

Subject :

The colour of coatings applied to
seawater ballast tanks of oil tankers
and bulk carriers

NK TECHNICAL INFORMATION

No. : 252

Date : 17 April 1998

To: Shipowners and shipbuilders concerned

Dear Sir(s):

Reference is made to a new regulation SOLAS Reg.II-1/3-2(1996 Amendment) concerning corrosion prevention of seawater ballast tanks. The Administrations of Liberia and Isle of Man have advised this Society by the documents attached hereto that the colour of final coatings to be applied to the seawater ballast tanks of oil tankers or bulk carriers the keels of which will be laid on or after 1 July 1998 must be of such a colour which is clearly distinguishable from the colour of rust in order to facilitate the in-service inspection of the tanks.

Therefore, please be advised that the ballast tanks of applicable new oil tankers and bulk carriers to be registered in the aforementioned flag states are to be coated in a such a colour as instructed by the respective Administration in the attached documents.

In addition, please note that the Administration of Liberia has instructed us that ships contracts of which were signed before 10 June 1997 are not subject to the above requirement, and that the definition of the applicable bulk carrier is to be in accordance with the definitions set out in SOLAS 74, Chapter IX .

Department in charge: Hull Department

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FACSIMILE

TO FAX NUMBER: 00 81 3 5226 2039

NAME OF ORGANISATION: Nippon Kaijai Kyokai, Tokyo, Japan

FOR THE ATTENTION OF: T. Kaji esq., General Manager

YOUR REFERENCE: 97Q1 1272

FROM: W.J. Wade, Principal Marine Surveyor

DATE: 6th January, 1998

OUR REF: Gen'l. 177F/WJW

PAGE 1 OF 1 including this sheet)

Amendment to SOLAS - New Reg. II - I/3-2

Corrosion Prevention of Sea Water Ballast Tanks.

I refer to, and thank you for, your fax of 15th December and would advise as follows:

This Administration concurs with the guidelines for corrosion prevention in sea water ballast tanks set in IMO Resolution A 798 (19) and would prefer to have the ballast tank coating in a light colour. While this could mean a greater initial cost, the long term savings in reduction of survey time might recover some or all of these increased costs.

As you are aware, the concept behind the requirement for a light colour is to facilitate in-service inspections and to enable rapid identification of any breakdown in the coating such that rust can be readily distinguishable. If however, it can be shown that such rapid identification is possible with a darker coating which does not reduce the effectiveness of the final coating, then we might be persuaded to consider such an alternative.

I trust the foregoing is self explanatory and sufficient for your purposes, however, in the event that you require further clarification, please do not hesitate to revert.

Kind regards,

John Wade,
Principal Marine Surveyor.

7 JAN 1998



THE REPUBLIC OF LIBERIA

BUREAU OF MARITIME AFFAIRS

OFFICE OF THE DEPUTY COMMISSIONER OF MARITIME AFFAIRS

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TO: T. Nakanishi DATE: 13 August 1997

COMPANY: NKK New York

COUNTRY: USA FAX NO: 201 944 8183

FROM: Anthony Dupree, Jr. - Chief, Marine Technical Division

SUBJECT: Corrosion Prevention of Seawater Ballast Tanks and Escape Means from Sleeping Rooms

REF: Your fax 97NY/532 of 18 July 1997

PAGES: Two page(s), including this cover sheet. If you do not receive all the pages, please call 703-620-4880.

This is in response to your fax of 18 July 1997 regarding the subject issues. We researched the papers submitted to the Sub-Committee on Ship Design and Equipment to determine why the statement "preferably of a light color" appears in regulation 3-2.2 of reference (a). It is clear that the primary reason the last coating should be light in color is to facilitate the in-service inspection of the seawater ballast tanks. The color of the coating materials must also be easily distinguishable from rust as stated in 2.8 of reference (b). In addition, the layers should be of contrasting colors to ensure full coverage with each coating by providing a contrast between the layers. Therefore, while we agree that some tank coating layers may be black or dark brown, the final covering layer must be of a light color, distinguishable from the color of rust, to facilitate the in-service inspection of the ballast tanks.

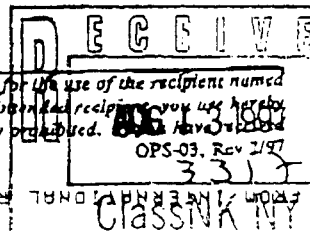
It should be noted that this Administration has no specific rules regarding where sacrificial anodes are required to be used in combination with the tank coatings. Sacrificial anodes should be installed where and when deemed necessary by the classification society and in accordance with the societies rules.

When a tank coating system is used to protect the seawater ballast tanks, the classification society (acting on behalf of the Administration) must be satisfied:

1. That coatings manufacturers have provided the owners with evidence of the quality of product and its ability to satisfy the vessel owner's requirements.
2. That the shipyard and/or its subcontractors have provided clear evidence of their experience in satisfactory coating application.
3. That the final covering layer is of a light color, distinguishable from the color of rust, to facilitate the in-service inspection of ballast tanks.
4. The coating standard, job specifications, inspection, maintenance and repair criteria are acceptable.

With regards to the escape means from sleeping rooms; kick-out panel are mandatory. Means of escape

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THE REPUBLIC OF LIBERIA

TO:

DATE: 13 August 1997

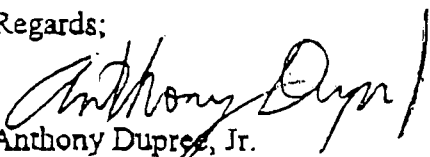
PAGE: 2

FACSIMILE TRANSMISSION FORM

from sleeping rooms should be in accordance with the applicable SOLAS requirements.

If you have any further questions, please contact me.

Regards;


Anthony Dupree, Jr.

Chief, Marine Technical Division

VOID

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OPS-03. 2/97