

On Board Maintenance Manual

Arun Vessels



Jet Boats



August 30, 2016

Marine Coatings

All products supplied and technical advice or recommendations given are subject to our standard Conditions of Sale.

Registered in England No. 63604
Registered Office 26th Floor, Portland House, Bressenden Place, London SW1E 5BG



278
5/2/16

General Comments

This report is to outline the on-board maintenance procedures for Canadian Coast Guard Services vessels coated with International Paints.

Included in this report are instructions on prepping the substrate for the application of coatings. If you would like further information on the standards that we use to form our recommendations, please let us know. The standards that are most commonly used are SSPC-SP1 (Solvent Cleaning) SSPC-SP2 (Hand Tool Cleaning) SSPC-SP3 (Power Tool Cleaning) and SSPC-SP11 (Power Tool Cleaning to Bare Metal).

In preparing the substrate for coatings you should always keep two things in mind the substrate must be clean and an anchor profile must be achieved. When cleaning the area you intend to paint it should be cleaned with fresh water and any oil, grease or other visible contaminant should be removed.

When completing on board maintenance please keep in mind that when coatings are applied by brush and roller; you will need to apply multiple coats, to achieve the proper dry film thickness. As I spoke earlier about creating "anchor", once you have an anchor you have to ensure that it is fully coated. An anchor profile consists of peaks and valleys when a single application of a coating is applied over the profile by brush or roller you will normally only have enough coating to fill the valleys leaving the peaks exposed. This in turn can cause rash rusting and eventual breakdown.

When applying primer at least two coats more likely three coats should be applied for the coating to perform as it should, this should be followed by two coats of the finish product. All coatings have overcoating minimum and maximum overcoating windows. These windows must be observed to ensure proper adhesion.

Attached are the product data sheets for the proposed paint products for the CCGS Arun Vessels and Jet Boats. If you should have any questions about the product or any other question regarding the preparation or application of the coatings please call for assistance.

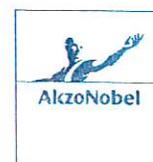
International Paints 1-800-565-7526

International Representative: Michael Kemp (902) 497-8363

Marine Coatings

All products supplied and technical advice or recommendations given are subject to our standard Conditions of Sale.

Registered in England No. 63604
Registered Office 26th Floor, Portland House, Bressenden Place, London SW1E 5BG



CONTENT

Technical Section

1. International Paint Sales Offices
2. General Comments
3. OBM for Project Areas
4. Specification Details
5. Surface Preparation
6. Paint Application
7. Definitions and Abbreviations
8. Theoretical and Practical Coverage
9. Safety Precautions
10. Correct Mixing
11. Measuring Wet Film Thickness
12. Damp Tolerance Guide
13. Extent Diagrams
14. Product Data Sheets

OBM for Project Areas

Note: Underwater areas not applicable for on-board maintenance

Note: For detailed product information, refer to Product Data Sheets

Note: For safe application information, refer to Material Safety Data Sheets

Preparation Instructions

Maintenance Surface Preparation (Touch-Up Paint Only)
1. Degrease area with detergent cleaner or solvent wipe with clean rags.
2. Fresh water wash, rinse & allow to dry. If water beads, degrease again.
3. If loose topcoats evident, lightly sand until firm edge to old coating attained.
4. Brush or vacuum away dust and debris.
5. Protect prepared area until ready to apply repair coating.

Maintenance Surface Preparation (Touch-Up to Bare Metal)
1. Hard scrape to firm edges of old intact coating.
2. Degrease area with detergent cleaner or solvent wipe with clean rags.
3. Fresh water wash, rinse & allow to dry. If water beads, degrease again.
4. Hand or power tool bare metal until free of corrosion and minimal surface profile created.
5. Hand or power tool feather edges of old coating to allow new coating to bond.
6. Brush or vacuum away dust and debris.
7. Protect prepared area until ready to apply repair coating scheme.

Repair Surface Preparation (Blast to Bare Metal)
1. Degrease area with detergent cleaner or solvent wipe with clean rags.
2. Fresh water wash, rinse & allow to dry. If water beads, degrease again.
3. Protect target work area for safety and environmental control/containment.
4. If spot repairing, use marker to denote boundaries of blast effect.
5. Blast marked areas until metal is clean of old paint and surface rust; grey metal appearance.
6. Feather blast onto areas of good paint at area edges until marker lines disappear.
7. Brush or vacuum away dust and debris.
8. Protect prepared area until ready to apply repair coating scheme.

This document is intended only as a guide in on-going maintenance of existing coatings. For large scale repairs or contract work contact your nearest International Paints office for a complete Interspec.

Specifications Details

Paint Summary

Product	Sales Code
Intershield 300 – Bronze	ENA300
Intershield 6GV – Dark Grey	EGA650
Intergard 263 – Light Grey	FAJ034/A
Interthane 990 – Mid-Graphite	PHT806/A
Interlac 665 – Black	CLY999
Interlac 665 – Coast Guard Red RAL3000	CLA162
Interlac 665 – White RAL9003	CLA163
Interprime 198 - Grey	CPA098

Repair Coating Definitions

WFT (Wet Film Thickness) - Thickness of paint immediately after application.
- Use of Wet Film Thickness Gauge recommended.

OVERCOAT TIMES - Minimum dry before applying next coat / Maximum time for coating over.
- Overcoats are based on average temperature of 25C.
- Allow longer durations for lower surface temperatures.

FULL DRY - Time for full dry and/or cure at 25C.

LIMITATIONS - Restrictions (if any) on use of the product specified. May also include suggested application methods or equipment.

Application Suggestions

- Ensure you have the correct materials and all components before commencing work.
- Mix only small amounts sufficient for the job at hand to prevent wastage.
- Only dispose of unused or spent materials according to ship regulations.
- Avoid thinning or over-thinning if materials apply well as-mixed.
- Ensure application tools are clean and free of contaminating matter.