

Chesapeake Soda Clean, Inc.
Mobile Paint Stripping & Surface Restoration Services
Authorized Soda Works Dealer / Distributor
Soda Blast Equipment & Media Sales
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Marine Anti-Fouling Bottom Paint Removal - Guidelines

Pricing:

Vessel length and beam, type of hull form, type and number of layers of paint being removed plus other varying factors determine paint removal costs. All attempts will be made to assess an accurate estimate upon inspection of the vessel. It is often quite difficult to accurately assess pre-existing underlying, un-seen and un-known coatings.

As a general rule, CSC will remove anti-fouling bottom paint down to the fiberglass gel coat level. When revealed, underlying epoxy barrier coatings that are not damaged and found to be in good condition, do not usually require removal. **Epoxy barrier coatings can be removed at additional cost.** Please advise us in advance if you wish to remove the epoxy barrier coat.

Thorough cleaning of outdrives, shafts, struts, rudders, props and trim tabs are additional charges.

Blasting:

Dry blasting entails encapsulating the boat bottom in a plastic tent to contain and capture the removed bottom paint/blast media mix. **All boats require tenting.**

Materials Disposal: In accordance with the Maryland Department of Natural Resources' Clean Marina Initiative, anti-fouling bottom paint must be contained, captured and deposited in a sanitary landfill. Unless prior arrangements have been made, spent materials (plastic sheeting, media & bottom paint) will be packaged and deposited in the on-site trash receptacle either by CSC, Inc., the contracted party or marina. An additional charge will be made for removal and/or disposal of spent materials to an off-site trash facility.

Our fees do not include haul-out, pressure wash, barnacle removal, blocking, storage, paint or other coating re-application, repairs or service. Upon completion of work, payment is due in full to Chesapeake Soda Clean, Inc. by the vessel owner or contracted marina.

Member – Businesses for the Bay
Supporter – Maryland DNR - Clean Marina Initiative

Pre-Blast Boat Preparation Guidelines

- 1 - Remove all items from swim platform area.
- 2 - Close all windows, vents and canvas enclosures.
- 3 - Close all thru hull openings.
- 4 - Block boat on firm, level ground.
- 5 - Power boats must be blocked as high off ground as safely as possible.
- 6 - Hull sides should be clean and free of “chalkiness” and oxidation.
- 7 - We require 10’ of clearance on all sides of boat for room to erect blast tent.
- 8 - We must be able to park the air compressor within 25’ of the boat.

Occasionally, anomalies are found in the underlying gel coat, sub-structures and running gear such as, but not limited to: blisters, chips, cracks, etc. Chesapeake Soda Clean strongly recommends a through inspection by a qualified specialists before re-application of coatings and that any underlying structure problems be located, inspected and repaired by an authorized technician. Prior coatings adhesion problems need to be addressed at this time. As a rule, pricing for bottom paint removal does not include opening of blisters. Some blisters may be opened as part of the paint removal process, but systematic opening of blisters is available and priced by the hour.

Vessel water line must be protected from the blast media. Vessel water line is usually covered and protected with marine grade tape. Occasionally and due a number of reasons (poor prep, poor application, old or failed paint, chips or cracks in paint or coatings) hull side paint, including boot stripes may be pulled off with the removal of tape. Every effort will be made to gently remove hull side tape, but Chesapeake Soda Clean, Inc. is not responsible for repairs to paint or hull side coatings removed by our tape. To protect the hull sides, we will blast to within approximately 3/4” of the water line. The vessel owner, marina or contracted painter can remove the remaining paint with conventional methods.

It is the vessel owner’s responsibility (or their charge) to ensure that all thru-hull openings be securely closed. Chesapeake Soda Clean, Inc. will attempt to seal all openings from the outside, but this double layer approach will further ensure that no debris enter the vessel. Prior to the start of blasting, the vessel owner or their charge, must notify Chesapeake Soda Clean, Inc. of any and all unusual circumstances or problems with the vessel that may affect the overall outcome of the completed job.

If a working water spigot is in close proximity to the boat, CSC, Inc. will rinse and/or wash the hull sides and we will rinse the hull bottom with clear water. Further cleansing of the hull bottom will be required before coatings application. Media blasting is the first step in coatings removal and ultimately, coatings re-application. Additional sanding or scuffing of the gel coat and other pre-paint preparation may be required before coatings re-application. New to the market and a recommendation after blasting is Fiberglass Surface Prep (YMA601) by Interlux. YMA601 is a low VOC, water based cleaner that emulsifies and lifts mold release agents and other contamination from the surface of fiberglass gelcoats so that it can be removed with clean, fresh water.

IMPORTANT! Consult and follow any and all paint manufacturers pre-paint preparation guidelines!

Chesapeake Soda Clean, Inc. is licensed and insured in the State of Maryland. A copy of our insurance binder is available upon request. In addition, our service director and blast technician is a certified marine mechanic.

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I / we have read, understand and acknowledge the Marine Anti-Fouling Bottom Paint Removal Guidelines outlined on pages one and two of this document.

Sign: _____ **Date:** _____

**This third page must be completed and returned before any work begins.
Please sign, date and return page three to Chesapeake Soda Clean, Inc.
You may retain pages 1 and 2 for your records.**