



Wellington Electric Boat Building Company Limited  
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Richard Cleave  
Coppercoat Pacific Limited

Hi Richard,

**Re: 19m Fully Electric Carbon Fibre High Speed Passenger Ferry**

Thank you for supplying Coppercoat Commercial Antifoul Coating for this project which we are building for East by West Ferries in Wellington. We specialise in the construction of lightweight, carbon-fibre composite catamarans, which are energy efficient and have 100% electric propulsion with zero operating emissions.

The key criteria for our selection of Coppercoat for the project are summarised below:

1. The antifoul product needed to align with the environmental objectives of the owner and ourselves. Because Coppercoat is manufactured using recycled copper, is solvent-free, biocide-free, and non-leeching, this alignment was readily achieved.
2. The antifoul product needed to be durable and non-eroding (on leading edges and high turbulence zones) so that its antifouling efficacy was maintained. If we did not achieve this, we would quickly have fouling on the hull, we would lose speed and power efficiency, and would have to take the boat out of service regularly for cleaning and/or re-coating. Coppercoat met these requirements, due to its exceptionally durable, two-part epoxy composition, and its reputation of being highly effective in preventing biofouling year after year.
3. Minimising weight is critical to speed and power efficiency in craft like these. There is little point in building lightweight hulls in carbon-fibre if they are to be coated in heavy or water absorbent products. At the request of the naval architects, you were able to demonstrate that the dry weight of Coppercoat was significantly less than other products being considered. Furthermore, we all appreciated that Coppercoat is impermeable, whereas ablative antifoulings must absorb water to function, adding more weight again.

There were other benefits offered by Coppercoat antifouling that assisted our decision, but the three mentioned above made the product stand out as the most suitable by a good margin.

We have also re-coated City Cat, another East by West Ferries vessel, with Coppercoat. As you know, this GRP ferry had Coppercoat applied several years ago and some areas of it had prematurely failed. This could have put us and Easy by West totally off Coppercoat, but it was clear to us that the preparation and application was the cause of failure, not the product. The new application of Coppercoat combined with some weight reduction on the vessel has resulted in significant fuel burn reductions and a very happy client. What you do for customers like us in preparing bespoke Preparation and Application Guideline Procedures for each project removes the risk of these processes not being carried out correctly.

We are looking forward to the new electric carbon-fibre ferry going into service and are confident that Coppercoat will meet our performance expectations.

Kind regards,

Fraser Foote  
Managing Director  
Wellington Electric Boat Building Company