



Aqueduct Marina: Third Work-boat for Canal and Waterways Trust now completed

15th August 2017

A few weeks after attending a seminar that was given by Zinga UK during October 2016, the Canal and Riverways Trust (UK) named the Zinga cathodic-protection system as the chosen system which would be used for coating their entire fleet of 200 work-boats. There was testing carried out using the system on a practice-boat, and over the following two months the painters from Aqueduct Marina had further ongoing training from the Zinga Technical Department to refine their knowledge and skills on the checking of welds, sharp-edge radiusing, the science of blast-cleaning, stripe-coating techniques, the mist-coating of sealer-coats and so on to ensure that all of their work was done to the highest standards.

During the first half of 2017 Aqueduct Marina invested over £100,000 in a new paint-shop and blasting shop which were designed and built specifically for narrow-boats up to 30 metres in length. Trial-days were held at Aqueduct Marina, where manufacturers brought along different blasting equipment to be tried out, and this included the smaller, portable Satblast equipment. The blasting-team is still divided between the use of normal dry grit-blasting and vapour-blasting, as they both provide the required profile range of Rz 50 - 70µm, but the opinion is split due to the use of wet-basting in the winter, where evaporation of the water will be much slower and giving rise to the potential for flash-rusting.

Whichever system will be used in the long-term future of the blast-shop, Aqueduct Marina now have the most modern steel boat-hull blasting and coating facilities in the UK, and hundreds of boat-owners have already seen the articles in the various boating magazines and newspapers, so their coverage has been excellent. The use of the Zinga system is now shown on the opening page of their website.

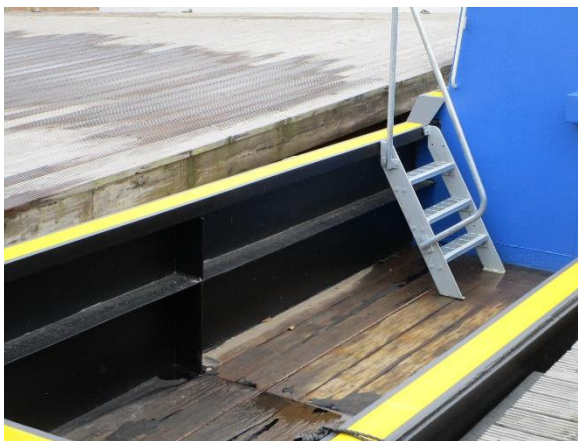
The CRT boat system being used is:

Outside hull:	Zinga 60µm + Zingaceram HS 120µm + Hempel PU 60µm above the waterline
Outside hull:	Zinga 60µm + Zingaceram HS 120µm + Durepox Black 60µm immersion zone
Inside the hull:	Zinga 60µm + Zingaceram HS 120µm + Durepox Black Epoxy-urethane 60µm
Inside the cabin:	Zinga 60µm + Zingaceram HS 120µm + Hempel PU white 60µm
Outside the cabin:	Zinga 60µm + Zingaceram HS 120µm + Hempel blue epoxy (???) 60 m
Decks and gunwales:	Zinga 60µm + Zingaceram HS 120µm + Hempel PU yellow + abrasives 100 + 80µm

Zinga UK could not match the Hempel prices for the PU's, and so Hempel was chosen. The chandlery at the marina has been selling Hempel one-component PU's for a few years now, as the boat-owners prefer to carry out their own cosmetic painting jobs. They also sell a hull-blackening coating as well, but again it is designed for DIY use by the boaters themselves.

There is no infringement of the laid-down Zinga system, and the directors of the marina fully realise that the 'working' system is in fact the Zinga + Zingaceram HS, with the rest being purely cosmetic.

This is the reason that the entire hulls on the CRT boats, both inside and out, and blast-cleaned and coated with the Zinga/Zingaceram HS system. As long as these layers are applied at the specified thicknesses, the painters can do whatever they want with the rest of the coating system.



Above:

The decks and gunwales were completed using a slow-drying one-component PU, which was applied by brush and roller, and then had fresh, dry blasting abrasives scattered on top and pushed in with a dry roller. The second coat was applied a day later, sealing-in the abrasives and providing an excellent non-skid finish.

Left:

The original 50mm floor-planking was replaced once the re-painting work had been completed and the coatings were fully cured for seven days.



Old paint-shop



New paint-shop



Transferring the work-boat from the blast-shop to the paint-shop. Tarpaulins are used in wet weather

Private narrow-boats: some background information

Due to the rapid increase in house-prices, there has been a large surge in people purchasing narrow-boats to live in full time, as a fully-fitted narrowboat, with elegant oak panelling, carpets, television, microwave oven, cooker, baking oven, heating system, shower, and the other usual fittings has gone from €85,000 up to €130,000 over the past eight years. Second-hand boats can be found for between €40 – 80,000 depending on the boat's length, fittings etc.

Many young married couples cannot afford to find a €40,000 deposit for a house, and so a narrow-boat is their best alternative. Older people and even some pensioners prefer to live on these boats due to increased council-taxes on houses, and the importance of corrosion-protection of these boats has now rocketed beyond all recognition.

When purchasing a narrow-boat, if the prospective owners can be given a 20-year warranty against corrosion, this can be a very important 'make or break' factor, because nobody can afford to be without a home while their boat is dry-docked for re-blasting and re-coating. Traditionally, these boats have been lifted out of the water every three years for a re-paint job, and the standard fees were €600 to lift out of the water, €600 to lift back into the water, plus the costs of the painting materials, labour and so on.

Costs:

More and more boat owners (or should it be boat dwellers?) are realising that every 12 years they have paid out €15 – 20,000 on maintenance costs, and these costs have now become prohibitive.

Aqueduct Marina are telling people that if their boat is done by them, they will be given a 20-year warranty, so even where the original zinganing costs are around €6000 - €8000, the owners can relax in the knowledge that they can live trouble-free for a couple of decades. Plus they realise that their overall savings will be normally be well over €10,000, so they have 'feel-good' factor.

No other marina can offer such a service or such a warranty with their paint systems, and Aqueduct Marina are going to keep pushing their advantage to the limit and take over a large portion of this market. Graham Wolstencroft visits them regularly every two to three weeks, and the paint-master knows he can call at any time for technical assistance if he ever comes across a new problem.

So a nice working 'team spirit' has been engendered with this company, and they know that they will be well looked after by the Zinga team.



The "Tranquilo" is the second private narrow-boat to be brought into the new blast-shop in preparation for the Zinga + Zingatarfree coating system. There will be many boats like this one, where the owners only want the immersion zone done by the professionals.

On the hull section between the waterline and the gunwales, the Zingatarfree is over-coated with black vinyl paint to provide a faded, UV resistant finish that resembles the old traditional tar-based coatings used on these boats during the period 1940's and the late 1960's.

Where the upper paintwork needs some refreshing, they will do it themselves, otherwise it is simply taped off with plastic tape (to avoid blasting damage) and the professionals will simply coat the lower sections, remove the tape and plastic sheeting, and put the boat back into the water.

Other boat-owners will prefer to have the whole boat done by the professionals.

In Europe:

At a recent meeting, it was said by a seasoned boat-owner that similar conditions are currently prevailing in France and Holland, and that it was well worth a look into these regions to try and attempt a similar set-up to Aqueduct Marina with boat-yards in those countries.

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