

A large blue and white oil tanker ship (VLCC) is shown from an elevated perspective, sailing on a dark blue sea. The ship's deck is green and features two helipads. The superstructure is white with a prominent bridge. The ship is moving towards the right, leaving a white wake.

CASE STUDY

Intersleek 1100SR helps VLCC owners
maximize vessel efficiency

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Summary

VLCCs are very large crude oil carriers and often carry cargoes over 200,000 tonnes of crude oil.

Due to the size, a typical VLCC normally has over 30,000 square meters of underwater areas which will require over 25,000 litres of marine paints. So it's essential for a VLCC to select a fouling control coating to maximize vessel efficiency and performance.



Challenges

VLCCs often trade in a global operating pattern. A large amount of their time can be spent in high fouling challenge waters whilst loading and discharging cargoes. Due to the large underwater area of these vessels, the coating investment can be significant. Hence, the choice of coatings required to maximize the vessel efficiency is a major budgetary concern. The use of Intersleek 1100SR allows the operator to overcome these challenges.

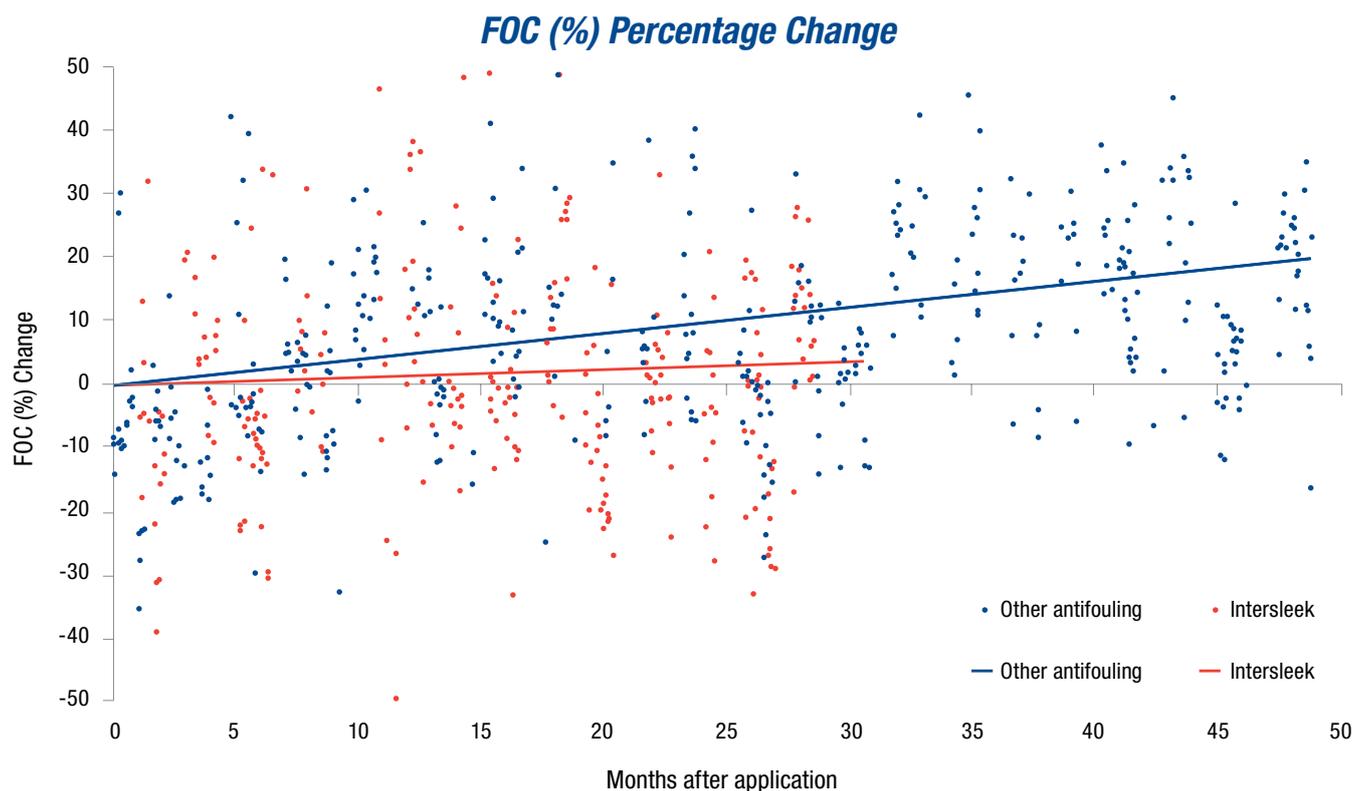
How We Made It Possible

The chart below demonstrates that hull efficiencies have maximised on VLCC vessels through the application of Intersleek 1100SR.

This vessel was converted to Intersleek 1100SR at first drydocking due to the unsatisfactory performance of existing antifouling coatings. After conversion to Intersleek 1100SR, over 10% fuel savings has

been achieved compared to the previous antifouling coatings. The current vessel statistics also confirmed that there is no increase in fuel consumption so far.

The excellent performance seen on this ship is mainly attributed to the superior slime release performance of Intersleek 1100SR, which can maintain hull smoothness for the whole drydocking period.



▲ Case Study: Fuel Oil Consumption Percentage Change for a VLCC (DWT 317,693)

Results, Return on Investment and Future Plans

Intersleek has completed over 300 applications onto VLCC ships. Below are some examples showing good in-service performance of Intersleek 1100SR.



▲ Picture 1: Performance after 20 months in-service (DWT 306,283)

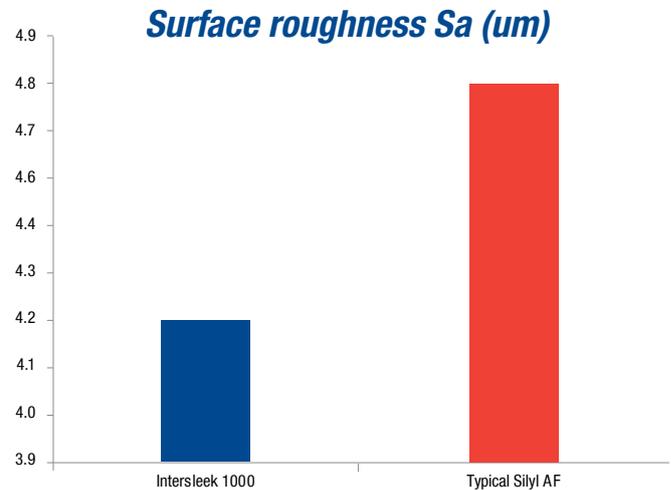


▲ Picture 2: Performance after 58 months in-service (DWT 298,641)

Myth-buster

Is Intersleek too expensive for customers?

In 2016 we launched Intersleek 1000, the first fouling control coating to use a patented technology that incorporates a bio-renewable raw material Lanion to deliver enhanced vessel performance throughout the dry-docking cycle, maintaining an ultra-smooth surface, reducing drag and lowering a vessel's fuel consumption and emissions.



Lanion technology is comprised of a number of structurally similar long chain waxy sterols, which are responsible for the foul release properties of Intersleek 1000. This technology is also used in a number of other industries from the personal care and medical sectors where it is used to improve skin condition and healing rate to the industrial sector where it is used as a lubricant and to protect ferrous surfaces. Intersleek 1000 provides sustainable fouling control at the price of Self-polishing Copolymer antifouling.

Since the launch of Intersleek 1000 in September 2016, we have completed 90 applications up to end November 2017 on various types of vessels.

Vessel Type	# of vessels
Anchor Handling Tug Supply	4
Bulker	9
Tanker	16
Container	17
Crew/Supply Vessel	5
Fishing	4
General Cargo Ship	3
LNG Carrier	6
LPG Carrier	2
Ore Carrier	1
Platform Supply Ship	1
Research Survey Vessel	1
Ro-Ro	1
Trailing Suction Hopper Dredger	2
Vehicles Carrier	18
Grand Total	90



▲ Picture 3: Performance after 8 months in-service (DWT 298,561)

Important Notes:

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