

Intersleek boosts tanker performance

Fuel consumption reductions have been achieved by recoating vessels during docking periods.

Mumbai-based Mercator Lines continues to see the benefits of using International Paint's fluoropolymer foul release coating, Intersleek 900, on two of its Aframax vessels, the *Prem Pride* and *Prem Divya*.

The vertical sides of the *Prem Pride* were coated with Intersleek 900 in October 2007 and subsequent positive performance results from that vessel, with up to 6% reduction in fuel consumption, were sufficient to convince Mercator Lines to coat the entire underwater hull of the *Prem Divya* during her second special survey in June 2008.

"We have continued to closely monitor the performance of both vessels," says Amit Agarwal, general manager of Mercator Lines. "Last year the monitoring showed that on the *Prem Pride* we achieved up to 6% fuel savings using Intersleek 900. This year, with even more data, we can confirm that the fuel and emission savings have been maintained."

Mercator says it expects an even more impressive improvement on the *Prem Divya* as it has increased the area of the underwater hull coated to include the flat bottom. "Detailed monitoring of the performance of the *Prem Divya* has

confirmed that we are now achieving up to a 9% reduction in fuel consumption under comparable operating conditions," Mr Agarwal confirms. *SRCT*

The Mercator Lines tanker *Prem Divya* continues to benefit from Intersleek 900 coating during drydocking.



Tanker conversion tally could top 60

A German finance company has suggested that 60 tankers could be converted into oil production or storage vessels in the next five years as demand for developing new offshore oil fields improves.

Orders for FPSO and FSO conversions have dropped in 2008 and 2009 as oil prices have fallen, but many experts believe the number of FPSO and FSO units deployed will increase over the next few years as global oil consumption rises once again.

According to the research and strategic planning department at Germany's DVB Bank up to 75 extra vessels could be needed as FPSOs, of which 30% could be newbuildings. The remainder would be conversions from existing tankers.

DVB Bank suggests that 25 tankers could

be converted into FSOs and 35 into FPSOs by 2014. Many of these tankers will be single-hulled vessels because these would be the cheapest to purchase for conversion, but DVB Bank says FPSO owners will have to consider acquiring double-hulled tankers to meet the expected demand. *SRCT*