



The GBR team apply one of the five coats of treatment



The meticulous attention to detail around the IPS drive units

The GBR 'greenhouse' to increase temperature during the process

JEANNEAU NC14

A gleaming new coat

Our new Jeanneau owner plumps for Coppercoat over traditional antifouling, with very pleasing results

Our new Jeanneau NC14 was on order and as we awaited delivery there was just one more decision to be made before she was launched. Do we go for traditional antifouling or the Coppercoat system? Having read Greg Copp's feature with Coppercoat on his Sunseeker 43 (*MBY* February 2012 and 2013), where his hull speed increased slightly and his annual costs were reduced, I spoke to Coppercoat and talked at length with Mark Goodacre of Goodacre Boat Repairs (GBR) in Port Solent, whose company has a great deal of experience with the product.

If we went ahead with traditional antifoul, then the hull would still need to

be abraded, epoxied (my requirement), primed and two coats of antifoul applied. The Coppercoat would need its own barrier epoxy and more final coats, but would last years with nothing more than an occasional rub down when the performance started to deteriorate. Initial cost was more (£4,300 compared to £3,000), but the main reason was the extra materials Coppercoat needed – it was clear to us the Coppercoat system was more cost effective so *Diana* went under the covers at GBR's yard for the application and curing process.

The first stage was to gently abrade the hull. Mike and Ed from GBR carefully completed this and re-masked

the final waterline. The whole process was carried out in the cold of early February so Barry Goodacre decided to construct a plastic greenhouse around *Diana* to raise the temperature.

Over the next four days, the application process was carried out. Initially, two coats of Coppercoat's own barrier epoxy were applied and allowed to cure with the aid of heaters. The application also involves feathering the product above the waterline to ensure that a ridge is not formed at the top of the boot top. After the initial cure of epoxy, four coats of the heavily copper-invested treatment were applied with a fifth coat along the waterline. This was carried out in one day by a team of four and then left for the final curing.

It's all the little details that go on behind the scenes that are so critical in a job like this. Mixing the hardener, resin and the copper follows a strict timetable and must be applied at exactly the right time to ensure a perfect bond. Timing is vital, especially between the four/five coats, and the experience of the GBR team with this product proved invaluable for the final finish in the difficult cold conditions. The resulting cured surface was as smooth and slippery as polished gel-coat and I was absolutely delighted with the finished result.

It is now mid-summer and *Diana* has been lifted for a mid-season pressure wash. *Diana* has a vertical stem so the first four feet or so of waterline are exposed and here there was a thin weed moustache. That apart, there was only some slime which simply washed off. The props were remarkably clean with only a few tiny barnacles that were removed with a sharp plastic scraper.

The big surprise was the bow thruster. This was almost completely clean and the effect of the Coppercoat in that small tunnel must deter the growth. Josh from Golden Arrow checked the two anodes on the stern that protect the IPS drives and these were replaced. They were worn and wouldn't work efficiently to protect the very expensive drive units. The anodes buried in the pods, which surprisingly are made of iron, were in perfect condition.

In over 50 engine hours I had not noticed any deterioration in *Diana's* performance. And in fact a good run at planing speeds would probably have cleaned the hull but I needed to know how the props and in particular how the IPS pod anodes had fared. I now know that she probably doesn't require a mid season lift in future as far as the Coppercoat is concerned but those anodes will need checking every six months or so. **John Brunyate**



Coppercoat treatment completed, *Diana* awaits launch