Interlux®
yachtpaint.com

bare fiberglass bottom paint guide

TECHNICAL BULLETIN #200B

Interlux now offers several complete systems for application of antifouling paint to new fiberglass hulls that have not been previously painted. The systems include three no sand systems and one to help prevent gelcoat blistering.

STANDARD NO SAND METHOD
A proven easy to use 1-part, 1-coat system for manufacturers, boatyards and DIY'ers.

LOW VOC NO SAND METHOD
Developed for use in areas that have restrictions on the amount of VOC released.

HIGH PERFORMANCE NO SAND INTERPROTECT® METHOD
2-part epoxy technology provides a hard, durable system. Since 1985 InterProtect has proven to be the most trusted underwater primer.

INTERPROTECT BLISTER PREVENTION METHOD
The ultimate in blister prevention.

SYSTEM 1:
STANDARD NO SAND METHOD

- Sanding is eliminated before applying antifouling paint
- Perfect over gelcoats where sanding of the gelcoat may void hull warranties
- Only one coat of primer is required
- Strong chemical bond between primer and antifouling paint, when overcoat window is met
- Easy to apply

SYSTEM 2:
LOW VOC NO SAND METHOD

- No Sand system developed for use with water-based antifoulings and in areas that have restrictions on the amount of VOC released into the environment
- Low VOC System releases only 1/3rd the amount of VOC in the standard system
- Clean up with water
- Includes water-based low VOC cleaner, Low VOC Primer and Water-base antifouling

SYSTEM 3:
HIGH PERFORMANCE NO SAND INTERPROTECT METHOD

- Epoxy technology provides a hard, durable system with long lasting adhesive qualities, consistent overcoat times and quick drying
- Hard epoxy base protects gelcoat from abrasion damage
- InterProtect 2000E is available in gray and white

SYSTEM 4:
INTERPROTECT BLISTER PREVENTION METHOD

- Provides long-term protection from gelcoat blistering
- Uses Micro-Plate® technology to provide an extra water-barrier in the coating
- Requires sanding but provides the ultimate in blister prevention

InterProtect® has been the product of choice for Boat Builders and Repair Yards since 1985.

An important consideration to help protect against osmotic blistering of the gelcoat is the application of the InterProtect System.

Top Tip

NEW!

FIBERGLASS DEWAXING SYSTEM

Whether the boat is new or a few years old "Mold Release Wax" and other contaminants like dirt, grime, dust, oils and even road salt and dirt can be present on the bottom of the boat. It is important to properly prepare the bottom of the boat before proceeding to the Bottom Paint Systems. Interlux has two methods of removing the mold release wax and other contaminants from the surface.

Interlux® Fiberglass Solvent Wash 202 is a very powerful blend of cleaning solvents to be able to break up the wax and hold it until it can be removed.

Interlux® Fiberglass Surface Prep YMA601 is a pigmented cleaner that emulsifies and lifts mold release agent and other contamination from the surface so that it can be removed with water or wet cloths. It is pink to make it easy to see where it has already been used.

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BOAT HULL PREPARATION

Since the boat has never been painted, take extra care and time in preparing the bottom before proceeding to the system of choice.

Remove all contaminants and "Mold Release Wax" on the surface as follows.

Begin by scrubbing the surface thoroughly with a stiff brush using Interlux® All-Purpose Boat Soap and water to remove loose dirt and contamination. Flush with fresh water to remove the soap residue and allow to dry. Remove mold release wax using one of the following methods.

Apply Fiberglass Surface Prep YMA601 with a maroon, 3M Scotch-Brite® pad and scrub well. Flush with fresh water or wipe off with a clean, wet cloth ensuring that no traces of Fiberglass Surface Prep remain.

OR

Dampen cheesecloth with Interlux Fiberglass Solvent Wash 202. Wipe thoroughly to remove all surface contamination and cleaners. Wipe off with a clean, dry rag before liquid dries. Wipe only a few square feet at a time and change rags frequently

To be certain the contamination has been removed, run water over the surface. If the water beads up or separates, repeat one of the above methods. When the water sheets off, all contamination has been removed.

Repair all scratches, nicks and dings by sanding those areas with 80-grit sand paper then remove the sanding residue using Fiberglass Solvent Wash 202. Fill the repair areas with Interlux Watertite Epoxy Filler.

Start cleaning the hard to reach areas first and pay extra attention to those tough areas because those often are the areas most neglected when cleaning.

Try dividing the hull into sections with tape or a grease marker. Then clean one section at a time. This method insures that no area is overlooked.

After Watertite is cured, sand repaired area with 80-grit sandpaper until areas are smooth. Remove sanding residue using Fiberglass Solvent Wash 202.

The hull is now ready to proceed to either the Standard No Sand Method, High Performance InterProtect Method or Low VOC Method, additional sanding and cleaning is required to apply the full InterProtect Blister prevention system.

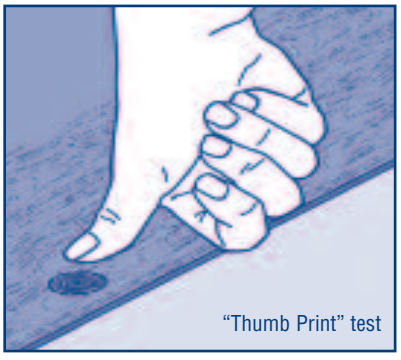
SYSTEM 1: NO SAND METHOD

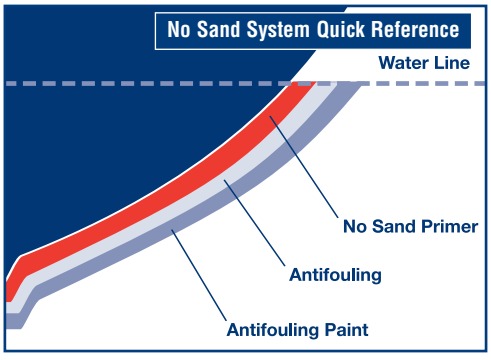
Bottom painting bare fiberglass, Polyester or Vinylester gelcoats or epoxy resin

1. Follow the Boat Hull Preparation instructions above.
2. Using a 1/8 inch foam or 1/4 inch mohair solvent resistant roller, apply one thin continuous coat of Fiberglass No Sand Primer. Apply in one direction only without recoating.
3. Only one coat of Fiberglass No Sand Primer is required. Antifouling overcoat times will vary due to wide variations in temperature and humidity. The only safe method to determine when the Fiberglass No Sand Primer is "Ready-to-Overcoat" 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 Fiberglass No Sand Primer is "Ready-to-Overcoat". Test the paint film in the area you started applying the primer no later than 30 minutes 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.

Note: If you miss the overcoat time between the Fiberglass No Sand Primer and the antifouling paint you may apply another coat of primer for up to 72 hours of initial application.

- ***One coat Fiberglass No Sand Primer applied at the recommended WFT; may not hide the gelcoat completely when applied properly.***
- ***Fiberglass No Sand Primer cannot be used with the following Interlux antifouling paints: VC17m® Extra, VC17m, VC Offshore, Baltoplate, Micron® 66™, Ultra™, Super KL or Micron Optima. Do not use with any water based or vinyl based antifouling paints.***
- ***Fiberglass No Sand Primer is moisture sensitive. Do not leave containers open during application. Once project is complete discard all remaining Fiberglass No Sand Primer.***
- ***Do not apply Fiberglass No Sand Primer if the relative humidity exceeds 85% or if temperature exceeds 95˚F (35˚C).***


"Thumb Print" test



SYSTEM 2:
LOW VOC NO SAND METHOD

Painting bare fiberglass, Polyester, Vinylester gelcoats or epoxy resin

1. Follow the Boat Hull Preparation instructions on page 2.
2. Apply one coat of **Low VOC Fiberglass No Sand Primer YPA142.**
3. Apply two coats of **Fiberglass Bottomkote® Aqua** or **Micron® Optima.**

Should it rain during or immediately after application, the coating must be allowed to dry for a minimum of 24 hours before overcoating. If temperature is less than 50˚F (10˚C) allow a minimum of 48 hours prior to overcoat.

DRY TIMES FOR LOW VOC FIBERGLASS NO SAND PRIMER YPA142

Temperature (Ambient)	Overcoat Time Minimum	Overcoat Time Maximum	Launch Time Minimum	Launch Time Maximum
40˚F (5˚C)	8 hours	1 week	4 days	*See launch times of Micron Optima or Fiberglass Bottomkote AQUA*
50˚F (10˚C)	6 hours	1 week	4 days	
60˚F (16˚C)	4 hours	1 week	3 days	
73˚F (23˚C)	2 hours	1 week	3 days	
95˚F (35˚C)	2 hours	1 week	2 days	

SYSTEM 3:
HIGH PERFORMANCE NO SAND METHOD

For new or non-blistered hulls

1. Prepare the surface as per instructions on page 2 using the Fiberglass Surface Prep YMA601 with a maroon, 3M Scotch-Brite® pad.
2. Apply 1 coat of InterProtect 2000E using a 3/8" solvent resistant nap roller. Appropriate coverage is 240 sqft/gal.

   To determine if the InterProtect 2000E is ready to overcoat, check the paint film using the "Thumb Print" test. If the InterProtect feels tacky and you can leave a thumb print in the paint film with out getting any paint on your thumb, it is "Ready-to-Overcoat". Test the paint film in the area you started applying the primer no later than 30 minutes 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.
3. Apply 2-3 coats of Interlux antifouling paint.

Up to 2 weeks may be left between coats of InterProtect 2000E but the time between the last coat of InterProtect® 2000E/2001E and the first coat of antifouling 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/2001E and then be sure to hit the proper overcoating interval before the application of the antifouling paint.

These overcoat times do not apply to performance or vinyl antifouling such as VC17m® Extra, VC17m®, VC® Offshore, Baltoplate and VC® Performance Epoxy.

To apply performance or vinyl antifoulings apply at least one extra coat of InterProtect® 2000E/2001E and allow to dry 24 to 36 hours. Then sand with 80-grit sandpaper. Be careful to leave at least 10 mils dry film thickness of epoxy after sanding. Apply the performance or vinyl paint of choice.

SYSTEM 4:
INTERPROTECT® BLISTER PREVENTION METHOD

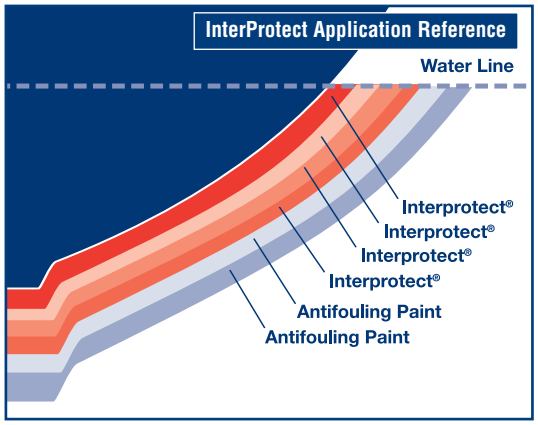
For new or non-blistered hulls

Use this system on new boats or used boats where all antifouling paint has been removed.

1. Follow boat hull preparation procedures as per instructions on page 2.
2. Sand the gelcoat thoroughly using 80-grit sandpaper.
3. Remove the sanding residue by wiping with Fiberglass Solvent Wash 202.
4. Apply 10 mils (4-5 coats) of InterProtect 2000E.
5. Apply 2-3 coats of Interlux Antifouling Paint.

See chart on page 4 for amounts needed.

Remember prior to sanding the hull, thorough dewaxing is very important. Sanding heats any remaining wax on the surface, and then pushes it into the open pores in the gelcoat. This will keep any antifouling paint or primer you apply from adhering.



InterProtect® is the only Blister Protection and Prevention coating that uses Micro-Plates®. Micro-Plates use a water barrier system similar to shingles on a roof, eliminating water intrusion.

The InterProtect® Micro-Plates Formula provides:

- Fast drying, easy application
- A barrier in the epoxy coating to reduce water damage to your hull
- Sag resistance to insure the elimination of sags and runs during application

POWERBOAT REPORTS
This product has been tested and recommended by Powerboat Reports magazine, the independent consumer resource for the powercraft owner. For more information call 1-800-424-7887
EDITOR'S CHOICE

ASSOCIATED PRODUCTS

YPA200	No Sand Primer.	**YAV135KIT**	Watertite Epoxy filler.
YPA142	Low VOC No Sand Primer.	**216**	Special Thinner – To clean previous painted areas.
2000E	Blister prevention system.	**6216**	Paint Conditioner for Low VOC System.
YMA601	Fiberglass Surface Prep – Pigmented water based abrasive cleaner for bare fiberglass.	**2316N**	Reducing solvent – For clean up.
		2333N	Brushing Reducer – For thinning and clean up.
202	Fiberglass Solvent Wash – To clean bare fiberglass and remove mold release wax prior to application.	**INTERLUX® ANTIFOULING**	Check compatibility.

HOW MUCH PAINT DO I NEED?

Determining how much paint you will need is fairly simple. The estimated surface area in the chart below is based on the average boat size and type so actual square feet can vary. It is best to actually measure the wetted surface area of the hull. If it is difficult to do, a close approximation can be made by multiplying the length overall, times the beam, times 85% **(LOA X Beam X .85 = wetted surface area).** Then divide the wetted surface area by the square foot coverage per gallon, of the product you are using. The result is the number of gallons needed for 1 coat. See product cans for per square foot coverage per gallon.

Below is an estimate of the amounts needed.

BOAT SIZE & TYPE	BOAT ESTIMATED SURFACE AREA	FIBERGLASS NO SAND PRIMER 1 COAT	INTERPROTECT 2000E/2001E 4-5 COATS	ANTIFOULING PAINT 2 COATS
18' Power & Sail	120 Sq. Feet	1 Quart	2 gallons	.5 gallons
21' Power & Sail	150 Sq. Feet	1.15 Quarts	2.5 gallons	.75 gallons
28' Power & Sail	240 Sq. Feet	1.8 Quarts	4 gallons	1.25 gallons
31' Sailboat	270 Sq. Feet	2 Quarts	4.5 gallons	1.3 gallons
32' Sportfish	330 Sq. Feet	2.25 Quarts	5 gallons	1.5 gallons
36' Cruising Sailboat	350 Sq. Feet	2.5 Quarts	5.5 gallons	1.65 gallons
36' Powerboat	370 Sq. Feet	2.60 Quarts	5.75 gallons	1.75 gallons
41' Cruising	435 Sq. Feet	3.25 Quarts	7.25 gallons	2.2 gallons
42' Powerboat	500 Sq. Feet	3.75 Quarts	8.5 gallons	2.5 gallons
53' Cruising Sailboat	590 Sq. Feet	4.5 Quarts	10 gallons	3 gallons
53' Powerboat	650 Sq. Feet	4.85 Quarts	10.75 gallons	3.25 gallons

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