluminium, factory painted outboards and out drives: P220 abrasive paper is recommended to provide a physical key.

Antifouling option: SEAJET Triple Pack

No. of Coats	Product name	Coating interval at 10°C min/max	Thinner/ Cleaner	Abrasive Paper	Comments
1	Seajet 114 Propeller Primer	12 hrs/3 days	Thinner E	P80	Sanding before application
2	Seajet 034 Emperor	12 hrs/None	Thinner A	Do not sand	Suitable for Bronze propellers

Leave 18 hours before launching. maximum interval before launching is 6 months.
For bronze, alloy, aluminium and stainless steel surfaces.
Coverage rate per pack is 2,5 m²/lt.

Foul Release option: SEAJET Pellerclean

No. of Coats	Product name	Coating interval at 15°C min/max	Abrasive Paper	Comments
2	Seajet Pellerclean Primer	15 min/30 min	P60	Sanding before application. Clean with phosphoric acid for an even better adhesion.
3	Seajet Clear Coat	2 hrs/5 days	Do not sand	

Leave 8 hours before launching. Maximum interval before launching is 6 months.
Please don't over protect the propeller with anodes, for advice please contact Seajet.
Watch our video 'How to apply Seajet Pellerclean' on our website.

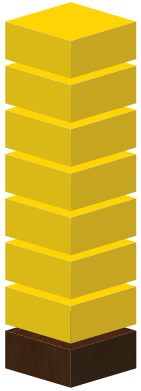
TIP: Be careful not to coat the anodes

VARNISH
ABOVE WATER SYSTEM

Below schemes are recommended for bare substrates.

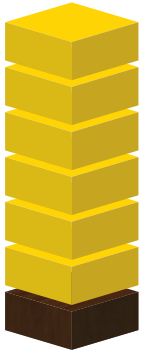
No. of Coats	Thinner	%	Abrasive Paper
1	Thinner U	50	P220
1	Thinner U	25	P220
1	Thinner U	15	P280
4	Thinner U	0-5	P400

No. of Coats	Thinner	%	Abrasive Paper
1	Thinner P	10-15	P220
1	Thinner P	10-15	P220
2	Thinner P	0-10	P360
2	Thinner P	0-10	P360



Seajet 120 UV Varnish
(7 coats)

WOOD (1-component system)



Seajet 130 Gloss Varnish
(6 coats)

WOOD (2-component system)

KEELS

For cast iron and steel keels, follow the same advice for steel in the paint specifications. For best results on pitted and hand prepared metal, we recommend using SEAJET 118 Epoxy Primer.

For lead keels, abrade the surface with P80-120 grade wet and dry. Then follow the specification for aluminium in the paint specifications.

DRYING TIMES
PRIMERS

SEAJET 011

Temperature	Drying time (at DFT 60 µ)	Overcoating intervals (at DFT 60 µ)	Pot life	Remarks
5°C	Touch dry: 1 hour Hard dry: 6 hours	Minimum: 12 hours Maximum with itself: -	-	* 7 days
10°C	Touch dry: 50 min. Hard dry: 5 hours	Minimum: 10 hours Maximum with itself: -	-	* 7 days
20°C	Touch dry: 30 min. Hard dry: 3 hours	Minimum: 6 hours Maximum with itself: -	-	* 7 days
30°C	Touch dry: 20 min. Hard dry: 2,5 hours	Minimum: 5 hours Maximum with itself: -	-	* 5 days

* Maximum with application of any antifouling
Note: Drying times and overcoating intervals will increase with increasing film thickness applied.
Before re-coating, always check that the existing paint film is 'through' dry.

SEAJET 012

Temperature	Drying time (at DFT 50 µ)	Overcoating intervals (at DFT 50 µ)	Pot life	Remarks
5°C			-	-
10°C			-	-
20°C	Touch dry: 4 hours Hard dry: 24 hours	Minimum: 24 hours Maximum with itself: none	-	-
30°C			-	-

Note: Drying times and overcoating intervals will increase with increasing film thickness applied.
Before re-coating, always check that the existing paint film is 'through' dry.

DRYING TIMES
PRIMERS

SEAJET 017

Temperature	Drying time (at DFT 25 µ)	Overcoating intervals (at DFT 25 µ)	Pot life	Remarks
5°C	Touch dry: 1 hour Hard dry: 12 hours	Minimum: 16 hours Maximum with itself: 7 days	24 hours	-
10°C	Touch dry: 45 min. Hard dry: 8 hours	Minimum: 12 hours Maximum with itself: 7 days	20 hours	-
20°C	Touch dry: 30 min. Hard dry: 6 hours	Minimum: 8 hours Maximum with itself: 7 days	18 hours	-
30°C	Touch dry: 20 min. Hard dry: 4 hours	Minimum: 6 hours Maximum with itself: 7 days	12 hours	-

Note: Drying times and overcoating intervals will increase with increasing film thickness applied.
Before re-coating, always check that the existing paint film is 'through' dry.

SEAJET 117

Temperature	Drying time (at DFT 125 µ)	Overcoating intervals (at DFT 125 µ)	Pot life	Remarks
5°C	Touch dry: 3 hours Hard dry: 32 hours	Minimum: 24 hours Maximum with itself: none	24 hours	* 7 days
10°C	Touch dry: 2 hours Hard dry: 24 hours	Minimum: 18 hours Maximum with itself: none	18 hours	* 7 days
20°C	Touch dry: 1,2 hours Hard dry: 12 hours	Minimum: 10 hours Maximum with itself: none	12 hours	* 5 days
30°C	Touch dry: 0,75 hours Hard dry: 9 hours	Minimum: 8 hours Maximum with itself: none	8 hours	* 3 days

* Mentioned maximum overcoat interval is for SEAJET 117 - SEAJET 011. Maximum overcoat interval of SEAJET 117 with itself is free.
Note: Drying times and overcoating intervals will increase with increasing film thickness applied.
Before re-coating, always check that the existing paint film is 'through' dry.

DRYING TIMES
ANTIFOULING

SEAJET 031

Temperature	Drying time (at DFT 50 µ)	Overcoating intervals (at DFT 50 µ)	Pot life	Dry to launch
5°C	Surface dry: 3 hours Hard dry: 12 hours	Minimum: 12 hours Maximum with itself: none	-	24 hours
10°C	Surface dry: 2 hours Hard dry: 7 hours	Minimum: 7 hours Maximum with itself: none	-	16 hours
20°C	Surface dry: 1 hour Hard dry: 5 hours	Minimum: 5 hours Maximum with itself: none	-	12 hours
30°C	Surface dry: 30 min. Hard dry: 4 hours	Minimum: 4 hours Maximum with itself: none	-	10 hours

SEAJET 033

Temperature	Drying time (at DFT 50 µ)	Overcoating intervals (at DFT 50 µ)	Pot life	Dry to launch
5°C	Surface dry: 3 hours Hard dry: 12 hours	Minimum: 12 hours Maximum with itself: none	-	24 hours
10°C	Surface dry: 2 hours Hard dry: 8 hours	Minimum: 8 hours Maximum with itself: none	-	18 hours
20°C	Surface dry: 1 hour Hard dry: 5 hours	Minimum: 5 hours Maximum with itself: none	-	12 hours
30°C	Surface dry: 30 min. Hard dry: 4 hours	Minimum: 4 hours Maximum with itself: none	-	10 hours

SEAJET 034

Temperature	Drying time (at DFT 100 µ)	Overcoating intervals (at DFT 100 µ)	Pot life	Dry to launch
5°C	Surface dry: 3 hours Hard dry: 12 hours	Minimum: 12 hours Maximum with itself: none	-	24 hours
10°C	Surface dry: 2 hours Hard dry: 8 hours	Minimum: 8 hours Maximum with itself: none	-	18 hours
20°C	Surface dry: 1 hour Hard dry: 5 hours	Minimum: 5 hours Maximum with itself: none	-	12 hours
30°C	Surface dry: 30 min. Hard dry: 4 hours	Minimum: 4 hours Maximum with itself: none	-	10 hours

DRYING TIMES
ANTIFOULING

SEAJET 038

Temperature	Drying time (at DFT 100 µ)	Overcoating intervals (at DFT 100 µ)	Pot life	Dry to launch
5°C	Surface dry: 3 hours Hard dry: 6 hours	Minimum: 8 hours Maximum with itself: none	-	16 hours
10°C	Surface dry: 2 hours Hard dry: 5 hours	Minimum: 7 hours Maximum with itself: none	-	12 hours
20°C	Surface dry: 1 hour Hard dry: 4 hours	Minimum: 6 hours Maximum with itself: none	-	10 hours
30°C	Surface dry: 30 min. Hard dry: 3 hours	Minimum: 5 hours Maximum with itself: none	-	8 hours

SEAJET 037

Temperature	Drying time (at DFT 50 µ)	Overcoating intervals (at DFT 50 µ)	Pot life	Dry to launch
5°C	Surface dry: 45 min. Hard dry: 6 hours	Minimum: 15 hours Maximum with itself: none	-	16 hours
10°C	Surface dry: 30 min. Hard dry: 4,5 hours	Minimum: 9 hours Maximum with itself: none	-	10 hours
20°C	Surface dry: 20 min. Hard dry: 3 hours	Minimum: 5 hours Maximum with itself: none	-	6 hours
30°C	Surface dry: 15 min. Hard dry: 2 hours	Minimum: 4 hours Maximum with itself: none	-	5 hours

SEAJET 039

Temperature	Drying time (at DFT 150 µ)	Overcoating intervals (at DFT 150 µ)	Pot life	Dry to launch
5°C	Surface dry: 3 hours Hard dry: 12 hours	Minimum: 12 hours Maximum with itself: none	36 hours	24 hours
10°C	Surface dry: 2 hours Hard dry: 8 hours	Minimum: 8 hours Maximum with itself: none	36 hours	18 hours
20°C	Surface dry: 1 hour Hard dry: 5 hours	Minimum: 5 hours Maximum with itself: none	36 hours	12 hours
30°C	Surface dry: 30 min. Hard dry: 4 hours	Minimum: 4 hours Maximum with itself: none	36 hours	10 hours

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NOTES

WWW.SEAJETPAINT.COM

SEAJET COLOUR CHART

SEAJET 031 SAMURAI

black | navy blue | mid blue | red | shark grey | green

SEAJET 033 SHOGUN

black | navy blue | mid blue | red | dark grey

SEAJET 034 EMPEROR

white | black | navy blue | mid blue | bright red | light grey | dark grey | mint green

SEAJET 037 COASTAL

black | navy blue | mid blue | red | dark grey

SEAJET 038 TAISHO

white | black | navy blue | mid blue | bright red | light grey | dark grey

SEAJET 039 PLATINUM

black | navy blue | mid blue | red | greenish grey (mono)

SEAJET 122 BRILLIANCE - SEAJET 132 TOPCOAT

white | cream | oyster white | mid blue | navy blue | red | British Racing Green | black

Although every effort is made to get the colours as accurate as possible, this should be used as a guide only. Test an area first. The colour will look different in the water. The manufacturer cannot be responsible for slight deviations.