

Neptune⁵

Technical Bulletin 1843 - 02/15

Neptune⁵

- Durable, smooth, thin-film finish resists build up
- Provides cost-effective seasonal antifouling protection
- Easy to apply and safer to use
- Compatible over all bottom paints
- Simple soap and water clean up



1243 Blue (Quart, Gallon, and 2-Gallon)



1343 Green (Quart and Gallon)



1643 Red (Quart and Gallon)



1843 Black (Quart, Gallon, and 2-Gallon)

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



Technical Information



Finish: Flat

Solids by Weight: 66%

Coverage: 500 ft²/gal.

VOC: 145 grams/liter (1.21 pounds/gallon)

Biocide: Cuprous Oxide...25.25%

Flash Point: > 200°F

Application Method: Brush, roller, airless or conventional spray

Maximum Roller Thickness: 3/16"

Number of Coats: 1 minimum per season with additional coat at waterline

Wet Film Thickness: 3.75 mils

Dry Film Thickness: 1.5 mils

Application Temp: 50° F. Min. / 90°F. Max.

Thinner: Water

Dry Time*: (hours)

	To Touch	To Recoat	To Launch
90°F	¼	1-1/2	6
70°F	½	3	10
50°F	1	6	16

* Above times are minimums - there is no maximum dry time before launching.

Pettit Neptune⁵ antifouling uses the latest technology available to create a hybrid paint film strong enough to handle the tough marine environment without building up over time. Its crossbreed finish is extremely durable like a hard paint, yet it self-polishes over time like a seasonal abrasive. Soap and water cleanup along with no strong solvent smell, yields a user-friendly application. Neptune⁵ does not require sanding between coats saving time and money. With low VOC it's ideal for marinas under restrictions. Neptune⁵ can be used over all previously painted surfaces.

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Application Systems and Tips

Neptune⁵ is easily applied by brush, roller or spray. 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. For the smoothest possible finish: Thin the paint approximately 5-10% with clean fresh water. Wet the surface to be painted thoroughly with clean fresh water as well. This will provide a truer color and smoother finish.

Slight variations in color and surface texture are not uncommon and should not be looked at with dismay. The surface will quickly smooth itself once in the water and any mottling of the color will diminish as well.

Previously Painted Surfaces: To paint old hard and ablative antifoulings, thoroughly wipe down the surface with 120 Brushing Thinner, paying particular attention to waterline areas, then sand painted surface with 80 grit sandpaper. Wipe clean of sanding residue with water and apply Neptune⁵. Old tin or copper copolymers or Teflon based antifoulings should be sanded thoroughly with 80 grit sandpaper to remove the chalky outer surface, wiped clean of sanding residue, and then may be over coated directly with Neptune⁵. Soft, sloughing antifoulings should be removed before applying Neptune⁵.

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.

Sanding Method: Sand the hull thoroughly with 80-grit sandpaper to a dull, frosty finish and rewash the sanded surface with 120 Brushing Thinner to remove sanding residue. Then apply two or three thin coats of this product, following application instructions.

Careful observation of application instructions will help ensure long-term adhesion of this and subsequent years' antifouling paint.

To eliminate the sanding method, three alternative methods are available:

- 1) Prep the surface with 92 Bio-Blue Hull Surface Prep or wash the fiberglass three times using Pettit D95 Dewaxer. Then apply one thin coat of Pettit 6998 Skip- Sand Primer. Use a 3/16" or less nap when applying by roller. Consult the primer label for complete application and antifouling top coating instructions. Apply two or three thin coats of this product.
- 2) Thoroughly clean, de-wax and etch the surface with 92 Bio-Blue Hull Surface Prep using a course Scotch-Brite pad in a swirling motion. Thoroughly rinse all residue from surface and let dry. Then apply one coat of Pettit-Protect High Build Epoxy Primer. Consult the primer label for complete application and antifouling top coating instructions. Apply two or three thin coats of this product.
- 3) Easy 2-Step Sandless Method - Thoroughly clean and prep hull using 92 Bio-Blue and a Scotch-brite pad as described above. Make sure that the entire surface has a dull, frosty finish. Wipe surface to remove any excess moisture and apply two thin coats of Neptune 5.

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 three coats of Pettit-Protect 4700/4701 Gray High Build Epoxy Primer or three coats of Pettit Protect 4100/4101 White High Build Epoxy Primer per label directions. Apply two or three thin coats of this product. See Technical Bulletin TB-1000 for detailed instructions.

Blistered Fiberglass: See Pettit Technical Bulletin TB-1000 Gelcoat Blister Repair and Prevention Specification for detailed instructions.

Bare Wood: Bare wooden hulls should be sanded thoroughly with 80-grit sandpaper and wiped clean of sanding residue. A coat of 6627 Tie-Coat Primer thinned 25% with 97 Epoxy Thinner should be applied directly to the bare wood. Allow drying 4 hours and then applying two un-thinned coats of Neptune 5 per instructions. Existing, hard antifouling paint should be thoroughly sanded. If priming is necessary on bare wood spots, apply a touch-up coat of 6627 Tie-Coat Primer thinned 25% with 97 Epoxy Thinner to these areas. Then apply the subsequent coats of Neptune⁵.

Steel Hulls: To remove loose rust and scale from the metal surface, scrape, sandblast or wire brush. Solvent clean the surface to remove grease and dirt then apply one or two coats of Pettit 6980 Rustlok Primer* followed by two coats of Pettit 4700/4701 High Build Epoxy Primer. Follow with Neptune⁵.

Underwater Metal Parts: Abrade to clean bright metal by scraping, sandblasting or wire brushing. Solvent clean and apply one thin coat of Pettit 6455/044 Metal Primer*. Let dry two hours and apply two coats of Pettit 6627 Tie Coat Primer*. Let the second coat of 6627 Tie-Coat Primer dry at least four hours and apply Neptune⁵.

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.

Application Information



Neptune⁵ contains cuprous oxide. As a result, there is a tendency for settling to occur, especially if the paint has been on the shelf for several months. It is necessary to thoroughly mix the paint before using. If possible, shake the can of paint on a mechanical paint shaker. Before using, check the sides and bottom of the can to make sure all the pigment has been mixed in. If mixing is going to be done with a wooden paddle or an electric drill mixer, pour off half of the liquid from the top of the can into another can and then properly mix in any settled pigment; then remix the two parts together thoroughly. 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. When spraying, do not thin Neptune⁵ more than 10% (12 ounces per gallon) or inadequate paint film thickness will occur and premature erosion of the finish will be likely.

Surface Preparation: Coating performance, in general, is proportional to the degree of surface preparation. Follow all recommendations very carefully, avoiding any shortcuts. Inadequate preparation of surfaces will virtually assure inadequate coating performance.

Maintenance: No antifouling paint can be effective under all conditions of exposure. Man made pollution and natural occurrences can adversely affect antifouling paint performance. Extreme hot and cold water temperatures; silt, dirt, oil, brackish water and even electrolysis can ruin an antifouling paint. Therefore, we strongly suggest that the bottom of the boat be checked regularly to make sure it is clean and that no growth is occurring. Lightly clean the bottom with a sponge or cloth to remove anything from the antifouling paint surface. Cleaning is particularly important with boats that are idle for extended periods of time. 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.