



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...

Our World is Water



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 Optima 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.



Scan the code to watch our Micron film.



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Antifoulings

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



	Micron® Technology Polishing Antifoulings				Additional High Performance Products			Hard	Dual-Resin	
	Micron® 66®	Micron® Optima	Micron® CF	Micron® CSC	Pacifica® Plus	ACT	Aqua-One	Ultra-Kote	Fiberglass Bottomkote® Aqua	Fiberglass Bottomkote® NT
Key attributes	<ul style="list-style-type: none"> Top of the Micron range Patented self polishing copolymer technology with Biolux® Best antifouling performance in the harshest fouling conditions Maximum protection even during stationary periods at the dock Not suitable for use in fresh water 	<ul style="list-style-type: none"> Water-based Micron Technology Activated Biolux® for fantastic slime & algae protection Strong antifouling performance for the tough fouling areas 	<ul style="list-style-type: none"> All the benefits of Micron technology in a copper-free formula Multi-season antifouling protection Uses Biolux® slime blocking technology Bright colors including Shell White as well as a crisp black Suitable for use on all boats 	<ul style="list-style-type: none"> Proven performance for 20 years Haul & relaunch without repainting Wears down like a bar of soap Suitable for power and sailboats In VOC regulated areas please use Micron® CSC HS 	<ul style="list-style-type: none"> Copper-free ablative antifouling Contains Econe™ to control barnacles and shell fouling High solids, low solvent emissions 	<ul style="list-style-type: none"> Contains Slime Fighter to combat slime Best value ablative antifouling available Designed to erode away with use Overcoats existing antifoulings Eliminates paint build-up and sanding 	<ul style="list-style-type: none"> Water-based ablative Easy application and clean-up Compatible over most antifoulings 	<ul style="list-style-type: none"> Long lasting performance Durable finish – excellent color stability Low VOC – limits solvent emissions into the atmosphere 	<ul style="list-style-type: none"> Solid protection against all types of fouling, including zebra mussels Colorfast durable finish Easy clean-up with water Reduced emissions, low odor 	<ul style="list-style-type: none"> Dual Resin Technology optimizes the benefits of hard and ablative paints Slow polishing action minimizes paint build-up and prevents premature wear-through Fast dry – paint and launch the same day
Thinners	433 or 216	Water	433 216	433 216	433 or 216	433 216	Water	433 216	Water	433 216
Practical coverage (ft²/gallon)	320	561	518	440	528	490	395	505	456	440
Number of coats	2-3	2-3	2-3	2-3	2 (3 on bare wood)	2 (3 on bare wood)	2 (3 on bare wood)	2 (3 on bare wood)	2 (3 on bare wood)	2 (3 on bare wood)
Substrates										
Safe for use on aluminum										
Application method										

WATER-BASED PRODUCT

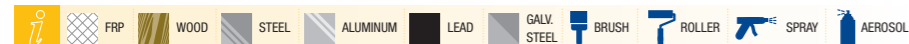
USE ANTIFOULING PAINTS SAFELY. ALWAYS READ THE LABEL AND PRODUCT INFORMATION BEFORE USE.

Econe™ is a trademark of Johnson & Johnson.



Trilux® 33® Aerosol

- Effective antifouling in a convenient aerosol
- Biolux® technology reduces slime and increases antifouling performance
- For all outdrives and underwater metals



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

Antifoulings

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



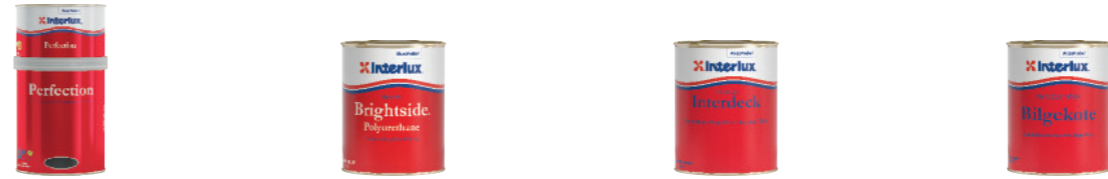
Specialty Performance			
	Trilux® 33®	VC® Offshore	VC® 17m
Key attributes	<ul style="list-style-type: none"> Available in 5 bright clean colors including White Ideal for use on all substrates, including aluminum Biolux® blocks slime Slow polishing, avoids seasonal paint build-up 	<ul style="list-style-type: none"> For racing, sailing and power boats Fluoro microadditive provides a low friction surface for a high performance finish Hard, smooth finish can be burnished Suitable for salt and fresh water 	<ul style="list-style-type: none"> Hard, smooth, thin film antifouling for a high performance finish With fluoro microadditive for a low friction surface Quick drying for fast re-launch
Thinners	433 or 216	216	216
Practical coverage (ft²/gallon)	440	300	340
Number of coats	2 (3 on bare wood)	2-3 (3-4 coats if wet sanding)	2-3
Substrates			
Suitable for high speed craft			
Application method			
VC® Performance Epoxy		VC® Offshore Regatta Baltoplate	
Biocide-free bottom coating <ul style="list-style-type: none"> A bright white hard, abrasion resistant epoxy Ideal for boats stored on racks and lifts as well as trailered boats Contains a fluoro microadditive to reduce friction Can be applied by spray, roller or brush and wet sanded for extra smoothness 		Antifouling for the serious racer <ul style="list-style-type: none"> A long heritage of use by winning sailors Can be burnished to a smooth, shiny metallic finish Can be used in fresh, salt and brackish waters For use on fiberglass, wood and primed underwater metals (except aluminum) 	

USE ANTIFOULING PAINTS SAFELY. ALWAYS READ THE LABEL AND PRODUCT INFORMATION BEFORE USE.



Topsides

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



	Perfection®	Brightside®	Interdeck	Bilgekote®
Key attributes	<ul style="list-style-type: none"> Ultimate performance, two-part polyurethane finish Professional-quality results made easy Highest gloss and highest abrasion resistance Unique UV protection for longest-lasting color and gloss 	<ul style="list-style-type: none"> Hard, high gloss one-part polyurethane finish Excellent flow and leveling characteristics yield that 'sprayed on' look when brush applied Ideal for use anywhere above the true waterline Full range of bright, crisp colors 	<ul style="list-style-type: none"> Slip resistant polyurethane deck paint Contains fine mineral additive for hard wearing, non-slip surface Suitable for all substrates Low sheen finish prevents sunlight glare Apply straight from the can with brush or roller 	<ul style="list-style-type: none"> Hard wearing coating for bilges and bulkheads Chemical resistance to fumes, fuel and oil High opacity for thorough coverage Cleans easily for reduced upkeep
Thinners	2333N	333 216	333	333 216
Practical coverage (ft²/gallon)	489	495	396	321
Number of coats	2-3	2-3	1-2	1-2
Substrates				
Application method				
Recommended undercoat	Epoxy Primekote®	Epoxy Primekote® or Pre-Kote	Epoxy Primekote® or Pre-Kote	Epoxy Primekote® or Pre-Kote
Additives	For a satin finish add: Flattening Agent YZM914	Flattening Agent YMA715	-	Flattening Agent YMA715
	For a no-skid finish add: Intergrip No Skid Compound 2398C	Intergrip No Skid Compound 2398C	-	Intergrip No Skid Compound 2398C

What is a flattening agent?...
Flattening agents can be added to both Interlux finishes and varnishes; and depending on the mix ratio between the product and the additive, a variety of gloss, satin or matt effects can be achieved. Interlux produces two types of flattening agent, suitable for use with either the two-part or one-part products in the range.



What is Intergrip No Skid Compound?...
Intergrip No Skid Compound is a synthetic, granular material that can be added to topside finishes prior to application or sprinkled onto wet paint as an aid to providing a more slip-resistant finish. As with the flattening agents, the final result is determined by the amount of material added into the finish.



Further information on **Flattening Agent YZM914** and **No Skid Compound 2398C** and their uses can be found on the product label or on the product data sheets, which are available at yachtpaint.com



Primers

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



	InterProtect® 2000E	InterProtect® HS	Primocon®	Primocon® Aerosol
Key attributes	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conventional one-part primer for use below water Quick drying, with anticorrosive properties Can be used under all major antifouling* or as a conversion coat over incompatible or unknown antifouling <p>* Over suitable primer</p>	<ul style="list-style-type: none"> 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
Typically used	Universal primer for above and below the waterline	Universal primer for above and below the waterline	Below water, under antifouling or to seal unknown antifouling Do not use with VC-17M Extra, VC Offshore or Baltoplate.	Below water, under Trilux® 33®, Trilux® 33® Aerosol, Pacifica® Plus or Micron® CF
Thinners	2333N 2316N	2333N 2316N	433 216	-
Practical coverage (ft²/gallon)	240	151	300	22 sq.ft per can
Number of coats	1-5	1-3	2-3	2
Substrates				All metals
Application method				
Suitable for above waterline	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Suitable for below waterline	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

InterProtect® with Micro-Plates®

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.

Overlapping MICRO-PLATES® act just like shingles on a roof.

Available in two colours, Gray and White, so you can alternate colours to ensure full coverage.

2000E Gray Y2000E **2000E White Y2002E** **HS Gray YPA423KIT**



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

Undercoats

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



	Epoxy Primekote®	Pre-Kote
Key attributes	<ul style="list-style-type: none"> A multi-purpose epoxy primer for use with two-part finishes Use as part of a system to resurface cracked and crazed gelcoat Eliminates the effects of amine blush of clear epoxies Bright white color makes it ideal for priming bilge and locker areas 	<ul style="list-style-type: none"> Undercoat for one-part finishes Contains Microspheres for superior build and hide, while improving flow and sandability Long-lasting, easy to apply and rub down
Typically used	Above the waterline under Interlux two-part finishes and in some underwater systems	Above the waterline under Interlux one-part finishes Do not use under two-part products
Thinners	<p>Epoxy Primekote must be thinned prior to use</p>	
Practical coverage (ft²/gallon)	450	420
Number of coats	1-2	1-2
Substrates		
Application method		
Suitable for above waterline	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Suitable for below waterline	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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:



	216	333	433	2316N	2333N
Product	Brush	Spray	% Thinner required		
			Brush	Spray	
Perfection Perfection Plus	2333N	2316N	As required 5-10%	As required 25-35% max.	
Brightside Yacht Enamel Varnishes	333	216	As required 10% max.	10-15%	
Pre-Kote	333	216	As required 10% max.	10-15%	
Bottom Paints (Conventional)	216	216	10% 1st coat wood only	As required 10% max.	
Micron® 66®, Micron® CSC, Micron® CF, ACT	433	216	As required 10% max.	As required 20-30% max.	
Trilux® 33® Pacifica® Plus	216	216	10% 1st coat wood only	As required 10% max.	
VC®17m	216	216	10-15% max.	10-15% max.	
VC® Offshore	216	216	10% 1st coat wood only	As required 10% max.	
InterProtect® 2000E	2333N	2316N	5-10%	10-15%	
Epoxy Primekote	2333N	2316N	25-30%	25-30%	
VC® Performance Epoxy	2333N	2316N	5-10%	5-10%	
Primocon	433	216	10-15%	10-15%	

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 amine 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.



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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 those 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 hood or cartridge respirator with an organic vapor filter. Wear a cartridge type respirator when abrading old antifoulings – never burn off or dry-sand antifoulings as this may create harmful fumes or dust. Spray painting creates additional health hazards and respiratory protection should always be used. Air-fed hoods provide the best protection but read the label carefully and ensure recommended protection is worn.



Risk of fire or explosion

Most paints contain organic solvents – some of which evaporate into the air upon opening the container. Any dangers 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 sources of heat and direct sunlight
- **Keep the tin tightly closed**
- **Avoid sparks** from metals, electrical appliances being switched on and off, or faulty electrical connections
- **Do not leave paint soaked rags lying around**, in the pockets of overalls or in waste bins. **Some types of paint can dry out and auto-ignite.**

Avoid eye contact

Eye protection should be used during paint application and when there is any risk of paint splashing on the face. Safety glasses that comply with ANSI Z87.1-1989 Standard are inexpensive, easily available and are well worth wearing. If material does contaminate the eye, flush the eye with clean fresh water for at least 15 minutes, holding 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 skin cream to cover the face. Do NOT use petroleum jelly as this can help the absorption of paint into the body. Remove rings and watches that can trap paint particles next to the skin. Remove paint that does get on skin with warm water and soap or an approved skin cleanser. Never use solvent to clean the skin.

- For Material Safety Data Sheets go to www.yachtpaint.com
- For medical emergency, spill, leak, exposure or accident, call toll free – day or night – CHEMTREC 1-800-424-9300.
- Medical Advisory Number: Contact your local poison control center or call 1-800-854-6813.

How to prepare bare substrates

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

Fiberglass

Dewax with Interlux Fiberglass Surface Prep YMA601V. Sand well using 180-220 grit sandpaper. Clean thoroughly and allow to dry completely. Prime using an Interlux primer following the product recommendations provided in the paint systems guide on **Pages 38-47**.

Bare Wood/Plywood

Sand smooth with 80-180 grit paper and then 280 grit paper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with solvent and allow to dry completely, to 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 that the surface is thoroughly degreased using a recommended solvent to ensure all oils are removed. Sand smooth with 80-180 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).

Aluminum

Degrease with Fiberglass Solvent Wash 202. Sand well using 60-80 grit (aluminum compatible) paper.

Remove abrasion residue by brushing, vacuuming or with a clean air compressor line. Immediately prime with InterProtect 2000E/2001E thinned 15-20% with recommended solvents. Refer to the paint systems guides on **Pages 38-43** for more information.

Steel/Cast Iron/Lead

Degrease with Fiberglass Solvent Wash 202. Thoroughly grit blast, or sand with a 36 grit abrasive disc to a uniform, clean bright metal surface. Remove abrasion residue by brushing, vacuuming or blowing down with a clean air compressor line. Immediately prime with Interlux InterProtect 2000E/2001E thinned 15-20% with recommended solvents. Refer to the paint systems guides on **Pages 38-43** for more information.

Stainless Steel/Bronze

Degrease with Fiberglass Solvent Wash 202. Lightly grit blast or sand with 60-80 grit sandpaper to bring the metal to a uniform, shiny appearance. Remove abrasion residue by brushing, vacuuming or blowing down with a clean air compressor line. Immediately prime with InterProtect 2000E/2001E thinned 15-20% with recommended solvents. Refer to the paint systems guides on **Pages 38-43** for more information.

Interstrip 299E Paint Remover

Interstrip 299E paint remover utilizes a new technology that delivers an effective paint remover system that does not require methylene chloride, a suspected human carcinogen. Interstrip 299E is safe for fiberglass surfaces and has a low odor. Interstrip 299E formulation incorporates special sealing agents that allow the stripper to stay wet longer, thereby lengthening working time. Interstrip 299E can be used to remove antifouling paint, varnishes, and topside paints.



For further information on Personal Protective Equipment, visit yachtpaint.com

Always check the weather!

When painting outside, 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 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 – further, product-specific guidelines can be found on individual product labels and data sheets.


Mike Kent
Technical Sales Representative




General Guidance Notes:

- Dew point is important when applying paint to a surface, as the evaporation of the solvent from the paint draws heat and/or energy from that 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 air 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 the recommended drying times can result in coating failure, including improper drying, wrinkling and loss of adhesion.
- Always avoid extreme air or temperature conditions; Interlux 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 products 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 refurbishment difficult. Sanding before the paint film is 'through-dry' can also clog the sand paper, meaning more sheets are needed to complete the task.
- Overcoating too early can cause wrinkling, blistering 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 to help with higher temperature application are provided on labels and data sheet.


 When applying two-part products in higher temperatures the pot life of the product will also be affected, reducing your work time window.

- 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.

 Remember that surfaces heat up and cool down at a different rate to the surrounding air temperature, meaning even though the ambient temperature might seem warm, the temperature of the surface being worked on may still be quite cold. Very often one side of a boat will be in the shade and the other in bright sunlight meaning the application conditions will differ. Additionally, in the morning the surface temperature of the sunny side will generally be lower than the ambient temperature, whereas in the afternoon it may be higher.

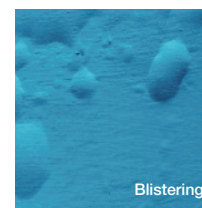
Key points to note when applying finishes and varnishes:

- Dry, well ventilated conditions are preferable 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, where available, will help to minimize the window for dust contamination.

- The effects of dust contamination may be further reduced by sanding lightly between each coat, removing residual dust by wiping down with a suitable solvent and allowing to dry before applying the next coat. This will also help improve the initial aesthetics.
- Avoid applying two-part finishes or varnishes late in the afternoon or when relative humidity exceeds 80% as 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 (or predicted to increase) significantly.



This is because rising temperatures cause wood to expand, which can lead to blisters forming in the paint or varnish film. A good tip is to apply when the temperature is falling, as the wood will better absorb the paint or varnish, giving better overall results.

Key points to note when applying epoxies (e.g. Watertite, InterProtect®, Epoxy Primekote)

- When curing in high humidity conditions, particularly at lower temperatures, epoxies can develop an 'amine blush' on the surface. This slightly sticky substance must be removed and can normally be washed off with soap and water. If the blush is not removed it can lead to the delamination of subsequent coats. Failure to remove the blush 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 45°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 respond well to a little heat; on cold days introducing a safe form of heating into the application area is well worth considering.

Making small repairs to fiberglass surfaces

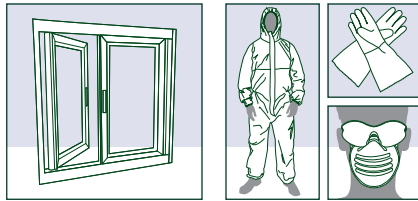
When working with fillers it's important to remember that epoxy fillers are recommended for both above and below the water areas; polyester fillers are suitable for use above the water only. Interlux Watertite is a two-part epoxy filler, suited to most DIY repairs above and below water.



Stuart Jordan
Specialist in Epoxies/Fillers Development

1 Health and Safety

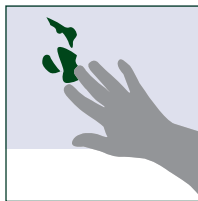
Before commencing work ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a dust mask. Please consult **Page 16** or visit yachtpaint.com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



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

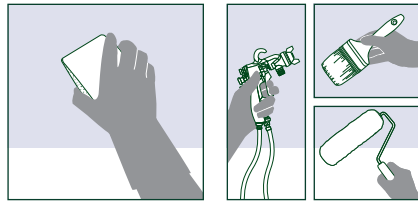
2 Inspection

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.



3 Preparation and Priming

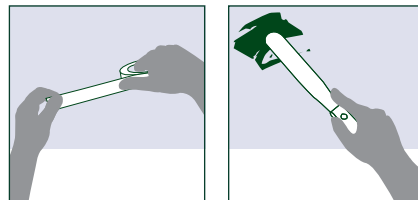
Remove any loose filler or gelcoat and abrade edges to remove loose material. Remove all debris and prime with InterProtect® 2000E or Epoxy Primekote, according to system recommendations provided elsewhere in this guide. Apply Watertite or Interfill® after the first coat of primer.



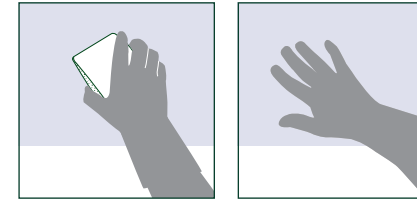
➔ See **Pages 46-47** for information on osmosis treatment and prevention.

4 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.



Once cured, sand with 80-220 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.



➔ See **Page 32** for **sandpaper guidelines**.

"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 underlying 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.

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.



Scott Trimble
Technical Sales Representative

1 Health and Safety

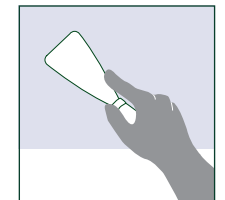
Before commencing work ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a dust mask. Please consult **Page 16** or visit yachtpaint.com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



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

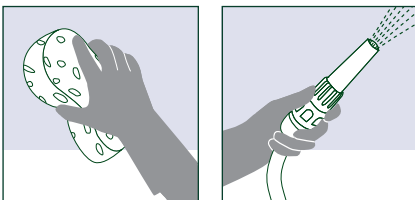
2 Inspection

Remove 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.



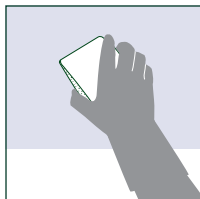
3 Cleaning

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



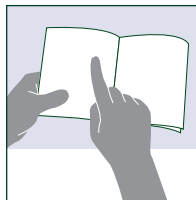
4 Removing aged finish

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



5 Preparation

Prepare according to substrate, following bare substrate preparation guidelines.



➔ See Page 17 for bare substrate preparation guidelines.

"Hints to help you achieve a perfect finish."

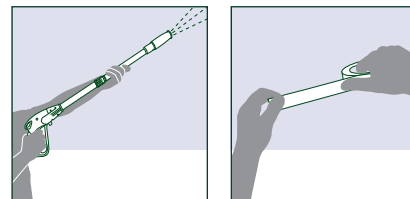
- We do not recommend using a chemical paint stripper when working with fiberglass, unless the product has been specifically approved for this purpose. Non-approved paint strippers can damage the substrate.
- When working with wood, always work in the direction of the grain, whether sanding or applying varnish. This will avoid scratches that can still show through, even after many coats of paint or varnish.



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

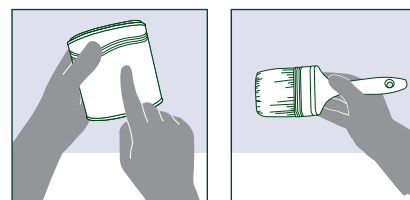
2 Preparation

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.



3 Applying Interstrip

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



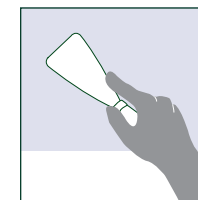
Leave on the surface. The product needs time to work; the time needed will vary depending on the temperature and the amount of old antifouling on the hull.



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.

4 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. Reapply fresh antifouling after sanding and priming the hull.



See Page 32 for antifouling application advice.



Removing antifouling

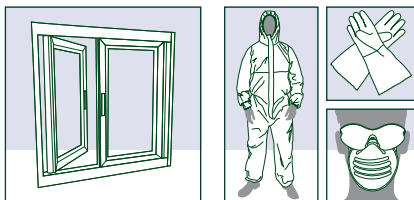
If your existing antifouling is in poor condition, we recommend removing it completely before repainting. Interstrip 299E has been formulated for removing antifouling from all substrates and is safe to use on fiberglass without harming the gelcoat.



Scott Thompson
Specialist in Antifouling 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 or a respirator (if working on larger areas or in confined spaces). Please consult Page 16 or visit yachtpaint.com for more information.



"Is your existing antifouling in good condition?"

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 Primocon. See Page 36 for more information on antifouling compatibility.

Applying finishes

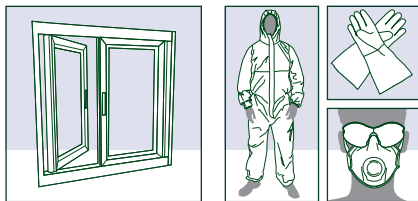
Before starting any painting project consider the 3 most critical questions: **1) What preparation is necessary 2) Is the paint system compatible with the substrate, and 3) What repair and upkeep is needed.** Page 42 of this guide will provide this information and help you choose the best product for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

Alex 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.



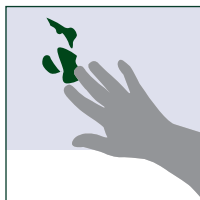
➔ Before starting your project, **always check the weather conditions!** See **Pages 18-19**.

i For health and safety reasons, two-part polyurethane products should only be spray applied by a professional applicator.

Previously painted surfaces:

2 Inspection

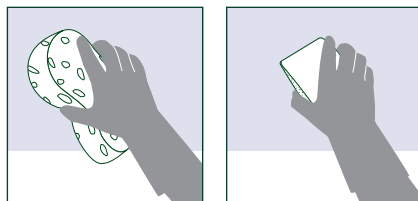
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.



3 Preparation

In good condition

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.



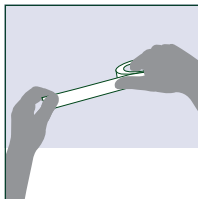
In poor condition

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

➔ See **Page 21** for advice on **removing existing finishes**.

4 Masking

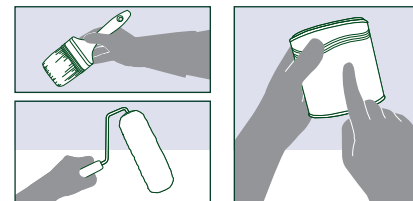
Before priming/undercoating, mask off the area to be painted.



Bare substrate:

5 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.



i 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 Primekote can reduce this risk and seal the gelcoat, prior to applying the finish.

6 Undercoating

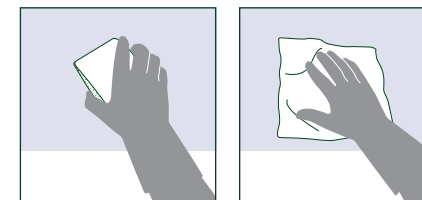
Primed or previously painted surfaces should be undercoated. An undercoat will provide additional depth of colour and improve the durability and film build of the overall paint system. Interlux offers two undercoats for use with its finishes range.

➔ See **Pages 42-43** for **undercoat recommendations**.

i Mixing the second coat of undercoat 50:50 with the topcoat will produce a satin effect, which will highlight any imperfections (to be sanded smooth) as well as improving the gloss and depth of colour of the finish.

7 Application

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



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.
- Dampen 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.

Jay Smida
Technical Sales
Representative



Painting your bilge

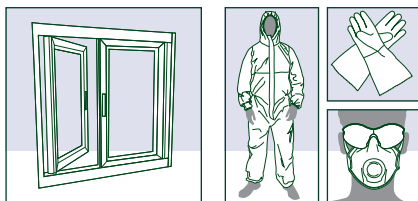
A freshly painted bilge is much easier to wipe down and keep clean, reducing the risk of odors that may result from unwanted residue. A clean bilge will also make it easier to find small parts or fastenings, which may have been dropped while working on your engine or other equipment.

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 or a respirator (if working in confined spaces). Please consult **Page 16** or visit yachtpaint.com for more information.

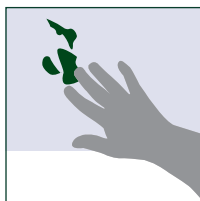


➔ Before starting your project, **always check the weather conditions!** See **Pages 18-19**.

Previously painted surfaces:

2 Inspection

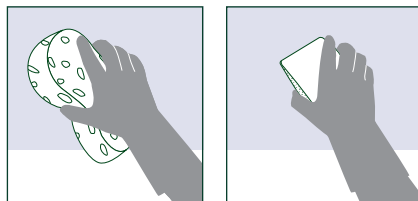
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.



3 Preparation

In good condition

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.

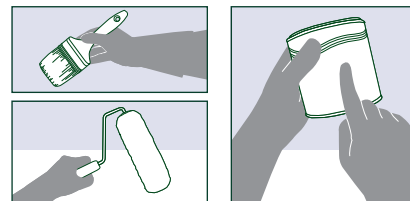
➔ See **Page 21** for advice on **removing existing finishes**.



Bare substrate:

4 Priming

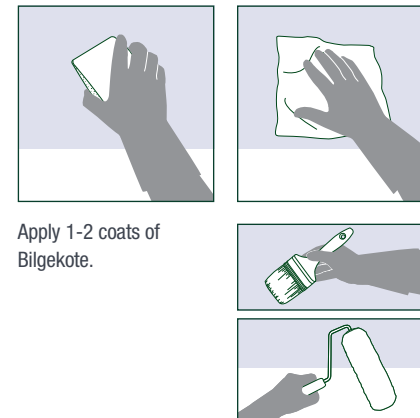
Bare substrates should be primed to promote good adhesion and provide a smooth even surface, prior to applying Bilgekote. Your choice of primer will be dictated by the substrate; product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating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



i Pay particular attention if the substrate is the reverse side of moulded GRP – this does not need to be primed.

5 Application

Sand the undercoat smooth with 180-280 grit paper and remove dust with a wipe or tack rag.



Apply 1-2 coats of Bilgekote.

i For added protection against moisture absorption and osmosis in bilge areas, use Interprotect 2000E – prior to applying Bilgekote – always follow the label instructions.

Preparing a non-slip deck

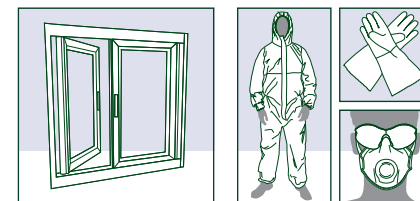
A deck demands a tough coating to protect it from everyday wear and tear. Where a non-skid surface is required Interlux offers 3 alternative solutions.

Elodie McGee
Specialist in Retail 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.

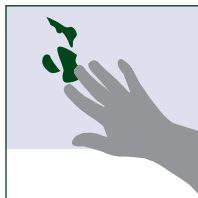


➔ Before starting your project, **always check the weather conditions!** See **Pages 18-19**.

Previously painted surfaces:

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

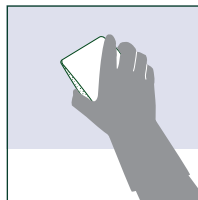
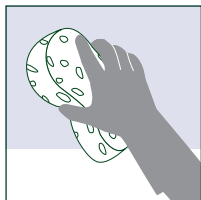
Bare fiberglass

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.



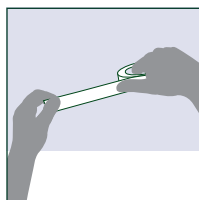
In poor condition

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

➔ See **Page 21** for advice on **removing existing finishes**.

4 Masking

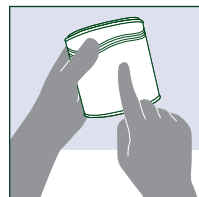
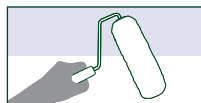
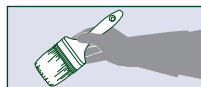
Before priming/undercoating, mask off the area to be painted.



Bare substrate:

5 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.

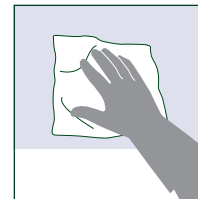
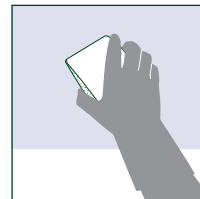


i Due to the porous nature of aged gelcoats, the risk of moisture or solvent entrapment – leading to blisters – is increased; applying Interprotect followed by Epoxy Primekote can reduce this risk and seal the gelcoat, prior to applying the finish.

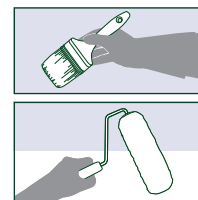
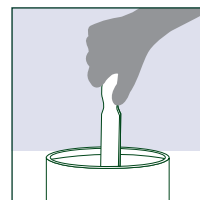
Using Interdeck (ready-mixed formula):

6 Application

Sand the primer (if used) with 180-220 grit wet or dry paper. Remove dust with a dust wipe or tack rag, according to label recommendations.



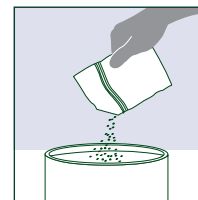
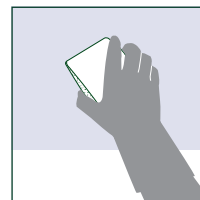
Mix Interdeck thoroughly; apply 1-2 coats. For best results either stipple by brush or use a mohair roller.



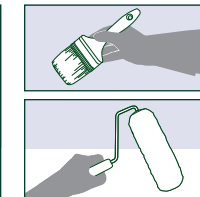
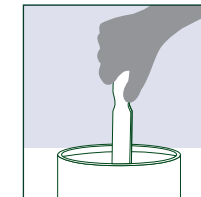
Using non-skid additive (hand-mixed method):

7 Application

Sand primer (if used) with 180-220 grit wet or dry paper. Add 4-6 ounces of Interlux Intergrip 2398c per quart of Perfection or Brightside.



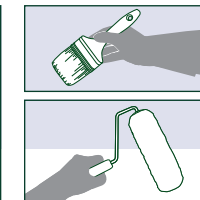
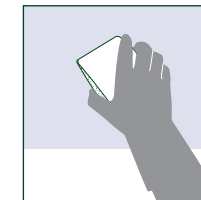
Mix thoroughly. Apply 1-2 coats to deck area, using a brush or roller. For best results either stipple by brush or use a mohair roller.



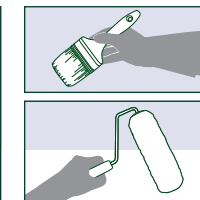
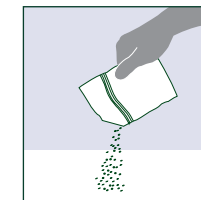
Using non-skid additive (broadcast method):

8 Application

Sand primer (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.



Applying varnishes

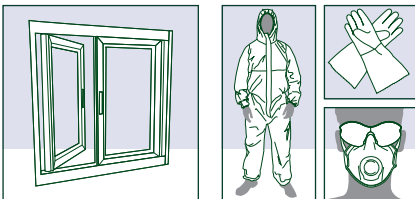
To achieve a professional result from any varnish project, thorough preparation is critical. If applying on to a previously varnished surface, the condition of the existing coating and its compatibility with the new varnish product should be thoroughly checked before commencing any preparatory or application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

Stan Susman
Technical Sales Representative



1 Health and Safety

Before commencing preparatory work, ensure the 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.

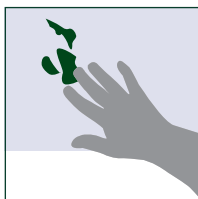


➔ Before starting your project, **always check the weather conditions!** See **Pages 18-19**.

Previously varnished surfaces:

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.

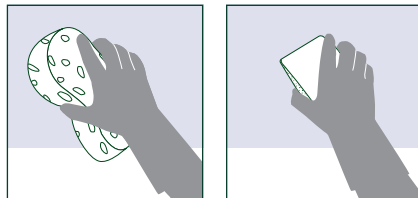


3 Preparation

In good condition

Clean with Special Thinner 216. Sand smooth with 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, peeling or showing signs of separation from the substrate this should be totally removed.

➔ See **Page 21** for advice on **removing existing varnishes**.

Continue at **Step 5**.

Bare wood:

4 Preparation

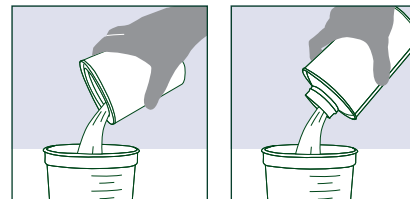
Clean with Special Thinner 216. Sand the surface smooth with 80-180 grit sandpaper to open the grain of the wood. Remove sanding dust by brushing or dusting. Wipe down thoroughly with Special Thinner 216 or Brushing Liquid 333 and allow to dry completely, to ensure any residual sanding dust is removed.

➔ See **Page 17** for **substrate preparation guidelines**.

i It is important to ensure all sanding residue is removed prior to varnishing, as this will impair adhesion and give a 'bitty' finish. Before commencing any varnish work, decant the amount of varnish you expect to use into a separate container, to avoid introducing contamination into the tin.

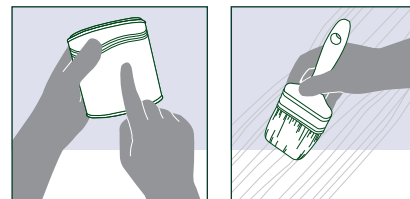
5 Priming

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%.



Apply 2-3 thinned coats of varnish following label recommendations.

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.

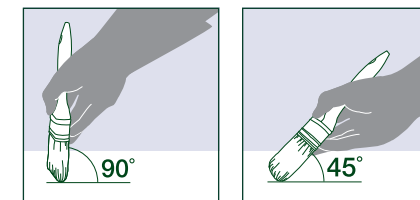


6 Application

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

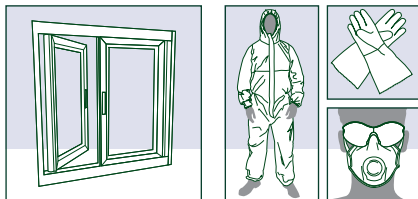
Antifouling can be applied using a brush or roller. Using a small roller is less work on the arm but takes longer to cover the surface area. If a brush is preferred, choose a large width brush; the finish will not be as smooth as a topside paint so the type of brush used is not critical.

Julie Gent
Specialist in Antifouling 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.

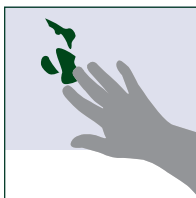


➔ Before starting your project, **always check the weather conditions!** See **Pages 18-19**.

Previously painted surfaces:

2 Inspection

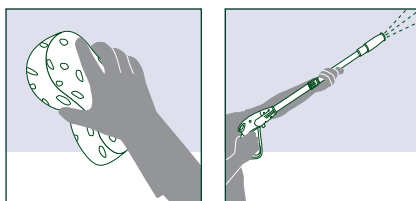
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.



3 Preparation

In good condition

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



➔ See **Page 36** to check **antifouling compatibility**.

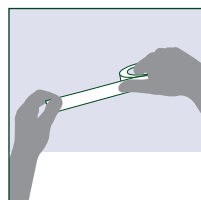
In poor condition

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

➔ See **Page 22** for advice on **removing existing antifouling**s.

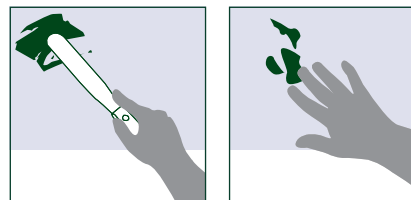
4 Masking

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 osmosis – treat accordingly.



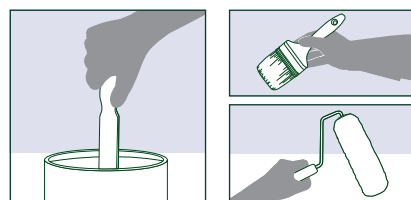
Seal incompatible or unknown antifouling with Primocon. Bare substrates should be primed, according to substrate. Product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.



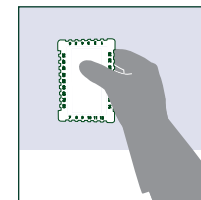
➔ See **Page 47** for advice on **osmosis treatment**. See **Page 20** for advice on **repairing fiberglass**.

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.

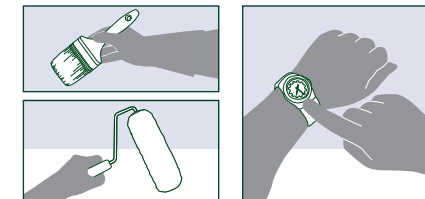


Apply the antifouling at the correct thickness; this may mean an extra coat is needed, depending on application methods and conditions.



Apply an extra coat to leading and trailing edges; e.g. waterline, trim tabs, outdrives, 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.



Applying antifouling to an Aluminum Pontoon Boat

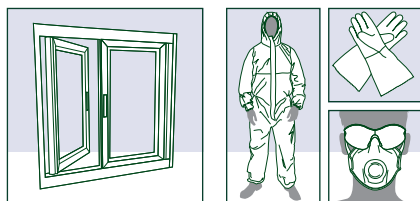
When applying antifouling to an aluminum pontoon boat, it is important that the pontoons be properly prepared, and painted with an aluminum compatible antifouling paint.



Don Campbell
Technical Manager, North America

1 Health and Safety

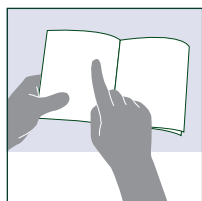
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult **Page 16** or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



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

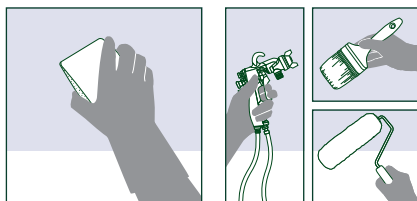
2 Preparation

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 systems guides.



3 Priming

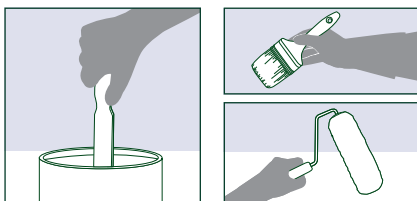
Apply 1-2 coats of Interprotect 2000E. Always follow the recommendations given on the product label.



4 Applying antifouling

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

For complete system information, visit www.yachtpaint.com or call the Interlux Technical Service Helpline.



Painting outdrives, stern gear, propellers and keels

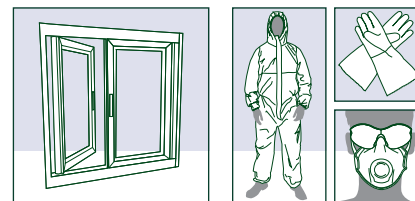
Outdrives and stern gear are usually constructed from aluminum. Propellers are usually bronze or aluminum. Keels are typically cast iron or lead. It's important to choose an antifouling that is hard, durable and suitable for these high wear areas and also one that is compatible with the substrate you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



Tim Taylor
Technical Sales Representative

1 Health and Safety

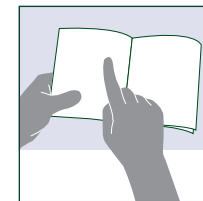
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask. Please consult **Page 16** or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



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

2 Preparation

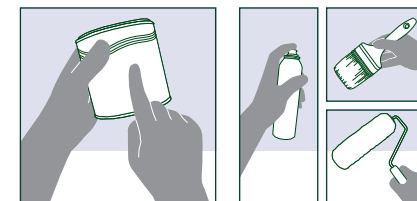
The key to protecting your underwater metals from corrosion is correct preparation of the substrate and choosing the best priming solution for your project. Before commencing any preparation, it is important to establish the type of metal you are working with.



➔ Once you've confirmed your substrate see **Page 17** for **substrate preparation information** and follow this advice carefully.

3 Priming

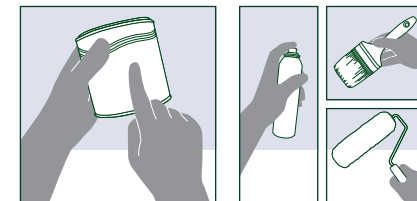
Apply a primer recommended for the selected antifouling and substrate; always follow the recommendations given on the product label.



➔ See **Page 41** for **primer recommendations**.

4 Applying antifouling

Apply the selected antifouling, following the label recommendations on film thickness, overcoating and immersion times carefully.



➔ Not all antifouling are suitable for application to aluminum, so it's important to **check compatibility** when selecting which antifouling product to use. See **Pages 04-07** for **antifouling product information**.

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® antifouling and also with competitor products.

New Antifouling	Old Antifouling	Micron Extra, Micron Optima Micron CSC, Micron CSC HS Trilux 33, Awlstar® Ultima® SR-40/SR-60/SSA	Micron 66	Alumacoat®, Biocop™	Micron CF, Trilux Prop & Drive ACT, ACT with Slime Fighter Fiberglass Bottomkote NT Proguard Ablative, Pacifica Plus Horizons®, CPP® Ultima® Eco, Smart Solution™, Ablative Plus Super B Ablative 45	Ultra, Trilux, Biocop™ TF Fiberglass Bottomkote	Super Proguard, Trinidad SR Unepoxy®, Sharkskin, Vivid Bottomshield, The Protector® Superkote Hard 45, Talon Unepoxy Plus, Defense/Defense HC	Bottomkote Pro	VC Offshore, Baltoplate or Vinyl Antifouling Paints	VC17m, VC17m Extra	Fiberglass Bottomkote Aqua Aqua-One™, Yacht Shield H2O Hydrocoat™, Aquaguard™ Monterey
Micron® 99		●	●	●	●	●	●	●	●	●	●
Micron® 66®		●	●	●	●	●	●	●	●	●	●
Micron® Extra Micron® Optima Micron® CSC Micron® CSC HS		●	●	●	●	●	●	●	●	●	●
Micron® CF		●	●	●	●	●	●	●	●	●	●
Ultra Ultra-Kote		●	●	●	●	●	●	●	●	●	●
ACT ACT with Slime Fighter Fiberglass Bottomkote® NT		●	●	●	●	●	●	●	●	●	●
Fiberglass Bottomkote® Aqua Aqua-One™		●	●	●	●	●	●	●	●	●	●
Pacifica® Plus		●	●	●	●	●	●	●	●	●	●
Trilux® 33®		●	●	●	●	●	●	●	●	●	●
Trilux® 33® Aerosol		●	●	●	●	●	●	●	●	●	●
VC®17m VC®17m Extra		●	●	●	●	●	●	●	●	●	●
VC® Offshore Baltoplate		●	●	●	●	●	●	●	●	●	●
Bottomkote® Pro		●	●	●	●	●	●	●	●	●	●

● Remove all paint ➔ See **Removing antifouling** on Page 24.
● Heavy sand & apply ● Lightly sand & apply ● Thoroughly sand & prime* ● Clean & apply**

* Prime with Primocon YPA984.

** Power wash and scrub with a coarse Scotch-Brite™ pad. Old antifouling must be well adhered.

Interstrip 299E: A paint stripper specially formulated for removing old or unknown antifouling without damaging the underlying substrate (including gelcoat).

Applying your desired Interlux® antifouling has never been easier. Compatibility is always an issue boaters 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 paint choice is compatible.

2. Use Primocon 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 Primocon YPA984 primer. Then, simply overcoat with the Interlux antifouling of your choice. **(Not compatible with VC® Offshore, Baltoplate, 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. It's 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.

Important: Now that you've stripped your hull, it is important to inspect for any gelcoat damage before repainting. Also, consider applying the InterProtect® System to give your hull a barrier coat to protect from gelcoat blistering.

How much antifouling paint do I need?

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

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

Waterline length (feet)	Power					Sail				
	20	25	30	35	40	20	25	30	35	40
Standard range (quarts)	4.0	5.0	7.0	9.5	12.0	3.0	4.0	5.5	7.0	9.5
VC17m/VC17m Extra (quarts)	3.0	4.0	5.5	7.5	9.5	2.5	3.0	4.5	5.5	7.5

Abbreviations		
LOA	=	Length Overall
LWL	=	Length Waterline
B	=	Beam
D	=	Draft
F	=	Freeboard

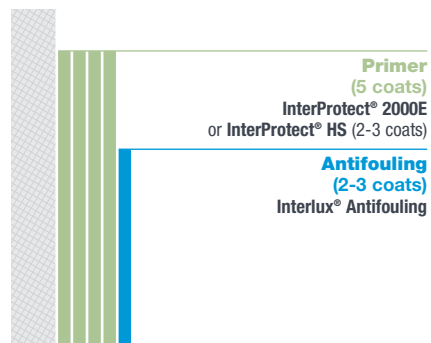
Top Tips	
■	Apply an extra coat to all leading and trailing edges, water-line, trim-tabs, outdrives, keel and rudder. High turbulence in these areas tends to wear the antifouling faster.
■	Always use the specified amount of antifouling. Under-application can result in premature fouling and costly mid-season haul out.

➔ For more information see the **Antifouling quick reference guide** on Page 04.

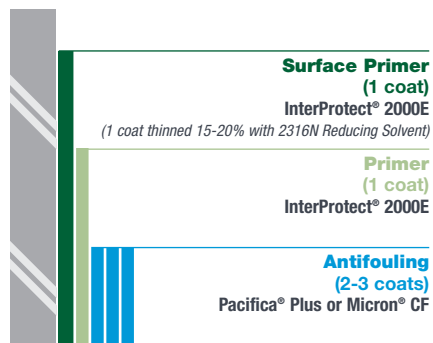
Below water schemes: two-part products

These systems provide the maximum level of protection against corrosion and osmosis.

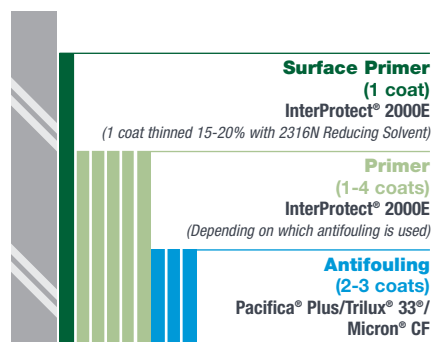
Fiberglass: Barrier protection



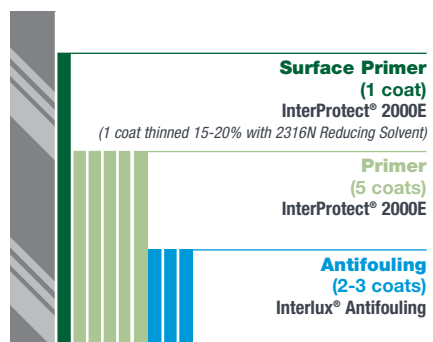
Aluminum: Pontoon system



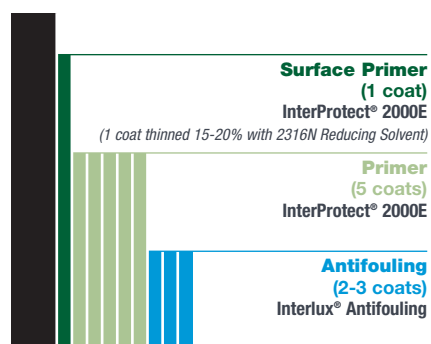
Aluminum



Iron/Steel



Lead



InterProtect® HS

InterProtect® HS is a suitable alternative for InterProtect® 2000E, requiring fewer coats.

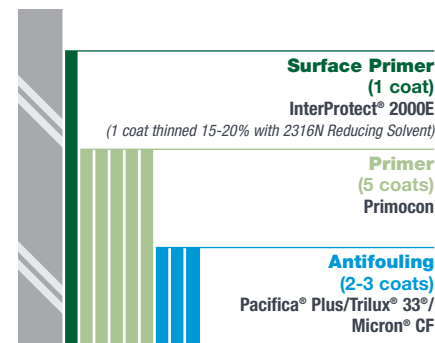
➔ See substrate preparation on Page 17.

Important: If you own an aluminium boat, only apply antifouling paints specifically recommended for aluminium to prevent corrosion. **Never apply products containing Cuprous Oxide to aluminium.**

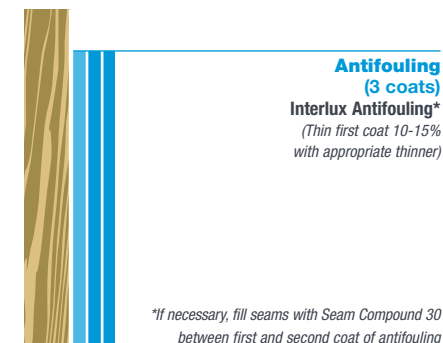
Below water schemes: one-part products

These schemes provide a good level of protection.

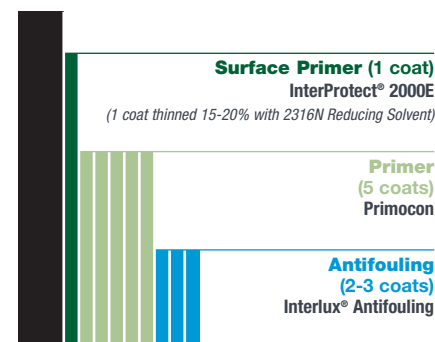
Aluminum



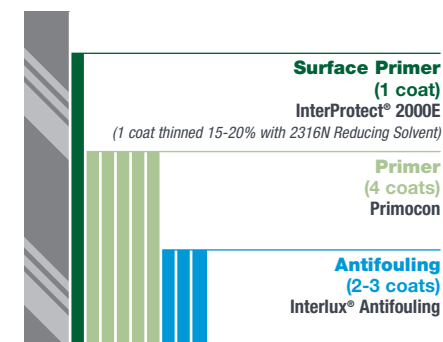
Wood



Lead



Iron/Steel



"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

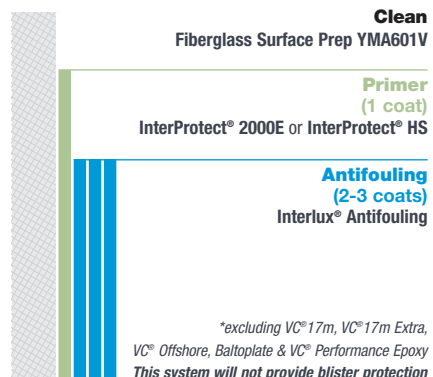
Web: www.yachtpaint.com
www.yachtpaintforum.com

Jay Smida, Technical Sales Representative

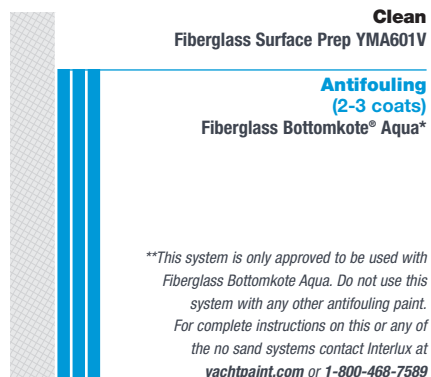


Below water schemes: No sand systems

Fiberglass:
Ultimate no sand system



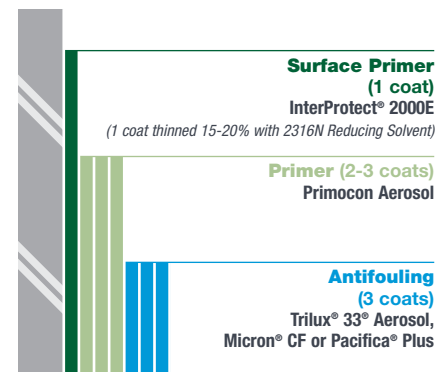
Fiberglass:
Simple no sand system



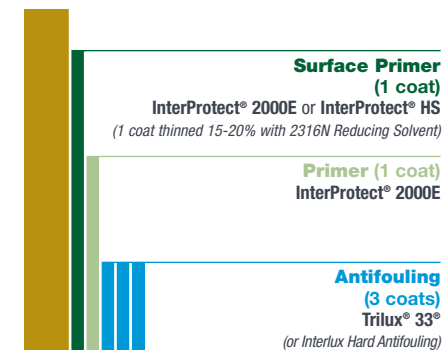
Propellers, outdrives and running gear

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

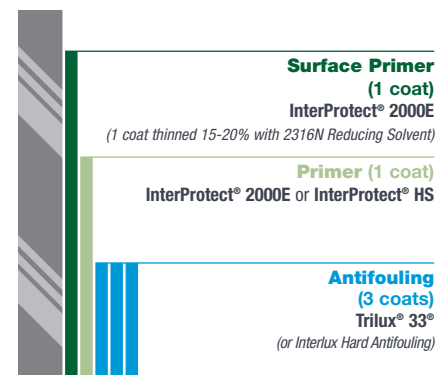
Aluminium



Bronze



Stainless Steel



InterProtect® HS

InterProtect® HS is a suitable alternative for InterProtect® 2000E, requiring fewer coats.

➔ See **Painting outdrives, running gear, propellers and keels** on Page 35.

➔ See **substrate preparation** on Page 17. See **osmosis protection schemes** on Page 47.



Fiberglass Surface Prep YMA601V

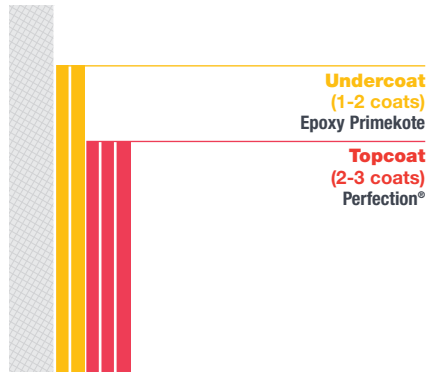
- Low V.O.C. fiberglass surface preparation to be used in no sand systems
- Removes contamination, mold release agents, wax and amine blush
- Can be used to clean previously painted surfaces before repainting topside finishes and below the waterline
- Ideal for preparing inflatable boats for antifouling



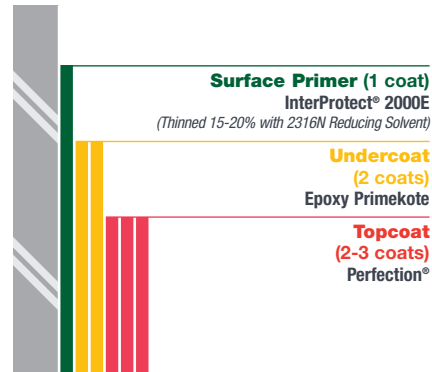
Two-part premium paint systems

These schemes provide the maximum level of protection available.

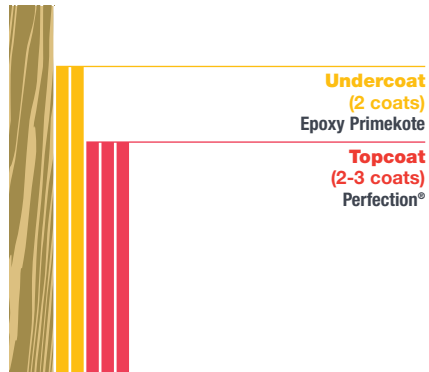
Fiberglass



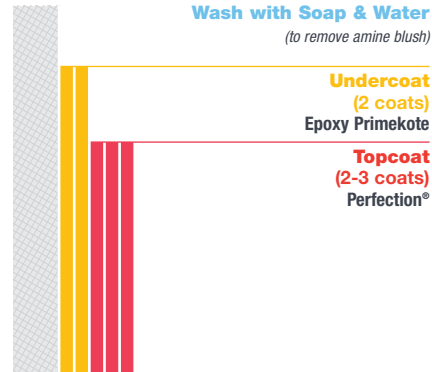
Aluminum / Steel



Wood



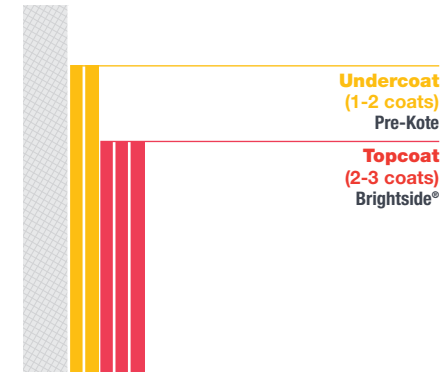
Clear Epoxy



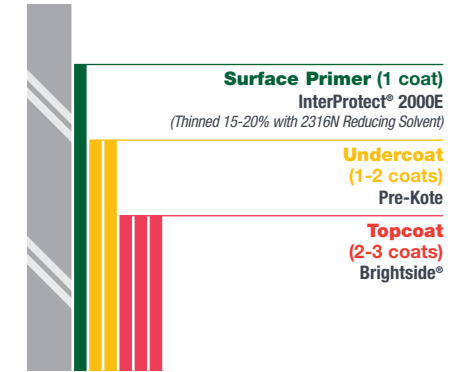
One-part conventional paint systems

These schemes provide a good level of protection.

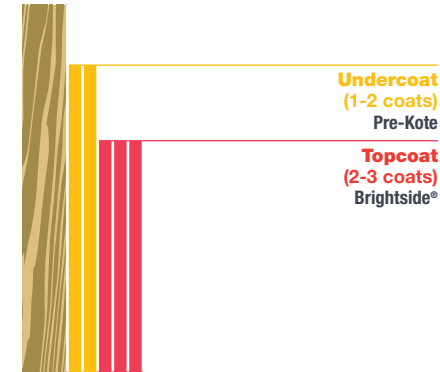
Fiberglass



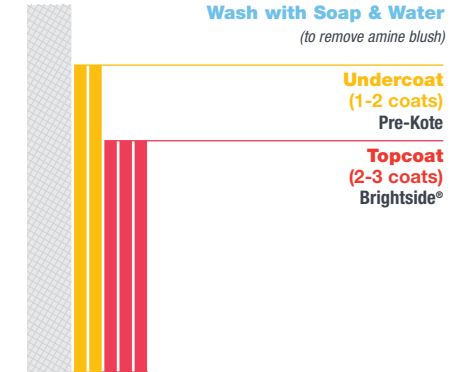
Aluminum / Steel



Wood



Clear Epoxy



Filler

If required for small areas, Watertite Filler should be applied after the first coat of InterProtect® 2000E.



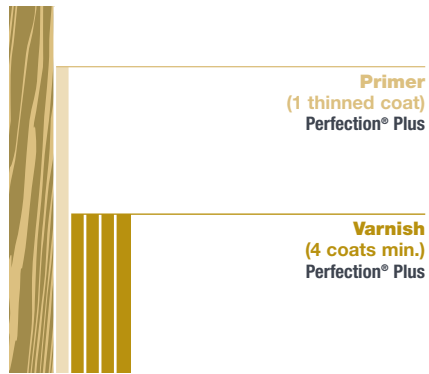
How much topsides paint do I need?

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:

Waterline length (feet)	Power					Sail				
	20	25	30	35	40	20	25	30	35	40
Topside finishes (quarts)	3.0	4.5	6.0	8.0	9.0	2.5	4.0	5.5	7.0	8.5
Finish primers (quarts)	4.0	5.5	7.5	10.0	11.0	3.0	5.0	7.0	9.0	10.5

Two-part premium varnish systems

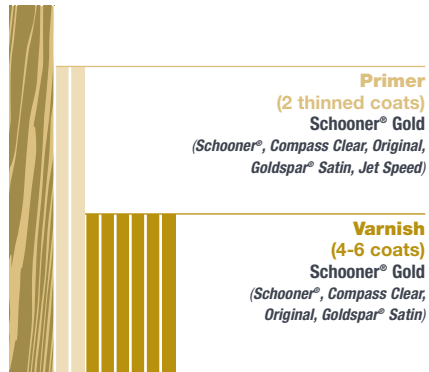
Traditional bare wood system



Reduced work time bare wood system



One-part conventional varnish systems



Sikkens Cetol® Marine system



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.



	Marine	Light	Natural Teak	Gloss
Key attributes	<ul style="list-style-type: none"> ■ 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. 			



i Oily woods

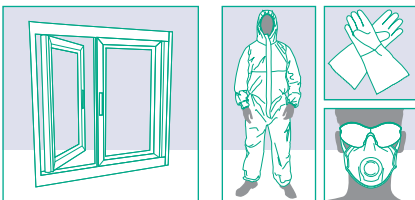
Hard woods such as Teak and Iroko, that are oily by nature, must be degreased adequately with the correct solvent prior to the application of a first thinned coat of varnish.



How to protect against osmosis

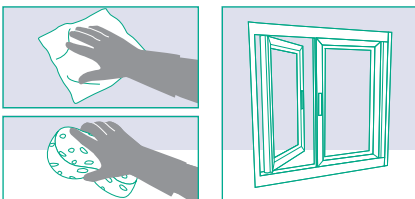
1 Health and Safety

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 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.



➔ If your hull is new, proceed to **Step 4**.

Warning signs



Blisters

Blisters can vary from small pinhead 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 cracks usually form due to severe flexing or impact damage, allowing water to seep into the laminate.

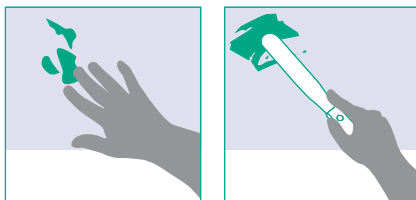


Pinholes

Tiny bubbles present in the gelcoat reduce its effectiveness and promote rapid water absorption.

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.

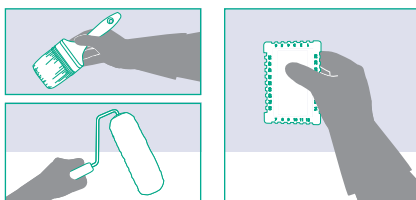


⚠ Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

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

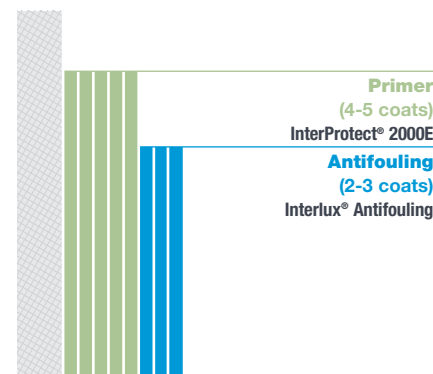
4 Application

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.

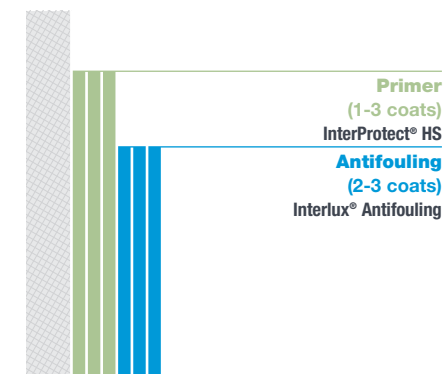


Osmosis protection schemes

Fiberglass: InterProtect® 2000E



Fiberglass: InterProtect® HS



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 small 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.

InterProtect® 2000E

- 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 and below the waterline



InterProtect® HS

- 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



InterProtect® 2000 VOC

- Low emissions formula primer for prevention and repair of gelcoat blistering
- Universal primer for above and below the waterline
- Excellent for use on underwater metals, hulls and keels



Creating more value from fewer resources



We realize that our future depends on our ability to do radically more with less. So we're taking a major leap forward to connect value creation to resource efficiency.

It's a dynamic and committed approach to sustainability which will drive innovation and enable us to better serve our customers and our markets.

Welcome to Planet Possible.
Our commitment to doing more with less.

The Interlux brand has a long history of environmental stewardship and compliance. Our brand shows respect and care for the environment as we believe that a healthy planet is essential to human life and a sustainable future.

www.akzonobel.com/planetpossible

Ask the Experts

At Interlux, we recognize the importance of providing high-quality technical support and advice to all our customers. Whether you're a novice or a more experienced DIY'er, you're sure to have a question for us – and we'd love to help – here's how you can reach us...



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**Join the discussion at
www.yachtpaintforum.com**



Technical data sheets



Material safety data sheets



Product labels

Have a question? Our experts have the answers!

Our Boat Painting Guide has gone digital!

The Boat Paint Guide includes product information and paint systems from International®. Find out everything you need to get your boat looking beautiful and sailing smoothly.

Features in this app include:

- Quick Reference Guide for detailed product information
- Health & Safety information
- Paint Calculator to estimate how much you will need for your boat

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