InterProtect®

For prevention and repair of gelcoat blistering
INTERPROTECT AS A MULTI-USE PRIMER

The InterProtect® products were introduced in 1985 for the repair and prevention of gelcoat blisters and quickly became the product of choice for professionals and do-it-yourselfers alike. In the ensuing years it has become the standard by which everything else is measured. A study undertaken in 2001 reported that boats with InterProtect System on the bottom had a higher resale value than boats that did not. InterProtect has proven itself to be a universal primer. Below the waterline it can be used for corrosion protection on all underwater metals for hulls keels, trim tabs and running gear as well as for blister protection and as part of the Ultimate No Sand System for new fiberglass boats. Above the waterline InterProtect is used on fiberglass and all metals.

The InterProtect System was designed to repair hulls which have experienced gelcoat blistering. However, the best time to attack hull blistering is before it happens. Taking preventative action before a problem occurs greatly reduces the likelihood of an expensive repair and has been shown to increase resale value of your boat. If you’re buying a new boat, protect your investment with the InterProtect System before it ever goes into the water!

InterProtect is a universal primer for use above and below the waterline.

■ Repair and protection of gelcoat blistering
■ Use InterProtect as a no sand primer over no-skid decks
■ Primer for cracked and crazed gelcoat
■ Use with Interfill® 830 or Watertite for complete fairing system
■ Anticorrosive primer for bare metal
■ Use over Epiglass® Epoxy Resin and all clear epoxy resins
■ Use as part of the ‘Ultimate’ No Sand System
■ Oil & water resistant bilge coating

This manual covers many of the uses for InterProtect but for complete systems call 1.800.468.7589 or go to www.yachtpaint.com

EPOXY TECHNOLOGY

Epoxy technology has become the mainstay for primers, undercoaters, fillers and glues in the marine marketplace but there are three main choices of materials to use for blister repair and protection; polyester, vinylester and epoxy. Polyester is the least expensive, easy to use and cures quickly but it suffers from osmotic attack, it is physically weak and brittle and has poor adhesive qualities. Vinylester has better strength and moisture resistance than polyester, familiar processing (like polyester), cures quickly and is of moderate cost but is still physically weak and brittle, has only modest adhesive properties and according to some manufacturers, full water resistant properties will only be achieved with a heated post-cure. Epoxies have a higher cost and slower cure than polyester or vinylester but they have much higher strength & toughness, excellent adhesion, a ‘fixed’ cure system with no un-reacted components or additives and most importantly epoxies are not attacked by water.

The InterProtect System is the most widely used blister prevention and repair system in the marine industry for good reason – it has been tested by an independent marine lab and shown to be the best system for reducing water absorption in fiberglass.
The InterProtect epoxies have been specifically designed to not only reduce water absorption but are fast drying which enables quick turnaround in boatyards. This allows an applicator to apply a complete protective coating and antifouling paint in 2-3 days, but also with long maximum times between coats to allow for flexibility in scheduling.

InterProtect also has a natural structure within the epoxy coating to create a barrier against water permeation called Micro-Plates®. Technically, the InterProtect Micro-Plates formula provides millions of overlapping microscopic plates. When bound in the epoxy coatings, they create an overlapping barrier similar to shingles on a roof. Enlarged 900 times in this electron microscope photo, the overlapping Micro-Plates clearly eliminate any direct path for water migration. (Photo #2)

Electron Microscope Photos

PHOTO #1
Traditional two-part epoxy coatings were adaptations of products designed for other applications which were not specifically developed to resist water permeation. This electron microscope photograph of a conventional epoxy coating enlarged 900 times shows the pigment randomly dispersed, creating no uniform barrier to water permeation. Water can find almost a direct path through and around these randomly dispersed particles.

PHOTO #2
Magnified 900 times, the Micro-Plate effect of InterProtect is demonstrated in this electron microscope photo. The overlapping Micro-Plates create a material barrier against water migration yet provide a smooth, hard epoxy finish.

CAUSES OF BLISTERING

The gelcoat on fiberglass hulls was once believed to be an almost indestructible surface and impervious to water. However, field experience and extensive testing have proven water will pass through the gelcoat and reach the laminate layer at some point during the hull’s lifetime, which can cause changes in the physical makeup of the hull. Osmotic damage in fiberglass boats is defined as the hydrolytic breakdown of the resin matrix caused by the presence of water in the laminate and is characterized by the formation of liquid filled blisters and eventual structural failure of the laminate.

Osmosis and hull blistering
The water gets into the laminate in the form of water vapor. Water vapor will penetrate ALL polymeric materials. The penetration rate varies but is generally quite fast. Once water permeates the gelcoat and reaches the laminate layers it forms concentration cells in the voids and draws in additional moisture. It then begins to break down the resin in the laminate by hydrolyzing the polyester back to its constituents despite the cross-linking of the resin.

This creates more solutes and draws more water into the cell. The liquid solution behind the gelcoat seeks to reach equilibrium with the water on the outer skin of the gelcoat. During the attempted equilibrium process, pressure increases and is responsible for distension of the gelcoat. It is difficult to determine how much water a fiberglass hull laminate must absorb to cause gelcoat blistering. On some hulls the gelcoats were very thick and did not blister, instead they cracked but whether blistered or cracked the hulls were still absorbing water. Not only does the water vapor pass through the gelcoat from the exterior, but exposed interior laminate in the bilge can absorb water, too.

It is reasonable to assume that keeping water from the gelcoat and laminate is an effective method of preventing water absorption and will reduce the potential of gelcoat blistering. This penetration or absorption process can take days, months or years. Regardless, the hull steadily gains weight, loses efficiency through the water, suffers increased fuel consumption and can result in hull blisters.
The importance of having a moisture-free hull cannot be overemphasized. The drier the laminate, the lighter the hull, the better the performance, better fuel efficiency and longer gelcoat life. Thorough drying of the laminate is vital for successful treatment, but often this is where mistakes and compromises are made. If InterProtect is applied over a wet hull, it will trap moisture in the laminate and blistering will continue. Allow the hull to completely ‘dry’ (a saturated hull may require several months to dry or even require force drying). Atmospheric conditions and boat age will affect drying time.

To begin the drying process, remove all antifouling paint. If any blisters are present open them and grind to solid laminate. Scrub and rinse these areas with fresh water. Be sure bilges are dry as water may penetrate the laminate from the inside. In areas where boats are stored out of water during the off-season, complete the surface preparation when the boat is hauled and apply the InterProtect System prior to spring launch. In this way, the hull will have a long drying cycle. Only when you are convinced of dryness, proceed with application.

The recurrence of gelcoat blistering cannot be completely assured, although longer drying times decrease the possibility of future blistering.

Water and Glycol
In addition to water, glycol is a commonly found liquid in blistered hulls, which must be removed. Glycol is used in the manufacture of polyester resin, which explains its presence in the hull. Water evaporates readily; glycol does not and must be removed physically from the hull. Glycols are hygroscopic, which means they are attracted to water, therefore, it follows that water can be used to remove them. Pressure washing the laminate with fresh water, preferably hot, on a regular basis, will wash off the glycol, and the underlying glycol will migrate towards the surface. If this treatment is carried out 1-2 times a week for 3-4 weeks, all glycol and other contaminants should be removed, and the hull will then dry quickly in natural conditions.

Testing for hull dryness
There are many methods of testing for hull dryness; the most common is to use a moisture meter. Much care and technique must be employed in using a moisture meter, as there are many factors in using moisture meters correctly. Antifouling paint should be removed, as the paint may provide a false reading on the meter. The best method of using a moisture meter is to test several places on the hull both above and below the waterline. Below the waterline take measurements every two to three feet on the hull and mark the spots on the boat where you take readings and write in the date and the moisture reading. Measure those areas again every couple of weeks and mark down the new date and the new reading. Even if the boat is not blistered it is a good practice to have a competent marine surveyor or applicator take readings with a moisture meter before applying the InterProtect System.

Blasting and peeling
The most common methods of preparing hulls for osmosis treatment are blasting and peeling. Blasting will remove weak areas of laminate, which produces a very uneven surface. An uneven surface will have a much greater profile than a smooth surface and greatly helps the drying process, and helps to ensure good adhesion of paint coatings. Peeling produces a much smoother surface that will take less time to fair but will take longer to dry. If the hull is peeled the surface should be lightly blasted or ground using 36-grit discs.

Complete removal of gelcoat should be undertaken only under the advice of a competent yacht surveyor. Blasting or peeling should only be done by personnel who are experienced in working with fiberglass.

Schematic of fiberglass construction
New or non-blistered hulls
To prevent delamination, all mold release wax and other contamination must be removed prior to the application of InterProtect Epoxies. If the boat has already been painted, remove all antifouling paint with Interstrip 299E (follow directions on label).

There are two methods of cleaning the hull:
Either…

1. Scrub well using Fiberglass Surface Prep YMA601V and a maroon nylon scrub pad. Flush well with fresh water and allow surface to dry.
or…

2. Wipe a small area with a clean rag that has been wetted with Interlux® Fiberglass Solvent Wash 202. Before the Fiberglass Solvent Wash 202 dries, wipe with a clean dry rag. Change rags frequently. Repeat wiping with Fiberglass Solvent Wash 202 until surface is clean.

Next run water over the surface to determine if it is clean. If the water separates or beads up you need to repeat the process. Do not sand the surface before cleaning. Sanding grinds contamination into the surface making it harder to remove. Once the surface is clean, sand the gelcoat thoroughly using 80-grit sandpaper and remove sanding residue by wiping with a cloth dampened with Fiberglass Solvent Wash 202.

Applying InterProtect 2000E to new or non-blistered hulls
1. Clean and sand the surface following the instructions above.
2. Mix three parts of 2000E Gray Base or 2002E White Base with one part 2001E Reactor, and allow it to stand mixed for a minimum of twenty minutes for induction time. Mix only what can be used in five hours.
3. Apply coats of InterProtect 2000E as per chart below. Apply InterProtect 2000E to build a total of 10 mils (0.010 inch) dry film thickness. It usually takes four to five coats to apply the proper amount of InterProtect 2000E, but the final dry film thickness is more important than the number of coats. See Section VI for amounts.

Overcoating times of InterProtect 2000E

* Overcoating times will vary due to wide variations in temperature and humidity. The best method to determine when the InterProtect 2000E is Ready-to-Overcoat with antifouling paint is to check the paint film using the “Thumb Print” test. If the primer feels tacky and you can leave a thumb print in the paint film without getting any paint on your thumb the InterProtect 2000E is ready for overcoating. Test the paint film 1 hour after starting the application. Continue testing every 15 minutes using the “Thumb Print” test until reaching the Ready-to-Overcoat stage. Immediately, begin to apply the Interlux® antifouling paint once the primer has reached the Ready-to-Overcoat stage. Do not use the “Thumb Print” test when applying VC® Offshore, Baltoplate, VC®17m Extra or any vinyl antifouling over InterProtect. Allow the InterProtect to cure for a minimum of 24 hours and then sand with 80-grit sandpaper.

** Only Micron® 66, Micron® CF, Pacifica® Plus, TriLux® 33 and VC®17m Extra may be applied at temperatures below 50°F.
APPLYING INTERPROTECT FOR PREVENTION AND PROTECTION (continued)

Applying InterProtect HS to new or non-blistered hulls
1. Clean and sand the surface following the instructions above.
2. Mix 2 parts of InterProtect HS Base with 1 part of InterProtect HS Reactor. Mix only enough epoxy for one coat.
3. Apply coats of InterProtect HS as per the chart below. Apply enough InterProtect HS to build a total of 7 mils (.0007 inch) dry film thickness. When applied by roller, a minimum of 3 coats are required. The final dry film thickness is more important than the number of coats. See Section VI for amounts.
4. Apply antifouling paint. The “Thumb Print” test cannot be used to determine when InterProtect HS is ready to overcoat. Refer to the InterProtect HS Datasheet for information on applying antifouling paint to InterProtect HS.

Tests show that when rolling InterProtect HS, best results are achieved with a Linzer Pro Edge Microfiber Roller Cover with 1/4” or 3/8” nap.

APPLYING INTERPROTECT FOR REPAIR AND PREVENTION

BLISTERED HULLS

Surface Prep
1. Remove all antifouling paint with Interlux Interstrip 299E and clean surface as above.
2. Sand the entire bottom with 80-grit production sandpaper.
3. Remove the sanding residue by wiping with Interlux Fiberglass Solvent Wash 202 on a damp cloth.
4. Open all blisters and remove any bad gelcoat and laminate.
   Open all blistered areas either by physical grinding or by sandblasting or peeling. On severely blistered boats the entire gelcoat below the waterline may need to be removed.
   Complete removal of the gelcoat should be done only after the advice of a competent Marine Surveyor. If the gelcoat has been peeled off lightly sandblast or sand with 60-80 grit sandpaper to remove any soft spots in the laminate and to provide more surface area to aid in drying the hull. It also makes a better surface for the Epiglass® Epoxy Resin to adhere to.
5. Wash the entire underwater surface with fresh water (preferably hot water) in order to remove glycol and other water-soluble contaminants. Repeat periodically during the initial phase of the drying process.
6. Allow the hull to dry as long as necessary (2-3 months average) to ensure all water has left the hull. Moisture in the hull will cause additional blistering.
7. Before beginning repair wipe the surface using Interlux Fiberglass Solvent Wash 202 on a damp cloth.

<table>
<thead>
<tr>
<th>SUBSTRATE TEMP</th>
<th>TOUCH DRY</th>
<th>HARD DRY</th>
<th>POT LIFE</th>
<th>OVERCOATING INTERVAL BETWEEN COATS OF InterProtect HS</th>
</tr>
</thead>
<tbody>
<tr>
<td>°F (°C)</td>
<td>HOURS</td>
<td>HOURS</td>
<td>HOURS</td>
<td>MINIMUM</td>
</tr>
<tr>
<td>41 (5)</td>
<td>7</td>
<td>16</td>
<td>2.5</td>
<td>7 hours</td>
</tr>
<tr>
<td>60 (15)</td>
<td>4.5</td>
<td>8</td>
<td>2</td>
<td>5 hours</td>
</tr>
<tr>
<td>73 (23)</td>
<td>3</td>
<td>6</td>
<td>1</td>
<td>3 hours</td>
</tr>
<tr>
<td>95 (35)</td>
<td>1.75</td>
<td>3</td>
<td>50 Minutes</td>
<td>2 hours</td>
</tr>
</tbody>
</table>

* The “Thumb Print” test cannot be used to determine when InterProtect HS is ready to overcoat. Refer to the InterProtect HS Product Datasheet for more information on applying antifouling paint to InterProtect HS.
BLISTERED HULLS (continued)

Repair
1. Clean surface as above.
2. Mix Epiglass Epoxy Resin Base and Cure. Stir together and then immediately pour material into a wide flat tray to prevent premature curing. Mix only what can be used in 20 minutes.
3. Apply Epiglass Resin to all areas where the gelcoat has been removed. Wait a minimum of four hours and scrub with a stiff bristle brush using soap and water to remove amine blush. Rinse with fresh water. Sand with 80-grit production sandpaper and wipe clean with Interlux Fiberglass Solvent Wash 202. If it has not been overcoated within 24 hours, rewash with fresh water.
4. Mix Watertite Epoxy Filler or Interfill® 830 Profiling Fairing Compound.
5. Sand entire surface with 80-grit production sandpaper. Remove sanding residue.

Protection
Once the surface is completely covered and smooth, apply the water barrier using InterProtect 2000E or InterProtect HS.

Applying InterProtect 2000E to boats with blistered hulls
After repairing the hull as described above.
1. Mix three parts of 2000E Gray Base or 2002E White Base with one part 2001E Reactor, and allow it to stand mixed for a minimum of twenty minutes for induction time. Mix only what can be used in five hours.
2. Apply coats of InterProtect 2000E as per overcoating chart on page 4. Apply InterProtect 2000E to build a total of 10 mils (0.010 inch) dry film thickness. It usually takes four to five coats to apply the proper amount of InterProtect 2000E, but the final dry film thickness is more important than the number of coats. See Section VI for amounts.
3. Apply antifouling paint to the InterProtect 2000E using the “Thumb Print” test.

Applying InterProtect HS to boats with blistered hulls
After repairing the hull as described above.
1. Clean and sand the surface following the instructions above
2. Mix two parts of InterProtect HS Base with one part of InterProtect HS Reactor. Mix only enough epoxy for one coat.
3. Apply InterProtect HS as per the chart above. Apply enough InterProtect HS to build a total of 7 mils (.0007 inch) dry film thickness. When applied by roller, a minimum of 3 coats are required. The final dry film thickness is more important than the number of coats. See Section VI for amounts.
4. Apply antifouling paint. The “Thumb Print” test cannot be used to determine when InterProtect HS is ready to overcoat. Refer to the InterProtect HS Product Datasheet for information on applying antifouling paint to InterProtect HS.

InterProtect 2000E is available in 2 colors:

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>Y2002E</td>
</tr>
<tr>
<td>Gray</td>
<td>Y2000E</td>
</tr>
</tbody>
</table>
Once the hull is dry, applying the proper film thickness of InterProtect is critical in keeping hull laminate dry. The following is designed to help estimate the amount of material required for a specific hull. Proper film thickness will improve the performance of the InterProtect System.

Calculating wetted surface area

It is best to actually measure the wetted surface area of the hull. If this is difficult to do, a close approximation can be made by multiplying the length overall, times the beam, times 85\%.

\[(L.O.A. \times Beam \times .85 = \text{wetted surface area.})\]

Dividing the wetted surface area by the expected coverage will give you the number of gallons needed to get to the proper film thickness.

All quantities should be rounded up because a thicker coating provides greater protection against water penetration.

- Average expected coverage of Epiglass HT9000 is approximately 175 sq ft per gallon kit but surface condition will greatly affect coverage. Apply enough Epiglass HT9000 to seal all bare laminate.
- Average expected coverage of InterProtect 2000E is 60 sq ft per gallon kit when brushing or rolling and 45 sq ft per gallon kit when spraying to achieve 10 mils of dry finished coating.
- Average expected coverage of InterProtect HS is 151 sq ft per gallon kit to achieve 7 mils of dry finished coating.

NOTE: InterProtect 2000E is available in two colors, gray and white, so an optional method of application is to alternate the color for each coat, for example, when applying InterProtect 2000E to a white hull start with InterProtect gray, then use white for the second coat and so on. Continue to alternate the colors through all of the coats to reach 10 mils. This will help ensure complete coverage and make it easier to apply the correct amount of paint. Take this in to account when determining how much InterProtect 2000E will be needed.

---

**How much InterProtect is needed?**

Once the hull is dry, applying the proper film thickness of InterProtect is critical in keeping hull laminate dry. The following is designed to help estimate the amount of material required for a specific hull. Proper film thickness will improve the performance of the InterProtect System.

Calculating wetted surface area

It is best to actually measure the wetted surface area of the hull. If this is difficult to do, a close approximation can be made by multiplying the length overall, times the beam, times 85\%.

\[(L.O.A. \times Beam \times .85 = \text{wetted surface area.})\]

Dividing the wetted surface area by the expected coverage will give you the number of gallons needed to get to the proper film thickness.

All quantities should be rounded up because a thicker coating provides greater protection against water penetration.

- Average expected coverage of Epiglass HT9000 is approximately 175 sq ft per gallon kit but surface condition will greatly affect coverage. Apply enough Epiglass HT9000 to seal all bare laminate.
- Average expected coverage of InterProtect 2000E is 60 sq ft per gallon kit when brushing or rolling and 45 sq ft per gallon kit when spraying to achieve 10 mils of dry finished coating.
- Average expected coverage of InterProtect HS is 151 sq ft per gallon kit to achieve 7 mils of dry finished coating.

**NOTE:** InterProtect 2000E is available in two colors, gray and white, so an optional method of application is to alternate the color for each coat, for example, when applying InterProtect 2000E to a white hull start with InterProtect gray, then use white for the second coat and so on. Continue to alternate the colors through all of the coats to reach 10 mils. This will help ensure complete coverage and make it easier to apply the correct amount of paint. Take this in to account when determining how much InterProtect 2000E will be needed.
RELAMINATING WITH EPIGLASS® AND FIBERGLASS CLOTH

If the boat has been severely blistered it may be necessary to have the bottom peeled or sandblasted. If that is the case the bottom will need to be built up with resin and cloth.

1. Sand or plane out bumps and any ridges left by the peeling process. If the hull has large hollows, fill them after sanding and cleaning.
2. Wash and let dry.
3. Apply a coat of Epiglass Resin to the entire hull.
4. Wet out cloth for laminating and apply it to the hull when the Epiglass coating is tacky. Squeegee or use a rubber roller to eliminate voids. If needed, cut cloth to fit the area being covered.
5. If a second laminate is required, apply it when the first laminate is at the tacky stage.
6. Apply Peel Ply to the hull to get a patterned finish and to reduce voids, or when the laminate is cured to the tacky stage apply a sanding coat of Epiglass and allow it to dry thoroughly. Let dry for at least a week before sanding.
7. Sand the bottom with 80-grit sandpaper and remove sanding residue by wiping with a cloth that has been dampened with Fiberglass Solvent Wash 202. If the hull is fair, apply the water barrier of InterProtect 2000E or InterProtect HS and apply antifouling paint.

FAIRING THE BOTTOM

After grinding out blisters it will probably be necessary to fair the hull to return the hull to its original shape.

1. Sand the bottom with 80-grit sandpaper and remove sanding residue by wiping with a cloth that has been dampened with Fiberglass Solvent Wash 202.
2. Apply one coat of Epiglass Resin.
3. Spread a mix of either Interfill® 830 or Watertite fairing compound into the hollow area and use a batten to get it smooth and fair.
4. Put a long batten (about 6 feet long), made from a piece of 3/8 or 3/4 inch (10 to 20 mm) plastic pipe along the bottom of the hull. Use thinner pipe or batten transversely across the hull and thicker pipe or batten longitudinally. Mark any hollows on the hull.
5. When it is set up, sand the area back using a ‘longboard.’ A long board is a sanding board that is at least 4’ (just over 1 meter) long and up to 10’ (about 3 meters long) depending on the size of the boat, and three to six inches (75 to 150 mm) wide. A long board can be easily made in the yard as required. Use this board with 80 to 100-grit sandpaper working in a fore and aft direction to get the hull bottom smooth.
6. Keep going back over the hull until all the hollows are filled and faired as described above.
7. Apply a coat of Epiglass Resin over the entire bottom. Allow it to cure and apply water barrier of InterProtect 2000E or InterProtect HS.

Go to yachtpaint.com for more information on using Epiglass Epoxy Resin for relaminating, filling and fairing.
**INTERPROTECT AS A UNIVERSAL PRIMER**

**USING INTERPROTECT FOR THE ‘ULTIMATE’ NO SAND SYSTEM**

For new or unpainted fiberglass hull

**Hull preparation**

1. Wipe down dust and residue on hull with dry rags on entire surface being painted.
2. Mask off waterline and other areas with 3M blue masking tape.
3. Apply Fiberglass Surface Prep YMA601V with 3/8” nap roller on entire surface to be dewaxed. Work in 10x10 foot areas, in order to ensure product is removed before drying.
4. Scrub Fiberglass Surface Prep YMA601V with a 3M Doodlebug™ and Brown Scotch-Brite® abrasive pad. Ensure that all areas have been thoroughly scrubbed with the Doodlebug™ and pad. Near waterline or hard to reach areas, use a 3M Scotch-Brite® Scrub Sponge #74 or coarser to apply the Fiberglass Surface Prep YMA601V. Be sure scrub the surface thoroughly.
5. Use wet rags OR spray down with high pressure rinse to wipe off all trace of Fiberglass Surface Prep YMA601V. Ensure that rags are changed frequently and not reused.
6. Verify that all wax was removed from the surface by using a spray bottle of water and checking for water beading. Repeat steps 3-5 if any areas have been found to bead up again.
7. Shake up the appropriate volume of InterProtect 2000E Kit. Mix the two components together by pouring the quart of reactor (2001E) into the under filled gallon of base 2000E. To mix either place lid back on gallon container and place on paint shaker for a minimum of 4 minutes or mix thoroughly using a mixer on a drill.
8. Allow InterProtect 2000E Kit to induct (remain stationary) for 20 minutes prior to application. Pour InterProtect 2000E Kit into paint tray AFTER product inducts in can for 20 minutes.
9. Ensure hull is thoroughly dried before painting begins.

**Applying primer and antifouling paint**

1. Using a 3/8” nap roller, apply 1 coat of the reacted InterProtect 2000E Kit by roller, ensuring that all areas have been covered with the primer. Apply one heavy coat, so you cannot see the gelcoat.
2. Allow the InterProtect 2000E Kit to dry until it is thumb print tacky before applying the antifouling paint, do not let it dry more than ‘tacky’.
3. Using a 3/8” nap roller apply the 1st coat of Micron® Antifouling onto areas that have been covered with the InterProtect 2000E Kit. Ensure that the first coat of Micron Antifouling is applied while InterProtect 2000E Kit is still thumb print tacky.
4. Allow the 1st coat of Micron Antifouling to dry at least 16 hours before overcoating.
5. After the first coat has dried for 16 hours apply a 2nd coat of Micron Antifouling with a 3/8” Nap Roller.

**NOTE: InterProtect HS an also be used in the Ultimate No Sand System. Refer to the InterProtect HS Product Datasheet for more information.**

**InterProtect Epoxy Technology provides:**

- A hard, durable system with long lasting adhesive qualities, consistent overcoat times and quick dry which makes it ideal for use as a no sand primer
- A hard epoxy base to protect the gelcoat from abrasion damage
- Two colors, gray & white, to ensure complete coverage

**InterProtect 2000E**

used as part of the ‘Ultimate’ No Sand System

Our World is Water
INTERPROTECT AS A PRIMER FOR UNDERWATER METALS

For Underwater Metals and Hulls

InterProtect is recommended as a universal anti-corrosive primer for aluminum, bronze, stainless steel, cast iron and lead. Below the waterline it can be used to prime props, shafts, keels, trim tabs, thru-hulls and the lower units of outboards and outdrives. Above the waterline it is recommended for priming any metal that needs to be protected.

1. Remove all grease and other contaminants by wiping the surface with Interlux® Special Thinner 216 or Fiberglass Solvent Wash 202.

2. Bring metal to a uniform bright finish by sandblasting or by sanding using a 36-grit sanding disc. All rust and other oxidation must be removed. Metal must be clean and bright with no residue remaining on the surface.

3. Remove all blast or sanding residue by using an air hose and broom or vacuum. Begin applying coatings as soon as possible.

4. Within one hour of sandblasting apply one coat of thinned InterProtect 2000E or InterProtect HS directly to the bare metal. Thin with 2316N or 2333N thinner, up to 10% by volume.

Fairing keels and underwater metals with InterProtect 2000E

1. If fairing is necessary, allow first coat of InterProtect 2000E to dry for at least 4 hours and apply Watertite Epoxy Filler or Interfill® 830 Profiling Fairing Compound. Ensure the fairing compound is cured and sanded with 80 grit paper prior to proceeding with more primer.

2. Once area is fair apply 2 more coats of InterProtect 2000E, allowing the appropriate dry times (see next page).

3. Refer to chart on the following page for dry times between last coat of InterProtect 2000E and antifouling paint.

For Aluminum Hulls

Aluminum is an excellent material for boat construction but care needs to be taken when preparing the substrate for use in saltwater. When bare aluminum is exposed to air, a layer of oxidation forms that needs to be removed. Once the aluminum is prepared properly, an epoxy primer, such as InterProtect 2000E is an excellent choice provide both water and corrosion resistance in salt water.

Surface preparation – Bare aluminum

1. Prior to grinding or sandblasting it is imperative to solvent clean all surfaces with Interlux Fiberglass Solvent Wash 202 for the removal of grease and oil or other surface contaminants. Use a clean dry rag, saturate with Fiberglass Solvent Wash 202 and scrub surface thoroughly. Before Fiberglass Solvent Wash 202 dries, wipe up completely with a clean dry rag.

2. For best results and adhesion of the entire system, sandblast to a clean white metal surface with medium mesh silica sand or other nonmetallic blast media to provide a blast profile of 3-4 mils (75-100 microns). Metal must be clean and bright with no residue remaining. If sandblasting is not possible, degrease as above using Fiberglass Solvent Wash 202.

Grind aluminum with 24 to 36 grit sandpaper to a uniform, clean, bright metal surface 3-4-mils (75-100-microns) anchor pattern.

3. After sandblasting or grinding remove all residue by using a clean (oil and water contamination free) air-line and by sweeping with a clean brush or broom.

Application method – Bare aluminum

1. Within two hours of sandblasting or grinding apply one thinned coat of InterProtect 2000E directly to the bare aluminum. Use thinner 2316N or 2333N, up to 15% by volume.

2. Apply 3 full coats of InterProtect 2000E by means of brush, roll or spraying.

3. Depending on substrate temperature, allow the final coat of InterProtect 2000E/2001E to dry 3 to 7 hours (test cure by using the “Thumb Print” test) and immediately apply the first coat of Trilux® 33, Pacifica® Plus or Micron® CF.
INTERPROTECT AS A UNIVERSAL PRIMER

Dry Time Chart

<table>
<thead>
<tr>
<th>STAGE</th>
<th>PRODUCT</th>
<th>NUMBER OF COATS</th>
<th>WET FILM THICKNESS</th>
<th>DRY FILM THICKNESS</th>
<th>SEQUENTIAL OVERCOATING WITHOUT SANDING</th>
<th>50°F</th>
<th>70°F</th>
<th>90°F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primer</td>
<td>InterProtect 2000E</td>
<td>3</td>
<td>7 mils per coat</td>
<td>3 mils per coat</td>
<td>MIN MAX</td>
<td>7 hrs</td>
<td>6 hrs</td>
<td>3 hrs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6 months</td>
<td>6 months</td>
<td>6 months</td>
</tr>
</tbody>
</table>

If filling and fairing is required apply Interfill 830 or Watertile between the first and second coats of InterProtect 2000E. Follow the same overcoating times when using Interfill 830 or Watertile as InterProtect 2000E.

Depending on substrate temperature, allow the final coat of InterProtect 2000E to dry 3 to 7 hours minimum and test cure by using the “Thumb Print” test. Immediately apply the first coat of Trilux 33, Pacifica Plus or Micron CF when you can leave a thumb print in the InterProtect 2000E and not get any epoxy on your thumb. Allow Trilux 33 to dry a minimum of 16 hours between coats.

<table>
<thead>
<tr>
<th>Antifouling</th>
<th>Trilux 33, Pacifica Plus or Micron CF*</th>
<th>2-3</th>
<th>4 mils</th>
<th>2 mils</th>
<th>MIN MAX</th>
<th>16 hrs Indefinite</th>
<th>16 hrs Indefinite</th>
<th>16 hrs Indefinite</th>
</tr>
</thead>
</table>

* In Canada, use Tri-lux II

USING INTERPROTECT ABOVE THE WATERLINE

InterProtect has many uses above the waterline, including:

- Anticorrosive primer for bare metal
- Primer for cracked and crazed gelcoat
- Use with Interfill Fairing compound for complete fairing system
- Use over Epiglass® Epoxy Resin and all clear epoxy resins
- Use InterProtect as a no sand primer over non-skid decks
- Oil & water resistant bilge coating

For complete systems call 1.800.468.7589 or go to www.yachtpaint.com
EQUIPMENT RECOMMENDATIONS

EPGLASS® EPOXY RESIN

Apply by brush or roller ONLY.
Brush: Use a natural bristle brush.
Roller: Use a 1/8” ‘yellow’ foam roller.

INTERPROTECT 2000E

Brush and Roll.
Brush: Use a natural bristle brush.
Roller: Use a 5/16” or 3/8” nap solvent resistant roller.

INTERPROTECT 2000E

Spray.
Airless Spray Pressure: 2400 psi; Tip size: 17-21 thou.
Conventional Spray Pressure Pot:
Pressure – 50-65 psi (gun pressure);
10-15 psi (pot pressure); Tip size: 60-70 thou.
Siphon Cup: Pressure – 50-65 psi (gun pressure);
Tip size: 70-85 thou.

When spraying InterProtect Epoxies, be sure to wear the appropriate safety equipment. See product label for details. For complete information on spray application get the Product Data Sheets and Material Safety Data Sheets at yachtpaint.com.

APPLICATION NOTES

The 3 most important things to getting a good, long lasting blister repair or prevention job are:

Hull preparation – Getting the hull cleaned and sanded properly.
Hull dryness – Making sure that the laminate is dry.
Using the right amount of epoxy – Thin films will re-blister.

- Epiglass Epoxy Resin must be overcoated with InterProtect 2000E prior to the application of antifouling paint.
- Before mixing InterProtect 2000E or InterProtect HS stir each component separately. This will insure there is no settling and help make the blending of the two components easier.
- After being mixed it is important to allow InterProtect 2000E sit for 20 minutes induction time to begin the reaction. InterProtect HS does not require an induction time.
- Epiglass HT9000 does not need an induction time and should be used as soon as it is mixed, as it has a short pot life.
- Minimum overcoating times for InterProtect 2000E are provided as a guide.

The best method to determine when the InterProtect 2000E is Ready-to-Overcoat with antifouling paint is to check the paint film using the “Thumb Print” test which is: If the primer feels tacky and you can leave a thumb print in the paint film without getting any paint on your thumb the InterProtect 2000E is ready for overcoating. Test the paint film 1 hour after starting the application. Continue testing every 15 minutes using the “Thumb Print” test until reaching the Ready-to-Overcoat stage. Immediately, begin to apply the Interlux® antifouling paint once the InterProtect 2000E has reached the Ready-to-Overcoat stage.

- Do not use the “Thumb Print” test when applying VC® Offshore, Baltoplate, VC®17m Extra or any vinyl antifouling over InterProtect. Apply and extra coat of InterProtect and allow to cure for 24 hours and then sand with 80-grit sandpaper.
- Up to 6 months may be left between coats of InterProtect 2000E but the time between the last coat of InterProtect 2000E and the first coat of antifouling paint are much shorter and temperature dependant. The “Thumb Print” test is the best method to use to determine when to overcoat the InterProtect 2000E with antifouling paint. If maximum dry times are exceeded, apply another coat of InterProtect 2000E and then be sure to hit the proper overcoating interval before the application of the antifouling paint.

- InterProtect 2000E is available in two colors: gray and white. An optional method of application is to paint each coat alternating colors. This ensures complete coverage and the correct amount of paint is applied.
CHOOSING THE RIGHT INTERPROTECT SYSTEM

InterProtect 2000E was developed to be easy to apply without sagging or running. The quick overcoat times of Inter Protect 2000E allow the entire system, 10 mils of epoxy and the first coat of antifouling, to be applied in two days. Antifouling paint can be applied without additional surface preparation. (Be sure to follow label directions). It is available in 2 colors and also in a VOC compliant version.

InterProtect HS is a versatile high solids two part epoxy that can be used above and below the waterline as a high build primer. InterProtect HS is used as part of a gelcoat blister repair or prevention system. InterProtect HS uses Micro-Plate® Technology to substantially reduce water migration through the epoxy to the hull surface, to prevent osmotic blistering. Micro-Plates also provide protection from corrosion for metals. InterProtect HS is a high solids epoxy which means fewer coats to reach the desired film thickness. InterProtect HS also meets the most restrictive VOC regulations and helps reduce solvent emissions into the environment.

Regardless of which InterProtect System you choose, you are getting the industry standard of gelcoat repair systems. The chart below compares the product characteristics of both InterProtect 2000E and InterProtect HS. You decide which product best suits your application procedures, drying times, VOC restrictions, etc.

<table>
<thead>
<tr>
<th>INTERPROTECT 2000E</th>
<th>INTERPROTECT HS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color</td>
<td>Gray 2000E &amp; White 2002E</td>
</tr>
<tr>
<td>Application Methods</td>
<td>Roll, brush or spray</td>
</tr>
<tr>
<td>VOC</td>
<td>464 grams per liter</td>
</tr>
<tr>
<td>Volume Solids</td>
<td>45%</td>
</tr>
<tr>
<td>Application Temperature</td>
<td>40-95°F (5-35°C)</td>
</tr>
<tr>
<td>Theoretical Coverage</td>
<td>240 sq ft/gal/coat brush or roll applied</td>
</tr>
<tr>
<td>Mixing Ratio</td>
<td>3:1</td>
</tr>
<tr>
<td>Solvent</td>
<td>Interlux 2316N or Interlux 2333N</td>
</tr>
<tr>
<td>Clean-Up</td>
<td>Interlux 2316N</td>
</tr>
<tr>
<td>Pot Life</td>
<td>5 hours</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SUBSTRATE TEMP °F (°C)</th>
<th>OVERCOAT TIMES WITH SELF</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINIMUM</td>
<td>MAXIMUM</td>
</tr>
<tr>
<td>41 (5)</td>
<td>10 hours</td>
</tr>
<tr>
<td>50 (10)</td>
<td>5 hours</td>
</tr>
<tr>
<td>73 (23)</td>
<td>3 hours</td>
</tr>
<tr>
<td>90 (32)</td>
<td>2 hours</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SUBSTRATE TEMP °F (°C)</th>
<th>OVERCOAT TIMES ANTIFOULING PAINT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINIMUM</td>
<td>MAXIMUM</td>
</tr>
<tr>
<td>50-60 (10-15)</td>
<td>5 hours</td>
</tr>
<tr>
<td>60-80 (15-27)</td>
<td>3 hours</td>
</tr>
<tr>
<td>80-90 (27-32)</td>
<td>1 hour</td>
</tr>
</tbody>
</table>

Refer to the InterProtect HS Datasheet for information on applying antifouling paint to InterProtect HS

Use this chart as a guide. For best results use the “Thumb Print” method to determine when InterProtect 2000E is ready to overcoat. It usually takes 4-5 coats to apply the proper amount of InterProtect 2000E, but the amount of paint applied is more important than the number of coats. See section VI for how to calculate the proper amount of paint.

Typical work schedule for application of InterProtect 2000E at 70°F (21°C)

<table>
<thead>
<tr>
<th>DAY ONE</th>
<th>DAY TWO*</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 AM:</td>
<td>8 AM:</td>
</tr>
<tr>
<td>Give boat final sanding and wipe down</td>
<td>Apply fourth coat of InterProtect 2000E</td>
</tr>
<tr>
<td>9 AM:</td>
<td>11 AM:</td>
</tr>
<tr>
<td>Apply first coat of InterProtect 2000E</td>
<td>Apply fifth coat of InterProtect 2000E</td>
</tr>
<tr>
<td>12 NOON:</td>
<td>(if necessary)</td>
</tr>
<tr>
<td>Apply second coat of InterProtect 2000E</td>
<td>4 PM: Apply first coat of Interlux Antifouling Paint</td>
</tr>
<tr>
<td>3 PM:</td>
<td></td>
</tr>
<tr>
<td>Apply third coat of InterProtect 2000E</td>
<td></td>
</tr>
</tbody>
</table>

* Up to 6 months is allowed between coats of InterProtect 2000E.
### ACCESSORY PRODUCTS

<table>
<thead>
<tr>
<th>Product</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fiberglass Surface Prep</strong>&lt;br&gt;YMA601V</td>
<td>Fiberglass Surface Prep is a mold release agent remover, which precludes the need for sanding bare fiberglass when used as part of a no sand system.</td>
</tr>
<tr>
<td><strong>Fiberglass Solvent Wash</strong>&lt;br&gt;202</td>
<td>Fiberglass Solvent Wash 202 is a blend of solvents that is used to remove mold release wax and other contamination from bare fiberglass.</td>
</tr>
<tr>
<td><strong>Reducers</strong>&lt;br&gt;Interlux Thinners 2316N / 2333N</td>
<td>Interlux thinners 2316N and 2333N are used to thin InterProtect 2000E and InterProtect HS. Thinning is recommended when applying InterProtect as an anticorrosive metal primer.</td>
</tr>
<tr>
<td><strong>Interstrip</strong>&lt;br&gt;299E</td>
<td>Interstrip 299E is used to remove all types of paints from fiberglass, wood, metal, glass, and most plastics. The Interstrip 299E formulation stays wet longer, to lengthen working time.</td>
</tr>
<tr>
<td><strong>Interfill</strong>&lt;br&gt;830 / 833</td>
<td>Interfill 830 and Interfill 833 are lightweight, high strength and impact resistance fillers for professional use. Use for large filling and fairing jobs.</td>
</tr>
<tr>
<td><strong>Watertite</strong>&lt;br&gt;YAV135</td>
<td>An easy to use epoxy compound for filling holes and repairing scratches in gelcoat and fiberglass above and below the waterline. It is easy-to-sand and can be applied to a thickness of 3/4&quot; without sagging.</td>
</tr>
</tbody>
</table>
**INTERPROTECT FAMILY OF PRODUCTS**

**INTERPROTECT® 2000**

- For prevention and repair of gelcoat blistering
- Universal primer for above and below the waterline
- Excellent for use on underwater metals, hulls and keels
- Easy to apply – dries quickly – no sanding
- Use as part of a no sand system
- Available in two colors, Gray and White, so you can alternate colors to ensure full coverage
- A VOC compliant version of InterProtect 2000 is also available in gray and white

**INTERPROTECT® HS**

- Versatile high solids two part epoxy primer
- For above and below the waterline
- Micro-Plate® Technology reduces water migration through the epoxy to the hull surface which could lead to blistering
- Micro-Plates provides protection from corrosion of metals
- High solids fewer coats required to achieve film build and barrier coat
- Low VOC reduced solvent emissions

---

Disclaimer: The information given in this sheet is not intended to be exhaustive. Any person using this product without first making further enquiries as to the suitability of the product for the intended purpose does so at their own risk and we can accept no responsibility for the performance of the product or for any loss or damage (other than death or personal injury resulting from negligence) arising out of such use. The information contained in this sheet is liable to modification from time to time in the light of experience and our policy of continuous development. Please refer to your local representative or www.yachtpaint.com for further information. **BULLETIN 900G [UPDATE]: MARCH 14**