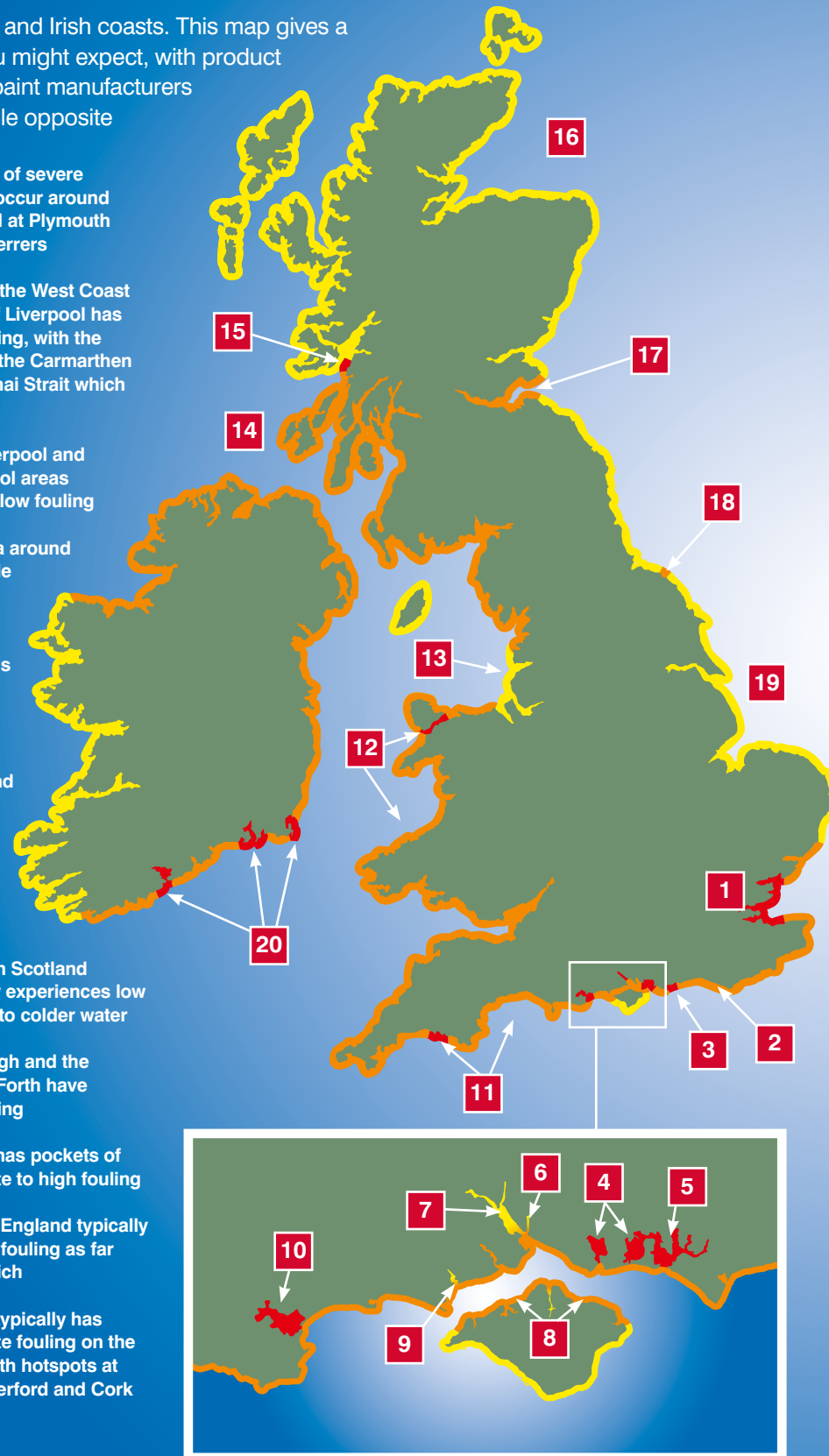


Which antifouling

Fouling varies dramatically around the UK and Irish coasts. This map gives a rough guide to some of the conditions you might expect, with product recommendations from the top three UK paint manufacturers by matching the colour codes with the table opposite

- 1** East Coast rivers, particularly the Thames and Blackwater, frequently experience significant shell fouling
- 2** Brighton fouling is usually moderate, but pockets can develop
- 3** Littlehampton is a known hotspot for barnacle spat, where young barnacles attach to the hull before the antifouling has time to work. This is erratic, but typically occurs every five to 10 years
- 4** Portsmouth and Langstone harbours can experience significant fouling
- 5** Chichester Harbour has been severely attacked by tubeworm
- 6** Fouling in the Hamble River reduces from moderate to low as you progress upriver
- 7** Southampton Water is a low fouling area, perhaps owing to regular ship activity, although there is a tubeworm hotspot at Shamrock Quay
- 8** The northern coast of the Isle of Wight typically has moderate fouling, although berths high up the Medina river can have low fouling
- 9** Lymington experiences variable fouling, reducing as you go upriver
- 10** Poole Harbour has a range of fouling conditions owing to its large size, but can experience heavy weed and slime growth, with moderate shell fouling
- 11** Pockets of severe fouling occur around Lyme Bay, and at Plymouth and Newton Ferrers
- 12** Most of the West Coast south of Liverpool has moderate fouling, with the exceptions of the Carmarthen coast and Menai Strait which can be heavy
- 13** The Liverpool and Blackpool areas typically have low fouling
- 14** The area around the Clyde typically experiences moderate fouling, but this can become heavy if the water is warm
- 15** Oban and Largs can be subject to heavy fouling from barnacle spat
- 16** Northern Scotland typically experiences low fouling owing to colder water
- 17** Edinburgh and the Firth of Forth have moderate fouling
- 18** Whitby has pockets of moderate to high fouling
- 19** Eastern England typically has low fouling as far south as Ipswich
- 20** Ireland typically has moderate fouling on the East Coast, with hotspots at Rosslare, Waterford and Cork



suits your boat?

The following tables show the top three UK antifouling manufacturers' recommendations for cruising and racing yachts, and for planing and displacement powerboats. These are only guidelines – if your antifouling proves less effective than you had hoped, try using the next product up in the same range to gain a higher biocide concentration, or even switch to a faster-eroding product in the case of heavy slime. In all cases, the manufacturers are happy for private individuals to get in touch for specific recommendations for their area and tips on how to apply their products.

CRUISING SAIL

Most cruising yachts will at most scrub off once per season, and many go from launch to haul-out without mid-season attention. To cope with this, manufacturers recommend using eroding antifouling paints, which will continually refresh the surface and biocides exposed to the water throughout the season.



	International	Blakes	Seajet
High	Micron Optima	Ocean Performer	Platinum
Medium	Micron Extra	Tiger Xtra	Shogun
Low	Cruiser Uno	Cruising Performer	Shogun

RACING SAIL

Serious racers need a smooth antifouling finish to reduce friction with the water. This is traditionally achieved with a hard antifouling which can be burnished with a light abrasive.



However, both Blakes and International now offer products with a Teflon component to reduce friction, which they say can be maintained by regular scrubbing. For club racers who keep their boats afloat for long periods, International suggest Micron Optima, which although an eroding antifouling is designed to self-smooth.

	International	Blakes	Seajet
All areas	VC Offshore with Teflon/Micron Optima	Hard Racing/ Glidespeed	No specific racing product

DISPLACEMENT POWER

Displacement power vessels have similar requirements to cruising yachts, but pay careful attention to the manufacturer's specification for the maximum speed allowed with your chosen antifouling. Eroding antifouling can typically handle speeds up to 30 knots, but the rate of erosion increases dramatically at high speeds and will need to be compensated in the amount you apply. For example, for their Ocean Performer product Blakes recommend that boats travelling at above 15 knots apply an extra coat.



	International	Blakes	Seajet
High	Micron Optima	Ocean Performer	Platinum
Medium	Micron Extra	Tiger Xtra	Shogun
Low	Cruiser Uno	Cruising Performer	Shogun

PLANING POWER

Eroding antifouling will typically not survive speeds above 25 knots, although Seajet claim 40 knots for many of their products. To combat this, hard paints are typically applied to planing powerboats. Usually, high speeds will dislodge fouling from the hull of a regularly-used boat, but if you only go afloat occasionally you may need to scrub the hull. As with racing sailing boats, you can choose between an antifouling with or without Teflon.



	International	Blakes	Seajet
All areas	VC Offshore with Teflon /Interspeed Ultra/Trilux	Hard Racing/ Glidespeed	Coastal