

# Using Sil-iCon

Overcoating of Existing Antifoul

March 2026



Jay Gee just before antifoul

## **'Sil-iCon' over existing antifoul!**

The thought of applying a silicone based antifoul over existing traditional antifoul has long been a dream of many. Sil-iCon is a silicone based antifoul that has two component steps. The first step is to apply the BASE COAT special epoxy and the final step is to apply the CLEAR COAT silicone. There is a critical part with this type of system, and that is in the timing of the second coat of BASE COAT and the first coat of CLEAR COAT must be applied while the BASE COAT is tacky (similar to most other silicone systems).

In the case of the 30' Cruiser, she was taken out of the water on the travel lift and then using a water jet blaster, every effort was used to try to get off what could be removed. Unfortunately, the Cruiser had been left in the water a lot longer than it should have, and as a result, both the hull and stern drives of the boat were well encrusted with growth and barnacles. Once on the hard stand, sanding of the above waterline took priority, as this was both flaky and rock hard to sand. It needed a random orbital sander, fitted with 36 grit paper and connected to a vacuum cleaner to do this work, and it took about a day, and used a box of 50 disks. The remainder of Hull sanding was done in a matter of a few hours.

## Before and After



### **Stern Legs when first lifted out**

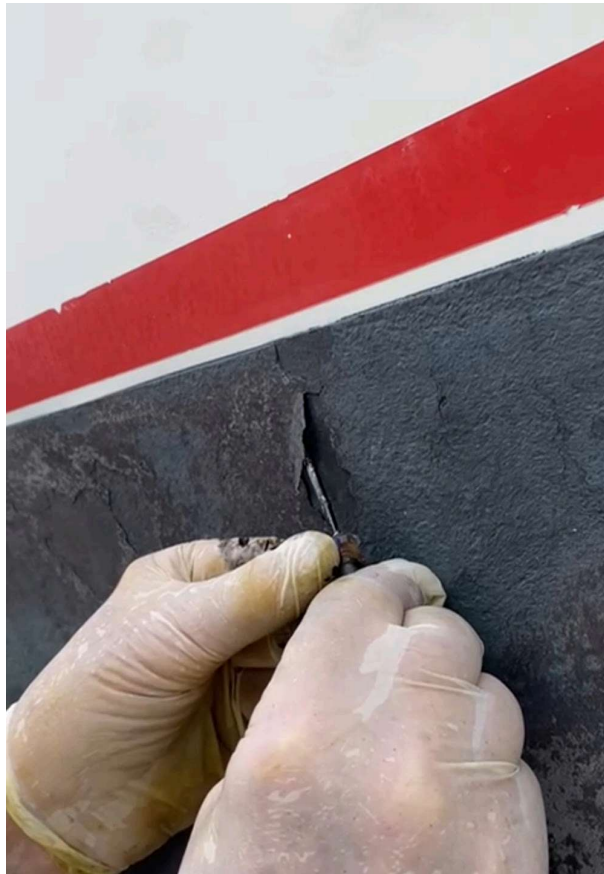
The Stern Legs appeared to have little protection. Sil-iCon can be used on aluminium Stern Legs as well as hulls, as it contains no copper base.



### **Stern Legs coated with Sil-iCon antifoul**

Stripped of barnacles, the aluminium was treated for corrosion and the Sil-iCon antifoul system was applied. Everything that is exposed to water, was treated with Sil-iCon.

“The hardest part was removing the old flaking antifoul, then sanding it so as to provide a key for the new Sil-iCon coating. 40 years of rock-hard, above the water layers, needed to be prepared.”



Picture showing the flaking antifoul above the waterline - so hard to sand.

## Applying Sil-iCon

Once the Hull and Stern Legs were prepared, a wash down was needed and left to dry. A quick wipe down and then the first coat of Sil-iCon BASE COAT was applied. We used a foam roller, but a mohair may have

been a better choice for this application. We used 2.5 litres of Jet Black BASE COAT for this first coat (it only used 1.5 liters for this second coat! Sil-iCon comes in 12 different colours of antifoul). We returned the next day and applied the second (this is the most important coat) of BASE COAT. When applying, we applied it to one side of the boat at a time, and as soon as the BASE COAT had tacked off, it was followed up by the first coat of CLEAR COAT, proceeding that way until the whole Hull and Stern Legs were covered (this took 2 litres of CLEAR COAT for the first coat). As weather was intermittent, we needed to return the next day for the last and final coat of CLEAR COAT (this only took 1.5 liters for the second coat). The boat was then ready for the water, and we waited the 12 hours as suggested before the Travel Lift returned her to the water.

What we noticed:

- Sanding of the hard old antifoul above the waterline took more work than we thought - but maybe not applicable for well maintained boats..
- The hiding properties and large coverage area of the BASE COAT draws one in to think that only one BASE COAT is needed? But, we understand that two are required.
- We were surprised just how little CLEAR COAT was needed for the second coat.



Notice the great hiding power after just one coat of BASE COAT

## Cost comparison

As always, cost comparison to traditional antifoul is a consideration. One thing that cannot be under rated? Is that the BASE COAT, apart from being the anchor point of the Sil-iCon system, also provides a chemical barrier to the Gelcoat, Aluminium, Steel or Timber (BASE COAT will withstand up to 98% Sulphuric Acid solution for 1 year!). This chemical resistance can stop osmosis in the case of newly built fibreglass boats, or corrosion in the case of Aluminium or Steel. If traditional antifoul is used instead of Sil-iCon? Then the costings would need to be altered to factor in for an additional layer of epoxy (not required when using Sil-iCon).

Another consideration when doing costings is the fact that Sil-iCon has a life expectancy of many times that of traditional antifouls (making Sil-iCon even more attractive). The 10% added speed from the boat plus the extra 7% fuel economy is a bonus from using a silicone antifoul over the traditional types.

### **Long antifoul life**

Opposition brands are reporting times of between 5 to 10 years of life. The beauty of being able to bring the boat out at any time for

unscheduled maintenance, then leave it out for any length of time, and then put it back in the water without re antifouling is such a bonus.



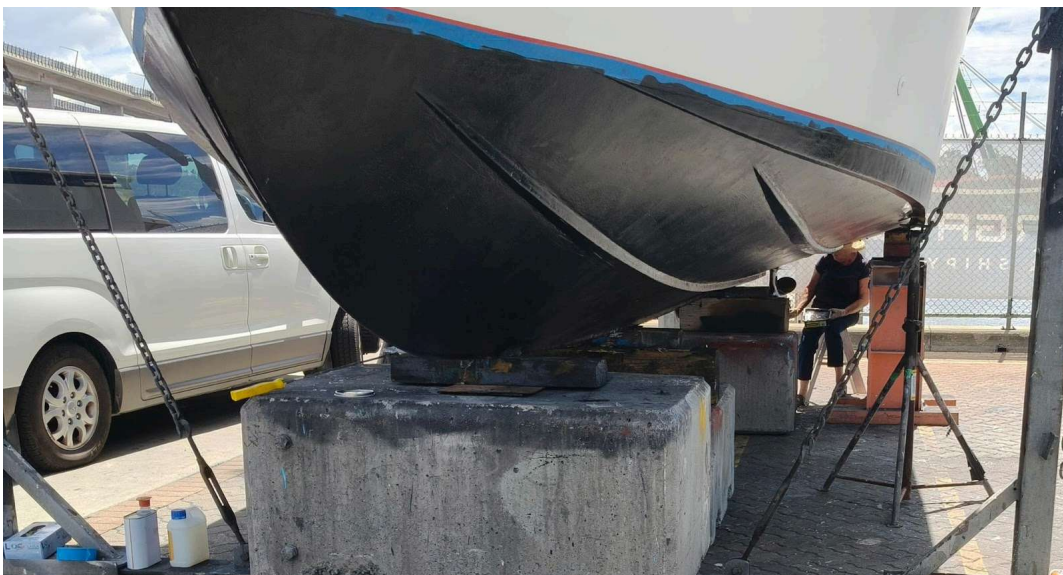
### **Ease of application**

Once we had prepared the surface (remember we were going over existing antifoul), then using a combination of both roller and brush made it so easy. We used a 160mm wide foam roller and a 50mm brush for most applications, but maybe a mohair would have been more effective?



## Increased speed and great fuel savings

In this day and age of fuel costs rising, using Sil-iCon makes great sense? As it gives us a 7% decrease in fuel consumption and at the same time up to 10% increase in speed.



Sil-iCon can also be used as an equivalent to PropSpeed, and is ideal for coating of propellers, giving a further saving.

Materials used to coat Riviera 30 Flybridge Cruiser

(approx 25sq.mtr of underwater surface):

4 litres Sil-iCon BASE COAT (Jet Black) @ \$120/litre = \$480

3 litres Sil-iCon CLEAR COAT @ \$112/litre = \$336

We compared that to traditional antifoul, and we would have needed 6 liters (2 coats) of Altex No5 plus. Giberts Chandlery sells that product for \$328 for a 4 litre can. Two cans = \$656.

Application rollers/brushes as well as sanding discs etc would be common for both traditional and Sil-iCon antifoul systems.

We hope that others can gain from this experience using Sil-iCom.

**For any inquiries, please contact:**

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