

# COMPLETION REPORT

Client : **Transport Company**

Project Brief : **The Internal Reline of 2 No. Split Sectional CWS Tanks**

Site Address : **London**

Site Contact :

System Spec : **3M Scotchkote™ 165PW**  
(Formerly Known as COPON Hycote 165PW)

Film Thickness : **1000 Microns**

Covac Supervisor : **Carl Broadley**

Completion Date : **2<sup>nd</sup> October 2009**

Compiled By : **David Snell**

Covac Ref : **834**

# SUMMARY OF WORKS

## The Brief

2 No split, sectional potable CWS tank located at XXXXXXXXXX London & each sized at approx:-

Tank # 1:- 4.0 x 3.0 x 2.0mtr

Tank # 2:- 4.0 x 1.0 x 2.0mtr

The internal steel substrates and bracings had previously been coated with a bitumen based paint, which has potentially carcinogenic properties that could leach into the water supply due the tar / high solvent content as well as being no longer have WRS / WRAS (Water Regulations Advisory Scheme) or DWI (Drinking Water Inspectorate) approval required for potable water storage.

We are all now under and obligation to ensure that water retaining structures comply with the practical guidance of ACOP L8 and subsequently, utilize products that comply with WRAS / DWI Regulations and, therefore, maintain “the cleanliness of the system and the water in it” and avoid the “use of materials that harbour bacteria and other micro-organisms or provide nutrients for microbial growth”.

To comply with current regulations, COVAC highly recommended a full internal re-lining to both tank compartments, which will comply fully with current stringent water treatment regulations. We can confident guarantee the scope of works for a minimum of 10 years, with additional benefits of, the client’s peace of mind, ease to regular monitoring and annual cleaning without damage to the coating which would always be an issue with the rubber liner.





*We, therefore, proposed the following: -*

**Manual Preparation**

**Brush & Roller Application**

# 1. PICTORIAL REPORT

## TANK #1



**These images show the tank after being drained of water and before / during removal of the failed butyl liner, felt lining and insulation.**







**In some areas, the water trapped between the failed liner and tank substrate had caused severe corrosion.**





**These pictures show the internal substrate of tank #1 after being prepared by COVAC Operatives.**





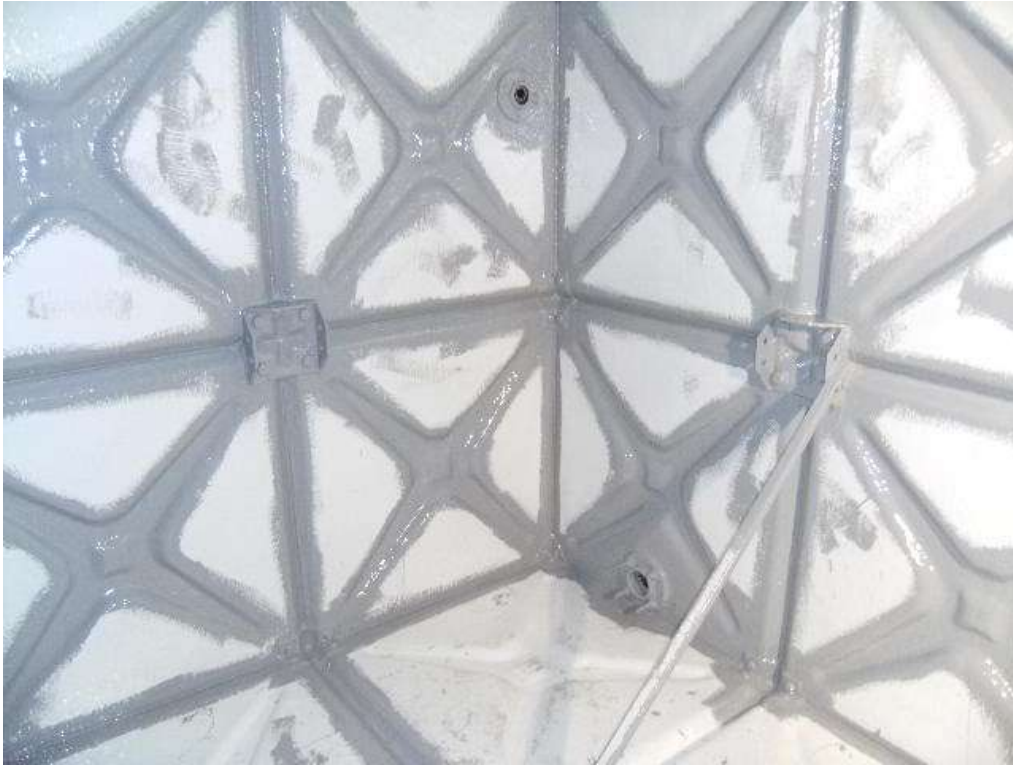
All seams, joints, bolts etc were initially 'stripe coated' to ensure all intricate areas were coated prior to the 1<sup>st</sup> full coat of 3M Scotchkote™ 165PW Solvent Free Polyurethane.



**These photographs show the substrate having received the 1<sup>st</sup> full coat of 3M Scotchkote™ 165PW (cream).**







All intricate areas were again 'stripe coated' for a second time.



The following photographs show the final application of the 2<sup>nd</sup> coat of 3M Scotchkote™ 165PW (grey).





## TANK #2

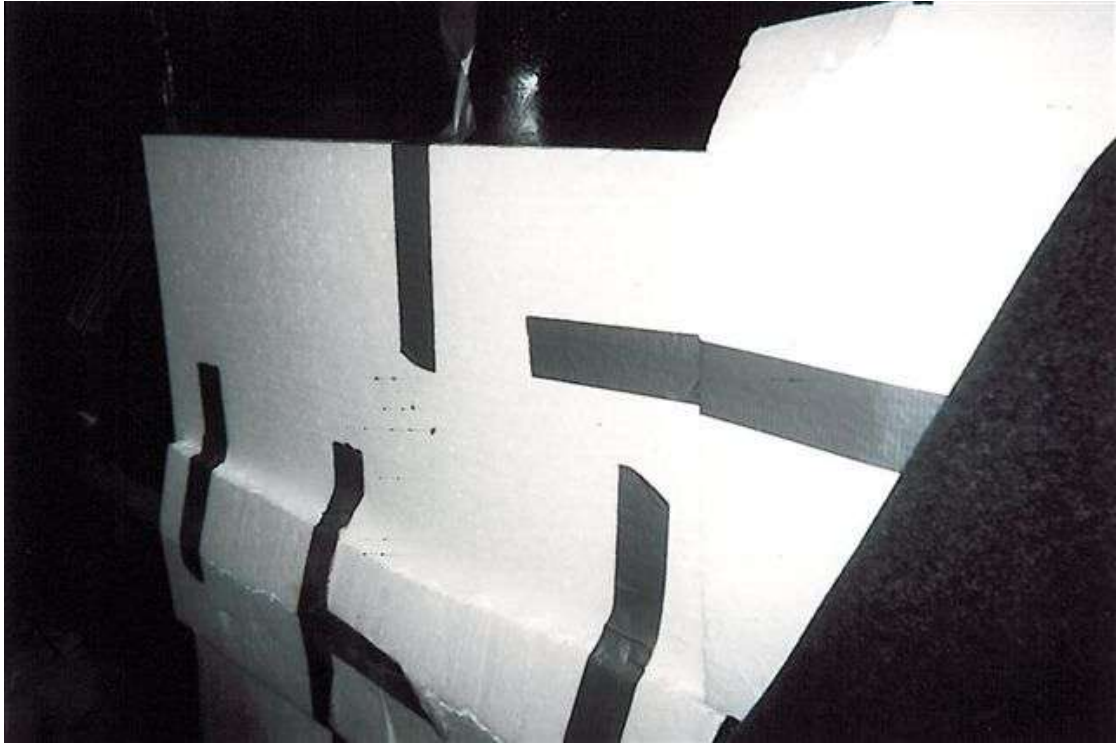


Gas Alert Monitor



These images show the tank after being drained of water and before / during removal of the failed butyl liner, felt lining and insulation.







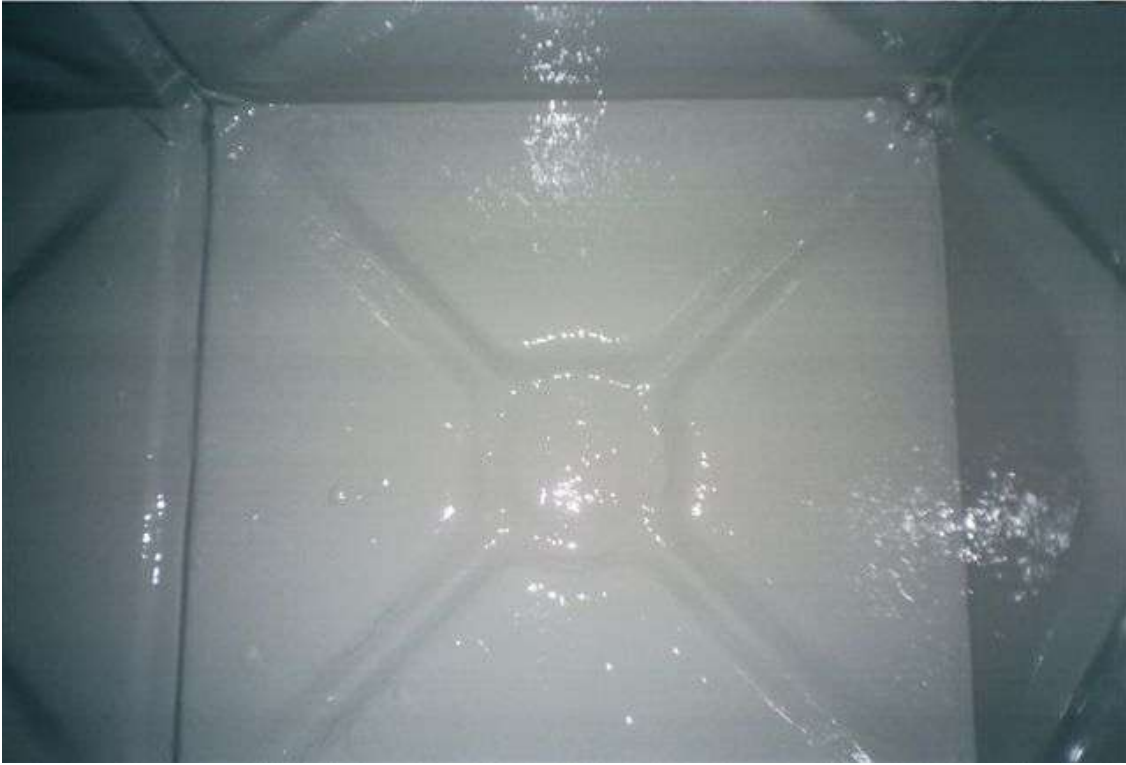
**These pictures show the internal substrate of tank #2 after being prepared by COVAC Operatives.**





**All seams, joints, bolts etc were initially 'stripe coated' to ensure all intricate areas were coated prior to the 1<sup>st</sup> full coat of 3M Scotchkote™ 165PW Solvent Free Polyurethane. These photographs show the substrate having received the 1<sup>st</sup> full coat of 3M Scotchkote™ 165PW (cream).**





All intricate areas were again 'stripe coated' for a second time. These photographs show the final application of the 2<sup>nd</sup> coat of 3M Scotchkote™ 165PW (grey).

