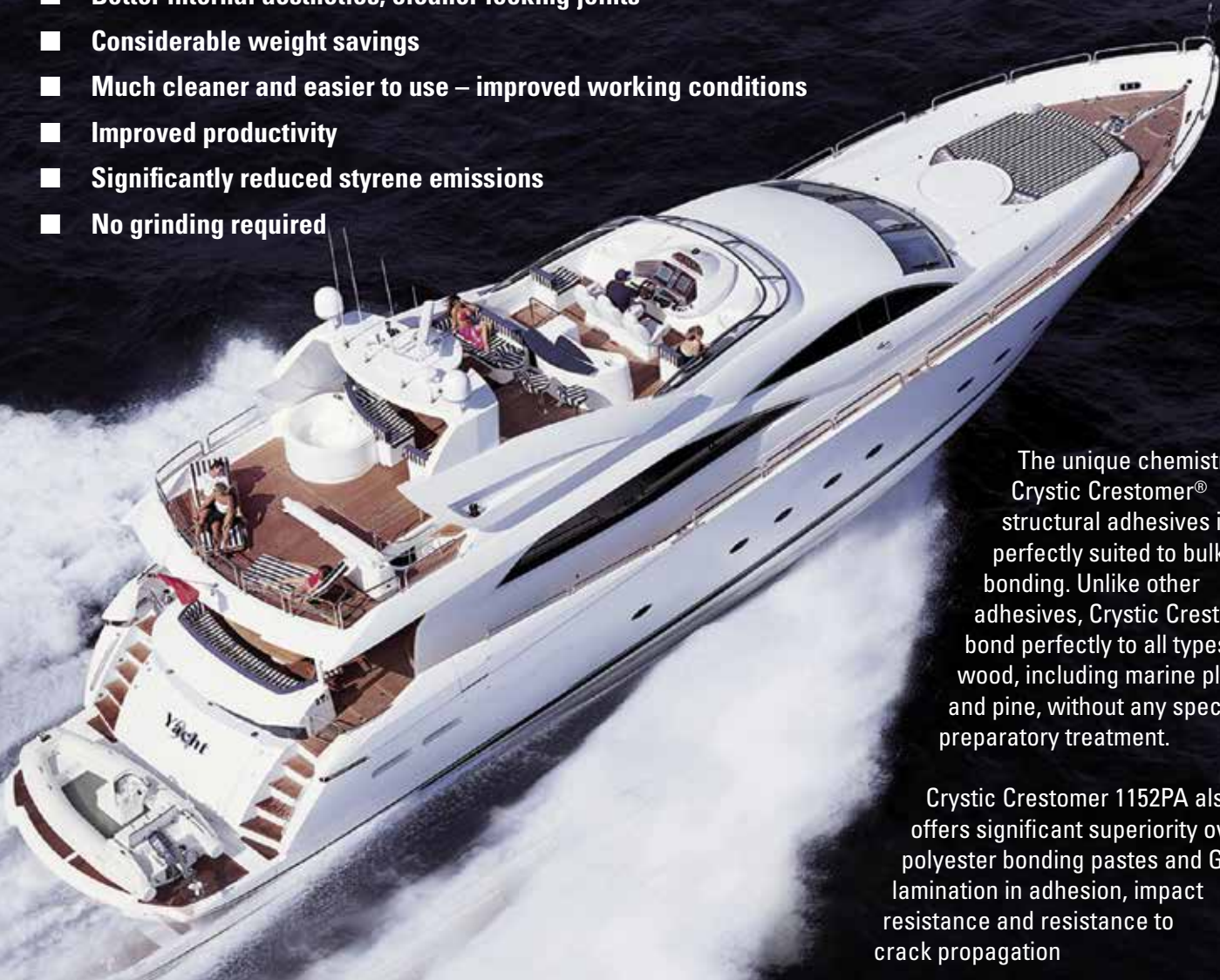


CRYSTIC® Crestomer® Bonding Bulkheads to an FRP Boat Hull

Crystic Crestomer® structural marine adhesives are used by the leading boat builders around the world. Customers using Crestomer 1152PA to bond bulkheads to hulls with fillet joints gain the following advantages compared to conventional laminated joints:

APPLICATION GUIDE

- Superior external cosmetics with zero print through of the joint
- Potential labour savings of more than 60%
- Better internal aesthetics, cleaner looking joints
- Considerable weight savings
- Much cleaner and easier to use – improved working conditions
- Improved productivity
- Significantly reduced styrene emissions
- No grinding required



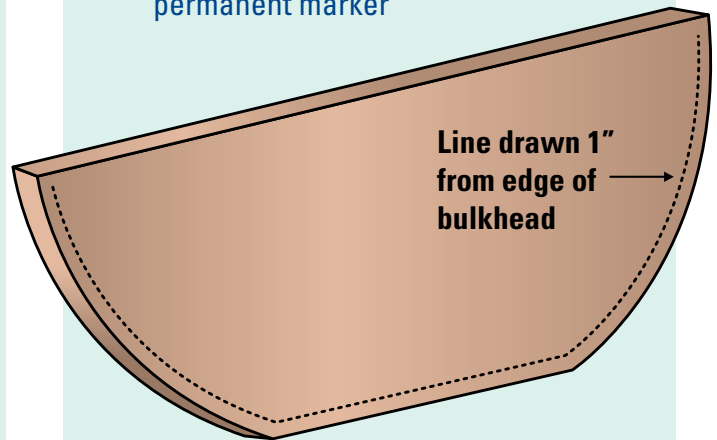
The unique chemistry of Crystic Crestomer® structural adhesives is perfectly suited to bulkhead bonding. Unlike other adhesives, Crystic Crestomers bond perfectly to all types of wood, including marine ply, teak, and pine, without any special preparatory treatment.

Crystic Crestomer 1152PA also offers significant superiority over polyester bonding pastes and GRP lamination in adhesion, impact resistance and resistance to crack propagation

1 No additional laminate preparation is required to that needed for a conventional laminated joints. Ensure surfaces are prepared properly. If the laminate is less than 72 hours old then it should simply be clean and sound. If it is over 72 hours old then you should use a peel ply in the area to be bonded. If a peel ply hasn't been used; if the laminate is over 72 hours old; or if the laminate uses a DCPD resin that has been exposed to UV light, then the following preparation of the surfaces to be bonded is recommended:

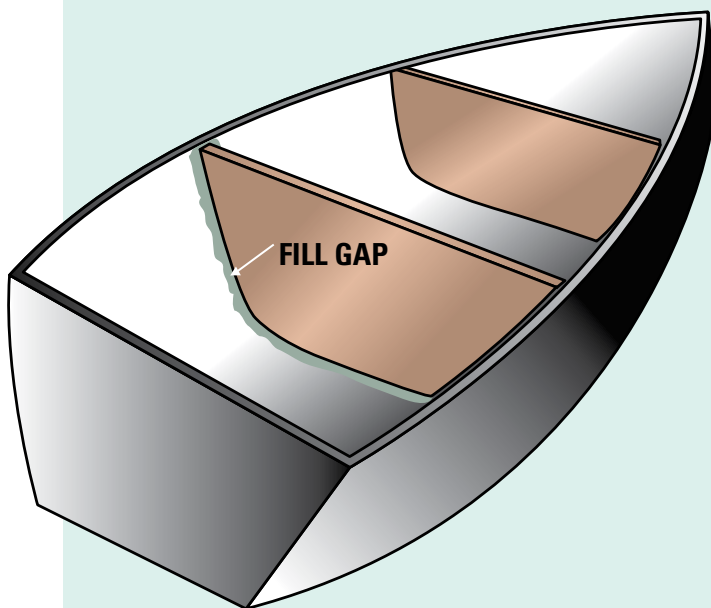
- (i) Solvent Wipe
(Clean Acetone or Styrene)
- (ii) Abrade (80 grit paper).
The dust should be removed completely, preferably by vacuum cleaner
- (iii) Solvent Wipe
(Clean Acetone or Styrene)

2 Mark a line on either side of the bulkhead at 1" (5/8ths) with a permanent marker

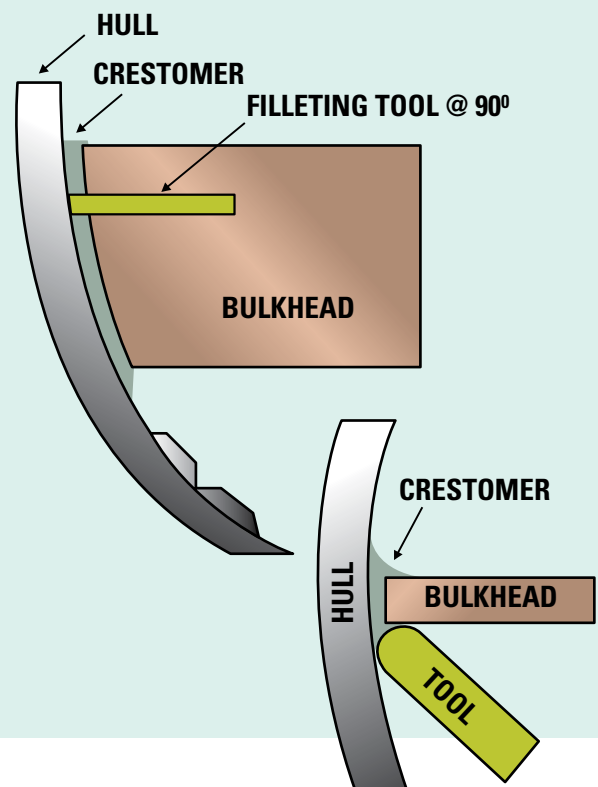


3 Set bulkhead structure into hull so that gaps are uniform.

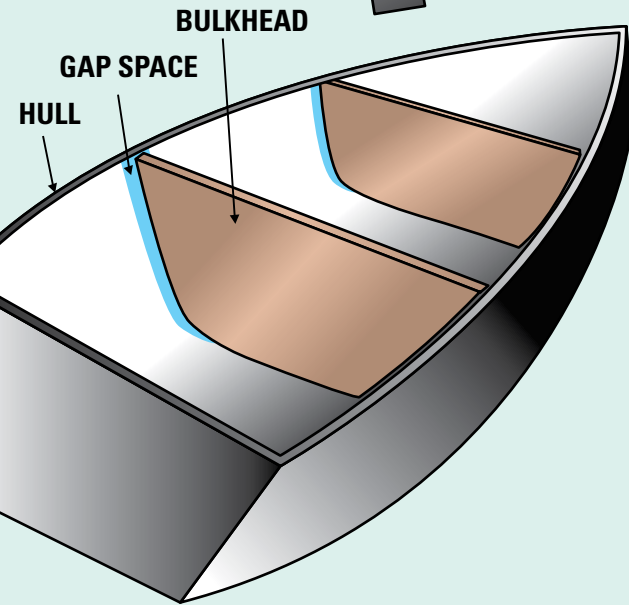
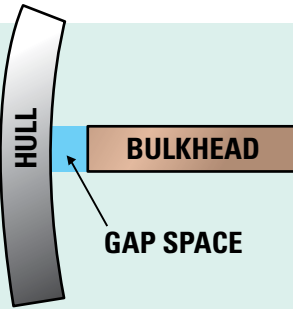
7 Apply catalysed material into joint. The size of the bead applied depends on the gap size between the bulkhead and hull. Ensure that Crestomer fills this gap.



8 With the fillet tool at a 90° angle to the joint, form a fillet and remove excess material, which can be reused.



- 4 Measure the gap distance between the bulkhead and hull



- 5 Select appropriate fillet tool, which should be the same as the gap size measured above PLUS 15 mm i.e. a 10mm gap would need a 25mm fillet tool

- a. The fillet tool should be made of a rigid material, a laminate is perfect
- b. Cut a laminate at twice the width of the required fillet and cut a semi circle at one end



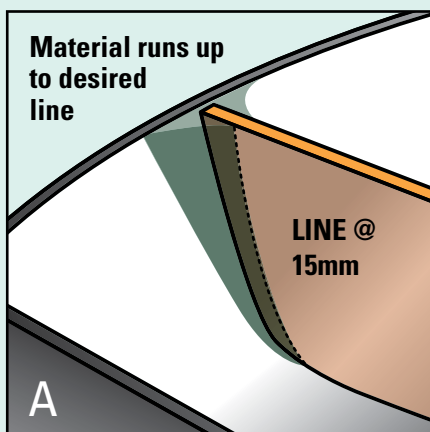
- c. It is usually worth making two or three fillet tools of different radii.

- 6 Mix Crestomer adhesive to ensure catalyst/ peroxide is fully dispersed. If using a machine,* prime the gun to ensure proper mixing

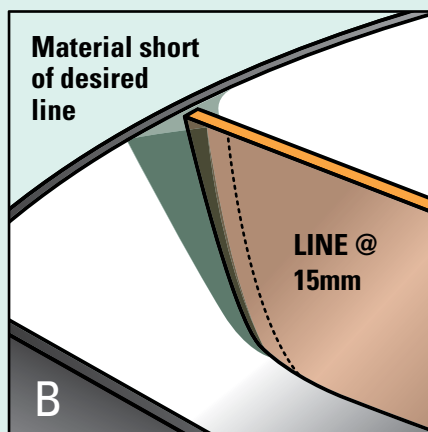
- 9 Ensure that the Crestomer fillet at least touches the line mentioned in Step 2 (A, below). If the fillet is short of the line, a larger fillet tool is required (B). If the line cannot be seen, a smaller fillet tool can be used (C).

The working time available for steps 6 - 9 is 50 minutes for Crestomer 1152PA*.

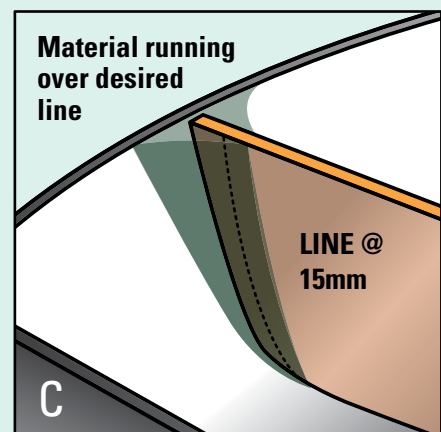
* at 25°C using 2% Butanox M50



= GOOD RESULT
STRUCTURAL



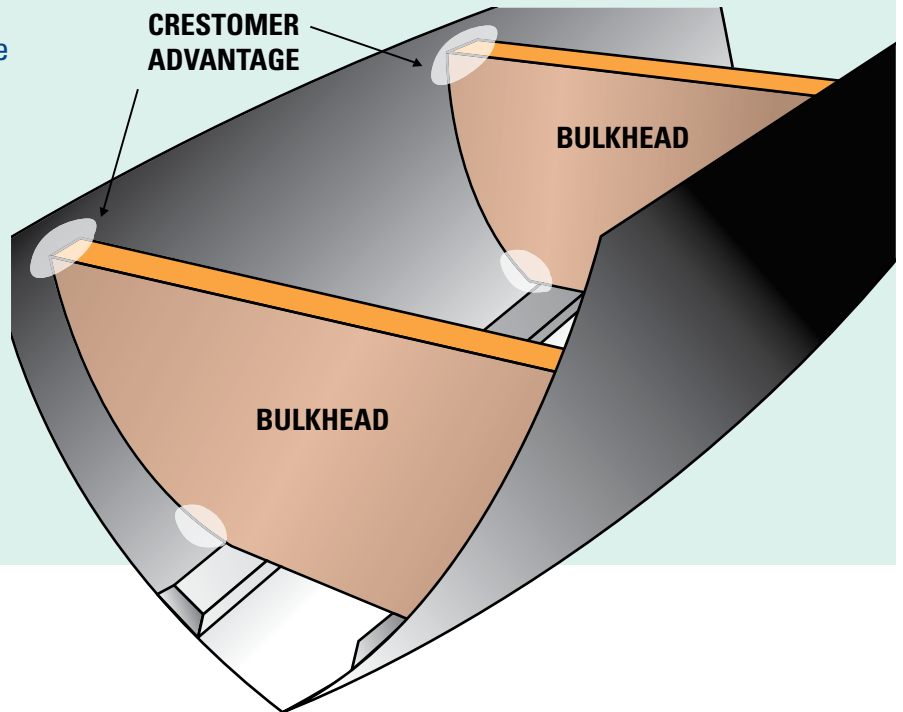
GO BACK TO STEP 5
NOT STRUCTURAL



TAKE CARE NOT TO WASTE MATERIAL UNNECESSARILY
STRUCTURAL BUT WASTEFUL

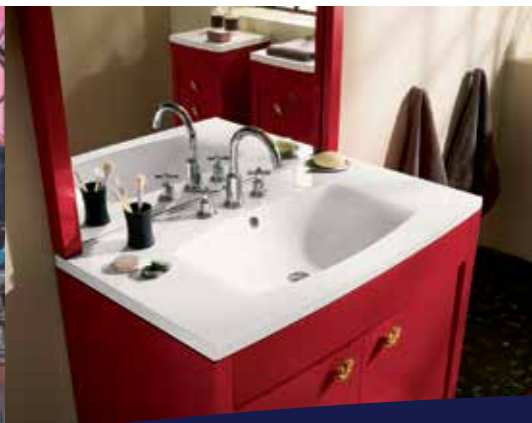
10 The support structure for the bulkheads can be carefully removed 2 hours after the Crestomer was catalysed, but care should be taken to ensure no excessive loads are placed on the bulkheads for 12 hours.

11 If the support structure needs to be removed in under two hours, Crestomer Advantage 30 can be used to form a 50mm long fillet at the top and bottom of each bulkhead and on each side. The rest of the fillet can then be formed with 1152PA. The bulkhead support structure can then be carefully removed 90 minutes after the Advantage 30 has been applied.



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All information correct at time of printing.



BULKHEAD BONDING 7/16 ISSUE 4

