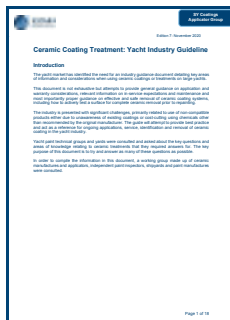


Technical update: **Ceramic Coatings**

Subject	Ceramic Coatings
Date	August 2022

In 2018, the International Council of Marine Industry Associations (ICOMIA) were made aware by its members of the increasing challenges surrounding the use of ceramic coatings on large yachts. ICOMIA members (consisting of coating manufacturers, shipyards, paint inspectors and management companies) voiced that the industry was suffering from numerous difficulties with respect to repainting large yacht refits due to insufficiently or incorrectly removed ceramic treatments. It was also clear there was no guidance anywhere in the industry on this subject.

In 2019, a workgroup was established by ICOMIA, made up of representatives from both coating manufacturers, ceramic treatment application companies and paint inspectors to develop an industry specific guideline surrounding the use of ceramic treatments on large yachts. From this group, a general guideline for the large yacht industry was developed, which contained basic information on the types of ceramic treatments, their attributes and how to deal with the difficult subject of removing an old ceramic treatment before repainting. This document was first published in 2020 and representatives from AkzoNobel were instrumental in compiling this informative document.



Click [here](#) for the ICOMIA Ceramic Guidance Notes

While this is not an exhaustive document, it was the first such widely available guidance the large yacht industry had to work with. Today, this document remains the primary general guidance available for advice relating to ceramic treatments. This document is worth circulating to all stakeholders involved in the coating and maintenance of large yachts.

The main challenge of overcoating old ceramic treatments has not gone away

In-fact, the number of large yachts that have received partial or full ceramic treatments has dramatically increased in an attempt to extend the serviceable life of an old paint system. Ceramic treatments, when not removed effectively, result in large amounts of contamination that are not compatible with high performance aesthetic finishes. In many instances, contaminated sanding dust results in cross-contamination of equipment and surfaces and is almost impossible to remove from the application environment. This then directly results in film defects during application of subsequent aesthetic finishes.

Recent testing conducted by the Yacht R&D team at AkzoNobel has demonstrated a proven link between commonly observed effects in paint refits (such as fisheyes, dimples and pinholes) and the types of PDMS (polydimethylsiloxane) that exist in ceramic coatings. In all refit situations, previous ceramic treatments should not be ignored or underestimated with respect to the paint defects they can cause. As painters around the world have been taught, sanding alone does not remove the contaminants and is true for ceramic coatings; which is why the correct and thorough removal procedures should be followed prior to beginning any traditional coating works.

Please refer to the ICOMIA ceramic guidance note and if you have further questions, please contact your local technical service representative.

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