

Test to Determine the Potential Corrosion Effects of Ballast Water Treatment Systems on Ballast Tanks Coating and Other Materials

This NACE International standard represents a consensus of those individual members who have reviewed this document, its scope, and provisions. Its acceptance does not in any respect preclude anyone, whether he or she has adopted the standard or not, from manufacturing, marketing, purchasing, or using products, processes, or procedures not in conformance with this standard. Nothing contained in this NACE standard is to be construed as granting any right, by implication or otherwise, to manufacture, sell, or use in connection with any method, apparatus, or product covered by letters patent, or as indemnifying or protecting anyone against liability for infringement of letters patent. This standard represents minimum requirements and should in no way be interpreted as a restriction on the use of better procedures or materials. Neither is this standard intended to apply in all cases relating to the subject. Unpredictable circumstances may negate the usefulness of this standard in specific instances. NACE assumes no responsibility for the interpretation or use of this standard by other parties and accepts responsibility for only those official NACE interpretations issued by NACE in accordance with its governing procedures and policies which preclude the issuance of interpretations by individual volunteers.

Users of this NACE standard are responsible for reviewing appropriate health, safety, environmental, and regulatory documents and/or determining their applicability in relation to this standard prior to its use. This NACE standard may not necessarily address all potential health and safety problems, or environmental hazards associated with the use of materials, equipment, and/or operations detailed or referred to within this standard. Users of this NACE standard are also responsible for establishing appropriate health, safety, and environmental protection practices, in consultation with appropriate regulatory authorities if necessary to achieve compliance with any existing applicable regulatory requirements prior to the use of this standard.

CAUTIONARY NOTICE NACE standards are subject to periodic review and may be revised or withdrawn at any time in accordance with NACE technical committee procedures. NACE requires that action be taken to reaffirm, revise, or withdraw this standard no later than five years from the date of initial publication and subsequently from the date of each reaffirmation or revision. The user is cautioned to obtain the latest edition. Purchasers of NACE standards may receive current information on all standards and other NACE publications by contacting the NACE FirstService Department, 15835 Park Ten Place., Houston, TX 77084-5145 (telephone +1 281-228-6200).

ABSTRACT

Ballast water carried by ships keeps them upright during loading and offloading operations and provides balance, stability, and trim during sailing. Because ballast water is loaded from the surrounding port or coastal waters, organisms in the ballast water sometimes establish populations resulting in biological invasions, which may have severe ecological or economic impacts. This standard is designed to test the effect of long-term accelerated exposure of treated water on coating systems.

KEYWORDS

Marine, Ballast, Regulation D-2, MEPC 59/2/16, BWTS, Coating, MSC.215(82), PSPC, TG 452, STG 44

In NACE standards, the terms “shall,” “must,” “should,” and “may” are used in accordance with the definitions of these terms in the NACE Publications Style Manual. The terms “shall” and “must” are used to state a requirement, and are considered mandatory. The term “should” is used to state something good and is recommended, but is not considered mandatory. The term “may” is used to state something considered optional.

Foreword

Ballast water is carried by ships to control trim, draft, stability, or excessive stresses on the ship structure. Ballast water is typically carried in dedicated ballast water tanks located around cargo tanks/holds, in forepeak and aft peak tanks located near the bow and the stern of the ship. Because ballast water is taken on board from the surrounding port or coastal waters, it can contain a diverse assembly of marine life. When released into a new port, organisms in the ballast water can sometimes establish non-native populations, altering the local biosystem, becoming “biological invasions.” Some biological invasions, commonly known as invasive aquatic species (IAS), have been determined to have a significant adverse impact to many of the world’s coastal regions.

The majority of the current administration approved ballast water treatment technologies developed to satisfy Regulation D-2 of the International Convention for the Control and Management of Ship’s Ballast Water and Sediments (MEPC 59/2/16)¹ make use of active substances. These substances may, depending on the substance, concentration, and exposure duration, have an adverse effect on the ballast tank coatings, ballast piping system, and/or anodes within the tank.

Within the Ballast Water Management Convention which entered into force on 8 September 2017 mandates the installation and use of ballast water treatment systems (BWTS) to remove alien organisms from the ballast water. While the Convention does not specifically state that these BWTS should not affect the corrosion resistance, it does state that the system installation should be compatible with other shipboard systems i.e. coating systems, ballast piping system, or anodes in the tanks. Ship owners, builders, and insurers have expressed the need for such confirmation. Currently there is no independent information or test method to prove that there is no detrimental effect on the coating and other materials used within the ballast tank.

The coatings applied today within ballast tanks are required to conform to the IMO⁽¹⁾ Resolution MSC.215(82), “Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-Side Skin Spaces of Bulk Carriers” (PSPC/WBT/BWT),²

This standard is intended for use by shipbuilding companies, shipping companies, ship personnel, coating companies, cathodic protection (CP) service providers, and ballast water treatment (BWT) suppliers to help prevent corrosion in ballast water tanks. Approval to this test method does not guarantee that a Ballast Water Treatment System will not affect a ballast tank coating in situ.

This standard has been prepared by NACE Task Group (TG) 452, “Testing of Coating Suitability, Anode Consumption, and Corrosion Evaluation with Use of BWT Systems,” which is administered by Specific Technology Group (STG) 44, “Marine Corrosion: Ships and Structures,” and sponsored by STG 03, “Coatings and Linings, Protective: Immersion and Buried Service,” and STG 05, “Cathodic/Anodic Protection.” It is issued by NACE under the auspices of STG 44.

⁽¹⁾ International Maritime Organization (IMO), 4 Albert Embankment, London SE1 7SR, United Kingdom

Test to Determine the Potential Corrosion Effects of Ballast Water Treatment Systems on Ballast Tanks Coating and Other Materials

1. General	4
2. Treated Ballast Water.....	4
3. Test for Coatings Used Within Ballast Tanks.....	5
4. Test Procedure	6
5. Test for Other Materials Used Within Ballast Tanks	10
6. Test Report.....	13
References.....	14
Appendix A: Coating Application on Test Panels (Refer to Section 3) (Mandatory).....	15
Appendix B: Example of Coating Application Inspection Form (Nonmandatory).....	16
Appendix C: Dry Film Thickness Position Template (Nonmandatory).....	17
Appendix D: Cleaning of the Zinc Anode Before and After Exposure (Nonmandatory).....	20
Appendix E: Photographic Examples of Cathodic Disbondment, Undercutting from Scribe and SEM (Nonmandatory).....	21

Figures

Figure 1: Test Panels for Test Procedure	6
Figure 2: Schematic of Example Setup.....	11
Figure C1: Dry Film Thickness Template	19
Figure E1: Poor Cathodic Disbondment	21
Figure E2: Good Cathodic Disbondment	21
Figure E3: Poor Undercutting from Scribe	22
Figure E4: Good Cathodic Disbondment	22
Figure E5: SEM Micrograph of Exposure Sample Surface, Compositional View	23
Figure E6: SEM Micrograph of Exposure Sample Surface, Topographical View	23

Tables

Table 1: Suggested Test Report	8
Table 2: Assessment of Test Panels.....	13