

Overspray/dry spray should be carefully controlled

In today's economic climate, it is becoming more and more critical for vessel operators to maximise efficiency.

For operators of chemical carriers, the choice of coating on the cargo tanks can have a major impact on the operational efficiency of the vessel from initial coatings selection, application, cargo carriage and performance in service to ease of tank cleaning and vessel turnaround.

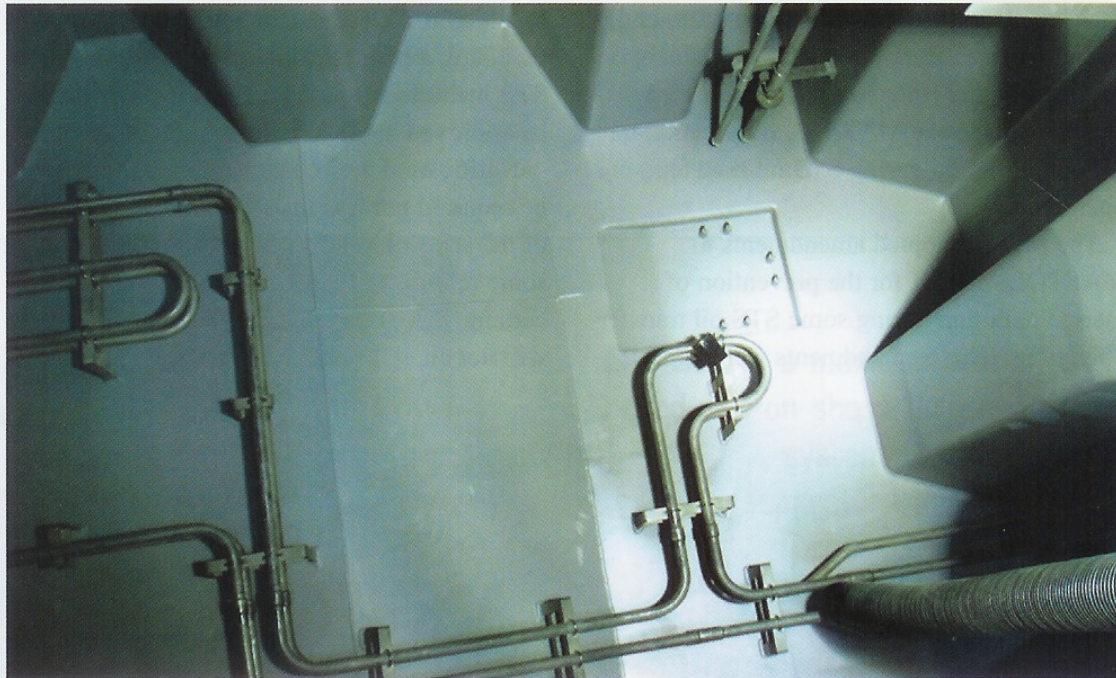
One key issue during the application of tank coatings, which should be carefully controlled is overspray/dry spray. This can greatly impact the tank coating surface properties, warned International Paint (IP).

Overspray/dry spray refers to paint particles landing on areas not intended for coating or rebounding from target areas that are and then drying before being deposited in other areas of the tank. This can be made worse when there is an overly turbulent airflow in the application area; incorrect spray gun set up or from paints, which are not optimally formulated.

Overspray/dry spray causes contamination of nearby areas, can roughen a smooth finish and can cause the application environment to be potentially unsafe for applicators due to excessive coating fog in the atmosphere. As tank coating application occurs in a confined area the risks associated with this issue can be significant.

Minimising overspray/dry spray is also desirable from a productivity and financial point of view as it means completion of tank coating application in a shorter space of time, reducing cleaning time and a reduction in paint wastage, all resulting in a reduction in the final cost of coating.

IP maintained that correctly formulated coat-



Careful control is needed of overspray and dry spray.

ings are essential to ensure maximum efficiency during the application process in the shipyard and the long term chemical resistance and ease plus speed of cleaning for ships in service.

Dong-Uk Oh, painting team section chief in Samho Shipbuilding Co, South Korea, who has a long track record of tank coating applications said, "When applying International Paint's Interline 994, a 30% reduction in overspray compared with previously used epoxy phenolic coatings was achieved. This means not only less re-work and coating wastage for the yard but also a smoother coating surface for the operator."

He also said, "We hope we would work with International Paint again for future cargo tank projects given their reliable technical service and product application properties."

Minimising overspray/dry spray has a longer term impact than just yard application; a smooth tank surface is more easily and rapidly cleaned allowing for faster vessel turnaround times and increased productivity for the operator.

Evidence of this was clear during a one year inspection of Interline 994 coated tanks on a 17,539 dwt chemical tanker. The tanks were in excellent condition with the vessels Chief Officer commenting that he was very impressed with the performance of the coating on the tanks given the aggressive sequence of cargoes that have been carried in them.

Minimising overspray/dry spray is just one example of how coating manufacturers, shipyards and vessel operators can work together to ensure maximum vessel operating efficiency, IP said.

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