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EU SEAFRONT



The EU SEAFRONT project is now running for more than 24 months. Since the start of the project on January 1st 2014, a lot of work has been dedicated to the synthesis of new building blocks for next generation fouling control coatings. New processes and methods have been developed to improve fundamental understanding of biofouling, adhesion strength of marine organisms and hydrodynamics. Settlement assay tests are now routinely performed against a large number of benchmark coatings.

The partners of SEAFRONT gathered at Delft University (January 2016), kindly organised by the University of Delft for a successful and fruitful progress meeting. The results are promising and the collaborative atmosphere in the consortium is excellent.

SEAFRONT proudly announces to organise a workshop on novel fouling control coatings and strategies jointly with EU project BYEFOULING (www.sintef.no/projectweb/byefouling/). The joint workshop will be organised in parallel to the ICMCF2016 at Toulon (icmcf2016.univ-tln.fr/). Further details can be found in this newsletter.

Finally, when you are interested in the performance of the SEAFRONT project, in particular or in fouling control coatings in general, please visit our website www.seafront-project.eu. Enjoy reading the latest newsletter of SEAFRONT.

AkzoNobel launches Intertrac Vision, the shipping industry's first consultancy tool to predict the impact of fouling control coatings on ship efficiency



[AkzoNobel](#) launches Intertrac Vision, the shipping industry's first consultancy tool to predict the impact of fouling control coatings on ship efficiency.

Intertrac Vision provides an instant assessment of ROI from the comparison of fouling control coatings prior to application.

Advanced science enables a bespoke consultative approach for hull coating selection, providing in-depth analysis on a vessel-by-vessel basis.

Developed as a result of fundamental research into the hydrodynamic effects of coatings in-service, internal research and partnerships with leading academics and marine.

BlueTEC Texel Tidal platform in operation



BlueTEC Texel Tidal platform in operation, producing clean electricity from the tides in the Wadden Sea

Drawing board to grid-connected in 6 months (13 October 2015)

BlueTEC Texel Tidal platform in operation, producing clean electricity from the tides in the Wadden Sea.

The BlueTEC Texel Tidal partnership in Holland has announced that the first months of operating the BlueTEC tidal energy platform have been a success. With every tidal flow, the platform now supplies electricity into the Dutch national grid.

The project partners are now planning the installation of a second, larger turbine which will double the platform's output. Shortly after its launch this summer the platform's new moorings passed their first serious tests with flying colours as two large storms passed over the area.

Click [here](#) to read more.

Minesto receives €5.1 Million to develop Deep Green Tidal Kite Technology



[Minesto receives €5.1 Million to develop Deep Green Tidal Kite Technology](#) (9 December 2015)

Leading marine renewable energy company Minesto and its partners have received €5.1 million to further develop the Deep Green tidal kite technology.

Swedish-based Minesto, along with its eight partners, will use the €5.1 million to improve the Deep Green technology's robustness and performance with the aim of developing the next generation Deep Green power plant, with better performance, longer life expectancy, and improved reliability, and all in order to further reduce costs.

"Succeeding in establishing development projects with leading players in Europe like this, is a proof of the interest in our product and our ability to establish large projects," [said Anders Jansson, CEO of Minesto](#). "Being able to take part in this effort on marine energy, by the EU, is of course highly pleasing, motivating and extremely important."

The Motorship | Fuel switching on Hapag-Lloyd containerships



Hapag-Lloyd's 'Kuala Lumpur Express' can complete fuel switch in under four hours; older vessels can take up to 72 hours

Fuel switching on Hapag-Lloyd containerships (6 January 2016)

Hapag-Lloyd's 'Kuala Lumpur Express' can complete fuel switch in under four hours; older vessels can take up to 72 hours.

Hapag-Lloyd has provided an insight into the fuel-switching procedure on its 8,750 teu containership 'Kuala Lumpur Express', which changes between HFO and MDO four times each tour.

The vessel plies the AX1 route between Northern Europe and the US East Coast, travelling through Emission Control Areas (ECAs) in both North America and the Baltic Sea.

Starting with a notification 24 hours before reaching an ECA, the chief engineer calculates how long the switch will take, as well as gradually lowering the temperature of HFO tanks to 120°C while raising the temperature of MDO tanks to 45°C. Temperature changes to the HFO tank are kept within the safe range of under 2°C/minute to prevent thermal shock, which can cause piston seizures.

In the example given, the Kuala Lumpur Express takes three hours and 41 minutes to complete the switchover; on older vessels the process can take up to 72 hours. The chief engineer uses specifically designed fuel changeover calculators, created for each vessel, to calculate the exact time needed.

Click [here](#) to read more.

Joint workshop BYEFOULING and SEAFRONT 2016



Joint Workshop BYEFOULING and SEAFRONT.

On June 24, 2016 a workshop aiming at *bridging the gap between academia and industry* will be organized by the EU funded projects [BYEFOULING](#) and [SEAFRONT](#). Both projects are focused on aspects related to marine fouling.



The workshop will be organized under the auspices of the 18th ICMCF conference in Toulon (France) and will highlight during the whole week the cutting edge knowhow in understanding biofouling and corrosion in the marine environment.

The half day long workshop will address pressing topics related to biofouling, including the need to bridge the gap

between academia and industry, reasons behind the gap, give-and-take in collaboration between academia and industry, examples for collaboration, avenues for the future, the EU lessons and beyond.

The program will include a keynote lecture, oral presentations, a round table discussion and poster-presentations and will be combined with a *webinar*. We are confident that this workshop will prove highly attractive, and that Toulon, the meeting's locality, with its splendid atmosphere will provide a perfect ambience.

For more information, click [here](#).

The 3rd Ocean of Tomorrow Conference



The *3rd Ocean of Tomorrow Conference: What results so far for healthy and productive seas and oceans?* took place in Brussels on 11 November 2015.

The objectives of the conference were to present the results of projects funded under the Seventh Framework Programme for Research and Technological Development (FP7) "The Ocean of Tomorrow" call 2012 which aimed at supporting the implementation of the Marine Strategy Framework Directive (2008/56/EC) and the achievement of "Good Environment Status" (GES) of EU waters by 2020.

Additionally, the Conference aimed to envisage how these results can contribute to innovative solutions to improve the overall health and productivity of seas and oceans and to capitalise on these results for new research and innovation strategies and actions to reduce pollution on land and at sea and to preserve coasts, seas and oceans.

An updated version - published January 21st - of the Ocean of Tomorrow brochure, covering all 31 projects including SEAFRONT can be found [here](#).

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International Paint Ltd
Fraunhofer IFAM
I-Tech AB
University of Newcastle
upon Tyne
Minesto AB

Solvay Specialty Polymers
Delft University of Technology
Eindhoven University of
Technology
University of Bristol
Val FoU
Biotrend
BioLog

University of Gothenburg
Bio-On
Bluewater Energy
Services
Smartcom Software
Solintel
Hapag Lloyd

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