



**Ship Name : Stena Line – Europe**

Fuel Type – 380 cst

Customer of Chemiphase International for 10 Years

Contact - Don Maclean (Chief Engineer of Stena Europe)

Stena Line Europe have been using Chemiphase International's CP 2622 for over 10 years with excellent results.

Below is a brief explanation of how they use the product and a brief outline of their process when handling sludge :



Stena have modified their internal tanking system to process sludge, slop and waste lubricating oils within the ship.

This has resulted in longer time intervals between discharge into port side collection tanks and substantial cost saving.

**Sludge Tank**

The main sludge tank collects the oil/water from the Heavy Fuel Oil Purifier which sits directly above the tank.

This ship has two 7 MT Lubricating Oil sludge tanks, each containing a Lubricating Oil Purifier above them. Once a week the contents of the Lubricating Oil Sludge tanks are transferred to the main sludge tank.

**Bilge Tank**

Bilges are pumped to a bilge holding tank via a 100 ppm separator. Once the oil level in this separator rises it dumps this oil/ water mixture to the main sludge tank.

A Bilge holding tank pumps over-board via a 15ppm filter, with anything fluid registering above 15 ppm being directed to the main sludge tank.

The main tank has a steam coil and can be heated.



**Separation Tanking**

This tank is where our main separation takes place. It is filled from the Main Sludge Tank with **Chemiphase International's CP 2622** dosed directly at this point.

The tank is heated to about 70 degrees and left to separate. The tank is drained at regular intervals during the day to run off the water that has been separated by the **CP2622**.

The water that is removed is sent back to the bilge, and eventually ends up back in bilge holding tank and discharged to sea.

CP-2622 is designed to remain in the oil phase so it will keep working until the tank contents are emptied.

**Discharge Tank**

Once the separation tank has been drained of water, we transfer the waterless oil into a discharge tank, which is the final holding place before we discharge to our onshore road tanker.

This final waste oil is dry and contains minimal water.



**Example: Ferry Services**

|                                    | <b><u>Before CP-2622</u></b> | <b><u>Using CP-2622</u></b> |
|------------------------------------|------------------------------|-----------------------------|
| <b>UK Cost of pumping slop oil</b> | £ 50/ MT                     | £50/ MT                     |
| <b>Annual quantity:</b>            | Every 3 days x 10 MT         | Every month 10 MT           |
| <b>Cost per month:</b>             | £ 5,000                      | £ 500                       |
| <b>Cost per annum:</b>             | £ 60,000                     | £ 6,000                     |
| <b>10 ships</b>                    | £ 600,000                    | £ 60,000                    |

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