

Members News

'Royal' approval as Intersleek coats Cunard queen

Cunard Line has confirmed fuel and emissions savings for its transatlantic liner Queen Mary 2 after recoating the underwater hull with International Paint's fluoropolymer foul release coating Intersleek 900.

The largest ocean liner ever built had almost 6000 m² of its hull hydroblasted and recoated at Hamburg's Blohm & Voss yard during a recent maintenance and repair docking. The decision to switch from a self polishing copolymer (SPC) antifouling was part of a strategic initiative to reduce fuel usage, cost and associated CO₂ emissions while still maintaining operational schedules.

David Strawford, head of technical services at Cunard parent Carnival UK, reports: "To date, performance results have been very positive. The vessel is achieving operational speed while utilising less power than was previously the case - a significant improvement compared to the SPC system."

Worldwide, the Carnival group has coated more cruise vessels with Intersleek than any other passenger ship operator - a further 20 since the silicone based foul release system Intersleek 700 was specified for the P&O Cruises vessel Oriana in 1999.

Following the introduction of Intersleek 900 in 2007, the company is now upgrading existing silicone coated vessels to the advanced fluoropolymer option, which was recently applied on P&O's Arcadia and has been specified on the four AIDA cruise vessels currently under construction at Meyer Werft, Papenburg.

Meanwhile Italy's Grandi Navi Veloci (GNV), one of the



leading cruise ferry operators in the Mediterranean, has completed the conversion of all its vessels to the Intersleek system. The process began in 2005 with the application of Intersleek 700 to the 32,700gt Majestic, which was followed by another four vessels.

When the Majestic was drydocked in January this year after 40 months in service, the hull was described as being in excellent condition - smooth, glossy and with minimal mechanical damage - and needed only 30 litres of Intersleek for touch-up on the bow. GNV technical consultant Bruno Dionisi estimated the ship's savings at 6-7% for bunkers and around EUR100,000 overall for paint.

Proven fleet fuel savings had already prompted GNV to upgrade to Intersleek 900 on a further two vessels. These included La Superba, the world's largest cruise ferry, which in March 2007 became the first vessel in Italy to be coated with the product. Intersleek 900 has now been applied on more than 50 passenger vessels around the world.