

UMEGUARD MT & CMP NOVA 5000 BARRIER

The Moisture Tolerant Technology Based Systems For Maintenance and Repair of Ballast Tanks



Moisture Tolerant Technology

As the ship's crew battle to control corrosion, paint failure due to high humidity, damp and poor surface preparation is too commonly observed. Corrosion levels gradually increase until they reach unacceptable levels. This is a particular problem in ballast tanks, where poor condition, defined by the Classification Societies as above 20% corrosion, will mean disruptive yearly inspections.

CMP can now effectively control the spread of corrosion by using innovative epoxy technology. In comparison to existing technology, these products offer much higher performance on surfaces, which are not prepared to an ideal standard.

For surface preparation by hand and power tools, CMP NOVA 5000 BARRIER is the key to effective corrosion control. And when using hydro blasting equipment or applying in high humidity conditions, UMEGUARD MT maximizes coating performance.

Now the ship's crew, riding crews and drydocks can all take advantage of improved results, particularly when conditions are not ideal.



Ballast Tank Corrosion



The graph illustrates a regular maintenance program using a traditional surface tolerant epoxy compared to CMP NOVA 5000 BARRIER.

Over time the underlying rate of corrosion increases faster with traditional epoxy technology compared to CMP NOVA 5000 BARRIER. This is due to the ability of CMP NOVA 5000 BARRIER to create a more successful repair over crew prepared surfaces.

For Maintenance and Repair systems in ballast tanks

Be sure of coating success in damp conditions

UMEGUARD MT for successful repairs

Whenever damp conditions are expected, UMEGUARD MT provides a solution. Whether in the drydock or whilst painting at sea, damp conditions will reduce productivity and are likely to lead to coating failure with the average coating.

With the increase of repair to ballast tanks at sea, ship operators need a practical solution to ballast tank repairs, as they are now facing increased pressure from IACS members (International Association of Classification Societies), Port State Control, Coastguards, insurers and charterers.

Clearly, when the ship is trading, the scope to achieve completely dry surfaces, particularly in tanks, is severely limited. However, if you look at the product selection from the major marine paint suppliers, you are expected to keep the surface dry and humidity below 85%. This is often not practical and this leads to premature failure of the repair and wasted time and money for the ship operator.

UMEGUARD MT is the solution:

Benefits

- Tolerance to damp conditions, leads to longer lasting repairs
- Tolerant to imperfect surface preparation-UMEGUARD MT converts and binds rust
- Available in light colours for easy inspection
- Suitable for all ship areas
- Ideal for use with water blasting and riding crew repairs
- Can be applied direct to existing coatings without extra surface preparation

Using our extensive world-wide network, CMP offer a free comprehensive ship survey in order to recommend the most cost efficient maintenance program for ship operator to implement.



Careful stripe coating



After 2.5 years

Touch up repairs last up to five times longer with

CMP NOVA 5000 BARRIER

It is common knowledge that surface preparation using hand and power tools is not ideal. Repairs will quickly fail. This is because the crew cannot remove all the salt and corrosion from the surface by using hand preparation techniques. This becomes a real problem in aggressive atmospheres such as ballast tanks, where corrosion quickly restarts and 95% of maintenance work will normally fail within one year.

When applied by hand, solvent based epoxy coatings generally give poor results because two coats of a solvent based epoxy applied by brush or roller will result in less than 200 microns of protection. Compare this to a good new building specification where the paint is applied on well-prepared shop-primed steel at 320 microns dry film thickness. Another solution is required...

Remarkable results:

CMP have developed a successful solution to this problem – CMP NOVA 5000 BARRIER. The principle is to apply one very thick coat of this solvent-free, pure epoxy coating. The remarkable barrier properties of this system will mean that CMP NOVA 5000 BARRIER lasts around 5 times longer than traditional epoxy products. CMP NOVA 5000 BARRIER also has the following benefits:

- Rust-converting properties, which suppress underlying corrosion
- Moisture tolerance for successful repairs on damp areas
- No solvent smell, so the crew will find it much safer to use
- One coat application speeds up repair

CMP NOVA 5000 BARRIER will assist ship operations in a proactive corrosion control program. Now the ship's crews are able to control corrosion much more effectively. This reduces maintenance costs and importantly reduces the likelihood of coating breakdown reaching the critical 20% limit (poor condition as defined by the International Association of Classification Societies), which is the limit of acceptable breakdown before annual ballast tank inspections are required. At this level of corrosion, a very expensive refurbishment program would be required.



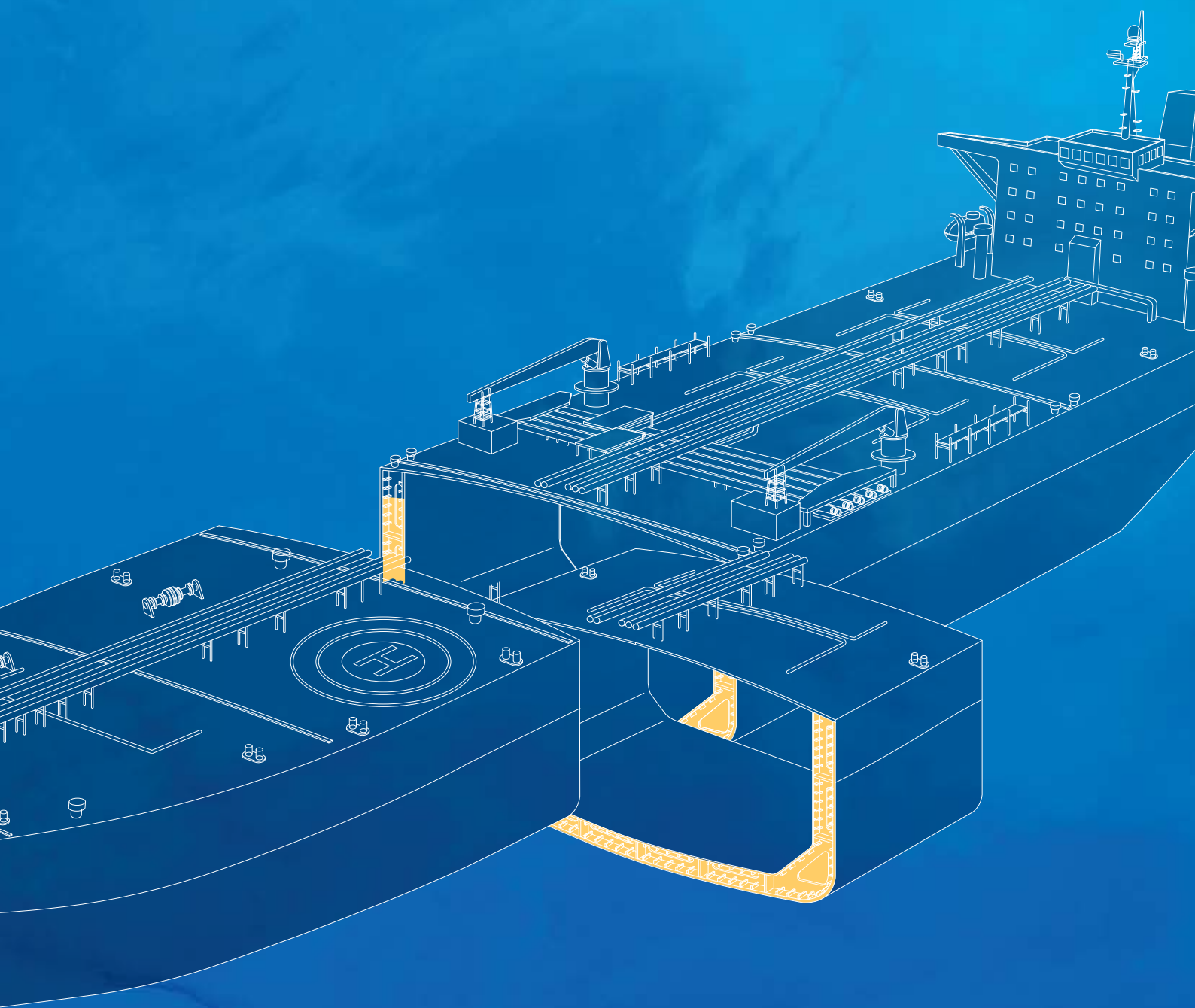
Rusty Area



After surface preparation



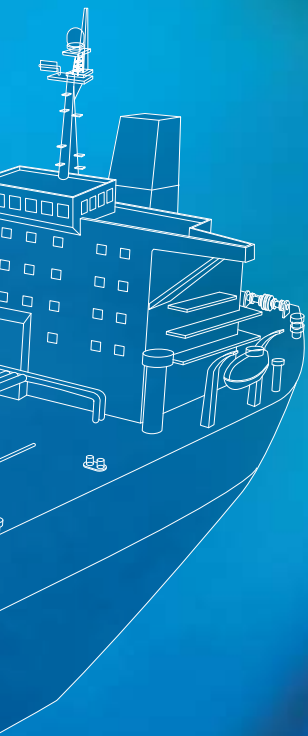
CMP NOVA 5000 BARRIER





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