

# Results of Intersleek

Sydney based Inco Ships Pty Ltd. was the very first company to apply the revolutionary, fluoropolymer foul release coating, Intersleek 900 to the 6,666 dwt bulk carrier *Ikuna* during a routine maintenance drydocking in March 2006 at Singapore's Sembawang shipyard.

Previously coated with a standard, biocidal SPC (Self Polishing Copolymer) anti-fouling, the typical speed of the self-discharging bulk carrier was around 10.5 knots. After fully blasting the underwater hull and applying Intersleek 900, Inco Ships found that the average speed of the *Ikuna* had increased by 1 knot. This 10% increase in speed has been achieved without an increase in fuel consumption and effectively means one free trip for every ten trips undertaken.

Speaking following a routine dive inspection of the *Ikuna* after 37 months in-service, Andrew Dally, Managing Director of Inco Ships Pty Ltd. said, "We are very pleased with the Intersleek 900 system. The vessel is definitely doing 1 knot faster which was not achievable any time leading up to the docking but without the associated fuel consumption required for this higher speed. This increase in available speed and vessel efficiency is a significant benefit to us commercially."

Commenting upon the anti-fouling performance of Intersleek 900 after three years trading in Australasian waters, Mr Dally says, "The hull was clear of any animal or weed fouling growth with the exception of the sacrificial anodes which were covered with marine organisms thereby indicating the high level of fouling faced by the vessel."

Since coating the *Ikuna* with Intersleek 900, Inco Ships Pty Ltd. has also coated the 15,539 dwt cement carrier *Goliath* and the 4,649 dwt livestock carrier *Torrens* in October 2008 and December 2008 respectively.

Meanwhile, Mumbai-based Mercator Lines Limited continues to see the benefits of using International Paint's fluoropolymer foul release coating, Intersleek 900, on two of its Aframax product tankers, the 105,000 dwt *Prem Pride* and the 109,227 dwt *Prem Divya*.



Inco Ships' bulk carrier *Ikuna* during a routine maintenance drydocking in March 2006

The vertical sides of the *Prem Pride* were coated with Intersleek 900 in October 2007. The positive performance results from that vessel, up to 6% reduction in fuel consumption, were sufficient to convince Mercator Lines to coat the entire underwater hull of the *Prem Divya* during her second special survey in June 2008.

"We have continued to closely monitor the performance of both vessels," Amit Agarwal, General Manager of Mercator Lines said. "Last year the monitoring showed that on the *Prem Pride* we achieved up to 6% fuel savings using Intersleek 900. This year, with even more data, we can confirm that the fuel and emission savings have been maintained."

Mr Agarwal continues, "Whilst we continue to be happy with the performance of Intersleek 900 on the *Prem Pride*, we fully expected an improvement on the *Prem Divya* as we had increased the area of the underwater hull coated to include the flat bottom. The detailed monitoring of the performance of the *Prem Divya* has confirmed that we are now achieving up to a 9% reduction in fuel consumption under comparable operating conditions."

One of India's fastest growing shipping firms, Mercator Lines has been a pioneer of innovative technology. With Intersleek 900 resulting in fuel consumption savings of up to 6% on the *Prem Pride* and 9% on the *Prem Divya*, the company has reduced emissions to the environment equating to almost 11,000 t of CO<sub>2</sub>, 100 t of SO<sub>x</sub> and 200 t of NO<sub>x</sub>.