

Client: <i>Major Shipping Company</i>	Industry: <i>Marine</i>
Vessel: <i>Container Ship</i>	Date: <i>June 2018</i>
Location: <i>Germany</i>	Products: <i>RS 500P & RA 500M</i>

Overview

29 hatch covers required to be completely refurbished as they were showing signs of severe corrosion and impact damage.

Challenge

The surface preparation and coating repair works were to be carried out whilst the hatch covers were in-situ.

There would be no encapsulation of the hatch covers due to large costs and setup times; therefore grit blasting and the spraying of the coatings were not permissible.

During the hatch cover painting works, painting/blasting of other areas and steel cutting/welding occurred simultaneously nearby.

There was also a lot of wind and rain spells during the refurbishment works.

Solution

A mixture of water jetting and mechanical preparation was used as the surface preparation methods.

One touch up coat of **solvent-free, wet & rust tolerant** epoxy **Epo-chem™ RS 500P** was then applied.

This was followed by one touch up coat and one full coat of **solvent-free, wet tolerant** glassflake epoxy **Epo-chem™ RA 500M**.

Outcome

17 of the 29 hatch covers were refurbished by the shipyard with the other 12 being treated by the ships crew.

Significant time and cost savings were achieved by completing this project with the hatch covers in-situ and as there was no disruption to the painting works due to weather conditions or other ongoing work nearby.

Benefits

- **Solvent-free, wet & rust tolerant** solution
- No grit blasting requirements
- No disruption to other ongoing work (inc. hot work)
- No encapsulation of hatch covers
- No humidity or dew point restrictions
- Good UV resistance

Continued overleaf

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Photographs:

- No. 1 Original Conditions
- No. 2 During Surface Preparation
- No. 3 Touch Up Coat of RS 500P

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Photographs:

- No. 4 Touch Up Coat of RS 500P
- Nos. 5-6 Touch Up Coat of RA 500M
- Nos. 7-9 Completed Application

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