

There are 2 basic no-sand system types:

1. Solvent-based system – fast overcoating times
2. water-based system - for use in areas where solvent-based products are restricted or not required.

## Solvent-based System

### System Benefits

- No sanding - surface preparation time is reduced by up to 50%\*
- Significantly reduced total working time - fast drying system enables rapid overcoating
- Easy removal of waxes & mould-release agents
- Fibreglass Surface Prep is tinted – easy to track progress along the hull
- Excellent intercoat adhesion - gives long-lasting results
- Tough, durable scheme - helps to protect gelcoat from damage
- No sanding dust - better working environment
- Fewer consumables used - saves money

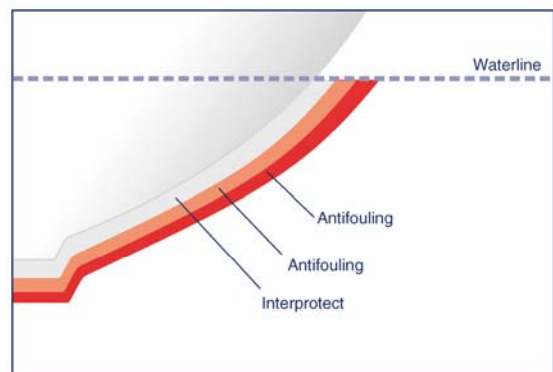
\*Refer to the "How much time is saved?" table below for typical examples



### Application method

1. Apply Fibreglass Surface Prep with a Scotchbrite® abrasive pad, or similar, to the surface.
2. Remove all traces of Fibreglass Surface Prep with fresh water and check that all traces of waxes/mould-release agents have been removed.
3. Apply 1 coat of Interprotect by brush or roller (110 microns WFT)
4. Apply 2-3 coats of International antifouling\*

\*excluding VC17m, VC17m Extra & VC Offshore



### Alternative application method using acetone in place of Fibreglass Surface Prep

Step 1 & 2 above may be substituted by using acetone to dewax/degrease instead of Fibreglass Surface Prep. However, great care must be taken to ensure that the surface is completely free of waxes, mould release agents and other possible contaminants before moving to Step 3.

Please note that while acetone may be used on hulls in place of Fibreglass Surface Prep, International Paint will take responsibility only for the products they supply.

## How much paint is required?

The following table shows the estimated volumes of paint required for different boat types & lengths. The example shows the volumes required for Interspeed Ultra. Refer to the product labels or data sheets for coverage rates of other International antifoulings

Boat length (LOA)	Estimated Vol Fibreglass Surface Prep required (20 sq.m/L)	Estimated vol Interprotect (1 coat) required (8.1 sq.m/L)	Estimated vol Interspeed Ultra (2 coats) required (9.4sq.m/L/coat)
11m	1.7 litres	4.3 litres	7.3 litres
16m	3.0 litres	7.4 litres	12.8 litres
20m	3.8 litres	9.4 litres	16.3 litres

## How much working time is saved?

The following examples illustrate the estimated time saved when this solvent-based no-sand scheme is applied compared with a standard underwater scheme where sanding is required.

Boat length overall	Estimated total working time for no-sand system	Estimated total working time for this sanded system	Estimated total time saved using this no-sand system	Estimated % time saved using this no-sand system
11m	6.3 hrs	9.2 hrs	2.9 hrs	32%
16m	11.0 hrs	16.0 hrs	5.0 hrs	31%
20m	14.0 hrs	20.4 hrs	6.4 hrs	31%

### The following assumptions have been made:-

#### No-Sand Scheme:

- 1) Application of Fibreglass Surface Prep & rinsing afterwards takes 5 minutes per square metre of substrate
- 2) Application of Interprotect takes 2 minutes per square metre for 1 coat
- 3) Application of Interspeed Ultra takes 2 minutes per square metre per coat

#### Sanded Scheme:

- 1) Sanding of hull, dust collection & rinsing takes 10 minutes per square metre of substrate
- 2) Application of Primocon takes 2 minutes per square metre for 1 coat
- 4) Application of Interspeed Ultra takes 2 minutes per square metre per coat

**Please note that this is a very time & labour efficient product system. However, for the ultimate high-performance system we recommend the Gelshield 200 Osmosis Prevention Scheme - refer to your International Paint representative for details.**

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