



Old School Sandblasting... with New Technology!
863 Litchfield Road, Bowdoin Maine 04287

Phone: (207) 666-8386

www.DyerSodaBlast.com

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Marine Anti-Fouling Bottom Paint Removal Guidelines

Pricing:

The vessel's length and beam, type of haul from, type and number of layers of paint being removed plus other varying factors determine paint removal cost.

All attempts will be made to assess an accurate estimate upon inspection of the vessel.

It is often quite difficult to accurately assess pre-existing underlying, un-seen and un-known coatings.

As a general rule, Dyer's Soda Blasting (DSB) will remove anti-fouling bottom paint down to the fiberglass gel coat level.

When revealed, underlying epoxy barrier coatings that are not damaged and found to be in good condition, do not usually require removal. Epoxy barrier coatings can be removed at additional cost. Please advise us in advance if you wish to remove the epoxy barrier coat.

Blasting:

Dry Blasting entails encapsulating the boat bottom in a plastic tent to contain and capture the removed bottom paint/blast mix. **All Boats Require Tenting!**

Materials Disposal:

In accordance with the Maine Department of Natural Resources' Clean Marina Initiative, anti-fouling paint must be contained, captured and deposited in a sanitary landfill. Unless prior arrangements have been made, spent materials (plastic sheeting, media & bottom paint) will be packaged and deposited in the on-site trash receptacle either by Dyer's Soda Blasting, the contracted party or marina.

Removal of spent media, OFF SITE, will be done at an additional fee.

Our fees DO NOT include haul-out, pressure wash, barnacle removal, blocking, storage, paint or other coating re-application, repairs or services.

Upon Completion:

Payment is "***DUE IN FULL***" to Dyer's Soda Blasting by the vessel owner or contracted marina at the **completion of the job**, unless they have been granted a 30 day billing privilege.

Pre-Blast Boat Preparation Guidelines

1. Remove all items from the swim platform area.
2. Close all windows, vents, and canvas enclosures.
3. Close all thru hall openings
4. Block Boat on firm, level ground.
5. Power boats must be blocked as high off ground as safely as possible.
6. Hull sides should be cleaned and free of “chalkiness” and oxidation.
7. We require 10’ of clearance on all sides of the boat for room to erect blast tent.
8. We must be able to park the air compressor with in 25’ of the boat.

Occasionally, anomalies are found in the underlying gel coat, sub-structures and running gear such as, but not limited to: Blisters, chips, cracks, etc. Dyer's Soda Blasting strongly recommends a thorough inspection by a qualified specialists before re-application of coatings and that any underlying structure problems be located, inspected and repaired by an authorized technician. Prior coatings adhesion problems need to be addresses at this time. As a rule, pricing for bottom paint removal does not include opening of blisters. Some blisters may be opened as part of the removal process, but systematic opening of blisters is available and priced by the hour.

Occasionally and due to a number of reasons (Poor prep, poor application, old or failed paint, chips or crakes in paint or coatings) hull side paint, including boot stripes may be pulled off with the removal of the tape. Every effort will be made to gently remove hull side tape, but Dyer's Soda Blasting is not responsible for repairs to paint or hull side coatings removed by our tape.

To protect the hull sides, we will blast to within ¼” of the water line. The vessel owner, marina or contracted painter will need to remove the remaining paint with conventional methods.

It is the vessel owner's responsibility (or their charge) to ensure that all thru-hull openings be securely closed.

Dyer's Soda Blasting will attempt to seal all openings from the outside, but this double layer approach will further ensure that no debris enter the vessel. Prior to the start of blasting, the vessel owner (or their charge), must notify Dyer's Soda Blasting of any and all unusual circumstance or problems with the vessel that may affect the overall outcome of the completed job.

If a working water spigot is in close proximity to the boat, DSB will rise and/or wash the hull sides and we will rinse the hull bottom with clear water.

Further cleaning of the hull bottom will be required before coatings application.

Media blasting is the first step in coatings removal and ultimately, coatings re-application. Additional sanding or scuffing of the gel coat and other pre-paint preparation may be required before coatings re-application.

New to the market and a recommendation after blasting is a fiberglass surface prep (YMA601) by INTERLUX. YMA601 is a low VOC, Water based cleaner that emulsifies and lifts mold release agents and other contamination from the surface of fiberglass gel coats so that it can be removed with clean, fresh water.

IMPORTANT!

Please, consult and follow any and all paint manufacturers' pre-paint preparation guidelines.



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I/WE have read, understand and acknowledge the Marine Anti-fouling Bottom Paint Removal Guidelines outlined in this hand out (pages 1, 2 and 3).

This completed page (3) must be returned to Dyer's Soda Blasting before any work begins.

Printed Name (s): _____

Sign: _____

Date: _____

Note: Please sign and date page 3 and return to Dyer's Soda Blasting.

You may retain pages 1 and 2 for your records. Thank you.