





*"USS DECATUR (DDG 73) SLAD motor. Images taken one year in service following post corrosion re-engineering."*

*First*, due to the porous surface of the steel castings that were found after blasting, a high solids paint like Devoe BarRust® 236 was used. This was applied by conventional paint spray equipment as a mist coat. Two coats, 4 mils DFT (Dry Film Thickness) each, were applied to seal the pores, and to provide a tough barrier on the compromised surface. The topcoat was applied once the BarRust fully hardened.

*Second*, the top coating system selected for the new painted surface was FluoroTuff® at two coats of 2 mils DFT each. This is a superior ultraviolet (UV) resistant fluoropolymer paint that offered excellent stability, with chip and chloride resistance. In total, a 12-mil system was laid down.

Particular attention was necessary to prevent rusting at bolted joints, connections, and mounting pads. Gore-Tex gaskets were used under the shim pads and polysulfide sealant was applied to fasteners and faying surfaces.

This combination of low dusting, rigorous surface preparation, close attention to the choice of application of coatings, and careful use of sealants and dielectric barriers as demonstrated in this study could go a long way toward defining the electric motor corrosion repair standard for surface combatants.

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