

## FDNY – Three Forty Three

**Owner:** New York Fire Department

**Vessel:** *Three Forty Three*

**Year completed:** 2009

**Coating used:** Zinc Primer, Mascoat Marine-DTM at 80 mils (2.0 mm)

**Reason for application:** Control thermal transfer, anti-condensation

In the wake of the September 11 attacks, the New York Fire Department realized that they needed new tools and equipment to be properly prepared for any number of possible future attacks. One area that was highlighted was the fire boat fleet. It had to be updated to contend with possible biological, chemical and other types of attacks. The FDNY contracted with Eastern Shipbuilding to build a



new fleet that would be able to perform in those situations. The first vessel built was the *Three Forty Three*, to commemorate the 343 fire fighters and paramedics of the FDNY who tragically perished at the World Trade Center on September 11.

Eastern has been using Mascoat Marine-DTM to control condensation and thermal transfer for years and knew that it would be a perfect fit for the technologically advanced vessels. They knew that the coating would help them achieve the desired results, but with less weight and faster application times as compared to conventional insulation.

Areas coated include the pilothouse, exterior hull and the engine rooms. There were a few miscellaneous spots that were coated to combat thermal transfer. One area that was of vital importance to control condensation and stop thermal transfer was the crew quarters. While the vessel had to be equipped to combat a range of different emergencies, they also wanted to be sure that the quarters were comfortable for crew onboard. Since Mascoat Marine-DTM is water-based, it requires a primer to be applied prior to coating. All areas had to first be coated with a zinc primer, as steel was the main type of metal used in the build.

The *Three Forty Three* was launched on September 11, 2009 and is currently undergoing sea trials. There have been no reports of condensation on the coated sections of the vessel and thermal transfer in those areas has been successfully abated.