



Hydrocoat[®]

Water-Based Antifouling

TECHNICAL BULLETIN 124 9/08

- Simply the best water-based ablative antifouling coating available
- Offers exceptional protection against all types of fouling
- Easy to apply, environmentally friendly and safer to use
- Ablative finish reduces coating buildup and the need for sanding
- Contains drag reducing PTFE and is easily burnished for maximum hull speed



Hydrocoat is the most advanced water-based, ablative antifouling available. It offers exceptional multi-season protection against all types of fouling. Hydrocoat's innovative technology replaces the harsh solvents found in most bottom paints with water, resulting in an easier application and clean up, with no heavy solvent smell. Hydrocoat's ablative surface wears away with use, exposing fresh biocides while eliminating paint build up and the need for sanding. The low-odor formula is so environmentally friendly, it exceeds even the most stringent air pollution regulations. Hydrocoat withstands frequent trailering, beaching, and launching. Its unique formula allows unlimited dry time to launch, so you can paint in the fall or winter.



1240 Blue



1340 Green



1640 Red



1840 Black

Note: Color differences may occur between actual and color chips shown

PHYSICAL DATA	APPLICATION DATA	ASSOCIATED PRODUCTS																
VEHICLE TYPE: Water-Based Emulsion FINISH: Flat COLORS: 1240 Blue 1340 Green 1640 Red 1840 Black COMPONENTS: 1 CURING MECHANISM: Solvent Release SOLIDS (theoretical): By weight...73 +/- 2% By volume...40 +/- 2% COVERAGE: 430 sq. ft/gal. VOC: 150 g/l max. (1.25 lbs/gal) ACTIVE INGREDIENTS: Cuprous Oxide...40.43% FLASH POINT: None	METHOD: Brush, roller, airless or conventional spray. NUMBER OF COATS: 2 minimum with additional coat at waterline recommended. DRY FILM THICKNESS PER COAT: 1.5 mils (3.75 wet mils) APPLICATION TEMP: 50° F. Min. / 90° F. Max. DRY TIME* (HOURS): <table border="1"> <thead> <tr> <th></th> <th>To Touch</th> <th>To Recoat</th> <th>To Launch</th> </tr> </thead> <tbody> <tr> <td>90°F</td> <td>1/4</td> <td>1-1/2</td> <td>12</td> </tr> <tr> <td>70°F</td> <td>1/2</td> <td>3</td> <td>16</td> </tr> <tr> <td>50°F</td> <td>1</td> <td>6</td> <td>48</td> </tr> </tbody> </table> *The above dry times are minimums. Hydrocoat may be recoated after the minimum time shown. There is no maximum dry time before launching. THINNER: Water		To Touch	To Recoat	To Launch	90°F	1/4	1-1/2	12	70°F	1/2	3	16	50°F	1	6	48	92 Bio-Blue Hull Surface Prep 95 Fiberglass Dewaxer 6998 Skip-Sand Primer 4700/4701 High Build Epoxy Primer 6455/044 Metal Primer 6627 Tie-Coat Primer 6980 Rustlok Steel Primer 120 Brushing Thinner
	To Touch	To Recoat	To Launch															
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APPLICATION INFORMATION

Hydrocoat contains cuprous oxide. As a result, there is a tendency for settling to occur, especially if the paint has been on the shelf for several months. It is necessary to thoroughly mix the paint before using. If possible, shake the can of paint on a mechanical paint shaker. Before using, check the sides and bottom of the can to make sure all the pigment has been mixed in. If mixing is going to be done with a wooden paddle or an electric drill mixer, pour off half of the liquid from the top of the can into another can and then properly mix in any settled pigment; then remix the two parts together thoroughly. Adhere to all application instructions, precautions, conditions, and limitations to obtain optimum performance. Refer to individual labels and tech sheets for detailed instructions when using associated products, etc. When spraying, do not thin Hydrocoat more than 10% (12 ounces per gallon) or inadequate paint film thickness will occur and premature erosion of the finish will be likely.

Surface Preparation: Coating performance, in general, is proportional to the degree of surface preparation. Follow recommendations carefully, avoiding shortcuts. Inadequate preparation of surfaces will virtually assure inadequate coating performance.

Maintenance: No antifouling paint can be effective under all conditions of exposure. Man made pollution and natural occurrences can adversely affect antifouling paint performance. Extreme hot and cold water temperatures, silt, dirt, oil, brackish water and even electrolysis can ruin an antifouling paint. Therefore, we strongly suggest that the bottom of the boat be checked regularly to make sure it is clean and that no growth is occurring. Lightly scrub the bottom with a sponge or very soft brush to remove anything from the antifouling paint surface. Scrubbing is particularly important with boats that are idle for extended periods of time. The self-cleaning nature of the coating is most effective when the boat is used periodically. Burnishing of the surface to create a slicker finish should be done with 400-600 grit wet-or-dry paper after the coating has dried for seven (7) days.

SYSTEMS

Hydrocoat is very easily applied by brush, roller or spray. When rolling, the following technique will help ensure a smoother finish: Thin the paint approximately 5-10% with clean fresh water. Then wet the surface to be painted thoroughly with clean fresh water as well. This aids the "hold out" of the coating, resulting in a truer color and smoother finish. Slight variations in color and surface texture are not uncommon and should not be viewed with dismay. The surface quickly smoothes itself once in the water and any mottling of the color will diminish as well.

Previously Painted Surfaces: To paint old, hard antifoulings, thoroughly wipe down the surface with 120 Brushing Thinner, paying particular attention to waterline areas, then sand painted surface with 80 grit sandpaper. Wipe clean of sanding residue with water and apply Hydrocoat. Old tin or copper copolymers or Teflon based antifoulings should be sanded thoroughly with 80 grit sandpaper to remove the chalky outer surface, wiped clean of sanding residue, and then may be over coated directly with Hydrocoat. Traditional, soft antifoulings should be removed before applying Hydrocoat.

Bare Fiberglass: All bare fiberglass, regardless of age, should be thoroughly cleaned with 92 Bio-Blue Hull Surface Prep or de-waxed several times with Pettit D-95 Dewaxer. Sand thoroughly with 80 grit sandpaper to a dull, frosty finish and rewash the sanded surface with 120 Brushing Thinner to remove sanding residue. Then apply two or three thin coats of this product, following application instructions. Careful observation of application instructions will help ensure long term adhesion of this and subsequent years' antifouling paint.

To eliminate the sanding operation, three methods are available:

1. Prep the surface with 92 Bio-Blue Hull Surface Prep or wash the fiberglass three times using Pettit D95 Dewaxer. Then apply one thin coat of Pettit 6998 Skip-Sand Primer. Use a 3/16" or less nap when applying by roller. Consult the primer label for complete application and antifouling top coating instructions. Apply two or three thin coats of this product.
2. Thoroughly clean, de-wax and etch the surface with 92 Bio-Blue Hull Surface Prep using a course Scotch-Brite pad in a swirling motion. Thoroughly rinse all residue from surface and let dry. Then apply one coat of Pettit 4700/4701 High Build Epoxy Primer. Consult the primer label for complete application and antifouling top coating instructions. Apply two or three thin coats of this product.
3. Easy 2-Step Sandless Method - Thoroughly clean and prep hull using 92 Bio-Blue and a Scotch-brite pad as described above. Make sure that the entire surface has a dull, frosty finish. Wipe surface to remove any excess moisture and apply two coats of Hydrocoat.

Barrier Coat: Fiberglass bottoms potentially can form osmotic blisters within the gelcoat and into the laminate. To render the bottom as water impermeable as possible, prepare the fiberglass surface as mentioned above (sanding method) then apply three coats of Pettit Protect 4700/4701 Gray High Build Epoxy Primer or three coats of Pettit Protect 4100/4101 White High Build Epoxy Primer per label directions. Apply two or three thin finish coats of this product.

Blistered Fiberglass: See Pettit Technical Bulletin TB-1000 Gelcoat Blister Repair and Prevention Specification for detailed instructions.

Bare Wood: Bare wooden hulls should be sanded thoroughly with 80 grit sandpaper and wiped clean of sanding residue. A coat of 6627 Tie-Coat Primer thinned 25% with 97 Epoxy Thinner should be applied directly to the bare wood. Allow to dry 4 hours and then apply two un-thinned coats of Hydrocoat per instructions. Existing, hard antifouling paint should be thoroughly sanded. If priming is necessary on bare wood spots, apply a touch-up coat of 6627 Tie-Coat Primer thinned 25% with 97 Epoxy Thinner to these areas. Then apply the subsequent coats of Hydrocoat.

Steel Hulls: To remove loose rust and scale from the metal surface, scrape, sandblast or wire brush. Solvent clean the surface to remove grease and dirt then apply one or two coats of Pettit 6980 Rustlok Primer* followed by two coats of Pettit 4700/4701 High Build Epoxy Primer. Follow with Hydrocoat.

Underwater Metal Parts: Abrade to clean bright metal by scraping, sandblasting or wire brushing. Solvent clean and apply one thin coat of Pettit 6455/044 Metal Primer*. Let dry two hours and apply two coats of Pettit 6627 Tie Coat Primer*. Let the second coat of 6627 Tie-Coat Primer dry at least four hours and apply Hydrocoat.

DO NOT USE THIS PRODUCT ON ALUMINUM HULLS AND OUTDRIVES.

*These are simplified systems for small areas. Please consult your Pettit representative or the Pettit Technical Department for more complex, professional systems.