

CCGS JOHN P TULLY



For Attention Of :

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Prepared By :

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Project Details

Project Details	
Our Reference	CCGS JOHN P TULLY/28-Oct-2014
Country	
Location	Vancouver Drydock Company
Survey Date	28-Oct-2014

Vessel Details	
Vessel Name	CCGS JOHN P TULLY
IMO Number	8320420
Vessel Type	
DWT	636
Classification Society	(None)
Built	Unknown Drydock Location
Approximate Age[Years]	30

General Conditions / Recommendations	
Ballast tanks are in varying condition - details found in the report	

Paint Inspection Summary

Paint Inspection Summary		
Ballast Tanks	Average	Tanks are in varying condition - see report details
#2 Port Ballast Tank	Average	<p>Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.</p> <p>Tank could be repaired or renewed depending on the condition at time of docking</p>
#2 Starboard Ballast Tank	Average	<p>Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.</p> <p>Tank could be repaired or renewed depending on the condition at time of docking</p>
#7 Port Ballast Tank	Poor	Tank is in poor condition and needs to be renewed
#7 Starboard Ballast Tank	Poor	Tank is in poor condition and needs to be renewed
#10 Port Ballast Tank	Average	<p>Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 10% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.</p> <p>Tank could be repaired or renewed depending on the condition at time of docking</p>
#10 Starboard Ballast Tank	Average	<p>Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.</p> <p>Tank could be repaired or renewed depending on the condition at time of docking</p>
#6 Centre Ballast Tank	Excellent	Renewed with Intershield 300HS

Paint Inspection Details - #2 Port Ballast Tank



Poor picture quality - but general condition of the tank



Typical breakdown along the edges and welds, brackets and pipes are also in poor repair



Typical breakdown along the edges and welds, brackets and pipes are also in poor repair. Flat areas are in average condition



Typical breakdown along the edges and welds, brackets and pipes are also in poor repair. Flat areas are in average condition

Paint Inspection Details - #2 Port Ballast Tank

	
Heavy staining and sludge in the bottom of the tank	Heavy corrosion on previous repairs
	
General condition	

#2 Port Ballast Tank		
Corrosion	Due To Mechanical Damage	0.3%
	Due To Low DFT	3% Localised
	Due To Detachment	1% Scattered
Pitting	Type	Active
	Extent	5% Localised
Cracking	Extent	0.1%
	Severity	Light
Blistering	Extent	None
	Size	
	Severity	

Paint Inspection Details - #2 Port Ballast Tank





Detachment	Extent	1% Scattered
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Comments and Recommendations

Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.

Tank could be repaired or renewed depending on the condition at time of docking

Paint Inspection Details - #2 Starboard Ballast Tank

	
<p>Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.</p>	<p>Breakdown on the edges and staining, flats are in average condition</p>
	
<p>Typical condition with breakdown on the edge and along the welds</p>	<p>Typical condition with breakdown on the edge and along the welds</p>

Paint Inspection Details - #2 Starboard Ballast Tank

	
<p>Stiffeners are in poor condition</p>	<p>Poor design, area should be welded shut</p>
	
<p>Heavy corrosion on previous repairs</p>	<p>Heavy corrosion on previous repairs</p>


Paint Inspection Details - #2 Starboard Ballast Tank

	
Heavy corrosion on previous repairs	


#2 Starboard Ballast Tank		
Corrosion	Due To Mechanical Damage	1% Scattered
	Due To Low DFT	3% Scattered
	Due To Detachment	1% Scattered
Pitting	Type	Active
	Extent	5% Localised
Cracking	Extent	None
	Severity	
Blistering	Extent	None
	Size	
	Severity	
Detachment	Extent	1% Scattered

Comments and Recommendations	
<p>Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.</p>	
<p>Tank could be repaired or renewed depending on the condition at time of docking</p>	

Paint Inspection Details - #7 Port Ballast Tank

	
<p>Heavy corrosion and staining typical throughout the tank</p>	<p>Heavy corrosion and staining typical throughout the tank</p>
	
<p>Heavy corrosion and staining typical throughout the tank</p>	<p>General poor condition</p>

Paint Inspection Details - #7 Port Ballast Tank

	
General poor condition	General poor condition
	
Breakdown on repair and edges	General poor condition





#7 Port Ballast Tank

Corrosion	Due To Mechanical Damage	15% Scattered
	Due To Low DFT	33%
	Due To Detachment	5% Scattered
Pitting	Type	Active
	Extent	33%
Cracking	Extent	None
	Severity	
Blistering	Extent	None
	Size	
	Severity	

Paint Inspection Details - #7 Port Ballast Tank

Detachment	Extent	5% Scattered
Comments and Recommendations		
Tank is in poor condition and needs to be renewed		

Paint Inspection Details - #7 Starboard Ballast Tank

	
General condition of the tank	Scattered breakdown and breakdown on the edges and repaired areas
	
General poor condition	General poor condition

Paint Inspection Details - #7 Starboard Ballast Tank

	
Breakdown on the repaired areas and edges	General poor condition

#7 Starboard Ballast Tank		
Corrosion	Due To Mechanical Damage	
	Due To Low DFT	
	Due To Detachment	
Pitting	Type	
	Extent	
Cracking	Extent	
	Severity	
Blistering	Extent	
	Size	
	Severity	
Detachment	Extent	
Comments and Recommendations		
Tank is in poor condition and needs to be renewed		

Paint Inspection Details - #10 Port Ballast Tank



Typical breakdown along the edges and welds, brackets and pipes are also in poor repair. Flat areas are in average condition



Bilge areas are in poor condition



Close up of typical breakdown and steel loss



General condition with breakdown on the edges and welds resulting in staining

Paint Inspection Details - #10 Port Ballast Tank

	
General condition with breakdown on the edges, repaired areas and welds resulting in staining on the good areas	Breakdown on the welds and pipes
	
General average condition	

#10 Port Ballast Tank		
Corrosion	Due To Mechanical Damage	1% Scattered
	Due To Low DFT	10% Localised
	Due To Detachment	0.3%
Pitting	Type	Active
	Extent	10% Localised
Cracking	Extent	None
	Severity	
Blistering	Extent	None
	Size	
	Severity	

Paint Inspection Details - #10 Port Ballast Tank

	Severity	
Detachment	Extent	1% Scattered

Comments and Recommendations

Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 10% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.

Tank could be repaired or renewed depending on the condition at time of docking

Paint Inspection Details - #10 Starboard Ballast Tank

	
<p>Repairs are holding up well, 5% localized breakdown on the edges and welds. Bilge area is poorer condition</p>	<p>General condition</p>
	
	<p>Overall average condition, some localized hot work damage visible</p>

Paint Inspection Details - #10 Starboard Ballast Tank

	
General average condition	Staining and localized breakdown on the welds and edges in the bilge area

#10 Starboard Ballast Tank		
Corrosion	Due To Mechanical Damage	0.3%
	Due To Low DFT	5% Localised
	Due To Detachment	1% Scattered
Pitting	Type	Active
	Extent	5% Localised
Cracking	Extent	None
	Severity	
Blistering	Extent	None
	Size	
	Severity	
Detachment	Extent	0.3%

Comments and Recommendations

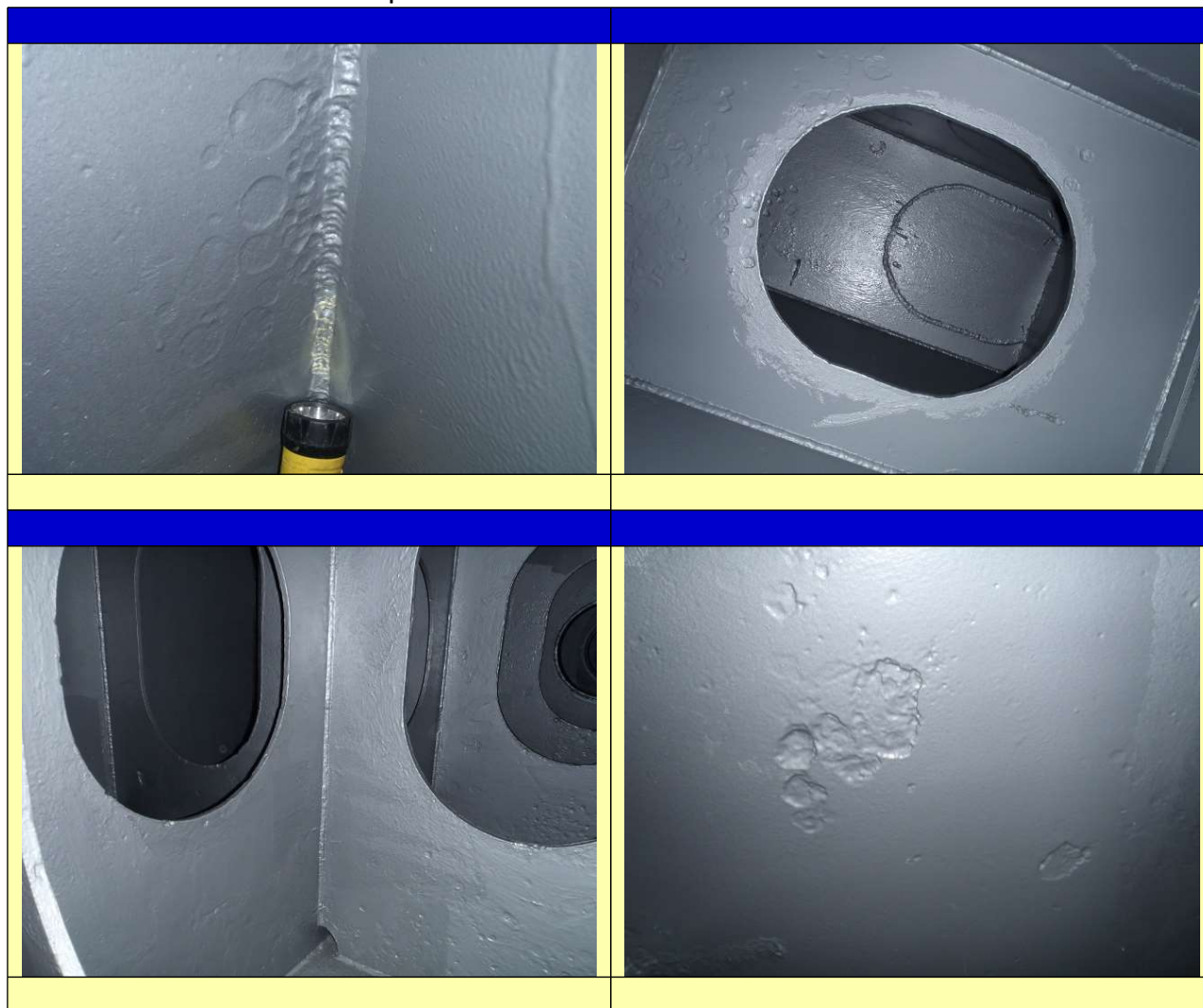
Tank is in average condition. Typical breakdown on the edges, welds and previous repaired areas. Approx. 5% localized. Tank is heavily stained and did have sludge in the bottom of the tank and could not make an assessment of the condition in those locations.

Tank could be repaired or renewed depending on the condition at time of docking

Paint Inspection Details - #6 Centre Ballast Tank



Paint Inspection Details - #6 Centre Ballast Tank



Existing Coatings

Supplier	Description	Product Type
International	Intershield 300HS	High Solids Abrasion Resistant Aluminium Pure Epoxy

#6 Centre Ballast Tank

Corrosion	Due To Mechanical Damage	None
	Due To Low DFT	None
	Due To Detachment	None
Pitting	Type	Passive
	Extent	None
Cracking	Extent	None

Marine Coatings

Paint Inspection Details - #6 Centre Ballast Tank

	Severity	
Blistering	Extent	None
	Size	
	Severity	
Detachment	Extent	None
Comments and Recommendations		
Renewed with Intershield 300HS		

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Systems and

Compatibility Consult International Paint for detailed application advice and recommendations and, as to the suitability of specific products for the surfaces to be protected on individual vessel areas.

Welding

In the event welding or flame cutting is performed on metal coated with these products, dust and fumes will be emitted which will require the use of appropriate personal protective equipment and adequate local exhaust ventilation. In North America do so in accordance with instruction in ANSI/ASCZ49.1 'Safety in Welding and Cutting'.

Product Data

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