

Description

This invention relates to an antifouling coating composition which exhibits a high antifouling performance and excellent coating performances when formed into an antifouling coating film by using a specified vehicle together with a known antifouling agent such as a copper compound (cuprous oxide, copper rhodanate and the like), a sulfur compound (zinc dimethylthiocarbamate, tetramethylthiuram disulfide and the like) or a tin compound (triphenyltin hydroxide, tributyltin oxide and the like) and other additives such as coloring pigment, extender pigment, pigment dispersant, antifoaming agent, levelling agent and plasticizer.

Undersea constructions, piers, buoys, harbor facilities, fishing-nets, ships and the like, which are while being immersed in sea water for a long period of time suffer various damage due to the attachment of marine organisms. In the case of ships, for example, such attachment of marine organisms increases the frictional resistance between the ship's body and sea water which results in a drop in speed and an increased consumption of fuel. In the case of plants using sea water as cooling water, induction of sea water into cooling pipes is hindered which results in a drop in cooling efficiency. In the case of fishing-nets and particularly fishing-nets for fish farming, the through passage of sea water is hindered which results in oxygen starvation of the cultured fish and their growth is retarded.

With the aim of preventing such attachment of marine organisms, there have hitherto been developed the insoluble matrix types of antifouling coating materials using chlorinated rubber, vinyl chloride resin or the like as a vehicle and soluble matrix types of antifouling coating materials using high-polymeric organotin compound such as tributyltin methacrylate or the like as a vehicle. And antifouling coating materials having unique antifouling performance are commercialized depending on the kind and amount of such antifouling agent as mentioned above. However, when used as a ship bottom antifouling paint, the former is undesirable in that, after the dissolution of the antifouling agent into sea water, the surface of coated film becomes porous to increase the frictional resistance between the sea water and the ship body. On the other hand, in the case of the latter, the coated film also dissolves and diffuses into the sea water simultaneously with the dissolution of antifouling agent and the surface of the coated film is smoothed by the grinding action of the sea water, so that the frictional resistance between the sea water and the ship's body does not increase. However, due to the hydrolyzability of the high-polymeric organotin compound used as a vehicle by sea water, the coated film undergoes cracking, breaking and peeling upon exposure to strong ultraviolet rays at sea, particularly in the neighborhood of the water line.

FR—A—22 27 304 discloses a water-based

antifouling coating composition comprising a vehicle being a homopolymer or a copolymer of acrylic acid, methacrylic acid or esters thereof with alcohols comprising 1 to 12 carbon atoms, a specific triorgano tin compound as antifouling agent and additional additives, if necessary. While it is generally stated that the properties of the vehicle may be modified by using copolymers or terpolymers of one of more esters of acrylic acid or methacrylic acid with monomers providing homopolymers having a relatively low second order transition temperature, such as vinylacetate, there is no information whatsoever as to the glass transition temperature and the weight average molecular weight of the copolymers obtainable thereby or used.

GB—A—13 03 178 relates to a hydrophilic polymer coating for underwater structures comprising a hydrophilic acrylic resin capable of absorbing at least 20% of water and an antifouling agent. The hydrophilic acrylic resin is a polymer of a hydroxyalkyl or hydroxyalkylalkoxyalkyl acrylate or methacrylate or of an acrylamide, a N-alkylacrylamide, a methacrylamide, a N-alkylmethacrylamide or a diacetone acrylamide.

Finally US—A—37 92 000 describes an antifouling composition comprising an elastomer A, a resin B and a tin antifouling agent contained in a specific ratio. It is disclosed that with a matrix material having glass transition temperatures significantly below ambient temperature the loss rate of the coating is excessive and fouling occurs very quickly. Therefore the composition is characterized in that the elastomer A has a glass transition temperature below ambient temperature and resin B has a glass transition temperature above ambient temperature and being selected from polyurethane, acrylonitrile-butadiene copolymers, neoprene, natural rubber, high cis polyisoprene and high cis polybutadiene and polyvinyl chloride, polyvinyl chloride copolymers and chlorinated natural rubber, respectively.

An antifouling coating has now been found with which the frictional resistance between sea water and the ship's body can be decreased. The surface of the coated film is prevented after dissolution of antifouling agent into sea water, from the phenomenon of becoming porous which is a problem with conventional insoluble matrix type of antifouling coating materials and the surface of the film is kept smooth to at least the same extent as in the soluble matrix type of antifouling coating materials. At the same time the cracking, breaking and peeling of coated film upon exposure to ultraviolet rays which is the fault of soluble matrix type of antifouling coating materials can be overcome.

This invention provides an antifouling coating composition comprising a vehicle, an antifouling agent and optionally other additives characterized in that at least a part of said vehicle is polymer (A) constituted of at least one monomer represented by the following general formula:



wherein R is hydrogen or methyl group and R' is hydrogen or alkyl group having 1-12 carbon atoms, having a glass transition temperature of -30°C to 0°C and preferably -20°C to -10°C and having a weight average molecular weight of 20,000-200,000 and preferably 50,000-100,000, or at least a part of said vehicle is polymer (A') constituted of at least one monomer represented by the following general formula:



wherein R is hydrogen or methyl group and R' is hydrogen or alkyl group having 1-12 carbon atoms, and other vinyl monomer copolymerizable therewith, having a glass transition temperature of -30°C to 0°C and preferably -20°C to -10°C and having a weight average molecular weight of 20,000-200,000 and preferably 50,000-100,000.

As the monomer represented by the above-mentioned general formula (I), any monomers can be used in this invention, so far as polymer constituted thereof has a glass transition temperature and a weight average molecular weight defined above. Among them, however, preferable are acrylic esters such as ethyl acrylate and butyl acrylate and methacrylic esters such as methyl methacrylate and ethyl methacrylate. As said vinyl monomer copolymerizable therewith, methacrylic acid derivatives such as 2-hydroxyethyl methacrylate and dimethylaminoethyl methacrylate are preferable.

The ratio of said compound represented by general formula (I):



to said other vinyl monomer copolymerizable therewith, constituting the above-mentioned polymer (A'), is in the range of 100-80% by weight of the former per 0-20% by weight of the latter, and preferably 100-90% by weight of the former per 0-10% by weight of the latter. Most preferably, the ratio of the latter monomer is up to 7% by weight.

Though the vehicle of this invention may be constituted of polymer (A) or (A') only, it may also be a mixture with known vehicles such as chlorinated rubber, vinyl chloride resin and the like.

By adjusting the glass transition temperature (T_g) (as referred to in this invention, T_g is a value calculated from the following empirical equation: $1/T_g = \sum W_n/T_{gn}$, wherein T_g is the glass transition temperature (absolute temperature) of polymer (A) W_n is weight fraction of n monomer and T_{gn} is the glass transition temperature (absolute

temperature) of the homopolymer of n monomer) of polymer (A) and polymer (A') to -30°C to 0°C, or a temperature generally lower than sea water temperature throughout one year, the coating film itself after dissolution of the antifouling agent, which is considered to become porous temporarily, becomes able to readily undergo a deformation along the flow of sea water owing to the resistance between ship body and sea water and thereby to acquire a smoothness at least comparable to the smoothness of the coating film just after being coated. If T_g is adjusted to a temperature higher than 0°C, the resulting coating film is inferior in smoothness and antifouling performance. If it is adjusted to a temperature lower than -30°C, the resulting coating film is impractically inferior in tack and strength.

If weight average molecular weight, measured by high speed liquid chromatography (GPC), of polymer (A) is adjusted to 20,000-200,000, smoothness of coating film is heightened, and it becomes possible to obtain a coating film excellent in weather resistance to ultraviolet rays in the neighborhood of water line and free from cracking, breaking and peeling. Adjustment of the weight average molecular weight to a value smaller than 20,000 or a value greater than 200,000 is both impractical in point of strength of coating film in the former case and in point of coating workability in the latter case.

Next, this invention will be illustrated more concretely with reference to the following examples and comparative examples which are not presented in any way as limitative way.

Example 1

Into a flask equipped with a reflux condenser, a thermometer, a stirrer and a monomer dropping device was charged 1,200 g of xylene. While keeping the inner temperature of the flask at 90-100°C, a mixed solution consisting of 400 g of ethyl methacrylate, 100 g of 2-hydroxyethyl methacrylate, 1,500 g of ethyl acrylate and 3 g of benzoyl peroxide was dropped thereinto over a period of 4 hours. After the mixture had been completely dropped, into the flask each 5 g of benzoyl peroxide was added three times (total 15 g) at a time interval of 2 hours to complete the polymerization reaction, while keeping the inner temperature of the flask still at 90-100°C. Then, the flask was cooled to an ambient temperature and 800 g of xylene was added. Thus, there was obtained a solution of a resin having a weight average molecular weight of 60,000 and T_g of -2°C.

Example 2

The same apparatus as in Example 1 was used. After charging 1,200 g of xylene into the flask, a mixed solution consisting of 360 g of methyl methacrylate, 40 g of dimethylaminoethyl methacrylate, 1,600 g of ethyl acrylate and 3 g of benzoyl peroxide was dropped into the flask over a period of 4 hours while keeping the inner temperature of the flask at 90-100°C. After the

(12)

mixture had been completely dropped into the flask, each 5 g of benzoyl peroxide was added three times (total 15 g) at a time interval of 2 hours to complete the polymerization reaction, while keeping the inner temperature of the flask at 90—100°C. Then, the flask was cooled to an ambient temperature and 800 g of xylene was added. Thus, there was obtained a solution of a resin having a weight average molecular weight of 65,000 and T_g of -2°C.

Example 3

The same apparatus as in Example 1 was used. After charging 1,200 g of xylene into the flask, a mixed solution consisting of 400 g of ethyl methacrylate, 100 g of 2-hydroxyethyl methacrylate, 1,500 g of ethyl acrylate and 3 g of benzoyl peroxide was dropped into the flask over a period of 4 hours, while keeping the inner temperature of the flask at 90—100°C. After the mixture had been completely dropped, into the flask, each 5 g of benzoyl peroxide was added three times (total 15 g) at a time interval of 2 hours to complete the polymerization reaction, while keeping the inner temperature of the flask still at 90—100°C. Then, the flask was cooled to an ambient temperature and 600 g of xylene was added. Thus, there was obtained a solution of resin having a weight average molecular weight of 45,000 and T_g of -2°C.

Example 4

The same apparatus as in Example 1 was used. After charging 1,200 g of xylene into the flask, a mixed solution consisting of 1,500 g of methyl methacrylate, 500 g of butyl acrylate and 3 g of benzoyl peroxide was dropped into the flask over a period of 4 hours while keeping inner temperature of the flask at 90—100°C. After the mixture had been completely dropped into the flask, each 5 g of benzoyl peroxide was added at a time interval of 2 hours to complete the polymerization reaction, while keeping the inner temperature of the flask still at 90—100°C. Then the flask was cooled, and 800 g of xylene was added. Thus, there was obtained a solution of a resin having a weight average molecular weight of 75,000 and T_g of -20°C.

Example 5

The same apparatus as in Example 1 was used. After charging 1,200 g of xylene into the flask, a mixed solution consisting of 360 g of methyl methacrylate, 40 g of dimethylaminoethyl methacrylate, 1,600 g of ethyl acrylate and 31 g of benzoyl peroxide was dropped thereinto over a period of 4 hours, while keeping the inner temperature of the flask at 90—100°C. After the mixture had been completely dropped, into the flask each 5 g of benzoyl peroxide were added three times (total 15 g) at a time interval of 2 hours, while keeping the inner temperature of the flask at 90—100°C, to complete the polymerization reaction. Then, the flask was cooled to an ambient temperature, and 800 g of xylene was added.

Thus, there was obtained a solution of a resin having a weight average molecular weight of 65,000 and T_g of -2°C.

Comparative Example 1

The same apparatus as in Example 1 was used. After charging 1,200 g of xylene into the flask, a mixed solution consisting of 800 g of methyl methacrylate, 1,000 g of butyl acrylate, 200 g of styrene and 10 g of benzoyl peroxide was dropped thereinto over a period of 4 hours, while keeping the inner temperature of the flask at 90—100°C. After the mixture had been completely dropped, into the flask, each 5 g of benzoyl peroxide was added three times (total 15 g) at a time interval of 2 hours to complete the polymerization, while keeping the inner temperature of the flask at 90—100°C. Then the flask was cooled to an ambient temperature and 800 g of xylene was added. Thus, there was obtained a solution of a resin having a weight average molecular weight of 85,000 and T_g of 10°C.

Comparative Example 2

The same apparatus as in Example 1 was used. After charging 1,200 g of xylene into the flask, a mixed solution consisting of 400 g of ethyl methacrylate, 400 g of ethyl acrylate, 1,100 g of butyl acrylate, 100 g of 2-hydroxyethyl methacrylate and 20 g of benzoyl peroxide was added over a period of 6 hours, while keeping the inner temperature of the flask at 110—120°C. After the mixture had been added completely, into the flask, each 2 g of benzoyl peroxide was added four times at a time interval of one hour to complete the polymerization reaction, while keeping the inner temperature of the flask at 110—120°C. Then, the flask was cooled to an ambient temperature and 800 g of xylene was added. Thus, there was obtained a solution of a resin having a weight average molecular weight of 15,000 and T_g of -10°C.

Comparative Example 3

A commercially available insoluble matrix type of antifouling paint using chlorinated rubber as vehicle was used.

Comparative Example 4

A commercially available soluble matrix type of antifouling paint using a high-polymeric organotin compound as vehicle was used.

To 400 g of the above-mentioned resin solution were added 250 g of cuprous oxide, 70 g of triphenyltin hydroxide, 30 g of red iron oxide, 30 g of zinc white, 10 g of pigment dispersant and 210 g of xylene, and the resulting mixture was kneaded by means of a ball mill to prepare an antifouling coating material. The antifouling coating material was coated on an iron plate, previously coated with vinyl type ship bottom paint No. 1, twice by means of a brush so as to give a coating weight of 200 g/m², after which it was dried for 24 hours to prepare a test piece. The

test piece was immersed in sea water for one year at the sea of Otake City, Hiroshima Prefecture, Japan. Further, a part of the test piece was kept in the same state as at the water line of ships.

The results of the tests in Examples 1—5 and Comparative Examples 1—4 are summarized in Table 1.

TABLE 1

	Duration of immersion (months)	Antifouling property	Smoothness	State of coating film
Example 1	6	◎	◎	◎
	12	◎	◎	◎
" 2	6	◎	◎	◎
	12	◎	◎	◎
" 3	6	◎	◎	◎
	12	◎	◎	◎
" 4	6	◎	◎	◎
	12	◎	Δ	◎
" 5	6	◎	◎	◎
	12	◎	Δ	◎
Comparative Example 1	6	◎	Δ	◎
	12	○	Δ	◎
" 2	6	◎	◎	Crack
	12	◎	◎	Crack
Comparative Example 3	6	Δ	×	◎
	12	×	×	◎
" 4	6	◎	◎	Crack
	12	◎	◎	Crack

Antifouling property:

- ◎ : No attachment
 ○ : Amount of attachment 5—10%
 Δ : " 11—50%
 × : " more than 50%

Smoothness:

- ◎ : Comparable or superior to unimmersed coated film in smoothness
 Δ : A little inferior to unimmersed coated film in surface smoothness
 × : Inferior to unimmersed coated film in surface smoothness

State of coating film:

- ◎ : No cracking detected.
 Crack : Cracking detected.

Claims

1. An antifouling coating composition comprising a vehicle, an antifouling agent and optionally other additives characterized by containing, as at least a part of said vehicle, a polymer (A) constituted of at least one monomer represented by the following general formula:



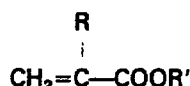
wherein R is hydrogen or methyl group and R' is hydrogen or alkyl group having 1—12 carbon atoms, having a glass transition temperature of -30°C to 0°C and having a weight average molecular weight falling in the range of 20,000—200,000.

2. An antifouling coating composition comprising a vehicle, an antifouling agent and optionally other additives characterized by containing, as at least a part of said vehicle, a polymer (A') constituted of at least one monomer represented by the following general formula:



wherein R is hydrogen or methyl group and R' is hydrogen or alkyl group having 1—12 carbon atoms, and other vinyl monomer copolymerizable therewith, having a glass transition temperature of -30°C to 0°C and having a weight average molecular weight falling in the range of 20,000—200,000.

3. An antifouling coating composition according to Claim 1 and Claim 2, wherein R' in said general formula:



is hydrogen, methyl group, ethyl, group or butyl group.

4. An antifouling coating composition according to Claim 2, wherein said vinyl monomer is styrene.

Patentansprüche

1. Bewuchsverhindernde Anstrichzusammensetzung, umfassend ein Bindemittel, ein bewuchsverhinderndes Mittel und wahlweise andere Zusätze, dadurch gekennzeichnet, daß sie als mindestens einen Teil des Bindemittels ein Polymer (A) enthält, das aus mindestens einem Monomer der allgemeinen Formel



worin

R ein Wasserstoffatom oder eine Methylgruppe und R' ein Wasserstoffatom oder eine Alkylgruppe mit 1 bis 12 Kohlenstoffatomen bedeuten, gebildet ist und eine Glasumwandlungstemperatur von -30°C bis 0°C und ein gewichtsmittleres Molekulargewicht im Bereich von 20 000 bis 200 000 aufweist.

2. Bewuchsverhindernde Anstrichzusammensetzung, umfassend ein Bindemittel, ein bewuchsverhinderndes Mittel und wahlweise andere Zusätze, dadurch gekennzeichnet, daß sie als mindestens einen Teil des Bindemittels ein Polymer (A') enthält, das aus mindestens einem Monomer der allgemeinen Formel



worin

R ein Wasserstoffatom oder eine Methylgruppe und R' ein Wasserstoffatom oder eine Alkylgruppe mit 1 bis 12 Kohlenstoffatomen bedeuten und

einem anderen damit copolymerisierbaren Vinylmonomer gebildet ist und eine Glasumwandlungstemperatur von -30°C bis 0°C und ein gewichtsmittleres Molekulargewicht im Bereich von 20 000 bis 200 000 aufweist.

3. Bewuchsverhindernde Anstrichzusammensetzung nach den Ansprüchen 1 und 2, dadurch gekennzeichnet, daß R' in der allgemeinen Formel



ein Wasserstoffatom, eine Methyl-, Ethyl- oder Butylgruppe bedeutet.

4. Bewuchsverhindernde Anstrichzusammensetzung nach Anspruch 2, dadurch gekennzeichnet, daß das Vinylmonomer Styrol bedeutet.

Revendications

1. Une composition de revêtement contre les salissures marines comprenant un véhicule, un agent contre les salissures marines et facultativement d'autres additifs, caractérisée en ce qu'elle contient, en tant qu'au moins une partie du véhicule, un polymère (A) constitué par au moins un monomère représenté par la formule générale suivante:



dans laquelle R est l'hydrogène ou un groupe méthyle et R' est l'hydrogène ou un groupe alkyle contenant 1 à 12 atomes de carbone, ayant une température de transition vitreuse de -30 à 0°C et ayant un poids moléculaire moyen en poids dans la gamme de 20 000 à 200 000.



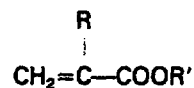
2. Une composition de revêtement contre les salissures marines comprenant un véhicule un agent contre les salissures marines et facultativement d'autres additifs, caractérisée en ce qu'elle contient, en tant qu'au moins une partie du véhicule, un polymère (A') constitué par au moins un monomère représenté par la formule générale suivante:



dans laquelle R est l'hydrogène ou un groupe méthyle et R' est l'hydrogène ou un groupe alkyle contenant 1 à 12 atomes de carbone, et un autre monomère vinylique copolymérisable avec celui-ci, ayant une température de transition vitreuse

de -30 à 0°C et ayant un poids moléculaire moyen en poids dans la gamme de 20 000 à 200 000.

3. Une composition de revêtement contre les salissures marines selon la revendication 1 et la revendication 2, dans laquelle R', dans la formule générale:



est l'hydrogène, un groupe méthyle, un groupe éthyle ou un groupe butyle.

4. Une composition de revêtement contre les salissures marines selon la revendication 2, dans laquelle le monomère vinylique est le styrène.

