

Fresh Water Antifouling Speed Coating

- Super Slick Finish
- Ultra-Thin Film Thickness Prevents Buildup
- Contains Moly-Disulfide & PTFE for Reduced Friction
- No Sanding Required Between Coats
- 100% compatibility with VC-17
- Launch in 15 minutes
- Dual-biocides control hard and soft fouling



1921 Bronze (Quarts)

Note: Color differences may occur between actual and color chips shown.



1221 Blue (Quarts)

Color changes upon immersion



Technical Information



Finish: Metallic Flat

Solids by Weight: 31% (+/- 2%)

Coverage: 90 sq. ft./quart.

VOC: 740 g/l (6.18 lbs./gal) max

Active Ingredients:

Copper-Flake...21%

Irgarol...2%

Flash Point: 68°F (SETA)

Application Method: Short nap roller or airless spray

Maximum Roller Thickness: 3/16"

Number of Coats: Three initial; one or two in subsequent years

Wet Film Thickness: 3 mils

Dry Film Thickness: .25 mils

Application Temp: 40° F. Min. / 90°F. Max.

Thinner: Isopropyl Alcohol

Dry Time*: (minutes)

	To Touch	To Recoat	To Launch
90°F	2	10	10
70°F	3	10	15
40°F	10	30	30

*The above dry times are minimums. SR-21 may be recoated and launched after the minimum time shown.

SR-21 fresh water antifouling speed coating is an ultra-thin, super slick, low friction paint film for boat bottoms. It is the ideal racing finish for fresh water boats. SR-21 combines copper-flake a slime reducing biocide, Moly-Disulfide, and PTFE to produce a super-slick paint film that prevents fouling and reduces surface friction allowing the hull to slide through the water. SR-21 is recommended for use on fiberglass, wood and properly primed steel boats. It is easy to apply and dries in 15 minutes. Color changes upon immersion.

Application Systems and Tips

Mix paint thoroughly to ensure slickening agents are evenly dispersed throughout the can. All surfaces must be clean, dry and properly prepared prior to painting. *Do not apply SR-21 on aluminum.* When rolling use only a high-quality short nap (maximum 3/16" nap) roller cover. Apply using thin coats; over-application of this product will virtually assure inadequate coating performance.

Previously Painted Surfaces: If the previous coating is in good condition, thoroughly sand with 80 grit paper followed by thorough sanding with 180-grit then 220-grit and finally 320-grit sandpaper to achieve a smooth nonporous surface. Solvent clean with Pettit 120 Brushing Thinner to remove residue. Apply three coats of SR-21. If the previous coating is soft or in poor condition, remove to the bare surface by sanding or using paint remover. Proceed with appropriate bare system as described below. Old tin copolymers should be removed before applying SR-21 Fresh Water Antifouling Speed Coating.

Bare Fiberglass: All bare fiberglass, regardless of age, should be thoroughly cleaned with 92 Bio-Blue Hull Surface Prep or de-waxed several times with Pettit D-95 Dewaxer. New boats must be scrubbed with a detergent and water solution and rinsed with fresh water prior to de-waxing.

Sanding Method: After the surface has been de-waxed, sand thoroughly with 320-grit production paper to a dull, frosty finish and rewash the sanded surface with Pettit 120 Brushing Thinner to remove sanding residue. Apply two or three coats of this product observing the proper dry times. Careful observation of application instructions will help ensure long-term adhesion of this and subsequent years' paint film.

Mix the entire bag of slickening powder into the liquid portion stirring thoroughly to ensure the copper powder is evenly dispersed in the liquid. Stir occasionally during application.

Apply SR-21 with a short nap (no more than 3/16 inch nap) or foam roller. Roll quickly in one direction only using a fairly dry roller to minimize lap marks. For spray application use an airless spray gun with a .011 to .015 inch tip. Apply a wet coat of product by holding the gun no more than 10 inches from the hull. Do not use conventional spray equipment to apply this product. Apply at three mils wet to achieve a dry film thickness of 0.25 mils per coat. Adhere to all application instructions, precautions, conditions and limitations to obtain optimum performance. Refer to individual labels and tech sheets for detailed instructions when using associated products, etc. Do not thin SR-21 more than 10% (2.5 ounces per quart kit) or inadequate paint film thickness will occur and premature erosion of the paint film.

Surface Preparation: All surfaces must be clean, dry and properly prepared prior to painting. Coating performance, in general, is proportional to the degree of surface preparation. Follow recommendations carefully, avoiding shortcuts. Inadequate preparation of surfaces will virtually assure inadequate coating performance.

Maintenance: No coating can be effective under all conditions of exposure. Man made pollution and natural occurrences can adversely affect paint performance. Extreme hot and cold water temperatures, silt, dirt, oil, brackish water and even electrolysis can ruin a paint film. Therefore, we strongly suggest that the bottom of the boat be checked regularly to make sure it is clean. Lightly scrub the bottom with a soft brush to remove anything from the paint surface. Scrubbing is particularly important with boats that are idle for extended periods of time. The foul-release nature of the coating is most effective when the boat is used periodically.

Burnishing of the surface to create a slicker finish should be done with 400-600 grit wet-or-dry sandpaper after the coating has dried for seven (7) days.

SR-21

Application Information



If the previous coating is soft or in poor condition, remove to the bare surface by sanding or using paint remover. Proceed with appropriate bare system as described below. Old tin copolymers should be removed before applying SR-21 Fresh Water Antifouling Speed Coating.

Non Sanding Method: If sanding is prohibited, as with certain vinyl-ester gelcoats, or is otherwise impractical, make sure the surface has been completely and thoroughly cleaned, de-waxed, and etched with 92 Bio-Blue Hull Surface Prep using a course Scotch-Brite pad in a swirling motion. Thoroughly rinse all residues from the surface and let dry. Apply one continuous coat of Pettit Protect Primer. Topcoat with three coats of this product carefully following the topcoating instructions on the Pettit Protect label.

Barrier Coat: Fiberglass bottoms potentially can form osmotic blisters within the gelcoat and into the laminate. To render the bottom as water impermeable as possible, prepare the fiberglass surface as mentioned above (sanding method) then apply two or three coats of Pettit-Protect High Build Epoxy Primer per label directions. Apply two or three thin coats of this product. See Pettit-Protect User Manual for additional detailed instructions. SR-21 can be "hot-coated" over Pettit Protect.

Blistered Fiberglass: See Pettit-Protect User Manual for complete detailed instructions.

Bare Wood: Bare wooden hulls should be sanded thoroughly with 80-grit sandpaper and wiped clean of sanding residue using 120 Brushing Thinner. Apply three coats of this product observing the proper dry times.

Bare Steel*: Sandblast or disc sand to a clean, bright finish and remove residue using Pettit 120 Brushing Thinner. Then immediately apply two coats of 6980 Rustlok Steel Primer, allowing each to dry only 1-2 hours prior to overcoating. Follow with two coats of Pettit-Protect High Build Epoxy Primer allowing each to dry from two to 24 hours depending upon temperature. Apply three finish coats of this product observing the proper dry times.

Keels - Lead: Sandblast or disc sand to a clean, bright finish and remove residue using Pettit 120 Brushing Thinner. Apply one thin coat of 6455/044 Metal Primer; allow to dry two hours. Apply one coat of Pettit 6627 Tie Coat Primer then, if fairing is required, apply a waterproof fairing compound rated for use below the waterline. Follow with an additional coat of 6627 Tie Coat Primer per label directions. Apply three finish coats of this product observing the proper dry times.

Keels - Steel or Cast Iron: Abrade surface to bright metal; clean off residue. Apply one coat of 6980 Rustlok Steel Primer, allowing to dry only 1 - 2 hours prior to overcoating. Then, if fairing is required, apply a waterproof fairing compound rated for use below the waterline followed by one coat of 6627 Tie Coat Primer. Apply three finish coats of this product observing the proper dry times.

DO NOT USE THIS PRODUCT ON ALUMINUM HULLS AND OUTDRIVES.

*These are simplified systems for small areas. Please consult your Pettit representative or the Pettit Technical Department for more complex, professional systems. Always read the labels or tech sheets for all products specified herein before using.

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