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The Engineer's Choice

... for Solutions

Application Profile

Repair Don't Replace!

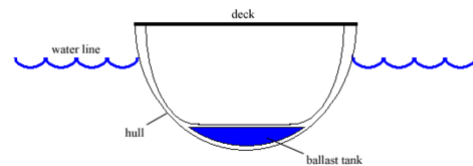
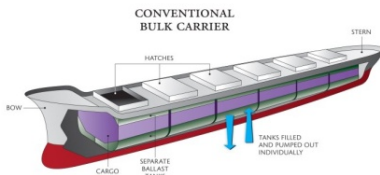
PROBLEM:

Many ships that have reached over 10 years old will suffer from the **BALLAST TANK TRANSFER PIPES** becoming corroded, damaged, highly worn surfaces.

This PROBLEM requires in most cases that **PIPES be REMOVED and REPLACED** at a high cost to the ship owner.

This process usually has to take place in a **DRY DOCK situation** with

COST



Description:

A **ballast tank** is a compartment within a boat or ship, that holds water. A vessel may have a single ballast tank near its centre or multiple ballast tanks typically on either side. A large vessel typically will have several ballast tanks including double bottom tanks, wing tanks as well as forepeak and aftpeak tanks. Adding ballast to a vessel lowers its centre of gravity, and increases the draft of the vessel. Increase draft may be required for proper propeller immersion.



The **COST** of this problem area in **BALLAST TANK PIPE WORK** can vary dramatically **BUT** will nearly always involve **HARD TYPE** repair (i.e. **PIPE REPLACEMENT**) methods or **REPLACEMENT** that has to be carried out in **EXPENSIVE DRY DOCK TIME**.

Unique Polymers can offer a **EXTREMELY COST EFFECTIVE** solution to this problem that not only can offer **LONG TERM** protection but can also be **CARRIED OUT WHILST AT SEA** - No need for expensive dry dock visits and **LOST PROFITABILITY**.

The **REPAIR** is **QUICK - EFFECTIVE** and **SIMPLE** to carry out by on-board operatives.

SOLUTION:

The following pictures show a typical **BALLAST TANK PIPE** repair on board.

