Interlux

# 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

Interlux

## 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.**




# Contents

## 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** | ■ Top of the Micron range<br>■ Patented self polishing copolymer technology with Biolux®<br>■ Best antifouling performance in the harshest fouling conditions<br>■ Maximum protection even during stationary periods at the dock<br>■ Not suitable for use in fresh water | ■ Water-based Micron Technology<br>■ Activated Biolux® for fantastic slime & algae protection<br>■ Strong antifouling performance for the tough fouling areas | ■ All the benefits of Micron technology in a copper-free formula<br>■ Multi-season antifouling protection<br>■ Uses Biolux® slime blocking technology<br>■ Bright colors including Shell White as well as a crisp black<br>■ Suitable for use on all boats | ■ Proven performance for 20 years<br>■ Haul & relaunch without repainting<br>■ Wears down like a bar of soap<br>■ Suitable for power and sailboats<br>■ In VOC regulated areas please use Micron® CSC HS | ■ Copper-free ablative antifouling<br>■ Contains Econea™ to control barnacles and shell fouling<br>■ High solids, low solvent emissions | ■ Contains Slime Fighter to combat slime<br>■ Best value ablative antifouling available<br>■ Designed to erode away with use<br>■ Overcoats existing antifoulings<br>■ Eliminates paint build-up and sanding | ■ Water-based ablative<br>■ Easy application and clean-up<br>■ Compatible over most antifoulings | ■ Long lasting performance<br>■ Durable finish – excellent color stability<br>■ Low VOC – limits solvent emissions into the atmosphere | ■ Solid protection against all types of fouling, including zebra mussels<br>■ Colorfast durable finish<br>■ Easy clean-up with water<br>■ Reduced emissions, low odor | ■ Dual Resin Technology optimizes the benefits of hard and ablative paints<br>■ Slow polishing action minimizes paint build-up and prevents premature wear-through<br>■ 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.

Econea™ is a trademark of Johnson & Johnson.

FRP WOOD STEEL ALUMINUM LEAD GALV. STEEL BRUSH ROLLER SPRAY AEROSOL

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

### Trilux® 33® Aerosol

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

## 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** | ■ Available in 5 bright clean colors including White<br>■ Ideal for use on all substrates, including aluminum<br>■ Biolux® blocks slime<br>■ Slow polishing, avoids seasonal paint build-up | ■ For racing, sailing and power boats<br>■ Fluoro microadditive provides a low friction surface for a high performance finish<br>■ Hard, smooth finish can be burnished<br>■ Suitable for salt and fresh water | ■ Hard, smooth, thin film antifouling for a high performance finish<br>■ With fluoro microadditive for a low friction surface<br>■ 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** | FRP, WOOD, STEEL, LEAD, GALV. STEEL | FRP, WOOD, STEEL, LEAD, GALV. STEEL | FRP, WOOD, STEEL, LEAD, GALV. STEEL |
| **Suitable for high speed craft** | ✓ | ✓ | ✓ |
| **Application method** | BRUSH, ROLLER | BRUSH, ROLLER, SPRAY | BRUSH, ROLLER, SPRAY |

### VC® Performance Epoxy

**Biocide-free bottom coating**


- 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

### VC® Offshore Regatta Baltoplate

**Antifouling for the serious racer**


- 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.

FRP WOOD STEEL LEAD GALV. STEEL BRUSH ROLLER SPRAY

## Topsides

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





| | Perfection® | Brightside® | Interdeck | Bilgekote® |
|---|---|---|---|---|
| **Key attributes** | ■ Ultimate performance, two-part polyurethane finish<br>■ Professional-quality results made easy<br>■ Highest gloss and highest abrasion resistance<br>■ Unique UV protection for longest-lasting color and gloss | ■ Hard, high gloss one-part polyurethane finish<br>■ Excellent flow and leveling characteristics yield that 'sprayed on' look when brush applied<br>■ Ideal for use anywhere above the true waterline<br>■ Full range of bright, crisp colors | ■ Slip resistant polyurethane deck paint<br>■ Contains fine mineral additive for hard wearing, non-slip surface<br>■ Suitable for all substrates<br>■ Low sheen finish prevents sunlight glare<br>■ Apply straight from the can with brush or roller | ■ Hard wearing coating for bilges and bulkheads<br>■ Chemical resistance to fumes, fuel and oil<br>■ High opacity for thorough coverage<br>■ 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** | FRP, WOOD, STEEL, ALUMINUM | FRP, WOOD, STEEL, ALUMINUM | FRP, WOOD, STEEL, ALUMINUM | FRP, WOOD, STEEL, ALUMINUM |
| **Application method** | BRUSH, ROLLER | BRUSH, ROLLER, SPRAY | BRUSH, ROLLER | BRUSH, ROLLER, SPRAY |
| **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 |
| **Additives** — **For a no-skid finish add:** | Intergrip No Skid Compound 2398C | Intergrip No Skid Compound 2398C | – | Intergrip No Skid Compound 2398C |

FRP WOOD STEEL ALUMINUM BRUSH ROLLER SPRAY

**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.

## Varnishes

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


Gloss retention outperforms other leading 1-part varnishes*





| | Perfection® Plus | Schooner® Gold | Schooner® | Compass Clear | Goldspar® Satin |
|---|---|---|---|---|---|
| **Key attributes** | ■ Ultimate performance, clear, two-part polyurethane varnish<br>■ Chemical cure for the hardest finish & highest abrasion resistance<br>■ Superior gloss lasts four times longer than conventional one-part varnishes<br>■ Professional-quality results made easy<br>■ 2:1 mix ratio: Easy to measure and mix | ■ Advanced UV technology in our longest-lasting one-part varnish<br>■ Exceptional deep gloss and color are retained over the lifetime of the coating<br>■ Sand between every other coat<br>■ Traditional amber color<br>■ Designed for the experienced varnish enthusiast or professional<br>* Based on the results of our trials. | ■ Premium quality, traditional tung oil varnish<br>■ Rich golden color and deep gloss<br>■ Excellent UV protection<br>■ Good flow-out and self-leveling characteristics for easier application<br>■ Suitable for interiors, exteriors and over existing varnish | ■ High durability, high gloss polyurethane varnish<br>■ A bright, clear, high gloss finish lets the natural color of the wood show through<br>■ Contains a unique combination of UV additives, HALS, surface stabilizers and antioxidants for long-term gloss and clarity | ■ A satin finish polyurethane varnish for interior use<br>■ Resistant to hot water, mild acids, alcohol and alkalis<br>■ Fast-dry formulation minimizes dust contamination |
| **Thinners** | 2333N | 333 (brush, roller) 216 (spray) | 333 (brush, roller) 216 (spray) | 333 (brush, roller) 216 (spray) | 333 (brush, roller) 216 (spray) |
| **Coverage (ft²/gallon)** | 489 | 526 | 500 | 600 | 421 |
| **Number of coats**<br>Will vary depending on usage. Please check product label/data sheet. | 2-5 | 2-6 | 3-6 | 3-6 | 3-6 |
| **Suitable for use direct to oily wood (e.g. teak or iroko)** | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Application method** | brush, roller | brush, roller, spray | brush, roller, spray | brush, roller, spray | brush, roller, spray |
| **UV protection/gloss retention** | ☀☀☀☀☀ | ☀☀☀☀ | ☀☀☀ | ☀☀☀ | For interior use only |
| **Additives** **For a satin finish add:** | Flattening Agent YZM914 | Flattening Agent YMA715 | Flattening Agent YMA715 | Flattening Agent YMA715 | – |

! For a no-skid finish, use **Intergrip No Skid Compound** with your chosen varnish.

i BRUSH ROLLER SPRAY GOOD → OUTSTANDING

### Original

**Traditional General Purpose Varnish**

- Good flow, flexibility and gloss retention
- High clarity finish for light color woods
- Interior, exterior and over existing varnish


| | |
|---|---|
| Thinners | 333 (brush, roller) 216 (spray) |
| Coverage | 476ft²/gallon |
| Number of coats | 4-6 |
| UV protection | ☀☀ |

## 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** | ■ For prevention and repair of gelcoat blistering<br>■ Excellent for use on underwater metals, hulls and keels<br>■ Easy to apply – dries quickly – no sanding<br>■ Use as part of a no sand system<br>■ Excellent anti-corrosive protection above & below the waterline | ■ A high solids epoxy barrier coating that protects hulls from water absorption and osmotic blistering<br>■ Apply a full barrier coat in 1-3 coats<br>■ Contains Micro-Plates to increase protection from water absorption<br>■ VOC compliant<br>■ Protects metals from rust and oxidation | ■ Conventional one-part primer for use below water<br>■ Quick drying, with anticorrosive properties<br>■ Can be used under all major antifoulings* or as a conversion coat over incompatible or unknown antifoulings<br>* Over suitable primer | ■ 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<br>■ 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 antifoulings or to seal unknown antifoulings<br>**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** | FRP, WOOD, STEEL, ALUMINUM, LEAD, ZINC | FRP, WOOD, STEEL, ALUMINUM, LEAD, ZINC | FRP, WOOD, STEEL, ALUMINUM, LEAD, ZINC | All metals |
| **Application method** | BRUSH, ROLLER, SPRAY | BRUSH, ROLLER, SPRAY | BRUSH, ROLLER, SPRAY | SPRAY |
| **Suitable for above waterline** | ✓ | ✓ | ✗ | ✗ |
| **Suitable for below waterline** | ✓ | ✓ | ✓ | ✓ |

### 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** | ■ A multi-purpose epoxy primer for use with two-part finishes<br>■ Use as part of a system to resurface cracked and crazed gelcoat<br>■ Eliminates the effects of amine blush of clear epoxies<br>■ Bright white color makes it ideal for priming bilge and locker areas | ■ Undercoat for one-part finishes<br>■ Contains Microspheres for superior build and hide, while improving flow and sandability<br>■ 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<br>**Do not use under two-part products** |
| **Thinners** | 2333N, 2316N<br>Epoxy Primekote must be thinned prior to use | 333, 216 |
| **Practical coverage (ft²/gallon)** | 450 | 420 |
| **Number of coats** | 1-2 | 1-2 |
| **Substrates** | | |
| **Application method** | | |
| **Suitable for above waterline** | ✓ | ✓ |
| **Suitable for below waterline** | ✓ | ✗ |

## 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 | % Thinner required Spray |
|---|---|---|---|---|
| Perfection<br>Perfection Plus | 2333N | 2316N | As required<br>5-10% | As required<br>25-35% max. |
| Brightside<br>Yacht Enamel<br>Varnishes | 333 | 216 | As required<br>10% max. | 10-15% |
| Pre-Kote | 333 | 216 | As required<br>10% max. | 10-15% |
| Bottom Paints<br>(Conventional) | 216 | 216 | 10%<br>1st coat wood only | As required<br>10% max. |
| Micron® 66®, Micron® CSC,<br>Micron® CF, ACT | 433 | 216 | As required<br>10% max. | As required<br>20-30% max. |
| Trilux® 33®<br>Pacifica® Plus | 216 | 216 | 10%<br>1st coat wood only | As required<br>10% max. |
| VC®17m | 216 | 216 | 10-15% max. | 10-15% max. |
| VC® Offshore | 216 | 216 | 10%<br>1st coat wood only | As required<br>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.

## 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 ANSIZ871-1989 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 further information on Personal Protective Equipment.





## 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.

## 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.

> *i* 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.

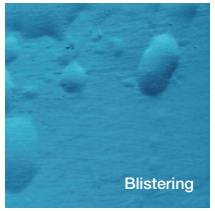
> *i* Remember that surfaces heat up and cool down at a different rate to the surrounding air temperature, meaning even though the ambient temperature might seem warm, the temperature of the surface being worked on may still be quite cold. Very often one side of a boat will be in the shade and the other 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.

> *i* 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.


Blistering

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.

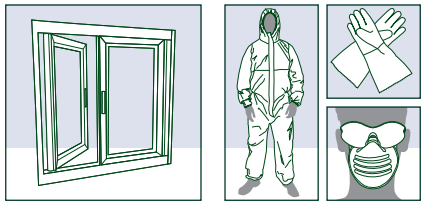
## Making small repairs to fiberglass surfaces

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**.



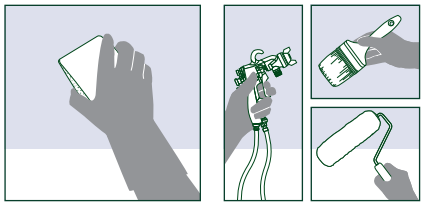
Before starting your project, **always check the weather conditions**! See **Pages 18-19**.

### 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

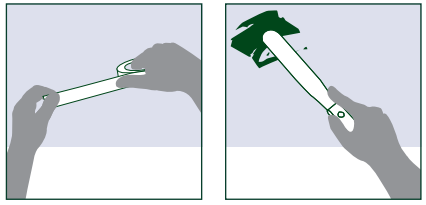
Remove any loose filler or gelcoat and abrade edges to remove loose material. Remove all debris and prime with InterProtect® 2000E or Epoxy Primekote, according to system recommendations provided elsewhere in this guide. Apply Watertite or Interfill® after the first coat of primer.



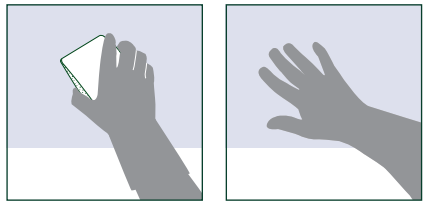
See **Pages 46-47** for information on **osmosis treatment and prevention**.

### 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.

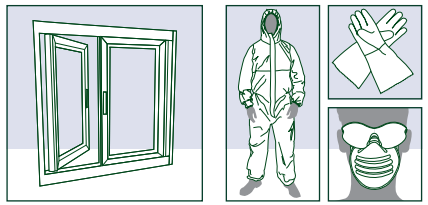
## Removing aged finishes or varnishes

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**

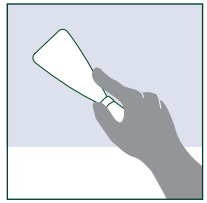
### 1 Health and Safety

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**.



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

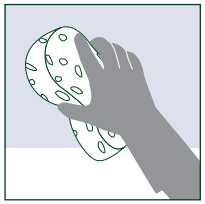
### 2 Inspection

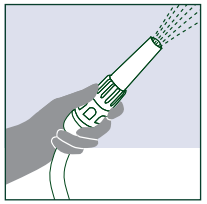


Remove any sections of the aged finish or varnish that are already loose, flaking or detached using a scraper – rounding the ends of the scraper before commencing will avoid gouging the surface, resulting in unnecessary repairs.

### 3 Cleaning

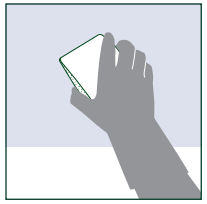
After removing the old finish clean the surface using Fiberglass Surface Prep YMA601V, Fiberglass Solvent Wash 202 or Special Thinner 216. Follow instructions on the product label.





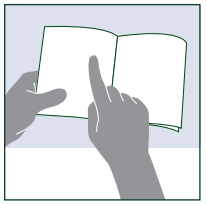
### 4 Removing aged finish

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 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.

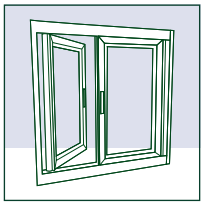
## Removing antifouling

**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 Antifoulings Development**

### 1 Health and Safety

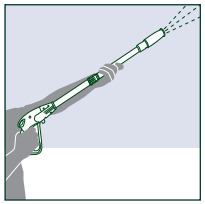
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety spectacles, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask or a respirator (if working on larger areas or in confined spaces). Please consult **Page 16**.

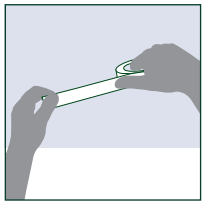


Before starting your project, **always check the weather conditions**! See **Pages 18-19**.

### 2 Preparation

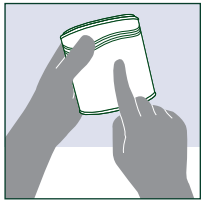
High pressure fresh water wash, to remove loose antifouling; ensuring all residue and wash water is contained and disposed of, according to local legislation. Mask off areas to be stripped.

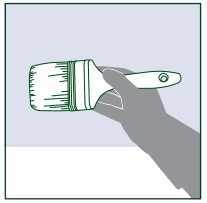




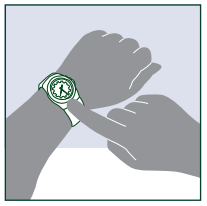
### 3 Applying Interstrip

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





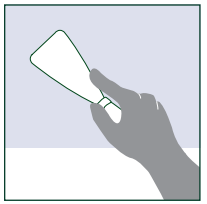
Leave on the surface. The product needs time to work; the time needed will vary depending on the temperature and the amount of old antifouling on the hull.



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**.

***“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**.

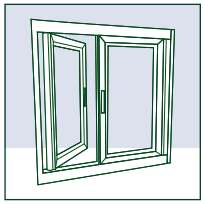
# Applying finishes

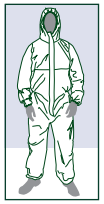
Before starting any painting project consider the 3 most critical questions: **1**) What preparation is necessary **2**) Is the paint system compatible with the substrate, and **3**) What repair and upkeep is needed. Page 42 of this guide will provide this information and help you choose the best product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

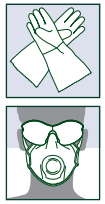
**Alex Troge**
**Specialist in Finishes Development**

## 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**.







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

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

### Previously painted surfaces:

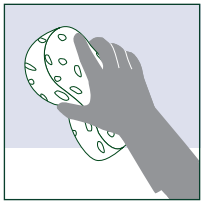
## 2 Inspection

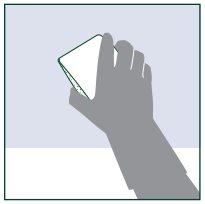
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

## 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.





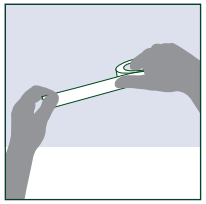
### In poor condition

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

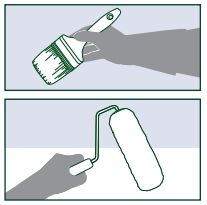
Before priming/ undercoating, mask off the area to be painted.

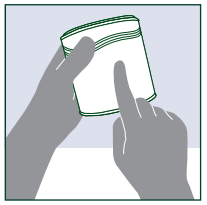


### Bare substrate:

## 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.

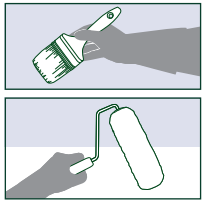




Due to the porous nature of aged gelcoats, the risk of moisture or solvent entrapment – leading to blisters – is increased; applying Interprotect followed by Epoxy Primekote can reduce this risk and seal the gelcoat, prior to applying the finish.

## 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.

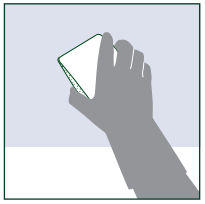


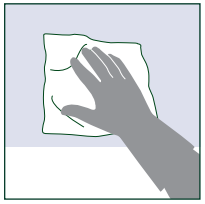
See **Pages 42-43** for **undercoat recommendations**.

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**

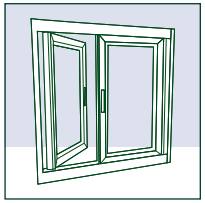
## Painting your bilge

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**.



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

**Previously painted surfaces:**

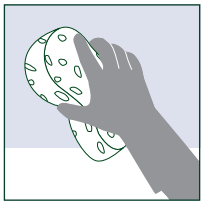
### 2 Inspection

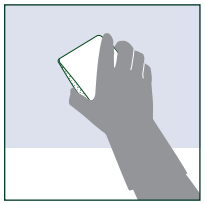
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

### 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

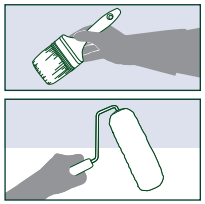
If previous finish is cracking, peeling or showing signs of separation from the substrate this should be totally removed.

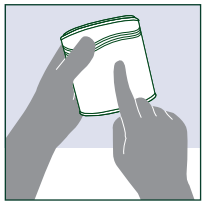
See **Page 21** for advice on **removing existing finishes**.

**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.

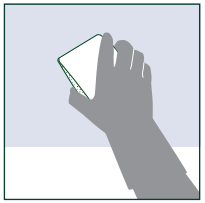


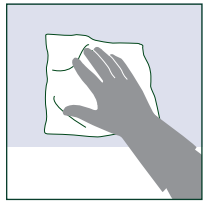


Pay particular attention if the substrate is the reverse side of moulded GRP – this does not need to be primed.

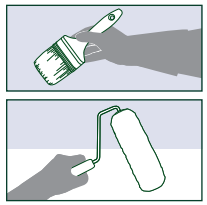
### 5 Application

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





Apply 1-2 coats of Bilgekote.



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

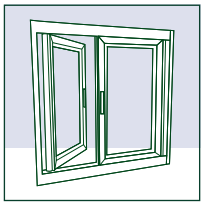
## Preparing a non-slip deck

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**.

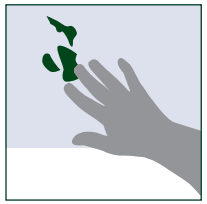


Before starting your project, **always check the weather conditions**! See **Pages 18-19**.

**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**

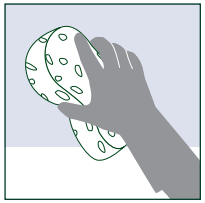
**Bare fiberglass**

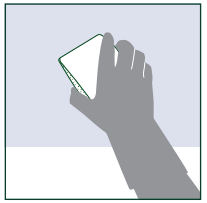
Begin by scrubbing well using soap and water and a stiff brush. Rinse with fresh water and allow to dry. Wipe a small area with a clean rag that has been wetted with Fiberglass Solvent Wash 202.

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.





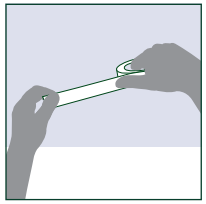
**In poor condition**

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

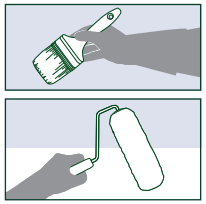
Before priming/ undercoating, mask off the area to be painted.



**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.

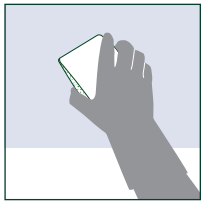


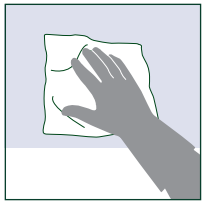
*i* Due to the porous nature of aged gelcoats, the risk of moisture or solvent entrapment – leading to blisters – is increased; applying Interprotect followed by Epoxy Primekote can reduce this risk and seal the gelcoat, prior to applying the finish.

**Using Interdeck (ready-mixed formula):**

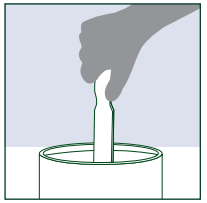
### 6 Application

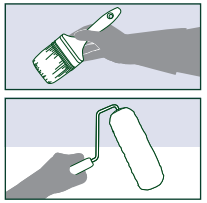
Sand the primer (if used) with 180-220 grit wet or dry paper. Remove dust with a dust wipe or tack rag, according to label recommendations.





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

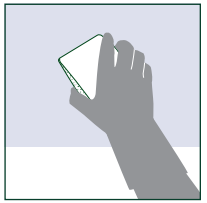


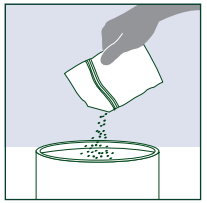


**Using non-skid additive (hand-mixed method):**

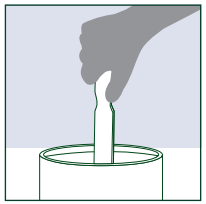
### 7 Application

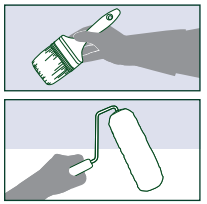
Sand primer (if used) with 180-220 grit wet or dry paper. Add 4-6 ounces of Interlux Intergrip 2398c per quart of Perfection or Brightside.





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.

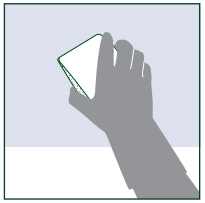


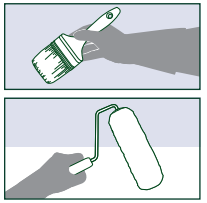


**Using non-skid additive (broadcast method):**

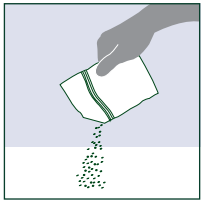
### 8 Application

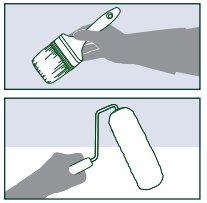
Sand primer (if used) with 180-220 grit wet or dry paper. Apply one coat of Interlux Perfection or Brightside





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.





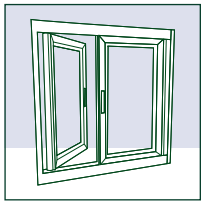
# Applying varnishes

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**.



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

**Previously varnished surfaces:**

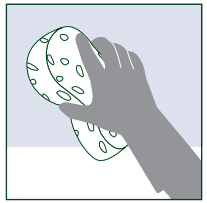
## 2 Inspection

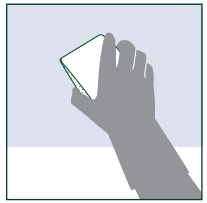
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

## 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**.

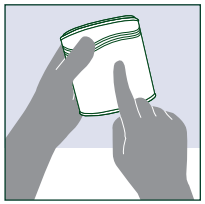
It is important to ensure all sanding residue is removed prior to varnishing, as this will impair adhesion and give a ‘bitty’ finish. Before commencing any varnish work, decant the amount of varnish you expect to use into a separate container, to avoid introducing contamination into the tin.

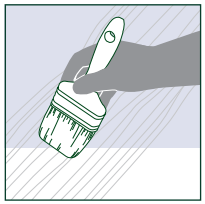
## 5 Priming

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.



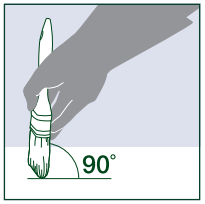


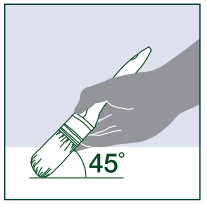
## 6 Application

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 90º to the surface.

Finally, ‘tip off’ by gently stroking surface with the brush at a 45º 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.

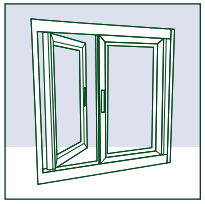
# Applying antifouling

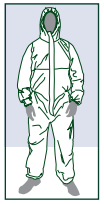
Antifouling can be applied using a brush or roller. Using a small roller is less work on the arm but takes longer to cover the surface area. If a brush is preferred, choose a large width brush; the finish will not be as smooth as a topside paint so the type of brush used is not critical.

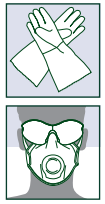
**Julie Gent**
**Specialist in Antifoulings Development**

## 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**.





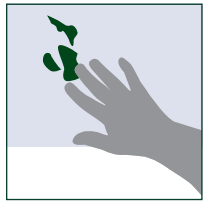


Before starting your project, **always check the weather conditions**! See **Pages 18-19**.

**Previously painted surfaces:**

## 2 Inspection

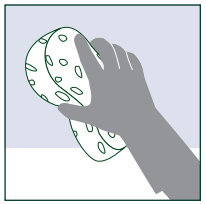
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.

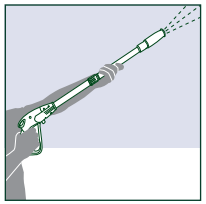


## 3 Preparation

### 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**.

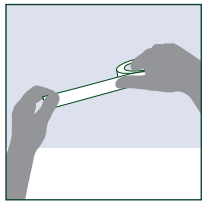
### In poor condition

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 antifoulings**.

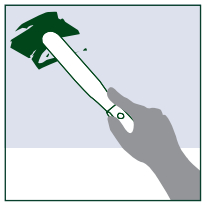
## 4 Masking

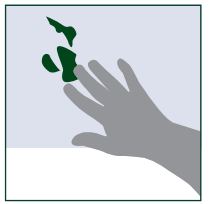
Before priming or applying antifouling, mask off the area to be painted.



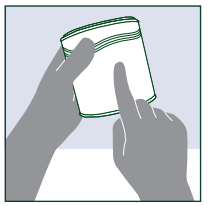
## 5 Repair/Priming

Repair damage with Watertite Epoxy Filler where necessary. Inspect gelcoat for damage and signs of osmosis – treat accordingly.





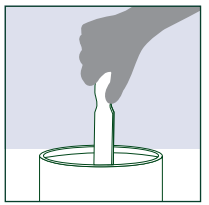
Seal incompatible or unknown antifoulings with Primocon. Bare substrates should be primed, according to substrate. Product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating intervals.

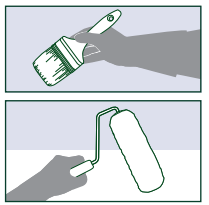


See **Page 47** for advice on **osmosis treatment**.
See **Page 20** for advice on **repairing fiberglass**.

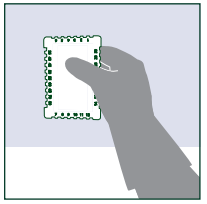
## 6 Application

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



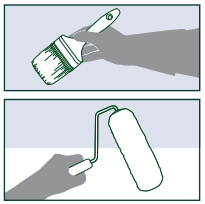


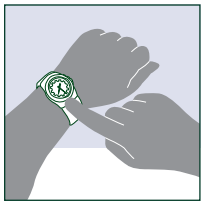
Apply the antifouling at the correct thickness; this may mean an extra coat is needed, depending on application methods and conditions.

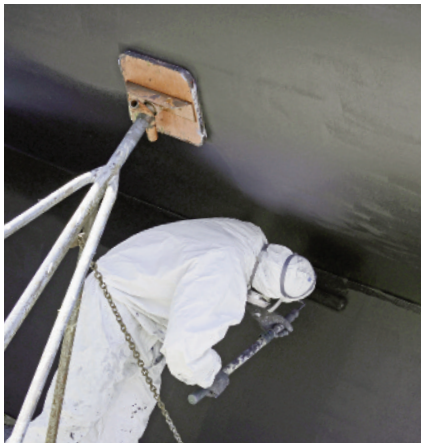


Apply an extra coat to leading and trailing edges; e.g. waterline, trim tabs, outdrives, keels and rudders. These areas experience more water turbulence and so more wear on the paint surface.

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.







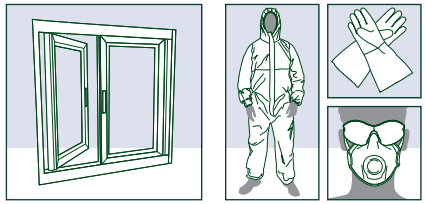
## Applying antifouling to an Aluminum Pontoon Boat

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

**Don Campbell**
**Technical Manager, North America**

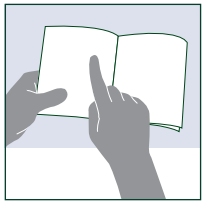
### 1 Health and Safety

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**.



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

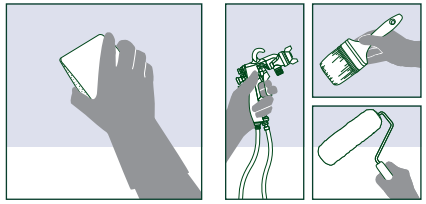
### 2 Preparation



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.

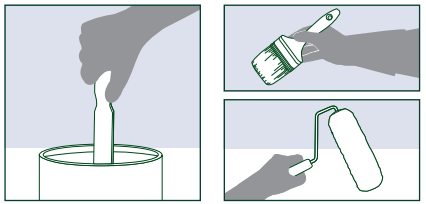
### 3 Priming

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.



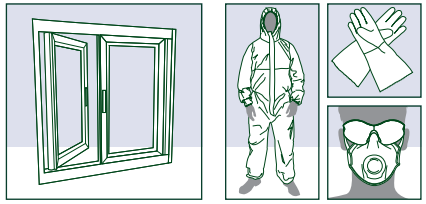
## Painting outdrives, stern gear, propellers and keels

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**

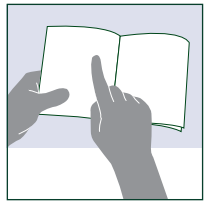
### 1 Health and Safety

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**.



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

### 2 Preparation

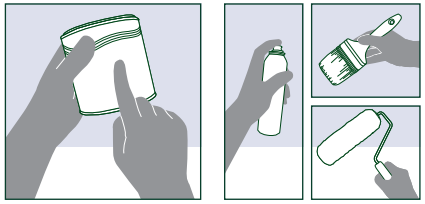


The key to protecting your underwater metals from corrosion is correct preparation of the substrate and choosing the best priming solution for your project. Before commencing any preparation, it is important to establish the type of metal you are working with.

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

### 3 Priming

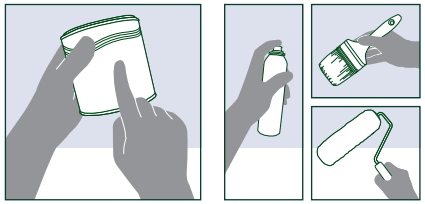
Apply a primer recommended for the selected antifouling and substrate; always follow the recommendations given on the product label.



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

### 4 Applying antifouling

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



Not all antifoulings 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® antifoulings 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 antifoulings without damaging the underlying substrate (including gelcoat).

Scotch-Brite™ is a trademark of 3M™. CPP® and Bottomshield refer to products sold by West Marine®. Alumacoat®, Horizons®, Hydrocoat®, Monterey, Sharkskin, The Protector®, Trinidad® SR, Ultima® SR-40/SR-60/SSA, Ultima® Eco, Unepoxy™, Unepoxy™ Plus and Vivid refer to products sold by Kop-Coat, Inc. Biocop™, Smart Solution™ and Talon refer to products sold by New Nautical Coatings. Aquaguard® refers to a product sold by Flexdel. Proguard Ablative and Super Proguard refer to products sold by Nautical™. Awlstar® refers to a product sold by Awlgrip®. Woolsey Ablative Plus, Defense/Defense HC and Yacht Shield H20 refer to products sold by Woolsey. Super B Ablative 45 and Superkote Hard 45 refer to products sold by MarPro.

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:

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

| | Power | | | | | Sail | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Waterline length** (feet) | 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

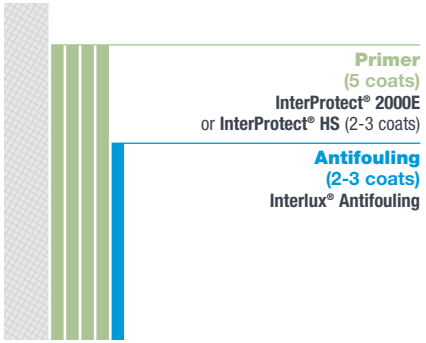
- Apply an extra coat to all leading and trailing edges, water-line, trim-tabs, outdrives, keel and rudder. High turbulence in these areas tends to wear the antifouling faster.
- Always use the specified amount of antifouling. Under-application can result in premature fouling and costly mid-season haul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

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

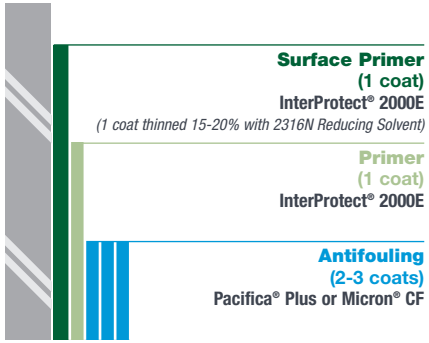
## Below water schemes: two-part products

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

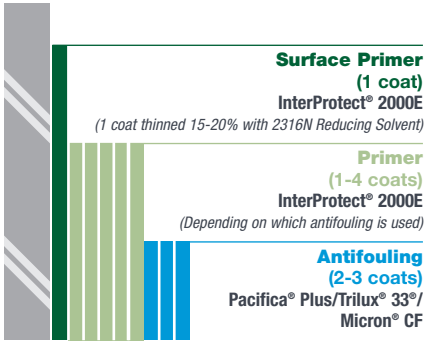
### Fiberglass: Barrier protection



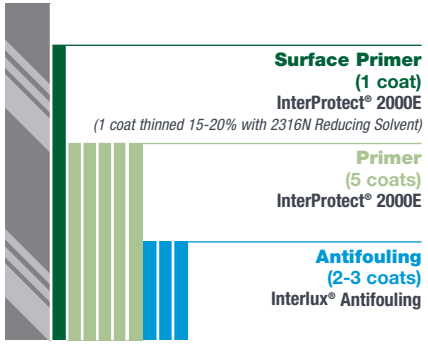

### Aluminum: Pontoon system



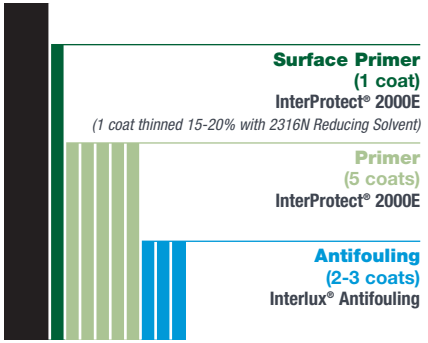

### Aluminum




### Iron/Steel




### Lead




**InterProtect® HS**

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

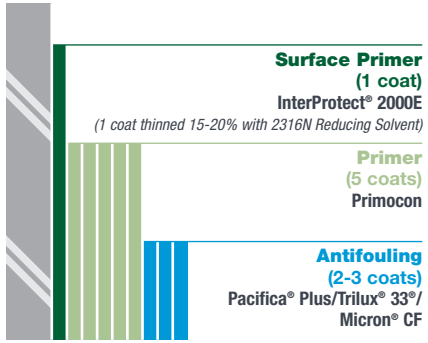
See **substrate preparation** on **Page 17**.

**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 aluminum.**

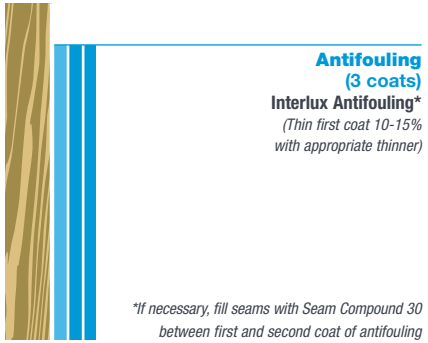
## Below water schemes: one-part products

These schemes provide a good level of protection.

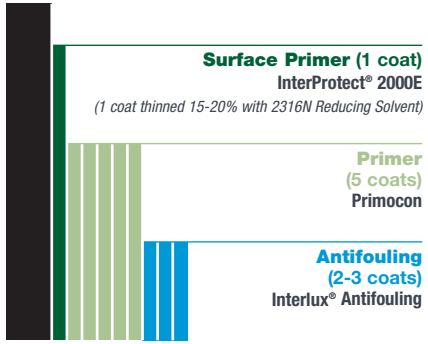
### Aluminum



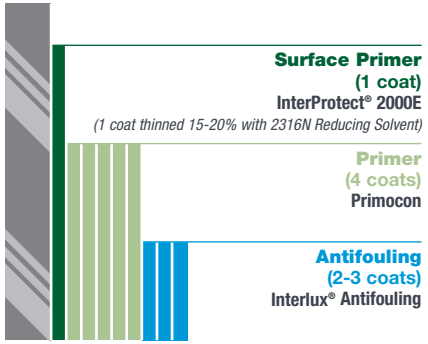

### Wood




### Lead




### Iron/Steel



## Below water schemes: No sand systems

### Fiberglass: Ultimate no sand system

**Clean**
Fiberglass Surface Prep YMA601V

**Primer (1 coat)**
InterProtect® 2000E or InterProtect® HS

**Antifouling (2-3 coats)**
Interlux® Antifouling

**excluding VC®17m, VC®17m Extra, VC® Offshore, Baltoplate & VC® Performance Epoxy*
***This system will not provide blister protection***

### Fiberglass: Simple no sand system

**Clean**
Fiberglass Surface Prep YMA601V

**Antifouling (2-3 coats)**
Fiberglass Bottomkote® Aqua*

***This system is only approved to be used with Fiberglass Bottomkote Aqua. Do not use this system with any other antifouling paint.*

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


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

**Primer (2-3 coats)**
Primocon Aerosol

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

### Bronze

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

**Primer (1 coat)**
InterProtect® 2000E

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

### Stainless Steel

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

**Primer (1 coat)**
InterProtect® 2000E or InterProtect® HS

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

**InterProtect® HS**

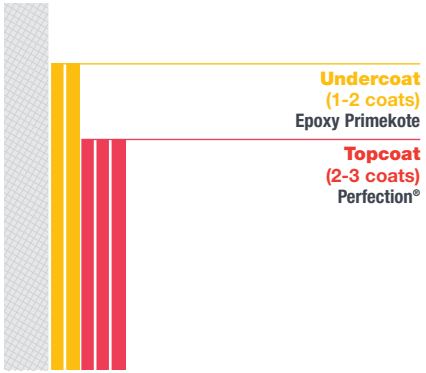
InterProtect® HS is a suitable alternative for InterProtect® 2000E, requiring fewer coats.

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

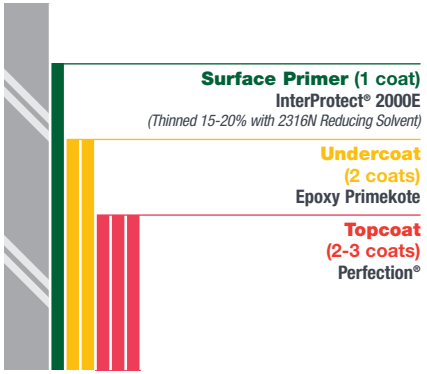
## Two-part premium paint systems

These schemes provide the maximum level of protection available.

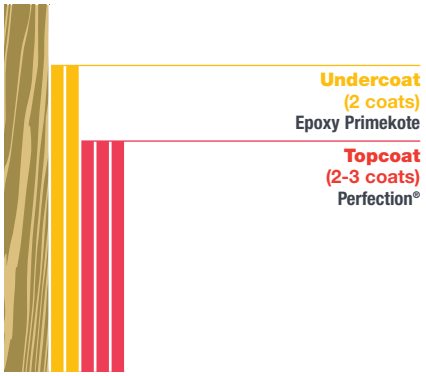
### Fiberglass



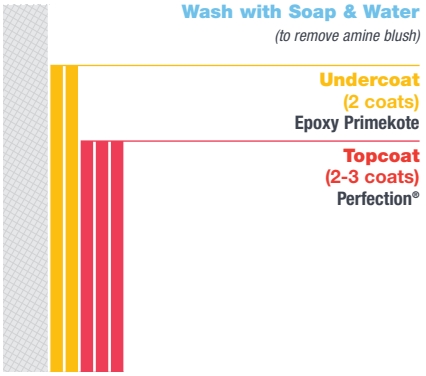

### Aluminum / Steel




### Wood




### Clear Epoxy



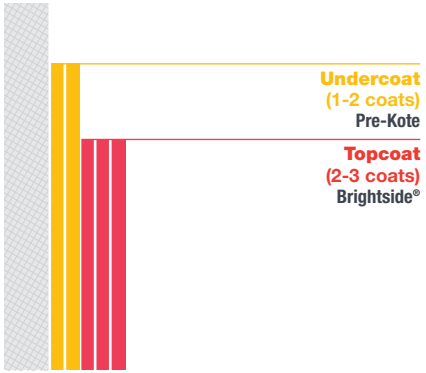

**Filler**

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

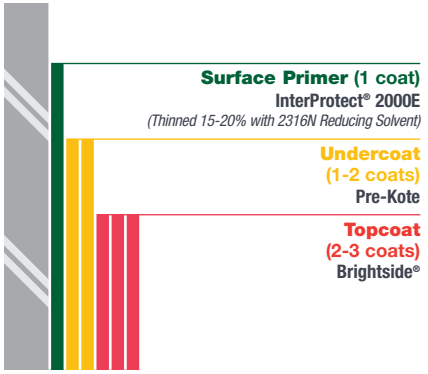
## One-part conventional paint systems

These schemes provide a good level of protection.

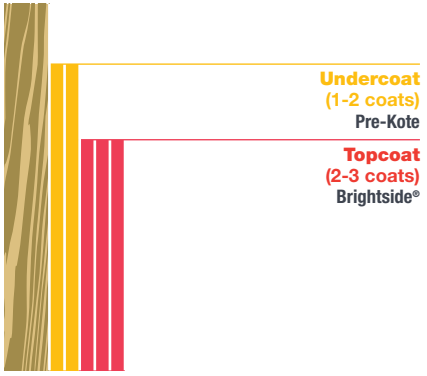
### Fiberglass



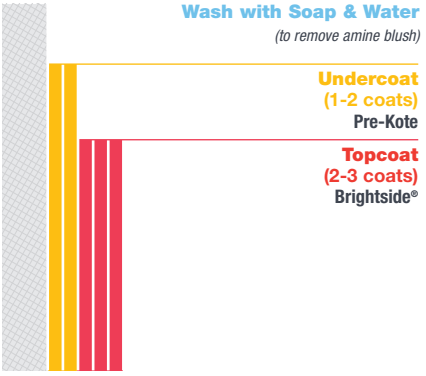

### Aluminum / Steel




### Wood




### Clear Epoxy



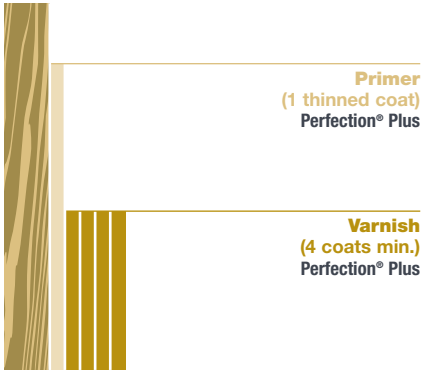

## How much topsides paint do I need?

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:

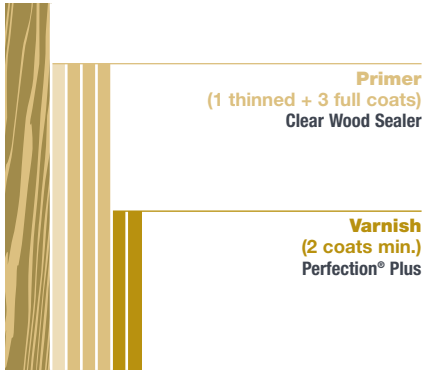
| | Power | | | | | Sail | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Waterline length** (feet) | 20 | 25 | 30 | 35 | 40 | 20 | 25 | 30 | 35 | 40 |
| **Topside finishes** (quarts) | 3.0 | 4.5 | 6.0 | 8.0 | 9.0 | 2.5 | 4.0 | 5.5 | 7.0 | 8.5 |
| **Finish primers** (quarts) | 4.0 | 5.5 |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

## Two-part premium varnish systems

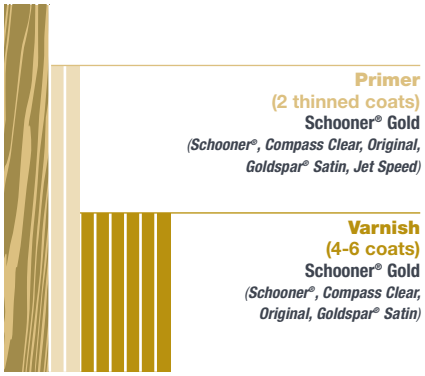
### Traditional bare wood system



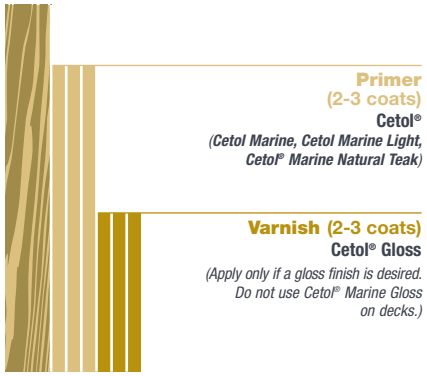

### Reduced work time bare wood system




## One-part conventional varnish systems




## Sikkens Cetol® Marine system

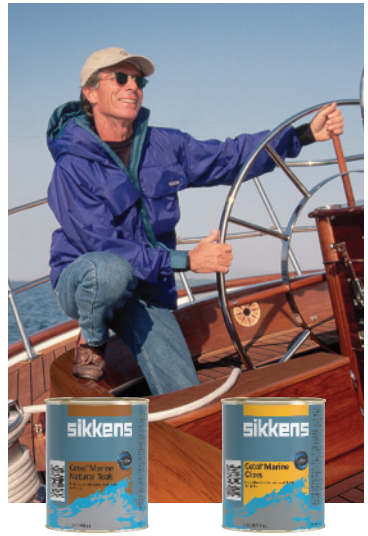



**Oily woods**

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.

## 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.



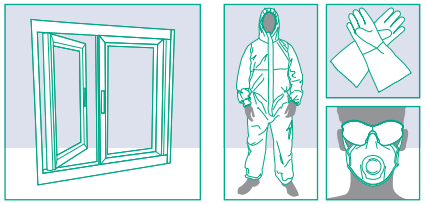

| | Marine | Light | Natural Teak | Gloss |
|---|---|---|---|---|
| Key attributes | ■ **Cetol Marine** produces an attractive dark amber appearance on wood.<br>■ **Cetol Marine Light** will produce a lighter amber appearance on wood.<br>■ **Cetol Marine Natural Teak** has a rich golden color on wood.<br>■ **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.** | | | |

# Blister Repair and Prevention

## How to protect against osmosis

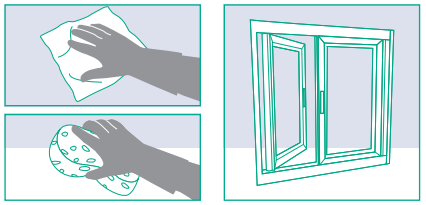
### 1 Health and Safety

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

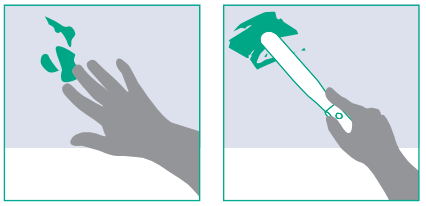
Remove all contamination from the surface using Fiberglass Solvent Wash 202 or Fiberglass Surface Prep YMA601V. Sand using 80-grit sandpaper. Remove the sanding residue using Fiberglass Solvent Wash 202.



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

### 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.

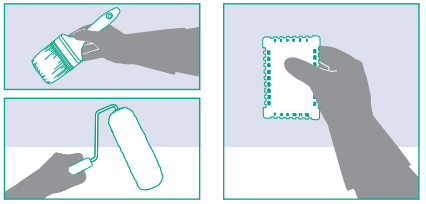


Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

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.



### Warning signs

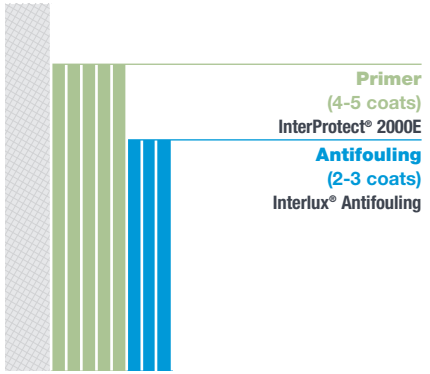
**Blisters**
Blisters can vary from small pinhead blisters, to areas as large as the palm of a hand. The presence of any fluid behind a blister indicates a potential problem.

**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.

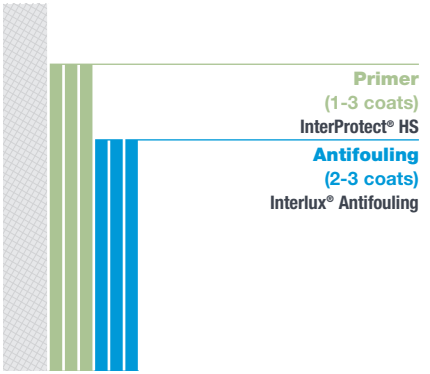
**Pinholes**
Tiny bubbles present in the gelcoat reduce its effectiveness and promote rapid water absorption.

## 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





Learn more about boat maintenance and winterization product on our website.