

## The Oban Times (June 2003)



Cold zinc galvanizing – a west coast solution?

A COLD zinc galvanizing product that could be the saviour to anyone needing to galvanize anything has just been launched at Barcaldine's Marine Resource Centre in Argyll. Instead of sending metal items off to be coated by a hot-dipping process, this product can be painted – brushed, rolled or dry-air sprayed – on in situ. Zinga claims that it could cold galvanize the Eiffel Tower without taking it apart first. Zinga UK is a division of Prosper Engineering in Irvine and MRC at Barcaldine will be acting as a distributor for the product.

Introduction :

A number of West Highland businesses, including Argyll and Bute Council, Scottish Sea Farms, TSL Contractors, Foster Yeoman, Linnhe Marine and Lorn Weld, visited the Marine Resource Centre recently for a day's introduction to the product, which was developed by a father and son from Belgium. Representatives were told what could be done with Zinga and given a demonstration of how it works.

On site in one of the workshops was Power Prep, Martin Henderson's family run company based in Lancashire, which demonstrated the use of wet-blasting garnet slurry, to strip metal back to its raw state. This is a cleaner, more environmentally and operator friendly way of blasting surfaces clean than dry blasting because the spread of the blast material is so much less.

It also gives a suitable profile for the cold zinc to adhere to. The strips of metal, from MRC's own pier, were then coated with Zinga by Rick Simpson of Zinga UK. The advantages of the product were explained – from having no hazardous by-products like acid in the hot dipping process to being suitable for welded surfaces or for welding after coating to withstand unlimited cyclical vibrations to being flexible enough to be formed into any shape after coating.

Foster Yeoman has already used Zinga to coat one of its barges and discovered that it is an anti-foulant as well, with not a barnacle interested in attaching itself to the coating. Other uses it has been put to include on pylons, crash barriers, ships' hulls, anchors, buoys, machine parts, girders, bridges – although there is only a small test area on the newly painted Connel Bridge – steel girders and metal gates.

Damp :

Another plus is that it can be applied to damp surfaces, in extreme temperatures, does not need etching or acid washing, however the metal has to be 'clean' – and can be painted over with a variety of products. Although more expensive than traditional method of galvanizing, it lasts longer and could save various industries around the country a fortune in sending parts away for galvanizing or replacing them. The only downside mentioned by the company is that it has a matt finish and it cannot be used to coat the insides of pipes without them being blasted first.