

DRIVE Marine Services

STEEL DECK RESTORATION

The Problem

Approximately two years ago we received a call from the Maintenance Manager at Defence Maritime Services (DMS) asking if I could come to Garden Island Dockyard in Sydney and check out a problem they had with the deck on the Crane Stores Lighter (CSL).



Figure 1 – CSL alongside GID Small Boat Pound

Apparently, they had been advised that repainting the deck would require the CSL to be out of action for approximately two weeks. Also the restoration was going to cost over \$20,000.00. One of our customers who had used our TREDGRIP Water Based Non Slip paint worked at DMS and he told management about how good the product worked on his yacht.

Inspection identified that the rigid epoxy coating was pulling away from the primer when a heavy load was placed on the deck. Once the epoxy had pulled away or during this process it cracked easily which allowed salt water to quickly cause corrosion. The result being many areas of rust which included some areas pitted to 2mm deep.



Figure 2 - Example of areas of damage and early progress.

Our Concern

We were concerned that the TREDGRIP would be easily damaged due to its flexible & rubbery characteristic. This concern was relevant due to heavy loads and pallets being slewed across the deck. We made this clear in discussion and qualified this concern by stating any damage would be easy to repair. DMS staff were keen to try the TREDGRIP due to concerns they had with recoating the deck with the same paint scheme. Knowing the problems they had would re-emerge within a short period of time.

The Solution

The plan was for the ships crew to carry out the preservation when the CSL was not being used. This was another major advantage of using the TREDGRIP over using the previously applied Epoxy coating. An area of approximately two (2m²) square metres was prepared at a time, washed down with hot soapy water and then the rusty areas treated with two coats of Feronite Rusty Metal Primer. From there two coats of TREDGRIP were applied as per manufacturer's instructions.

The crew started removing the epoxy coating near the superstructure where the damage was worst. This was easily achieved using a needle gun as the epoxy broke away from the primer in most areas.

The Outcome

The operators of the CSL were extremely happy with using the FERONITE Rusty Metal Primer and TREDGRIP as they were much easier and safer to use than the Epoxy Based paint. They did damage the paintwork when a heavy load was slewed across and the repair process was easy as all they did was wash down the area with soapy water and then fresh water. While still damp they applied another coat of TREDGRIP which resulted in a more textured surface and as a result they decided to apply three coats of TREDGRIP over the entire deck.

For a Comprehensive Range of Boat Building requirements including

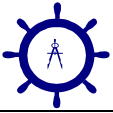
Epoxy Resin, Fillers, **Pour-on-Gloss** Decoupage Coating, **COP-R-BOTE** Epoxy Antifouling, **AQUACOTE** Polyurethane Coatings, **PURBOND** Waterproof Single Pack Glue, **TREDGRIP** Rubberised non-slip Paint, **Fibreglass & Carbon** Reinforcing Fabrics, **FERONITE** Rust converter and Primer, Marine, Proof & Aircraft **Plywoods**, **NIDAPLAST** Composites, **Bronze** Fasteners, **DAVEY** Traditional Bronze & Marine Fittings

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Figure 3 - The finished deck looking Forward

The advantages the CSL crew identified over the previous Epoxy coating were;

- Easy to apply and repair.
- Good non slip even when the deck was wet. The CSL deck is usually wet when under way and the previous Epoxy Coating became slippery when wet.
- The deck was much cooler than previously as the TREDGRIP uses synthetic rubber as the non-slip agent compared with silicates in the others which draws in heat.
- Easy to clean up spills and equipment as both are water based and no nasty solvents are required.
- When kneeling on the deck to secure and release loads the crew found there was no abrasive effect.
- Due to the superior qualities of FERONITE and TREDGRIP, the crew have now painted the machinery space steel deck plates which were a rusty eye saw and it has brightened up the machinery space.



Figure 4 – Machinery Space Deckplates TREDGRIPPED

- They have also painted other Non slip surfaces including the slewing weight as the deck crew had previously found it slippery and dangerous to hold effectively when wet. Now it's a breeze to take charge of.

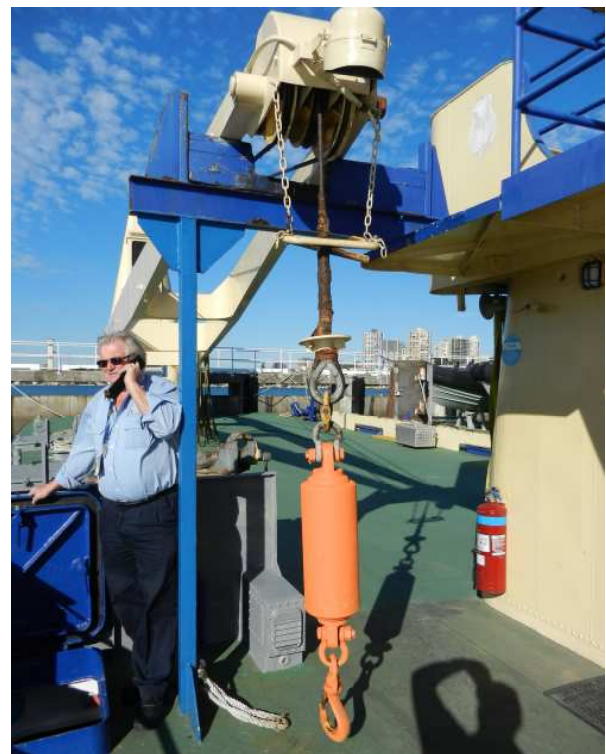


Figure 4 – The main Deck completed, even the slewing weight

For further information or technical assistance we look forward to you contacting us.

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Bote Cote 2:1 Epoxy Resin, Fillers, **Pour-on-Gloss** Decoupage Coating, **COP-R-BOTE** Epoxy Antifouling, **AQUACOTE** Polyurethane Coatings, **PURBOND** Waterproof Single Pack Glue, **TREDGRIP** Rubberised non-slip Paint, **Fibreglass & Carbon Reinforcing Fabrics**, **FERONITE** Rust converter and Primer, Marine, Proof & Aircraft **Plywoods**, **NIDAPLAST** Composites, **Silicon Bronze** Fasteners, **DAVEY** Traditional Bronze & Marine Fittings

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