

# Cruiser Premium Plus Antifouling



## PRODUCT DESCRIPTION

Cruiser Premium Plus is a polishing antifouling designed for both power and sailing boats providing protection in all but the harshest fouling conditions.

- \* General purpose cruising antifouling
- \* One season's protection in medium fouling areas
- \* 1-coat saving time, effort and money
- \* Low VOC.

## PRODUCT INFORMATION

<b>Colour</b>	YBC401-Red , YBC402-Blue, YBC403-Navy, YBC404-Black
<b>Finish</b>	Matt
<b>Specific Gravity</b>	1.80
<b>Volume Solids</b>	60%
<b>Typical Shelf Life</b>	2 yrs
<b>VOC (As Supplied)</b>	351 g/lit
<b>Unit Size</b>	750 ml, 2.5 lt

## DRYING/OVERCOATING INFORMATION

	<b>Drying</b>			
	5°C (41°F)	15°C (59°F)	23°C (73°F)	35°C (95°F)
Immersion	8 hrs	6 hrs	4 hrs	4 hrs
Touch Dry	1 hrs	45 mins	30 mins	20 mins

**Note:** Max. Immersion Times are as follows: 5-35°C - 6 mths  
If lifting in straps minimum immersion times are as follows: 5°C - 24hrs, 15°C - 10hrs

	<b>Overcoating</b>							
	<b>Substrate Temperature</b>							
	5°C (41°F)		15°C (59°F)		23°C (73°F)		35°C (95°F)	
Overcoated By	Min	Max	Min	Max	Min	Max	Min	Max
Cruiser Premium Plus	16 hrs	ext	10 hrs	ext	6 hrs	ext	4 hrs	ext

## APPLICATION AND USE

<b>Preparation</b>	<p><b>PREVIOUSLY ANTIFOULED SURFACE</b>  <b>In Good Condition</b> Rinse with fresh water and allow to dry. If old antifouling is incompatible or unknown, seal with Primocon.  <b>In Poor Condition</b> Use Interstrip to remove all traces of antifouling.  <b>PRIMING</b> All preparation for bare substrates is covered on the appropriate primer labels.  <b>BARE GRP</b> Degrease with solvent or Yacht Line Super Cleaner. Sand well using 180-220 grade paper. Clean thoroughly and allow to dry. Pre-prime using an International primer as detailed for specific coating systems.  <b>STEEL</b> Degrease with solvent or Super Cleaner. Grit blast to Sa 2½ - near white metal surface. If gritblasting is not possible, grind the metal surface with 24-36 grit abrasive discs to a uniform, clean, bright metal surface with 2-3 mils (50-75 microns) anchor pattern. Use angle grinder on small areas. Clean thoroughly and allow to dry. Pre-prime using an International primer as detailed for specific coating systems.  <b>LEAD</b> Degrease with solvent or Super Cleaner. Sand well using 120 grade paper or power wire brush Clean thoroughly and allow to dry. Pre-prime using an International primer as detailed for specific coating systems.  <b>BARE WOOD</b> Sand smooth with 80-180 and then 280 grade paper. Remove sanding dust by brushing, dusting and wiping. If wiping with solvent then allow to dry completely before applying products recommended for application direct to wood (see specific coating systems).</p>
<b>Hints</b>	<p><b>Mixing</b> Stir well before use.  <b>Thinning</b> Thinning is not recommended.  <b>Cleaner</b> Thinner No.3  <b>Ventilation and Humidity Control</b> Ensure adequate ventilation during use.  <b>Airless Spray</b> Pressure: 176-210 bar. Tip Size: 2180. SPRAY APPLICATION - PROFESSIONAL APPLICATORS ONLY.  <b>Other</b> For Airmix spray application - Pressure: 2.5 bar. Tip Size: 20-113. True colour will develop after immersion.</p>
<b>Some Important Points</b>	<p>To prevent premature failure, ensure correct amount of paint is applied using the coverage as a guide. Product temperature should be minimum 5°C/41°F and maximum 35°C/95°F. Ambient temperature should be minimum 5°C/41°F and maximum 35°C/95°F. Substrate temperature should be minimum 1°C above dew point and maximum 35°C.</p>

Please refer to your local representative or visit <http://www.yachtpaint.com> for further information.

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<b>Compatibility/Substrates</b>	GRP, Wood, Steel/Iron, Lead. Not suitable for use over Aluminium/Alloy substrates or zinc sprayed surfaces. Can be applied direct over most types of antifouling, provided they are in sound condition Not compatible with VC 17m systems. Please contact your local International Coatings Ltd. representative for further information.
<b>Number of Coats</b>	Apply 1 coat of Cruiser Premium Plus. Apply an extra stripe coat in areas of high wear such as chines, rudders, sterngear and any leading edges. 2 coats will be required in the first season if applying to a new hull, one that has been stripped back to bare substrate, or over antifouling in poor condition.
<b>Coverage</b>	(Theoretical) - 10 m <sup>2</sup> /ltby brush, 5 m <sup>2</sup> /lt by spray (Practical) - 9 m <sup>2</sup> /ltby brush, 3 m <sup>2</sup> /lt by spray
<b>Recommended DFT per coat</b>	60 microns dryby brush/roller 120 microns dryby spray
<b>Recommended WFT per coat</b>	100 microns wet by brush / roller, 200 microns wet by spray
<b>Application Methods</b>	Airless Spray, Airmix, Brush, Roller

## TRANSPORTATION, STORAGE AND SAFETY INFORMATION

<b>Storage</b>	<b>GENERAL INFORMATION:</b> Exposure to air and extremes of temperature should be avoided. For the full shelf life of Cruiser Premium Plus to be realised ensure that between use the container is firmly closed and the temperature is between 5°C/41°F and 35°C/95°F. Keep out of direct sunlight. <b>TRANSPORTATION:</b> Cruiser Premium Plus should be kept in securely closed containers during transport and storage.
<b>Safety</b>	<b>GENERAL:</b> Contains biocides. Antifouling should only be wet sanded. Never dry sand or burn-off old antifouling. Read the label safety section for Health and Safety Information, also available from our Technical Help Line.  <b>DISPOSAL:</b> Do not discard tins or pour paint into water courses, use the facilities provided. It is best to allow paints to harden before disposal. Remainders of Cruiser Premium Plus cannot be disposed of through the municipal waste route or dumped without permit. Disposal of remainders must be arranged for in consultation with the authorities.
<b>IMPORTANT NOTES</b>	<i>The information given in this sheet is not intended to be exhaustive. Any person using the product without first making further written enquiries as to the suitability of the product for the intended purpose does so at their own risk and we can accept no responsibility for the performance of the product or for any loss or damage (other than death or personal injury resulting from negligence) arising out of such use. The information contained in this sheet is liable to modification from time to time in the light of experience and our policy of continuous product development.</i>

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