

International Paint's new primers meet IMO and regional standards

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INTERNATIONAL Paint has introduced a new range of universal primers, which can be applied to all block sections during the shipbuilding process and meet the latest International Maritime Organization Performance Standard for Protective Coatings and new regional regulations on emissions, such as the European Union Solvents Emissions Directive.

Its Intershield 300HS, a development of its existing Intershield 300 pure epoxy coating, is expected to be available worldwide by the middle of this year.

A major feature of the new primer is that it has 78% volume solids and offers direct application without any need for thinning. The EU SED limits volatile organic compound emissions and, according to International Paints, this new product meets that requirement.

It retains abrasion resistance and corrosion control by maintaining aluminium content greater than 9%.

The IMO adopted the PSPC in 2006. It provides new technical requirements for

coatings in dedicated seawater ballast tanks of all ships of 500 gt and larger. It came into effect for all shipbuilding contracts placed from July 2008, so is now applicable for most ships currently in the construction phase.

International Paints says this new standard means shipyards may have to consider new production procedures. It places greater emphasis on steel preparation and application in relation to the ability of the coating system to reach a target useful life of 15 years in good condition.

In addition, the adoption of new regulations in Europe, the US and parts of Asia covering volatile organic compound emissions is affecting shipyards and has resulted in development of this latest range of products.

The supplier says that for shipyards it offers universal application, low VOC emissions, year-round workability and long overcoating intervals. Shipowners benefit from long-term asset protection, high resistance to corrosion and abrasion and PSPC compliance.

The VOC content of the new product is

206 g/litre, much lower than earlier products. International Paint claims that for a 3,700 teu containership, using Intershield 300HS rather than a conventional lower solids primer can achieve a net VOC emissions saving of 14.5 tonnes.

Another key aspect is the ability to apply it directly without need for thinning. Most high solids universal primers require thinning before application and this adds significantly to the cost. "It takes around 200,000 litres of such a paint to coat a 300,000 dwt VLCC, implying a requirement for 30,000 litres of thinners," according to International Paint.

"With thinners priced at around \$3 per litre, for example, that adds up to a 'hidden' cost of around \$90,000."

Other new products in its range of universal primers include Intergard 7600, a light coloured primer which can be applied at temperatures down to -5°C, supporting shipyard productivity in winter months.

Intergard 5600 and Intergard 5620 are further new products evolved to meet new regulatory requirements.