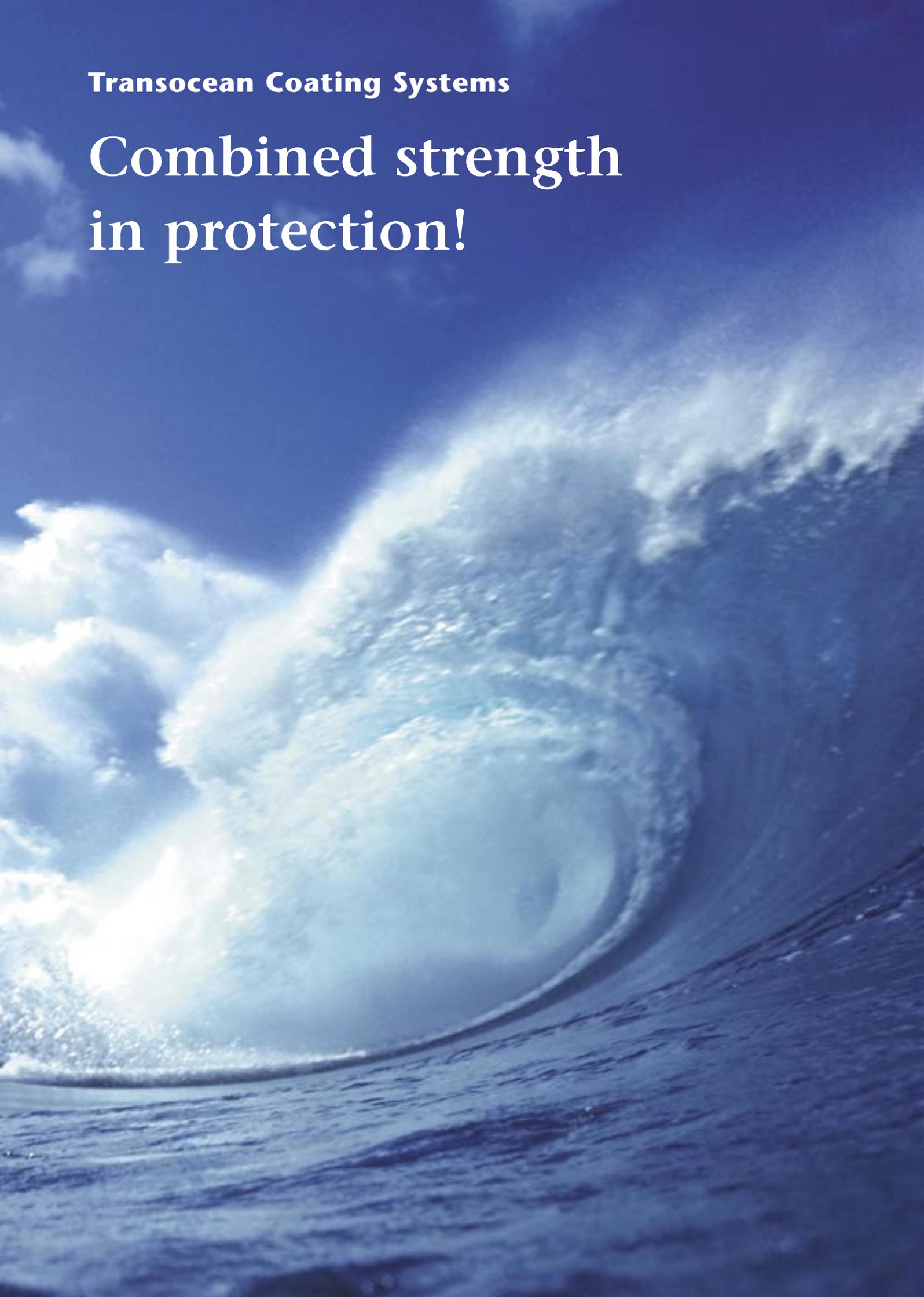


THE ULTIMATE WAY TO PROTECT PLEASURE



Transocean Coating Systems

**Combined strength
in protection!**





The World of Transocean

Across the world, Transocean Coatings Association is active in the manufacture and supply of anti-fouling, anticorrosives and other coatings for ships, off-shore structures, industrial installations and pleasure crafts. Extensive research and development work has provided Transocean with a series of products which professionals acknowledge to be complete and of high quality. Transocean Coatings Association has a network of manufacturers, spread over all the continents, producing its range of products. Manufacturing takes place using stringent formulations. Whether a product is supplied in Europe, Asia, North or South America, in Africa or Australia, the quality is identical.

At any shore therefore, wherever in the world, you can rely on Transocean Coatings Association. And local service assures quick delivery of factory-fresh products at competitive prices.

That's unique!



Keeping your boat in excellent condition

Why use paints?

Pleasure crafts are made out of different materials; metal (steel, aluminium), wood or Glassfibre reinforced polyester (GRP). Left unpainted, marine conditions will deteriorate these materials; metals will corrode, GRP can suffer from osmosis and marine organisms can attack Wood.

Therefore using paints is an efficient method to protect your pleasure craft. Besides offering protection, coating systems have a decorative function too although for some areas the emphasis is more on the protective component such as antifouling and ballast tanks.



Which paint first?

Coating systems can be divided into 3 groups of paints according to their function in the coating system.

Primers have good adhesion to the substrate and provide a solid base for recoating with other paints.

After the primer, intermediate or barrier coats are applied in order to enhance the overall protection and to provide a good intercoat adhesion.

Barrier coats contain pigments, which reduce moisture penetration and decrease oxygen permeability.

Beside the content of the barrier coat, the thickness of these barrier coats is of equal importance.

How much paint to apply?

The minimum thickness of the dry film for surfaces below the waterline is 400-450 microns for the entire scheme. For surfaces above the waterline, 250-300 microns is sufficient.

It is very important that these minimum thicknesses are respected.

What about maintenance?

The final step is to apply the finish or topcoat. The topcoat gives the required colour and gloss and provides protection against various influences such as sunlight, weather and abrasive impact. It may also give specific protective properties (such as the antifouling onto the submerged areas). The finish must be regularly renewed to maintain the boat permanently in good condition.

From time to time it is advised to remove the total paint system as the yearly maintenance results in a build-up of layers. Too thick layers not only increases the weight of the boat but the increased internal stress can also lead to delamination of the total coating system.

Maintenance made easy with Transocean Paints

Ten points to remember

When repainting your boat, the following 10 steps apply to all boat types whether made out of metal, wood or GRP.

1 After lifting the boat, wash with high-pressure fresh water in order to remove any fouling, salts and dirt.

2 Degrease only areas that are affected by mineral oils by using a sponge soaked in a suitable detergent and rinse with fresh water again.

3 Remove all old paint system that is delaminating or not adhering well. If this involves large-scale scraping, use mechanical methods such as sanding discs or blasting or by using a paint stripper.

4 Clean and wash down all dust and debris with fresh water.

When sanding intact paint layers use 80-grade sandpaper for the hull. Use wet sandpaper especially when preparing an old antifouling layer to minimise the amount of airborne dust. For above waterline areas use 240 – 320 grade sandpaper.

Before starting to paint, remove all dust by washing with copious amount of fresh water and allow drying prior to painting.

5 Mask the edges of the area to be painted and remember to remove the tape immediately after the application of each coat, especially when you are using two-pack paints.

6 Remember to plan the application of the whole paint system properly. Especially observe temperature and weather forecast as well as recoating intervals of the paints to be used.

7 Prior to application always read instructions on product data sheet first. After opening the can, ensure that the paint is mixed to an even consistency and colour. When using two-pack paints, mix the two parts separately prior to mixing both parts together.

8 When you are preparing a two-pack paint, note how much paint you will be able to use before it becomes unusable. The paint's pot life is given on the product datasheets and typically measured at a temperature of 20°C. If you are working at a higher temperature, you must reduce this time by around 20% for each additional 5°C. Stir the paint from time to time in its container during application and keep it at a low temperature to extend its application time, at the same time avoiding prolonged exposure to sunlight.

9 Do not paint in strong winds, during mist or in full sunlight. If necessary, make shaded areas using tarpaulins.

10 Finally, basic safety and hygiene rules must be obeyed whenever you are using paint. Carefully read the safety instructions given on product and safety datasheets.

Of course, your local Transocean representative will be more than happy to assist you in getting the best results. Alternatively, check www.transocean-coatings.com for the latest news, advices and solutions for any problem you may experience.





Glassfibre reinforced polyester (GRP)

GRP is the most popular material for hull construction today because of its versatile use and its pleasant, shiny appearance. Usually the gelcoat begins to lose its luster and shine after two or three years; so that the topsides in particular become chalky or crazed.

When this happens, it is about time to start repainting.



The gelcoat should be degreased thoroughly with Transocean Gelclean to eliminate traces of wax, paraffin and other contaminants. High-pressure wash with fresh water and allow thorough drying. Disc abrade to an even, matt finish. Remove dust and debris prior to painting.

The system box gives our recommendation for a full refurbishment and for touch-up of spot repairs. In case of painting over an intact epoxy protective system, apply 1-2 coats Transocean Sealer prior to recoating with an appropriate Transocean antifouling system.

How to prevent osmosis

The osmosis process starts when water penetrates in the gelcoat and reacts with substances in the hull. This will even attract more water resulting in an increase in volume that finally shows itself at the surface in the form of blisters.

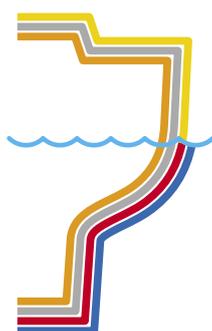


However, not all bubbles are the result of osmosis. If the blisters are filled with liquid and have an acidic smell, osmosis is very likely. In case blisters do not contain fluids but are the result of air bubbles, repairing is relatively easy by just sanding and priming.

In case your boat shows signs of osmosis contact your nearest Transocean dealer to get adequate advice on the best procedure to treat the problem.

Of course it is always better to prevent than to cure and therefore Transocean has developed specialized products such as Transocean Hydrostop or Transocean Guard that forms a protective layer around the gelcoat. Before application, ensure the hull has dried thoroughly by measuring the moisture content in the hull since any remaining moisture may lead to blistering or delamination of the coating.

Painting scheme for GRP



- 2 layers Transocean PU finish
- 2 layers Transocean Antifouling
- 1 layer Transocean Sealer
- Transocean Barrierkote
Underwater hull area: 2-3 layers
Above waterline area: 1-2 layers
- Repair of dents, holes etc. with Transocean Filler or Transocean Mastic



Wood



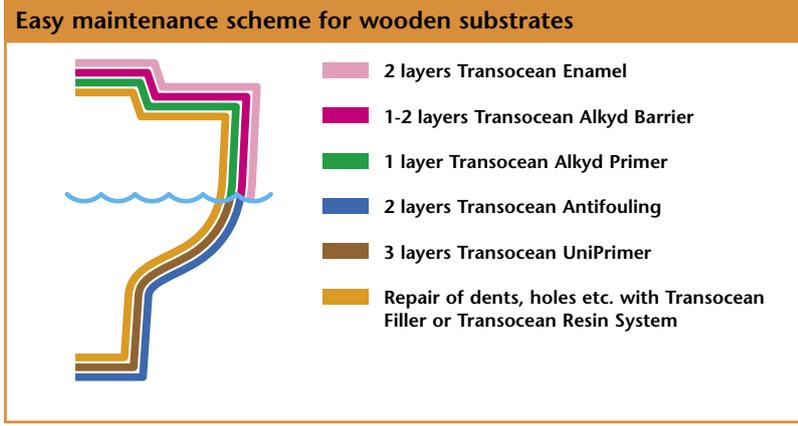
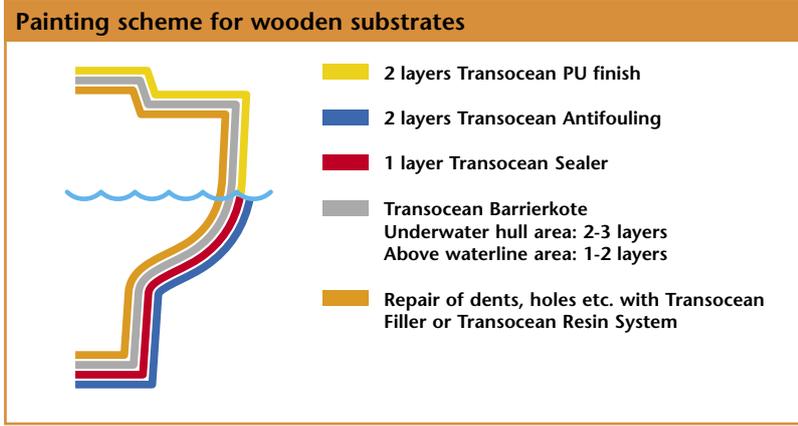
Timber is the traditional material for boat building and still frequently used, perhaps because wood presents a warm finish. Wood does need more initial protection and maintenance to avoid the effects of moisture and UV-radiation.

Ensure substrates are completely dry, clean and without oil, grease, adhesive or any other substance. Sand the entire surface and remove the remaining dust with dry rags or rags slightly dampened with water (not solvent). Apply Transocean Wood Sealer by brush to impregnate

the wood fibers. Alternatively, the wood can be permanently protected against water penetration by using Transocean Resin System.

The protection of Transocean Resin System can be reinforced by using glassfibre sheets.

The system boxes gives two recommendations for a full refurbishment and for touch-up of spot repair. In case of painting over an intact epoxy protective system, apply 1-2 coats Transocean Sealer prior to recoating with an appropriate Transocean antifouling system.





Steel

Steel is a very durable material for boat construction provided that paint system used has good anticorrosive properties. It is important to realize that a correct surface preparation is essential too.

In case of a new construction, we advise to contact your local Transocean representative.



For maintenance of existing paint systems, grit blasting, high-pressure water jetting and mechanical sanding discs are suitable methods of preparation.

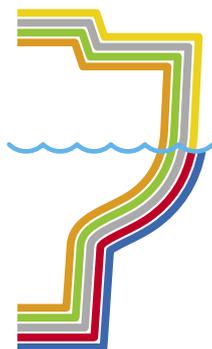
When the whole paint system has to be removed, blasting is preferred as it is faster and leaves a better result. Blast cleaning should be to Sa 2,5 – ISO 8501 standard. After blasting, immediately apply a coat of Transocean Primerkote.

Secondary surface preparation includes smoothening of weld seams, remove weld splatter and rounding of sharp edges.



The system box gives our recommendation for a full refurbishment and for touch-up of spot repairs. In case of painting over an intact epoxy protective system, apply 1-2 coats Transocean Sealer prior to recoating with an appropriate Transocean antifouling system.

Painting scheme for steel



- 2 layers Transocean PU finish
- 2 layers Transocean Antifouling
- 1 layer Transocean Sealer
- Transocean Barrierkote
Underwater hull area: 2-3 layers
Above waterline area: 1-2 layers
- 1 layer Transocean Primerkote
- Repair of dents, holes etc. with Transocean Filler or Transocean Mastic



Aluminium



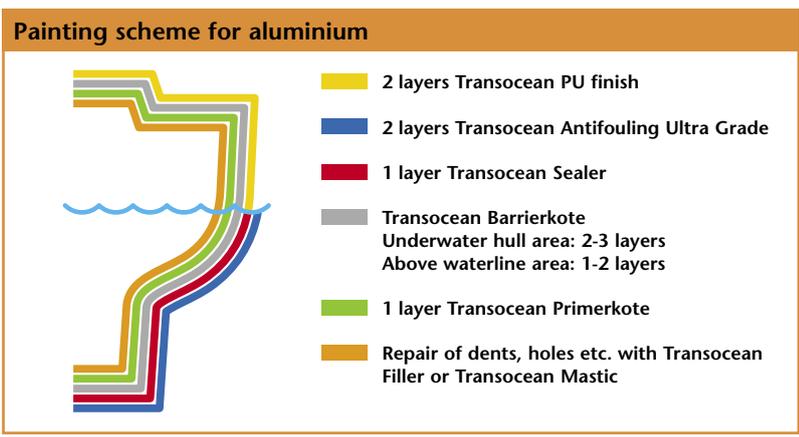
Aluminium is a light and rigid material, which makes it an excellent material for the construction of for instance powerboats. Preventive paint systems in combination with the correct surface preparation are required to prevent corrosion. It is therefore that special antifoulings have to be selected since the use of copperoxide based antifoulings may lead to pitting corrosion.

For new boats or full refurbishment remove any corroded top layer by light abrasive blasting using low pressure and non-metallic abrasive (e.g. garnet) or by using mechanical sanding discs.

Alternatively, the aluminium can be etched by using an acidic solution or etch primer. Transocean Gelclean can be used for this purpose.

High-pressure wash with fresh water and allow drying prior to application of Transocean Primerkote.

The system box gives our recommendation for a full refurbishment and for touch-up of spot repairs. In case of painting over an intact epoxy protective system, apply 1-2 coats Transocean Sealer prior to recoating with an appropriate Transocean antifouling system.



A reliable travel companion for all ships



Transocean Antifouling Systems

Fouling is the growth of marine organisms on the underwater area of vessels outside hull. Any organism capable of attaching itself to a vessel can cause fouling. Fortunately, only relatively few species are found on ships hulls.

The most quoted effect of fouling on a ship hull is the increase in drag and hull roughness resulting in speed reduction. Using antifouling is therefore an effective solution and worthwhile investment too.

The basic principle of any antifouling is the release of active compounds called biocides at the coating-seawater interface where it creates a hostile environment for

fouling organisms. Fouling will therefore be prevented and any growth of fouling will be inhibited.

The mechanism how biocides are released can vary from antifouling to antifouling and depends on the type of boat, coating system and budget.

Transocean has a long history in testing and developing Antifouling systems. Before being introduced as a Transocean Antifouling, the formula has gone through extensive test procedures such as erosion rate measurements and static immersion in various sea conditions ranging from icy waters to tropical marinas. The Usage guide shows which Transocean Antifouling system is suitable for your boat.



Rotor machine to measure erosion properties



Transocean tests all Antifouling on their rafts. Above an example of 2 panels

Transocean Antifouling	Product code	Suitable for aluminium hulls	Sail boats	Motor boats (upto 30 knots)		Power boats (more than 30 knots)
				Weekend use only	Frequent use	
Speed	7950	☹️	☹️	😊	😊	😊
Speed Ultra	7972	😊	☹️	😊	😊	😊
Regatta	7980	☹️	😊	😊	😊	😊
Regatta Ultra	7992	😊	😊	😊	😊	😊

😊 Yes ☹️ No 😊 Depends

Transocean Yacht Range

	Transocean	Code	Description	Minimum recoat interval at 20°C	Thinner
Primer and Sealers	Primerkote	7113	Special two-pack primer for all surfaces	6 hours	7604
	Sealer	7206	Sealer/ tiecoat to be recoated with antifoulings	4 hours	7603
	Wood Sealer	7800	Two-pack Sealer for wood	6 hours	7603
	UniPrimer	7148	Single pack primer for below and under waterline areas	8 hours	7601
	Alkyd Primer	7122	Single pack primer for above waterline areas	8 hours	7600
Barrier coats	Barrierkote	7219	Epoxy barrier coat for all areas	16 hours	7603
	Multikote	7467	Surface tolerant coating for steel	16 hours	7603
	Guard	7464	Odourless epoxy coating for bilges, tanks etc.	16 hours	7603
	Alkyd Barrier	7321	Single pack undercoat for above waterline areas	16 hours	7600
Mastics	Filler 400	7400	Light weight epoxy filler for all areas and substrates	24 hours	7603
	Mastic 500	7500	Regular epoxy filler for all areas and substrates	24 hours	7603
Specialties	Hydrostop	7480	Solventfree, two-pack epoxy coating for anti-osmosis treatments	24 hours	7603
	Resin System	7900	Epoxy system for sealing, glueing and other treatments of wood	12 hours	7603
	Futureline	7940	Special Finish for the underwater hull of boats sailing in fresh water	6 hours	7601
Finishes	Enamel	7331	Single pack enamel	16 hours	7600
	Enamel Forte	7335	High quality single pack enamel	8 hours	7600
	PU Finish	7343	Two pack Polyurethane Finish	8 hours	7604
Varnishes	Varnish	7380	Varnish for interior areas	8 hours	7600
	Alpha Varnish	7382	Varnish with excellent weathering properties	8 hours	7600
	PU Varnish	7390	Two-pack Polyurethane varnish	8 hours	7604
Antifoulings	Speed	7950	Hard antifouling	6 hours	7601
	Speed Ultra	7972	Hard antifouling suitable for aluminium hulls too	6 hours	7601
	Regatta	7980	Polishing Antifouling	6 hours	7601
	Regatta Ultra	7992	Polishing Antifouling suitable for Aluminium hulls too	6 hours	7601
Thinners and Cleaners	GelClean	7003	Special gel for cleaning substrates and for rejuvenation of painted surfaces		
	Epoxy Thinner	7603	Thinner for all Epoxy products		
	PU Thinner	7604	Thinner for all Polyurethane products		
	Special Thinner	7601	Thinner for Antifoulings, Futureline and Uniprimer		
	Alkyd Thinner	7600	Thinner for all Alkyd products		

Transocean has a wide range of products that were especially developed to match the needs of the yacht owner. Also development activities leads to a continuous process of more innovative Transocean paints that will be introduced in the Transocean Yacht range. Therefore the table presents only a selection of actual products that are commonly used. Please contact your nearest Transocean yacht dealer in case you need a specific product or require technical datasheets.

Transocean finishes are available in every colour!

The Transocean Coatings Association

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Your local Transocean representative

WORLDWIDE NETWORK WITH LOCAL SERVICE