

PRESS RELEASE

Milestone for intake of liquid waste in the port of Rotterdam

THE FIRST DOUBLE HULL SLOP BARGE

The delivery of the slop tanker Hydrovac 10 is a big step forward for the professionalism of waste water collection. The barge has double hulls, which is a novelty in its industry, you might even call it a revolutionary improvement in the safety and protection of the environment.

The Hydrovac 10 was newly built for International Slop Disposal (ISD) for the collection of ships waste and features state-of-the-art techniques on board. ISD is the leading ships waste collector in the Rotterdam port.



The Hydrovac 10 is a slop tanker that collects ships waste. This can be a variety of products: bilge water (dirty water in the engine), sludges and wash waters that are contaminated with mineral oil and chemicals. Of course prevention of leakages of waste into the water is priority No. One.

ISD therefore opted for a double hull construction, which rules potential leakages after a collision almost out.

ISD is so far ahead on legislation that in the next decade will require the use of double hull tankers to transport oil liquids. The higher level of safety of double hull tankers is not to say that no single hull tankers would be safe. In shipping accidents are fortunately rare and for many years ISD proves with a fleet of nine single-hull tankers that transport can be done good and safe. In 2010 ISD expects to further expand the double hull fleet.

The Hydrovac 10 is a N-type closed tanker of 35 m long and 6.4 m wide and with a depth of 2.30 meters. The four cargo tanks have a capacity of 300 tons and can load/ unload with a speed of 200 cubic meters per hour. The hull for the Hydrovac 10 was built in Russia and the ship was completed at De Groot Engineering and Shipbuilding in Moerdijk, the Netherlands.