

# Good results from coatings for small ferry & large cruise operators

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**S**ometimes the most impressive results can be achieved with the smallest vessels - at least that is one of the experiences of International Paints and Wightlink.

With three vessels already coated and more specified for application in 2009, UK based ferry company Wightlink has firmly adopted International Paint's Intersleek 900 foul release coating system, a patented fluoropolymer foul release coating.

According to International, the long-established ferry operator wanted to use the best foul release technology available for its three catamarans. The company was looking for vessel speed and efficiency, and after comparing various in-service performance results it selected Intersleek 900. In April, May and July 2007 the vessels *FastCat Ryde*, *Our Lady Pamela* and *FastCat Shanklin* were drydocked. The vertical sides of all three ferries were coated with Intersleek 900. International reports that the product has since provided impressive cost benefits for the owner, including improved fuel consumption, reduced CO<sub>2</sub> emissions and a reduced requirement for slipping. The company reports that Wightlink has not taken any of the vessels out of service for cleaning since the application of Intersleek 900. Prior to this the vessels needed slipping every two months.

Mark Parsons, Wightlink technical superintendent 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 have identified a significant improvement in vessel efficiency. The Fastcats now run at a reduced engine rpm complemented by associated fuel savings".

## Largest cruise ship

From one end of the passenger vessel size range to the other - Intersleek 900 has also been found to offer optimum performance when applied to large cruise ships, including one of the largest in the fleet. Cruise operator Cunard Line opted for Intersleek 900 for the underwater hull of its trans-Atlantic vessel *Queen Mary 2*, with a view to reducing the environmental impact of vessel operations through "practices which set a high standard for excellence and responsibility". During the ship's recent maintenance and repair docking at Blohm & Voss, Hamburg, almost 6000 m<sup>2</sup> of its hull hydro-blasted and recoated.

Previously coated with a self polishing copolymer (SPC) antifouling, the decision to switch to Intersleek 900 was an integral part of a strategic initiative to reduce fuel usage, cost and associated emissions while still maintaining operational schedules.

David Strawford, head of technical services, Carnival UK said, "To date, performance results have been very positive. The vessel is achieving operational speed whilst utilising less power than was previously the case. A significant improvement compared to the previous SPC

system."

International says that Carnival has coated more cruise vessels with the Intersleek system than any other passenger ship operator. The first to be coated was P&O Cruises *Oriana* in 1999 with the silicone based foul release system Intersleek 700. Since then, 20 other Carnival cruise vessels have been coated.

Following the introduction of Intersleek 900 in 2007, the company is currently upgrading existing silicone coated vessels to advanced fluoropolymer technology. Claimed to be smoother, tougher and with better foul release capabilities than its silicone based predecessor, Intersleek 900 was most recently applied on P&O Cruises *Arcadia* and is specified for the AIDA cruise vessel series under construction at Meyer Werft, Papenburg.

## Severe fouling environment

Intersleek is also proving successful in warmer Mediterranean waters. Grandi Navi Veloci (GNV) has converted all vessels at maintenance and repair dry docking to the biocide free, foul release system, Intersleek.

The process began in 2005 with the application of Intersleek 700 on the 32,700 GT, 23 knot cruise ferry *Majestic*. Since then another four vessels, the *Fantastic*, *Splendid*, *Excellent* and *Excelsior* were coated with Intersleek 700.

In January 2009, after 40 months service in one of the most severe fouling environments, the *Majestic* drydocked in Ente

## Coatings & Corrosion

Bacini Shipyard, Genoa. The hull was described as being in excellent condition, smooth, glossy and with minimal mechanical damage. In fact only 30 litres of Intersleek was required for touch-up on the bow before the vessel returned to service.

Bruno Dionisi, GNV technical consultant, commenting on the performance of Intersleek on the *Majestic* said, "On average this product provides undisputed advantages which, in our case, are represented by a bunker saving of around 6% - 7%, a significant reduction in time spent in dry dock and hull washing costs and, most of all, an overall saving on the complete economic paint scheme which can be evaluated at around €100.000".

Even before the *Majestic* returned to drydock, International says that proven fleet fuel savings had already influenced GNV's decision to further maximise operational benefit and upgrade from Intersleek 700 by coating a further two ships in the fleet, the *La Superba* and *La Suprema*, with the newer fluoropolymer based Intersleek 900. The *La Superba*, completed in March 2007, is said to be the largest cruise ferry afloat and was the first vessel in Italy to be coated with Intersleek 900.

### Favoured supplier

With some 250 vessels coated, including over 50 passenger ships, Intersleek 900 is claimed to represent the latest advances with excellent performance benefits. Thanks to significant reductions in average hull roughness, combined with improved foul release capabilities and high resistance to mechanical damage, International says that all vessels operating above 10 knots can benefit from this foul release technology. It is



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The company's products appear to be popular with shipyards as well as owners, with International Paints' German company International Farbenwerke having been named 'Shipbuilding Partner of the Year 2008' by Meyer Werft Papenburg.

This, says International, is the third year running that Meyer Werft has awarded the 'Partner des Jahres' prize to its top suppliers. The award is part of the yard's supplier management initiative which continually assesses the performance of suppliers and rates them accordingly. The award, which also includes the categories mechanical engineering, outfitting, interiors and

innovation, was based on the results of supplier ratings during the construction of the cruise vessels *Celebrity Solstice* - the largest cruise vessel ever built by Meyer Werft, the *AIDAbella* and the passenger ship/ container carrier *Gunung Dempo*.

International has been supplying Meyer Werft since 1999, and has worked closely with the yard to drive improvement in all areas of new vessel construction. The yard highlighted the fact that the latest coatings have helped reduce shipyard VOC emissions as well as improving operator fuel efficiency and reducing operator maintenance costs.

International Farbenwerke is currently supplying coatings for five Meyer Werft newbuildings, including the *AIDAAluna*, *AIDAblu*, *Celebrity Equinox* and *Celebrity Eclipse*.

Queen Mary 2 in drydock during the application of Intersleek 900