

Table of Antifoulings



Antifouling type name of product	Theoretical coverage/yield approx. m ² / l	processing	processing / surface temperature	repaintable after hours	Launching		Recommended surface preparation for different boat building materials				
					at the earliest after hours	at the latest after months	thinner for toll cleaning	freshwater rivers lakes	brackish water	North and Baltic Sea	Medi-terranean and tropical waters
D 17 Antifouling Y 88	10	P/R/AS	5-30	4	4	6	990	X	X	X	
D 89 Antifouling Kupferbronze	10	P/R/AS	5-30	4	24	3	799	X	X		
D 90 Rhumbeline Antifouling	10	P/R/AS	5 -30	4	24	6	799	X	X	X	X
D 91 Biotox-Hart-Antifouling	10	P/R/AS	5 -30	4	24	6	799	X	X	X	X
D 92 Slip-Way-Antifouling	16	P/R/AS	5 -30	4	24	6	W	X			

P = brush , R = roller , AS = airless spraying , LS = air spraying

W = water

Advice :

When using **Antifouling Y 88 D 17** with steel and aluminum boats please remember there has to be a corrosion protection coat of paint of min. 300µm, i.e. 6 coatings Epoxi-Primer or else.

Kupferbronze Antifouling D 89 is not suitable on substrates of aluminum and steel (danger of electrical corrosion by copper contents).

All other antifoulings can be used with correct observation of the corrosion protection according to system data sheet on all boat construction materials.

On aluminum yachts and boats damaged corrosion protection coating has to be repaired immediately,

otherwise there is danger of electrical corrosion.

Exception: **Slip-Way Antifouling D 92** is free from metal and therefore neutral to corrosion. When using

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Interesting Facts on Antifoulings

In the underwater area you have to distinguish between corrosion protection measures for the maintenance of the material on one hand and the protection by antifouling on the other. Antifoulings prevent fouling with plants and animals by dissolved bioactive agents. Mainly copper and its compounds as well as biocidal agents are used in modern vehicles. By using these vehicles, present-day antifoulings are largely insensitive against reaction with air oxygen and may be applied up to 6 months before launching. All antifoulings are abrasionproof and can be trailered. Because of the copper containing active ingredients in some antifoulings, there is danger of electrical corrosion with insufficient corrosion protection coatings of steel and aluminium boats.

The supply of active agents present all over the season is only reached by sufficient thickness of layer of the antifouling. The application with brush or roller results in uneven thicknesses of layer (brush marks, orange peel effect). For the application the recommended theoretical coverages or yields have to be observed. Antifoulings are designed for painting with brush and roller and should only be diluted for spraying. By a good finish the friction resistance can be reduced clearly, e.g. by a smoothed and polished surface with **Biotox-Hart-Antifouling D 91** or **Kupferbronze-Antifouling D 89** resp. by the particularly smooth surface of the **Antifouling Y 88 D 17** and the **Slip-Way-Antifouling D 92**. You can also refresh this smooth finish in the season without taking the boat out of the water. Use for this the newly developed boat brush **Powerbrush** by HS System, which we recommend strongly.

At the end of the season the next season is already prepared. Immediately after the slip-on, when the underwater areas is still wet, it is washed with fresh water at high-pressure from a distance of 10 - 20 cm (HP-washing not over 50 bar). Then slime, mud, and dirt as well as bleached, brittle and poorly adhesive paint layers are removed.

Oil and fat deposits (masut) must be pre-treated separately with **Cleaner 350 D 49**. So-called self-polishing antifoulings can due to the binder characteristics only be retouched with themselves. Before a change of the coat of paint these antifoulings have to be removed in principle.

To remove lime deposits, diluted vinegar concentrate has proved efficient. These measures are generally sufficient and the carrying capacity for following coats of paint is restored. But if the surface is brittle, it has to be polished. Antifoulings should generally be wet polished, as the dusts are detrimental to health.

Changes in the tint of the antifoulings are caused by elution of the active substance. Some tints are clearly more brilliant only after short-time storage in water. This has no negative influence on quality and protection against fouling.

All v.Höveling Antifoulings correspond to the voluntary commitment towards the Federal Minister for Environment and Nature Protection as of 27.08.86. They contain no monomere organo-tin compounds. They contain no substances, the use of which according to the valid regulation on dangerous substances is forbidden.