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# Bottom Paint Options

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## **Pettit Trinidad SR**

The standard bottom paint used at Schooner Creek is Pettit Trinidad SR. This is top quality modified epoxy paint, using copper dioxide as a biocide. In addition, Ciba “Ingarol 1051” has been added to give greater protection against soft growth. This paint has proven to be an excellent performer in fresh and brackish waters, and is well suited to use in the local area.

Boats are pressure washed, and well sanded for adhesion. A roller is used to apply two coats of Trinidad SR.

The paint is allowed to dry before the support stands are moved, and the “pad” areas are then sanded and painted. The “pad” areas are in turn allowed to dry before the boat is launched. The paint may be sprayed at an additional cost significantly improving the smoothness of the surface finish.

In our local Portland area, the paint will normally last for two or possibly three years before the biocide is exhausted, and re-painting is required. The paint is available in Red, Black, Blue, and Green. This paint is compatible with all pre-existing finishes, excepting only Tri-butyl tin paints (used on aluminum vessels). Two coats of paint are commonly applied, more are not recommended. Modified epoxy paint works by leaching a biocide from a water permeable substrate. Additional coats do not add appreciable life; the biocide in the first layer applied is unable to reach the surface, and the first coat of paint is essentially “wasted”. A water “barrier coat” may be applied to any newbottom, or any bottom that has been stripped back to gel-coat. Schooner Creek Boat Works recommends Hawkeye Industries “Duratec” products, a vinylester primer. In common with most barrier coats, coverage is about four mils per coat, and with a desired DFT (dry film thickness) of 25 mils, typically six coats are applied. The coats are normally applied approximately two to four hours apart, depending upon ambient temperature. The intent is to allow the solvents in the first layer to flash off before the next layer is applied, while not allowing the surface to cure to the point that re-sanding is required for good adhesion. Barrier coating is an excellent investment on new boats, and worthwhile for older boats that do not have water-saturated hulls. “Duratec” is catalyzed with 2% MEKP, which may be adjusted slightly to accommodate temperature variations. Water barrier application is quoted on a per foot basis, for the water barrier application

and material only. This is in addition to the bottom paint charge. Paint stripping before application is additional, billed at yard hourly rates. Other water barrier products may be applied upon request, note that some products have exceptionally long drying times, which may entail additional expense.



### **Petit Vivid**

This paint is relatively new on the market, however has proven very popular. Although not specifically formulated for trailerable boats, it has to date given good service in this application, and would be Schooner Creeks primary recommendation for this application. It is formulated with Copper Thiocynate as a biocide, rather than Cuprous Oxide, which permits the use of bright pigments – hence the name. The paint also has Irgarol 1051 added for “slime” resistance. The paint is available in several

colors, including a bright white. The primary paints may be blended to produce a wide palette of colors; an extensive color chart is available. The biocide loading does not vary with color, color may be chosen on the basis of appearance only. Overall antifouling performance is not considered to be as good as SR – this is a newer paint, and has yet to establish a local track record. Vivid is applied at no cost increase, unless blended colors are requested.



### **Petit SR 21 & Interlux VC 17**

These are thin-film Teflon paints, and are commonly used by performance-orientated sailors. Interlux has now followed Petit's lead in adding Irgarol 1051: both paints are now slime resistant. They can be rolled or sprayed; Schooner Creek normally applies the paint by roller; however we will spray for an additional fee. The primary advantage of these paints is their extremely smooth and “slippery” finish, giving a very low drag hull surface. The paints use an extremely aggressive solvent, and can lift other non-vinyl paints. They are also very thin coatings,

and the substrate condition will govern the smoothness of the final surface. For these reasons, this paint is commonly applied over either gel-coat or a barrier coat that has been sanded to a 150-grit finish. The paints may be wet-sanded and burnished for a finer finish. The paints are available in “original” color; VC 17 is also available in red and blue. The original is by far the most widely used color; as applied it is a copper color, and weathers to a dark metallic gray. The reds and blues are both tints added to the original, rather than bright colors.

When first applied, there is little difference between the colors and the original, however after water exposure, the color will deepen. The paint has a hard surface, and may be used on trailerable boats; however it does lose effectiveness when stored out of the water. The anti-fouling protection is only moderate, and the paint has a typical lifespan of only one season. It will be applied upon request at no extra charge; however, if old (non-compatible) paint removal or bottom smoothing is required, this will be performed at additional cost.



### **Pettit Ultima SR**

This is a copolymer-ablative paint, with the addition of Ciba "Irgarol" as an anti-slime, (or soft growth) additive. It works quite differently from modified epoxy paints, rather the leaching out the biocide through a water permeable substrate; the paint "ablates", or dissolves, at a controlled rate; exposing new biocide as it does so. The life of this paint depends primarily upon the amount of paint remaining on the boat. The more the boat is used, the greater the rate of ablation. Scrubbing the bottom of the boat will quickly remove large quantities of paint. The paint is relatively soft,

and friction from sliding the boat off and onto a bunk trailer can remove paint quickly. This paint can benefit from additional coats, although three to four is a practical maximum, before the coating becomes too rough and soft. The paint is recommended for trailered boats, as it does not lose effectiveness when stored out of the water for extended periods. Schooner Creek applies this paint by roller, and charges an additional fee per gallon, or portion thereof for this paint. Additional coats may be applied at an additional fee per foot.



### **Pettit Copper Bronze**

This is modified epoxy paint, similar in characteristics to "Trinidad". The primary use is on classic powerboats, where the bronze color matches well with traditional paint colors. The copper content is lower than that of "Trinidad", and its use is recommended only where appearance is the overriding concern. This paint is applied by roller, at no additional charge.



### **Interlux VC Offshore**

This is hard vinyl paint, which is capable of being wet-sanded and burnished to an exceptionally smooth surface. It has reasonably good anti-fouling qualities, and is suitable for use in salt water. Typically used on performance sailboats, it uses powerful solvents, and cannot be applied over non-vinyl paints. Teflon is included in the formulation for a super-slick finish. This paint should be sprayed for best results. Included under this brand name is the previously marketed "Regatta Baltoplate". Available colors are black (most common), blue, red, and

baltoplate grey. This paint incurs an additional application charge per gallon.



### **Interlux Trilux 33**

This non-TBT ablative paint was formulated specifically for use on aluminum vessels. It is also suitable for use on fiberglass, wood and other metal vessels, in both salt and fresh water. It contains Copper Thiocyanate as a biocide and "Biolux" (Interlux's version of "Irgarol") for fresh water soft growth prevention. Compatibility with most other paints (with the exception of Teflon paints and older sloughing type paints) is good. The predecessor, TriluxII, was sometimes used on fiberglass hulls by owners wishing a white finish; however Pettit's "Vivid" will now

give better performance and a brighter white. It is available in white (actually a light gray), black, blue, red, and green. Schooner Creek Boat Works will apply this paint by roller, with an additional charge.

### **Interlux Micron Optima**

This ablative paint is unique in being a two-part system. Rather than the paint curing by oxidation (This is the typical cure method: solvent is added to most paints only for viscosity modification only. Vinyl paints are the only bottom paint types that cure by solvent evaporation), this paint is supplied with a catalyst, permitting a more complete cure. This paint has received excellent reviews, and is suitable for both wet-stored and trailered vessels. The paint uses Cuprous Oxide as a biocide, and also has Biolux (Ciba's Irgarol 1051) added for slim resistance. The paint is applied at an additional surcharge.

## **Other Paints**

Other paints may be applied at the owner's request. The paints listed above have been regularly applied in the past by Schooner Creek Boat Works, and are recommended. We are, however, willing to apply a different paint if requested by the owner, with the understanding that the cost will be determined by both product cost and application procedure, and that the owner accepts responsibility for the performance of the paint.

## **New Bottoms**

The first time a bottom is painted, several additional steps are required. Firstly, if the waterline is not already marked, a reference plane must be set up, and a paint line placed on the hull. If the vessel has been previously used, a scum line is helpful in determining where the vessel will float. In other cases, it can be necessary to launch the boat in order to locate the waterline. It should be noted that many small powerboats float stern-down, due to the weight of the engine(s). In some cases, this results in the bottom paint conflicting with the graphics applied by the manufacturer. In such a case, SCBW will work with the owner to determine the best solution. Bottom paint is commonly carried up above the actual waterline to prevent growth in the "splash" area. Normally, small boats have the paint 2½" above the water, boats in the 40' range will have the paint 4" above the water. Please inform us if you have different requirements. Bottom prep then continues with a de-waxing of the hull surface, using a specific de-waxing solvent. The hull is then lightly sanded for adhesion. Some manufacturers require that their bottoms not be sanded. These manufacturers are using a vinylester gel coat as a barrier coat, to prevent blistering. Their concern is that aggressive sanding will decrease the thickness of the gel coat, and decrease the protection to the hull. It is Schooner Creek Boat Works policy, in such a case, to lightly sand the gel coat with fine (150-grit) paper for adhesion, unless otherwise instructed. Schooner Creek does not guarantee the adhesion of paint to any surface that has not been properly prepared. Subsequent to sanding, the surface is again de-waxed; a tie-coat primer (commonly called a "no-sand primer) is then applied. The bottom paint is then applied, within the two-hour "open" window of the primer. The process to establish a waterline will cost an additional per foot fee.

