

## F129-10 Perryfields Metal Spraying Protection

### **Metallisation Equipment Protecting RNLI Launch Carriers**

The new Metallisation deflected flame spray extension has been used to protect a new Supacat Launch and Recovery System (L&RS), which has been designed for the RNLI.



The deflected flame spray extension was launched in July 2010 and Perryfields was one of the first companies to purchase the new equipment. Perryfields Limited, painting and finishing specialists, based in Dorset, added the flame spray extension to its existing range of metal spraying equipment because of its ability to apply a better quality coating in difficult to access areas, where line of sight is not always possible. The Metallisation deflected Flamespray extension comes in three lengths, 150mm, 300mm and 450mm and can angle the spray up to 90°. It can be used with either 1/8" (3.17mm) or 3/16" (4.76mm) wires.

The new Supacat Launch and Recovery System is the latest project in which Perryfields has used the deflected flame spray extension. Supacat Limited has developed the new L&RS in association with the RNLI to meet the need for an up to date, highly mobile transport system for a new class of lifeboat. Perryfields Limited has been working with Supacat for many years and has metal sprayed the chassis of the new L&RS with zinc to protect it from corrosion. Supacat is an innovative engineering and design company that produces and supports high mobility, all terrain vehicles.



The new L&RS is the first of its kind for the RNLI and incorporates several unique and innovative features. The L&RS has a permanent software controlled Four-Track-Drive system, which gives exceptional mobility in all beach conditions. The cradle, the main interface with the boat, rotates through 360 degrees, which enables a 'Bow First' launch and recovery. This unique facility meets the RNLI's requirements for rapid turnaround from recovery to relaunch.



The L&RS will be consistently exposed to harsh seawater environments and therefore needs to be protected from corrosion. Supacat specified metal spraying with zinc as the most effective corrosion protection and commissioned Perryfields to complete the project. The front and rear chassis' have been specified by Supacat to be metal sprayed with zinc, as have the two sections of the engine bay, the cradle, and the main trailer structure.

Due to the many difficult to access areas of the large L&RS, Perryfields used the 300mm extension. This flexibility enables the extension unit to be sprayed directly forward or at a deflected angle, ranging from 0° to 90° by varying the deflector air pressure. The deflection nozzle can also be rotated through 180°, to allow spraying in a 360° arc around the pistol, making it very easy to apply high quality coatings in the recessed areas of the chassis. A video showing the L&RS being metal sprayed can be seen on the Metallisation website [www.metallisation.com](http://www.metallisation.com)

Metal spraying a zinc coating is a process in which molten particles of zinc are applied by impact onto a substrate. The zinc spray is then applied to the substrate within hours of it being cleaned using grit blasting, a process used to prepare the substrate to enable the adhesion of the zinc. The zinc is normally 99.9% pure and is not contaminated in the spraying process, or suspended in organic compounds, ensuring maximum cathodic corrosion protection, similar to galvanising.



Flame spray coatings form a dense, strongly adherent coating suitable for corrosion protection. Major advantages of the flame spray process are that the coatings are available for almost instant use, with no drying or curing times. In addition, there is no risk of damage from heat distortion that can sometimes happen during galvanising.

Julian Langrish, Managing Director at Perryfields Limited, says: “This is a really exciting project for us. The new Launch and Recovery System is a pre-production system that is being used by Supacat to prove various upgrades to the previous prototype vehicle. This is in preparation for the production build, which is due to begin towards the end of 2011. We have been using metal spraying for many years, but the new Metallisation extension is a great addition to our equipment. It is really easy to use and allows us to get into all the difficult to reach areas, making sure the Launch and Recovery Equipment is fully protected from corrosion. The Metallisation Team has been really supportive and I would definitely recommend them.”

For more information contact Stuart Milton, Sales and Marketing Manager, +44 (0) 1384 252 464 or visit [www.metallisation.com](http://www.metallisation.com)

## Notes to Editors

The RNLI is the charity that saves lives at sea. Its volunteers provide a 24-hour search and rescue service around the United Kingdom and Republic of Ireland coasts. The RNLI operates over 230 lifeboat stations in the UK and Ireland and has more than 150 lifeguard units on beaches around the UK. The RNLI is independent of Coastguard and government and depends on voluntary donations and legacies to maintain its rescue service. Since the RNLI was founded in 1824 its lifeboat crews and lifeguards have saved over 139,000 lives.