

Boat Paint Guide

With removable colour card

Asia Pacific Edition



You know that feeling...

...where the breeze is perfect, the water magnificent, you soar over the waves and everything is just right. That sense of freedom and relaxation of being on the water, along with the feeling of pride and confidence in choosing the best products to protect and enhance your boat.

Like you, we share that love of boating too, it's the foundation of our research, which is why International has the full range of coatings that inspire the confidence and reassurance you need to get out there and enjoy that feeling every time you set out on the water.

Relentless performance for every yacht, everywhere, every time.

Ask the experts

At International®, 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 DIY'er, you're sure to have a question for us – and we'd love to help – here's how you can reach us...



international-yachtpaint.com



Product Data Sheets



Australia

tech.support@akzonobel.com

New Zealand

technz.support@akzonobel.com

Singapore

yacht.asia@akzonobel.com



Material Safety Data Sheets



Product Labels



Australia 1800 251 431

New Zealand 0800 808 807

Pacific Islands +61 7 5573 9600

Singapore +65 6594 8800

Got a question? We've got experts who've got the answer!

International and the environment

We have products and systems designed to help you reduce your boating environmental footprint. Call us or visit international-yachtpaint.com for more information.

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Fouling control

Product guide

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



SPC

Micron® 99

Micron® AP

Key attributes

PRO USE ONLY

- Provides ultimate protection against slime, aquatic plants and animals
- Low VOC helps boatyards cut solvent emissions
- High surface coverage reduces the amount you need
- In Australia this product is restricted for use to vessels over 20 metres

- Maximum strength antifouling
- Contains Biolux® technology and boosted biocide levels
- Advanced performance for difficult fouling in all environments
- Suitable for the widest variety of vessels

Thinners/Cleaners

Thinner No.3

Thinner No.3

Practical coverage (m² per litre)

9.0

9.0

Number of coats

1-2 (Spray only)

3

Substrates

(Substrates must be suitably primed)

GRP / W / S / B / SS / L

GRP / W / S / B / SS / L

Application method

Brush / Roller / Airless Spray

Brush / Roller

Suitable for high fouling areas



Always consult the TDS before application.

GRP Glass-reinforced plastic W Wood S Steel/Iron
 A Aluminium B Bronze SS Stainless Steel L Lead
 ● Good ●● Excellent ●●● Outstanding



Polishing

Micron® Extra 2

- High strength antifouling
- Contains Biolux® technology, optimizing performance and longevity
- Formulated to provide improved resistance to slime

Micron® One

- Seasonal ablative antifouling
- Proven performance
- Economical and dependable antifouling protection
- Designed to erode away with use which reduces paint build-up and sanding

Slow Polishing

Trilux 33

- Formulated for use on aluminium
- Slow polishing antifouling; avoids seasonal paint build-up
- Available in bright colours
- Proven antifouling protection for aluminium vessels of all sizes

Thinner No.3

9.0

3

GRP / W / S / B / SS / L

Brush / Roller



Thinner No. 3

5.4

1-2

GRP / W / S / B / SS / L

Brush / Roller



Thinner No.3

9.0

3-4

GRP / W / S / A
B / SS / L

Brush / Roller



Important: If you are regularly travelling at high speed (eg. 30 knots) you might experience early wear through. Consult your local International® representative for further advice if you are unsure about the suitability of a product for your specific requirements.



Hard

Ultra 2

- High strength, hard antifouling
- Contains Biolux® technology
- Ideal for fast power boats and competitive sailing
- Hard, scrubbable finish
- Fast dry formula allows painting and launching in the same day
- Suitable for burnishing to provide a smoother finish.

VC® Offshore

- Thin film coating for racing, sailing and performance powerboats
- Reduces friction and drag for increased racing performance
- Suitable for burnishing to provide a smoother finish.

Thinner No.3

Thinner No.3

9.0

10.5

2-3

2-3

GRP / W / S / L

GRP / W / S / B / SS / L

Brush / Roller

Roller

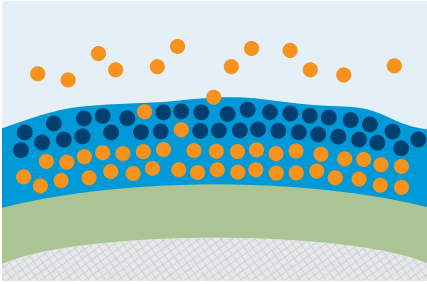


Use antifouling paints safely. Always read the label and product information before use.

Fouling control

Types of fouling control

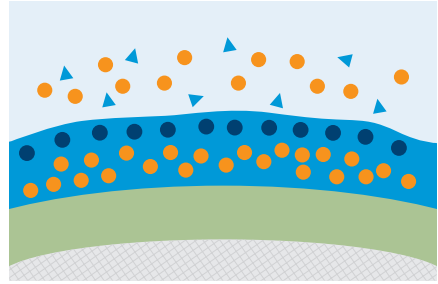
The types of antifouling available can be split into two types, hard and eroding. You will also find other descriptions such as abrasive, polishing or self-polishing. All these descriptions can be put under the umbrella of eroders.



Hard antifouling

Hard antifouling does not wear away much at all, although abrasive material in the water such as silt and sand may lead to a very minor reduction in film build. Eventually however, you are left after a few seasons with a build up of product that requires removal. The product becomes unsound and does not retain sufficient internal strength to be able to hold together when new product is applied to it.

If you have a seriously fast boat or a fast boat that is used very regularly then hard is probably the best way to go. Boats moored in fresh water normally use these types, as the eroding types may not erode very well. Keen racing types sometimes prefer hard products as they can be wet sanded to a smooth finish prior to racing.



Polishing antifouling

As the name suggests such products wear away leaving eventually no antifouling on your hull. They are ideal for boat owners who list easy maintenance as a priority. They work by slowly wearing down whenever water moves across the hull leaving a fresh layer of biocides. This results in minimal coating build-up at the end of the season and reduces the amount of preparation needed for the next season. Some polishing products such as Micron 99 will smooth themselves out with time and this can help to reduce hull drag which in some cases can result in an increase in hull speed and/or reduced fuel burn. With most polishing types when the paint film starts to become very thin the biocides can be dissolved out leaving paint that has a reduced performance and this is the time to apply new product.

Note: To avoid build up of eroding antifoulings, allow the coating to erode away as much as possible before applying a new coat, otherwise a build up can occur over a few years, possibly leading to paint detachment.

▒ Substrate

■ Antifouling paint

● Biocide

■ Primer

▲ Antifouling paint flake

■ Cavities in leached layer

Is my new fouling control compatible?

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

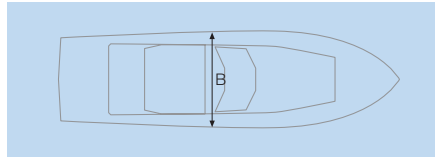
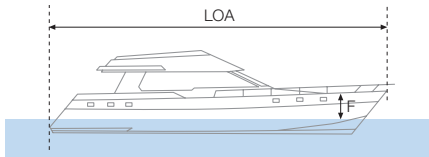
	New Fouling control						
	Micron® One	Micron® AP	Micron® Extra 2	Micron® 99	Ultra 2	Trilux 33	VC® Offshore
Micron® 99	●	●	●	●	●	●	●
Micron® AP	●	●	●	●	●	●	●
Micron® One	●	●	●	●	●	●	●
Micron® Extra 2	●	●	●	●	●	●	●
Micron® 77	●	●	●	●	●	●	●
Awlcraft	●	●	●	●	●	●	●
Awlcraft CSC	●	●	●	●	●	●	●
Trilux 33	●	●	●	●	●	●	●
VC® Offshore	●	●	●	●	●	●	●
Ultra 2	●	●	●	●	●	●	●
Unknown product	●	●	●	●	●	●	●
Previous Fouling control in poor condition	●	●	●	●	●	●	●

- Apply after a light wet sand. Wash with fresh water and allow to dry.
- Remove the antifouling.
- Apply a barrier coat of Primocon® before applying fouling control.

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 practical 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.

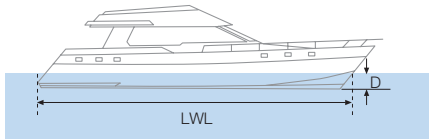


LOA Length Overall LWL Length Waterline

B Beam D Draft F Freeboard

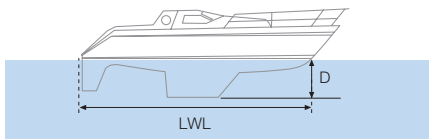
Underwater area formulations

Full bodied craft



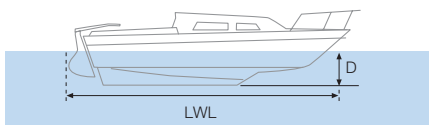
$$\text{LWL} \times (\text{B} + \text{D}) = \text{Underwater Area (m}^2\text{)}$$

Fin keeled racing craft



$$0.50 \times \text{LWL} \times (\text{B} + \text{D}) = \text{Underwater Area (m}^2\text{)}$$

Medium draft racing craft



$$0.75 \times \text{LWL} \times (\text{B} + \text{D}) = \text{Underwater Area (m}^2\text{)}$$

Tips

Apply an extra coat to all leading and trailing edges, water-line, trim-tabs, outdrives, keel and rudder. High turbulence in these areas tends to wear the antifouling faster.

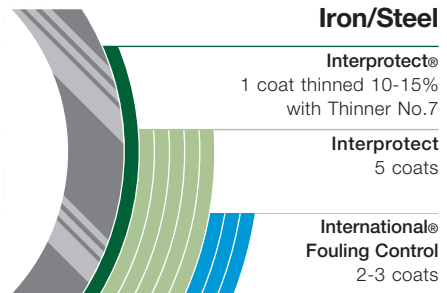
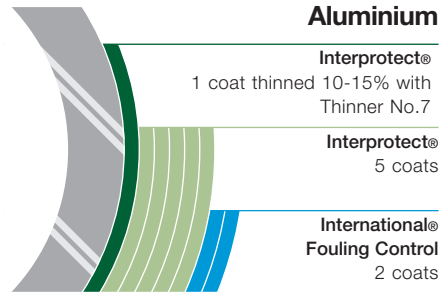
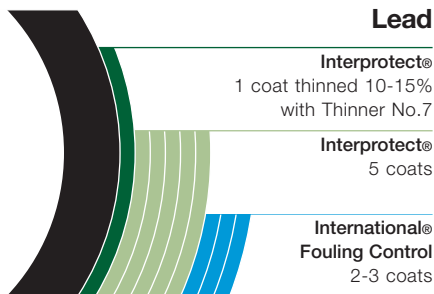
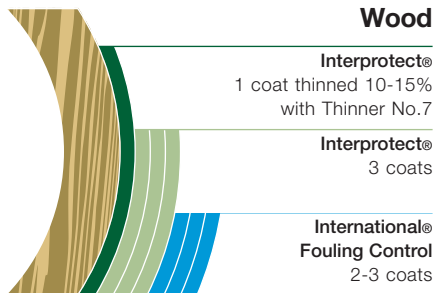
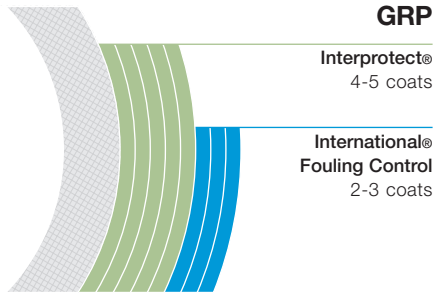
Always use the specified amount of antifouling. Under-application can result in premature fouling and costly mid-season haul out.

For more information see the **Antifouling product guide** on Page 4.

Fouling control

Below water systems: Two-part products

These systems provide the maximum level of protection available.



Filler

If required for small areas, Epifill® Filler should be applied after the first coat of Interprotect®.

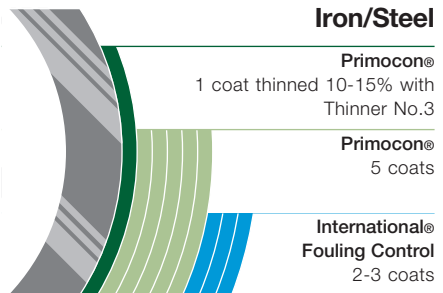
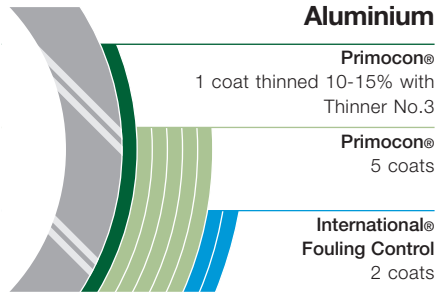
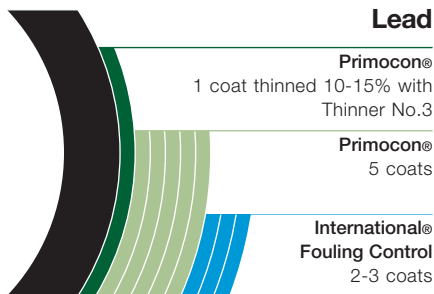
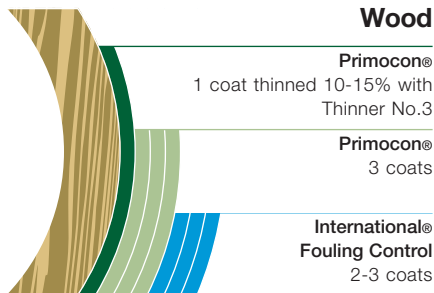
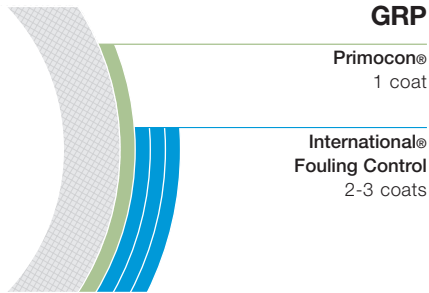
Important: If you own an aluminium boat, only apply antifouling paints specifically recommended for aluminium to prevent corrosion.

For use of fouling control products containing copper oxide on aluminium – contact your local representative for more information.

- Surface Primer
- Primer
- Fouling control

One-part products

These systems provide a good level of protection.



Filler

If required for small areas, Epifill® Filler should be applied between the first and second coats of primer.

Important: If you own an aluminium boat, only apply antifouling paints specifically recommended for aluminium to prevent corrosion.

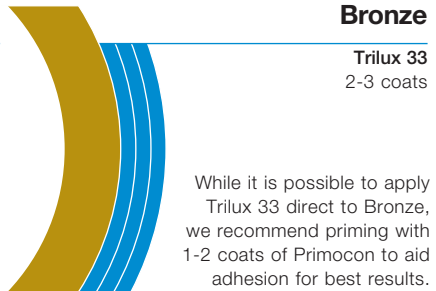
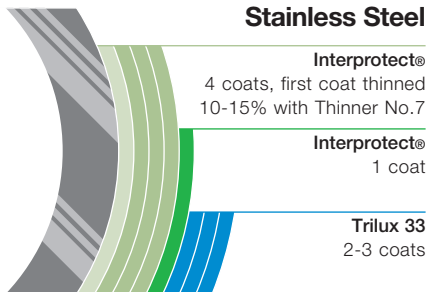
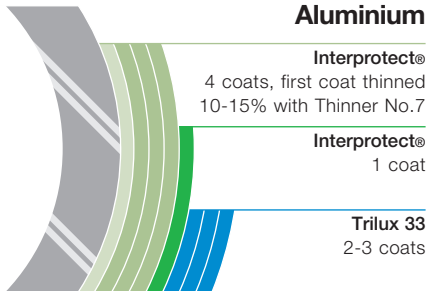
For use of fouling control products containing copper oxide on aluminium – contact your local representative for more information.

- Surface Primer
- Primer
- Fouling control

Fouling control

Propellers, outdrives and sterngear

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



What is a Tie Coat?

Many of our antifouling systems show several primer coats followed by a Tie Coat of Interprotect. Quite often, primer coats are applied and the boat left on hard standing for some months before the antifouling is applied. The job of the tie coat layer is to ensure maximum adhesion of the antifouling within the overcoating window for Interprotect.

- Primer
- Tie Coat
- Antifouling



How can I best achieve fuel efficiencies?

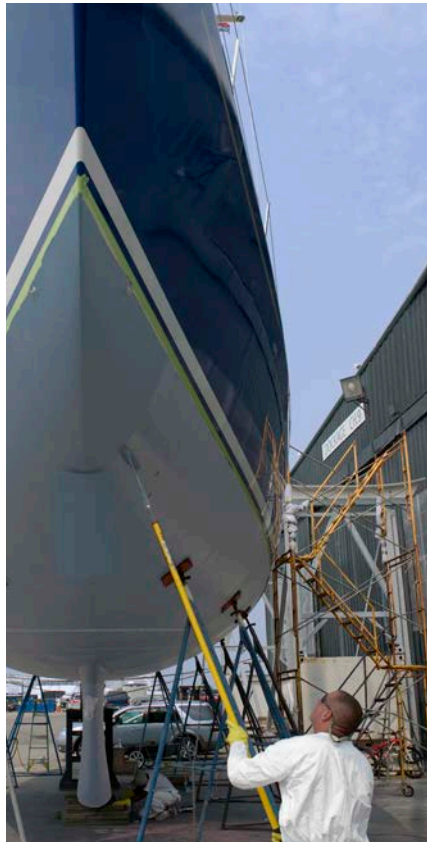
By selecting and specifying a bottom paint that offers optimal results you achieve three things:

1. Improved speed and/or maintained speed at less power
2. Reduction in fuel emissions and their impact on the environment
3. Performance longevity

We recommend you consider the AHR (Average Hull Roughness) when assessing bottom paints and their attributes. An increase in underwater hull roughness will increase the frictional resistance (or drag). With additional drag you will need additional power – and more fuel – to maintain speed.

Over time antifoulings generally become microscopically rougher by up to 50 microns a year despite many of them eroding or ablating away. This leads to an increase in hull drag that can increase fuel bills by up to 5-10%.

Please contact us today should you look for opportunities to further improve boating efficiencies.



Topcoats

Product guide

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



Toplac® Plus

Interdeck®

Key attributes

- A new silicone alkyd premium gloss topcoat for all substrates above the waterline
- It is easy to apply by roller without the need for tipping
- Toplac Plus comes in a range of bright colours and contains UV filters for increased durability
- Use One UP followed by Toplac Plus to deliver the best in class topcoat system
- Slip resistant one-part polyurethane deck paint
- Contains fine mineral additive for hard wearing, non-slip surface
- Suitable for all substrates
- Low sheen finish prevents sunlight dazzle
- Apply straight from the can with brush or roller

Thinners

Thinner No. 100

Thinner No. 1

Practical coverage (m² per litre)

12.0

10.8

Number of coats

2-3

1-2

Substrates

(Substrates must be suitably primed)

GRP / W / S / A

GRP / W / S / A

Application method

Brush / Roller

Brush / Roller

Recommended undercoat

One UP

One UP

For a non-slip finish add

Intergrip

–

GRP Glass-reinforced plastic
W Wood
S Steel
A Aluminium

What is Intergrip?

Intergrip 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. The final result is determined by the amount of material added into the finish.





Bilgekote

- Hard wearing one-part coating for bilges, lockers and bulkheads
- Chemical resistance to fumes, fuel and oil
- High opacity for thorough coverage
- Cleans easily for reduced maintenance

Thinner No. 1

11.0

1-2

GRP / W / S / A

Brush / Roller

—

Intergrip



Bilge systems:

Bilgekote with one & two-part primers

GRP

Bilgekote
1-2 coats



Aluminium

Interprotect®
1-5 coats

Bilgekote
1-2 coats

Wood

One UP
4 coats

Bilgekote
1-2 coats

Steel

Interprotect®
1-5 coats

Bilgekote
1-2 coats

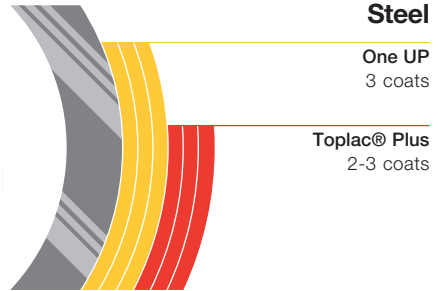
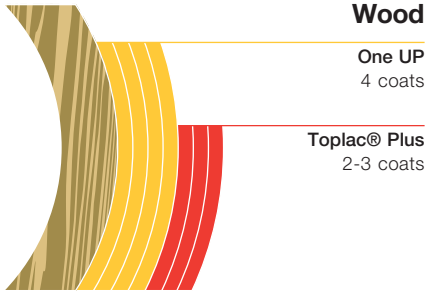
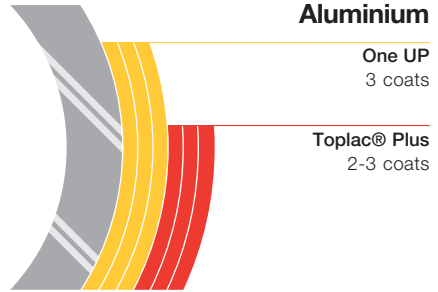
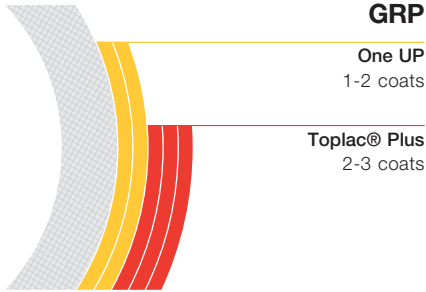
What is Sanding Guide Coat?

Surface preparation is the most important job when it comes to obtaining the best possible finish. Sanding Guide Coat is used to highlight fine sanding and scratch marks into easily visible blue lines that can be sanded away as you progress from coarse to fine sand paper. It saves time and helps you achieve the best possible result.

Topcoats

Above water, one part systems:

These systems provide a good level of protection.



Note: Due to the potentially porous nature of aged or weathered gel coats, the risk of solvent or moisture becoming entrapped after painting is much higher than when the gelcoat is new. This entrapment can lead to blistering of the paint film, and so priming with three coats of Interprotect is recommended to seal the gelcoat before applying undercoat.

Filler

If required for small areas, Epifill® Filler should be applied after the first coat of Primer.

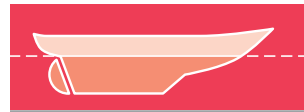
- Primer/Undercoat
- Topcoat

How much topside paint do I need?

Determining how much paint you will need is fairly simple. For topsides, refer to the reference chart below:



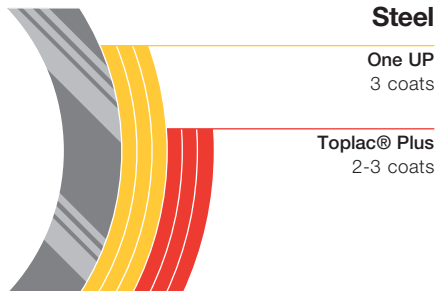
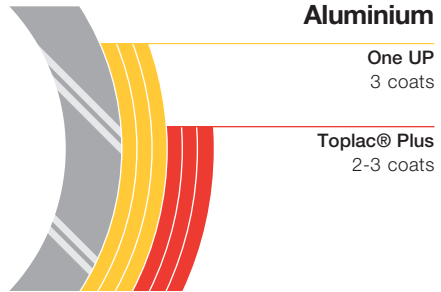
Motor



Sail

Overall length (metre)	6.1	7.6	9.1	10.7	12.2	6.1	7.6	9.1	10.7	12.2
Overall length (feet)	20	25	30	35	40	20	25	30	35	40
Beam (metre)	1.5	2.5	3.5	4.0	4.5	2.0	2.4	3.5	3.7	4.0
Freeboard height (metre)	1.0	1.25	1.25	1.5	1.5	0.75	1.0	1.25	1.25	1.5
Litres required*	2.6	4.4	5.5	7.7	8.7	2.1	3.5	5.5	6.3	8.5

* Average amount based on 2 coats.



Varnishes

Product guide

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



Goldspar® Original

Goldspar® Satin

Key attributes

- Premium quality, traditional one-part varnish with excellent UV protection
- Rich golden colour and deep gloss
- Good flow-out and self-leveling characteristics for easier application
- Suitable for interior and exterior use

- A satin finish one-part polyurethane varnish for interior use
- Resistant to hot water, mild acids and alkalis
- Fast-dry formulation minimises dust contamination

Thinners

Thinner No. 1

Thinner No. 1

Practical coverage (m² per litre)

16.0

10.3

Number of coats

(Will vary depending on usage. Please check product label/data sheet.)

6-10

3

Suitable for use direct to oily timber (e.g. teak or iroko)



Application method

Brush / Roller

Brush / Roller

UV protection/gloss retention



For interior use only

Note: For a non-slip finish, use **Non-Slip Additive** with your chosen varnish.

● Good ●● Excellent ●●● Outstanding



Cetol® Marine

- Low maintenance one-part wood treatment
- Less work, wipe clean and recoat – no need to sand
- Superior UV protection
- Does not crack or flake
- Microporous – allows wood to breathe
- Longer lasting – affords a longer time period before the need to recoat

Thinner No. 1

10.0

2-3



Brush / Roller



One-part conventional system

Wood

Goldspar® Original
1 thinned coat

Goldspar® Original
1 thinned coat



■ Primer ■ Varnish

Sikkens® Cetol® Marine



Cetol Marine is a unique high performance, hard wearing, one-part, satin impregnating wood oil finish. With no need to sand between coats, its superb flow allows for a uniform silky finish that is suitable for most timbers, especially teak.

Cetol Marine is the low maintenance alternative to wood oils and varnishes. Its durable, attractive, translucent finish has been specially formulated with two main aims in mind:

1. To protect your wood and keep it looking beautiful throughout the season
2. To be as easy as possible to apply and maintain

Available in Natural Teak colour, Cetol Marine is designed for interior and exterior use above the waterline.

Solvents

Why do I need a thinner?

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



Enamel Thinner No.1

For thinning one-part alkyd paints and varnishes.



Antifouling Thinner No.3

For thinning antifouling paints and Primocon Primer.



Epoxy Thinner No.7

For thinning two-part epoxy paints.



Thinner No.100

Specially formulated for thinning Toplac® Plus, making it easier to apply the product using only a roller.

Undercoats

Product guide

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

One UP is our brand new all-in-one primer and undercoat for one-pack finishes.



One UP

Key attributes

- One UP is a single pack primer/undercoat for use above the waterline with International one-pack finishes and deck paints
- Best in class system with International one-pack finishes and deck paints

Typically used

Under International® one-part finishes

Do not use under two-part products

Thinners

Thinner No.1 / Thinner No.100

Practical coverage (m² per litre)

9.0

Number of coats

3-4

Substrates

GRP / W / S / A

Application method

Brush / Roller

Suitable for above waterline



Suitable for below waterline



Note: One UP can be blended with topcoat to give coloured undercoating.

* Over suitable primer.

GRP Glass-reinforced plastic W Wood S Steel A Aluminium

Primers

Product guide

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

For one-pack finishes, choose our brand new all-in-one primer and undercoat, One UP on page 23.



	Interprotect®	Primocon®
Key attributes	<ul style="list-style-type: none"> • Quick drying, easy to apply, two-part epoxy primer • Offers excellent anticorrosive protection • Can be used as an antifouling tie-coat over existing or unknown epoxy primers 	<ul style="list-style-type: none"> • Conventional one-part primer for use below water • Quick drying, with anticorrosive properties • Can be used under all International® antifouling* or as a barrier coat over incompatible or unknown antifouling
Typically used	Where a high-performance anti-corrosive system is required Do not use over one-part products or antifouling	Below water, under International® antifouling or to seal unknown antifouling * Do not overcoat with two-part products
Thinners / Cleaners	Thinner No. 7	Thinner No. 3
Practical coverage (m² per litre)	8.1	7.4
Number of coats	1-5	1-5
Substrates (Substrates must be suitably primed)	GRP / W / S / A / L / Z	GRP / W / S / A / L / Z
Application method	Brush / Roller	Brush / Roller
Suitable for above waterline	●	●
Suitable for below waterline	●	●

GRP Glass-reinforced plastic W Wood S Steel A Aluminium L Lead Z Zinc



Everdure

Etch Primer

- Primer especially formulated for timber surfaces
- Can be used to help seal and harden soft timber surfaces to reduce moisture absorption
- Easy application and simple 1:1 mix ratio
- Gives a hard tough film

- Two pack chromate-free above and below water primer with excellent anticorrosive protection
- Can be over-coated without sanding
- Excellent adhesion on aluminium
- Fast cure time

For sealing timber to reduce moisture absorption

Do not use over one-part products

Above water, under one- and two-part undercoats.

Below waterline prior to application of Primocon® or Interprotect®

Thinner No. 7

Do not thin
(Thinner No. 7 to clean only)

10.2

9.0

As required

1-2

W

A

Brush / Roller

Brush / Roller



Epoxy Products

Product guide

Epoxies are extremely robust and versatile products suitable for use above and below the waterline. These products have been sold for decades and their strength, reliability and performance have surpassed the test of time. The products below are suitable for use under all International yacht paint systems.

Epifill®

A medium to high density two-part epoxy filler. Epifill can be used above and below the waterline and is ideal for all manner of filling jobs. It is especially suitable for those jobs where compressive forces are high (ie: between keels and hulls). It is also ideal for use as bedding material under deck fittings such as winches. It has an easy to use 2:1 mix ratio.



Epiglu®

Epiglu is a high performance marine and general purpose epoxy resin adhesive. Its thixotropic nature enables it to be used for both close contact and gap filling joints. It offers a virtually colourless glue line once cured and is suitable for above and below the waterline. Epiglu has an easy to use 2:1 mix ratio.



Everdure®

Everdure is a high performance two-part epoxy timber sealer which effectively seals out dry rot and densifies the timber. Everdure is blended from selected epoxy resins to allow maximum penetration and migration in to the timber. This seals out moisture, hardens the surface and densifies the timber. Everdure is also an ideal base before the application of a clear varnish on either interior or exterior wood. Everdure has a 1:1 mix ratio.



Interfill® 833

Interfill® 833 is a low-to-medium density, very smooth and creamy two-part epoxy filler suitable for all filling work and for the smaller fairing jobs. Can be used above and below the waterline and has an easy to use 1:1 mix ratio.



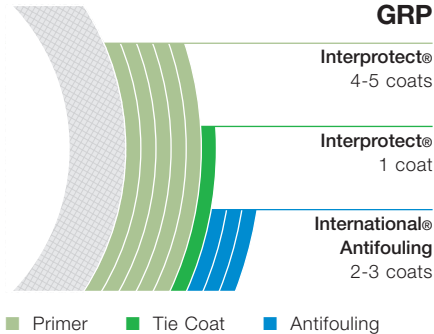
Epiglass® HT9000

Epiglass HT9000 Epoxy Resin system has been developed to offer a comprehensive range of resin and hardener combinations for the boatbuilding industry. It includes systems for gluing, filling, fairing and sheathing timber, GRP, steel, aluminium and ferro hulls. HT9000 has a simple hardener range (slow, standard and fast) to accommodate all uses. HT9000 has a 3:1 mix ratio.



Osmosis Protection Systems

Product guide



How to treat osmosis

- 1. Proper preparation of the gelcoat:** This includes getting all of the antifouling paint and primers off and removal of as much gelcoat as necessary to get the hull dry (i.e. the entire gelcoat or just small areas). A professional, who has looked at your boat, should make this determination.
- 2. Drying of the hull:** This is the most critical step in the process. If you do not get the hull dry it will re-blister. We recommend a comprehensive washing and drying procedure.
- 3. Application of HT9000:** This solventless epoxy seals up the laminate and fills any cloth that has been voided of resin. It provides a water barrier to minimise the possibility of recurrence of damage. Contact our Technical Help Desk to obtain a copy of the HT9000 Multipurpose Epoxy Resin Manual.
- 4. Application of Interprotect®:** This will act as a tie-coat to the antifouling.

Epiglass® HT9000

- Offers a range of resin and hardener combinations for the boatbuilding industry
- Includes systems for gluing, filling, fairing and sheathing timber, GRP, steel, aluminium and ferro hulls
- Simple hardener range (slow, standard and fast) to accommodate all uses
- 3:1 mix ratio



Interprotect®

- Quick drying, easy to apply, two-part epoxy primer
- Offers excellent anticorrosive protection
- Can be used as an antifouling tie-coat over existing epoxy primers



Before you start

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 particular care should be taken. Other general safety precautions are detailed below and will help 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 vapor 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.

In badly ventilated areas wear an air-fed hood or cartridge respirator with an organic vapour filter. Solvent fumes are heavier than air. Breathing these fumes can make you dizzy, feel drunk and headachy and could even result in collapse. Read the label carefully and ensure that the recommended protection is worn.

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 inexpensive, available from many DIY stores, and are well worth wearing. Use eyewear 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. Overalls, 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. Remove rings and watch straps before commencing work, as these can trap paint particles next to the skin. Remove any paint that does get onto the skin by washing with warm water and soap or an approved skin cleanser. After washing, apply a skin conditioner. Never use solvent or thinners to clean the skin.

Risk of fire or explosion

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

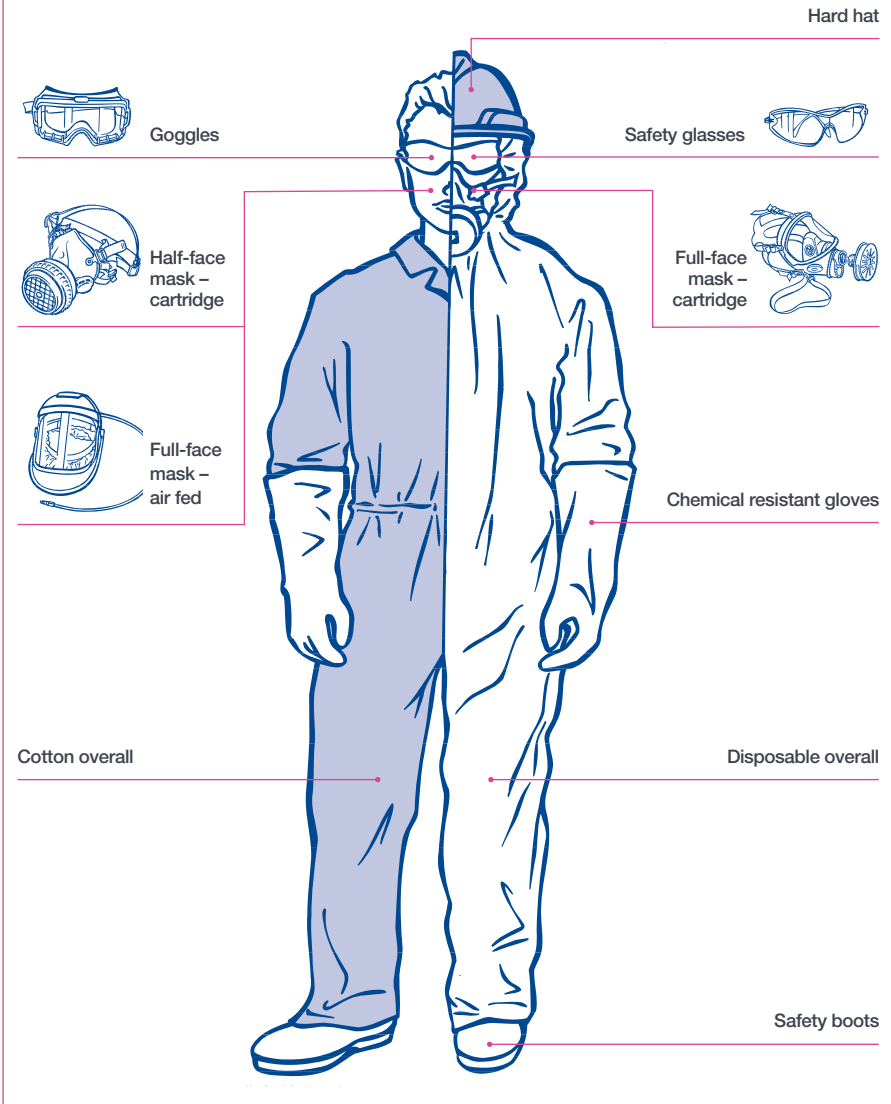
- **Avoid naked flames** where paint is being stored, opened or applied
- **Do not smoke**
- **Store paint in a well-ventilated, dry place** away from sources of heat and direct sunlight
- **Keep the tin tightly closed**
- **Avoid sparks** from metals, electrical appliances being switched on and off,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

For further information on Personal Protective Equipment, visit international-yachtpaint.com

Before you start

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.



The simplest route to a **dream finish**



Painting your topside doesn't have to be complicated, so International® has simplified the process with two new products, One UP and Toplac® Plus. One UP is a unique all-in-one primer and undercoat that provides a reliable foundation with protection. Toplac Plus is an easy to use, high gloss topcoat with improved roller application, longer lasting colour and increased durability.

**Relentless performance for every boat,
everywhere, every time**



Glossary of terms

A

Activator/Curing Agent: Catalyst, hardener, accelerator, reactor; a material which accelerates a reaction

Adhesion: Bonding strength; the attraction of a coating to the substrate

B

Barrier Coat: Coat used to allow application of a paint which is not compatible with an existing system

Base: Refers to the usual larger volume size of a two-pack system – usually the non-activator part. May also refer to any bare surface to be painted

C

Coverage Rate: Non-technical number that tells you how much area you can paint with a given volume of material

Curing: Hardening

D

DOI (Distinction of Image): Measurement of the clarity of the coating by its ability to reflect the image of a given object

Dry Film Thickness (DFT): The film thickness of paint after all of the solvent has evaporated from the wet paint

F

Film: Any single coat or layer of paint applied to a surface, rather than a 'paint system'

Film Build: Dry thickness characteristics per coat

G

Gloss: Sheen; ability to reflect; brightness

M

MSDS: Abbreviation for Material Safety Data Sheet

O

Opacity: Hiding power

Orange Peel: Dimpled appearance of dried film; resembling orange peel

P

Pot Life: Time interval after mixing during which liquid material is usable with no difficulty

Primer: First complete coat of paint of a painting system applied to a surface. Such paints are designed to provide adequate adhesion to new surfaces or are formulated to meet the special requirements of the surfaces

R

Resin: A material, natural or synthetic, contained in varnishes, lacquers, and paints; the film former

S

Sealer: Paint used to seal the substrate or previous coats and prevent interaction between subsequent coats applied

Substrate: Surface to be painted

T

TDS: Abbreviation for Technical Data Sheet

Thinner: A liquid used for reducing the viscosity of paints

Tie Coat: A coat of paint applied to a previous coat to improve the adhesion of subsequent coats or to prevent other surface defects e.g. bubbling of a subsequent coating

Two-Pack: Paints based on binders which cure by the chemical reaction between two components

V

Viscosity: A measure of fluidity

W

Wet Edge: Keeping the paint wet enough when it is applied by brush so it can be brushed back into without showing lines of demarcation from one painted area to the next

Wet Film Thickness (WFT): The thickness of paint when it is first applied before solvent evaporation takes place

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