EXHAUST STACKS

VANCOUVER SHIPYARDS VANCOUVER

2004

These stainless steel exhaust stacks are contained in an aluminum housing with limited clearance. It was therefore decided to apply only 325 mils WFT or 250 mils DFT (6.35 mm \ 1/4 " inch) of HPC® COATING to reduce the surface temperature from approximately **260°C** (**500°F**) down to approximately **121°C** (**250°F**) as per the Temperature Reduction Chart.

The other major advantage over the traditional wrap and clad, in addition to the greatly reduced thickness required, is the elimination of CUI (Corrosion Under Insulation) thus adding to the life span of these exhaust stacks.

Mixing of the HPC® COATING as per the Application Instructions



Using Tiger Torches the surface temperature of the exhaust stacks were preheated to approximately 100°F-200°F (38°C- 93°C) to assist in the cure down.



Two primer coats were applied at approximately 65 mils WFT or 50 mils DFT (1.27 mm \ 1/20 ") each and allowed to steam off. This provided a good bond coat prior to applying the build coat.



The final build coat to the total of 250 mils DFT as specified.



The Tiger Torches were then turned up to bring the interior temperature up to the operating temperature of 500°F in an effort to accelerate the cure down of the build coat. This was challenging to achieve because even with just the two primer coats the heat was being blocked.


The " ATTESSA " under refurbishing.

The " ATTESSA " in 2012

The yacht recently won Best Rebuilt Yacht in the World Superyacht Awards in London and is the largest yacht launched in North America and the largest rebuilt yacht in the world. Rebuilding the yacht after it was sold to Washington by it's previous owner, the Japanese Evergreen Shipyard Corporation, took 250 skilled workers and nearly a million man hours.