

Super Stripping System

(available in two versions)

Description

The Svanehøj automatic super stripping system is an excellent way to drain the residual liquid from oil product/chemical tankers. We can supply this system in two versions:

1. Stand-alone for retrofit purpose
2. Built-on to the pipe stack of the deepwell pump

Each cargo tank includes an independent stripping system.

- The automatic super stripping system panel is installed directly on deck.
- The stripping tank includes pipes and fittings and is mounted in the cargo tank or on the pipe stack of the deepwell pump.

- Pipe connections from the automatic stripping panel on deck via the deck penetration flange to the stripping tank must be provided by the customer.
- Compressed air or nitrogen supply.

Benefits

The system's uncomplicated design ensures ease of operation and maximum reliability. It can be used independently of the tank height, vessels size or the thickness of the cargo.



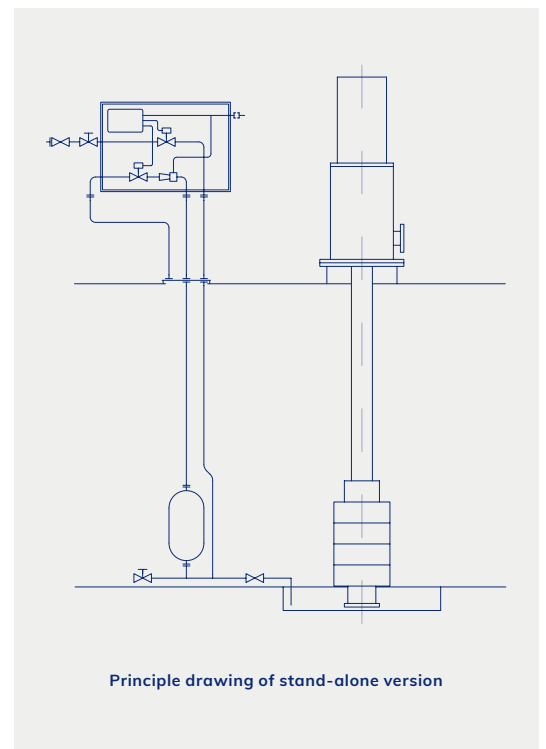
Picture showing built-on version

Design Data

Design temperature:	85°C
Liquid:	Oil product/chemicals
Viscosity:	Maximum 950 cSt @ 50°C
Discharge pressure:	Equal to the actual compressed air/nitrogen pressure
Air/nitrogen pressure:	Maximum 8 bar
Tank capacity:	Up to 55 litres
Material exposed to liquid:	Stainless steel AISI 316(L) & PTFE (Teflon)

Main Components

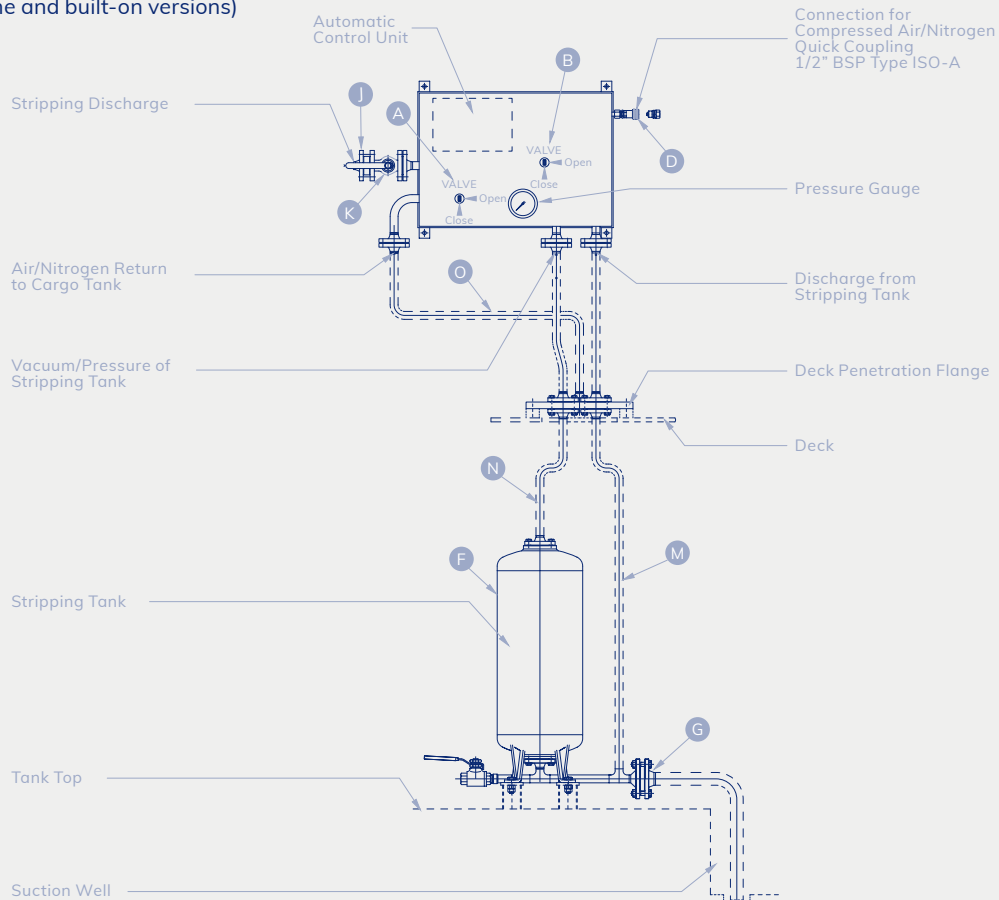
A Ball Valve (automatic)	J Check Valve
B Ball Valve (automatic)	K Ball Valve (manual)
C Ejector Unit	L Deck Penetration Flange
D Quick coupling	M Discharge Pipe (Yard supply)
E Automatic Control Unit	N Suction Pipe (Yard supply)
F Stripping Tank	O Air Return (Yard supply)
G Check Valve	P Cargo Pump
H Drain Valve (manual)	Manual and Automatic mode
I Suction Inlet Pipe	



Principle drawing of stand-alone version

Principles of operation

(for both stand-alone and built-on versions)



The Automatic Control Unit operates the two valves A and B on a fixed time based cycle. When compressed air or nitrogen is supplied in D, cycle 1 commences.

Cycle 1

suction of product into the stripping tank:

- Valve A is open.
- Valve B is closed.
- Vacuum starts to form in tank F.
- The product is evacuated via G into tank F.
- The air/nitrogen exhaust is discharged into cargo tank via O.
- Cycle 1 operates for a fixed period of time, which can be adjusted via the pneumatic timer.
- After the preset time has elapsed, cycle 2 will start automatically.

Cycle 2

stripping of tank:

- Valve A is closed.
- Valve B is open.
- Compressed air or nitrogen will now flow backwards through the vacuum unit and will increase the pressure above the product level in tank F.
- The product is stripped through the pipe M and via valve J to the stripping discharge pipe on deck.
- Cycle 2 operates for a fixed period of time, which can be adjusted via the pneumatic timer.
- After the preset time has elapsed, cycle 1 will start again.

The two pneumatic timers, located in the Automatic Control Unit E control the time for each cycle. Any adjustments needed are according to actual tests on site. The appropriate timing between suction and priming assures optimized unmanned operation. When all the liquid has been stripped out, the operator may disconnect the compressed air or nitrogen supply from the Automatic Super Stripping System panel on deck.

Note: The unit can be operated in automatic mode as well as manual mode. In manual mode the unit can be changed between cycle 1 and cycle 2 as convenient.

Learn more at svanehoj.com, contact us at svanehoj@svanehoj.com or give us a call on +45 9637 2200