

Chesapeake Blasting Service, Inc.

Mobile Paint Stripping & Surface Restoration Services

Eco-Friendly Abrasive & Non-Abrasive Blasting

140 W. Mount Harmony Rd. #105

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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, CBS 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 and are left in tact as much as possible.

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 CBS, 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 Blasting Service, Inc. by the vessel owner or contracted marina.

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. CBS 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 CBS 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 ¾” 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. CBS 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 CBS 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, CBS 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 Blasting Service, Inc. is licensed and insured in the State of Maryland. A copy of our insurance binder is available upon request. In addition, our company owner and lead blast technician is a certified marine mechanic.

Marine Environmental Concerns

Following the guidelines developed by The Maryland Department of Natural Resources' Clean Marina Initiative, Chesapeake Soda Clean, Inc. actively participates in the efforts to protect Maryland's natural resources. The collective effort of individuals and businesses will improve the quality of Maryland's waters from Deep Creek Lake, to the Chesapeake Bay, to the coastal bays! The Maryland Clean Marina Initiative recognizes and promotes marinas, boatyards, contractors and yacht clubs that meet or exceed legal requirements and adopt pollution prevention practices.

The Maryland Clean Marina Initiative is an evolving effort to assist marina, boatyards and yacht club operators to protect the resources that provide their livelihood: clean water and fresh air. The Initiative is distributing a comprehensive pollution prevention guidebook for marinas, recognizes "Clean Marinas" through an awards program, and conducts outreach activities to further promote environmentally responsible marina and boating practices.

Best Management Practices to Control Pollution

Vessel hulls require a great deal of attention. They must be scraped, painted and cleaned on a regular basis. This activity has the potential to introduce pollutants into the environment. Sanding, blasting and pressure washing are meant to remove paint and marine growth. In the process, toxic heavy metals such as copper and tin may be released. If heavy metals find their way to the water, they may be consumed by mussels, worms, and other bottom-dwelling creatures and passed up the food chain to fish, birds, and humans.

In accordance with the Clean Marina Initiative, Chesapeake Soda Clean, Inc. strives to:

Perform stripping in designated maintenance areas only. Vessel maintenance areas should be located outside of the 100-foot buffer.

Collect maintenance debris. Clean work area after completing each operation or at the end of the day – whichever comes first. Remove or have removed sandings, paint chips, and trash.

Perform work over filter fabric or over canvas or plastic tarps. Filter fabric will retain paint chips and other debris yet – unlike plastic, or to a lesser extent, canvas – filter fabric will allow water to pass through.

Perform baking soda blasting in the vessel maintenance area within a structure or under a plastic tarp enclosure.

Helpful State Environmental Web Sites:

Maryland Department of the Environment – www.mde.state.md.us

Maryland Department Natural Resources – www.dnr.state.md.us/boating/cleanmarina

Supporter – Maryland DNR - Clean Marina Initiative

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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 fourth page must be completed and returned before any work begins.
Please sign, date and return page three to Chesapeake Blasting Service Inc.
You may retain pages 1, 2 and 3 for your records.**

Chesapeake Blasting Service, Inc. is an affiliated company of Chesapeake Soda Clean, Inc.