

Billings Media Blasting

A Division of Kent Billings LLC

We Clean Or Strip Any Surface

Shop: 75 Naubuc Ave Glastonbury, CT 06033

www.billingsblasting.com

Shop 860-659-1104

Fax 866-270-7888

Page 1 of 3

Please Make All Payments To Kent Billings LLC

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, unseen and unknown coatings.

As a general rule, Billings Media Blasting (BMB) 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 BMB in advance if you wish to remove the epoxy barrier coat. Occasionally underlying wipe on etching type and or non sanding primer is revealed BMB can not remove them completely.

Thorough cleaning (blasting) 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: Anti-fouling bottom paint, spent materials (plastic sheeting and media) will be contained, captured and packaged at the marina. It is the responsibility of the boat owner and or the marina to properly dispose of these materials.

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 Kent Billings LLC by the vessel owner or contracted marina.**

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 30" from the keel to the ground at the least.**
- 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.**
- 9 - If the boat has outboard motors please lift them up in order to allow us access to the back of 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. BMB strongly recommends a thorough inspection by a qualified specialist before re-application of coatings and that any underlying structure problems are 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.

Also due to 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 BMB 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 2" 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. BMB will attempt to seal all openings from the outside, 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 BMB of any and all unusual circumstances or problems with the vessel that may affect the overall outcome of the completed job.

Further cleaning 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.

IMPORTANT! Consult and follow any and all paint manufacturer's pre-paint preparation guidelines!

Billings Media Blasting is insured in the State of Connecticut. A copy of our insurance binder is available upon request.

Billings Media Blasting

A Division of Kent Billings LLC

We Clean Or Strip Any Surface

75 Naubuc Ave. Glastonbury CT 06033

www.billingsblasting.com

Shop 860-659-1104

Fax 866-270-7888

Marine Anti-Fouling Bottom Paint Removal - Guidelines

I / we have read, understand and acknowledge the Marine Anti-Fouling Bottom Paint Removal Guidelines outlined above. This completed page must be returned before any work begins.

Boat Owner Info

Name: _____

Address: _____

Home Phone: (____) _____ Cell Phone: (____) _____ Work Phone: (____) _____

Boat Type: _____ Length: _____

Sign: _____ Date _____

Marina Info

Name: _____

Address: _____

Contact Name: _____ Phone: _____

Please sign and date page 3 and fax to Billings Media Blasting @ 866-270-7888

You may retain pages 1 and 2 for your records.