Boat Paint Guide & Color Card
US Edition
AkzoNobel
For over a century we’ve been creating the most innovative paint solutions to protect, beautify and improve the performance of all types of boats. No matter where you are, in whichever waters around the globe, you’ll find high performance coatings backed by meticulously researched knowledge and support from Interlux. Whether we’re in the lab researching and developing new products, or out on the water putting our products to the test, we’re in our element. Getting the chemistry right is critical to us, as is knowing the subtle differences between people and water all over the world. Wherever there are boats, we’re right at the heart of the matter, making connections, solving problems, sharing knowledge…

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Micron: Generations of Innovation

Every parent hopes their children will do well and have a better life than they did. At Interlux, we feel the same way about the products we make. With each new advancement and generation of Micron® Technology comes better performing, higher quality solutions. Innovation is a tradition we are proud to have carried on for over 30 years. From the long lasting and always dependable Micron CSC® to our new, powerful water-based Micron Optimax with Activated Biolux®, we build on our past success to deliver state-of-the-art protection today. Whatever the year, you know you’ll always have the latest and best in Micron Technology.

Our World is Water
Antifoulings

Use this guide to our antifouling products to help you choose the perfect product for your project.

<table>
<thead>
<tr>
<th>Micron® Technology Polishing Antifoulings</th>
<th>Additional High Performance Products</th>
<th>Hard</th>
<th>Dual-Resin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Micron® 66®</td>
<td>Pacifica® Plus</td>
<td>ACT</td>
<td>Fiberglass Bottom-™ Aqua</td>
</tr>
<tr>
<td>Micron® Optima</td>
<td>Copper-free antifouling</td>
<td></td>
<td>Fiberglass Bottom-™ NT</td>
</tr>
<tr>
<td>Micron® CF</td>
<td>Contains Econea® to control barnacles and shell fouling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Micron® CSC</td>
<td>High solids, low solvent emissions</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Eliminates paint build-up and sanding</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key attributes</td>
<td>Proven performance for 20 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All the benefits of Micron technology</td>
<td>100% paint erosion resistance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>in a copper-free formula</td>
<td>Refined polishing action</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-season antifouling protection</td>
<td>Minimizes paint build-up and prevents premature wear-through</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uses Biokote® slime blocking technology</td>
<td>Suitable for all substrates</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bright colors including Shell White as well as a strip black</td>
<td>Suitable for use on all Substrates</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Thinner

- 433 or 216
- Water

Practical coverage (ft²/gallon)

320 561 516 440

Number of coats

2-3 2-3 2-3 2-3

Substrates

FRP STEEL WOOD ALUMINUM

Safe for use on aluminum

✓ ✗ ✗ ✗

Application method

Brush Roller Aerosol

Use this guide to our antifouling products to help you choose the perfect product for your project.

Boat Paint Guide

Technical Service Helpline: 1 800 468-7589 Open Monday to Friday, 8am-4pm Eastern Time

Visit our website for more information – yachtpaint.com
### Antifoulings

Use this guide to our antifouling products to help you choose the perfect product for your project.

#### Specialty Performance

<table>
<thead>
<tr>
<th>Product</th>
<th>Coverage (ft²/gallon)</th>
<th>Substrates</th>
<th>Application method</th>
<th>Key attributes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Triton 32</td>
<td>433 or 216</td>
<td>FRP, Glass, Wood</td>
<td>Spray, Roller</td>
<td>For racing, sailing and power boats. Excellent flow and leveling. Non-fluoro micromodifier for a high friction surface. Fast drying for fast re-launch.</td>
</tr>
</tbody>
</table>

#### Thinner

<table>
<thead>
<tr>
<th>Practical coverage (ft²/gallon)</th>
<th>Number of coats</th>
<th>Substrates</th>
<th>Application method</th>
</tr>
</thead>
</table>
| 460 | 2 (3 on bare wood) | FRP, Glass, Wood | Spray, Roller, Brush | Ideal for use on all substrates, including aluminum. 

#### Antifouling for the serious racer

- A long heritage of use by winning sailors.
- Can be burnished to a smooth, silky metallic finish.
- Can be used on transparent, clear waterline sections.
- Suitable for use on fiberglass, wood and printed underwater metals (except aluminum).

#### What is Interlux No Skid Compound?

- Interlux No Skid Compound is a synthetic, granular retarder that can be added to any antifouling paint prior to application or sprayed onto wood past as an anti-skid for providing a non-slip resistant finish. As with the fluorescing agents, the finish result is determined by the amount of material added to the antifouling.

#### Further information on Flattening Agent YZM914 and the Skilt Pre-Kote Compound 2000C and their uses can be found on the product data sheets, which are available at yachtpaint.com.

### Topsides

Use this guide to our topside products to help you choose the perfect product for your project.

#### Key attributes

<table>
<thead>
<tr>
<th>Product</th>
<th>Coverage (ft²/gallon)</th>
<th>Substrates</th>
<th>Application method</th>
<th>Key attributes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfexion</td>
<td>233N</td>
<td>FRP, Glass, Wood</td>
<td>Spray, Roller, Brush</td>
<td>Ultimate performance, two-part polyurethane finish. Professional-quality results made easy. Excellent flow and leveling characteristics. High gloss and highest abrasion resistance. Can be used on waterline and above the waterline. Full range of gloss finishes.</td>
</tr>
<tr>
<td>Brightside</td>
<td>216</td>
<td>FRP, Glass, Wood</td>
<td>Spray, Roller, Brush</td>
<td>Hard, high gloss one-part polyurethane finish. Ideal for anyboats below the waterline. Slip resistant polyurethane deck paint. Contains fine mineral additive for hard wearing, non-slip surface.</td>
</tr>
<tr>
<td>Interdeck</td>
<td>333</td>
<td>FRP, Glass, Wood</td>
<td>Spray, Roller, Brush</td>
<td>For a no-slip finish add: Flattening Agent YMA715. Suitable for all substrates. Can be burnished.</td>
</tr>
</tbody>
</table>

#### Thinner

<table>
<thead>
<tr>
<th>Practical coverage (ft²/gallon)</th>
<th>Number of coats</th>
<th>Substrates</th>
<th>Application method</th>
</tr>
</thead>
<tbody>
<tr>
<td>489</td>
<td>2-3</td>
<td>FRP, Glass, Wood</td>
<td>Spray, Roller, Brush</td>
</tr>
</tbody>
</table>

#### Additives

- For a satin finish add: Flattening Agent YZM914. Suitable for all substrates. Can be burnished. |
- For a no-skid finish add: Intergrip No Skid Compound 2500C. Suitable for all substrates. Can be burnished. |

### What is a flattenng agent?

- Flattening agents can be added to both topcoat finishes and antifouling finishes to thin the film and increase the life of the finish. They help prevent peeling and bleeding of the topcoat by minimizing the film expansion due to water absorption. Further information on Flattening Agent YZM914 and the Skilt Pre-Kote Compound 2000C and their uses can be found on the product data sheets, which are available at yachtpaint.com.

### GCIP Labs Quick Reference Guide to help you choose the antifouling products

- Use this guide to our antifouling products to help you choose the perfect product for your project.
- Topside products to help you choose the perfect product for your project.
## Varnishes

**Key attributes**
- **Perfection Plus**: Ultimate performance, clear, two-part polyurethane varnish
- **Schooner Gold**: Advanced UV technology in our longest-lasting one-part varnish
- **Schooner**: Premium quality, traditional tung oil varnish
- **Compass Clear**: High durability, high gloss polyurethane varnish
- **Goldspar Satin**: A satin finish polyurethane varnish for interior use

**Thinnings**

<table>
<thead>
<tr>
<th>Varnish</th>
<th>Thinnings</th>
<th>Coverage (ft²/gallon)</th>
<th>Number of coats</th>
<th>Suitable for use direct to oily wood (e.g. teak or iroko)</th>
<th>Application method</th>
<th>UV protection/gloss retention</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfection Plus</td>
<td>233N, 533</td>
<td>320, 533, 216</td>
<td>2-5</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>Schooner Gold</td>
<td>333</td>
<td>333, 533, 216</td>
<td>3-6</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>Schooner</td>
<td>333</td>
<td>333, 533, 216</td>
<td>3-6</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>Compass Clear</td>
<td>333</td>
<td>333, 533, 216</td>
<td>3-6</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>Goldspar Satin</td>
<td>333</td>
<td>333, 533, 216</td>
<td>3-6</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>

**For a satin finish add:**
- **Flattening Agent YMA715**
- **Flattening Agent YZM914**
- **Flattening Agent YMA715**
- **Flattening Agent YMA715**
- **Flattening Agent YMA715**

**Original Traditional General Purpose Varnish**
- Good flow, flexibility and gloss retention
- High clarity finish for light color woods
- Interior, exterior and over existing varnish

**Thinnings**
- 533
- 216

**Coverage**
- 476 ft²/gallon

**Number of coats**
- 4-6

**UV protection**
- for interior use only

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For more information, visit [yachtpaint.com](http://yachtpaint.com).
# Quick Reference Guide

## Primers

Use this guide to our primers and undercoats to help you choose the perfect product for your project.

### InterProtect® 2000E

- **Key attributes**
  - For prevention and repair of gelcoat blistering
  - Excellent for use on underwater metals, hulls and keels
  - Easy to apply – dries quickly – no sanding
  - Use as part of a no sand system
  - Excellent anti-corrosive protection above & below the waterline
  - A high solids epoxy barrier coating that protects hulls from water absorption and osmotic blistering
  - Apply a full barrier coat in 1-3 coats
  - Contains Micro-Plates to increase protection from water absorption
  - VOC compliant
  - Protects metals from rust and oxidation
- **Typically used**
  - Universal primer for above and below the waterline
  - Below water, under antifoulings or to seal unknown antifoulings
  - Do not use with VC-17M Extra, VC Offshore or Baltoplate.

### InterProtect® HS

- **Key attributes**
  - Universal primer for above and below the waterline
  - A non bleeding, anticorrosive primer for use on outdrives and outboards, prior to application of Trilux® 33®, Trilux® 33® Aerosol, Pacifica® Plus or Micron® CF
  - Reduces galvanic corrosion on metal surfaces
  - Below water, under Trilux® 33®, Trilux® 33® Aerosol, Pacifica® Plus or Micron® CF

### Primocan®

- **Key attributes**
  - Conventional one-part primer for use below water
  - Quick drying, with anticorrosive properties
  - Can be used under all major antifoulings* or as a conversion coat over incompatible or unknown antifoulings

### Primocan® Aerosol

- **Key attributes**
  - A non bleeding, anticorrosive primer for use on outdrives and outboards, prior to application of Trilux® 33®, Trilux® 33® Aerosol, Pacifica® Plus or Micron® CF
  - Reduces galvanic corrosion on metal surfaces

### InterProtect® with Micro-Plates®

- **InterProtect 2000E**
  - InterProtect 2000E is a unique two-part epoxy coating developed to protect fiberglass hulls from water absorption, which can lead to osmotic blistering. Micro-Plates create an overlapping barrier to help stop water migration through the coating. The InterProtect system is the system of choice for repairing gelcoat that has already been damaged by osmotic blistering. InterProtect 2000E can be used above and below the waterline as a universal primer for all surfaces and has proven itself to be an excellent primer for all metals. It can also be used as part of a no-sand system.

### InterProtect® 2000E

- **Typically used**
  - Universal primer for above and below the waterline
  - Below water, under antifoulings or to seal unknown antifoulings

### InterProtect® 2000E with Micro-Plates®

- **Typically used**
  - Universal primer for above and below the waterline

---

### Thickeners

<table>
<thead>
<tr>
<th>Thinner</th>
<th>2333N</th>
<th>2316N</th>
<th>2333N</th>
<th>2316N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Practical coverage (ft²/gallon)</td>
<td>240</td>
<td>151</td>
<td>300</td>
<td>22 sq.ft per con</td>
</tr>
<tr>
<td>Number of coats</td>
<td>1-5</td>
<td>1-3</td>
<td>2-3</td>
<td>2</td>
</tr>
<tr>
<td>Substrates</td>
<td>All metals</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Application method

| Suitable for above waterline | ✓ | ✓ | ✓ | ✓ |
| Suitable for below waterline | ✓ | ✓ | ✓ | ✓ |

### InterProtect® 2000E with Micro-Plates®

- Available in two colours, Gray and White, so you can alternate colours to ensure full coverage.
- Do not use with VC-17M Extra, VC Offshore or Baltoplate.

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For comprehensive application and scheme information, always read the technical data sheet before you start.

Visit our website for more information – yachtpaint.com

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**Technical Service Helpline:** 1 800 468-7589  Open Monday to Friday, 8am-4pm Eastern time
Fiberglass Surface Prep YMA601V is a low VOC contamination/mold release agent remover used for preparing fiberglass bottoms of new boats or unpainted hulls before applying primers or antifouling paints. Removing contaminants from fiberglass is extremely important if full adhesive qualities of primers and/or antifouling paint are to be realized.

It can also be used for the removal of amine blush from clear epoxies and cleaning previously painted surfaces prior to sanding before repainting topside finishes.

Fiberglass Surface Prep YMA601V is ideal for preparing inflatable boats for a compatible antifouling system.

**Why do I need a Thinner?**

Thinners are solvents which are usually the same, or very similar, to those used within the product they are recommended with. Thinners can be used as an additive to ease application, or to clean brushes and equipment.

To find out which thinner you need to use refer to the chart below.

### Why do I need a Thinner?

<table>
<thead>
<tr>
<th>Product</th>
<th>Brush</th>
<th>Spray</th>
<th>% Thinner required</th>
<th>Brush</th>
<th>Spray</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfection</td>
<td>2333N</td>
<td>216N</td>
<td>As required</td>
<td>As required</td>
<td>5-10% max.</td>
</tr>
<tr>
<td>Perfection Plus</td>
<td>2333N</td>
<td>216N</td>
<td>5-10% max.</td>
<td>10-15% max.</td>
<td></td>
</tr>
<tr>
<td>Brightside</td>
<td>333</td>
<td>216</td>
<td>As required</td>
<td>10-15% max.</td>
<td></td>
</tr>
<tr>
<td>Yacht Enamel</td>
<td>333</td>
<td>216</td>
<td>10-15% max.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pre-Kote</td>
<td>333</td>
<td>216</td>
<td>As required</td>
<td>10-15% max.</td>
<td></td>
</tr>
<tr>
<td>Bottom Paints (Conventional)</td>
<td>216</td>
<td>216</td>
<td>10% max.</td>
<td>10% max.</td>
<td></td>
</tr>
<tr>
<td>Micron® 66®, Micron® CS C, Micron® GF, ACT</td>
<td>433</td>
<td>216</td>
<td>As required</td>
<td>10% max.</td>
<td>20-30% max.</td>
</tr>
<tr>
<td>Trilux® 33®, Pacific® Plus</td>
<td>216</td>
<td>216</td>
<td>10% max.</td>
<td>10% max.</td>
<td>10% max.</td>
</tr>
<tr>
<td>VC®-17®</td>
<td>216</td>
<td>216</td>
<td>10-15% max.</td>
<td>10-15% max.</td>
<td>10-15% max.</td>
</tr>
<tr>
<td>VCP® Offshore</td>
<td>216</td>
<td>216</td>
<td>10% max.</td>
<td>10% max.</td>
<td>10% max.</td>
</tr>
<tr>
<td>InterProtect® 2000E</td>
<td>2333N</td>
<td>216N</td>
<td>5-10%</td>
<td>10-15%</td>
<td></td>
</tr>
<tr>
<td>Epoxy Primokote</td>
<td>2333N</td>
<td>216N</td>
<td>25-30%</td>
<td>25-30%</td>
<td></td>
</tr>
<tr>
<td>VCP® Performance Epoxy</td>
<td>2333N</td>
<td>216N</td>
<td>5-10%</td>
<td>5-10%</td>
<td></td>
</tr>
<tr>
<td>Primoco</td>
<td>433</td>
<td>216</td>
<td>10-15%</td>
<td>10-15%</td>
<td></td>
</tr>
</tbody>
</table>

**Undercoats**

Use this guide to our undercoats to help you choose the perfect product for your project.

<table>
<thead>
<tr>
<th>Epoxy Primokote®</th>
<th>Pre-Kote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key attributes</td>
<td></td>
</tr>
<tr>
<td>✗ A multi-purpose epoxy primer for use with two-part finishes</td>
<td></td>
</tr>
<tr>
<td>✗ Use as part of a system to reestablish crazed gelcoat</td>
<td></td>
</tr>
<tr>
<td>✗ Eliminates the effects of amino blush of clear epoxies</td>
<td></td>
</tr>
<tr>
<td>✗ Bright white color makes it ideal for priming lips and keel areas</td>
<td></td>
</tr>
<tr>
<td>✗ Undercoat for one-part finishes</td>
<td></td>
</tr>
<tr>
<td>✗ Contains Microspheres for superior build and hide, while improving flow and sandability</td>
<td></td>
</tr>
<tr>
<td>✗ Long-lasting, easy to apply and rub down</td>
<td></td>
</tr>
</tbody>
</table>

**Typically used**

- Above the waterline under interior two-part finishes and in some underwater systems
- Above the waterline under interior one-part finishes
- Do not use under two-part products

<table>
<thead>
<tr>
<th>Thinners</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2333N</td>
<td>216N</td>
<td>333</td>
<td>216</td>
</tr>
<tr>
<td>Epoxy Primokote must be thinned prior to use</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Practical coverage (ft²/gallon) | 400 | 420 |
| Number of coats | 1-2 | 1-2 |
| Substrates | | |
| Application method | | |
| Suitable for above waterline | ✓ | ✓ |
| Suitable for below waterline | ✓ | ✓ |

**Fiberglass Surface Prep YMA601V**

Fiberglass Surface Prep YMA601V is a low VOC contamination/mold release agent remover used for preparing fiberglass bottoms of new boats or unpainted hulls before applying primers or antifouling paints. Removing contaminants from fiberglass is extremely important if full adhesive qualities of primers and/or antifouling paint are to be realized. It can also be used for the removal of amino blush from clear epoxy and cleaning previously painted surfaces prior to sanding before repainting topside finishes. Fiberglass Surface Prep YMA601V is ideal for preparing inflatable boats for a compatible antifouling system.

**Quick Reference Guide**

- **Before You Start**
- **Step-by-Step’ Project Guides**
- **Antifouling**
- **Topsides**
- **Blister Repair and Prevention**
- **Planet Possible**
- **Color Card**

**Key attributes**

- Typically used
- Thinners
- Practical coverage (ft²/gallon)
- Number of coats
- Substrates
- Application method
- Suitable for above waterline
- Suitable for below waterline

**Technical Service Helpline:** 1 800 468-7589

Open Monday to Friday, 9am – 4pm Eastern time

Visit our website for more information: yachtpaint.com
Health & Safety

Health and safety precautions for paint products are a legal requirement and form a specific section on our labels and is often difficult to understand. This section is intended to help you understand the information in our literature and on our product label to make applying paint a safer job. Before starting work always read the label which will indicate areas where particular care should be taken. Other general safety precautions are detailed below and will help should any problem occur while using our paints.

Personal health

Avoid ingestion
Food and drink should not be prepared or consumed in areas where paint is stored or used. In cases of accidental paint ingestion seek immediate medical attention. Keep the patient at rest, do NOT induce vomiting.

Avoid inhalation
Breathing solvent fumes can make you dizzy and could result in collapse. The inhalation of solvent vapor from paint or sanding dust, can be reduced with adequate ventilation or extraction but may not be sufficient, suitable respiratory protection should always be used. In badly ventilated areas wear an air-fed suit. Suitable respiratory protection should always be used. Air-fed hoods provide the best protection but read the label carefully and ensure protection is worn. The inhalation of solvent vapor from paint or sanding dust, can be reduced with adequate ventilation or extraction but may not be sufficient, suitable respiratory protection should always be used. Air-fed hoods provide the best protection but read the label carefully and ensure protection is worn.

Avoid eye contact
Eye protection should be worn during paint application and when there is any risk of paint splashing on the face. Safety goggles that comply with ANSI Z87.1-1989 Standard are inexpensive, readily available and are worth wearing. If material does contaminate the eyes, flush the eyes with clean fresh water for at least 15 minutes, hold the eyelids apart, and seek medical attention.

Avoid skin contact
To avoid skin irritation always wear protective gloves and clothing to cover the body and a barrier type skiil cloth to cover the face. Do NOT use petroleum jelly as this can help the absorption of paint into the skin. Remove rings and watches that can trap paint particles next to the skin. Remove paint that gets on skin with warm water and soap or an approved skin cleanser. Never use solvent to clean the skin.

Risk of fire or explosion
Many paint systems contain volatile solvents – some of which evaporate into the air space opening the container. Any danger can be reduced if a few simple precautions are taken:

- Avoid naked flames where paint is being stored, opened or applied
- Do not smoke
- Store paint in a well-ventilated, dry place away from source of heat and direct sunlight
- Keep the fire lighted
- Avoid using plastic or metal electrical receptacles
- Avoid igniting dust, operate switch or motor, switch our appliance or light a cigarette

Before You Start

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How to prepare bare substrates

Bare Wood/Plywood
Sand smooth with 80-150 grit paper and then 280 grit paper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with solvent and allow to dry completely. Ensure any residual sanding dust is removed, before applying products recommended for application direct to wood (see paint systems guides).

Oily woods e.g. teak
Ensure the surface is thoroughly degreased using a recommended solvent to ensure all oils are removed. Sand smooth with 60-80 grit paper and then 280 grit paper. Remove sanding dust by wiping with solvent, to ensure any residual dust is removed. Ensure the surface is completely dry before applying products recommended for application direct to wood (see paint systems guides).

Aluminium
Degrease with Fiberglass Solvent Wash 202. Sand well using 60-80 grit aluminium compatible paper.

Fiberglass
Degrease with Interlux Fiberglass Surface Prep WMA604V. Sand well using 100-220 grit sandpaper. Clean thoroughly and allow to dry completely. Prime using an Interlux primer following the product recommendations provided in the paint systems guides on Pages 38-47.

Bare Wood/Plywood
Sand smooth with 80-150 grit paper and then 280 grit paper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with solvent and allow to dry completely. Ensure any residual sanding dust is removed, before applying products recommended for application direct to wood (see paint systems guides).

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- Do not smoke
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- Keep the fire lighted
- Avoid using plastic or metal electrical receptacles
- Avoid igniting dust, operate switch or motor, switch our appliance or light a cigarette

For Medical Emergency, spill, leak, exposure or accident, call this free – day or night – CHEMTREC 1-800-424-9300

For further information on Paint/Resin Equipment, visit paintquip.com

All surfaces should be thoroughly degreased and free from any sanding debris prior to the application of any paint to the surface.

Fiberglass
Degrease with Interlux Fiberglass Surface Prep WMA604V. Sand well using 100-220 grit sandpaper. Clean thoroughly and allow to dry completely. Prime using an Interlux primer following the product recommendations provided in the paint systems guides on Pages 38-47.

Bare Wood/Plywood
Sand smooth with 80-150 grit paper and then 280 grit paper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with solvent and allow to dry completely. Ensure any residual sanding dust is removed, before applying products recommended for application direct to wood (see paint systems guides).

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Aluminium
Degrease with Fiberglass Solvent Wash 202. Sand well using 60-80 grit aluminium compatible paper.
Always check the weather!

When painting outdoors, always check what weather conditions are anticipated during the preparation, application and drying phases of any project. Should fair weather prevail, whether or not to commence painting will be dependent on the air and surface temperatures, humidity and dew point. You may find the following hints and tips helpful when planning your project – further, product-specific guidelines can be found on individual product data sheets.

**General Guidance Notes:**

- **Dew point** is important when applying paint to a surface, as the evaporation of the solvent from the paint down heat and/or energy from the surface, cooling it down. If conditions are right condensation may form on the surface of the paint resulting in various problems.
- **Relative humidity** is important as it can only hold so much water or solvent vapor at any one time. So, as the relative humidity increases, the level of solvent vapor the air can hold reduces, meaning paint will effectively dry more slowly.
- **Air and substrate temperature** will affect the drying properties of any paint. Failing to observe information relating to weather considerations provided on labels and data sheet.
- **Avoid applying two-part finishes or varnishes** where available, will help to minimize the window where appropriate, thinning recommendations can be found on our product data sheets, available on our web site.
- **Always ensure dust is removed** by wiping down with a good quality gloss finish; always avoid painting in windy conditions.
- **Do not paint in direct sunlight, or when the weather prevail**, whether or not to commence painting will then depend on the air and surface temperatures, humidity and dew point.
- **You may find the following hints and tips helpful when planning your project –** particularly when applying finishes or varnishes. While gentle air movement will assist the drying process, a dust-free environment is critical to achieving a good quality gloss finish; always avoid painting in windy conditions.
- **Choosing a faster drying product or system,** especially when the temperature is falling, as the wood will cool down.
- **Epoxies are generally cured well in most conditions,** particularly at lower temperatures, epoxies can still be affected, particularly in windy conditions.
- **Always avoid extreme air or temperature conditions,** interior products are tested across a range of temperatures, to ascertain the drying times and application characteristics of each product. Drying time recommendations are provided on our product labels; further information relating to weather considerations can be found on our product data sheets, available on our web site.
- **Low temperatures will increase drying times; always check the ‘through-dry’ of each interim coat, before sanding or overcoating.**

**Key points to note when applying finishes and varnishes:**

- **Drying time** is important when applying finishes or varnishes. While gentle air movement will assist the drying process, a dust-free environment is critical to achieving a good quality gloss finish; always avoid painting in windy conditions.
- **Choosing a faster drying product or system,** especially when the temperature is falling, as the wood will cool down.
- **Epoxies are generally cured well in most conditions,** particularly at lower temperatures, epoxies can still be affected, particularly in windy conditions.
- **Always avoid extreme air or temperature conditions,** interior products are tested across a range of temperatures, to ascertain the drying times and application characteristics of each product. Drying time recommendations are provided on our product labels; further information relating to weather considerations can be found on our product data sheets, available on our web site.
- **Low temperatures will increase drying times; always check the ‘through-dry’ of each interim coat, before sanding or overcoating.**

**Sanding too early can cause the paint to wrinkle under the sand paper, in some cases even tearing or gouging into the paint film making refinish very difficult. Sanding before the paint film is ‘through-dry’ can also chip the sand paper, meaning more sheets are needed to complete the task.

- **Overcoating too early can cause wrinkling, blooming and loss of gloss in the finished paint job.**
- **High temperatures will reduce drying times**, but can make application more difficult, as product flow and leveling can be compromised – particularly when applying finishes or varnishes. Where appropriate, thinning recommendations can be found on our product data sheets, available on our web site.
- **Do not paint in direct sunlight, or when the substrate itself is excessively warm,** as the residual heat of the substrate can adversely affect the application and drying properties of any paint product. This can result in poor flow and leveling, rapid drying, cracking and loss of gloss. Surface temperature can be measured using a surface thermometer.
- **Avoid applying two-part finishes or varnishes late in the afternoon or when relative humidity exceeds 80% on these products are particularly sensitive to moisture. Condensation during application or due to overnight ambient temperature changes can affect the chemical cure of these products resulting in loss of gloss.**
- **When painting or varnishing wood avoid applying if the ambient temperature is increasing for predicted to increase significantly.**

**This is because rising temperatures cause need to be expanded, which can lead to blisters forming in the paint or varnish.**

**Key points to note when applying epoxies (e.g. Wattle, InterProtect®, Epoxy Primikote):**

- **When curing in high humidity conditions, particularly at lower temperatures,** epoxies can develop an ‘earm’ blister on the surface. This slightly sticky substrate must be removed and can normally be washed off with soap and water. If the blust is not removed it can lead to the deterioration of subsequent coats.
- **Failing to remove the blust will also make sanding more difficult.**
- **High humidity conditions can reduce the amount of solvent evaporation during the drying/curing stages, with epoxies this can lead to a ‘soft cure’. As epoxy-based materials are generally applied at a higher film thickness, solvent can remain trapped in the film for many days leading to slow or poor final cure.**
- **Although epoxies generally cure well in most conditions,** when the temperature falls to 40°F or below, curing can slow or even stop. Remember to check both day and overnight temperatures whether working outdoors or in a shed.
- **Epoxy products usually required well to a little heat; on cold days introducing a safe form of heating into the application area is well worth considering.**

Visit our website for more information – yachtpaint.com
Making small repairs to fiberglass surfaces

When working with fillers it’s important to remember that epoxy fillers are recommended for both above and below the water areas; polyester fillers are suitable for use above the water only. Interlux Waterlite is a two-part epoxy filler, suited to most DIY repairs above and below water.

Inspect for damage.
Small repairs can be tackled easily, but any damage affecting a large area, or affecting the structure or hull integrity, should be referred to a professional for proper assessment.

Before starting your project, always check the weather conditions! See Pages 18-19.

Preparation and Priming
Remove any loose filler or gelcoat and abrade edges to remove loose material. Remove all debris and prime with InterProtect® 2000E or Epoxy Primikote, according to system recommendations provided elsewhere in this guide. Apply Watertite or Interfill® after the first coat of primer.

Applying the filler
Mask off the damaged area and apply Watertite using a palette knife or spatula. Allow to cure, following the recommendations provided on the product label.

Health and Safety
Before commencing work ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls ensuring skin is not exposed and a dust mask. Please consult Page 16 or visit yachtpaint.com for more information.

Removing aged finishes or varnishes

When preparing a surface previously painted with a finish or varnish scheme it may be necessary to remove the aged product, back to bare substrate. This will be required if the existing coating is in poor condition or if you’re intending to apply a two-part product onto a surface previously painted with a one-part finish or varnish.

Before starting your project, always check the weather conditions! See Pages 18-19.

Health and Safety
Before commencing work ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE, we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls ensuring skin is not exposed and a dust mask. Please consult Page 16 or visit yachtpaint.com for more information.

Removal of any sections of the aged finish or varnish that are already loose, flaking or detached using a scraper – rounding the ends of the scraper before commencing will avoid gouging the surface, resulting in unnecessary repairs.

Interlux is a registered trade mark of the Interlux Paint Company group of companies, a subsidiary of the International Group of Companies.

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Open Monday to Friday, 8am-4pm Eastern time
Visit our website for more information - yachtpaint.com

‘Step-by-Step’ Project Guides

Boat Paint Guide

Stuart Jordan
Specialist in Epoxies/Fillers Development

Scott Trimble
Technical Sales Representative

Once cured, sand with 60-220 grit paper. The finished repair should be smooth and level with the surface. If required a second layer of filler may be applied, repeating the same process. The repaired area can then be primed, ready for painting.

John Maltby
Technical Service Manager

“Working with epoxy fillers?”

Two-part epoxy fillers are the most widely used fillers in the yachting industry. They are invariably solvent free. A benefit of being solvent free is that they do not attack the underlining primer.

Epoxies must be mixed in the proper ratio. Too much curing agent and they will leave a sticky film on the surface that is not suitable for overcoating. Too little curing agent will weaken the filler and cause it to crumble later on.

Below the waterline, epoxy fillers must be used. Polyester fillers should not be used as they have a greater propensity to absorb water.

Health and Safety
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“Step-by-Step” Project Guides

Antifouling
Topsides
Blister Repair and Prevention

Planet Possible

Color Card

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Before starting your project, always check the weather conditions! See Pages 18-19.

Page 32 for sandpaper guidelines.
Removing antifouling

If your existing antifouling is in good condition, it may not need removing and can simply be overcoated, following a high pressure fresh water wash. Always ensure you check for compatibility before applying new antifouling; incompatible or unknown antifouling should be sealed with Primcon. See Page 36 for more information on antifouling compatibility.

Before starting your project, always check the weather conditions! See Pages 18-19.

For best results, work on a small area at a time – do not allow the product to dry out. See product label for more information.

Scott Thompson
Specialist in Antifouling Development

Hints to help you achieve a perfect finish.

We do not recommend using a chemical paint stripper when working with fibreglass, unless the product has been specifically approved for this purpose. Non-approved paint strippers can damage the substrate.

When working with wood, always work in the direction of the grain, whether sanding or applying varnish. This will avoid scratches that can still show through, even after many coats of paint or varnish.

Preparing according to substrate, following bare substrate preparation guidelines.

Preparing high pressure fresh water wash, to remove loose antifouling; ensuring all residue and wash water is contained and disposed of, according to local legislation. Mask off areas to be stripped.

Applying Interstrip

Apply Interstrip 299E liberally, using an old brush, following the application guidelines provided on the product label.

Removing old antifouling

Remove while still soft with a blunt scraper. Interstrip 299E can remove several coats at a time, but heavy build up may require more than one application. Residue should be disposed of according to local regulations. Roughly fresh antifouling after sanding and priming the hull.

See Page 32 for antifouling application advice.

Cleaning

After removing the old finish clean the surface using Fibreglass Surface Prep YMA601V, Fibreglass Solvent Wash 202 or Special Thinner 216. Follow instructions on the product label.

Preparation

Leave on the surface. The product needs time to work; the time needed will very depending on the temperature and the amount of old antifouling on the hull.

Removing aged finish

Abrade using 60-120 grit paper, removing as much of the paint or varnish as possible.

Health and Safety

Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask or a respirator (if working on larger areas or in confined spaces). Please consult or visit yachtpaint.com for more information.

Removing antifouling

Interstrip 299E has been formulated for removing antifouling from all substrates and is safe to use on fiberglass without harming the gelcoat.

“Is your existing antifouling in good condition?”

“Is your existing antifouling in good condition?”

If your existing antifouling is in poor condition, we recommend removing it completely before repainting. Interstrip 299E can remove several coats at a time, but heavy build up may require more than one application. Residue should be disposed of according to local regulations. Roughly fresh antifouling after sanding and priming the hull.

See Page 32 for antifouling application advice.

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Preparation

Prepare according to substrate, following bare substrate preparation guidelines.

Applying Interstrip

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See Page 32 for antifouling application advice.
Applying finishes

Before starting any painting project consider the 3 most critical questions: 1) What preparation is necessary? 2) Is the paint system compatible with the substrate? and 3) What repair and upkeep is needed. Page 42 of this guide will provide this information and help you choose the best product for your project.

A lex Troge
Specialist in Finishes Development

1. Health and Safety

Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE, we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls ensuring skin is not exposed and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.

2. Preparation

In good condition

Remove surface contamination by wiping down with Interlux® Special Thinner 216 or Fiberglass Surface Prep YMA601V. Once the surface is clean abound with 220-320 grit sandpaper. Remove the sanding residue and allow to dry.

In poor condition

If previous finish is cracking, peeling or showing signs of separation from the substrate this should be totally removed.

3. Priming

Bare substrates should be primed to promote good adhesion and provide a smooth even surface, prior to undercoating. Your choice of primer will be dictated by the substrate, product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.

4. Undercoating

Primed or previously painted surfaces should be undercoated. An undercoat will provide additional depth of colour and improve the durability and film build of the overall paint system. Interlux® offers two undercoats for use with its finishes range.

5. Application

Sand the undercoated smooth with 320-400 grit paper and remove dust with a wipe or tack rag.

6. Finishing

Apply the finish, according to label recommendations.

‘Achieve a perfect result every time’!

Ensure an even spread by holding the brush at 45° – this minimises brush marks.

The best finish is achieved on large areas by two people, one to apply the paint, the other following immediately behind to ‘tip off’ the finish.

Clean or change brushes every 20 minutes or so. Always use lint-free cleaning cloths.

Stir the can occasionally during the work.

Dam pen the ground with water before commencing painting to avoid any dust rising.

Use a worn brush for the final coat, this will ensure less brush marks.

Painting is best achieved on warm, dry mornings – cold weather retards drying and damp will spoil the gloss.

Never apply direct from the can as this will introduce contamination.

Always pour the amount of paint that you expect to use into a separate container.

J ay Sm ida
Technical Sales Representative

Health and Safety

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1. Inspection

Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

2. Masking

Before priming/undercoating, mask off the area to be painted.

3. Priming

Bare substrates should be primed to promote good adhesion and provide a smooth even surface, prior to undercoating. Your choice of primer will be dictated by the substrate, product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.

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J ay Sm ida
Technical Sales Representative
‘Step-by-Step’ Project Guides

Painting your bilge

A freshly painted bilge is much easier to wipe down and keep clean, reducing the risk of odors that may result from unwanted residue. A clean bilge will also make it easier to find small parts or fastenings, which may have been dropped while working on your engine or other equipment.

George Dunigan
Technical Sales Representative

1 Health and Safety
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE: we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.

2 Preparation

In good condition

Remove surface contamination by wiping down with Interlux® Special Thinner 216 or Fiberglass Surface Prep YMA601V. Once the surface is clean abrade with 220-320 grit sandpaper. Remove the sanding residue and allow to dry.

In poor condition

If previous finish is cracking, peeling or showing signs of separation from the substrate this should be totally removed.

3 Priming

Bare substrates should be primed to promote good adhesion and provide a smooth even surface prior to applying Bilgekote. Your choice of primer will be dictated by the substrate; product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.

4 Application

Sand the undercoat smooth with 180-230 grit paper and remove dust with a wipe or tack rag.

5 Application

Apply 1-2 coats of Bilgekote.

Preparing a non-slip deck

A deck demands a tough coating to protect it from everyday wear and tear. Where a non-slip surface is required Interlux offers 3 alternative solutions.

1 Health and Safety
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE: we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.

2 Preparation

Previously painted surfaces:

Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

3 Application

Apply 1-2 coats of Bilgekote.

Health and Safety

Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE: we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.
Previously painted surfaces:

1. Inspection
   Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

2. Preparation
   In good condition
   - Bare fiberglass
     Begin by scrubbing well using soap and water and a stiff brush. Rinse with fresh water and allow to dry. Wipe a small area with a clean rag that has been wetted with Fiberglass Solvent Wash 202. While the surface is still wet, wipe with a clean, dry rag. Continue this process until the entire surface has been cleaned. Sand using 180-220 grit paper. Remove sanding residue.
   - Molded fiberglass
     Working in small areas at a time, scrub the area using Fiberglass Surface Prep YMA601V and coarse bronze wool or maroon Scotch-Brite™ pad. Be sure to scrub in different directions and wipe off the residue off before it dries. This will remove all contamination and provide a good anchor pattern to which the paint can adhere. Rinse with fresh water.

   In poor condition
   - If previous finish is cracking, peeling or showing signs of separation from the substrate this should be totally removed.

3. Priming
   Your choice of primer will be determined by the substrate and the choice of deck finish product. Priming recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.

4. Masking
   Before priming/undercoating, mask off the area to be painted.

5. Using Interdeck (ready-mixed formula):
   - Mix Interdeck thoroughly; apply 1-2 coats. For best results either stipple by brush or use a mohair roller.
   - Sand prim er (if used) with 180-220 grit wet or dry paper. Remove dust with a dust wipe or tack rag, according to label recommendations.

6. Using non-skid additive (broadcast method):
   - Sand prim er (if used) with 180-220 grit wet or dry paper. Apply one coat of Interlux Perfection or Brightside.
   - While the paint is still wet, sprinkle Interlux Intergrip 2398c over the surface. Allow to dry thoroughly following the recommendations provided on the finish label. Remove excess Intergrip. Apply second coat of finish.

   Due to the porous nature of aged gelcoats, the risk of moisture or solvent entrapment – leading to blisters – is increased; applying Interprotect followed by Epoxy Primokote can reduce this risk and seal the gelcoat, prior to applying the finish.

   Using non-skid additive (hand-mixed method):
   - Mix Interdeck thoroughly; apply 1-2 coats. For best results either stipple by brush or use a mohair roller.
   - Sand prim er (if used) with 180-220 grit wet or dry paper. Add 4-6 ounces of Interlux Intergrip 2398c per quart of Perfection or Brightside.
   - While the paint is still wet, sprinkle Interlux Intergrip 2398c over the surface. Allow to dry thoroughly following the recommendations provided on the finish label. Remove excess Intergrip. Apply second coat of finish.

   Using Interdeck:
   - Mix Interdeck thoroughly; apply 1-2 coats. For best results either stipple by brush or use a mohair roller.
   - Sand prim er (if used) with 180-220 grit wet or dry paper. Remove dust with a dust wipe or tack rag, according to label recommendations.
Applying varnishes

To achieve a professional result from any varnish project, thorough preparation is critical. If applying on to a previously varnished surface, the condition of the existing coating and its compatibility with the new varnish product should be thoroughly checked before commencing any preparatory or application work.

Stan Susman
Technical Sales Representative

1 Health and Safety
Before commencing preparatory work, ensure the areas you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 for more information.

2 Inspection
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

3 Preparation

   In good condition
Clean with Special Thinner 216. Sand smooth with 80-180 grit sandpaper to open the grain of the wood.

   In poor condition
If previous varnish is cracking, pooling or showing signs of separation from the substrate this should be totally removed.

Previously varnished surfaces:

Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

2 Preparation

   In good condition
Clean with Special Thinner 216. Sand smooth with 280-320 grit sandpaper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with Special Thinner 216 or Brushing Liquid 333 and allow to dry completely, to ensure any residual sanding dust is removed. (Note: Small imperfections may be spot primed and sanded down prior to full varnish application.) Continue at Step 6.

   In poor condition
If previous varnish is cracking, pooling or showing signs of separation from the substrate this should be totally removed.

3 Preparation

   Previously varnished surfaces:
Clean w ith Special Thinner 216. Sand sm ooth w ith 280-320 grit sandpaper. Rem ove sanding dust by brushing or dusting. W ipe dow n throroughly w ith Special Thinner 216 or B rushes Liquid 333 and allow to dry completely, to ensure any residual sanding dust is removed. (Note: Small imperfections may be spot primed and sanded down prior to full varnish application.) Continue at Step 6.

4 Priming

We recommend that the first coat of varnish applied is thinned up to 15%-20%. This will promote good penetration of the surface, and adhesion of subsequent coats. After the first coat has been applied, the surface will appear rough. This is a result of the exposed ends of grain absorbing the varnish and lifting. Sand smooth with a 220 grit sandpaper and apply a second coat thinned 10%-15%.

Alternatively, prime using Clear Wood Sealer Fast Dry, a clear polyurethane primer with excellent grain filling properties that will improve overall scheme durability and aesthetics.

5 Application

Applying varnish with a brush is usually the best method, although roller application can be effective on large, flat surfaces.

Brush out, using firm strokes along and then across the grain, holding the brush at 90° to the surface. Finally, ‘tip off’ by gently stroking surface with the brush at a 45° angle, following the grain. The brush you use should be used only for varnishing.

Always follow the scheme recommendations as specified on the label; this will indicate the minimum number of coats required and the sanding recommendations between coats. This information will vary depending on the product.

To achieve long-lasting protection, you should plan to apply up to ten coats (depending on the system). As the number of coats increases, sanding between coats with a fine grade paper will increase the level of gloss and depth of lustre.
Applying antifouling

Antifouling can be applied using a brush or roller. Using a small roller is less work on the arm but takes longer to cover the surface area. If a brush is preferred, choose a large width brush; the finish will not be as smooth as a topside paint so the type of brush used is not critical.

1 Health and Safety
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overall (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.

2 Preparation
In good condition
Clean using high pressure fresh water wash. Remove any contamination by wiping down with Special Thinner 216. Sand any bare areas and remove sanding residue.

3 See Page 36 to check antifouling compatibility

In poor condition
Completely remove all antifouling paint with Interlux® Interstrip 299E for fiberglass or wood and by sandblasting steel surfaces to a near white metal.

4 Masking
Before priming or applying antifouling, mask off the area to be painted.

5 Repair/Priming
Repair damage with Watertite Epoxy Filler where necessary. Inspect gelcoat for damage and signs of osmotic – treat accordingly.

Seal incompatible or unknown antifoulings with Primacron. Bare substrates should be primed, according to substrate. Product recommendations are provided in labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.

6 Application
Mix paint thoroughly with a stirring stick, ensuring that any settlement is mixed in. Apply according to label recommendations, using a brush or roller.

Apply the antifouling at the correct thickness; this may mean an extra coat is needed, depending on application methods and conditions. Apply an extra coat to leading and trailing edges; e.g. waterlines, trim tabs, fenders, keels and rudders. These areas experience more water turbulence and so more wear on the paint surface. Follow overcoating times and immersion times carefully. Failure to do this could result in detachment, blistering or cracking of the antifouling. The marine environment is harsh for paint so it must be allowed to dry thoroughly before immersion.

Julie Gent
Specialist in Antifoulings Development
Applying antifouling to an Aluminum Pontoon Boat

When applying antifouling to an aluminum pontoon boat, it is important that the pontoon be properly prepared, and painted with an aluminum compatible antifouling paint.

1. **Health and Safety**
   Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.

2. **Preparation**
   - **Degrease with solvent.**
   - Sand well using 60-120 grit (aluminum compatible) paper.
   - Clean thoroughly and allow to dry.
   - Prime using an Interlux primer as soon as possible (within 8 hours) following the product recommendations provided in the paint system guides.

3. **Priming**
   Apply 1-2 coats of Interprotect 2000E. Always follow the recommendations given on the product label.

4. **Applying antifouling**
   Apply an aluminum compatible antifouling, such as Pacifica Plus. Follow label recommendations on film thickness, overcoating and immersion times.

---

Painting outdrives, stern gear, propellers and keels

Outdrives and stern gear are usually constructed from aluminum. Propellers are usually bronze or aluminum. Keels are typically cast iron or lead. It’s important to choose an antifouling that is hard, durable and suitable for these high wear areas and one that is compatible with the substrates you are painting.

1. **Health and Safety**
   Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult Page 16 or visit yachtpaint.com for more information.

2. **Preparation**
   - **Degrease with solvent.**
   - Sand well using 60-120 grit (aluminum compatible) paper.
   - Clean thoroughly and allow to dry.
   - Prim using an Interlux primer as soon as possible (within 8 hours) following the product recommendations provided in the paint system guides.

3. **Priming**
   Apply a primer recommended for the selected antifouling and substrate; always follow the recommendations given on the product label.

4. **Applying antifouling**
   Apply the selected antifouling, following the label recommendations on film thickness, overcoating and immersions times carefully.

---

The key to protecting your underwater metals from corrosion is correct preparation of the substrate and choosing the best priming solution for your project. Before commencing any preparation, it is important to establish the type of metal you are working with. Once you’ve confirmed your substrate see Page 17 for substrate preparation information and follow this advice carefully.

---

Visit our website for more information – yachtpaint.com
**Antifouling**

**Is my new antifouling compatible?**

Once you’ve identified the Interlux® antifouling that’s most suitable, if you have an existing coating on your hull you will need to establish the compatibility of the two products. Use this simple table to check compatibility between Interlux® antifoulings and also with competitor products.

<table>
<thead>
<tr>
<th>Old Antifouling</th>
<th>New Antifouling</th>
<th>Compatibility Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Micron® 86</td>
<td>Micron® 86</td>
<td>Yes</td>
</tr>
<tr>
<td>Micron® Extra</td>
<td>Micron® Optimax</td>
<td>No</td>
</tr>
<tr>
<td>Micron® Optimax</td>
<td>Micron® Extra</td>
<td>Yes</td>
</tr>
<tr>
<td>Micron® SC</td>
<td>Micron® 86</td>
<td>Yes</td>
</tr>
<tr>
<td>Micron® CF</td>
<td>Micron® CF</td>
<td>Yes</td>
</tr>
<tr>
<td>Ultra</td>
<td>Ultra</td>
<td>Yes</td>
</tr>
<tr>
<td>ACT</td>
<td>ACT</td>
<td>Yes</td>
</tr>
<tr>
<td>ACT with Slime Fighter</td>
<td>ACT with Slime Fighter</td>
<td>Yes</td>
</tr>
<tr>
<td>Fiberglass Bottomcoat® AFT</td>
<td>Fiberglass Bottomcoat® AFT</td>
<td>Yes</td>
</tr>
<tr>
<td>Fiberglass Bottomcoat® Aquax</td>
<td>Fiberglass Bottomcoat® Aquax</td>
<td>Yes</td>
</tr>
<tr>
<td>Aquagard®</td>
<td>Aquagard®</td>
<td>Yes</td>
</tr>
<tr>
<td>Ultra-Kote</td>
<td>Ultra-Kote</td>
<td>Yes</td>
</tr>
<tr>
<td>Ultra</td>
<td>Ultra-Kote</td>
<td>Yes</td>
</tr>
<tr>
<td>Trilux® 33®</td>
<td>Trilux® 33®</td>
<td>Yes</td>
</tr>
<tr>
<td>TR-89</td>
<td>TR-89</td>
<td>Yes</td>
</tr>
<tr>
<td>VCP® Offshore</td>
<td>VCP® Offshore</td>
<td>Yes</td>
</tr>
<tr>
<td>Bobstoke® Pro</td>
<td>Bobstoke® Pro</td>
<td>Yes</td>
</tr>
<tr>
<td>Bobstoke®</td>
<td>Bobstoke®</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*WIPE DOWN: Remove all paint using a properly formulated paint remover (not to exceed 90°F, due to ‘self-hardening’ tendency). Wipe down with an approved antifouling cleaner before sanding.

**Note:** If you know what antifouling is currently on your boat, but are unsure of its compatibility with your new Interlux paint, you can quickly determine wether your new antifouling is compatible.

1. Wipe clean, then prime with Primoc® YPA984.
2. If you know what antifouling is currently on your boat, you can quickly determine whether your new antifouling is compatible.
3. If you do not know what antifouling is on your boat, thoroughly sand with 80 grit sandpaper, wipe clean, and then prime with Primoc® YPA984.

**How much antifouling paint do I need?**

Determining how much antifouling paint you will need is fairly simple. Here are two quick guides to help you purchase the correct amount:

1. Calculate the area needing paint. For a rough estimate of the area to be painted, multiply the length of your hull (LOA) by the beam and multiply by 0.85 (LOA x 0.85 = Area). Then divide the area by the coverage of the paint you’ve chosen to determine how many quarts per coat you will need, or:

   \[ \text{Quarts per coat} = \frac{\text{Area}}{\text{Coverage}} \]

2. Refer to the reference chart below for a quick estimate of how much antifouling paint is required for two coats:

   - **Watepline length (feet)**
     - 20
     - 25
     - 30
     - 35
     - 40
     - Standard range (quarts)
     - 4.0
     - 5.0
     - 7.0
     - 9.5
     - 12.0
     - 3.0
     - 4.0
     - 5.5
     - 7.5
     - 9.5
   - **VC17m/VC17m Extra (quarts)**
     - 3.0
     - 4.0
     - 5.0
     - 5.5
     - 7.5
     - 9.5

**How to apply Interlux® antifouling paints**

Applying your desired Interlux® antifouling has never been easier. Compatibility is always an issue boat owners must worry about, but there are 3 easy steps to solve this problem:

1. **Check for compatibility with old antifouling.** If you know what antifouling is currently on your boat, you can quickly determine whether your Interlux® antifouling choice is compatible.
2. **Use Primoc® YPA984 as a tie-coat primer.** If you do not know what the old antifouling is on your boat, thoroughly sand with 80 grit sandpaper, wipe clean, and then prime with Primoc® YPA984 primer. Then, simply overcoat with the Interlux® antifouling of your choice. (Not compatible with VC® Offshore, Batplate, VC® 17m, or VC® 17m Extra.)
3. **Remove old antifouling.** If you would prefer to remove the old antifouling, we have the easy solution! Interlux® Interstrip 299E paint remover is compatible with your valuable fiberglass hull. Interstrip® can remove several coats of paint in one application. After stripping, you are ready to prime and paint your newly cleaned hull.

**Top Tips**

- Apply an extra coat to all leading and trailing edges, waterlines, trim tabs, outliers, keel and rudder. High turbulence in these areas tends to wear the antifouling faster.
- Always use the specified amount of antifouling. Under-application can result in premature fouling and costly mid-season haul out.
- **Important:** Note that you’ve stripped your hull, it is important to inspect for any potential damage before repainting. Also, consider applying the InterProtect® System to give your hull a barrier coat to protect from gelcoat blistering.

**Technical Service Helpline:** 1 800 468-7080 Open Monday to Friday, 8am–4pm Eastern time
Below water schemes: two-part products

These schemes provide a good level of protection against corrosion and osmosis.

<table>
<thead>
<tr>
<th>Material</th>
<th>Scheme Type</th>
<th>Primers</th>
<th>Antifouling</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aluminum</td>
<td>Pontoons</td>
<td>InterProtect® 2000E</td>
<td>Interlux® Antifouling</td>
<td>See substrate preparation on Page 17.</td>
</tr>
<tr>
<td>Aluminum</td>
<td>Wood</td>
<td>InterProtect® 2000E</td>
<td>Interlux® Antifouling</td>
<td>Always apply the final coat 15-20% thinner with 2316N Reducing Solvent.</td>
</tr>
<tr>
<td>Fiberlass</td>
<td>Barrier protection</td>
<td>InterProtect® HS</td>
<td>Interlux® Antifouling</td>
<td>InterProtect® HS is a suitable alternative for InterProtect® 2000E, requiring fewer coats.</td>
</tr>
</tbody>
</table>

Below water schemes: one-part products

These schemes provide a good level of protection.

<table>
<thead>
<tr>
<th>Material</th>
<th>Scheme Type</th>
<th>Primers</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aluminum</td>
<td>Wood</td>
<td>InterProtect® 2000E</td>
<td>Primocan</td>
</tr>
<tr>
<td>Wood</td>
<td>Lead</td>
<td>InterProtect® 2000E</td>
<td>Primocan</td>
</tr>
</tbody>
</table>

*For Technical Service, please Ask the Experts!*

We will help you throughout your project, with tips on preparation, application and maintenance. Please feel free to contact us, via one of the following methods:

Phone: 1 800 468-7589
Email: Interluxtechnicalservice@akzonobel.com
Web: www.pacifpaint.com; www.pacifpaintfr.com

Jay Smida, Technical Sales Representative
Below water schemes: No sand systems

Fiberglass: Ultimate no sand system
Clean Fiberglass Surface Prep YM A601V

Fiberglass: Simple no sand system
Clean Fiberglass Surface Prep YM A601V

Propellers, outdrives and running gear

Outdrives are built out of aluminium. This presents compatibility issues with cuprous-oxide containing antifoulings. Propellers are typically made with aluminium, bronze or stainless steel.

Aluminium

Surface Primer
InterProtect® 2000E (1 coat)
(1 coat thinned 15-20% with 2316N Reducing Solvent)

Primecon Aerosol
(1 coat)

Antifouling
(3 coats)
Trilux® 33® (or Interlux Hard Antifouling)

Bronze

Surface Primer
InterProtect® 2000E or InterProtect® HS (1 coat)
(1 coat thinned 15-20% with 2316N Reducing Solvent)

Primecon Aerosol
(1 coat)

Antifouling
(3 coats)
Trilux® 33® (or Interlux Hard Antifouling)

Stainless Steel

Surface Primer
InterProtect® 2000E or InterProtect® HS (1 coat)
(1 coat thinned 15-20% with 2316N Reducing Solvent)

Primecon Aerosol
(1 coat)

Antifouling
(3 coats)
Trilux® 33® Aerosol, Micron® CF or Pacific® Plus

Surface Primers, Outdrives, and Propellers

This system will not provide blister protection

See substrate preparation on Page 17. See corrosion protection schemes on Page 47.

See further instructions on the use of these system on the website at yachtpaint.com or 1-800-468-7589
**Topsides**

**Two-part premium paint systems**

These schemes provide the maximum level of protection available.

- **Fiberglass**
  - **Undercoat** (1-2 coats)
  - Epoxy Primer
  - **Topcoat** (2-3 coats) Perfection®

- **Wood**
  - **Undercoat** (2 coats)
  - Epoxy Primer
  - **Topcoat** (2-3 coats) Perfection®

- **Clear Epoxy**
  - **Clean with Soap & Water** to remove alkali blush
  - **Surface Primer** (1 coat)
  - InterProtect® 2000E

- **Aluminum / Steel**
  - **Undercoat** (1-2 coats)
  - Epoxy Primer
  - **Topcoat** (2-3 coats) Perfection®

**One-part conventional paint systems**

These schemes provide a good level of protection.

- **Fiberglass**
  - **Undercoat** (1-2 coats)
  - Epoxy Primer
  - **Topcoat** (J-3 coats) Brightside®

- **Wood**
  - **Undercoat** (1-2 coats)
  - Pre-Kote
  - **Topcoat** (2-3 coats) Perfection®

- **Clear Epoxy**
  - **Clean with Soap & Water** to remove alkali blush
  - **Undercoat** (2 coats)
  - Epoxy Primer
  - **Topcoat** (2-3 coats) Perfection®

**How much topsides paint do I need?**

Determining how much paint you will need is fairly simple. To determine how much topside paint you will need, refer to the reference chart below:

<table>
<thead>
<tr>
<th>Power</th>
<th>Sail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterline length (ft)</td>
<td>20</td>
</tr>
<tr>
<td>Topside finishes (quarts)</td>
<td>3.0</td>
</tr>
<tr>
<td>Finish primers (quarts)</td>
<td>4.0</td>
</tr>
</tbody>
</table>

Visit our website for more information - yachtpaint.com
Topsides

Blister Repair and Prevention

Planet Possible

Color Card

Boat Paint Guide

Technical Service Helpline: 1 800 468-7589
Open Monday to Friday, 9am - 4pm Eastern time
Visit our website for more information – yachtpaint.com

Sikkens Cetol® Marine

Cetol® Marine with Next Wave™ UV-absorbing technology is a durable, low maintenance translucent protective wood finish for use above the waterline on interior and exterior woods. Next Wave™ technology is the next generation of Cetol Marine from Sikkens with a unique UV package of advanced ultra violet absorbers that provide greater protection, durability and longevity. Cetol Marine has excellent weathering properties and is flexible allowing for the natural expansion and contraction of wood. Cetol Marine has been specially formulated with one goal in mind to protect wood and keep it looking beautiful.

Cetol ® Marine with Next Wave™ UV-absorbing technology is a durable, low maintenance translucent protective wood finish for use above the waterline on interior and exterior woods. Next Wave™ technology is the next generation of Cetol Marine from Sikkens with a unique UV package of advanced ultra violet absorbers that provide greater protection, durability and longevity. Cetol Marine has excellent weathering properties and is flexible allowing for the natural expansion and contraction of wood. Cetol Marine has been specially formulated with one goal in mind to protect wood and keep it looking beautiful.

Cetol® Marine produces an attractive dark amber appearance on wood.

Cetol Marine Light will produce a lighter amber appearance on wood.

Cetol Marine Natural Teak has a rich golden color on wood.

Cetol Marine Gloss provides a high gloss, hard wearing, UV protection and an easy to clean finish and is developed as a topcoat for Cetol Marine, Cetol Marine Light and Cetol Marine Natural Teak for whenever a gloss finish is desired. Do not use on decks.

Key attributes

- Cetol Marine produces an attractive dark amber appearance on wood.
- Cetol Marine Light will produce a lighter amber appearance on wood.
- Cetol Marine Natural Teak has a rich golden color on wood.
- Cetol Marine Gloss provides a high gloss, hard wearing, UV protection and an easy to clean finish and is developed as a topcoat for Cetol Marine, Cetol Marine Light and Cetol Marine Natural Teak for whenever a gloss finish is desired. Do not use on decks.

Oily woods

Most marine teak and teak like woods, that are oily by nature, must be degreased adequately with the correct solvent prior to the application of a first thinned coat of varnish.
How to protect against osmosis

1. Health and Safety
Beforecommencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE, we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed), and a solvent mask.

2. Preparation
Remove all contamination from the surface using Fiberglass Solvent Wash 202 or Fiberglass Surface Prep YMA601V. Sand using 80-grit sandpaper. Remove the sanding residue using Fiberglass Solvent Wash 202.

3. Inspection
Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

4. Application
Apply InterProtect 2000E, building up to minimum dry film thickness of 10 mils. This will typically take 5 coats using a brush or roller. For ease, alternate between the gray and white shades.

5. Drying of the hull
This is the most critical step in the process. If you do not get the hull dry it will re-blister. We recommend a comprehensive washing and drying procedure.

6. Application of Interlux Antifouling
Apply Interlux Antifouling. This can be followed by a single coat of InterProtect 2000E. If re-blistering occurs, repeat the process until the hull is dry.

Osmosis protection schemes

**Fiberglass: InterProtect® HS**

- A high solids epoxy barrier coating that protects hulls from water absorption and osmosic blistering.
- Applies as a twin-pack over InterProtect 2000E.
- Contains Microplates to increase protection from water absorption.
- VOC compliant.
- Protects hulls from rust and oxidation.

**Fiberglass: InterProtect® 2000E**

- For prevention and repair of gelcoat blistering.
- Excellent for use in underwater metal hulls and keels.
- Easy to apply—dries quickly—no sanding.
- Ideal as part of an osmosis protection system.
- Excellent anti-corrosive protection above and below the waterline.

How to treat osmosis

1. Proper preparation of the gelcoat
This includes getting all of the antifouling paint and primers off and removal of as much gelcoat as necessary to get the hull dry (i.e. the entire gelcoat or just areas). A professional, who has looked at your boat, should make this determination.

2. Drying of the hull
This is the most critical step in the process. If you do not get the hull dry it will re-blister. We recommend a comprehensive washing and drying procedure.

3. Application of Epiglass®
Epiglass is a solventless epoxy used to seal up the laminate and fill any cloth that has been voided of resin.

4. Application of InterProtect® 2000E
InterProtect 2000E provides a water barrier to minimize the possibility of reoccurrence of damage and will act as a tie-coat to the antifouling. Contact our Technical Help Desk to obtain a copy of the InterProtect Bulletin 900.

Warning signs

**Blistering**
Blistering can vary from small gelcoat blisters, to areas as large as the palm of a hand. The presence of any fluid behind a blister indicates a potential problem.

**Star crazing**
This effect can occur where the gelcoat is brittle. Fine crazing usually occurs due to severe flexing or impact damage, allowing water to seep into the laminate.

**Pinholes**
Tiny pinholes present in the gelcoat reduce its effectiveness and promote rapid water absorption.

Blisters
Blistering can vary from small gelcoat blisters, to areas as large as the palm of a hand. The presence of any fluid behind a blister indicates a potential problem.

1. Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE, we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed), and a solvent mask.

2. Remove all contamination from the surface using Fiberglass Solvent Wash 202 or Fiberglass Surface Prep YMA601V. Sand using 80-grit sandpaper. Remove the sanding residue using Fiberglass Solvent Wash 202.

3. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

4. Apply InterProtect 2000E, building up to minimum dry film thickness of 10 mils. This will typically take 5 coats using a brush or roller. For ease, alternate between the gray and white shades.

5. If your hull is new, proceed to Step 4.

6. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

7. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

8. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

9. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

10. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

11. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

12. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

13. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

14. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

15. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

16. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

17. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

18. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

19. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

20. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

21. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

22. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

23. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

24. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

25. Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label.

26. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

27. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

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