



## Keels



**In general, a yacht's keel will be either iron, steel or lead, or in some cases, a mixture of a lead shoe on a steel keel. It is important for you to establish the material used in your boat's keel and the condition of any existing coating before commencing the work.**

The keel is an important area of the boat which should be treated with great care when preparing. Although out of sight for most of the year, the keel needs to be durable and free from corrosion. It is therefore worth taking plenty of time over the preparation and priming of this area of the boat to avoid any unnecessary surprises when the yacht is lifted out of the water at the end of the season.

### **Preparation of the surface**

1. Remove as much flaking or poor condition coating as possible to ensure that the substrate is sound.

**WARNING**  
THE FIRST COAT OF PRIMER  
SHOULD BE APPLIED QUICKLY  
TO AVOID RUSTING.

2. Rub the surface down with wet and dry paper.
3. Leave to thoroughly dry before inspecting once again for condition.

### **Iron and Steel**

If you have an iron or steel keel, the most effective way of preparing the surface is to grit blast to Sa 2<sup>1/2</sup>. Heavy duty discing can also be done, but this is unsuitable for a high performance system where all the paint should be removed.

### **Lead**

Lead keels are prone to tarnish in air although the oxide layer formed protects it from further damage. This oxide layer must be removed before painting by rubbing down with an emery cloth or by powered wire brushing.

Remove oil/grease contamination by washing with Yacht Line Super Cleaner.

Once the surface is prepared, it should be etch primed, if specified, with a single coat of Etch Primer, which will provide a good bond between the metal and the paint

scheme. This will turn from a light to dark orange which indicates successful etching.

### Priming

The purpose of priming is to provide protection to the substrate and to promote good adhesion of the paint system.

### Cast Iron keels

This metal is like a sponge, full of holes and tubes and because of this it is difficult to remove all rust even with blasting.

We would therefore recommend angle grinding to as bright metal as possible and coating with conventional primers.

## Handy Specs



keels

### IRON/STEEL



	Conventional	No. of Coats	VC Systems	No. of Coats	High Performance	No. of Coats
<b>Pre-treatment</b>	(not needed)		(not needed)		(not needed)	
<b>Surface Primer</b>	Primocon	1	VC Tar2	1	Interprotect	1
<b>Filler</b>	Watertite (if needed)		Watertite (if needed)		Watertite (if needed)	
<b>Primer</b>	Primocon	3	VC Tar2	2 min.	Interprotect	3
<b>Antifouling Tie Coat</b>	Primocon	1	VC Tar2	1	Interprotect	1
<b>Antifouling</b>	International Antifouling	2-3	VC Systems Antifouling	2-3	International Antifouling	2-3

### LEAD



<b>Pre-treatment</b>		Etch Primer	Etch Primer
<b>Surface Primer</b>		VC Tar2	Interprotect
<b>Filler</b>		Watertite (if needed)	Watertite (if needed)
<b>Primer</b>		VC Tar2	Interprotect
<b>Antifouling Tie Coat</b>		VC Tar2	Interprotect
<b>Antifouling</b>		VC Systems Antifouling	International Antifouling