



CORROSION  
GROUP

NoCor<sup>™</sup>

ICCP for ships

The image shows two large cargo ships docked at night. The ship on the left is illuminated with warm orange lights, while the ship on the right is in shadow with some blue and white lights on its upper decks. The water in the foreground is dark with some white foam from the ships' wakes. A graphic overlay of vertical bars in orange and blue is positioned in the center of the image, partially overlapping the ships and the water.

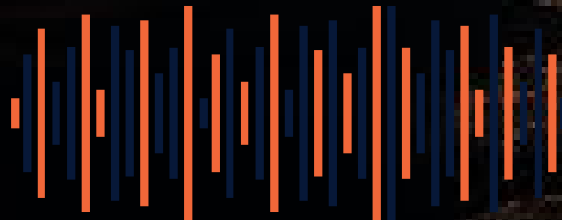
***Revolutionize Your Vessel's Corrosion  
Protection with Our Maintenance free  
ICCP System***

*The latest in ship corrosion protection technology*

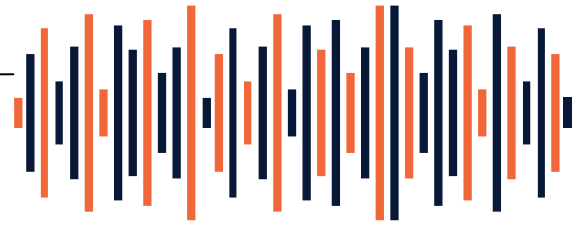
# Revolutionizing Corrosion Protection for Vessels with ICCP Systems

*So, what is ICCP?*

*Impressed Current Cathodic Protection systems are a form of electrochemical protection used to prevent corrosion on the hulls of vessels. By using a low-current electrical charge, these systems prevents the onset of corrosion.*



THE FUTURE IS HERE



**Discover how our ICCP systems can benefit your vessel and protect it against corrosion for years to come.**

## **Key Benefits of ICCP, NoCor<sup>®</sup>**



- **Reduced Drag on Hull** - ICCP systems recess the anode construction in the hull, reducing drag on the hull and providing a more efficient and streamlined vessel. Saving up to 3% in annual fuel consumption.



- **Increased Lifetime** - The anode is made out of a special material that dissolves very slowly, significantly extending the lifetime of the system.



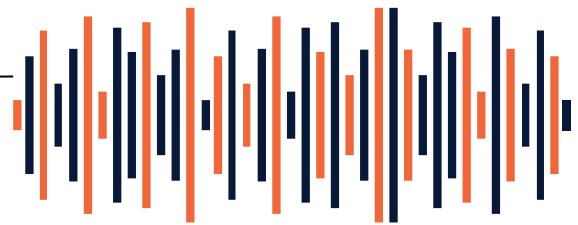
- **Lower Costs** - ICCP systems require minimal maintenance and are generally self-paying after one dry dock period, making them a cost-effective solution over the lifetime of the vessel.



- **Environmentally Friendly** - ICCP systems release less than 20 grams of mixed metal oxide over a 25-year period, making them a more environmentally friendly solution compared to traditional GACP.

The image features two large offshore supply vessels, likely used for transporting equipment to oil rigs. The vessel on the left is white with a dark hull, while the one on the right is bright orange with a dark hull. Both ships have complex superstructures with multiple levels, ladders, and cranes. They are positioned on a body of water, and their forms are mirrored in the dark, still surface below. The background is a clear, light blue sky. The overall aesthetic is clean and industrial.

NoCor®



## Enhancing Safety with Remote Corrosion Protection Monitoring

At Corrosion Group, we have implemented a cutting-edge remote monitoring system for cathodic protection for maritime operators, ensuring efficient management of corrosion and maintaining a safe environment. Our system offers real-time updates, alerts, and continuous data collection, empowering vessel owners to optimize operations and minimize risks associated with corrosion damage.

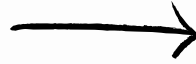
### Key benefits:

- Advanced corrosion control: Utilizes cutting-edge technology to prevent corrosion-related issues.
- Real-time data and alerts: Offers instant notifications on cathodic protection performance.
- Enhanced safety and sustainability: Contributes to a safer environment
- Cost-effective solution: Reduces overall operational costs and increases ROI.
- Easy integration: Seamlessly integrates with vessel infrastructure





GSM transmission &  
GPS synchronisation



100 % fully  
automatic  
protection



Interactive touch  
display



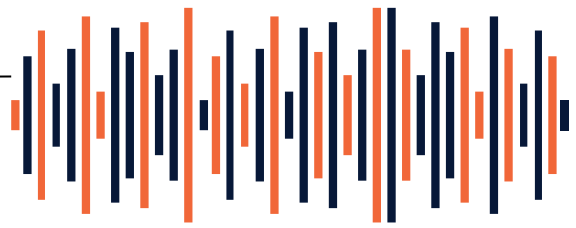
Data, anywhere  
you are



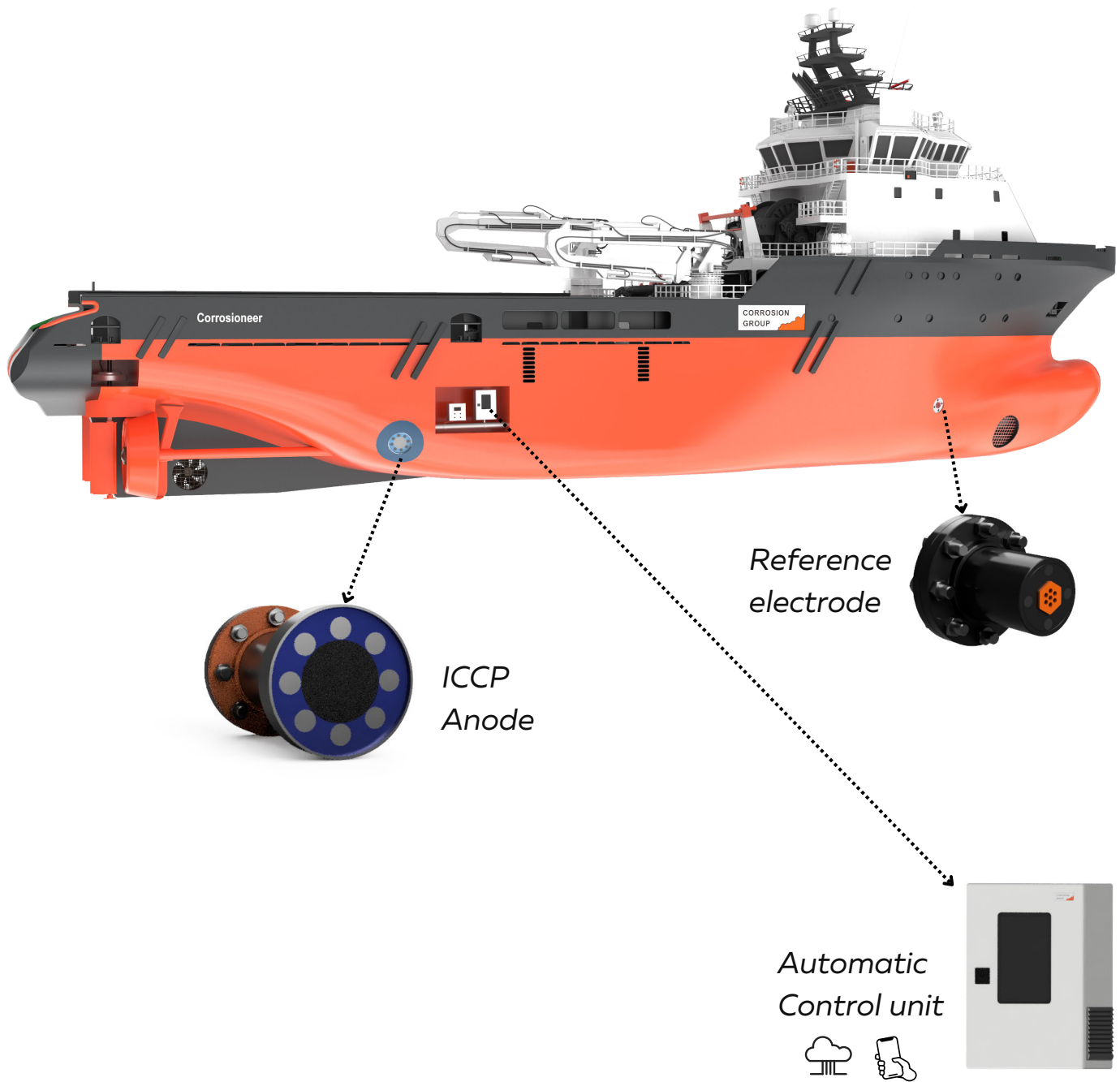
Smartphone  
control &  
monitoring



# Digitalized & fully automatic Corrosion Control



# NoCor<sup>®</sup> - System overview

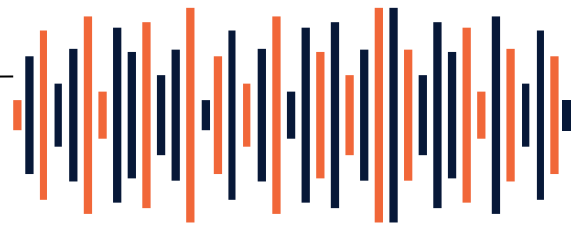




A man with a beard, wearing a dark work jacket with orange accents and heavy work gloves, is looking down at a glowing globe he is holding. The globe is illuminated from within, casting a warm orange glow. The background is dark and out of focus, suggesting an industrial or workshop setting.

**Support when you need it.  
Globally.**

*Since 1989*



## System comparison

### M-ICCP vs. GACP Comparison Table:

#### Vessel Data

LOA = 40m

Breadth (Mid) = 14m

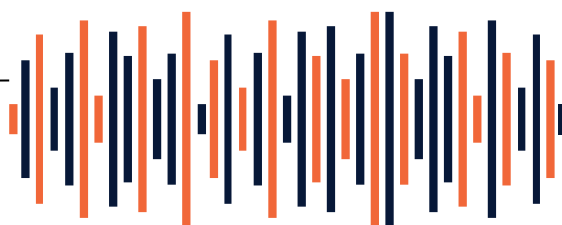
Draught (Design) = 3.2m

Area of Operation = Baltic sea

Parameter	M-ICCP System	Sacrificial anode System
Initial Cost	\$14,000.00	\$7,000.00
Installation Cost	\$1,500.00	\$1,500.00
Weight Installed on Hull	0.03 tonne	1 tonne
Dry Dock Replacement Cost	\$0.00	\$7,000.00 per cycle
Fuel Consumption (TFOC)	1-3% Saving	Increases Fuel Consumption By Increased Drag
Environment	Releases less than 20 gram of Mixed Metal Oxide Over 25 Year Period	Releases 5 tonnes of Aluminium Zinc Indium alloy Over 25 Year Period
Area of Operation	No restriction for change of environment as anode adjusts to environment change	Can be restricted performance if changing environment of operation e.g. salt water to brackish water
Lifetime Cost (25 years)	Capex = \$15,500.00 Opex = \$3,000 running costs TOTAL = \$17,500.00	Capex \$7,000.00 Opex = \$28,000.00 (4 dry dock replacement) TOTAL = \$29,500.00 Excluding Rise in TFOC



THE FUTURE IS HERE



## CLIENTS



SWEDISH ARMED FORCES



SKANSKA



SAAB



VATTENFALL 

*Do yourself and the environment a favor.  
Switch to a sustainable ICCP system today.*



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