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STEERING COMMITTEE ACTION/INITIAL:

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SSRAC #

NAVSEA Standard Specification for
Ship Repair and Alteration Committee
(SSRAC)

2008 SSRAC MEETING
PRELIMINARY REVIEW
MARMC
(ACTIVITY)

Submitted by: MARMC, LEAN/RIE Event
(NAME/CODE)

Date: 02/06/08

Item No: 009-32, FY-09 Title: Cleaning and Painting Requirements;
accomplish

1. Paragraph No: 3.11.8.3 Page No: 18

2. Problem and Rationale:

When accomplishing nonskid installation on large surface areas they are normally worked by zones which may results in the application of nonskid primer adjacent to areas already non-skidded with existing prime coat extending beyond the nonskid. Currently this primer is required to be removed if over 7 days of application even if the next coat will be a primer prior to nonskid application in adjacent zone per paragraph 3.11.8.3.

Requesting to extend the original primer recoat window after solvent wiping to that of the NAVSEA approved ASTM F-718 for a maximum of One to 3 inch overlap of primer to produce a 100% primer application in lieu cutting the original primer back to the edge of the applied nonskid and applying new primer up to but not overlapping the existing primer.

"3.11.8.3 If the primer coat is not overcoated with nonskid within 7 days of primer application, the primer shall be removed and the surface preparation repeated."

3. Proposed Change:

Revise paragraph 3.11.8.3 to: If the primer coat is not overcoated with nonskid within 7 days of primer application, the primer shall be removed and the surface preparation repeated. Unless being recoated with another coat of primer to within One to 3 inches of existing nonskid, then the recoat window shall be in accordance with the NAVSEA approved ASTM F-718 after solvent wiping with a manufacturer's approved solvent.

MAJOR MINOR

COST IMPACT? YES NO

SUBCOMMITTEE ACTION TAKEN:

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Item No: 009-32, FY-09 Title: Cleaning and Painting Requirements;
accomplish

1. Paragraph No: Page No: 15
New 3.10.8.3

2. Problem and Rationale:

Due to shortened availabilities and increased production efforts many coating contractors are performing Preliminary Surface Preparation, Rough Cuts, of large areas in advance of actual surface preparation to smaller areas that can be primed within acceptable time frames. Since these Rough Cuts are being performed in advance of actual surface preparation, some in the rain when Waterjetting, it does not seem reasonable to record environmental unless within 12 hours of coating application or actual surface preparation is being performed.

3. Proposed Change:

New paragraph; 3.10.8.3 For surface ships, when large areas are to be prepared for coating application, i.e. Underwater Hull, Freeboard or large deck areas, the contractor may perform a preliminary surface preparation, Rough Cut, without the following checkpoints 3.10.1, 3.10.2 only when Waterjetting, 3.10.5, 3.10.6 & 3.10.7.

Rough Cut to be defined as all or partial coating removal prior to performing surface preparation to a specified SSPC-SP 10/NACE No. 2, SSPC-SP 11 or SSPC-SP 12/NACE No. 5.

MAJOR MINOR

COST IMPACT? YES NO

SUBCOMMITTEE ACTION TAKEN:

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"3.11.1 Accomplish the requirements of 3.10.1 (environmental) with the following additions:"

"3.11.1.1 Record ambient and substrate surface temperatures, relative humidity, and dew point readings at one-hour intervals during actual surface preparation and nonskid system application."

Current wording has been interpreted numerous ways by both government and contractor personnel, anywhere from all readings are for information only to any reading not meeting the 3.10.1.4 requirement must be adjudicated via a DFS. Clarification regarding the intent was requested by MARMC and received from NAVSEA 05. The clarification stated that the 12-hour period prior to application is recorded for information only and does not need to meet the temperature requirements of paragraph 3.10.1.4. NAVSEA 05 also provided clarification that the 48-hour period following application was required to meet the temperature limits of paragraph 3.10.1.4. However, the only way to ensure that those temperature limits are met is to perform the application within an enclosure. While the majority of non-skid is applied on aircraft carriers using an enclosure, there are several areas in which an enclosure is impractical. Additionally, aircraft carriers are the only platforms in which the TYCOM is willing to pay the additional cost associated with enclosures which leaves the majority of non-skid, and other critical coating applications, being applied in the open environment (excluding tanks which can be heated/cooled). With this being the case, by requiring the environmental limits of paragraph 3.10.1.4 to be met means either severely limiting the times of the year that critical coating can be applied or to continue the current process of routinely submitting and approving DFSs when those limits are not met. By making the 48-hour period following application a "record for information" requirement, we will be empowering the local government paint inspectors and the contractors to make fiscally responsible decisions based on the weather forecast and risk/benefit of application in the open environment. Regardless of whether the limits of 3.10.1.4 are met or not, the final acceptance of the product will be based on a proper cure and profile of the product.

An additional change is recommended to paragraph 3.10.1 to better define where the readings should be taken, i.e. "in the work zone/area being coated" vice "in close proximity". In the past, several contractors have had a very liberal interpretation as to the definition of close proximity.

3. Proposed Change:

Revise paragraphs 3.10.1 and 3.10.1.1 to read:

3.10.1 For coatings, record ambient and substrate surface temperatures, relative humidity, and dew point from conditions on-site, in the work zone/area being coated, for all areas listed in

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Tables One through 9 as follows:

3.10.1.1 For surface ships, record environmental readings from 12 hours prior to, to 48 hours after the application of a coat of paint. The readings taken prior to and following the application process will be used for information and evaluation purposes only but should meet the requirements of paragraph 3.10.1.4 to the maximum extent possible. For submarines, these environmental readings shall be taken from the start of blast operations through the final cure of the coating system. If a product fully cures in less than 48 hours, as defined on its NAVSEA-approved ASTM F718, environmental readings for that coat shall be taken until the product's final cure time is reached. For potable and feedwater tanks, environmental readings shall be taken from the start of surface preparation to 7 days after application of the final coat. For areas preserved under 3.6.2.1, environmental readings shall be taken from immediately prior to start of application to 24 hours after application of a coat of paint.

MAJOR MINOR

COST IMPACT? YES NO

SUBCOMMITTEE ACTION TAKEN:

STEERING COMMITTEE ACTION/INITIAL:

AIRCRAFT CARRIER NON-SKID RIE ACTION ITEMS

ITEM #	ITEM DESCRIPTION	ACTION TO BE TAKEN	RESPONSIBILITY	STATUS
1	ENVIRONMENTAL READINGS	Submit SSRAC change request to clearly make the environmental requirements for the 12-hr period prior to application and the 48-hr period following application a read and record requirement only.	Terry Polliard/Mike Aldridge	Draft is written
2	FLIGHT DECK/HANGAR BAY TIEDOWNS	Obtain cost estimate from contractor to demonstrate savings associated with requiring an SP-15 vice an SP-11 surface prep on the bottom side of the bars for the star padeyes in the flight deck and the hangar bay.	Dave Jamison	Received estimate from Surface Technologies
3	FLIGHT DECK/HANGAR BAY TIEDOWNS	Submit SSRAC change request to change the surface prep requirement on the bottom side of the bars for the star padeyes in the flight deck and hangar bay from SP-11 to SP-15	Terry Polliard/Mike Aldridge	Draft is written
4	TYPE VIII NON-SKID TEMPERATURE	Submit SSRAC change request to add Type VIII Non-Skid (Cold Cure) to table 2.	Dave Jamison	Pending
5	TYPE VIII NON-SKID TEMPERATURE	NAVSEA 05 to request manufacturers to test type VIII product up to the 70-75F range and provide data. NAVSEA will then evaluate results with the desired outcome being an increase to the upper temperature limit associated with the product.	Damien Ranero (NSWCCD)	ONGOING - This item has been added to the NAVSEA 05 action item list and 1 of 2 manufacturers have provided data.
6	STORAGE TEMPERATURE	The product is required to be stored between 70-80F for 24 hrs prior to use. Currently there is no verification of that requirement. Action: Submit SSRAC change request to include storage temperature verification as part of the surface preparation checkpoint.	Fred Mullins/Mike Aldridge	In-progress

AIRCRAFT CARRIER NON-SKID RIE ACTION ITEMS

ITEM #	ITEM DESCRIPTION	ACTION TO BE TAKEN	RESPONSIBILITY	STATUS
7	STORAGE TEMPERATURE	<p>The requirement to store the product at 70-80F for 24 hrs prior to use is based on achieving a uniform core temp of the product in that range. In some cases, the storage temp has inadvertently been allowed to go slightly above or below that temp band for short periods of time. When this occurs, either the product cannot be used for another 24 hours or a DFS is required to authorize its use.</p> <p>Action: Submit a SSRAC change that allows the government representative to sample the core temp of the product in the above situation and permit its use as long as the core temp of the product is in the 70-80F range.</p>	Mike Aldridge	In-progress
8	COLOR SEQUENCE ON CAP SHEET	<p>Color requirement for a specific sequence is specified on the CAP sheet. If the KTR desires to change the color sequence, he has sometimes been required to submit a DFS since the CAP sheet is approved by MARMC. The only requirement is that separate layers have contrasting colors. If the KTR desires to use a different color sequence, it has no bearing on the quality of the finished product and he should be allowed to do so (based on environmental conditions).</p> <p>Action: Cover this issue in a non-skid training session with all SBS/QAS/251 personnel. Allow the contractor to modify the color sequence as long as contrasting colors are used without submitting a DFS. Annotate on the CAP sheet what was actually done.</p>	Dave Jamison/Mike Aldridge	Pending

AIRCRAFT CARRIER NON-SKID RIE ACTION ITEMS

ITEM #	ITEM DESCRIPTION	ACTION TO BE TAKEN	RESPONSIBILITY	STATUS
9	<p>ZONE OVERLAP FOR PRIMER</p>	<p>Any primer that is applied for one zone that overlaps slightly into another zone must be removed to bare metal if not overcoated within 7 days. This creates a defined path for chlorides along the marriage line through the non-skid and primer all the way to the steel deck. If this overlap were allowed to remain, per the overlap requirements of the F718 sheet, the defined marriage line would only go down to the primer which would still provide a barrier between the chlorides and the steel deck. Action: Submit a SSRAC change request to change the overlap requirements associated with primer over primer, within the limits of the F718 sheet, to minimize the direct path for chlorides to bare steel.</p>	<p>Terry Polliard/Mike Aldridge</p>	
10	<p>APPENDICES ARE CONFUSING AND CUMBERSOME</p>	<p>The requirements for completing the various appendices are non-existent, i.e. no instructions, and are interpreted differently among both government and KTR personnel. ACTION: 1. Develop a sample paint record that includes all the appendices with examples to provide guidance on the proper and expected manner in which to fill in the required data. 2. Submit a SSRAC change to replace appendices 1 through 7 with a single page appendix.</p>	<p>1. Fred Mullins 2. Larry Bowden (AIRLANT)/Mike Aldridge</p>	<p>1. In-progress 2. Sample Form Provided, change request in-progress</p>

AIRCRAFT CARRIER NON-SKID RIE ACTION ITEMS

ITEM #	ITEM DESCRIPTION	ACTION TO BE TAKEN	RESPONSIBILITY	STATUS
11	<p>SURFACE CLEANLINESS PRIOR TO DECK REMOVAL</p>	<p>When using High Pressure Water Jetting to remove the deck surface, the requirement to first obtain an SP-1 surface is unnecessary and results in increased schedule time.</p> <p>Action:</p> <ol style="list-style-type: none"> 1. Obtain data to support SAT chloride readings when this requirement has been locally waived. 2. Estimate the time/cost savings associated with deleting the SP-1 requirement when water jetting. 3. Submit SSRAC change request to delete the SP-1 requirement when using water jet removal method. 	<ol style="list-style-type: none"> 1. Fred Mullins/Terry Polliard 2. Dave Jamison 3. Terry Polliard/Mike Aldridge 	<ol style="list-style-type: none"> 1. Data Obtained 2. In-progress 3. In-progress
12	<p>PRELIMINARY SURFACE PREPARATION</p>	<p>Current requirement is to start recording environmental readings every hour upon commencement of surface preparation. In many cases, it is advantageous to begin deck removal prior to meeting environmental requirements such that once the weather is suitable, minimal time is then required to complete surface preparation and as a result, more time is available for primer application.</p> <p>Action: Submit SSRAC change request to permit rough cut surface prep outside of environmental limits and without recording environmental readings every hour.</p>	<p>Terry Polliard/Mike Aldridge</p>	<p>In-progress</p>

AIRCRAFT CARRIER NON-SKID RIE ACTION ITEMS

ITEM #	ITEM DESCRIPTION	ACTION TO BE TAKEN	RESPONSIBILITY	STATUS
13	<p>SBS/QAS TRAINING ISSUES</p>	<p>1. Utilization of exceptions for large preservation areas vice rejecting the whole area. 2. Effective communication is critical to ensure limited delay and disruption to the process - specific time limits associated with application. 3. Timeliness at checkpoints is critical to ensure application/environmental windows are not lost. Action: Develop "Training Page" to address issues with the SBS/QAS personnel</p>	Dave Jamison/Mike Aldridge	Pending