Boat Painting Guide & Color Card
US Edition

For comprehensive product and maintenance advice visit yachtpaint.com
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

Ask the Experts

All intense, we recognize the importance of providing high-quality technical support and advice to all our customers. Whether you’re a novice or a more experienced DIYer; you’re sure to have a question for us – and we’d love to help – here’s how you can reach us…

Got a question? We’ve got experts who’ve got the answer!

Interlux and the environment: We have many products and systems designed to help you reduce your boating environmental footprint. Call us or see the appropriate sections on yachtpaint.com for more information.

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### Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Quick Reference Guide</strong></td>
<td></td>
</tr>
<tr>
<td>Antifoulings</td>
<td>04</td>
</tr>
<tr>
<td>Topsides</td>
<td>08</td>
</tr>
<tr>
<td>Varnishes</td>
<td>10</td>
</tr>
<tr>
<td>Primers</td>
<td>12</td>
</tr>
<tr>
<td>Undercoats</td>
<td>14</td>
</tr>
<tr>
<td><strong>Before You Start</strong></td>
<td></td>
</tr>
<tr>
<td>Health &amp; Safety</td>
<td>15</td>
</tr>
<tr>
<td><strong>“Step-by-Step” Project Guides</strong></td>
<td></td>
</tr>
<tr>
<td>How to prepare bare substrates</td>
<td>17</td>
</tr>
<tr>
<td>Always check the weather!</td>
<td>18</td>
</tr>
<tr>
<td>Making small repairs to fiberglass</td>
<td>20</td>
</tr>
<tr>
<td>Removing aged finishes or varnishes</td>
<td>21</td>
</tr>
<tr>
<td>Applying antifouling</td>
<td>23</td>
</tr>
<tr>
<td>Applying finishes</td>
<td>24</td>
</tr>
<tr>
<td>Painting your bilge</td>
<td>30</td>
</tr>
<tr>
<td>Painting outdrives, stern gear, propellers &amp; keels</td>
<td>38</td>
</tr>
<tr>
<td>Applying varnishes</td>
<td>32</td>
</tr>
<tr>
<td>Applying antifouling</td>
<td>35</td>
</tr>
<tr>
<td>Applying finishes</td>
<td>24</td>
</tr>
<tr>
<td><strong>Antifouling</strong></td>
<td></td>
</tr>
<tr>
<td>Is my new antifouling compatible?</td>
<td>40</td>
</tr>
<tr>
<td>How much antifouling paint do I need?</td>
<td>41</td>
</tr>
<tr>
<td><strong>Topsides</strong></td>
<td></td>
</tr>
<tr>
<td>Two-part premium paint systems</td>
<td>46</td>
</tr>
<tr>
<td>One-part conventional paint systems</td>
<td>47</td>
</tr>
<tr>
<td><strong>Blister Repair and Prevention</strong></td>
<td></td>
</tr>
<tr>
<td>How to protect against osmosis</td>
<td>50</td>
</tr>
<tr>
<td>How to treat osmosis</td>
<td>51</td>
</tr>
<tr>
<td>Osmosis protection systems</td>
<td>51</td>
</tr>
<tr>
<td><strong>The Echo Program</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Color Card</strong></td>
<td></td>
</tr>
<tr>
<td>Topsides Finishes</td>
<td>53</td>
</tr>
<tr>
<td>Antifoulings</td>
<td>56</td>
</tr>
</tbody>
</table>
# Quick Reference Guide

## Antifoulings

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

### Micron® Technology Polishing Antifoulings

<table>
<thead>
<tr>
<th>Micron® 66®</th>
<th>Micron® Extra</th>
<th>Micron® CSC</th>
<th>ACT</th>
<th>Ultra</th>
<th>Bottomkote® NT</th>
<th>Bottomkote® Aqua</th>
<th>Trilux® 33®</th>
<th>Trilux® 33® Aerosol</th>
<th>Pacifica® Plus</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key attributes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Top of the Micron range</td>
<td>- Controlled polishing – gets smoother with time maximizing fuel efficiency</td>
<td>- Proven performance for 20 years</td>
<td>- Fast dry – paint and launch the same day</td>
<td>- Solid protection against all types of fouling including zebra mussels</td>
<td>- Available in 5 bright clean colors including White</td>
<td>- Effective antifouling in a convenient aerosol</td>
<td>- Copper free ablative antifouling</td>
<td>- Patented self polishing copolymer technology with Biolux® technology</td>
<td>- Patented self polishing copolymer technology with Biolux® technology</td>
</tr>
<tr>
<td>- Best antifouling performance in the harshest fouling conditions</td>
<td>- Biorax® technology boosts performance by controlling slime</td>
<td>- Best value additive antifouling available</td>
<td>- Fast dry – paint and launch the same day</td>
<td>- Durable, strong formula for high fouling areas</td>
<td>- Available in 5 bright clean colors including White</td>
<td>- Effective antifouling in a convenient aerosol</td>
<td>- Copper free ablative antifouling</td>
<td>- Biorax® technology boosts performance by controlling slime</td>
<td>- Patented self polishing copolymer technology with Biolux® technology</td>
</tr>
<tr>
<td>- Maximum protection even during stationary periods at the dock</td>
<td>- Excellent for use on all boats* in all waters</td>
<td>- Designed to create away with use</td>
<td>- Biolux® increases antifouling performance</td>
<td>- Slow polishing, reduces slime and increases antifouling performance</td>
<td>- Available in 5 bright clean colors including White</td>
<td>- Effective antifouling in a convenient aerosol</td>
<td>- Copper free ablative antifouling</td>
<td>- Provides excellent antifouling performance in all waters</td>
<td>- Patented self polishing copolymer technology with Biolux® technology</td>
</tr>
<tr>
<td>- Not suitable for use in fresh water</td>
<td>- In VOC regulated areas please use Micron® CSC HS</td>
<td>- Overseas existing antifouling</td>
<td>- Use whenever the fouling challenge is severe</td>
<td>- Activates polishing action when in contact with underwater metal</td>
<td>- Available in 5 bright clean colors including White</td>
<td>- Effective antifouling in a convenient aerosol</td>
<td>- Copper free ablative antifouling</td>
<td>- Provides excellent antifouling performance in all waters</td>
<td>- Patented self polishing copolymer technology with Biolux® technology</td>
</tr>
</tbody>
</table>

### Additional High Performance Products

- Designed to erode away all types of fouling including zebra mussels
- Biolux® technology boosts performance by controlling slime
- Controlled polishing – gets smoother with time maximizing fuel efficiency
- Excellent for use on all boats* in all waters
- In VOC regulated areas please use Micron® CSC HS
- Fast dry – paint and launch the same day
- Available in 5 bright clean colors including White
- Effective antifouling in a convenient aerosol
- Copper free ablative antifouling

### Technical Data

- **Micron® 66®**
  - Top of the Micron range
  - Controlled polishing – gets smoother with time maximizing fuel efficiency
  - Excellent for use on all boats* in all waters
  - In VOC regulated areas please use Micron® CSC HS
- **Micron® Extra**
  - Controlled polishing – gets smoother with time maximizing fuel efficiency
  - Biorax® technology boosts performance by controlling slime
  - Excellent for use on all boats* in all waters
- **Micron® CSC**
  - Controlled polishing – gets smoother with time maximizing fuel efficiency
  - Biorax® technology boosts performance by controlling slime
  - Excellent for use on all boats* in all waters
  - In VOC regulated areas please use Micron® CSC HS
- **ACT**
  - Proven performance for 20 years
  - Fast dry – paint and launch the same day
  - Available in 5 bright clean colors including White
- **Ultra**
  - Ultra strong formulas for high fouling areas
  - Available in 5 bright clean colors including White
- **Bottomkote® NT**
  - Solid protection against all types of fouling including zebra mussels
- **Bottomkote® Aqua**
  - Available in 5 bright clean colors including White
- **Trilux® 33®**
  - Slow polishing, reduces slime and increases antifouling performance
- **Trilux® 33® Aerosol**
  - Available in 5 bright clean colors including White
- **Pacifica® Plus**
  - Effective antifouling in a convenient aerosol
- **Micron® CSC HS**
  - Patented self polishing copolymer technology with Biolux® technology
  - Provides excellent antifouling performance in all waters
  - Copper free ablative antifouling

### Thinnings

<table>
<thead>
<tr>
<th>Thinner</th>
<th>Micron® 66®</th>
<th>Micron® Extra</th>
<th>Micron® CSC</th>
<th>ACT</th>
<th>Ultra</th>
<th>Bottomkote® NT</th>
<th>Bottomkote® Aqua</th>
<th>Trilux® 33®</th>
<th>Trilux® 33® Aerosol</th>
<th>Pacifica® Plus</th>
</tr>
</thead>
<tbody>
<tr>
<td>433</td>
<td>433</td>
<td>433</td>
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</tr>
</tbody>
</table>

### Practical coverage (ft²/gallon)

- **Micron® 66®**: 320
- **Micron® Extra**: 440
- **Micron® CSC**: 440
- **ACT**: 430
- **Ultra**: 455
- **Bottomkote® NT**: 400
- **Bottomkote® Aqua**: 407
- **Trilux® 33®**: 440
- **Trilux® 33® Aerosol**: 22 sq.ft per can
- **Pacifica® Plus**: 528

### Number of coats

- **Micron® 66®**: 2-3
- **Micron® Extra**: 2-3
- **Micron® CSC**: 2-3
- **ACT**: 2-3 (on bare wood)
- **Ultra**: 2-3 (on bare wood)
- **Bottomkote® NT**: 2-3 (on bare wood)
- **Bottomkote® Aqua**: 2-3 (on bare wood)
- **Trilux® 33®**: 2 minimum
- **Trilux® 33® Aerosol**: 2-3
- **Pacifica® Plus**: 2-3

### Substrates

- **Micron® 66®**: FRP, ACT Fiberglass
- **Micron® Extra**: FRP, ACT Fiberglass
- **Micron® CSC**: FRP, ACT Fiberglass
- **ACT**: FRP, ACT Fiberglass
- **Ultra**: FRP, ACT Fiberglass
- **Bottomkote® NT**: FRP, ACT Fiberglass
- **Bottomkote® Aqua**: FRP, ACT Fiberglass
- **Trilux® 33®**: FRP, ACT Fiberglass
- **Trilux® 33® Aerosol**: FRP, ACT Fiberglass
- **Pacifica® Plus**: FRP, ACT Fiberglass

### Safe for use on aluminum

- **Micron® 66®**: ✓
- **Micron® Extra**: ✓
- **Micron® CSC**: ✓
- **ACT**: ✓
- **Ultra**: ✓
- **Bottomkote® NT**: ✓
- **Bottomkote® Aqua**: ✓
- **Trilux® 33®**: ✓
- **Trilux® 33® Aerosol**: ✓
- **Pacifica® Plus**: ✓

### Application method

- **Micron® 66®**: ✓
- **Micron® Extra**: ✓
- **Micron® CSC**: ✓
- **ACT**: ✓
- **Ultra**: ✓
- **Bottomkote® NT**: ✓
- **Bottomkote® Aqua**: ✓
- **Trilux® 33®**: ✓
- **Trilux® 33® Aerosol**: ✓
- **Pacifica® Plus**: ✓

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*Not suitable for use in fresh water.
*For more information go to echoprogram.com

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**Scott Trimble**, Technical Sales Representative

Need to know how to remove old antifouling? [Visit our website for more information](http://yachtpaint.com)
**High Performance**

**VC® Offshore**
- For racing, sailing, and power boats
- Fluores microadditives provide a low friction surface for a high performance finish
- Hard, smooth finish can be burnished
- Suitable for salt and fresh water

**VC® 17m Extra**
- Hard, smooth finish, thin anti-fouling for a high performance finish
- With fluoros microadditives for low friction surface
- Quick drying for fast re-launch

### Key attributes
- **Substrates**
  - Suitable for high speed craft
- **Application method**
  - Suitable for all substrates
- **Practical coverage (ft²/gallon)***
  - Thinner 216
  - Thinner 216

---

**Antifoulings**

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

**Perfection®**
- Ultimate performance, two-part polyurethane finish
- Professional-quality results made easy
- Non-fluoro and highest abrasion resistance
- Unique UV protection for longest-lasting color and gloss
- Fast drying for fast re-launch

**Brightside®**
- Hard, high gloss one-part polyurethane finish
- Excellent flow and leveling characteristics yield a “sprayed on” look when brush applied
- Ideal for use on surfaces above the true waterline
- Full range of bright, crisp colors

**Interdeck**
- Slip resistant polyurethane deck paint
- Contains fine mineral additive for high wearing, non-slip surface
- Suitable for all substrates
- Low sheen finish prevents sunlight glare
- Apply straight from the can with brush or roller

**Bilgekote®**
- Hard wearing coating for bilges and bulkheads
- Chemical resistance to fuels, fuel and oil
- High opacity for thorough coverage
- Cleans easily for reduced upkeep

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**Topsides**

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

### Key attributes
- **Perfection®**
  - Universal performance, two-part polyurethane finish
- **Brightside®**
  - Hard, high gloss one-part polyurethane finish
- **Interdeck**
  - Slip resistant polyurethane deck paint
- **Bilgekote®**
  - Hard wearing coating for bilges and bulkheads

### Thinner
- **Practical coverage (ft²/gallon)**
  - Thinner 216
  - Thinner 216

### Substrates
- Suitable for all substrates

### Application method
- **Recommended undercoat**
  - Flattening Agent YMA175
  - Flattening Agent YMA175

### Additives
- **For a satin finish add:**
  - Flatting Agent YMA174
  - Flatting Agent YMA175

- **For a no-skid finish add:**
  - Intergrip No Skid Compound 228HC
  - Intergrip No Skid Compound 228HC

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Use antifouling paints wisely. Always read the label and product information before use.

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*When compared to the largest selling product in OEM range.*

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**Intersleek 900**

**Interlux Performance Epoxy**

**Biciclide-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 fluor microadditive to reduce friction
- Can be wet sanded and burnished for extra smoothness

**Perfection®**

**VC® Performance Epoxy**

**Biciclide-free ballast technology**
- New unique patented fluoropolymer undercoat ball coating
- Sticks, low friction surface
- Lower fuel consumption, enhanced speed
- Long-lasting
- Professional application only

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**What is No Skid Compound?**

Intergrip No Skid Compound 228HC is a non-skid polymer sphere additive for transforming a high-friction non-skid surface. Its regular shapes diminish the tendency to collect dirt and has excellent slip-resist properties. Spherical cup and pint are added to the paint in direct proportion to the amount of material required. The result will be determined by the amount of material applied to the finish.

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Further information on Flattening Agents can be found on the product label or on the technical data sheets, which are available at yacht paint.com

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"Need some hints and tips to achieve a professional topside finish?" Get advice from the experts at yacht paint.com

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Visit our website for more information – yachtpaint.com

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08 07

**Open Monday to Friday**
Quick Reference Guide

Varnishes

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

<table>
<thead>
<tr>
<th>Perfection® Plus</th>
<th>Schooner® Gold</th>
<th>Schooner®</th>
<th>Goldspar® Satin</th>
<th>Original</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key attributes</strong></td>
<td><strong>Key attributes</strong></td>
<td><strong>Key attributes</strong></td>
<td><strong>Key attributes</strong></td>
<td><strong>Key attributes</strong></td>
</tr>
<tr>
<td>Ultimate performance, clear, two-part polyurethane varnish</td>
<td>Advanced UV technology in our longest-lasting one-part varnish</td>
<td>Premium quality, traditional tung oil varnish</td>
<td>A satin finish polyurethane varnish for interior use</td>
<td>Traditional, general purpose gloss varnish</td>
</tr>
<tr>
<td>Chemical cure for the hardest finish &amp; highest abrasion resistance</td>
<td>Exceptional deep-gloss and color are retained over the lifetime of the coating</td>
<td>Rich golden color and deep gloss</td>
<td>Resistant to hot water, mild acids, alcohol and alkalis</td>
<td>Good flow, flexibility and gloss retention</td>
</tr>
<tr>
<td>Superior gloss lasts four times longer than conventional one-part varnishes</td>
<td>Sand between every other coat</td>
<td>Excellent UV protection</td>
<td>Fast-dry formulation minimizes dust contamination</td>
<td>High clarity finish for light color woods</td>
</tr>
<tr>
<td>Professional-quality results made easy</td>
<td>Traditional amber color</td>
<td>Good flow-out and self-leveling characteristics for easier application</td>
<td>Interior, exterior and over existing varnish</td>
<td>Interior, exterior and over existing varnish</td>
</tr>
<tr>
<td>2:1 mix ratio: Easy to measure and mix</td>
<td>Designed for the experienced varnish enthusiast or professional</td>
<td>Suitable for interiors, exteriors and over existing varnish</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Thinnings**

| Coverage (ft²/gallon) | 489 | 526 | 500 | 421 | 476 |

**Number of coats**

Will vary depending on usage. Please check product label/data sheet.

| 2-5 | 2-6 | 3-6 | 3 | 3 |

**Suitable for use direct to oily wood (e.g. teak or iroko)**

- ✓ ✓ ✓ ✓ ✓

**Application method**

| Flattening Agent YZM914 | Flattening Agent YMA715 | Flattening Agent YMA715 | Flattening Agent YMA715 |

- For interior use only

**For a satin finish add**:

- Flattening Agent YZM914
- Flattening Agent YMA715
- Flattening Agent YMA715
- Flattening Agent YMA715

*Based on the results of our trials.

Interested in the relative environmental impact* of your chosen product? For more information go to echoprogram.com

*When compared to the largest selling product in our range.
## Primmers

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

<table>
<thead>
<tr>
<th>Primmers</th>
<th>InterProtect® 2000E</th>
<th>InterProtect® 3000</th>
<th>Primocon®</th>
<th>Primocon® Aerosol</th>
<th>Fiberglass No Sand Primer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key attributes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For prevention and repair of gelcoat blistering</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Excellent for use on underwater metals, hulls and keels</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Easy to apply – dries quickly – no sanding</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Use as part of a no sand system</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Excellent anti-corrrosive protection above &amp; below the waterline</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>A high solids epoxy coating developed to protect fiberglass hulls from water absorption</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Low VOC for reduced solvent emissions</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Contains Micro-Plates® for extra protection</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Can be applied at temperatures down to 32°F (0°C)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Anti-corrrosive primer for metals</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Conventional one-part primer for use below water</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Quick drying, with anticrosive properties</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Can be used under all major antifoulings* or as a conversion coat over incompatible or unknown antifoulings*</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Over suitable primer</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Below water, under antifoulings or to seal unknown antifoulings</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Do not use with VC® 17m systems</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>A non bleeding, anticorrosive primer for use on outdrives and outboards, prior to application of Trilux® Prop &amp; Drive or Trilux® 33 Aerosol</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Reduces galvanic corrosion on metal surfaces</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Eliminates the need to sand fiberglass prior to applying antifouling paint</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Used on epoxy primers to improve the adhesion of antifouling paint</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Typically used**

- Universal primer for above and below the waterline
- Below water on all surfaces
- Below water, under antifoulings or to seal unknown antifoulings
- Below water, under Trilux Prop & Drive or Trilux 33 Aerosol
- Below water, under antifoulings

**Thinner**

- 2316N
- 2316N
- 433
- 216
- Do not thin

**Practical coverage (ft²/gallon)**

- 240
- 330
- 433
- 216
- 22 sq ft per can
- $35

**Number of coats**

- 4-5
- 3-4
- 3-3
- 2
- 1

**Substrates**

- FRP
- Wood
- Steel
- Aluminum
- Lead
- Zinc

**Application method**

- Brush
- Roller
- Spray

**Suitable for above waterline**

- Yes
- Yes
- Yes
- Yes
- Yes

**Suitable for below waterline**

- Yes
- Yes
- Yes
- Yes
- Yes

Interests in the relative environmental impact of your chosen product?

For more information go to echoprogram.com

*When compared to the largest selling product in our range.

The Echo Program

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

Visit our website for more information - yachtpaint.com
Before You Start

### Health & Safety

Providing health and safety precautions for paint products is a legal requirement and forms a specific section on our labels. However, the wording is laid down by law and is often difficult to understand. This section is intended to help you interpret and understand the symbols and phrases you will find in our literature and on our product labels. We’ve also included some further information to make applying paint a safer job.

Before starting work, always read the label. Each can may display a number of warning symbols and written warning phrases which will quickly indicate those areas where particular care should be taken. Other general health 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 is being used. In cases of accidental paint ingestion seek immediate medical attention. Keep the patient at rest, do NOT induce vomiting.

**Avoid inhalation**

The inhalation of solvent vapor from paint, or dust from sanding, can be reduced by the provision of adequate ventilation or extraction. If this is not sufficient, or if specifically stated on the label, suitable respiratory protection should be used. Wear a cartridge type respirator when abrading old antifoulings – never burn off or dry-sand antifoulings as this may create harmful fumes or dust.

In badly ventilated areas wear an air-fed hood or cartridge respirator with an organic vapor filter. Solvent fumes are heavier than air. Breathing these fumes can make you dizzy, feel drunk and headachy and could even result in collapse. Read the label carefully and ensure that the recommended protection is worn.

**Spray painting**

Spray mists should not, under any circumstances, be inhaled. Read the label carefully and ensure recommended protection is worn; generally an air-fed hood is the best protection as it provides a fresh air feed to the user.

### Undercoats

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

#### Key attributes

- **Epoxy Primikote®**
  - A multi-purpose epoxy primer for use with two-part finishes
  - Use as part of a system to reinforce cracked and crazed gelcoat
  - Eliminates the effects of amine blush of clear epoxies
  - Bright white color makes it ideal for printing bilge and locker areas

- **Pre-Kote**
  - Undercoat for one-part finishes
  - Contains Microparticles for superior build and hide, while improving flow and sandability
  - Long-lasting, easy to apply and rub down

#### Typically used

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

#### Thiners

<table>
<thead>
<tr>
<th>Thiners</th>
<th>Practical coverage (ft²/gallon)</th>
<th>Number of coats</th>
<th>Substrates</th>
<th>Application method</th>
<th>Suitable for above waterline</th>
<th>Suitable for below waterline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Epoxy Primikote®</td>
<td>233N</td>
<td>450</td>
<td>1-2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>201BN</td>
<td>420</td>
<td>1-2</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>333</td>
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<tr>
<td></td>
<td>216</td>
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</tr>
</tbody>
</table>

#### Undercoats

- **Epoxy Primikote®**
  - Undercoat for one-part finishes
  - Contains Microparticles for superior build and hide, while improving flow and sandability
  - Long-lasting, easy to apply and rub down

- **Pre-Kote**
  - Undercoat for one-part finishes
  - Contains Microparticles for superior build and hide, while improving flow and sandability
  - Long-lasting, easy to apply and rub down

#### Thiners

- **Practical coverage (ft²/gallon)**
  - 450
  - 420

- **Number of coats**
  - 1-2

- **Substrates**
  - For use with two-part finishes
  - Suitable for above waterline
  - Suitable for below waterline

- **Application method**
  - Suitable for above waterline
  - Suitable for below waterline

### Contact Information

Helpline: 1 800 408-7589  Open Monday to Friday

Visit our website for more information - yachtpaint.com

Quick Reference Guide
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 or goggles are inexpensive, available from many DIY stores, and are well worth wearing. Use eye-wear that complies with ANSI Z87.1-1989 Standard. If material does contaminate the eye, it is recommended that the eye is flushed with clean fresh water for at least 15 minutes, holding the eyelids apart, and medical attention sought.

Avoid skin contact
Skin irritation can occur from contact with paint products. You should, therefore, always wear protective gloves and protective clothing when applying or mixing any paint products. Overall, which cover the body, arms and legs, should be worn. Skin crows, of a non-greasy barrier type, may be used on the face. Do NOT use petroleum jelly as this can help the absorption of paint into the body. Remove rings and watch straps before commencing work, as these can trap paint particles next to the skin. Avoid skin contact with paint under any circumstances, as this can help the absorption of paint into the body. Ensure that all evidence of corrosion (e.g. iron oxide and iron sulphide) is removed prior to the application of an Interlux primer, following the product recommendations provided in the paint systems guides.

How to prepare bare substrates

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

**Lead**
Degrease with solvent. Sand well using 120 grit paper or paper wire brush. Clean thoroughly and allow to dry. Prime using an Interser primer following the product recommendations provided in the paint systems guides.

**Zinc/Galvanized Steel**
Degrease with solvent. Sand well using 60-120 grit (aluminum compatible) paper. Clean thoroughly and allow to dry completely. Prime using an Interser primer following the product recommendations provided in the paint systems guides.

**Steel**
Degrease with solvent. Grit blast to Sa 2.5 – near white metal surface. If grit blasting is not possible, grind the metal surface with 24-36 grit abrasive discs to a uniform clean surface with a 50-75 micron anchor pattern. Use angle grinder on small areas or a wire brush, prosperity to a minimum S3.1 according to ISO8501:1. Clean thoroughly with solvent and allow to dry completely. Ensure that all evidence of corrosion is removed prior to the application of an Interser primer, following the product recommendations provided in the paint systems guides.

**Fiberglass**
Degrease with solvent. Sand well using 180-220 grit paper. Clean thoroughly and allow to dry completely. Prime using an Interser primer following the product recommendations provided in the paint systems guides.

**Bare Wood/Plywood**
Sand smooth with 60-180 grit paper and then 280 grit paper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with solvent and allow to dry completely. Ensure that any residual sanding dust is removed, before applying products recommended for application direct to wood (see paint systems guides).

**Oil woods e.g. teak**
Ensure that the surface is thoroughly degreased using a recommended solvent to ensure oils are removed. Sand smooth with 60-180 grit paper and then 280 grit paper. Remove sanding dust by sweeping 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).

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

**Cast Iron**
Degrease with solvent. Grit blast to Sa 2.0. If grit blasting is not possible, grind the metal surface with 24-36 grit abrasive discs to a uniform clean surface with a 50-75 micron anchor pattern. Use angle grinder on small areas or a wire brush, prosperity to a minimum S3.1 according to ISO8501:1. Clean thoroughly with solvent and allow to dry completely. Ensure that all evidence of corrosion is removed prior to the application of an Interser primer, following the product recommendations provided in the paint systems guides.

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**Boat Paint Guide**

**‘Step-by-Step’ Project Guides**

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**Customer Service Manager**

Theresa Mermini

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**‘More expert advice on working safely with our products?’**

The information shown in this section is provided as a basic guideline only. To ensure you have access to up-to-date information on personal and environmental health and safety systems guides.

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**‘Before You Start’ information on our website.**

Alternately, you can always call us via your local Interlux help line number, where a member of our Technical Support Team will be pleased to provide you with information and advice, tailored to your particular needs.

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**Click or call - expert advice at your fingertips**

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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 a 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 Primers):

- 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.

General Guidance Notes:

- Epoxy-based materials are generally applied at a higher film thickness, solvent can often be washed off with soap and water. Blistering and loss of gloss may be visible on the surface of the sunny side will also affect the delamination of subsequent coats. Failure to remove the blush will also make sanding more difficult.

- Always check the ‘through-dry’ of each interim coat. A quick method is to use a finisher’s ‘Step-by-Step’ Project Guides

- Intercepts 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 web site.

- Always avoid extreme air or temperature conditions. Epoxy products usually respond well to a little heating into the application area is well worth considering.

- Although epoxies generally cure well in most temperatures whether working outdoors or in a shed.

- Epoxy products usually require very little heat, on early days introducing a safe form of heating into the application area is well worth considering.

- 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 refilmment difficult. Sanding before the paint film is ‘through-dry’ can also clog the sand paper, meaning more sheets are needed to complete the task.

- High temperatures will reduce drying times, but can make application more difficult, as product flow and levelling 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 sheets.

- 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 levelling, rapid drying, cracking and loss of gloss. Surface temperatures can be measured using a surface thermometer.

- Remember that surfaces heat up and cool down at a different rate to the surrounding air temperature, meaning even though the ambient temperature might vary, the temperature of the surface being worked on may still be quite cool. Very when one side of a board 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.

- 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 later in the afternoon or when relative humidity is expected to increase during the evening, as this can lead to a ‘soft cure’. As epoxy-based materials are generally applied at a higher film thickness, solvent can often be washed off with soap and water. Blistering and loss of gloss may be visible on the surface of the sunny side will also affect 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 often be washed off with soap and water. Blistering and loss of gloss may be visible on the surface of the sunny side will also affect the delamination of subsequent coats. Failure to remove the blush will also make sanding more difficult.

- 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.

- 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.
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.

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

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a face mask.

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.

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

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

“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.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a dust mask.

Prepare the surface as recommended on pages 18-19. Once cured, sand with 60-220 grit paper. The finished repair should be smooth and level with the surface. If required a second layer of filler may be applied, repeating the same process. The repaired area can then be primed, ready for painting.
‘Step-by-Step’ Project Guides

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 glass fibre without harming the gelcoat.

Joe Purtell  
Technical Sales Representative

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 glasses, goggles or visors, nitrile rubber gloves (overlaps between skin is not exposed) and a solvent mask or a respirator (if working on larger areas in confined spaces).

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

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.

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.

We do not recommend using a chemical paint stripper when working with fiberglass, unless the product has been specifically approved for this purpose, as this may cause damage to the substrate.

Varnishing is best achieved on warm, dry mornings – cold weather slows drying and dampness spoils the gloss.

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.

“Hints to help you achieve a perfect finish.”

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.

After removing the old finish clean the surface using Fiberglass Surface Prep YMA601, Fiberglass Solvent Wash 202 or Special Thinner 216. Follow instructions on the product label.

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

Prepare according to substrate, following bare substrate preparation guidelines.

See Page 17 for bare substrate preparation guidelines.

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.

After removing the old finish clean the surface using Fiberglass Surface Prep YMA601, Fiberglass Solvent Wash 202 or Special Thinner 216. Follow instructions on the product label.

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

Prepare according to substrate, following bare substrate preparation guidelines.

See Page 17 for bare substrate preparation guidelines.

Click or call and ask the experts!
## ‘Step-by-Step’ Project Guides

### Antifouling

**Topsides Blister Repair and Prevention**

The Echo Program Color Card

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

**Preparation – in poor condition**

If previous finish is cracking, peeling or showing signs of separation from the substrate all previous coatings should be removed and the substrate primed. See Page 21 for advice on removing existing finishes.

There are three easy choices:

1. Check for compatibility with old antifouling. If the product is known use the Interlux Compatibility Chart on Page 43 of this manual.
2. If the old antifouling is unknown you can apply Primocon primer directly. Then simply overcoat with the Interlux Antifouling of choice (do not use this system with VC® 17m Extra, VC® 17m, VC® Offshore or Baltoplate).
3. Remove the old antifouling. If the old antifouling is in poor condition remove it using Interlux Interstrip 299E. After stripping you are ready to prime and paint.

### Applying finishes

Before starting any painting project consider the 3 most critical questions:

1. What preparation is necessary
2. Does the substrate matter and
3. What repair and upkeep is needed.

Page 08-09 of this guide will provide this information and help you choose the best product for your project.

Before starting any painting project consider the 3 most critical questions:

1. What preparation is necessary
2. Does the substrate matter and
3. What repair and upkeep is needed.

Page 08-09 of this guide will provide this information and help you choose the best product for your project.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

### Previously painted surfaces:

**Inspection**

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

**Using a two-part finish?** Ensure your existing coating is compatible.

**Preparation – in good condition**

Remove surface contamination by wiping down with Interlux Special Thinner 216 or Fiberglass Surface Prep YMA601. Once the surface is clean abrasive with 220-320-grit sandpaper. Remove the sanding residue and allow to dry.

Preparation – in poor condition

If previous finish is cracking, peeling or showing signs of separation from the substrate all previous coatings should be removed and the substrate primed.

**Masking**

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

**Bare substrate:**

To obtain the finest finish on fiberglass and wood in the case of metal substrates the surface will need to be primed. Your choice of primer and undercoater will be dictated by substrate and choice of finish coat. Systems for applying topside finishes begin on Page 60. For further advice contact Interlux at 1-800-468-7589.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

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.

### 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. Reprime fresh antifouling after sanding and priming the hull.

See Page 20 for antifouling application advice.

### ‘Is my new antifouling compatible?’

There are three easy choices:

1. Check for compatibility with old antifouling. If the product is known use the Interlux® Compatibility Chart on Page 43 of this manual.
2. If the old antifouling is unknown you can apply Primocon primer directly. Then simply overcoat with the Interlux® Antifouling of choice (do not use this system with VC® 17m Extra, VC® 17m, VC® Offshore or Baltoplate).
3. Remove the old antifouling. If the old antifouling is in poor condition remove it using Interlux® Interstrip 299E. After stripping you are ready to prime and paint.

Click or call and ask the experts!

‘Is my new antifouling compatible?’

Click or call and ask the experts!

‘Is my new antifouling compatible?’

Click or call and ask the experts!
Preparation

Prepare your project always check the weather conditions! See Pages 18-19.

Preparing a non-skid 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.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

Jay Smida, Technical Service

“Achieve a perfect result every time!”

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

Previously painted surfaces:

1. 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 YMA-601 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.

CONTINUES OVER
Preparation – in poor condition
If previous finish is cracking, peeling or showing signs of separation from the substrate this should be totally removed.

Masking
Before priming or applying a deck finish, mask off the area to be painted.

Bare substrate:

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.

Using Interdeck (ready-mixed formula):

Application
Sand the 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 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):

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):

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
When the paint is still wet, sprinkle Interlux Intergrip 2398c over the surface. Allow to dry thoroughly following the recommendations provided on the finish label. Remove excess Intergrip. Apply second coat of finish.

Using a two-part finish? Ensure your existing coating is compatible.

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

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.
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 residues. 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.

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

Preparation – in good condition
Remove surface contamination by wiping down with Interlux® Special Thinner 216 or Fiberglass Surface Prep YMA601. Once the surface is clean, abrade with 220-320 grit sandpaper. Remove the sanding residue and allow to dry.

Preparation – in poor condition
If previous finish is cracking, peeling or showing signs of separation from the substrate all previous castings should be removed and the substrate primed.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask or a respirator (if working in confined spaces).

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.

Previously painted surfaces:

3

1

2

3

4

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

For added protection against moisture, absorption and damage in bilge areas, use Interlux® InterProtect® or Epoxy Primekote – prior to applying Bilgekote – always follow the label instructions.

Important:
When painting in enclosed spaces, such as bilges, ventilation is very important not only for your own health and safety but also to help the products dry properly. Wear the proper Personal Protective Equipment and to help the paint dry properly we suggest two fans; one to push air in and another to pull air out.

Bare substrate:

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.

Apply 1-2 coats of Bilgekote.
Applying varnishes

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

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 glasses, goggles or visors, nitrile rubber gloves, overall/paint-spraying suits is not exposed and a solvent mask.

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

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

4. **Previously varnished surfaces:**
   - If previous varnish is cracking, peeling or showing signs of separation from the substrate, this should be totally removed. Continue at Step 5.

   See Page 21 for advice on removing existing varnishes.

5. **Bare wood:**
   - 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.

   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.

6. **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.

CONTINUES OVER
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.

Hints and tips
n Keep the sandpaper clean and change it frequently.

n Sanding numbers, finishing the surface with a progressively finer grit of paper.

n Varnishing is best achieved on warm, dry mornings – cold weather slows drying and damp spoils the gloss.

n Always use a clean brush, previously used only for varnish.

n Always buy the highest quality varnish and brush available. This will ensure you achieve the most attractive finish.

n Clean new brushes before use.

n Do not varnish wood when exposed to direct sunlight.

n Never leave bare wood exposed too long as it will absorb moisture from the atmosphere.

n Test the finish on a spare piece of wood before applying to the boat.

n On large areas use a foam roller to apply the initial coat, followed immediately behind with a wide brush for the finishing strokes – this is best done by two people.

n After cleaning with the correct thinners, wash the brush in degreaser and warm water, dry and wrap in greaseproof paper in a fine chisel shape.

n Alternatively, having cleaned and washed the brush, suspend by its handle to avoid any ‘fishtailing’ of the bristle.

n As the varnish ages in the can you may find there are lumps or contamination. Filtering the varnish into a separate container through cheesecloth, a paint filter or an old stocking is a good solution to this problem.

n Don’t use varnish which has been open for a long period as it will have picked up dust.

n Do not varnish wood when exposed to direct sunlight.

n Never leave bare wood exposed too long as it will absorb moisture from the atmosphere.

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 as the type of brush used is not critical.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

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.

Preparation – 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 23 for advice on removing existing antifoulings.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

Preparation
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 23 for advice on removing existing antifoulings.
Most antifoulings contain biocides so should be handled with care; ensure the correct personal protective equipment (PPE) is worn at all times.

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

Repair/Priming

Repair damaged areas with Watertite Epoxy Filler where necessary. Do not apply Watertite over antifouling paint. 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.

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

Repair damaged areas with Watertite Epoxy Filler where necessary. Do not apply Watertite over antifouling paint. Inspect gelcoat for damage and signs of osmosis – treat accordingly.

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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.

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.
Painting outdrives, stern gear, propellers & 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.

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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

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

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.

Care should be taken not to paint zinc anodes, which are often located next to the prop shafts, as this will seriously reduce their effectiveness. When painting your outdrives, underwater metals and keels, the longevity of any antifouling is difficult to predict as coating adhesion can be an issue, particularly on propellers. Thorough surface preparation is critical to promote good adhesion between the substrate and the coating.

Applying antifouling

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

Tim Taylor
Technical Service Representative

Don Campbell, Technical Manager, North America

“Take care with zinc anodes!”

Care should be taken not to paint zinc anodes, which are often located next to the prop shafts, as this will seriously reduce their effectiveness. When painting your outdrives, underwater metals and keels, the longevity of any antifouling is difficult to predict as coating adhesion can be an issue, particularly on propellers. Thorough surface preparation is critical to promote good adhesion between the substrate and the coating.

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Antifouling

Is my new antifouling compatible?

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

- Prime with Primocon YPA984. When overcoating TBT based antifoulings prime with TBT Sealer YPA987.

1. If you know what antifouling is currently on your boat, it is still easy. Apply our Primocon YPA984 primer directly to the old antifouling. Then simply overcoat with the Interlux® antifouling of your choice. (Not compatible with VC® Offshore, Baltoplate, VC17m, VC17m Extra or any water based paints.)

2. If you do not know what the old antifouling is on your boat, it is still easy. Apply our Primocon YPA984 as a tie-coat primer. If you do not know what the old antifouling is on your boat, it is still easy. Apply our Primocon YPA984 primer directly to the old antifouling. Then simply overcoat with the Interlux® antifouling of your choice. (Not compatible with VC® Offshore, Baltoplate, VC17m, VC17m Extra or any water based paints.)

3. Remove old antifouling. If you would prefer to remove the old antifouling, we have the easy solution. Interlux® Interstrip 299E paint remover is compatible with your valuable fiberglass hull. Interstrip can remove several coats of paint in one application. After stripping, you are ready to prime and paint your newly cleaned hull.

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.

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

- Prime with Primocon YPA984. When overcoating TBT based antifoulings prime with TBT Sealer YPA987.

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

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

<table>
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<tr>
<th>Waterline length (feet)</th>
<th>20</th>
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<th>30</th>
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<th>40</th>
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<td>7.0</td>
<td>9.5</td>
<td>12.0</td>
</tr>
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<td>VC17m/VC17m Extra (quarts)</td>
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<td>4.0</td>
<td>5.5</td>
<td>7.5</td>
<td>9.0</td>
</tr>
<tr>
<td>VC17m Extra (quarts)</td>
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<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
<td>6.0</td>
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<tr>
<td>VC17m Extra (quarts)</td>
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<td>2.5</td>
<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
</tr>
</tbody>
</table>

Abbreviations:
- U = Universal
- L = Lobster Hulls
- B = Beam
- D = Draft
- F = Frendamant

Top Tips:
- Always use the specified amount of antifouling. Under-application can result in premature fouling. High turbulence in these areas tends to wear the antifouling faster.
- Never wash down with a power hose. Thorough cleaning must be watertight.
- Always use the specified amount of antifouling. Under-application can result in premature fouling. High turbulence in these areas tends to wear the antifouling faster.
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![Color Card](Image 337x29 to 367x78)

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## Antifouling

### Below water systems: two-part products

These systems provide the maximum level of protection.

**Fiberglass: Barrier protection**
- Primer (5 coats) InterProtect® 2000E
- Antifouling (2-3 coats) Interlux® Antifouling

**Fiberglass: Ultimate no sand system**
- Clean Fiberglass Surface
- Primer (1 coat) InterProtect® 2000E
- Antifouling (2-3 coats) Interlux® Antifouling

**Aluminum**
- Primer (1 coat) InterProtect® 2000E
- Antifouling (2-3 coats) Interlux® Antifouling

**Iron/Steel**
- Filler
  - If required for small areas, Watertite Filler should be applied after the first coat of InterProtect® 2000E.
- Primer (5 coats) Interlux® Antifouling

**Lead**
- Filler
  - If required for small areas, Watertite Filler should be applied after the first coat of InterProtect® 2000E.
- Antifouling (2 coats) Interlux® Antifouling

### Below water systems: one-part products

These systems provide a good level of protection.

**Fiberglass: No sand system**
- Cleaner
  - Fiberglass Surface Prep TR6991
  - Primer (1 coat) InterProtect® 2000E
- Antifouling (2-3 coats) Interlux® Antifouling

**Aluminum**
- Primer (4 coats) Primocon
- Surface Primer (1 coat) InterProtect® 2000E

**Iron/Steel**
- Primer (4 coats) Primocon
- Surface Primer (1 coat) InterProtect® 2000E

**Lead**
- Primer (5 coats) Primocon
- Surface Primer (1 coat) InterProtect® 2000E

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

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**Boat Paint Guide**

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Antifouling

Below water systems: No sand systems

- **Fiberglass: No sand system**
  - Primer (1 coat) Fiberglass No Sand Primer 1963X0
  - Antifouling (2-3 coats) Interlux® Antifouling

- **Fiberglass: Ultimate no sand system**
  - Clean Fiberglass Surface Prep 196401
  - Primer (1 coat) InterProtect® 2000E
  - Antifouling (2-3 coats) Interlux® Antifouling

- **Fiberglass: Simple no sand system**
  - Clean Fiberglass Surface Prep 196401
  - Antifouling (2-3 coats) Fiberglass Selfmender® Aqua

**This system is only approved to be used with Fiberglass Selfmender™ Aqua. Do not use this system with any other antifouling paint. For complete instructions on this or any of the no sand systems contact technical support at yachtpaint.com or 1-800-468-7589.**

See substrate preparation on Page 17.

See osmosis protection systems on Page 53.

See anti-fouling under water on Page 17.

Propellers, outdrives and sterngear

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

- **Aluminum**
  - Primer (1 coat) InterProtect® 2000E
  - Antifouling (2-3 coats) Primas Aqua

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

- **Stainless Steel**
  - Primer (2-3 coats) InterProtect® 2000E 1 coat thinned 15-20% with 2316N Reducing Solvent
  - Surface Primer (1 coat) InterProtect® 2000E
  - Antifouling (3 coats) Trilux® 33® or Interlux Hard Antifouling

**This system is only approved to be used with Fiberglass Bottomkote® Aqua. Do not use this system with any other antifouling paint. For complete instructions on this or any of the no sand systems contact technical support at yachtpaint.com or 1-800-468-7589.**

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

See Painting outdrives, stern gear, propellers and keels on Page 40.

44 Helpdesk: 1 800 468-7589  Open Monday to Friday
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### Topsides

#### Two-part premium paint systems
These systems provide the maximum level of protection available.

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

**Aluminum / Steel**
- InterProtect® 2000E
  - Thinned 15-20% with 2316N Reducing Solvent
- Undercoat (2 coats) Epoxy Primekote
- Topcoat (2-3 coats) Perfection®

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

**Clear Epoxy**
- Wash with Soap & Water (to remove amine blush)
- Undercoat (2 coats) Epoxy Primekote
- Topcoat (2-3 coats) Brightside®

**Aluminum / Steel**
- Surface Primer (1 coat) InterProtect® 2000E
  - Thinned 15-20% with 2316N Reducing Solvent
- Undercoat (1 coat) Epoxy Primekote
- Topcoat (2-3 coats) Brightside®

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

**Clear Epoxy**
- Wash with Soap & Water (to remove amine blush)
- Undercoat (1-2 coats) Pre-Kote
- Topcoat (2-3 coats) Brightside®

**Aluminum / Steel**
- Surface Primer (1 coat) InterProtect® 2000E
  - Thinned 15-20% with 2316N Reducing Solvent
- Undercoat (1 coat) Epoxy Primekote
- Topcoat (2-3 coats) Brightside®

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

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### One-part conventional paint systems
These systems provide a good level of protection.

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

**Aluminum / Steel**
- InterProtect® 2000E
  - Thinned 15-20% with 2316N Reducing Solvent
- Undercoat (2 coats) Epoxy Primekote
- Topcoat (2-3 coats) Perfection®

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

**Clear Epoxy**
- Undercoat (1-2 coats) Pre-Kote
- Topcoat (2-3 coats) Brightside®

**Aluminum / Steel**
- Surface Primer (1 coat) InterProtect® 2000E
  - Thinned 15-20% with 2316N Reducing Solvent
- Undercoat (1 coat) Epoxy Primekote
- Topcoat (2-3 coats) Brightside®

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

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### How much topsides paint do I need?
Determining how much paint you will need is fairly simple. To determine how much topsides paint you will need, refer to the reference chart below:

<table>
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<tr>
<th>Waterline Length (ft)</th>
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<th>1 part primers (qt/ft)</th>
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<td>45</td>
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</tr>
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#### Filler
If required to small areas, Watertite Filler should be applied after the first coat of InterProtect® 2000E.
**Topsides**

**Blister Repair and Prevention**

**The Echo Program**

**Color Card**

Oily 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.

**Two-part premium varnish systems**

**Traditional bare wood system**

- Primer (1 thinned coat)
- Perfection® Plus
- Varnish (4 coats min.)
- Perfection® Plus

**Reduced work time bare wood system**

- Primer (1 thinned + 1 full coat)
- Clear Wood Sealer
- Varnish (2 coats min.)
- Perfection® Plus

**One part conventional varnish system**

**Sikkens Cetol® Marine system**

- Primer (2 thinned coats)
- Schooner® Oil (Compass, Original, Goldspar Satin; 3 coats)
- Varnish (3 coats)
- Schooner® Gold (Compass, Goldspar Satin; 3 coats min.)

**Key attributes**

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

**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.

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Helpline: 1 800 468-7589
Open Monday to Friday
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 glasses, 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 YMA601. Sand using 60-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.

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.

For complete instructions for applying InterProtect® 2000E call 1-800-468-7589 to obtain a copy of the InterProtect guide.

Blister protection systems

Fiberglass: InterProtect®

Primer (4-5 coats)
InterProtect® 2000E

Antifouling (2-3 coats)
Interlux® Antifouling

Fiberglass: InterProtect® Low VOC

Primer (3 coats max)
Inter Protect® 3000

Tie-Coat (1 coat)
InterProtect® 2000VOC

Antifouling
(2-3 coats)
Interlux® Antifouling

How to treat osmosis

5 Proper preparation of the gelcoat
This includes getting all of the antifouling paint and primers off and removed 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.

6 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.

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

8 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 Inter Protect Bulletin 900.

Epiglass®

• For professional use only
• A high build, solventless epoxy resin for gelcoat blister repairs and relaminating
• Contains no harmful solvents to migrate into the hull and cause reblistering
• It is compatible with InterProtect 2000E and InterProtect 3000
• Has three hardeners to meet your schedule or accommodate weather conditions

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 & below the waterline

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Helpline: 1 800 468-7589 Open Monday to Friday

50
WHAT IS THE ECHO PROGRAM?
Interlux have made a commitment, as part of the overall AkzoNobel commitment, to be a world leader in environmental issues; The Echo Program is this commitment.

WHY DO WE CARE?
Reducing our impact on the environment whilst continuing to supply products with superior performance will ensure a clean, safe environment for us all to enjoy our passion for boating – now and in the future.

THE SCOPE!
The Echo Program covers everything International are doing as a Yacht business to reduce our impact on the environment. You can find the full details at echoprogram.com.

THE PRODUCTS?
To help those customers interested in selecting products from our range based on their relative overall environmental impact* we have assessed them all using the AkzoNobel-developed Environmental Scorecard tool. This tool, unique and only available to International Paint LLC and our products, determines the environmental impact relative to a baseline product which is the largest volume selling product from our range in the category being looked at (e.g. Finishes, Primers, etc.)

We then convert this relative impact into an ‘Echo Rating’ as seen below. The lower the number, the lower the relative impact on the environment. For more information go to echoprogram.com.

Our Scorecard tool and Echo Rating system are designed to give clarity and scientific credibility to how Interlux assess and rank the environmental impact of our product ranges. Giving you, the customer, this clarity allows you to identify the most environmentally suitable product for you from our range*.

We are committed to the environment and this is our commitment to you.

* All ratings are relative to OUR largest selling product. No comparison can be made to products from other suppliers.
Topside Finishes

**Perfection®**
Ultimate Performance, Two-Part Polyurethane Finish

- Brightside®
Hard, High Gloss, One-Part Polyurethane Finish

- Yacht Enamel
Traditional Akzo Nobel Marine Enamel

- Flattening Agent
For One and Two-Part Finishes

**Brightside®**

- Snow White
- Mediterranean White
- Dark Olive
- Pearl White
- Silver Grey
- Vegas Beige
- Mystic Pink
- Manx Green

**Perfection®**

- Platinum
- Green
- Light Blue
- Golden Yellow
- Riviera Red

**Flattening Agent**
For One and Two-Part Finishes

- YMA715
- YZM914

**Topside Finishes**

**Brightside®**
Hard, High Gloss, One-Part Polyurethane Finish

- Blue-Glo White
- White
- Off-White
- Matterhorn White
- Seattle Gray
- Kingston Gray
- Steel Gray
- Black
- Light Blue
- Medium Blue
- Largo Blue
- Ocean Blue
- Sapphire Blue
- Dark Blue
- Flag Blue
- Sundown Buff
- Grand Banks Beige
- Bristol Beige
- Hatteras Off-White
- Sea Green
- Fire Red
- Yellow
- Hatteras Off-White (1990)

**Yacht Enamel**
Traditional Akzo Nobel Marine Enamel

- Gunmetal Gray
- High Gloss White
- Semi-Gloss White
- Flat White

**Flattening Agent**
For One and Two-Part Finishes

- Flat White
- Black
- Medium Blue
- Largo Blue
- Ocean Blue
- Sapphire Blue
- Dark Blue
- Flag Blue

**Interdecks**
Big Resistance Polyurethane Deck Paint

- Navy Blue
- Red
- Desert Beige

**Bilgekote®**
Fast Drying for Bilges and Bulkheads

- Brown Mahogany
- Red Mahogany
- C.C. Red Mahogany

**Interstain**
Paste Wood Filler Stain

- Medium Mahogany
- Red Mahogany

**Yacht Enamel**

- YMA102
- YMA100

**Flattening Agent**
For One and Two-Part Finishes

- YMA715

**Brightside®**

- YJB000
- YJF684
- YJC089
- YJG009
- YJB923

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Rusty Rutherford, Regional Sales Manager

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