



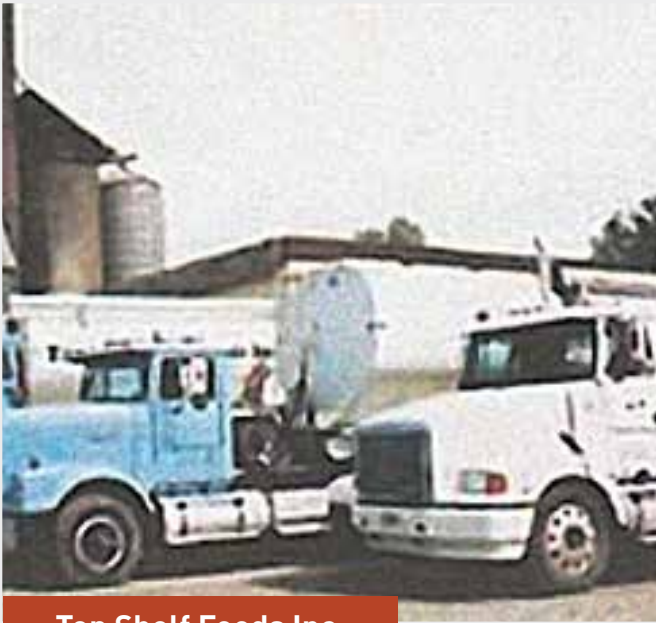
**SHIP 2 SHORE**

CORROSION PREVENTIVE COATINGS

**Testimonials - Case Studies**

Distributed by

**M A X O N**  
T E C H N O L O G I E S



**Top Shelf Feeds Inc.**

February 1, 2004



**Pluracom Atlantic Ltd**

October 28, 2004

“ We are feed manufacturer’s on Vancouver Island, B.C. Our fleet of trucks deliver animal feed from Victoria to Courtenay on a daily basis. We first became involved with Ship to Shore in 1987. Our fleet of trucks were subject to rust and corrosion due to road salt and the feed products themselves. Ship to Shore has improved these problems with remarkable success. We recently sold a 1987 Ford LTS 8000 that had been treated annually since new. There was no deterioration on any of the body parts. This helped to realize a higher sale price.

Ship to Shore also helps the maintenance side of things because they are easier to disassemble. There is no rust or corrosion to deal with. We recommend an annual application of Ship to Shore on any vehicle, whether it be a commercial vehicle or your personal mode of transportation.

Yours Truly  
**Gordon Fraser**  
 Production Manager

1895 Roberts Rd  
 Duncan BC V9L 3Y2

“ Hi Terry, attached is the photo of the test sample. This sample has been out in the weather for about 18 months.

The heavy rust area was bare steel, and you can see the effects of corrosion. The darker heavier product is the S2S industrial.

It is amazing to see where the S2S was removed with the razor blade. The steel is in as perfect condition as it was 18 months ago.

Regards  
**Lawrence Gilbert**

www.pluracom.ns.ca  
 26 Harbourview Dr Sidney  
 Nova Scotia B1P 6H2  
 Tel: 902 564-1996



False Creek Tugboats Ltd

November 23, 2004

The ability of Ship to Shore and PLID to neutralize the action of rust in difficult to paint and inaccessible areas present new possibilities for extending the life of steel vessels.

We are still working through our five gallon pail of industrial, but we will need another case of the spray cans of PLID. We find more and more uses for this versatile product.

Yours truly,  
**Simon Bancroft**

433 W, 17th Ave  
Vancouver BC  
V5Y 2A1

For the past eighteen months we have been refurbishing out 1945 built steel tug Sea Champ. One of the first jobs we performed at the shipyard was to chip and de-scale the steering flats. We then painted a coat of Ship to Shore industrial onto the bare steel. After a few weeks the steel in this damp unventilated location appeared unchanged by moisture. No Rust.

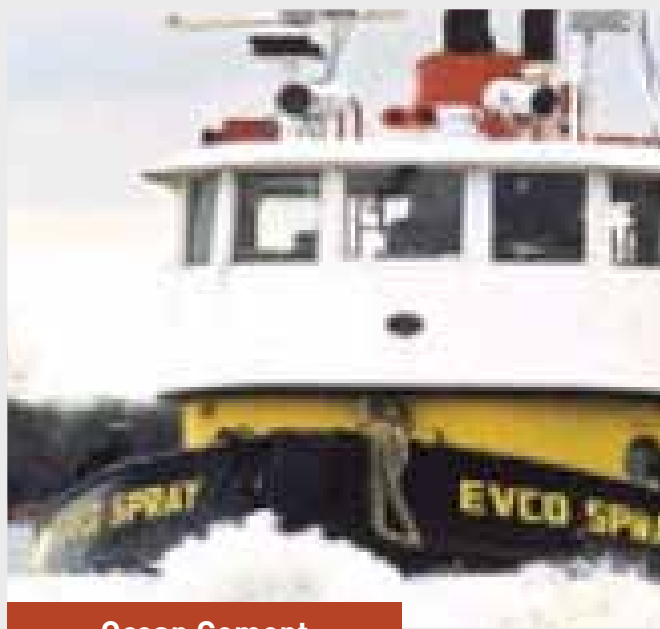
We were sufficiently encouraged to consider replacing the badly rusted deck and frames of the lazarette immediately forward of the steering flats. We did this with unprimed mild steel and when the job was done we painted it with one coat of aluminum paint and one coat of Ship to Shore. Whereas one coat of aluminum paint on bare steel will start bleeding rust within a couple of days, the aluminum painted steels in the lazarette today looks exactly as it did 6 months ago when the job was done. The predominant color is silver, with a waxy pink tinge from the Ship to Shore. The surfaces constantly drip moisture in this unventilated part of the boat, yet there is no indication of rust anywhere.

#### **Addendum to this testimonial:**

January 2009

I spoke to Simon and he took a look in this compartment: He reported everything looks exactly like the day he did it in April 2004. No rust anywhere and lots of **Ship-2-Shore** present.





Ocean Cement

September 5, 2000



We received this note from one of the largest Tug and Barge companies on the BC coast who have been using the **Ship-2-Shore** rust inhibitors since 1998. I spoke to Paul and he says they are using the PLID in aerosol on tugboat winch controls (bronze and brass) with excellent success. No more seized valves.

Regarding preparation of steelwork before application of Ship to Shore. We basically needle gun all heavy scale/rust, coat the affected areas with a Rust Converter, allow for curing of Converter as per manufacturers recommendations, overcoat the Converter with a cheap (Grey) primer and then apply your product (Ship To Shore).

We have performed this application in the shaft tunnels, bilges (Engine Room & Aft Holds) and chain lockers on 3 vessels up to this date, "success rate is excellent".

Regards  
**Paul**

Tugs: Paul Kruse 604-261-2211  
Barges: Wayne Dean 604-261-221



January 21, 2004

“ The anti-corrosion treatment you applied on our service trucks is proving very effective when compared to the trucks that were purposely not treated.

The application of the ship to shore on the electrical terminal strip we were having problems with has solved the corrosion problem and the random shut downs have disappeared.

The PLID product is not only being used successfully as a penetrating oil but has also turned out to be an excellent lubricant and protection for my shotgun when hunting in the salt water marshes.

I sold one can of PLID to a friend and he sprayed his hovercraft motor with the product. This eliminated the shutdowns he was having when salt water sprayed the motor. A number of other Hovercraft friends have since purchased the product and reported successful results.

One of my employee's races cross-country motorcycles. He was having problems with the wheel bearings rusting and experimented with replacing the factory bearing grease with XHD. This has proven very successful.

While we may be applying your products to non-traditional applications, we are very impressed with all the results so far.

Yours truly,  
**Ken Wardstrom**

#211 - 9654 - 192nd Street  
SURREY, BC V4N 4C6



Vancouver Pile Driving

“ We have been using **Ship-2-Shore** for several years on the interior of our barges and have found it to be an effective rust inhibitor.

VPDL would like to thank LCC for introducing this product to our company

**Marine General Contractors**  
[www.vanpile.com](http://www.vanpile.com)

20 Brooksbank Ave  
North Vancouver BC V7J 2B8

Tel: 604-986-5911  
Fax: 604-990-0414

## Inlet Navigation (1985) Ltd

December, 2012

Hey guys...I am a Canadian woman skipper circumnavigating with all woman crews.

I used to work for the Canadian Coast Guard as a Lightkeeper at Chatham Pt. When I left Campbell River to head west, I bought **Ship-2-Shore** Industrial and PLID ....I knew I wanted these aboard. For some applications, I cannot think of anything else that comes even close.

My cockpit winches see a lot of salt and I service them regularly, but I have had trouble finding a grease that would do the trick. After the last cleaning in Darwin I tried three different lubricants to compare results.

We used Product A, Product B (purchased in Darwin) and Ship 2 Shore. 3 months later, in S. Africa I serviced the winches again.

Product A had left a gummy residue and was hardly lubricating and was no longer coating much of the gears, electrolysis was starting where salt water contacted the metals.

Product B had lost much of its volume, though there was still a film protecting the metals it also was becoming sticky and not lubricating well.

I would like you to know that when I pulled the housing off of the Ship 2 Shore lubricated winch it looked as it did the day that I serviced it last. It seems incredible. The lubricant did not appear to have been impacted by the crossing, which due to so much cross swell was quite wet.

I cannot tell you how much I appreciate your product.

I have also used Ship 2 Shore to protect my anchor chain. I use PLID to stop corrosion at the stainless fittings to aluminum.

I am having trouble with a lot of fastenings which it appears were not isolated. If I apply it on a hot day it gets drawn into the joints and appears to stop the corrosion.

Thank you again for your beautiful products. You should be proud of your work.

Sincerely,  
**Alice Woods**

Hear what Alice has to say about **Ship-2-Shore!**  
[youtu.be/esf2dodGKQw](https://youtu.be/esf2dodGKQw)

## Inlet Navigation (1985) Ltd

January 19, 2004

We have been using **Ship-2-Shore** for about four or five years now, and are very pleased with the results. We use it on the tugs and barges in all the void spaces.

We also use it on the trucks and forklifts that go on the barges, on all exposed areas. There is no rust period on any of this equipment. If you need any further information, give us a call or email us.

**Neil**

[www3.telus.net/inletnavigation/index.html](http://www3.telus.net/inletnavigation/index.html)

NEIL WATSON & STUART JOHNSON OWNER  
OPERATORS

Inlet Navigation (1985) Ltd.  
PO Box 726 Campbell River BC V9W 6J3  
Phone (250) 287-4311 Fax (250) 287-4315

## Remote Steel I-Beam Highway Bridge

Steep Creek Bridge September 2004 - 2014 photos  
(10 years later) have been added. (July 2014)

The I-beams on this remote bridge were so badly rusted conventional preparation and coatings were out of the question.



**Ship-2-Shore** was chosen as the only alternate coating that could be used successfully in this situation. Liquid Corrosion Control Systems was contracted to do the work.

We first tried needle guns but most of the scale was so tightly adhere needle guns were ineffective. 10 pound smithy hammers banged off some of the looser scale but a lot of tight scale remaining. We applied **Ship-2-Shore** "Industrial" to all the steel work right over the tightly adhered rust scale we had been unable to remove.



The brown spots above are extra **Ship-2-Shore**.

Six weeks later the Ministry of Transportation and Highways bridge inspector reported back and said "**Ship-2-Shore** application looks fine but we will have to put more on." I asked if we had missed some area, he said "No, the rust scale is starting to fall off!"... of course this takes the **Ship-2-Shore** off as well!



Above, the rusting has stopped.  
The green hue is a reflection.

The bridge crew reapplied **Ship-2-Shore** as necessary. This is Liquid Descaling in Action!  
For more information contact us.

Ten years later. All scale gone.  
A couple of minor **Ship-2-Shore** touch-ups since 2004. Scale gone, Rusting STOPPED!  
100% Simple, Easy, Effective Rust Control.



2014 Update

November 2003

This is a rare original oil well pump at a museum in the U.S. It got rather damp and needed some extra protection to preserve it.



Cleaned up by hand using a wire brush, **Ship-2-Shore** was the coating of choice to preserve it for future generations. **Ship-2-Shore** was

applied using a brush straight out of the container.



Note how the rain water beads up and has no detrimental effect on **Ship-2-Shore**. If **Ship-2-Shore** ever needs a re-application just brush a little more on. No preparation is required.



## 1943 German 88mm PAK 43/41 Anti-Tank Gun

Another successful restoration project is of a 1943 German 88mm PAK 43/41 Anti-Tank Gun For the U.S. Army Heritage Museum and Education Center in Carlisle Pennsylvania that was done in 2003 by Thomas Podnar, Robert Lodge, Curtis McCartney, and Mark Erdmann of McKay Lodge Conservation Laboratory, Inc. of Oberlin Ohio.

“...to protect the metal from further corrosion, a corrosion inhibiting clear coating was applied. The product used was **Ship-2-Shore**

Industrial, a very effective and long lasting gel that dries to waxy clear film. A Canadian product, it has an extensive and very successful performance history in the maritime industry protecting ship steel from salt water. **Ship-2-Shore** Industrial and the lower viscosity **Ship-2-Shore** PLID were used extensively in this restoration. The PLID product was used to penetrate all openings at moving parts and all points of wear to prevent corrosion from water entry when the gun is exhibited outdoors.”

## Computer Boards

July 2002

The Mushroom Composting Facility job is now in operation. **Ship-2-Shore** PLID is working well to prevent corrosion on computer boards in the loaders. In this high “ammonia” environment, computer boards in the loaders were lasting about 6 months before corroding out at a cost of \$3,000 each. This was getting

expensive. Since they started spraying the boards with PLID before putting them in service the problem has been virtually eliminated.

One dollar invested returns \$3,000 on saved computer boards

## The Problem of Valves

October 2002

We applied INDUSTRIAL to a couple of 966 loaders (including all the electrical connections) used on salt barges, and an excavator used to load potash.

Another use has surfaced: **Ship-2-Shore** for valves and piping in manholes that get flooded with water which contains salt and other corrosive substances, running off of city streets.

Here is an inexpensive and permanent cure to the problem of valves and hydraulic hose

ends rusting when exposed to severe marine environments.

Apply **Ship-2-Shore** INDUSTRIAL to the valves. Wrap them with a clear plastic wrap and secure with nylon ties. You can see the valves, so monitoring is easy and the **Ship-2-Shore** is enclosed, so it is permanent. You will experience no corrosion and you can still wash the area as often as necessary with no detrimental effect. It costs about \$3.00 per valve and maybe 15 minutes of your time. This would also work for flange connections on large pipes on off-shore oil rigs.

## Waste Water Barge

The Job

She's a beauty! This old lube oil barge above is now used to remove waste water (sewage) from aircraft carriers.  
Below is the hatch. (April 2000)



Looking up, the bulk head above shows a large sheet of original hard coating disbonded and hanging.



Disbondment examples are below.



## Waste Water Barge

### Preparation and Application

Getting started above, we soon found that needle guns work much better than prospectors picks.



The **Ship-2-Shore** appears white while applying as the photo below shows, but it soon goes clear.



**Below the surface looks good after application.**



**Below we have removed some of the rust.**

**Below, the surface feels good, clean and clear; not at all dirty and there is no fire or explosion hazard. We cleaned up with soap and water.**



## Waste Water Barge

After Use



This area had been submerged in waste water for approximately four months, from August to the end of December 2002, when they finally got pumped out and hosed down. But now there is no rusting here, the **Ship-2-Shore** coating is 100% intact.

With the barge back in service, there was a layer of slime remaining after pumping and hosing out and as far as could be determined the Ship-2-Shore coating was totally intact as there was no sign of rusting. The photo above shows the layer of slime coating most of the interior. I ran my finger through it in January 2003.



When this application was done the metal was damp, there were oxides on the surface of the metal. These rust marks are the result of

**Ship-2-Shore** displacing this moisture, containing oxides, away from the metal. The moisture has evaporated off leaving the oxides behind. This is a good thing and a clearly demonstrates **Ship-2-Shore**'s ability to displace moisture.

The photo below shows that waste water sat in this compartment for over four months; things are really slimy but no rusting any where.

**Ship-2-Shore** has formed a very protective barrier under the slime.



## Rusting of Structural Steel at Grade Public Walkway

August 2005

The location is the West Bay walkway around a marine harbour waterfront in Victoria BC.



These posts get direct spray from the ocean causing rusting at grade and below. Our objective is to stop the rusting and prevent future rusting.



How it looked originally



Prepped ready for PLID.

We filled this moat with **Ship-2-Shore** "PLID" which will migrate down the steel below grade. We also put some higher up the post where we will be using it as a primer before we paint over it. (PLID is a highly effective penetrating, moisture displacing rust inhibitor with a strong attraction to metal).

We topped up this moat with PLID as necessary every week or so, until an estimated cup or so had penetrated below grade. We waited until the moat was again empty then filled it with **Ship-2-Shore** Industrial (a thick long lasting water resistant rust inhibitor).



PLID fills the moat.



Additional PLID penetrates.



Ready for fiberglass ring.

We covered the moat with a thin fiberglass sheet cut to fit around the base of the posts secured with clear silicone, not to seal the join but to secure the sheet in place. It is not required to be water tight. This covering provides a mechanical barrier to prevent water wash-out due to heavy rains and provides UV protection.

## Rusting of Structural Steel at Grade Public Walkway

August 2005



**Lots of Industrial around the base and under the covering.**

When painting we allowed the paint to flow over the Industrial below. I have since been back to check things over and observed that the paint has formed a tough hard coat over the **Ship-2-Shore** Industrial.

This economical procedure works well for any size steel structure, parkade or problem with rebar rusting.



**PLID as a primer under the touched up paint.**

## SeaSpan Tug Boat Lazarette

1994 - 2009

The lazarette, or steering compartment, under the hatch (indicated by the blue arrow) in the back of this SeaSpan tug is subjected to stressed metal (dents), heat and humidity, wet and cold. This is quite an aggressive environment.



The lazarette had been painted in 1990. When I entered in 1994 there was already a very active rust stain coming from behind this angle iron. Without preparation, although the metal was wet, I painted **Ship-2-Shore INDUSTRIAL** into the weld. I rubbed the rust stain off in two spots. Two years later in 1996 I took the first picture of this series.



Nothing crossed the top rub off, a slight stain is visible crossing the lower rub off proving this was very active at the time of INDUSTRIAL application.



1998 nothing has crossed the top rub off, the stain on the lower rub off has almost faded away, proving it is no longer being fed (the tear of a dying rust cell).



In October of 1999, five and a half years after application, there are no new rust stains. Behind the angle iron there seems to be as much **Ship-2-Shore INDUSTRIAL** remaining as when it was applied in 1994. This is performance! This is cheap maintenance so simple it's hard to believe.



This photo was taken in February 2004. Still nothing has crossed. This is proof that the rusting has been stopped 100%

1994 - 2009

In 10 Years no rust appeared... not bad for one application of **Ship-2-Shore**. The application took 5 minutes, and no preparation or skill was required.

The photo below was taken August 2009.



This is why repair yards don't want you using **Ship-2-Shore**.

No rusting after 15 years!



Contact us. We'd like to hear from you!

Please give us a call, use the contact us form below or send us an email, letter or fax Dealer inquiries welcome!

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