

Paints & Coatings



The launch of the RRS *Sir David Attenborough* at Cammell Laird

Applications of Ecofix and Ecoshield

The rudder of a LPG tanker was given the full treatment in China. First Ecofix was applied to restore the surface of the damaged rudder back to its original condition. Next it was coated with Ecoshield. This will protect the rudder from ever suffering corrosion and cavitation damage again.

Meanwhile, Belgium's Subsea Industries is reporting an increasing interest from propulsion and steering equipment suppliers to apply Ecoshield to their equipment. They are looking for maximum protection against cavitation and abrasion damage, both of which can lead to widespread corrosion if conventional coatings fail.

Ecoshield is the only coating known to fully protect rudders and thrusters from all cavitation damage for the remainder of a vessel's service life. It is as tough as the steel itself. With Ecofix, the repair work needed on the underlying steel can be done effectively and economically.

Ecoshield and Ecofix are also suitable for stabiliser fins, thrusters, nozzles and other underwater ship gear which needs special protection from corrosion. Now these items can also be repaired prior to recoating when other,

less effective coatings have permitted corrosion and cavitation damage to occur.

Ecofix is a filler product, which is used in combination with the award-winning Ecoshield hard coat system. Ecofix is specifically developed to provide shipowners and OEMs with a cost-effective solution for the repair of corroded or pitted steel surfaces.

When a rudder or other piece of underwater ship gear has not been properly protected, the surface will become severely pitted and corroded. The steel needs to be restored to its original shape with a smooth surface prior to recoating.

This is where Ecofix comes in. It is a superior, tested and proven filler. Because it uses the same basic resin as Ecoshield, the coating can be applied just one hour after the filler. The bonding and hardness are extraordinary. This is the effective alternative to metal facing or very expensive alternative fillers. Because it is part of the Subsea Industries' family, it is fully compatible and homogeneous with our other coating systems.

The hull of the polar research ship RRS *Sir David Attenborough* took to the water last month protected by the most environmentally-safe hull coating ever developed – Subsea Industries' bio-fouling-reducing and washable Ecospeed.

Commenting on the vessel's launch from

Birkenhead's Cammell Laird shipyard, Manuel Hof, Subsea Industries' production executive, said, "RRS *Sir David Attenborough* is now afloat with a hull protected by the same Ecospeed coating that has protected its sisters, *Ernest Shackleton* and *James Clark Ross*, for many years. It was incredibly exciting to watch the launch of this important vessel."

When the vessel is delivered to British Antarctic Survey in 2019, it will undertake world-leading environmental research into climate change and ocean protection. As such, the vessel required a fully ice-strengthened coating, without being harmful to the environment - Ecospeed fulfils that requirement," said Hof.

"The hard coating completely mitigates against the leaching of chemicals into the marine environment," said Hof.

Subsea Industries' Chairman Boud Van Rompay said, "We are delighted that Cammell Laird and BAS have successfully launched RRS *Sir David Attenborough*. The vessel is a showcase for an array of sophisticated technologies and systems, of which, I am pleased to say, Ecospeed is one."

The 15,000 gt research vessel, scheduled for operational duties in 2019, will be one of the most advanced polar research vessels in the world. The 128 m long vessel will be capable of 60 days at sea without re-supply, covering a range of 18,898 nautical miles at 13 knots.