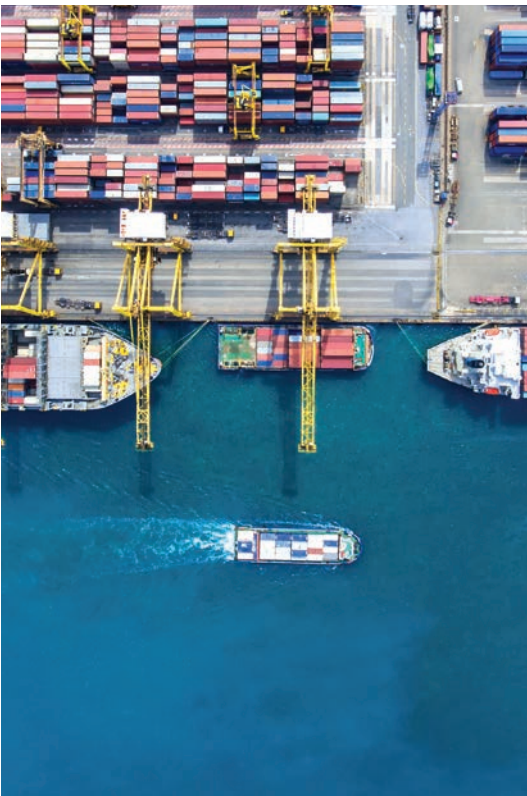


inTank™

BALLAST WATER TREATMENT SYSTEM

An inTank™ solution for high ballast dependent ships



NO PORT DELAY

Bulk carriers
Cape-size
Panamax



NO FILTER

Tankers
Crude Oil & product
LNG



LOW POWER DEMAND

Specials
Heavy Lifters
Barges and Pontoons

FIRST USCG TYPE APPROVAL APPLICATION THAT WILL TREAT DURING VOYAGE

SHIPOWNERS & MANAGERS: WHICH ANSWERS DO YOU PREFER?



Your solution	inTank™	Inline*
Treats water at intake in Port during cargo-operations?	No	Yes
Interrupts main ballast flow at ballast water intake and/or discharge?	No	Yes
Needs a Filter?	No	Yes
Runs in parallel with cargo- and ballast pumps?	No	Yes
Requires additional power during Port calls?	No	Yes
May cause lost time in Port due to slower cargo-operations?	No	Yes
Capacity and sizing is directly related to our ballast pump flow rate(s)?	No	Yes

*inline system a set-up of Pre-treatment Filter + Main treatment event: UV-treatment or Electro-chlorination based, full flow or side-stream injection.

So, with the inTank™ ballast water treatment solution our ships:

Our ships	inTank™
Perform cargo- and related ballast operation as per design (as before BWT reg's)?	Yes
Start treatment at their suitable timing during the voyage?	Yes
Can treat all ballast water tanks: isolated topsides, cargo-hold, fore- and aft peak?	Yes
Are flexible to decide which ballast tanks to treat and select them individually?	Yes
Have registered, evidenced report of technical compliance before arrival in Port?	Yes
Have a means to control any potential risk of re-growth during long voyages?	Yes
Can scale, size the capacity of the system on the basis of voyage duration?	Yes



inTank™ = in Voyage = In Control

For more
information
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