

heavy ploughing for laying pipes and cables on the seabed as well as subsea installation work in ultra-deep water, towing and remote underwater operations. Trenches can be cut in the seabed in water up to 1,000m deep.

A Rolls-Royce hybrid propulsion plant, combining diesel-electric and diesel-mechanical modes, is based on Bergen B- and C-type medium speed diesel engines with an aggregate output of over 65MW. The outfit provides a speed of more than 19 knots and a continuous bollard pull up to 423 tonnes.

See *Power Talk*, page 9, for illustration and machinery details

QM2 extends Intersleek credits

A prestigious reference for International Paint's Intersleek 900 fluoropolymer foul release coating resulted from a recent application on Cunard Line's *Queen Mary 2*. Around 6,000m² of the hull was hydroblasted and recoated during an M&R docking at the Blohm&Voss yard in Hamburg.

The decision to switch from a self polishing copolymer (SPC) antifouling was part of a strategic initiative to reduce fuel consumption and carbon dioxide emissions while maintaining operational schedules. According to David Strawford, head of technical services, Carnival UK:

"Performance results to date have been very positive. The vessel is achieving operational speed whilst utilising less power than was previously the case: a significant improvement compared with the SPC system."

Cunard Line's parent Carnival Corporation has coated more cruise ships with the Intersleek system than any other passenger vessel operator. Since P&O Cruises' *Oriana* was coated with the silicone-based foul release system Intersleek 700 in 1999 some 20 other Carnival group ships have benefited from the technology.

Existing silicone-coated tonnage is now being upgraded by Carnival to the more advanced fluoropolymer Intersleek 900



QM2 wearing an Intersleek 900 coat

technology introduced by International Paint in 2007. Described as smoother, tougher and with better foul release capabilities than its Intersleek 700 predecessor, Intersleek 900 was most recently applied to P&O Cruises' *Arcadia* and is specified for four AIDA cruise vessels building at Meyer Werft in Germany.