



# SEAJET RIBCOAT FINISH

## Product description

SEAJET RIBCOAT FINISH is a biocide-free, silicone foul-release coating for use on underwater hulls and tubes. Provides long term protection against fouling in both fresh and salt water environments. Fouling may loosely attach but is easily removed by water movement or washing (sponge).

## Product data

<b>Colour</b>	Clear
<b>Flash point</b>	56°C
<b>Volume solids %</b>	94 ±2
<b>VOC (Theoretical)</b>	51 g/l.
<b>Pack sizes</b>	1lt
<b>Mixing ratio</b>	One pack product

## Application details

<b>Thinner</b>	SEAJET THINNER A
<b>Application methods</b>	Brush, roller.
<b>Conditions</b>	Ambient temperature min. 5°C - max. 35°C Max. humidity 85% R.H. Product temperature min. 5°C - max. 35°C Substrate temperature min. 7°C - max. 35°C
<b>Spray details</b>	Nozzle tip Graco 619, 719 Paint output pressure: 17.7 - 20.6 MPa Thinning: 0 - 1 % (by volume)
<b>Spreading rate</b>	10,0 m <sup>2</sup> /l (theoretical)
<b>Recommended film thickness per coat</b>	Wet (µm) 100 Dry (µm) 94
<b>Substrates</b>	For use over suitably primed GRP and tubes.
<b>Preceding coating</b>	SEAJET RIBCOAT PRIMER
<b>Subsequent coating</b>	SEAJET RIBCOAT FINISH
<b>Mixing</b>	Before use, stir thoroughly until product is mixed to a uniform consistency.

<b>Notes</b>	Warning: Due to the presence of silicon compounds, contamination of other areas by e.g. overspray should be avoided. This can result in failure in those areas. Brushes, rollers and spray lines should be dedicated or be thrown away. Mask areas close by to avoid overspray. For the expectations of performance from this foul-release coating in static conditions: It is necessary to consider parameters such as trading pattern and the environmental conditions i.e., traditional level of fouling activity, pollution levels and water temperatures at static locations. In case of brush or roller application, more layers will be required to achieve the specified film thickness. Values are based on roller application.
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## Surface preparation

Surface preparation new application: Apply 2 coats of SEAJET RIBCOAT FINISH (using a thick mohair roller) over freshly applied SEAJET RIBCOAT PRIMER. Min. DFT 150 micron, max. DFT 200 micron.  
Re-coat of SEAJET RIBCOAT FINISH in good condition: Clean the existing surface with low pressure fresh water. Use a soft sponge to remove any fouling which is more difficult to remove. After cleaning rinse the hull with fresh water and let it dry. When the surface is dry apply two fresh coats of SEAJET RIBCOAT FINISH using a thick mohair roller. Min. DFT 150 micron, max. DFT 200 micron.  
Re-coat of SEAJET RIBCOAT FINISH in bad condition: Clean the existing surface with low pressure fresh water. Use a soft sponge to remove any fouling which is more difficult to remove. Repair the damaged areas by using a paint scraper to remove the existing SEAJET RIBCOAT FINISH. Use abrasive paper (P-100) to roughen the SEAJET RIBCOAT FINISH. Apply a fresh coat of SEAJET RIBCOAT FINISH. After repair rinse the hull with fresh water and let it dry. When the surface is dry apply two fresh coats of SEAJET RIBCOAT FINISH using a mohair roller. Min. DFT 150 micron, max. DFT 200 micron.



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## Drying / overcoating data

Temperature	Drying time (at DFT 90 µ)	Overcoating interval (at DFT 90 µ)	Induction time	Pot life	Dry to launch	Remarks
5 °C	Surface dry: 50 min Hard dry: 8 hours	Min.: 6 hours Max.: None	-	-	1 day	-
10 °C	Surface dry: 40 min Hard dry: 6 hours	Min.: 4 hours Max.: None	-	-	1 day	-
20 °C	Surface dry: 30 min Hard dry: 5 hours	Min.: 3 hours Max.: None	-	-	1 day	-
30 °C	Surface dry: 20 min Hard dry: 4 hours	Min.: 2 hours Max.: None	-	-	1 day	-

Notes: 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.  
Maximum time between application and launch is one month, providing the coated propeller is not exposed to direct sunlight.

## General information

### Storage

Store the containers in a dry, cool and well ventilated space and away from direct sunlight. Containers must be kept firmly closed. Handle with care.

### Transportation

The product should stay in a securely closed container during transport.

### Shelf life

Min. 2 years @ 20°C

### Disposal

Do not empty into drains, dispose of this material and its container at hazardous or special waste collection point.

### Additional information

More information can be found on [www.seajetpaint.com](http://www.seajetpaint.com).

## Safety information

Personal Protection advice and additional information can be obtained from the product Safety Data Sheet from Chugoku Paints B.V. which is available on request. The minimum safety precautions in dealing with this paint are:

- Observe the precautionary notices displayed on the container.
- Provide adequate ventilation.
- Avoid skin contact and inhalation of spray mist and vapours.
- If the product comes into contact with the skin, wash thoroughly with luke warm water and soap or suitable cleaner. If the eyes are contaminated, irrigate with water and seek medical advice immediately.
- Since the product contains flammable materials, keep away from sparks and open flames. No smoking should be permitted in the area.

## Disclaimer

Data, specifications, directions and recommendations given in this data sheet represent test results or experience obtained under controlled or specially defined circumstances. Their accuracy, completeness or appropriateness under the actual conditions of any intended use is not guaranteed and must be determined by user. Product data is subject to change without notice and automatically void two years from issue. All legal relations of Chugoku Paints B.V. will be governed by the Uniform Terms of Sale and Delivery of Chugoku Paints B.V. as last filed with the district court of Rotterdam and upon request they will be made available without charge. Chugoku Paints B.V. explicitly rejects the applicability of any General Conditions, which its contractual parties may use. Exclusive jurisdiction: competent Court in Rotterdam. Some products have been specially modified to adapt to specific European requirements with regard to European-, national- and local laws and regulations or with regards to specific European use requirements. As a result some physical properties in a TDS may differ from those given in the original Japanese TDS.