

Quality Report of Yacht Sanding

Summary of Data

Today's Quality Inspection Report - 2025-01-21

Introduction:

Today's quality inspection in the yacht manufacturing process focused on the critical step of painting. The primary objective was to ensure that the paint adheres properly to the yacht surfaces, which is crucial for both aesthetic appeal and durability. The inspection involved a comprehensive evaluation of the surface roughness of the yacht parts, as roughness plays a vital role in the adhesion of the paint.

Inspection Process:

The inspection process included the use of advanced surface roughness measurement tools to assess the roughness of various yacht parts. Each part was measured, and the data was recorded for analysis. The target roughness value for optimal paint adhesion is at least 2.5 micrometers.

Inspection Results:

The inspection results revealed that only 42.24% of the parts met the required roughness standard. This indicates that a significant portion of the parts may not have proper paint adhesion, which could lead to issues such as chipping, peeling, or poor aesthetic quality.

Relevance of Roughness:

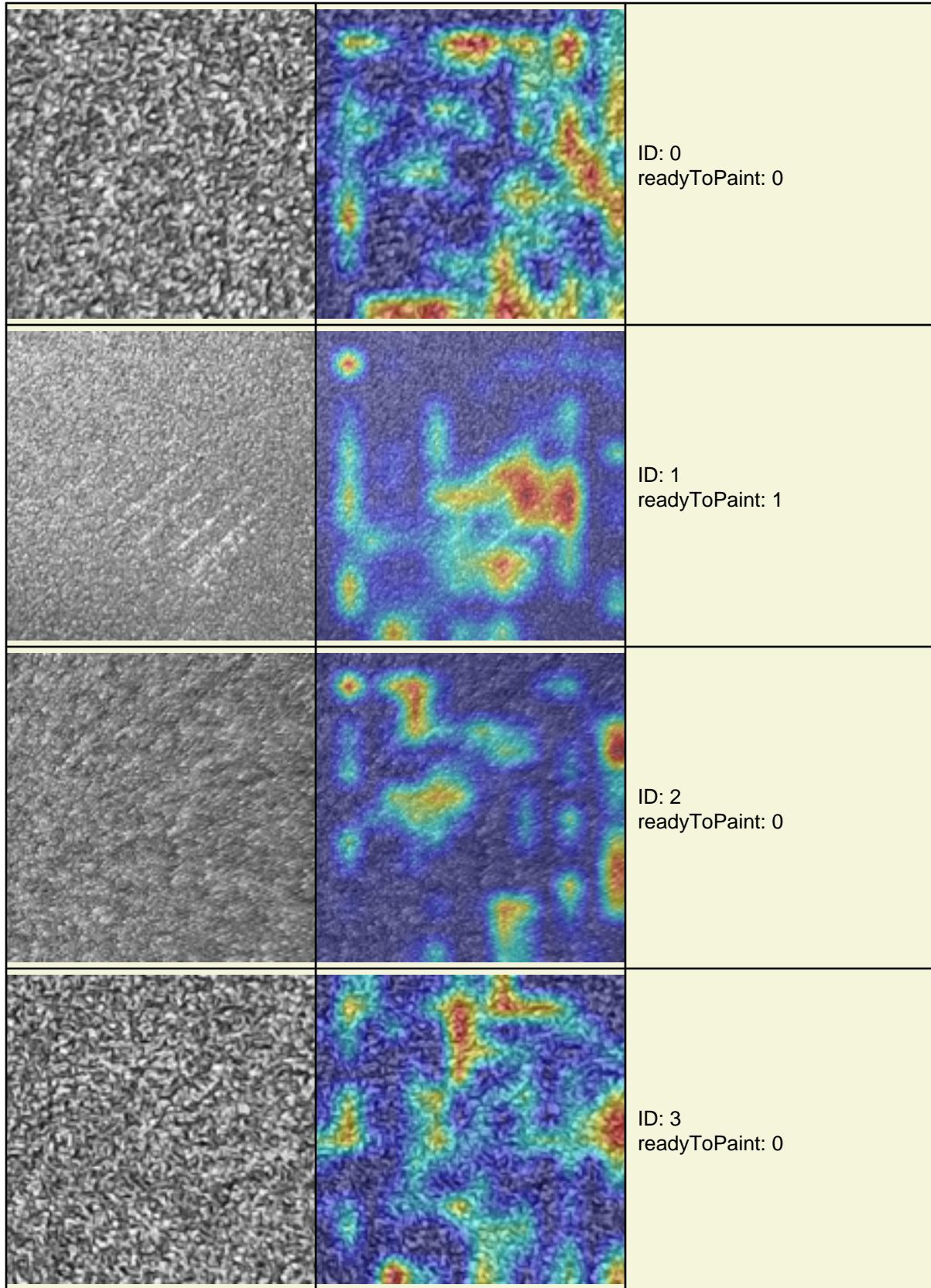
The roughness of the yacht surfaces is directly related to the adhesion of the paint. A surface that is too smooth can result in poor paint adhesion, leading to premature failure of the paint layer. On the other hand, a surface that is too rough can cause the paint to be uneven and may also lead to issues with the overall appearance of the yacht. Therefore, maintaining the surface roughness within the optimal range is crucial for ensuring the quality and longevity of the paint.

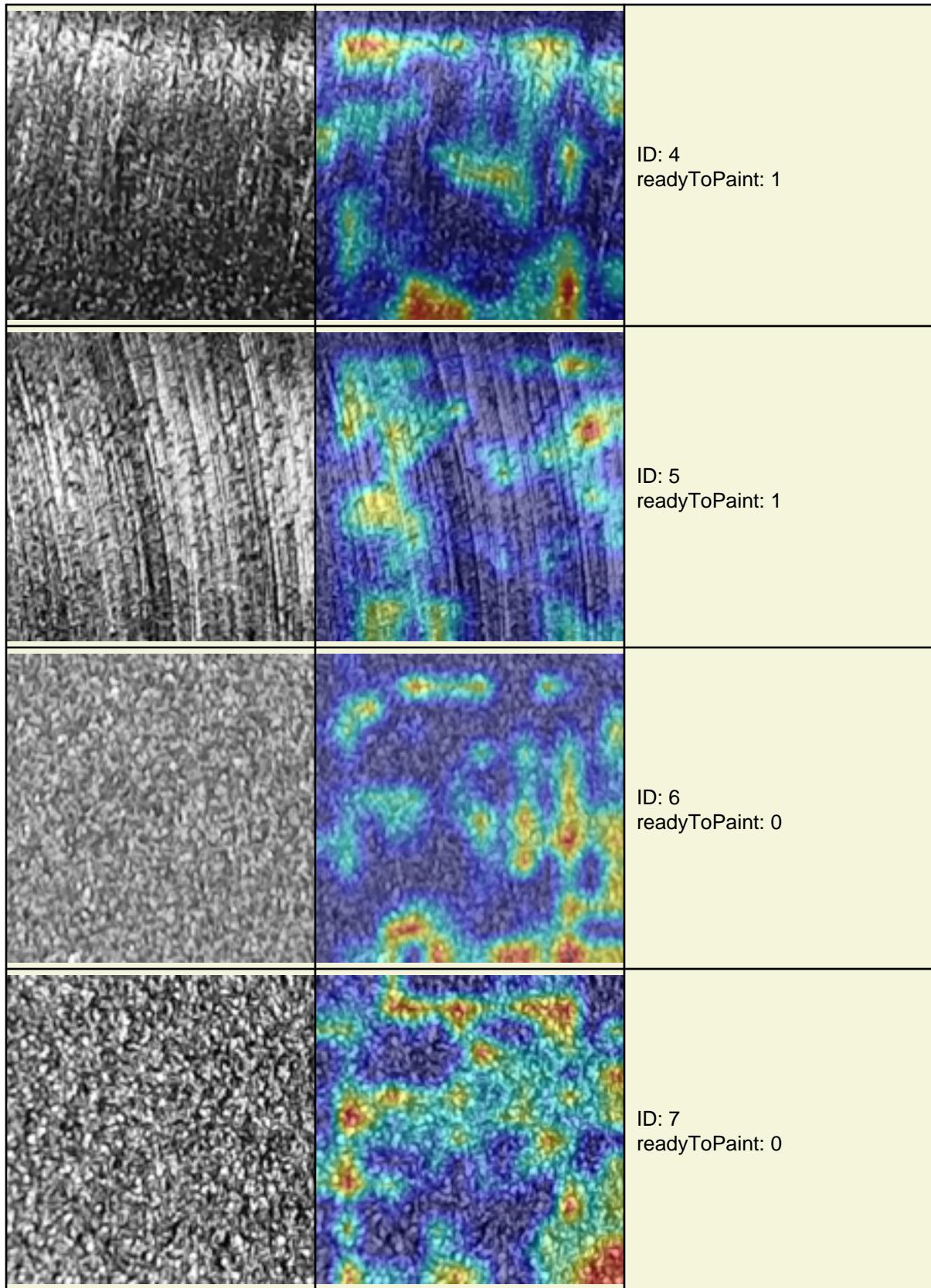
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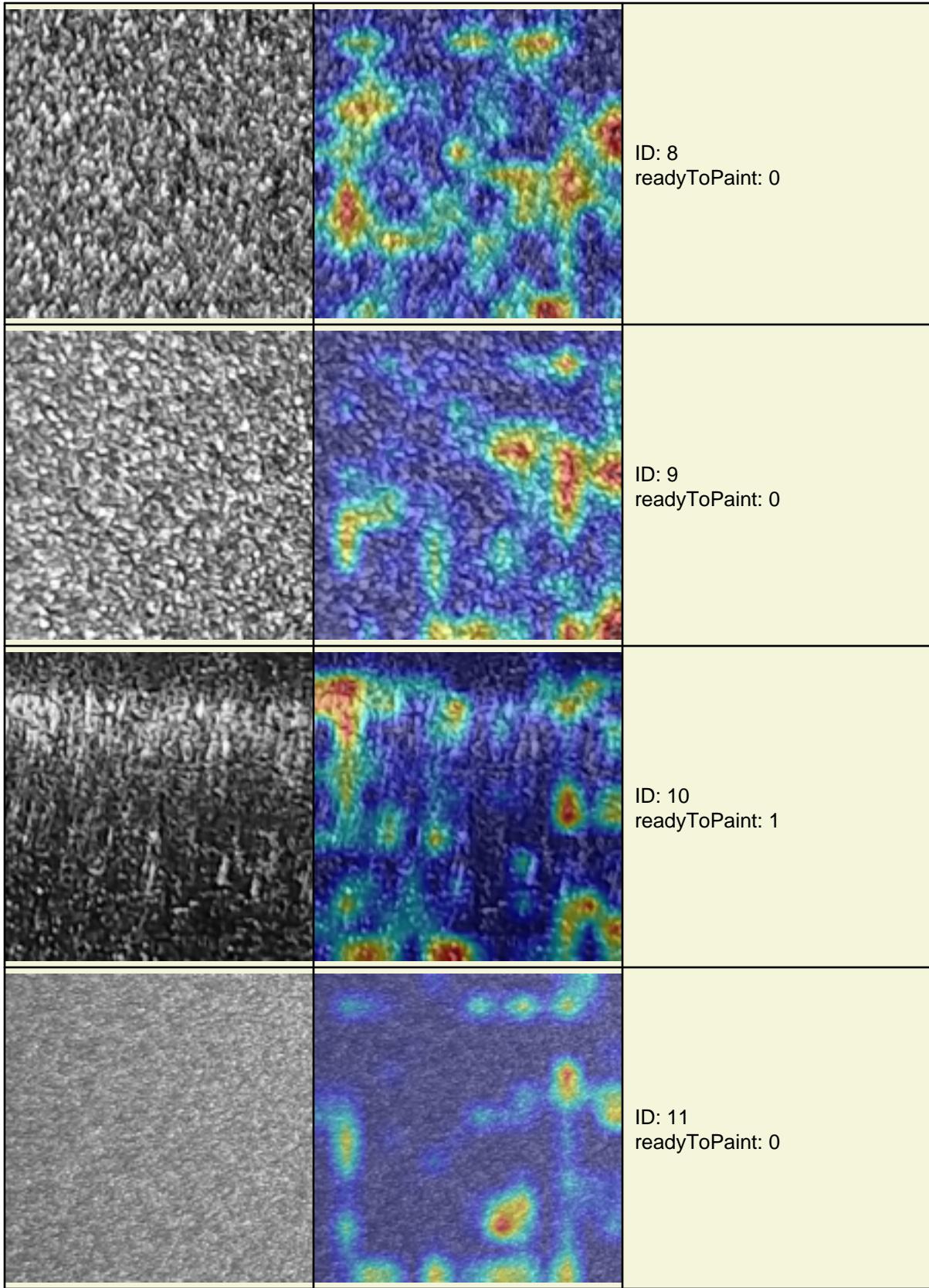
In conclusion, today's inspection highlighted the importance of maintaining the correct surface roughness for proper paint adhesion in the yacht manufacturing process. The results indicate that there is room for improvement in the surface preparation process to ensure that more parts meet the required roughness standard. It is recommended that the surface preparation team review their current processes and implement any necessary adjustments to achieve the desired roughness values.

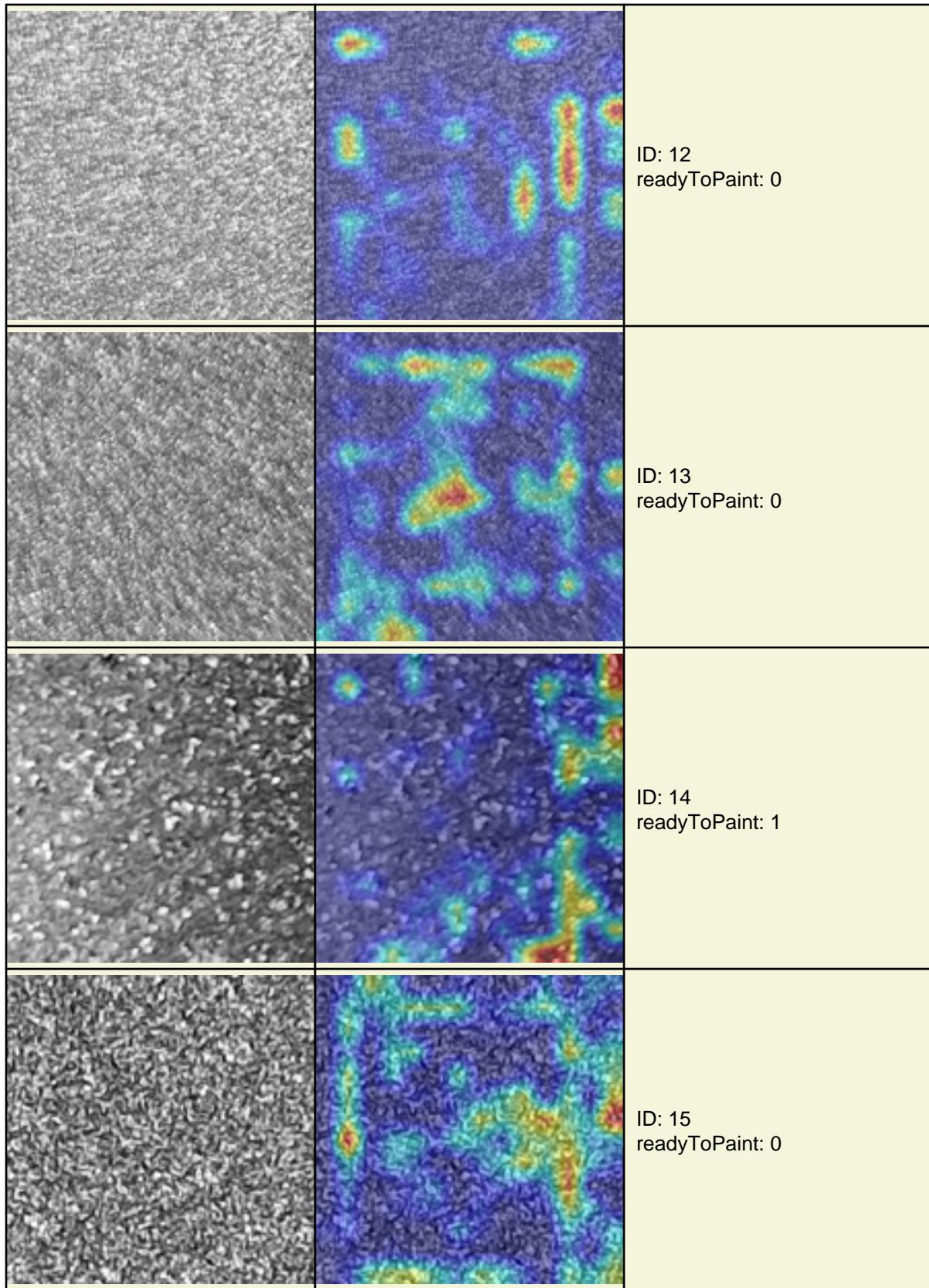
Appendix

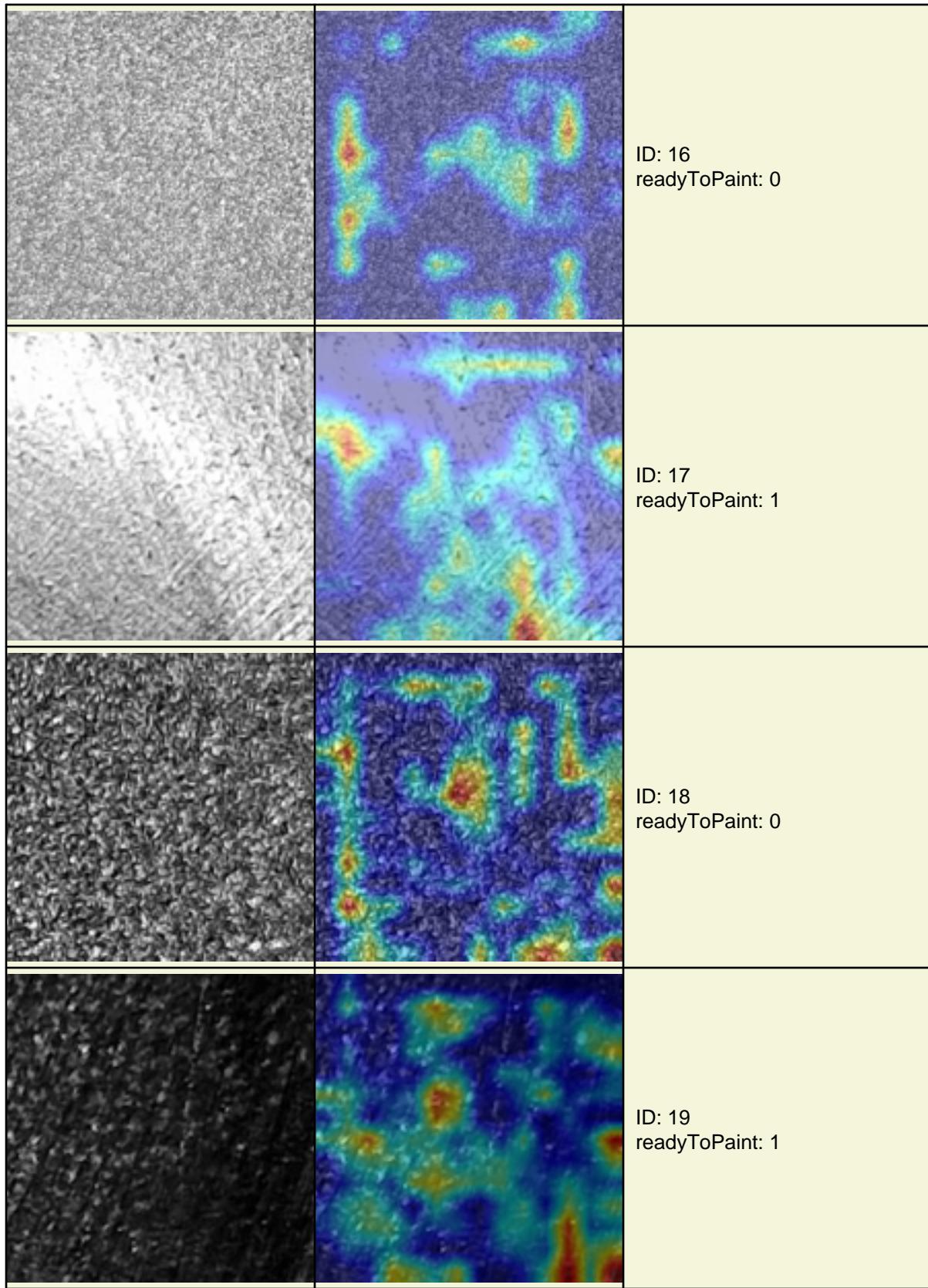
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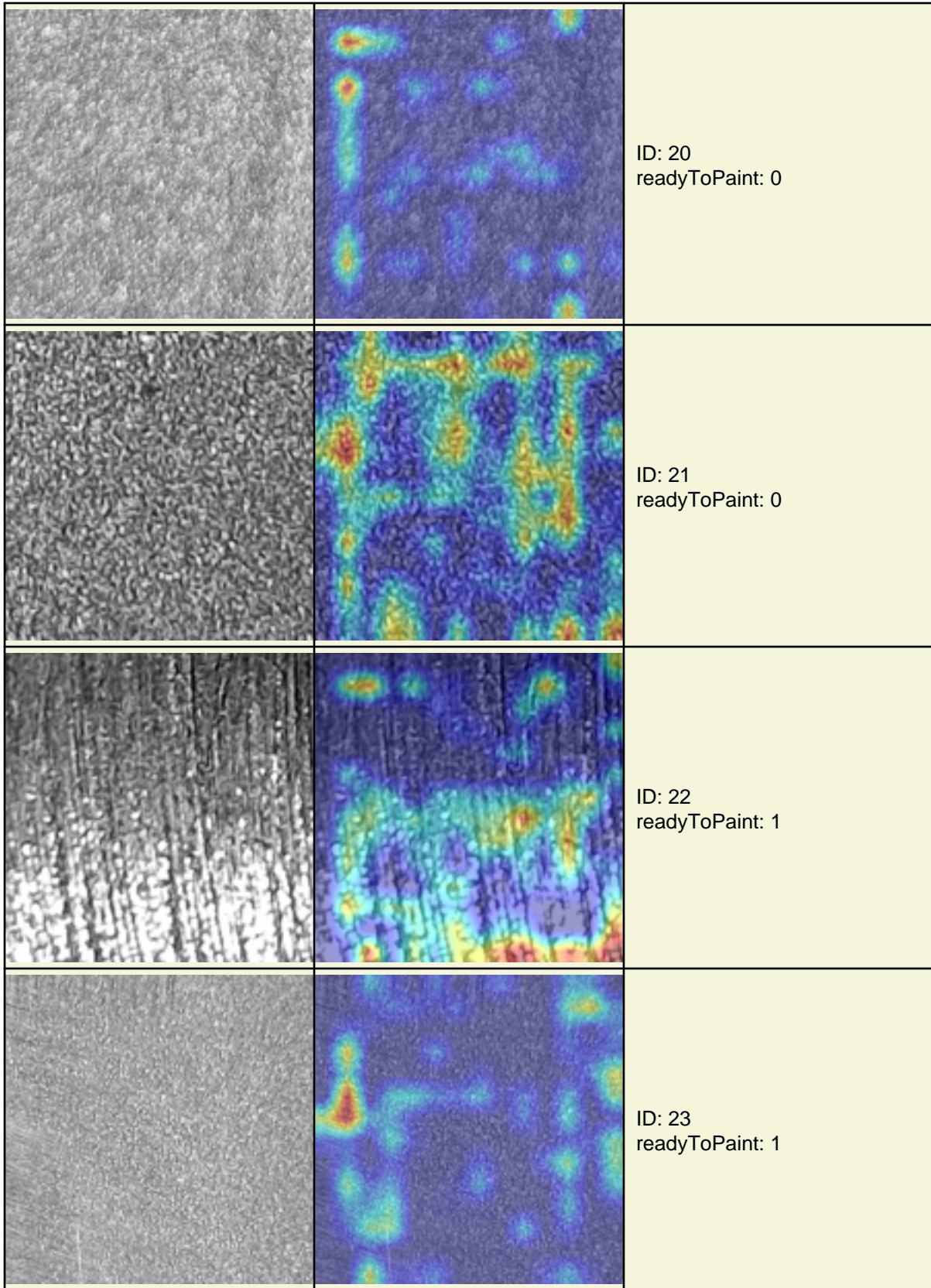


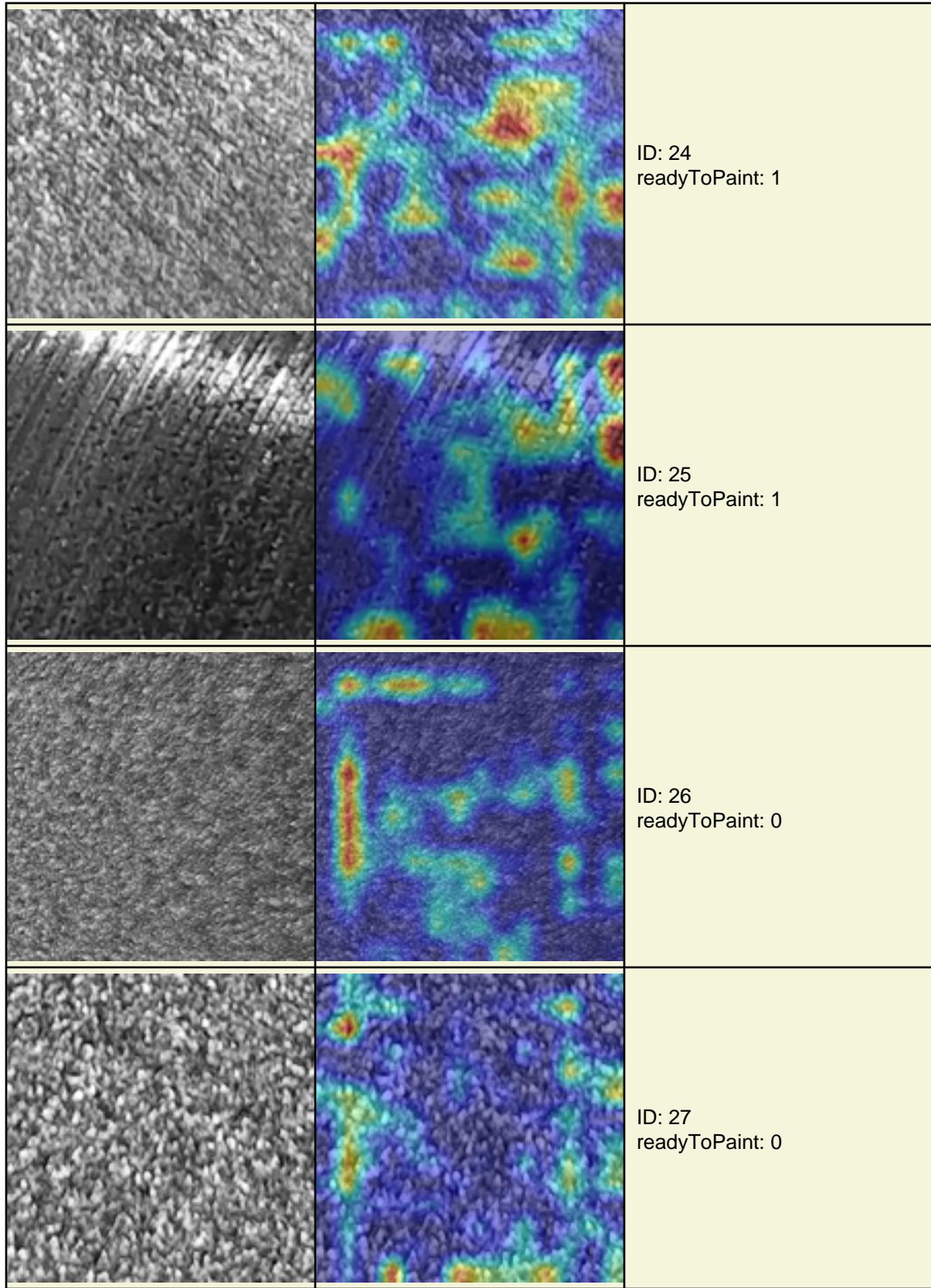


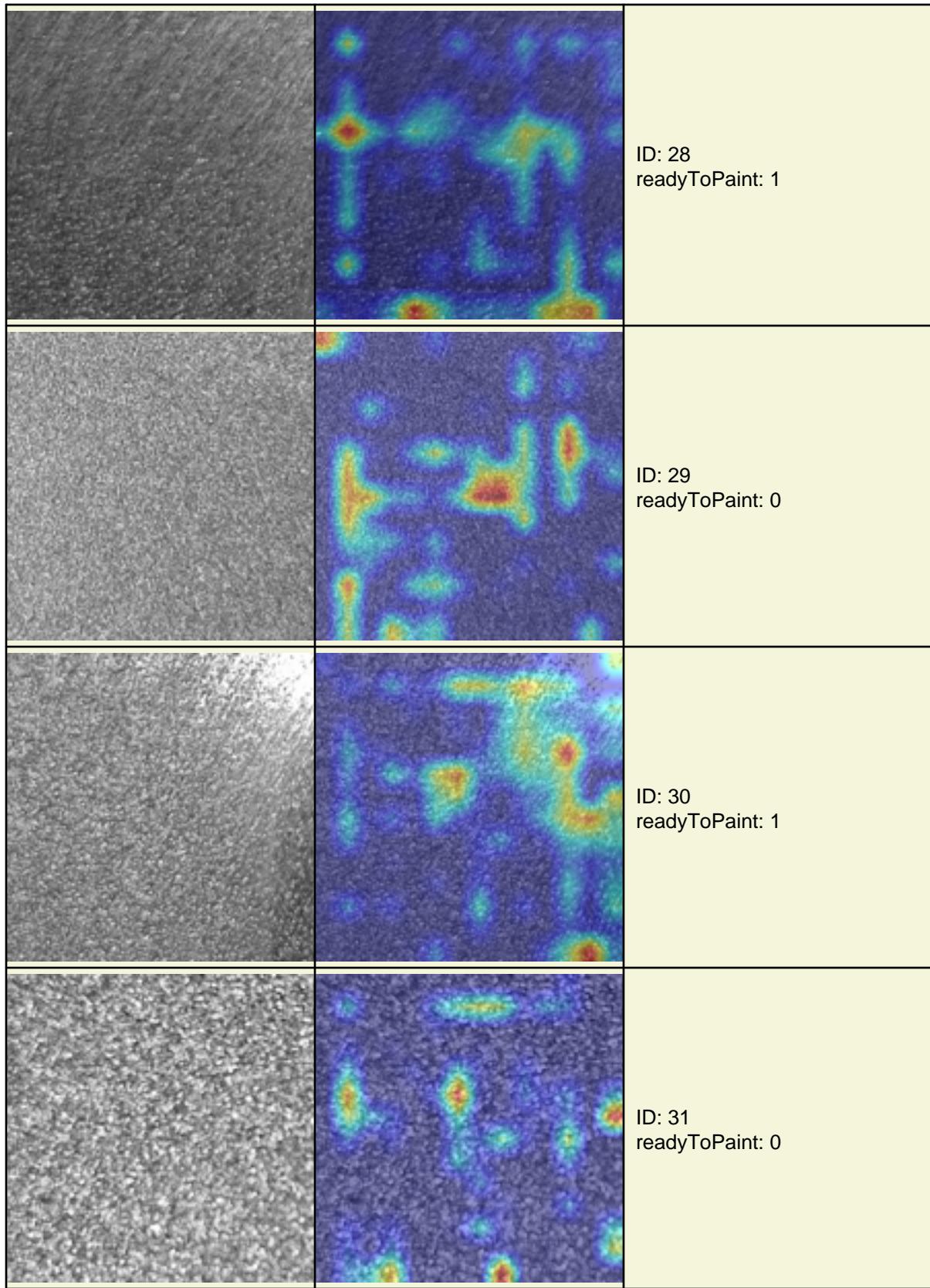


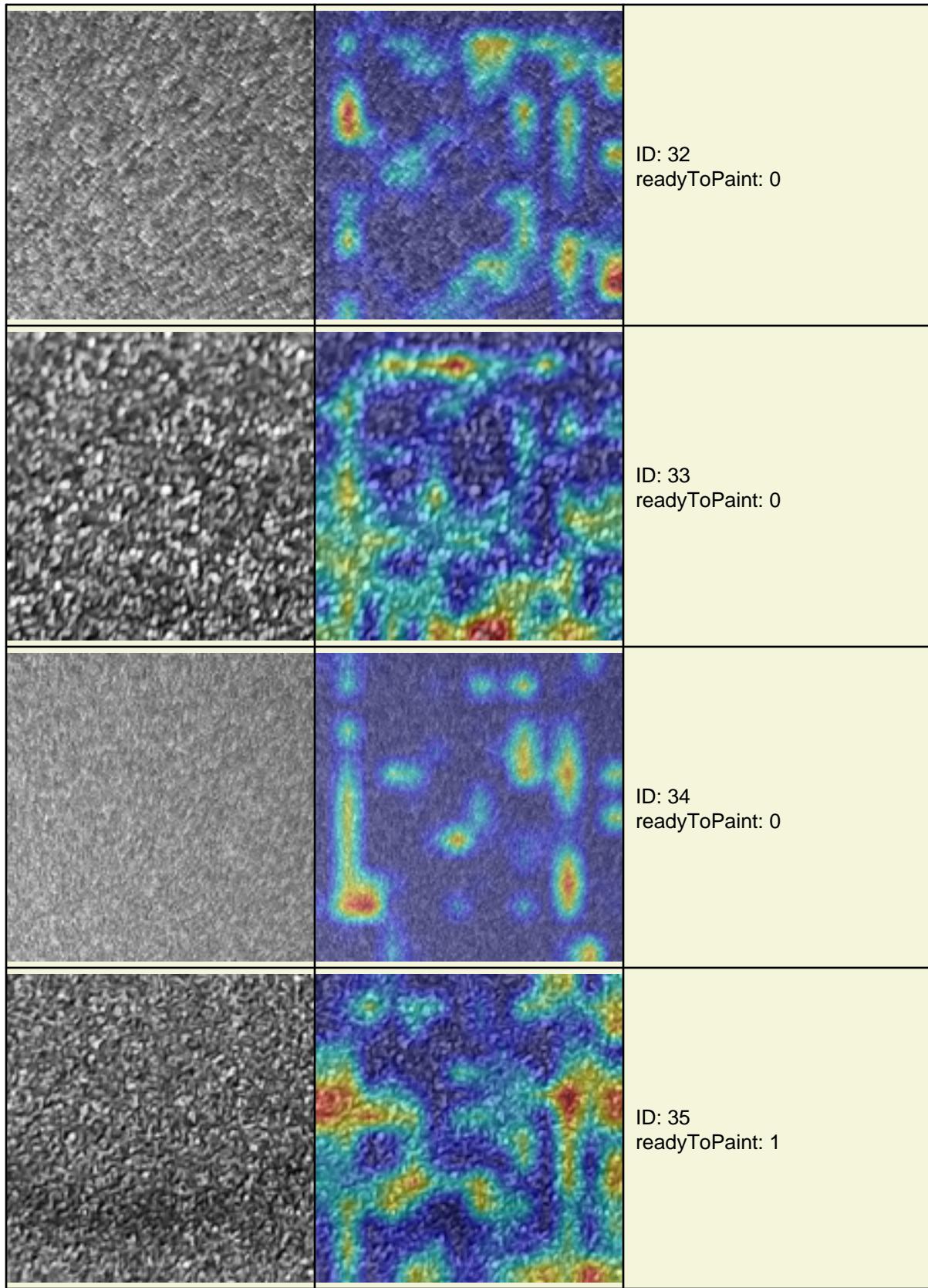


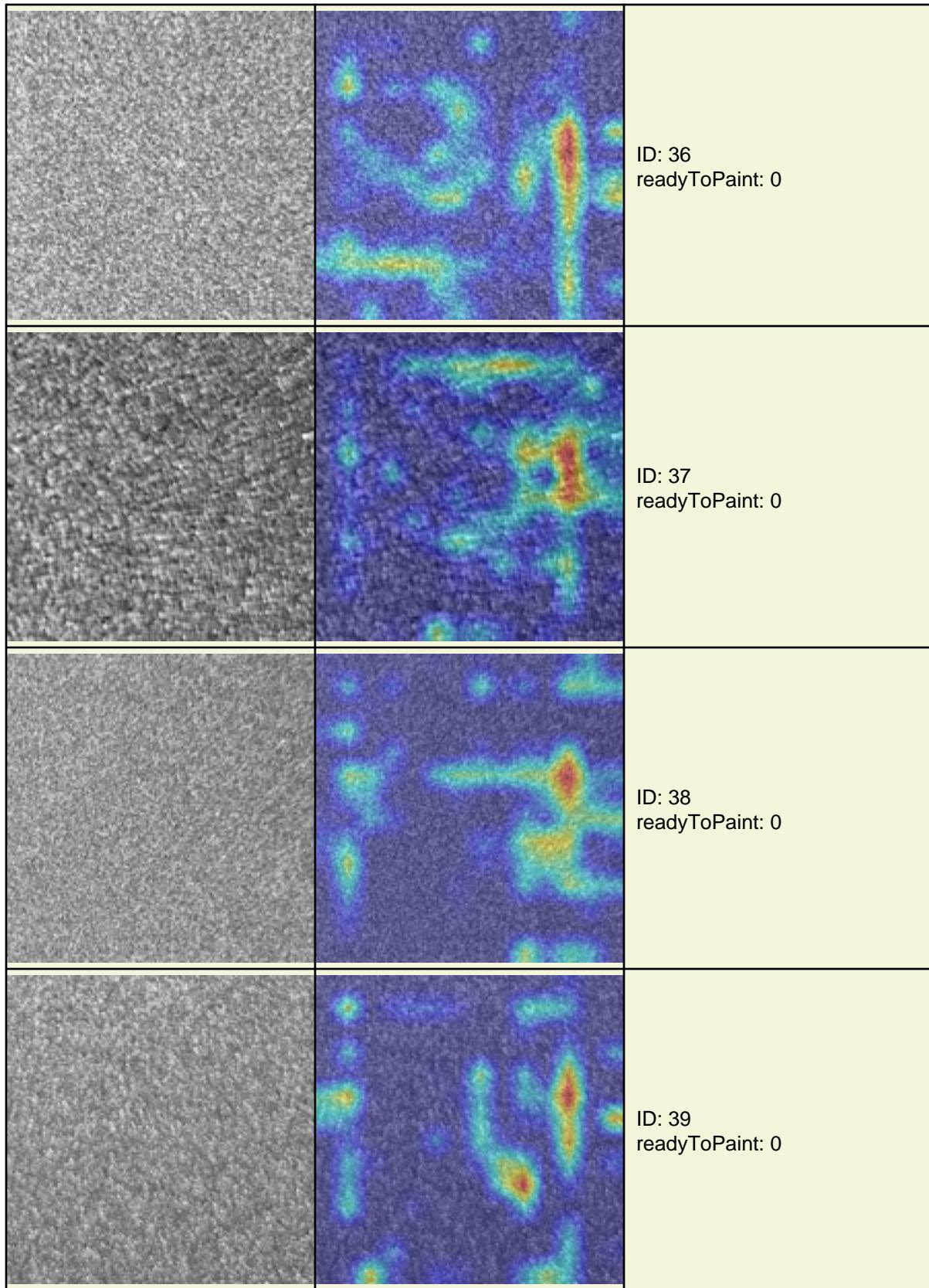


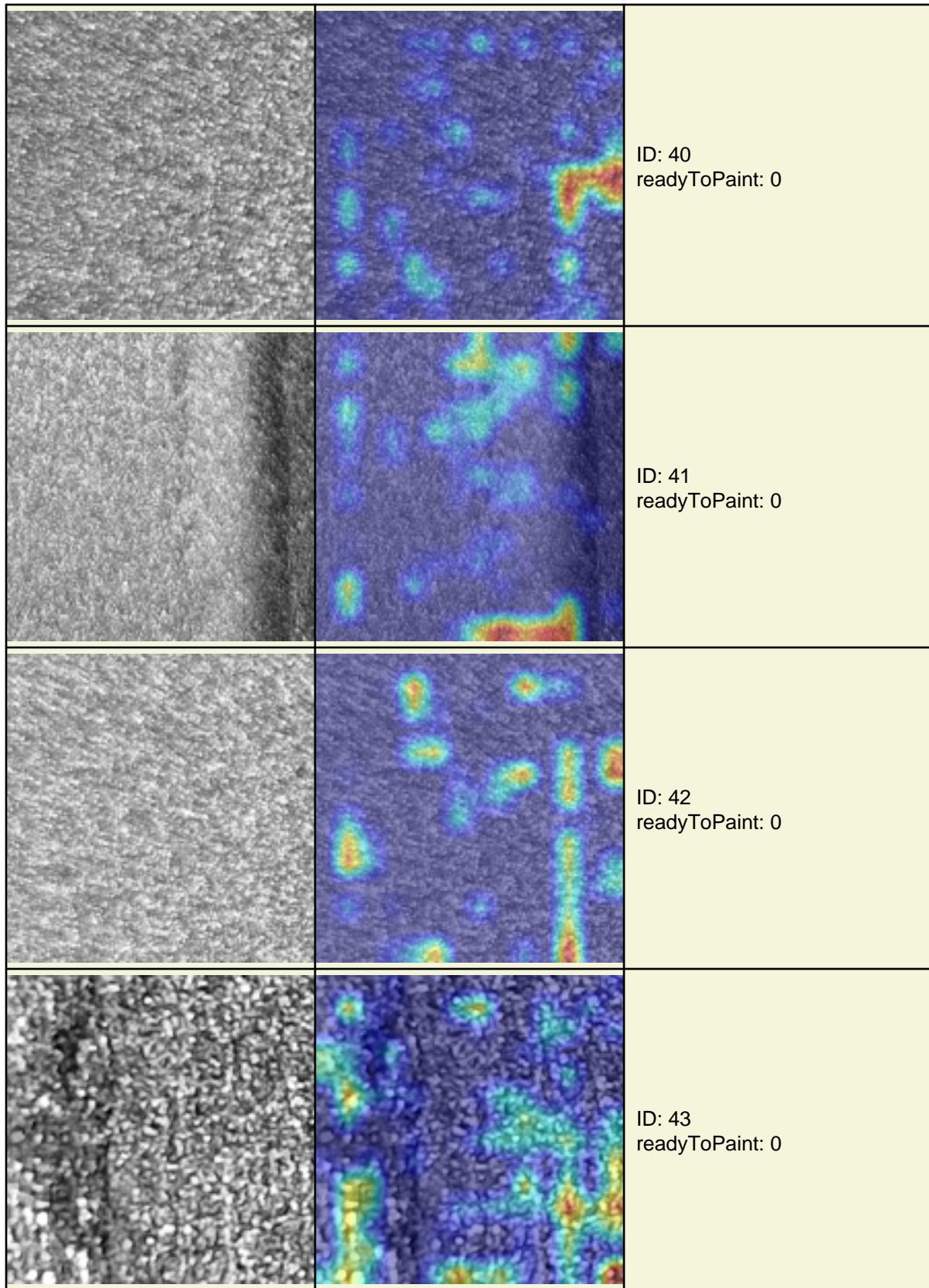


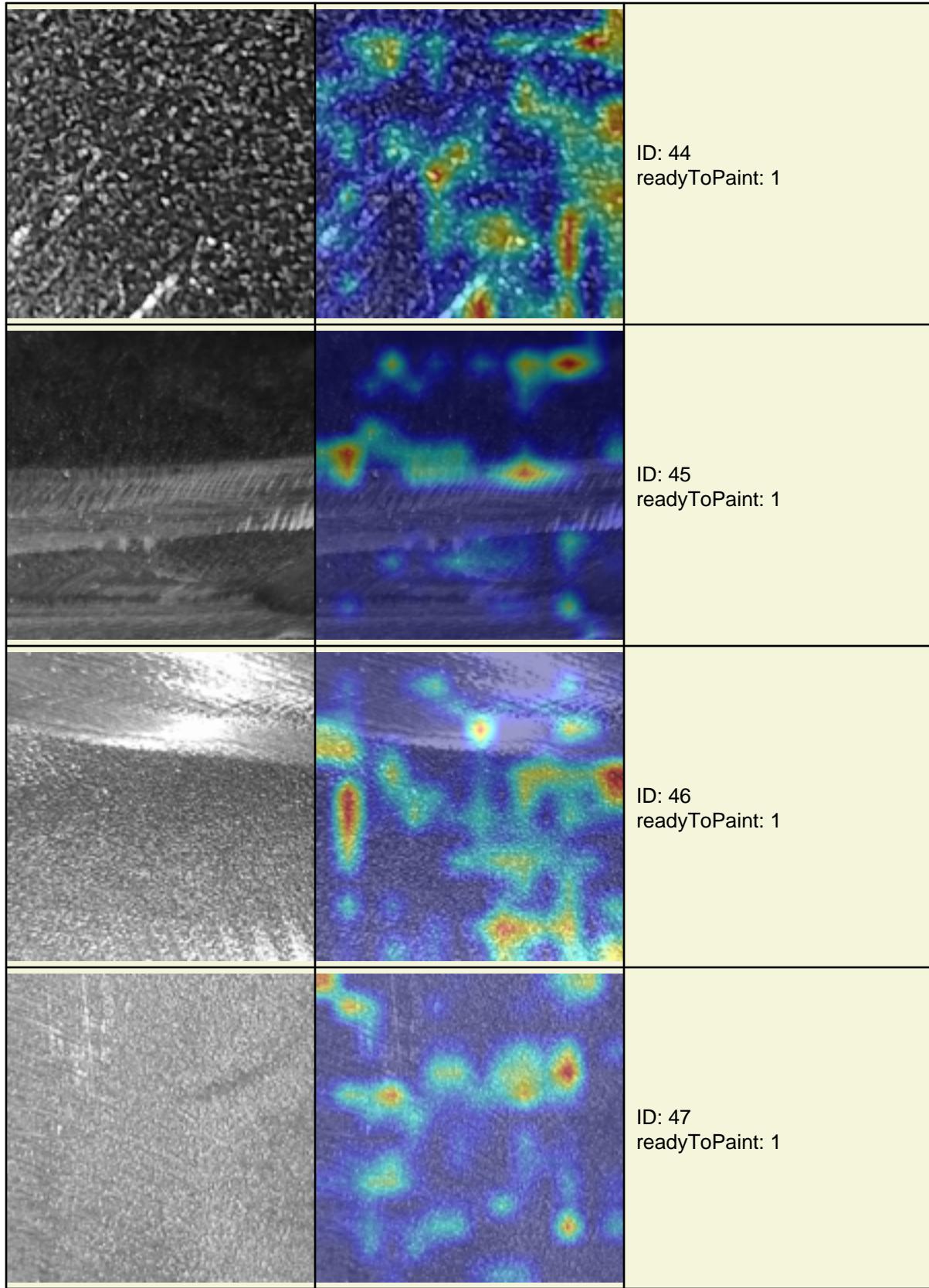


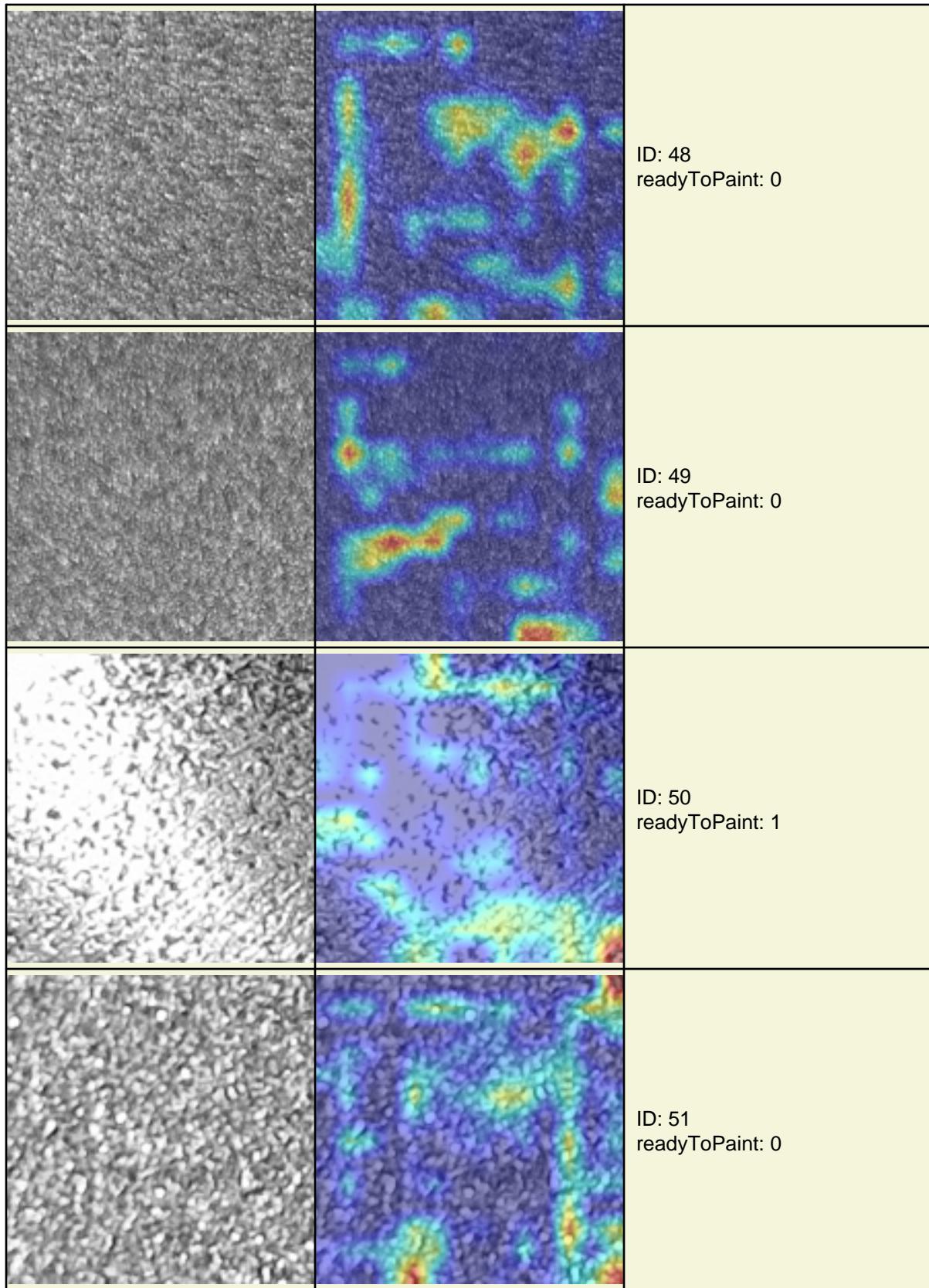


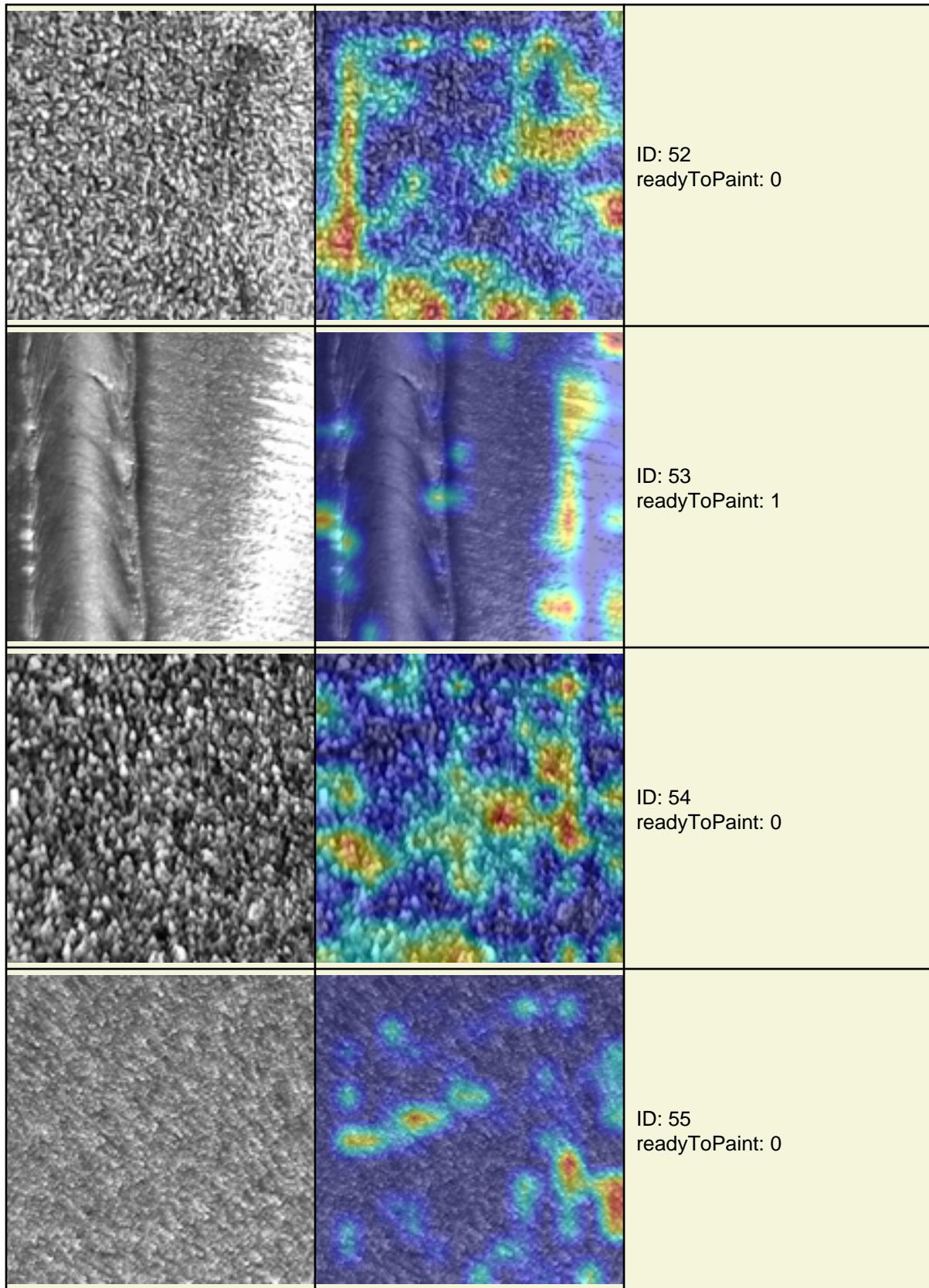


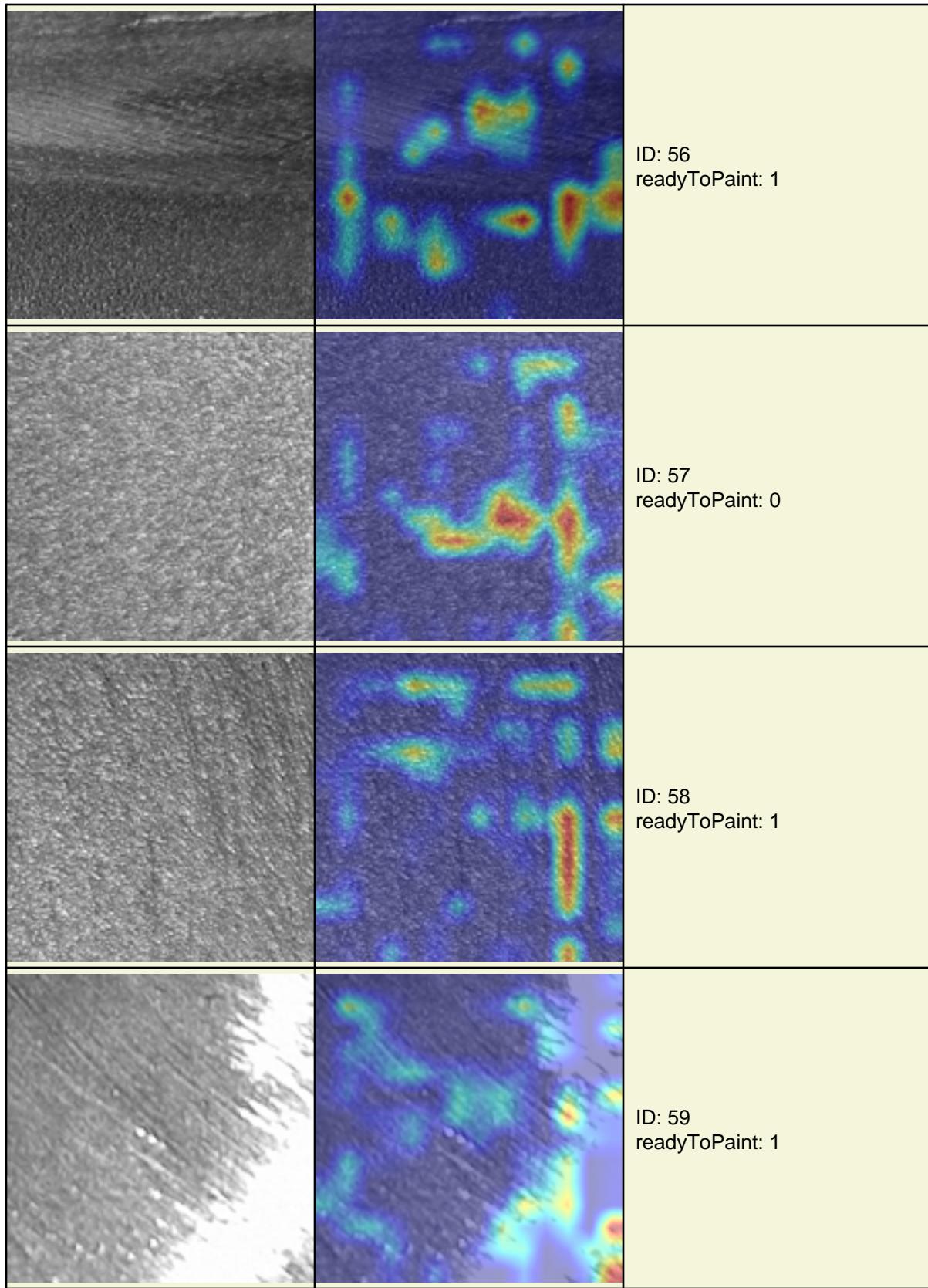


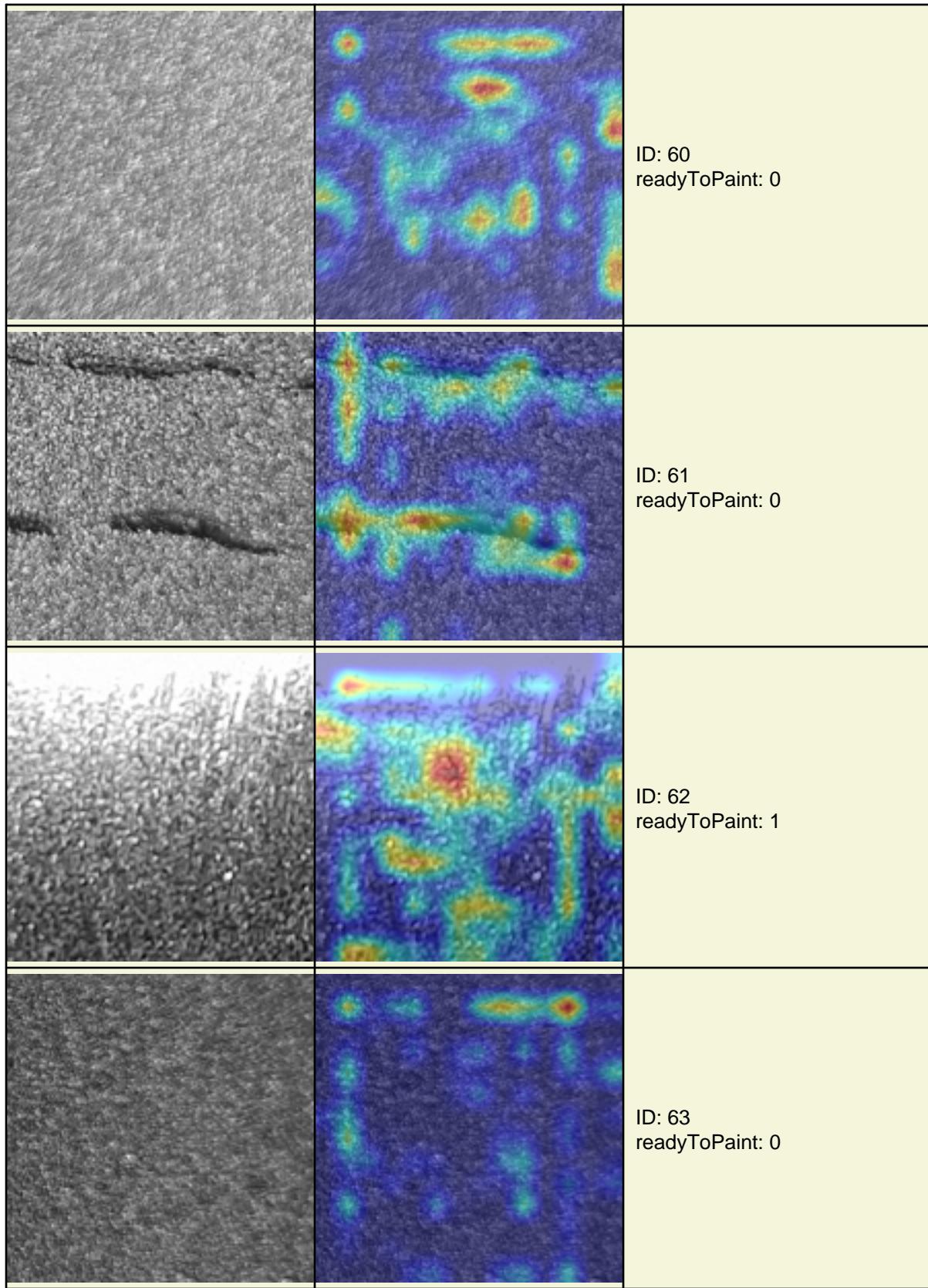


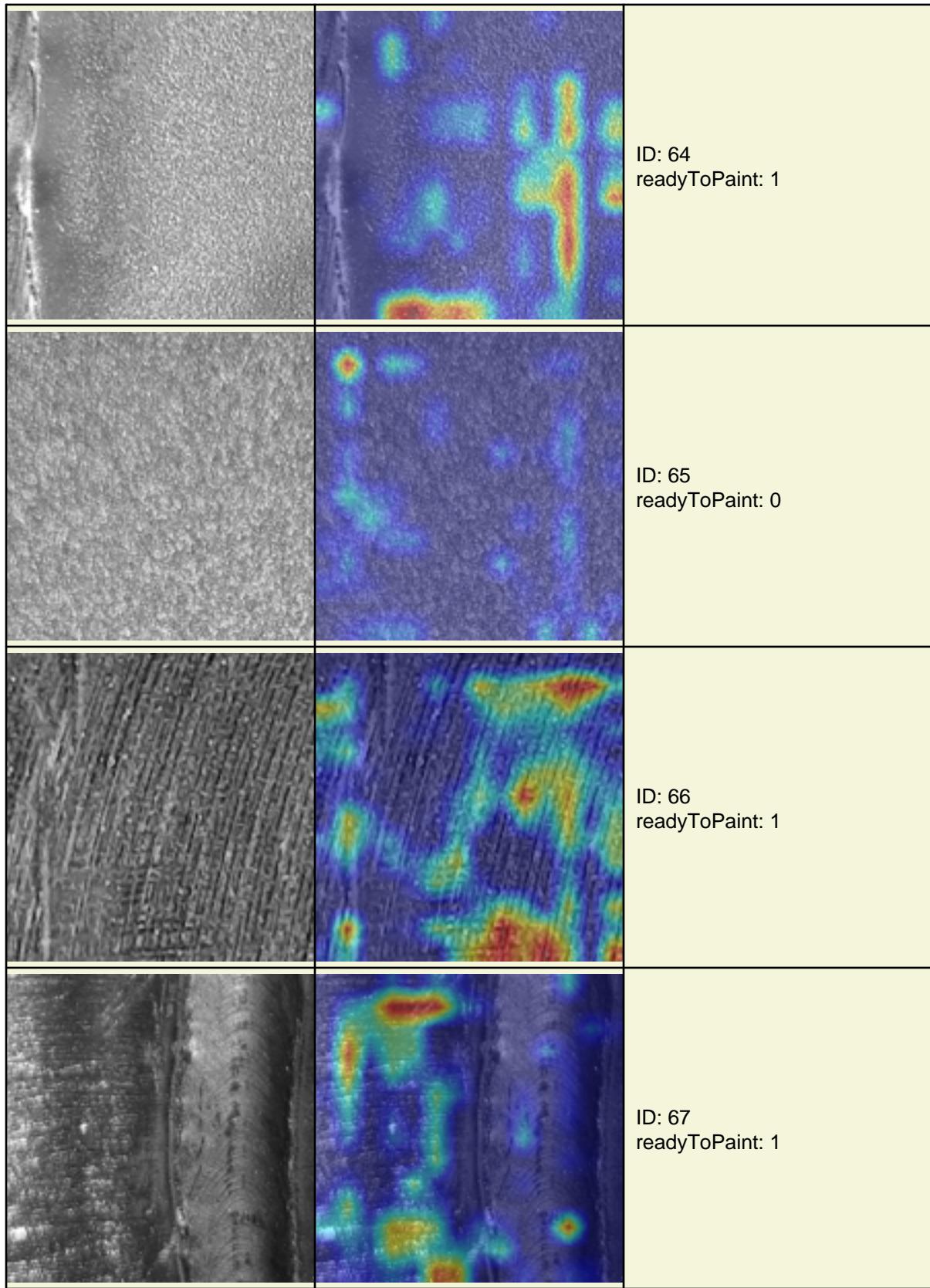


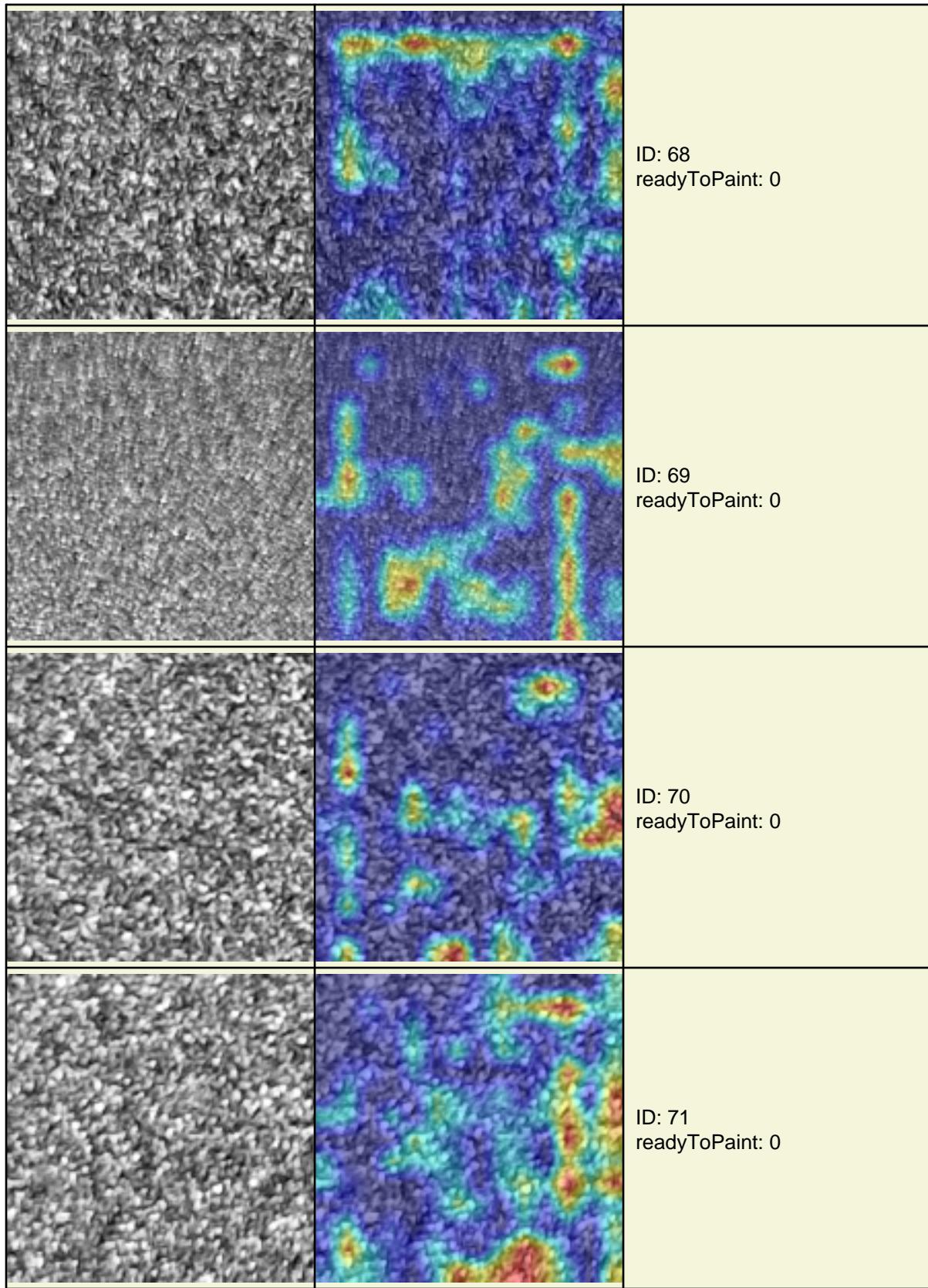


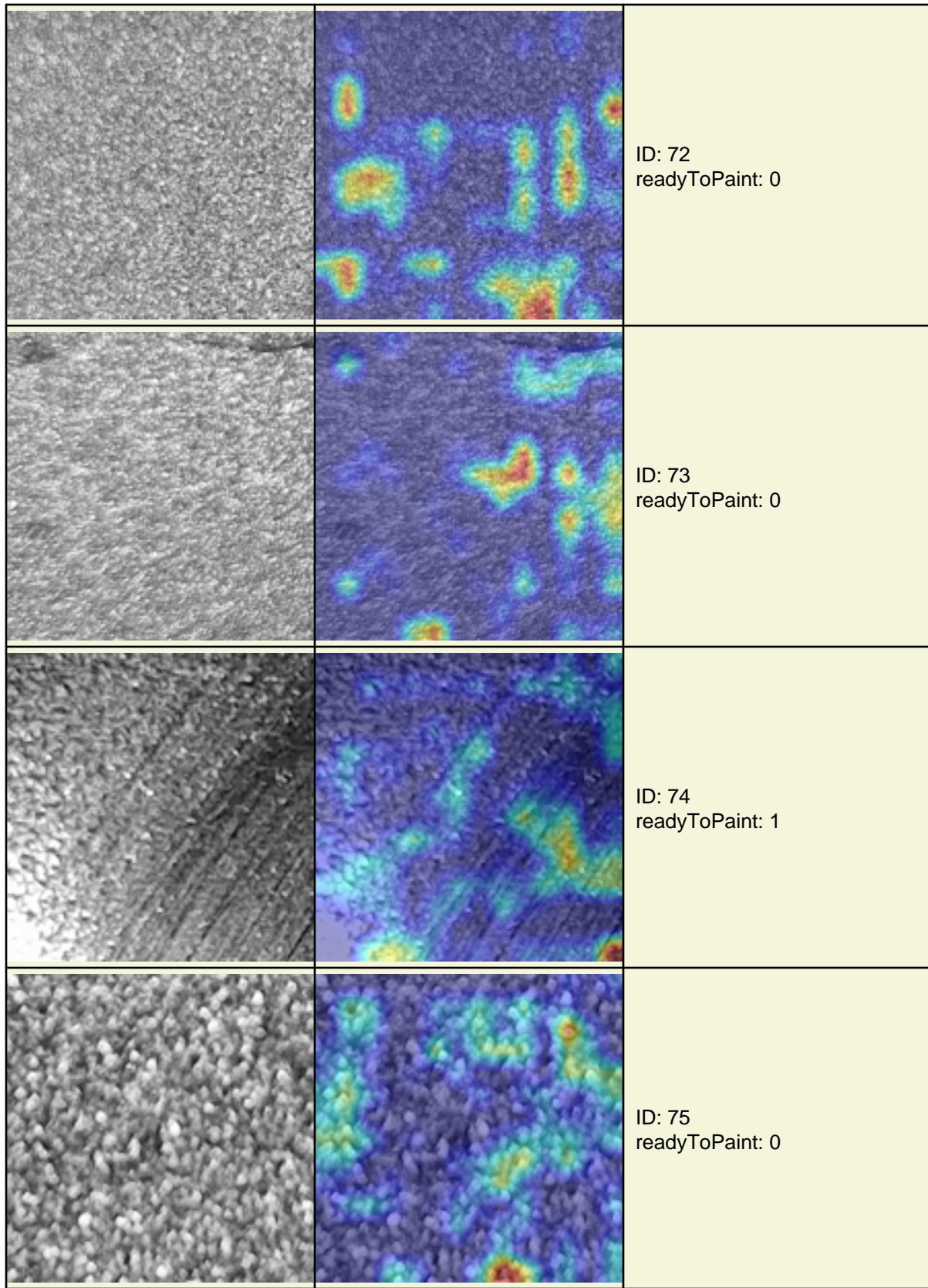


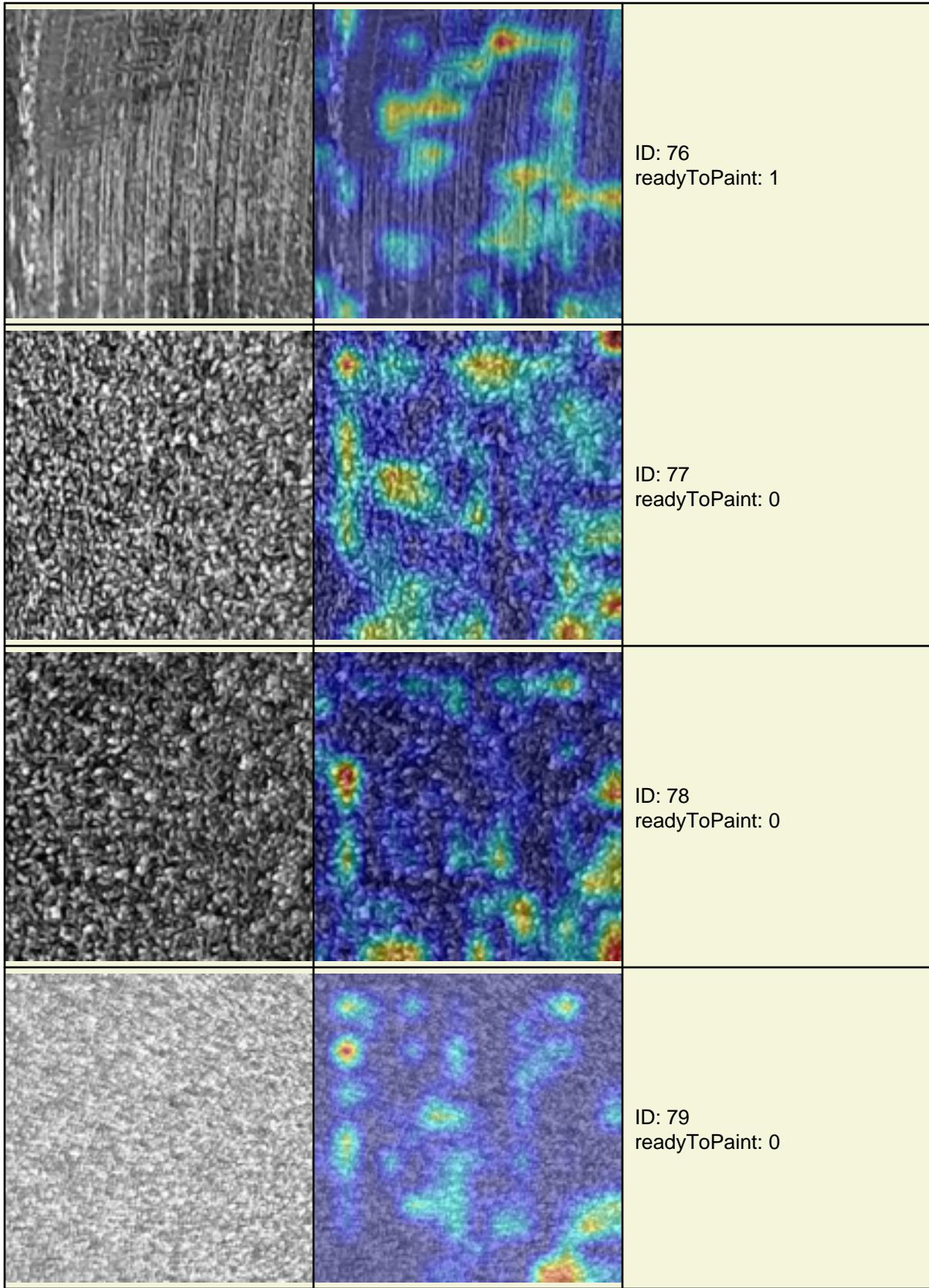


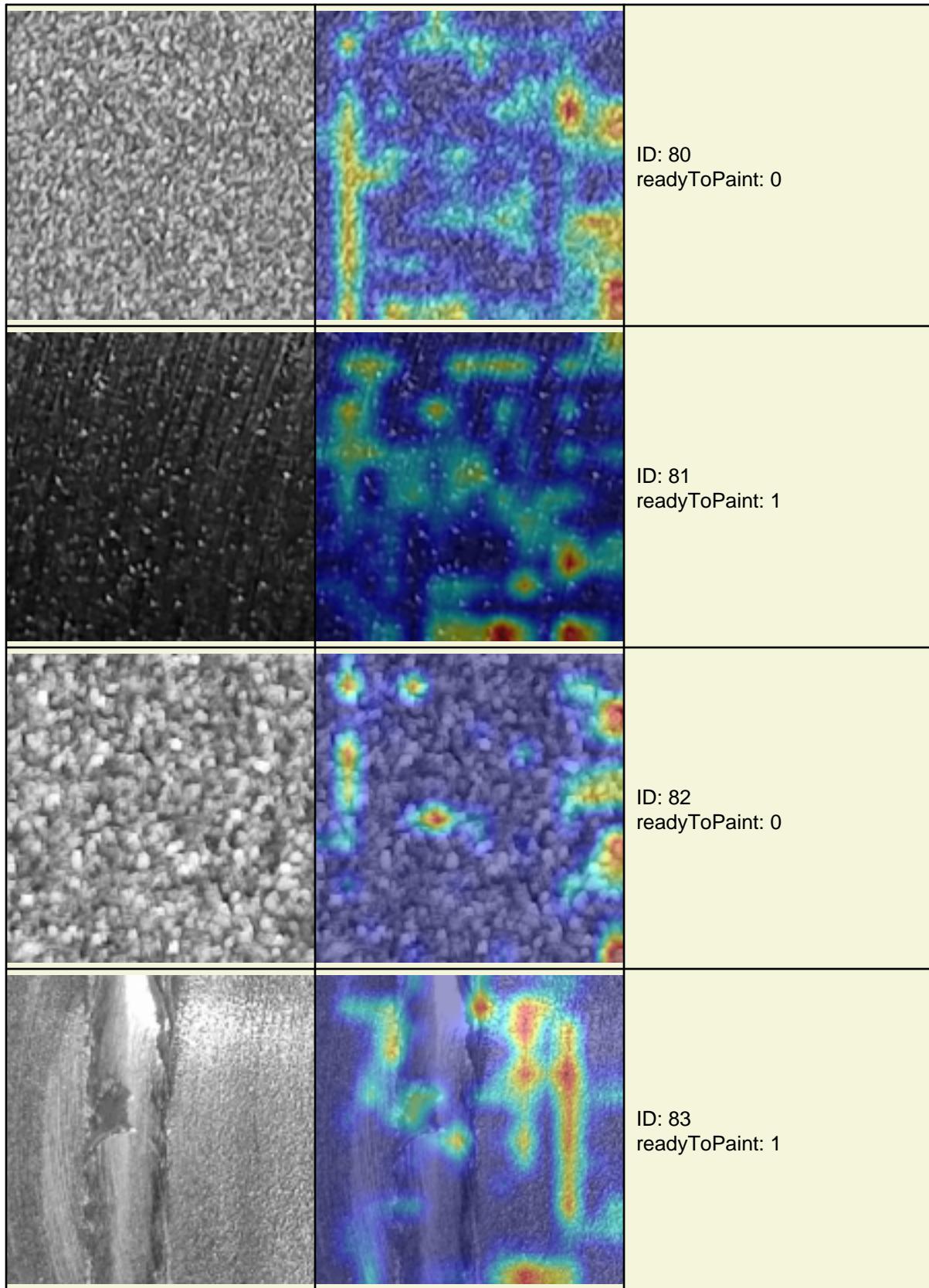


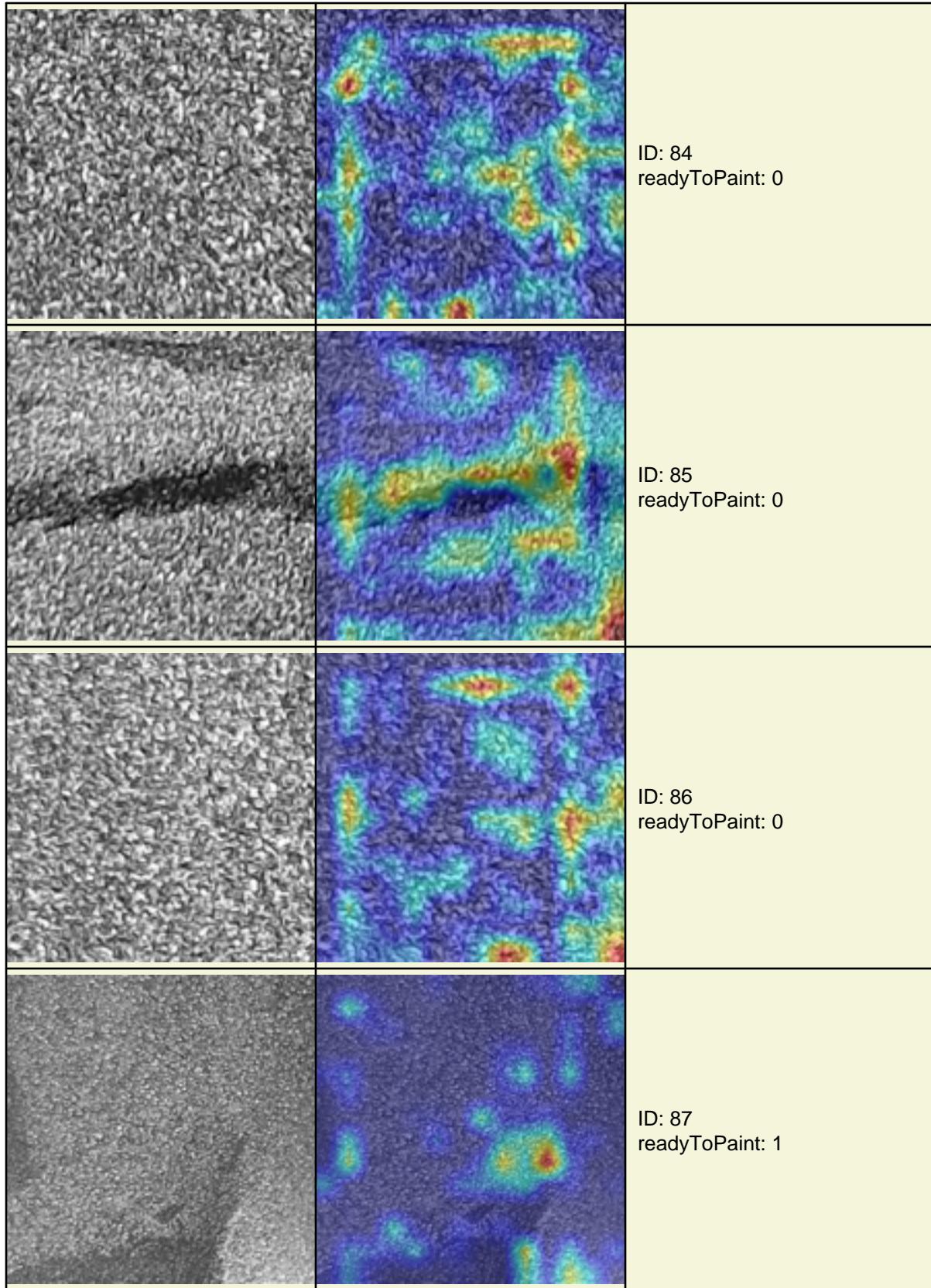


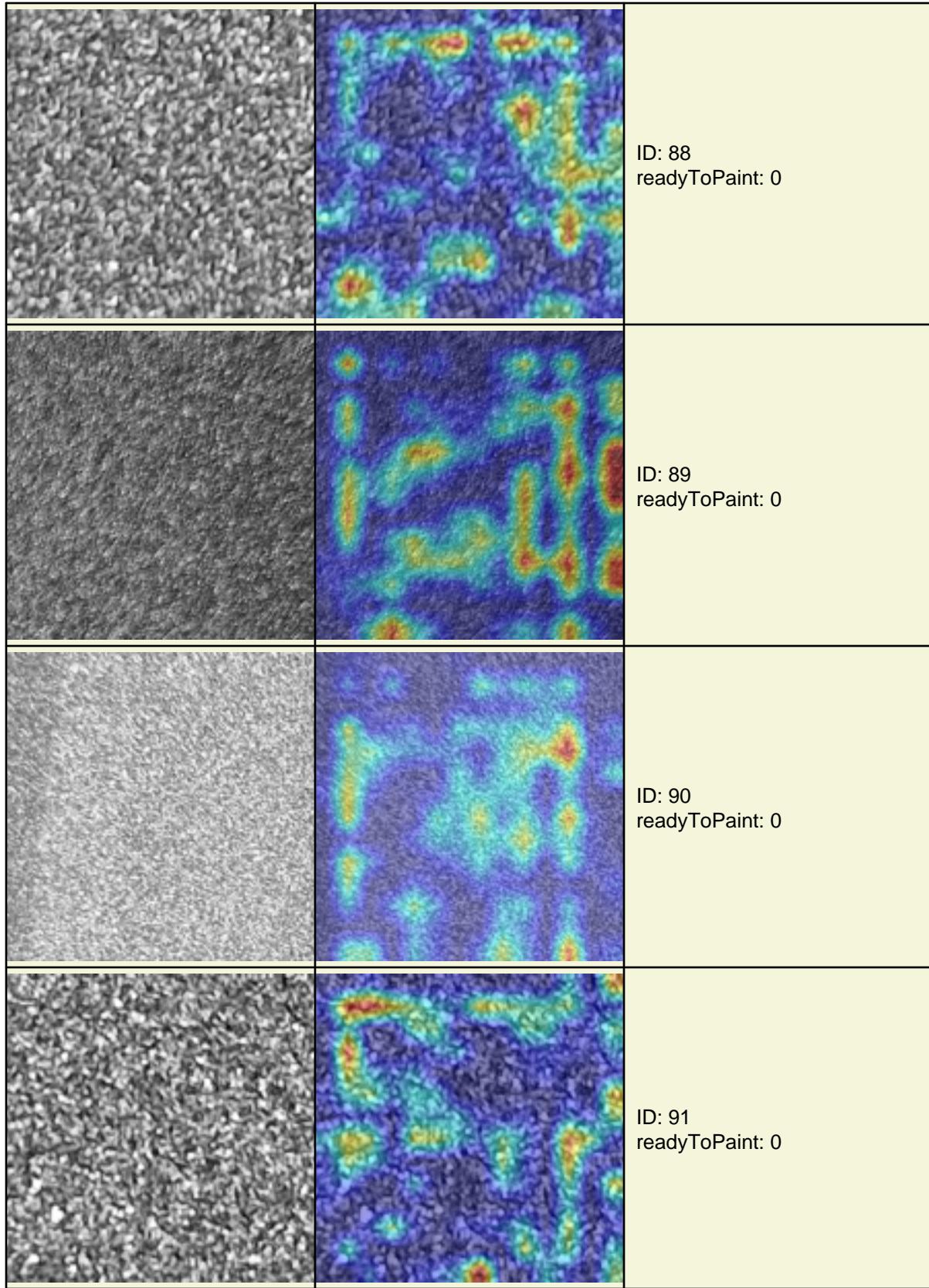


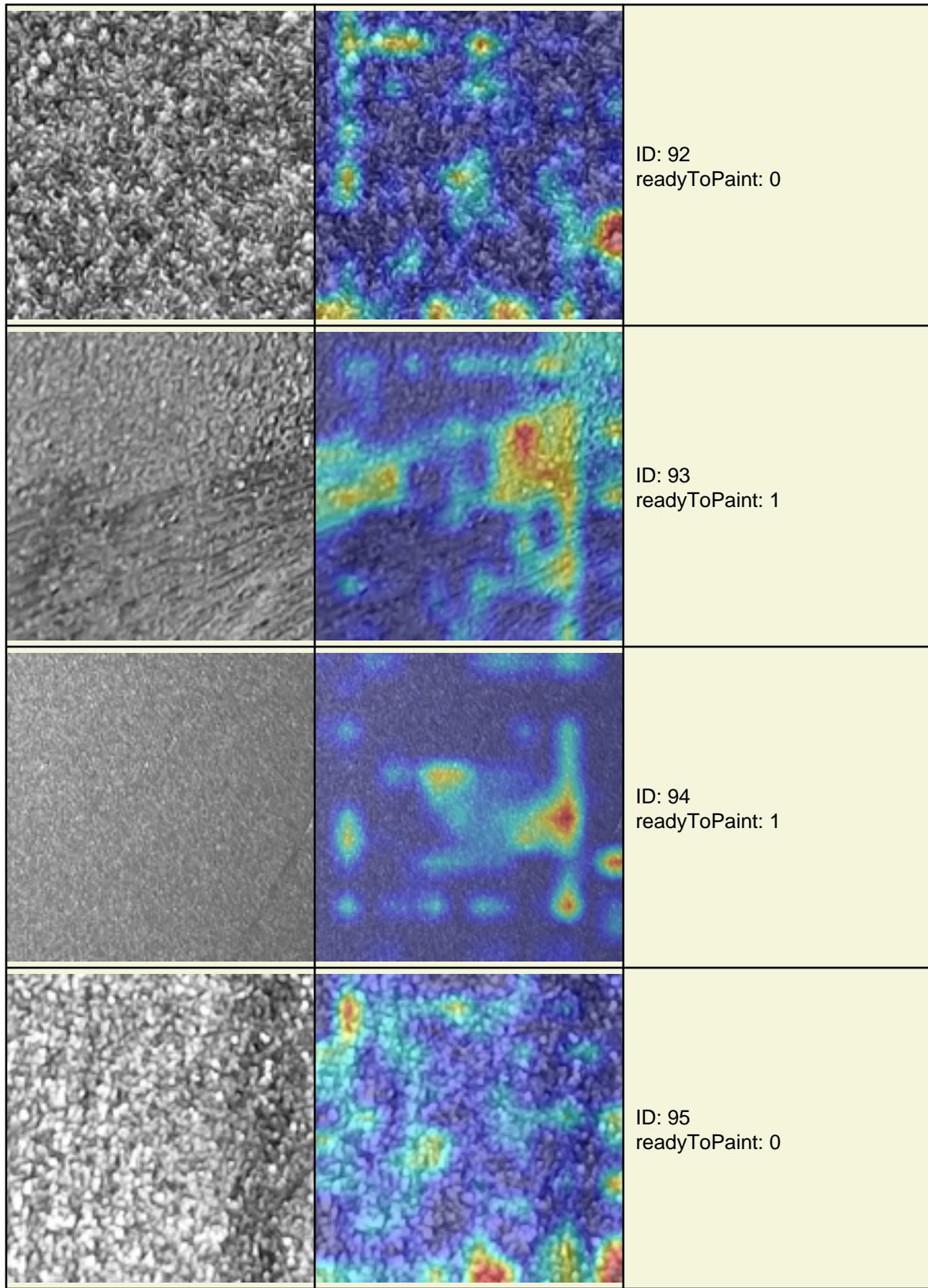


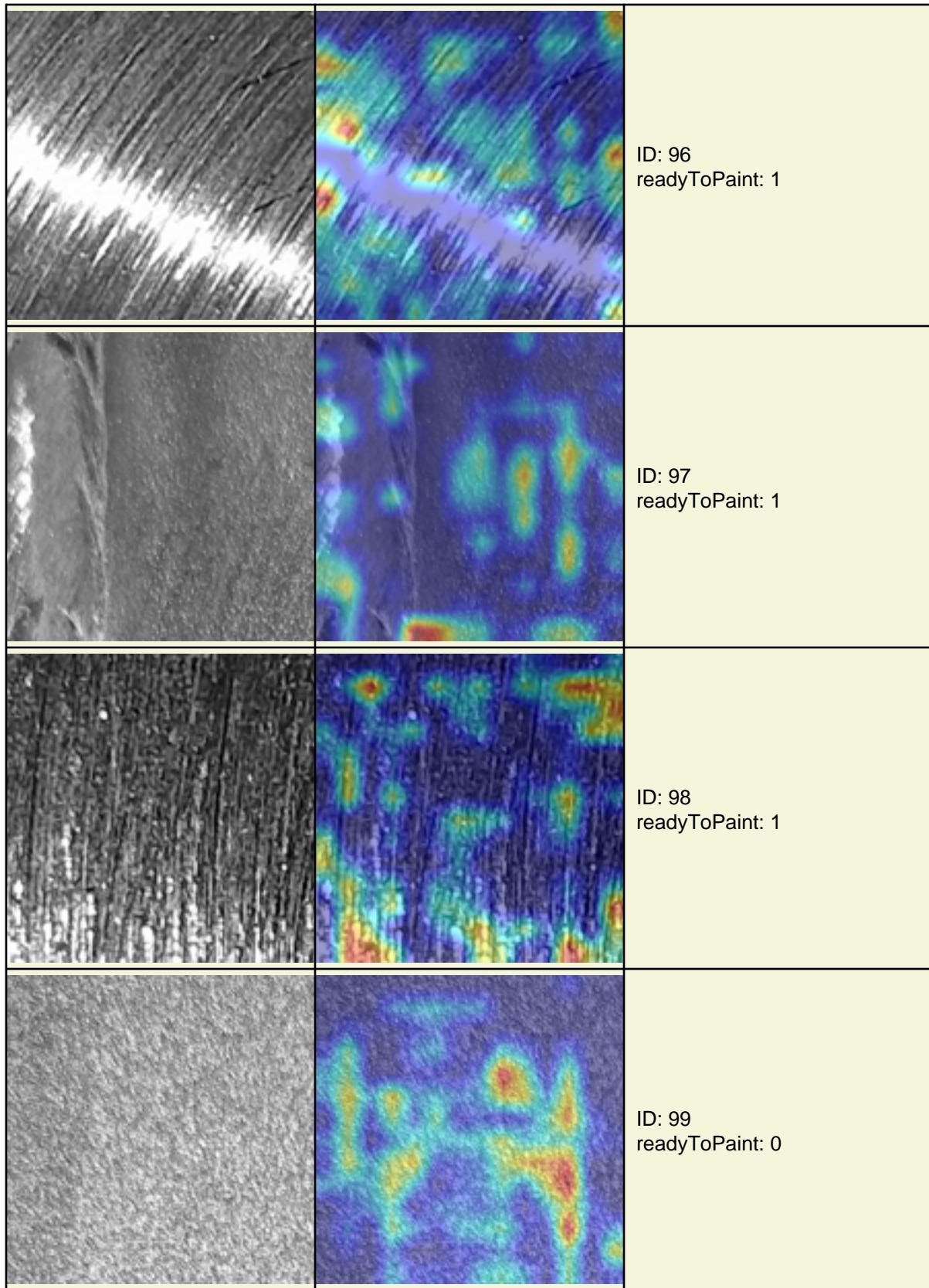


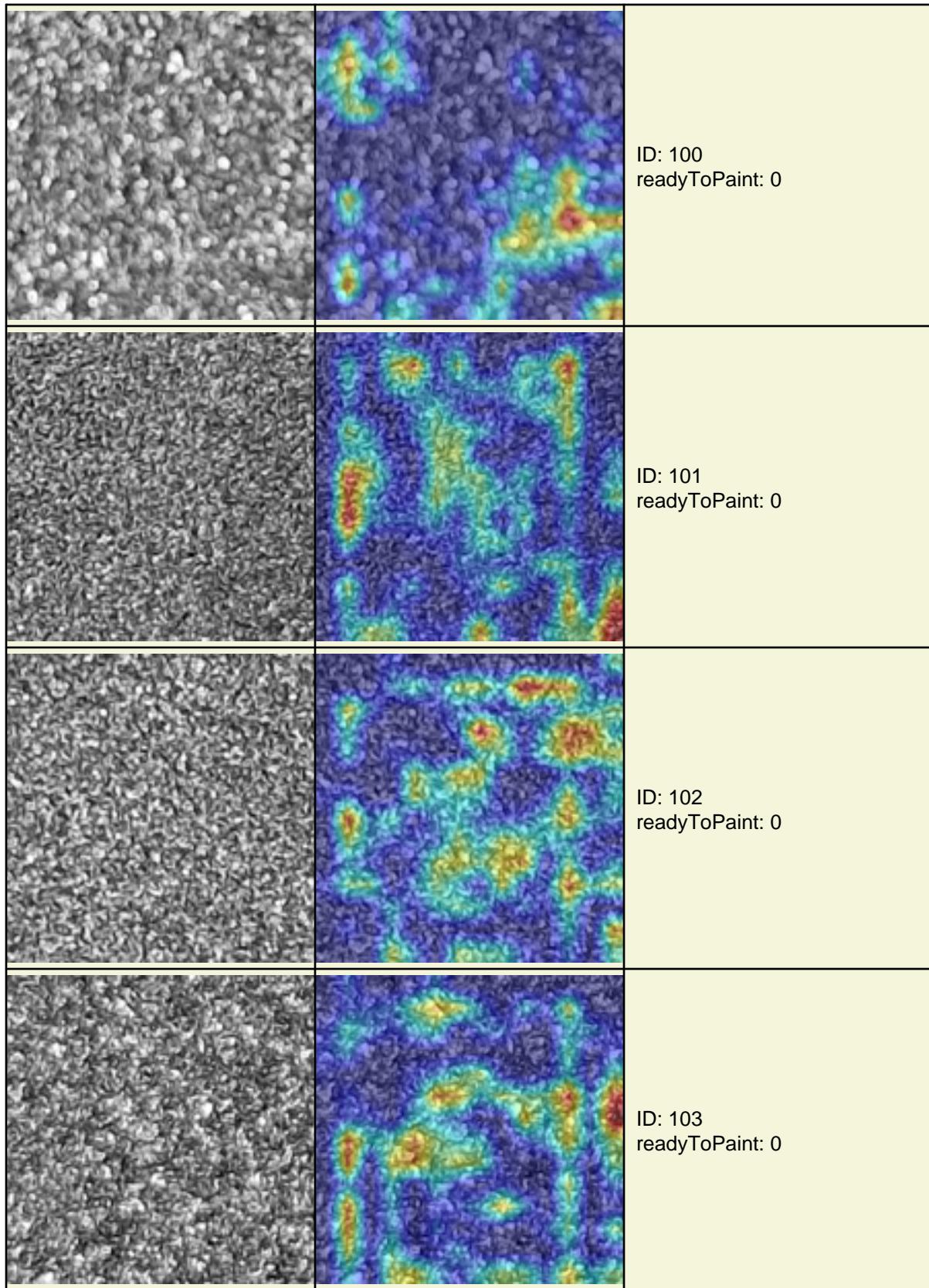


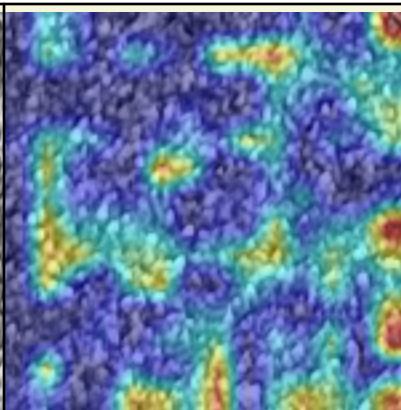
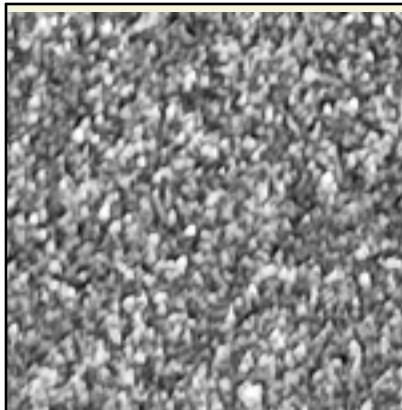




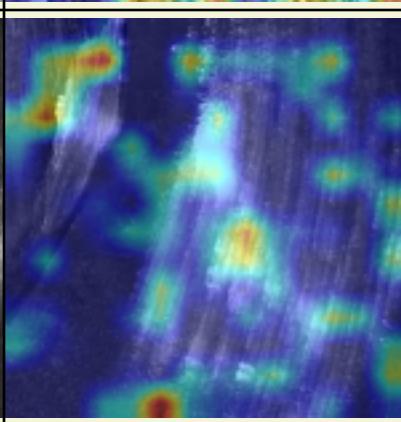
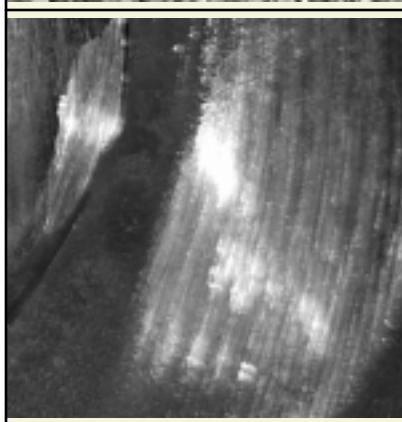




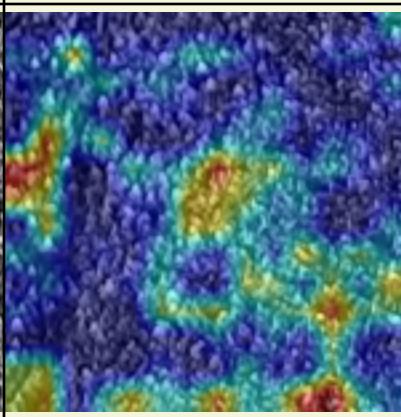
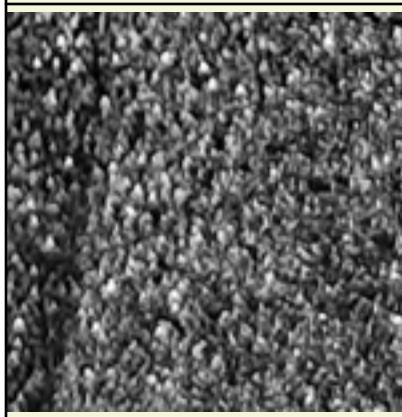




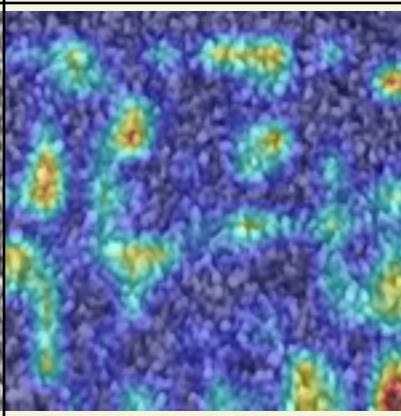
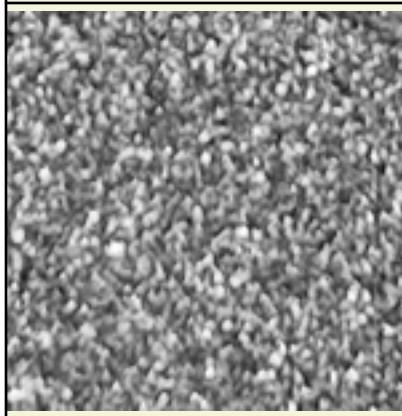
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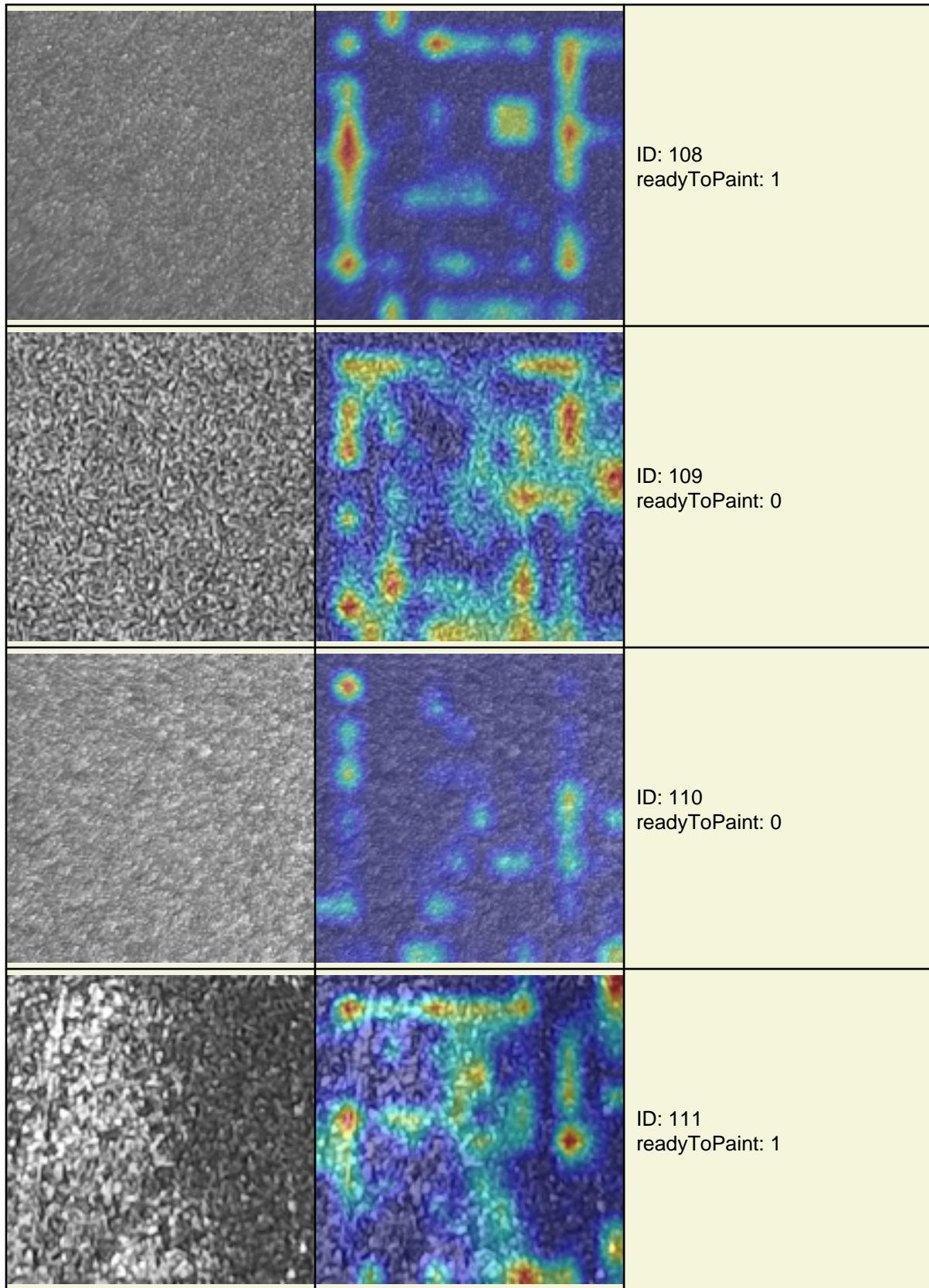
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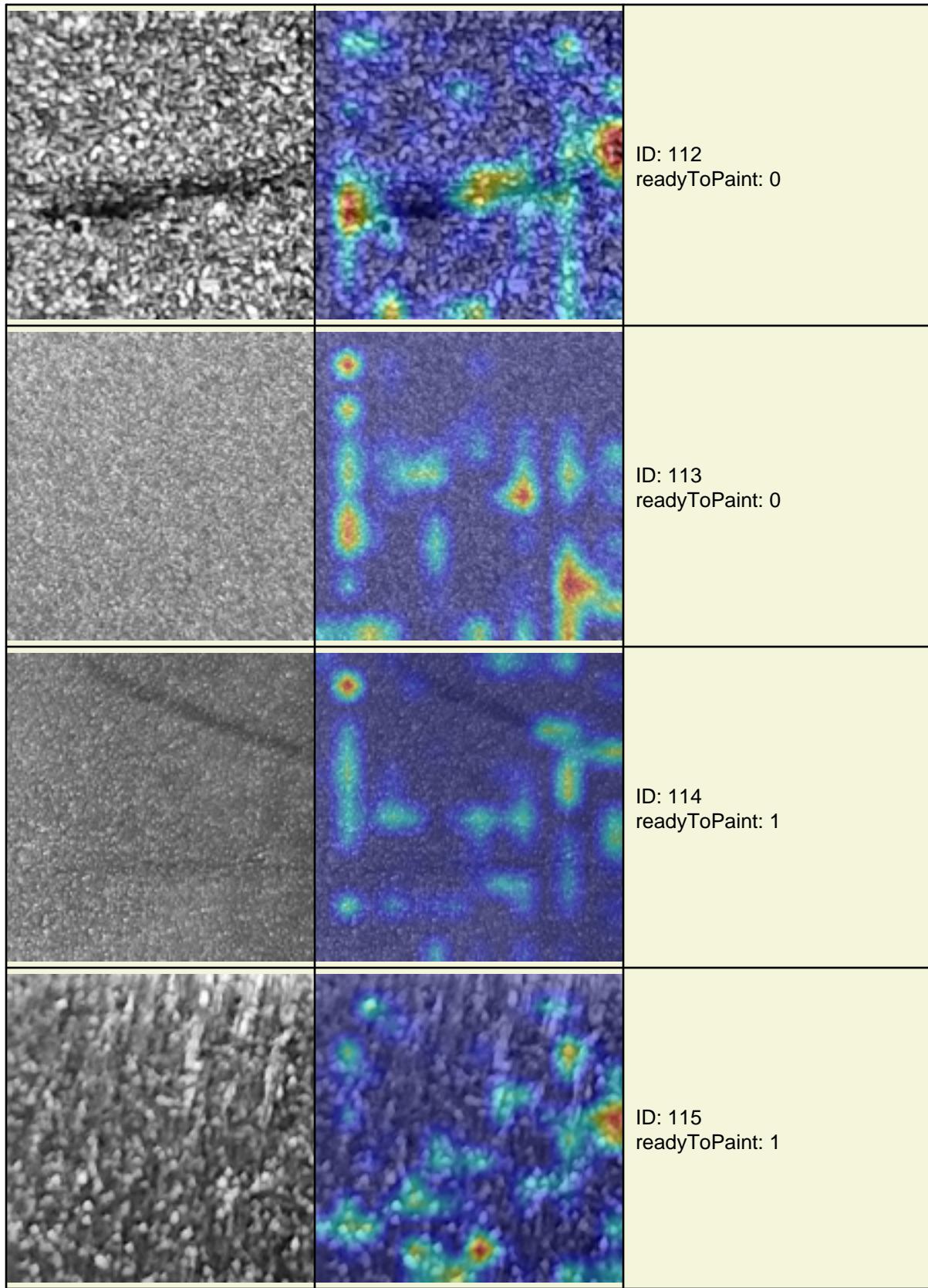


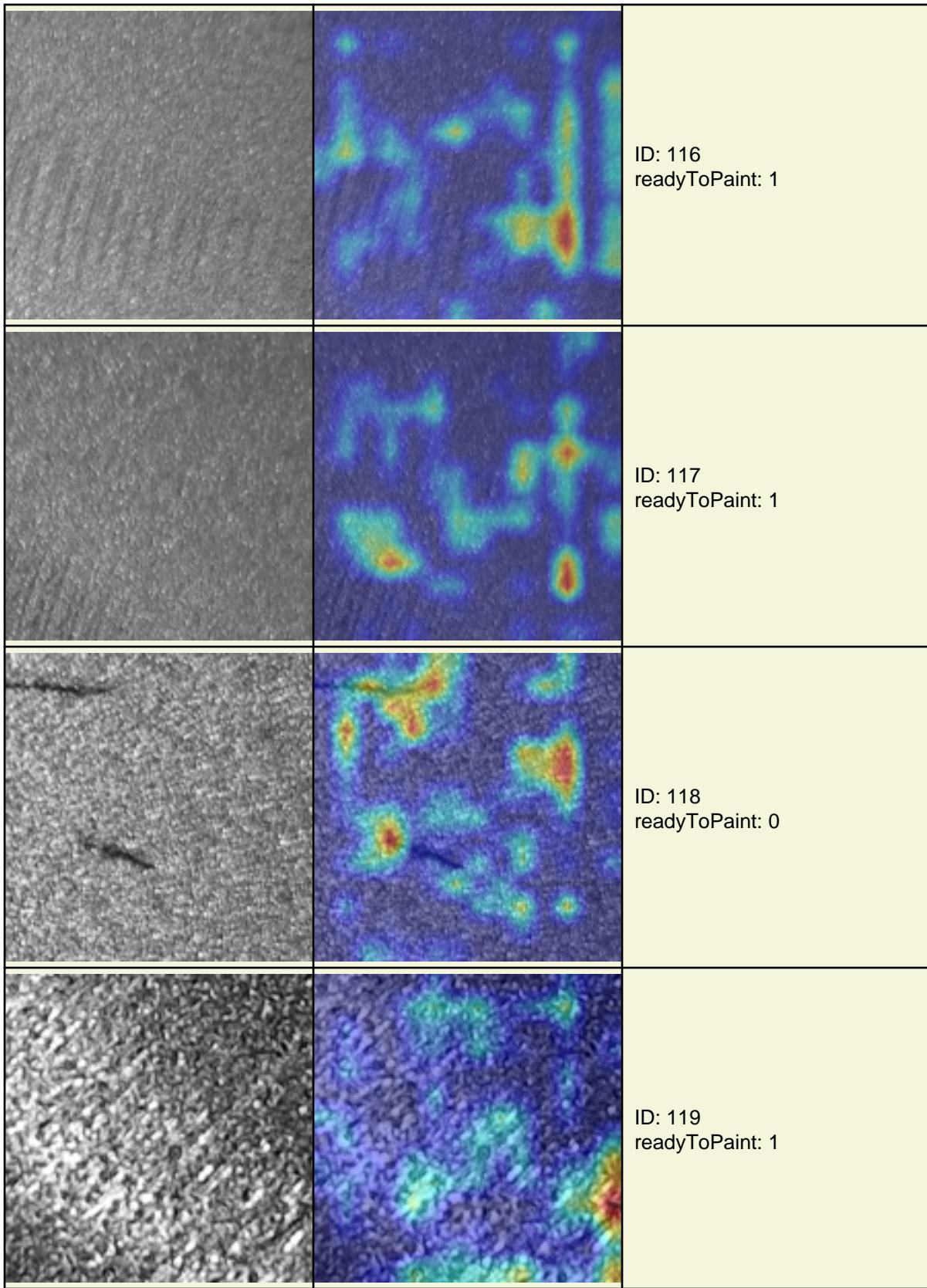
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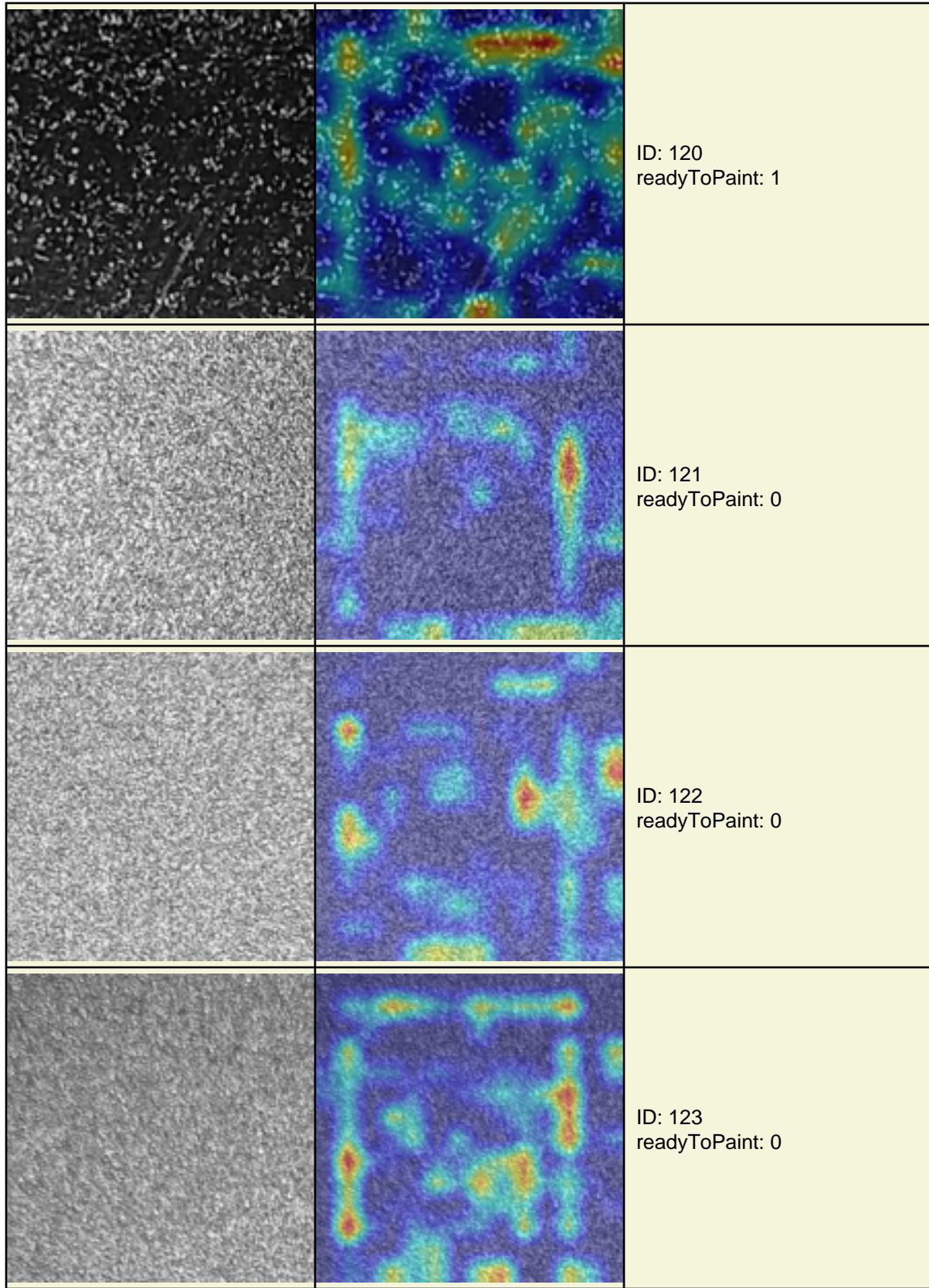


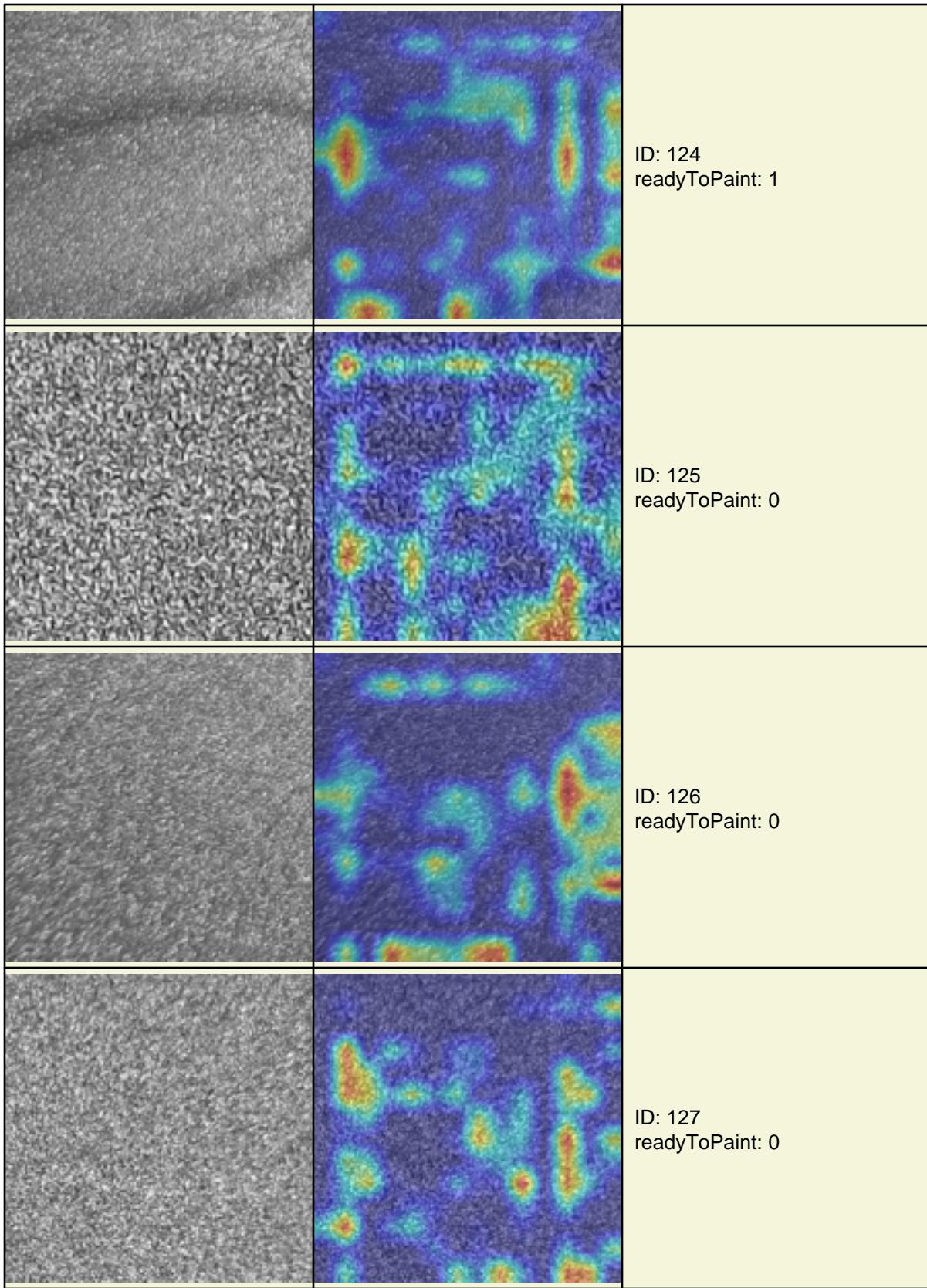
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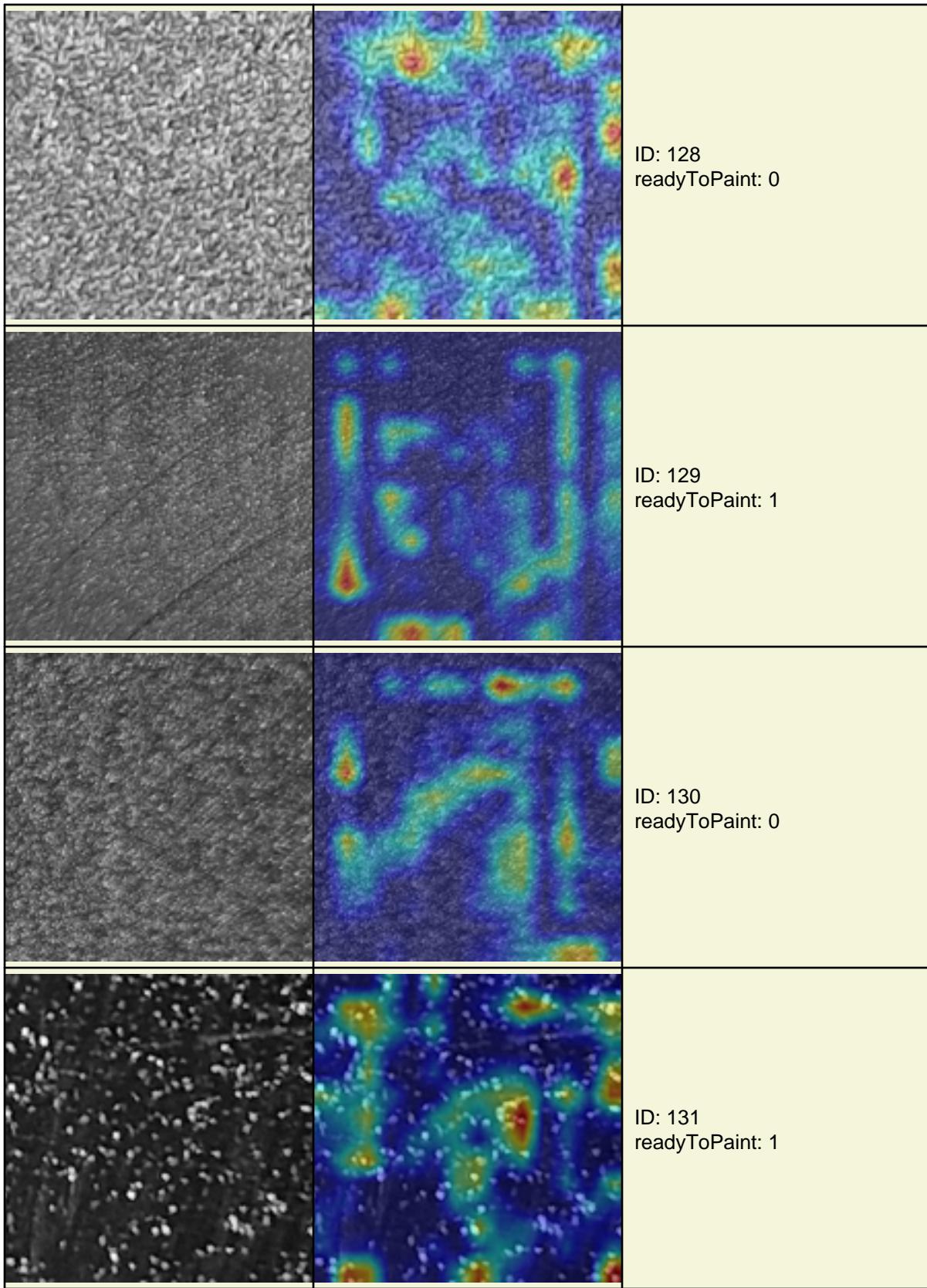


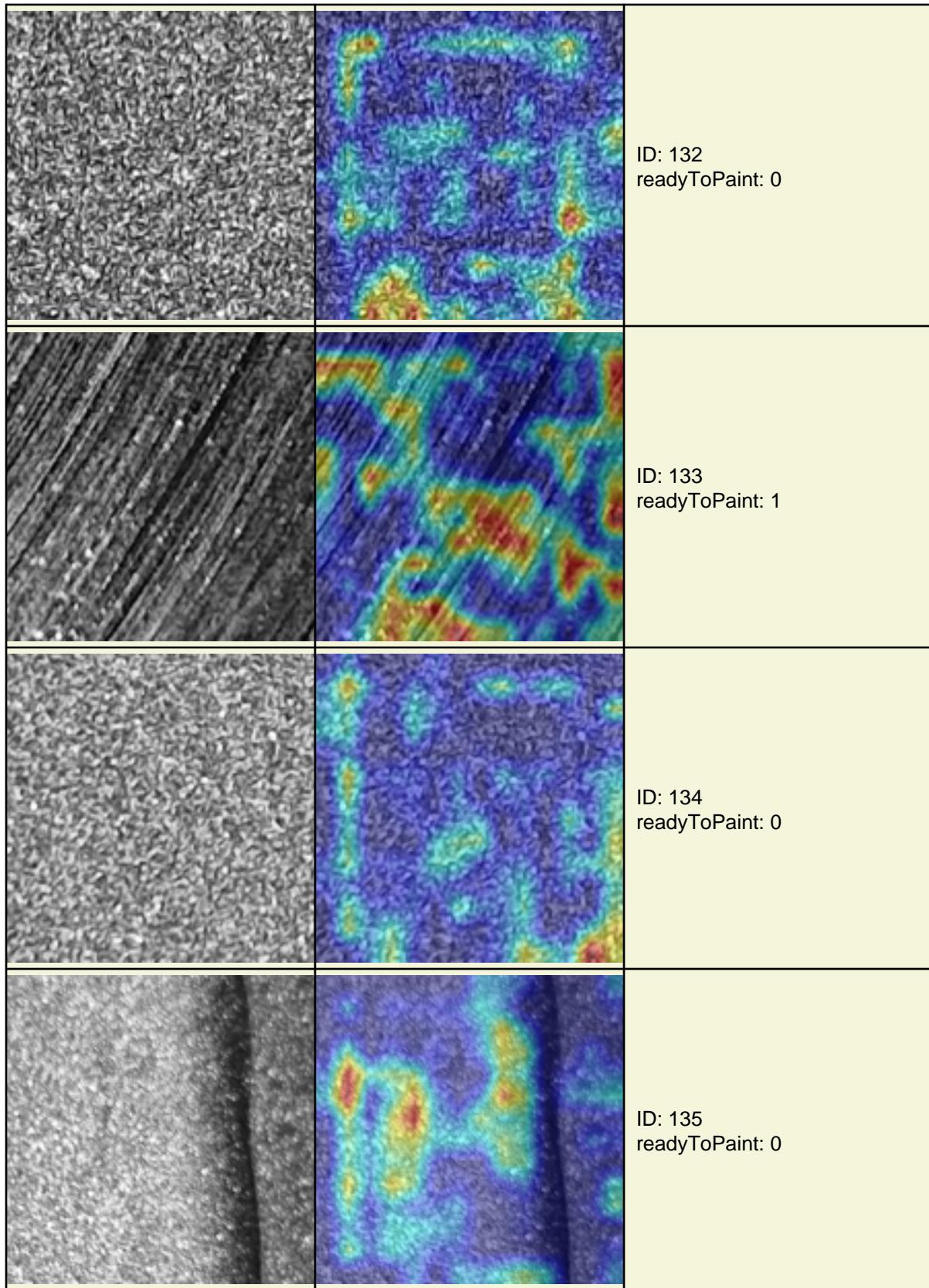


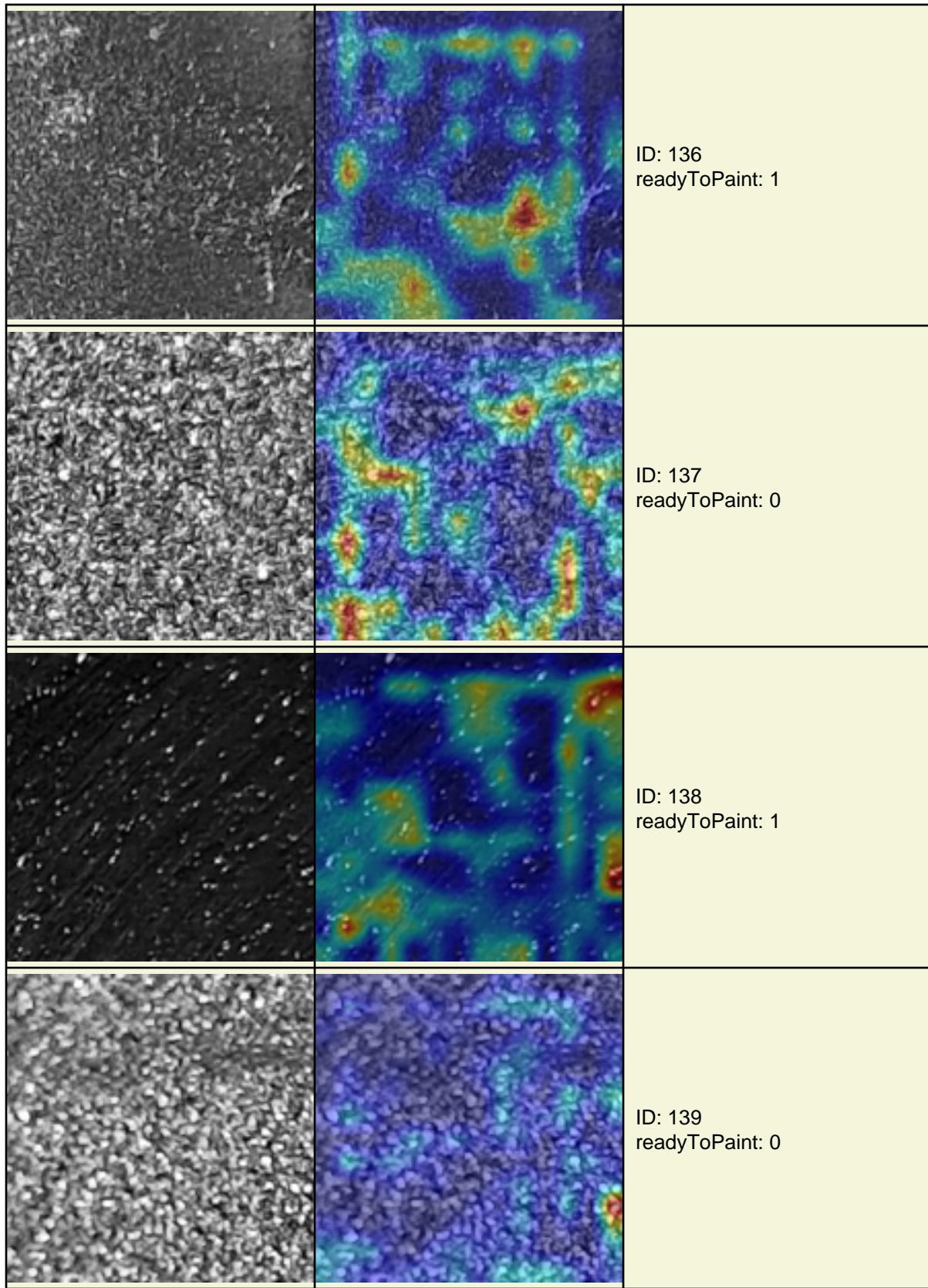


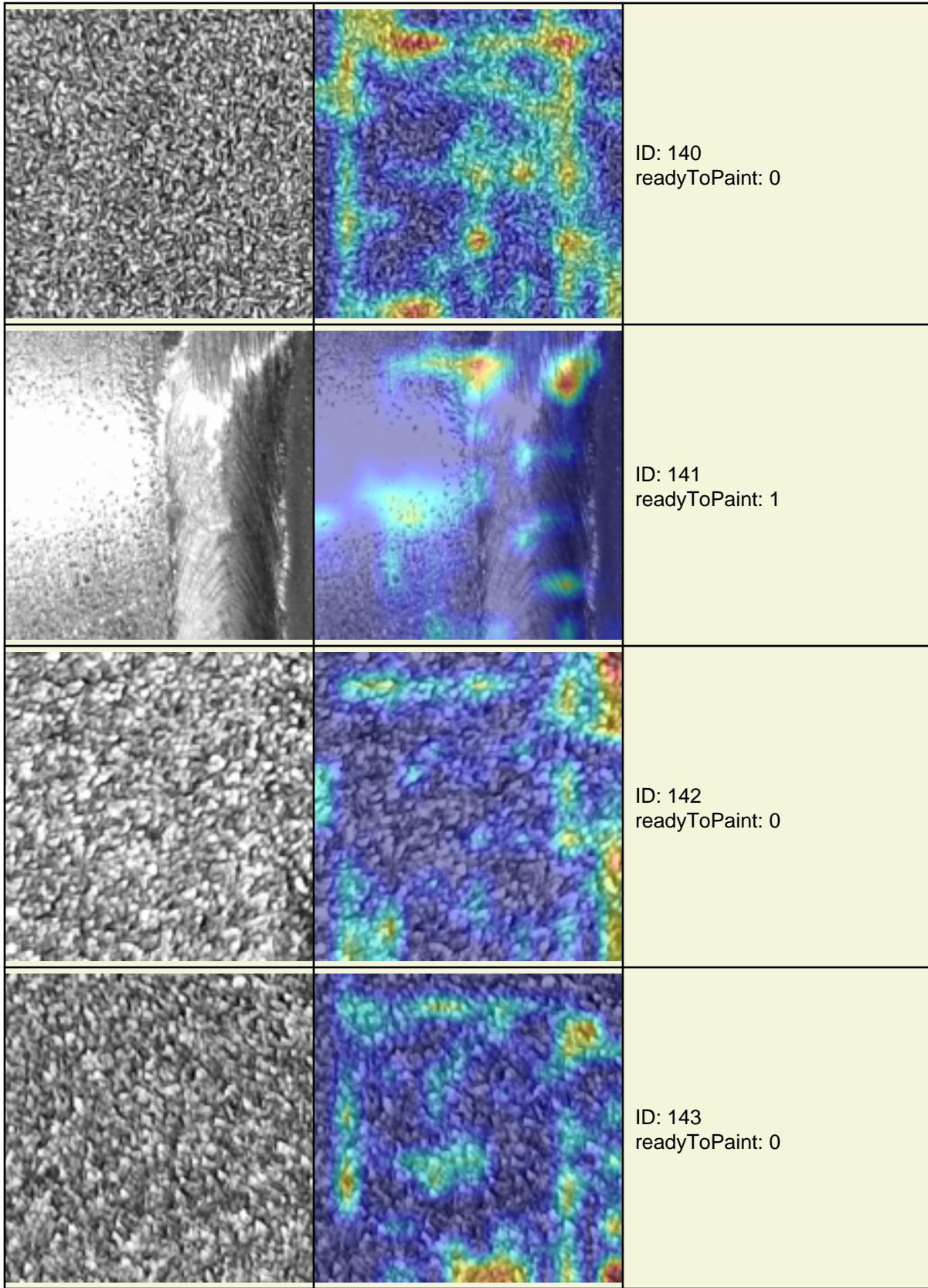


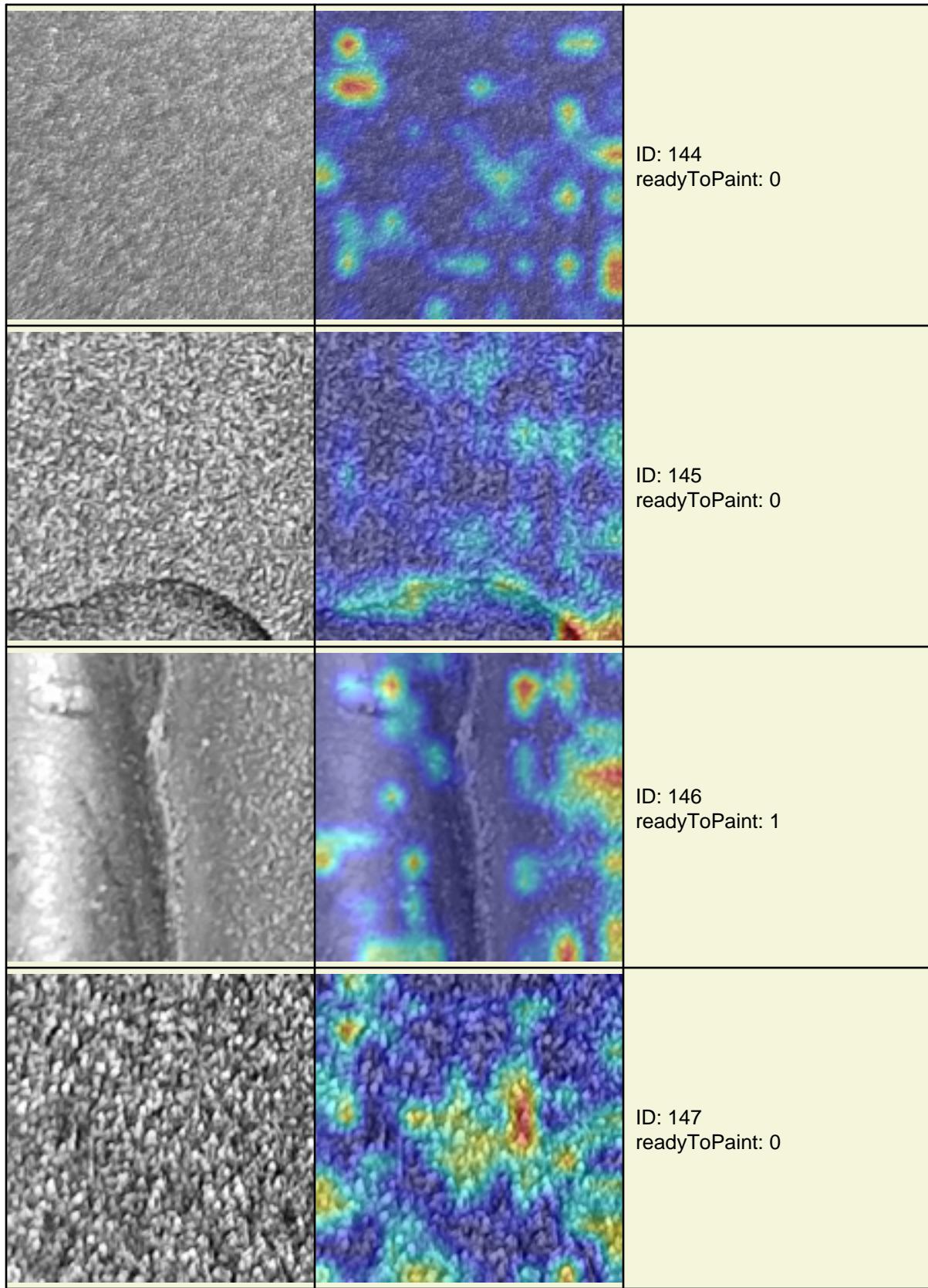


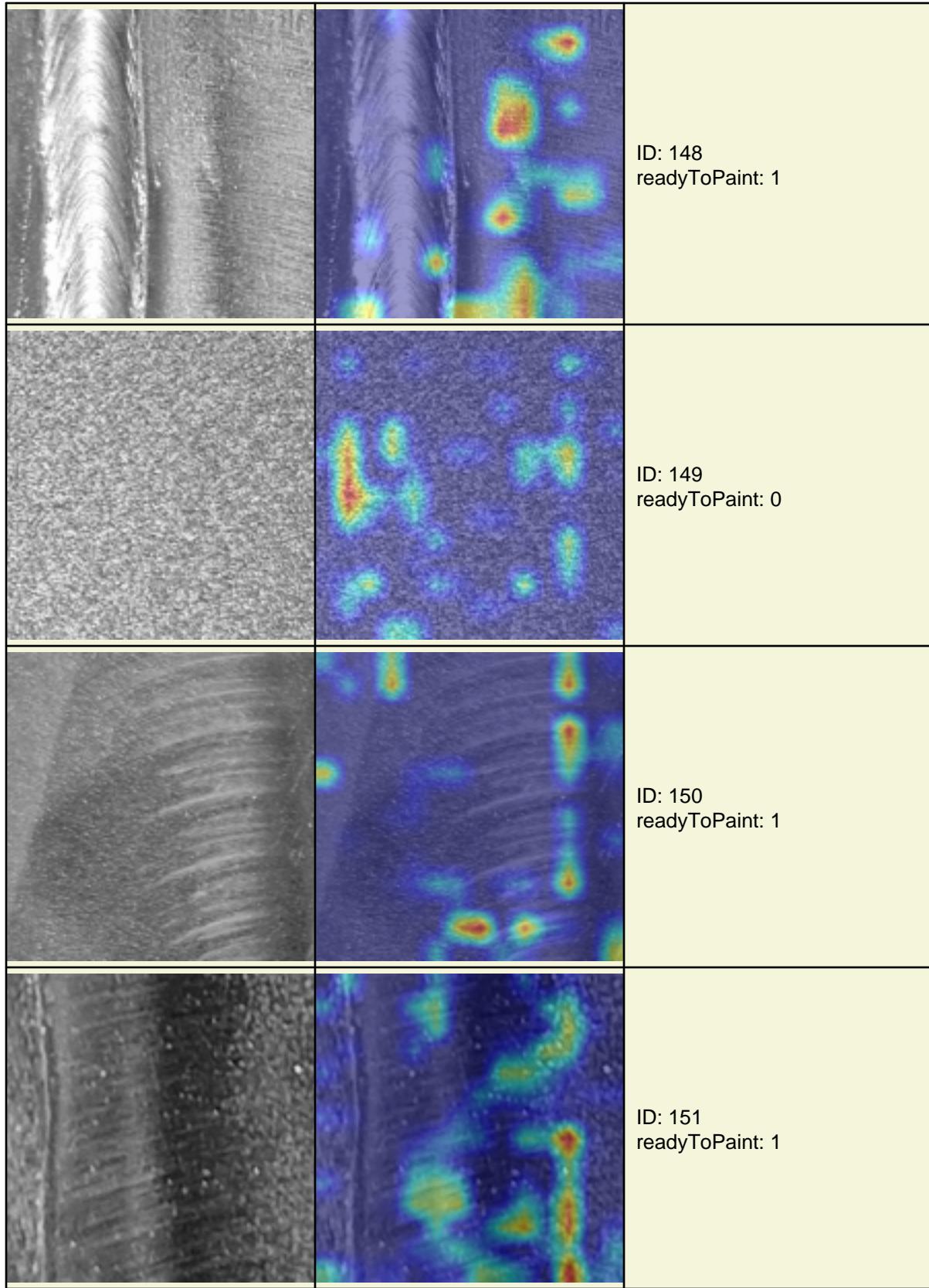


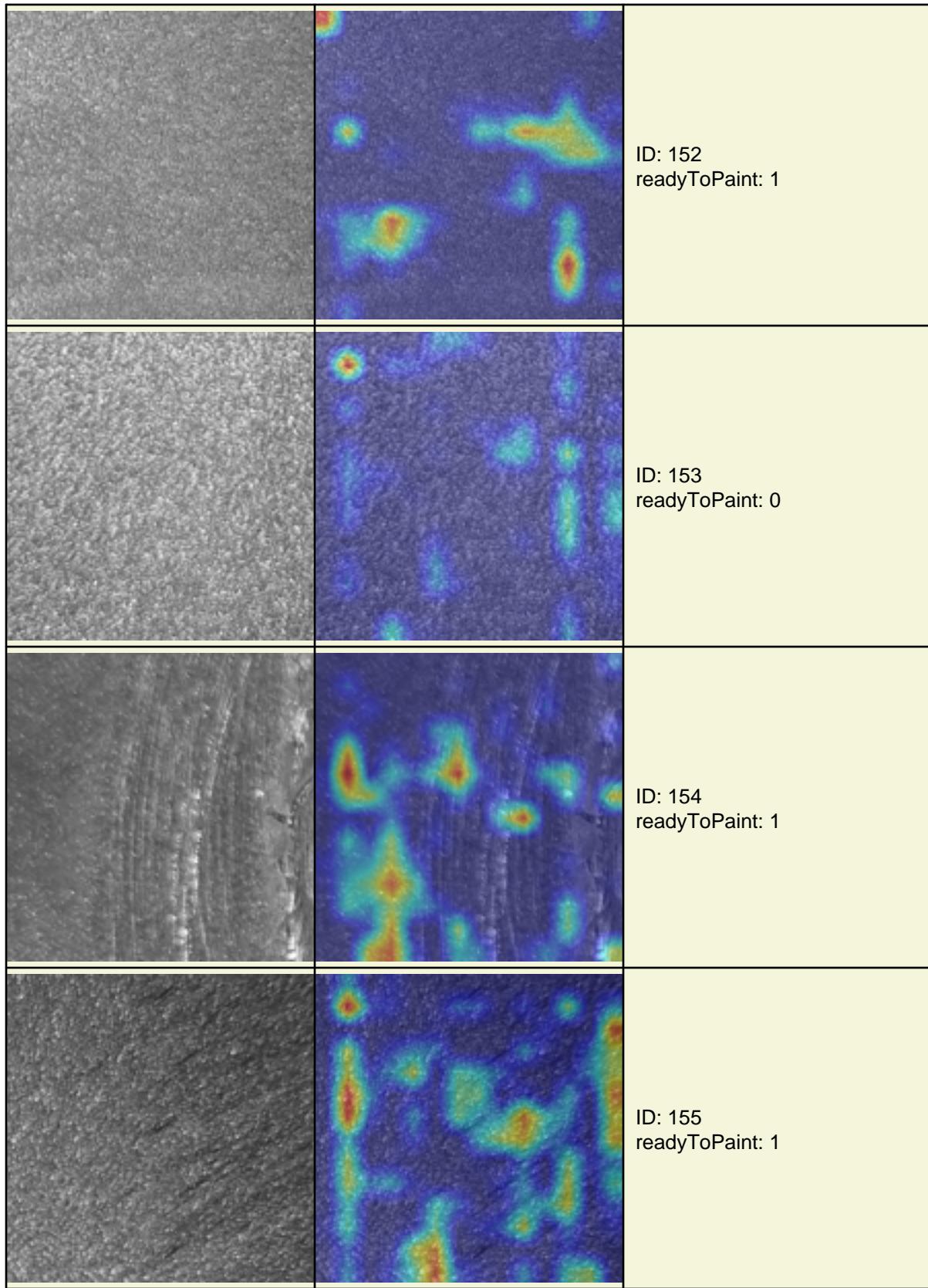


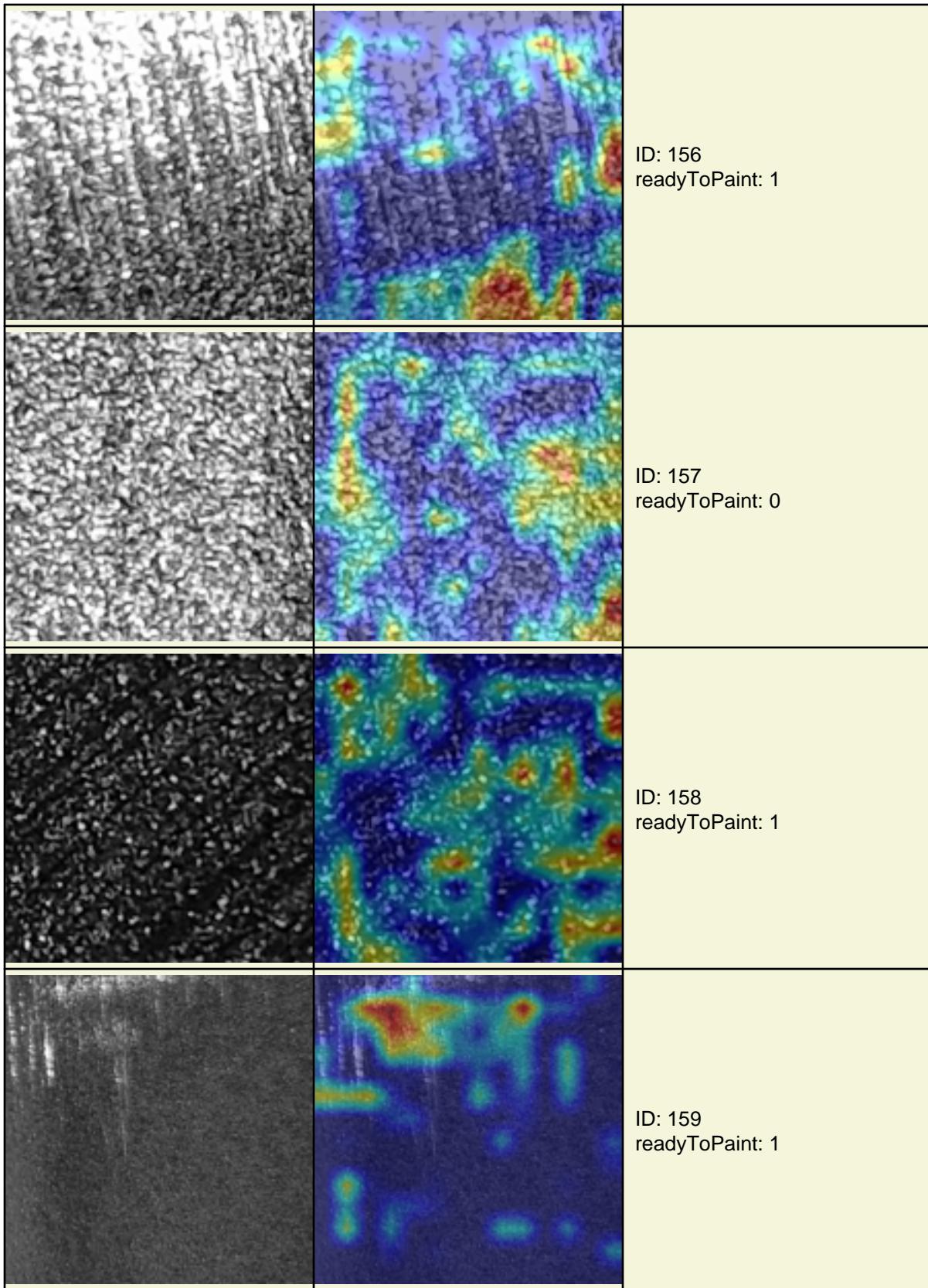


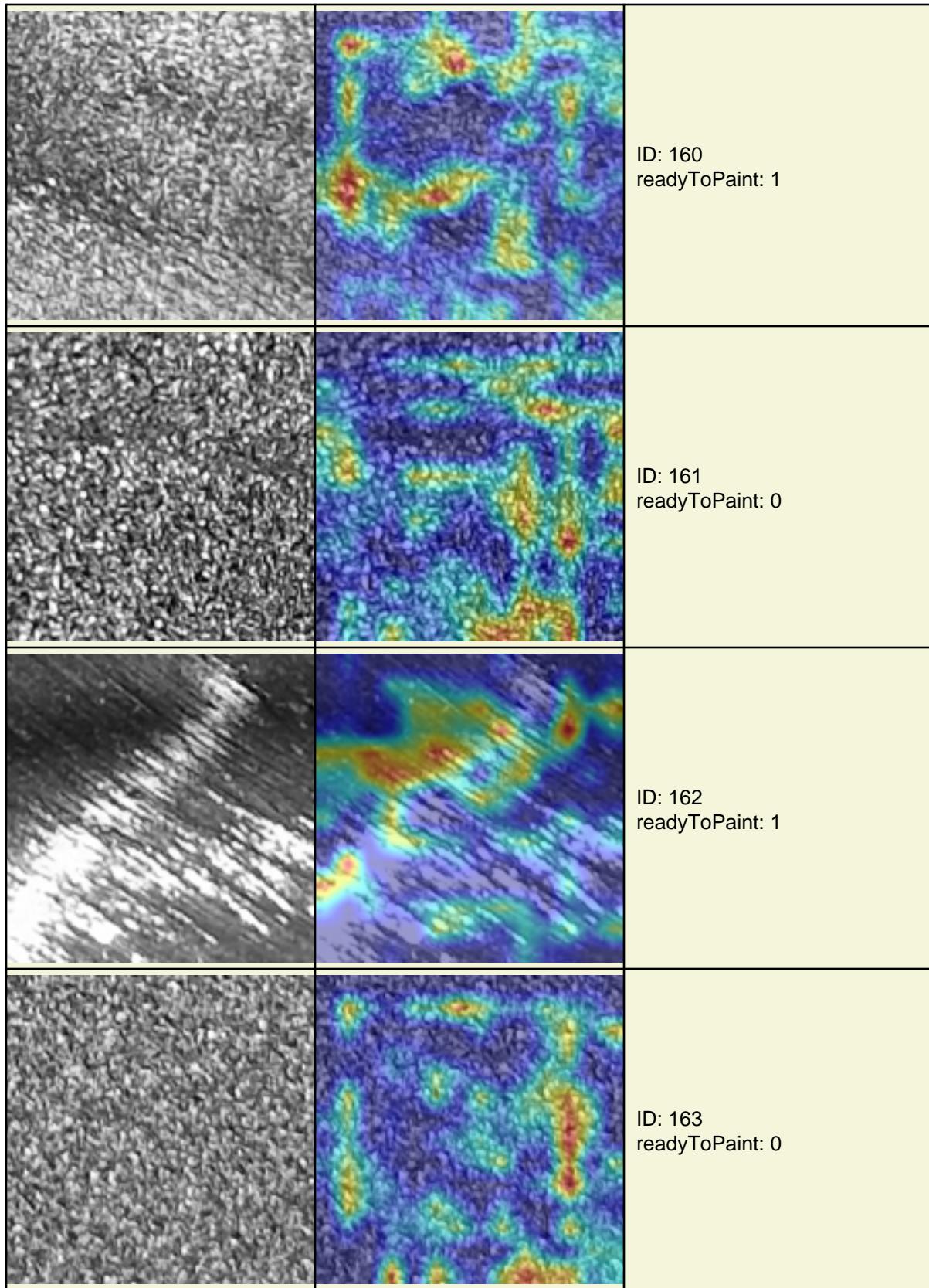


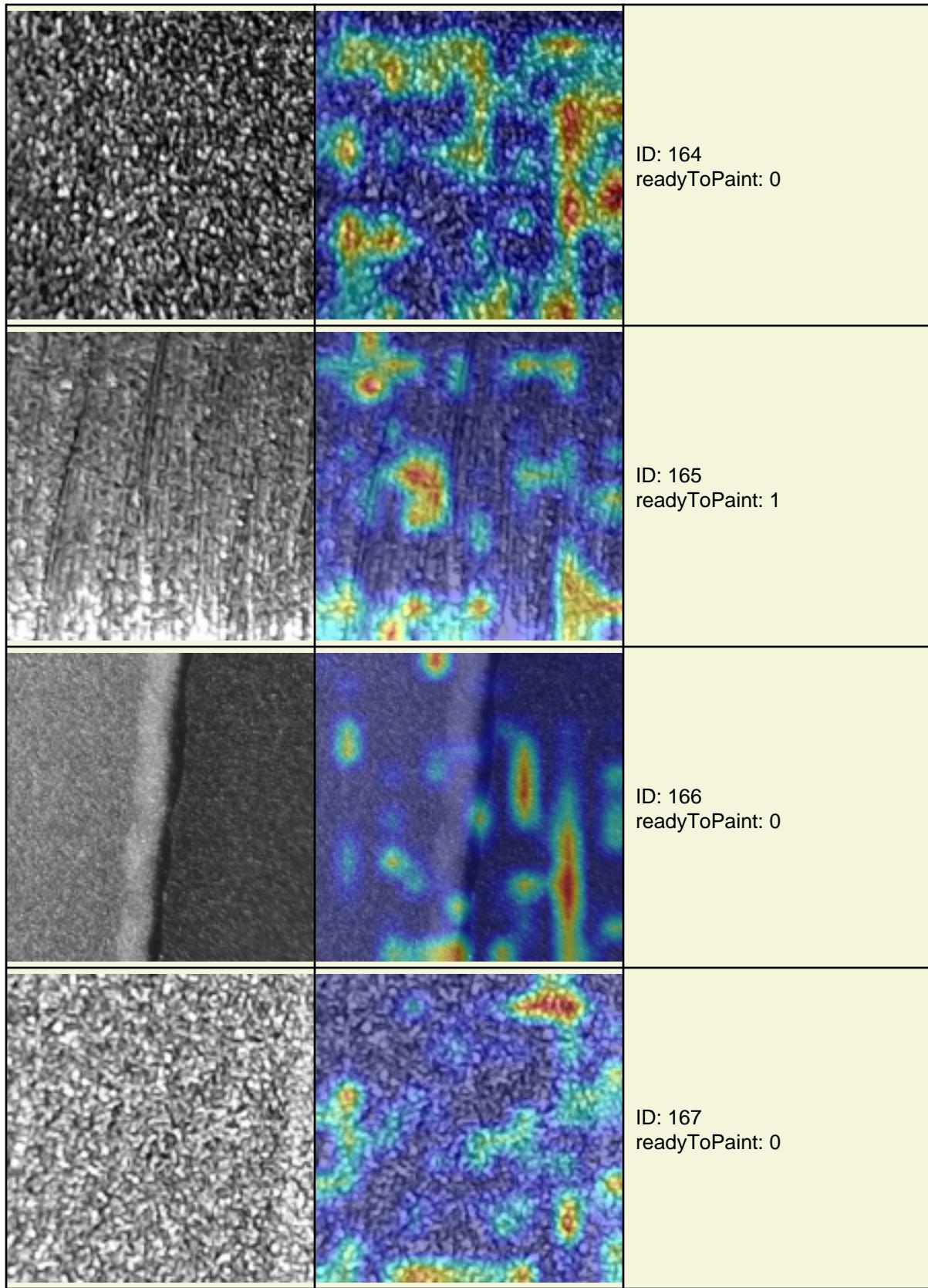


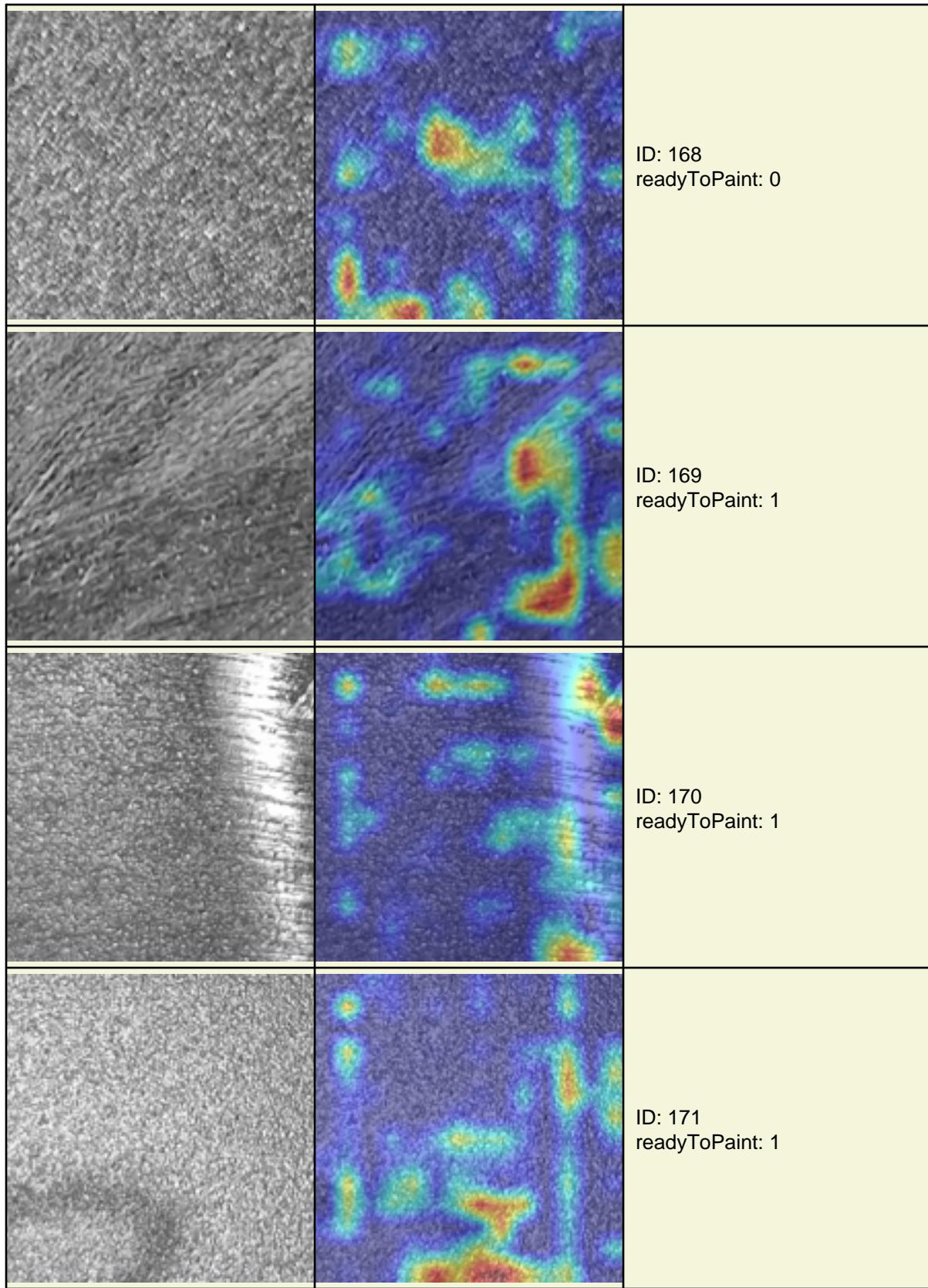


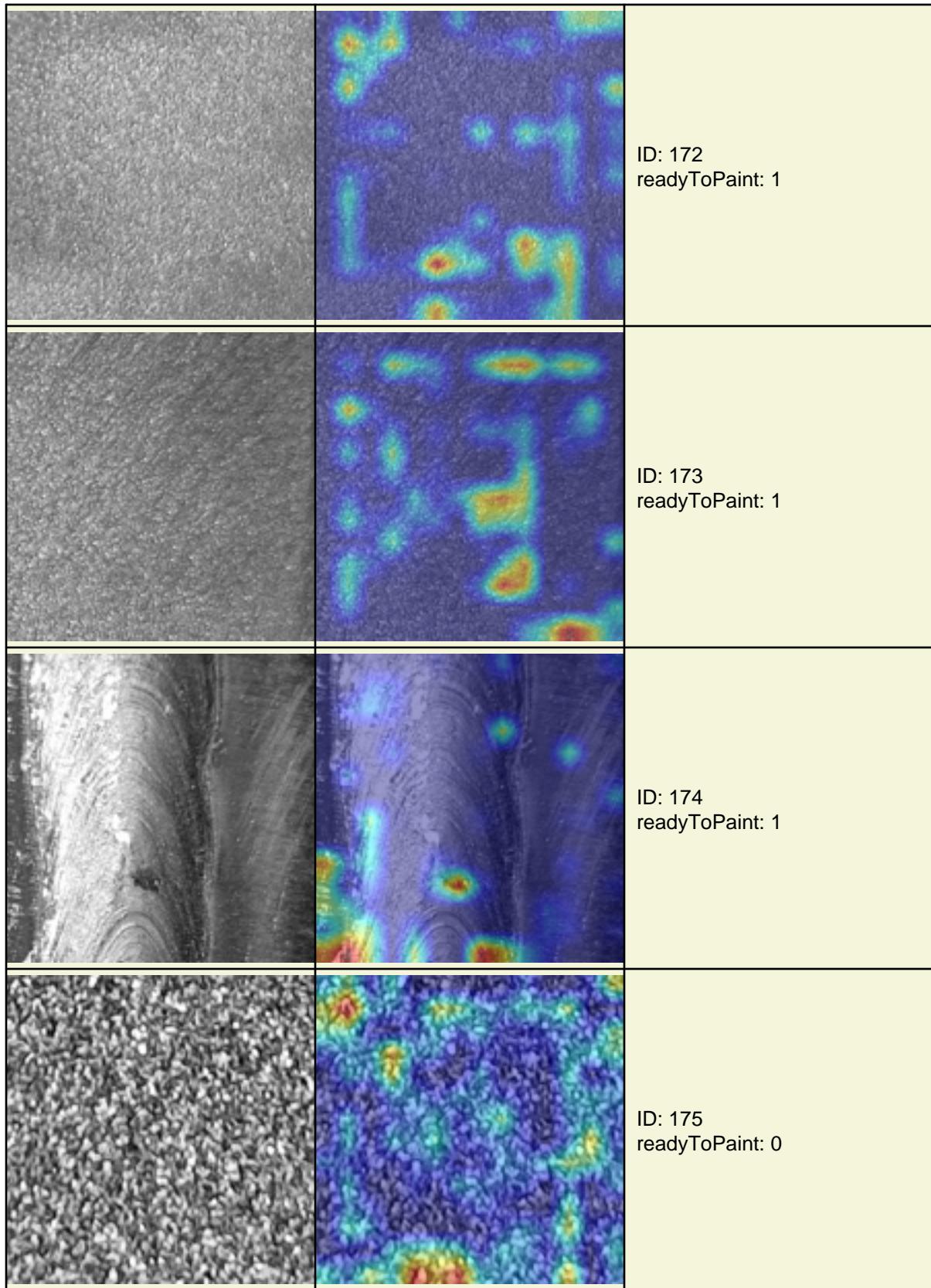


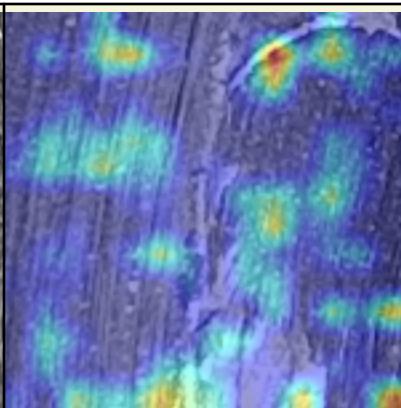
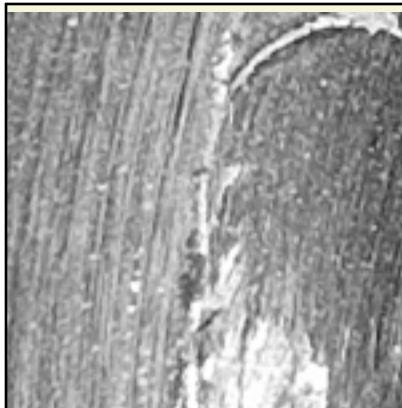




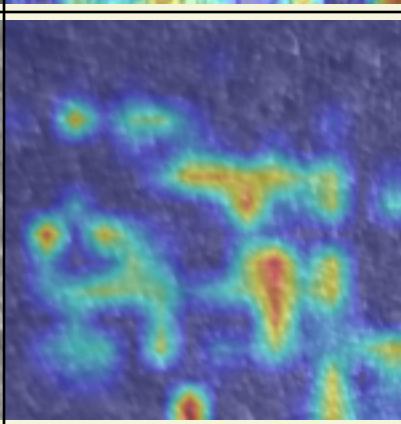
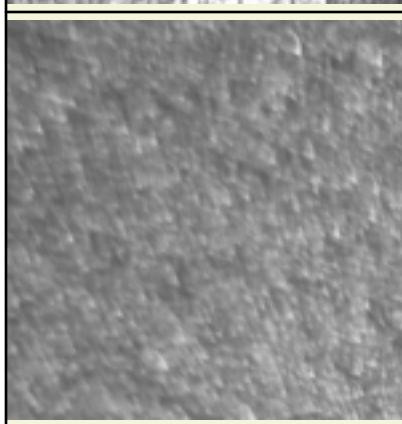




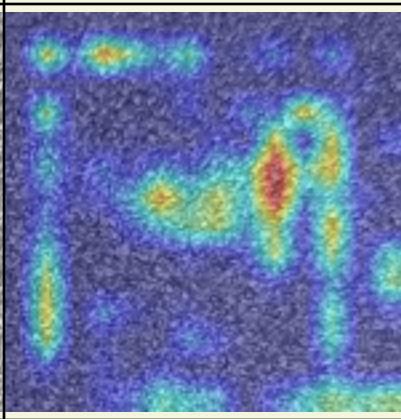




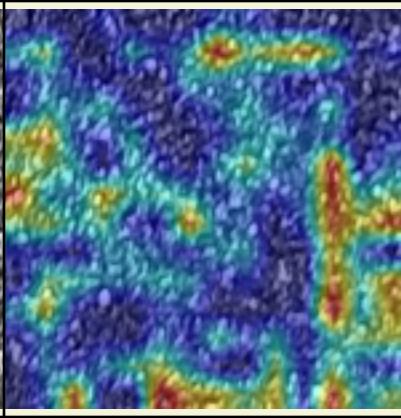
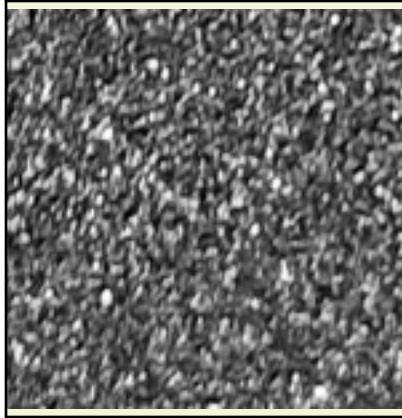
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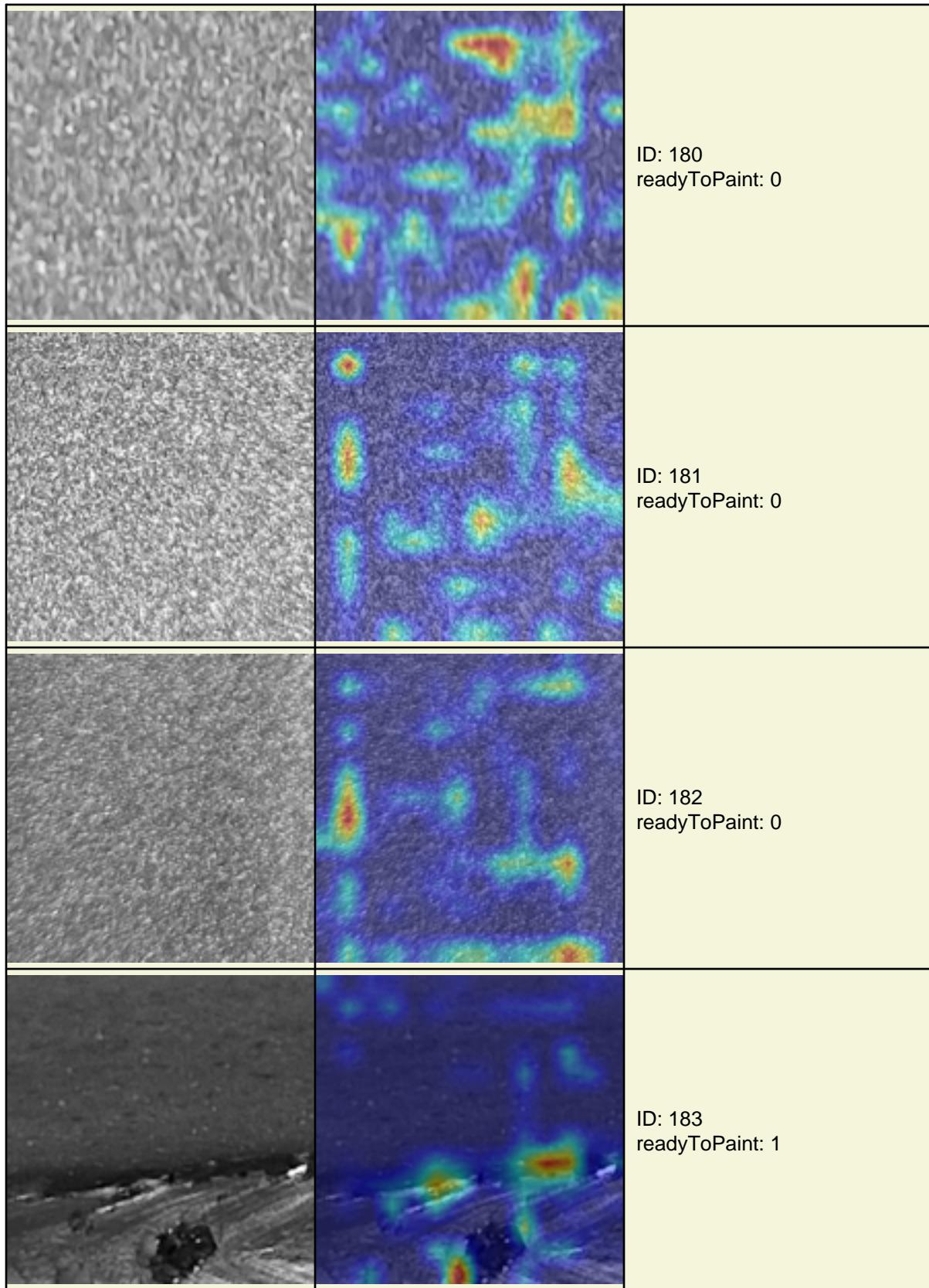
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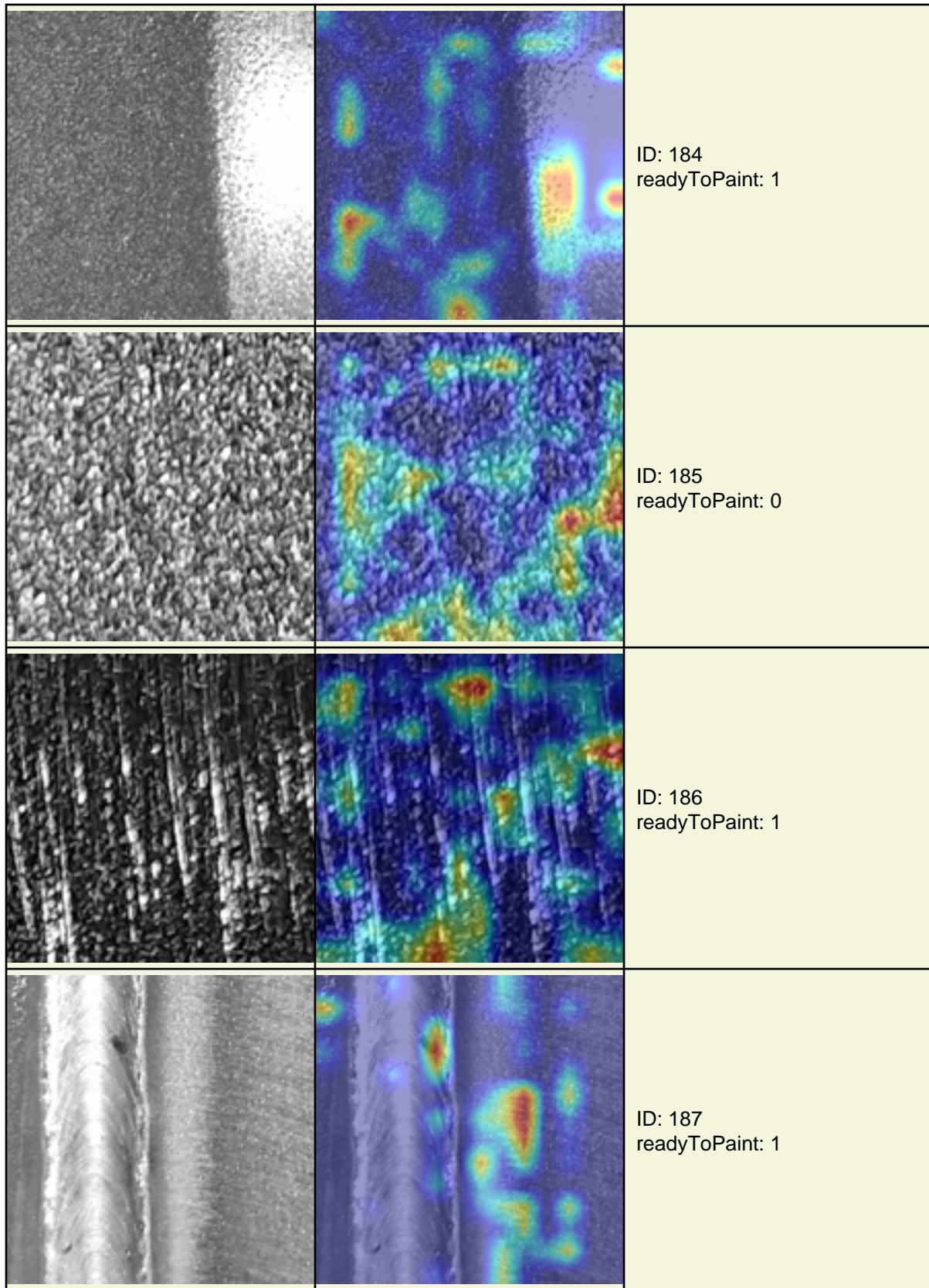


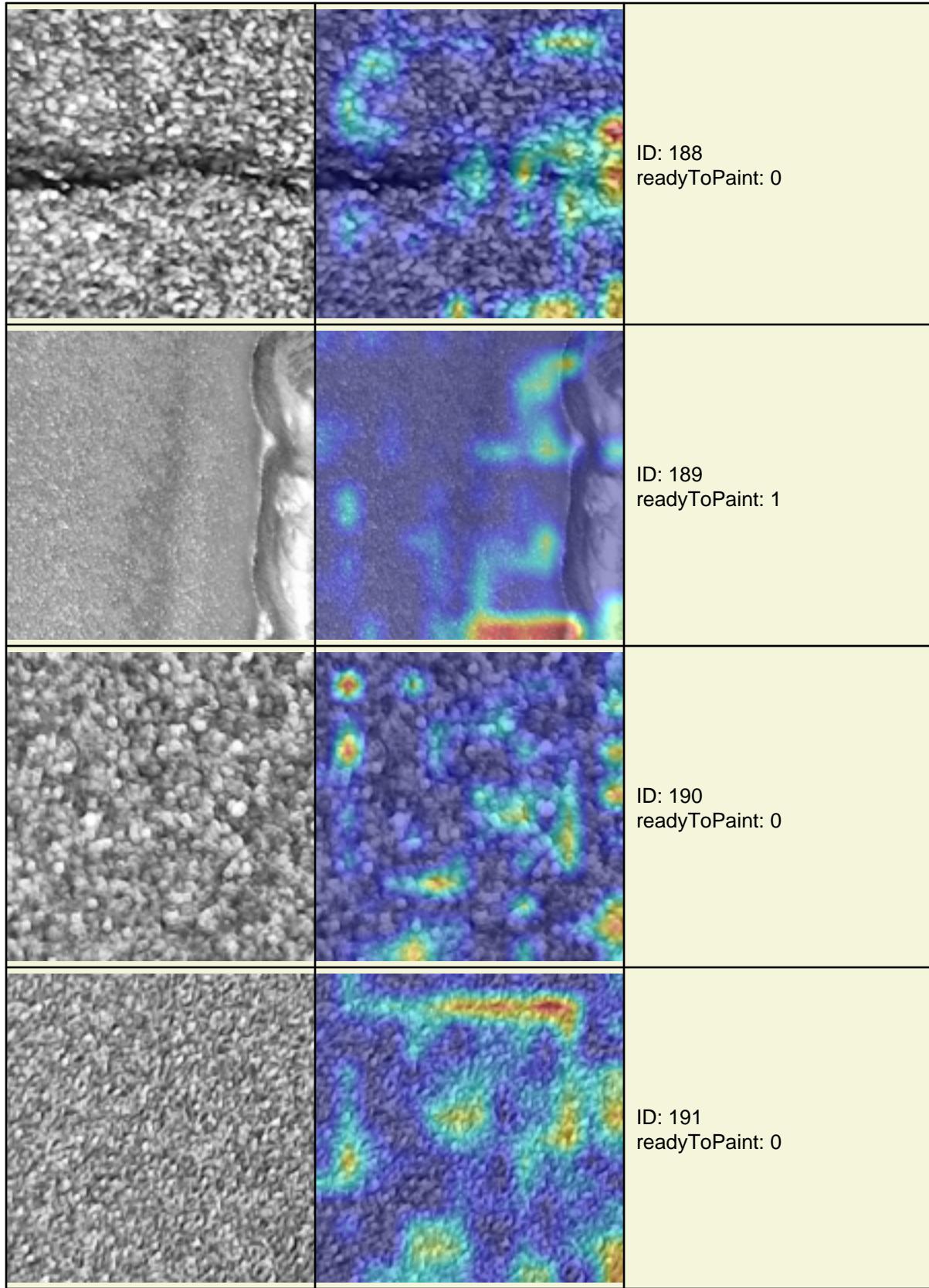
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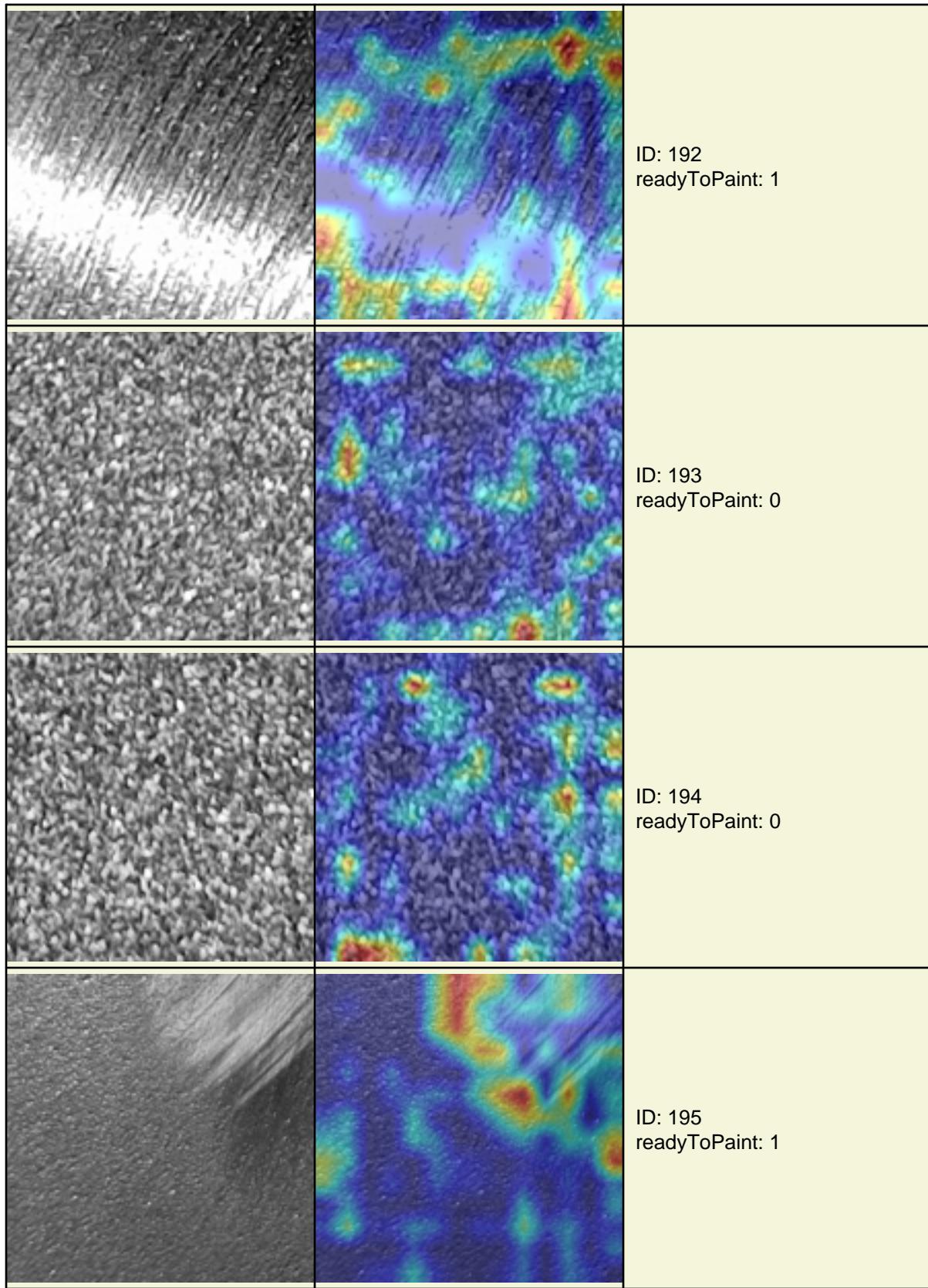


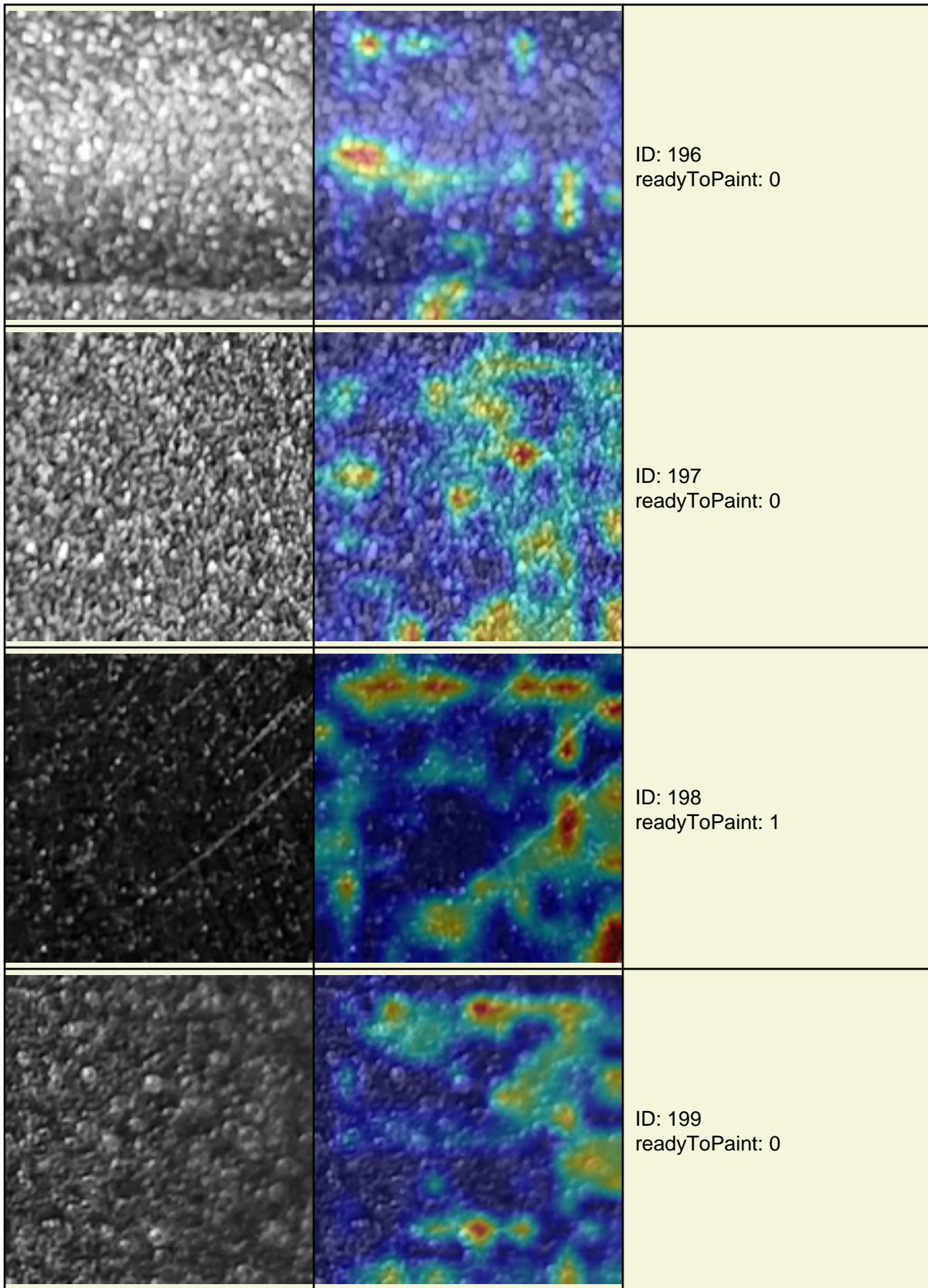
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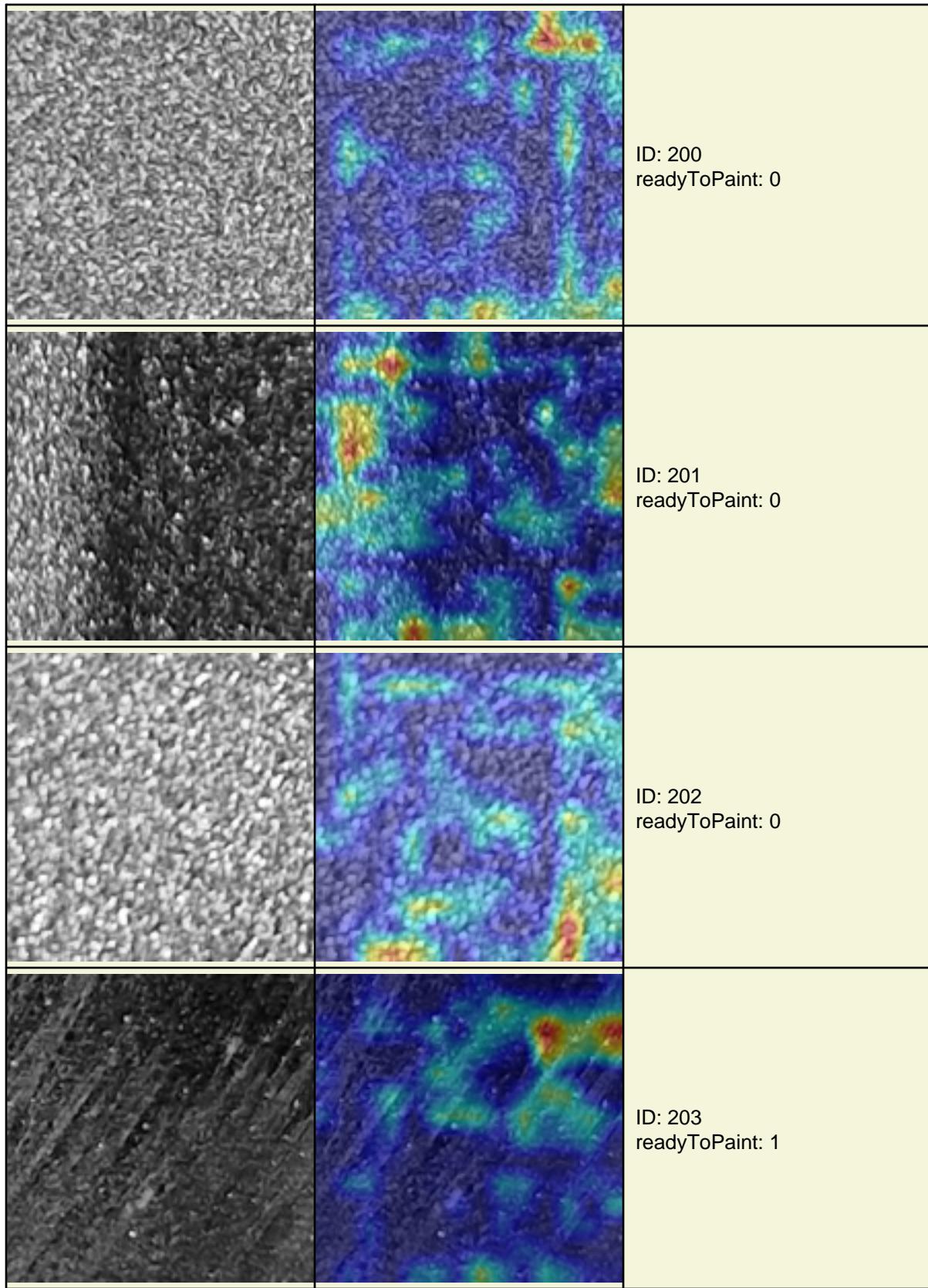


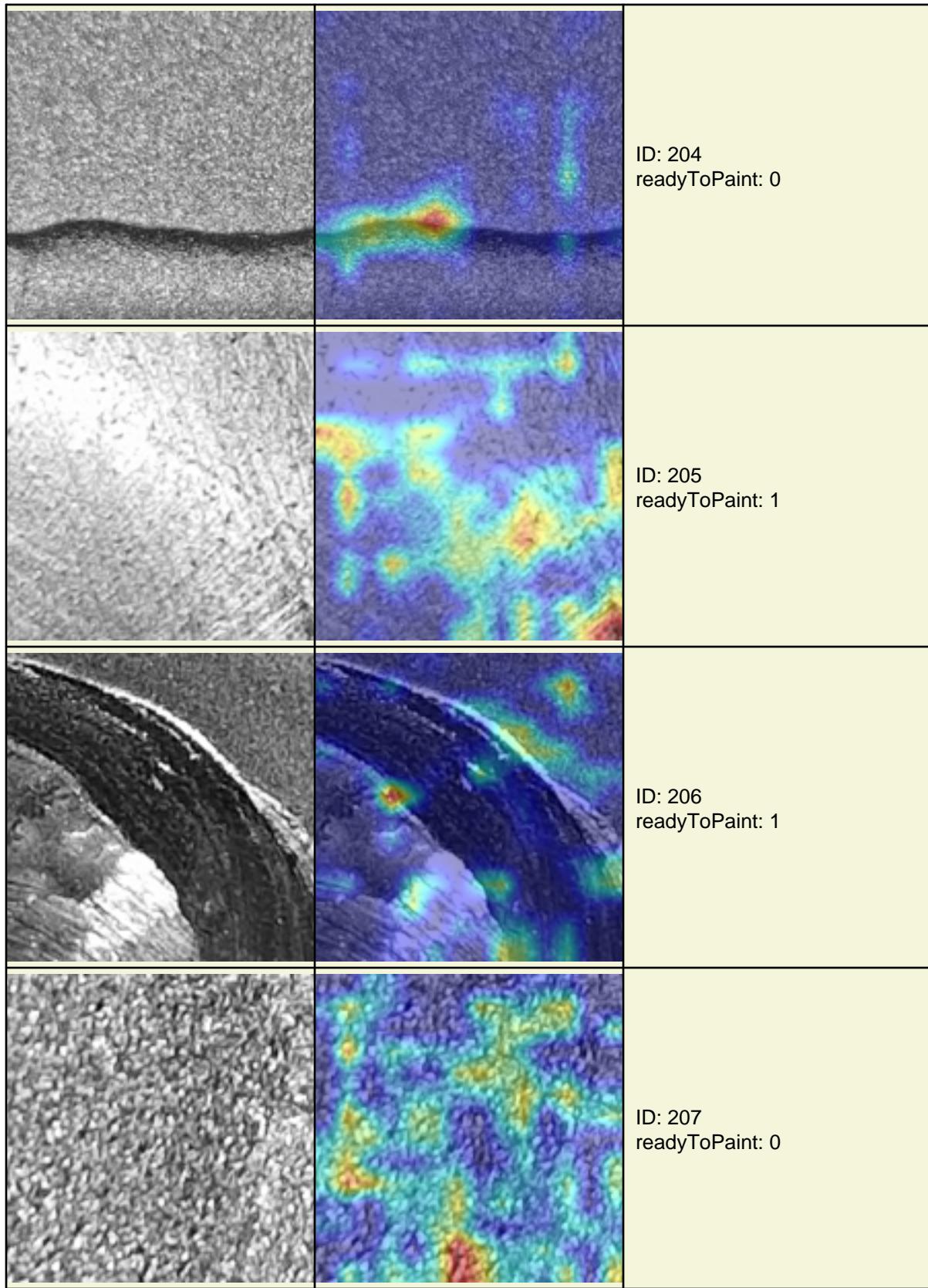


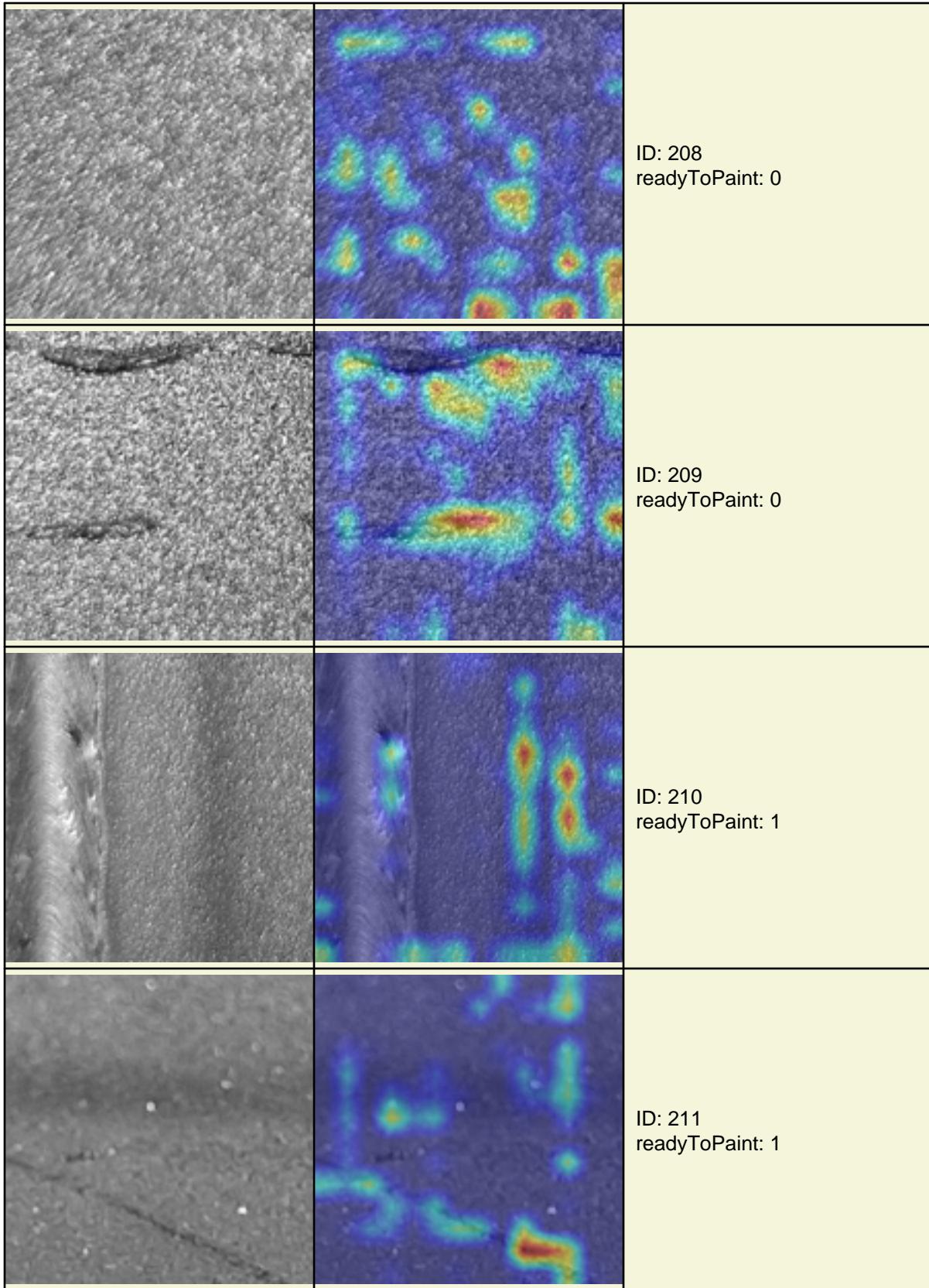


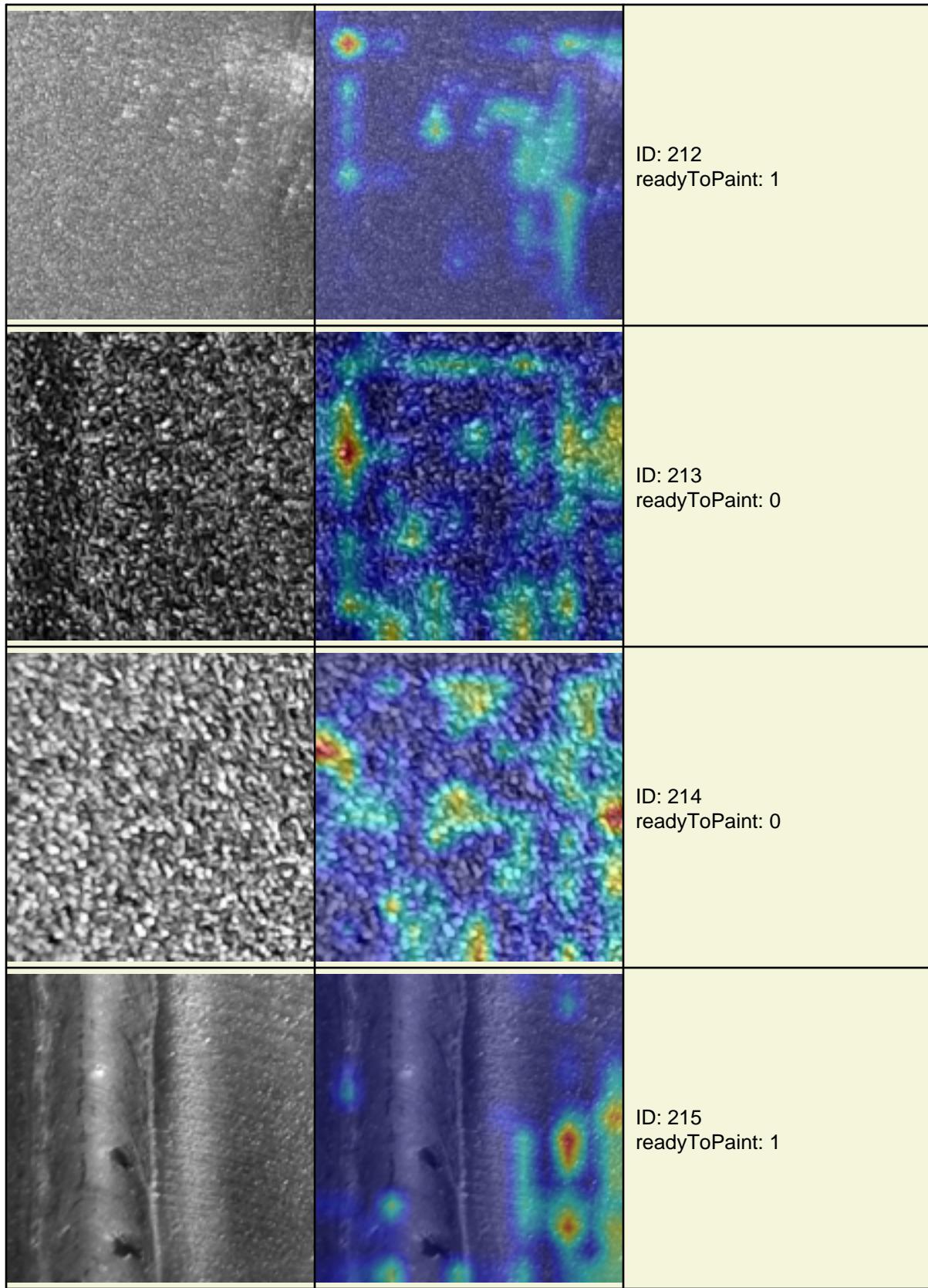


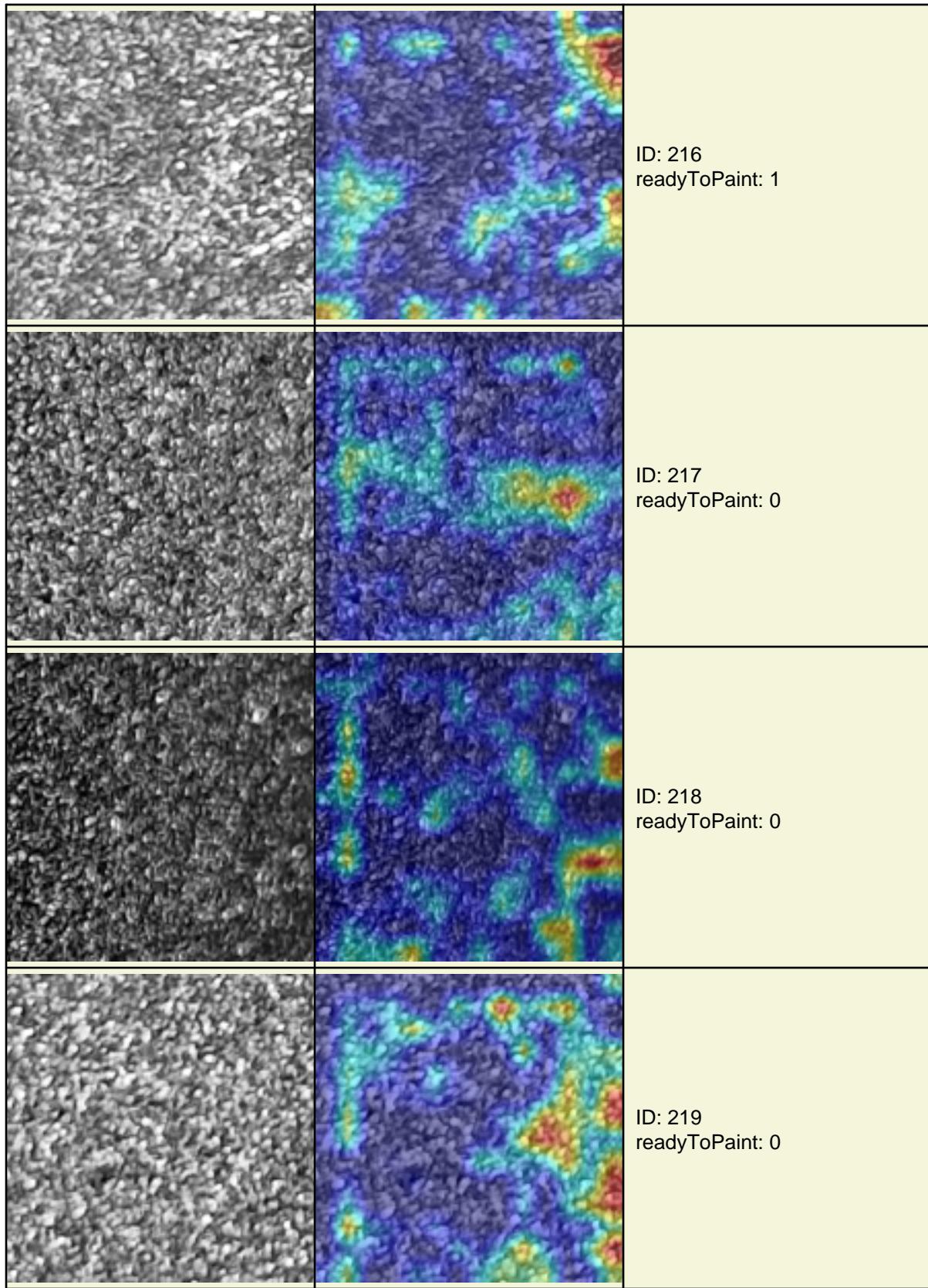


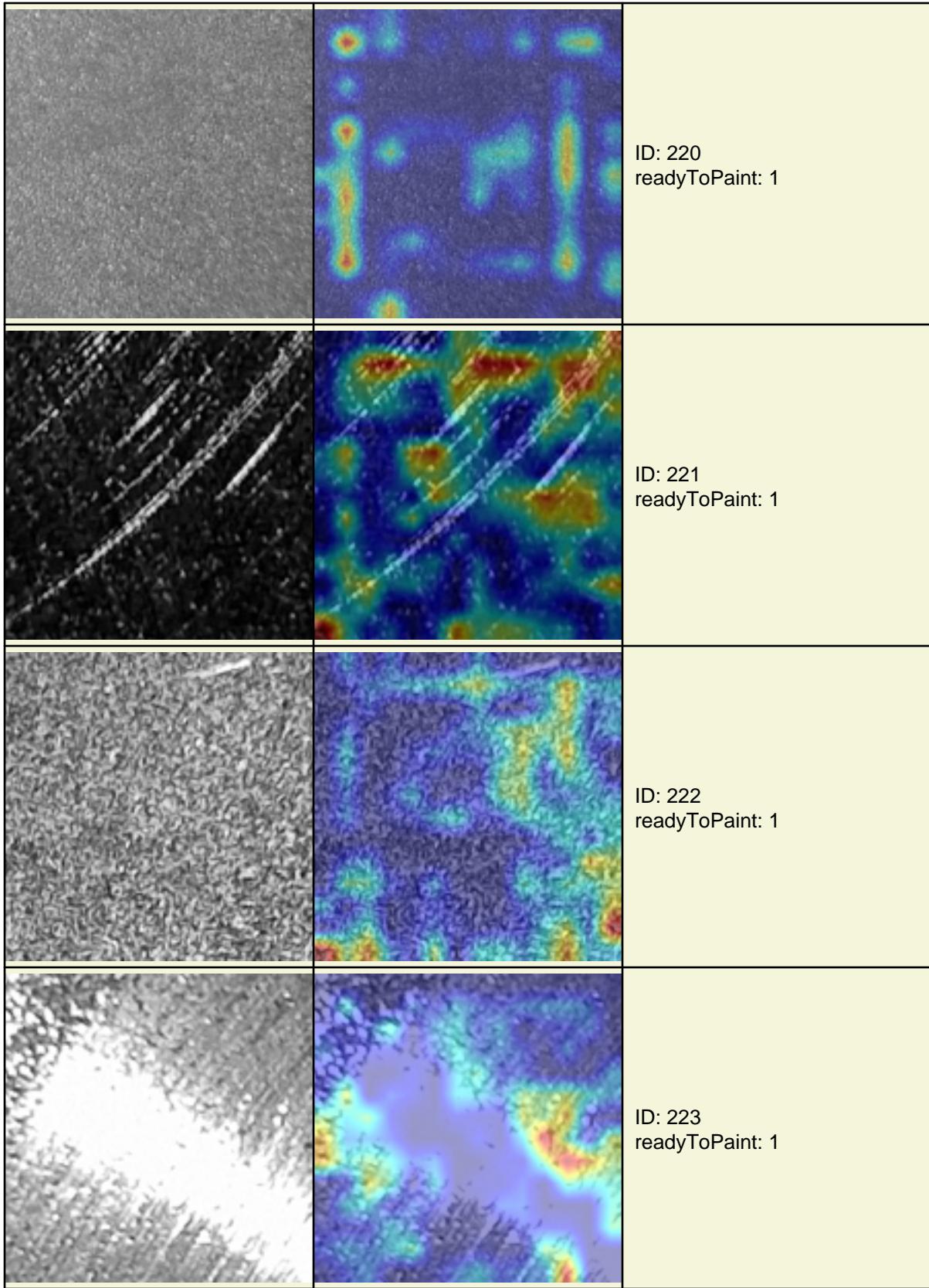


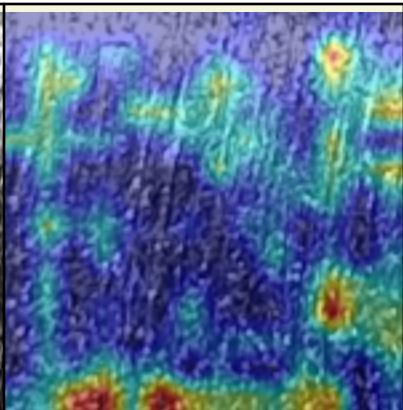
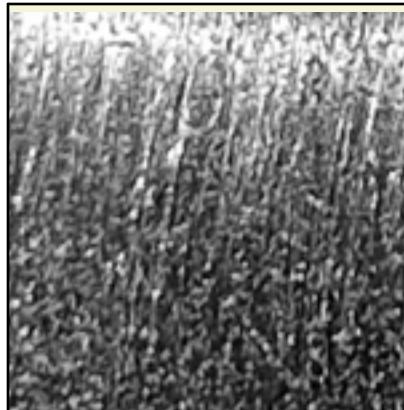




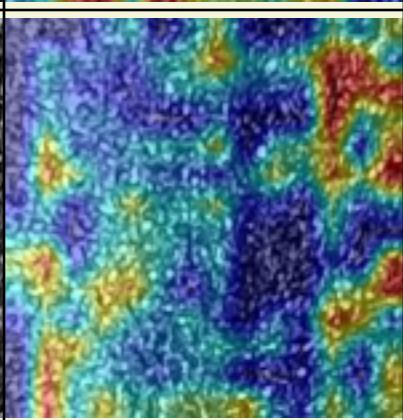
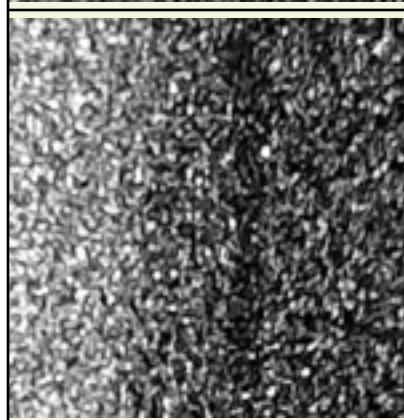




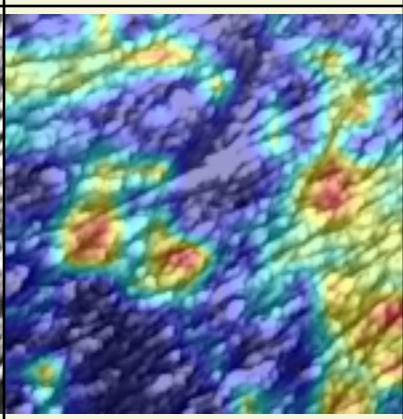
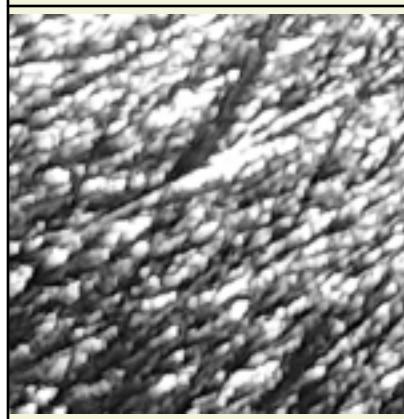




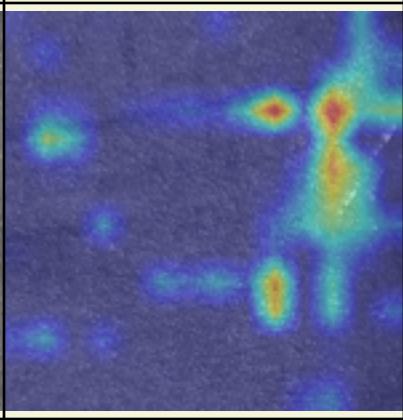
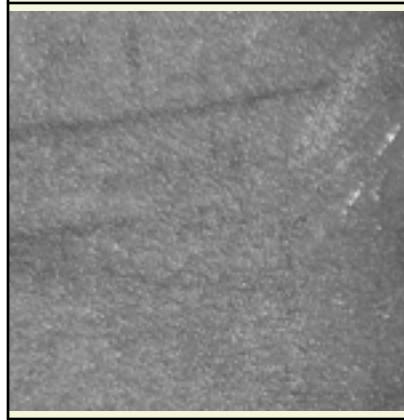
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