

This is a dialog – read from the bottom up.

In our case we were focusing on keel shape so we put as many coats on as needed to finalize a fair shape for the various surfaces of the keel to a templated surface....because we were building to a shape, we would allow the 2000 to "kick" and start getting firm and then put it on using a small "paddle" and let it harden enough to sand down, then we would retemplate it and add more where needed so this process basically meant we sanded after each application...the 10 mil recommendation applies more to guarantee a good barrier coat to water (to reduce blistering) for when it goes over gelcoat, fiberglass and/or filler epoxy (such as Interlux 1000)...if you are only doing a keel and don't have any bondo filler (as you know bondo will fall off if left submersed in water for a long time so you need a good water barrier coat), the thickness is really secondary...as far as the keel application goes, we used the 2000 as a fairing agent over the lead which is different than if you are putting it on the whole bottom as the last step in blister repair...we probably have about 10 coats on the hull itself of mr. happy but finish sanding over the years (600 to 1000 grit) has reduced that in some spots but that just tells us we are getting a fairer shape...we respray a thin 2000 coat on the hull ever other year to keep our regular sanding from going to deep into the underlaying gelcoat/1000 but we don't worry about the 10 mil minimum since we never wet store the boat for more than a couple of days except maybe twice a year when we go to a week long regatta...

Specs say to put enough of the interlux to get 10 mil thickness
- about 4
coats. Are you sanding each coat or waiting until all the coats
have been
applied?

1. Interlux 2000/2001 (its the gray stuff on our keel and
bottom), in some
parts of the country it is not available due to its high VOC, in
which case
you can use Interlux 3000/300...while they say both have the
same

microplate properties we have used both and like the 2000/2001 much better for its better handling characteristics (it cures faster so you can sand sooner plus it doesn't get super hard for a few hours...make sure to sand right away as once it really cures, it is like sanding stainless steel!, the 3000/3001 stuff seems to just slowly cure and by the time it is hard enough to actually sand, it is in its "stainless steel" mode...also we like the industrial gray better than the dull white of the 3000/3001....you can read the marketing stuff as well as the tech sheets for these at <http://us.yachtpaint.com/USA/> (click on "Product Guide" and then "Gelcoat Blistering" and then select the product you want to know about from the list). I think you can order this directly from Interlux using the website also but you can also order through a 3rd party (Jamestown Distributors) at http://www.jamestowndistributors.com/cgi-local/SoftCart.exe/store/product_list_pages/Interlux_Primers.html?E+scstore. A good local marine store may also have it or can order it.

2. we use Sartbrite Teflon polish on the bottom before we splash the boat, its kinda expensive but really works...it cleans nice, helps cut down on scum accumulation while in the water (after a 2 day regatta when we pull we don't any slim that we see on some other boats) and doesn't cause water flow "build up" like a wax would, we get it at West Marine, the West Marine on-line catalog entry for this is <http://www.westmarine.com/webapp/wcs/stores/servlet/ProductDisplay?storeId=10001&langId=-1&catalogId=10001&productId=72498>...we even use it on the above the waterline hull topsides to look nice (well as

nice as mr. happy can look!)

2 questions:

1. What material have you used for keel paint?

2. What is it that you use to "wax" the bottom?

Tim said something about you guys using some teflon based stuff.

Fill

me in.