

Hydrolysing self-polishing tin free antifouling

SEA GRANDPRIN 

880HS

Hydrolysing self-polishing tin free antifouling

SEA GRANDPRIX 880HS

In recent years the marine environment has changed. And as a consequence can be considered quite volatile when it comes to fouling protection. In response to such, CMP have advanced somewhat in their Research and Development for antifouling and fuel saving solutions. A development from CMP's enhanced R and D efforts has been SEA GRANDPRIX 880HS which has significantly improved in performance, utilising the well established SEA GRANDPRIX technology which has been successful on thousands of coated ships for well over 20 years.

Performance during extended lay up periods

Smooth surface technology - Low FIR* 6.9%

High volume solids - 65±2%





Long life antifouling up to 90 months intervals

SEA GRANDPRIX 880HS applications

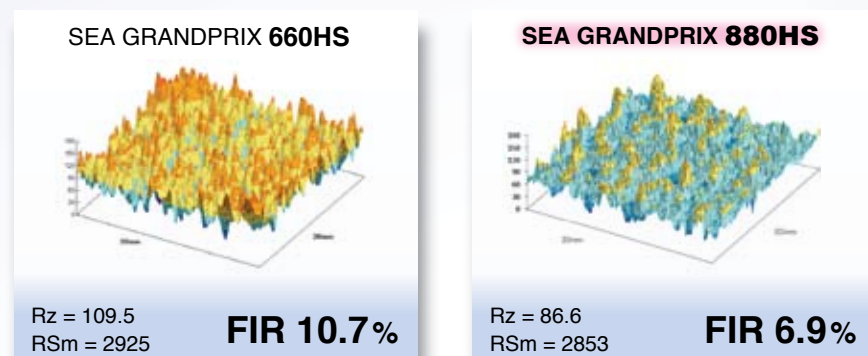


SEA GRANDPRIX 880 HS, utilises CMP's unique hydrolysing technology with hydrolysis compounds and the highly advanced biocide release rate controller, hence hydrolysis action is achieved when SEA GRANDPRIX 880 HS comes into contact with seawater, providing an efficient polishing action, a long lasting antifouling performance, a controlled release of biocides over time and a reduced leached layer.

Static performance

		SEA GRANDPRIX 660HS	SEA GRANDPRIX 880HS
3 months	High Risk Area		
11 months	Average Risk Area		

3D Analysis - Smoother surface



FIR Friction Increase Ratio
THEORY
(Patent Pending)

Low FIR = Higher Fuel Savings

SEA GRANDPRIX 880HS	6.9
SEA GRANDPRIX 660HS	10.7
Conventional AF	12 - 15

FIR translates into potential fuel savings when considered with vessel hull forms

*FIR(%) is shown to identify the Low Friction systems.

$$\text{FIR}(\%) = 2.62 \times \frac{\text{Rz}^2}{\text{RSm}}$$

roughness wavelength

FIR can be estimated from the roughness(Rz) & wavelength(RSm) of the surface, through the above mathematic formula.





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CMP CHUGOKU MARINE PAINTS, LTD.

HEADQUARTERS

Tokyo Club Building, 2-6, Kasumigaseki 3-chome, Chiyoda-ku, Tokyo, 100-0013, Japan TEL : 81-(3)3506-3971 FAX : 81-(3)5511-8542

Website: <http://www.cmp.co.jp/global>

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