

SPDC

Reduce Fuel Consumption

Time scope: Feb 2022
Tue, Feb 01 2022 - Mon, Feb 28 2022

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SUMMARY

Warami used the buoy a lot -> Best practice (Fuel impact 67,1 m3)

A100 used DP stand-by a lot. Practice can be improved

Bemigho has entered the fuel challenge. Recommendations have been sent to the vessel.

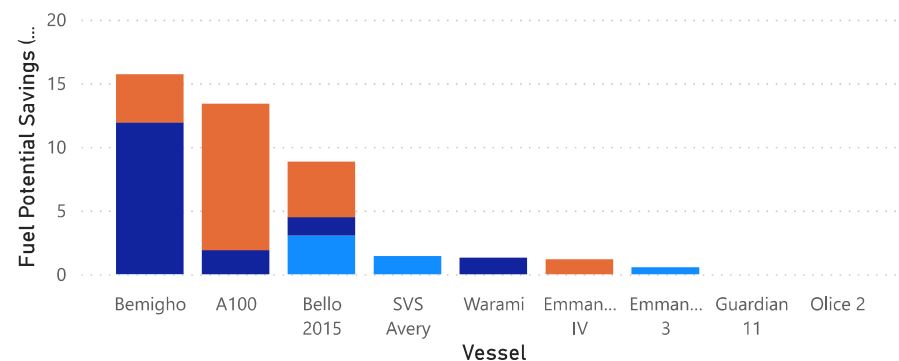
Vessel Type	Vessel	Nb of Daily Report	Fuel Consumption per day (m3)	Fuel Consumption Actual (m3)	Fuel Potential savings (m3)	Fuel Impact (m3)	Fuel Consumption before Opsealog (m3) *	Optimal Fuel consumption (m3) **
AHTS	Bello 2015	28	7,44	208,38	8,82	19,18	227,56	199,56
AHTS	Warami	28	7,02	196,60	1,31	72,34	268,94	195,30
Crew Supply Vessel	Olice 2	4	1,44	5,76	0,00	0,11	5,87	5,76
FSIV	Emmanuella 3	28	0,05	1,42	0,55	0,00	1,42	0,87
FSIV	Emmanuella IV	28	1,31	36,69	1,18	0,00	36,69	35,51
PSV	A100	27	8,45	228,07	13,40	34,42	262,49	214,67
PSV	Bemigho	22	8,68	190,88	15,72	-0,09	190,78	175,15
Security Vessel	Guardian 11	9	0,45	4,04	0,00	0,00	4,04	4,04
Security Vessel	SVS Avery	28	1,61	45,02	1,41	0,81	45,83	43,61
Total		202	4,54	916,86	42,39	126,76	1 043,62	874,46

* Fuel Consumption before Opsealog is the calculated fuel consumption without Opsealog impact.

** Optimal fuel consumption is the calculated fuel consumption that can be reached if all good practices are applied

Fuel Potential savings per Status

Status ● In Port ● On Field ● Transit



Fuel Impact per Status

Status ● In Port ● On Field ● Transit

