

Modern hull coatings aim to cover all the bases

New technology is finding increasing acceptance among variety of owners and vessel types

TODAY'S generation of foul release coatings for ships' hulls from the world's marine coatings specialists are producing reduced fuel consumption and improved environmental operations for a wide variety of shipowners and ship types — from fast ferries, through to ro-ros, cruiseships, car carriers, containerhips, chemical tankers and even a self-unloading bulk carrier and an ultra large crude carrier.

Industry leader International Paint's latest green anti-fouling, the patented fluoropolymer foul release technology Intersleek 900, is finding increasing acceptance by a variety of shipowners, especially cruiseships.

The world's largest operator of cruiseships, Carnival Group, has coated two of its Carnival Cruise Line's fleet with Intersleek 900 following a long evaluation of Intersleek 700. Both vessels, *Carnival Victory* and *Carnival Valour*, were coated with Intersleek 900 during regular dry-docking at the Grand Bahama Shipyard at the end of 2007 and in early 2008.

During its trials of Intersleek, Carnival found that the coating not only provided reduced fuel consumption and improved hull maintenance but also reduced the amount of hazardous waste water and contaminated grit produced during coating repair.

Other benefits were that it required fewer coats, less paint applied at subsequent drydockings, fewer volatile organic compounds released during the painting process and less time spent in dry dock.

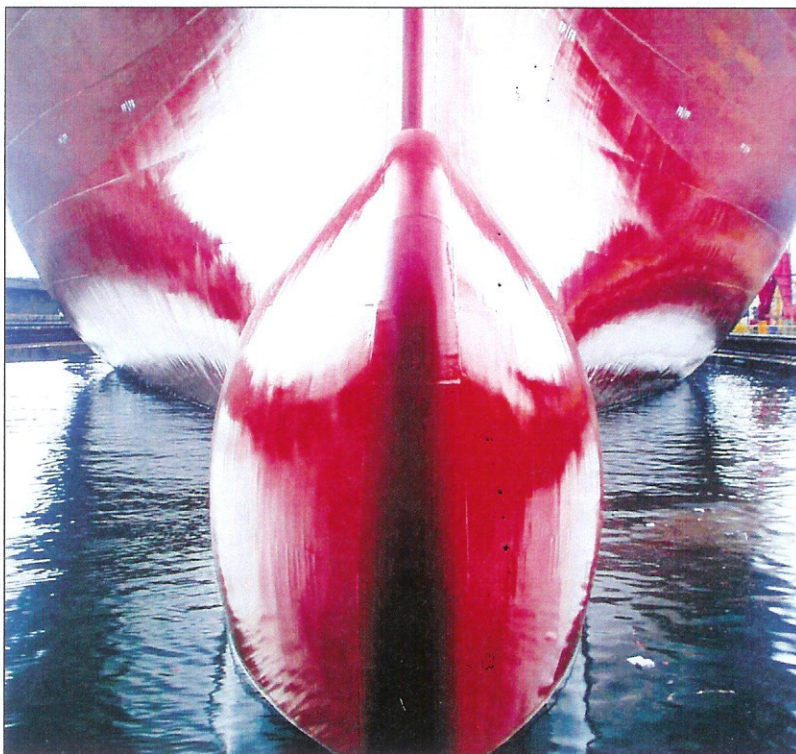
Meanwhile, MSC Cruises' *MSC Poesia* is the first cruise newbuilding to be coated with Intersleek 900.

The application was given when the vessel was delivered earlier this year from the Saint Nazaire yard of Aker Yards France.

On the commercial shipping front, Intersleek 900 has also been recently applied to the underwater hull of the world's largest tanker, the OSG operated 442,000 dwt *TI Africa*.

OSG decided to use the new coating after successfully using Intersleek 700 on three of its very large crude carriers.

Commenting on the application of 20,000 sq m to the underwater sides of the tanker, Capt Robert Johnson, OSG's Head of Worldwide Shipping Operations, said: "We believe the benefits from this type of antifouling coating will contribute to a reduction in the vessel's environmental footprint by eliminating biocides and reducing emissions, while at the same



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time enhancing vessel efficiency through the water."

Containership operators are the biggest users of Hempels' Hempassil, including Matson Navigation, AP Moller, P&O Nedlloyd and Neptune Orient Lines.

But the coating has also been applied to the hull of Holland America Line's 60,906 grt cruiseship *Zaandam*.

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Jotun's foul release coating Sealion has found an interesting market in propeller coatings. The Norwegian manufacturer claims it will return 1.5% fuel savings as well as requiring less paint to be applied compared with TBT-free antifouling.

Chemical tanker operator Stolt-Nielsen, has applied SeaLion to the propellers of 15 ships.

Johnny Eliason, manager, materials protection at the Stolt Parcel Tankers Division of Stolt-Nielsen Transportation Group, said: "Using Sealion has greatly reduced our expenses related to the underwater cleaning of our ships' propellers."