



Shore based maintenance
agreements for engine room
equipment.....

THE FUTURE?

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Why consider shore based maintenance agreements ?

- The size of vessels is increasing
- Vessels are operated with the minimum amount of staff
- Ships staff available today are not as well trained as the older generation
- Time in port is short
- There is no maintenance time included in Charter parties
- However there are Charter penalties for poor performance (Speed claims, fuel consumption claims etc)



What is a shore based maintenance agreement?

- A method of ensuring the optimal operating efficiency of the vessel, over the long term with regard to zero down time and guaranteed performance.
- A close co-operation between the Contractor, Fleet technical department and the vessel.
- A way of giving the vessel constant and immediate expert advice and assistance at short notice, by utilising the contractors global network.



How does the agreement ensure this service?

- The OEM of the main propulsion plant is jointly responsible, with the Fleet technical department, of ensuring optimum operating efficiency of their equipment.
- In order to achieve this, the OEM also closely co-operates in the maintenance of the auxiliary machinery and main propulsion plant service systems.
- Original spare parts are always used in all machinery.
- Necessary training is given by the contractors service teams to the staff on board, therefore creating - on the job - training.



- The genuine spare part supply is organised through the contractors global logistics network.
- Remote monitoring of main engine parameters and performance gives an early indication of deviations from normal, which can be analysed quickly by the OEM.



Advantages of this type of Agreement

- Direct access to OEM support 24 hours a day 7 days a week
- Cylinder Lub oil consumption optimised
- System Lub oil consumption minimised
- Greatly reduced chance of "off hire"
- Generating capacity kept at optimal levels due to major overhauls carried out by riding service teams.
- Optimisation of maintenance intervals



Disadvantages of this type of agreement

- Extra workload for the members of the Fleet team with regard to checking the intended work schedules from the contractor.
- Increased communication costs due to the 3 way communication.
- Infrastructure between contractor and Fleet management to be set up
- Initially, short term costs appear high compared with the expected maintenance costs.



Why have Reederei Blue Star decided on this type of contract?

Over the next 15 years we believe that our downtime will be minimum, lub oil consumption will be minimised and TBO`s can be increased.

Working closely together with the OEM will give the fleet and the OEM the benefit of combined operational experience, and this in turn will assist in ensuring that Reederei Blue Star stays a very competitive ship manager.



Thank you

