

## **Jotun Marine Tank Coating Notes**

### **Disclaimer**

*The information in this document supersedes all previously published information and data and is given solely for information purposes. The information is given to the best of Jotun's knowledge and is provided in good faith for guidance only. Any decisions made based on the information in this document shall be at the user's sole risk and responsibility. Jotun, its employees and subcontractors, cannot be held liable for any loss or damage occurring as a consequence of reliance on the information contained and given herein.*

*The information in this document is comprehensive, it is not exhaustive. Jotun has the right to change information and data without further notice. Any modifications will be based on experience, our policy of continuous product development, feedback from the industry and testing.*

*There are numerous factors that may have an impact on the final result. Cargoes may vary due to changes in their constituents, composition or concentration without the knowledge of Jotun. Jotun is not responsible for and cannot be held reliable for the performance of its products, arising out of such changes, or changes to the conditions under which the cargoes are transported. Further, Jotun is not responsible for and cannot be held liable in case of discoloration caused by cargoes, cargo additives and cleaning additives, cross contamination between cargoes, change in taste and odour of cargo.*

*Jotun does not advise on the efficiency of cleaning additives. The information is given in good faith, and Jotun will not be held responsible for the consequences of changes in composition or mode of use of additives supplied by other companies. Jotun will not be held responsible for coating breakdown caused by the use of tank cleaning additives.*

### **Introduction**

The Jotun Marine Tank Coating Notes apply only to the following cargo tank coating materials and systems supplied by Jotun. The data provided gives guidance on the compatibility of the Jotun cargo tank coatings with cargoes carried in the marine bulk liquid trade.

The resistance notes apply to a specified thickness as shown below:

- Tankguard Zinc 1 x 100 µm Dry Film Thickness (DFT)
- Tankguard HB Classic 3 x 100 µm DFT or 2 x 150 µm DFT
- Tankguard Special Plus 3 x 100 µm DFT
- Tankguard Special Ultra 3 x 100 µm DFT
- Tankguard Flexline 3 x 100 µm DFT

The coating system(s) must be applied and cured in accordance with the relevant technical data sheet, application guide (if available) and project specification issued by Jotun.

#### **Product resistant list – [www.jotunprl.com](http://www.jotunprl.com)**

The information in this document must be used in combination with the product resistance list, both published on [www.jotunprl.com](http://www.jotunprl.com).

The product resistance list is regularly updated to include many proper shipping names, trade names and synonyms for cargoes and noxious liquid substances, which have been transported by sea in bulk liquid form. Many of these names have in recent years been established through Tripartite Agreements and registered with the secretariat of the International Maritime Organisation (IMO) in accordance with Annex II to MARPOL 73/78.

#### **Detailed logs and cargo samples**

Ship owner must keep detailed logs for each tank, of cargo sequences, ventilation procedures and cleaning procedures as carried out, including cleaning additives and cleaning temperatures. In case of coating failure these logs must be freely delivered to Jotun. Cargo samples shall be available on request.

## **General notes**

### **I. Shop primers**

This list applies to Jotun cargo tank coating systems which have been applied directly to abrasively blasted carbon steel. The list does not apply if the coating systems are applied over existing shop primers; hence all shop primer must be removed. The list does not apply to any other substrates unless there is a written agreement with Jotun.

### **II. Application and curing**

This list is not valid unless the Jotun cargo tank coating systems are applied and cured in strict accordance with the correct prevailing Jotun specification and procedure. It is particularly important to apply each coat of the system, and the complete system, within the dry film thickness range specified. Excessive dry film thickness will be detrimental to the coating integrity, will increase ventilation time after unloading and will increase the risk of cross contamination between cargoes. Low dry film thickness will leave the system at risk of failure due to potential breakdown.

### **III. Hot cure and Post cure**

Hot cure is a process where heat (50-80°C) initiates additional chemical reaction between functional groups to increase crosslink density and improve chemical resistance after the initial curing process has taken place.

Hot cure is optional for Tankguard Special, Tankguard Special Plus and Tankguard Special Ultra but is needed to carry certain aggressive cargoes. Hot cure is mandatory for Tankguard Flexline and must be done prior to carriage of first cargo.

Hot cure may be carried out by exposure of the coating to:

- Option A - Hot seawater / freshwater by immersion
- Option B - Hot seawater / freshwater using the tank cleaning system
- Option C - A suitable hot cargo such as caustic soda, low acid value vegetable -, animal - or lubricating oil \*

Depending upon the temperatures, the following durations apply:

<b>Coated substrate temperature [°C]</b>	<b>Option A, B and C Minimum hot curing time [hours]</b>
50 *	24 *
60	16
65	10
70	6
75	4 **
80	3 **

\* Not applicable for Tankguard Flexline

\*\* Not applicable for Tankguard Special and Tankguard Special Plus

In this document, post cure is defined as the process of exposing Tankguard Special, Tankguard Special Plus and Tankguard Special Ultra to unrestricted (R) cargoes in service **below** 50°C after the initial curing process has taken place.

It is vitally important that the entire coated surface attains the minimum specified temperature for the specified time. This can be ensured by the following:

- The adjacent space must be free of ballast or cargo to reduce the heat loss and prevent a possible cold wall effect coating detachment. If the ambient temperature is low, thermal insulation and / or hot air flushing of the tank outside may be necessary to reduce the heat loss.
- Continuously monitor the steel temperature during the curing period and all readings should be recorded.
- Temperature gauges or thermocouples attached to suitable dataloggers should be attached to the “worst” locations, e.g., on the reverse side of the tank interior steel plates and to the deck
- By ensuring that the discharged hot water has a temperature above the cure temperature one may have additional control of the operation.

Under no circumstances shall the temperature of the curing medium exceed 80°C (70°C for Tankguard Special). A record of the curing operation data, with measured temperatures and relevant information must be retained for future reference.

A hot cure guideline and log for Tankguard Flexline are available on [jotunprl.com](http://jotunprl.com).

#### **IV. Stowage time**

This list applies to continuous stowage up to a maximum time of 6 months unless shorter times are indicated in the specific notes.

#### **V. Cargo temperature**

Guidance given in this list is based on stowage temperatures not exceeding 35°C for those cargoes not requiring heating. This limit is general and higher temperatures can be acceptable for certain cargoes; please contact Jotun if higher temperatures are required. Cargoes, which are solid or viscous at normal ambient temperature, will need to be heated for loading, stowage, and unloading. The temperature noted in the list is the maximum temperature allowed for stowage. This temperature may be increased by a maximum of 10°C, for loading and unloading, provided the time at the higher temperature does not exceed 48 hours.

When stowing cargoes, the temperature of the cargo must not exceed the maximum stowage temperature for cargoes in adjacent tanks.

#### **VI. First cargoes**

It is recommended that the first cargo loaded into tanks coated with Jotun cargo tank coating systems should be a non-sensitive cargo to prevent trace contamination by residual organic and/or inorganic species. Jotun does not accept responsibility for transmission of small traces of solvent retained from the newly applied tank coatings.

#### **VII. New cargoes**

This list is regularly updated to include proper shipping names, trade names, and synonyms for cargoes that have been registered through IMO Tripartite procedures. Jotun will be pleased to carry out assessment of cargo/coating compatibility based on proper shipping name and/or trade name/synonym, complete technical data and a sample for testing, where considered necessary by Jotun. Data and enquiries should be sent to Jotun Technical Sales Support ([tss@jotun.com](mailto:tss@jotun.com)).

### **VIII. Coating discolouration**

Coatings can be discoloured by the carriage of some cargoes. The discolouration may be due to naturally occurring coloured components of the cargo, which are adsorbed to the surface of the coating. Alternatively, synthetic dyes may have been added to the cargo for special reasons. Whatever the cause of discolouration by adsorption, the chemical resistance of the coating is usually unaffected. However, adsorbed discolouration may cause cleaning problems and may present a contamination threat depending on subsequent cargoes.

### **IX. Inert gas systems**

Carbon deposits from flue gas inert gas systems are readily adsorbed to the surface of all tank coatings. They may contribute to a reduction in the coating life. Carbon emissions may be adsorbed to the surface of the coating causing and aggravating discolouration and increasing the potential for contamination of subsequent cargoes. High SO<sub>x</sub> and NO<sub>x</sub> emissions from poorly maintained inert gas systems can create harmful acidic conditions leading to coating damage, particularly in zinc coated tanks.

### **X. Cargo contamination**

Freshly applied cargo tank coatings may present a small contamination potential. Similarly, tank coatings are known to absorb cargoes. The absorbed cargo will start to evaporate from the coating immediately after unloading of the cargo, provided the tank is effectively ventilated. There are several factors which influence the rate of evaporation, but temperature and efficiency of ventilation have the greatest effect. Examples of cargoes that might cause contamination of the next cargo are:

- Aromatic compounds (e.g., xylene, toluene, styrene, etc.)
- Acrylates
- Halogenated compounds (e.g., 1,2-dichloroethane/EDC, etc.)
- Refined petroleum products

To avoid damage of the coating after stowage of an absorbing cargo, the ventilation requirements as described in the specific notes and General Note XV must be adhered to, but to minimize the potential for cross contamination between cargoes, further forced ventilation with hot and dry air must be maintained and duration mainly depends on required purity of the next cargo. The tank may then be washed with warm seawater, during which time effective ventilation must continue. The water used for warm tank washing must not be fresh or brackish water, it must be saline seawater.

The temperature of the seawater used for washing must not exceed the temperatures in the below table depending upon the kind of Tankguard product:

<b>Product</b>	<b>Temperature [°C]</b>
Tankguard CPC and Tankguard HB	50
Tankguard HB Classic and Tankguard Zinc	60
Tankguard Special and Tankguard Special Plus	70
Tankguard Special Ultra and Tankguard Flexline	80

The tank should then be flushed with clean cold fresh water and, immediately after, drained, mopped dry, and then ventilated to a dry condition, for a minimum of 24 hours. Jotun recommends that edible end-use or sensitive cargoes with high demand of cleanliness are not loaded into tanks which previously carried absorbing cargoes, until the absorbed cargo has been removed. Jotun does not accept responsibility for cargo contamination caused by retained cargoes.

#### **XI. Acidic and alkaline cargoes**

Tankguard Zinc, in common with all zinc silicate coatings, has poor resistance to acidic and alkaline environments. They are however compatible with some mildly acidic or mildly alkaline cargoes within the pH range of 5.5 to 10.0.

For all tank coatings, diluted solutions of some cargoes can become aggressive if left in the tanks. Jotun recommends that after all tank washing activities, the tank must be flushed with fresh water so that the final pH of any residues is neutral. All residues after washing must be completely removed by draining, mopping, and finally by ventilation for a minimum period of 24 hours.

## **XII. Beverages and potable liquids**

Jotun cargo tank coatings are resistant to several of these cargoes. These cargoes should not be carried until the tank has been in service for some time (e.g., minimum three cargo voyages with unrestricted (R) cargoes which do not pose risk contamination of subsequent cargo). Similarly, these cargoes should not be carried immediately after a R1A, R1B, R2, R16, R18 or R19 cargoes. Jotun does not accept responsibility for cargo contamination caused by retained cargoes.

## **XIII. Tank cleaning and cleaning additives**

Jotun recognizes the need for tank cleaning with or without the addition of tank cleaning additives. Tank cleaning also helps to minimize potential contamination between cargoes. However, tank cleaning cannot be done entirely without risk to the coating. It must be recognized that some additives, whilst being efficient cleaning agents, may not be compatible with the coatings, and the activity of tank cleaning exposes the coating to a corrosive environment. This can shorten the life of the coating.

Some general rules apply:

- Increase in cleaning temperature increases risk of coating failure
- Increase in cleaning time increases risk of coating failure
- Increase in frequency of cleaning increases risk of coating failure
- Increase in concentration of additives increases risk of coating failure

Tank cleaning should therefore be done at the lowest effective temperature, for the shortest time, using the lowest effective concentration of additives and as seldom as possible.

### ➤ Fresh and seawater

The Tankguard products are resistant to both fresh water and sea water. However, Jotun recommends to initially use sea water for tank cleaning if possible.

The temperature of the water must not exceed the temperatures in the below table depending upon the kind of Tankguard product:

<b>Product</b>	<b>Temperature [°C]</b>
Tankguard CPC and Tankguard HB	50
Tankguard HB Classic and Tankguard Zinc	60
Tankguard Special and Tankguard Special Plus	70
Tankguard Special Ultra and Tankguard Flexline	80

The tank should then be flushed with clean cold fresh water and, immediately after, drained, mopped dry, and ventilated to a dry condition, for a minimum of 24 hours.

➤ **Cleaning additives**

The Tankguard products demonstrate good compatibility with tank cleaning additives provided they are used at the concentration recommended by the supplier. Solutions of chemicals in water shall not exceed the temperatures found in the below table, the maximum period for washing is 6 hours, and the chemical shall be included as acceptable in the cleaning additive resistance list found on [jotunprl.com](http://jotunprl.com).

<b>Product</b>	<b>Temperature [°C]</b>
Tankguard CPC and Tankguard HB	50
Tankguard HB Classic	60
Tankguard Special, Tankguard Special Plus, Tankguard Special Ultra and Tankguard Flexline	70

Some tank cleaning additives are acidic or alkaline in solution. Tankguard Zinc is more sensitive to these tank cleaning additives due to possible reaction with zinc in the coating. Care must be taken in the selection and use of cleaning additives for zinc silicate coatings.

Additives may be used at the concentration recommended by the manufacturer provided the solution is within the pH range of 5.0 – pH 12.0. Highly acidic (pH < 5) or alkaline (pH > 12) cleaning additives will react with the coating and will cause damage.

Given the relatively high porosity of zinc silicate coatings, Tankguard Zinc might be difficult to clean after exposure to fuel oils, vegetable oils and other high molecular cargoes.

Cleaning residues with or without cleaning additives can cause damage to the coating if not fully removed after cleaning process. Spent washing water, with or without cleaning additives, must never be left on the tank top after the cleaning procedure is completed, but must be removed in its entirety within 30 minutes. Minimum 24 hours active ventilation is required after cleaning, prior to loading of the next cargo.

➤ Extremely aggressive cleaning additives

Cleaning additives which contain phosphoric acid (eg. Metal Brite) will severely damage all coatings and shall generally not be used on Jotun coated tanks. Also note that excessive use of bleach (sodium hypochlorite solutions) will damage all coatings beyond repair.

The cleaning additive resistance list gives an overview of relevant cleaning chemicals from various suppliers.

Expert advice should be sought from one of the specialist tank cleaning companies regarding cleaning processes.

#### **XIV. Fuel additives and fuel dyes**

Jotun recognizes the need of adding dyes and additives to fuel oil, diesel oil, gasoline and other refined petroleum products. A range of additives and dyes evaluated by Jotun can be found in the fuel additives and dyes resistance list on [jotunprl.com](http://jotunprl.com).

#### **XV. Ventilation**

Requirements regarding ventilation might serve 3 different purposes:

- Ensure proper curing
- Ensure safe entry to the tank
- Promote desorption of absorbed cargo or cleaning water from the coating

Ventilation using the displacement method is the most efficient way of removing desorbed cargo from the tank. Most cargo vapours are heavier than air and will accumulate in the

bottom part of the tank; hence flexible hoses should be positioned so that cargo vapours are extracted from the bottom of the tank while fresh air can enter from the top of the tank. Increased temperature and low relative humidity of the fresh air will promote efficient desorption of cargo from the coating.

The following principles apply with regards to ventilation:

- Minimum 2 openings; one with air into the tank and one with contaminated air out of the tank
- The openings must be some distance apart
- Use flexible hoses to make sure difficult to reach areas are also ventilated efficiently

Usage of portable fans in addition to the fixed DH unit(s) for forced ventilation are highly recommended to improve ventilation capacity and reduce the turnaround time.

A “steady state gas free condition”, also called “gas free” state in this document, is achieved when gas/vapour concentration obtained in the tank is  $\leq 1\%$  of the LEL (Lower Explosive Limit). Measurements should be taken at different areas/levels of the same tank.

“Gas free” state can be achieved within shorter time in days than “recovery” period shown in Specific Note R1A, R1B, R2, R16, R18 and R19 for each tank coating but forced ventilation with dry air must be still maintained. However, if “gas free” state is not achieved within minimum recommended “recovery” period in days using forced ventilation, then further ventilation must be maintained until “gas free” state is achieved followed by additional 24 hours ventilation prior to loading of the next aggressive cargo with Specific Note R1A, R1B, R2, R16, R18 and R19.

A minimum number of days where the tank must be empty and ventilated with dry air (“recovery” period) prior to carrying another aggressive cargo with Specific Note R1A, R1B, R2, R16, R18 and R19 is given as a guideline only. It should be noted that minimum period in days might be longer which mainly depends on cargo, tank size and configuration, capacity of ventilation and set-up, humidity level of air, temperature of air, thickness of the coating system, etc.

Jotun cannot be accountable for effectiveness of ventilation process and procedures.

## XVI. Animal and vegetable fats, oils and derivatives

The FFA (Free Fatty Acid) content of oils is usually expressed as % FFA and is measured according to ASTM D - 1980. In accordance with ASTM D - 1980 the amount of FFA in an oil is expressed as its "Acid Value". The Acid Value is approximately 2 x the % FFA. For example, oil with an Acid Value of 5 will have a % FFA of approximately 2.5.

Control of water content in the oil is extremely important, as water may react with the FFA to create  $H_3O^+$  which will damage the coating if the concentration is too high.

Certain vegetable oil derivatives such as Fatty Acid Distillates and Acid Oils have been known to contain traces of mineral acids, as well as water and free fatty acids. They are very aggressive towards coating systems. These products may only be carried provided specific approval has been given by Jotun. Please contact your local Jotun office for further information.

End users are advised to consult FOSFA, NIOP Rules and Qualifications and EC Regulations concerning FFA levels and prior cargoes, when transporting oils in coated tanks.

## XVII. Abbreviations used in this list

ASTM	American Society for Testing of Materials
EC	European Community
FOSFA	Federation of Oils, Seeds and Fats Associations Ltd.
Marpol 73/78	International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978.
NIOP	National Institute of Oilseed Products

### Explanation of resistance data

R	=	Resistant without any specific notes
NR	=	Not Resistant
R1-21	=	Resistant with limitation - See Specific Notes
NT	=	Not Tested
FS	=	Further Specification/Information needed

## **Specific notes**

### **1A - Aggressive cargoes**

The stowage time for these cargoes must not exceed 60 days.

These cargoes can be absorbed and cause softening and swelling of the coating system. After unloading, the coating will however recover hardness as the cargo evaporates from the coating which may be obtained by actively venting the tank with dry air.

After unloading of these cargoes, the tanks must not be brought into contact with water (seawater, freshwater, cleaning water, aqueous cargoes) or any unrestricted (R) cargo with a higher than ambient temperature or that might react with the absorbed cargo before the coating is restored to its original condition.

Before another R1A cargo is loaded, the tank must be empty and exposed to dry air for at least:

- 30 days for Tankguard HB
- 20 days for Tankguard HB Classic
- 10 days for Tankguard Special and Tankguard Special Ultra
- 7 days for Tankguard Special Plus
- 5 days for hot cured Tankguard Special Ultra
- 3 days for Tankguard Flexline

For further information, see General Note XV in Jotun Marine Tank Coating Notes.

R1A cargoes must not be carried until the coating has been in service for three (3) months (3 months after the carriage of first cargo) carrying unrestricted (R) cargoes only, or after a hot cure (see General Note III) is done.

### **1B - Aggressive cargoes**

The stowage time for these cargoes must not exceed 90 days.

These cargoes can be absorbed and cause softening and swelling of the coating system. After unloading, the coating will however recover hardness as the cargo evaporates from the coating which may be obtained by actively venting the tank with dry air.

After unloading of these cargoes, the tanks must not be brought into contact with water (seawater, freshwater, cleaning water, aqueous cargoes) or any unrestricted (R) cargo with a higher than ambient temperature or that might react with the absorbed cargo before the coating is restored to its original condition.

Before another R1B cargo is loaded, the tank must be empty and actively ventilated with dry air for at least:

- 30 days for Tankguard HB
- 20 days for Tankguard HB Classic
- 10 days for Tankguard Special and Tankguard Special Ultra
- 7 days for Tankguard Special Plus
- 5 days for hot cured Tankguard Special Ultra
- 3 days for Tankguard Flexline

For further information, see General Note XV in Jotun Marine Tank Coating Notes.

R1B cargoes must not be carried until the coating has been in service for three (3) months (3 months after the carriage of first cargo) carrying unrestricted (R) cargoes only, or after a hot cure (see General Note III) is done.

## **2 - Very aggressive cargoes**

The stowage time for these cargoes must not exceed 30 days.

These cargoes can be absorbed and cause softening and swelling of the coating system. After unloading, the coating will however recover hardness as the cargo evaporates from the coating which may be obtained by actively venting the tank with dry air.

After unloading of these cargoes, the tanks must not be brought into contact with water (seawater, freshwater, cleaning water, aqueous cargoes) or any unrestricted (R) cargo with a higher than ambient temperature or that might react with the absorbed cargo before the coating is restored to its original condition.

Before another R2 cargo is loaded, the tank must be empty and actively ventilated with dry air for at least:

- 30 days for Tankguard HB
- 20 days for Tankguard HB Classic
- 10 days for Tankguard Special and Tankguard Special Ultra
- 7 days for Tankguard Special Plus
- 5 days for hot cured Tankguard Special Ultra
- 3 days for Tankguard Flexline

For further information, see General Note XV in Jotun Marine Tank Coating Notes.

R2 cargoes must not be carried until the coating has been in service for three (3) months (3 months after the carriage of first cargo) carrying unrestricted (R) cargoes only, or after a hot cure (see General Note III) is done.

### **3 - Animal oils, vegetable oils and fats**

These cargoes contain varying amounts of Free Fatty Acids (FFA) depending on type, origin, age and quality of the oil. Solid or semi-solid types such as Palm Oil, Tallow (Lard), are transported at elevated temperatures to facilitate cargo handling. Excessively elevated temperatures and/or prolonged heating can cause an increase in FFA content, especially in the region around heating coils and in heat exchangers.

The maximum acceptable levels of FFA's and limitations for Jotun cargo tank coatings are as follows:

<b>Cargo Tank Coating</b>	<b>Acid Value (ASTM D-1980)</b>	<b>Approximate %FFA</b>
Tankguard Zinc	4	2%
Tankguard CPC	30	15%
Tankguard HB		
Tankguard HB Classic		
Tankguard Special	80	40%
Tankguard Special Plus		
Tankguard Special Ultra	No limit	Up to 100%
Tankguard Flexline		

- Maximum acceptable water content is 0.25% for Tankguard Zinc.
- Maximum acceptable water and impurities/insoluble content for other resistant tank coatings is 1.0%.
- No free mineral acid is permitted.

During loading, carriage and unloading the acid value must not exceed the maximum values for each tank coating shown above.

For further information, see General Note XVI.

#### **4 - Hydrolysable cargoes and amines**

Esters, chlorinated or brominated compounds, amine cargoes and others will react with any moisture present to form aggressive by-products, which will attack the coating and/or carbon steel. Such cargoes must therefore be free from moisture and be carried in completely dry tanks, which are protected against water ingress. Additionally, R4 cargoes must not be carried before or followed by aqueous cargo or ballast water.

The water content of these cargoes must not exceed 0.02% (200ppm).

For FAME type of cargoes, a water content of up to 300ppm combined with a maximum acid value of 0,5 is acceptable for voyages up to 5 days.

#### **5 – Crude oil and crude oil derivatives**

Crude oil and fuel oil may contain variable amounts of acidic materials, which may be detrimental to Tankguard Zinc. The maximum acceptable Neutralisation Number (ASTM D 664) for these cargoes is 0.4.

#### **7 - Unleaded gasoline**

Many unleaded gasoline products may have considerable amounts of oxygenated solvents added to them to improve their combustion characteristics. Methyl tert-butyl ether (MTBE) and ethyl alcohol are common additives to gasoline.

- The coating is fully compatible with unleaded gasoline containing MTBE as the sole oxygenated additive, provided the concentration is less than 20% by volume
- The coating is fully compatible with unleaded gasoline containing ethyl alcohol (ethanol) as the sole oxygenated additive, for concentrations up to 99% by volume when carried in accordance with specific note 1A
- The coating is fully compatible with unleaded gasoline containing methyl alcohol (methanol) as the sole oxygenated additive, for concentrations up to 20% by volume when carried in accordance with specific note 1A
- The coating is fully compatible with unleaded gasoline containing isopropyl alcohol (isopropanol) as the sole oxygenated additive, for concentrations up to 20% by volume when carried in accordance with specific note 1A

For unleaded gasoline containing additives different to the above, different concentrations or mixtures, JOTUN must be consulted for specific advice.

### **8 - Coating discolouration**

The coating may be discoloured by this cargo. The discolouration will not affect the resistance of the coating, but may make tank cleaning more difficult, and increase the risk of contaminating subsequent cargoes. For further information, see General Note VIII.

### **9 - Zinc pick-up**

Certain cargoes are sensitive to the presence of zinc particles, which could possibly be picked up during transportation in zinc coated tanks. Small particles of zinc picked up by the cargo will have no effect on the Tankguard Zinc but may affect the quality of the cargo.

### **11 - pH sensitive cargoes**

Products in this class can be transported if the pH is within the range 5.5-10.0.

### **12 - Molasses**

Molasses may be carried in tanks coated with Tankguard Zinc if the pH of the cargo is between 5.5 – 10.0. The pH of molasses may decrease during transportation due to fermentation. Diluted residues after cleaning process must be removed from the tank within a few hours to avoid damage of the coating.

### **14 - Phenol and Cresols**

Tankguard Zinc is resistant to Phenol and Cresols provided the coating has been in service for at least 3 months.

## **16 - Extremely aggressive cargoes**

The stowage time for these cargoes must not exceed 30 days (except for 1,2-dichloroethane (EDC) and acrylonitrile, where 60 days can be accepted for Tankguard Special Ultra and 90 days for Tankguard Flexline).

These cargoes can be absorbed and cause softening and swelling of the coating system. After unloading, the coating will however recover hardness as the cargo evaporates from the coating which may be obtained by actively venting the tank with dry air.

After unloading of these cargoes, the tanks must not be brought into contact with water (seawater, freshwater, cleaning water, aqueous cargoes) or any unrestricted (R) cargo with a higher than ambient temperature or that might react with the absorbed cargo before the coating is restored to its original condition.

Before another R16 cargo is loaded, the tank must be empty and actively ventilated dry air for at least:

- 10 days for Tankguard Special
- 7 days for Tankguard Special Plus
- 5 days for hot cured Tankguard Special Ultra
- 3 days for Tankguard Flexline

For further information, see General Note XV in Jotun Marine Tank Coating Notes.

Prior to carriage of these cargoes, the coating must be hot cured within 3 months in service (3 months after the carriage of first cargo) whilst carrying unrestricted (R) cargoes only. For further information, see General Note III – Option C.

## **18 - Tankguard Special Ultra; methyl alcohol, ethyl alcohol and vinyl acetate**

These cargoes are absorbed and cause softening and swelling of the coating system. After unloading, the coating will however recover hardness as the cargo evaporates from the coating which may be obtained by actively venting the tank with dry air.

After unloading of these cargoes, the tanks must not be brought into contact with water (seawater, freshwater, cleaning water, aqueous cargoes) or any unrestricted (R) cargo

with a higher than ambient temperature or that might react with the absorbed cargo before the coating is restored to its original condition.

Before another R18 cargo is loaded, the tank coated with hot cured Tankguard Special Ultra must be empty and actively ventilated with dry air for at least 5 days.

For further information, see General Note XV in Jotun Marine Tank Coating Notes.

Prior to carriage of these cargoes, the coating must be hot cured within 3 months in service (3 months after the carriage of first cargo) whilst carrying unrestricted (R) cargoes only. For further information, see General Note III – Option C. If a hot cure is not carried out, note 2 applies.

### **19 - Tankguard Flexline; methyl alcohol, ethyl alcohol and vinyl acetate**

These cargoes are absorbed and can cause softening and swelling of the coating system. After unloading, the coating will however recover hardness as the cargo evaporates from the coating which may be obtained by actively venting the tank with dry air.

After unloading of these cargoes, the tanks must not be brought into contact with water (seawater, freshwater, cleaning water, aqueous cargoes) or any unrestricted (R) cargo with a higher than ambient temperature or that might react with the absorbed cargo before the coating is restored to its original condition.

Before another R19 cargo is loaded, the tank coated with Tankguard Flexline must be empty and actively ventilated with dry air for at least 3 days.

For further information, see General Note XV in Jotun Marine Tank Coating Notes.

### **20 – Sodium- and potassium hydroxide**

Acceptable concentrations and maximum storage temperatures for Tankguard Special Ultra and Tankguard Flexline are shown below:

**Sodium Hydroxide** solutions:

Concentration	Maximum storage temperature
60%	60°C
50%	60°C
40%	50°C

**Potassium Hydroxide** solutions:

Concentration	Maximum storage temperature
60%	50°C
50%	50°C
40%	40°C

Tankguard Special Ultra and Tankguard Flexline can be exposed to solutions below 40% up to 35°C.

After carriage of concentrated alkaline solutions, tanks must be thoroughly cleaned. Diluted alkaline solutions can be detrimental to the coating, hence residues should be fully removed from the tank after cleaning by draining and mopping to a dry condition.

## **21 – Methanol**

Methyl alcohol (methanol) cargo must be pure (contamination with acetaldehyde, formaldehyde, formic acid, acetone and acetic acid should be below 150 ppm per contaminant). Samples of the methyl alcohol must be taken immediately prior to both loading and discharge. The sample must be sealed, clearly labelled, dated, and retained on board for a minimum of 6 months after discharge of the cargo.