



Distillery - Fleet Management



Case Study Information

Customer	Fleet Management Company
Location	United Kingdom
Enquiry Received	2nd May
Order Placed	10th May
Order Dispatched	17th June

Equipment Supplied:

2 x Vertical Inline Pump - Azcue VR Range

Application	Ballast
Flow	800 m ³ /h
Total Head	25m
Power	86kW
Voltage	440v - Three Phase
Frequency	60Hz
RPM	1750
Execution	Vertical
Pump Casing	Cast Iron
Impeller	Bronze
Shaft	Stainless Steel

Enquiry:

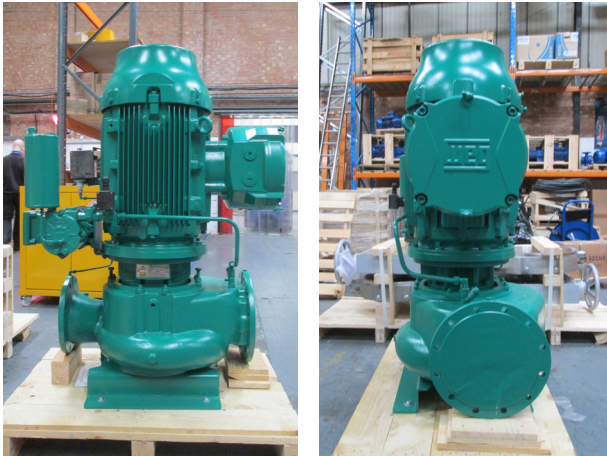
- ✓ We received an enquiry from a fleet management company with an urgent requirement to replace two vertical inline ballast pumps that were currently installed on board two vessels. The existing pumps had been supplied over fifteen years ago and were no longer performing as they should.
- ✓ In order to meet the vessels when they reach dry dock, the vertical inline centrifugal pumps needed to be manufactured and marine certified within a six week lead time. The difficulty in this enquiry was that the average lead time of these particular pumps is eight weeks.

Solution:

- ✓ Thanks to the relationship we have built with the manufacturer, we were able to confirm that we were able to supply both marine certified ballast pumps within the timescale required. In fact, the goods were actually shipped in just five weeks, ensuring that the pumps could be installed on the vessels one week earlier than expected, reducing the cost of keeping the vessel in dry dock for another week.



Shipyard - Case Study



Case Study Information

Customer	Shipyard
Location	UK

Equipment Supplied:

2 x Azcue VM vertical in-line self-priming pumps, complete with Atex motor

Type:	VM-EP-200/34
Application:	Ballast pump
Installation:	Vertical in-line
Pump Body:	Bronze
Impeller:	Bronze
Voltage:	440V
Motor:	ATEX rating: Ex(d) IIB T4 Motor
EP:	Electronic priming pumps motor is also ATEX to rating Ex(d) IIB T4

Enquiry:

- ✓ Castle Pumps received an enquiry from a new customer in the UK that was upgrading their ballast water system on board a vessel. Their reason for an upgrade was to meet new regulations "ballast water management convention 2017" imposed by the International Maritime Organisation and therefore required new ballast pumps. These pumps would be located in an ATEX environment, so not only did the motor of the pump need to be ATEX but also the priming pumps motor had to be ATEX too.

Solution:

- ✓ Ballast pumps pump fluid (usually seawater) to and from ballast tanks in order to add weight to the ship. Ballast pumps reduce the center of gravity on the vessel to enable it to be stable and therefore are crucial for the operation of most ships – so reliability is key when selecting a ballast pump.

The pumps supplied are cast bronze, ensuring all wetted parts that come into contact with the seawater are non-ferrous and therefore will not corrode. Azcue have over 100 years' experience with pumps and are known globally as a top marine brand, as all pumps produced by Azcue are marine approved.

Major components such as bearings, mechanical seals and motors are available from world renowned companies, with service available locally from OEM's or through the network of over 90 Azcue Agents, so you are never too far away from the part you need to get the pump back up and running.

Each pump is subject to 100% testing regime, and as Azcue have their own foundry they are in full control of quality.