

MAINTAINING YOUR BOAT

2020 CATALOGUE



PROTECT YOUR PASSION



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PAINT
PROGRAM

PAINT PROGRAM

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The excellence of our range is combined with the care of our service.

To be even closer to customers, Veneziani has developed the Paint Program: **a dedicated consulting service** that makes it easier for you to find answers to your questions and helps you choose the best solutions to protect your boat and keep it looking attractive.

Our top **experts** have pooled their **experience** and **know-how**, bringing together in this opening section of the catalogue all the suggestions and advice we think may be of use in obtaining the best performance from products and to avoid making mistakes during the various stages of the painting process.

The result is a handbook that illustrates, step by step, everything there is to know about our products, applications and paint systems, updated with the latest technological and practical developments, and drawing on direct experience in the field of working with customers on real everyday problems.

And for those interested in exploring the technical characteristics of the product categories in more depth, in order to use and position them correctly, we have set up the **Veneziani Academy**. This training facility is designed to teach customers and application specialists about using the products correctly to ensure their performance and durability. For more information on the service, write to info@venezianiacademy.com.

There is also a section on our website devoted entirely to **DIY experts**, with video tutorials on boat painting systems, useful advice for choosing our products, and practical solutions in response to doubts or problems relating to the maintenance of your boat.

The Veneziani Paint Program has also introduced a 24h email service at the address: info@venezianiyachting.com.

Veneziani Paint Program: our know-how at your service.

USEFUL TIPS ABOUT PAINT PRODUCTS

WHAT PAINTS ARE USED FOR

Paint can be defined as a **mixture of chemical compounds intended to form a film with sufficient mechanical and physical strength** to protect the painted surface from external agents over time. Paint is used both to protect and decorate.

These products are used in almost all **stages of boat painting: preparation, priming, protection and finishing**. Although no paint is used during preparation, getting this stage right ensures the ultimate success of the job. **Poor preparation usually means disappointing results**. The next step after preparation is applying the primer. The primer protects the substrate and also guarantees that successive protective layers and finishes will adhere to the surface, avoiding delamination. After primer application, **the undercoats provide a protective layer**, which prevents water, humidity and atmospheric agents from coming into contact with the surface and causing it to deteriorate (metal corrodes, wood rots and GRP suffers from osmosis). A protective layer with a minimum thickness of 300-600 microns (when dry) for submerged parts and 250-350 microns for areas above the waterline is required to ensure sufficient protection.

The final step is to apply the finish. These products are used to improve the appearance of the boat and the surface properties of the materials used (colour, gloss), or to provide specific protection (antifouling).

For a perfect finish, the surface may need filling to obtain a smooth substrate. To achieve a **good enamel finish, the application of a basecoat** is recommended, which provides a protective barrier and also a smooth surface, eliminating rough spots left by the filler.

WHAT THEY CONTAIN

Paints have four main constituents: binders, solvents, additives and pigments. The main component is **the binder**, which consists of polymers or resins that form a tough, dry film adhering firmly to the substrate. **Solvents are volatile liquids** used to dissolve and disperse the other components. At the same time, by reducing the viscosity of the paint, they make application easier. The evaporation of the solvent controls the cross-linking of the binder and therefore the formation of a uniform film, which is why the correct use of thinners is so important. For environmental and safety reasons, the use of solvents is being reduced or eliminated, with liquid resins used in their place. **Pigments are micronised powders that give the paint its colour**, hiding power and other special characteristics, such as the antifouling properties of pigments based on copper or zinc salts. **Additives are components used in small quantities to improve the properties of a paint** (drying, resistance to ultraviolet light, ease of application, pot life, etc.).

HOW THEY ARE CLASSIFIED

Paint products are categorised as **varnishes, paints and enamels**. **Varnishes are transparent** and mainly consist of binders, solvents and additives, with no pigments. They are generally used to protect and improve the appearance of the substrate (wood, kevlar, carbon fibre). **Paints also contain pigments and/or extenders that give them hiding power** and are called enamels when they have particular characteristics such as gloss and resistance to weathering. **Fillers are paint products too**, characterised by a high percentage of extenders so that they can be used to level cavities and imperfections in the surface. There is an important difference between one-pack and two-pack paints. One-pack paints have only one component and the film is formed by the evaporation of the solvent. While these products are easier to apply, they have

limited durability. Two-pack paints require mixing in a specific ratio. Filming occurs by means of chemical cross-linking of the two components. This process produces longer durability and better protection.

HOW THEY ARE APPLIED

When you are planning to paint, **always remember the following guidelines**, which will ensure your safety and prevent you from making mistakes.

- **Mask the edges of the area to paint using adhesive tape**. Always remember to remove the tape immediately after the application of each coat, especially when using two-pack paints.
- **Only dilute as required** using the recommended thinner.
- After opening the can, ensure that the paint is **evenly mixed** to obtain a uniform consistency and colour, especially if the pigment (at the bottom) has separated from the binders (at the top).
- **If you are using a two-pack paint, it is important to mix the two components separately** before pouring component B (hardener) into component A (base) and then mixing until the colour is uniform. When you are preparing a two-pack paint, take into account how much paint you will be able to use before it becomes unusable (pot life).
- **Comply with the recommended drying times** even if the paint appears to be dry.
- **Apply the paint at a temperature of between 15 and 25°C and a humidity of less than 75%**. It is possible to work at higher or lower temperatures than these but you must expect the drying characteristics to change.
- **Remember to take into account the temperature** throughout the entire cross-linking period, especially overnight.

- **Never paint in full sunlight**. If necessary, create shaded areas using tarpaulins. Do not paint in strong winds or misty conditions.
- **Do not change the ratio between the base and the hardener** in two-pack paints because this will alter the chemical characteristics of the product.
- If you are unsure of the paint previously used, it may or may not be compatible and we therefore recommend **painting a small test area first**. Should any problems arise (cracking, bubbles, "bleeding" or softening of the previous paint), please contact Veneziani Yachting. Normally, you simply need to apply a coat of suitable sealer.
- **To check the evenness of the paint, use a paint thickness gauge** at various points to measure the thickness of the wet paint "coat by coat" before the solvent evaporates. If the dry paint volume is 100%, the dry and wet thickness will be equal; if it is 50%, the dry thickness will be half as much.

HOW TO OPERATE IN SAFETY

These basic hygiene and safety rules are always applicable when applying paint to boats

- When handling cans over two litres, always check their weight as they may cause back injury when lifted.
- **Carefully read the instructions** printed on the can **before starting to paint**.
- **Check the safety label** in particular for any special precautions that must be taken for each product.
- If the necessary documentation is not available, please consult the website www.venezianiyachting.com.
- Certain paint components (particularly in antifouling) cause irritation if touched, are harmful if inhaled, and are

sometimes toxic. These risks, which vary from product to product, are clearly indicated by the **symbols on the safety label**, along with any special precautions.

- **Do not smoke during application.**
- **Do not use compressed air to clean your clothes**, especially if solvents are present.
- Almost all paints contain flammable solvents which evaporate during drying. **Be careful not to inhale the vapours, especially in a closed environment.** Ensure adequate ventilation to avoid the risk of fire or explosion and use an appropriate mask.
- We advise **wearing gloves, a mask and protective goggles.**
- **Always sand using wet sandpaper on a wet surface**, particularly with antifouling products, and wear gloves, a mask and protective goggles.
- Use a water-based paint stripper if possible to remove old paint, like AQUASTRIP from the Veneziani range. Dry sanding or flame cleaning should be used only where it is impossible to employ a different method.
- When you have finished work, or when taking a break, thoroughly wash your hands with soap and water or a hand cleansing agent. Never use solvent-based thinners or strippers to wash your hands.

HOW TO INTERPRET THE SYMBOLS

The pictograms illustrated below are used in the short descriptions provided on the following pages.

These short descriptions of the products' technical properties are useful when choosing the best product for the desired application. However, before applying any coating system, **the relative technical data sheets should always be consulted.**

In addition to the general pictograms about application information, you will also find some special pictograms. Below are some of these pictograms indicating, for example, solvent content, carbon content or compatibility with aluminum (for antifouling), or whether the products are for professional use or for regatta boats. These pictograms should be helpful for cost and benefit evaluations.

TYPES OF APPLICATION



BRUSH APPLICATION



ROLLER APPLICATION



SPRAY APPLICATION



AIRLESS APPLICATION



APPLICATION BY SPATULA



APPLICATION BY HAND

CHARACTERISTICS



SOLVENT FREE



LOW SOLVENT CONTENT



WATER BASED



CARBON TECHNOLOGY



SUITABLE FOR ALUMINIUM



PROFESSIONAL LINE



PERMANENT PRODUCT



ELASTIC FABRIC



GLOSSARY

Drying

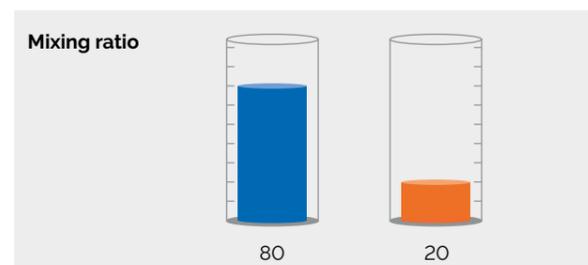
There are two stages in the paint drying process, relating to solvent evaporation and/or the degree of cross-linking. A product is "dust-free" dry when airborne dust particles will not adhere to the surface of the film. A product is "touch" dry when it can be handled without leaving marks on the film. The paint only achieves its maximum performance when the drying time has completely elapsed (drying time before use). **Always comply with the recoat times given in the technical data sheets.**

Hydrophilic

This is the opposite of hydrophobic. **A hydrophilic surface is easily wetted and incorporates or retains a layer of water.** Hydrophilic antifouling retain a layer of water (sponge effect) and provide ongoing protection because the surface is always active. For this reason, the effectiveness of the antifouling can be planned: the more layers of antifouling are applied, the more effective it is.

Mixing ratio

This is the ratio of base (component A) to hardener (component B) for two-pack products. The mixing ratio is reported both by weight and volume in the technical datasheet for each product. **Pay careful attention to this information because the ratio is mandatory and must not be changed.** Remember that using more hardener not only doesn't make the paint dry faster, but also affects its properties and quality.



Polymerisation

A polymer is a compound consisting of many single molecules called monomers. **Polymerisation is the process in which two or more molecules combine to form a new molecule.** Plastics are typical polymers: polyester, polypropylene, etc. In the case of varnishes and oils (linseed oil, tung oil, etc.), polymerisation is a natural process that takes place by oxidation, promoted by the oxygen in the air. The polymerisation of two-pack paints, on the other hand, is a chemical reaction, where the base and hardener interact rapidly to form a highly cross-linked polymer. For this reason, **two-pack coatings usually have better chemical resistance than one-pack coatings.**

Pot Life

This is the time during which you can apply the A+B mixture (base+hardener) of a two-pack product after mixing. When this time has elapsed, the mixture sets and can no longer be applied. Any attempt to thin the product is pointless and dangerous, because it alters a chemical reaction already in progress. The pot life given in the technical instructions refers to 200 g of product measured at 20°C. Please bear in mind that pot life is inversely proportional to temperature, meaning that it increases at lower temperatures and decreases at higher temperatures. For example, if the pot life of a product is one hour at 20°C, at 30°C it may be only 30 minutes.

Pot life

Temperature is inversely proportional to time.



PVC

Pigment Volume Concentration is the concentration by volume of the pigment in a dry film. **Coatings with a high PVC value contain more pigments** and are therefore matt, with high hiding power. Coatings with a lower PVC have a glossier finish and normally better chemical resistance. PVC is a critical factor in antifouling as it affects the leaching rate of the biocides.

Theoretical and effective coverage

The coverage indicated in the technical data sheets refers to the theoretical value for the product, which can be calculated using a simple formula. When applying a paint, the surface actually covered is less than that indicated by the theoretical coverage, since there is always some loss of material. The amount of the loss depends on the condition of the surface, the type of products used, the atmospheric conditions and the method of application.

The percentage of product lost because of the first factors is impossible to estimate in advance, while the loss percentages relating to typical methods of application are as indicated in the "Loss percentage" table below.

Loss percentage					
% product loss	10%	15%	20%	25%	30%
Loss factor	0.9	0.85	0.8	0.75	0.7

In order to obtain the practical coverage, the theoretical coverage must be multiplied by the loss factor. When purchasing products, the surface area to paint (in square metres) is required to calculate the correct amount to order from the retailer based on the technical data sheets.

Theoretical coverage formula

$$\text{Theoretical coverage (m}^2\text{/L)} = \frac{\% \text{ SV} \times 10}{\text{Thickness } (\mu\text{m})}$$

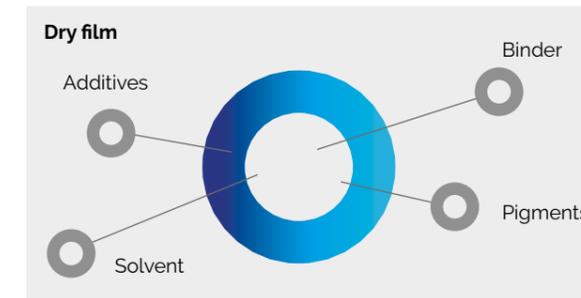
Solids by volume

This is the ratio between the solid and volatile substances in a paint product. The dry volume is the part of the product which forms the protective film. The solvent evaporates after performing its function of facilitating the application of the product. The dry volume of a product can be used to calculate the theoretical coverage at a certain thickness. A product with a solids by volume content of 50% means that 100 cm³ must be applied (0.1 l) per m² to obtain a wet film 100 microns thick and a dry film 50 microns thick. In a product with a solids by volume content of 100% (solvent-free), the wet and dry film thicknesses are the same.

Specific weight

This can be defined simply as the weight of one litre of the product and is expressed in kg/L. Normally, the binder and solvents in a paint have a specific weight equal to or less than one (i.e. they weigh the same as water or slightly less).

Pigments, however, are heavier and some (copper or zinc compounds, for example) have a specific weight of over five. This is why cans of antifouling are so heavy and why the pigments tend to settle on the bottom of the can, a problem that can be mitigated by using special additives.



Thixotropy

This is a form of apparent viscosity. A thixotropic product seems dense and viscous, but in fact flows easily when applied by brush or roller. When stirred energetically, a thixotropic product returns to its normal viscosity and becomes more liquid. In a thixotropic product, the pigments don't separate from the binder and therefore don't settle on the bottom of the can. **Application by brush or roller is easy and the product doesn't sag or run during application.** However, it may become difficult to level and has a tendency to leave marks when applied by brush, as well as to produce an orange peel effect when applied by roller. For this reason it is important to use the appropriate type of tool based on the product to apply. The product should be stirred vigorously before application and if necessary slightly thinned.

PAINT SYSTEMS

SURFACE PREPARATION

When repainting your boat, you should carry out some preliminary steps to clean it and ensure that any remaining layers of paint are firmly attached to the surface. If the old paint is deteriorating or delaminating, it should be removed completely rather than waiting for the next opportunity, which risks compromising the quality of the end result.

Cleaning and Inspection

Follow the cleaning procedure set out below:

- **wash with freshwater**, at high pressure if possible, to thoroughly clean the entire surface;
- **degrease all areas contaminated** with oil or grease and rinse. Check that the old layer of antifouling is firmly attached;
- larger areas can be stripped with mechanical means such as scrapers or disc sanders (fairly slow procedures), with a portable heater (suitable only for one-pack coatings) or with chemical strippers.

Chemical strippers may be divided in two categories:

- **Solvent-based strippers** are very effective but corrosive and may cause burns or ulcers. After application, these strippers should be removed as soon as the coating has been softened to avoid damaging the substrate.
- **Water-based strippers** are gels that can be handled more easily. These strippers require a longer reaction time but are as effective as solvent-based products. **Water-based strippers should always be used on GRP boats.**

Stripping - Only for deteriorated surfaces

To remove old, deteriorated antifoulings use AQUASTRIP (see page 53). AQUASTRIP is the Veneziani Yachting stripping gel that doesn't damage GRP, penetrates deeply into the coating layer and is effective on large surfaces, saving time and work.

AQUASTRIP is also effective on primers, undercoats and finishes (one-pack only).

Instructions:

- **Apply a uniform thickness by brush** (about one 2.5 L pack for 5-7 m²);
- **Leave the stripper to work and make sure it doesn't dry out.** The time required depends on the number of coats and the weather, since the stripper is only active when wet and therefore less effective at high temperatures and low RH.
- **Remove the softened layer** with a spatula or scraper.
- Often high pressure water washing is sufficient.
- **Do not attempt stripping in strong winds or bright sunlight**, since the stripper can dry out without softening the coating. If there are several coats of antifouling, repeat the abovementioned procedure.



REMEMBER THAT

Cleaning cloths dampened with freshwater should be used to remove dust. It is preferable not to use solvents.



REMEMBER THAT

Sandblasting and disc sanding are very effective but may be dangerous if not carried out properly. We recommend engaging a professional operator.

PRIMER APPLICATION

The operations to perform and products to use for preparation and primer application vary according to the substrate. Surface preparation is essential to obtain good results and the best paint system performance. If you spend a little more time and effort on preparation, you will be rewarded by better and longer lasting results. **The application of a coat of primer is needed to complete surface preparation. This primer will temporarily protect the surface and ensure better adhesion of the undercoat and finish.**

Sanding

Always wet the surface and sandpaper with water before sanding. This reduces the amount of dust produced (especially from the antifouling, which can be dangerous).

Always wear a mask, gloves and goggles when sanding. **Areas with existing old paint should always be sanded prior to repainting.**

Procedures for sanding are as follows:

- **hull: wet sand with 80 grit sandpaper**, roughening the entire surface of the old antifouling, but leaving the undercoat intact;
- **topside: sand with 180-240 grit sandpaper.** Before starting to paint, degrease well and remove all dust using a cloth dampened with water and detergent. Never use solvents for degreasing.

PAINT SYSTEMS



FILLING

Filling eliminates porosity and imperfections, producing a smooth surface. Filler should always be applied on an undercoat or a primer and then recoated with the desired paint system. Use a flexible filling knife to work on small areas one at a time, or use a filling board for larger areas.

Epoxy fillers

These solvent-free, high resistance fillers for two-pack systems can be used both above and below the waterline. They should be applied at temperatures from 15 to 35°C, because curing is very slow at lower temperatures. At temperatures below 10°C epoxy fillers may not cure at all.

Conventional fillers

These one-pack fillers are for use above the waterline. They have excellent elasticity and drying characteristics and are ideal for application on any type of wood.



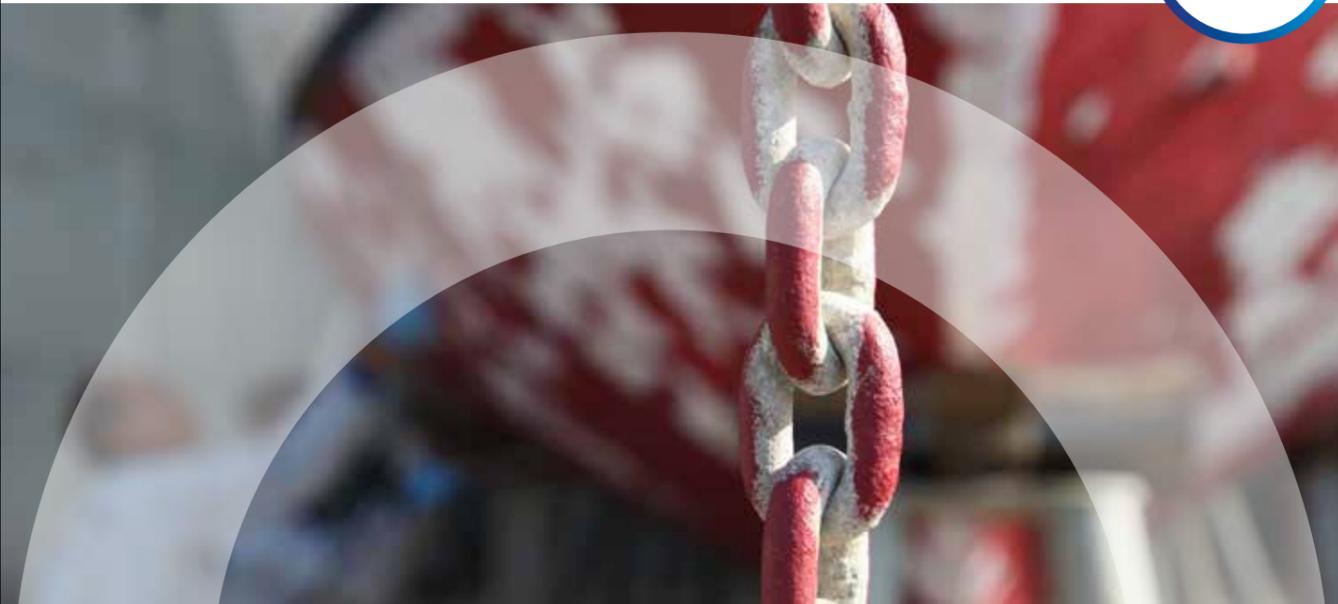
REMEMBER THAT

Two-pack epoxy fillers must be mixed to obtain a uniform colour.



REMEMBER THAT

Areas not to paint or that require a different system should be masked off. Spray application is an excellent method but requires the manual skills of a professional operator.



PROTECTING YOUR BOAT

After surface preparation and primer application, **apply one or more barrier coats to protect your boat against corrosion.** The thickness of these barrier coats is particularly important for steel and aluminum surfaces.

The minimum thickness to apply varies according to the type of substrate and the area of the boat to treat. The hull and surfaces subject to corrosion require more protection than the topside.

Compliance with the specified Dry Film Thickness is very important. The technical data sheet for each product indicates the theoretical coverage and you can therefore calculate the quantity of paint to use. To do so, just divide the surface area to paint (m²) by the theoretical coverage to obtain the number of litres required for each coat.

Normally barrier coats are applied using a brush or roller, being careful not to "pull" the paint too much. "Pulling" the paint results in more coverage, but also reduced thickness and therefore less protection.

Effective protection requires the use of specific products depending on the substrate to treat or the phenomenon to prevent or fight. That is why we have divided its description into three categories: **hull, osmosis and wood.**

PAINT SYSTEMS

PROTECTING YOUR BOAT - THE HULL

Antifoulings are the most important paints because they are essential to keep the hull clean and in good condition. They contain biocides, which repel fouling including slime, seaweed, barnacles, tube worms and other species. These biocides are formulated and tested to be active only in the immediate vicinity of the hull and therefore have minimal environmental impact. The choice of antifouling depends on the type of boat, the construction material, and how and where it is used. All Veneziani Yachting antifoulings comply with the EU Biocidal Products Regulation (528/2012).

Self-polishing antifouling

When over 150 years ago McInnes in England and Gioachino Veneziani in Trieste invented the first truly effective antifouling paints, they already had **self-polishing, self-cleaning and controlled leaching** characteristics. In fact, in order to be effective, all antifoulings must release substances into the water that inhibit, repel or delay the attack and development of fouling caused by animal or plant organisms (molluscs or seaweeds, respectively). For this leaching to take place, antifoulings use various mechanisms to make them partially soluble.

Initially, antifoulings were a combination of **natural resins** (like rosin) and **greases** (like Marseille soap). As materials evolved, the leaching process was controlled by mixing various natural soluble resins with synthetic insoluble resins. In the 1970s, the leaching method was perfected with the **use of tin-based polymers** and this is when the term **self-polishing** was coined.

The use of tin has been prohibited by law for years but the term self-polishing can still be used to refer to products with controlled leaching, even if they use different mechanisms. The terms **self-leaching, eroding, controlled solubility, progressive leaching, self-cleaning and self-polishing** are now all synonyms.

Hard antifouling

On very fast boats (35-50 knots), **insoluble or low solubility antifoulings** are normally used on propellers, shafts, flaps, sterndrives, hydrofoils, stabiliser fins and, in general, on all submerged parts subject to extreme wear or abrasion. In these hard antifoulings, the leaching of the biocides that prevent fouling is not due to the solubility of the binder but to the high concentration of biocides, whose particles are leached on contact.

In time, only the non active matrix is left on the boat's hull and subsequent applications of new antifouling therefore increase the thickness of the residue, **which should be removed from the substrate every three or four seasons.**

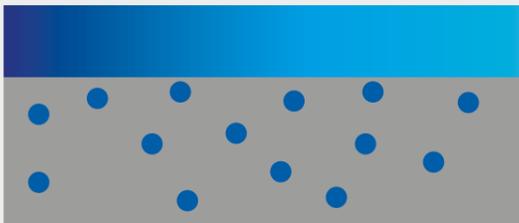
Hard antifoulings should also be preferred for boats used on a daily basis, particularly in brackish or fresh waters or in ports with strong currents.

If spray application is not possible, apply with a roller. In this case, in order to produce a smooth surface, sand after applying both the first and second coats.

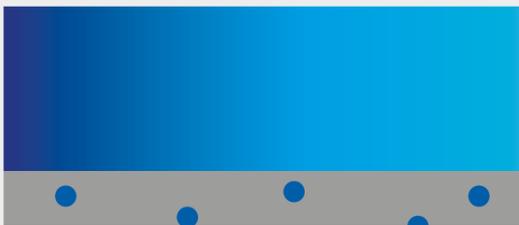
Self-polishing antifouling

● ● ● ● ● = Biocide

Start of season



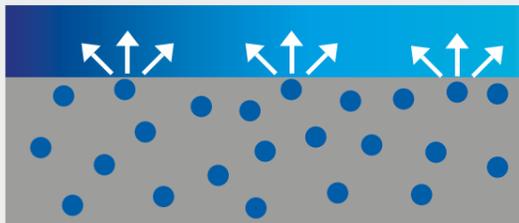
End of season



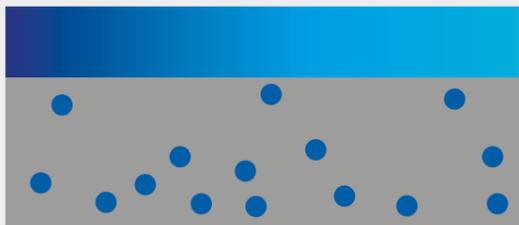
Hard self-polishing antifouling

● ● ● ● ● = Biocide

Start of season



End of season



How much antifouling to buy?

To obtain the best result, it is essential to use the right amount of antifouling and therefore to apply the specified thickness. Self-polishing antifoulings are soluble and the biocides contained in hard antifoulings leach out, **meaning that results and durability are proportional to the applied thickness.**

When applying an antifouling, it is very important not to exceed the recommended coverage and always to apply two coats, plus a third on the rudder and other parts subject to faster erosion, such as the waterline. A precise method for calculating the quantity of antifouling you should buy is to use the formula below. To do so you need to know the dimensions of your boat: length at the waterline, maximum width and draught.

However, if you want to avoid too many calculations you can use the table below, which has been compiled based on our experience and information received from our customers. You will find a list of boat types together with the amount of product to purchase and apply, expressed in 0.75-litre cans. **Never exceed the theoretical coverage indicated in the technical data sheets.** Apply the correct amount and **never "pull" the paint to obtain more coverage.** When applying antifoulings, always remember to apply **two coats** and not to exceed the coverage of 8-10 m²/L for each coat. In other words, **for one coat you should use about one 0.75 can every 6 m².**

Quick calculation of the required quantity of antifouling

$(A \cdot B) \times C = \text{real m}^2 \text{ to paint}$

If you divide the result of the formula by the coverage of the antifouling, you have the quantity of antifouling to use (in litres).

A

The boat's length at the waterline multiplied by its width.

B

The boat's length at the waterline multiplied by its draught, multiplied by two.

C

The **block coefficient**, which takes into account the shape of the hull:

modern sailboat with bulbous bow	CF 0,35
sailboats with full-shaped hull	CF 0,40
fast semi-planing motorboats	CF 0,65
motorboats with displacement hulls such as pilot boats or trawlers	CF 0,70
inflatable boats	CF 0,68

To obtain the recommended total thickness of 80-100 microns, you should apply two coats of the product without thinner, using a brush. By using a roller you will obtain a lower thickness.

Length at waterline (M)	ADHERGLASS - 1 COAT No. of cans 0,75L				ADHERPOX - 1 COAT No. of cans 0,75L				ANTIVEGETATIVA - 2 COATS No. of cans 0,75L			
	SAILBOATS		MOTORBOATS		SAILBOATS		MOTORBOATS		SAILBOATS		MOTORBOATS	
	With bulbous bow	With full-shaped hulls	Semi-planing	Displacement hulls	With bulbous bow	With full-shaped hulls	Semi-planing	Displacement hulls	With bulbous bow	With full-shaped hulls	Semi-planing	Displacement hulls
6	1	2	2	2	1	2	2	2	3	4	4	4
7	2	2	2	3	2	2	2	3	4	4	5	6
8	2	3	3	3	2	3	3	3	5	6	7	8
9	2	3	3	4	2	3	3	5	6	7	8	10
10	3	3	4	5	3	3	5	6	7	8	10	12
11	3	4	5	6	3	5	6	7	8	9	12	14
12	4	5	6	7	5	6	7	8	9	11	14	17
13	4	5	7	8	5	6	8	9	10	12	16	19
14	5	6	8	9	6	7	9	10	12	14	18	22
15	6	7	8	10	7	8	9	12	13	16	20	24

PAINT SYSTEMS

PROTECTING YOUR BOAT - THE HULL

If your boat is already protected with an antifouling coating and adhesion is good, **you can apply the new antifouling directly after suitable cleaning.**

If you want to apply a different type of Veneziani Yachting antifouling to the previous one, their compatibility is given in the table below.

Generally speaking, recoating self-polishing antifouling with hard antifouling should be avoided, because it could cause mechanical stresses between the coating layers, resulting in a loss of performance. If you have to recoat an unknown antifouling, remove it with AQUASTRIP or first apply a suitable sealer, such as TICOPRENE (two coats).

		NEW ANTIFOULING								
		CUPRON 3.0	OMNIRACE	EUROSPRINT NEXT	EUROSPRINT PRO	GUMMIPAINT A/F	PROPELLER	RAFFAELLO NEXT	RAFFAELLO PRO	SPEEDY CARBONIUM
PREVIOUS ANTIFOULING	CUPRON 3.0	✓	✓					✓	✓	
	CUPRON NEXT	✓	✓	✓	✓			✓	✓	✓
	CUPRON PLUS	✓	✓	✓	✓			✓	✓	✓
	OMNIRACE		✓					✓	✓	
	DRP 100 PRO		✓					✓	✓	
	DRP 100		✓					✓	✓	
	EUROSPRINT NEXT	✓	✓	✓	✓			✓	✓	✓
	EUROSPRINT PRO	✓	✓	✓	✓			✓	✓	✓
	EUROSPRINT	✓	✓	✓	✓			✓	✓	✓
	GUMMIPAINT A/F					✓				
	PROPELLER						✓			
	RAFFAELLO NEXT		✓					✓	✓	
	RAFFAELLO PRO		✓					✓	✓	
	RAFFAELLO		✓					✓	✓	
SPEEDY CARBONIUM	✓	✓	✓	✓			✓	✓	✓	

The correct thickness

Before an antifouling from Veneziani Yachting is released on the market, it must successfully pass a series of **physical and chemical tests in the field, known as raft tests.** They require the application of the antifouling on standard-sized plates made of different materials, which are then left in the sea in strategic areas. Hundreds of antifouling are tested every year. The plates are inspected and photographed every three months and each test takes two years to complete. On completion of the tests, the formulations with the best results are chosen and further testing is performed on several boats. The antifouling with the best results are released on the market.

Veneziani Yachting Raft Test



PROTECTING YOUR BOAT - OSMOSIS

If low quality materials are used for the construction of GRP boats and their application is sub-standard, osmosis may develop. Osmosis can be thought of as a sort of **infectious disease affecting the hull. It develops in a very devious way and its most evident effects (blisters) appear only when the disease is already at an advanced stage.**

What osmosis is

Osmosis is a phenomenon that causes the formation of water-filled blisters between the layers of resin in the hull. Initially the blisters are small in size and restricted to a few areas of the hull. As the phenomenon progresses, the blisters grow in size and eventually the entire surface of the hull is affected.

The main cause of osmosis is the capillarity of the glass fibres, which provides a mechanism for water molecules to penetrate into the laminate forming the hull. Once inside, the water reacts with the residual acidic compounds in the laminate, creating a concentrated solution.

More water is absorbed to balance the concentration of the solution trapped inside the laminate (through osmotic pressure). This causes the formation of the well known blisters.

Formation of blisters

The formation of osmotic blisters on a boat hull occurs in five stages. If you look carefully at the stages described below and keep a close eye on your boat, you may be able to prevent osmosis before any serious damage is done.

- 1) **Formation of even small air blisters** between the gelcoat and the first layer of fiberglass;
- 2) **Water take-up in the blisters** in a variable period of time due to the permeability of the gelcoat;
- 3) **Hydrolysis of the gelcoat, the laminate and the polyester resin,** resulting in an acidic solution;
- 4) **Increase in the size of the blister** due to osmotic pressure;
- 5) The interior pressure in the blisters causes **cracking of the gelcoat.**

Causes of osmosis

The main causes of osmosis formation are the following:

- residues of non polymerised resin;
- water-soluble contaminants in the laminate;
- micro-porosities in the gelcoat or in the fiberglass mats, due to air entrapment during the manufacturing process.

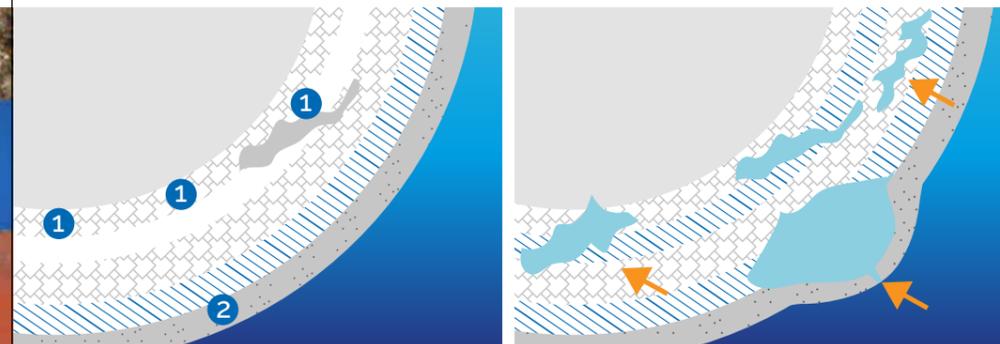
How to recognise osmosis

After each boating season, it is advisable to check the hull of your boat. When the boat has been hauled out of the water, pressure wash the hull, let it dry and inspect it carefully. There are blisters and blisters. Some blisters occur for reasons other than osmosis. Old layers of antifouling which are porous and delaminating can cause blistering. **Blisters originating from osmosis are easy to recognise because they have a characteristic dome shape,** are hard to cut open, and contain a liquid with a strong vinegary smell. If you are concerned that the hull is affected by osmosis, **remove the antifouling in six points on the hull,** three on each side, at the center, in the stern and in the bow. An area of 10 x 10 cm is sufficient in each point.

Measure the humidity in the hull with a suitable moisture meter. If the hull is affected by osmosis, the humidity will be significantly higher than 10%.

The dielectric constant of water is 75 times higher than air and significantly higher than other boat building materials. This property is used by moisture meters because it provides an easy way to measure the **humidity of GRP laminates.**

Pad sensors are used to measure the humidity of the hull from its surface. This non-invasive method can save a lot of time and money when performed prior to carrying out any kind of osmosis prevention or repair treatment.



Left: gelcoat with air bubbles and non polymerised resin due to manufacturing defects.

1 Cross-section of a hull showing air entrapment in the gelcoat, cavities and non polymerised resin.

2 Gelcoat with micro-porosities.

Right: progressive deterioration due to water absorption from the outside, which causes blistering.

PAINT SYSTEMS



PROTECTING YOUR BOAT - WOOD

Wood is a material that deteriorates easily. If moisture penetrates into wood, it causes mould and fungus to form, making the wood porous and causing rotting. In the past, wood was protected with oils and oil-based varnishes, but today systems are available which protect wood permanently and prevent the penetration of moisture.

RESINA 2000 by Veneziani Yachting is one such product:

- in-depth penetration of the fibers;
- solvent-free formulation and 100% solids by volume;
- easy to use, with a base/hardener mixing ratio of 2:1;
- sufficient pot life for comfortable application;
- can be used either to permanently protect new wood or restore damaged wood;
- has many applications when used with the range of additives available.

Before applying RESINA 2000, check that the wood to paint is completely dry and moisture-free. To check the moisture level of the wood, use one of the simple moisture meters available (e.g. SOVEREIGN). A dehumidifier can be used to remove excess moisture. All boats, independently of material they are made from, must be ventilated in order to keep the interiors dry and prevent deterioration.

The first preparatory step is to clean and sand the surfaces, after which you can apply RESINA 2000.



REMEMBER THAT

The most prestigious parts of the boat are those made of wood, a material that requires special care because it is as delicate as it is noble. Natural wood surfaces require special treatment and their durability depends in part on maintenance. If every two years you take the trouble to carefully sand the surface and apply two new coats of product, your wood will be protected and in perfect condition.



PAINT PROGRAM

TOPSIDE, DECKHOUSE AND DECK FINISH

Before applying the finish, a **basecoat** should be applied to obtain the best result.

What is an undercoat

Basecoat is a close relative of enamel and contains the same components, but with a higher percentage of **pigments and extenders**. These two products are so similar that sometimes a basecoat can be used instead of an enamel when a matt finish is desired. The basecoat provides **better protection and a uniform colour shade**, avoiding discoloration in filled areas.

Basecoat also highlights **any surface defects**, making it easier to eliminate them before applying the enamel. The basecoat should be applied to clean, sanded surfaces or to a suitable barrier coat.

Basecoat can be applied in **higher thicknesses**, than enamel, offers **better coverage** and is easy to sand. Last but not least, basecoat is much cheaper than enamel and **minimises the amount of enamel to purchase**.

When applied in close succession (particularly in the case of polyurethanes), basecoat and finish form a single layer with higher strength than only finish.

Topside

Finishing the topside with enamel is the final step in the paint system for your boat. The film applied must **guarantee mechanical and chemical resistance to weathering** and **improve the boat's aesthetic appearance**.

One-pack and two-pack systems are also available for enamels.

One-pack systems are the traditional choice for wood substrates because they are easy to use and maintain. However, their quality and durability are not comparable with two-pack products. Two-pack systems deliver excellent results in terms of both aesthetics (gloss, durability, etc.) and of resistance to weathering and mechanical abrasion, but require more effort and care during application.

Internal parts

Hidden surfaces have always been neglected and are usually treated with ordinary paint, simply to change their colour or to hide dirt and rust. If not waterproofed, they can be affected by moisture and the problems this causes.

Many peaks and lockers are used to store sail bags, but also for food. It is a good idea to ensure that foodstuffs only come into contact with safe products and clean surfaces.

Odourless products may also be used for bilges with confined spaces.

THINNERS

Thinners are **volatile liquids** used to **dissolve paint components, aid paint application and reduce viscosity**, if necessary. Uniform film formation depends on proper thinner evaporation and their correct use is therefore very important for good paint application. In the case of two-pack paints, add thinner only after mixing the two components.



REMEMBER THAT

The choice of undercoat must take account of the type of substrate, the desired end result and the most suitable method of application.

The choice of thinner depends on the temperature. Carefully follow the instructions provided in the technical data sheets according to the application method (brush, roller, spray) and never exceed the maximum recommended percentage.



PRODUCTS

P.26	ANTIFOULING
P.32	PRIMERS & UNDERCOATS, OSMOSIS
P.36	FILLERS
P.39	UNDERCOATS, ENAMELS, FINISHES & ADDITIVES
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P.51	THINNERS & OTHER PRODUCTS

The product section is general. For information on which products are available for purchase based on regulations in your country, please contact our Overseas Sales Manager.

ANTIFOULING



SPEEDY CARBONIUM - 6432

Two-pack antifouling for racing boats

Top-grade two-pack medium hard antifouling specifically for sailing and racing boats. Containing carbon as an active component, it gives the hull excellent drag-resistance for high level performance.

Quick drying, two coats can be applied in one day. Application must be carried out with spraying equipment. Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

APPLICATIONS



COLOURS*

708 Black
712 Grey

0.75 l

2.5 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	10.6 m ² L
Number of coats	2
Thinner	6470
Mixing ratio	2:1
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)



RAFFAELLO NEXT - 6433

Self-polishing hydrophilic antifouling

Top-grade hydrophilic antifouling. The combination of biocide and carbon ensure excellent antifouling protection and natural drag-reduction in all conditions. Effective in warm and temperate seawater and brackish water. With controlled solubility, it is also particularly well-suited for extended mooring.

Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

Racing white is the only colour suitable for aluminium hulls.

APPLICATIONS



COLOURS*

708 Black
512 Deep blue
601 Light Blue
375 Red
153 Racing white

0.75 l

2.5 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	10 m ² L
Number of coats	2
Thinner	6470
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)

* The tints reproduced are merely indicative



EUROSPRINT NEXT - 6425

Long life antifouling

Premium quality hard antifouling with high copper content. It has good resistance to abrasion and is recommended for sail and motor boats. Can be used for boats made of wood, steel or GRP. Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012). White is the only colour suitable for aluminium hulls.

APPLICATIONS



COLOURS*

	0.75 l	2.5 l
708 Black	●	●
512 Deep blue	●	●
375 Red	●	●
153 White	●	●

TECHNICAL SPECIFICATIONS

Theoretical coverage	12 m ² L
Number of coats	2
Thinner	6470
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)



OMNIRACE - 6730

Self-polishing antifouling

Premium quality antifouling with bright colours and high performance. The special composition of biocides in this hydrophilic antifouling guarantees annual coverage against all types of fouling. Easy to use, it delivers good drag-resistance even when applied by brush or roller. All colours are suitable for application to all substrates, including aluminium. Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

APPLICATIONS



COLOURS*

	0.5 l	2.5 l	10 l
708 Black	●	●	●
512 Deep blue	●	●	●
375 Red	●	●	●
153 White	●	●	●

TECHNICAL SPECIFICATIONS

Theoretical coverage - White	9.2 m ² L
Theoretical coverage - Colours	8 m ² L
Number of coats	2
Thinner	6470
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)

ALU

* The tints reproduced are merely indicative



CUPRON 3.0 - 6369

Ablative antifouling

Ablative antifouling with an evolved formula that guarantees adequate seasonal protection and allows universal application on all types of boat and substrate. The range of bright colours gives the substrate an appealing aesthetic appearance. Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

APPLICATIONS



COLOURS*

	0.75 l	2.5 l	10 l
708 Black	●	●	●
512 Deep blue	●	●	●
375 Red	●	●	●
153 White	●	●	●

TECHNICAL SPECIFICATIONS

Theoretical coverage - White	9.2 m ² L
Theoretical coverage - Colours	8 m ² L
Number of coats	2
Thinner	6470
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)



GUMMIPAIN T A/F - 6435

Antifouling for flexible-hull inflatable boats

Elastic antifouling recommended for inflatable boats. Highly effective, it is ideal for painting neoprene substrates, rubber fabric, PVC and Hypalon. It has excellent flexibility and adhesion. Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

APPLICATIONS



COLOURS*

	0.5 l
708 Black	●
714 Grey	●
153 White	●

TECHNICAL SPECIFICATIONS

Theoretical coverage	10 m ² L
Number of coats	4
Thinner	6380
Recoating time	8 h (20°C)
Launch	24 h - 1 month (20°C)



* The tints reproduced are merely indicative



PROPELLER - 6440

Antifouling for propellers, shafts and sterndrives

Hard antifouling specifically formulated for the protection of propellers, shafts, sterndrives, flaps, etc. in harsh conditions. Copper- and tin-free, it is suitable for application to all types of metal.

It has excellent adhesion and good antifouling properties.

Must be used in combination with Propeller Primer in order to perform properly.

The new formulation has improved resistance to cathodic overprotection.

Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

APPLICATIONS



PRO

COLOURS*

- 708 Black
- 065 Grey
- 153 White



ALU

0.25 l

-
-
-

TECHNICAL SPECIFICATIONS

Theoretical coverage	7.5 m ² L
Number of coats	2
Thinner	6470/6610
Recoating time	6 h (20°C)
Launch	24 h - 1 month (20°C)



RAFFAELLO PRO - 6434

Self-polishing hydrophilic antifouling

Premium quality hydrophilic antifouling with a special formula that guarantees highly effective antifouling in warm and temperate seawater and brackish water. Developed specifically for use on medium-speed motorboats and on sailboats, the thickness of this antifouling is reduced progressively during service, avoiding an excessive increase of the antifouling layer.

Compliant with IMO (AFS/CONF/26) antifouling requirements; contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

Racing white is the only colour suitable for aluminium hulls.



APPLICATIONS



COLOURS*

- 708 Black
- 512 Deep blue
- 601 Light Blue
- 375 Red
- 153 Racing white



PRO

C

5 l

-
-
-
-
-

10 l

-
-
-
-
-

TECHNICAL SPECIFICATIONS

Theoretical coverage	8.3 m ² L
Number of coats	2
Thinner	6470
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)



EUROSPRINT PRO - 6427

Long life antifouling

Premium quality hard antifouling suitable for seawater, freshwater and brackish water. With good abrasion resistance, it can be used on both sailboats and motorboats (also faster than 35 knots).

Can be applied to boats made of wood, steel or GRP.

Compliant with IMO (AFS/CONF/26) antifouling requirements

and certified by Rina and Lloyd's Register. Contains active substances in accordance with the BPR (Biocidal Products Regulation (EU) No 528/2012).

White is the only colour suitable for aluminium hulls.



APPLICATIONS



COLOURS*

- 708 Black
- 512 Deep blue
- 153 White



PRO

5 l

-
-
-

10 l

-
-
-

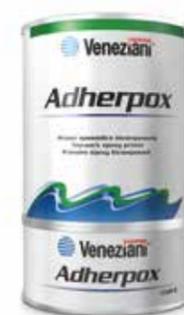
TECHNICAL SPECIFICATIONS

Theoretical coverage - White	9.2 m ² L
Theoretical coverage - Colours	10.2 m ² L
Number of coats	2
Thinner	6470
Recoating time	6 h (20°C)
Launch	12 h - 1 month (20°C)

* The tints reproduced are merely indicative

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PRIMERS & UNDERCOATS, OSMOSIS



ADHERPOX - 6210

Two-pack epoxy primer with extended recoating interval

Two-pack modified epoxy primer ideal on both hulls and topsides/superstructures. Formulated with special raw materials, Adherpox is an excellent primer for all types of substrate (including light alloys) and provides good corrosion protection if multiple coats are applied.

An important feature is the extended recoating interval: three months on all types of antifouling and six months on itself, without sanding.

APPLICATIONS



COLOURS*

153 White

0.75 l

2.5 l

TECHNICAL SPECIFICATIONS

Theoretical coverage	11 m ² L
Number of coats	1/3
Mixing ratio	3:1
Pot life	5 h (20°C)
Recoating	4 h - 3/6 months (20°C)
Thinner	6610



ADHERGLASS - 6624

Adhesion primer for GRP

One-pack primer suitable for use on gelcoats, GRP and epoxy products such as Unikote Pro and Aquastop. Quick-drying, its main use is as a primer for antifouling on GRP or on new or stripped gelcoat. The surface must be thoroughly degreased and sanded to ensure good adhesion.

APPLICATIONS



COLOURS*

372 Pink

0.75 l

5 l

TECHNICAL SPECIFICATIONS

Theoretical coverage	15 m ² L
Number of coats	1
Wet on wet recoating	4-6 h (20°C)
Thinner	6610



TICOPRENE - 6420

Chlorinated rubber primer with aluminium flakes

Ticoprene is a one-pack chlorinated rubber primer pigmented with aluminium flakes. An all-purpose primer for the marine environment, it is suitable for maintenance painting of wood and steel hulls and structures. Well-suited as a sealer for old antifouling, Ticoprene provides good protection for parts immersed in salt and freshwater.

APPLICATIONS



COLOURS*

906 Aluminised

0.75 l

2.5 l

TECHNICAL SPECIFICATIONS

Theoretical coverage	6.3 m ² L
Number of coats	1/3
Recoating	8 h (20°C)
Thinner	6470

* The tints reproduced are merely indicative



PROPELLER PRIMER - 6640

Primer for propellers, shafts and sterndrives

One-pack primer based on synthetic resins with excellent adhesion to metals and alloys in general. Specifically formulated to ensure the adhesion of Propeller antifouling, it can be used for all underwater metal parts that need protection against fouling, including propellers, shafts, flaps, etc. This improved primer is quick drying, has good anticorrosion properties and is easy to use.

APPLICATIONS	COLOURS*	0,25 l	TECHNICAL SPECIFICATIONS
	751 Light grey		Theoretical coverage 20 m²L
			Number of coats 1
			Recoating 2-5 h (20°C)
			Sanding 5 h (20°C)
			Thinner 6470 (equipment cleaning only)



UNIKOTE PRO - 6485

Multipurpose epoxy coating

Two-pack high-build paint with a dual purpose: protection and finish. It can be applied even without primer directly to gelcoat, steel and light alloy at both low and high thickness. Unikote Pro has high chemical and mechanical resistance and withstands atmospheric agents, immersion, abrasion and wear. The new formulation reduces carbamate formation and has a limited tendency to blushing. It can therefore also be used as a finish for professional boats, although its glossiness fades faster than enamels. The ideal paint for all working boats because of the long duration of the protection and the possibility of application under less favourable climatic conditions, as well as the practical advantage of using the same product for hull, topsides, deck and interiors.

APPLICATIONS	COLOURS*	5 l	TECHNICAL SPECIFICATIONS
 	154 Ice white 750 MM Grey	 	Theoretical coverage 5.3 m²L
 		 	Number of coats 2/3
			Mixing ratio 4:1
			Pot life 2 h (20°C)
			Recoating 12 h (20°C)
			Thinner 6610

*The tints reproduced are merely indicative



GEL PRIME - 6516

Anti-rust alkyd undercoat

This one-pack anti-rust alkyd undercoat is easy to apply and has excellent hiding power. It can be used as a matt finish for interiors or as an intermediate coat for one-pack paint systems. It can be applied to aged one-pack alkyd systems and wood after sanding, as well as to disc-sanded steel substrates. This product should not be used on inorganic zinc or galvanised panels. Not suitable for continuous immersion in water.

APPLICATIONS	COLOURS*	0,75 l	2,5 l	TECHNICAL SPECIFICATIONS
 	153 White 373 Orange	 	 	Theoretical coverage 13 m²L
				Number of coats 1/2
				Recoating 18 h - 7 days (20°C)
				Sanding 48 h (20°C)
				Thinner 6470



AQUASTOP - 6491

Anti-osmosis protection and treatment

This product is designed specifically for the treatment of GRP hulls affected by osmosis and particularly recommended as a preventive, protective treatment. With excellent water resistance (both sea and fresh), it provides perfect waterproofing for hulls.

APPLICATIONS	COLOURS*	0,75 l	2,5 l	TECHNICAL SPECIFICATIONS
	571 Clear Light Blue	 	 	Theoretical coverage 5 m²L
				Number of coats 2
				Mixing ratio 3:2
				Pot life 2.5 h (20°C)
				Recoating 8-24 h (20°C)
				Sanding 24 h (20°C)
				Thinner 6610 (equipment cleaning only)

*The tints reproduced are merely indicative

FILLERS



EPOMAST RAPIDO - 6604

Fast drying epoxy filler

Two-pack quick-drying high resistance epoxy filler designed for final profiling and small repairs. It can be applied up to a thickness of 1 cm with one pass on any kind of substrate, after the application of a suitable primer, and used on our fillers or epoxy undercoats, both above and below the waterline. For best results, before the application of a topcoat, a suitable basecoat or undercoat are recommended.

Easy and quick to sand in both dry and wet conditions.

APPLICATIONS	COLOURS*	0.5 l	TECHNICAL SPECIFICATIONS
	153 White		Theoretical coverage 0-10 m²L
			Mixing ratio 1:1
			Pot life 30' (20°C)
			Sanding 3-4 h (20°C)
			Thinner 6610 (equipment cleaning only)



EPOMAST - 6662

Epoxy filler

High-strength two-pack epoxy filler with high mechanical resistance. Excellent adhesion to any type of surface and to epoxy primers. Highly resistant to water. Good bonding power for joints and can be used to repair heavily damaged surfaces. Thicknesses of up to 10 mm can be reconstructed using a spatula. Can be applied directly to wood, GRP, steel and aluminium after disc-sanding.

APPLICATIONS	COLOURS*	0.5 Kg	2 Kg	TECHNICAL SPECIFICATIONS
	754 Light grey			Theoretical coverage 0-15.8 m²Kg
				Mixing ratio 1:1
				Pot life 1 h (20°C)
				Sanding 24 h (20°C)
				Thinner 6610 (equipment cleaning only)



EPOMAST EVO - 6660

Ultra-light epoxy filler

This latest generation filler uses production technology that guarantees perfect structural consistency and no air bubbles. Easy to apply and sand, its excellent flexibility, extension and resistance to compression mean it is suitable for application on boats made of steel, aluminium, GRP and wood. Normally used for levelling deeper surface defects, high-build applications are also possible with multiple layers. Suitable for filling areas both above and below the waterline.

Its creamy consistency and fine grain mean it can also be used for finishing work.

APPLICATIONS	COLOURS*	1.5 l	10 l	TECHNICAL SPECIFICATIONS
	118 Light Blue			Theoretical coverage 0-10 m²L
				Mixing ratio 1:1
				Pot life 45' (20°C)
				Sanding 24 h (20°C)
				Thinner 6610 (equipment cleaning only)



* The tints reproduced are merely indicative



SUB COAT XT - 6612

Underwater filler

Sub Coat XT is an epoxy compound with 100% solids by volume that can be applied underwater, providing excellent adhesion to the substrate. Particularly useful for temporary hull repairs when the boat is in the water or cruising. Perfect adhesion to GRP, gelcoat, existing epoxy coatings and epoxy tars, as well as to steel and concrete.

Suitable for temporary repairs on sea chests, boot topping and submerged parts of cement quays.

APPLICATIONS



COLOURS*

600 Light Blue

2 Kg



TECHNICAL SPECIFICATIONS

Theoretical coverage	0-4 m ² L
Mixing ratio	1:1
Pot life	1 h (20°C)
Sanding	10 days (20°C)
Thinner	6610 (equipment cleaning only)



STUCCO VELOX - 6332

One-pack conventional finishing filler

A filler generally used for final smoothing, as part of one-pack systems used on topsides and superstructures, with a maximum thickness of one millimetre per coat. It should not be used in systems subject to continuous or intermittent immersion in water.

Application in thicknesses of more than one millimetre can cause cracking in one-pack systems used for topsides and superstructures.

Stucco Velox can be painted over with alkyd undercoats and finishes including Gel Prime, Unigloss and Easylac.

APPLICATIONS



COLOURS*

153 White

0,75 Kg

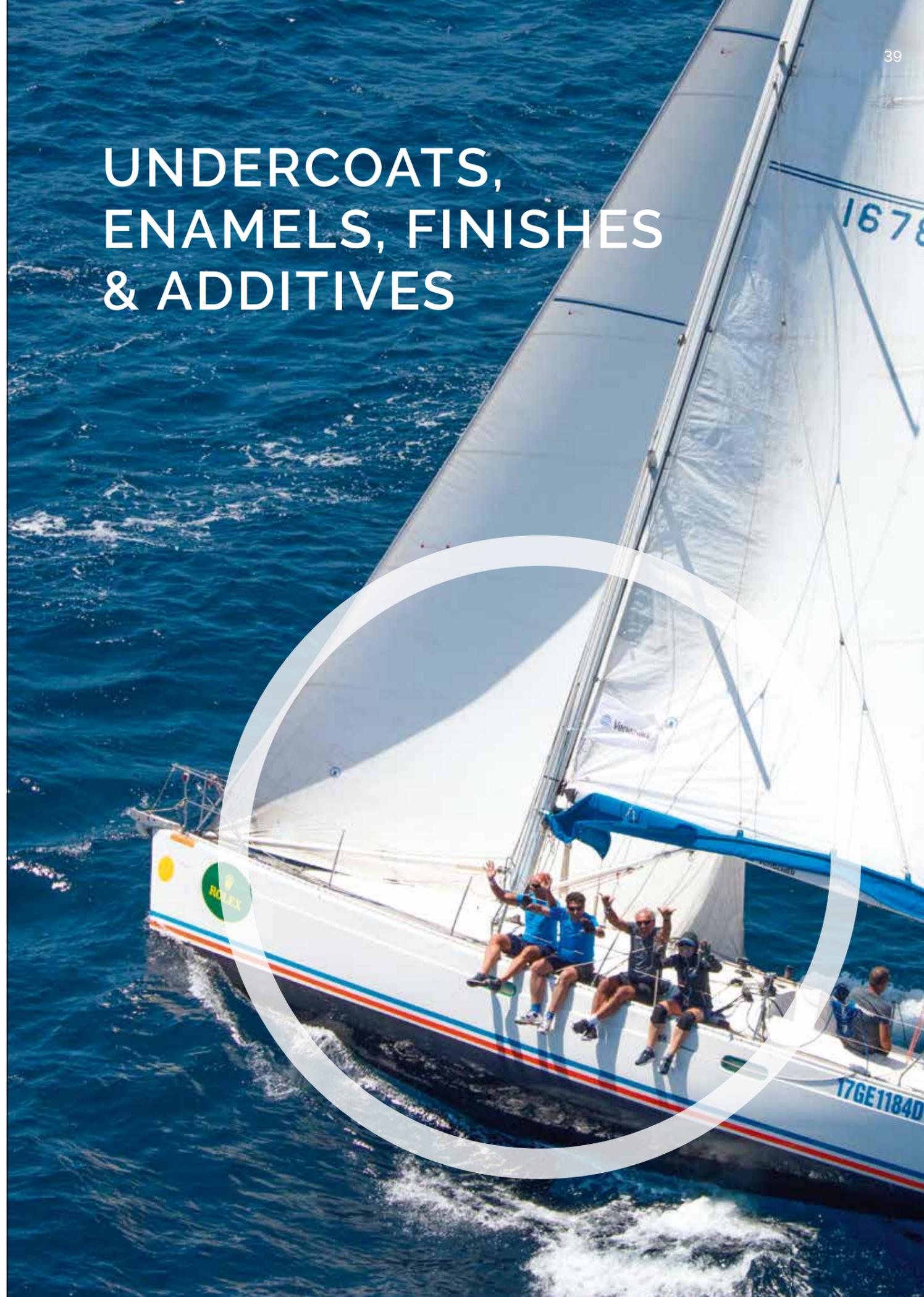


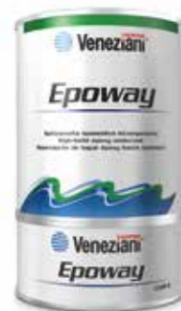
TECHNICAL SPECIFICATIONS

Theoretical coverage	0-1 m ² L
Sanding	24 h (20°C)
Thinner	6470 (equipment cleaning only)

* The tints reproduced are merely indicative

UNDERCOATS, ENAMELS, FINISHES & ADDITIVES





EPOWAY - 6675

High-build epoxy undercoat

Two-pack undercoat with barrier effect for protecting and insulating any kind of substrate (wood, steel, aluminium and GRP). This coating can be used both as a barrier coat and as a basecoat for enamels. Can be recoated, after sanding, with two-pack products.

APPLICATIONS



MAX 5% MAX 5%

COLOURS*

153 White

0.75 l

2.5 l

TECHNICAL SPECIFICATIONS

Theoretical coverage	5 m ² L
Number of coats	1
Mixing ratio	4:1
Pot life	8 h (20°C)
Recoating	18 h - 3 days (20°C)
Sanding	24 h (20°C)
Thinner	6610



POLYGOAL - 6757

Polyacrylic undercoat

Polygoal is a two-pack high-build polyacrylic undercoat with excellent performance. Easy to sand and therefore particularly suitable as an undercoat for top grade enamels, the high thickness applied covers micro-porosities in the existing paint system. Can be applied directly to GRP and gelcoat after careful sanding and cleaning.

Polygoal is an excellent undercoat that enhances the gloss of polyurethane finishes.

APPLICATIONS



15-25% 15-25%

COLOURS*

153 White

0.75 l

2.5 l

TECHNICAL SPECIFICATIONS

Theoretical coverage	6 m ² L
Number of coats	1
Mixing ratio	4:1
Pot life	2 h (20°C)
Recoating	30' - 2 h (20°C)
Sanding	24 h (20°C)
Thinner	6780

* The tints reproduced are merely indicative



ANTISKID POWDER - 6530

Antiskid additive

Selected particle-size powder made from odourless plastic material, for use as antiskid additive in boat flooring and/or deck paints. Excellent mechanical characteristics and resistance to the marine environment.

COLOURS*

005 White

0.15 Kg



ANTISKID POWDER CF - 6540

Coarse grain antiskid additive

This abrasion resistance antiskid additive with low specific weight takes the form of hollow spheres. Can be mixed with any type of one- or two-pack enamel or other paint.

COLOURS*

714 Grey

0.125 l



GEL GLOSS PRO - 6766

Two-pack polyurethane finish

A high quality enamel with excellent resistance to the marine and industrial environment, ageing and ultraviolet rays. Does not yellow, is very flexible and retains its gloss. Excellent levelling gives an improved aesthetic appearance to topsides, decks and superstructures with mirror-finish gloss surfaces. Can be applied directly to gelcoat or to epoxy or polyurethane primers (Epoway, Polygoal). Not suitable for continuous water immersion. Available in a vast range of compatible colours that can be blended.

APPLICATIONS



MAX 10% MAX 10%



25-35% 25-35%

COLOURS*

153 White

664 Atlantis blue

661 Sea bottom blue

112 Marlin blue

645 Ultramarine blue

246 Lemon yellow

715 Autumn grey

762 Cloud grey

018 Matterhorn white

708 Black

035 Oyster white

378 Spinnaker red

519 Reef green

411 Beach beige

0.75 l

2.5 l

TECHNICAL SPECIFICATIONS

Theoretical coverage	13.8 m ² L
Number of coats	2
Mixing ratio	3:1
Pot life	3-4 h (20°C)
Recoating	8-48 h (20°C)
Sanding	24 h (20°C)
Thinner	6780/6700

* The tints reproduced are merely indicative



UNIGLOSS - 6726

One-pack high-quality enamel

One-pack alkyd-urethane finish. High quality and excellent levelling, with optimum colour and gloss retention. Suitable for exterior and interior use on pleasure boats and in homes. Good flexibility and adhesion to a wide range of primers, undercoats and finishes. Cannot be applied directly to inorganic zinc primers or galvanised panels. Available in various colours. Not suitable for continuous immersion.

APPLICATIONS	COLOURS*	0.5 l	2.5 l	TECHNICAL SPECIFICATIONS
 MAX 5%  MAX 5%	915 Extra white			Theoretical coverage
	661 Sea bottom blue			13.8 m ² L
 MAX 15%	643 Gentian blue			Number of coats
	116 Marianne blue			2
	637 Sky blue			Recoating
	144 Sun yellow			18 h - 7 days (20°C)
	282 Manta grey			Sanding
	762 Cloud grey			48 h (20°C)
	718 Gondola black			Thinner
	378 Spinnaker red			6470
	519 Reef green			
	350 Dune beige			



EASYLAC - 6554

One-pack alkyd enamel

Professional gloss enamel based on alkyd resins, for exteriors and interiors. The main characteristics are: good hiding power, glossy, good brushability and levelling. Recommended for marine and industrial applications.

APPLICATIONS	COLOURS*	0.75 l	2.5 l	TECHNICAL SPECIFICATIONS
 MAX 10%  MAX 10%	153 White			Theoretical coverage - White
	400 Light Blue			10 m ² L
 MAX 10%	661 Sea bottom blue			Theoretical coverage - Colours
	064 Light grey			14.5 m ² L
	359 Dary grey			Number of coats
	708 Black			2
	378 Red			Recoating
 MAX 10%	513 Green			24 h - 7 days (20°C)
				Sanding
				7 days (20°C)
				Thinner
				6470

* The tints reproduced are merely indicative



GUMMIPAIN - 6715

Flexible finish for inflatable boats

Finish suitable for painting neoprene, rubber fabric, PVC, etc. Excellent levelling, flexibility and adhesion. High resistance to the marine environment, immersion in salt and freshwater, and ultraviolet rays.

APPLICATIONS	COLOURS*	0.5 l	TECHNICAL SPECIFICATIONS
 MAX 10%  MAX 10%	153 White		Theoretical coverage
	275 Eur orange		
 MAX 50%	246 Lemon yellow		Number of coats
	766 Grey		2
	708 Black		Recoating
	311 Zodiac red		8 h (20°C)
			Sanding
			24 h (20°C)
			Thinner
			6380



CERAMITE YACHTING - 6498

Barrier coating for interiors

High-build odourless solvent-free epoxy coating for treating any interior or exterior surfaces that need sealing, including water tanks, galleys and cold rooms. Excellent sealant for bilges, peaks and hidden interior surfaces. Also suitable for use on wood and steel. Excellent chemical resistance to fresh and saltwater, diesel fuel, oil and acid/alkali solutions. Easy to wash with ordinary liquid detergent as it has a hard, glossy surface.

APPLICATIONS	COLOURS*	0.75 l	TECHNICAL SPECIFICATIONS
 MAX 10%  MAX 10%	153 White		Theoretical coverage
			6.6 m ² L
 SOLVENT FREE			Number of coats
			2
			Mixing ratio
			3:2
			Pot life
			50' (20°C)
			Recoating
		8-24 h (20°C)	
		Sanding	
		7 days (20°C)	
		Thinner	
		6610 (equipment cleaning only)	

* The tints reproduced are merely indicative



PITTURA PER COPERTA - 700960

Anti-abrasive alkyd finish

Modified alkyd finish for decks, waterlines and bilges, providing excellent resistance to wear, abrasion and weathering. The formulation is designed to withstand intermittent seawater immersion without loss of gloss and discolouration. Good flexibility and adhesion to a wide range of primers. Direct application to galvanised plates and inorganic zinc primers.

APPLICATIONS



COLOURS*

171 Red
071 Green

2.5 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	13.7 m ² L
Number of coats	1
Recoating	24 h - 7 days (20°C)
Sanding	7 days (20°C)
Thinner	6470



SENTIFLEX - 6510

One-pack enamel for bilges

Glossy enamel based on special resins that give it good chemical resistance, particularly against moisture penetration, lubricating oils, fuel and detergents. This almost odourless product can be applied directly to steel, aluminium, wood and GPR after surface preparation. Easy to apply, it has outstanding hiding power and excellent levelling.

APPLICATIONS



COLOURS*

714 Grey

0,75 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	10 m ² L
Number of coats	2
Recoating	24-48 h (20°C)
Sanding	24 h (20°C)
Thinner	6470

* The tints reproduced are merely indicative



ECOPLAST - 6499

Epoxy coating for cold rooms

Epoxy coating for interior surfaces in contact with foodstuffs. Recommended for the treatment of iceboxes, cold rooms, galleys and drinking water tanks. Certified in compliance with DM 21.3.1973 (enacting EU directives 82/771/CEE, 85/572/CEE, 90/128/CEE, 92/39/CEE). Ecoplast is odourless, solvent-free and easy to apply even in confined areas. The product is a sealant and a barrier coating with high resistance to chemical agents.

APPLICATIONS



COLOURS*

153 White

2.5 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	5.3 m ² L
Number of coats	2
Mixing ratio	3:2
Recoating	8-24 h (20°C)
Sanding	7 days (20°C)
Thinner	Alcool buongusto/ 6610 (equipment cleaning only)

* The tints reproduced are merely indicative

WOOD LINE



FIBRODUR - 6790

Sealing primer for wood

A two-pack polyurethane primer for wood with excellent sealing properties. Its deep penetration gives the substrate excellent impermeability. This product is recommended for use mainly on new or stripped wood. When correctly applied, it does not form a film but penetrates into the substrate. The colourless version does not alter the natural colour of the wood; the coloured versions tint the substrate while revealing the natural grain of the wood. Can be painted over with a wide range of products, including Gel Prime, Epoway, Resina 2000, Ticoprene, Timber Gloss, Wood Gloss and Wood Mat H₂O.

APPLICATIONS



COLOURS*

000 Colourless
373 Mahogany
375 Walnut
376 Teak

0.75 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	17.5 m ² L
Number of coats	1
Mixing ratio	2:1
Pot life	4 h (20°C)
Recoating	0.5-1 h (20°C)
Sanding	10 h (20°C)
Thinner	6780 (equipment cleaning only)



WOOD GLOSS - 6706

Glossy wood finish

Clear two-pack glossy varnish. Outstanding resistance to weathering and the marine environment. Excellent levelling and resistance to abrasion. Enhances the beauty of wood without problems of varnish shrinkage. Particularly recommended for the treatment of exposed wood surfaces in both exteriors and interiors. Not suitable for surfaces that are continuously immersed. Apply several coats to obtain the best durability results in corrosive marine or industrial environments.

APPLICATIONS



MAX 20%



MAX 20%

COLOURS

001 Colourless

0.75 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	20 m ² L
Number of coats	6/12
Mixing ratio	4:1
Pot life	3 h (20°C)
Recoating	6 h - 2 days (20°C)
Sanding	24 h (20°C)
Thinner	6780

* The tints reproduced are merely indicative



WOOD MAT H₂O - 6750

Satin-finish water-based wood varnish

Water-based, two-pack, clear, satin-finish, non-yellowing polyurethane finish. High resistance to the marine environment. Particularly recommended for the treatment of bulkheads, furniture and all interior wooden surfaces. Excellent levelling and resistance to wear. Ready for use and easy to apply. Not suitable for surfaces that are continuously immersed. Also excellent for wood decking and planking.

APPLICATIONS



COLOURS

002 Colourless



1 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	12 m ² L
Number of coats	6/12
Mixing ratio	4:1
Pot life	1 h (20°C)
Recoating	12-36 h (20°C)
Sanding	12-36 h (20°C)
Thinner	water



TIMBER GLOSS - 6760

Glossy marine varnish

One-pack modified alkyd varnish for interior and exterior surfaces. Easy to apply, this varnish produces a film with excellent gloss, levelling, flexibility and resistance to marine environments. Recommended for painting all types of wood above the waterline or on aged one-pack varnish.

APPLICATIONS



COLOURS

000 Colourless

0.75 l



2.5 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	18 m ² L
Number of coats	6/12
Recoating	24 h - 7 days (20°C)
Sanding	48 h (20°C)
Thinner	6470



RESINA 2000 - 6545

Protective barrier system

Resina 2000 is a solvent-free structural epoxy system designed for use in the construction, protection and restoration of wood, GRP and many other substrates. RESINA 2000 is a technologically advanced system offering excellent penetration, flexibility and adhesion, making it essential for maintaining and treating wood. With RESINA 2000, it is possible to obtain high strength wood-to-wood joints, protect surfaces and seal hulls. Wood treated with RESINA 2000 is sealed and strengthened, while maintaining its characteristics of flexibility and resistance. After adding the hardener, special additives can be mixed in to obtain fillers that are easy to apply and extremely strong.

APPLICATIONS



COLOURS

001 Colourless

0.75 l



1.5 l



15 l



TECHNICAL SPECIFICATIONS

Theoretical coverage	7.5 m ² L
Number of coats	3/4
Mixing ratio	2:1
Pot life	30' (20°C)
Recoating	8-24 h (20°C)
Sanding	24 h (20°C)
Thinner	6610 (equipment cleaning only)



MICROFIBRE - 6310

Synthetic microfibers

One of the range of additives to use with RESINA 2000 to produce compounds with different properties. The product consists of synthetic microfibers with an average length of 500 microns, which when mixed with RESINA 2000 create a strong compound with a multidirectional internal structure. Due to their low absorbency, the penetration capacity of RESINA 2000 is not affected.

Their main use is in gluing T-joints, where a filler with high viscosity and mechanical resistance is required.

COLOURS*

005 White

0.75 l



2.5 l



MICROSFERE - 6320

Hollow glass microspheres

One of the range of additives to use with RESINA 2000 to produce compounds with different properties. The product consists of microspheres with low moisture absorbency, which can therefore be used for applications above and below the waterline. They are used to produce a range of low specific weight fillers that are easy to sand and with a consistency that can be varied according to the needs of the operator. Ideal for repairing horizontal cracks, small surface defects and as knifing fillers.

COLOURS*

005 White

0.75 l



2.5 l



* The tints reproduced are merely indicative



MICROSILICE - 6330

Colloidal microsilica

One of the range of additives to use with RESINA 2000 to produce compounds with different properties. The product is a thickening additive ideal for gluing, jointing and repairing major defects. Can be mixed with other additives in the system to improve knife application and the appearance of the end product. Can be used in applications both above and below the waterline.

COLOURS*	0.75 l
005 White	<input type="radio"/>



TEAK 1 - 6811

Detergent and stain remover for teak

Teak 1 removes all kinds of contaminations from wood. The pH of Teak 1 is only slightly alkaline, making it both effective and gentle on the teak, removing the dirt but leaving the "oily" content of the wood unharmed.

COLOURS	1 l
001 Colourless	<input type="radio"/>



TEAK 2 - 6812

Bleaching agent for teak

Sunlight, salt and pollution affect the original appearance of teak and its exotic appeal, resulting in a greyish colour. With Teak 2 the wood regains its original colour.

COLOURS	1 l
001 Colourless	<input type="radio"/>



TEAK 3 - 6813

Protective agent for teak

As well as impregnating the wood and so reducing dirt penetration, Teak 3 restores the natural oil content of wood. It also enhances the natural colour of teak and makes surfaces softer to touch.

COLOURS	1 l	2.5 l
001 Colourless	<input type="radio"/>	<input type="radio"/>

* The tints reproduced are merely indicative

THINNERS & OTHER PRODUCTS





DILUENTE - 6780

Thinner for polyurethane paints

Diluente 6780 is the recommended thinner for Gel Gloss Pro, Polygoal and Wood Gloss. For Adherglass and Fibrodur, we only recommend its use to clean application tools.

COLOURS	0.5 l	2.5 l
000 Colourless	<input type="radio"/>	<input type="radio"/>



DILUENTE - 6610

Thinner for epoxy paints

Diluente 6610 is the recommended thinner for Adherpox, Epomast, Epoway and Unikote Pro. For Aquastop, Ceramite Yachting, Ecoplast, Epomast, Epomast Evo, Epomast Rapido, Resina 2000 and Subcoat Xt, we only recommended its use to clean application tools.

COLOURS	0.5 l	2.5 l
000 Colourless	<input type="radio"/>	<input type="radio"/>



DILUENTE - 6470

Thinner for antifouling/one-pack paints

Diluente 6470 can be used with all Veneziani Yachting antifouling and is recommended for all one-pack paints, including Gel Prime, Easylac, Propeller Primer, Sentiflex, Stucco Velox, Ticoprene, Timber Gloss and Unigloss.

COLOURS	0.5 l	2.5 l
000 Colourless	<input type="radio"/>	<input type="radio"/>



DILUENTE - 6700

Diluyente for Gel Gloss Pro

Diluyente 6700 is the specific thinner for Gel Gloss Pro enamel, for both brush and spray application.

COLOURS	0.5 l
000 Colourless	<input type="radio"/>



DILUENTE - 6380

Thinner for the Gummipaint line

Diluente 6380 is the recommended thinner for Gummipaint e Gummipaint A/F, for both brush and spray application.

COLOURS	0.5 l
000 Colourless	<input type="radio"/>



AQUASTRIP - 6040

Stripper

Stripping gel with low environmental impact solvents. Specifically formulated for removing old antifouling from wood, plastic, steel and other metals. Good stripping power also on one-pack enamels, varnishes and undercoats. Formulated not to damage gelcoat or GRP. Aquastrip can be used to treat large surfaces like hulls with the application of a single coat, without any risk of harming the boat. Contains no toxic or harmful components.

APPLICATIONS



COLOURS*	2.5 l
672 Light green	<input checked="" type="radio"/>

TECHNICAL SPECIFICATIONS

Theoretical coverage	2-3 m ² L
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* The tints reproduced are merely indicative

DUREPOX LINE

P.57

TWO-PACK PRIMER

P.58

PAINTING SEQUENCE WITH DUREPOX 2K PRIMER

Durepox
The Choice of Champions



This was the 34th America's Cup held in San Francisco, and Durepox was again the choice of champions, playing an important role in the coating systems chosen for all four boats in the Louis Vuitton Challenger series and the final of the America's Cup.

"The platform was spectacular, the boats were spectacular, the regatta field was nearly perfect, with a marvelous background, and fans could watch the competition from up close."

Roger Hiini
Operations and Export Manager, RESENE AUTOMOTIVE & LIGHT INDUSTRIAL

"Durepox is one of only a few primers we use as a finish because it can withstand the tough conditions to which our masts are exposed. All competition equipment from Southern Spars is painted with Durepox. The same has also been done for the carbon fibre. Here Durepox shines compared with other primers. It isn't necessary to apply a high thickness for good results. There are many other areas where Southern Spars uses Durepox, but they cannot be made public due to confidentiality agreements with our customers."

Nigel Marchant
Southern Spars

"Durepox2K primer is the best invention since sliced bread! It's the only system that goes from bare substrate to finish on high performance boats with minimum weight increase. Easy to apply, sand and repair, Durepox is the best choice for the Volvo Ocean Race and the America's Cup. Durepox is the only system I recommend and use for regatta boats."

Chris Mellow
Construction Manager of SWE63 & SWE73 Victory Challenge Sweden (AC2003) ESP88 Desafio Espanol (AC2007)

Resene
Automotive & Light Industrial

Emirates TEAM
NEW ZEALAND
TEAM SUPPLIER



TWO-PACK PRIMER

Durepox is a highly pigmented, sandable, two-pack epoxy-urethane primer, recommended when uncompromising protection of the boat is required. Two characteristics of this two-pack coating are flexibility and strong adhesion to all types of substrate.

Durepox has been used for decades on **boats and in the aerospace industry, successfully passing durability tests under extreme conditions** in New Zealand, where exposure to UV-rays is the highest in the world and which has proved to be an excellent test market. Used to paint the hulls of regatta boats that don't need antifouling, **Durepox has revolutionised painting in the world of competition boats.**

Tests carried out in the flow labs at Obago University in New Zealand have confirmed that **surfaces treated with Durepox have a 15% reduction in drag coefficient** compared to conventional finishes.

Durepox can be applied directly, or after suitable surface preparation, to steel, galvanised metal, aluminium, wood, gelcoat, GRP and carbon fibre.

Also available is Durepox High Performance Clear, which is ideal to improve the gloss of surfaces treated with Durepox in the various colours available, or directly to all carbon fibre substrates.

Compared to other primers for boats, Durepox has a lower specific weight. Originally available only in black, white, grey and red, Durepox can now be delivered on request in most colours.

Quick-drying and for wet on wet application, **Durepox can significantly increase the speed of boats treated with it.** It also provides high impermeability and long durability.

Durepox has been applied to the hulls of some of the most renowned regatta boats and cruisers. From the NZ team's first real boat until today and the product's inclusion in specification AC72 for the America's Cup Challenges, Durepox has protected the winning teams.



PAINTING SEQUENCE WITH DUREPOX 2K PRIMER

Before starting to paint, plan a meeting with all those responsible for faring, painting and signage. Have a clear understanding of what is expected of the entire paint scheme before work is started, including the colours involved, the paint application sequence and where any signage is to be applied. Check that all the equipment is in order and that all the nozzles are suitable for applying all the paints in the system. The work that needs to be done must be clear from the outset, like whether the finish has to be sanded and if a transparent finish should be applied. Think about the end result required and plan the steps to complete each day backwards.

1 Substrate

Carbon fibre - Large surfaces - Male or female moulds.

2 Preparation

1. Remove any mould release agents and degrease with a suitable detergent. Pressure washing with hot water and detergent is very effective.
2. Grit blast with Garnet C to obtain a 30 µm profile. Do not recycle the abrasive.
3. Sand using long or short boards, as required, to obtain the desired shape with P80 grit or P150 grit for coarser surfaces.
4. Fill any visible fine pin holes and low points with an epoxy filler.
5. Sand using P80 or P150 grit sandpaper to obtain the desired finish.

3 Primer filler

Always clean the surface with compressed air and clean cloths while wearing gloves. Change cleaning cloths frequently.

1. Apply two high-build coats of Durepox 2K primer Grey, using a mixing ratio of 4:1:1 or less thinner if necessary.
2. Identify any small pinholes and brush over them.
3. Allow the paint to cure for at least 24 hours at temperatures over 20°C.
4. Higher temperatures accelerate drying and curing.

4 Sanding and fairing

1. When fully cured, apply a uniform guide coat.
2. Sand with P80 or P180 grit sandpaper to the desired shape.
3. Fill any pinholes and low points with epoxy filler.
4. Always clean the surface with compressed air and clean cloths while wearing gloves. Change cleaning cloths frequently.

5 Primer

1. Apply two uniform 25-30 micron coats wet on wet.
2. Recommended mixing ratio 4:1:2.
3. Air spray guns are recommended with gravity or pressure pots.
4. Allow the paint to cure for at least 24 hours at temperatures higher than 20°C.
5. Higher temperatures accelerate drying and curing.



6 Final sanding

1. Sand by hand or machine using P400 grit sandpaper.
2. Identify any pinholes to fill with epoxy filler and spot prime any rub-throughs.
3. Always clean the surface with compressed air and clean cloths while wearing gloves. Change cleaning cloths frequently.
4. Clean the surface with a mixture of 80% isopropyl alcohol and 20% deionised water.
5. Always clean the surface with compressed air and clean cloths while wearing gloves. Change cleaning cloths frequently.

7 Colour coats

1. Apply the finish by brush/roller or spray gun, starting with the colour used on the smallest surface area, after first masking the outline.
2. Allow the paint to cure for at least 24 hours at temperatures over 20°C.
3. Apply all the other colours in the planned sequence.
4. Take special care to mask edges separating different colours.
5. Perform final sanding for a racing finish or alternatively apply Durepox High Performance Clear to the entire surface.

8 Deck and cockpit area

1. Follow the Preparation and Primer Filler steps.
2. Apply Durepox with Antiskid additive to areas with masked edges using a spray gun and 2.5-3 mm nozzle.
3. Mask the edges of areas painted in different colours and apply Durepox in the planned colours.

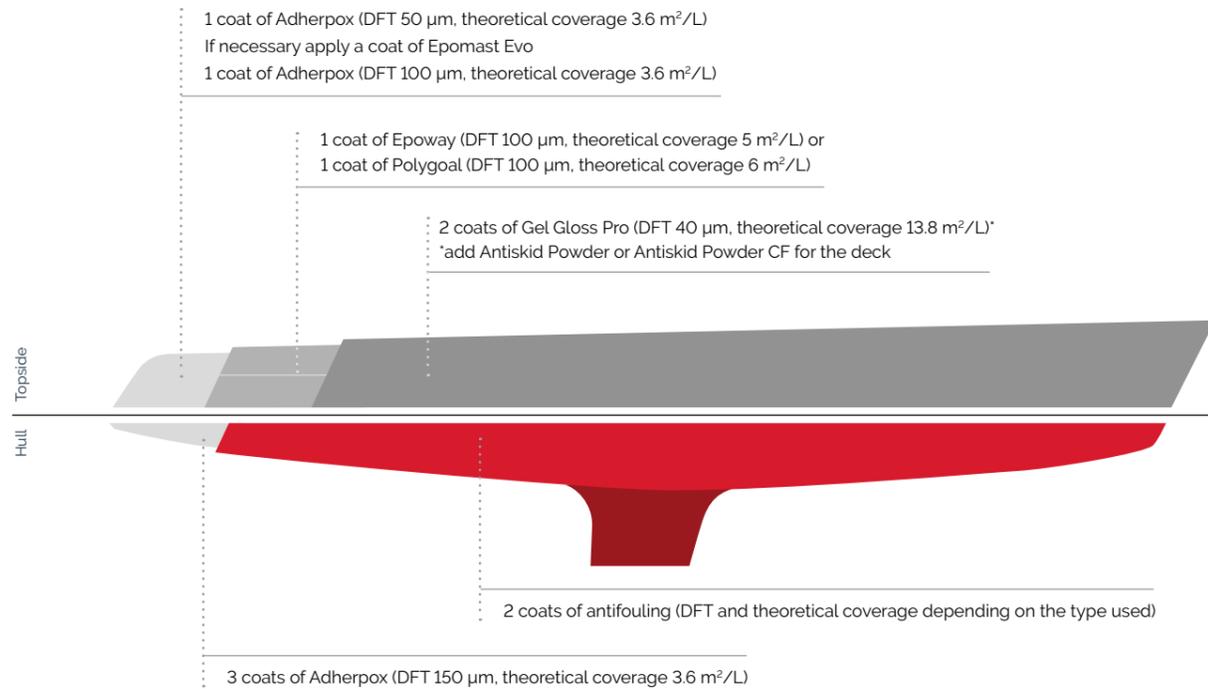
Note: Adding 10% by volume of Durepox High Performance Clear to coloured paints significantly improves their appearance and ease of cleaning. For keels, accessories, masts, etc., surface preparation depends on the level of finish required.

PAINT SYSTEMS FOR EACH KIND OF SURFACE

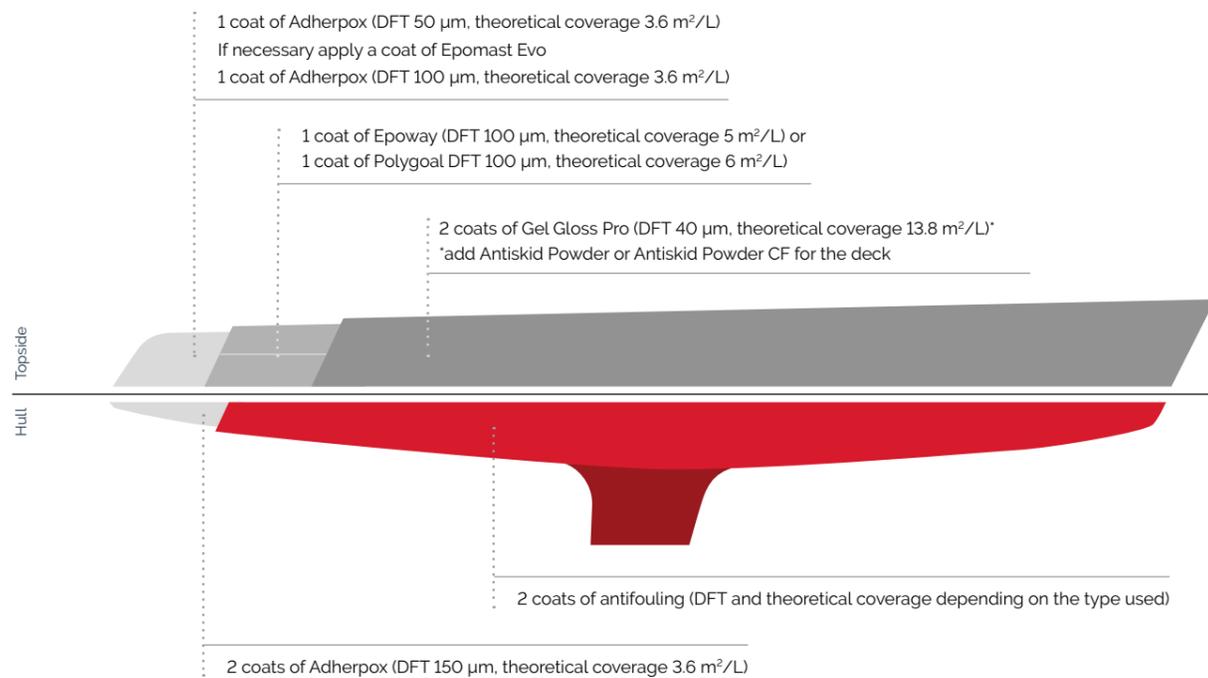
P.62	STEEL
P.62	ALUMINIUM
P.63	GRP AND COMPOSITES
P.64	OSMOSIS
P.65	WOOD
P.66	EXPOSED WOOD
P.67	SPECIAL PARTS

FOR NEW OR STRIPPED BOATS

STEEL



ALUMINIUM

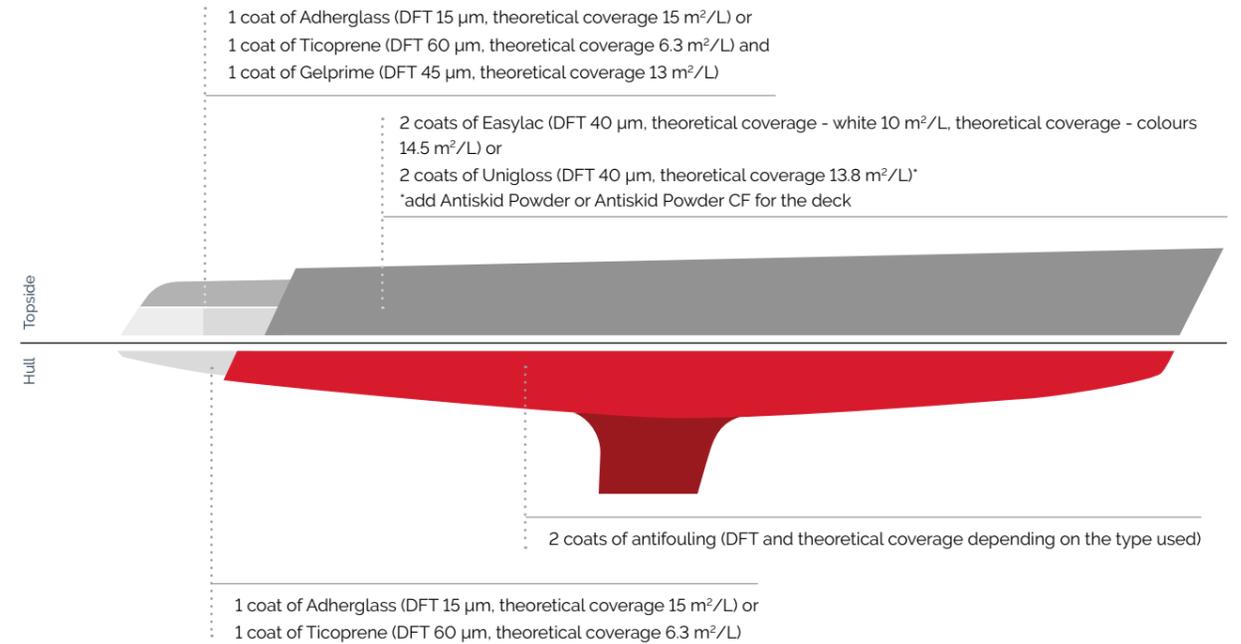


Thickness and theoretical coverage refer to one coat.

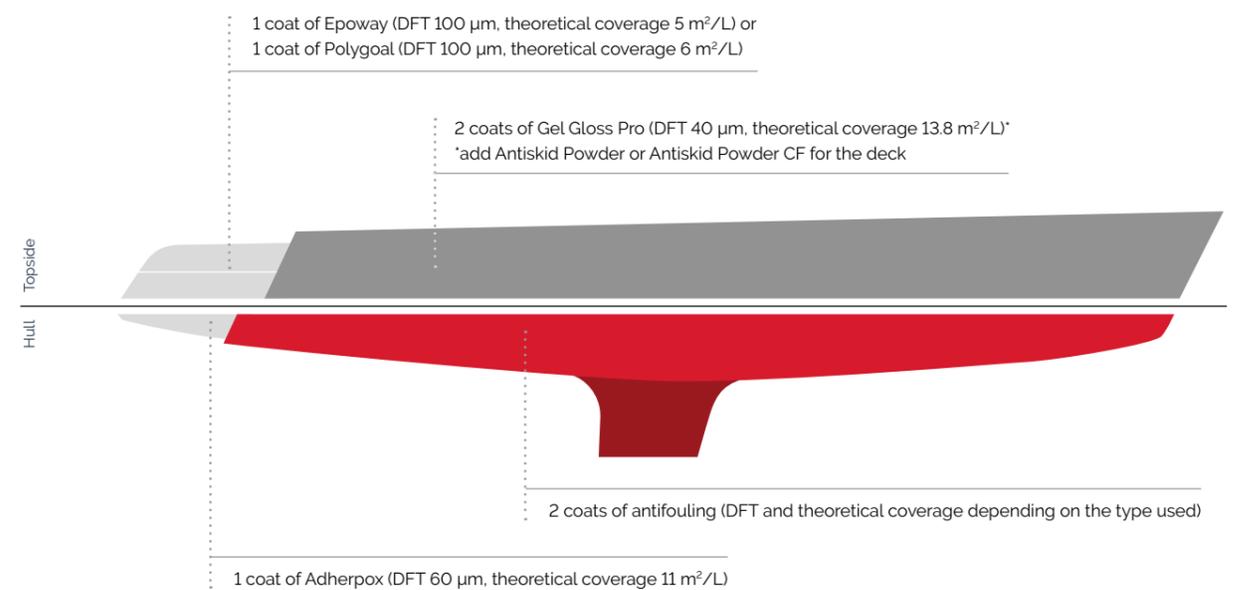
FOR NEW OR STRIPPED BOATS

GRP AND COMPOSITES

ONE-PACK SYSTEM



TWO-PACK SYSTEM

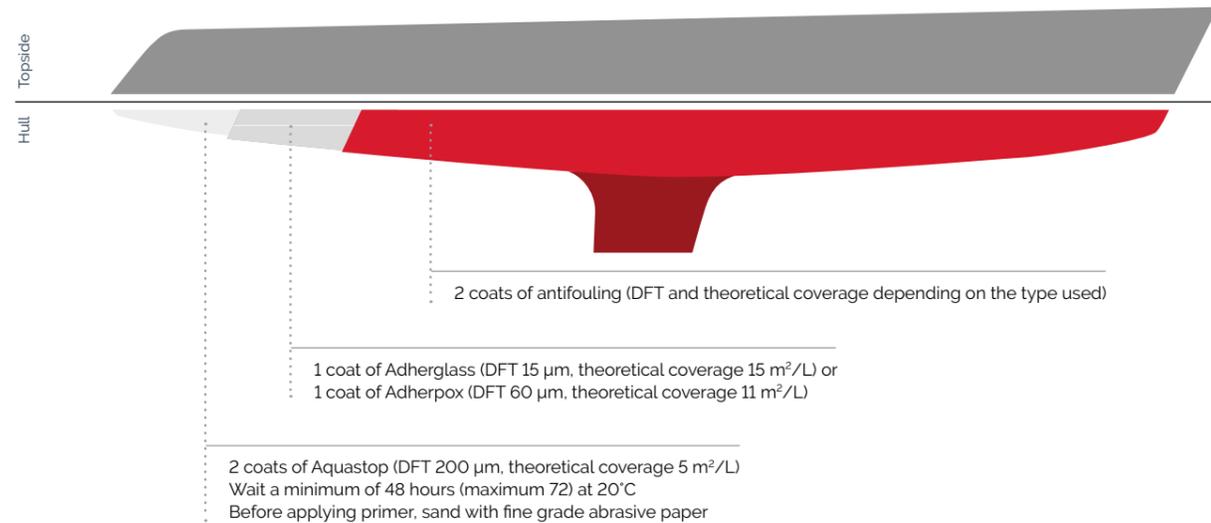


Thickness and theoretical coverage refer to one coat.

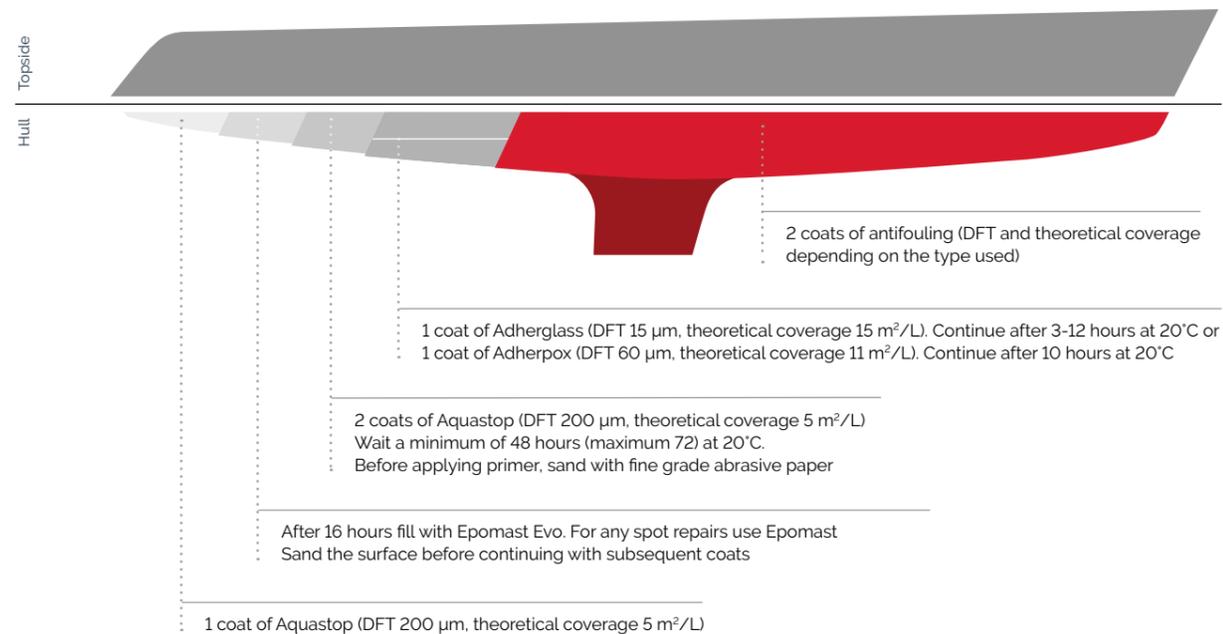
FOR NEW OR STRIPPED BOATS

OSMOSIS

PREVENTION SYSTEM



REPAIR SYSTEM



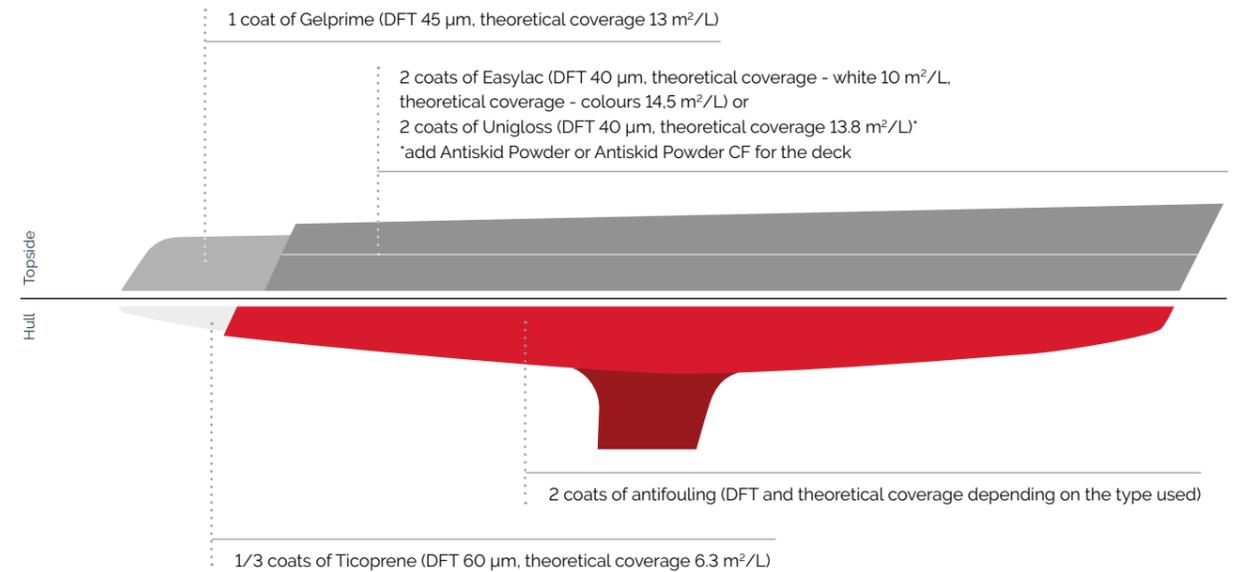
WE RECOMMEND: launching the boat a minimum of seven days after application of the final coat of Aquastop.
ATTENTION: if the maximum recoating times are exceeded, always sand before continuing with the coating system.

Thickness and theoretical coverage refer to one coat.

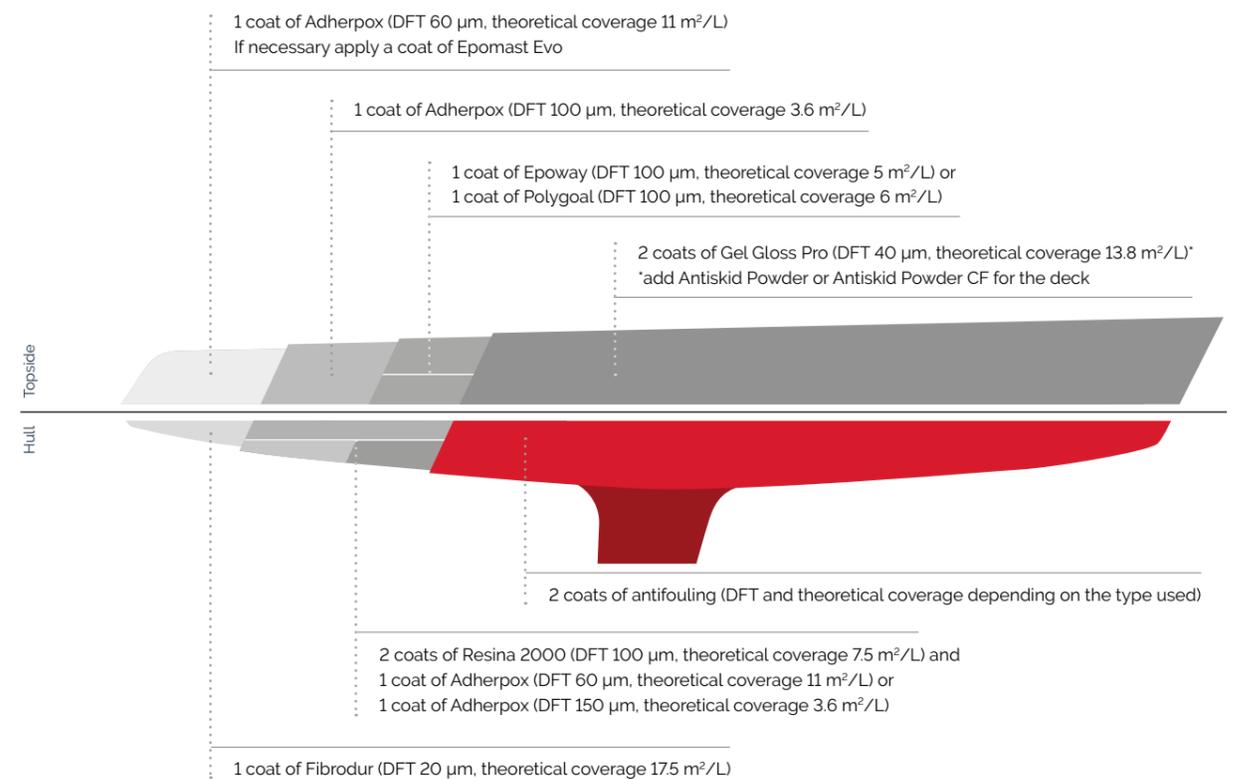
FOR NEW OR STRIPPED BOATS

WOOD

ONE-PACK SYSTEM



TWO-PACK SYSTEM

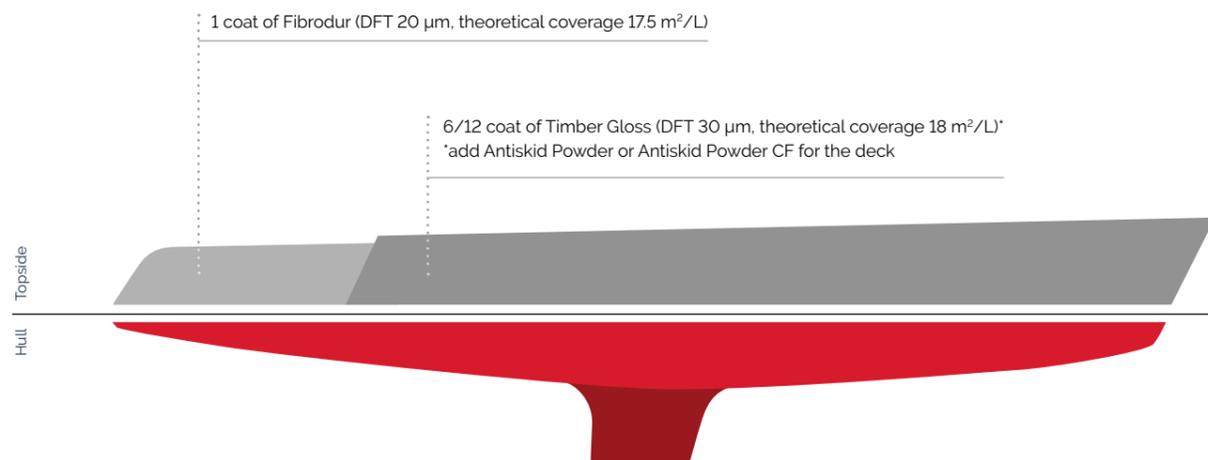


Thickness and theoretical coverage refer to one coat.

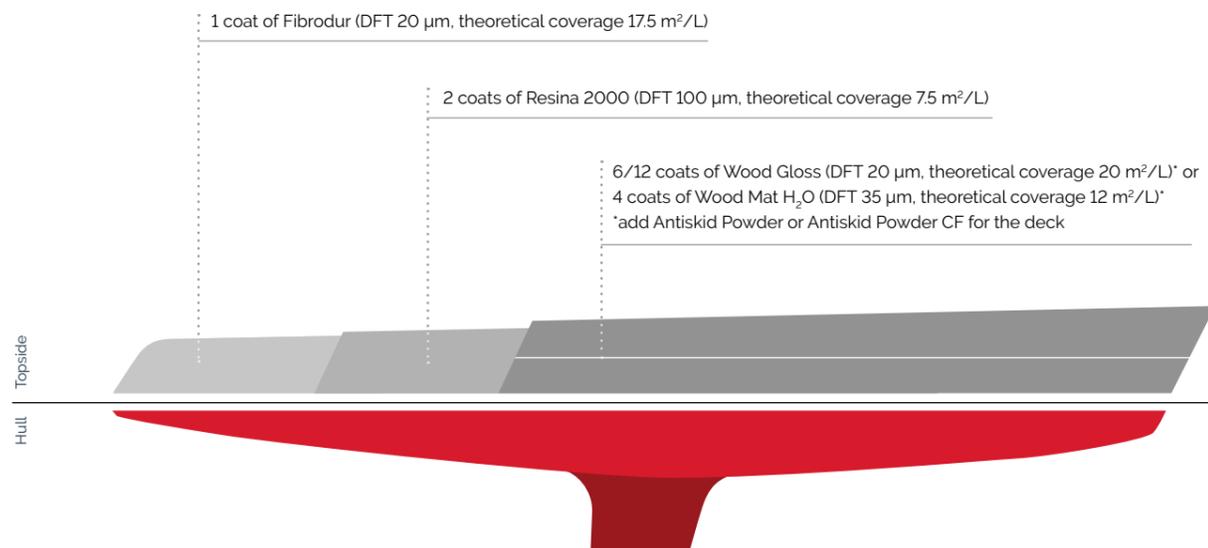
FOR NEW OR STRIPPED BOATS

EXPOSED WOOD

ONE-PACK SYSTEM



TWO-PACK SYSTEM

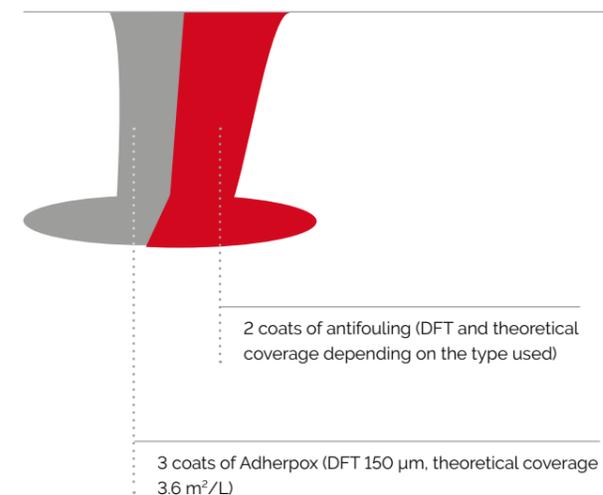


Thickness and theoretical coverage refer to one coat.

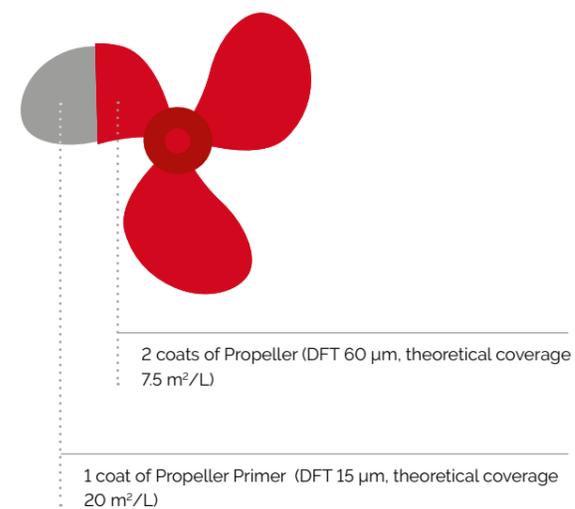
FOR NEW OR STRIPPED BOATS

SPECIAL PARTS

METAL BULBOUS BOWS



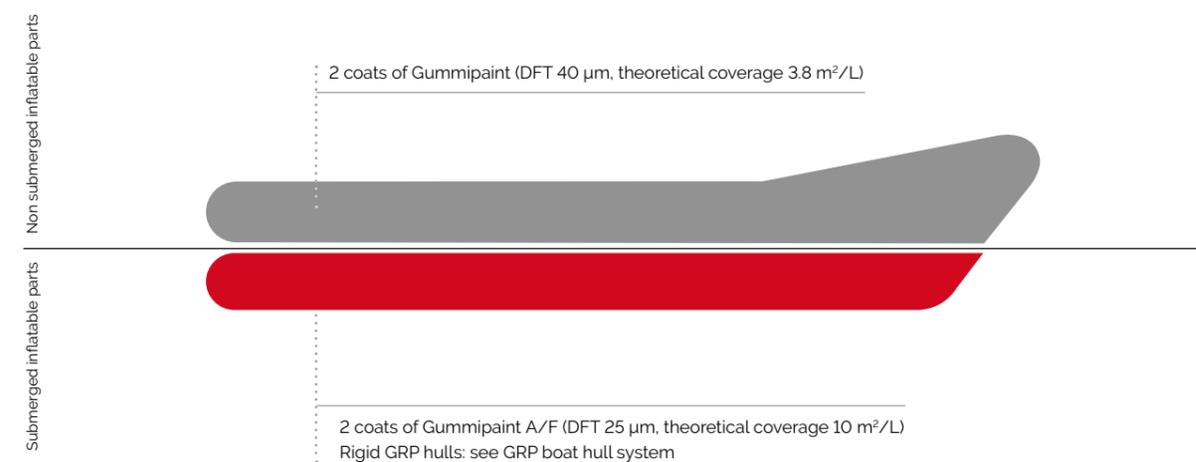
PROPELLERS, SHAFTS AND STERNDRIVES



PEAKS, GALLEYS, ICE BOXES AND BILGES

Two-pack products: 2 coats of Ceramite Yachting or Ecoplast (DFT 150 μm , theoretical coverage 6.7 m^2/L)
One-pack products: only for peaks and bilges, 2 coats of Sentiflex (DFT 40 μm , theoretical coverage 12.7 m^2/L)

INFLATABLE BOATS



Thickness and theoretical coverage refer to one coat.

SPECIALISED CENTRES

VENEZIANI YACHTING POINTS OF SALE

For practical advice about products and methods of use.

AQUASTOP APPLICATION POINTS

Authorised by Veneziani Yachting, they have the latest equipment and staff with expertise in osmosis.

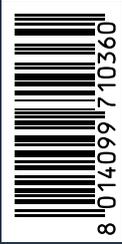
Names, addresses and contact details for specialised centres are available on the website www.venezianiyachting.com

VENEZIANI YACHTING TECHNICAL SERVICE

info@venezianiyachting.com - www.venezianiyachting.com

Credits: Concept & Art Direction: Lindbergh Comunicazione - Photography: Veneziani Yachting & Photo Archives

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Veneziani Yachting

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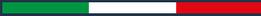
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