

Green agenda drives refits

More vessels are being retrofitted with technology designed to enhance environmental performance in a number of areas.

US-based EnSolve Biosystems is currently involved in a project to upgrade the bilge water treatment systems onboard several Seabourn cruiseships with its PetroLimator Oil Water Separator (OWS). The technical department at The Yachts of Seabourn selected the EnSolve PetroLimator because it is 'a green technology that offers proven savings'. A technical department spokesman notes that the Ensolve 'Operating Cost Guarantee' programme to which Seabourn has signed up, is said to be particularly attractive because it helps the company better to plan its annual budget.

The PetroLimator OWS uses a combination of physical and biological means to treat both pure and emulsified oil, as well as detergents, degreasers and other chemicals typically found in bilge water. Unlike conventional OWS systems, the PetroLimator actually destroys emulsified oil using naturally occurring bacteria, which are a renewable resource.

According to David Burroughs, Ensolve marketing director: "The regenerative nature of the PetroLimator system makes it a more 'green' technology compared to other OWS systems on the market, which generate tremendous quantities of solid and liquid wastes. Consequently all of our installations can be considered environmental upgrades for our customers."

In addition to the Seabourn cruiseship retrofits, EnSolve has been contracted to install a PetroLimator OWS system on a fishing vessel operating in Alaska, and for a newbuild on behalf of one of the largest ferry companies in the world.

To date PetroLimator OWS systems have been installed as retrofits in a variety of existing ships, including cruiseships, oil tankers, ore carriers, passenger ferries, commercial fishing vessels, off-shore drill platforms, oil exploration vessels, and car carriers. Mr Burroughs adds: "We are currently engaged in talks with some of the largest shipowners in their respective market segments, including oil

tankers and cargo ships, about upgrading these environmental systems on their ships. There have also been inquiries from companies interested in achieving the DNV Clean Design standard using the PetroLimator system as an integral component."

According to Ensolve, the PetroLimator OWS system has demonstrated over the past several years that it has the lowest operational costs of any OWS system on the market. "Typical payback is less than one year when considering waste disposal costs and consumable items such as filters, chemicals and spare parts. In addition to the low operational costs, the PetroLimator system typically achieves effluent results of less than 2ppm oil content as compared to the IMO standard of 15 ppm oil," suggests Mr Burroughs.

Ensolve believes demand for retrofits of its system will continue to rise. According to Mr Burroughs: "Continued high profile enforcement of proper bilge water treatment will naturally continue to drive this activity. There are many older, difficult to operate OWS systems still in use that require upgrading. The economics will also drive retrofits in this market as operators need to drive costs out of their operations."



Ensolve's PetroLimator unit.