# SUBSEA NEWS

PROTECTION AND PERFORMANCE

LETTER / 207

# Subsea Industries is looking for representative agents


**To support our continuous growth, we are expanding our worldwide network of Subsea Industries agents. This allows us to reach a much bigger public directly than would otherwise be possible.**

Subsea Industries NV was founded in 1983 to take care of the design, development and marketing of an evolving line of underwater hull and propeller cleaning equipment as well as a line of hard hull coating systems.

The purpose of the Ecospeed range of coatings and cleaning technology is to offer a long-lasting, non-toxic protection for all ships with a system that keeps a hull ultra-smooth and free of fouling for the service life of the vessel with minimal repair and no replacement. Instead of using chemicals to kill and repel marine fouling organisms, Ecospeed uses a hard, impermeable, impenetrable coating along with manual removal of fouling at an early stage.

Contact us if you are interested in joining our network and help us build a strong relationship with our prospects and customers. We look forward to hearing from you.

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# Lasting protection for scrubbers and outlets

**Over the last months our Ecospeed coating system was applied on the outlet of the scrubbers of three bulk carriers in Zhoushan, China. A lasting, chemically resistant coating was needed that could withstand the hazardous pollutants of the exhausts and protect the areas surrounding the outlets.**

*The area around the scrubber outlets after surface preparation.*

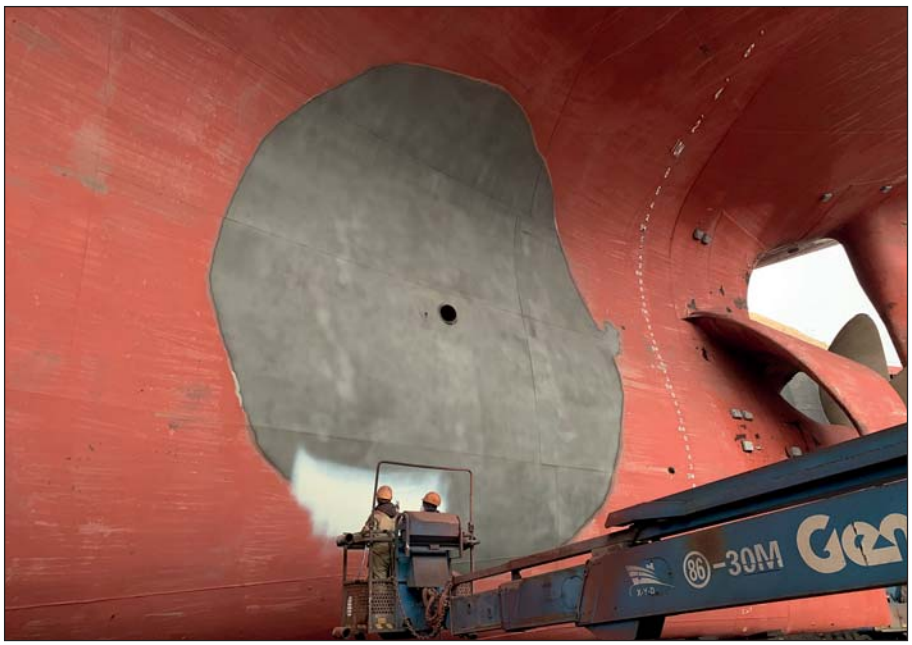
At the start of 2016 the inside of the scrubber was coated with Ecospeed for the first time. The scrubber was located in one of the ballast tanks of the vessel. Since then Ecospeed has been applied on scrubber systems regularly.

Because of the tight regulations on emissions in the shipping industry, the installation of an exhaust scrubber system has become increasingly widespread. This unfortunately has also led to an increase of corrosion damage on scrubber pipes and outlets which results in water ingress in the engine room, ballast tanks and cargo holds.

Ecospeed however is highly chemically resistant. Using the coating to protect the exterior outlets as well as the interiors of scrubbers will prevent corrosion damage and the resulting consequences.

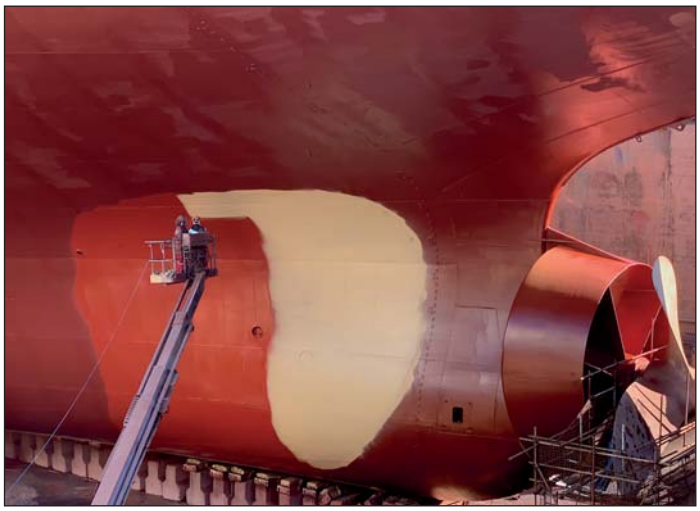
There are also several other benefits that make Ecospeed the perfect choice.

- The coating system is highly chemically resistant. Taking into account the nature of the process taking place inside the scrubber, this is essential for our customers.
- Ecospeed lasts the lifetime of a vessel. No repaints will need to be scheduled during future dockings of the ship. This saves on time and money.
- It is a true biocide-free solution. Independent research has proven that the coating is 100% toxin-free and that there is no negative effect on the water quality or the marine environment at any point of its application or use.



*Application of the first of only two layers of Ecospeed.*

Ecospeed fits in seamlessly with the environmental idea behind scrubber systems. It is a lasting, chemically



*The second layer can be applied as soon as 3 hours after the first.*


*Ecospeed will protect the area around the outlets for the ship's entire lifetime.*

*Ecospeed is chemically resistant.*

resistant coating that will withstand the hazardous pollutants and protect the scrubbers for the lifetime of the vessel.

## Conclusion

Whenever lasting protection is needed for a ship, Ecospeed offers the best solution. Whether it entails the underwater hull of a vessel or any other part of the ship, applying this coating system will make sure you will not have to worry about corrosion damage. This will save you time and money. ■

**Contact us for more information**
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# Ecospeed pays dividends for Interscan

## Interscan's Michael Tensing explains why ice-traders need a hard coating. Mike Garside[1] reports.

**Trading in ice is the toughest challenge for a hull coating. Regular anti-fouling paints or regular epoxy coatings are usually scraped off by the constant abrasion of the ice, and extra drydockings are needed to repaint, often after just one season.**


*Ecospeed can be easily cleaned in drydock or underwater without damaging the coating.*

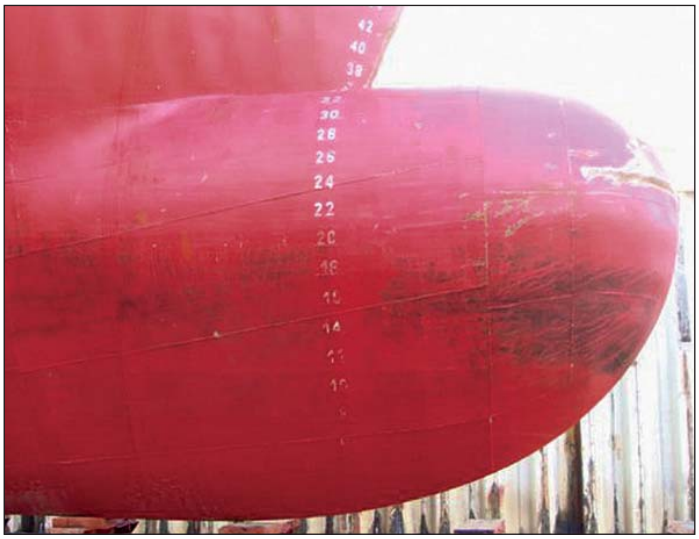
This was a major issue for Hamburg-based shipowner Interscan Schiffahrt, which controls a fleet of 23 vessels, many of them operating in the Baltic Sea and seas in the far north. However, like other vessels operating in ice conditions, they required frequent repairs to their underwater coating, with time out of service every one or two years costing the owner dearly. The company no longer has this problem.

In 2005, Interscan's superintendent engineer Alexander Fedorcov heard about Ecospeed and suggested Subsea Industries' hard coating to the company's Head of Chartering, Michael Tensing. He decided to apply it to the 3000dwt general cargo ship *Patriot* during the vessel's upcoming scheduled drydocking.

The underwater hull was blasted to bare steel and was coated with two 500$\mu$m coats of Ecospeed.

"*Patriot* was coated ten years ago and has traded in ice every year since then; but the coating has lasted perfectly well. Before Ecospeed we

[1] *Mike Garside is a freelance trade journalist and Deputy Editor of the specialist shipping publication Drydock.*



*The hull of the ice-going MV Patriot: left – usual condition at drydock before Ecospeed application, and right – on return to drydock after 5 years trading in the ice with its Ecospeed coating.*


*MV Widor being painted and after launch.*


*MV Karin several years after initial application.*

used normal epoxy coatings which would last for, perhaps, one to two winters. Now we need to pay no attention to the coating and there is no need for extra drydockings," said Tensing.

He explained that during an Ecospeed vessel's scheduled drydocking the hull is simply pressure washed. Where there is mechanical damage, the coating is easily repaired by just painting over the damage with a brush – a major advantage over other types of coatings.

"Cleaning has not been needed for the northern routes we use. For our ships that sail in warmer waters, the Ecospeed hull does need underwater cleaning from time to time, but we know that after an underwater clean the fuel consumption goes down to what it was when the paint was new."

Referring to Interscan's 6288dwt general cargo ship *Karin*, which had Ecospeed applied following the success of the *Patriot* coating, Tensing said: "*Karin* sails in warm waters and in those conditions it might need an underwater cleaning every six months but it is an easy procedure because the coating is very tough. Cleaning takes only 6 to 8 hours."

Subsea Industries' hard coatings can also be used on rudders and other appendages, preventing cavitation damage. Since rudders have to be blasted to SA2.5 before a traditional coating this can be negated by applying Ecoshield at the newbuild stage.

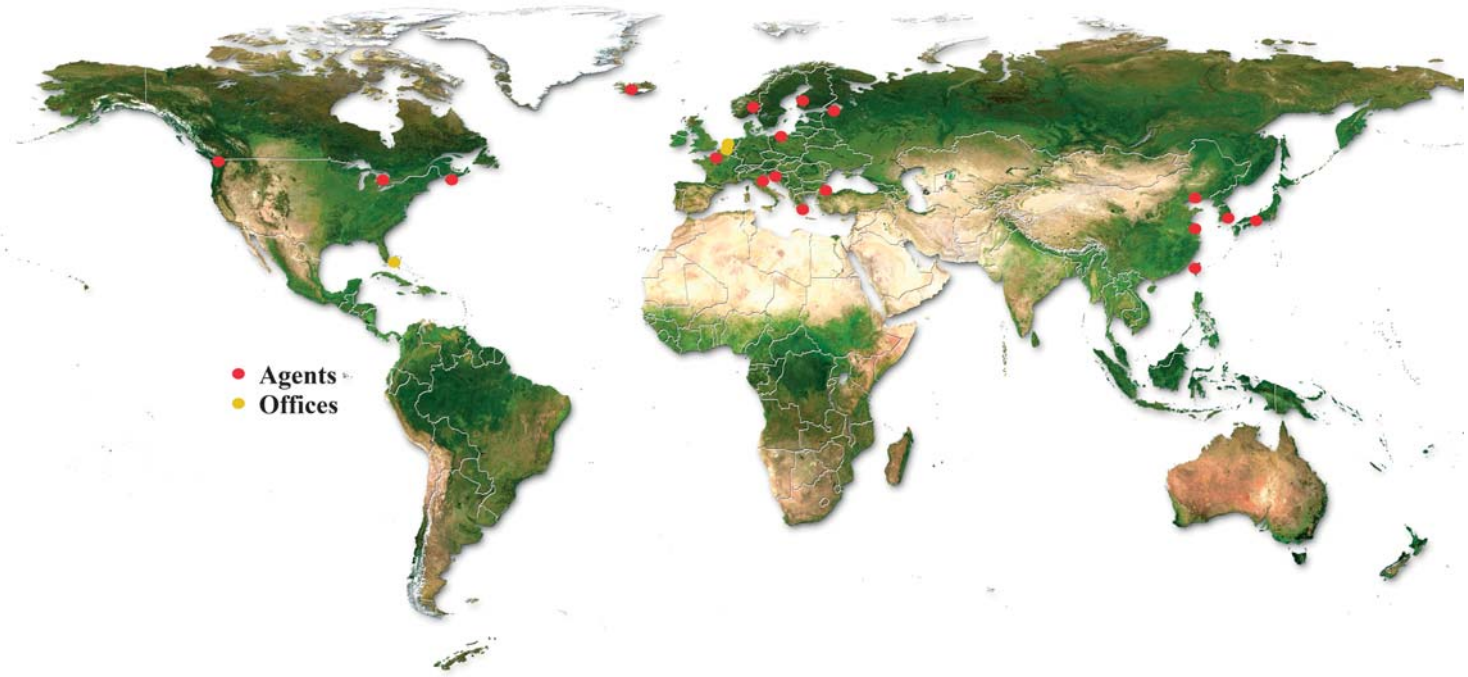
"It is worth the cost because no welding work will be needed," said Tensing. "Because Subsea Industries hard coatings are not harmful to the environment, the coatings are accepted in ports, such as Australia, where underwater cleaning is restricted."

He added: "After 10 years of trading on the same routes, the Patriot's Ecospeed coating is still going strong. We are very impressed with it and now have the coating on seven vessels; six coasters and one MPP. It's performed very well for us."

According to Tensing, Interscan calculated that full amortization of the cost of coating is 3.8 years.

"Since the coating lasts for more than 10 years it makes sense. Ecospeed more than pays for itself." ■

# Worldwide network of agents

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# SUBSEA

**PROTECTION AND PERFORMANCE**




**Subsea Industries NV, was founded in 1983 specifically to take care of the design, development and marketing of what has become an evolving line of underwater hull and propeller cleaning equipment as well as the line of hard hull coating systems.**

All products produced by Subsea Industries have the same goal in mind: To keep the underwater part of your vessel in the best possible condition for its entire lifetime at the best possible performance.

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