



STOP IT® Pipe Repair System Case Study

WORKS ON:

Any Metal or Plastic

Steel • Copper • Aluminum • Galvanized • Black Iron • Stainless Steel • PVC • CPVC • Fiberglass • Polyethylene • Polypropylene and even PVDF.

USED FOR:

Routine and Emergency Leak Repair • Hazardous Material Spill Control • Structural Reinforcement • Sealing Joints • Rebuilding Thinning Walls • Corrosion Proofing • Abrasion Protection • Repairs in Hard to Reach Areas • Underwater Repairs • and Much More.

USED WORLDWIDE BY:

Petrochemical & Refining • Industrial Processing • Pulp and Paper • HazMat Response • Military • Marine • Irrigation • Offshore • Power Generation • Facilities Maintenance • Water/Wastewater • Manufacturing • Commercial Fishing • Food Processing • Pharmaceutical • Automotive • and More . . .

PRESSURE to 400 PSI

TEMPERATURES to 500° F



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"Our ship is earning US\$10,000 per day and we cannot afford for any delays."



PROBLEM: The sea water outlet circuit of the Central Cooling System developed a leak caused by corrosion. Without adequate cooling certain parts of the engine, which are exposed to very high temperatures, would soon fail.



OPERATING SPECS:

- *Process:* Engine Fluid Cooling
 - Salt Water
- *Operating Temp:* 86°F (30°C)
- *Operating Pressure:* 44 psi (3 bar)
- *Piping Substrate Material:* Steel
- *Pipe Diameter:* 4" (100 mm)
- *Defect:* Through wall hole
- *Defect Diameter:* 0.5" (12.7 mm)

PROBLEM RESOLUTION:

STOP IT® PIPE REPAIR SYSTEM

M/T Meriom Glory was traveling at sea when the 1st Engineer identified a leak on the sea water outlet pipe which makes up part of the engine and machinery Central Cooling System. After identifying the leak and examining the substrate defect it was determined that the corrosive sea water had eaten a hole right through the pipe wall. Cutting out and replacing the defective section of pipe was not an option since the vessel was currently underway and the time involved in replacement would have meant days of lost production.

1st Engineer John Biscas immediately decided to use the STOP IT® PIPE REPAIR SYSTEM which the ship had on board. In a matter of minutes, not days, the problem was resolved!

If you don't have STOP IT® on hand when you need it then its too late!