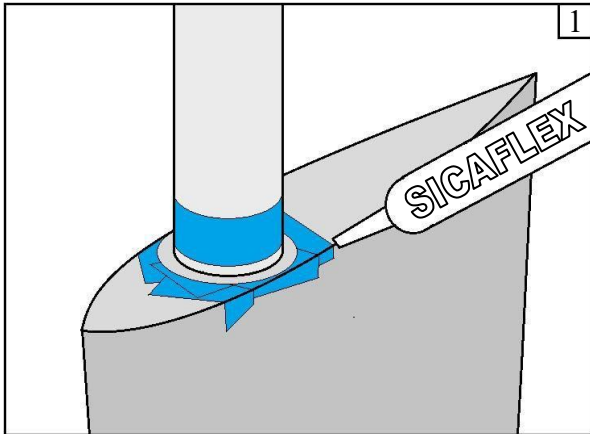


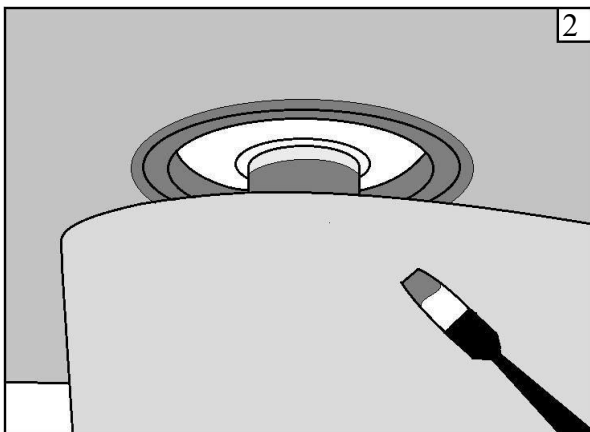
Coating Jefa Rudder Blades

IMPORTANT: Prior to any coating applications, newly built GRP rudder blades must be left to evaporate any remaining styrene in the laminate. Within four weeks of production, avoid sealing the laminate or exposing to high/localised/uneven temperature changes (eg direct sunlight).



Before factory dispatch, Jefa technicians apply a fillet of Sika 221 along the rudder stock/rudder blade join line. The integrity of this fillet seal should be inspected on a regular basis and renewed as necessary. Jefa recommends usage of Sika 221 or similar polyurethane based sealant, to be renewed at least once every 3 years.

PRIOR TO ANTI-FOULING:

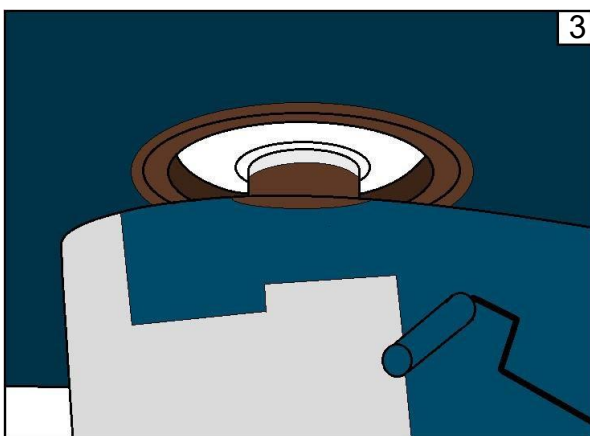


Ensure moving bearings parts are masked off (eg rollers, bearing balls, etc).

New rudder surfaces should be keyed, degreased and free of dust prior to coating with an epoxy-based primer, suitable for below waterline application.

Used rudder surfaces should be stripped back to original gelcoat before following above procedure.

Alloy surfaces should be coated with a dedicated, material-specific epoxy primer.



ANTI-FOULING SELECTION AND APPLICATION:

Important: Strip back/do not use any metal-based anti-fouling within 50mm of rudder bearings or shaft.

Coat with a non-metallic/aluminium compatible product where shown (brown). Products formulated for stern gear, propellers and outboard legs are suitable.

Thereafter, any anti-fouling system (blue) can be applied to the *remaining* hull and rudder blade surfaces. Do not to overcoat or apply alternative bottom paint/anti-fouling within the 50mm distance from

bearings/stock.

Metal based anti-fouling is conductive and can induce severe electrolysis (see <https://jefa.dk/electrolysis/>). In case of any doubt and for brand specific suggested products please contact Jefa Marine via www.jefa.dk.