

# 50 Years of protection!



> Transocean - How it all began ..... 2



> A fresh look for Punta Balena ..... 3



> Transocean welcomes new members in Turkey and Australia ..... 4

> Returning customers in Mexico ..... 5



> Transocean projects ..... 6

> Repsol/YPF Argentina ..... 8



**Transocean News**  
The Bodyguard

# Transocean - How it all began

It was more than 50 years ago when Mr. Gunnar Ringström, owner of a Swedish paint factory, who advertised for marine paint manufacturers to join a voluntary organisation. The aim was to setup a sales network and to pool their R&D in order to compete with other big, world-wide marine paint suppliers.

Transocean, and how it all began, is described below by Gunnar Ringström on the occasion of the 25th anniversary of the Association.

Gothenburg, Sweden, 25th July 1984

*'From the early 1930's I held office as President of the Ljungdahls paint factories. C. Ljungdahls AB was founded in 1902 and marine paints were an important part of our business. The company enjoyed an excellent reputation for high quality, rapid delivery and good service among shipowners and shipyards in Sweden.*

*After the War I was presented with a special problem, when I was requested to supply paints to customers' ships in different ports at short notice. To keep sufficient stocks of paints in a number of ports proved to be expensive, not only because of the costs of warehousing and insurance, but also the recruitment of competent service personnel. There was another problem too. The range of paints required was wide, and this could result in some stock becoming obsolete. It occurred to me that the solution to these problems could be found in establishing confidential cooperation with other manufacturers abroad, who could offer the same standards as my own company. I therefore made personal contact with a number of companies and invited representatives of those who were interested for a preliminary meeting in Göteborg, Sweden, during June 1958.*

*The meeting was attended by executives from companies in Denmark, France, UK, Germany, Holland, Italy, Norway, and of course, Sweden. I proposed to the delegates that our companies should begin to cooperate and work together under one trading name – Transocean. In this way the companies participating would be represented in different ports by experienced marine paint manufacturers who could all offer fast delivery of factory-fresh paints, and at agencies in most of the European countries. The proposal was unanimously accepted.*

*The first step would be to coordinate the formulas of the participating companies, and the delegates decided to disclose their formulas to one another.*

*I recall one delegate commenting, "This is unbelievable. We have decided to disclose to potential competitors what each of us looks upon as his strictly guarded top secrets. If our politicians were as broadminded, our earth would be a better place to live in".*

*This first conference was followed by meetings later in 1958 in Brussels and Paris where a draft 'charter' was presented specifying the terms under which the proposed cooperation should be established. This draft was to be studied by the member companies to enable a final decision to be taken at a meeting in Rotterdam in November.*

*In Rotterdam it was agreed that the new organisation would work under the trade name THE TRANSOCEAN MARINE PAINT ASSOCIATION, its Central Office to be located in Rotterdam and to be run by a Secretary General. Francois Regnault was appointed Secretary General with effect from 1st January, 1959, when Transocean would commence business under the 'Laughing Dolphin', the adopted symbol of Transocean.*

Gunnar Ringström



Initially, there were eight founding members, but soon companies from Spain and Finland joined the Association, and thanks to Mr. Regnault's untiring endeavours, Transocean quickly began to expand internationally.

The founding paint companies were;

Denmark	A. Stelling Paint & Varnish Works
Finland	Teknos-Maalit OY
France	Astral Peintures
Germany	F.A.C. van der Linden & Co.
Italy	BRAVA SpA.
Netherlands	Molyn & Co.
Norway	Alf Bjerke A/S
Spain	Urruzola S.A
Sweden	C. Ljungdahls Handles & Fabriks
UK	Paripan Ltd.

Announcing a collaboration under one brand name is one step but the installation of an organisation that works in practice was easier said than done. Articles had to be written, internal procedures to be formulated, trademarks to be submitted etc.

One major administrative hurdle appeared immediately after the foundation of Transocean as the Association was subject to anti-trust laws of the EEC common market. After laborious work, the Commission gave, under certain conditions, the Association, as one of the first organisations, an exempt status according to paragraph 85-3 of the Treaty of Rome (a status that has remained with the Association ever since).

Through the years some companies joined, some others left or had to leave the Association and at the same time, the 'zeitgeist' reflected on how the Association is and was operating.

The dynamic and open business environment within the Association resulted in members entering into the offshore- and protective market with Transocean products whilst other members made inroads in the pleasure craft market.

The successes prompted the members to transform the Association not only as a platform for the marine paint market but for the offshore- and protective coatings market as well.

As such in 2000, the name changed from Transocean Marine Paint to Transocean Coatings. The successful transformation into Transocean Coatings resulted in more value for its existing members but definitely has a lot to offer to potential new members too.

Now, in 2009 the members celebrated the 50th year anniversary during the Annual conference held in Amsterdam, the Netherlands.

The location was chosen to fit the occasion: The Grand Hotel Amr ath Amsterdam situated in the monumental Shipping House on the Prins Hendrikkade in Amsterdam (note: the Association is located on the Prins Hendrikkade but then in Rotterdam).

The building was ordered by six famous shipping societies in Amsterdam (Royal Dutch Steamboat Company, Royal West-Indian Mail Service, New Rijn Navigation Company, Dutch Steam Navigation Company, Royal Package Company and the Java-China-Japan-Line) who had decided to combine their strengths.

They required a new building, a symbol of their power, that fits within the canal system in Amsterdam. They decided upon a new architectural style, full of nautical symbolism: ships, oceans, continents etc., on the exact spot where the first Dutch sailboats set out on their journeys over the entire world.



Like the shipping societies, the Transocean Association too is all about paint companies combining their strengths and it has resulted in an organisation which is unique in the paint industry.

It is not only unique but successful too, for instance despite the financial crises, the Transocean Association expects to increase its sales over 2009.

During the final conference dinner old and new stories were exchanged, speeches were held and toasts brought out to keep the dolphin smiling for another 50 years.

Finally, to our customers we like to convey the message that we value their trust in the Transocean products and organisation.



## A fresh look for Punta Ballena

Punta Ballena is not a special ship, it is a standard fishing vessel owned by an Uruguay-based shipowner. It does become special when it has been painted with Transocean coatings and then sails in the astonishing Antarctic seas.

Punta Ballena was painted in 2006 by Transocean with a system of Transpoxo Mio Primer followed by Transacryl Finish on the topsides and an Antifouling system of Transocean Cleanship 2.91 as a first layer and Transocean Cleanship 2.95 as the final layer.

The picture was made early 2009, meaning more than 2 years after the undocking of the vessel but for a person without this knowledge, it would have been as the vessel just has left the dock. The excellent condition of Transacryl Finish really appears as it has been painted the day before.



# Transocean welcomes new members in Turkey and Australia



Teknocoat Boya Kimya San.ve Tic.A. ., was established in the beginning of 2001 in Istanbul, and has its production facility in Gebze Plastic Manufacturers Organized Industrial Zone. Teknocoat provides full series of water based and solvent based coatings for the Automotive, white goods, teletronics and domestic appliances markets.

They are a leader company in the domestic market by ensuring customer satisfaction with state-of-the art technology and service.

Products are made in the highest quality in accordance with ISO 9001 standards and RoHS Directives.

The membership of Transocean will open new market opportunities for Teknocoat in the Turkish market. Transocean is pleased to see a very professional attitude from Teknocoat management and also expects a fruitful cooperation on the technical side as Teknocoat technical staff have proven to be able to develop coatings for various substrates and conditions.

WAGON PAINTS® of Bayswater, Melbourne has been appointed Transocean member for Australia.

Since 1975, WAGON PAINTS® have been manufacturing industrial finishes and surface coating systems of the highest quality. Their RHINOFLOOR® division has an enviable reputation in the supply of epoxy coatings going back to the mid 1950's.

The company has grown over this time from a small family concern into a widely experienced and vibrant national company by developing strong working relationships with its customers.

Today, WAGON PAINTS® is recognised as one of the leading suppliers of high quality coatings and systems that are tailored to the customers particular needs.

With Transocean, WAGON PAINTS® believes it not only has more to offer to its existing customers but also can extend their market presence in the heavy duty protective coatings market.



# Returning customers in Mexico

Naviera Armamex is a Mexican company specialized in the maritime transportation of cargo. The fleet of Naviera Armamex is totally owned by the company and bears Mexican flags.

A particular detail about some of their vessels is the naming after well-known volcanoes in Mexico. There is Xitle, an ash cone volcano on the outskirts of the Ajusco range near Mexico City and for instance also Parícutin, a cinder cone volcano in the Mexican state of Michoacán, close to a lava-covered village of the same name.

Volcano Citlaltepētli with its 5636 meters is the highest mountain in Mexico and the third highest in North America. It is located about 110 km inland, to the west of the port of Veracruz but its peak is visible to ships approaching the port in the Gulf of Mexico.

For Armamex, Xitle, Parícutin and Citlaltepētli II are oil products tankers operating in the Mexican Gulf and following a 30-36 months dry-docking schedule.

For Transocean, Xitle and Parícutin are returning customers since previous drydockings were carried out with a system of Transpoxy Masterbond as the anticorrosive followed by a 2-coat system of Transocean Cleanship 2.95, one of the more popular tinfree-SPC antifoulings of Transocean.

All vessels dry-docked at Talleres Navales del Golfo, S.A. de C.V. (TNG), the Veracruz based shipyard with adequate infrastructure to provide not only full ship repair but also can handle offshore module fabrications and semi-submersible platform conversion services.

Pictures of Xitle show a good performance of the Cleanship 2.95, the little silt that was present could be easily washed of by water washing.

As a logical step, the same paint system was selected again. For the topside, Transurethane Finish Black was applied over the Transpoxy Masterbond priming system.

Citlaltepētli is a new vessel acquired by Armamex and was painted in the same manner as Xitle except for the fact that above waterline, Transurethane Finish Red was applied on the boottop and colour sky-blue for the topsides.



Final view of Vessel Citlaltepētli.



Arrival condition of Xitle; High pressure water washing of Cleanship 2.95 in progress.



Xitle after application of Transurethane Finish.

# Transocean projects

Transocean is active across the world in the marine-, protective- and offshore market. Just a phrase but as always, pictures say more than a thousands words. Hence a selection of pictures of Transocean projects together with a brief note on the paints used.



Completion of Dock floor in Transpoxy Solventfree.



Ferry Port-Fouad; Deck painting in progress.

## 1. Suez Canal Authorities selects Transocean Antiskid system

Suez Canal Authorities operate besides various tug boats, crane boats and ferries, also two shipyards, Port Said Shipyard and Port Tawfik Shipyard located at the south entrance of Suez Canal. During the last two years Suez Canal Authorities has been using a specialised Transocean paint system for all decks, vessels and floating dry-docks.

The system consist of 150 micron Transpoxy Masterbond followed by a two coat system of Transpoxy Solventfree whereas the last layer is formulated in anti-skid quality.

Project; Dock no. 1 and Dock no. 5

Project; Port-Fouad Ferry

Project; Tug Boat Salah El-Dein

## 2. Refurbishment Van Oord Dredgers

Van Oord is a world leading company in dredging activities with for instance the Palm Island in Dubai as a well-known example.



View of Geopotes interior in the arrival condition.



Final view of Geopotes 15.



Complete renovation of Geopotes interiors with Transpoxy Masterbond.

Last year vessels M/V Utrecht and Geopotes 15 came back to Netherlands for major repairs. Both vessels were suffering from corrosion of the interior sections. In the analysis of the existing coatings as well in the specification of the new system, Transocean used a innovative new monitoring tool called Electrochemical Impedance spectroscopy (EIS).

A complete explanation is beyond the scope of this article but the method provides a quantitative figure on barrier against water and ion penetration by the coating.

Below a certain threshold figure, the barrier action of a coating is not sufficient anymore leading to corrosion processes at the steel-coating interface.

The EIS method has the advantage that it can measure such processes before they are actually visible (for instance in the form of blisters).

Furthermore, the method is non-destructive thereby enabling assessment of the performance of the existing coating as well as a new coating system.

Using this technique it was possible to verify where maintenance was urgently required and which parts were still in sound condition.

The worst corrosion was found below decks where a full Transpoxy Masterbond coating system was specified in order to bring back the vessel in top-shape condition.



### 3. Maintenance 3 F-Class tankers in Dubai Drydock

Vessels; M/T Iran Faraz, M/T Iran Fazel, M/T Faez.

Paint specification:

Underwater area.

Blast cleaning to Sa 2.

Touch up Transpoxy Masterbond Aluminium

Full coat Transvinox HS

Antifouling system; Transocean Cleanship 2.95

Topsides.

Blast cleaning to Sa 2.

Touch up Transpoxy Masterbond Aluminium

Full coat Transvinox HS

Full coat Transurethane Finish HB

### 4. Drydockings at Tandano, Buenos Aires

Owner; Kristen Marine, Greece.

Vessel; Commander

Type; Bulk Carrier

DWT; 18433

Underwater area:

Touch up and full coat with Transvinyl Primer

Antifouling system: Transocean Cleanship 2.91

Topside Finish; Tranunilac Finish black

Owner; Shell Cia. Argentina

DWT; 45.720

Hull protection: Transpoxy Masterbond

# Transocean protects Repsol-YPF refinery facilities

In Argentina, Oil company Repsol-YPF controls 52% of total refining capacity through three strategically located refineries: La Plata (Province of Buenos Aires), Luján de Cuyo (Mendoza) and Plaza Huincul (Neuquén).

La Plata Refinery has a processing capacity of 30,000 cubic meters of oil/day, representing 30% of Argentina's total refining capacity.

It produces a complete range of products and derivatives, such as Liquefied Petroleum Gas, kerosene, gas-oil, fuel-oil and naphthas

The two largest refineries (La Plata y Luján de Cuyo) are connected with sixteen storage and dispatch terminals (three of which are annexed to the refineries and another ten connected by sea or river) with a total storage capacity of approximately 980,000 cubic meters.

All paints have to be prequalified by Cidepint institute according to YPF paint specifications. Even after approval, every paint shipment is again re-checked by Cidepint before it is approved for delivery to Repsol-YPF.

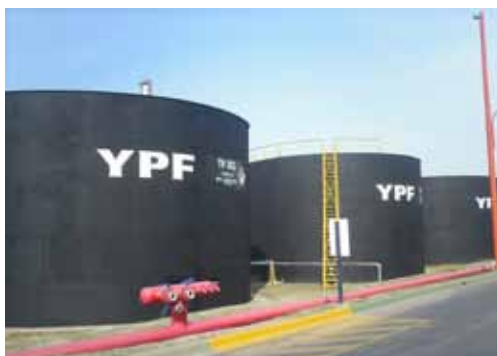
Various Transocean products comply to this stringent procedure and combined with the assurance of a good technical service on site, it made Repsol-YPF decide to use Transocean paints for numerous storage

tank projects during the last year. Upto recent some 20 tanks have been painted with Transocean systems and the projects carried were of various nature; new construction, maintenance but also external- and internal areas.

#### Approved paints by Repsol-YPF

- Transozinc Silicate
- Transoxy Primer
- Transozinc Epoxy Primer
- Transoxy MIO Primer
- Transoxy Masterbond
- Transoxy Finish
- Transoxy Tankguard 4.61
- Transoxy Tankguard 4.71
- Transurethane Finish
- Transosil High Build
- Transobox Acrylic Finish
- Transowash
- Transoxy Hydro Finish
- Transoxy Tar

The picture gallery shows examples of the completed projects during the last year.



Transocean Coatings is a worldwide association of independent paint producers. The Association develops, manufactures and sells antifoulings, anticorrosives and various other coatings for ships, offshore installations, industrial facilities and yachts under the recognised 'smiling dolphin' trademark.

The Association exists since 1959 and is the oldest as well as the only organisation of its kind in the world. Transocean has a network of certified manufacturers spread over all continents, producing its range of high quality coatings.

Want to know more? Please visit our website or contact the Transocean Central office,

Transocean Coatings  
Prins Hendrikkade 12c  
3071 KB Rotterdam, The Netherlands

Phone + 31 (0)10 - 413 44 77  
Fax + 31 (0)10 - 413 20 25  
E-mail info@transocean-coatings.com

[www.transocean-coatings.com](http://www.transocean-coatings.com)

