

FILLING HOLES, VOIDS AND NICKS ABOVE & BELOW THE WATERLINE

The quality of your topside finish is crucially dependant upon preparation. Filling in small areas of damage is an important part of this. Your boat is not only under attack from the elements. Damage may also result from collision, abrasion and other mechanical damage. Correct use of fillers is essential if the job is to last.

For further information refer to pages 47 and 48.

PRIMERS AND UNDERCOATS

Throughout this guide there are references to various primers and undercoats. The following brief descriptions of the various products will aid in your understanding of them.

ETCH PRIMER: A two-part etching primer for application to aluminium and lead before application of the chosen paint system. May be used above and below the waterline.

PA10®: A quick drying primer for application to props and shafts before applying antifouling. Available in a convenient aerosol can.

PRIMOCON: A quick drying single part vinyl primer for use below the waterline only, on most substrates but in particular steel and timber. Use typically before application of antifouling paint. Not a sandable product.

YACHT PRIMER: A single part conventional primer for use on predominantly timber or GRP surfaces. May be used above and below the waterline. Excellent sanding properties.

PREKOTE: A single part undercoat for above waterline use only. Typically used over Yacht Primer before applying Brightside or Interdeck. Excellent sanding properties.

INTERPROTECT®: A two-part epoxy primer used above and below the waterline for most substrates. High build and good-sanding properties enables it to fill minor blemishes.

PERFECTION UNDERCOAT: A two-part polyurethane undercoat for use above the waterline only. Excellent brushing, opacity and sanding properties. It is the ideal product to use over Interprotect® before applying any two pack polyurethane product. Also helps to enhance the gloss level of the finish coats.



SOME FINAL TIPS ON APPLYING OUR TWO-PACK HIGH PERFORMANCE SYSTEMS

Perfection is a high quality, easy to apply by brush and roller, two-part polyurethane that provides a high gloss durable finish suitable for a wide range of marine applications. Available in a range of standard colours.

The air temperature will affect the time you have to work with the paint, but as a rough guide for polyurethanes, you will have about two hours in hot weather (about 25–30°C) and up to four hours in cooler conditions (around 10°C). Ideally, the temperature should be around 15°C with low humidity. In warmer conditions, thin with International Retarder Thinners #9 or International Brushing Thinner #6 (see page 6 of this guide) to make the paint easier to use by brush or roller. (Contact International Paint for information on spraying).

Once mixed, Perfection begins to cure and harden. After mixing you should leave the paint to stand for 20 minutes to allow the bubbles generated by mixing to disperse. Apply by any of the painting methods on page 11. Once topcoat painting is complete, it should be kept dry for at least 24 hours as high humidity will result in under-curing and loss of gloss.

A further 7–10 days should be allowed for full curing to take place. Only after that time will the paint achieve its maximum resistance to abrasion. Particular care should be taken not to lift a yacht in slings before the paint has fully cured.

PAINTING THE BILGES

1

Bilges can be painted with single or two-part systems using finish coats such as Brightside and Perfection or can be coated with Interprotect® in the case of GRP hulls to aid in the prevention of osmosis, see relevant section in this booklet. You need to decide which is best suited to your particular boat. If the bilges are generally clean and dry you can use either. If they are generally wet and greasy or oily Perfection would be the better choice. Obviously if they are already painted you may be restricted in choice.

2

You must in all cases ensure the bilges are clean and dry by washing with Surface-Prep and drying thoroughly. In the case of GRP refer to page 49 and the preparation guidelines for GRP surfaces.

3

Apply chosen system using appropriate primers and undercoats for the chosen finish coats.

4

As pale colours and white single pack finishes may yellow in the dark, they may not be suitable for use in some interior situations.

HINTS TO HELP YOU ACHIEVE A PERFECT RESULT EVERY TIME

PAINT FINISHES

- ✓ 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 smooth 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 at any one time into a separate container.

How much paint do I need?

	– POWER					– SAIL				
Overall Length (metres)	6.1	7.6	9.1	10.7	12.2	6.1	7.6	9.1	10.7	12.2
Overall Length (feet)	20	25	30	35	40	20	25	30	35	40
Beam (metres)	1.5	2.5	3.5	4.0	4.5	2.0	2.4	3.5	3.7	4.0
Freeboard Height (metres)	1.0	1.25	1.25	1.5	1.5	0.75	1.0	1.25	1.25	1.5
Litres Required*	2.6	4.4	5.5	7.7	8.7	2.1	3.5	5.5	6.3	8.5

*Average amount, based on 2 coats.