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Europe, Middle East & Africa*

# London covered



Protecting what's important  
around the globe.

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Our business is asset protection.  
So you can be assured your assets  
protection is in safe hands whether  
they are in the United Kingdom  
or across Europe.



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Click or tap the highlighted projects on the map or use the category buttons.

Key: = Project case study available.

= Projects which have used our products.



TRACK RECORD



BUILDINGS



BRIDGES



TRANSPORT



LEISURE & STADIA

# Buildings case studies

Sherwin-Williams have been involved in numerous large and small projects where the challenges have been met with the use of high performance coatings and innovative products.

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MAP



THE LEADENHALL  
BUILDING



THE SHARD

# The Leadenhall Building



MAP



<b>Requirements:</b>	90 Minutes fire protection.
<b>Specifications:</b>	The whole structure was sprayed prior to site assembly using FIRETEX® C69 blast primer, intumescent build coats of FIRETEX® FX2002 and FIRETEX® M95 epoxy intumescent with a top coat of Acrolon™ C237 with a dry film thickness (DFT) of between 1-13mm.
<b>Area coated:</b>	610,000 m <sup>2</sup>

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The leaning modern glass and steel structure known as the ‘Cheesegrater’ for its distinctive shape has made the Leadenhall Building a new, iconic London landmark.

The building, opposite Lloyd’s of London, contains 610,000 sq ft of office space, incorporates 18,000 tonnes of steel, with components made and assembled far and wide developed by British Land and Oxford Properties. In its concept, the structure was to have no central concrete core, with an external steel frame as well as a central steel

core providing lateral stability and featuring 26 passenger lifts at its northern core. This presented numerous challenges through the construction phase from 2011 to 2014 for architects, engineers and for Sherwin-Williams as supplier of coatings for fire and corrosion protection.

# The Shard



MAP



**Requirements:**

20 years external corrosion protection, 90/120 minutes fire protection.

**Specifications:**

A combination of high performance protective coatings and passive fire protection used together to meet the requirements of C1, C2 & C3 environments and multiple fire protection ratings covering 60, 90 & 120 mins.

Protective coatings for anti-corrosion: Primer Macropoxy™ C400V3, Top coat Acrolon™ C137V2.

Intumescent coatings for fire protection: Primer C69, Intumescent coat FIRETEX® M95/FX2002/FX4000, Top coat Acrolon™ C137V2.

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**Designed by the Italian Architect Renzo Piano. The Shard is a 87 storey skyscraper in London that forms part of the London Bridge Quarter development.**

Standing approximately 306 m (1,004 ft.) high, the Shard is currently the tallest building in the European Union (2014). The glass tower has 72 habitable floors, with a viewing gallery and open-air observation deck on the 72nd floor, at a height of 244.3 m (802 ft.).

Sherwin-Williams was asked to supply both fire protection and anti-corrosion coatings systems for the landmark building.

# Bridge infrastructure case studies

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BLACKFRIARS RAIL  
BRIDGE STATION



TOWER BRIDGE

# Blackfriars rail bridge & station



MAP



<b>Requirements:</b>	25 years protection against high humidity and salinity levels.
<b>Specifications:</b>	Macropoxy™ L674, Macropoxy™ M922, Acrolon™ C137V2.
<b>Area coated:</b>	60,000 m <sup>2</sup>

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As part of a five-year project, the task of protecting the existing Blackfriars rail bridge and the new station that runs along its length presented a specific challenge for Sherwin-Williams in that a common protective coating system for old and new steelwork was preferred.

With the River Thames below, inherent issues of dampness and humidity meant that the choice of coating would be of particular importance, because Network Rail specified a minimum service life of 25 years to first major maintenance.

The existing paintwork on the rail bridge was removed by abrasive blast-cleaning. A surface-tolerant epoxy coating system

was used to meet the requirements of a C5M environment specification.

Anti-corrosion protective coatings of a higher build blast primer Macropoxy™ L674, an epoxy glass flake build coat Macropoxy™ M922 and an acrylic urethane finish Acrolon™ C137V2 as well as a stripe coat of epoxy glass flake were used on this project.

# Tower Bridge



MAP



<b>Requirements:</b>	25 years protection against high humidity and salinity levels.
<b>Specifications:</b>	Macropoxy™ M902, Macropoxy™ M905 and Acrolon™ C137V2.
<b>Area coated:</b>	22,000 Ltrs.

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**Tower Bridge has stood over the River Thames in London since 1894 and is one of the most recognisable landmarks in the world. It is the only bridge on the Thames which can be raised.**

The original specification included total removal of the existing paintwork by abrasive blast-cleaning, this would have meant the bridge had to be closed for three months.

Transport for London wanted to keep the structure open to prevent disruption during the busy summer period and alternative ideas were explored.

Repainting from cradles could keep the structure open but blast-cleaning was not possible from cradles. After discussions,

a Network Rail approved system based on mechanical methods of surface preparation was agreed to remove all unsound existing paintwork.

A surface-tolerant epoxy coating system was used to meet the requirements of a C5M environmental specification.

Protective coatings for anti-corrosion of Macropoxy™ M902, Macropoxy™ M905 and Acrolon™ C137V2 were used in this project.

# Transport case studies

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EARLS COURT  
UNDERGROUND  
STATION



TERMINAL 5  
HEATHROW AIRPORT



ST PANCRAS  
INTERNATIONAL  
STATION

# Earl's Court underground station



MAP



Requirements:	15 years' life to first major maintenance for the structural steelwork.
Specifications:	Macropoxy M902, Macropoxy M905, Acrolon C137V2

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The London Underground District Line first opened its tracks to Earls Court in 1869 and two years later, the first station was built. Numerous extensions had been made during the years, the last major project happening in 1960's.

In 2007, CLC Contractors Ltd. was asked to carry out a refurbishment of the roof structure, which entailed chemically stripping the existing paint off the steelwork followed by mechanical preparation prior to re-applying a new paint system to provide 15 years life to first major maintenance.

This was complicated by the fact that there were around eight layers of old paint to remove, some of the existing coatings contained lead, the station had to be kept open and

the glazing had to be removed which meant that the ambient conditions would not be ideal for painting in the colder months.

Sherwin-Williams was asked to supply an anti-corrosion coating system for the project that would satisfy the TFL requirements and provide protection for a minimum period of 15 years to next major maintenance. The paint system would also have to be suitable for curing in cold temperatures during the winter months, exacerbated by the removal of the glazing.

# Terminal 5 Heathrow airport



MAP



<b>Requirements:</b>	To provide fire protection to the core terminal building which included substructure, roof and facade, superstructure and baggage handling steelwork.
<b>Specifications:</b>	Substructure – passive fire protection with 90 & 120 mins fire rating. Roof and Facade steelwork – protective coatings. Superstructure – passive fire protection with 60 mins fire rating. Electricity substations – passive fire protection 120 mins fire rating.
<b>Area coated:</b>	850,000 litres of FIRETEX® products.

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**London Heathrow Terminal 5 is part of the London Heathrow Airport complex, serving the UK capital city of London. The Terminal 5 project included several new buildings; the new terminal, a control tower and railway station.**

It was designed to handle 35m passengers a year and was built at a cost of £4bn.

Officially opened in 2008, the main building in the complex is the largest free-standing structure in the United Kingdom being 396 m (1,299 ft.) long, 176 m (577 ft.) wide and 40 m (130 ft.) tall. Its four stories are covered by a single-span undulating steel frame roof, with glass facades angled at 6.5 degrees to the

vertical. The area covered by the roof is the size of five football pitches, and each section weighs 2,200 t.

The building's lead architects were from the Richard Rogers Partnership and production design was completed by aviation architects Pascall & Watson. The engineers for the structure were Arup and Mott MacDonald.

# St. Pancras international station



MAP



<b>Requirements:</b>	To provide anti-corrosion protection and decoration as well as 60 minutes fire protection to the Undercroft area.
<b>Specifications:</b>	Undercroft: Macropoxy™ M902, FIRETEX® FX1000, FX7000, Acrolon™ C237. Main train shed: Macropoxy™ M902, Macropoxy™ M905, Acrolon™ C237. New train shed extension: Zinc Clad J984, Macropoxy™ C401, Acrolon™ C237.
<b>Area coated:</b>	150,000 m <sup>2</sup>

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Serving over 6.5M passengers each year, the undercroft area at St. Pancras International Station includes 680 cast iron columns, cross members and buckle plates, all of which require 60 minutes fire protection. These cast iron columns support the rail deck and platforms for the Eurostar trains, and house a number of shop units and cafés.

With St. Pancras replacing Waterloo Station as the London end of the Eurostar, the decision was taken to refurbish the Main Train Shed. The paint had to protect and decorate the 140 year old structure, matching the English Heritage's original colours.

The new 'train shed' was constructed to replace the existing one whilst the maintenance work was carried out.

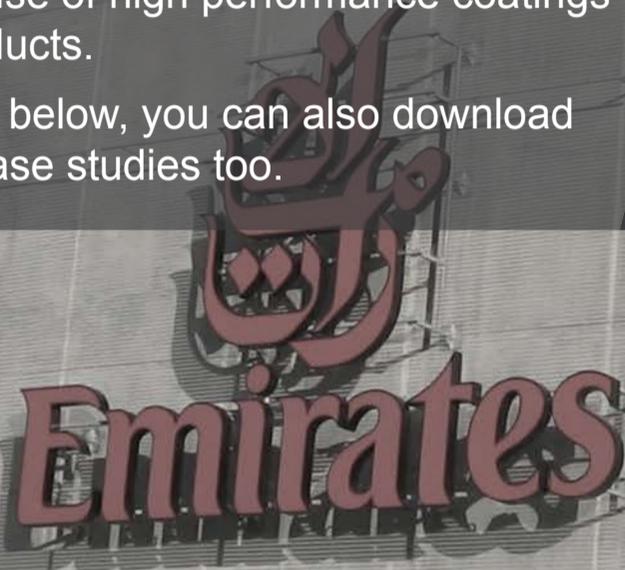
Now complete, the train shed will become the terminal set to serve trains from the North. This project required a coating specification to give at least 25 years anti-corrosion protection, 60 minutes passive fire protection to a preferable finish.

# Leisure & stadia case studies

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OLYMPIC STADIUM  
ROOF



ORBIT SCULPTURE  
TOWER



WIMBLEDON STADIUM  
ROOF

# Olympic Park stadium roof



MAP



<b>Requirements:</b>	To provide anti-corrosion protection for a minimum period of 20 years.
<b>Specifications:</b>	To provide anti-corrosion protection for a minimum period of 20 years. Specification: Blast cleaned to Sa2½ (ISO 8501-1:2007). Macropoxy™ C400V3 @ 200µm DFT, Acrolon™ C237 @ 50µm DFT.
<b>Area coated:</b>	Approx 52,000 m²

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**The striking new cantilevered roof of the Olympic and Paralympic stadium measures 84 metres at its deepest point, is twice its original size and is the longest of its type in the world.**

Work started on the site when the 2012 Olympics came to a close. The roof covers every seat at the 60,000 capacity venue. It was completed in 2015 in time to host five matches of the Rugby World Cup. The stadium is set to become the long term home of West Ham United in 2016 and will also host British Athletics.

Now complete, the roof allows all-weather protection for sports spectators and improved acoustics for concerts.

A combination of solid and transparent roof coverings will allow natural light to shine through.

The Queen Elizabeth Olympic Park becomes another iconic structure to bolster Sherwin-Williams Protective & Marine Coatings track record for coatings used in prestigious sporting venues and stadia.

# Orbit sculpture tower



<b>Requirements:</b>	To provide anti-corrosion protection for a minimum period of 20 years.
<b>Specifications:</b>	The Olympic structures required a complex specification which included the following products: Protective coatings for anti-corrosion: Primer Macropoxy™ C400V3, Primer Macropoxy™ M902, Finish coat Acrolon™ C237V2. Intumescent coatings for fire protection: FIRETEX® FX1000, FIRETEX® FX2000, FIRETEX® FX7000, FIRETEX® FX8000, FIRETEX® M72.

The Olympic stadium was arguably the most recognised venue of the London 2012 Olympics. Designed to seat 80,000 people during the games, the stadium took 10,000 t of steel to construct, at a cost of £537m.

Situated next to the Olympic Stadium the Orbit structure – which is Britain’s tallest sculpture at 114.5 m high, is also coated in Sherwin-Williams’ coatings, as is the Olympic Aquatic Centre, Olympic Handball Arena, and Olympic Basketball Arena.

# Wimbledon stadium roof



MAP



<b>Requirements:</b>	To provide anti-corrosion protection for a minimum period of 20 years.
<b>Specifications:</b>	To provide anti-corrosion protection for a minimum period of 20 years. Specification: Blast cleaned to Sa2½ (ISO 8501-1:2007). Macropoxy™ C400V3 @ 200µm DFT, Acrolon™ C237 @ 50µm DFT.
<b>Area coated:</b>	20,000 litres of FIRETEX® products.

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**As one of the world’s iconic sporting venues, the protection of the new-look Wimbledon – the home of the famous tennis tournament and home to the All-England Lawn Tennis Club was of critical importance.**

Specialising in the protection of modern steel structures, Sherwin-Williams Protective & Marine Coatings supplied around 20,000 litres of its FIRETEX® paint to cover the iconic structure. FIRETEX® coatings are designed to chemically react in the event of a fire to protect the steel and lengthen the time taken for it to reach its critical failure temperature.

The existing roof and east stand were demolished to make way for the construction

of a larger stand. This section was fire rated at two hours, FIRETEX® FX8000 was chosen by fabricator Watson Steel. The north and western stands were also extended to accommodate extra seating. The north stand was fire rated at one hour requiring a coating of FIRETEX® FX2000. The west stand did not require fire protection and was coated with an acrylic epoxy finish.

# Europe covered

A small selection of projects we have covered across the European region and beyond.



BACK



TRACK RECORD



# London Covered track record

## Project

BBC TV Centre Redevelopment

1 King William Street

100 Bishopsgate

108 Cannon Street

108 Cannon Street

11-12 Hanover Square

148-166 Old Street

160 Aldersgate AKA Mitre House Refurb

160-162 New Bond Street - Christian Dior

1A Page Street

20 Fenchurch Street

24 King William Street

25-32 Chancery Lane

3-10 Finsbury Square

30 Broadwick Street

45 Cannon Street

58 Victoria Embankment

67 Lombard St

7-10 Hanover Square

72-75 Fenchurch Street

8 Salisbury Square

Bankside Bracings

Beaumont Hotel

Blackfriars Bridge

Bond Street Station

British Broadcasting Corporation - BBC TV Centre Redevelopment

Café Royal

Creechurch Place

Daltston Junction

Emirates Stadium

Europa Gym, London

Europa Gym, Gatwick

Forest Gate School

Gatwick Airport

H2 M8 Hotel

Hammersmith Grove

Heron Tower

Kings College Hospital NHS Trust

Kings Cross Central

Lady Margaret School

Leadenhall

Lloyds Building

London Bridge Station

London Bridge Station - Elephant Ears and Retail Area



# London Covered track record

## Project

London Bridge Station - Network Rail Limited - Staff Block A & B

London Cannon Street Station

London Gateway

London Wall Place

Mid City Place

Moorgate Exchange

More London

Moxy Hotel Docklands

Old Oak Common Transport Super Hub

Olympic Aquatic Centre

Olympic Basketball Arena

Olympic Handball Arena

Olympic Media Centre

Olympic Park

Olympic Stadium

Olympic Velodrome

One Bedford Avenue

One New Street Square

Paddington Station

Park House

Project Oriana

Queen Mary University London

St Botolphs

St Pancras International Station

Streatham Hub

Summit House

Tate Modern 2

Terminal 2A Heathrow Airport

Terminal 5, Heathrow Airport

The Hurlingham Club

The Orbit

The Quadrant

The Shard

Threadneedle St

Tottenham Court Road Station

Tottenham Hotspurs' Training Centre

Tottenham NDP

Tower Bridge

University of Arts, Olympic Park

Victoria Circle

Victoria Halls of Residence

W4 Regent Street

Walpole Sub Station, Kings Cross

Waterloo Station

White City Shopping Centre

Wimbledon Stadium



# Europe Covered track record

Project	City	Country
Flame Towers	Baku	Azerbaijan
Ghelamco Arena	Ghent	Belgium
Sports Hall	Burgas	Bulgaria
Borderguard office	Narva	Estonia
Civil Buildings	Tallinn	Estonia
Colledge Kuressaare	Tallinn	Estonia
LasBet Cranes	Tallinn	Estonia
School Building	Tapa	Estonia
Shopping Center	Viimsi	Estonia
Harbouri 2	Helsinki	Finland
LÄnsiterminaali 2.	-	Finland
Airbus	Stade,	Germany
Bavaria Movie Studios	Munich	Germany
Bayer Leverkusen/Bay Arena	Leverkusen	Germany
Benzhalle Titisee	-	Germany
Bolder Arzneimittel	Cologne	Germany
Cook Medical	Baesweiler	Germany
Federal Printing Office	Berlin	Germany
Hospital Kaiserslautern	-	Germany
Medical Park Valley	Munich	Germany
Mömax	Mannheim	Germany
Theatre Munich Phase 2	Munich	Germany
Uniklinik (university clinic)	Bonn	Germany
Administration Service Building	Karditsa,	Greece
Desfa Messimvria	Thessaloniki,	Greece
ELVAL Oinofite	Viotias	Greece
FULGOR	Corinth	Greece
IKEA	Ioannina	Greece
Leroy Merlin	Ioannina	Greece
Mall Corinth	Corinth	Greece
Museum in Grete	Chania	Greece
PRAKTIKER	Alexandroupoli	Greece
Swimming Pool	Athens	Greece
Factory	Athens	Greece
Unilever Warehouse Shimatari	Attika	Greece
Beit Gibor	Ramat Gan	Israel
BMW Centre	Riga	Latvia
Loren Metro Station	Loren	Norway
Flesland Airport	Bergen	Norway
IKEA	-	Norway
Ruukki Construction Oy - Sullan Bil	TromsÅ,	Norway
Sullan Bil	Tromsø	Norway
Åacina Shopping Mall.	PoznaÅ,,	Poland
Hala Koszyki Commercial Redevelopment	Warsaw	Poland





## Europe Covered track record



Project	City	Country
Ferrero Roche Factory Expansion	Belsk Duży	Poland
Grupa Azoty Office Building	Kędzierzyn	Poland
Jarosław Railway Station Restoration	-	Poland
KGHM Copper Mine	-	Poland
Koszyki Market Hall	Warsaw	Poland
Łacina Shopping Mall	Poznań	Poland
Prime Corporate Center	Warsaw	Poland
Unilever Factory Extention	Poznań	Poland
Volkswagen Crafter Factory	Września,	Poland
Sochi Olympic Metro Station	Sochi	Russia
Fervinor SL Packing	Valls	Spain
Skilstuna Sport Area	Eskilstuna	Sweden
Laboratory Building of Electric & Electronic Engineering Faculty of Istanbul Technical University	Istanbul	Turkey
Hilton Sonkar Building	Istanbul	Turkey
Istanbul Bosphorus Data Centre	Istanbul	Turkey
Istanbul Mikrocerrahl Saglik Hizmetleri A.S. Ozel Hazur Hastanesi	Istanbul	Turkey