ePaint
The Environmental Paint Company

SN-1HP
ANTIFOULING PAINT
TECHNICAL DATA SHEET (2012-01)

- ***High Performance Antifouling Protection***
- ***Designed for High Speed and Frequently Operated Commercial and Government Vessels***
- ***Specified by the U.S. Military***
- ***Factory Applied to All U.S. Coast Guard RB-M Emergency Response Boats***
- ***Self-Polishing Finish Provides Controlled Release of Actives and Prevents Old Paint Build Up***
- ***Formulated with Novel Space-Age Polymers for Drag Reduction and Fuel Savings***

GENERAL DESCRIPTION

ePaint SN-1^{HP} is a heavy duty antifouling paint recommended for boats in fresh and salt water. SN-1^{HP} offers excellent antifouling protection in even the harshest marine environments. SN-1^{HP} features ePaint's patented photo-active technology and the Sea Nine 211N® active, a broad spectrum biocide that prevents hard and soft type growth and is winner of the U.S. EPA's first Presidential Green Chemistry Challenge Award for its non-persistent effects on the environment. SN-1^{HP} is compatible over most popular antifouling paints and is copper-free so it will not promote corrosion on aluminum, steel or metal parts. SN-1^{HP} was designed for fast and frequently operated commercial and government vessels.

APPLICATION INFORMATION

SN-1^{HP} may be applied by traditional painting techniques. SN-1^{HP} must be commercially applied. Follow instructions set forth in this technical data sheet for detailed information for your application.

SURFACE PREPARATION

Proper surface preparation is an important step for a coating system that performs properly and lasts. Follow recommendations set forth in following sections carefully. Inadequate surface preparation will result in poor coating performance.

MAINTENANCE

No antifouling paint can be effective under all conditions of exposure. Pollution and natural occurrences can adversely affect antifouling paint. Extreme air and water temperatures, silt, dirt, oil, poor water clarity, and low oxygen levels can harm antifouling paint. Therefore, ePaint suggests 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 cloth or soft brush to remove anything from the antifouling paint surface. Scrubbing is particularly important to boats that sit idle for extended periods of time in high fouling bodies of water. Antifouling paints are general more effective when the boat is used periodically.

PHYSICAL DATA

COLORS:**

305-HP BLACK	
405-HP BRIGHT WHITE*	
705-HP LIGHT GRAY*	
905-HP SAFETY ORANGE	

*Most photoactive, best choice for high fouling & tropical waters
**Custom tints available, contact ePaint for price and availability

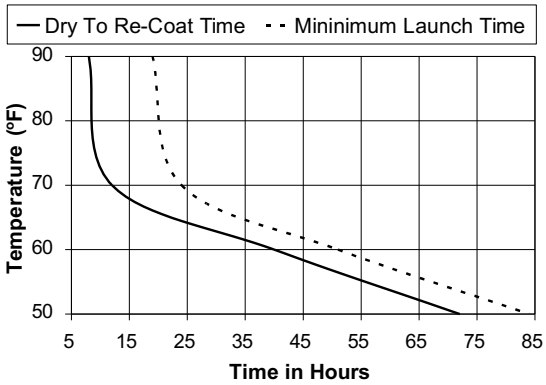
PACKAGING: Quart, gallon, 5 gallon pail
SHELF LIFE: 2 Years from DOM
VEHICLE TYPE: Solvent
CURING MECHANISM: Air drying
SOLIDS BY VOLUME: 56% ± 2%
THEORETICAL COVERAGE: 270 ft^2/gal
VOC: <400 g/L
DENSITY: 14.5 lb/gal
FLASH POINT: 82ºF (28ºC) Setaflash
STORAGE: Between 38ºF and 80ºF
ACTIVE INGREDIENT: SeaNine211N®, 2.9%

APPLICATION DATA

METHOD: Brush, roller (3/8" nap), or spray
NUMBER OF COATS: 2 or 3 full coats with additional coats at waterline and leading edges (e.g. bow, keel, rudder, chines)
DRY FILM THICKNESS: 3-4 mils per coat
WET FILM THICKNESS: 5-7 mils per coat
APPLICATION TEMP: 50ºF to 90ºF
MIN DRY TIMES*:

*The dry times listed below are minimums. Re-coat within seven days to avoid additional surface prep (sanding).

Temperature	Time To Re-coat	Time To Launch
90ºF	8 Hours	19 Hours
70ºF	12 Hours	24 Hours
50ºF	72 Hours	84 Hours



MAX DRY TO LAUNCH TIME: Not critical
THINNER: EP-13 or EP-15, 10% max by vol.
CLEAN-UP: EP-13, EP-15, Xylene, or MEK

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APPLICATION DETAILS

SN-1^{HP} must be commercially applied. Mix paint thoroughly before use to ensure materials are uniformly dispersed throughout the can. All surfaces to be painted shall be clean prior to sanding and painting. Only apply SN-1^{HP} when substrate and ambient air temperature are between 50ºF and 90ºF. Do not paint when substrate is wet from rain or dew, or when surfaces are less than 5ºF above the dew point and holding or when relative humidity is greater than 85%. Follow Dry Times listed on opposite page. Visit www.ePaint.com or contact an ePaint Technical Representative for answers to questions regarding application and compatibility or for detailed instructions if specified to apply more than three full coats.

PREVIOUSLY PAINTED SURFACES: SN-1^{HP} is compatible over most popular antifouling paints and barrier coats that are in good condition. All loose, cracking, peeling, and flaking paint should be removed. Thoroughly wash clean and then abrade existing paint with 80 grit sandpaper, wipe away dust and debris, and allow to air dry. Following instructions set forth in the Application Data section on the previous page, apply two or three full coats of SN-1^{HP} with additional two coats around the waterline and leading edges. For ultimate adhesion, remove existing bottom paint down to existing barrier coat or fiberglass and apply a tie-coat of EP-Prime 1000 epoxy following instructions in the following section.

FIBERGLASS: SN-1^{HP} may be applied directly to bare fiberglass. Optionally, ePaint EP-Prime 1000 epoxy primer may be used for improved adhesion and to reduce the potential for water migration on boats that are in service year round. Take care to thoroughly clean and remove all mold release agents and boat finishing wax residue prior to sanding; mechanically abrade with 80 grit sandpaper to create a dull matte finish and wipe away all dust and debris.

GOOD: Apply SN-1^{HP} directly to bare fiberglass. Following instructions set forth in the Application Data section on the opposite page apply two or three full coats with additional coats around the waterline and leading edges.

BETTER: Apply one tie-coat of EP-Prime 1000 epoxy primer for improved adhesion. The first coat of SN-1^{HP} shall be applied when the final coat primer is *tack-free but soft-to-finger pressure*. If window is missed apply another coat of EP-Prime 1000. The next day to within one week, following information set forth in the Application Data section on the opposite page, apply a total of two or three full coats of SN-1^{HP} and additional coats around the waterline & leading edges.

BEST: Fiberglass boat bottoms are potentially susceptible to water migration and can potentially form osmotic blisters within the gelcoat and into the laminate. To render the bottom as water impermeable as possible, apply three full coats of ePaint EP-Prime 1000 multi-purpose epoxy primer. The first coat of SN-1^{HP} shall be applied when the last coat epoxy primer is *tack-free but soft-to-finger pressure*. If window is missed apply another coat of EP-Prime 1000. The next day to within one week, following information set forth in the Application Data section on the opposite page apply a total of two or three full coats of SN-1^{HP} with additional coats around the waterline and leading edges.

ALUMINUM & STEEL: ePaint SN-1^{HP} is safe for use on aluminum and steel as it will not promote galvanic corrosion. Aluminum and steel surfaces must be primed with ePaint EP-Prime 1000 corrosion inhibiting epoxy primer. All direct to metal coatings provide maximum performance over blasted surfaces. Metal surfaces should be prepared to no less than a near-white metal cleanliness in accordance with NACE 2/SSPC-SP-5/SA 2.5 specifications. Abrasive blast or mechanically abrade with 80 grit aluminum oxide sandpaper to achieve a 1.5-2.5 mil (38-63 micron) depth profile in a sharp, jagged pattern as opposed to a peen pattern from shot-blasting; *immediately* prime with EP-Prime 1000 corrosion inhibiting epoxy primer. Apply final coat of EP-Prime 1000 next day to within one week. The first coat of SN-1^{HP} shall be applied when the final coat of epoxy primer is *tack-free but soft-to-finger pressure*. If window is missed apply another coat of EP-Prime 1000. The next day to within one week, following information set forth in the Application Data section on the opposite page apply a total of two or three full coats of SN-1^{HP} with additional coats around the waterline and leading edges.

TIPS & CONSIDERATIONS: It is important to follow the recommended Dry Times set forth on the opposite page of this data sheet, especially if more than two coats are to be applied; SN-1^{HP} requires sufficient time for solvent evaporation and oxidative cure before applying subsequent coats or solvent entrapment may occur resulting in a “soft” finish. Due to the photo-active nature of ePaints, paints wear faster at the waterline and additional coats around the waterline are strongly recommended to extend coating service life. Stripe coating high wear areas and leading edges such as the bow, keel, rudder, chines and sterngear is also recommended to extend coating service life. SN-1^{HP} does not need to be thinned under most conditions but for spray application or application in warm climates reduce with only ePaint EP-13 thinner, 10% by volume max or beyond your states compliant limit. SN-1^{HP} is a thermoplastic material and may soften at warm temperatures, this will not affect antifouling performance but care should be taken when storing and hauling boats at warmer temperatures.

SAFETY: Proper personal protective equipment must be when working with SN-1^{HP} (e.g. goggles, respirator with organic vapor cartridges, gloves, coveralls, head coverings, etc.) See individual label for health and safety data. MSDS may be requested by contacting ePaint Company.