

## SPDC

Reduce Fuel Consumption

Time scope: Jan 2022  
Sat, Jan 01 2022 Mon, Jan 31 2022

Author: Pierre GIRARD, Opsealog, *Marine Consultant*

# SUMMARY

Vessel Type	Vessel	Nb of Daily Report	Fuel Consumption (m3)	Fuel Consumption per day (m3)	Fuel Potential savings (m3)	Fuel Impact (m3)	Fuel Consumption before Opsealog (m3) *	Optimal Fuel consumption (m3) **
AHTS	Bello 2015	31	241,77	7,80	7,43	20,79	262,56	234,34
AHTS	Warami	22	158,50	7,20	4,92	28,67	187,17	153,58
FSIV	Emmanuella 2	7	5,08	0,73	4,80	0,00	5,08	0,27
FSIV	Emmanuella 3	13	5,36	0,41	0,00	0,00	5,36	5,36
FSIV	Emmanuella IV	26	33,74	1,30	1,56	0,00	33,74	32,18
PSV	A100	31	251,70	8,12	12,51	34,51	286,21	239,19
Security Vessel	SVS Avery	31	47,35	1,53	0,00	1,33	48,68	47,35
<b>Total</b>		<b>161</b>	<b>743,49</b>	<b>4,62</b>	<b>31,21</b>	<b>85,31</b>	<b>828,80</b>	<b>712,27</b>

\* 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

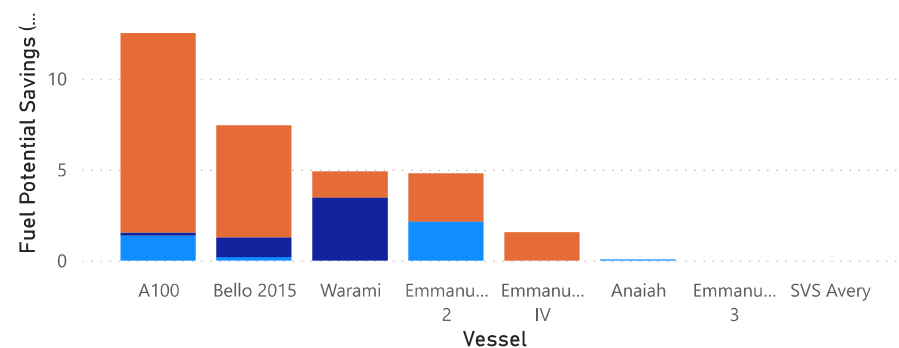
Warami used the buoy a lot -> Best practice (Fuel impact 17,3 m3)

Bello 2015 declare a lot of safety stand-by -> Reporting error?

A100 keeps observing best practices (except DP increased), fluctuation in fuel loss is non representative

## Fuel Potential savings per Status

Status ● In Port ● On Field ● Transit



## Fuel Impact per Status

Status ● In Port ● On Field ● Transit

