



RUST-OLEUM.[®]

**STOPS
RUST!**[®]

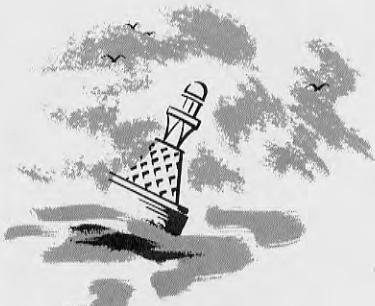
PEDLEY KNOWLES & COMPANY

134 Sacramento Street • San Francisco, Calif.

Garfield 1-4945

USNS GEN. EDWIN D. PATRICK T-AP 124 (8224)

From keel to superstructure...
A COMPLETE MARINE

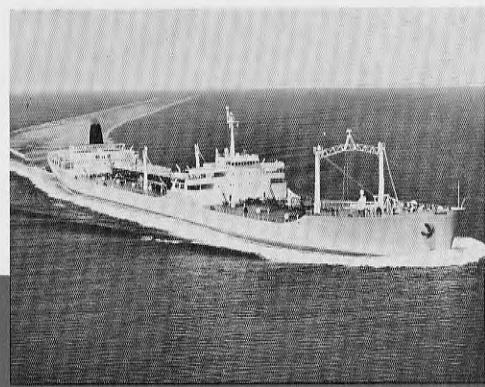


From keel to superstructure — Rust-Oleum features a *complete* line of Marine Finishes —modern, up-to-date coatings geared to today's actual operating conditions where time, quick sailing, and many other unusual factors found in steamship operations are a problem.

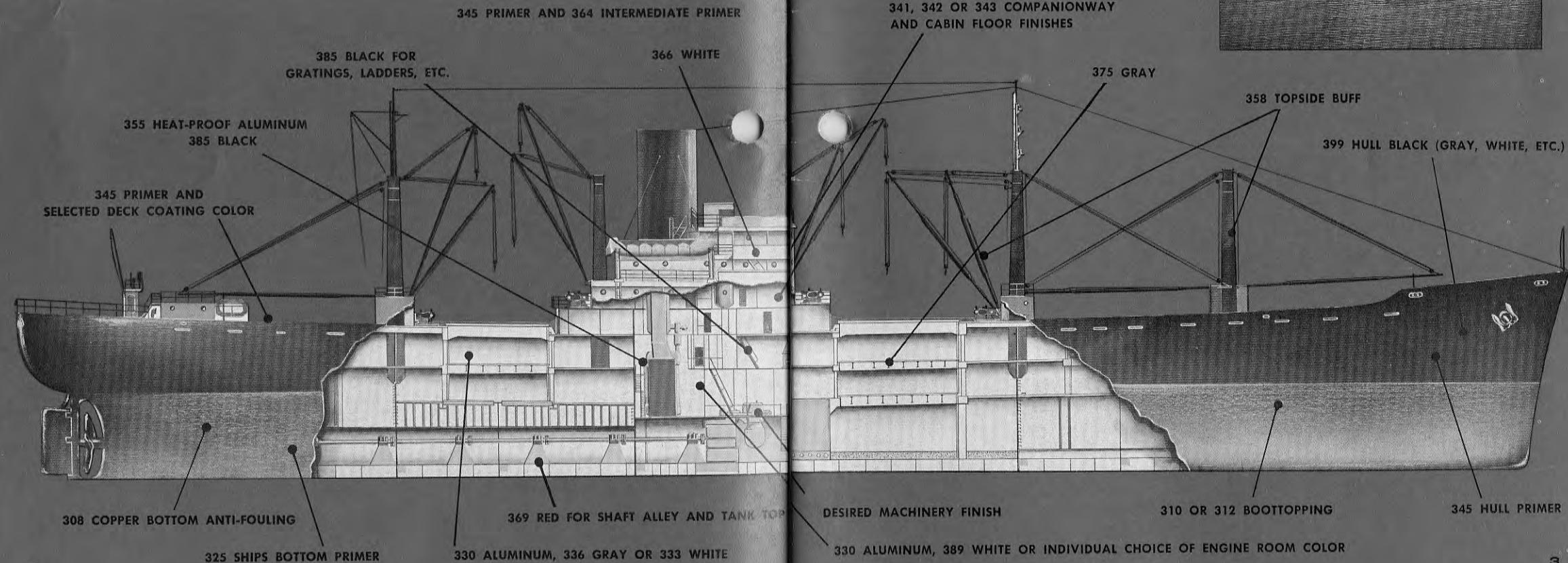
The original and exclusive Rust-Oleum formulation, utilizing a specially-processed fish oil vehicle, was developed by Master Mari-

PROTECTIVE SYSTEM

ner Robert Fergusson under the rust producing conditions of the sea. He was successful in developing a method of processing to make fish oil dry right, to remove its objectionable odor—yet retaining the remarkable penetrating power of fish oil and also its extreme ease of brushing. Today—new improvements, brought about by research and development, enable Rust-Oleum to continue to set the pace for modern marine protective systems.



RUST-OLEUM, STOPS RUST, and GALVINOLEUM used herein are registered trademarks and brand names of Rust-Oleum Corporation for its products.

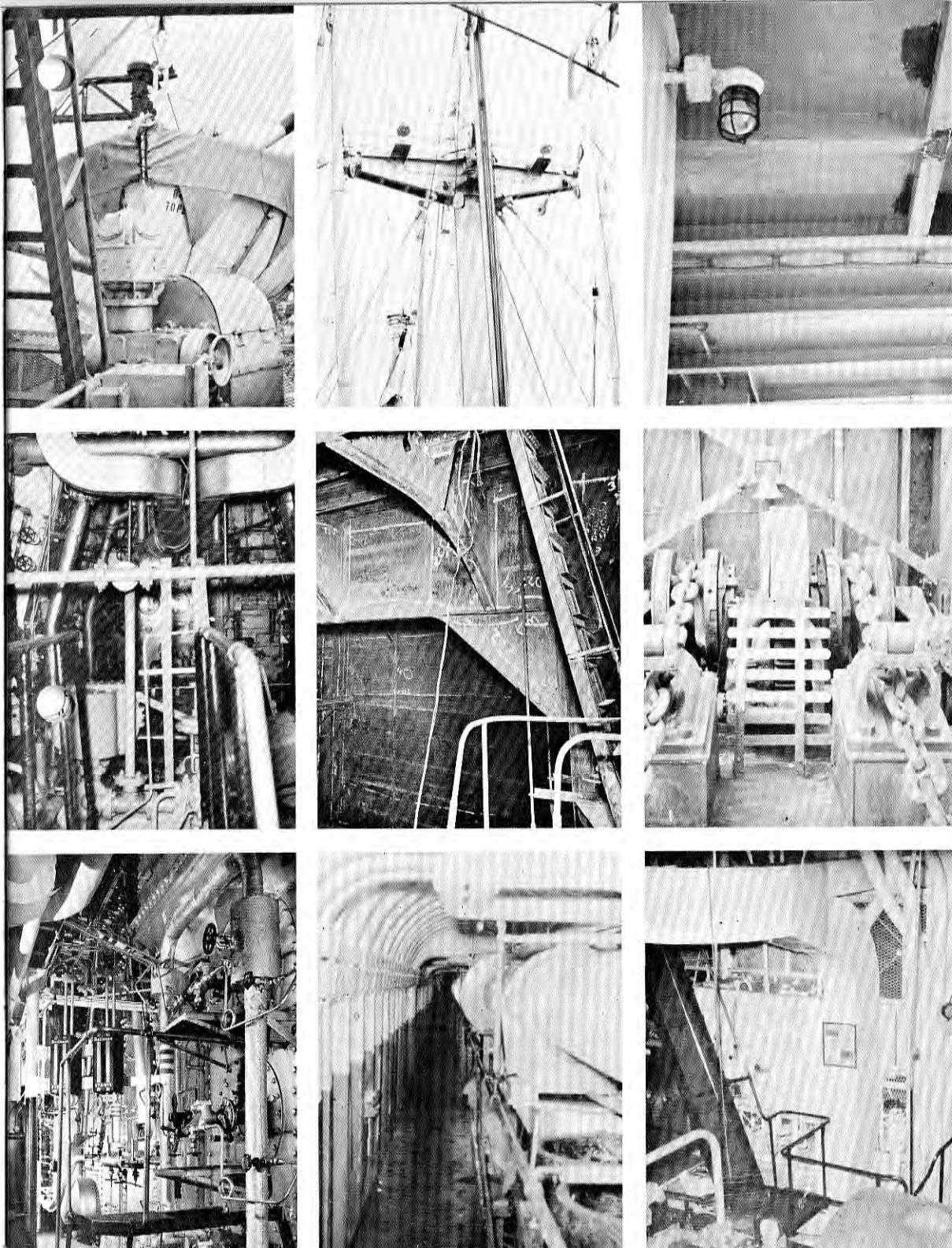


RUST-OLEUM

lasts and lasts in those hard-to-get-at places

Rust-Oleum coatings are "operational coatings"—special formulations that are geared to, and can be applied under the actual conditions of steamship operations. For example—how about the job of cleaning out behind the frames 'tween decks and tank tops in the holds? Chances are that dirt and rust will be left in behind the corners of the flanges and angles. Rust-Oleum 345 Red Primer does this job because it can be applied right over rusty surfaces—and it really stands up to eliminate frequent "paint-up" of these hard-to-get-at areas. Most ordinary coatings are designed for application to clean surfaces—and where the surfaces are not clean—the quality of protection drops.

Shaft alleys, voids, tank tops, bilges, fore peak deck, bulwarks, hatch combings—these are just a few of the many uses for Rust-Oleum coatings in addition to hull, deck, and engine room work. Take the problem of tank tops in the engine room—on top of the tanks are equipment, pumps, condensers, pipes, rockets, etc. As Chief Engineers know, this maze of equipment makes it almost impossible to really clean this area once the ship is built. Here again—Rust-Oleum coatings are the practical choice.



RUST-OLEUM

Primer Coatings



345 RED PRIMER



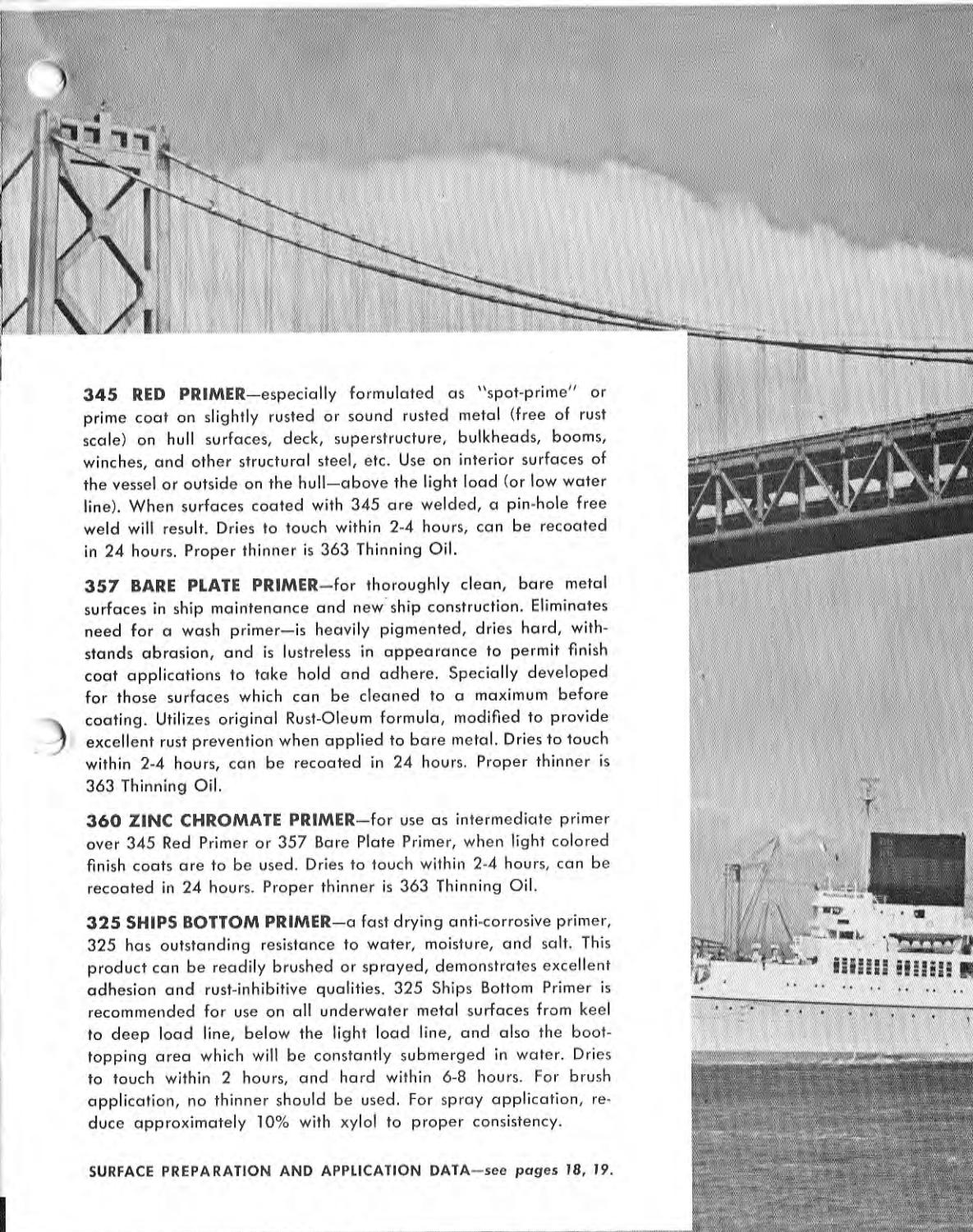
357 BARE PLATE PRIMER



360 ZINC CHROMATE PRIMER



325 SHIPS BOTTOM PRIMER



345 RED PRIMER—especially formulated as "spot-prime" or prime coat on slightly rusted or sound rusted metal (free of rust scale) on hull surfaces, deck, superstructure, bulkheads, booms, winches, and other structural steel, etc. Use on interior surfaces of the vessel or outside on the hull—above the light load (or low water line). When surfaces coated with 345 are welded, a pin-hole free weld will result. Dries to touch within 2-4 hours, can be recoated in 24 hours. Proper thinner is 363 Thinning Oil.

357 BARE PLATE PRIMER—for thoroughly clean, bare metal surfaces in ship maintenance and new ship construction. Eliminates need for a wash primer—is heavily pigmented, dries hard, withstands abrasion, and is lustreless in appearance to permit finish coat applications to take hold and adhere. Specially developed for those surfaces which can be cleaned to a maximum before coating. Utilizes original Rust-Oleum formula, modified to provide excellent rust prevention when applied to bare metal. Dries to touch within 2-4 hours, can be recoated in 24 hours. Proper thinner is 363 Thinning Oil.

360 ZINC CHROMATE PRIMER—for use as intermediate primer over 345 Red Primer or 357 Bare Plate Primer, when light colored finish coats are to be used. Dries to touch within 2-4 hours, can be recoated in 24 hours. Proper thinner is 363 Thinning Oil.

325 SHIPS BOTTOM PRIMER—a fast drying anti-corrosive primer, 325 has outstanding resistance to water, moisture, and salt. This product can be readily brushed or sprayed, demonstrates excellent adhesion and rust-inhibitive qualities. 325 Ships Bottom Primer is recommended for use on all underwater metal surfaces from keel to deep load line, below the light load line, and also the boot-topping area which will be constantly submerged in water. Dries to touch within 2 hours, and hard within 6-8 hours. For brush application, no thinner should be used. For spray application, reduce approximately 10% with xylol to proper consistency.

SURFACE PREPARATION AND APPLICATION DATA—see pages 18, 19.

RUST-OLEUM

Hull Finishes

High-gloss coatings resistant to rust, salt water, moisture, and sun

364 WHITE PRIMER



356 LIGHT GRAY



370 ALUMINUM



398 GREEN

366 WHITE



375 NAVY GRAY



358 TOPSIDE BUFF



399 BLACK

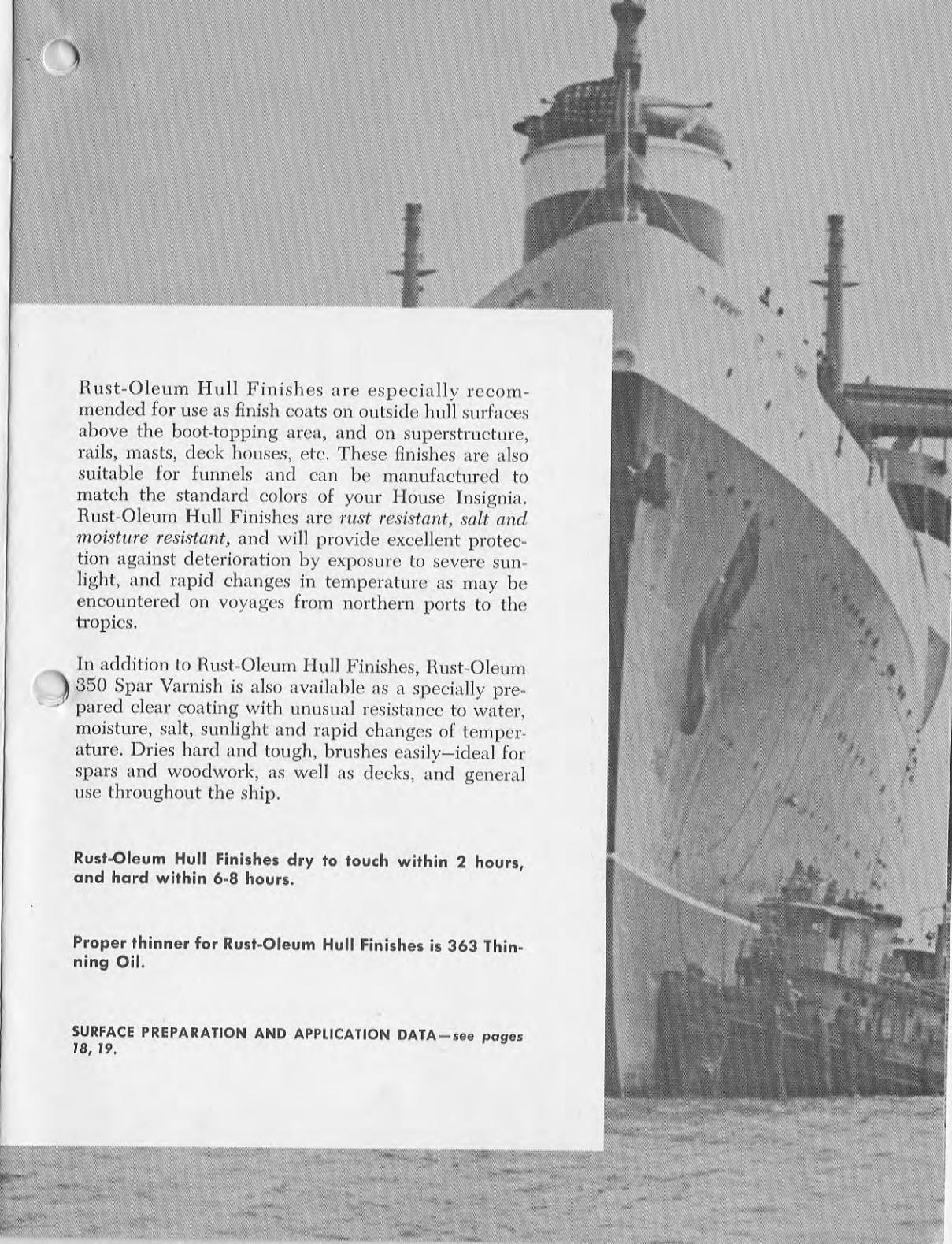
Rust-Oleum Hull Finishes are especially recommended for use as finish coats on outside hull surfaces above the boot-topping area, and on superstructure, rails, masts, deck houses, etc. These finishes are also suitable for funnels and can be manufactured to match the standard colors of your House Insignia. Rust-Oleum Hull Finishes are *rust resistant, salt and moisture resistant*, and will provide excellent protection against deterioration by exposure to severe sunlight, and rapid changes in temperature as may be encountered on voyages from northern ports to the tropics.

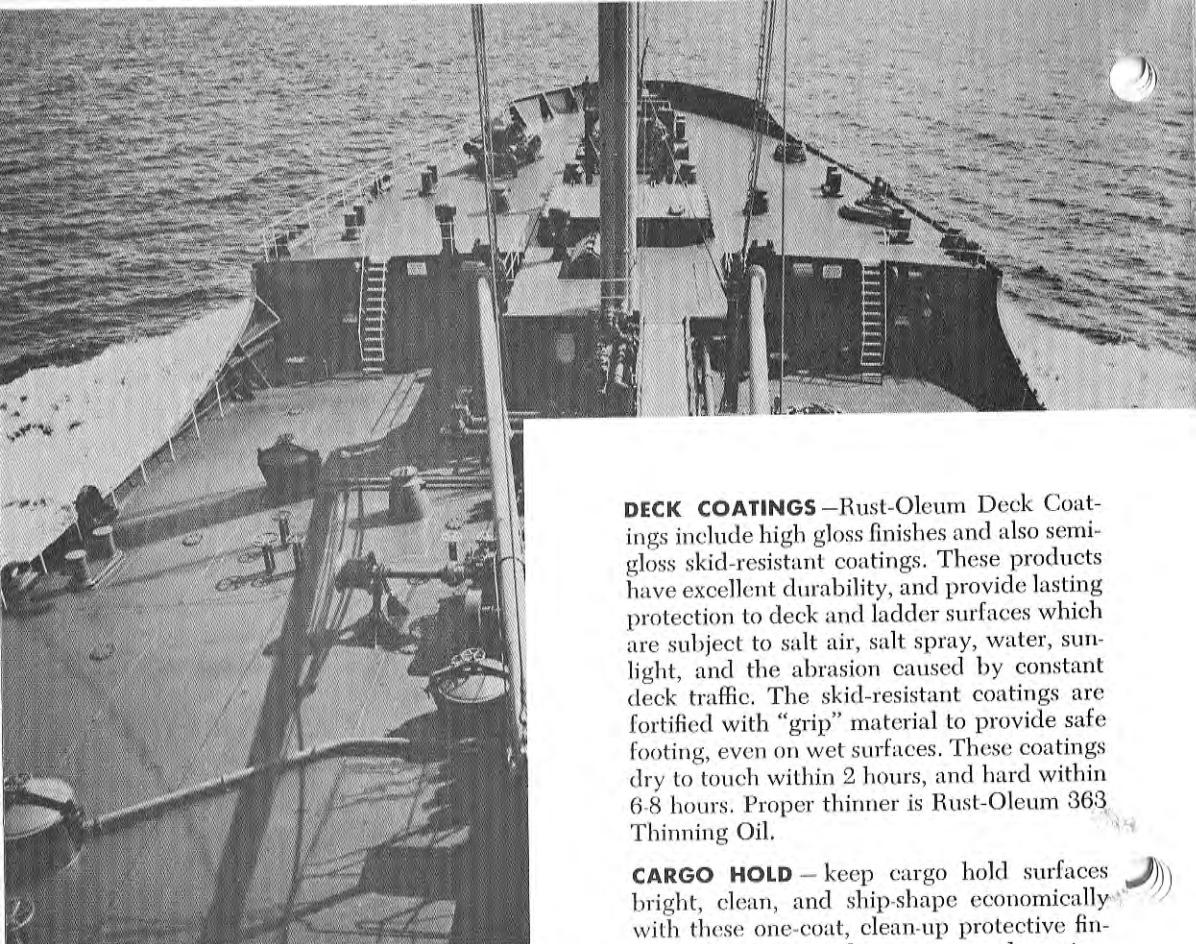
In addition to Rust-Oleum Hull Finishes, Rust-Oleum 350 Spar Varnish is also available as a specially prepared clear coating with unusual resistance to water, moisture, salt, sunlight and rapid changes of temperature. Dries hard and tough, brushes easily—ideal for spars and woodwork, as well as decks, and general use throughout the ship.

Rust-Oleum Hull Finishes dry to touch within 2 hours, and hard within 6-8 hours.

Proper thinner for Rust-Oleum Hull Finishes is 363 Thinning Oil.

SURFACE PREPARATION AND APPLICATION DATA—see pages 18, 19.





DECK COATINGS—Rust-Oleum Deck Coatings include high gloss finishes and also semi-gloss skid-resistant coatings. These products have excellent durability, and provide lasting protection to deck and ladder surfaces which are subject to salt air, salt spray, water, sunlight, and the abrasion caused by constant deck traffic. The skid-resistant coatings are fortified with "grip" material to provide safe footing, even on wet surfaces. These coatings dry to touch within 2 hours, and hard within 6-8 hours. Proper thinner is Rust-Oleum 363 Thinning Oil.

CARGO HOLD—keep cargo hold surfaces bright, clean, and ship-shape economically with these one-coat, clean-up protective finishes. Resistant to dampness, condensation, and abrasion. These coatings dry to touch within 2 hours, and hard within 6-8 hours. Proper thinner is Rust-Oleum 363 Thinning Oil.

COMPANIONWAY—tough, durable, high-gloss finishes for all interior deck and ladder surfaces subject to constant traffic and heavy use. Do not use where exposed to elements. These coatings dry to touch within 1 hour, hard within 3 hours, and for use within 6 hours.

Do not use thinners of any type in Companionway Coatings.

SURFACE PREPARATION AND APPLICATION DATA—
see pages 18, 19.

RUST-OLEUM

Deck Coatings



346 BLACK



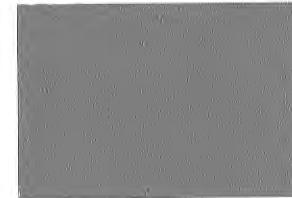
369 RED



347 GRAY

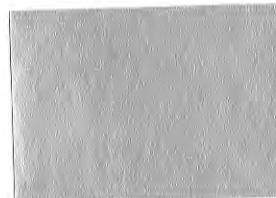


340 SKID-RESISTANT RED



348 SKID-RESISTANT GRAY

Cargo Hold One-Coat Finishes



330 CHROME



336 LIGHT GRAY



333 WHITE

Companionway and Cabin Floor Finishes



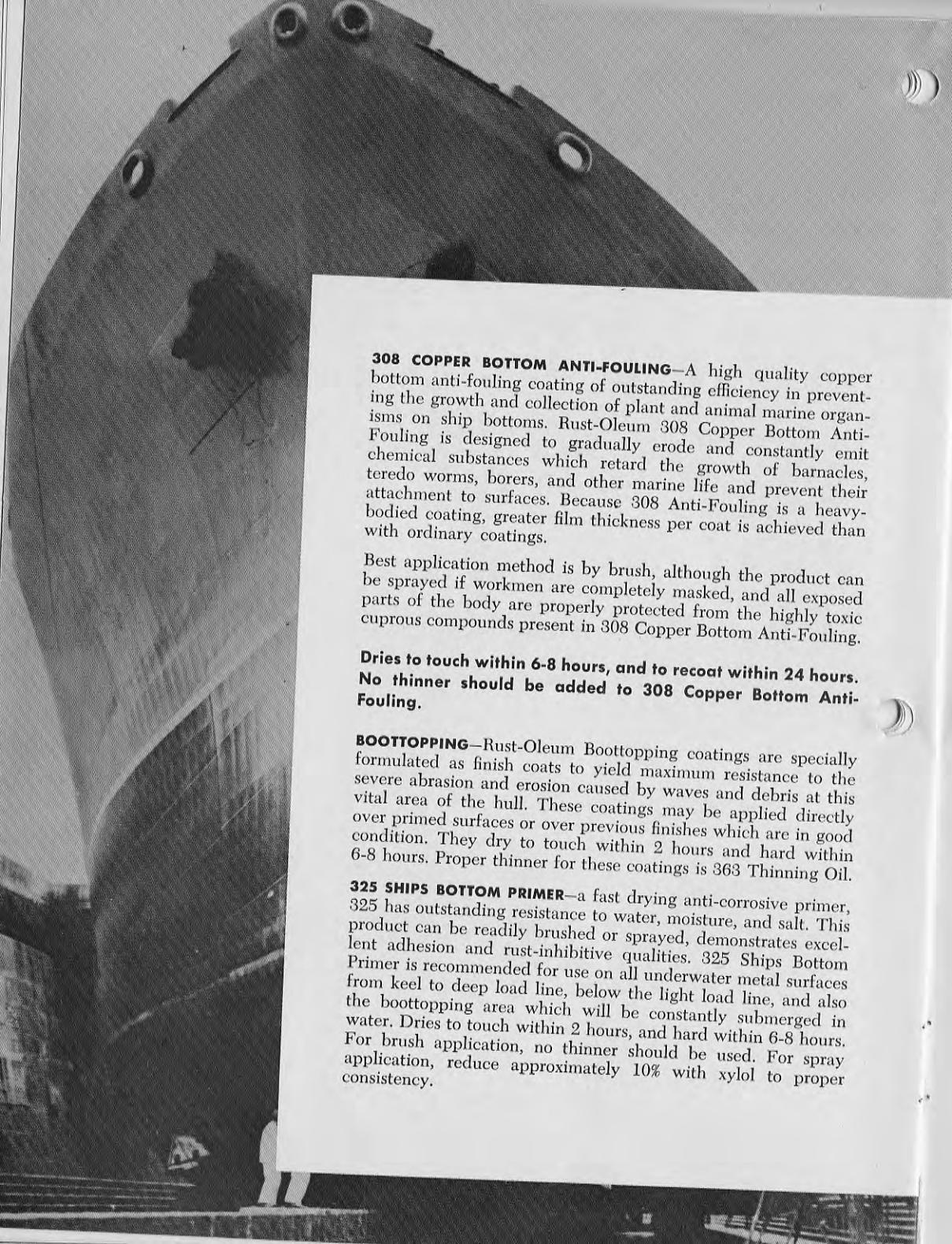
343 FOREST GREEN



341 TILE RED



342 GRAY



RUST-OLEUM

Ships Bottom Coatings and Boottopping

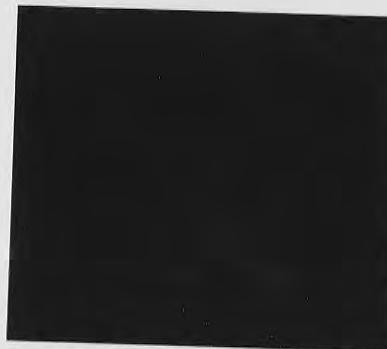
308 COPPER BOTTOM ANTI-FOULING—A high quality copper bottom anti-fouling coating of outstanding efficiency in preventing the growth and collection of plant and animal marine organisms on ship bottoms. Rust-Oleum 308 Copper Bottom Anti-Fouling is designed to gradually erode and constantly emit chemical substances which retard the growth of barnacles, teredo worms, borers, and other marine life and prevent their attachment to surfaces. Because 308 Anti-Fouling is a heavy-bodied coating, greater film thickness per coat is achieved than with ordinary coatings.

Best application method is by brush, although the product can be sprayed if workmen are completely masked, and all exposed parts of the body are properly protected from the highly toxic cuprous compounds present in 308 Copper Bottom Anti-Fouling.

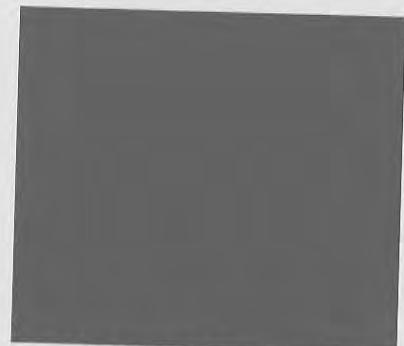
Dries to touch within 6-8 hours, and to recoat within 24 hours. No thinner should be added to 308 Copper Bottom Anti-Fouling.

BOOTTOPPING—Rust-Oleum Boottopping coatings are specially formulated as finish coats to yield maximum resistance to the severe abrasion and erosion caused by waves and debris at this vital area of the hull. These coatings may be applied directly over primed surfaces or over previous finishes which are in good condition. They dry to touch within 2 hours and hard within 6-8 hours. Proper thinner for these coatings is 363 Thinning Oil.

325 SHIPS BOTTOM PRIMER—a fast drying anti-corrosive primer, 325 has outstanding resistance to water, moisture, and salt. This product can be readily brushed or sprayed, demonstrates excellent adhesion and rust-inhibitive qualities. 325 Ships Bottom Primer is recommended for use on all underwater metal surfaces from keel to deep load line, below the light load line, and also the boottopping area which will be constantly submerged in water. Dries to touch within 2 hours, and hard within 6-8 hours. For brush application, no thinner should be used. For spray application, reduce approximately 10% with xylol to proper consistency.



308 COPPER BOTTOM ANTI-FOULING



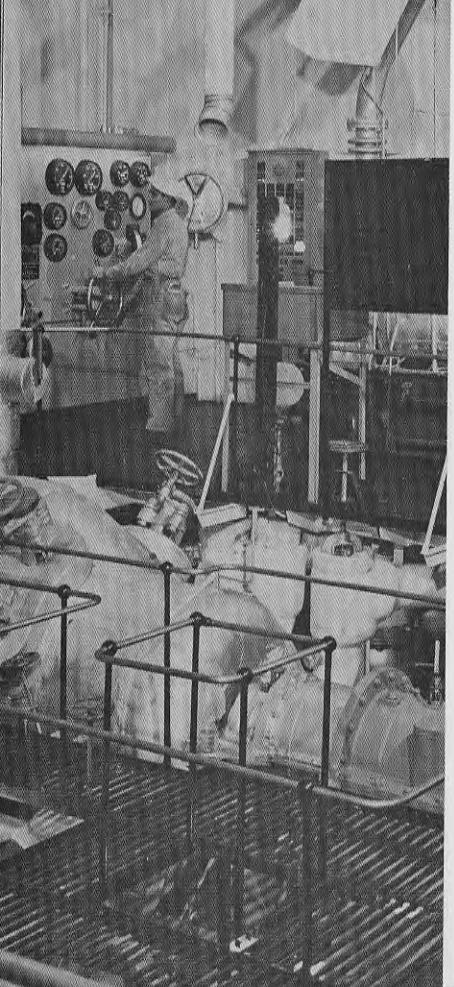
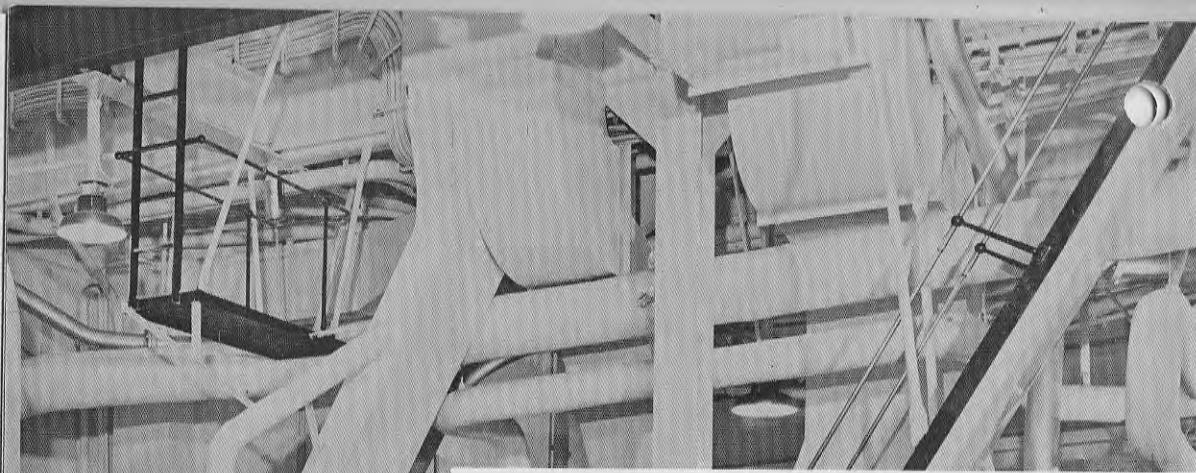
312 GREEN BOOTTOPPING



325 SHIPS BOTTOM PRIMER



310 RED BOOTTOPPING



Rust-Oleum engine room finishes are designed for use in engine rooms, interiors, and exterior topside underdeck surfaces of metal, wood, or asbestos. Excellent for decoration and protection of machinery, equipment, steam lines, diesel engines, ladders, railings, platforms, bulkheads, overheads, similar applications, and also for pipe and conduit color identification. Any of the colors shown may be intermixed with 389 Fume-Proof White or 364 Semi-Flat White to produce pastel colors where special shades are desired. These products have excellent covering qualities, flow freely without brush marks, and dry to a tough film that can be washed and re-washed with excellent retention of gloss and color. These coatings dry to touch within 2 hours, and hard within 6 to 8 hours.

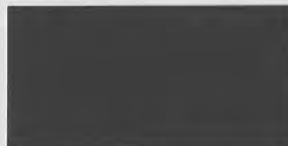
355 Heat-Proof Aluminum (ready mixed) is especially recommended for use on interior surfaces and is resistant to temperatures up to 750°F. 385 Black withstands heat up to 500°F. These products are especially suitable for use on steam and hot water lines, radiators, stacks, breechings and boiler fronts. The remainder of the engine room finishes have good heat resistance up to 250°F.

Proper thinner for use with these coatings is Rust-Oleum 363 Thinning Oil.

SURFACE PREPARATION AND APPLICATION DATA—see pages 18, 19.

RUST-OLEUM

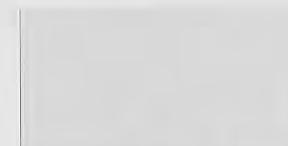
Engine Room Finishes



392 BRIGHT GREEN



383 AQUA GREEN



393 IVORY



355 HEAT PROOF ALUMINUM



364 WHITE PRIMER



391 CREAM



330 CHROME



389 FUME PROOF WHITE



384 LIGHT BUFF



386 GRAY



382 BRIGHT RED



394 YELLOW



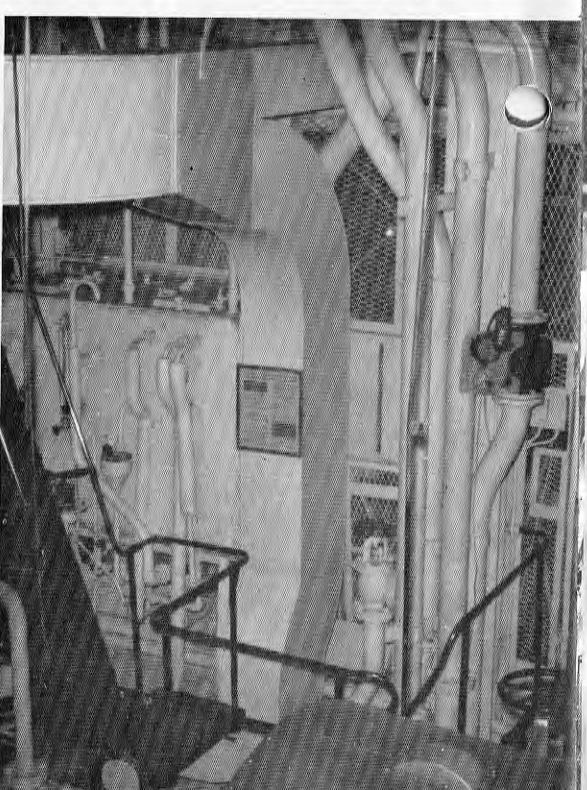
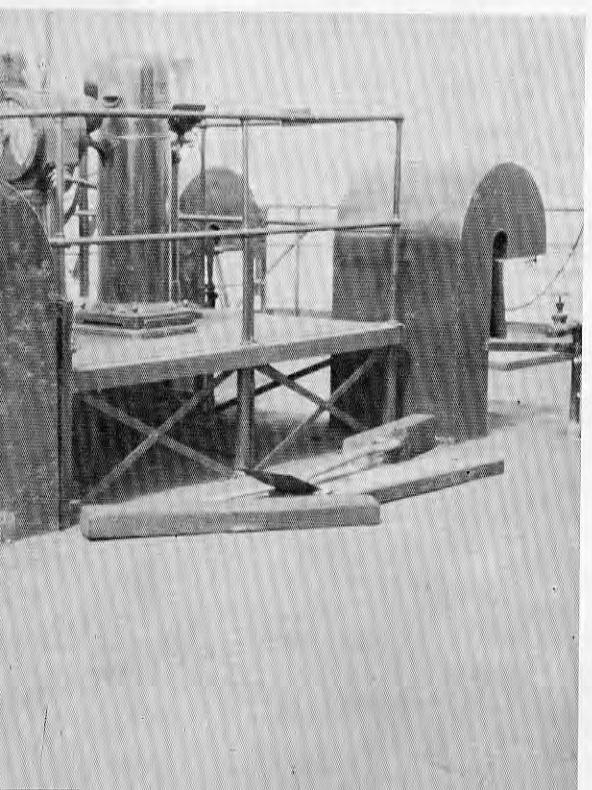
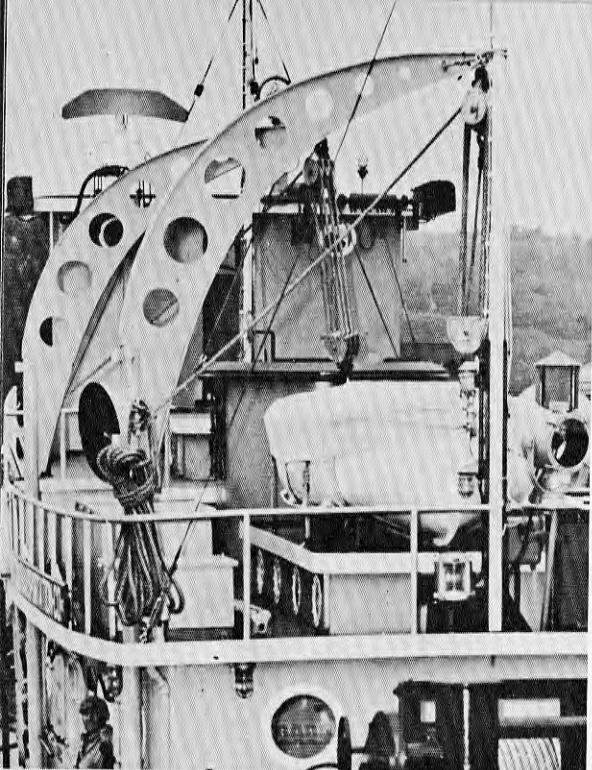
385 BLACK



388 BLUE



381 ORANGE



RUST-OLEUM

Galvinoleum® Coatings

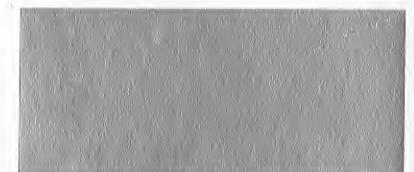
FOR GALVANIZED METAL, ALUMINUM,
AND TERNE PLATE SURFACES

Galvinoleum coatings can be applied over NEW or OLD galvanized metal, aluminum or terne plate surfaces without tedious surface preparation such as etching or weathering the surface. Maintenance of galvanized metal surfaces aboard ship has always been a "headache". Getting a coating that would really stick to galvanized metal surfaces has always been a costly problem.

Developed by Rust-Oleum, Galvinoleum coatings have been field-tested since 1951 and are the proven answer to lower maintenance costs on your galvanized metal lifeboats, ventilating ducts, running gear and blocks on interior and exterior surfaces aboard ship, as well as for use on roofs, siding, gutters, downspouts and ductwork on shore operations. They dry to touch within 2-4 hours.

Proper thinner for Galvinoleum coatings is Rust-Oleum 363 Thinning Oil.

SURFACE PREPARATION AND APPLICATION DATA—
see pages 18, 19.



1226 METALLIC



1386 GRAY



1375 GREEN



1225 RED

Directions for Surface Preparation

SURFACES SUBJECT TO CONTINUOUS SALT SPRAY OR SALT WATER

Flush down these surfaces thoroughly with fresh water (hot water if available) to remove salt crystals and dry thoroughly before coating.

SURFACES ABOVE THE WATER LINE

RUSTED SURFACES—Complete removal of all rust is not necessary, however, all rust scale, loose rust, old paint scale, blisters, grease and oil must be removed. Rust-Oleum coatings **WILL NOT BOND SCALE TO METAL**; if applied over scale, penetration will occur, causing the scale to loosen and eventually flake off, taking the coating with it. Former paint adhering tightly, with no rust working under it, need not be removed before applying Rust-Oleum coatings.

Rusted surfaces should be primed or spot-primed with Rust-Oleum 345 Red Primer after proper surface preparation. Where maximum protection is needed, either Rust-Oleum 357 Bare Metal Primer or Rust-Oleum 360 Zinc Chromate Primer should be used as the intermediate coat before the finish coat is applied. 360 Primer should be used as the intermediate coat when light colored finish coats are to be used. If white is to be used as the finish coat, Rust-Oleum 364 Semi-Flat White should be applied prior to the white finish. Dark colored or black finish coats may be applied directly over 345 or 357.

CLEAN BARE-METAL SURFACES—For best results, it is recommended that all mill scale be removed by pickling or sandblasting. On pickled or sandblasted surfaces, or where maximum protection is desired, apply two coats of Rust-Oleum 357 Bare Metal Primer, if a dark colored or black finish coat is desired. When light colored finish coats are desired, it is recommended that Rust-Oleum 360 Zinc Chromate Primer be used as the intermediate coat over one coat of 357. If white is to be used as the finish coat, Rust-Oleum 364 Semi-Flat White should be applied over 360 Primer, prior to application of the white finish.

SPECIAL INSTRUCTIONS ON DECK APPLICATION—Utmost economy will be achieved on badly scaled or rusted decks if 369 Red is maintained as the finish color due to its rust preventive qualities. As inspection of the decks indicates areas of loose scale, the affected areas should be chipped and cleaned thoroughly and a liberal coat of 369 Red applied before the surface deteriorates further. After these decks have been returned to good condition, black or gray may then be used as the finish coat, without the necessity of a primer.

On relatively rust-free decks, single coat applications of Rust-Oleum deck coatings, made at frequent intervals, will maintain a constant barrier to surface corrosion.

If Rust-Oleum 346 Black, 347 Gray, or 348 Skid-Resistant Gray should be desired as the finish choice, all rusted or bare metal surfaces should be primed with Rust-Oleum 345 Red Primer.

GALVANIZED SURFACES—On new or old galvanized metal, use Rust-Oleum Galvinoleum coatings (Page 17). No etching or weathering is necessary. Be sure that all old or former paint is **CORRECTLY REMOVED**—then apply Galvinoleum. On rusted or slightly rusted surfaces, scrape and wire brush to remove all loose rust and prime with 1225 Red—then follow with the desired Galvinoleum finish color. On new galvanized surfaces, or surfaces not rusted, remove any grease or oil on the surface and apply one or two coats of the desired Galvinoleum finish color. If another color other than Galvinoleum is desired, apply two coats of Galvinoleum before applying the finish color desired. The second coat should be the Galvinoleum color closest to the desired color.

WOOD SURFACES—Scrape off all loose or blistered previous coatings, then sand surfaces thoroughly with fine sandpaper. If white or light colors are desired as the finish coat, apply a prime coat of 364 Semi-Flat White. On or bare wood, sand the surface thoroughly and apply two coats of 364. For a smooth finish, lightly sand each coat of 364 with extra fine sandpaper after each coat has dried thoroughly. Surfaces which have been previously coated but are only faded or flat, require only one coat of any of the hull finishes (Page 8) on exterior applications—or the engine room finishes (Page 15) on interior applications. These surfaces should be sanded lightly to provide good adhesion.

Varnished surfaces should be sanded thoroughly with extra fine sandpaper. For excellent protection of the surfaces, apply 350 Spar Varnish. For best results, two coats of 350 should be applied to bare or weathered surfaces, allowing at least 24 hours between coats. For a smooth finish, the first coat should be sanded lightly after it is thoroughly dry.

SURFACES BELOW THE WATER LINE

METAL SURFACES—For best results, surfaces should be sandblasted to remove all loose rust, rust scale and foreign matter. Because underwater surfaces are exposed constantly to severe corrosive environment, proper preparation of these surfaces is especially important. All bare metal surfaces should be coated with two coats of 325 Ship's Bottom Primer. For longest anti-fouling protection, two or

and Application

more coats of 308 Copper Bottom Anti-Fouling are recommended. Allow 24 hours drying time between coats.

WOOD SURFACES—same as above water line.

GENERAL INFORMATION

MIXING—Stirring paddles of adequate size should be inserted directly into the mixture and plunged all the way to the bottom of the container. Employ a round circular motion with the paddle to loosen the pigment from the bottom and sides of the can. When color appears, change the stroke of the paddle so that the liquid moves in an up-and-over manner, causing the mixture to travel continuously from bottom to top, to bottom. Recommended stirring time:

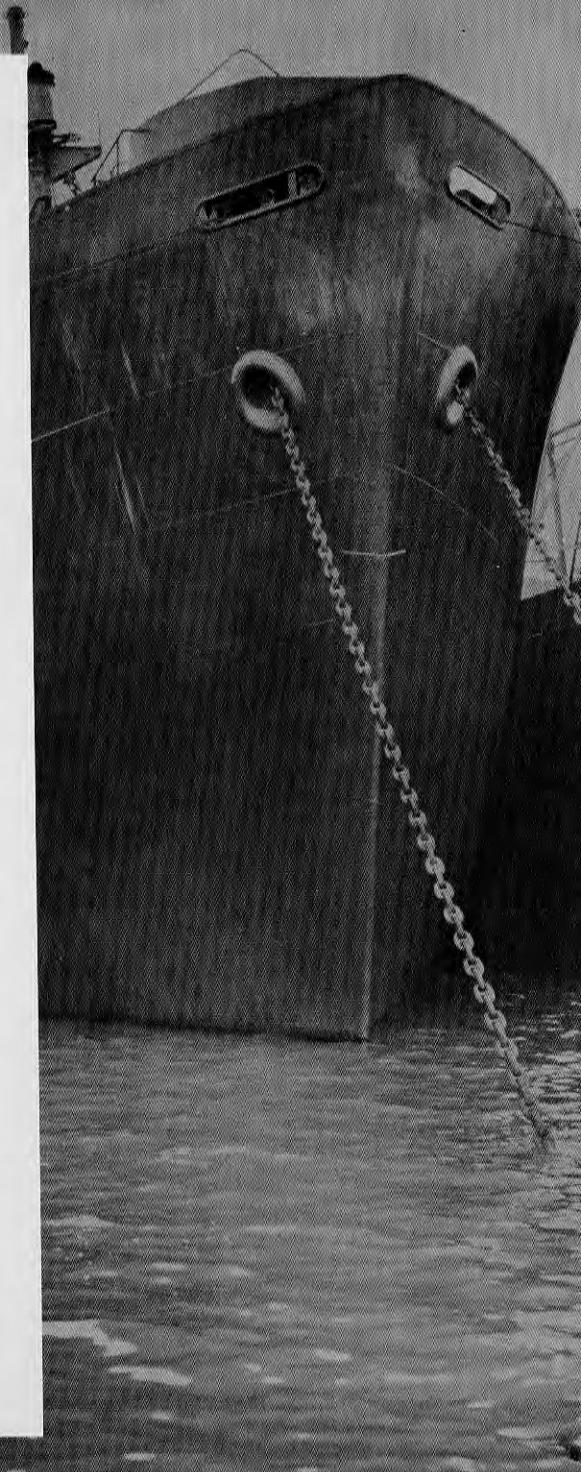
1 gallon cans—10 minutes
30 gallon drum—25 minutes (mechanical agitator)
5 gallon cans—15 minutes
55 gallon drum—30 minutes (mechanical agitator)

When stirring is completed properly, and paddle removed, motion of liquid should quickly stop and a cream-like consistency be obtained. Oil streaks or "lines" will not be noticeable, and the material is then properly mixed for immediate application.

THINNING—If properly stirred, thinning should not be required for brush application. However, if, after stirring thoroughly in accordance with directions, the material does not flow freely or work easily when trial brushed, the use only of the proper Rust-Oleum Thinning Oil, as stated in description of the product, is recommended. Use sparingly and stir the mixture continually, so that the thinning oil enters into and blends with the coating. Maximum thinning recommended is 5% for brushing and up to 15% for spraying. Do not use linseed oil, gasoline, turpentine or lacquer thinners.

COVERAGE—Approximately 400 to 600 square feet per gallon depending upon the method of application and porosity of the surface.

DRYING TIME—Refer to specific product descriptions for individual drying times. In applying two or more coats, it is always desirable to allow the longest possible drying time between first and second coats. Drying time will depend on humidity, temperature, and proper application (brushing out or uniform spraying) of the coating.



**Better over-all
MAINTENANCE
PROTECTION
for coastal shipping,
barges, tow-boats,
and lighters!**

The same Rust-Oleum coatings that protect deep water vessels around the world are relied upon by operators of coastal waterway equipment.



There is only one
RUST-OLEUM®

It is as distinctive
as your own fingerprint.



RUST-OLEUM CORPORATION
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