



DIFFERENT TYPES OF ANTIFOULING



Antifouling type is dictated by the quality, combination, quantity and type of resin that is used.

ERODING TYPE ANTIFOULINGS

These types of antifouling are partially water-soluble and therefore as water passes across the hull its action reduces the thickness of the antifouling. This results in a layer of fresh biocides being continually exposed on the surface preventing unwanted fouling. Polishing and abrasive antifouling products have a more controlled antifouling action than the eroding types due to the choice of technology employed in the product. However, these types of antifouling are not always suitable for high speed craft, especially those used frequently as the action against the water may reduce the thickness of the film too quickly leading to premature fouling.

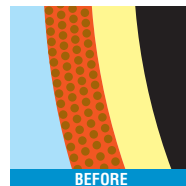
Self-polishing will, under equal conditions, show improved performance compared to the abrasive eroding or polishing types especially under difficult fouling conditions. The reducing thickness of these antifouling types leads to a minimal build up of the coating at the end of the season reducing the maintenance and preparation needed when it is time to apply next season's antifouling.

HARD ANTIFOULINGS

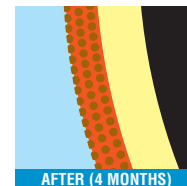
The technical term for this type of antifouling is 'contact leaching.' After application, the paint film dries to a hard, burnishable surface that is porous. The film is packed with biocides which leach out on contact with water to prevent any fouling growth. The leaching process is chemically designed for release in a controlled manner throughout the season, until most of the biocide is exhausted and only a hard film remains. One of the main benefits of this type of antifouling is its resistance to abrasion and rubbing. This is ideal for fast powerboats and vessels moored in drying out mud berths or areas of fast tidal water movement.

Some racing yacht owners like to smooth their hulls by burnishing with wet and dry paper prior to launch, which can be highly successful with the hard antifouling types. A disadvantage of the hard products is the build-up of residual antifouling which can occur if the surface is not properly abraded before new coats are applied each season.

eroding antifoulings



BEFORE



AFTER (4 MONTHS)

Reducing thickness of antifouling results in a layer of fresh biocides on the surface throughout the season.

hard antifoulings



CONTACT LEACHING

Biocides leaching out of hard antifoulings on contact with water prevents fouling growth.



IS MY NEW ANTIFOULING COMPATIBLE WITH MY EXISTING PAINT?

The condition of any existing coating is important in order to provide a sound surface for the new antifouling.

OPTION 1

KNOWN ANTIFOULING

Check for compatibility; see compatibility chart on page 37 or at yachtpaint.com. If you know what antifouling is currently on your boat, you can quickly determine whether your International paint choice is compatible.

OPTION 2

UNKNOWN; PRIME BEFORE PAINTING

Remove any loose, flaking areas with a scraper, wash with fresh water and allow to dry. Then apply a tie-coat of Primocon before applying chosen International antifouling. If antifouling is in poor condition then totally remove it and repair any priming system exposed either with the original International priming system if known or by using Primocon. Note that Primocon MUST NOT be applied over some specialised speed coatings which may have previously been applied. Contact our Helpline for advice on repair to these types of coatings.

OPTION 3

UNKNOWN; REMOVE

Remove old antifouling.

IMPORTANT: Now that you've stripped your hull, it's important to inspect for any gelcoat damage before repainting. Also, consider applying our industry-leading Interprotect® gelcoat blister protection system, to prevent long term water osmosis damage.

