

Tank Management Solutions for All Ships



Scanjet PSM has over forty years' experience in providing tank gauging solutions for shipboard applications onboard vessels of all types both commercial and military vessels.

From a single switch to complete systems, our marine type approved, intrinsically safe and ISO9001 certified range of transmitters, gauges and switches are purpose designed for all tanks including Cargo, fuel oils, lubricants, hydraulic fluids, ballast water and bilge.

Whatever the type and size of your vessel PSM has a solution. A choice of measurement technologies ensures we can offer the optimum solution. From high performance radar transmitters, to unique high performance digital hydrostatic transmitters which provide significant installation cost and performance benefits.

PSM is a Scanjet Group

As part of the Scanjet Group, PSM is able to offer complete design solutions including installation and commissioning services.

We work worldwide alongside ship designers, owners and operators, maintenance and repair companies to understand their specific application needs in order to deliver the best possible technical solution. Sales and technical support is provided directly or via a global network of accredited Partners.

Whatever your tank gauging requirement, contact PSM for the solution.

ITAMA... One Port of Call

Scanjet Group is your complete product and service partner. The Intelligent **T**ANK **M**ANAGEMENT concept brings together design and manufacture of all sensors, mechanical components and central monitoring / control systems from one provider, with optimum performance and support ensured.

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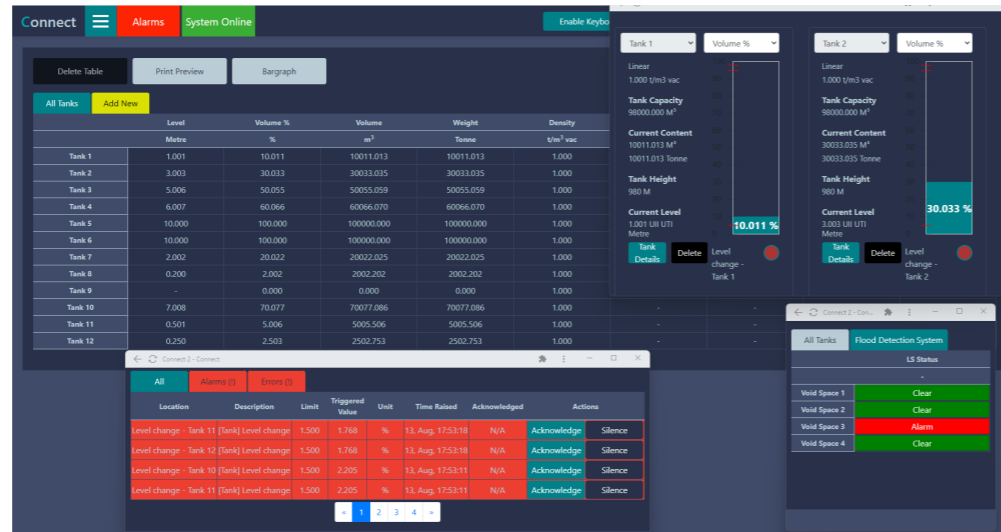
www.psmmarine.com

ACQUISITION & DISPLAY SYSTEMS

PSM's "Connect" display systems provide a scalable solution for vessel-wide monitoring and presentation of all tank levels and related parameters.

A central processing unit is connected to acquisition modules which accept signals from instruments of all types.

Processed information is distributed to multiple displays each tailored to show the information of interest in both tabular and graphical format



CARGO TANK MEASUREMENT

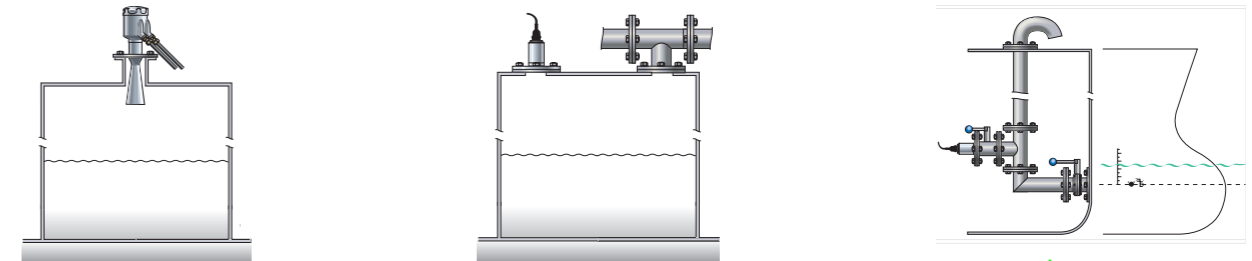
An advanced radar transmitter providing high performance with low maintenance needs. Compact design with no intrusive sensor dome ensures simplicity of installation.

INERT GAS / VAPOUR PRESURE

APT500 or APT1000 with a direct pressure calibration measures the cargo tank inert gas blanket directly or in the vent manifold

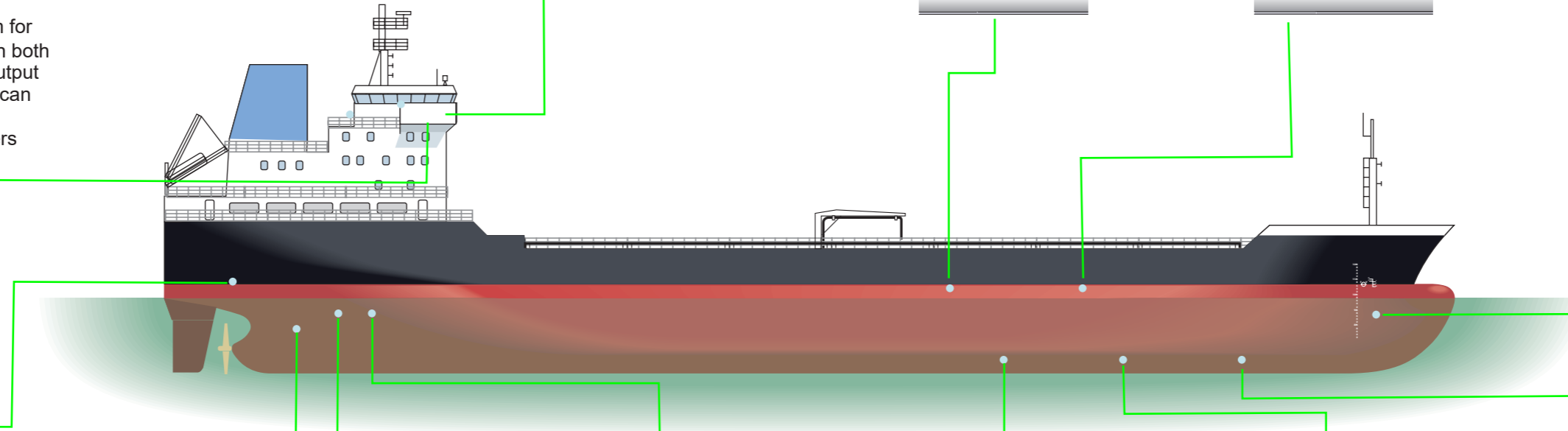
DRAUGHT MEASUREMENT

APT500 or APT1000 level transmitter installed inside a vented draught tube is used to measure the ship's depth in the water



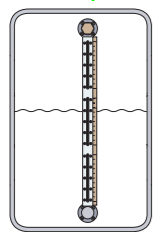
TRIM AND HEEL DISPLAY SYSTEM

A dedicated self-contained system for displaying Vessel Trim and Heel in both real-time and averaged values. Output to central monitoring system, and can also display draught values by connection to APT1000 transmitters



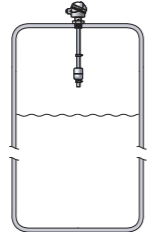
SIGHT GLASS LOCAL INDICATORS

KD level gauges with flat or reflex glass provide a direct view of the level inside lubricating oil or boiler water feed tanks



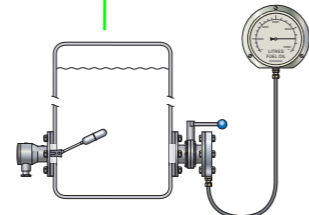
HIGH LEVEL / OVERFILL PROTECTION

KD 30 level switch used to detect a high level condition in bilge and service tanks



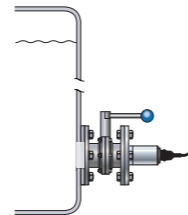
SERVICE TANK LOCAL INDICATION & ALARM

Self-powered HCG contents gauge provides a local continuous indication of tank level with a KD 12 level switch used to detect a low level condition



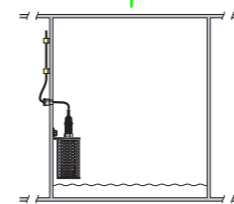
BUNKER FUEL OIL TANK MEASUREMENT

APT500 or APT1000 level transmitter with flange mount installed at the base of the tank via an isolating valve as isolation from potential high temperatures



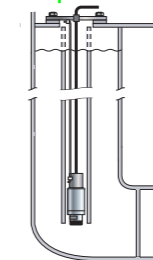
FLOOD DETECTION

BLS 9200 bilge switches detect the rising level of water or oily waste as part of a pump control or flood detection safety system



WING BALLAST TANK LEVEL

APT500 or APT1000 level transmitters are installed at the bottom of a stilling tube with cable exit via a deck penetration flange



DOUBLE BOTTOM TANK LEVEL

APT500 or APT1000 level transmitters are installed using a clamp mount with cable exit via a liquid-tight bulkhead penetration

