

## Interline® Renew Application Procedure

Revision 5, September 2017

**WARNING: CONTACT WITH THIS PRODUCT MAY CAUSE BURNS AND EYE DAMAGE AND MAY CAUSE AN ALLERGIC SKIN REACTION. TAKE CARE TO AVOID SKIN CONTACT. CONSULT PRODUCT SDS.**

### General Notes

1. Interline Renew can be used to repair areas in tanks coated with Interline 9001, 994, 994LT, and 704.
2. Interline Renew must be conditioned to a minimum temperature of 15°C, and preferably to 23°C or above, prior to mixing. Maintaining the paint at higher temperatures before mixing ensures ease of mixing and application.
3. Steel and ambient temperature must be above 10°C and below 40°C during application and curing of Interline Renew. Relative humidity must not exceed 80% during this time.
4. Shelf life of Interline Renew Part A and Part B is 12 months at 25°C.

### Procedure

The principle requirements for temporary, one coat repairs to organic Interline Cargo Tank Coatings damaged during service, i.e. tank cleaning equipment damages, spot corrosion, etc. are:



1. Square off the area to be repaired and protect any intact coating. Masking tape or similar can be used (refer to photos in 7 overleaf).
2. Use detergent wash or chemical cleaning to ensure the area to be repaired is clean and free from dirt.
3. Make sure the surface is dry.
4. Remove any corrosion or damaged paint using either one (or combination of) the following methods:
  - a. Vacuum blasting (Sa2.5).
  - b. Hand tools, i.e. disc sander or grinder (St3).
  - c. Sandpaper, i.e. medium grit aluminium oxide paper (P80-P120).



**Special attention should be made not to get dust particles on the skin. The same personal protective equipment (PPE) used for the original paint application (see relevant Safety Data Sheet for more information) should be used for sanding. Dust particles mixed with sweat can cause skin irritation.**

5. Any pittings which, in the opinion of the Classification Society, do not need re-welding should be prepared by needle gun and/or cone shaped grinder to remove corrosion deposits.



Examples of (1) needle gun, (2) cone shaped grinder

6. Use of epoxy filler in pittings is not recommended as it is unlikely to offer the cargo and cargo cycling resistance required by Cargo Tank Coatings. Application of Interline Renew by syringe is not recommended.



- Abrade the area immediately surrounding the repair to provide a mechanical key. Typically 25mm of coating surrounding the exposed steel should be sanded to a feathered edge using medium grit aluminium oxide paper.



Examples of (1) squared off areas, (2) sanded coating and feathering back of intact coating

- Remove all dust particles by brush or vacuum and clean surface to remove contaminants with GTA822 / GTA415 / GTA007 / GTA066.
- Steel and ambient temperature must be above 10°C and below 40°C during application and curing. Relative humidity must not exceed 80% during this time
- Mix Part A and Part B of Interline Renew. Only mix FULL units of Interline Renew. Where multiple repairs are being carried out in more than one tank, it is recommended that (where possible) all spots are suitably prepared for paint application at the same time. 1 x 2 litre unit should be mixed and the mixture split into smaller containers if necessary.
- Once thoroughly mixed apply Interline Renew to the prepared area by brush. The workable potlife (working time after mixing) is:

Temperature	Pot Life
15°C	3 hours
23°C	2 hours
35°C	1.5 hours

- Target dft is 300 microns (319 microns wft). If the required minimum thickness is not obtained Interline Renew may not perform in-service. A second coat would need to be applied if the dft is below 240 microns dft (255 microns wft). This can be applied when the first coat is hard dry.
- After application of the final coat the following cure times are required prior to returning to service:

Temperature	Time to Service Entry
10°C	48 hours
23°C	32 hours
35°C	24 hours

- It is recommended that Interline Renew is post cured to achieve the maximum chemical resistance performance. Improved performance can be expected following post cure for aniline, chloroform, dimethylformamide, ethylene dichloride and trichloroethylene. Please note that Interline Renew may need to be reapplied after carrying dimethylformamide. Consult your International Paint Representative and CRG General Note M for further details.

Post curing should not commence until the relevant minimum time to service entry period has been observed from application of the final coat, and where required can be carried out at any point thereafter in the lifetime of the coating. Spot repairs can be post cured by carriage of a hot innocuous cargo such as lubricating oil, mineral oil or low acid value vegetable oil. Cargoes intended for human consumption (e.g. food grade vegetable oils and potable water) should not be used for post cure. The cargo must immerse the repaired spots according to the following conditions:

Cargo Temperature	Carriage Time
50°C	10 days
60°C	5 days

Alternatively, as spots will most likely be on or around the tanktop, post cure can be achieved by filling the lower portion of the tank with hot fresh or sea water or recirculating hot water according to the following conditions:

Measured Water Temperature	Minimum Time
60°C	16 hours
70°C	6 hours
80°C	3 hours

This may also be conducted as part of a wash cycle.

15. If any defects (e.g. poor adhesion, blisters) are observed, the repaired area should be abraded and recoated with Interline Renew as soon as possible to protect the underlying surface.

# Safety Advice Sheet

This contains basic health, safety and environmental information that is important for the actual user of the product for on board applications. It does not replace the Safety Data Sheet (SDS).

## Product Name: Interline Renew

Revision Number 1

SAS applicable for OBM application by brush only.

NOTE: this sheet applies to the mixed paint

### Use/Application

A two pack chemical tank repair coating, suitable for the carriage of an extensive range of aggressive cargoes. May be applied by brush.

### Safety Dangers



This paint contains solvents. When used or spilt it will release solvent vapours which may catch fire or explode.

### Health Dangers



If breathed in, solvents may cause headaches and dizziness and long term nervous system damage. Paint in the eyes may cause severe irritation. Splashes on the skin may cause irritation, loss of fat and skin damage (dermatitis). Splashes on the skin may cause rashes, burns and allergic reactions from minor re-exposure. Maximum unit sizes of 2Lt or equivalent should be used for on board maintenance spot repairs with Interline Renew.

### Control Measures

**Extraction/Local Extract Ventilation:** Tanks should be ventilated sufficiently according to ships procedures for gas free condition and safe tank entry.



**Ignition:** Cigarettes, lighters, matches, welding or cutting torches, grinding and all electrical equipment except approved spark proof lights must be kept well away from paint mixing and brushing.

#### Personal Protective Equipment



**Lungs (Inhalation)** The applicator should always wear a cartridge respirator. Other people in the immediate vicinity should wear a cartridge respirator or carbon mask unless they are sure the solvent concentration is below the national occupational exposure limit (OES). Cartridge respirators and carbon masks become less efficient with time and should be replaced periodically. (Follow respirator manufacturer's recommendations).



**Eyes:** Wear a face shield at all times when handling paint.



**Skin:** A cotton overall with full length sleeves and legs and disposable impervious overall should be used. Wear chemical resistant 'rubber' gloves (long sleeve). Wear safety boots and disposable boot covers. Make sure there is no gap at wrist and ankles. Change and wash the overall as appropriate and at least twice a week. New disposable overalls should be used for each painting session. If paint is able to pass through the overall, or paint is seen inside the overalls replace it immediately. It is good practice to wear a hard hat when working in tanks. Latex gloves should also be worn when taking off contaminated protective equipment which should be sealed in suitable refuse bags and disposed.



**Hygiene/Cleanliness:** Always wash hands before eating, smoking or going to the toilet. Paint transferred from the hands to other parts of the body can cause harm. Have a shower at the end of the working day.

### First Aid

(In case of doubt seek Medical Advice)



**Eyes:** Give rapid assistance by holding the eyelids apart and washing with clean fresh water for at least 15 minutes. Afterwards seek medical attention.



**Skin:** Quickly remove clothing and wash skin with soap and water or a special skin cleaner. **DO NOT** use solvents (thinner/equipment cleaner).

**Mouth:** If paint is accidentally swallowed quickly get a doctor or take the person to a hospital, **DO NOT** induce vomiting unless instructed to do so by medical personnel. They should drink as much water as possible. Never give anything by mouth to an unconscious person.

### Other Emergencies



**Spillage:** Appropriate ship based spill kits should be used to contain spillages.

**Fire:** Fight fire with foam (large fires); Powder, CO<sub>2</sub> foam (small fires).

### Waste Disposal

Dispose of via normal routes for solvent based paints.

### Important Note

The Product Data Sheet, the Safety Data Sheet and the package labelling together form an integral information system about this product. Copies of the Product Data Sheet and the Safety Data Sheet are available from International Paint Limited on request or from our Internet site: <http://www.internationalmarine>