

 **Interlux**

Our World is Water

# Boat Painting Guide & Color Card

US Edition



AkzoNobel

For comprehensive product  
and maintenance advice  
visit [yachtpaint.com](http://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

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



**Don Campbell**  
Technical Manager,  
North America

 [yachtpaint.com](http://yachtpaint.com)

 **Technical data sheets**

 **1 800 468-7589**

 **Material safety data sheets**

 [iyp.us@akzonobel.com](mailto:iyp.us@akzonobel.com)

 **Product labels**

 **Join the discussion at**  
[www.yachtpaintforum.com](http://www.yachtpaintforum.com)

**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](http://yachtpaint.com) for more information.

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### Antifoulings

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



	Micron® Technology Polishing Antifoulings					Additional High Performance Products				
	Micron® 66®	Micron® Extra	Micron® CSC	ACT	Ultra	Fiberglass Bottomkote® NT	Fiberglass Bottomkote® Aqua	Trilux® 33®	Trilux® 33® Aerosol	Pacifica® Plus
<b>Key attributes</b>	<ul style="list-style-type: none"> <li>Top of the Micron range</li> <li>Patented self polishing copolymer technology with Biolux®</li> <li>Best antifouling performance in the harshest fouling conditions</li> <li>Maximum protection even during stationary periods at the dock</li> <li>Not suitable for use in fresh water</li> </ul>	<ul style="list-style-type: none"> <li>Controlled polishing – gets smoother with time maximizing fuel efficiency</li> <li>Biolux® technology boosts performance by controlling slime</li> <li>Excellent for use on all boats* in all waters</li> </ul>	<ul style="list-style-type: none"> <li>Proven performance for 20 years</li> <li>Haul &amp; relaunch without repainting</li> <li>Wears down like a bar of soap</li> <li>Suitable for power and sailboats</li> <li>In VOC regulated areas please use Micron® CSC HS</li> </ul>	<ul style="list-style-type: none"> <li>Contains Slime Fighter to combat slime</li> <li>Best value abrasive antifouling available</li> <li>Designed to erode away with use</li> <li>Overcoats existing antifoulings</li> <li>Eliminates paint build-up and sanding</li> </ul>	<ul style="list-style-type: none"> <li>Ultra strong formula for high fouling areas</li> <li>Fast dry – paint and launch the same day</li> <li>Biolux® increases antifouling performance</li> <li>Use wherever the fouling challenge is severe</li> </ul>	<ul style="list-style-type: none"> <li>Dual Resin Technology optimizes the benefits of hard and abrasive paints</li> <li>Slow polishing action minimizes paint build-up and prevents premature wear-through</li> <li>Fast dry – paint and launch the same day</li> <li>A cost effective choice for all boats and in all waters. Do not use on aluminum</li> </ul>	<ul style="list-style-type: none"> <li>Solid protection against all types of fouling, including zebra mussels</li> <li>Colorfast durable finish</li> <li>Easy clean-up with water</li> <li>Reduced emissions, low odor</li> </ul>	<ul style="list-style-type: none"> <li>Available in 5 bright clean colors including White</li> <li>Ideal for use on all substrates, including aluminum</li> <li>Biolux® blocks slime</li> <li>Slow polishing, avoids seasonal paint build-up</li> </ul>	<ul style="list-style-type: none"> <li>Effective antifouling in a convenient aerosol</li> <li>Biolux® technology reduces slime and increases antifouling performance</li> <li>For all outdrives and underwater metal</li> </ul>	<ul style="list-style-type: none"> <li>Copper-free abrasive antifouling</li> <li>Contains Econeal™ to control barnacles and shell fouling</li> <li>High solids, low solvent emissions</li> <li>Clean, crisp, bright colors</li> </ul>
<b>Thinners</b>	433 or 216	433 216	433 216	433 216	433 216	433 216	Water	433 or 216	–	433 or 216
<b>Practical coverage (ft²/gallon)</b>	320	440	440	430	455	400	407	440	22 sq.ft per can	528
<b>Number of coats</b>	2-3	2-3	2-3	2-3 (on bare wood)	2-3 (on bare wood)	2-3 (on bare wood)	2 minimum	2-3	Use entire can per outdrive	2-3
<b>Substrates</b>										
<b>Safe for use on aluminum</b>										
<b>Application method</b>										

\* Not for use on aluminum hulls.  
Use antifouling paints safely. Always read the label and product information before use.  
Econeal™ is a trademark of Johnson & Johnson.



Interested in the relative environmental impact\* of your chosen product?  
For more information go to [echoprogram.com](http://echoprogram.com)  
\* When compared to the largest selling product in OUR range.

Scott Trimble, Technical Sales Representative

**“Need to know how to remove old antifouling?”**



The answer is only a click away at [yachtpaint.com](http://yachtpaint.com)



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

Visit our website for more information – [yachtpaint.com](http://yachtpaint.com)

## Antifoulings

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



	High Performance	
	VC® Offshore	VC®17m Extra
<b>Key attributes</b>	<ul style="list-style-type: none"> <li>For racing, sailing and power boats</li> <li>Fluoro microadditive provides a low friction surface for a high performance finish</li> <li>Hard, smooth finish can be burnished</li> <li>Suitable for salt and fresh water</li> </ul>	<ul style="list-style-type: none"> <li>Hard, smooth, thin film antifouling for a high performance finish</li> <li>With fluoro microadditive for a low friction surface</li> <li>Quick drying for fast re-launch</li> </ul>
<b>Thinners</b>	216	216
<b>Practical coverage (ft²/gallon)</b>	300	340
<b>Number of coats</b>	2-3	2-3
<b>Substrates</b>		
<b>Suitable for high speed craft</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Application method</b>		

### 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 wet sanded and burnished for extra smoothness



### Intersleek 900

#### Biocide-free foul release technology

- New unique patented fluoropolymer underwater hull coating
- Slick, low friction surface
- Lower fuel consumption, enhanced speed
- Long-lasting
- Professional application only**



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



## Topsides

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



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



Interested in the relative environmental impact\* of your chosen product?

For more information go to [echoprogram.com](http://echoprogram.com)

\* When compared to the largest selling product in OUR range.



**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 No Skid Compound?...

**Intergrip No Skid Compound 2398C** is a man-made plastic sphere additive for transforming decks into no-skid surfaces. Its regular shape diminishes the tendency to collect dirt and has excellent non-slip properties. Sprinkle onto wet paint or add in prior to application, the final result will be determined by the amount of material added to the finish.

Further information on **Flattening Agents for one and two-part finishes** and **Intergrip No Skid Compound** and their uses can be found on the product label or on the technical data sheets, which are available at [yachtpaint.com](http://yachtpaint.com)

**"Need some hints and tips to achieve a professional topside finish?"**

Get advice from the experts at [yachtpaint.com](http://yachtpaint.com)

## Varnishes

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



	Perfection® Plus	Schooner® Gold	Schooner®	Goldspar® Satin	Original
<b>Key attributes</b>	<ul style="list-style-type: none"> <li>■ Ultimate performance, clear, two-part polyurethane varnish</li> <li>■ Chemical cure for the hardest finish &amp; highest abrasion resistance</li> <li>■ Superior gloss lasts four times longer than conventional one-part varnishes</li> <li>■ Professional-quality results made easy</li> <li>■ 2:1 mix ratio: Easy to measure and mix</li> </ul>	<ul style="list-style-type: none"> <li>■ Advanced UV technology in our longest-lasting one-part varnish</li> <li>■ Exceptional deep gloss and color are retained over the lifetime of the coating</li> <li>■ Sand between every other coat</li> <li>■ Traditional amber color</li> <li>■ Designed for the experienced varnish enthusiast or professional</li> </ul>	<ul style="list-style-type: none"> <li>■ Premium quality, traditional tung oil varnish</li> <li>■ Rich golden color and deep gloss</li> <li>■ Excellent UV protection</li> <li>■ Good flow-out and self-leveling characteristics for easier application</li> <li>■ Suitable for interiors, exteriors and over existing varnish</li> </ul>	<ul style="list-style-type: none"> <li>■ A satin finish polyurethane varnish for interior use</li> <li>■ Resistant to hot water, mild acids, alcohol and alkalis</li> <li>■ Fast-dry formulation minimizes dust contamination</li> </ul>	<ul style="list-style-type: none"> <li>■ Traditional, general purpose gloss varnish</li> <li>■ Good flow, flexibility and gloss retention</li> <li>■ High clarity finish for light color woods</li> <li>■ Interior, exterior and over existing varnish</li> </ul>
<b>Thinners</b>	2333N	333 216	333 216	333 216	333 216
<b>Coverage (ft<sup>2</sup>/gallon)</b>	489	526	500	421	476
<b>Number of coats</b> <small>Will vary depending on usage. Please check product label/data sheet.</small>	2-5	2-6	3-6	3	3
<b>Suitable for use direct to oily wood (e.g. teak or iroko)</b>					
<b>Application method</b>					
<b>UV protection/gloss retention</b>				For interior use only	
<b>Additives</b> <b>For a satin finish add:</b>	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](http://echoprogram.com)

\* When compared to the largest selling product in OUR range.



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

BRUSH
 ROLLER
 SPRAY
 GOOD → OUTSTANDING

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## ■ Primers

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



	InterProtect® 2000E	InterProtect® 3000	Primocon®	Primocon® Aerosol	Fiberglass No Sand Primer
<b>Key attributes</b>	<ul style="list-style-type: none"> <li>For prevention and repair of gelcoat blistering</li> <li>Excellent for use on underwater metals, hulls and keels</li> <li>Easy to apply – dries quickly – no sanding</li> <li>Use as part of a no sand system</li> <li>Excellent anti-corrosive protection above &amp; below the waterline</li> </ul>	<ul style="list-style-type: none"> <li>A high solids epoxy coating developed to protect fiberglass hulls from water absorption</li> <li>Low VOC for reduced solvent emissions</li> <li>Contains Micro-Plates® for extra protection</li> <li>Can be applied at temperatures down to 32°F (0°C)</li> <li>Anticorrosive primer for metals</li> </ul>	<ul style="list-style-type: none"> <li>Conventional one-part primer for use below water</li> <li>Quick drying, with anticorrosive properties</li> <li>Can be used under all major antifouling* or as a conversion coat over incompatible or unknown antifouling</li> </ul> <p>* Over suitable primer</p>	<ul style="list-style-type: none"> <li>A non bleeding, anticorrosive primer for use on outdrives and outboards, prior to application of Trilux® Prop &amp; Drive or Trilux® 33® Aerosol</li> <li>Reduces galvanic corrosion on metal surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Eliminates the need to sand fiberglass prior to applying antifouling paint</li> <li>Used on epoxy primers to improve the adhesion of antifouling paint</li> </ul>
<b>Typically used</b>	Universal primer for above and below the waterline	Below water on all surfaces	Below water, under antifouling or to seal unknown antifouling <b>Do not use with VC®17m systems</b>	Below water, under Trilux Prop & Drive or Trilux 33 Aerosol	Below water, under antifouling
<b>Thinners</b>	 2316N	 2316N	 433  216	–	Do not thin
<b>Practical coverage (ft²/gallon)</b>	240	330	300	22 sq.ft per can	535
<b>Number of coats</b>	4-5	3-4	2-3	2	1
<b>Substrates</b>					
<b>Application method</b>					
<b>Suitable for above waterline</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Suitable for below waterline</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



Interested in the relative environmental impact\* of your chosen product?

For more information go to [echoprogram.com](http://echoprogram.com)

\* When compared to the largest selling product in OUR range.



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

## 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 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 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 creates additional health hazards. 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.

➔ For further information on Personal Protective Equipment, visit [yachtpaint.com](http://yachtpaint.com)

**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 eyewear 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. Overalls, which cover the body, arms and legs, should be worn. Skin cream, 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. Remove any paint that does get onto the skin by washing with warm water and soap or an approved skin cleanser. After washing, apply a skin conditioner. Never use solvent or thinners to clean the skin.

**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 open 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 can 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.**

**Theresa Mermini**  
Customer Service  
Manager



**“Need 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 and choosing the most suitable tools and equipment, we now publish more comprehensive ‘Before You Start’ information on our website. Alternatively, 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.

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

**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.

**Aluminum**

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.

**Lead**

Degrease with solvent. Sand well using 120 grit paper or power wire brush. Clean thoroughly and allow to dry. Prime using an Interlux 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 Interlux 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, bright metal surface with a 50-75 micron anchor pattern. Use angle grinder on small areas. Clean thoroughly and allow to dry completely. Prime using an Interlux primer following the product recommendations provided in the paint systems guides.

**Stainless Steel**

Light grit blast to produce a profile of 50 microns, clean thoroughly and allow to dry completely prior to application of an Interlux primer following the product recommendations provided in the paint systems guides.

**Bronze**

Clean thoroughly and abrade to bright metal using 80 grit paper. Take care when abrading bronze propellers, as excessive abrading can alter the profile of the propeller causing it to be out of balance.

Clean thoroughly and allow to dry completely before applying products recommended for application direct to bronze (see paint systems guides).

**Cast Iron**

Degrease with solvent. Grit blast to Sa 2.5. 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 an angle grinder on small areas or a wire brush, prepare to a minimum St.3 according to ISO8501-1. Clean thoroughly with solvent and allow to dry completely. 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.

**Fiberglass**

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

**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).

# 'Step-by-Step' Project Guides

## 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 Service Representative



### General Guidance Notes:

- Dew point is important when applying paint to a surface, as the evaporation of the solvent from the paint draws heat and/or energy from that surface, cooling it down. If conditions are right condensation may form on the surface of the paint resulting in various problems.
- Relative humidity is important as air can only hold so much water or solvent vapor at any one time. So, as the relative humidity increases, the level of solvent vapor the air can hold reduces, meaning paint will effectively dry more slowly.
- Air and substrate temperature will affect the drying properties of any paint. Failing to observe the recommended drying times can result in coating failure, including improper drying, wrinkling and loss of adhesion.
- Always avoid extreme air or temperature conditions; Interlux products are tested across a range of temperatures, to ascertain the drying times and application characteristics of each product. Drying time recommendations are provided on our products labels; further information relating to weather considerations can be found on our product data sheets, available on our web site.
- Low temperatures will increase drying times; always check the 'through-dry' of each interim coat, before sanding or overcoating.

- Sanding too early can cause the paint to wrinkle under the sand paper, in some cases even tearing or gouging into the paint film making refurbishment difficult. Sanding before the paint film is 'through-dry' can also clog the sand paper, meaning more sheets are needed to complete the task.
- Overcoating too early can cause wrinkling, blistering and loss of gloss in the finished paint job.
- High temperatures will reduce drying times, but can make application more difficult, as product flow and leveling can be compromised – particularly when applying finishes or varnishes. Where appropriate, thinning recommendations to help with higher temperature application are provided on labels and data sheet.

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

- Do not paint in direct sunlight, or when the substrate itself is excessively warm, as the residual heat of the substrate can adversely affect the application and drying properties of any paint product; this can result in poor flow and leveling, rapid drying, cracking and loss of gloss. Surface temperature can be measured using a surface thermometer.

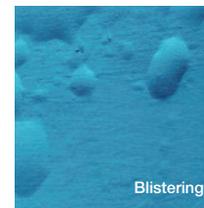
 Remember that surfaces heat up and cool down at a different rate to the surrounding air temperature, meaning even though the ambient temperature might seem warm, the temperature of the surface being worked on may still be quite cold. Very often one side of a boat will be in the shade and the other in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

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

- Dry, well ventilated conditions are preferable when applying finishes or varnishes. While gentle air movement will assist the drying process, a dust-free environment is critical to achieving a good quality gloss finish; always avoid painting in windy conditions.

 Choosing a faster drying product or system, where available, will help to minimize the window for dust contamination.

- The effects of dust contamination may be further reduced by sanding lightly between each coat, removing residual dust by wiping down with a suitable solvent and allowing to dry before applying the next coat. This will also help improve the initial aesthetics.
- Avoid applying two-part finishes or varnishes late in the afternoon or when relative humidity exceeds 80% as these products are particularly sensitive to moisture. Condensation during application or due to overnight ambient temperature changes can affect the chemical cure of these products resulting in loss of gloss.
- When painting or varnishing wood avoid applying if the ambient temperature is increasing (or predicted to increase) significantly.



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.



Blooming

- 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.

# 'Step-by-Step' Project Guides

## ■ Making small repairs to fiberglass surfaces

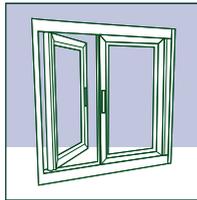
When working with fillers it's important to remember that epoxy fillers are recommended for both above and below the water areas; polyester fillers are suitable for use above the water only. Interlux® Watertite is a two-part epoxy filler, suited to most DIY repairs above and below water.



**Stuart Jordan**  
Specialist in Epoxies/Fillers Development

### 1 Health and Safety

Before commencing 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.



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

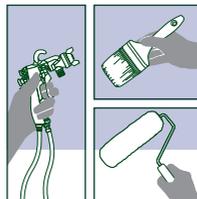
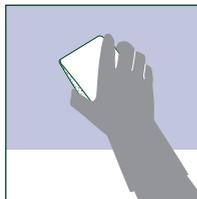
### 2 Inspection

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

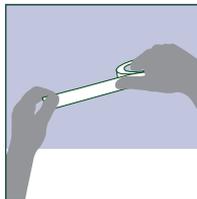
Remove any loose filler or gelcoat and abrade edges to remove loose material. Remove all debris and prime with InterProtect® 2000E or Epoxy Primekote, according to system recommendations provided elsewhere in this guide. Apply Watertite or Interfill® after the first coat of primer.



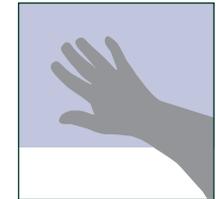
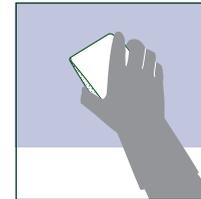
➔ See Pages 52-53 for information on osmosis treatment and prevention.

### 4 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 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.



### "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.

**Click or call and ask the experts!**

## ■ Removing aged finishes or varnishes

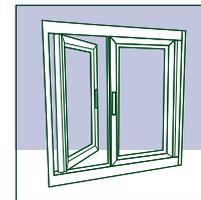
When preparing a surface previously painted with a finish or varnish scheme it may be necessary to remove the aged product, back to bare substrate. This will be required if the existing coating is in poor condition or if you're intending to apply a two-part product onto a surface previously painted with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



**Travis Johnson**  
Regional Sales Manager

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

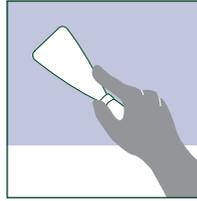


➔ Before starting your project, **always check the weather conditions!** See Pages 18-19.

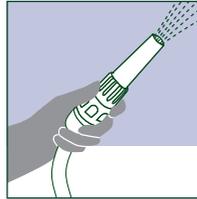
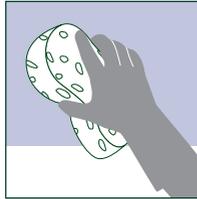
CONTINUES OVER ➔

# 'Step-by-Step' Project Guides

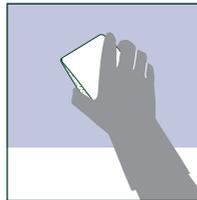
**2** Remove any sections of the aged finish or varnish that are already loose, flaking or detached using a scraper – rounding the ends of the scraper before commencing will avoid gouging the surface, resulting in unnecessary repairs.



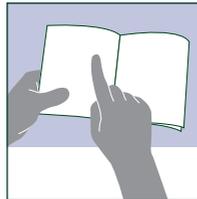
**3** After removing the old finish clean the surface using Fiberglass Surface Prep YMA601, Fiberglass Solvent Wash 202 or Special Thinner 216. Follow instructions on the product label.



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



**5** Prepare according to substrate, following bare substrate preparation guidelines.



➔ See Page 17 for bare substrate preparation guidelines.

## "Hints to help you achieve a perfect finish."

- We do not recommend using a chemical paint stripper when working with fiberglass, unless the product has been specifically approved for this purpose, 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.

Click or call and ask the experts! 

## ■ Removing antifouling

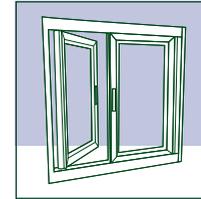
If your existing antifouling is in poor condition, we recommend removing it completely before repainting. Interstrip 299E has been formulated for removing antifouling from all substrates and is safe to use on glass fibre without harming the gelcoat.

**Joe Purtell**  
Technical Sales Representative



### 1 Health and Safety

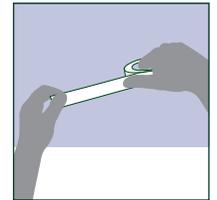
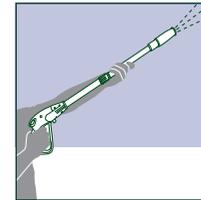
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask or a respirator (if working on larger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



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

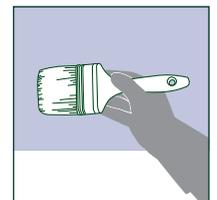
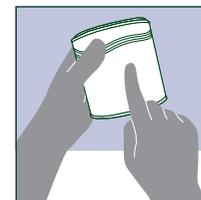
### 2 Preparation

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.



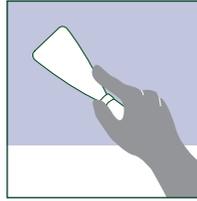
 For best results, work on a small area at a time – do not allow the product to dry out. See product label for more information.

CONTINUES OVER ➔

# 'Step-by-Step' Project Guides

## 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 35 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! 

## ■ Applying finishes

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

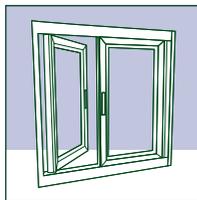
- 1) What preparation is necessary
- 2) Does the substrate matter and
- 3) What repair and upkeep is needed. **Pages 08-09** of this guide will provide this information and help you choose the best product for your project.

**Neil Nicolson**  
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 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.

## Previously painted surfaces:

### 2 Inspection

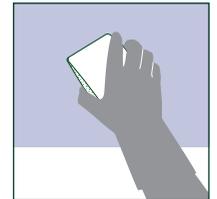
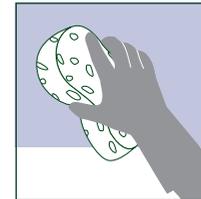
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.



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

### 3 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.



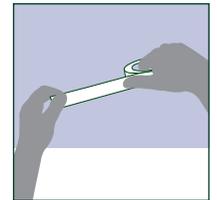
### Preparation – in poor condition

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

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

### 4 Masking

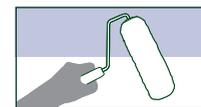
Before priming/undercoating, mask off the area to be painted.



## Bare substrate:

### 5 Priming/Undercoating

To obtain the finest finish on fiberglass and wood and 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.



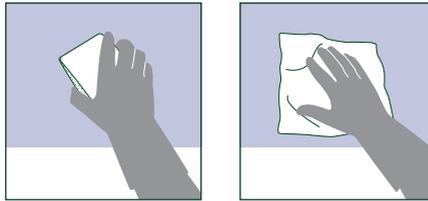
 As gelcoat ages it becomes porous and brittle which may lead to cracking and blistering. To seal the gelcoat and get a finer finish apply InterProtect® 2000E or Epoxy Primekote.

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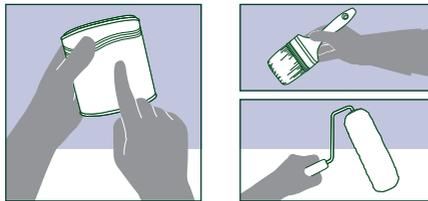
# 'Step-by-Step' Project Guides

## 6 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.



Jay Smida, Technical Service

### "Achieve a perfect result every time!"

- Ensure an even spread by holding the brush at 45° – this minimizes 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.

Click or call and ask the experts! 

## ■ Preparing a non-skid deck

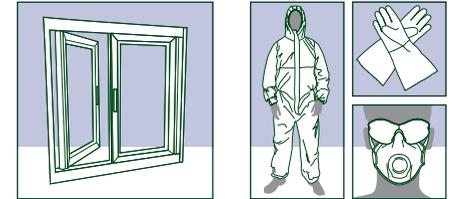
A deck demands a tough coating to protect it from everyday wear and tear. Where a non-skid surface is required Interlux offers 3 alternative solutions.

Travis Johnson  
Regional Sales Manager



### 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.



➔ 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

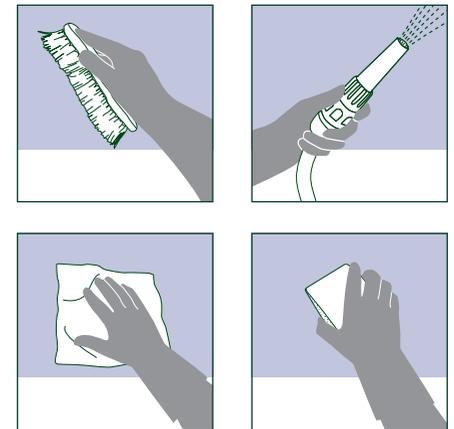
##### Bare fiberglass

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 YMA601 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.



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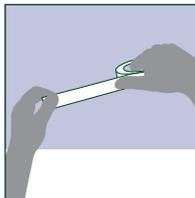
## Preparation – in poor condition

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

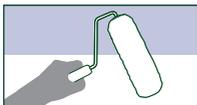
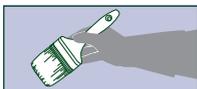
Before priming or applying a deck finish, mask off the area to be painted.



### 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.

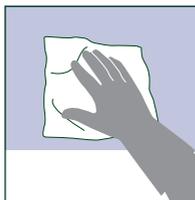


i For more information and systems for painting non-skid decks go to [\(link to be determined\)](#).

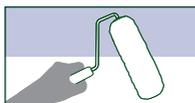
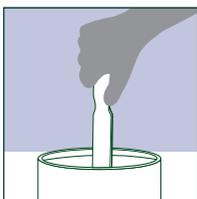
### Using Interdeck (ready-mixed formula):

#### 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.



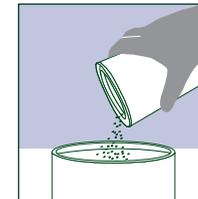
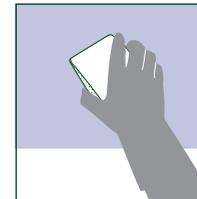
Mix Interdeck thoroughly; apply 1-2 coats. For best results either stipple by brush or use a mohair roller.



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

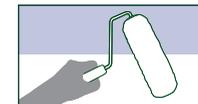
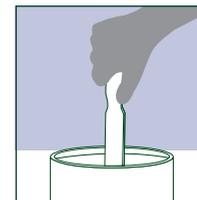
#### 7 Application

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



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

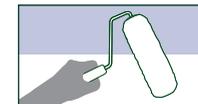
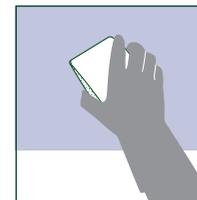
Mix thoroughly. Apply 1-2 coats to deck area, using a brush or roller. For best results either stipple by brush or use a mohair roller.



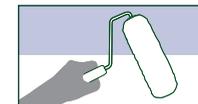
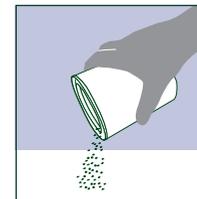
### Using non-skid additive (broadcast method):

#### 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 Intergrid 2398c over the surface. Allow to dry thoroughly following the recommendations provided on the finish label. Remove excess Intergrid. Apply second coat of finish.



## ■ Painting your bilge

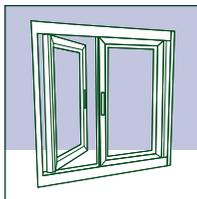
A freshly painted bilge is much easier to wipe down and keep clean, reducing the risk of odors that may result from unwanted residue. A clean bilge will also make it easier to find small parts or fastenings, which may have been dropped while working on your engine or other equipment.

**George Dunigan**  
Technical Service 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 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).



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

### Previously painted surfaces:

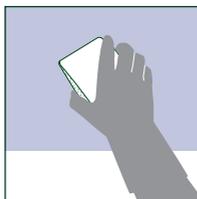
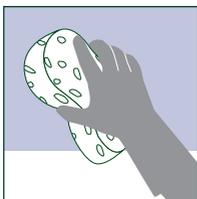
#### 2 Inspection

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 YMA601. Once the surface is clean abrade with 220-320 grit sandpaper. Remove the sanding residue and allow to dry.



#### Preparation – in poor condition

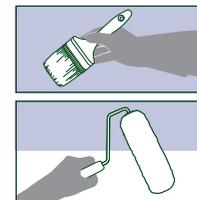
If previous finish is cracking, peeling or showing signs of separation from the substrate all previous coatings should be removed and the substrate primed.

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

### Bare substrate:

#### 4 Priming

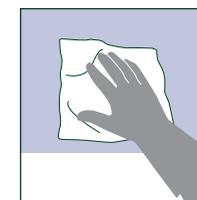
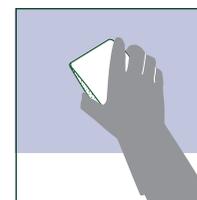
Bare substrates should be primed to promote good adhesion and provide a smooth even surface, prior to applying Bilgekote. Your choice of primer will be dictated by the substrate; product recommendations are provided on labels and data sheets. Remember to pay particular attention to drying times and overcoating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



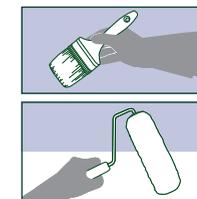
**i** Pay particular attention if the substrate is the reverse side of molded fiberglass – this does not need to be primed.

#### 5 Application

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



Apply 1-2 coats of Bilgekote.



**i** For added protection against moisture absorption and osmosis in bilge areas, use 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.

## ■ Applying varnishes

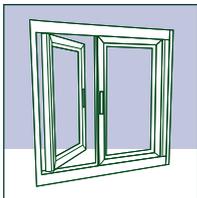
To achieve a professional result from any varnish project, thorough preparation is critical. If applying on to a previously varnished surface, the condition of the existing coating and its compatibility with the new varnish product should thoroughly checked before commencing any preparatory or application 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 glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.

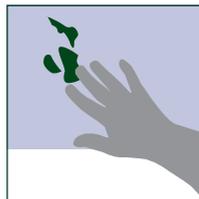


➔ Before starting your project, **always check the weather conditions!** See Pages 18-19.

### Previously varnished surfaces:

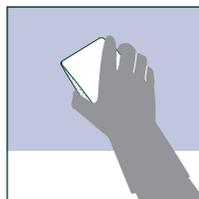
#### 2 Inspection

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**.



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

#### Preparation – 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:

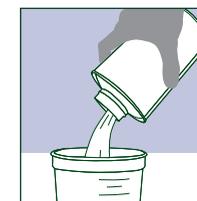
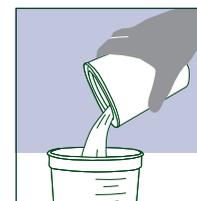
#### 4 Preparation

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.

📌 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.

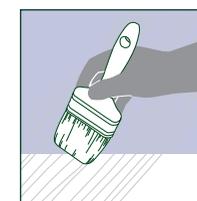
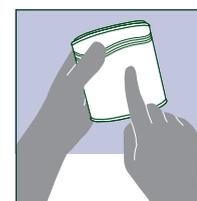
#### 5 Priming

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.



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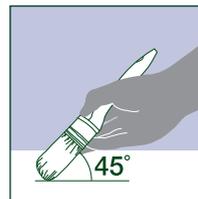
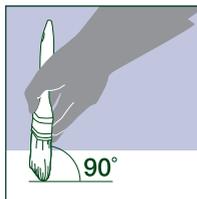
## 6 Application

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

Brush out, using firm strokes along and then across the grain, holding the brush at 90° to the surface.

Finally, 'tip off' by gently stroking surface with the brush at a 45° angle, following the grain.

The brush you use should be used only for varnishing.



**Rusty Rutherford, Regional Sales Manager**

### "Achieve a perfect result every time!"

Always follow the system 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 grit paper will increase the level of gloss and depth of luster.

Click or call and ask the experts! 

## Hints and tips

- Keep the sandpaper clean and change it frequently.
- Sand by numbers, finishing the surface with a progressively finer grit of paper.
- Varnishing is best achieved on warm, dry mornings – cold weather slows drying and damp spoils the gloss.
- Always use a clean brush, previously used only for varnish.
- Always buy the highest quality varnish and brush available. This will ensure you achieve the most attractive finish.
- Clean new brushes before use.
- Test the finish on a spare piece of wood before applying to the boat.
- 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.
- After cleaning with the correct thinners, wash the brush in detergent and warm water, dry and wrap in greaseproof paper in a fine chisel shape.
- Alternatively, having cleaned and washed the brush, suspend by its handle to avoid any 'fishtailing' of the bristle.
- 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.
- Don't use varnish which has been open for a long period as it will have picked up dust.
- Do not varnish wood when exposed to direct sunlight.
- Never leave bare wood exposed too long as it will absorb moisture from the atmosphere.

## ■ Applying antifouling

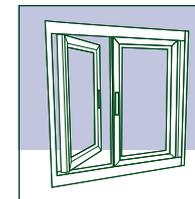
Antifouling can be applied using a brush or roller. Using a small roller is less work on the arm but takes longer to cover the surface area. If a brush is preferred, choose a large width brush; the finish will not be as smooth as a topside paint so the type of brush used is not critical.



**Colin Anderson**  
Specialist in Antifouling Development

### 1 Health and Safety

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

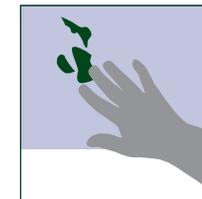


 Before starting your project, **always check the weather conditions!** See Pages 18-19.

### Previously painted surfaces:

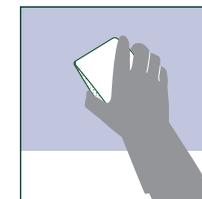
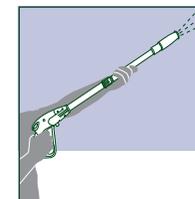
#### 2 Inspection

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 42 to check **antifouling compatibility**.

#### Preparation – in poor condition

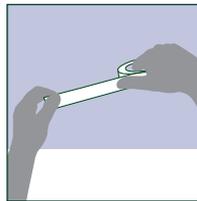
Completely remove all antifouling paint with Interlux® Interstrip 299E for fiberglass or wood and by sandblasting steel surfaces to a near white metal.

 See Page 23 for advice on **removing existing antifouling**.

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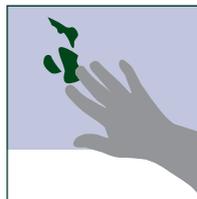
### 4 Masking

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

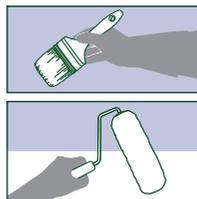
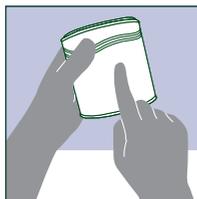


### 5 Repair/Priming

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

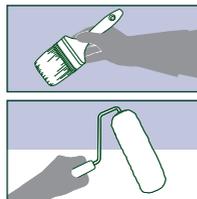
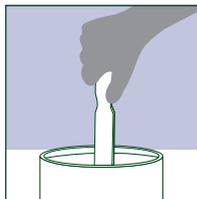


➔ See **Page 50** for advice on **osmosis treatment**. See **Page 20** for advice on **repairing fiberglass**.

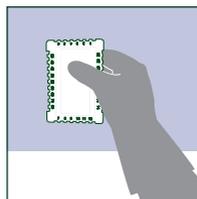
➔ For complete information on **applying antifouling paint to bare fiberglass** go to [yachtpaint.com](http://yachtpaint.com)

### 6 Application

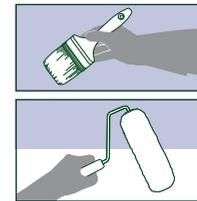
Mix paint thoroughly with a stirring stick, ensuring that any settlement is mixed in. Apply according to label recommendations, using a brush or roller.



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.



**Theresa Mermini, Customer Service Manager, North America**

### "Remember your PPE!"

Most antifouling contains biocides so should be handled with care; ensure the correct personal protective equipment (PPE) is worn at all times.

Hard hat

Goggles

Safety glasses

Half-face mask – cartridge

Full-face mask – air fed

Full-face mask – cartridge

Chemical resistant gloves

Cotton overall

Disposable overall

Safety boots

Click or call and ask the experts!

## ■ Painting outdrives, stern gear, propellers & keels

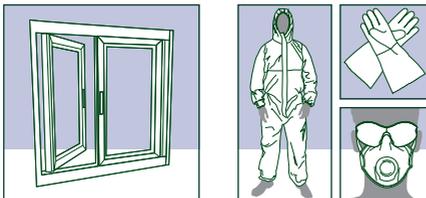
Outdrives and stern gear are usually constructed from aluminum. Propellers are usually bronze or aluminum. Keels are typically cast iron or lead. It's important to choose an antifouling that is hard, durable and suitable for these high wear areas and also one that is compatible with the substrate you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



**Tim Taylor**  
Technical Service Representative

### 1 Health and Safety

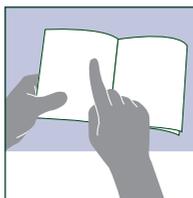
Before commencing preparatory work, ensure the area you are working in is adequately ventilated. Ensure you are wearing the correct PPE; we recommend safety glasses, goggles or visors, nitrile rubber gloves, overalls (ensuring skin is not exposed) and a solvent mask.



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

### 2 Preparation

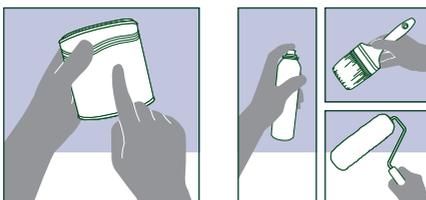
The key to protecting your underwater metals from corrosion is correct preparation of the substrate and choosing the best priming solution for your project. Before commencing any preparation, it is important to establish the type of metal you are working with.



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

### 3 Priming

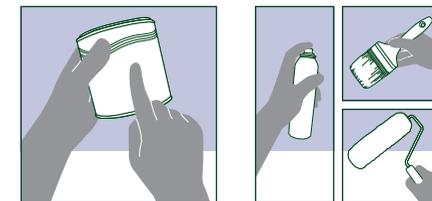
Apply a primer recommended for the selected antifouling and substrate; always follow the recommendations given on the product label.



➔ See **Pages 44-47** for **primer recommendations**.

### 4 Applying antifouling

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



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



**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.

**Click or call and ask the experts!**

## ■ Is my new antifouling compatible?

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

New Antifouling	Old Antifouling	Micron® Optima, Micron® Extra Micron® CSC, Micron® CSC HS Trilux 33®, Ultima, Awlstar®	Micron® 66®	Micron® 44, Micron® 33® Alumacoat, Biocop®	Trilux® Prop & Drive, Super Ablative ACT, Epoxycop® Ablative, Horizons CPP®, Pacifica®, Pacifica® Plus	Ultra, Ultra-Kote®, Trilux®, Biocop® TF Fiberglass Bottomkote®, Super KL Epoxycop®, California Bottomkote®	Trinidad SR, Unepoxy™, Sharkskin Bottom Pro Plus, Bottomshield Vivid, The Protector® B-90	Bottomkote® Tarr & Wanson Bottomkote® Pro	VC® Offshore Baltoplate or Vinyl Antifouling Paints	VC17m Extra	Fiberglass Bottomkote® Aqua Hydrocoat, Aquaguard Monterey
Micron® 66®		●	●	●	●	●	●	●	●	●	●
Micron® Extra Micron® CSC Micron® CSC HS		●	●	●	●	●	●	●	●	●	●
Ultra		●	●	●	●	●	●	●	●	●	●
ACT Fiberglass Bottomkote® NT		●	●	●	●	●	●	●	●	●	●
Fiberglass Bottomkote® Aqua California Bottomkote® Epoxycop®		●	●	●	●	●	●	●	●	●	●
Pacifica® Pacifica® Plus		●	●	●	●	●	●	●	●	●	●
Trilux® 33®		●	●	●	●	●	●	●	●	●	●
Trilux® Prop & Drive Trilux® 33® Aerosol		●	●	●	●	●	●	●	●	●	●
VC17m 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. When overcoating TBT based antifouling prime with TBT Sealer YPA987.  
 \*\* Power wash and scrub with a coarse Scotch-Brite™ pad. Old antifouling must be well adhered.

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



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

- 1. Check for compatibility with old antifouling.**  
If you know what antifouling is currently on your boat, you can quickly determine whether your Interlux paint choice is compatible.
- 2. Use Primocon YPA984 as a tie-coat primer.**  
If you do not know what the old antifouling is on your boat, 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. It's compatible with your valuable fiberglass hull. Interstrip can remove several coats of paint in one application. After stripping, you are ready to prime and paint your newly cleaned hull.

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

## ■ How much antifouling paint do I need?

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

- Calculate the area needing paint. For a rough estimate of the area to be painted, multiply the length of your hull (LOA) by the beam and multiply by 0.85 (LOA x B x 0.85 = Area). Then divide the area by the coverage of the paint you've chosen to determine how many quarts per coat you will need, or
- Refer to the reference chart below for a quick estimate of how much antifouling paint is required for two coats:

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

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

**Top Tips**

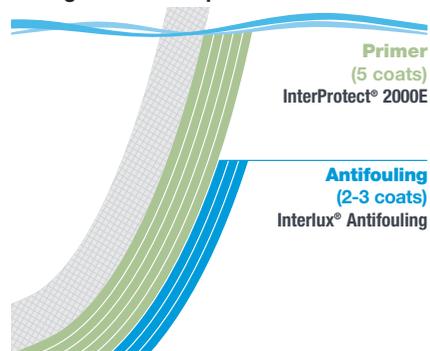
- Apply an extra coat to all leading and trailing edges, water-line, trim-tabs, outdrives, keel and rudder. High turbulence in these areas tends to wear the antifouling faster.
- Always use the specified amount of antifouling. Under-application can result in premature fouling and costly mid-season haul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

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

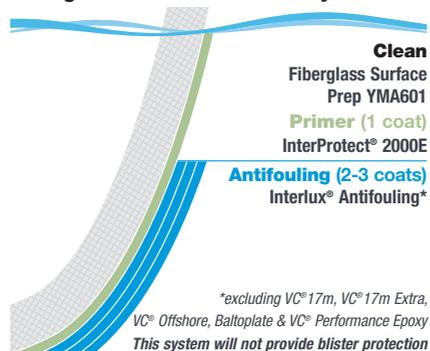
## Below water systems: two-part products

These systems provide the maximum level of protection.

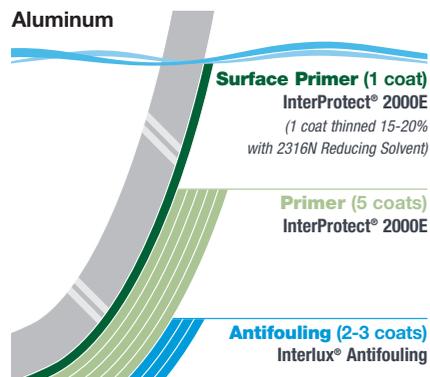
### Fiberglass: Barrier protection



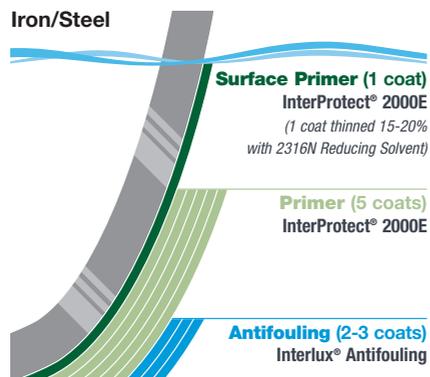
### Fiberglass: Ultimate no sand system



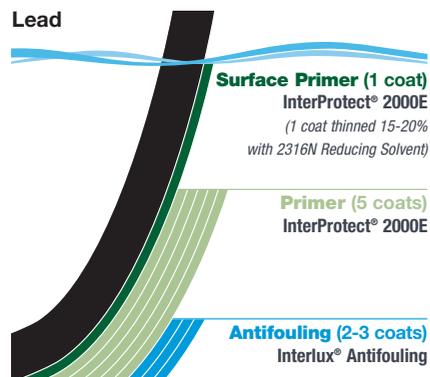
### Aluminum



### Iron/Steel



### Lead



**i Filler**

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

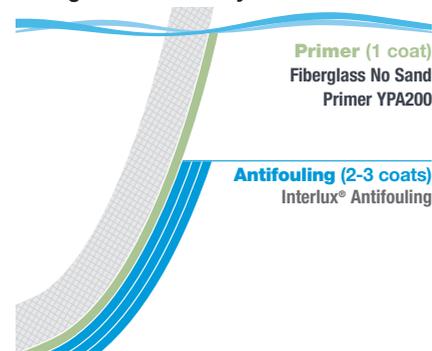
➔ See substrate preparation on Page 17.

**! 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.

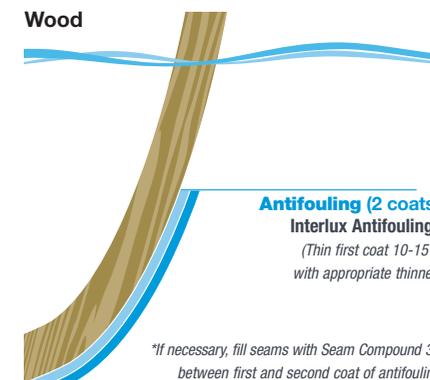
## Below water systems: one-part products

These systems provide a good level of protection.

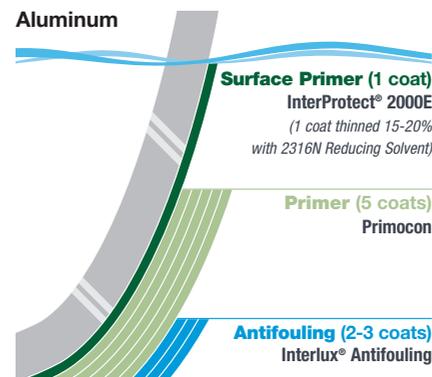
### Fiberglass: No sand system



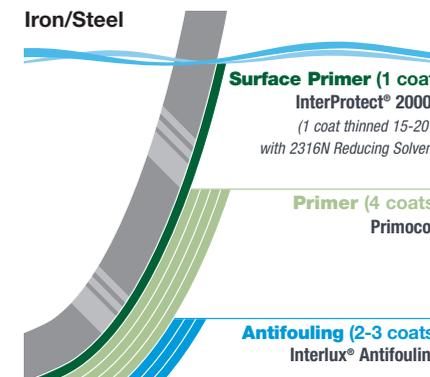
### Wood



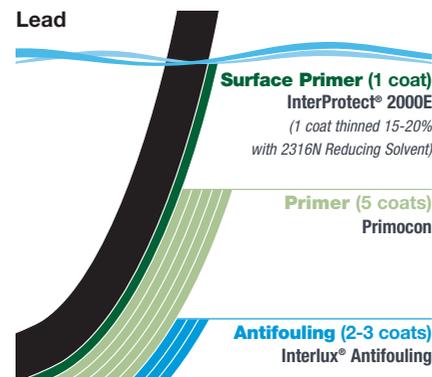
### Aluminum



### Iron/Steel



### Lead



**i Filler**

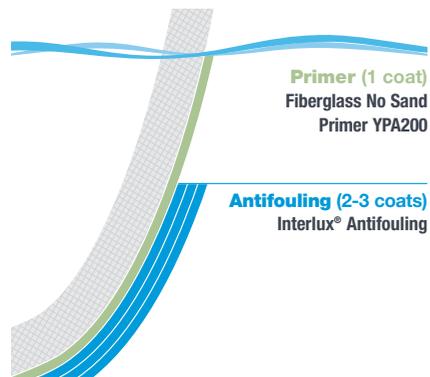
If required for small areas, Watertite Filler should be applied after the first coat of InterProtect 2000E.

➔ See substrate preparation on Page 17.

**! 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.

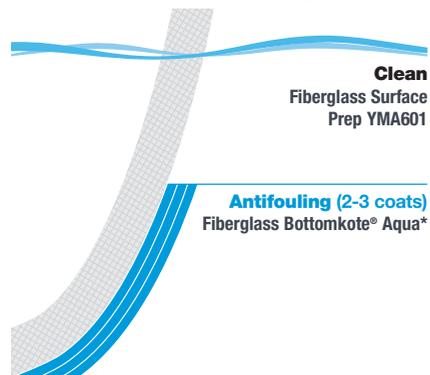
## Below water systems: No sand systems

Fiberglass: No sand system



➔ See osmosis protection systems on Page 53.

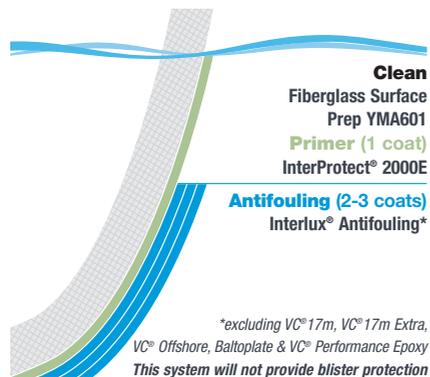
Fiberglass: Simple no sand system



\*\*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 Interlux at [yachtpaint.com](http://yachtpaint.com) or 1-800-468-7589

➔ See substrate preparation on Page 17.

Fiberglass: Ultimate no sand system



**Filler**

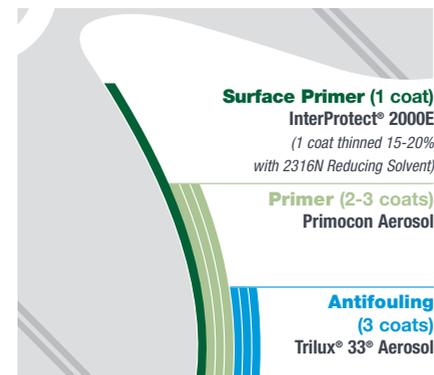
If required for small areas, Watertite Filler should be applied after the first coat of InterProtect® 2000E.



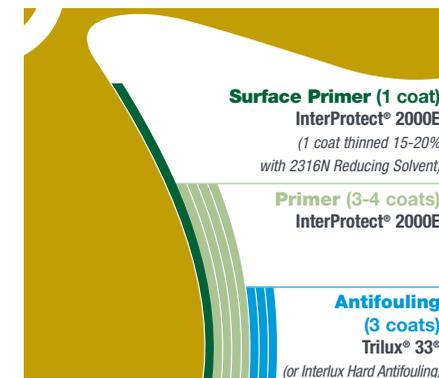
## Propellers, outdrives and sterngear

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.

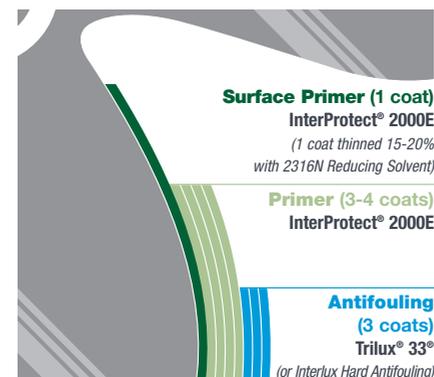
Aluminum



Bronze



Stainless Steel



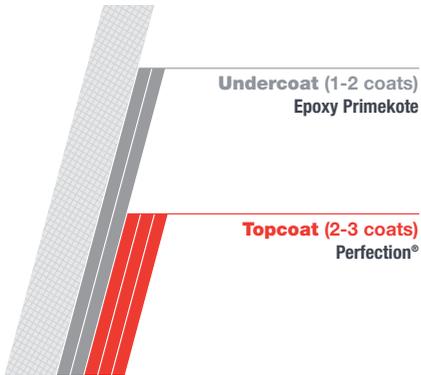
➔ See Painting outdrives, stern gear, propellers and keels on Page 40.



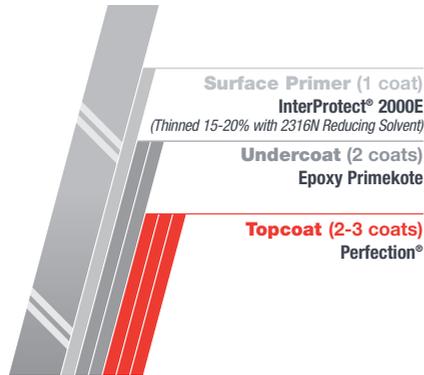
## Two-part premium paint systems

These systems provide the maximum level of protection available.

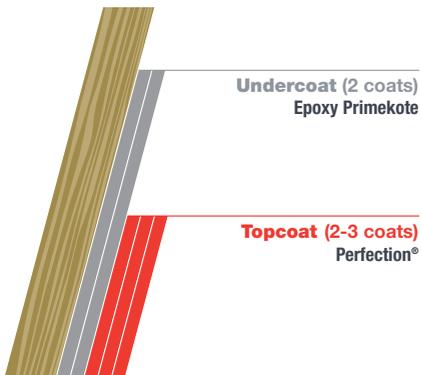
Fiberglass



Aluminum / Steel



Wood



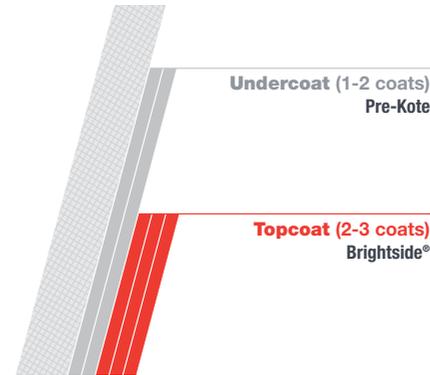
Clear Epoxy



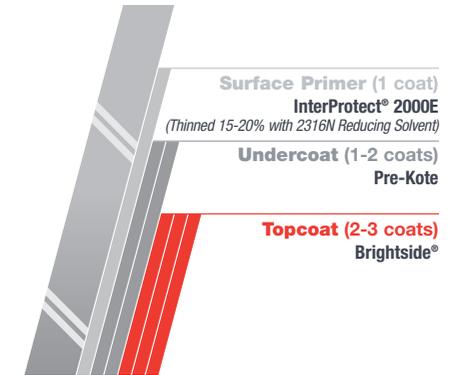
## One-part conventional paint systems

These systems provide a good level of protection.

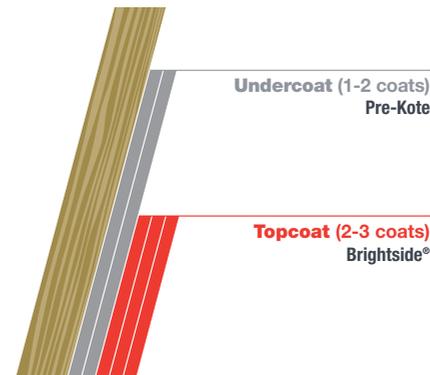
Fiberglass



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:

Waterline length (feet)	Power					Sail				
	20	25	30	35	40	20	25	30	35	40
<b>2 part products</b> (quarts)	2.0	3.0	4.0	5.5	6.0	2.0	3.0	4.0	5.0	6.0
<b>1 part enamels</b> (quarts)	3.0	4.5	6.0	8.0	9.0	2.5	4.0	5.5	7.0	8.5
<b>1 part primers</b> (quarts)	4.0	5.5	7.5	10.0	11.0	3.0	5.0	7.0	9.0	10.5

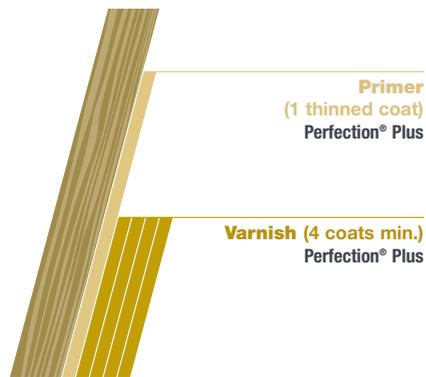
### Filler

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

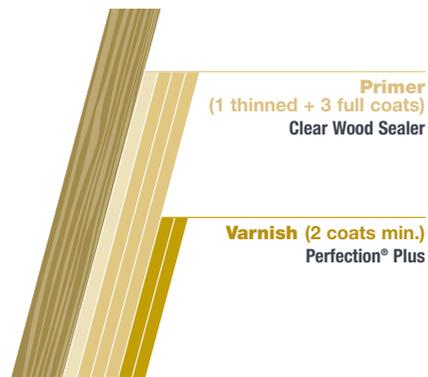


## Two-part premium varnish systems

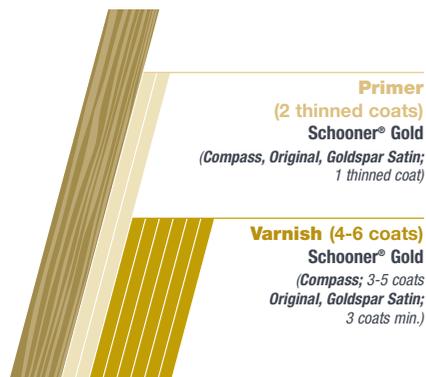
Traditional bare wood system



Reduced work time bare wood system



## One part conventional varnish system



## Sikkens Cetol® Marine system



**i Oily woods**

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

## 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
<b>Key attributes</b>	<ul style="list-style-type: none"> <li>Cetol Marine produces an attractive dark amber appearance on wood.</li> </ul>	<ul style="list-style-type: none"> <li>Cetol Marine Light will produce a lighter amber appearance on wood.</li> </ul>	<ul style="list-style-type: none"> <li>Cetol Marine Natural Teak has a rich golden color on wood.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

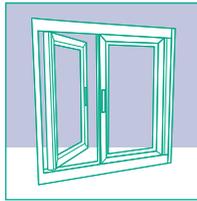


# Blister Repair and Prevention

## How to protect against osmosis

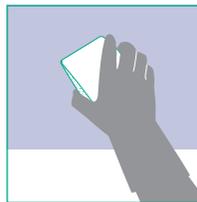
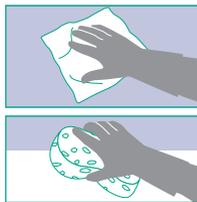
### 1 Health and Safety

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

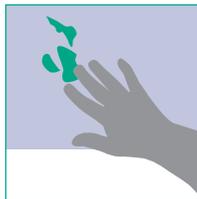
Remove all contamination from the surface using Fiberglass Solvent Wash 202 or Fiberglass Surface Prep YMA601. Sand using 80-grit sandpaper. Remove the sanding residue using Fiberglass Solvent Wash 202.



➔ 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.

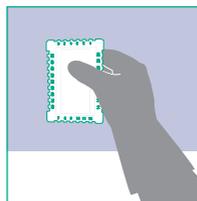
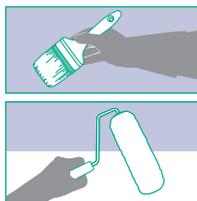


⚠ Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred.

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

### 4 Application

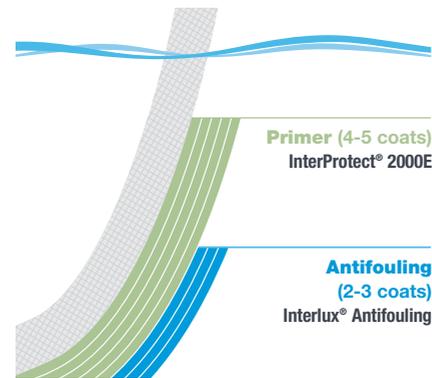
Apply InterProtect 2000E, building up to minimum dry film thickness of 10 mils (this will typically take 5 coats) using a brush or roller. For ease, alternate between the gray and white shades.



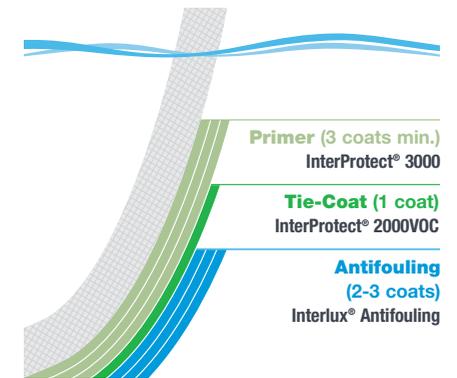
**For complete instructions for applying InterProtect® 2000E call 1-800-468-7589 to obtain a copy of the InterProtect guide.**

## Blister protection systems

### Fiberglass: InterProtect®



### Fiberglass: InterProtect® Low VOC



## 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.

### 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



# THE ECHO PROGRAM

PAINT WITH THE ENVIRONMENT IN MIND

[echoprogram.com](http://echoprogram.com)

## 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](http://echoprogram.com).

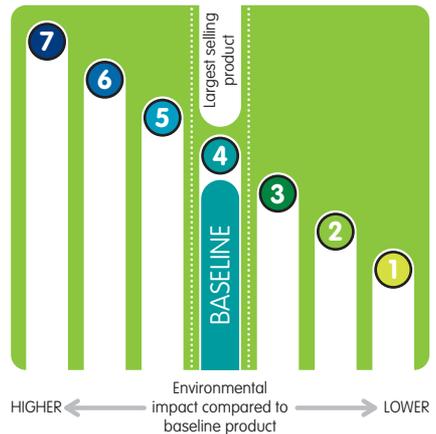
## THE PRODUCTS?

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](http://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.

## Perfection®

Ultimate Performance, Two-Part Polyurethane Finish



Snow White YHB000  
Mediterranean White YHA184  
Off White YHA192



Oyster White YHA194  
Matterhorn White YHA198  
Arctic White YHS248  
Pearl White YHS253



Platinum YHA183  
Cream YHS070  
Fighting Lady Yellow YHS056  
Rochelle Red YHS299



Jade Mist Green YHB663  
Mauritius Blue YHF991  
Flag Blue YHK990  
Royal Blue YHA216



Lauderdale Blue YHS936  
Jet Black YHY999

## Flattening Agent

For One and Two-Part Finishes

YZM914 ▲▲

YMA715 ▲



Before After



## Brightside®

Hard, High Gloss, One-Part Polyurethane Finish



Blue-Glo White 4259  
White 4359  
Off-White 4381



Matterhorn White 4360  
Seattle Gray 4205  
Kingston Gray 4190  
Steel Gray 4250



Black 4258  
Light Blue 4351  
Medium Blue 4353  
Largo Blue 4100



Ocean Blue 4253 (C.C. Blue)  
Sapphire Blue 4241  
Dark Blue 4316  
Flag Blue 4990



Sundown Buff 4237  
Grand Banks Beige 4217  
Bristol Beige 4207  
Hatteras Off-White 4208



Sea Green 4247  
Fire Red 4248  
Yellow 4152  
Hatteras Off-White (1990) 4218

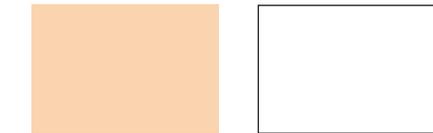
● Also available as **Brightside® Boottop & Striping Enamel**

## Yacht Enamel

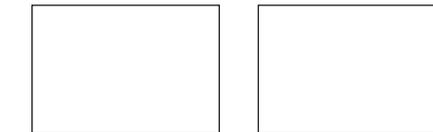
Traditional Alkyd-Based Marine Enamel



Gunmetal Gray 232



Hatteras Off-White 108  
High Gloss White 1



Semi Gloss White 220  
Flat White 242

## Bilgekote®

Hard Wearing for Bilges and Bulkheads



Gray YMA100



White YMA102

## Interdeck

Slip Resistant Polyurethane Deck Paint



White YJB000



Grey YJF684  
Cream YJC089



Sand Beige YJG009  
Squall Blue YJB923

## Interstain

Paste Wood Filler Stain



Brown Mahogany 42



C.C. Red Mahogany 573  
Red Mahogany 1579

While every care is taken to match colors on this card, the manufacturers cannot be responsible for slight variations. Products mentioned in this document are trademarks of, or licensed to, AkzoNobel. © Akzo Nobel N.V. 2011.



▲ FOR USE WITH ONE-PART FINISHES

▲▲ FOR USE WITH TWO-PART FINISHES (Perfection)

## Micron® Technology Polishing Antifoulings

### Micron® 66®

#### Best Antifouling



Red YBA472 Black YBA473



Blue YBA470 Green YBA471



### Micron® Extra

#### Controlled Polishing



Red 5692 Black 5693



Dark Blue 5696 Blue 5690 Green 5691



Shark White 5694 Brown 5695



### Micron® CSC

#### Proven Performance



Red 5582 Black 5583



Blue 5580 Green 5581 Shark White 5584



For VOC regulated areas, please use Micron CSC HS, available in red, black, blue and green. Codes and details available on [www.yachtpaint.com/us](http://www.yachtpaint.com/us)

## Additional High Performance Antifoulings

### Ultra

#### Ultra Strong



Red 3449F Black 3779F



Blue 3669F Green 3559F



### ACT

#### Best Value Ablative



Red 4490b Black 7790b



Dark Blue 6696b Blue 6690b Green 5590b



Gray White 7740b Brown 8890b

### Fiberglass Bottomkote® NT

#### All-Purpose Protection



Red YBB349 Black YBB379



Blue YBB369 Green YBB359



Bronze 999

### Pacifica® Plus

#### Copper-Free with Econeal™



Red YBB262 Black YBB263



Blue YBB260 Green YBB261



Econeal™ is a trademark of Johnson & Johnson

### Fiberglass Bottomkote® Aqua

#### Solid Protection



Red YBA549 Black YBA579



Blue YBA569 Green YBA559



### Trilux® 33® /

#### Trilux® 33® Aerosol

#### Bright Colors



Red YBA062 Black YBA063 (YBA063A\*\*)



Blue YBA060 Green YBA061



Gray YBA064A\* White YBA068 (YBA068A\*\*)



\* Available as aerosol only

\*\*Aerosol code

### VC®17m Extra

#### Thin Film / Fast Finish



Red YBA407 Blue YBA406



Original YBA405



### VC® Offshore

#### Low Friction Finish



Red V117 Black V118



Blue V116 Battoplate Metallic Gray R3950



### VC® Performance Epoxy

#### Biocide Free Bottom Finish



White V127/V128



While every care is taken to match colors on this card, the manufacturers cannot be responsible for slight variations.



**Rusty Rutherford, Regional Sales Manager**

***“Visit our website for even more expert advice.”***

Our new look Boat Painting Guide & Color Card has been designed with you – the customer – in mind, to make it as easy as possible to choose the right product for your project. If you'd like more information on our products, schemes, surface preparation or simply need some expert advice on painting and maintaining your boat, please visit our website. Check out our 'How To' guides for simple step-by-step information and handy hints and tips to ensure you achieve professional results, every time!

***The answers are only a click away at [yachtpaint.com](http://yachtpaint.com)*** 

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Tel: 1 908 686-1300

Fax: 1 908 686-8545

Technical Service: 1 800 468-7589

E-mail: [iyp.us@akzonobel.com](mailto:iyp.us@akzonobel.com)

All statements, technical information and recommendations contained in this publication are based on tests and working practice believed to be reliable, but their accuracy and/or completeness is not guaranteed. The user shall determine the suitability of the products for his/her particular purpose and shall assume all risk and liability herewith.

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