

## COATING VALIDATION

British Antarctic Survey's decision to apply the Ecospeed hard coating to the hull of its new polar research ship *RRS Sir David Attenborough* has been validated by the recent drydocking of sister vessel *RRS Ernest Shackleton*.

The 80m long vessel, coated with Ecospeed in 2009, drydocked last month at the Orskov shipyard, in Frederikshavn, Denmark, where the hull was found to be in "very good condition".

BAS Superintendent Andrew Webb, said: "*Shackleton's* hull condition is the best I have seen after typical ice year operations. We tend to account for touch up coats every other year to areas impacted by the ice, but this year we needed to repair even less surface area than expected, despite the vessel encountering heavy Antarctic ice."

The Orskov yard had to touch up areas in the bow and rudder areas. A touch up coat was last applied in 2015. Only remedial coats are required as Ecospeed is a one-coat system and does

not need to be removed or reapplied.

The durability of the coating and the ease with which repairs can be effected were the reasons why BAS/NERC selected Ecospeed for the newbuild *RRS Sir David Attenborough*.

"The shipyard initially wanted to apply its preferred supplier's coating system, but based on our experience of this coating on the *James Clark Ross* and *Ernest Shackleton* we wanted Ecospeed.

