

<b>Client:</b> <i>Jamaica Energy Partners</i>	<b>Industry:</b> <i>Marine</i>
<b>Vessel:</b> <i>Dr Bird Generator Barge No.1</i>	<b>Date:</b> <i>May 2009</i>
<b>Location:</b> <i>Jamaica</i>	<b>Products:</b> <i>Epo-chem™ RA 500M &amp; RS 5000P</i>

## Overview

The Dr Bird Generator Barge (No.1) provides around **15% of Jamaica's electricity**. Under the Local Authority and Classification Legislation of Jamaica, the Barge had to undertake a major overhaul of steel replacement and re-coating works (over 8,000m<sup>2</sup>) in the ballast tanks to achieve class.

## Challenge

The barge had to continue to provide power from its diesel generators while the work was carried out. Dry-grit blasting was not possible due to the risk of contamination to the generators and the pollution risk was unacceptable under the strict H&S standards set by the Jamaican Authorities. Solvent-based paints were unsuitable and would have been a major H&S hazard requiring shut-down of the plant.

## Solution

Following high pressure washing to WJ-3 (800 bar) **Epo-chem™ RS 500P solvent-free, rust & wet tolerant** primer was applied to a DFT of 100µ. This was followed by one coat of **Epo-chem™ RA 500M solvent-free, wet tolerant** glassflake epoxy @ 200µ. Total DFT 300µ.

## Outcome

The work was carried out safely, on time and with major cost savings: reduced environmental and H&S impacts for the contractor and operator. The client was delighted with the result; consequently when the paint system on the new Dr Bird Generator Barge (No.2) failed, **Chemco** was asked to supply the repair system for its ballast tanks in May 2010.

## Benefits

- Hot-work carried out nearby while coating
- Reduced contract duration
- Reduced H&S and Fire Precaution
- Reduced cost of plant and equipment:-
  - No de-humidification necessary
  - No additional ventilation requirement
- **Chemco** system will protect the steel substrate in excess of 10 years

Continued overleaf

1



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### Photographs:

- Nos. 1 and 2 Ballast tank before application
- Nos. 3 and 4 Preparation in progress
- No. 5 RS 500P primer partly applied
- Nos. 6 and 7 Ballast tank after application

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Photographs:

- No. 4 Preparation in progress
- No. 5 RS 500P primer partly applied
- Nos. 6-7 Ballast tank after application

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