

M/Y *Oceantide* – An owner’s testimonial

When Henk and Annet Brautigam bought the yacht *Oceantide* in 2006, they knew that the hull needed some work. They decided that rather than patch it up and have an even rougher bottom to their yacht, they would take it back to bare steel and start from scratch. The yard at Dordrecht where the work on the yacht was being done recommended Ecospeed. In 2007 they had the hull grit blasted and Ecospeed was applied. It has been going strong ever since and they sail with the comfortable feeling of having a really safe, thoroughly well-protected hull under them.

The *Oceantide* was built in 1982 at Burlington Boat Works in Ventura, California, by the owner of that yard, who designed her to sail to Alaska, hence the fireplace and chimney, very useful on chilly



The yacht Oceantide.

nights in an Alaskan summer when it’s not worth running the central heating. Henk Brautigam, who is a partially retired yacht captain himself, and his wife, Annet, bought the yacht in Florida and had her shipped to Rotterdam, Holland where they live.

The *Oceantide* is a 76 ft. (23.3m) LOA, 18’ 2” (5.5m) beam trawler, long range cruiser, with a 6.6’ (2m) draft and a 26’ (7.9m) air draft. She displaces 90 tons, has a range of 4,000 nautical miles and a cruising speed of 9 - 11 knots. Powered by two Caterpillar 3306TI, 190hp, 4600 hrs diesel engines, the *Oceantide* has a fuel capacity of 4,500 gallons, a 1,500 gallon water tank and a 1,000 gallon holding tank, plus a desalination plant. The

Oceantide has three staterooms, sleeping six, and crew quarters which sleep two. The classic salon has oak paneling and parquet flooring. The staterooms are also oak with oak tongue and groove flooring. Four heads including a day head with marble counters and floor and a master head with full-sized tub and shower. All in all, the *Oceantide* is a very comfortable, livable, well made, well kept and beautifully appointed yacht.

Protecting the hull

“The bottom, previously coated with antifouling paint, was rough and needed to be treated,” explains Henk. “We knew when we bought it that



The Oceantide at Varend.



The Oceantide's well-equipped wheel house.



The Oceantide's engine room.



The saloon



The Oceantide out of the water just before the hull was grit blasted and Ecospeed was applied.



Detail of the condition of the hull in 2007 prior to Ecospeed application.

there were some problems but we had it tested and it was found to be quite sound. We wanted to have it totally clean and get it as new, so we had it grit blasted in Dordrecht. They suggested we either use one of the epoxy systems or Ecospeed. I hadn't

heard of Ecospeed. They told us it was very hard, very tough and you don't need to put antifouling on it. It was a bit more expensive but came with a ten-year warranty which was a big advantage. We stay tied up to the quay all through the winter and

the bottom fouls. My big question was, could we handle the fouling."

"We decided to take the risk and put it on," says Henk. **"Now it's on and it's very good."**



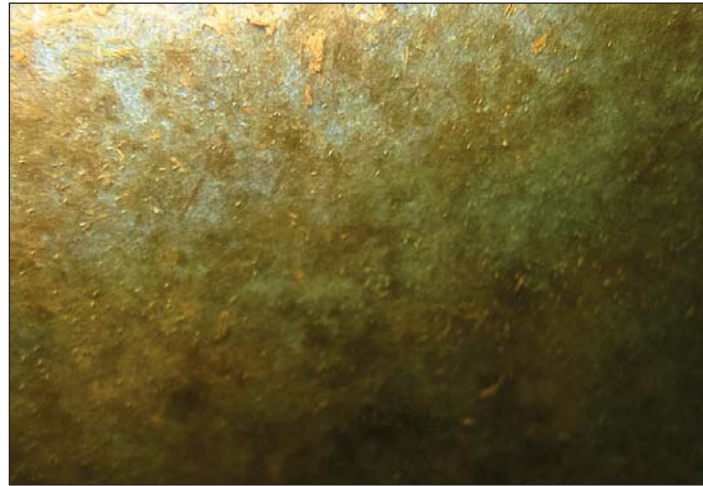
Newly applied Ecospeed on the hull.

The entire bottom, rudders and stabilizers were painted with two coats of Ecospeed, a total thickness of about 1000 microns.

Annet confirms their satisfaction with the Ecospeed hull coating system protecting the *Oceantide's* hull: **“Ecospeed feels very safe. You have the idea that it has a second hull or something like that because of the glass in the coating.”**

Cleaning the hull

Ecospeed can be cleaned by pressure washing with the yacht out of the water but the best way to clean it is using mechanical brush equipment in the hands of a diver. The reason for this is that the in-water cleaning, by a combination of the brush's abrasiveness and the lubrication of the water, smooths the coating a little bit more each time which results in a hydrodynamically smoother surface which is harder to foul.



The fouled hull prior to in-water cleaning, 2011.

In 2011 the Brautigams brought the *Oceantide* to the dock next to the Hydrex headquarters in Antwerp where Hydrex divers cleaned it using proprietary cleaning equipment. The hull was easily cleaned and found to be in perfect condition.

For sale

The Brautigams are basically sailors. They came from sailing yachts and plan to go back to sailing yachts. The *Oceantide* was an interlude and now they are ready to go back to sail.

They feel that the Ecospeed coating on the yacht's hull will add value to the yacht to anyone who is familiar with the glassflake coating system and they know that their investment was protected in the best possible way for the time they have had it.

“Going with Ecospeed was a gamble for us,” says Henk. “We evaluated it ourselves and decided to go with it. Now we have no regrets at all. It was the right decision.”



Ecospeed coated hull after cleaning. The coating is completely intact after four years of sailing in Baltic and other waters and being tied up for months on end.

They have shown quite clearly that Ecospeed is not only the answer to non-toxic underwater hull protection and fouling control on ships, but is just as workable on yachts and smaller craft. ■



Annet and Henk Brautigam on the *Oceantide* in Rotterdam in June 2012.