

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 CO₂ 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

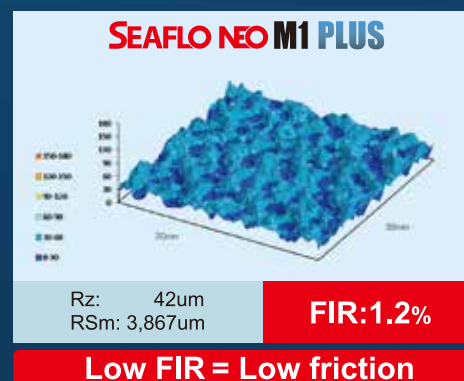
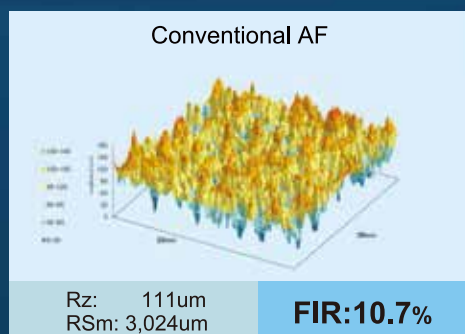


SEAFLO NEO M1 PLUS contains Selektope® which is a powerful antifouling agent or use in marine coating systems. Its powerful, repellent effect on barnacles keeps the ship's hull clean during outfitting, mooring and low operational activity, which reduces frictional resistance between the ship hull and water, leading to fuel savings and CO₂ 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

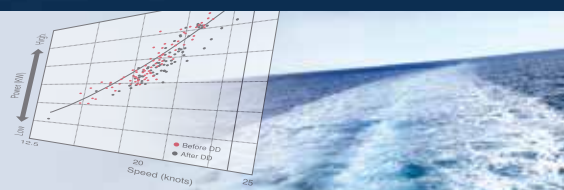
1 FIR analysis

Hull roughness
&
Ship performance



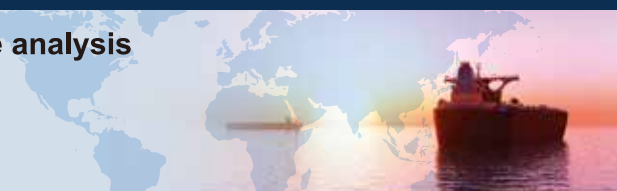
2 Power analysis

Power trend analysis
ISO19030



3 Operational profile analysis

Operational profile
&
Antifouling specification



Sustainable antifouling solutions



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