

Ultra low friction, hydrolysis antifouling

# SEAFLO NEO M1 PLUS



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SEAFLO NEO M1 PLUS is specifically designed to provide both reduction of frictional resistance during operation and superior fouling protection against hard fouling during extended static periods, in combination with environmental benefits through high volume solids formulation to reduce paint consumption and volatile organic compounds (VOC) emissions.

The product is based on hydrolysis self-polishing copolymer (SPC) technology, which provides long term stable polishing control, in combination with ultra-low friction technology, maintaining outstanding antifouling performance for extended dry-docking intervals up to 90 months.

## Features



Superior static antifouling performance, extended idle time guaranteed

Ultra-smooth surface, low friction increase ratio (FIR)

Achieving fuel savings and reduced CO<sub>2</sub> emissions

Expected average speed loss 3.0% for 60 months

Applicable for extended docking intervals up to 90 months



Compatible with most of all existing antifouling

Excellent application workability

High solid, low volatile organic compound (VOC) type, reducing paint consumption

## LONG TERM ANTIFOULING



Last Drydocking / Conventional AF



BC / 180K DWT After 61 months

## OUTSTANDING STATIC ANTIFOULING

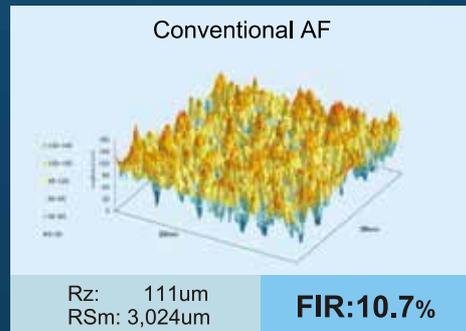


SEAFLO NEO M1 PLUS contains Selektope® which is a powerful antifouling agent or use in marine coating systems. Its powerful, repellent effect on barnacles keeps the ship's hull clean during outfitting, mooring and low operational activity, which reduces frictional resistance between the ship hull and water, leading to fuel savings and CO<sub>2</sub> emission reductions.

	Conventional AF	SEAFLO NEO M1 PLUS
Nagasaki Bay 12 months		
Tokyo Bay 5 months		

Patent technology

# ULTRA LOW FRICTION / ULTRA SMOOTH SURFACE



# LONG TERM HULL PERFORMANCE MONITORING



Underwater hull coating systems are important for optimum hull performance. CMP - Monitoring & Analysis Program (CMP-MAP) offers ship operators unique monitoring and analysis techniques, developed on long term experience combining operation profile, power and friction increase ratio (FIR) analysis.

## Triple CMP-MAP approach

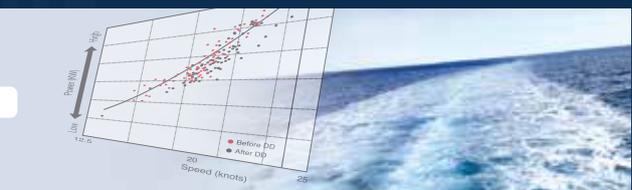
### 1 FIR analysis

- Hull roughness
- &
- Ship performance



### 2 Power analysis

- Power trend analysis
- ISO19030



### 3 Operational profile analysis

- Operational profile
- &
- Antifouling specification



# **Sustainable antifouling solutions**



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**CMP CHUGOKU**

**CHUGOKU MARINE PAINTS, LTD.**

[www.cmp-chugoku.com](http://www.cmp-chugoku.com)

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