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Welcome to our Winter Newsletter:

Well 2016 has been a busy year for our inspection team with projects taking us all over the UK and Europe.

The year started with our involvement in the London Gateway Project for Laings and Bachys which involved full time inspections in the North East as well as our site involvement in the South East and then our appointment onto the Thames Barrier with Balfour Beatty working with Team2100. These two projects alone kept five of our team busy for a good 6 months. We also continued with Highways SOBI Inspection and Testing across the regions as well as the general BD87/05 bridge surveys.

Our Marine Inspectors were also kept busy with projects in Turkey, Croatia for Unitankers, whom we are now building up a good working relationship. Moving into 2017 we see continued repeat business throughout the Highways Network and our team are also back on the Thames Barrier from March 2017 for the season and new clients coming through such as Openhydro and Southern Gas Networks to name just two.

We are also pushing forward with our inspector training programme and 2016 saw Andrew Patterson (Director) achieve NACE level III as well as becoming an MICorr and a NACE Senior Corrosion Technologist. Early 2017 will see John Donaldson and Abdul Mumuni carrying out their ICorr level III assessment (good luck guys). We will then continue to have a highly trained and qualified inspection team with 8 NACE/ICorr level III's within the business.

2017 is looking like it's going to be another busy and exciting year for Paint Inspection Ltd. We hope you enjoy our featured articles in the newsletter and wish everyone a prosperous 2017.

*Jan Patterson -
Director/M ICorr*



Our Services & Qualifications

Services

Coatings Condition Surveys
Painting Works Inspection
Specification Writing
Project Consultancy
Paint Sampling & Analysis
Failure Analysis
Project Management & Support

Qualifications

All of our inspectors are ICorr / NACE qualified and have many years experience our range of certificates include:

ICorr/NACE level 2 or 3
Inspectors
Confined Space Tickets
LUL Entry Permits
PTS Cards
NEBOSH
BOSIET
IRATA Rope Access
CHAS Approved
ISO 9001 Accredited
Achilles LINK UP Approved
Institute of corrosion
sustaining member

The Tyne Bridge is no doubt one of the most iconic bridges in Great Britain. Officially opened on the 10th October 1928 by King George V, it remains a great engineering feat and a defining symbol of Newcastle's industrial pride.

Paint Inspection Ltd (PIL) were recently tasked with completing an initial survey of the bridge as part of a long term maintenance project for Newcastle City Council.

With the bridge spanning 531 feet and the road deck 84 feet above the river level, carrying out the survey was not an easy task. Here's a look at how PIL carried out the coating condition survey.



1. Using Specialist Drone Technology

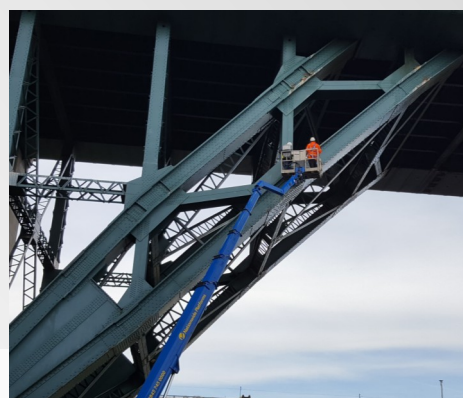
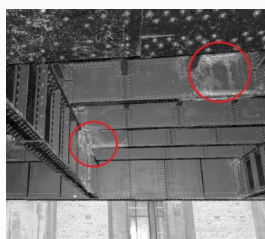
Specialist drones were used to get an overview of the main structure. The drone was flown by a pilot whilst our inspector controlled a high resolution remote camera. A head set enabled the inspector to see what the camera sees in real time and focus on areas that may be of interest.

Five flights were carried out in one day prior to the survey starting. The data from the drone flights gave valuable information for the inspections that followed and highlighted areas of special interest.



2. Laser Mapping

Laser mapping technology was used to scan the confined spaces and the towers. As with the drone inspections this highlighted areas of specific interest.



3. Conventional Access Methods

Once the information had been gathered from the drone flights and laser mapping, it was time for our inspectors to get hands on. Large mobile elevated working platforms were utilised to access the structure and carry out the physical testing and visual inspections. A team of four inspectors worked day and night under traffic management to gather all the necessary data which included extensive sampling for hazardous materials, dry film thickness testing, coating identification and adhesion testing.

4. Using Specialist access methods

The final part of the survey saw PIL's rope access team take on the challenge of visually inspecting and testing the coatings on the underside of the main deck over the river.

Horizontal ropes and wires were tensioned from either side of the bridge enabling the inspector to abseil over the edge and then traverse underneath. The main span over the river was completed in one week with a three man rope access team and rescue boat.



5. Using Intelligent reporting (IRIS)

Last but not least, it was time to collate and document all of the information gathered from the survey. It was essential that the vast amount of data that was collected was suitably interpreted and documented in a manner that provided clear recommendations and guidance for maintenance works which could also be used for tendering purposes.

PIL provided a comprehensive report via the IRIS reporting system.

The structure was broken down into six reports detailing each section of the bridge and recommendations for maintenance work.



Taunton Bridge Inspections

Client: WSP Parsons Brinckerhoff.

Programme: 2 days

Scope: Full survey of the current coating condition and repair recommendations

PIL have recently carried out a coating condition survey on the North Town Bridge in Taunton for WSP Parsons Brinckerhoff. Access to the bridge was provided using a modular pontoon which could be transported in pieces and then constructed on the river. When built the pontoon provided a stable floating platform which could be moved into position using a small tender vessel.



The inspection was carried out over two days and included a detailed inspection of the piers and soffit steelwork and the parapets. Adhesion testing, dry film thickness measurements and the analysis of the existing coatings was carried out. A detailed report based on the findings from the survey was then provided to the client with recommendations for maintenance work and repair procedure in line with Highways Series 5000 Maintenance Painting of Steelwork.

London Gateway Project

Client: Bachy Soletanche and Laings

Programme: April to September 2016

Scope: Full time Surface Preparation and Coating Inspections

PIL are pleased to have been involved in the London Gateway Project which involved full time inspections to 93 No CP Frames which were fabricated and painted in the North East prior to delivery to the London Gateway Port.

PIL had early involvement in the project working with Bachys and Laings in the development of the paint specification and test panels and a detailed inspection and test plan (ITP). The paint system specified was Sherwin Williams Epigrip M922 Glass Flake to 800microns applied over an SA3 blast cleaned surface.

Two full time inspectors followed the detailed ITP with data entry into our own unique IRIS reporting system with each frame having it's own report showing the level of inspection and testing in accordance with the specification and ITP.

As the frames were completed in the paint shop, a 5 day curing period was given prior to high voltage spark testing to ensure a continuous homogenous coating had been achieved. As each frame was loaded for delivery the frame report was checked and authorised and sent to the client prior to the frame arriving on site. This level of efficiency meant the client had the quality control documents and full traceability as the works progressed.



Thank you for taking the time to read our newsletter, we hope you have found something of interest.

If you do have any further questions relating to something in the newsletter or a project you would like us to get involved in, please do not hesitate to contact one of our four regional offices or alternatively visit our website at:

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