

## Intersleek 900 serves ferry well

Wightlink now have nearly two years of in-service experience on the performance of Intersleek 900 coating system on three of its ferries.

With three vessels already coated and more specified for application this year, Wightlink Ltd, a UK based ferry company, have firmly adopted International Paint's unique, patented fluoropolymer foul release system, Intersleek 900 for use on its vessels.

After comparing various in-service performance results Wightlink selected International Marine Coatings Intersleek 900 to coat the vertical sides of *FastCat Ryde*, *Our Lady Pamela* and *FastCat Shanklin* at their respective drydocking in April, May and July 2007. The product has since provided cost benefits, including improved fuel consumption, reduced CO<sub>2</sub> emissions and a reduced requirement for slipping. Wightlink has not taken any of the vessels out of service for cleaning since the coatings application. Prior to this the vessels needed slipping every two months.

Wightlink technical superintendent, Mark Parsons, said: "In conjunction with major engine overhauls on the FastCats *Ryde* and *Shanklin*, we have kept a close watch on the performance effect of Intersleek 900 and



The application of Intersleek 900 to Wightlink's vessels has seen a reduction in downtime for cleaning, improved fuel consumption and reduced emissions. (Credit: Wightlink)

have identified a significant improvement in vessel efficiency. The FastCats now run at a reduced engine rpm complemented by associated fuel savings."

The 40m FastCat vessels originally built by Kvaerner Fjelland Singapore in 1996 have two waterjet propulsors and a top speed of 34kts, while the smaller 29.5m *Our Lady Pamela* built by InCat in 1986 has twin screw propellers and a top speed of 29.4kts. The vessels currently operate between Portsmouth harbour and Ryde pier

head on the Isle of Wight.

With more than 250 vessels coated, Intersleek 900 represents a significant advance in foul release technology offering potential performance benefits over the more traditional silicone based systems. The reduction in average hull roughness, combined with enhanced foul release capabilities and improved resistance to mechanical damage, means that all vessels operating above 10kts should be able to benefit from its foul release technology. **SBI**