

Press Release

Knowledge sharing on condition monitoring at SMM

Copenhagen, August 14, 2008.

Rovsing Dynamics gather ship owners, classification societies and machinery makers at SMM to exchange views and experience with vessel condition monitoring.

Condition monitoring of mission critical vessel machinery is rapidly becoming industry standard. To meet the increasing interest, Rovsing Dynamics, a MAN Diesel approved condition monitoring supplier, provides a forum for knowledge sharing on September 24 and 25 at the SMM trade fair in Hamburg. The open seminars are titled "Vessel Condition Monitoring for Condition Based Maintenance – What to gain and how to get there."

Ship owners, who have implemented monitoring solutions together with Rovsing Dynamics, will share their goals and practical experience with monitoring of main engine bearing wear, thrusters and turbochargers. These include PRISCO (tankers), Reederei F. Laiesz (Car carriers) and Scandlines (ferries). DNV, Germanischer Lloyd and Lloyd's Register will present their guidelines for a successful Condition Based Maintenance strategy, supplemented by the requirements of MAN Diesel, who now recommend ship owners to completely omit regular open-up inspections of the crank-train bearings of certain engine types with an approved bearing wear monitoring system, among other things.

For full program and sign-up please visit www.rovsing-dynamics.com/maritime.

Ship owners monitor critical machinery for various reasons. Most want to avoid damage and save millions on repair costs and off-hire. As one example a ship owner, who monitors main engine and turbochargers, discovered a turbocharger problem in due time to take action, thereby avoiding risk of significant consequential damage. Some also aim to increase vessel availability by omitting costly, time-consuming open-up inspections and only conduct condition based maintenance. Early adopters have moved from test to implementing online monitoring on their new ships as well.

"According to our customers, guidelines and support from classification societies and machinery makers are paramount for a successful implementation of condition monitoring," says Rovsing Dynamics' CEO Thea Larsen. "But it seems that each classification society create their own guidelines. Recently, one of these suggested that class and machinery suppliers should work together to harmonize specifications for exchange of condition monitoring information to facilitate wider implementation of Condition Based Maintenance. We have therefore taken the initiative to host a forum at SMM for dialogue between all parties involved."

Last year the company hosted a similar successful event in Athens, where ship owners encouraged the class and engine designers to make condition monitoring mandatory. Today, this seems to be much closer to reality.

Photo and company backgrounder on page 2

Contacts

For more information and sign-up for the condition monitoring seminars at SMM or high resolution photo, contact Marketing Manager Annette Risberg, tel. +45 4690 7243, ari@rovsing-dynamics.com

For general information about Rovsing Dynamics and our monitoring solutions, please contact CEO Thea Larsen, tel. +45 4690 7200, e-mail thl@rovsing-dynamics.com - or visit us at the SMM exhibition in Hamburg, September 23-26, 2008, in hall B1.EG, stand 731.

About Rovsing Dynamics A/S

Rovsing Dynamics create value by increasing customers' revenue and profit as well as decreasing their risk. This is done by combining predictive operational information with dynamic business information for decision makers in the maritime, power generation and oil & gas industries, using a range of tools and monitoring solutions, typically based on the proprietary technology OPENpredictor™.

Solutions and services are offered worldwide from the head office in Copenhagen, Denmark, and sales office in the Netherlands as well as through partners in Europe, Russia, North and South America, the Middle East, China, Asia and Japan. www.rovsing-dynamics.com



"If it works, don't fix it. Open-ups are not logic as they identify <1% faults and generate >2% damages," MAN Diesel stated at a Rovsing Dynamics seminar in Athens in 2007. Today, they recommend to completely omit open-ups for vessels with approved bearing wear monitoring system, among other things. MAN Diesel will together with DNV, Germanischer Lloyd, Lloyd's Register and several ship owners present their views and experience at Rovsing Dynamics' upcoming SMM seminars "Vessel Condition Monitoring for Condition Based Maintenance – What to gain and how to get there".