

Tuesday, January 3. 2012

Anti-fouling or no anti-fouling?

Growth on the hull. Four weeks after last scrubbing. We're back in Santa Marta, preparing the boat to be sailed again after seven months in the slip. And preparing for the Pacific as well, since shopping in Colombia is significantly cheaper than in Panama. If you can get what you need ... So we have a long list of things to do, and about one more week until we want to leave. Time to think about the next steps. I enquired at Shelter Bay Marina (in Colon, at the north end of the Panama canal) for a slip and haul out, but no reply so far. One of the reasons for hauling out is to replace the anti-fouling, which prevents growth, barnacles and other stuff from attaching to the hull. I asked marine warehouse in Panama for a quote and here's the reply: 3 gallons of Trilux 33 anti-fouling: 675.00 Ocean freight: 65.00 Insurance: 8.00 Local delivery: 25.00 Customs: 10.00 = US\$ 783.00 Add \$400 for hauling out plus other expenses and I'm looking at US\$ 1300. A lot of money, but worth it if it keeps the hull clean until we reach New Zealand. A clean hull makes for faster sailing. And for the 3000nm from the Galapagos to the Marquesas I want every half-knot of speed to make it across as fast as possible. More speed means less times on the water means less chance of hitting bad weather. The problem is that based on my previous experience I have reason to doubt that the hull will stay clean that long. The last antifouling, applied in September 2010 in Las Palmas, was basically gone by March 2011. 6 months. From then on I had to scrub the hull with a scraper every two weeks. And the warm south Pacific will be worth than the relatively cold Atlantic. With an expected two to three months stay in the Galapagos it's questionable whether there will be antifouling left for the 3000nm trip to the Marquesas in May. Unfortunately Panama (January) is the last chance to haul out until New Zealand. The reason why the anti-fouling is that bad (and expensive), is because it has to be compatible with my aluminum hull. Unfortunately you can't put good and cheap copper-based antifouling on an aluminium hull. Electrolysis would eat the hull. I have an epoxy layer to prevent that, but it still is risky. So I have to get more expensive and less effective anti-fouling. Or not, because for US\$ 1300 I can as well pay somebody \$50 every second week to clean the hull. Or dive myself like last year and spent the 50\$ on a good meal to recover my lost strength. Because scraping the hull up to 2.5m deep is hard work. And nasty ... all those little shrimps and barnacles and stuff that crawl over you and stick in you hair. It's definitely easier to clean the hull when there is a layer of anti-fouling on it, independently of how effective it is. Looks like a bad case of being caught between a rock and a hard place. What would you do?

Posted by Axel Busch in Gudrun V at 11:05

Anstriche sind ja mein Thema. Kenne mich nur leider mit dem Anifouling-Zeugs nicht aus. Habe aber mal bei Jotun nachgeschaut, die haben auch was. Wir setzen von Jotun nur Holzschutzmittel ein, aber ursprÄnglich und das HauptgeschÄft von denen sind wohl Bootsfarben. Hab aber leider keinen Preis dazu...

<http://www.jotun.de>

<http://www.jotun.de/www/de/20080126.nsf/viewUNID/01E77BD753917959C125760A003FFD36!OpenDocument>

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Ich wÄrds dranstreichen, egal was. Wenns dann auch besser zum putzen geht. Hab hier aber auch leicht schreiben, muÄ das Zeugs weder aufbringen noch den Rumpf putzen...

GrÄÄe aus Illertissen!

Anonymous on Jan 3 2012, 16:03

You have no hair. So how could barnacles bother you? Get down there yourself and scrub!

Anonymous on Jan 14 2012, 10:23