






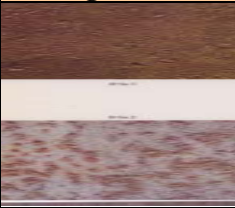




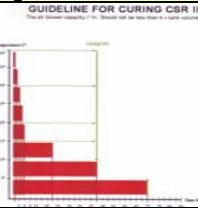

ORG.NO. 985227667
MVA / NORWAY

**“CSR II” BALLAST TANK MAINTENANCE
BACK UP FOR EXPOSED
BUT
REPAIRED HARD PAINT SYSTEM AREA**

VISUAL “CSR II” TREATMENT GUIDELINE VS. EXISTING PAINT SYSTEM & IT’S EXTENTION

RECOMMENDED APPLICATION
ON TOP OF UPGRADED HARD PAINT / EPOXY SYSTEM
“CSR II” SHALL FILL & SEAL OFF PINHOLE FAILURE FROM OXYGEN.
NO OXYGEN ACCESS, NO CORROSION!
LEAVING A PROTECTIVE FILM FINISH IN VESSELS
SEA WATER BALLAST TANKS AFTER THE “REP-MA” DOCKING.

MAJOR PURPOSE IS TO
EXPAND THE LIFE SPAN OF THE REPAIRED PAINT SYSTEM IN PLACE!
BACK UP TO HARD PAINT SYSTEM IS ADVISED EVERY 2 ½ YEAR!

	VESSEL’S Docking Schedule	VESSEL’S Tank Status	Grade for Pre-clean.	Achieved ISO St by Rep Yard	Debris & Removal Fresh Water Rinse	Hard Paint Application	CSR II Application	Ventilation CSR II	Curing Time CSR II	Life time CSR II
1	Vessel has arrived docking facility. Maintenance and repair of ballast tanks vs. old epoxy system is due for renewed treatment, application upgrade.	Pinholes, w. rust & scale blisters etc. are highly due for efficient pre-cleaning	Means of pre-clean methods: HP W. Jet, grit blast etc.? Mark is to what ISO Grade	In case intended pre-cleaning ISO grade fails, i.e. Oxide substrate contains NaCl, which create a negative impact to paint System, among others...	Debris and scale is now detached from affected & treated steel surface area. Removal of debris by hand, manually. Mucking pump is the most efficient! Fresh water rinse.	Followed by Ship Yard’s - epoxy paint application, taking place onto affected surface spots & upgraded as to intention	Timing for “CSR II” application best spent is dependent to follow work procedure in compliance to Manual!	Recommended air supply capacity vs. ventilation requirement for fast curing is 6 x Tank Volume per hour.	Paint / Epoxy upgrade area in ballast tank(s) get reinforced for the longer operational term of paint protection.	Estimated 36 ++ months before touch up is required
										
	SHIP YARD WORK HAS COMMENCED	TWT/TST INSPECTION PRIOR TO JOB	BLAST POT ABRASIVES ISO 8501-1	ISO 8501 - 1 D Sa 1 or BETTER D Sa 2 or LESS?	TANK DEBRIS HAS LANDED ON SHORE	HARD PAINT WORK AT SHIP YARD IS COMPLETED	VESSEL IS BACK IN OPERATION	SUFFICIENT VENTILATION AT ALL TIME	SUCCESSFUL CURING IS NECESSARY	BACK UP PROCESS IN OPERATION

“COATSCALEREMOVER II” – “CSR II” IS ENVIRONMENTALLY FRIENDLY & ISO 14001 CERTIFIED.
OUR COMPANY WEBSITE www.trustper.com PROVIDES DETAILED INFORMATION AND DOCUMENTATION.
WE ARE PLEASED TO RECEIVE ANY INQUIRIES TO OUR E-MAIL ADDRESS: per@trustper.com