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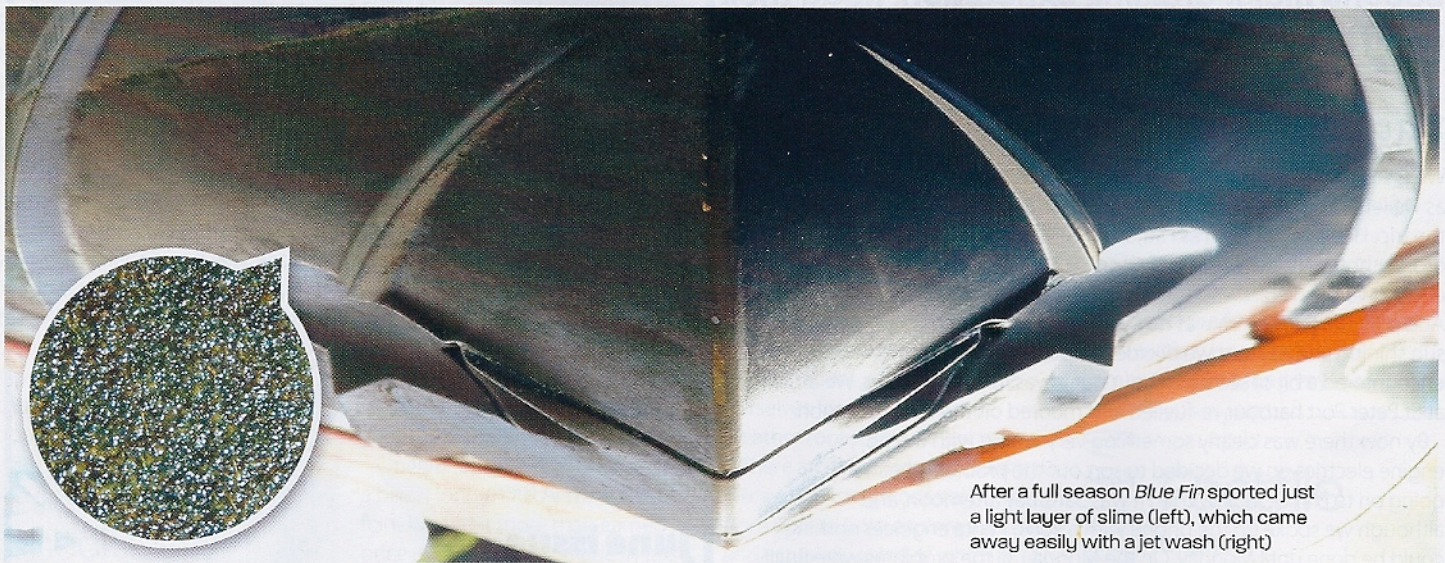
MBM's tough taskmasters put some clever new boating kit through its paces. The result? You can buy with confidence



TESTER
Neale
Byart



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Goulding



After a full season *Blue Fin* sported just a light layer of slime (left), which came away easily with a jet wash (right)

Self-polishing super star

Seajet's budget antifoul is superior on test



Blue Fin being lifted for inspection

Loathe it or loathe it, antifoul is one of life's necessities if you are going to take your boat out onto the water. In previous MBM tests we have found that all antifoul paints work to varying degrees compared to leaving the hull unpainted but that, despite a big difference in costs, a higher price doesn't always translate into better performance.

When Seajet launched its new budget antifoul product at the start of last year the timing couldn't have been better as we were just

commissioning our magazine boat, *Blue Fin*, ready for the 2012 season.

Seajet 031 Samurai is a self-polishing copper-based product available in black, grey, red or blue. Because it is self-polishing it is not suitable for boats on drying moorings and requires two good coats to get the best results over a year. The best part, though, is the price – approximately £50 for a 2.5-litre tin. This is about half the price of some comparable products and not much more than the cheapest products on the market. Unfortunately, cheap doesn't always

equate to a bargain, so everything hinged on what the hull looked like at the end of the season.

Application

The paint was professionally applied in April to the required thickness – this last bit is important because poor results are often due to insufficient paint during the application process. What then followed was a period of frenetic use of the boat, which included around 700 miles of motoring on Cruising Club duties, as well as a trip along the south coast from Brighton

MOTOR BOATS TESTED



The unpainted trim tabs and stern drives provide a glimpse of just how well the hull antifoul worked

to Falmouth during Ancasta's Port to Port Tour. The upshot of this was that the boat was underway for around 140 hours, covering a distance of over 1000 nautical miles in the space of just four months.

Now, this sort of usage might actually help to keep the hull clean, but there would be no help during the following three months. For the latter half of summer 2012, and the whole of the autumn, the boat sat on its mooring pretty much undisturbed. This was during the period when UK waters are at their



The waterline suffered a light layer of green that easily wiped away



The unpainted strip on the transom was showing signs of hard fouling

warmest, and hull growth is often at its most vigorous. Add to that the fact that the berth in question was on the Hamble – an area known for heavy fouling – and the perfect test conditions were complete. For control purposes we left the trim tabs and drives unpainted with a one-inch gap on the hull around the transom shields.

The results

The results were pretty impressive. Below the waterline, the hull had zero fouling and just a light layer of slime that easily wiped off. The waterline had very light green fouling, nothing more than short hair-type growth, which again wiped off and could have been kept at bay with an occasional waterline scrub in the water.

Conversely, the drives, trim tabs and unpainted section of the transom were positively alive with fouling. This was mostly fouling of the soft variety: weed, sea squirts and other unidentified critters, but these areas were also starting to show early signs of hard fouling with numerous tiny barnacles on the drives and some hard tube-type fouling appearing on the untreated transom.

VERDICT

Seajet's 031 Samurai antifoul paint received a pretty thorough test, consisting of both periods of heavy use, and periods of inactivity in a high fouling area. The fact that the hull remained clear when the uncoated drives and trim tabs showed considerable fouling proves pretty conclusively that Samurai certainly does what it says on the tin, and at a price that won't break the bank. **Neale**



Price: £52 for 2.5lt

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