

A THIRD WORLD WAR IS PREVENTED AND THE ENVIRONMENT IS PROTECTED BY SATISFYING MARPOL VI WITH THE “ECOSILENCER”

By two recent Articles, we presented to the Maritime Community, on how the Exhaust Gas Cleaning System ECOSILENCER of the Canadian MES allows the continuation of use of today's fuels, solving the problems of Sulphur, of Particulate Matter and other Harmful Compounds from ships exhaust gases, for their whole life (as constructed by Super Austenitic Stainless Steel), in full compliance with MARPOL VI.

The present one gives a spherical updating on the subject for the coordination of Shipping towards a right implementation of MARPOL VI, which is of imminent interest for the very important reasons explained below.



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1. Whereas ECOSILENCER sets the most economical and safest long term solution, MARPOL VI is in danger to be developed into a triple tragedy in case of enforcement of Distilled Fuels in a

world wide scale, if Shipping will not react collectively, immediately and dynamically against such an erroneous decision, in order to prevent the disasters against:

- a. **The ENVIRONMENT**, due to huge accumulations in the atmosphere of Carbon Dioxide (CO₂) and other harmful emission compounds by the production of Distilled Fuels, in case of generalization of their use worldwide, which is erroneously proposed on the excuse of MARPOL VI. A diametrically contrary proposal to **Kyoto Protocol** goal anticipating a reduction of Carbon Dioxide and another five **Greenhouse** gases emissions by 29% up to 2010.
 - b. **SHIPPING**, due to double cost of Distilled Fuels (DFO and GFO), plus the additional cost of alternative Lubricants, including unpredicted wear and repair cost to over 50,000 Marine Diesels in operation plus those will be continuously added, **which are basically designed to burn fuels with high sulphur content.**
 - c. **The WORLD ECONOMY**, due to double cost of Distilled Marine Fuels automatically reflecting to a **40-60%** increase on cost of the transported goods by sea (about 70% of total), with immediate risk of triggering a **III WORLD WAR**, due to such a violent economic oppression on the whole world.
2. This very important moment, the future of the Environment, Shipping, World Economy and Peace are in jeopardy, so let the following three reference quotes initiate a right perspective in our mind, and lead our dynamic towards the right direction of MARPOL VI implementation in parallel with IMO, so we trust to do the right thing.
- a. *“The perspective of considerable increase of offered capacity in the following years, naturally may influence negatively the future course of freights”*, according to a comprehensive article of a very successful managing

- director of a big shipping company.
- b. *“The small economizing in fuels by the use of a Shaft Generator, it was the profit to keep our ship (reefer) operational during the last crisis”*, according to her Owner.
 - c. *“Because shipping is a competitive business, ship operators are always under pressure to provide quality services at a minimal cost – and this pressure is increasing”*, according the Secretary General of IMO, (IMO NEWS, No 4, 2006).
3. What would happen to Shipping in a future drop of freights due to over capacity or other causes and double cost of fuels , is an easy conclusion.
 4. By the two recent articles we gave the realistic picture of this big problem, and an authentic suggestion for its well meant solution, against those calling themselves as specialists, that try to generalize by all means the catastrophic solution of Distilled Marine Fuels in a world-wide scale on the occasion of MARPOL VI, by overlooking the reality.
 5. The Ship does not withstand another “double” on the excuse of the MARPOL VI, whereas the cost of installation of the ECOSILENCER, which solves radically and for ever all relevant problems for the ship, corresponds to 2 - 4 % only to of ship’s costs, and it is amortized by the economy of continuing the
6. The SCRUBBING system which is used by ECOSILENCER for washing the exhaust gases of ships, it has been well tested since 70’s, and it works perfectly in the Inert Gas Systems on hundreds of Tankers. On top, ECOSILENCER Invention incorporates a unique cleaning system of sea water before returning to sea, according to criteria of EPA, U.S.A.
 7. Shipping should be aware, because if this is overlooked today the “once and for all cost” of ECOSILENCER, it will give a free way to a 100% or more expensive Distilled Fuels, and endless wear problems and repair cost of Diesel Engines in future. Do not look what you pay for the ECOSILENCER, but how much it will cost to you during the whole life of your ships by not having it installed.

*George S. Kaminis, a pioneer in the introduction and application of New Marine Technology and Specialized Service, presented the exhaust gas scrubbing system for first time in Greece 1977, with the Inert Gas Systems, analyzing their technology in comprehensive articles, published in the INSTITUTE OF MARINE TECHNOLOGY issue No 5, and NAFTILIAKI NAFTERGATIKI of 26th September 1979.
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