



MarineLINE®

MarineLine® Stories of Cargo Tank Applications and Ongoing Maintenance

Advanced Polymer Coatings would like to share stories and comments it has received on the MarineLine® cargo tank coating, over the course of many years of service in which it has been subjected to a wide range of different chemicals, operating environments, and applications. Here are several stories you may find useful.

DIFFICULT FINANCIAL TIMES LEADS TO POOR MAINTENANCE

A shipowner with MarineLine®-coated tanks still in good condition after seven (7) years service fell into a difficult economic situation due to lower chartering rates. One way to make up the difference was to perform little to no coatings maintenance, yet still continue to operate and use the tanks in a similar manner.

Thus it was no surprise that after its most recent major inspection, the MarineLine® coating was shown to exhibit excessive wear and tear, which then led to a full tank re-coating being required. Short term, the ship owner saved on some costs; long term the ship required a full tank re-coating that was more costly due to lack of maintenance.



TECHNICAL REPORT



Advanced Polymer Coatings
Avon Ohio 44011 U.S.A.
www.adv-polymer.com

+01 440-937-6218 Phone
+01 440-937-5046 Fax
800-334-7193 Toll-Free in USA & Canada

SHIPYARD SHORTCUTS EVOLVE INTO ONBOARD ISSUES

In this time of economic uncertainty, both shipyards and shipowners are trying to get the most out of their assets in order to make a profit. Coating a tanker's cargo tanks has one of the lowest priorities at the shipyard, yet it is one of the most important factors in making a profit for the shipowner.

Many shipyards that are in a difficult financial condition have been cutting corners in order to meet contract delivery dates. For example, during construction, ships are moved about to various areas in the shipyard causing different environmental conditions than those originally specified by APC, and this affects the application work.

A shipyard may also turn off dehumidification equipment for long stretches during the evenings after the first (1st) coat has just been applied, in order to save on energy costs.

A shipyard may not be properly exhausting solvent vapor from the bottom of the tank during and after spraying which can cause solvent to become entrapped in the coating.

Some of these issues were proven to have actually happened after an inspection onboard several tankers where coatings problems arose. Two different tankers had been sprayed; one with MarineLine® and the other with a competitor's coating, and both had problems related to the previously stated 'shortcuts'. This was proven as both tankers were done at the same shipyard. In time, the ships were removed from active service and taken to another shipyard where the tanks were blasted clean and carefully re-coated to the correct APC application performance standards. Today the MarineLine® ships are operating well



ANNUAL INSPECTIONS HELP MAINTAIN COATING INTEGRITY

The cargo tank (shown above), coated in a Turkish yard with MarineLine®, has successfully carried many loads of methanol over its 5 years of service. This photo was taken during a recent on-board inspection of the coating. Only minor touch-up tank repairs were needed and the ship was quickly put back in service.

and are in full service carrying a wide range of veg oils and methanol. This illustrates the importance of avoiding shortcuts during initial application stages and keeping a close eye on the coating installation.

If you have questions on the maintenance of your MarineLine® cargo tank coating, contact your APC representative to learn more why MarineLine® is unique in the maritime industry.