SAMUNDER CLUB OF HOUSTON

Cordially Invites You To Our

5th Technical Roundtable

Quality- and Quantity-Assured Bunker Fuel (Viswa Lab)

LOP Threats During Critical Changeover (PEI Tech Solutions)

Gas Technology LNG Update (Lloyds Register)

VGP - Bearings to Meet the Challenge! (Thordon Bearings)

October 29th, 2015; 1400 – 1700 hrs. Asia Society Texas Center

Registration at 1400 hrs. Cocktails & Indian Light Dinner at 1700 hrs

14:00 – 14:30 Registration and Networking

14:30 – 15:45– **Presenter 1**: **Dr Vis, Viswa Lab.** Poor quality and short loading of Bunkers continue to plague ship Owners and Operators. Dr Vis will reveal to you the modus operandi of bunker suppliers, and advice on how to control them.

- **Presenter 2**: **Pierre Tahon and Steven Putnam**. Under the new SECA requirements vessels are suffering engine failures and boiler trips during fuel changeovers. Pierre will show you how to prevent these happening.

15:45 – 17:00 **– Presenter 3**: **Rafael Riva, Lloyds Register.** Rafael will reveal to us the latest trends in LNG and LPG ship design and machinery, the problems that come to Lloyds' attention and avoiding pitfalls during your own ship construction.

- **Presenter 4**: **Ken Ogle, Thorndon Bearings**. Ken will relate incidents where bearing failures have resulted in serious losses to the ship owner, and solutions to avoid these and other VGP issues.

17:00 – 18:00 – **Informal Reception** - wine, snacks, Indian light dinner. Don't miss this event!

Registration & Venue

RSVP at the WWW.SAMUNDERCLUB.ORG site. Or, send an email to VinoStudio8@Gmail.com.

There is no fee for attendance.

Venue: Asia Society Texas Center. 1370 Southmore Blvd, Houston, TX 77004.

Dr. Vis, CEO, Viswa Lab

One of the most enigmatic personalities in the marine fuel business, **Dr Vis** has published numerous Papers on Fuels and Additives, and written articles on bunker fuel malpractices and case studies.

An ex-Marine Engineer, Dr Vis has a Doctorate in Metallurgical Engineering and a Masters in Internal Combustion. He is on the Roster of Experts at IMO, and a Consultant to the Department of Transportation (MARAD), and also a CIMAC Working Group Member for Heavy Fuels and Lube Oils, ASTM D2 Committees and Intertanko Bunker Sub-committee. After his career as a Surveyor with ABS, he worked as a scientist with NASA for 6 years before starting Viswa Lab which is today the second biggest lab in Bunker Fuel Testing. Viswa Lab ("The Problem Solving Lab!") is also involved with Energy Efficiency, Emission Reduction, Scrubbers and EEOI -- "Total Fuel Management".

Viswa Lab is an ISO 17025 company, the highest level of accreditation any lab in this field can achieve. It is also of the few labs to be accredited ISO 17020 by Singapore Accreditation Council for the Bunker Quantity Survey Activity.

Did you know that bunker disputes on *quantity* are about 8 times more than on *quality*? Dr Vis will enlighten us on ways to detect and prevent bunker disputes, prevent engine breakdowns resulting from catalytic fines/sludge accumulated in tanks and fuel systems, combustion problems, and boosting your purifier efficiency. He will have an answer for any question you have!

http://viswalab.net/viswalab/viswalab2015/index.html

Steven Putnam, Dir, PEI & Pierre Tahon, Dir, Aderco

Steven Putnam - Director PEI Tech Solutions – holds a Marine Engineering degree from Massachusetts Maritime Academy and a Master's in Business Administration from Pepperdine University. He is a USCG Licensed First Assistant Steam & Third Assistant Motor and sailed deep sea for 10 years on board various container, freighter, and LNG, oil & chemical tankers. For the past fourteen years he has been on the commercial side of the industry in technical service, sales and management positions

Pierre Tahon - Marine Commerical Director Started at ADERCO EUROPE as Technical Adviser in 2004 and rapidly moved forward to the sales division of the company.

Became in 2015 the Director Global Maritime Sales for the ADERCO group and is controlling and coaching the worldwide network of agents.

Being technician in heart, he's not forgotten the basics and is therefore still organizing Technical visits on board to keep an eye and feet on the actual reality

http://www.peitech.net/

Rafael Riva, Marine Bus Devlp Manager, Lloyds Register

Rafael Riva is Lloyd Register's resident expert on LNG ship construction and engineering. He holds a MSc Naval Architecture and is also a Chartered Engineer, besides specializing in LNG and LPG ship designs. He joined Lloyds as a Ship Surveyor in 2004, and his brilliant management style coupled with a sharp intellect helped him rise rapidly within the Company, first as their Marine Business Team in London, and in 2012 as Business Development Strategy Manager in Shanghai.

Along the way, Rafael enabled several of Lloyd's top clients overcome their increasing operational, energy and environmental challenges.

In 2014 Rafael moved to New York where he currently serves as their Marine Business Development Manager, providing technical and business support, advice and solutions to all the stakeholders in the marine industry across USA. His presentation is a very interesting one on modern ship design.

http://www.lr.org/en/

Ken Ogle, Director of Engineering, Thordon Bearings Inc

Eur. Ing Ken Ogle, P.Eng, C.Eng, FIMarEST started his sea-going career as Engineer Cadet in 1978 and attained Chief Engineer's License at age 26. After 17 years with P&O group, he became Senior Surveyor within the Technical Investigation Department of Lloyds Register, then Engineering Manager with Railko before joining Thordon Bearings in 2001.

Thordon Bearings Inc is the leading manufacturer of sea water lubricated propeller shaft bearings, grease-free rudder and deck equipment bearings, seals, and other shaftline products for the global marine market.

Fitted to over 2000 ships, Thordon seawater lubricated propeller shaft bearing systems eliminate oil leakage from stern tubes (no pollution risk), provide excellent operational and bearing wear performance comparable to oil lubricated metallic bearings, and lower in-service costs. Seawater lubricated bearings are recommended by the U.S. EPA and meet the new Vessel General Permit (VGP) for ships trading to the U.S.

The Thordon COMPAC Propeller Shaft Bearing System is guaranteed to meet Classification Society bearing wear specifications for 15 years for newbuildings or Thordon Bearings will supply new bearings free of charge. To eliminate grease in your deck equipment applications, ThorPlas-Blue bearings can easily be back-fit into virtually any applications where greased bronze is currently installed. Thordon offers in-house design, CAD and the proprietary Thordon Bearing Sizing Calculation Program to help correctly size your bearings.

http://thordonbearings.com/