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## **PURPOSE**

This section provides general information on the surface preparation of old/previously coated and new timber. Removal of oils, and filling imperfections.

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## **INTRODUCTION**

Timber is used extensively in the boat building industry – typically masts, tillers, oars and planked hulls. A well-maintained timber boat can last for a long time. In all cases, correct surface preparation is essential for optimum performance.

### **New Timber**

Depending on the type of timber used by manufacturers, oils from the timber may need to be removed prior to any other surface preparation. These contaminants are detrimental to the adhesion of a coating system.

### **Old/Previously Coated Timber**

The removal of all oil, grease, fat and other contaminants is essential prior to any other surface preparation. In most cases, the existing coating system will need to be removed entirely to ensure a sound base for the new system.

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## **SURFACE PREPARATION**

In order to ensure good adhesion and long term performance of any coating for timber, it is essential that the correct type of surface preparation is carried out. The removal of chemicals, oil, grease and fat must be completed before any other preparation work commences.

### **Removal of Oils**

For oily timbers such as teak the timber surface should be:

- Scrubbed with Thinner L703 to remove all traces of oil
- Dry sand to a clean, smooth surface
- Dry before painting
- Ensure all sanding dust is removed

### **Filling Imperfections**

Imperfections should be addressed using the following method:

- Abrade the surface thoroughly to a clean, smooth surface
- Remove all sanding dust
- Remove all oils by scrubbing with Thinner L703 if necessary
- Prime the surface using SeaPro TP80 (timber preserver) and allow to cure – refer to relevant data sheet
- Fill the primed imperfection with SeaPro EFC (epoxy fairing compound)
- Sand the SeaPro EFC (epoxy fairing compound) to give a smooth, even finish
- Overcoat with Epinamel UC230 (undercoat)



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