



The Environmental Paint Company

- Superior Heavy Duty Antifouling Protection
- Designed for Commercial and Government Vessels
- Perfect for All Boats and Hull Types
- Specified by the U.S. Military for Over a Decade
- Currently Used On Over 95% of the U.S. Coast Guard Aluminum Fleet
- Self-Polishing Finish Provides Controlled Release of Actives and Prevents Old Paint Build Up
- Unlimited Coat to Launch Time
- Perfect for Out-drives and Running Gear

### GENERAL DESCRIPTION



ePaint SN-1 is a heavy duty antifouling paint recommended for boats in fresh and salt water. SN-1 offers excellent antifouling protection in even the harshest marine environments. SN-1 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 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 was designed for commercial and government vessels but is perfect for all boats and hull types.

### APPLICATION INFORMATION

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

# SN-1

## ANTIFOULING PAINT

TECHNICAL DATA SHEET (2010-02)

### PHYSICAL DATA

COLORS:

105 BLUE

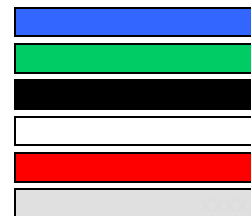
205 GREEN

305 BLACK

405 BRIGHT WHITE\*

505 RED

705 LIGHT GRAY\*



\*Most photoactive, best choice for high fouling & tropical waters

PACKAGING: Quart, gallon, 5 gallon pail

VEHICLE TYPE: Solvent

CURING MECHANISM: Evaporation, oxidative

SOLIDS BY VOLUME: 56% ± 2%

THEORETICAL COVERAGE: 270 ft<sup>2</sup>/gal

VOC: <400 g/L

DENSITY: 14.5 lb/gal

FLASH POINT: 82°F (28°C) Setaflash

STORAGE: Between 38°F and 80°F

ACTIVE INGREDIENT: SeaNine211N®, 2.9%

### APPLICATION DATA

METHOD: Brush, roller (3/8" nap), or spray

NUMBER OF COATS: 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: 45°F to 90°F

DRY TIME (HOURS)\*:

Temp	To Re-coat	To Launch
90°F	3	14
70°F	4	16
50°F	8	24

\*The above dry times are minimums. Re-coat within 7 days to avoid additional surface prep (i.e. sanding)

DRY TO LAUNCH TIME: Not critical

THINNER: EP-13 or EP-15, 20% max by vol.

CLEAN-UP: EP-13, EP-15, Xylene, or MEK

### COMPANION PRODUCTS

- EP-PRIME 1000, multi-purpose epoxy primer



- ePROP & EP-21 Aerosol Kits, for props & running gear



- EP-13 and EP-15 Thinners



- EP-STRIP, water-based, non-caustic paint/varnish remover



The Environmental Paint Company

SN-1

ANTIFOULING PAINT

TECHNICAL DATA SHEET (2010-02)

## APPLICATION DETAILS

SN-1 Series of paints 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 when substrate and ambient air temperature are between 45°F and 90°F. Do not paint when substrate is wet from rain or dew, or when surfaces are less than 5°F above the dew point and holding or when relative humidity is greater than 85%. Follow the Dry Times listed on the opposite page. Visit [www.ePaint.com](http://www.ePaint.com) or contact an ePaint Technical Representative for answers to questions regarding application and compatibility.

**PREVIOUSLY PAINTED SURFACES:** SN-1 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 three full coats of SN-1 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 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 directly to bare fiberglass. Following instructions set forth in the Application Data section on the opposite page apply 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 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 three full coats of SN-1 with additional coats around the waterline and 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 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 three full coats of SN-1 with additional coats around the waterline and leading edges.

**ALUMINUM & STEEL:** ePaint SN-1 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 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 three full coats of SN-1 with additional coats around the waterline and leading edges.

**WOOD:** Clean and abrade surface with 80 grit sandpaper and wipe away all dust and debris. Reduce first coat of SN-1 20% by volume with ePaint EP-13 or EP-15 VOC exempt thinner and allow to dry overnight. The next day to within one week, following information set forth in the Application Data section on the previous page apply a total of three full coats of SN-1 with additional coats around the waterline and leading edges. Not compatible over silicone-based fillers.

**TIPS:** Due to the photo-active nature of ePaints, 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 does not need to be thinned under most conditions but for spray application or application in warm climates reduce with only ePaint EP-13 or EP-15 VOC exempt thinner, one quart per gallon max.

**SAFETY:** Where the proper personal protective equipment when working with SN-1 (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.