

Lloyd's List *events* presents the

Marine Machinery Performance Analysis and Management

February 8th & 9th 2007, Lloyd's Maritime Academy Suite, London



KEY INSIGHTS FROM:

- Simon Brown, MARTEK MARINE LTD
- Gopinath Chandroth, SEATEC
- Roy Chenery, LLOYD'S REGISTER EMEA
- Simon Forshaw, JAMES FISHER MIMIC
- Bob Hargreaves, RCM (MARINE) LTD.
- Chris Insall, INMARSAT
- Bob Kessler, ABS NAUTICAL SYSTEMS
- Julian Longson, POLE STAR/PURPLEFINDER
- Ehsan Mesbahi, NEWCASTLE UNIVERSITY
- Johan Pellas, WÄRTSILÄ FINLAND
- Haydn A. Thompson, ROLLS-ROYCE UTC, ACSE, UNIVERSITY OF SHEFFIELD
- Michael Welsh, WÄRTSILÄ SWITZERLAND

EVENT HIGHLIGHTS:

- Explore key developments and technical advances in marine condition-based monitoring
- Hear the latest updates in remote maintenance and diagnostics
- Examine the benefits to be gained from preventative and corrective maintenance processes
- Review data collection techniques and the integration of data into an overall management system
- Monitor and manage shipboard equipment to provide environmental geo-verification and corporate transparency
- Examine the opportunities that have been created in the marine industry as a result of advances in wireless and satellite communications technologies
- Review considerations for using low-sulphur heavy fuels and the latest thoughts on oily discharge monitoring
- Discuss future standards for integrated services

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Marine Machinery Performance Analysis and Management

Building enhanced marine machinery monitoring and maintenance services

Conference Overview

The shipping industry is beginning to take condition monitoring seriously, especially with growing pressures on vessel operators to reduce their maintenance and operating costs. Predictive maintenance processes that help to identify and rectify problems at very early stages improve marine machinery reliability and can reduce costs significantly. This event will examine the key issues concerning marine machinery remote maintenance and diagnostics.

BUY THE CONFERENCE PAPERS

Of course, nothing compares to 'being there', but you don't have to completely miss out. You can purchase the Marine Machinery Performance Analysis and Management Conference papers at just £350 (£375 overseas). Simply tick the box on the booking form, send it with payment and your copy will be on its way to you after the meeting. This important manual will be the source of invaluable reference for the future.

For more information phone
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WHO SHOULD ATTEND?

Ship Owners/Operators - Engineering Superintendents, Engineers/Technicians/Managers in charge of Condition Monitoring, Maintenance, Reliability, Vibration Analysis, Machinery Testing, and other professionals involved in planning, implementing or using Predictive Maintenance Programmes. This event will also be useful to Maritime Telecoms Specialists, Satellite Providers, Researchers and Consultants

FUTURE CONFERENCES

Future Conferences from Lloyd's List events [Lloyd's List events](#)
Vessel Tracking & Identification, April 2007, London
Marine Propulsion, September 2007, London
Ship Noise & Vibration, September 2007, London

Future Seminars from Lloyd's Maritime Academy 
Analysing and Managing Structural Failures, January 2007, London
Risk Management in Ice Navigation, January 2007, London

DAY 1 - THURSDAY 8TH FEBRUARY, 2007 TRENDS IN FLEET MAINTENANCE

08.30 Registration & Coffee

09.00 Chairman's Welcome

09.10 Optimised lifecycle asset management

- Marine machinery maintenance vs. asset management. What's the difference?
- You've bought the Gym Membership now let's get fit! - Gaining measurable returns from your investment in technology and business processes - Planned Maintenance Systems and Condition Monitoring: an example
- Delivering benefits from preventative and corrective maintenance processes

Simon Forshaw, General Manager, **James Fisher Mimic**

09.50 Monitoring technologies and their applicability to the shipping industry: focus on emissions reporting

- Examining unique problems of the marine business as opposed to land-based monitoring communications

Simon Brown, Business Development Manager, **Martek Marine Ltd**

10.30 Questions and Discussion

10.40 Morning Refreshments

11.10 Data collection techniques

- The human element
- Automating the process
- Quantity vs. quality
- Mitigating against data entry errors
- Integrating the data into an overall management system

Bob Kessler, Head of Sales and Operations - EMEA, **ABS Nautical Systems**

11.50 Maintenance management - ensuring dependability and satisfying the legislators

The marine industry is beginning to take on board the various tools and techniques within maintenance management that non-marine industries have been using for several years. There are undoubted benefits to be gained from the proper application of modern technology and practices, however there are also issues to be aware of and taken into account.

Maintenance is a risk management process, intended to ensure dependability and minimise the probability and consequence of failure. The marine industry has a considerable amount of prescriptive legislation that is intended to address risk and reliability aspects and as such the various legislative stakeholders need to be considered and involved in the process.

Roy Chenery, Principal Consultant (Marine Engineer), Technical Advisory / Marine Consultancy Services, **Lloyd's Register EMEA**

12.30 Questions and Discussion

12.50 Lunch

14.00 **Corporate Responsibility and Risk Management (CRRM) through global, real-time, exception-based remote equipment monitoring**

Synopsis: Oil spills, NOx emissions and illegal Ballast exchange are fast becoming synonymous with corporate irresponsibility. Continuing high-profile pollution cases with equally high penalties have shown that regulation and a minimum compliance mentality is not enough to protect the social and environmental credentials of concerned shipping companies and their brands. Few other industries have a single comparable issue that resonates so negatively with the public as marine pollution. Recent and emerging International, Regional and National laws will treat pollution discharge from ships as illegal and punishable by heavy fines and even imprisonment. As a consequence, shore-based CRRM as a management practice is increasingly being adopted by quality shipping companies to monitor and manage their environmental activities beyond the basic minimum statutory compliance. This session will examine the solution adopted by several quality operators to enable global, real-time monitoring and exception-based reporting of shipboard equipment to provide environmental geo-verification and corporate transparency.

Julian Longson, Director, Pole Star/purplefinder

14.40 **Minimising consequential losses of machinery failure through predictive maintenance**

Bob Hargreaves, Managing Director, RCM (Marine) Ltd.

15.20 **Afternoon Refreshments**

15.50 **Economic benefits of marine machinery lifecycle management**

- Identifying where efficiency can be improved in machinery
- Examining essential sources of efficiency from enhanced marine machinery monitoring and maintenance services
- Savings of fuel costs from marine machinery condition monitoring

Johan Pellas, Head of Condition Based Monitoring, Wärtsilä Finland

16.30 **Remote Monitoring via Inmarsat and FleetBroadband**

Inmarsat offers a wide variety of communications channels for the monitoring of ship systems and engines. The existing range of data channels is examined, together with options available under the new FleetBroadband system and the new Inmarsat-4 satellite constellation. Specific applications examples are discussed, as applicable to shipboard condition monitoring

Chris Insall, Maritime Product Manager, Inmarsat

17.00 **Questions and Discussion**

17.20 **Chairman's Summary**

17.30 **End of Day One and Drinks Reception**

**DAY 2 FRIDAY 9TH FEBRUARY, 2007
BUILDING REMOTE MONITORING SERVICES**

08.30 **Registration & Coffee**

09.00 **Chairman's Welcome**

09.10 **Examining the use of satellite technology to provide cost-effective, world-wide asset management**

In recent years major advances have been made in wireless and satellite communications technologies. This increasing bandwidth capability means that nowadays it is possible to access and analyse much greater amounts of data. For applications where the assets to be monitored are extremely mobile, e.g. in the marine industry, this offers great opportunities for condition based maintenance policies to be adopted. The talk will describe research work currently being undertaken at the Rolls-Royce Control and Systems Technology Centre in applications of wireless and satellite communications technologies to asset management
Haydn A. Thompson, Programme Manager, Rolls-Royce UTC, ACSE, University of Sheffield

09.50 **Ship operators expectations and what is actually being delivered**

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10.30 **Coffee Break**

11.00 **Case Study: Condition-based monitoring in the marine industry: what can be learnt?**

Gopinath Chandroth, Director, Condition Monitoring, SeaTec

11.40 **Panel debate: Future standards for integrated services**

Panelists will be drawn from the event's speakers. After some initial comments from the panel, discussion will be opened to the audience to share their experiences and opinions

12.20 **Questions and Discussion**

12.30 **Lunch**

13.30 **Managing the use of low sulphur heavy fuels on two-stroke engines**

- Different types and management of low sulphur fuels
- Considerations for using low-sulphur fuel
- Proactive strategies to prevent engine damage

Michael Welsh, Technical Service Expert, Wärtsilä Switzerland

14.10 **Oily discharge monitoring? Remote monitoring and reduction of risk. Self-policing or international enforcement?**

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14.50 **Marine Machinery systems for ballast water treatment – a design methodology**

Design, operation, monitoring and control of BW treatment systems will not only need to be integrated into the ship's overall monitoring systems, but also provide a basis for system's type approval, class societies and port authorities to make their decisions on safe discharge of ballast water. This presentation will provide a design approach and simulation of an automatically controlled BW treatment system for onboard ship applications and system's integration requirements

Ehsan Mesbahi, Chair of Marine Informatics, School of Marine Science and Technology, Newcastle University

15.30 **Questions and Discussion**

15.50 **Chairman's Summary**

16.00 **Close of Conference**

Sponsorship and Exhibition Opportunities

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