



Cruise ferry operator Grandi Navi Veloci (GNV) has now recoated all of its vessels with Intersleek having first used the antifouling in 2005 on the 32,700gt *Majestic*.

Speaking in August last year, Mercator Lines' General Manager Amit Agrawal said: "We had monitored fuel consumption closely. At corresponding engine speeds, the vessel was consuming up to 6% less fuel, depending on weather conditions, after the application of Intersleek 900. We originally calculated projected savings based on a bunker price of \$450 and found we were saving nearly three tonnes of fuel a day."

International Paint calculates that for a 5000TEU containership coated with an SPC antifouling, the application of Intersleek 900 could mean savings of over 12,000 tonnes of fuel, almost 40,000 tonnes of CO₂ and US\$3 million over a five-year period. Significant reductions in NO_x and SO_x emissions would also be achieved.

Such is the potential for cost savings in these economically uncertain times, that a number of shipowners have already opted to change to the Intersleek system. For example, cruise ferry operator Grandi Navi Veloci (GNV) has now recoated all of its vessels with Intersleek (See *The Naval Architect*, April 2009, p10).

Sleek at slow speed

UK-based International Paint's contribution to energy efficiency through silicone based antifouling systems goes back to 1996, when the company introduced Intersleek 425, then the first commercially available biocide-free, foul-release technology for fast craft. This was followed in 1999 with the introduction of Intersleek 700 for deep sea ships, and then, in 2007, Intersleek 900, a unique biocide-free, foul-release coating based on fluoropolymer chemistry.

When International Paint launched this last product, it was thought to be the first effective silicone-based foul release coating available for any ship type operating at ship speeds as low as 10knots.

In terms of reduced CO₂ emissions and improved fuel efficiency, Intersleek 900 was found to be an improvement on the earlier mix. Tests and in-service performance analysis showed the paint could gain a further 2% in fuel savings when compared against the earlier 700 product, but when used instead of a traditional biocide-containing SPC, fuel savings of 6% or more were found attainable, although in-service experience on a range of other vessel types has shown savings can be higher than this.