

Interline® 9001 On-board Repair Procedure

Revision 2, November 2014

WARNING: SKIN CONTACT WITH THIS PRODUCT MAY CAUSE RASHES, BURNS AND SEVERE ALLERGIC RASHES FROM MINOR RE-EXPOSURE. TAKE CARE TO AVOID SKIN CONTACT

The principle requirements for repairs to Interline® 9001 damaged either at the initial coating stage (caused by de-staging, etc) or caused during service, i.e. tank cleaning equipment damages, spot corrosion, etc are:

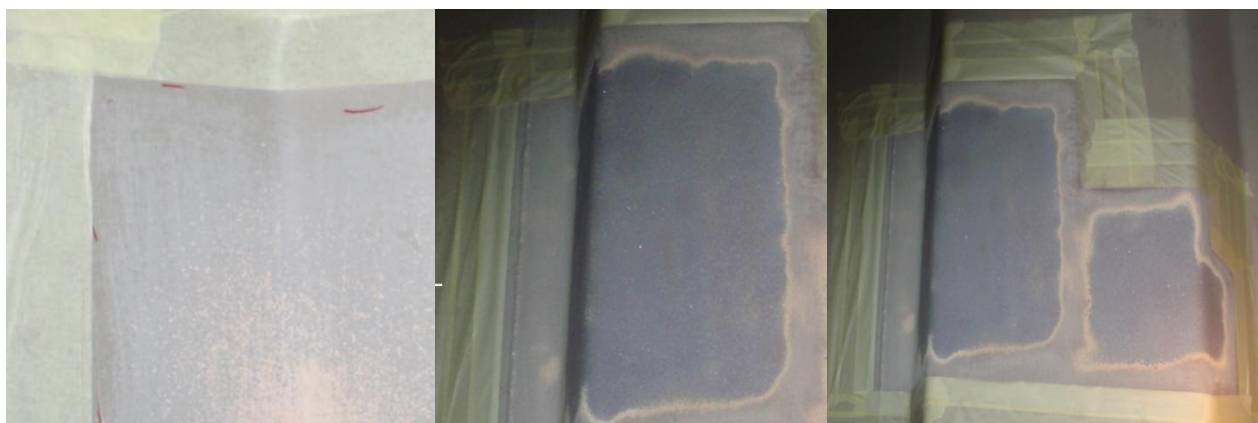


1. Square off area to be repaired and protect intact coating (masking tape or similar).
2. Ensure the area to be repaired is clean and free from dirt by using detergent wash or chemical cleaning.
3. Make sure surface is dry.
4. Remove any corrosion or damaged paint by means of either:
 - a. Vacuum blasting (Sa2.5).
 - b. Hand tools, i.e. disc sander or grinder (St3).



Special attention should be made not to get Interline 9001 dust particles on the skin. The same personal protective equipment (PPE) used for paint application (see Safety Data Sheet for more information) should be used for sanding as dust particles mixed with sweat can cause skin irritation.

5. To avoid damage to the coating, scrapers should not be used for minor repairs.
6. 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.
7. It is not recommended to use filler in pittings as it is unlikely to offer the cargo and cargo cycling resistance of Interline 9001.
8. Abrade area immediately surrounding repair to provide key for subsequent paint application. Typically 25mm of coating surrounding the exposed steel should be sanded to a feathered edge using medium grit aluminium oxide paper.



Examples of squared off areas, spot blasting and feathering back of intact coating

9. Remove all dust particles by brush or vacuum and clean surface to remove contaminants with suitable solvent (Acetone for example).
10. Interline 9001 should be stored at minimum 25°C for 48 hours before use.
11. Steel and ambient temperature should be above 15°C and less than 40°C when applying and curing paint. Where possible, RH should be maintained below 50% during application and cure. If RH exceeds 50%, each repair coat should be sanded prior to application of subsequent coat, to ensure good adhesion of topcoat.



All products supplied and technical advice or recommendations given are subject to our standard Conditions of Sale.

12. Only mix full units of Interline 9001 with a maximum pack size of 5lt for OBM repair. Where multiple spots are being applied to more than one tank it is recommended that all spots are prepared suitable for paint application. 1 x 5lt unit should be mixed and then split into smaller containers.
13. Mixed paint should be above 25°C and applied in accordance with our recommendations by flat head brush or roller noting that several coats may be required to achieve the target dry film thickness of 300 microns (11.82 mils) (Minimum acceptable dry film thickness is 240 microns (9.45 mils)).

Pot-life	60 Minutes (15°C to 35°C)
Maximum Humidity	50% (inside tank) ¹

Overcoating Times	Minimum recoat	Maximum recoat
15°C	36 hours	5 days
20°C	28 hours	4.5 days
25°C	21 hours	4 days
30°C	15 hours	3.5 days
35°C	12 hours	3 days
40°C	11 hours	2.5 days

14. Unused mixed paint has potential to exotherm if a significant portion of the container remains full. After completion of application paint should be decanted into suitable containers to no more than 25% of its capacity. Wear correct PPE when handling waste paint (See Safety Data Sheet for more information).
15. Interline 9001 needs to be post cured to get maximum performance. Post curing should not commence until 48 hours after the final application. Spot repair coating can be post cured by carrying a hot innocuous cargo such as lubricating oil, mineral or low acid value vegetable oil. The cargo must immerse the repaired spots according to the following conditions:

<u>Cargo Temperature</u>	<u>Carriage Time</u>
50°C	10 days
60°C	5 days

Cargoes intended for human consumption (Food grade vegetable oils and potable water for example) should not be used for post cure.

Alternatively, as spots will most likely be on or around the tank top, post cure can be achieved by filling the lower portion of the tank with hot fresh or sea water or recirculating hot water for the duration detailed below (time determined by achieved temperature).

<u>Measured Water Temperature</u>	<u>Minimum Time</u>
60°C	16 hours
70°C	6 hours
80°C	3 hours

¹ Should RH exceed 50% during application or cure of spot repairs, each coat must be lightly abraded once hard dry to generate a surface profile prior to application of the subsequent coat.

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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 Material Safety Data Sheet.

Product Name: Interline 9001

SAS applicable for OBM application by brush or roller only.

Revision Number 1

NOTE: this sheet applies to the mixed paint

Use/Application

A two pack, low absorption, easy clean, high performance chemical tank coating, suitable for the carriage of an extensive range of an aggressive cargoes. May be applied by brush or roller.

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 severe allergic rashes from minor re-exposure.

Control Measures

Extraction/Local Extract Ventilation: Maximum unit size of 5Lt or equivalent should be used for on board maintenance spot repairs with Interline 9001. 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, rolling or brushing.

Personal Protective Equipment



Lungs (Inhalation) The applicator should always wear a cartridge respirator. Other people who can smell paint should also 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 mixing, rolling or brushing 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. Wear a hard hat. Latex gloves should 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 damage. Have a shower at the end of the working day.

First Aid

(In case of doubt seek Medical Advice)

Breathing/Dizziness: If inhaled, quickly take the person to a place with fresh air. Lie them down and keep them warm. If breathing has stopped, give them artificial respiration (the 'kiss of life'). If breathing is difficult give oxygen. Seek medical attention.



Eyes: Give rapid assistance by holding the eyelids apart and washing with clean fresh water for at least 15 minutes. Afterwards seek medical attention (some paints stick to the eyes and need UV light to be seen and specialist cleaning to remove all traces of paint).



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** make the person vomit/be sick 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.



Spillage: Appropriate ship based spill kits should be used to contain spillages if they occur.

Fire: Fight fire with foam (large fires); Powder, CO₂ foam (small fires).

Other Emergencies

Waste Disposal

Dispose of via normal routes for solvent based paints.

Important Note

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

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