

A large industrial drydock with workers applying cathodic protection systems to the hull of a ship. The drydock is filled with massive steel structures, including the hull of a ship being worked on. Three workers in protective gear are visible on the floor of the drydock, handling long cables connected to the ship's hull. The scene is brightly lit, highlighting the scale of the construction project.

STEELPAINT®

Cathodic long-term corrosion protection in shipbuilding and hydraulic constructions.

For highly stressed steel segments such as

- MARITIME SHEET PILES • CARGO HOLDS
- INCLUDING • TANKTOPS • DECK AREAS
- HATCH COVERS

wherever cheap standard products fail after a short period of exposure.

SP-PUR-Systems are relatively expensive, but offer the superior more reliable protection that is required.

***SP-PUR-ZINCING ONCE USED
WILL BE USED AGAIN AND AGAIN***

Photo 1

DRYDOCKS WORLD SHIPYARD,
DUBAI, UNITED ARAB EMIRATES
VESSEL: MV ANTONIE OLDENDORFF CARRIERS,
LÜBECK, GERMANY



Photo 2



Photo 3

2 NEW YANGZIJANG SHIPYARD, CHINA
Vessel: MV Alfred Oldendorff, cargo holds

SP-PUR-ZINCING – The optimal long-term corrosion protection. Very good adhesion on all good quality zinc-silicate shop primers

**ENTERPRISES ALWAYS TELL THE
TRUTH - JUST NOT THE WHOLE...**

from Italy


OF COURSE, THIS ALSO APPLIES TO SP.

SP-PUR-ZINCING

**All the wonderful promises
made in advance don't help.
Nor do the most impressive scientific
test certificates and brilliant specialist
articles etc. that are presented.**

**It's just that the simple PRACTICE
doesn't cheat - it shows the reality.
The products delivered and processed
on the construction site show**

- the WHOLE TRUTH.

A photograph of a forest path. On the left, a large, moss-covered tree trunk is prominent. The path leads into a dense forest with many birch trees on the right side. The ground is covered in moss and fallen leaves. The text is overlaid in the upper left corner.

... **THE RIGHT PATH** and the right decision –
to test different products under **PRACTIC-**
Conditions – show the truth – the **WHOLE TRUTH**.

Photo 5

- 5 Only your own reference tests
with different corrosion protection systems
and – which are exposed to exactly the same **PRACTICAL** stresses
(**NOT** laboratory stresses)
show soon what are hollow promises
and what are facts.



Photo 6



Photo 7

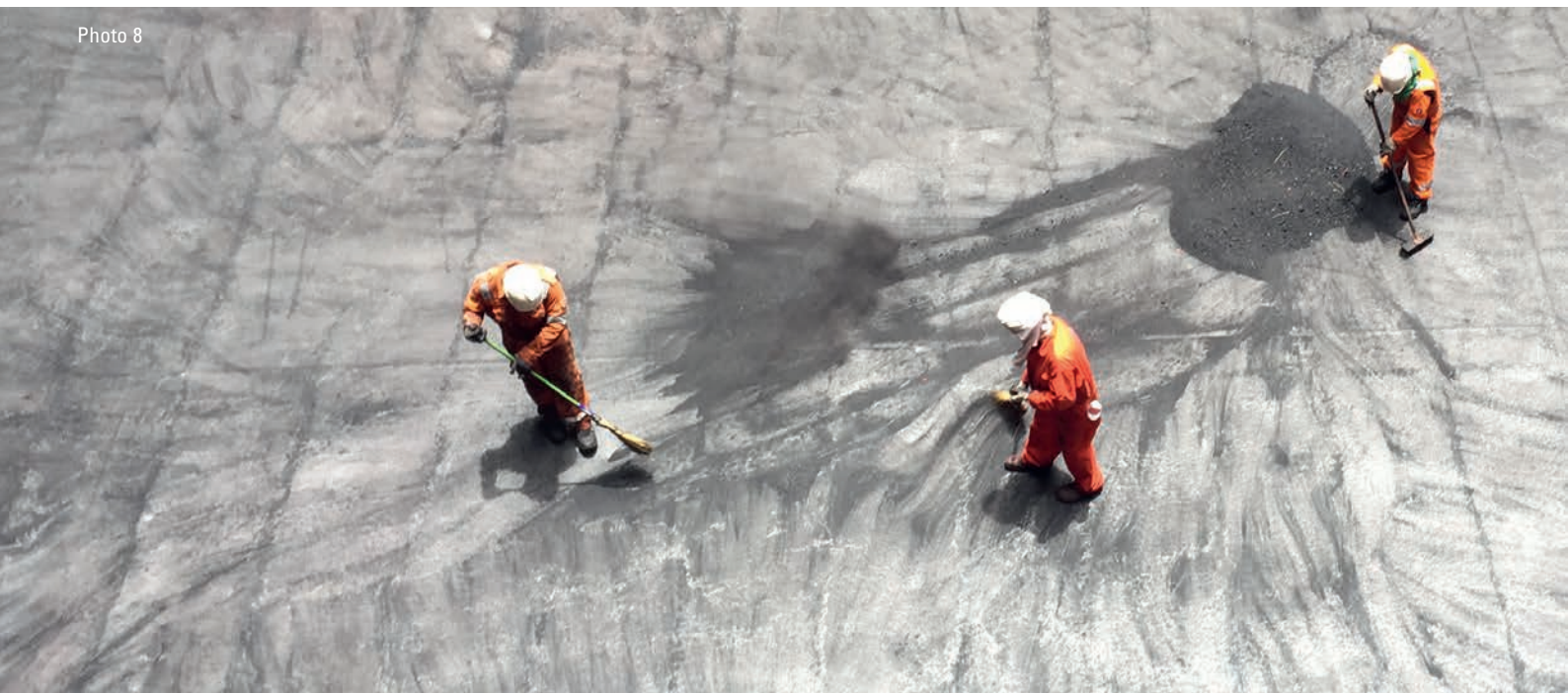


Photo 8

- 6 A number of test areas for competitor products could be applied here at the same time. After some time under load, you will see "WHAT'S GOING ON".
- 7 Any reputable enterprise that produces and markets high-quality products should be very interested in such comparative tests, so that the better and not the cheap mass-produced products succeed. By the way: Producers actually owe this to their customers.
- 8 Vessel: MV Berge Matterhorn BERGE BULK, SINGAPORE
No.1,2,3 cargo hold inner bottom condition, down view from deck. Final cleaning by Bergebulk crew.

Photo 9

... it is getting down to business,
not for the fainthearted ...



Photo 10

SP-PUR-ZINCING
also shows its real face here.

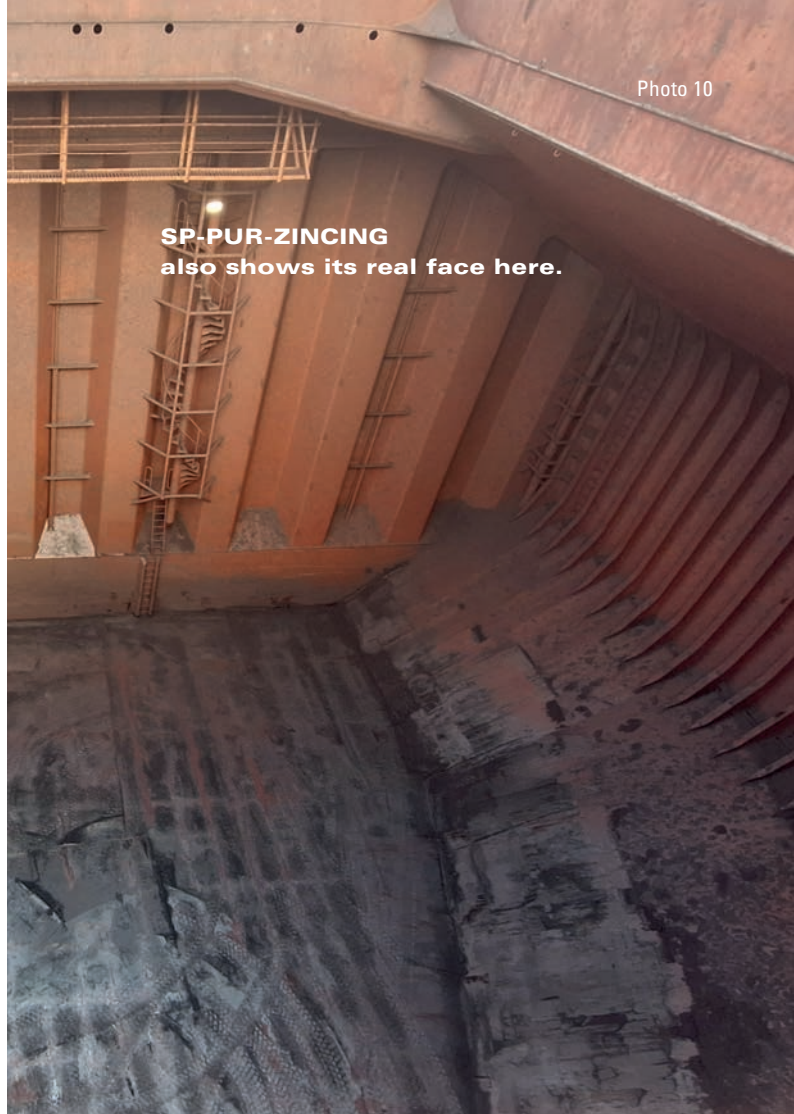


Photo 11



Photo 12



9 Shipyard Bahrain Port BSJ/5 (iron ore discharging)
Vessel: MV Alfred Oldendorff, cargo holds coating inspection.
Corrosion protection is still perfect after 9.5 years of operation.

10 ... sorry – that's quality. Expensive repair costs are
not incurred – one repair cycle can be skipped.
12 Only the hoppers and partially the lowest part of the
cargo hold walls was recoated – to stop the initial
flash rust.

... HE HAS A GOOD LAUGH ...

No winner believes in coincidence
he acts, he works.

Friedrich Nietzsche

Cheap was not an option for him,
he was always spared losses, trouble and
expensive rework.
He was highly regarded for his quality
and integrity, which made him successful
and prosperous.



Photo 14

THE ONE WHO BUYS CHEAP PAYS TWICE

from China



Photo 15

SP-PUR-ZINCING and SP-PUR-COMBINATION



Photo 16

**USE THE SP-PUR-SYSTEM ONCE -
AND YOU WILL USE IT AGAIN AND AGAIN.**

- 14 Cheap mass-produced products become porous and brittle after a relatively short exposure to seawater and intensive UV radiation.
- 15 SP-PUR-COATINGS ensure sustainable long-term corrosion protection for years, even under the most extreme mechanical and seawater loads. There's no such thing as embrittlement and flaking.
- 16 SP-PUR-COATINGS for cargo holds including tanktops, deck areas, hatch covers.



IT'S LIKE IT IS SO OFTEN,
ONE PERSON WORKS
AND THE OTHER WATCHES.

VESSEL: EPIC SICILY
TERSAN SHIPYARD, Yalova Turkey

SP-PUR-SYSTEMS
Good corrosion protection results
are also achieved on steel surfaces
that have been prepared by
high-pressure H₂O washing.

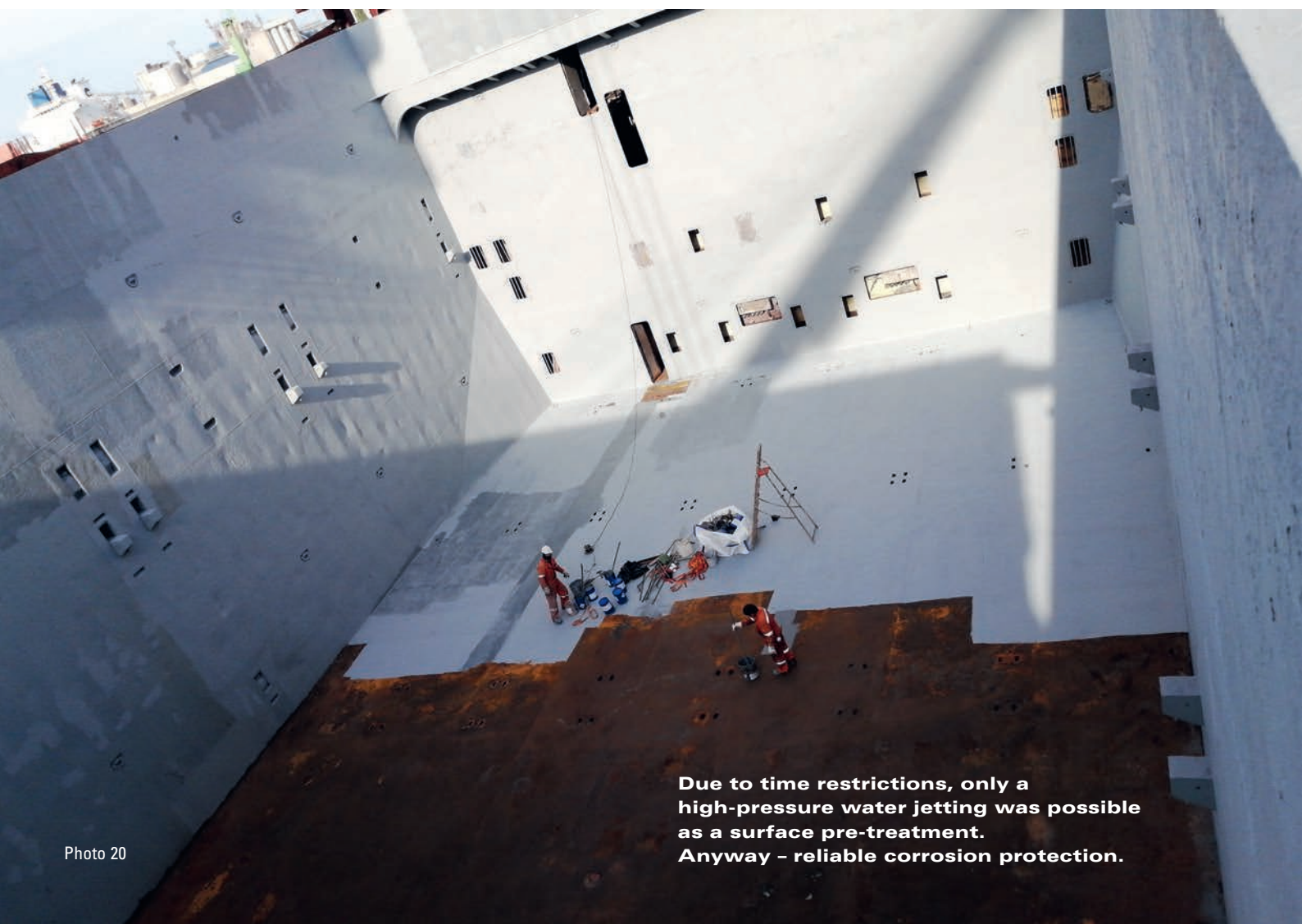


Vessel: MV BOCS SPIRIT
Shipowner: BOCS Bremen
WestSEA Shipyard, Portugal

Photo 18



Photo 19



Due to time restrictions, only a high-pressure water jetting was possible as a surface pre-treatment. Anyway - reliable corrosion protection.

Photo 20



**FINALLY, A LITTLE EXCURSION
INTO PORT CONSTRUCTION ...**

Photo 21



**ORE PIER, NORTHERN PORT OF GDANSK, POLAND
... WHO GOES FOR CHEAP PAYS TWICE ...**

Photo 22

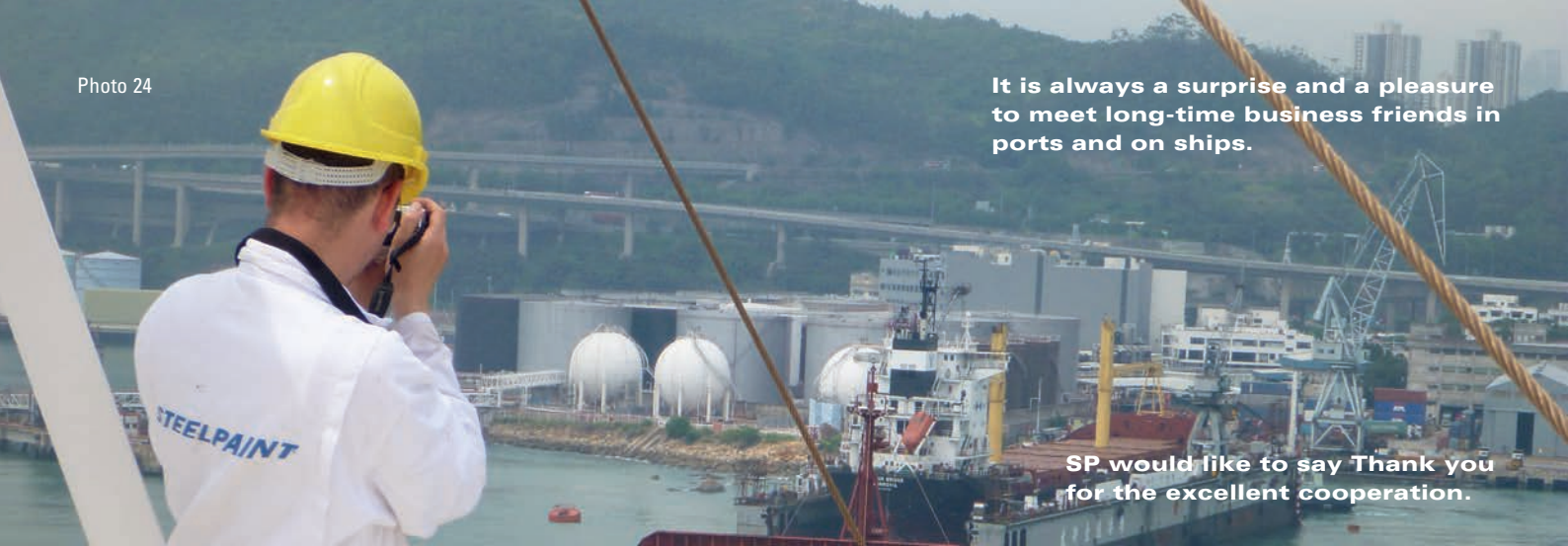


COLUMBUS QUAY, BREMERHAVEN, GERMANY

Photo 23

- 21 SP-PUR-SPECIAL-SYSTEMS – port construction is the actual domain for SP long-term corrosion protection. Coatings on sheet piling, pilons and steel structures permanently exposed to seawater in the – TIDAL ZONE – are expected and required to offer much longer corrosion protection times than in shipbuilding.
- 22 There is no such thing as quick touch-up or repair as soon as corrosion begins. Such rust formations remain the TRUTH, THE WHOLE TRUTH. On such exposed steel structures, cheap-cheap does not work at all. Once corrosion has begun, it will progress rapidly.
- 23 The "Old" Columbus Quay, which was extended into the River Weser, was originally coated again with the SP-PUR-SYSTEM 40 years ago. Now the port authority decided to use the SP-PUR-System again for the NEW COLUMBUS QUAY which was coated at MITTAL-ARCELOR IN LUXEMBOURG.

Photo 24



It is always a surprise and a pleasure to meet long-time business friends in ports and on ships.

SP would like to say Thank you for the excellent cooperation.

Photo 25



Shipping Line SITC International Holding, Hong Kong
Vessel: MV SITC TOKYO

MSC - once again in Bremerhaven at the container terminals



Photo 26