

Preparation and priming before antifouling



Serious detachment is caused by incompatibility or not following immersion guidelines.

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

1. If the antifouling is of known compatibility (see the Compatibility Chart on page 16) check the condition of the existing painted surface. Remove any loose, flaking areas with a scraper. Rinse with fresh water and allow to dry before applying the new antifouling direct.
2. If the previous coating is in poor condition it is advisable to remove it by wet sanding or by using Interstrip. Remember, dry sanding is dangerous due to the toxic dust which it forms. Then follow the preparation and priming for bare substrates starting on page 59.

3. If the old antifouling is of unknown origin or you are concerned about compatibility, we advise you to prime the surface first using Primocon®. This has been specifically developed to act as a barrier coat in these circumstances and one coat is all that is required. All International antifouling is compatible with Primocon. VC products should ideally be applied over VC Tar2 Primer.
4. If the boat is new, or touch up priming is needed on the bare substrate, follow the preparation and priming for bare substrates starting on page 59.

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HINT

SEE SURFACE AREA OF YOUR BOAT GUIDE AT THE BACK OF THIS MANUAL TO CALCULATE THE QUANTITY OF ANTIFOULING TO USE.