Boat Painting Guide & Colour Card
UK Edition
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 International Paint.

Whether we’re in the lab researching and developing new products, or at sea 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 International Paint, we recognise the importance of providing high-quality technical support and advice to all our customers. Whether you’re a novice or a more experienced DIYer, you’re sure to have a question for us – and we’d love to help – here’s how you can reach us…

**Quick Reference Guide**

- Antifoulings...04
- Why do I need a Thinner?...07
- MarineFibre...07
- Topcoats...08
- Primers...14

**Before You Start**

- Health & safety...16

**‘Step-by-Step’ Project Guides**

- How to prepare bare substrates...17
- Always check the weather!...18
- Making small repairs to GRP...20
- Removing aged finishes or varnishes...21
- Applying antifouling...22
- Applying finishes...24
- Propellers and keels...34

- Is my new antifouling compatible?...36
- How much antifouling paint do I need?...37

**Topsides**

- Two-part premium paint systems...42
- One-part conventional paint systems...43

**Blister Repair and Prevention**

- How to protect against osmosis...46
- Osmosis protection schemes...47

**The Echo Program**

- 48

**Colour Card**

- Topside Finishes...49
- Antifoulings...52

For more information, visit [yachtpaint.com](http://yachtpaint.com).

**International Paint**

UK Sales and Marketing Team

*Chris Jones*

UK Sales and Marketing Team

*UK Sales and Marketing Team*

*International Paint*
### Antifoulings

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

**Key attributes**
- For the absolute cleanest hulls
- Minimum build-up – reduced preparation time
- Activated Biolux® technology for sustained antifouling protection
- Water based – low odour, easy clean up

**Practical coverage (m² per litre)**

<table>
<thead>
<tr>
<th>Micron® Optima</th>
<th>Micron® Extra 2</th>
<th>Cruiser® Uno EU</th>
<th>Boatguard EU</th>
<th>Cruiser® Bright White</th>
<th>Trilux 33</th>
<th>Interspeed Ultra 2</th>
<th>VC® Offshore EU</th>
<th>VC-17m Extra</th>
<th>Trilux Prop-O-Dev</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.3</td>
<td>9.0</td>
<td>9.0</td>
<td>9.0</td>
<td>9.2</td>
<td>8.3</td>
<td>9.0</td>
<td>10.5</td>
<td>11.7</td>
<td>1 can per medium-sized offshore</td>
</tr>
</tbody>
</table>

**Number of coats**

- 2-3 (1 season) / 3-4 (2 seasons)
- 2-3 (1 season) / 3-4 (18 months)
- 2-3
- 2-3
- 2-3

**Substrates**

- Stainless steel and alloy
- Outboards and sterngear
- Medium-sized outdrive
- Difficult to reach areas
- Hard, smooth surface
- Hard, smooth surface
- For propellers, outboards and sterngear

**Suitable for high speed craft**

- Up to 25 knots
- Up to 30 knots

**Application method**

- Roller
- Brush
- Aerosol

**Suitable for high fouling areas**

- Grey
- Medium grey
- Light grey
- Dark grey

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

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### Polishing

<table>
<thead>
<tr>
<th>Thinnings</th>
<th>Water</th>
<th>No. 3</th>
<th>No. 3</th>
<th>No. 3</th>
<th>No. 3</th>
<th>No. 3</th>
<th>No. 3</th>
<th>VCT General Thinner</th>
<th>VCT General Thinner</th>
<th>VCT General Thinner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Practical coverage (m² per litre)</td>
<td>1 can per medium-sized offshore</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Number of coats**

- 1-2
- 2-3
- 2-3
- 2-3
- 2-3
- 3 minimum

**Substrates**

- Stainless steel
- Aluminium
- Bronze
- Brass
- Cast iron
- Cast bronze
- Copper
- Steel
- Wood

**Suitable for high speed craft**

- Up to 25 knots
- Up to 30 knots

**Application method**

- Slow polishing
- Quick polishing

---

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

**Thinner**

- VC® General Thinner
- VC® General Thinner

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**Boat Paint Guide**

**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 their range.”

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**Helpline:** +44 (0) 1489 77 50 50

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**Angus Hewitt**, UK Sales Team

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

The answer is only a click away at yachtpaint.com
Thinners are solvents which are usually the same, or very similar, to those used within the product they equipm ent.

### MarineFilm Application

**Instant scratch repair for gelcoat and paint**
- Offers a convenient and easy way to repair scratches and chips fast
- Creates an almost invisible repair
- No time consumed when a permanent repair is made
- Quick repair to keep your boat looking to best
- Available in 12 colours to easily match gelcoat and paint

**Colour Code**
- White 011: Mediterranean White
- White 012: Snow White
- White 013: Ivory
- White 014: Buttercream White
- White 015: Off White
- Black 111: Black
- Blue 211: Midnight Blue / Flog Blue
- Blue 212: Cobalt Blue
- Blue 213: Ultramarine Blue
- Blue 214: Steel Blue
- Green 211: Jade Mist Green
- Red 411: Dutch Red

**MarineFilm Application**
- Locate scratch
- Clean surface with a soft cloth
- Carefully apply MarineFilm

### Topclic®

**Perfection**
- Ultimate performance, two-part polyester finish
- Chemical cure for the hardest finish & highest abrasion resistance
- Unique UV-protection for superior, long-lasting gloss and colour
- Professional-quality results made easy
- Easy mix ratio

**Topclic®**
- Premium quality high-gloss durable paint
- Silicone alkyl formula lasts twice as long as conventional one-part enamels
- Excellent UV resistance
- Extended gloss and colour retention characteristics
- Easy to apply giving deep, luminous finish

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

**Danoline**
- Hard wearing coating for bilges, leathers and bulkheads
- Chemical resistance to fuels, fuel and oil
- High quality for thorough cleaning
- Clean easily for reduced maintenance

### Thinner No. 1

- A general purpose thinner, for use with one-part paints and varnishes

### Thinner No. 2

- Typically used with antifouling paints (excluding Micron® Optimax and VC® products), also used to aid in the spray application of our one-part varnishes.

### Thinner No. 3

- Formulated for use with epoxy type products.

### Thinner No. 7

- Formulated for use with VC® products.

### Thinner No. 9

- A general purpose thinner, for use with one-part paints and varnishes.

### Thinner No. 7

- Formulated for use with epoxy type products.

### Thinner No. 9

- For use with two-part polyester products.

### Thinner No. 2

- Specially formulated for use with VC® products.

### Quick Reference Guide

#### Thinner No. 9

- Practical coverage [m² per litre]: 12.0
- Number of coats: 2-3
- Substrates: Wood, Steel
- Application method: Spray
- Recommended undercoat: Perfection Undercoat
- For a satin finish add: Polyurethane Matting Additive
- For a non-slip finish add: Non-Slip Additive

#### Thinner No. 1

- Practical coverage [m² per litre]: 12.0
- Number of coats: 1-2
- Substrates: Wood, Steel, Aluminum
- Application method: Roll, Brush
- Recommended undercoat: Perfection Undercoat
- For a satin finish add: Matting Additive
- For a non-slip finish add: Non-Slip Additive

#### Thinner No. 3

- Practical coverage [m² per litre]: 9.5
- Number of coats: 1-2
- Substrates: Wood, Steel
- Application method: Spray
- Recommended undercoat: Pro-Kote
- For a satin finish add: Polyurethane Matting Additive
- For a non-slip finish add: Matting Additive

#### Thinner No. 11

- Practical coverage [m² per litre]: 11.0
- Number of coats: 1-2
- Substrates: Wood, Steel, Aluminum
- Application method: Roll, Brush
- Recommended undercoat: Perfection Undercoat
- For a satin finish add: Matting Additive
- For a non-slip finish add: Non-Slip Additive

### What is a Matting Additive?

Matting additives can be added to both International finishes and maintenance and depending on the mix ratio between the product and the additive, a variety of gloss, semi or matt effects can be achieved. International produces two types of matting additive, available for use with either the two-part or one-part products in the range.

### What is Non-Slip Additive?

Non-Slip Additive is a synthetic, granular material that can be added to topside finishes prior to application or sprinkled onto wet paint as an aid to providing a more slip-resistant finish. As with the matting additives, the final result is determined by the amount of material added into the finish. Further information on Polyurethane Matting Additive, Matting Additive and Non-Slip Additive and their uses can be found on the product label or on the product data sheet, which are available at yachtpaint.com.

### Interested in the relative environmental impact of your chosen product?

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

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

### Cut advice from the experts at yachtpaint.com

Visit our website for more information - yachtpaint.com

Helpdesk: +44 (0) 1489 77 50 50

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

*Get advice from the experts at yachtpaint.com*
**Quick Reference Guide**

**Varishes**

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

<table>
<thead>
<tr>
<th>Varnishes</th>
<th>Perfection Plus</th>
<th>Schooner® Gold</th>
<th>Schooner®</th>
<th>Compass®</th>
<th>Goldspar® Satin</th>
<th>Original</th>
</tr>
</thead>
</table>

**Key attributes**

- **Perfection Plus**
  - Ultimate performance, clear, two-part polyurethane varnish
  - Advanced UV technology in our longest-lasting one-part varnish
  - Exceptional deep gloss and varnish with excellent UV protection
  - Rich golden colour and deep gloss
  - Good flow-out and self-levelling characteristics for easier application
  - Fast-dry, high durability, polyurethane high gloss varnish
  - Excellent resistance to abrasion, oils and chemicals
  - Applies 2 coats per day, sand only after 2-3 coats
  - Light amber colour
  - Contains HALS and UV absorbers
  - A satin finish polyurethane varnish for interior use
  - Resistant to hot water, mild acids and alkalis
  - Fast-dry formulation minimises dust contamination

- **Schooner® Gold**
  - Traditional, general purpose gloss varnish
  - Good flow, flexibility and gloss retention
  - High clarity finish for light colour woods
  - Interior, exterior and over existing varnish

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

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

- **Goldspar Satin**
  - Traditional, general purpose gloss varnish
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  - High clarity finish for light colour woods
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- **Original**
  - Traditional, general purpose gloss varnish
  - Good flow, flexibility and gloss retention
  - High clarity finish for light colour woods
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**Thinners**

<table>
<thead>
<tr>
<th>No.</th>
<th>Thinner</th>
<th>Practical coverage (m² per litre)</th>
<th>Number of coats</th>
<th>Suitable for use direct to oily timber (e.g. teak or iroko)</th>
<th>Application method</th>
<th>UV protection/Gloss retention</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>No. 9</td>
<td>12.0</td>
<td>2-5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>No. 1</td>
<td>12.9</td>
<td>2-6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>No. 3</td>
<td>14.3</td>
<td>5-7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>No. 1</td>
<td>12.9</td>
<td>3-6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>No. 3</td>
<td>10.3</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>No. 1</td>
<td>11.7</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Application method**

- **Perfection Plus**
  - For a satin finish add: Polyurethane Matt Additive
  - Advanced UV technology in our longest-lasting one-part varnish
  - Exceptional deep gloss and varnish with excellent UV protection
  - Rich golden colour and deep gloss
  - Good flow-out and self-levelling characteristics for easier application
  - Fast-dry, high durability, polyurethane high gloss varnish
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  - Applies 2 coats per day, sand only after 2-3 coats
  - Light amber colour
  - Contains HALS and UV absorbers
  - A satin finish polyurethane varnish for interior use
  - Resistant to hot water, mild acids and alkalis
  - Fast-dry formulation minimises dust contamination

- **Schooner® Gold**
  - Traditional, general purpose gloss varnish
  - Good flow, flexibility and gloss retention
  - High clarity finish for light colour woods
  - Interior, exterior and over existing varnish

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

**Additive**

- Matting Additive
  - For a satin finish add: Polyurethane Matt Additive
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**Schooner®**

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- Interior, exterior and over existing varnish

**Goldspar® Satin**

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- High clarity finish for light colour woods
- Interior, exterior and over existing varnish

**Original**

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

**When working with varnishes the final finish can be affected by the profile of the wood grain itself. A smoother finish will be achieved by increasing sanding preparation and the number of coats you apply. But, did you know that by using International Clear Wood Sealer Fast Dry under your varnish, this fast-drying, clear primer and surface sealer will fill and seal the wood grain, to provide an exceptionally smooth, crystal clear finish over which you can apply any of our high quality varnishes?**

**“Ever wondered how the professionals achieve a glass-like appearance to their varnished surfaces?”**

When working with varnishes the final finish can be affected by the profile of the wood grain itself. A smoother finish will be achieved by increasing sanding preparation and the number of coats you apply. But, did you know that by using International Clear Wood Sealer Fast Dry under your varnish, this fast-drying, clear primer and surface sealer will fill and seal the wood grain, to provide an exceptionally smooth, crystal clear finish over which you can apply any of our high quality varnishes?

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For more information go to echoprogram.com.

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

Helpline: +44 (0) 1489 77 50 50

Visit our website for more information - yachtpaint.com
Undercoats

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

Perfection Undercoat

Key attributes

- High performance two-part polyurethane undercoat
- Provides an excellent base for a long-lasting glass finish
- Easy application, fast drying and easy sanding
- Semi-gloss appearance

Typically used

- Under Perfection finish
- Do not use over one-part products

Thickeners

- No. 9
- No. 1

Practical coverage (m² per litre)

- 12.0

Number of coats

- 1-2

Substrates

- Suitable for above and below waterline

Application method

- Excellent opacity allows for easy colour changing
- Long-lasting, easy to apply and rub down
- Long overcoating times allow coat-on-coat application

Woodskin®

Acts like a skin for your wood

Woodskin is a flexible wood oil/varnish hybrid that acts like a skin for your wood. Microscopic properties allow Woodskin to breathe with your wood; tiny holes let the paint film expand and contract but are small enough to repel water – the cause of mould and mildew. Woodskin is very easy to apply; no need to thin or sand between coats.

With good flow and levelling, Woodskin dries to a subtle, translucent sheen. Woodskin penetrates deep into your wood, leaving a thin surface film that will not crack or flake. Minimal maintenance requirements – simply clean and resurface season after season – the Natural Teak colour of Woodskin will showcase the beauty of any wood, including oily woods such as teak.

Key attributes

- Practical coverage (m²)
- Minimum 3 coats
- Suitable for use on oily timbers

UV protection

Working with Fillers

Your boat is not only under attack from the elements. Damage can also result from collisions or other physical impacts. Waterline is a two-part water resistant filler, suitable for use with most common substrates. It can be used both above and below the waterline, filling up to 20mm in depth in one application.

Walterlite

Key attributes

- Two-part, water resistant formulation
- Fill up to 20mm depth in one application

Substrate (after priming)

Suitable for above and below waterline

Coverage (m² per litre)

- 1.0 (at 1mm thick)
Quick Reference Guide

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

Yacht Primer Primoc® Interprotect® VC® Tar2 Gelshield® 200 Gelshield® Plus

Key attributes
- Conventional one-part primer for use above the water
- Quick drying, with anticorrosive properties
- Pigments contain aluminium flake to provide an anti-corrosive protective barrier
- Conventional one-part primer for use below water
- Quick drying, with anticorrosive properties
- Can be used under all International® antifoulings or as a barrier coat over incompressible or unknown antifoulings
- Quick drying, easy to apply, two-part primer
- Offers excellent anticorrosive protection
- Can be used as an antifouling topcoat over existing epoxy primers
- Minimal deformation for GRP and anticorrosion barrier for metal
- Advanced self-levelling formulation requires no sanding between coats
- Smooth surface – ideal primer base for antifoulings
- Quick drying, easy to apply, epoxy primer for protection of GRP against osmosis
- Provides protection against corrosion in five coats (250 µm)
- Usable down to 5°C
- Fast drying allows multiple coat application in a single day
- A high build, solventless epoxy primer
- Available in two colours to aid self-on-self application
- Contains no harmful solvents to migrate into the hull and cause reblistering

Typically used
- Above water, under one-part undercoats
- Do not overcoat with two-part products
- Below water, under International® antifoulings or to seal unknown antifoulings
- Do not use with VC® Tar2 systems
- Where a high-performance anti-corrosive system is required
- Do not use over one-part products or antifoulings
- Under VC® antifoulings, due to exceptionally smooth surface profile
- To prevent osmotic blistering on fiberglass hulls and bilges
- Under International® antifoulings or to seal unknowm antifoulings
- Do not overcoat with two-part products
- Below water, under International® antifoulings or to seal unknown antifoulings
- Above water, under International® antifoulings or to seal unknowm antifoulings

Thinnings
- No. 1
- No. 3
- No. 7
- VC® General Thinner
- No. 7
- Do not thin under any circumstances

Practical coverage (per litre)
- 12.0
- 7.4
- 8.1
- 11.3
- 8.1
- 6.0

Number of coats
- 4
- 1.5
- 2.5
- 3.7
- 5.6
- 4

Substrates
- Suitable for above waterline
- Suitable for below waterline

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

Suitable for above waterline

Suitable for below waterline

For comprehensive application and additional instructions, always read the product data sheet before you start.

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

Screen Shot

Goals

Apply to hull after removing gelcoat

Refer to product data sheet

Visit our website for more information - yachtpaint.com

1 When compared to the largest selling product in our range.
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 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. Each tin will display a number of warning symbols and written warning phrases which will quickly indicate those areas where personal care should be taken. Other general safety precautions are detailed below and will apply should any problem occur whilst 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 fumes 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. When sanding or dusting, avoid inhalation of dust, as this may create harmful fumes or dust.

Avoid skin contact

Skin irritation can occur from contact with paint products. You should, therefore, always wear protective gloves and protective clothing when applying or mixing any paint products. Overall, which cover the body, arms and legs, should be worn. Skin 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. Never use soap or water to wash the face. Soap or water may irritate the skin and cause irritation. Always wash the face with a mild cleanser and use a soft towel to dry the face. Avoid prolonged contact with any paint to the surface.

Risk of fire or explosion

Most paints contain organic solvents – some of which evaporate into the air space opening the container. Any sources 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 igniting from metal, electrical apparatus being plugged on and off, or faulty electrical connections.

Do not leave paint soaked rags lying around in the pot vehicle or in waste bins. Types of paint can dry out and skin irritants.

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 imperative, available from many DIY stores, and are well worth wearing. Use eyewash that complies with EN 166. If material does contaminate the eye, it is recommended that the eye is flushed with clean fresh water for at least 15 minutes, holding the eyelids apart, and medical attention sought.

Avoid skin contact

Skin irritation can occur from contact with paint products. You should, therefore, always wear protective gloves and protective clothing when applying or mixing any paint products. Overall, which cover the body, arms and legs, should be worn. Skin 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. Never use soap or water to wash the face. Soap or water may irritate the skin and cause irritation. Always wash the face with a mild cleanser and use a soft towel to dry the face. Avoid prolonged contact with any paint to the surface.

Clean thoroughly and abrade to bright metal using 24-36 grade 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, to a minimum R 3 according to BS3901 t. 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 International or VC primer, following the product recommendations provided in the paint systems guides.

Zinc/Galvanised Steel

Degrease with solvent or Super Cleaner. Sand well using 60-120 grade paper. Clean thoroughly and allow to dry completely. Prime using an International or VC primer following the product recommendations provided in the paint systems guides.

Steel

Degrease with solvent or Super Cleaner. Grit blast to Sa 2.5 – near white metal surface. If grit blasting is not possible, grind the metal surface with 24-36 grade abrasive discs to a uniform clean surface with a 50-75 micron anchor pattern. Use angle grinder on small areas. Clean thoroughly and allow to dry completely. Prime using an International or VC 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 International primer following the product recommendations provided in the paint systems guides.

Bronze

Clean thoroughly and abrade to bright metal using 80 grade paper. Take care when abrading bronze.

Aluminium

Degrease with solvent or Super Cleaner. Sand well using 60-120 grade (aluminium compatible) paper. Clean thoroughly and allow to dry. Prime using an International primer as soon as possible (within 6 hours) following the product recommendations provided in the paint systems guides.

Lead

Degrease with solvent or Super Cleaner. Sand well using 120 grade paper or paper wire brush. Clean thoroughly and allow to dry. Prime using an International or VC primer following the product recommendations provided in the paint systems guides.

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.

Paint system

If no suitable paint system is recommended, use a compatible two-pack international primer. Always follow the product recommendations provided in the paint systems guides.

‘Step-by-Step’ Project Guides

Before You Start

Visit our website for more information – yachtpaint.com
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 commencement is going to have an influence 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.

General Guidance Notes:

- Dew point is important when applying paint to a surface, as the evaporation of the solvent from the paint dries out the 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 vapour at any one time. So, as the relative humidity increases, the level of solvent vapour the air can hold reduces, meaning paint will effectively dry more slowly.
- Air and substrate temperatures will affect the drying properties of any paint. Failing to observe the recommended temperatures can result in coating failure, including improper drying, wrinkling and loss of adhesion.
- Always avoid extreme air or temperature conditions; international 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 interior coat, before sanding or overcoating.

- Sanding too early can cause the paint to wrinkle under the sand paper, in some cases even burning or gassing into the paint film making subsequent coats difficult. Sanding before the paint film is ‘through-dry’ can also block the sand paper, meaning more sanding is needed to complete the task.
- Overcoating too early can cause wrinkling, blooming 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 levelling can be compromised – particularly when applying finishes or varnishes. Where appropriate, thinning recommendations to help with higher temperature application are provided on labels and data sheets.

- When applying two-part products in higher temperatures the pot life of the product will also be affected, reduce 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 wrinkling, rapid drying, cracking and loss of gloss. Surface temperature can be measured using a surface thermometer.
- Note that surfaces heat up and cool down at different rates to the atmosphere or air temperature, meaning even though the ambient temperature might seem warm, the temperature of the surface being worked on may still be quite cool. Try to keep one side of a boat well in the shade and the other in bright sunlight meaning the application conditions will vary. Additionally, in the morning the surface temperature of the sunny side will generally be lower than the ambient temperature, whereas in the afternoon if it’s sunny.

Key points to note when applying finishes and varnishes:

- 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 revelling, rapid drying, cracking and loss of gloss.
- Surface temperatures can be measured using a surface thermometer.
- Note that surfaces heat up and cool down at different rates to the atmosphere or air temperature, meaning even though the ambient temperature might seem warm, the temperature of the surface being worked on may still be quite cool. Try to keep one side of a boat well in the shade and the other in bright sunlight meaning the application conditions will vary. Additionally, in the morning the surface temperature of the sunny side will generally be lower than the ambient temperature, whereas in the afternoon if it’s sunny.

This is because rising temperatures cause timber 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 timber will better absorb the paint or varnish, giving better overall results.

Key points to note when applying epoxies (e.g. Watertite, Interprotect®, Gelshield® Plus):

- Whilst curing in high humidity conditions, particularly at lower temperatures, epoxies can develop an ‘even bloom’ on the surface. This slightly sticky substance must be removed and can normally be washed off with a mild detergent. If it is not removed it can lead to the de-lamination of subsequent coats. Failure to remove the bloom 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 7°C or below, curing can slow or even stop. Remember to check both day and overnight ambient temperatures whether working outdoors or in a shed.
- Epoxy products usually require good to little heat, on cold days introducing a soft form of heating into the application area is well worth considering.

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Sharon Sheerin
Specialist in Primers Development

Choose a faster drying product or scheme, where available, will help to enhance the window for dust contamination.

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‘Step-by-Step’ Project Guides

Making small repairs to GRP 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. International WaterKote is a two-part epoxy filler, suitable to most DIY repairs above and below water.

Stuart Jordan
 Specialist in Epoxies/Fillers Development

Preparation and Priming

Remove any loose filler or gelcoat and abrade edges to remove loose material. Remove all debris and prime with an International or VC® primer, according to the scheme recommendations provided elsewhere in this guide. For an osmosis protection scheme use Gelshield® 200 or VC® Tar 2.

Applying the filler

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

Once cured, sand with 60-320-grade 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.

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.

Gaven Johnson
 Specialist in Retail Finishes Development

Removing aged finishes or varnishes

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Gaven Johnson
 Specialist in Retail Finishes Development

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

Health and Safety

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

Applying the filler

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

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

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.

Preparation and Priming

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

Once cured, sand with 60-320-grade 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 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 hardener and they will leave a sticky film on the surface that is not suitable for overcoating. Too little hardener 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.

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‘Step-by-Step’ Project Guides

Cleaning
Clean the surface with Super Cleaner and rinse with fresh water to remove any polish, wax or contaminants.

Preparation
Prepare according to substrate, following bare substrate preparation guidelines.

Removing aged finish
Abrade using 60-120 grade paper, removing as much of the paint or varnish as possible.

See Page 17 for bare substrate preparation guidelines.

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

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).

Removing antifouling
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 Primoco®. See Page 36 for more information on antifouling compatibility.

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Applying finishes

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

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.

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

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

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.

“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.

Dam pen 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.

Previously painted surfaces:

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

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. International offers two undercoats for use with its finishes range.

Application

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

Apply the finish, according to label recommendations.

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Painting your bilge

A freshly painted bilge is much easier to wipe down and keep clean, reducing the risk of odours 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 whilst 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.

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

4. Preparation
In good condition
Clean with Super Cleaner and rinse with fresh water. Allow to dry. Sand smooth with 280-320 grade paper. Clean thoroughly and allow to dry completely. Continue at Step 5.

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.

5. Bare substrate:
4. Priming
Bare substrates should be primed to promote good adhesion and provide a smooth even surface, prior to applying Danboline. 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.

6. Application
Sand the undercoat smooth with 180-230 grade paper and remove dust with a wipe or tack rag.

Apply 1-2 coats of Danboline.

For added protection against moisture absorption and corrosion in bilge areas, use International Gelshield products – prior to applying Danboline – 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-slip surface is required international 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.

Emil Langiewicz
Technical Support

Elodie Leonardi
Specialist in Retail Finishes Development

Visit our website for more information – yachtpaint.com
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
Clean with Super Cleaner, rinse with fresh water and allow to dry. Sand smooth with 280-320 grade paper. Clean thoroughly and allow to dry completely. Continue at Step 6.

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

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 Intedgeck (ready-mixed formula):

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

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

5. Previously painted surfaces: Bare substrate:
Mix Interdeck thoroughly; apply 1-2 coats. For best results either stipple by brush or use a mohair roller.

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

6. Using Non-Slip Additive with International® Toplac® or Perfection (broadcast method):

Choose your paint system – see Pages 42-43 of this guide. Apply primer (if required) and undercoat following label recommendations.

Add the contents of the Non-Slip Additive sachet to International Perfection or Toplac®.
Mix thoroughly. Apply 1-2 coats to deck area, using a brush or roller. For best results, apply 2 coats by brush or use a mohair roller.

Apply one coat of finish. While the paint is still wet, sprinkle Non-Slip Additive over the surface. Allow to dry thoroughly following the recommendations provided on the finish label. Remove excess grit. Apply second coat of finish.

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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 be checked before commencing any preparatory or application work.

Carole Hendriks
Specialist in Varnishes 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.

2. Previously varnished surfaces:

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

- Clean with thinners. Sand smooth with 280-320 grade 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.

(Note: Small imperfections may be spot primed and sanded down prior to full varnish application.)

Continue at Step 6.

- Bare wood:

Preparation

Bare wood should be prepared following the appropriate bare substrate preparation guidelines.

See Page 17 for substrate preparation guidelines

Continue at Step 5.

3. In good condition

Clean with thinners. Sand smooth with 280-320 grade 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.

(Note: Small imperfections may be spot primed and sanded down prior to full varnish application.)

Continue at Step 6.

4. Priming

To promote penetration of the surface and the adhesion of subsequent coats; we recommend thinning the first coat of varnish. Decant the amount of varnish you expect to use into a separate container. Thin for priming according to label recommendations.

Apply 1-2 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.

5. 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 the surface with the brush at a 45° angle, following the grain. The brush you use should be saved solely for varnishing.

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

6. Preparation

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

See Page 21 for advice on removing existing varnishes.

See Page 17 for substrate preparation guidelines.

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

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 the surface with the brush at a 45° angle, following the grain. The brush you use should be saved solely for varnishing.

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Sanding hints and tips

- Raise the sandpaper cloth and change it frequently.
- Sand by numbers, finishing the surface with a progressively finer grade of paper.
- Something to be avoided is water; dry, no-moisture, cold weather does drying and damp spook the glass.
- Always use a closed brush; previously used only for water.
- 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.
- Do large areas with a roller before applying to the wood.
- 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, unwind by its handle to avoid any ‘burnishing’ of the bristles.
- As the varnish dries in the tin you may find there are lumps or contamination. Seieving the varnish into a separate container through cheesecloth, a paint filter or 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.

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.

Preparation
In good condition
High-pressure fresh water wash, to remove loose antifouling, ensuring all residue and wash water is contained and disposed of, according to local legislation. Allow to dry. Check for compatibility. Continue at Step 5.

In poor condition
If existing antifouling is cracking, peeling or showing signs of detachment from the substrate this should be totally removed.

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

Previously painted surfaces:

Inspection
Check for areas of damage, separation or peeling, or any other indications that the existing coating is not firmly adhered to the substrate.
Apply the antifouling at the correct thickness; this may mean on extra coat is needed, depending on application methods and conditions.

Apply an extra coat to leading and trailing edges; e.g. waterlines, 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 as it must be allowed to dry thoroughly before immersion.

**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.

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

**Painting outdrives, stern gear, propellers and keels**
Outdrives and stern gear are usually constructed from aluminium. Propellers are usually bronze or aluminium. 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.

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

“**Remember your PPE!**”
Most antifoulings contain biocides so should be handled with care; ensure the correct personal protective equipment (PPE) is worn at all times.

**“Take care with zinc anodes!”**
Care should be taken not to paint zinc anodes, which are often located near 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.

Visit our website for more information – yachtpaint.com
How much antifouling paint do I need?

Use these following quick steps to calculate the amount of paint you need:

1. Work out the area to be painted using the appropriate formulation (below).
2. Divide the area by the coverage of the paint you’ve chosen to determine how many litres per coat you will need.
3. Multiply the litres per coat by the number of coats to give your total paint requirement.

**Underwater area formulations**

- **Full bodied craft**
  - LWL x (B + D) = Underwater Area (m²)

- **Pin keeled racing craft**
  - 0.66 x LWL x (B + D) = Underwater Area (m²)

- **Medium draft racing craft**
  - 0.75 x LWL x (B + D) = Underwater Area (m²)

**Conversion Table**

- 1 foot = 0.3 metres
- 1 metre = 3.281 feet
- 1 square foot = 0.093 square metres
- 1 square metre = 10.764 square feet
- 1 gallon = 4.546 litres
- 1 litre = 0.219 gallon

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

**Top Tip**

- 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.

**Important:**

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

**Top Tip**

- Always use the specified amount of antifouling. Over-application can cause premature fouling and costly mid-season haul-out.
Below water schemes: two-part products

These schemes provide the maximum level of protection.

**GRP**
- **Prim er** (5 coats min.)
  - Germin® 200
- **Fix Coat**
  - Germin® 200
- **Filler**
- **Antifouling** (2-3 coats)
  - International Antifouling

**Aluminium**
- **Prim er** (5 coats)
  - Germin® 200
- **Fix Coat**
  - Germin® 200
- **Filler**
- **Antifouling** (2-3 coats)
  - International Antifouling

**Wood**
- **Surface Prim er** (1 coat)
  - Interprotect®
- **Intercoat** (1 coat)
- **Antifouling** (2-3 coats)
  - International Antifouling

**Iron/Steel**
- **Surface Prim er** (1 coat)
  - Interprotect®
- **Prim er** (2 coats with Thinner No.7)
  - Interprotect®
- **Antifouling** (2-3 coats)
  - International Antifouling

**Lead**
- **Surface Prim er** (1 coat)
  - Interprotect®
- **Prim er** (2 coats with Thinner No.7)
  - Interprotect®
- **Antifouling** (2-3 coats)
  - International Antifouling

**Below water schemes: one-part products**

These schemes provide a good level of protection.

**GRP**
- **Prim er** (5 coats min.)
  - Germin® 200
- **Fix Coat**
  - Germin® 200
- **Antifouling** (2-3 coats)
  - International Antifouling

**Aluminium**
- **Prim er** (5 coats)
  - Germin® 200
- **Fix Coat**
  - Germin® 200
- **Lead**
- **Filler**
- **Antifouling** (2-3 coats)
  - International Antifouling

**Wood**
- **Surface Prim er** (1 coat)
  - Interprotect®
- **Intercoat** (1 coat)
- **Antifouling** (2-3 coats)
  - International Antifouling

**Iron/Steel**
- **Surface Prim er** (1 coat)
  - Interprotect®
- **Prim er** (2 coats with Thinner No.7)
  - Interprotect®
- **Antifouling** (2-3 coats)
  - International Antifouling

**Lead**
- **Surface Prim er** (1 coat)
  - Interprotect®
- **Prim er** (2 coats with Thinner No.7)
  - Interprotect®
- **Antifouling** (2-3 coats)
  - International Antifouling

Visit our website for more information - yachtpaint.com
Below water schemes: VC® products

Use these schemes when using VC antifoulings.

**Iron/Steel**

1. **Primers**
   - (3 coats total)
   - VC Tar2

2. **Antifouling**
   - (3 coats total)
   - International VC® Antifouling

**Aluminium**

1. **Surface Primers**
   - (1 coat)
   - VC Tar2

2. **Primers**
   - (4 coats min.)
   - VC Tar2

3. **Antifouling**
   - (2-3 coats)
   - International VC® Antifouling

**Bronze**

1. **Surface Primers**
   - (1 coat)
   - Interprotect®

2. **Primers**
   - (5 coats)
   - Interprotect®

3. **Antifouling**
   - (2-3 coats)
   - International VC® Antifouling

**Steel**

1. **Surface Primers**
   - (1 coat)
   - Interprotect®

2. **Primers**
   - (5 coats)
   - Interprotect®

3. **Antifouling**
   - (2-3 coats)
   - International VC® Antifouling

**Lead**

1. **Surface Primers**
   - (1 coat)
   - Waterite Primer

2. **Primers**
   - (3 coats min.)
   - VC Tar2

3. **Antifouling**
   - (3 coats min.)
   - International VC® Antifouling

**Filler**

If required for small areas, Waterite Filler should be applied after the first coat of VC Tar2.

**OSMOSIS PROTECTION SCHEMES**

See page 47 for details.

See page 17 for substrate preparation.

See page 34 for painting outdrives, stern gear, propellers and keels.

Visit our website for more information – yachtpaint.com
### Two-part premium paint systems
These schemes provide the maximum level of protection available.

<table>
<thead>
<tr>
<th>Material</th>
<th>GRP</th>
<th>Aluminium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undercoat</td>
<td>1-2 coats</td>
<td>1-2 coats</td>
</tr>
<tr>
<td>Topcoat</td>
<td>2-3 coats</td>
<td>2-3 coats</td>
</tr>
<tr>
<td>Perfection</td>
<td>Undercoat</td>
<td>Topcoat</td>
</tr>
</tbody>
</table>

*or
Clear Wood Sealer Fast Dry; 1 thinned + 3 full coats

<table>
<thead>
<tr>
<th>Material</th>
<th>Wood</th>
<th>Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undercoat</td>
<td>1-2 coats</td>
<td>1-2 coats</td>
</tr>
<tr>
<td>Topcoat</td>
<td>2-3 coats</td>
<td>2-3 coats</td>
</tr>
<tr>
<td>Perfection</td>
<td>Undercoat</td>
<td>Topcoat</td>
</tr>
</tbody>
</table>

*or
Clear Wood Sealer Fast Dry; 1 thinned + 3 full coats

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

<table>
<thead>
<tr>
<th>Material</th>
<th>GRP</th>
<th>Aluminium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undercoat</td>
<td>1-2 coats</td>
<td>1-2 coats</td>
</tr>
<tr>
<td>Topcoat</td>
<td>2-3 coats</td>
<td>2-3 coats</td>
</tr>
<tr>
<td>Perfection</td>
<td>Undercoat</td>
<td>Topcoat</td>
</tr>
</tbody>
</table>

*or
Clear Wood Sealer Fast Dry; 1 thinned + 3 full coats

<table>
<thead>
<tr>
<th>Material</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Undercoat</td>
<td>1-2 coats</td>
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</tr>
<tr>
<td>Topcoat</td>
<td>2-3 coats</td>
<td>2-3 coats</td>
</tr>
<tr>
<td>Perfection</td>
<td>Undercoat</td>
<td>Topcoat</td>
</tr>
</tbody>
</table>

*or
Clear Wood Sealer Fast Dry; 1 thinned + 3 full coats

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## Two-part premium varnish systems

### Traditional bare wood system

- **Primer**
  - 1 thinned coat
  - Perfection Plus

- **Varnish**
  - 4 coats min.
  - Perfection Plus

### Reduced work time bare wood system

- **Primer**
  - 1 thinned + 1 full coat
  - Clear Wood Sealer Fast Dry

- **Varnish**
  - 2 coats min.
  - Perfection Plus

## One part conventional varnish systems

### Traditional bare wood system

- **Primer**
  - 2 thinned coats
  - Schooner® Gold

  (Compass, Original, Goldspar® Satin; 1 thinned coat)

- **Varnish**
  - 4 coats min.
  - Schooner® Gold

  (Compass, Original, Goldspar® Satin; 2 coats min.)

### Alternative bare wood system

- **Primer**
  - 1 thinned + 3 full coats
  - Clear Wood Sealer Fast Dry

- **Varnish**
  - 2 coats min.
  - Perfection Plus

## Boatcare

International Paint’s new range of boatcare products work together in easy to use systems which will CLEAN, RESTORE, PROTECT and MAINTAIN gelcoat, painted surfaces and wood.

### CLEAN

- **SUPER CLEANER**
  - High strength formula removes dirt, oil, wax and grease
  - Can be used diluted for general cleaning or undiluted for stubborn dirt

- **STAIN REMOVER**
  - Thick gel formula quickly removes tough stains
  - Easy to use – no scrubbing required

### RESTORE

- **LIQUID RUBBING**
  - Safely restores gelcoat and painted surfaces
  - Removes scratches and oxidation ready for polishing

- **MARINE POLISH**
  - Fine graded polish for gelcoat and painted surfaces
  - Creates a smooth, high gloss surface

- **TEAK RESTORER**
  - Closes, and brightens teak and hardwoods
  - Restores teak to its natural colour

### MAINTAIN

- **MARINE WAX**
  - Protecting wax for longer lasting gloss
  - Produces a shiny, hard, dirt-repellent surface

- **UV WAX SEALER**
  - UV absorbing wax sealer for ultimate gloss protection
  - Contains Ultra Violet (UV) absorbers which extend the lifetime of the wax

- **TEAK OIL**
  - Traditional Scandinavian formula
  - Enhances and protects the natural beauty of teak and other hardwoods

- **BOAT SHAMPOO**
  - Mild universal cleanser which can be used on all surfaces
  - Leaves surfaces clean and water repellent but won’t remove waxes

### Easy to use boatcare systems

<table>
<thead>
<tr>
<th>Quick</th>
<th>LONGER</th>
<th>RESTORE</th>
<th>PROTECT</th>
<th>MAINTAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NEW!</strong></td>
<td><strong>SUPE R CLEANER</strong></td>
<td><strong>POLISH AND WAX</strong></td>
<td><strong>STAIN REMOVER</strong></td>
<td><strong>MARINE WAX</strong></td>
</tr>
<tr>
<td><strong>SUPER CLEANER</strong></td>
<td><strong>LIQUID RUBBING</strong></td>
<td><strong>MARINE POLISH</strong></td>
<td><strong>MARINE WAX</strong></td>
<td><strong>BOAT SHAMPOO</strong></td>
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<td><strong>SUPER CLEANER</strong></td>
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<td><strong>MARINE WAX</strong></td>
<td><strong>BOAT SHAMPOO</strong></td>
</tr>
<tr>
<td><strong>LONGER</strong></td>
<td><strong>SUPE R CLEANER</strong></td>
<td><strong>MARINE WAX</strong></td>
<td><strong>MARINE WAX</strong></td>
<td><strong>owie OIL</strong></td>
</tr>
</tbody>
</table>

*IF REQUIRED*

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**Note:**

- Oily woods
  - Hardwoods 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.
Blister Repair and Prevention

How to protect against osmosis

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

2 Preparation
Degrease with solvent or Super Cleaner. Sand well using 180-220 grade paper. Clean thoroughly and allow to dry completely.

3 Inspection
Inspect the gelcoat for signs of damage or cracking. Small defects can be repaired with WaterTite Epoxy Primer following the instructions on the product label.

4 Warning signs

- **Blisters**
  - Blister 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.

- **Blister 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.

5 Application
Apply Gelshield 200, building up to minimum dry film thickness of 250 microns (this will typically take around 5 coats) using a brush or roller. For ease, alternate between the grey and green shades, beginning and ending with grey.

6 Osmosis prevention schemes

- **GRP: International**
  - Primers
    - Gelshield® 200
  - Antifouling
    - (2-3 coats)
    - International Antifouling

- **GRP: VC**
  - Primers
    - Gelshield® 200
  - Antifouling
    - VCTm Anti-fouling

How to treat osmosis

1 Proper preparation of the gelcoat
   - This includes getting all of the antifouling paint and primers off and removal of all cause 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 Gelshield® Plus
   - This solventless epoxy seals up the laminate and fills any defects that have been voided of resin. It provides a water barrier to minimise the possibility of reoccurrence of damage. Contact our Technical Help Desk to obtain a copy of the Gelshield Plus booklet.

4 Application of Gelshield® 200
   - This will act as a tie-coat to the antifouling.

Gelshield Plus
- High build solventless epoxy for osmosis treatment
  - A high build, solventless epoxy primer
  - Available in two colours to aid self-on-self application
  - Contains no harmful solvents to migrate into the hull and cause reblistering

Gelshield 200
- Epoxy primer for osmosis protection
  - Quick drying, easy to apply epoxy primer for protection of GRP against osmosis
  - Provides protection against osmosis in five coats (250 µm)
  - Usable down to 5°C
  - Fast drying allows multiple coat application in a single day

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Helpline: +44 (0) 1489 77 50 50
We then convert this relative impact into an ‘Echo Rating’ as seen below. The lower the number, the lower the relative impact on the environment.

For more information go to echoprogram.com.

Our Scorecard tool and Echo Rating system are designed to give clarity and scientific credibility to how International 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.
Our new Boat Paint Guide & Colour 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, protection schemes, 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!

"Visit our website for even more expert advice."

The answers are only a click away at yachtpaint.com

Roger Bolton, UK Sales Team

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