

## Case Study: Offshore Platform - Winterization

**Client Name and Location:** Withheld

**Date of Application:** June 2014–ongoing

**Mascoat Representative:** Luc Mölder

**Coating Used:** Mascoat Marine-DTM

**Primer:** Polyurethane primer scuffed with Scotch Brite® for mechanical tooth and degreased using AGIP SA 120. Surface is tested for salt crystallization on the areas that will receive Mascoat.

**Application:** Winterizing the offshore platform

**Dimensions:** Approximately 23,000 m<sup>2</sup> (250,000 ft<sup>2</sup>)

**Reason for Application:** Corrosion prevention, anti-condensation and thermal insulation

**Mils Applied:** 60–160 mils (1.5-4 mm), depending on area and requirements

**Time to Complete:** 9-10 weeks

**Application Notes:** This platform is being prepared for a winterization project, as it is being deployed soon to the Black Sea. Assumptions for the project are that it will be subjected to extreme temperatures around  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ) for extended periods. There is a great deal of non-insulated machinery spaces and void spaces throughout the platform that will have heaters placed inside them during the winter months.

The customer is worried that when the harsh outside climate interacts with the steel bulkheads that are being warmed from within, the condensation that will form and become a major hazard to the platform. This is because of corrosion issues that can occur from the introduction of moisture into a steel environment, but also because of slip-and-fall accidents that workers may be exposed to due to the wet surfaces.

Condensation will always occur when there are two different temperatures that are interacting through a substrate. A barrier needs to be introduced so that the two temperatures cannot interact and cause condensation to form. **Mascoat Marine-DTM** is an effective thermal barrier that can block that interaction, effectively stopping the condensation. Based on case studies presented, the customer is impressed with the anti-condensation performance of the coating in both tropical areas and arctic climates, which is specifically why it was chosen for this project.

The work is being completed in 2 different countries on the Mediterranean during the summer of 2014 in anticipation of the platform being moved to the Black Sea in the fall.

