

IMO standard addresses void space corrosion

IMO's Performance Standard for Protective Coatings (PSPC) comes into force for newbuildings contracted after 1 July 2008. The standard covers dedicated seawater ballast tanks of all types of ships, and double-side skin spaces of bulk carriers. The standard was formally adopted at the MSC 82 in Istanbul in December 2006. It applies only to newbuildings and comes into effect for all vessels over 500gt that are contracted on or after 1st July 2008, or if no contract, the keels of which are laid on or after 1st January 2009 or if delivery is on or after 1st July 2012. In the case of tankers and bulk carriers covered by the International Association of Classification Societies (IACS) common structural rules (CSR), the standard applies to any new vessel contracted on or after the adoption of the PSPC.

International Paint says that this standard is the first of its kind and marks an important turning point in the protection of vessels from corrosion. International also says that its Intershield 300 is the first coating to receive approval from Lloyd's Register under the IMO

PSPC. Intershield 300 is described as an abrasion resistant, aluminium pure epoxy coating, with proven anticorrosive performance.

Mike Hindmarsh, worldwide marine business development manager at International Paint said: "We have always supported the introduction of a standard that would help increase the service life of coatings for seawater ballast tanks and directly contribute to improved safety of life at sea. We're particularly pleased that the first Lloyd's Register Certificate has been awarded to our premium anticorrosive, Intershield 300 and are confident that with a proven, twenty year track record on over 5600 vessels, this product will continue to provide the very highest levels of newbuilding productivity and in service performance".

According to International, the PSPC and the type approval certification process places new responsibilities on coatings manufacturers to ensure that all coatings designed for use in dedicated seawater ballast tanks in all types of ships and double side skin spaces of bulk carriers, meet strict requirements. To comply, coatings must either pass stringent laboratory testing or be subjected to inspection and confirmation that

the coating has provided a minimum of five years 'good' in service performance or that the coating has existing B1 Marintek approval. In addition to this, the coatings manufacturer must meet the approved supplier criteria for each supply location as set out in IACS UR Z17 and PR34. This includes the provision that if the manufacturer makes coatings in different locations under the same product name then infrared identification shall be used to demonstrate that the coating is of the same high quality and specification.

The International Paint technical service training programme has also gained recognition from Lloyd's Register. Under the rules of the PSPC, all coating inspectors must either be qualified to NACE coating inspector level 2, FROSIO inspector level III or an equivalent qualification. Equivalent means the successful completion, as determined by a qualified tutor, of an approved course based on the requirements of the PSPC that also has an acceptable measurement of performance e.g. an examination. After a thorough review, Lloyd's Register has accredited International's technical service training programme with equivalent status to the NACE and FROSIO programmes.

The qualification is valid for all current International Paint technical service representatives who have completed training to the required level and who have a minimum of five years experience.



Michael Hindmarsh business development manager, International Paint receives the Intershield 300 type approval certificate from David Howarth, global technology leader, Lloyd's Register