

antifouling

Antifouling is the most common (and most important) painting job carried out by boat owners. You can very easily do a professional quality job yourself, but you must bear in mind a few important points.

The type of antifouling you choose should be tailored to the fouling challenges in your boating area. Different water qualities and temperatures produce different types and breeds of fouling. Even in a small area the differences can be quite dramatic, due to outfalls, pollution, inflows from rivers and streams, the speed of flow of the water – and even shading from cliffs, trees and buildings.

It is vital to protect your boat through antifouling as once fouling has a hold on your hull; it will rapidly colonize the surface, making it difficult to remove. Prevention is therefore much better than cure.

THERE ARE THREE KEY REASONS ANTIFOULING GROWTH SHOULD BE PREVENTED:

SAFETY: Heavy fouling growth reduces responsiveness as well as making the boat sit lower in the water. This can have serious implications in challenging weather conditions.

PROTECTION: Prolonged fouling growth will damage the substrate of the hull. For example, the natural glues organisms use to attach to the hull damage wood and fiberglass.

SPEED & EFFICIENCY: Fouling causes drag, which slows you down and increases fuel costs.

INTERLUX ANTIFOULING RANGE PROVIDES PROTECTION FROM THE THREE KEY FOULING CHALLENGES:

SHELL: Barnacles and zebra mussels release millions of larvae into the water, which move around in the currents. To be able to feed they must attach themselves to static objects. As most boats remain static for much of their time afloat, they offer extremely suitable feeding grounds for all types of fouling.

WEED: Static objects attract common seaweeds, many of which will simply fall off as the hull travels through the water. However, some types are more resilient and can withstand high speeds through the water.



SLIME: Slime is another major form of fouling. Slime is caused by billions of single celled algae, which produce a syrupy medium in which to settle. Once established they provide settling ground for more algae, so coatings of slime can grow quite thick, as they are not detached as they move through the water.

3 EASY STEPS TO ANTIFOULING PROTECTION

PRODUCT SELECTION 30-35
Pick the best antifouling for your boat

HANDY SPECIFICATIONS 36-44
Step-by-step guide to your project from our technical team

HOW TO PAINT LIKE A PROFESSIONAL 40
Instructions for an expert result explained by our professionals

OUR MOST FREQUENTLY ASKED ANTIFOULING QUESTION:

“How do I know that the product I want to apply is compatible with my old antifouling?”

‘Applying your desired Interlux® antifouling has never been easier. Compatibility is an issue most boaters worry about, but there are three easy choices to solve this problem.

1. Check for compatibility with old antifouling. *If the product is known use the Interlux® compatibility chart on page 33.*

2. Use Primocon as a tie coat primer over the old paint. *If the old antifouling is unknown you can apply Primocon primer directly. Then simply overcoat with the Interlux® Antifouling of choice (do not use this system with VC®17m Extra, VC®17m, VC® Offshore or Baltoplate)*

3. Remove the old antifouling. *If the old antifouling is in poor condition you may prefer to remove the old paint and start with a fresh surface. Use a chemical stripper like Interlux® Interstrip 299E. Interstrip can remove several coats of most antifouling paints in one application. After stripping you are ready to prime and paint’.*

DOES THE AMOUNT OF COPPER IN AN ANTIFOULING PAINT AFFECT THE PERFORMANCE?

The level of copper is not the only determining factor of how an antifouling paint will perform. The resin-binder system, the material that holds the paint together, is equally important. Not only does the resin-binder system hold the paint together, it is the mechanism that determines how fast the copper and other biocide will be released. The resin-binder system must be carefully tailored for the amount and type of copper and other biocides used to obtain maximum efficiency. The amount of copper or other biocide may affect the life of an antifouling paint but the sophistication of the resin-binder system to hold and release copper or other biocide at the proper rate is far more important to the effectiveness of the anti-fouling.

Micron Technology antifouling will release biocide at nearly constant rate throughout its life. For this reason they are highly efficient and are less dependent on large amounts of copper and other biocides to deliver the best possible performance. The use of boosting biocides in combination with Biolux® Technology keeps the bottom clear of slime and makes the copper more effective.

How antifouling paints work



DIFFERENT TYPES OF ANTIFOULING PAINTS

MICRON® TECHNOLOGY

Paints that use Micron Technology provide the longest lasting protection from fouling. The biocides are chemically bound to the paint film and are only active when in the water. This allows them to be hauled and relaunched without repainting. The paint film polishes away like a bar of soap at a controlled rate reducing paint build-up and eliminating the need for sanding. This controlled polishing of Micron allows for a more efficient use of copper over a longer period of time, so less copper is needed than in old fashioned hard high copper paints. Micron paints also polish to a smoother surface than hard antifouling which reduces drag and maximizes fuel savings. The longevity of these coatings is related to the thickness of the paint.

HARD ANTIFOULINGS

The technical term for these types of antifouling paints is ‘contact leaching’. The paint dries to a porous film that is packed with biocides, which leach out on contact with water to prevent fouling growth. Once the biocide is exhausted, the hard paint film remains on the boat. Hard antifouling does not retain their antifouling ability out of the water and cannot be hauled and relaunched without repainting. The main benefit of hard antifouling paints is their predictable antifouling performance in all waters. They provide a hard scrubbable and abrasion resistant finish.

BOTTOM PAINTS WITH TEFLON®

DuPont™ Teflon® is an extraordinary and versatile technology EXCLUSIVELY available in yacht coatings through Interlux®. Teflon® has a coefficient of friction lower than ice, making it the most slippery material in existence. By featuring Teflon® in our antifouling products you get the benefit of smooth, low-friction surfaces that minimize drag and extremely hard coatings that resist damage and are exceptionally easy to clean. They are also easy to burnish to produce the smoothest, fastest antifouling surface.

Products with Teflon are VC® Offshore with Teflon®, VC®17m Extra, VC®17m, VC® Performance Epoxy and VC® Eco.

SPECIALTY ANTIFOULINGS

Bright colors and Aluminum – For boaters that want bright clean colors there is Trilux® 33®. Trilux 33 is ideal for use on aluminum and can also provide excellent antifouling protection on fiberglass, wood or steel. Trilux 33 uses Biolux Technology to control slime and has 2 biocides that work together to provide increased performance.

Outdrives – Trilux Prop & Drive is an aerosol antifouling developed specifically for use on lower units of outdrives and outboards.

Hard Racing – Maximum Speed – Baltoplate is a hard vinyl antifouling designed for the serious racers and has a long heritage of use by winning sailors.

Traditional – Work Boat – Bottomkote® is a traditional soft sloughing antifouling that provides good antifouling protection for most areas.

Biocide Free – VC® Performance Epoxy and VC® Eco* are Teflon®-containing coatings that can be used on boats that are permanently moored in the water but do not require antifouling protection. VC Performance Epoxy dries to a hard finish that is ideal for wet sanding and burnishing. The hard scuff resistant surface makes it the ideal coating for boats stored on racks and lifts as well as trailered boats.

* VC Eco is only available in Canada