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…

Have a question? Our experts have the answers!

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 yacht paint.com for more information.

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 yacht paint.com for more information.

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## Quick Reference Guide

**Antifoulings**

Use this guide to choose the best antifouling paint for your project.

### Micron® Technology Polishing Antifoulings

<table>
<thead>
<tr>
<th>Micron® 66®</th>
<th>Micron® Extra</th>
<th>Micron® CSC</th>
<th>Micron® CF</th>
<th>Ultra</th>
<th>Pacifica® Plus</th>
<th>ACT</th>
<th>Fiberglass Bottomkote® NT</th>
<th>Fiberglass Bottomkote® Aqua</th>
<th>Trilux® 33®</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key attributes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>■ Top of the Micron range</td>
<td>■ Patented self-polishing copolymer technology with Biolux®</td>
<td>■ Best antifouling performance in the harshest fouling conditions</td>
<td>■ Maximum protective oven during stationary periods at the dock</td>
<td>■ Not suitable for use in fresh water</td>
<td>■ Controlled polishing – gets smoother with time</td>
<td>■ Optimizes the benefits of hard and ablative paints</td>
<td>■ Suitable for use on all substrates, including aluminum</td>
<td>■ Suitable for use on all substrates, including aluminum</td>
<td>■ Ideal for use on all substrates, including aluminum</td>
</tr>
</tbody>
</table>

### Additional High Performance Products

- Trilux® 33® Aerosol
  - Effective antifouling in a convenient aerosol
  - Biolux® technology reduces slime and increases antifouling performance
  - For all outdoors and underwater metals

---

**Practical coverage (ft²/gallon)***

<table>
<thead>
<tr>
<th>Thinner</th>
<th>Micron® 66®</th>
<th>Micron® Extra</th>
<th>Micron® CSC</th>
<th>Micron® CF</th>
<th>Ultra</th>
<th>Pacifica® Plus</th>
<th>ACT</th>
<th>Fiberglass Bottomkote® NT</th>
<th>Fiberglass Bottomkote® Aqua</th>
<th>Trilux® 33®</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thinner</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
<td>433 or 216</td>
</tr>
</tbody>
</table>

**Number of coats***

<table>
<thead>
<tr>
<th>Substrate</th>
<th>Micron® 66®</th>
<th>Micron® Extra</th>
<th>Micron® CSC</th>
<th>Micron® CF</th>
<th>Ultra</th>
<th>Pacifica® Plus</th>
<th>ACT</th>
<th>Fiberglass Bottomkote® NT</th>
<th>Fiberglass Bottomkote® Aqua</th>
<th>Trilux® 33®</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thinner</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
<td>2-3</td>
</tr>
</tbody>
</table>

**Safe for use on aluminum***

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

---

**Econea™ is a trademark of Johnson & Johnson.**

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

**High Performance**

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

**VC 17%m Extra**
- Hand, smooth, thin film antifouling for a high performance finish
- With fluoro microadditive for a low friction surface
- Quick drying for fast re-launch

<table>
<thead>
<tr>
<th>Key attributes</th>
<th>Practical coverage (ft²/gallon)</th>
<th>Number of coats</th>
<th>Substrates</th>
<th>Application method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thinners</td>
<td>326</td>
<td>2-3</td>
<td>Suitable for high speed craft</td>
<td>Roller, Spray</td>
</tr>
</tbody>
</table>

**VC Performance Epoxy**
- Bloclde-free bottom coating
  - A bright white hard, abrasion resistant epoxy
  - Ideal for boats stored on racks and racks as well as trailered boats
  - Contains a fluoro microadditive to reduce friction
  - Can be applied by spray, roller or brush and vest cooled for extra smoothness

**VC Offshore Regatta Bottomplate**
- Antifouling for the serious racer
  - A long heritage of use by winning sailors
  - Can be burnished to a smooth, silky metallic finish
  - Can be used in fresh, salt and brackish waters
  - For use on fiberglass, wood and painted underwater metal (oxygen anode)

**Perfecton**
- Ultimate performance, two-part polyurethane finish
- Professional-quality results made easy
- Excellent flow and leveling characteristics yield that "squeezed out" look when brush applied
- Ideal for use anywhere above the true waterline
- Full range of bright, crisp colors

**Brightside**
- Hard, high gloss one-part polyurethane deck paint
- Contains fine mineral additive for hard wearing, non-slip
- Suitable for all substrates
- Low sheen finish prevents sunlight glare
- Apply straight from the can with brush or roller

**Interdeck**
- Slip resistant polyurethane deck paint
- Professional-quality results made easy
- No hassle removal when a permanent repair is made
- Quick repair to keep your boat looking its best
- Available in 12 colors to easily match gelcoat and paint

**Bilgekote**
- Hard wearing coating for bilges and bulkheads
- Chemical resistance to fumes, fuel and oil
- High spec for through hulling
- Cleans easily for reduced upkeep

<table>
<thead>
<tr>
<th>Key attributes</th>
<th>Practical coverage (ft²/gallon)</th>
<th>Number of coats</th>
<th>Substrates</th>
<th>Application method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thinners</td>
<td>233N</td>
<td>2-3</td>
<td>Suitable for high speed craft</td>
<td>Brush, Roller, Spray</td>
</tr>
</tbody>
</table>

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

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

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

**VC 17%m Extra**
- Hand, smooth, thin film antifouling for a high performance finish
- With fluoro microadditive for a low friction surface
- Quick drying for fast re-launch

**Key attributes**
- Can be applied by spray, roller or brush
- Ideal for boats stored on racks and racks as well as trailered boats
- Contains a fluoro microadditive to reduce friction
- Can be applied by spray, roller or brush and vest cooled for extra smoothness

**Best for all substrates**
- Hard, high gloss one-part polyurethane deck paint
- Contains fine mineral additive for hard wearing, non-slip
- Suitable for all substrates
- Low sheen finish prevents sunlight glare
- Apply straight from the can with brush or roller

**Recommended undercoat**
- Epoxy Primereko
- Epoxy Primereko or Pre-Kote

**Application method**
- Roller
- Spray

**Topsides**
- Suitable for salt and fresh water
- Can be burnished to a smooth, shiny, high perform ance finish
- Hard, smooth, thin film antifouling for a high performance finish
- With fluoro microadditive for a low friction surface
- Quick drying for fast re-launch

<table>
<thead>
<tr>
<th>Color</th>
<th>Similar to</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black</td>
<td>Perfecton / Brightside</td>
<td>0011</td>
</tr>
<tr>
<td>Blue</td>
<td>Brightside / Perfecton</td>
<td>0111</td>
</tr>
<tr>
<td>White</td>
<td>Perfecton / Brightside</td>
<td>0211</td>
</tr>
<tr>
<td>Red</td>
<td>Perfecton / Brightside</td>
<td>0311</td>
</tr>
<tr>
<td>Green</td>
<td>Perfecton / Brightside</td>
<td>0411</td>
</tr>
</tbody>
</table>

**Further information on flattening agents for use with two-part Yachtcoatings and their uses can be found on the product label or the technical data sheets, which are available at yachtpaint.com**
Quick Reference Guide

Varnishes

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

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

| Thinners | 2333N | 333 | 216 | 333 | 216 | 333 | 216 | 333 | 216 |

| Coverage (ft²/gallon) | 489 | 526 | 500 | 600 | 421 |

| Number of coats | Will vary depending on usage. Please check product label/data sheet. | 2-5 | 2-6 | 3-6 | 3-6 | 3-6 |

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

| Application method | | | | | |

| UV protection/gloss retention | | | | | |

| For a satin finish add: | Flattening Agent Y2M914 | Flattening Agent Y7MA715 | Flattening Agent YMA715 | Flattening Agent YMA715 | - |

**Additives**

**Original**

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

**Jet Speed**

- Fast dry varnish for quick overcoating
- Use whenever speed of dry is important
- Not recommended as an exterior finish

For a no-skid finish, use Intergrip No Skid Compound with your chosen varnish.
## Quick Reference Guide

**Primers**

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

<table>
<thead>
<tr>
<th>Primers</th>
<th>InterProtect® 2000E</th>
<th>InterProtect® HS</th>
<th>Primocon®</th>
<th>Primocon® Aerosol</th>
<th>Fiberglass No Sand Primer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key attributes</strong></td>
<td>For prevention and repair of gelcoat blistering</td>
<td>A high solids epoxy barrier coating that protects hulls from water absorption and osmotic blistering</td>
<td>Conventional one-part primer for use below water</td>
<td>A non bleeding, anticorrosive primer for use on outdrives and outboards, prior to application of Trilux® 33®, Trilux® 33® Aerosol, Pacifica® Plus or Micron® CF</td>
<td>Eliminates the need to sand fiberglass prior to applying antifouling paint</td>
</tr>
<tr>
<td></td>
<td>Excellent for use on underwater metals, hulls and keels</td>
<td>Apply a full barrier coat in 1-3 coats</td>
<td>Quick drying, with anticorrosive properties</td>
<td>Reduces galvanic corrosion on metal surfaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Easy to apply – dries quickly – no sanding</td>
<td>Contains Micro-Plates to increase protection from water absorption</td>
<td>Can be used under all major antifoulings* or as a conversion coat over incompatible or unknown antifoulings</td>
<td>Used on epoxy primers to improve the adhesion of antifouling paint</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Use as part of a no sand system</td>
<td>VOC compliant</td>
<td>Over suitable primer</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Excellent anti-corrosive protection above &amp; below the waterline</td>
<td>Protects metals from rust and oxidation</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Typically used**

<table>
<thead>
<tr>
<th>Primers</th>
<th>Universal primer for above and below the waterline</th>
<th>Universal primer for above and below the waterline</th>
<th>Below water, under antifoulings or to seal unknown antifoulings</th>
<th>Below water, under Trilux® 33®, Trilux® 33® Aerosol, Pacifica® Plus or Micron® CF</th>
<th>Below water, under antifoulings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Thinnners</strong></td>
<td>233N</td>
<td>2316N</td>
<td>233N</td>
<td>2316N</td>
<td>33</td>
</tr>
<tr>
<td><strong>Practical coverage (ft²/gallon)</strong></td>
<td>240</td>
<td>151</td>
<td>300</td>
<td>22 sq.ft per can</td>
<td>535</td>
</tr>
<tr>
<td><strong>Number of coats</strong></td>
<td>1-5</td>
<td>1-3</td>
<td>2-3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td><strong>Substrates</strong></td>
<td>All metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Application method</strong></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Suitable for above waterline</strong></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Suitable for below waterline</strong></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

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

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

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

---

**Quick Reference Guide**

**Before You Start**

**Step-by-Step** Project Guides

**Antifouling**

**Blister Repair and Prevention**

**Color Card**

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

Visit our website for more information – yachtpaint.com

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12  
13
**Undercoats**

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

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

<table>
<thead>
<tr>
<th>Typically used</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Above the waterline under Interlux two-part finishes and in some underwater systems</td>
<td>Above the waterline under Interlux one-part finishes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Thinner</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>233N</td>
<td>Perfection</td>
</tr>
<tr>
<td>2316N</td>
<td>Perfection Plus</td>
</tr>
<tr>
<td>333</td>
<td>Brightside</td>
</tr>
<tr>
<td>216</td>
<td>Yacht Enamel</td>
</tr>
<tr>
<td>10-15%</td>
<td>Micron® 66®</td>
</tr>
<tr>
<td>20-30%</td>
<td>Micron® Extra</td>
</tr>
<tr>
<td>216</td>
<td>ACT Trilux® 33®</td>
</tr>
<tr>
<td>216</td>
<td>Pacifica® Plus</td>
</tr>
<tr>
<td>10-15%</td>
<td>VC® 17m Extra</td>
</tr>
<tr>
<td>10-15%</td>
<td>VC® Offshore</td>
</tr>
<tr>
<td>10-15%</td>
<td>InterProtect® 2000E</td>
</tr>
<tr>
<td>5-10%</td>
<td>Epoxy Primekote</td>
</tr>
<tr>
<td>25-30%</td>
<td>VC® Performance Epoxy</td>
</tr>
<tr>
<td>10-15%</td>
<td>Primocron</td>
</tr>
</tbody>
</table>

**Why do I need a Thinner?**

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

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

<table>
<thead>
<tr>
<th>Product</th>
<th>Brush</th>
<th>Spray</th>
<th>% Thinner required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfection</td>
<td>233N</td>
<td>2316N</td>
<td>5-10%</td>
</tr>
<tr>
<td>Perfection Plus</td>
<td></td>
<td></td>
<td>25-35% max.</td>
</tr>
<tr>
<td>Brightside</td>
<td>333</td>
<td>216</td>
<td>As required max.</td>
</tr>
<tr>
<td>Yacht Enamel Varnishes</td>
<td></td>
<td></td>
<td>10-15%</td>
</tr>
<tr>
<td>Pre-Kote</td>
<td>333</td>
<td>216</td>
<td>As required max.</td>
</tr>
<tr>
<td>Bottom Paints (Conventional)</td>
<td>216</td>
<td>216</td>
<td>10% 1st coat only</td>
</tr>
<tr>
<td>Micron® 66®, Micron® Extra</td>
<td>433</td>
<td>216</td>
<td>As required max.</td>
</tr>
<tr>
<td>Micron® CSC, Micron® CF ACT</td>
<td></td>
<td></td>
<td>20-30% max.</td>
</tr>
<tr>
<td>Trilux® 33®, Pacifica® Plus</td>
<td>216</td>
<td>216</td>
<td>10% 1st coat only</td>
</tr>
<tr>
<td>VC® 17m Extra</td>
<td>216</td>
<td>216</td>
<td>10-15% max.</td>
</tr>
<tr>
<td>VC® Offshore</td>
<td>216</td>
<td>216</td>
<td>As required max.</td>
</tr>
<tr>
<td>InterProtect® 2000E</td>
<td>233N</td>
<td>2316N</td>
<td>5-10%</td>
</tr>
<tr>
<td>Epoxy Primekote</td>
<td>233N</td>
<td>2316N</td>
<td>25-30%</td>
</tr>
<tr>
<td>VC® Performance Epoxy</td>
<td>233N</td>
<td>2316N</td>
<td>5-10%</td>
</tr>
<tr>
<td>Primocron</td>
<td>433</td>
<td></td>
<td>10-15%</td>
</tr>
</tbody>
</table>

**Fiberglass Surface Prep YMA601V**

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

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

Personal health

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

Avoid inhalation
Breathing solvent fumes can make you dizzy and could result in collapse.

The inhalation of solvent vapor from paint or sanding dust, can be reduced with adequate ventilation or extraction but may not be sufficient, suitable respiratory protection should always be used. In badly ventilated areas wear an air-fed hood or cartridge respirator with an organic vapor filter. Wear a cartridge type respirator when abrading old antifoulings – never burn off or dry-sand antifoulings as this may create harmful fumes or dust. Spray painting creates additional health hazards and respiratory protection should always be used. Air-fed hoods provide the best protection but read the label carefully and ensure recommended protection is worn.

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

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

Avoid sparks
From metals, electrical appliances being switched on and off, or faulty electrical connections.

Avoid naked flames
Where paint is being stored, opened or applied

Avoid smoke
Store paint in a well-ventilated, dry place away from sources of heat and direct sunlight

Keep the tin tightly closed

Avoiding cancer
Most paints contain organic solvents – some of which evaporate into the air upon opening the container. Any dangers can be reduced if a few simple precautions are taken:

Avoid naked flames where paint is being stored, opened or applied
Do not smoke
Store paint in a well-ventilated, dry place away from sources of heat and direct sunlight
Keep the tin tightly closed
Avoid sparks from metals, electrical appliances being switched on and off, or faulty electrical connections
Do not leave paint soaked rags lying around, in the pockets of overalls or in waste bins. Some types of paint can dry out and auto-ignite.

For Medical Emergency Call: 911 in the U.S. / 1-800-322-8255 in Canada

For further information on Personal Protective Equipment, visit yacht paint.com

Risk of fire or explosion

Most paints contain organic solvents – some of which evaporate into the air upon opening the container. Any dangers can be reduced if a few simple precautions are taken:

Avoid naked flames where paint is being stored, opened or applied
Do not smoke
Store paint in a well-ventilated, dry place away from sources of heat and direct sunlight
Keep the tin tightly closed
Avoid sparks from metals, electrical appliances being switched on and off, or faulty electrical connections
Do not leave paint soaked rags lying around, in the pockets of overalls or in waste bins. Some types of paint can dry out and auto-ignite.

How to prepare bare substrates

Fiberglass

Dewax with Interlux Fiberglass Surface Prep YMA601V. Sand well (using 80-220 grit below water/180-220 grit above water) sandpaper. Clean thoroughly and allow to dry completely. Prime using an Interlux primer following the product recommendations provided in the paint systems guide on Pages 38-47.

Bare Wood/Plywood

Sand smooth with 80-180 grit paper and then 280 grit paper. Remove sanding dust by brushing or dusting. Wipe down thoroughly with solvent and allow to dry completely, to ensure any residual sanding dust is removed, before applying products recommended for application direct to wood (see paint systems guides).

Oily woods e.g. teak

Ensure that the surface is thoroughly degreased using a recommended solvent to ensure all oils are removed. Sand smooth with 80-180 grit paper and then 280 grit paper. Remove sanding dust by wiping with solvent, to ensure any residual dust is removed. Ensure the surface is completely dry before applying products recommended for application direct to wood (see paint systems guides).

Aluminum

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

Stainless Steel/Bronze

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

Steel/Cast Iron/Lead

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

Interstrip 299E Paint Remover:

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

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

Mike Kent
Technical Sales Representative

General Guidance Notes:

- Dew point is important when applying paint to a surface, as the evaporation of the solvent from the paint draws heat and/or energy from that surface, cooling it down. If conditions are right condensation may form on the surface of the paint resulting in various problems.

- Relative humidity is important as air can only hold so much water or solvent vapor at any one time. So, as the relative humidity increases, the level of solvent vapor the air can hold reduces, meaning paint will effectively dry more slowly.

- Air and substrate temperature will affect the drying properties of any paint. Failing to observe the recommended drying times can result in coating failure, including improper drying, wrinkling and loss of adhesion.

- Always avoid extreme air or temperature conditions; Interlux products are tested across a range of temperatures, to ascertain the drying times and application characteristics of each product. Drying time recommendations are provided on our product labels; further information relating to weather considerations can be found on our product data sheets, available on our web site.

- Low temperatures will increase drying times; always check the ‘through-dry’ of each interim coat, before sanding or overcoating.

- Sanding too early can cause the paint to wrinkle under the sand paper, in some cases even tearing or gouging into the paint film making 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.

- 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.

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.

- When curing in high humidity conditions, particularly at lower temperatures, epoxies can develop an ‘amine blush’ on the surface. This slightly sticky substance must be removed and can normally be washed off with soap and water. If the blush is not removed it can lead to the delamination of subsequent coats. Failure to remove the blush will also make sanding more difficult.

- High humidity conditions can reduce the amount of solvent evaporation during the drying/curing stages; with epoxies this can lead to a ‘soft cure’. As epoxy-based materials are generally applied at a higher film thickness, solvent can remain trapped in the film for many days leading to slow or poor final cure.

- Although epoxies generally cure well in most conditions, when the temperature falls to 45°F or below, curing can slow or even stop. Remember to check both day and overnight temperatures whether working outdoors or in a shed.

- Epoxy products usually respond well to a little heat; on cold days introducing a safe form of heating into the application area is well worth considering.

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.

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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.

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

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.

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.

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

“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.

Removal of 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.

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

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

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

![Image](image-url)

Joe Purtell
Technical Sales Representative

**Health and Safety**

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

**Cleaning**

After removing the old finish clean the surface using Fiberglass Surface Prep YM601V, Fiberglass Solvent Wash 202 or Special Thinner 216. Follow instructions on the product label.

**Preparation**

Prepare according to substrate, following bare substrate preparation guidelines.

See Page 17 for bare substrate preparation guidelines.

**Removing aged finish**

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

**Preparation**

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

**Applying Interstrip**

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

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

**Removing old antifouling**

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

See Page 32 for antifouling application advice.

“Hints to help you achieve a perfect finish.”

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

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

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.

**Is your existing antifouling in good condition?**

If your existing antifouling is in good condition, it may not need removing and can simply be overcoated, following a high pressure fresh water wash. Always ensure you check for compatibility before applying new antifouling; incompatible or unknown antifouling should be sealed with Primocan. See Page 36 for more information on antifouling compatibility.
Applying finishes
Before starting any painting project consider the 3 most critical questions:
1) What preparation is necessary 2) Is the paint system compatible with the substrate, and 3) What repair and upkeep is needed. Page 42 of this guide will provide this information and help you choose the best product for your project.

Neil Nicolson
Specialist in Finishes Development

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

Preparation
In good condition
Remove surface contamination by wiping down with Interlux® Special Thinner 216 or Fiberglass Surface Prep YM401IV. Once the surface is clean abrade with 220-320-grit sandpaper. Remove the sanding residue and allow to dry.

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

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

Bare substrate:

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

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

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

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

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

Apply the finish, according to label recommendations.

“Achieve a perfect result every time!”
- Ensure an even spread by holding the brush at 45° – this minimises brush marks.
- The best finish is achieved on large areas by two people, one to apply the paint, the other following immediately behind to ‘tip off’ the finish.
- Clean or change brushes every 20 minutes or so. Always use lint-free cleaning cloths.
- Stir the can occasionally during the work.
- Dampen the ground with water before commencing painting to avoid any dust rising.
- Use a worn brush for the final coat, this will ensure less brush marks.
- Painting is best achieved on warm, dry mornings – cold weather retards drying and damp will spoil the gloss.
- Never apply direct from the can as this will introduce contamination.
- Always pour the amount of paint that you expect to use into a separate container.

Jay Smida
Technical Sales Representative
Painting your bilge

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

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

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 YM601V. Once the surface is clean, abrade with 220-320 grit sandpaper. Remove the sanding residue and allow to dry.

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

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.

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

Apply 1-2 coats of Bilgekote.

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

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

Preparing a non-slip deck

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

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

Before starting your project, always check the weather conditions! See Pages 18-19.
### Previously painted surfaces:

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

#### 2. Preparation

**In good condition**

- **Bare fiberglass**
  Begin by scrubbing well using soap and water and a stiff brush. Rinse with fresh water and allow to dry. Wipe a small area with a clean rag that has been wetted with Fiberglass Solvent Wash 202. While the surface is still wet, wipe with a clean, dry rag. Continue this process until the entire surface has been cleaned. Sand using 180-220 grit paper. Remove sanding residue.

- **Molded fiberglass**
  Working in small areas at a time, scrub the area using Fiberglass Surface Prep YMA601V and coarse bronze wool or maroon Scotch-Brite™ pad. Be sure to scrub in different directions and wipe off the residue off before it dries. This will remove all contamination and provide a good anchor pattern to which the paint can adhere. Rinse with fresh water.

**In poor condition**

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

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

**Bare substrate:**

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

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

**Application**

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

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

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

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

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

**Using Interdeck (broadcast method):**

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

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

- **Application**
  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 (hand-mixed method):**

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

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

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

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

Previously 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.

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

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

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

Apply 2-3 thinned coats of varnish following label recommendations.
Alternatively, prime using Clear Wood Sealer Fast Dry; a clear polyurethane primer with excellent grain filling properties that will improve overall scheme durability and aesthetics.

6 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%.

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

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

Finally, ‘tip off’ by gently stroking surface with the brush at a 45º angle, following the grain. The brush you use should be used only for varnishing.

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.

Always follow the scheme recommendations as specified on the label; this will indicate the minimum number of coats required and the sanding recommendations between coats. This information will vary depending on the product. To achieve long-lasting protection, you should plan to apply up to ten coats (depending on the system). As the number of coats increases, sanding between coats with a fine grade paper will increase the level of gloss and depth of lustre.
Applying antifouling

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

Julie Gent
Specialist in Antifoulings Development

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

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

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 36 to check antifouling compatibility.

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

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

See Page 22 for advice on removing existing antifoulings.

4. 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.

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

See Page 18-19. See Page 22 for advice on removing existing antifoulings.

6. 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.

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.

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

Before priming or applying antifouling, mask off the area to be painted.
Applying antifouling to an Aluminum Pontoon Boat

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

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

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

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

4. Applying antifouling
   Apply an aluminum compatible antifouling, such as Pacifica Plus. Follow label recommendations on film thickness, overcoating and immersion times. For complete system information, visit www.yachtpaint.com or call the Interlux Technical Service Helpline.

5. Painting outdrives, stern gear, propellers and keels

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

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

2. Preparation
   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.

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

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

### Is my new antifouling compatible?

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

<table>
<thead>
<tr>
<th>Old Antifouling</th>
<th>New Antifouling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Micron® 66°</td>
<td>Micron® Extra, Micron® CSC, Micron® CSC HS, Micron® SR-30-3</td>
</tr>
<tr>
<td>Micron® Extra</td>
<td>Micron® CSC, Micron® SR-30-3, Micron® Ultradeck</td>
</tr>
<tr>
<td>Micron® CSC</td>
<td>Micron® CSC HS, Micron® Ultradeck</td>
</tr>
<tr>
<td>Micron® CF</td>
<td>Micron® CF, Micron® SR-30-3, Micron® Ultradeck</td>
</tr>
<tr>
<td>Ultra™</td>
<td>Micron® CF, Ultra™, Micron® SR-30-3, Micron® Ultradeck</td>
</tr>
<tr>
<td>ACT</td>
<td>ACT, Horizons® , Horizons® Plus, Horizons® Elite</td>
</tr>
<tr>
<td>Fiberglass</td>
<td>Fiberglass, Bottomkote® NT, Fiberglass, Bottomkote® NT</td>
</tr>
<tr>
<td>Bottomkote® Aqua</td>
<td>Fiberglass, Bottomkote® Aqua, Ultra™, Ultra™, Fiberglass, Bottomkote® NT</td>
</tr>
<tr>
<td>Pacific® Plus</td>
<td>Pacific® Plus, Micron® CSC, Micron® CSC HS, Micron® SR-30-3</td>
</tr>
<tr>
<td>Trilux® 33°</td>
<td>Trilux® 33°, Micron® CSC, Micron® CSC HS, Micron® SR-30-3</td>
</tr>
<tr>
<td>Trilux® 33° Aerosol</td>
<td>Trilux® 33°, Micron® CSC, Micron® CSC HS, Micron® SR-30-3</td>
</tr>
<tr>
<td>VC® 17m Extra</td>
<td>VC® 17m/VC® 17m Extra, Micron® CSC, Micron® CSC HS, Micron® SR-30-3</td>
</tr>
<tr>
<td>VC® Offshore</td>
<td>VC® Offshore, Balex® Super 45, Balex® Super 45, Balex® Super 45</td>
</tr>
<tr>
<td>Balex®</td>
<td>Balex® Super 45, Balex® Super 45, Balex® Super 45, Balex® Super 45</td>
</tr>
<tr>
<td>Bottomkote® Pro</td>
<td>Bottomkote® NT, Fiberglass, Bottomkote® Aqua, Hydrocoat®</td>
</tr>
</tbody>
</table>

### How much antifouling paint do I need?

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

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

   ![Waterline length (feet)](image)

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

   ![Paint coat](image)

### 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.

### Abbreviations

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

---

*Prime with Primocon YPA84. When overcoating TBT based antifoulings prime with TBT Sealer YPA987.

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

---

37
Antifouling

Below water schemes: two-part products
These systems provide the maximum level of protection against corrosion and osmosis.

Fiberglass: Barrier protection

```
<table>
<thead>
<tr>
<th>Material</th>
<th>Surface Primer</th>
<th>Primer</th>
<th>Antifouling</th>
</tr>
</thead>
<tbody>
<tr>
<td>InterProtect® 2000E</td>
<td>(5 coats)</td>
<td>InterProtect® 2000E</td>
<td>(2-3 coats)</td>
</tr>
<tr>
<td>Interlux® Antifouling</td>
<td></td>
<td>Interlux® Antifouling</td>
<td></td>
</tr>
</tbody>
</table>
```

Aluminum: Pontoon system

```
<table>
<thead>
<tr>
<th>Material</th>
<th>Surface Primer</th>
<th>Primer</th>
<th>Antifouling</th>
</tr>
</thead>
<tbody>
<tr>
<td>InterProtect® 2000E</td>
<td>(1 coat)</td>
<td>InterProtect® 2000E</td>
<td>(2-3 coats)</td>
</tr>
<tr>
<td>Interlux® Antifouling</td>
<td></td>
<td>Interlux® Antifouling</td>
<td>Pacifica® Plus or Micron® CF</td>
</tr>
</tbody>
</table>
```

Below water schemes: one-part products
These schemes provide a good level of protection.

Aluminum

```
<table>
<thead>
<tr>
<th>Material</th>
<th>Surface Primer</th>
<th>Primer</th>
<th>Antifouling</th>
</tr>
</thead>
<tbody>
<tr>
<td>InterProtect® 2000E</td>
<td>(1 coat)</td>
<td>InterProtect® 2000E</td>
<td>(2-3 coats)</td>
</tr>
<tr>
<td>Interlux® Antifouling</td>
<td></td>
<td>Interlux® Antifouling</td>
<td>Pacifica® Plus/Trilux® 33®/Micron® CF</td>
</tr>
</tbody>
</table>
```

Wood

```
<table>
<thead>
<tr>
<th>Material</th>
<th>Surface Primer</th>
<th>Primer</th>
<th>Antifouling</th>
</tr>
</thead>
<tbody>
<tr>
<td>InterProtect® 2000E</td>
<td>(1 coat)</td>
<td>InterProtect® 2000E</td>
<td>(2-3 coats)</td>
</tr>
<tr>
<td>Interlux® Antifouling</td>
<td></td>
<td>Interlux® Antifouling</td>
<td></td>
</tr>
</tbody>
</table>
```

“For Technical Service, please ask the experts!”
We will help you throughout your project, with tips on preparation, application and maintenance. Please feel free to contact us, via one of the following methods:

Phone: 1 800 468-7589
Email: Interluxtechnicalservice@akzonobel.com
Web: www.yachtpaint.com

Johnny Tolbert and Kenneth Wickey
Technical Service Representatives
Antifouling

Below water schemes: No sand systems

Fiberglass: Ultimate no sand system

- Clean Fiberglass Surface Prep YMA601V

- Primer (1 coat)
  - Interprotect 2000E

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

Fiberglass: No sand system

- Clean Fiberglass Surface Prep YMA601V

- Primer (1 coat)
  - Interprotect 2000E

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

- See substrate preparation on Page 17.
- See osmosis protection schemes on Page 47.

Fiberglass: Simple no sand system

- Clean Fiberglass Surface Prep YMA601V

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

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

- **This system will not provide blister protection

- **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 or 1-800-468-7589

Propellers, outdrives and running gear

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

Aluminium

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

- Primer (2-3 coats)
  - Primocen Aerosol

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

- * excluding VC® 17m, VC® 17m Extra, VC® Offshore, Baltoplate & VC® Performance Epoxy

- 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 or 1-800-468-7589

Bronze

- Surface Primer (1 coat)
  - Interprotect® 2000E

- Primer (2-3 coats)
  - Primocen Aerosol

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

Stainless Steel

- Surface Primer (1 coat)
  - Interprotect® 2000E

- Primer (1 coat)
  - Interprotect® 2000E

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

- See Painting outdrives, running gear, propellers and keels on Page 35.
Two-part premium paint systems

These schemes provide the maximum level of protection available.

Fiberglass

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

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

Aluminum / Steel

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

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

Wood

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

Clear Epoxy

- Wash with Soap & Water
  - (to remove amine blush)

How much topsides paint do I need?

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

<table>
<thead>
<tr>
<th>Power</th>
<th>Sail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterline length (feet)</td>
<td>20</td>
</tr>
<tr>
<td>Topside finishes (quarts)</td>
<td>3.0</td>
</tr>
<tr>
<td>Finish primers (quarts)</td>
<td>4.0</td>
</tr>
</tbody>
</table>
**Two-part premium varnish systems**

**Traditional bare wood system**

- **Primer**
  - (1 thinned coat)
  - Perfection® Plus

- **Varnish**
  - (4 coats min.)
  - Perfection® Plus

**Reduced work time bare wood system**

- **Primer**
  - (1 thinned + 3 full coats)
  - Clear Wood Sealer

- **Varnish**
  - (2 coats min.)
  - Perfection® Plus

**One part conventional varnish systems**

**Sikkens Cetol® Marine system**

- **Primer**
  - (2 thinned coats)
  - Schooner® Gold
    - (Schooner®, Compass Clear, Original, Goldspar® Satin, Jet Speed)

- **Varnish**
  - (4-6 coats)
  - Schooner® Gold
    - (Schooner®, Compass Clear, Original, Goldspar® Satin)

**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.

<table>
<thead>
<tr>
<th>Marine</th>
<th>Light</th>
<th>Natural Teak</th>
<th>Gloss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key attributes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>■ Cetol Marine produces an attractive dark amber appearance on wood.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>■ Cetol Marine Light will produce a lighter amber appearance on wood.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>■ Cetol Marine Natural Teak has a rich golden color on wood.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>■ 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.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Oily woods**

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

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

2 Preparation
Remove all contamination from the surface using Fiberglass Solvent Wash 202 or Fiberglass Surface Prep YMA601V. Sand using 80-grit sandpaper. Remove the sanding residue using Fiberglass Solvent Wash 202. If your hull is new, proceed to Step 4.

3 Inspection
Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with Watertite Epoxy Filler following the instructions on the product label. Look out for any warning signs that may suggest that water has entered the laminate or that osmosis may have occurred. If more extensive damage is found or suspected we recommend that you seek the advice of a professional surveyor before continuing.

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

Warning signs

- Blister: Blistering can vary from small pinhead blisters, to areas as large as the palm of a hand. The presence of any fluid behind a blister indicates a potential problem.
- Star crazing: This effect can occur where the gelcoat is brittle. Fine cracks usually form due to severe flexing or impact damage, allowing water to seep into the laminate.
- Pinholes: Tiny bubbles present in the gelcoat reduce its effectiveness and promote rapid water absorption.

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-blist. 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 recurrences 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.
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 Interlux are doing as a Yacht business to reduce our impact on the environment. You can find the full details at echoprogram.com.

THE PRODUCTS?
To help those customers interested in selecting products from our range based on their relative overall environmental impact* we have assessed them all using the AkzoNobel-developed Environmental Scorecard tool.

This tool, unique and only available to International Paint LLC and our products, determines the environmental impact relative to a baseline product which is the largest volume selling product from our range in the category being looked at (e.g. Finishes, Primers, etc.).

We then convert this relative impact into an ‘Echo Rating’ as seen below. The lower the number, the lower the relative impact on the environment.

For more information go to echoprogram.com.

* 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

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snow White</td>
<td>YHB000</td>
</tr>
<tr>
<td>Mediterranean White</td>
<td>YMA104</td>
</tr>
<tr>
<td>Off White</td>
<td>YMA106</td>
</tr>
<tr>
<td>Oyster White</td>
<td>YWA014</td>
</tr>
<tr>
<td>Arctic White</td>
<td>YWA018</td>
</tr>
<tr>
<td>Pearl White</td>
<td>YWA020</td>
</tr>
<tr>
<td>Flattening Agent</td>
<td>YMA715</td>
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<tr>
<td>YZM914</td>
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</table>

**Flattening Agent**

For One and Two-Part Finishes

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold</td>
<td>YMA715</td>
</tr>
<tr>
<td>Silver</td>
<td>YMA726</td>
</tr>
</tbody>
</table>

**Brightside®**

Hard, High Gloss, One-Part Polyurethane Finish

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brilliant White</td>
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<tr>
<td>White</td>
<td>4269</td>
</tr>
<tr>
<td>Off White</td>
<td>4281</td>
</tr>
<tr>
<td>Mahogany White</td>
<td>4359</td>
</tr>
<tr>
<td>Skiddin Gray</td>
<td>4365</td>
</tr>
<tr>
<td>Kingston Gray</td>
<td>4379</td>
</tr>
<tr>
<td>Steel Gray</td>
<td>4369</td>
</tr>
<tr>
<td>Black</td>
<td>4382</td>
</tr>
<tr>
<td>Light Blue</td>
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</tr>
<tr>
<td>Medium Blue</td>
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<tr>
<td>Large Blue</td>
<td>4390</td>
</tr>
<tr>
<td>Orient Blue</td>
<td>4502</td>
</tr>
<tr>
<td>Pacific Blue</td>
<td>4504</td>
</tr>
<tr>
<td>Dark Blue</td>
<td>4316</td>
</tr>
<tr>
<td>Flag Blue</td>
<td>4990</td>
</tr>
<tr>
<td>Sundown Buff</td>
<td>4237</td>
</tr>
<tr>
<td>Grand Banks Beige</td>
<td>4217</td>
</tr>
<tr>
<td>Bristol Beige</td>
<td>4207</td>
</tr>
<tr>
<td>Interlac Off-White</td>
<td>4290</td>
</tr>
<tr>
<td>Interlac Off-White (1990)</td>
<td>4218</td>
</tr>
</tbody>
</table>

**Yacht Enamel**

Traditional Alkyd-Based Marine Enamel

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<tr>
<th>Color</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>High Gloss White</td>
<td>258</td>
</tr>
<tr>
<td>Semi Gloss White</td>
<td>220</td>
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<tr>
<td>Flat White</td>
<td>242</td>
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**Interdeck**

Slip Resistant Polyurethane Deck Paint

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
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</thead>
<tbody>
<tr>
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<td>1.86050</td>
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<td>Grey</td>
<td>1.86054</td>
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<tr>
<td>Cream</td>
<td>1.86048</td>
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<tr>
<td>Sand Beige</td>
<td>1.86059</td>
</tr>
<tr>
<td>Squid Beige</td>
<td>1.86063</td>
</tr>
</tbody>
</table>

**Bilgekote®**

Hard Wearing for Bilges and Bulkheads

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brown Mahogany</td>
<td>1579</td>
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</tbody>
</table>

**Interstain**

Paste Wood Filler/ Stain

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grey</td>
<td>YWA103</td>
</tr>
<tr>
<td>Brown Mahogany</td>
<td>1579</td>
</tr>
</tbody>
</table>

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 AkzoNobel. © AkzoNobel 2013.

**Topside Finishes**

Visit our website for more information – yachtpaint.com
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