

## WATER TANKS – S/Y ADELA – UNITED KINGDOM



Water-tanks coated with ZINGA in 1998 and again in 2006.

This yacht makes a ton of fresh water a day from her on-board desalination installation. The water tanks were originally epoxy-coated in 1998 when the yacht was built. But only six weeks later stray-current problems had caused cathodic disbondment of the epoxy coating, and it had blistered all over the tank walls with the subsequent rusting taking place. The problem with stray currents was sorted out and they were given a specification to apply **ZINGA**, which they did.

In 2006, **8 years later**, an inspection was done on the water tanks. The Captain had a quick look into the tank and saw that all the zinc had been used up, hence the tanks were covered with rust. But a further thorough inspection revealed that the rust was in fact coming from a few uncoated areas and was spread evenly over the Zinganised surface due to the swaying of the hull.

Underneath the rust there was still a beautiful layer of **ZINGA**.



There were quite a few (hidden) uncoated areas of steel, and these exposed areas had consumed the local zinc. The baffle-holes also had very sharp edges and these had never been stripe-coated. Proper grit-blasting must have been impossible under the current access conditions. To gain access one had to crawl through the space between the deck and the stateroom ceiling!



### System:

ZINGA 2 x 60 µm DFT

It was decided to cut six access hatches below the waterline to allow proper access for a person and blast-hoses into the tank areas. This was subsequently done to a Lloyds specification with the six hatches being a flush fit below the waterline. The **ZINGA** application on this project was done by UNIPREP.