



PAINTING ALUMINUM MASTS

Remove all hardware using as little lubricant as possible, i.e. penetrating oils. After all of the hardware and halyards have been removed, remove all of the paint. This can be done by either chemical or mechanical stripping.

CHEMICAL STRIPPING: Work in small areas and contain the drippings on plastic sheeting. Wear approved eye, hand, skin, respiratory, and facial protective gear. Avoid direct contact with yourself. Follow all label instructions carefully, even if you have previously chemically stripped, because you may be unaware of changes in the product and/or directions. Consult the yard manager about the proper disposal of the plastic sheeting and any disposable tools used for the job. When all the paint has been removed and the surface washed clean, you may begin sanding.

MECHANICAL STRIPPING: This involves removing the paint with sandpaper. If you have experience with a disc sander, it would be the fastest way to remove the majority of the paint, but be careful because you could destroy the mast completely. Remove the remainder of the paint with an orbital sander as described below.

SANDING: Sanding can be done by hand or machine (orbital sander) but is important to reach a sound, uncorroded surface. Do not use a rotary wire brush to remove corrosion. This deposits steel into the aluminum which will rust! Any corrosion should be sandblasted to sound aluminum. Svendsen's Boat Works has the proper equipment and experienced personnel to do this. After sandblasting (which is usually required) start sanding with 100 or 120 grit gold, white, or black (wet or dry paper). Finish sanding with no finer than 120 grit. After the entire surface has been properly and thoroughly sanded, then checked, schedule your mast and/or parts for painting. The mast will need to be washed with Alumi-Prep. This solution is acid based, so proper eye, hand, skin, and respiratory protection is necessary. Dilute 2 parts water to 1 part A-33 Alumi-Prep. Mix in a CLEAN bucket. Scrub the surface using a 3M Scotch-brite "fine" scrub pad. Do not let the solution dry on the surface. Re-wet it with either the solution or water from a shut-off nozzled hose. When the entire surface has been thoroughly cleaned, hose it off with plenty of water to completely remove all of the solution. Allow the mast to dry, (approx. $\frac{1}{2}$ hr.) then apply undiluted Alodine 1201 with a paint brush. As with the Alumi-Prep, do not let the solution dry, re-wet with Alodine 1201. Let the Alodine 1201 "work" the surface for 3-5 minutes (keeping wet), then rinse off completely. Hose out the inside of the mast and all parts, also. We will then take the mast to our painting loft and paint it with 2 coats of primer followed by 2-3 coats of topcoat. The mast needs to stay in the loft approximately 4-7 days, depending on it's size and/or weight. It will then be carefully taken down and put on padded saw horsed. You can then begin reassembling. Bed all fittings completely with Boatlife Life calk. It cleans up with Z-Spar T10 thinner.

PLEASE NOTE: If you have ANY questions about painting your mast, please take the time to consult one of our professionals. The knowledge and experience of the professionals at Svendsen's Boat Works will insure you the best advice. We'll be more than happy to answer any of your questions. Don't hesitate to ask.

The above is only a brief and general description of mast painting. Your mast might have special needs.