

**Designation:** F 1130 – 99

An American National Standard

# Standard Practice for Inspecting the Coating System of a Ship<sup>1</sup>

This standard is issued under the fixed designation F 1130; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon  $(\epsilon)$  indicates an editorial change since the last revision or reapproval.

### 1. Scope

- 1.1 This practice describes a standard procedure for inspecting the coating system of a ship's topside and superstructure, tanks and voids, decks and deck machinery, and underwater hull and boottop during drydocking. Included are a standard inspection form to be used for reporting the inspection data, a diagram that divides topside and superstructure individual inspection areas, and a series of diagrams that are used to report the extent of damage to the coating system.
- 1.2 This practice is intended for use only by an experienced marine coating inspector.
- 1.3 The values stated in inch-pound units are to be regarded as the standard. The values given in parentheses are for information only.
- 1.4 This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

## 2. Referenced Documents

- 2.1 ASTM Standards:
- D 660 Test Method for Evaluating Degree of Checking of Exterior Paints<sup>2</sup>
- D 714 Method for Evaluating Degree of Blistering of Paints<sup>2</sup>
- D 772 Test Method for Evaluating Degree of Flaking (Scaling) of Exterior Paints<sup>2</sup>
- 2.2 Steel Structures Painting Council:
- SSPC-PA-2 Measurement of Dry Paint Thickness With Magnetic Gages<sup>3</sup>

## 3. Significance and Use

3.1 This practice establishes the procedure for the inspection of coating systems on board ships. It contains a series of diagrams to be used to report the extent of damage to coatings.

- <sup>1</sup> This practice is under the jurisdiction of ASTM Committee F25 on Ships and Marine Technology and is the direct responsibility of Subcommittee F25.01 on Structures.
- Current edition approved Nov. 10, 1999. Published March 2000. Originally published as F 1130 88. Last previous edition F 1130 93.
  - <sup>2</sup> Annual Book of ASTM Standards, Vol 06.01.
- <sup>3</sup> Available from Steel Structures Painting Council, 40 24th St., Pittsburgh, PA 15222-4656.

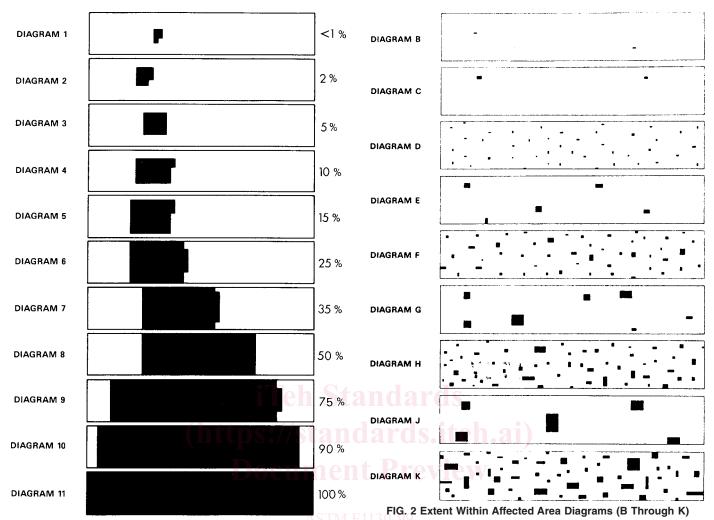
#### 4. Reference Standards

- 4.1 Extent of Failure—The overall extent of failure diagrams (see Fig. 1) and the extent within affected area diagrams (see Fig. 2 and Fig. 3) are used to report the area covered by various fouling organisms, different types of corrosion, and paint failures. The overall extent of failure diagrams are used first to group all areas where a particular type of damage has occurred into one contiguous block. The extent within affected area diagrams are then used to identify the pattern of damage within that contiguous block. (For example, inspection for Section I.A.—General Corrosion (see Figs. 4-7)) and general corrosion appears distributed over the entire inspection area as shown by the black areas in Fig. 8.)
- 4.1.1 The first step is to draw an imaginary line that would enclose all of the general corrosion. This enclosure should be as small as possible. Select the diagram from the overall extent of failure diagrams that most closely approximates the enclosed area with respect to the entire inspection area. Using the general corrosion example, the enclosed area (shaded area) would closely match Fig. 9.
- 4.1.2 Enter a "6" (for Diagram 6 in Fig. 1) in the box next to I.A.1. overall extent of failures in Fig. 4.
- 4.1.3 The second step is to look at only the enclosed area and select the diagram from the extent within affected-area diagrams that most closely identifies the pattern of general corrosion in the enclosed area. In this example, Fig. 10 (Diagram N) would be a good choice.
- 4.1.4 Enter an "N" (for Diagram N in Fig. 3) in the box next to I.A.1.A. extent within the affected area.

Note 1—Selection of diagrams is based on visual comparisons, and therefore, different inspectors may select different diagrams. The diagrams are designed to minimize these differences and enhance reproducibility.

- 4.2 Forms of Mechanical Damage—This reference standard (Fig. 11) is a series of photographs used to identify the various forms of mechanical damage to a coating that can lead to corrosion.
- 4.3 Types of Corrosion—This reference standard (Fig. 12) is a series of photographs used to show examples of general coating damage. Included could be general corrosion, pitting corrosion, pin-point corrosion, galvanic corrosion/coating undercutting, cavitation corrosion, corrosion along welds, and rust staining.





Note 1—The specific type of failure is to be defined. The failure may be fouling, corrosion, etc. Do not combine all failures into one overall extent diagram.

FIG. 1 Overall Extent of Failure Diagrams

4.4 *Levels of Delamination*—This reference standard (Fig. 13) is a series of diagrams that identifies the levels in a coating system where delamination can occur.

#### 5. Requirements for Inspectors

- 5.1 The inspector must be able to perform the following tasks:
- 5.1.1 Calibrate and use a magnetic gage to measure dry film thickness (DFT).
  - 5.1.2 Use pH paper or pH meter properly.
  - 5.1.3 Use a camera properly.
- 5.1.4 Recognize the various types of corrosion and forms of paint failures (blistering, delamination, etc.).
- 5.1.5 Recognize the various ship areas as described in Figs. 14-16.

### 6. Procedure

6.1 The inspection form consists of two pages to be completed by the inspector and four pages of reference standards.

Complete the first of the two pages as shown in Fig. 17. This form, which is self-explanatory, requests general information about the ship.

- 6.2 The second page of the applicable inspection form to be completed by the inspector is shown in Figs. 4-7. Complete a separate inspection form for each of the inspection areas delineated in Figs. 14-16. Instructions for completing the form (shown in Figs. 4-7) are given in Section 7.
- 6.2.1 For the ship's topside and superstructure, divide the inspection area into six sections. These six inspection areas are defined by the diagram in Fig. 14. For each complete inspection, complete one form, shown in Fig. 4, for each section.
- 6.2.2 For the ship's tanks and voids, divide the inspection area into seven sections. These seven inspection areas are defined by the diagram in Fig. 15. For each complete tank inspection, complete one form, shown in Fig. 5, for each section.
- 6.2.3 For the ship's underwater hull and boottop, divide the inspection area into twelve inspection areas. These twelve inspection areas are defined by the diagram in Fig. 16. For each complete underwater hull inspection, complete one form, shown in Fig. 6, for each section.
- 6.2.4 For the ship's deck and machinery, the inspection area is a code which is used to designate an area of the ship's deck

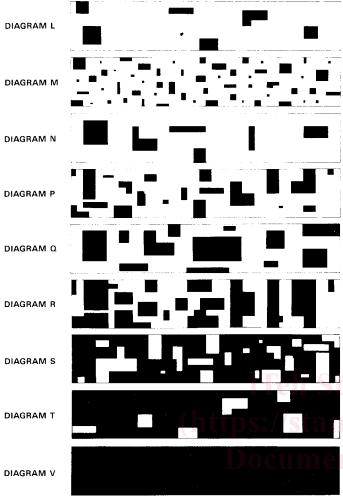


FIG. 3 Extent Within Affected Area Diagrams (L Through V)

or a piece of deck machinery. The purpose of the code is to identify positively the area being inspected so that a history of inspection data can be gathered. For sections of the ship other than decks and deck machinery (that is, underwater hull, boottop, topside, superstructure, tanks, and voids), it is possible to develop a general diagram of the ship section. Divide the ship section into logical inspection areas, and provide inspection area codes for these inspection areas. Decks and deck machinery vary so greatly between ship types that the development of a general diagram with logical inspection areas and inspection area codes is not feasible. It should be the responsibility of the organization that authorizes the inspections to develop the ship diagram, logical inspection areas, and inspection area codes and to make certain that this same coding system is used during all subsequent inspections.

#### 7. Form Instructions

7.1 Inspection Area—The topside/superstructure is divided into six inspection areas (see Fig. 14). Enter the code for the area being inspected. (For example, enter "SA" for the superstructure aft; "SM" for the superstructure midships; "SF" for the superstructure forward; "SO" for othersuperstructure, that is, bulwarks, vents, sideport openings, etc.; "HS" for hull starboard; and "HP" for hull port.)

- 7.1.1 A tank is segmented into seven inspection areas (see Fig. 15. Enter the code for the area being inspected. (For example, enter "B" for the bottom of tank inspection, "A" for the aft bulkhead, etc.) A complete list of tank segments and their codes is shown in Fig. 15.
- 7.1.2 The underwater hull and boottop are segmented into twelve distinct inspection areas. Enter the code for the area being inspected. (For example, enter "P1" for the port bow inspection, "S1" for the starboard bow inspection, etc.) A complete list of hull segments and their codes is shown in Fig. 16
- 7.1.3 Decks and deck machinery vary so greatly between ship types that the development of a general diagram with logical inspection areas and inspection area codes is not feasible. It should be the responsibility of the organization that authorizes the inspections to develop the ship diagram, logical inspection areas, and inspection area codes and to make certain that this same coding system is used during all subsequent inspections.
- 7.2 *Date*—Enter the date of the inspection. If the inspection requires more than one day, enter the date the inspection is completed.
- 7.3 *Ship Name*—Enter the ship's name (for example, LPH-14, USS Trenton).
- 7.4 *Hull Number*—Enter the builder's hull number of the ship (for example, Nassco No. 1182).
- 7.5 Inspector's Name—The inspector should print his name.
  - 7.6 Tank Number—Enter tank designation.
- 7.7 Tank Type—Enter type (for example, fuel oil, ballast, etc.).
- 7.8 Required Photographs—For each inspection area, a photograph of the entire area is required. If the area is too large to capture in one photograph, the area should be divided into equal-sized segments and each segment should be photographed. An individual close-up photograph of each damaged section in the inspection area is required. Each photograph should be marked with the area number, ship name, and date. Also a size scale should be captured in each photograph. This size scale is a reference standard that would be used to determine the approximate size of the photographed ship area. (For example, a 12-in. (304.8-mm) rule might be an appropriate size scale for a relatively small ship area.)
- 7.9 Inspection Area Obscured—If the inspection area is completely obscured and cannot be inspected, circle the Y." This condition of being completely obscured will probably occur most frequently in the bottom inspection area ("B") where dirt and other contaminants have settled. If the inspection area is not completely obscured, circle the "N."

#### **CORROSION**

# 8. Classification of Corrosion

- 8.1 The inspector should distinguish between six types of corrosion and report each type separately. The six types of corrosion are as follows:
- 8.1.1 *General Corrosion*—General corrosion, for the purposes of this inspection form, is all corrosion that is not covered in the mechanical damage, pitting corrosion, pinpoint



Insp	ection Area Date						
Ship	Name	A. 5	<b>H</b>				
Huli Number		7. Corrosion Under Blisters?					
	Corrosion A. General 1. Overall Extent of Failure A. Extent Within Affected Area	1. Over A. E	xtent Within Af	772) ilure			
	B. Mechanical Damage  1. Overall Extent of Failure	F. Sags or	Curtains?			Y N	
	A. Extent Within Affected Area	G. Chalking	?			Y N	
	A. Scraping/Impact  B. Anchor Chains/Ropes	H. Presence	of Oil/Grease/	Smoke?		Y N	
	C. Internal Welds/Burning	I. Bleeding	?			, , , , Y N	
	C. Pitting Corrosion 1. Overall Extent of Failure	J. Fading?				Y N	
	A. Extent Within Affected Area	K. Knife Te: 1. Acce				Y N	
	D. Pin-Point Corrosion  1. Overall Extent of Failure  A. Extent Within Affected Area	If "N A. T B. V	," Mark Level(s) opcoat Vithin Repair Sy	) Below			
		^ -	Annuan Origina	I/Donois		1 1	
i	E. Galvanic Corrosion/Coating Undercutting?	D. V	Vithin Original S	ystem			
	E. Galvanic Corrosion/Coating Undercutting?	and gen	o Primer Coat	ystem		<del>  </del>	
#. I	F. Rust Staining?	E. T F. T	o Primer Coat o Steel Substra	te		<del>  </del>	
#. I	F. Rust Staining?	E. T F. T	o Primer Coat o Steel Substra	te		<del>  </del>	
#. I	Paint Condition A. Delamination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	PC-PA-2)   Spot 3	Spot 4	Spot 5	
#. I	Paint Condition  A. Delamination  1. Overall Extent of Failure  A. Extent Within Affected Area  2. Topcoat  3. Within Repair System  4. Between Original/Repair	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	PC-PA-2) Spot 3	Spot 4	Spot 5	
#. I	Paint Condition A. Detarnination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Onginal System	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	PC-PA-2)   Spot 3	Spot 4	Spot 5	
#. I	Paint Condition A. Detarmination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	PC-PA-2)   Spot 3   -:-:-	Spot 4	Spot 5	
#. I	Paint Condition A. Delarmination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
#. I	Paint Condition A. Delamination 1. Overall Extent of Failure	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSF Spot 2	PC-PA-2)   Spot 3	Spot 4	Spot 5	
#. I	Paint Condition A. Delarmination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Detarnination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  Y N	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Detarnination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  B. Blistering (Test Method D 714)	ill. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSF Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  B. Blistering (Test Method D 714) 1. Overall Extent of Failure A. Extent Within Affected Area 2. Size (Test Method D 714) 3. Density (Test Method D 714)	ill. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSF Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure	ill. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSF Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  B. Blistering (Test Method D 714) 1. Overall Extent of Failure A. Extent Within Affected Area 2. Size (Test Method D 714) 3. Density (Test Method D 714)	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  B. Blistering (Test Method D 714) 1. Overall Extent of Failure A. Extent Within Affected Area 2. Size (Test Method D 714) 3. Density (Test Method D 714)	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  B. Blistering (Test Method D 714) 1. Overall Extent of Failure A. Extent Within Affected Area 2. Size (Test Method D 714) 3. Density (Test Method D 714)	III. Measured Pr A. Dry Film Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	
i #. 1	Paint Condition A. Delamination 1. Overall Extent of Failure A. Extent Within Affected Area 2. Topcoat 3. Within Repair System 4. Between Original/Repair 5. Within Original System 6. To Primer Coat 7. To Steel Substrate 8. Organic Odor From Delam. Area? 9. Sample Taken?  B. Blistering (Test Method D 714) 1. Overall Extent of Failure A. Extent Within Affected Area 2. Size (Test Method D 714) 3. Density (Test Method D 714)	ill. Measured Pr A. Dry Film Spot 1  Spot 1	o Primer Coat o Steel Substra operties Thickness (SSP Spot 2	Spot 3	Spot 4	Spot 5	

FIG. 4 Topside and Superstructure

corrosion, galvanic corrosion/coating undercutting, or rust staining in 8.1.2, 8.1.3, 8.1.4, 8.1.5, and 8.1.6. Patches of common, ordinary rusting are classified as general corrosion.

8.1.2 *Mechanical Damage*—Mechanical damage corrosion is corrosion that occurred because the paint was removed from the hull by some type of scraping or impact against the hull. With the paint removed and the steel hull exposed to sea water,

corrosion occurred. Photographic examples of corrosion caused by various forms of mechanical damage (that is, scraping/impact, anchor chains/ropes, and internal welds/burning) are shown in Fig. 8.

8.1.3 *Pitting Corrosion*—Pitting corrosion is a more advanced form of localized corrosion. Pitting corrosion is characterized by visible indentations or pits that have penetrated



Inspection Area Date		7. Con	rosion Under Blist	ers?		Y N
Ship Name	С.	Crackin	g			
Hull Number		1. Ove	erall Extent of Faile Extent Within Affe	cted Area		
Inspector's Name		Chactrin	ng (Test Method D	660)		
Tank Number Type		1. Ove	ig (Test Method D rail Extent of Fail Extent Within Affe	ле		<b>:::::::::::::::::::::::::::::::::::::</b>
Required Photographs 1. Entire Area	E.	Flaking	(Test Method D 7	72)		
Close-Up of All Damage		1. Ove	rall Extent of Failu Extent Within Affe	re		
Inspection Area Obscured? Y N			erity			
I. Corrosion	F.	Sags or	Curtains?			Y N
A. General 1. Overall Extent of Failure	G.	Chalking	g?			Y N
A. Extent Within Affected Area	H.	Discolor	ation?			Y N
Mechanical Damage     Overall Extent of Failure	l.	Softenin	ı <b>g</b> ?			Y N
A. Extent Within Affected Area			•			
A. Scraping/Impact B. Internal Welds/Burn Marks	J.	Valves, 1. Coa	Piping, Heating Co ting Damage in Ad	oils Present? . djacent Areas?	· · · · · · · · · · · · · · · · · · ·	Y N
C. Pitting Corrosion			rs Present?			YN
Overall Extent of Failure     A. Extent Within Affected Area		1. Coa	ting Damage Behi	nd Stiffeners?		Y N
			Present?			
D. Pin-Point Corrosion  1. Overall Extent of Failure			ting Damage in Ad des Functioning?			
A. Extent Within Affected Area		Knille T	_			
E. Corrosion Along Welds? Y N	allu	1. Ac	ceptable?			Y N
			N," Merk Leve(s) Topcost			
F. Rust Staining?		8.	Within Repair Sys	ABM		
G. Galvanic Corrosion/Coating Undercutting?			Between Original Within Original Sy			
II. Paint Condition		E.	To Primer Cost .		. <b></b>	
A. Delamination 1. Overall Extent of Failure		P.	To Shed Substrat	•	• • • • • • • • • • • •	
A. Extent Within Affected Area	T-11 IL 0 M	meured .	Properties			
2. Topcoat	F1130 <sub>2</sub> 5		m Thickness (SSP)	C-PA-Z)		
3. Within Repair System 4. Between Original/Repair	d1fc-b3 <b>s</b>	pot 1	1 -9 Spot 2 bd	Spot 5	4/Spot 4-f	3 (Spot 5
Within Original System		:_:_	_:_:_	_:-:-	_:_:_	_:_:_
7. To Steel Substrate	_	: <b>_</b> : <b>_</b> :	_:_:_	_:_:_	-:-:-	-:-:-
8. Organic Odor From Delam, Area?	_	: _ : _		_:_:_		
9. Sample Taken?	_	: _ : _	_:_:_	-:-:-	_:_:_	_:_:_
B. Blistering (Test Method D 714)	_	:_:_	_:=:=	_:_:_	_:_:_	-:-:-
1. Overall Extent of Failure	-	:_:_	-:-:-	-:-:-	-:-:-	-:-:-
A. Extent Within Affected Area	-	:-:-		-:-:-		
2. Size (Test Method D 714)	-	. <b>-</b>	-:-:-	-:-:-	-:-:-	-;-:-
3. Density (Test Method D 714)	-	: _ : _		_:_:_	-:-:-	
4. % Broken Blisters	_	:_:_	_:_:_	-:-:-	_:_:_	_:_:_
5. Organic Odor in Blisters?	-	: _ : _	-:-:-	_:_:_	_:_:_	_:-:-
A. pH		1. Mo	re DFT Readings?	·		Y N
<u> </u>	IV. Red	IV. Recommendations				
		· *****				
	Copy t	o Ship's	Officer			Y N
	Ackno	wiedge	d Receipt			

FIG. 5 Tanks and Voids

into the steel hull surface. These pits distinguish between pitting corrosion and general corrosion, the latter being char-

acterized by a layer of rust that does not penetrate locally into



Inspection Area Date	7. To Steel Substrate	
Ship Name	Overall Extent of Failure     A. Extent Within Affected Area	
Hull Number	2. Size (Test Method D 714)	
to a constant and a second and a	3. Density (Test Method D 714)	
Inspector's Name	4. % Broken Blisters	
Required Photographs	6. Blisters Contain Water?	
1. Entire Area	A. pH	
2. Close-Up of All Damage	7. Corrosion Under Blisters?	Y N
l. Fouling	Overall Extent of Failure	
A. Slime 1. Overall Extent of Failure	A. Extent Within Affected Area	
A. Extent Within Affected Area	D. Checking (Test Method D 660)  1. Overall Extent of Failure	
8. Grass	A. Extent Within Affected Area	
Overall Extent of Failure     A. Extent Within Affected Area	E. Flaking (Test Method D 772)  1. Overall Extent of Failure	
C. Barnacies	A. Extent Within Affected Area	
1. Overall Extent of Failure	2. Severity	
A. Extent Within Affected Area	F. Sags or Curtains?	
1. Overall Extent of Failure	H. Knife Test	
A. Extent Within Affected Area	1. Acceptable?	Y N
E. Other  1. Overall Extent of Failure	If "N," Mark Level(s) Below A. Topcoat	
A. Extent Within Affected Area	B. Within Repair System	
F. Corrosion/Paint Failures Obscured by Fouling?	C. Between Original/Repair	
g, riting Grown rooming:	E. To Primer Coat	
fl. Corrosion	F. To Steel Substrate	
A. General 1. Overall Extent of Failure	IV. Measured Properties	
A. Extent Within Affected Area	A. Dry Film Thickness (mils) (SSPC-PA-2)	
Mechanical Damage     Overall Extent of Failure	Spot 1 Spot 2 Spot 3 Spot	4 Spot 5
A. Extent Within Affected Area	-1:-:L - 24:-:L - 25:-::-	:_
2. Type of Damage A. Grounding	0 21:1:2  11:2:0  21:1:-   -:-	ì
8 Scraning/Impact		
C. Anchor Chains/Ropes	1 -:::-	:_   _:_:_
D. Internal Welds/Burning		l l
E. Damage From Scrubbing		[
1. Overall Extent of Failure	R113 <del>+i+i+</del> -i-ii-ii-	1
A. Extent William Allected Area		1
1. Overall Extent of Failure	111c-0505-4411-9598-ball50527bU947asi	
A. Extent Within Affected Area	_:_::_::_::_	:_   _:_:_
E. Cavitation (P5, S5, A Only)?	1. More DFT Readings?	<b>Y N</b>
, · · ·	V. Dielectric Shields	Prim. Sec.
III. Paint Condition A. Delamination	A. Blistering? B. Delamination?	
1. Overall Extent of Failure	C. Fouling?	
A. Extent Within Affected Area	D. Corrosion 1. General?	YN YN
2. Topcoat	1. General?	
4. Between Original/Repair	E. Film Thickness (mils)	
5. Within Original System	F. Calcareous Deposit?	
0. To Finner Cod	G. Eldskii: ,	
	VI. Recommendations	
	1.000	
	Copy to Ship's Officer	Y N
	• •	

FIG. 6 Underwater Hull and Boottop