

M.V. Yeoman Bridge

22nd April 2010

Re :- Chemco coatings

To whom it may concern

For the past five years we have been using Chemco as a protective coating after carrying out ballast tank repairs on both our two sister vessels - Yeoman Bridge and Yeoman Bontrup. The repairs consisting mainly of longitudinal fractures being gouged / welded and new soft nose brackets fitted, Shellplate renewals in drydock due to fractures, Shellplate / internal renewals due to tug / fender damage.

Preparation of the steel is by power tooling / wire brushing to remove any scale/gingering, and feathering of the original coal tar epoxy coating, which Chemco is compatible with. Although Chemco is moisture tolerant we always try to have the steel as dry as possible. Prior to application, tins containing the primer and top coats are brought into a warm environment the day before to bring them up to at least 10 degs C, as recommended by the manufacturer.

Application is by brush or roller, allowing 16 hours between primer and top coat.

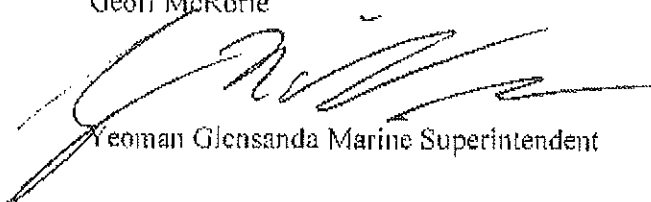
Typical thickness when applied : -

Primer - 200 ~ 250 microns.

Top Coat - 200 ~ 250 microns.

We have been using Chemco now for five years and during that time we have nothing but praise for this product. Years after it has been applied, you can go to an old repair, and the chemco coating is as good as the day it was applied, with no signs of breakdown whatsoever. It is a first class product, hence the reason we use it, and will continue to use it, and only it, in our ballast tanks.

Geoff McRorie



Yeoman Glensanda Marine Superintendent