



NSRP Panel Meeting Notes

Surface Preparation and Coatings (SP-3)

Date: June 15, 2009

To: NSRP SP-3 Panel Members

Fr: Steve Cogswell, Panel Chair

Re: Notes from June, 2009 SP-3 Panel Meeting, Norfolk, VA –MEGA RUST

EXECUTIVE SUMMARY (plus):

The purpose of this summary is to capture key elements of the June meeting, distribute them to the Panel Participants and the Coating Community. Feedback from the participants is appreciated. R/Steve

The SP-3 meeting was held June 10-11 in conjunction with the NSTC/NAVSEA, Mega Rust conference. The shortened format included two half day sessions. We had excellent participation with well over 50 attendees during much of the meeting. We had representation from: Atlantic Marine, NASSCO, BIW, EB, Fleet, NAVSEA, NG Ingalls, NG New Port News, Public Yards, RMC's, SSPC, NACE, Norfolk area Contractors, Academia, Paint suppliers and Equipment vendors. I am sure I left some folks out. I made a commitment to the Panel to have the presentations and minutes posted to the web site by June 22nd so I am just one day late getting this out. Following are highlights; please visit the web site at www.nsrp.org for the details of past and present meeting and project information:

- **From the Chair:** The NSRP Surface Preparation and Coating Panel (SP-3) continues to target and accomplish our goals. The SP-3 Panel Steering Committee has made an effort to meet around other industry events to maximize meeting attendance while minimizing costs and time away from our day jobs. Our partnership with the Navy working groups (CWP and Mega Rust) in support of our common goal; ***reduce the cost of building and repairing US Navy Ships***, is more active than ever. This is a very tall order in these days as the Navy continues to move toward a single governing document for painting (009-32). As the Industry Partner, some of the NSRP SP-3 shipyards have been working to this document for many years. In July 2008 VADM McCoy directed the Public yards to work to 009-32. As we standardize the process, we can monitor and measure the impact and benefit of 009-32

requirements, thereby improving it and reducing costs. Take a look at the attached attendance list; it is a true testimony of our effort. Participation in the meeting this week was outstanding, thank you all very much. We crammed two and on half days into; two, 4 hour meetings. I think we accomplished one heck of a lot in support of our goal as you will see from the following bullets:

- **Mark Ingle (NAVSEA 05P23)** presented in detail the various projects they are involved in to reduce the cost of painting ships. Slides 8 through 16 of Mark's presentation contain a business case analysis for application of single coat paints. His analysis suggests a 22% cost reduction versus traditional 100% solids paints when used in a tank. ***Mark invited shipyards to comment on the assumptions in his analysis.*** The SP-3 Panel completed a Whitepaper last year (Sept 2008) on the use of Single Coat Rapid Cure UHS coating systems. It is available by request from our web site. The project provided an electronic spreadsheet to be completed by the end user (YOU). It can be used to develop your site specific costs in regards to the use of the Single Coat tank lining.
- **Funding 2010; James Mattern, Justin Montague and Tom Hite** all provided a look forward to our mission and subsequent funding issues. NSRP funding is being used to add four more panel projects in 2009. 2010 funding is uncertain as the new administration takes over in Washington. As a result, the white paper project announcement will be delayed. Do not let this delay your White Paper submittals. Please send them to the SP-3 Panel Chair. We want to be ready to respond as soon as we get the word. Currently I have one paper "Commercial off the Shelf Paperless Paint (COTS)" approved for funding last year and three new papers in the queue. Remember; 12 months and less than \$100K.
- **Assessing the 50% RH:** The NSRP white paper project on assessing the need for 50% relative humidity during tank painting should result in several changes to Navy Standard Item 009-32. The final report will detail these changes however considerable discussion by the group led to a consensus that the following modifications should be considered:
 - Waive 50% for shop painted items (short time between surface prep and paint)
 - Waive 50% for small CHT tanks (short between surface prep and paint)
 - Only maintain conditions until "dry-to-touch" vs. "final cure" (reduce the cost and logistics of maintaining low RH)
 - Allow 85% for touch up areas per 3.6.2.4 (eliminate the requirement where the cost-benefit ratio is high)
- **SSRAC 009-32 FY-2011 Proposals:** Dialog continues over 27 SSRAC proposals via the NSRP. The intent of the NSRP is to provide a forum for discussion to vet and prepare good

proposals to the SSRAC steering committee. Properly prepared proposals were submitted for Panel participants by NSRP SP-3. Consensus of the NSRP panel is not required before submittal. The intent of the NSRP is to make sure accurate and complete information is provided to the SSRAC steering committee, allowing them to make a business decision (risk vs reward) for making changes to 009-32. SSRAC will make the decision based on the information provided and the guidelines established by the Tech Warrant Holder for 009-32. The proposals discussed at the NSRP meeting may be viewed on the panel web site.

- **CQATK (electronic paint reporting) Pat Rupert:** On Navy projects, the “CQATK” electronic reporting of QA data is moving forward and is required in the coming year of 009-32. Attendees had a lively discussion on the current status of the system. During the Mega Rust week Mr. Pat Rupert conducted a two day event with both Public and Private end users of the system. He provided the Panel with a 30 minute report out on his meeting. His interim report will be posted to the CWP link on our web site as soon as it is available.
- **Retention of Pre Construction Primer (PCP):** The NSRP white paper project on Pre-Construction Primer Retention will be visiting shipyards in the coming months to review procedures used which may be universally adopted by the Navy. SSRAC proposals have been submitted for the retention of PCP. A test and evaluate ship alt was completed in the summer of 2008 on USS Vicksburg. PCP was retained and over coated with a Ultra High Solids (UHS) coating system. The tanks will be opened and inspected in the upcoming months. The new build yards are currently using PCP and removing it. The repair activities look to have a savings by implementing the use PCP on all components processed at the shop and installed aboard ship pending the inspection criteria at the shop and the secondary surface preparation after installation specified by the SSRAC change to 009-32. ***The panel project is looking to document performance of PCP on seawater ballast tanks in Navy ships – please contact me if you know of such tanks which could be inspected as part of this project.***
- **Flash Rust Update:** The NSRP Flash Rust project has been redirected from its original goal of testing ships in service from ports around the country to providing a guide to the shipyards and the Navy Inspectors to **be used for the inspection of Flash Rust.** This shall be accomplished iaw the work being completed by CWP-351 and the three previous projects completed for NSRP. The new deliverable will be a visual guide that can be used in conjunction with the SSPC VIS 4 guide for inspecting flash. It will also include the work the CWP-351 has done with the adjudication instrument.
- **Flash Rust Contractor Forum, conducted by the NSRP SP-3 Panel in support of the CWP-351 Flash Rust Project:** Thanks to the Norfolk area contractors who showed up for the meeting to

discuss in an open forum the issues and concerns of Flash Rust and how it can be identified on the deck plates. The question remains: if NAVSEA will reduce the requirements from a WJ-2L (light) to a WJ-2M (moderate) flash rust can they expect to see the costs come down? The CWP-351, NSRP SP-3 and the War on Corrosion working group have been working together to define these costs and provide a realistic projection. ***Additional contractor input on the question of cost savings is requested by the Navy and may be provided directly to Mark Ingle, Tim Cherry, or the panel chair.***

- **What is NEXT?** Several ideas for white paper topics were offered by the attendees including:
 - Gas Free Boundaries
 - Potable Water Single Coat
 - Touch up of Single Coat over SP-11
 - Retaining high-solids by spot & sweep of tanks
 - Relaxing environmental and surface prep requirements on dry voids above waterline
 - Peel and stick paint
 - Overspray containment
 - New construction environmental requirements

- **Cumbersome Work Practices (CWP):** CWP projects are performed by the Naval Shipyards (Public Yards) to identify and eliminate cumbersome practices which have limited value-added to the shipbuilding process. A link to the surface preparation and coatings projects which the Public Yards are working will be available on the NSRP Surface Preparation and Coating web site. NSRP is excited to have the Public yards as a Partner as we move forward. In surface preparation and coatings, we run a parallel path with the Public Yards as they now work to 009-32. It is a perfect partnership and collaborative effort that merges the smartest minds from both sectors of Navy shipbuilding and repair into a solution based reality. Together we are realizing results. You will be able to see a sanitized version of their work on our SP-3 Panel page soon.

Thanks again for your participation and efforts. Remember to “pre-register” for our next meeting in Philadelphia this fall. Details may be found on the web site. R/Steve