## INTERSLEEK® SAVINGS DRIVES GNV FLEET CONVERSION

According to International Paint, Felling, UK Grandi Navi Veloci (GNV), one of the leading cruise ferries operators in the Mediterranean has converted all vessels at maintenance and repair dry docking to the biocide free, foul release system, Intersleek. The conversion process began in 2005 with the application of Intersleek 700, a silicone based foul release system, on the 32,700 GT, 23 knot cruise ferry 'Majestic'. Since then another four vessels, the 'Fantastic', 'Splendid', 'Excellent' and 'Excelsior' have all been coated with Intersleek 700.

In January 2009, after 40 months service one of the world's most severe fouling environments, the 'Majestic' drydocked in Ente Bacini Shipyard, Genoa. The hull was describe as being in excellent condition, smooth, glossy and with minimal mechanical damage. In fac only 30 litres of Intersleek was required for touch-up on the bow before the vessel returne to service.

Mr Bruno Dionisi, GNV Technical Consultant, commenting on the performance Intersleek on the 'Majestic' said, "On average this product provides undisputed advantages which, in our case, are represented by a bunk saving of around 6 - 7%, a significant reductic in time spent in dry dock and hull washing co and, most of all, an overall saving on the complete economic paint scheme which can b evaluated at around 100.000 Euros".

Even before the 'Majestic' returned to drydock, 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 vessels in the fleet, the "La Superba' and 'La Suprema', with Intersleek 900. The 'La Superba', completed in March 2007 is the largest cruise ferry in the world and was the first vessel in Italy to be coated with Intersleek 900, continued International Paint.

*Majestic pictured after 40 months in service and freshwater washing*

## FLUOROPOLYMER FOUL RELEASE COATING ADOPTED BY TWO FURTHER OPERATORS

### Wightlink FastCats get Faster

According to International Paint, Felling, UK, with three vessels already coated and more specified for application this year, Wightlink Ltd, a UK based ferry company have firmly adopted their foul release coating system, Intersleek 900. The 160 year old company wanted to use the best foul release technology available for their three catamarans. After comparing various in-service performance results they selected Intersleek 900 and in April, May and July 2007 the vessels 'FastCat Ryde', 'Our Lady Pamela' and 'FastCat Shanklin' were respectively drydocked. The vertical sides of all three vessels were coated with Intersleek 900. The product has since provided exceptional cost benefits to the owner, including improved fuel consumption, reduced $CO_2$ emissions and a reduced requirement for slipping. 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, continued International Paint.

Mr. 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".

### Improved Queen Mary 2 Performance

According to International Paint, Felling, UK., Cunard Line, having chosen the fluoropolymer foul release coating Intersleek 900 for the underwater hull of the transatlantic ocean liner Queen Mary 2, have experienced positive performance results.

Cunard's commitment to reducing the environmental impact of vessel operations through 'practices which set a high standard for excellence and responsibility', resulted in the largest ocean liner ever built having almost 6000 m2 of it`s hull hydroblasted and recoated at her recent maintenance & repair docking at Blohm & Voss, Hamburg. 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 $CO_2$ emissions whilst still maintaining operational schedules, stated International Paint.

*QM2 in drydock during application of Intersleek 900*