PRISCO TO MONITOR OIL TANKERS FOR SAFE, RELIABLE & PROFITABLE OPERATIONS

The Russian tanker operator JSC Primorsk Shipping Corporation (PRISCO) selected Rovsing Dynamics to supply Bearing Wear Monitoring of the MAN B&W engines for new Ice Class crude oil carriers.

OPENpredictor™ Bearing Wear Monitoring has been successfully installed on PRISCO's new 104,000 dwt Aframax tanker "Zaliv Amurskiy". Its seven sister ships will be equipped with similar systems. Photo: Courtesy of PRISCO.

The eight crude oil carriers are part of an ambitious new building programme, which will increase PRISCO's fleet with 15 tankers from 2008-10. Two of these are 166,000 dwt Suezmax tankers with 6-cylinder MAN engines. Six are 104,000 dwt Aframax tankers with 7-cylinder MAN engines.

Condition Based Maintenance to ensure engine works 24/7

According to Technical Director Konstantin Globenko, PRISCO decided to install OPENpredictor™ Bearing Wear Monitoring for several reasons.

"The main engine is critical for our tanker operations, so we want to make sure that it works around-the-clock without problems. We are also looking to change our maintenance strategy to Condition Based Maintenance to avoid open-up inspections. These are critical for our operations, and we experienced problems due to crew or ship-repair yard mistakes during inspections."

Safety & Reliability

The investment in condition monitoring is in line with PRISCO's mission statement, which includes safe and high-quality transportation of bulk liquid cargo plus searching for new efficient and economically sound shipping technologies.

"PRISCO pays special attention to reliability and safety of its vessels," Mr. Globenko emphasizes. "We believe that with installation of bearing wearing monitoring PRISCO will not only get economic benefits, but – and this is even more important – our fleet will be provided with an additional system to ensure safe and environmental friendly tanker operation."

Protect image & reputation

When speaking at Rovsing Dynamics' recent vessel condition monitoring seminar in Hamburg, Mr. Globenko summarized their goals:

- Increase fleet efficiency & safety
- Prevent main engine damage leading to long, costly repair
- Maintain image & reputation
- Avoid indirect expenses/ losses: demurrage, loss of hire, delayed delivery of customer cargo
- Go from Planned to Condition Based Maintenance and take necessary actions to prevent problems

Training & integration with maintenance planning system

The first OPENpredictor™ system was installed in July 2008 on the new Aframax tanker "Zaliv Amurskiy".

According to mr. Globenko, the crew find it useful and checks for alarms daily. The crew will report to the superintendents in office. These will periodically check information about bearing condition, plan maintenance plus monitor trends for individual vessels and compare with other vessels in their group. Training of the staff onboard the tankers as well as in office is therefore essential.

PRISCO intends to integrate information from the monitoring system with their maintenance system DANAOS. "We want to have all data in one global system for control of vessel condition and condition based maintenance planning," mr. Globenko explained.

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Periodical engine inspections can lead to damage in case of incorrect maintenance or assembling. So PRISCO prefers not to touch engine components if they are in good condition.