

A large, dark-colored Panamax crane stands at a port terminal. The crane has a yellow jib and is labeled with "HILONGENIUM" and "PACECO ESPAÑA". A red lifebuoy is visible on a lower level of the crane's structure. The background shows a clear blue sky and other port infrastructure.

# Protecting mighty panamax cranes from saltwater and abrasion

Port terminal cranes are a key element in ship-to-shore operations, and they need a heavy-duty anti-corrosive coating system to protect them from the harsh dockside saltwater atmosphere. When Paceco España SA was asked to deliver two mighty panamax Paceco Portainer® cranes to the Port of Tilbury in the UK, it wanted to give its customer the best corrosion protection available. Paceco chose Hempadur.

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## At a glance

Customer	Paceco España SA
About	Paceco España SA supplies cranes and services to the container handling industry. It offers more than 50 years of proven reliability and is a leading supplier in Europe and the Americas.
Coating system	Hempadur Zinc HS 17370 Hempadur Mastic 45880 Hempathane 55210

### The challenge

Portainer cranes combine speed, precision and controllability to ensure cargo ports can load and unload containers at optimum efficiency. Designed and manufactured by Paceco España SA, one of the leading producers of cranes for Europe and the Americas, Portainer cranes are known for their efficiency and reliability.

When Paceco was asked to deliver two panamax Paceco Portainer cranes to the Port of Tilbury in the UK, it wanted a coating system that would offer its customer the best long-term anti-corrosive performance available.

### The solution

After consultation with Paceco, we recommended a coating system comprising a Hempadur Zinc HS primer, a Hempadur Mastic midcoat and a Hempathane topcoat.

Thanks to advanced zinc technology, Hempadur zinc primers provide robust mechanical strength and reliable anti-corrosive performance, even in tough saltwater environments. For Paceco's customer, this means a longer service life and reduced maintenance requirements.

The two 40-tonne cranes were built at the URSSA steel yard in Spain, and our Technical Service team were closely with the applicators to ensure the coating system was applied correctly. The cranes were delivered in 2014.



### The Hempel Group Head Office

Hempel A/S, Lundtoftegaardsvej 91, 2800 Kgs. Lyngby, Denmark  
Tel: +45 4593 3800 Email: [hempel@hempel.com](mailto:hempel@hempel.com)

[hempel.com/protective](http://hempel.com/protective)