

Subject

Introduction of the IACS early implementation of IMO “Performance Standards for Protective Coatings for ballast tanks and void spaces” for ships subject to the CSRs

ClassNK

Technical Information

No. TEC-0689

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To whom it may concern

This is information on the IACS early implementation of IMO “Performance Standards for Protective Coatings for ballast tanks and void spaces” (PSPC) for bulk carriers and oil tankers subject to IACS Common Structural Rules (CSRs).

1. The IACS CSRs for Bulk Carriers and Oil Tankers specify that “For ships constructed for construction on or after the date of IMO adoption of the amended SOLAS Regulation II-1/3-2, by which an IMO “Performance standard for protective coatings for ballast tanks and void spaces” will be made mandatory, the coatings of internal spaces subject to the amended SOLAS Regulation are to satisfy the requirements of the IMO performance standard.”.
2. At the MSC82 held in December 2006, the SOLAS Regulation II-1/3-2 was adopted by resolution MSC. 216 (82) on 8 December 2006. Accordingly, bulk carriers and oil tankers subject to the IACS CSRs which are contracted for construction on or after 8 December 2006 shall be complied with the IMO PSPC.
3. In this context, IACS adopted Procedural Requirement No.34 (PR 34) at Council 54th Meeting held in December 2006. The PR 34 addresses the application of the IMO PSPC under the IACS CSRs with a view to ensuring uniform understanding and application of the requirements of the IMO PSPC.

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Attachment:

1. The amended SOLAS Regulation II-1/3-2 (Resolution MSC.216(82))
2. IMO Performance Standards for Protective Coatings for ballast tanks and void spaces (Resolution MSC.215(82))
3. IACS Procedural Requirement No.34

NOTES:

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ANNEX 2

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DRAFT RESOLUTION MSC~~82~~(82)
(adopted on ~~8~~. December 2006)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its [eighty-second] session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:
 - (a) the said amendments set out in annex 1 shall be deemed to have been accepted on 1 January 2008;
 - (b) the said amendments set out in annex 2 shall be deemed to have been accepted on 1 July 2008; and
 - (c) the said amendments set out in annex 3 shall be deemed to have been accepted on 1 January 2010,

unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention:
 - (a) the amendments set out in annex 1 shall enter into force on 1 July 2008;
 - (b) the amendments set out in annex 2 shall enter into force on 1 January 2009; and
 - (c) the amendments set out in annex 3 shall enter into force on 1 July 2010,

upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annexes to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annexes to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX 1

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS**

**PART A-1
STRUCTURE OF SHIPS**

Regulation 3-2 – Corrosion prevention of seawater ballast tanks in oil tankers and bulk carriers

1 The existing text and the heading of regulation 3-2 are replaced by the following:

**“Protective coatings of dedicated seawater ballast tanks in all types of ships
and double-side skin spaces of bulk carriers**

1 Paragraphs 2 and 4 of this regulation shall apply to ships of not less than 500 gross tonnage:

- .1 for which the building contract is placed on or after 1 July 2008; or
- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; or
- .3 the delivery of which is on or after 1 July 2012.

2 All dedicated seawater ballast tanks arranged in ships and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards shall be coated during construction in accordance with the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by the Maritime Safety Committee by resolution ~~{MSC.215(82)}~~, as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

3 All dedicated seawater ballast tanks arranged in oil tankers and bulk carriers constructed on or after 1 July 1998, for which paragraph 2 is not applicable, shall comply with the requirements of regulation II-1/3-2 adopted by resolution MSC.47(66).

4 Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. The effectiveness of the protective coating system shall be verified during the life of a ship by the Administration or an organization recognized by the Administration, based on the guidelines developed by the Organization.*”

* Refer to the guidelines to be developed by the Organization.

ANNEX 1

DRAFT RESOLUTION MSC.²¹⁵~~[...]~~(82)
[(adopted on 8. December 2006)]

**PERFORMANCE STANDARD FOR PROTECTIVE COATINGS
FOR DEDICATED SEAWATER BALLAST TANKS IN ALL TYPES OF SHIPS
AND DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING the amendments to regulations II-1/3-2 and XII/6 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (hereinafter referred to as "the Convention") adopted by resolution MSC.[...](82), concerning protective coatings of dedicated seawater ballast tanks and double-side skin spaces,

NOTING ALSO that the aforementioned regulation II-1/3-2 provides that the protective coatings referred to therein shall comply with the requirements of the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (hereinafter referred to as "the Performance standard for protective coatings");

RECOGNIZING that the Performance standard for protective coatings referred to above is not intended to inhibit the development of new or novel technologies which provide for alternative systems,

HAVING CONSIDERED, at its [eighty-second] session, the text of the proposed Performance standard for protective coatings,

1. ADOPTS the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, the text of which is set out in the Annex to the present resolution;
2. INVITES Contracting Governments to the Convention to note that the Performance standard for protective coatings will take effect on 1 July 2008 upon entry into force of the amendments to regulations II-1/3-2 and XII/6 of the Convention;
3. REQUESTS the Secretary-General to transmit certified copies of this resolution and the text of the Performance standard for protective coatings contained in the Annex to all Contracting Governments to the Convention;
4. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and the Annex to all Members of the Organization which are not Contracting Governments to the Convention;
5. INVITES Governments to encourage the development of novel technologies aimed at providing for alternative systems and to keep the Organization advised of any positive results.

ANNEX

**PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR
DEDICATED SEAWATER BALLAST TANKS IN ALL TYPES OF SHIPS
AND DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS**

1 PURPOSE

This Standard provides technical requirements for protective coatings in dedicated seawater ballast tanks of all type of ships of not less than 500 gross tonnage and double-side skin spaces arranged in bulk carriers of 150 m in length and upward¹ for which the building contract is placed, the keels of which are laid or which are delivered on or after the dates referred to in SOLAS regulation II-1/3-2 as adopted by resolution MSC.~~1~~(82).

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2 DEFINITIONS

For the purpose of this Standard, the following definitions apply:

- 2.1 *Ballast tanks* are those as defined in resolutions A.798(19) and A.744(18).
- 2.2 *Dew point* is the temperature at which air is saturated with moisture.
- 2.3 *DFT* is dry film thickness.
- 2.4 *Dust* is loose particle matter present on a surface prepared for painting, arising from blast-cleaning or other surface preparation processes, or resulting from the action of the environment.
- 2.5 *Edge grinding* is the treatment of edge before secondary surface preparation.
- 2.6 "*GOOD*" *condition* is the condition with minor spot rusting as defined in resolution A.744(18).
- 2.7 *Hard coating* is a coating that chemically converts during its curing process or a non-convertible air drying coating which may be used for maintenance purposes. Can be either inorganic or organic.
- 2.8 *NDFT* is the nominal dry film thickness. 90/10 practice means that 90% of all thickness measurements shall be greater than or equal to NDFT and none of the remaining 10% measurements shall be below 0.9 x NDFT.
- 2.9 *Primer coat* is the first coat of the coating system applied in the shipyard after shop primer application.
- 2.10 *Shop-primer* is the prefabrication primer coating applied to steel plates, often in automatic plants (and before the first coat of a coating system).
- 2.11 *Stripe coating* is painting of edges, welds, hard to reach areas, etc., to ensure good paint adhesion and proper paint thickness in critical areas.

¹ This Standard applies only to dedicated seawater ballast tanks in all types of ships and double-side skin spaces in bulk carriers which are constructed of steel.

2.12 *Target useful life* is the target value, in years, of the durability for which the coating system is designed.

2.13 *Technical Data Sheet* is paint manufacturers' Product Data Sheet which contains detailed technical instruction and information relevant to the coating and its application.

3 GENERAL PRINCIPLES

3.1 The ability of the coating system to reach its target useful life depends on the type of coating system, steel preparation, application and coating inspection and maintenance. All these aspects contribute to the good performance of the coating system.

3.2 Inspection of surface preparation and coating processes shall be agreed upon between the shipowner, the shipyard and the coating manufacturer and presented to the Administration for review. The Administration may, if it so requires, participate in the agreement process. Clear evidence of these inspections shall be reported and be included in the Coating Technical File (CTF) (see paragraph 3.4).

3.3 When considering the Standard provided in section 4, the following is to be taken into account:

- .1 it is essential that specifications, procedures and the various different steps in the coating application process (including, but not limited to, surface preparation) are strictly applied by the shipbuilder in order to prevent premature decay and/or deterioration of the coating system;
- .2 the coating performance can be improved by adopting measures at the ship design stage such as reducing scallops, using rolled profiles, avoiding complex geometric configurations and ensuring that the structural configuration permits easy access for tools and to facilitate cleaning, drainage and drying of the space to be coated; and
- .3 the coating performance standard provided in this document is based on experience from manufacturers, shipyards and ship operators; it is not intended to exclude suitable alternative coating systems, providing a performance at least equivalent to that specified in this Standard is demonstrated. Acceptance criteria for alternative systems are provided in section 8.

3.4 Coating Technical File

3.4.1 Specification of the coating system applied to the dedicated seawater ballast tanks and double-side skin spaces, record of the shipyard's and shipowner's coating work, detailed criteria for coating selection, job specifications, inspection, maintenance and repair² shall be documented in the Coating Technical File (CTF), and the Coating Technical File shall be reviewed by the Administration.

² Guidelines to be developed by the Organization.

3.4.2 New construction stage

The Coating Technical File shall contain at least the following items relating to this Standard and shall be delivered by the shipyard at new ship construction stage:

- .1 copy of Statement of Compliance or Type Approval Certificate;
- .2 copy of Technical Data Sheet, including:
 - product name and identification mark and/or number;
 - materials, components and composition of the coating system, colours;
 - minimum and maximum dry film thickness;
 - application methods, tools and/or machines;
 - condition of surface to be coated (de-rusting grade, cleanness, profile, etc.); and
 - environmental limitations (temperature and humidity);
- .3 shipyard work records of coating application, including:
 - applied actual space and area (in square metres) of each compartment;
 - applied coating system;
 - time of coating, thickness, number of layers, etc.;
 - ambient condition during coating; and
 - method of surface preparation;
- .4 procedures for inspection and repair of coating system during ship construction;
- .5 coating log issued by the coating inspector – stating that the coating was applied in accordance with the specifications to the satisfaction of the coating supplier representative and specifying deviations from the specifications (example of daily log and non-conformity report, see annex 2);
- .6 shipyard's verified inspection report, including:
 - completion date of inspection;
 - result of inspection;
 - remarks (if given); and
 - inspector signature; and
- .7 procedures for in-service maintenance and repair of coating system².

3.4.3 In-service maintenance, repair and partial re-coating

In-service maintenance, repair and partial re-coating activities shall be recorded in the Coating Technical File in accordance with the relevant section of the Guidelines for coating maintenance and repair².

² Guidelines to be developed by the Organization.

3.4.4 Re-coating

If full re-coating is carried out, the items specified in paragraph 3.4.2 shall be recorded in the Coating Technical File.

3.4.5 The Coating Technical File shall be kept on board and maintained throughout the life of the ship.

3.5 Health and safety

The shipyard is responsible for implementation of national regulations to ensure the health and safety of individuals and to minimize the risk of fire and explosion.

4 COATING STANDARD

4.1 Performance standard

This Standard is based on specifications and requirements which intend to provide a target useful coating life of 15 years, which is considered to be the time period, from initial application, over which the coating system is intended to remain in "GOOD" condition. The actual useful life will vary, depending on numerous variables including actual conditions encountered in service.

4.2 Standard application

Protective coatings for dedicated seawater ballast tanks of all ship types and double-side skin spaces arranged in bulk carriers of 150 m in length and upward shall at least comply with the requirements in this Standard.

4.3 Special application

4.3.1 This Standard covers protective coating requirements for the ship steel structure. It is noted that other independent items are fitted within the tanks to which coatings are applied to provide protection against corrosion.

4.3.2 It is recommended that this Standard is applied, to the extent possible, to those portions of permanent means of access provided for inspection not integral to the ship structure, such as rails, independent platforms, ladders, etc. Other equivalent methods of providing corrosion protection for the non-integral items may also be used, provided they do not impair the performance of the coatings of the surrounding structure. Access arrangements that are integral to the ship structure, such as increased stiffener depths for walkways, stringers, etc., are to fully comply with this Standard.

4.3.3 It is also recommended that supports for piping, measuring devices, etc., be coated in accordance with the non-integral items indicated in paragraph 4.3.2.

4.4 Basic coating requirements

4.4.1 The requirements for protective coating systems to be applied at ship construction for dedicated seawater ballast tanks of all ship types and double-side skin spaces arranged in bulk carriers of 150 m in length and upward meeting the performance standard specified in paragraph 4.1 are listed in table 1.

4.4.2 Coating manufacturers shall provide a specification of the protective coating system to satisfy the requirements of table 1.

4.4.3 The Administration shall verify the Technical Data Sheet and Statement of Compliance or Type Approval Certificate for the protective coating system.

4.4.4 The shipyard shall apply the protective coating in accordance with the verified Technical Data Sheet and its own verified application procedures.

~~4.4.5 Standards referred to in footnotes in table 1 and Annex 1 to this standard are those acceptable by the Organization. Other standards may be accepted by the Administration if not inferior to the referenced standards.~~

Table 1 – Basic coating system requirements for dedicated seawater ballast tanks of all type of ships and double-side skin spaces of bulk carriers of 150 m and upwards

	Characteristic/ Reference Standards	Requirement
1 Design of coating system		
.1	Selection of the coating system	<p>The selection of the coating system should be considered by the parties involved with respect to the service conditions and planned maintenance. The following aspects, among other things should be considered:</p> <ul style="list-style-type: none"> .1 location of space relative to heated surfaces; .2 frequency of ballasting and deballasting operations; .3 required surface conditions; .4 required surface cleanliness and dryness; .5 supplementary cathodic protections, if any (where coating is supplemented by cathodic protection, the coating should be compatible with the cathodic protection system). <p>Coating manufacturers shall have products with documented satisfactory performance records and technical data sheets. The manufacturers should also be capable of rendering adequate technical assistance. Performance records, technical data sheet and technical assistance (if given) shall be recorded in the Coating Technical File.</p> <p>Coatings for application underneath sun-heated decks or on bulkheads forming boundaries of heated spaces shall be able to withstand repeated heating and/or cooling without becoming brittle.</p>

.2	Coating type	<p>Epoxy based systems.</p> <p>Other coating systems with performance according to the test procedure in annex 1.</p> <p>A multi-coat system with each coat of contrasting colour is recommended.</p> <p>The top coat shall be of a light colour in order to facilitate in-service inspection.</p>
.3	Coating pre-qualification test	<p>Epoxy based systems tested prior to the date of entry into force of this Standard in a laboratory by a method corresponding to the test procedure in annex 1 or equivalent, which as a minimum meets the requirements for rusting and blistering; or which have documented field exposure for 5 years with a final coating condition of not less than “GOOD” may be accepted.</p> <p>For all other systems, testing according to the procedure in annex 1, or equivalent, is required.</p>
.4	Job specification	<p>There shall be a minimum of two stripe coats and two spray coats, except that the second stripe coat, by way of welded seams only, may be reduced in scope where it is proven that the NDFT can be met by the coats applied in order to avoid unnecessary over thickness. Any reduction in scope of the second stripe coat shall be fully detailed in the CTF.</p> <p>Stripe coats shall be applied by brush or roller. Roller to be used for scallops, ratholes, etc., only.</p> <p>Each main coating layer shall be appropriately cured before application of the next coat, in accordance with coating manufacturer’s recommendations. Surface contaminants such as rust, grease, dust, salt, oil, etc. shall be removed prior to painting with proper method according to the paint manufacturer’s recommendation. Abrasive inclusions embedded in the coating shall be removed. Job specifications shall include the dry-to-recoat times and walk-on time given by the manufacturer.</p>
.5	NDFT (nominal total dry film thickness) ³	<p>NDFT 320 µm with 90/10 rule for epoxy based coatings, other systems to coating manufacturer’s specifications.</p> <p>Maximum total dry film thickness according to manufacturer’s detailed specifications.</p> <p>Care shall be taken to avoid increasing the thickness in an exaggerated way. Wet film thickness shall be regularly checked during application.</p> <p>Thinner shall be limited to those types and quantities recommended by the manufacturer.</p>

³ Type of gauge and calibration in accordance with SSPC-PA2: 2004. Paint Application Specification No.2.

2 PSP (Primary Surface Preparation)		
.1	Blasting and Profile. ^{4,5}	<p>Sa 2½; with profiles between 30-75 µm</p> <p>Blasting shall not be carried out when:</p> <p>.1 the relative humidity is above 85%; or</p> <p>.2 the surface temperature of steel is less than 3°C above the dew point.</p> <p>Checking of the steel surface cleanliness and roughness profile shall be carried out at the end of the surface preparation and before the application of the primer, in accordance with the manufacturer's recommendations.</p>
.2	Water soluble salt limit equivalent to NaCl ⁶	≤ 50 mg/m ² of sodium chloride.
.3	Shop primer	<p>Zinc containing inhibitor free zinc silicate based or equivalent.</p> <p>Compatibility with main coating system shall be confirmed by the coating manufacturer.</p>
3 Secondary surface preparation		
.1	Steel condition ⁷	<p>The steel surface shall be prepared so that the coating selected can achieve an even distribution at the required NDFT and have an adequate adhesion by removing sharp edges, grinding weld beads and removing weld spatter and any other surface contaminant.</p> <p>Edges to be treated to a rounded radius of minimum 2 mm, or subjected to three pass grinding or at least equivalent process before painting.</p>

⁴ Reference standard: ISO 8501-1: 1988/Suppl: 1994. Preparation of steel substrate before application of paints and related products – Visual assessment of surface cleanliness.

⁵ Reference standard: ISO 8503-1/2: 1988. Preparation of steel substrate before application of paints and related products – Surface roughness characteristics of blast-cleaned steel substrates.

⁶ Conductivity measured in accordance with ISO 8502-9: 1998. Preparation of steel substrate before application of paints and related products – Test for the assessment of surface cleanliness.

⁷ Reference standard: ISO 8501-3: 2001 (grade P2). Preparation of steel substrate before application of paints and related products – Visual assessment of surface cleanliness.

.2	Surface treatment ⁴	<p>Sa 2½ on damaged shop primer and welds.</p> <p>Sa 2 removing at least 70% of intact shop primer, which has not passed a pre-qualification certified by test procedures in 1.3.</p> <p>If the complete coating system comprising epoxy based main coating and shop primer has passed a pre-qualification certified by test procedures in 1.3, intact shop primer may be retained provided the same epoxy coating system is used. The retained shop primer shall be cleaned by sweep blasting, high pressure water washing or equivalent method.</p> <p>If a zinc silicate shop primer has passed the pre-qualification test of 1.3 as part of an epoxy coating system, it may be used in combination with other epoxy coatings certified under 1.3, provided that the compatibility has been confirmed by the manufacturer by the test in accordance with paragraph 1.7 of appendix 1 to annex 1 without wave movement.</p>
.3	Surface treatment after erection ⁴	<p>Butts St 3 or better or Sa 2½ where practicable. Small damages up to 2% of total area: St 3. Contiguous damages over 25 m² or over 2% of the total area of the tank, Sa 2½ should be applied.</p> <p>Coating in overlap to be feathered.</p>
.4	Profile requirements ⁵	<p>In case of full or partial blasting 30-75 µm, otherwise as recommended by the coating manufacturer.</p>
.5	Dust ⁸	<p>Dust quantity rating "1" for dust size class "3", "4" or "5". Lower dust size classes to be removed if visible on the surface to be coated without magnification.</p>
.6	Water soluble salts limit equivalent to NaCl after blasting/grinding ⁶	<p>≤ 50 mg/m² of sodium chloride.</p>
.7	Oil contamination	<p>No oil contamination.</p>
4 Miscellaneous		
.1	Ventilation	<p>Adequate ventilation is necessary for the proper drying and curing of coating. Ventilation should be maintained throughout the application process and for a period after application is completed, as recommended by the coating manufacturer.</p>

⁴ Reference standard: ISO 8501-1:1988/Suppl: 1994. Preparation of steel substrate before application of paints and related products – Visual assessment of surface cleanliness.

⁵ Reference standard: ISO 8503-1/2:1993. Preparation of steel substrate before application of paints and related products – Surface roughness characteristics of blast-cleaned steel substrates.

⁸ Reference standard: ISO 8502-3:1993. Preparation of steel substrate before application of paints and related products – Test for the assessment of surface cleanliness.

⁶ Conductivity measured in accordance with ISO 8502-9:1998. Preparation of steel substrate before application of paints and related products – Test for the assessment of surface cleanliness.

.2	Environmental conditions	Coating shall be applied under controlled humidity and surface conditions, in accordance with the manufacturer's specifications. In addition, coating shall not be applied when: .1 the relative humidity is above 85%; or .2 the surface temperature is less than 3°C above the dew point.
.3	Testing of coating ³	Destructive testing should be avoided. Dry film thickness shall be measured after each coat for quality control purpose and the total dry film thickness shall be confirmed after completion of final coat, using appropriate thickness gauges (see annex 3).
.4	Repair	Any defective areas, e.g. pin-holes, bubbles, voids, etc. should be marked up and appropriate repairs effected. All such repairs shall be re-checked and documented.

5 COATING SYSTEM APPROVAL

Results from prequalification tests (table 1, paragraph 1.3) of the coating system shall be documented, and a Statement of Compliance or Type Approval Certificate shall be issued if found satisfactory by a third party, independent of the coating manufacturer.

6 COATING INSPECTION REQUIREMENTS

6.1 General

6.1.1 To ensure compliance with this Standard, the following shall be carried out by qualified coating inspectors certified to NACE Coating Inspector Level 2, FROSIO Inspector Level III or equivalent as verified by the Administration.

6.1.2 Coating inspectors shall inspect surface preparation and coating application during the coating process by carrying out, as a minimum, those inspection items identified in section 6.2 to ensure compliance with this Standard. Emphasis shall be placed on initiation of each stage of surface preparation and coatings application as improper work is extremely difficult to correct later in the coating progress. Representative structural members shall be non-destructively examined for coating thickness. The inspector shall verify that appropriate collective measures have been carried out.

6.1.3 Results from the inspection shall be recorded by the inspector and shall be included in the CTF (refer to annex 2, Example of Daily Log and Non-conformity Report).

³ Type of gauge and calibration in accordance with SSPC-PA2:2004. Paint Application Specification No.2.

6.2 Inspection items

Construction stage		Inspection items
Primary surface preparation	1	The surface temperature of steel, the relative humidity and the dew point shall be measured and recorded before the blasting process starts and at times of sudden changes in weather.
	2	The surface of steel plates shall be tested for soluble salt and checked for oil, grease and other contamination.
	3	The cleanliness of the steel surface shall be monitored in the shop primer application process.
	4	The shop primer material shall be confirmed to meet the requirements of 2.3 of table 1.
Thickness		If compatibility with the main coating system has been declared, then the thickness and curing of the zinc silicate shop primer to be confirmed to conform to the specified values.
Block assembly	1	After completing construction of the block and before secondary surface preparation starts, a visual inspection for steel surface treatment including edge treatment shall be carried out. Any oil, grease or other visible contamination to be removed.
	2	After blasting/grinding/cleaning and prior to coating, a visual inspection of the prepared surface shall be carried out. On completion of blasting and cleaning and prior to the application of the first coat of the system, the steel surface shall be tested for levels of remaining soluble salts in at least one location per block.
	3	The surface temperature, the relative humidity and the dew point shall be monitored and recorded during the coating application and curing.
	4	Inspection to be performed of the steps in the coating application process mentioned in table 1.
	5	DFT measurements shall be taken to prove that the coating has been applied to the thickness as specified and outlined in annex 3.
Erection	1	Visual inspection for steel surface condition, surface preparation and verification of conformance to other requirements in table 1, and the agreed specification to be performed.
	2	The surface temperature, the relative humidity and the dew point shall be measured and recorded before coating starts and regularly during the coating process.
	3	Inspection to be performed of the steps in the coating application process mentioned in table 1.

7 VERIFICATION REQUIREMENTS

The following shall be carried out by the Administration prior to reviewing the Coating Technical File for the ship subject to this Standard:

- .1 check that the Technical Data Sheet and Statement of Compliance or Type Approval Certificate comply with this Standard;

- .2 check that the coating identification on representative containers is consistent with the coating identified in the Technical Data Sheet and Statement of Compliance or Type Approval Certificate;
- .3 check that the inspector is qualified in accordance with the qualification standards in paragraph 6.1.1;
- .4 check that the inspector's reports of surface preparation and the coating's application indicate compliance with the manufacturer's Technical Data Sheet and Statement of Compliance or Type Approval Certificate; and
- .5 monitor implementation of the coating inspection requirements.

8 ALTERNATIVE SYSTEMS

8.1 All systems that are not an epoxy based system applied according to table 1 of this Standard are defined as an alternative system.

8.2 This Standard is based on recognized and commonly used coating systems. It is not meant to exclude other, alternative, systems with proven equivalent performance, for example non epoxy based systems.

8.3 Acceptance of alternative systems will be subject to documented evidence that they ensure a corrosion prevention performance at least equivalent to that indicated in this Standard.

8.4 As a minimum, the documented evidence shall consist of satisfactory performance corresponding to that of a coating system which conforms to the Coating Standard described in section 4, a target useful life of 15 years in either actual field exposure for 5 years with final coating condition not less than "GOOD" or laboratory testing. Laboratory test shall be conducted in accordance with the test procedure given in annex 1 of this Standard.

ANNEX 1

TEST PROCEDURES FOR COATING QUALIFICATION FOR DEDICATED SEAWATER BALLAST TANK OF ALL TYPES OF SHIPS AND DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS COATING

1 Scope

These Procedures provide details of the test procedure referred to in paragraphs 5 and 8.3 of this Standard.

2 Definitions

Coating specification means the specification of coating systems which includes the type of coating system, steel preparation, surface preparation, surface cleanliness, environmental conditions, application procedure, acceptance criteria and inspection.

3 Testing

Coating specification shall be verified by the following tests. The test procedures shall comply with appendix 1 (Test on simulated ballast tank conditions) and appendix 2 (Condensation chamber tests) to this annex as follows:

- .1 For protective coatings for dedicated seawater ballast tanks, appendix 1 and appendix 2 shall apply.
- .2 For protective coatings for double-side spaces of bulk carriers of 150 m in length and upwards other than dedicated seawater ballast tanks, appendix 2 shall apply.

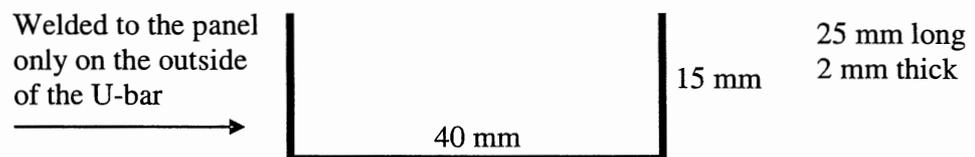
APPENDIX 1

TEST ON SIMULATED BALLAST TANK CONDITIONS

1 Test condition

Test on simulated ballast tank conditions shall satisfy each of the following conditions:

- .1 The test shall be carried out for 180 days.
- .2 There are to be 5 test panels.
- .3 The size of each test panel is 200 mm x 400 mm x 3 mm. Two of the panels (Panel 3 and 4 below) have a U-bar welded on. The U-bar is welded to the panel in a 120 mm distance from one of the short sides and 80 mm from each of the long sides.



The panels are to be treated according to this Standard, table 1.1, 1.2 and 1.3, and coating system applied according to table 1, paragraphs 1.4 and 1.5. Shop primer to be weathered for at least 2 months and cleaned by low pressure washing or other mild method. Blast sweep or high pressure washing, or other primer removal methods not to be used. Weathering method and extent shall take into consideration that the primer is to be the foundation for a 15 year target useful life system. To facilitate innovation, alternative preparation, coating systems and dry film thicknesses may be used when clearly defined.

- .4 The reverse side of the test piece shall be painted appropriately, in order not to affect the test results.
- .5 As simulating the condition of actual ballast tank, the test cycle runs for two weeks with natural or artificial seawater and one week empty. The temperature of the seawater is to be kept at about 35°C.
- .6 Test Panel 1: This panel is to be heated for 12 h at 50°C and cooled for 12 h at 20°C in order to simulate upper deck condition. The test panel is cyclically splashed with natural or artificial seawater in order to simulate a ship's pitching and rolling motion. The interval of splashing is 3 s or faster. The panel has a scribe line down to bare steel across width.
- .7 Test Panel 2 has a fixed sacrificial zinc anode in order to evaluate the effect of cathodic protection. A circular 8 mm artificial holiday down to bare steel is introduced on the test panel 100 mm from the anode in order to evaluate the effect of the cathodic protection. The test panel is cyclically immersed with natural or artificial seawater.

- .8 Test Panel 3: to be cooled on the reverse side, in order to give a temperature gradient in order to simulate a cooled bulkhead in a ballast wing tank, and splashed with natural or artificial seawater in order to simulate a ship's pitching and rolling motion. The gradient of temperature is approximately 20°C, and the interval of splashing is 3 s or faster. The panel has a scribe line down to bare steel across width.
- .9 Test Panel 4 is to be cyclically splashed with natural or artificial seawater in order to simulate a ship's pitching and rolling motion. The interval of splashing is 3 s or faster. The panel has a scribe line down to bare steel across width.
- .10 Test Panel 5 is to be exposed to dry heat for 180 days at 70°C to simulate boundary plating between heated bunker tank and ballast tank in double bottom.

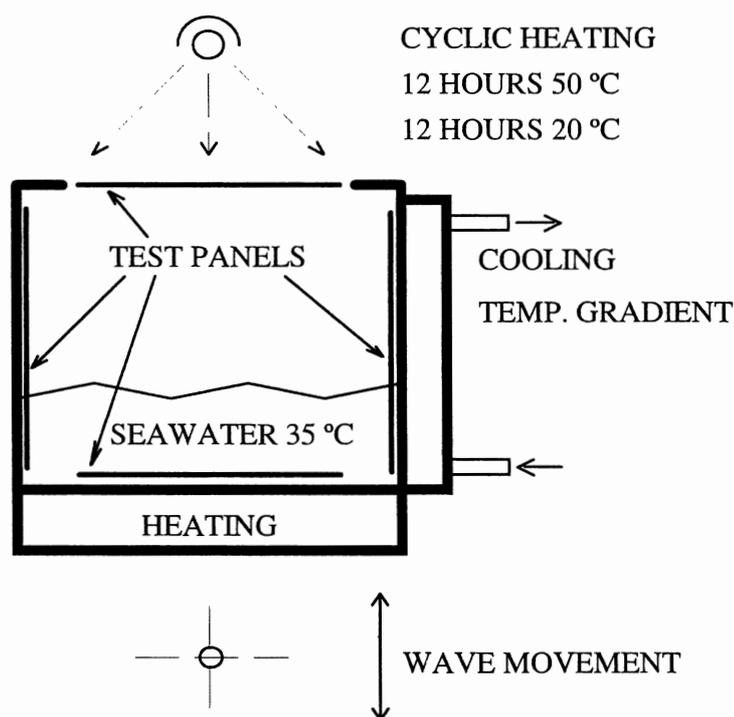


Figure 1
Wave tank for testing of ballast tank coatings

2 Test results

- 2.1 Prior to the testing, the following measured data of the coating system shall be reported:
 - .1 infrared (IR) identification of the base and hardener components of the coating;
 - .2 specific gravity⁹ of the base and hardener components of the paint; and
 - .3 number of pinholes, low voltage detector at 90 V.

⁹ Reference standard: ISO 2811-1/4:1997. Paints and varnishes. Determination of density.

2.2 After the testing, the following measured data shall be reported:

- .1 blisters and rust¹⁰;
- .2 dry film thickness (DFT) (use of a template)¹¹;
- .3 adhesion value¹²;
- .4 flexibility¹³ modified according to panel thickness (3 mm steel, 300 µm coating, 150 mm cylindrical mandrel gives 2% elongation) for information only;
- .5 cathodic protection weight loss/current demand/disbondment from artificial holiday;
- .6 undercutting from scribe. The undercutting along both sides of the scribe is measured and the maximum undercutting determined on each panel. The average of the three maximum records is used for the acceptance.

3 Acceptance criteria

3.1 The test results based on section 2 shall satisfy the following criteria:

Item	Acceptance criteria for epoxy based systems applied according to Table 1 of this Standard	Acceptance criteria for alternative systems
Blisters on panel	No blisters	No blisters
Rust on panel	Ri 0 (0%)	Ri 0 (0%)
Number of pinholes	0	0
Adhesive failure	> 3.5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.	> 5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.
Cohesive failure	≥ 3 MPa Cohesive failure in coating for 40% or more of the area.	> 5 MPa Cohesive failure in coating for 40% or more of the area.
Cathodic protection current demand calculated from weight loss	< 5 mA/m ²	< 5 mA/m ²

¹⁰ Reference standards: ISO 4628/2:2003. Paints and varnishes – Evaluation of degradation of coatings – Designation of quantity and size of defects, and of intensity of uniform changes in appearance – Part 2. ISO 4628/3: 2003. Paints and varnishes – Evaluation of degradation of coatings – Designation of quantity and size of common types of defect – Part 3: Designation of degree of rusting.

¹¹ Nine equally distributed measuring points are used on panel's size 150mm x 150 mm or 15 equally distributed measuring points on panel's size 200mm x 400mm.

¹² Reference standard: ISO 4624:2002. Pull-off test for adhesion.

¹³ Reference standards: ASTM D4145:1983. Standard Test Method for Coating Flexibility of Prepainted Sheet.

Cathodic protection; disbondment from artificial holiday	< 8 mm	< 5 mm
Undercutting from scribe	< 8 mm	< 5 mm
U-bar	Any defects, cracking or detachment at the angle or weld will lead to system being failed.	Any defects, cracking or detachment at the angle or weld will lead to system being failed.

3.2 Epoxy based systems tested prior to the date of entry into force of this Standard shall satisfy only the criteria for blistering and rust in the table above.

3.3 Epoxy based systems tested when applied according to table 1 of this Standard shall satisfy the criteria for epoxy based systems as indicated in the table above.

3.4 Alternative systems not necessarily epoxy based and/or not necessarily applied according to table 1 of this Standard shall satisfy the criteria for alternative systems as indicated in the table above.

4 Test report

The test report shall include the following information:

- .1 name of the manufacturer;
- .2 date of tests;
- .3 product name/identification of both paint and primer;
- .4 batch number;
- .5 data of surface preparation on steel panels, including the following:
 - surface treatment;
 - water soluble salts limit;
 - dust; and
 - abrasive inclusions;
- .6 application data of coating system, including the following:
 - shop primed;
 - number of coats;
 - recoat interval¹⁴;
 - dry film thickness (DFT) prior to testing¹⁴;
 - thinner¹⁴;
 - humidity¹⁴;
 - air temperature¹⁴; and
 - steel temperature;
- .7 test results according to section 2; and
- .8 judgment according to section 3.

¹⁴ Both of actual specimen data and manufacturer's requirement/recommendation.

APPENDIX 2

CONDENSATION CHAMBER TEST

1 Test condition

Condensation chamber test shall be conducted in accordance with applicable standards¹⁵.

- .1 The exposure time is 180 days.
- .2 There are to be 2 test panels.
- .3 The size of each test panel is 150 mm x 150 mm x 3 mm. The panels are to be treated according to the Performance Standard, table 1, paragraphs 1, 2 and 3 and coating system applied according to table 1, paragraphs 1.4 and 1.5. Shop primer to be weathered for at least 2 months and cleaned by low pressure washing or other mild method. Blast sweep or high pressure washing, or other primer removal methods not to be used. Weathering method and extent shall take into consideration that the primer is to be the foundation for a 15 year target life system. To facilitate innovation, alternative preparation, coating systems and dry film thicknesses may be used when clearly defined.
- .4 The reverse side of the test piece shall be painted appropriately, in order not to affect the test results.

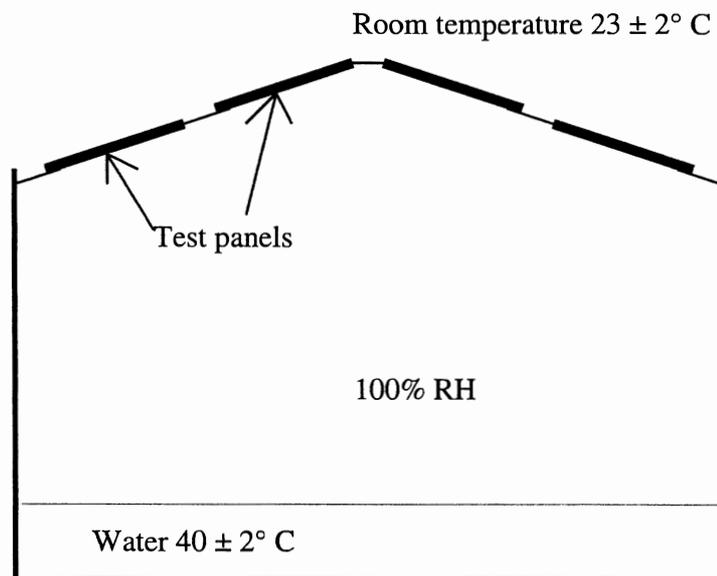


Figure 2
Condensation chamber

¹⁵ Reference standard: ISO 6270-1:1998 Paints and varnishes – Determination of resistance to humidity – Part 1: Continuous condensation.

2 Test results

According to section 2 (except for paragraphs 2.2.5 and 2.2.6) of appendix 1.

3 Acceptance criteria

3.1 The test results based on section 2 shall satisfy the following criteria:

Item	Acceptance criteria for epoxy based systems applied according to table 1 of this standard	Acceptance criteria for alternative systems
Blisters on panel	No blisters	No blisters
Rust on panel	Ri 0 (0%)	Ri 0 (0%)
Number of pinholes	0	0
Adhesive failure	> 3.5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.	> 5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.
Cohesive failure	> 3 MPa Cohesive failure in coating for 40% or more of the area.	> 5 MPa Cohesive failure in coating for 40% or more of the area.

3.2 Epoxy based systems tested prior to the date of entry into force of this Standard shall satisfy only the criteria for blistering and rust in the table above.

3.3 Epoxy based systems tested when applied according to table 1 of this Standard shall satisfy the criteria for epoxy based systems as indicated in the table above.

3.4 Alternative systems not necessarily epoxy based and/or not necessarily applied according to table 1 of this Standard shall satisfy the criteria for alternative systems as indicated in the table above.

4 Test report

According to section 4 of appendix 1.

ANNEX 2

EXAMPLE OF DAILY LOG AND NON-CONFORMITY REPORT

DAILY LOG

Sheet No:

Ship:		Tank/Hold No:			Database:				
Part of structure:									
SURFACE PREPARATION									
Method:					Area (m²):				
Abrasive:					Grain size:				
Surface temperature:					Air temperature:				
Relative humidity (max):					Dew point:				
Standard achieved:									
Rounding of edges:									
Comments:									
Job No.:			Date:			Signature:			
COATING APPLICATION:									
Method:									
Coat No.	System	Batch No.	Date	Air temp.	Surf temp.	RH%	Dew point	DFT* Meas.*	Specified
* Measured minimum and maximum DFT. DFT readings to be attached to daily log									
Comments:									
Job No.:			Date:			Signature:			

Non-conformity report

Sheet No:

Ship:	Tank/Hold No:	Database:
Part of structure:		
DESCRIPTION OF THE INSPECTION FINDINGS TO BE CORRECTED		
Description of findings:		
Reference document (daily log):		
Action taken:		
Job No.:	Date:	Signature:

ANNEX 3

DRY FILM THICKNESS MEASUREMENTS

The following verification check points of DFT are to be taken:

- .1 one gauge reading per 5 m² of flat surface areas;
- .2 one gauge reading at 2 to 3 m intervals and as close as possible to tank boundaries, but not further than 15 mm from edges of tank boundaries;
- .3 longitudinal and transverse stiffener members:

One set of gauge readings as shown below, taken at 2 to 3 m run and not less than two sets between primary support members;

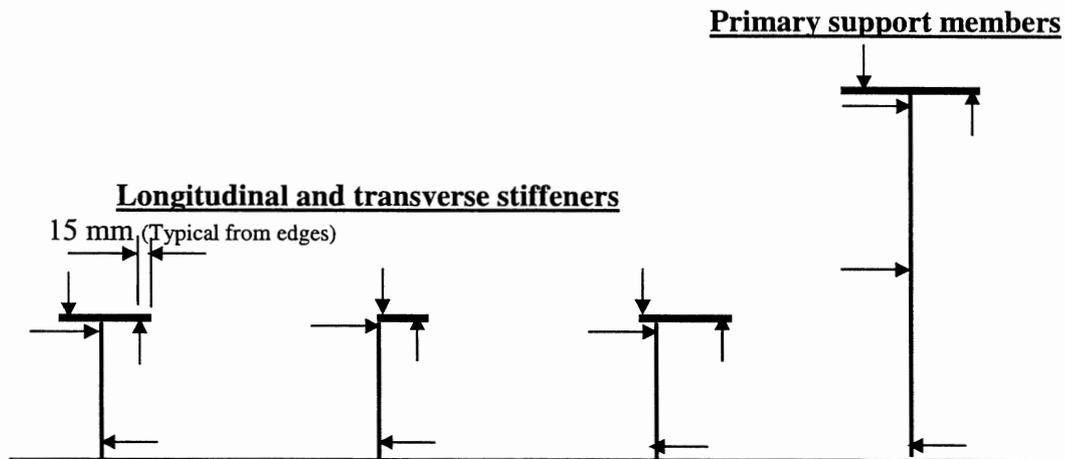


Figure 3

NOTE: Arrows of diagram indicate critical areas and should be understood to mean indication for both sides.

- .4 3 gauge readings for each set of primary support members and 2 gauge readings for each set of other members as indicated by the arrows in the diagram;
- .5 for primary support members (girders and transverses) one set of gauge readings for 2 to 3 m run as shown in figure 3 above but not less than three sets;
- .6 around openings one gauge reading from each side of the opening;
- .7 five gauge readings per square metre (m²) but not less than three gauge readings taken at complex areas (i.e. large brackets of primary support members); and
- .8 additional spot checks to be taken to verify coating thickness for any area considered necessary by the coating inspector.

No. 34
(Dec 2006)

IACS Procedural Requirement on Application of the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82), under IACS Common Structural Rules for Bulk Carriers and Oil Tankers

This IACS Procedural Requirement is to be read in conjunction with the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82). Application of the referenced international standards footnoted therein is mandatory under this Procedural Requirement.

1. IACS Procedure for Coating System Approval

Type Approval Certificate showing compliance with the PSPC section 5 shall be issued if the results of either method A+D, or B+D, or C+D are found satisfactory by the Society.

Method A: Laboratory Test

- 1.1 Coating pre-qualification test shall be carried out by the test laboratory which is recognized by the Society and meets the requirements set out in IACS UR Z17 paragraphs 4, 5, 6 and 7 (except for 4.6 & 5.3) as below.
- 1.2 Results from satisfactory pre-qualification tests (PSPC table 1, paragraph 1.3 of the PSPC) of the coating system shall be documented and submitted to the Society.

Method B: 5 years field exposure

- 1.3 Coating manufacturer's records are to be examined to confirm coating system has 5 years field exposure.
- 1.4 A joint (coating manufacturer/Society) survey of all ballast tanks of a selected vessel is to be carried out for the purpose of verification of compliance with the requirements of sections 1.3 and 1.7. The coating manufacturer's representative is to be qualified as defined in 2.2.
- 1.5 The selected vessel is to have ballast tanks in regular use, of which:
 - At least one tank approx 2000 m³
 - At least one tank shall be adjacent to heated tank and
 - At least one tank underdeck exposed to sun.

Note:

This Procedural Requirement is to be applied by IACS Societies to ships subject to the IACS CSR for Bulk Carriers and for Oil Tankers which are contracted for construction on or after 8 December 2006 and until the date of application referred to in para.1 of SOLAS Chapter II-1, Part A-1, Reg.3-2, as adopted by resolution MSC.216(82).

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- 1.6 In the case that the selected vessel does not meet the requirements in 1.5 then the limitations shall be clearly stated on the type approval certificate. For example, the coating cannot be used in tanks adjacent to heated tanks or underdeck or tanks with volume greater than the size surveyed.
- 1.7 All ballast tanks are to be in "GOOD" condition, without touch up or repair in the prior 5 years.
 - 1.7.1 "Good" is defined as: *Condition with spot rusting on less than 3% of the area under consideration without visible failure of the coating. Rusting at edges or welds, must be on less than 20% of edges or welds in the area under consideration.*
 - 1.7.2 Examples of how to report coating conditions with respect to areas under consideration should be as those given in IACS Recommendation 87* Appendix 1.

Method C: Existing Marintek B1* Approvals.

- 1.8 Epoxy Coatings Systems with existing satisfactory Marintek test reports minimum level B1 issued before Dec 8th 2006 can be accepted.
- 1.9 Such coatings are to be applied in accordance with Table 1 of the PSPC rather than the application conditions used during the approval test which may differ from the PSPC, unless these are more stringent than table 1 of the PSPC.

Method D: Coating Manufacturer

- 1.10 The coating manufacturer shall meet the requirements set out in IACS UR Z17 paragraphs 4, 5, 6 and 7, (except for 4.6), which is to be verified by the Society.
- 1.11 In the case that a manufacturer wishes to have products which are manufactured in different locations under the same name, then infrared (IR) identification and specific gravity shall be used to demonstrate that they are the same coating, or individual approval tests will be required for the paint manufactured in each location.

2. IACS Procedure for Assessment of Coating Inspectors' Qualifications

- 2.1 Coating inspectors required to carry out inspections in accordance with the IMO PSPC section 6 are to be qualified to NACE Coating Inspector Level 2, FROSIO Inspector Level III, or an equivalent qualification. Equivalent qualifications are described in 2.3 below.
- 2.2 However only coating inspectors with at least 2 years relevant coating inspector experience and qualified to NACE Coating Inspector Level 2 or FROSIO Inspector Level III, or with an equivalent qualification, can write and/or authorise procedures, or decide upon corrective actions to overcome non-compliances.
- 2.3 **Equivalent Qualification:**
 - 2.3.1 **Equivalent** qualification is the successful completion, as determined by course tutor, of an approved course.

* IACS Recommendation 87 is not mandatory.

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2.3.1.1 The **course tutors** shall be qualified with at least 2 years relevant experience and qualified to NACE Coating Inspector Level 2 or FROSIO Inspector Level III, or with an equivalent qualification.

2.3.1.2 **Approved Course:** A course that has a syllabus based on the issues associated with the PSPC including the following:-

- Health Environment and Safety
- Corrosion
- Materials and design
- International standards referenced in PSPC
- Curing mechanisms
- Role of inspector
- Test instruments
- Inspection Procedures
- Coating specification
- Application Procedures
- Coating Failures
- Pre-job conference
- MSDS and product data sheet review
- Coating technical file
- Surface preparation
- Dehumidification
- Waterjetting
- Coating types and inspection criteria
- Specialized Application Equipment
- Use of inspection procedures for destructive testing and non destructive testing instruments.
- Inspection instruments and test methods
- Coating inspection techniques
- Cathodic protection
- Practical exercises, case studies.

Examples of approved courses may be internal courses run by the coating manufacturers or shipyards etc.

2.3.1.3 Such a course shall have an acceptable measurement of performance, such as an examination with both theoretical and practical elements. The course and examination shall be approved by the Society.

2.3.2 Equivalent qualification arising from practical experience: An individual who:

- has a minimum of 5-years practical work experience as a coating inspector of ballast tanks during new construction within the last 10 years, and
- has successfully completed the examination given in 2.3.1.3.

3. IACS Procedure for Inspection Agreement (the PSPC 3.2)

3.1 The procedure for inspection of surface preparation and coating processes shall be agreed upon, between the shipowner, the shipyard and coating manufacturer. It should be presented by the shipyard to the Society for review and as a minimum shall comply with the PSPC. It is to be included in the Coating Technical File.

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3.2 Any deviations in the procedure relative to the PSPC noted during the review shall be raised with the shipyard, which is responsible for identifying and implementing the corrective actions.

3.3 A class certificate is not to be issued until all required corrective actions have been closed out to the satisfaction of the Society.

4. IACS Procedure for Verification of Application of the PSPC

4.1 The verification requirements of section 7 of the PSPC are to be carried out by the Society.

4.1.1 Monitoring implementation of the coating inspection requirements, as called for in section 7.5 of the PSPC means checking, on a sampling basis, that the inspectors are using the correct equipment, techniques and reporting methods as described in the inspection procedures reviewed by the Society.

4.2 Any deviations found under 4.1.1 are to be raised initially with the coating inspector, who is responsible for identifying and implementing the corrective actions.

4.3 In the event that corrective actions are not acceptable to the Society or in the event that corrective actions are not closed out then the shipyard shall be informed.

4.4 A class certificate is not to be issued until all required corrective actions have been closed out to the satisfaction of the Society.

5. IACS Procedure for Coating Technical File Review

5.1 The shipyard is responsible for compiling the Coating Technical File (CTF) either in paper or electronic format, or a combination of the two.

5.2 The CTF is to contain all the information required by the PSPC section 3.4.

5.3 The CTF shall be reviewed for content in accordance with the PSPC section 3.4.2.

5.4 Any deviations found under 5.3 are to be raised with the shipyard, which is responsible for identifying and implementing the corrective actions.

5.5 A class certificate is not to be issued until all required corrective actions have been closed out to the satisfaction of the Society.

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