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ANTI-FOULING PAINTS

REFERENCES

ISO 14001

1. ANTI-FOULING PAINTS

- 1.1. The International Convention on the Control of Harmful Anti-Fouling Systems on Ships prohibits the use of harmful organotins in anti-fouling paints used on ships and will establish a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems.
- 1.2. Tributyltin (TBN) is an organotin and the use of this compound in anti-fouling paints is prohibited by the new Convention which entered in force 17th Sep 2008. The convention defines “anti-fouling systems” as “a coating, paint, surface treatment, surface or device that is used on a ship to control or prevent attachment of unwanted organisms”.
- 1.3. Anti-fouling paints are applied during dry docking and sometimes touched-up during the vessels refit period. It is not intended to be applied during the vessels “in service” period and stocks of anti-fouling paints should not be carried on board. On completion of dry docking / refit remaining stock of anti-fouling paints should be returned to the supplier.
- 1.4. Anti-fouling paints are toxic and may contain irritant substances. Ensure that the MSDS warnings are understood, and proper precautions are taken including the use of P.P.E. e.g. goggles, masks, overalls etc.
- 1.5. Local regulations should be observed when disposing of grit blasting sweepings containing anti-fouling paint residues.
- 1.6. Ships operating under US Vessel General Purpose (VGP) requirements must ensure accurate records pertaining to the maintenance, survey and certification of anti-fouling paint. Such records should include but not be limited to docking reports.
- 1.7. Ships subject to this convention are to possess a certificate issued by the appropriate classification society attesting to the compliance of the ship's anti-fouling to the requirements of this convention.
- 1.8. [The ingredient cybutryne has been banned in anti-fouling systems from 1 January 2023¹](#)

¹ W 09 / 2024