



SPDC

Monthly fuel efficiency report

May 2022



EXECUTIVE SUMMARY

May 2022

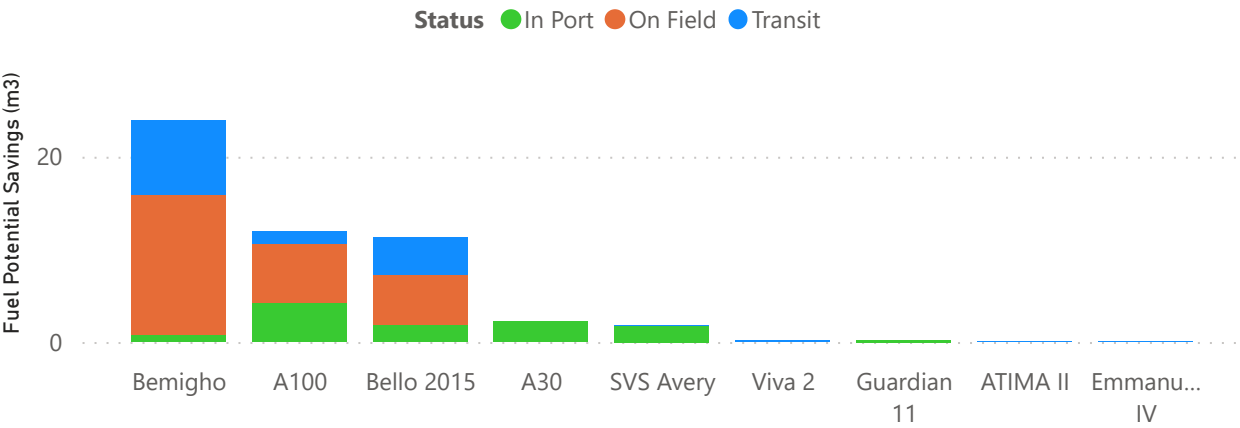
11 vessels are in challenge and 3 are in screening (ANAI AH ; GUARDIAN 9 ; NNS IRRUA) - best fuel savings are measured on A100 and WARAMI - a significant degradation of practices observed on BEMIGHO. There is still improvement to develop on PSV's and BELLO 2015, especially on field then at port. Security vessels have overall good practices or do not declared challengeable activities.

Vessel Type	Vessel	Number of daily reports	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	31	3.2	100.4	11.3	9.3	109.7	89.1
AHTS	Warami	31	7.3	226.3		16.4	242.7	226.3
PSV	A100	31	7.7	237.5	11.9	29.6	267.0	219.7
PSV	Bemigho	31	9.6	297.2	23.9	-15.2	282.0	272.4
Security Vessel	A10	31	1.0	29.8	0.0	0.0	29.8	29.8
Security Vessel	A30	31	1.2	37.1	2.2	-2.2	34.9	34.7
Security Vessel	ATIMA II	31	1.5	47.6	0.1	0.0	47.6	47.5
Security Vessel	Emmanuella IV	31	1.5	45.5	0.1	0.0	45.5	44.8
Security Vessel	Guardian 11	31	0.3	9.5	0.2	0.0	9.5	9.3
Security Vessel	SVS Avery	31	1.5	45.3	1.8	0.6	45.9	43.5
Security Vessel	Viva 2	31	1.5	46.7	0.2	0.0	46.6	46.5
Total		341	3.3	1122.9	51.7	38.3	1161.2	1063.6

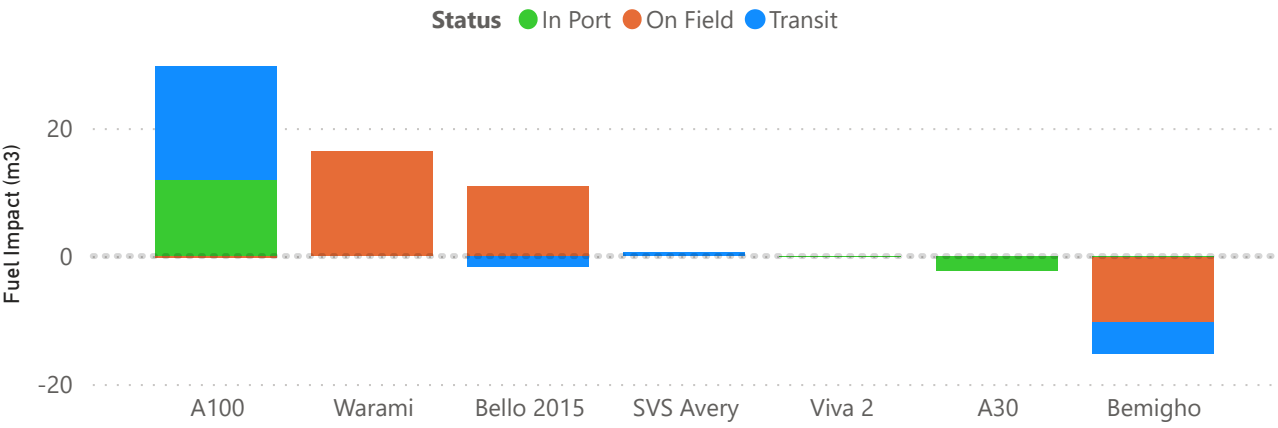
* Fuel Consumption before Opsealog is the calculated fuel consumption without Opsealog impact.

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

Fuel potential savings per status and per vessel



Fuel impact per status and per vessel



Bello 2015 - AHTS (in challenge)

Best practices and recommendations

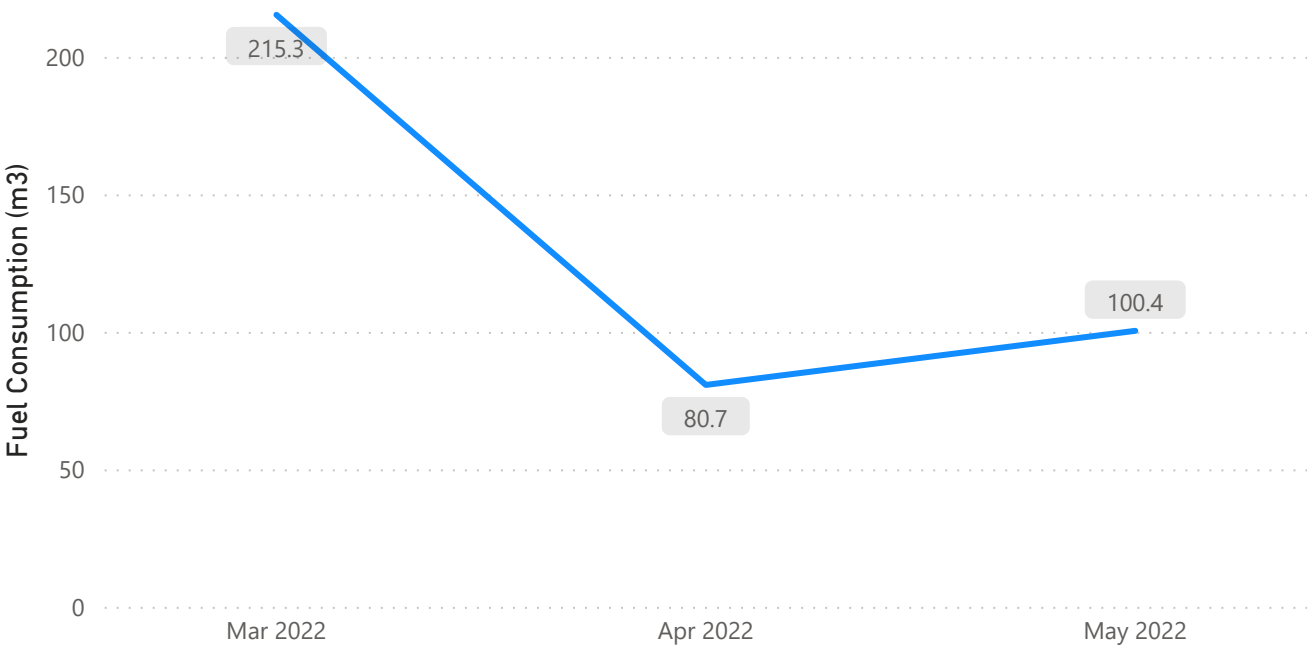
Mostly in maintenance at port this month, good practices while idle at port.

Has good speed and engine load while transiting but overusing auxiliary engines.

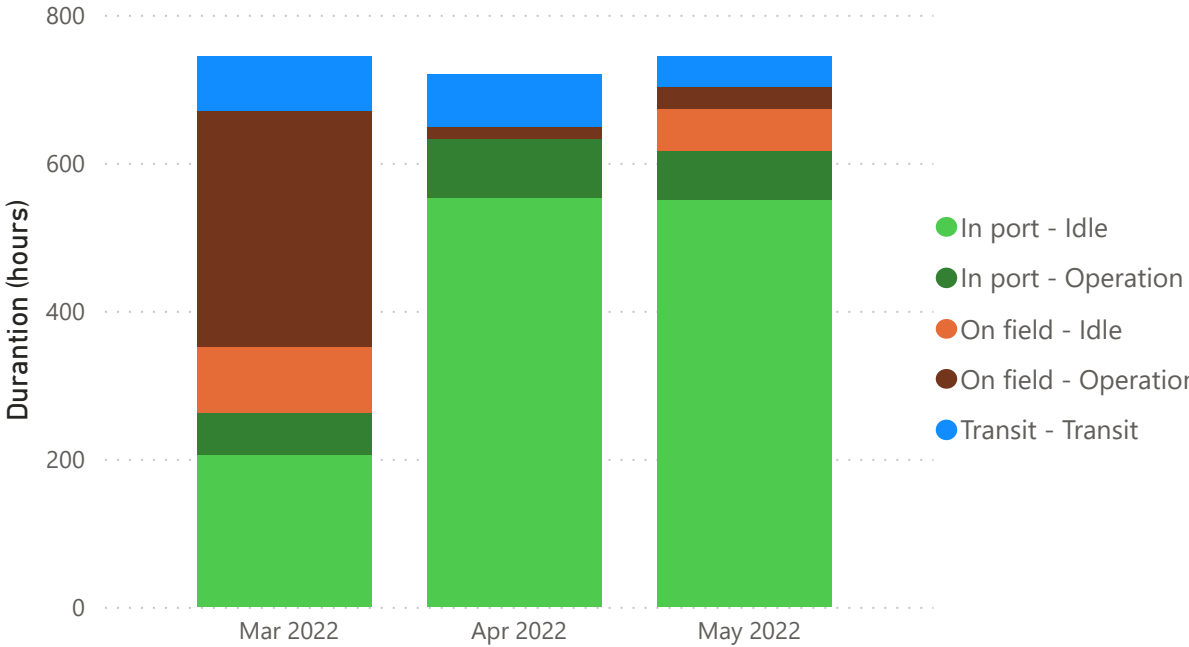
Would save more fuel if at SEA EAGLE FPSO she would drop the anchor and stop her main engines. She is also overusing her auxiliary engines while stand by on field.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	100.4	11.3	9.3	0.4	7.0	290.3
Apr 2022	30	80.7	0.1	21.3	0.1	4.3	306.5
Mar 2022	31	215.3	13.9	30.8	1.1	6.6	485.0
Total	92	396.4	25.2	61.4	0.5	5.8	1081.7

Monthly fuel consumption



Operational profile



Bello 2015 - AHTS (in challenge)

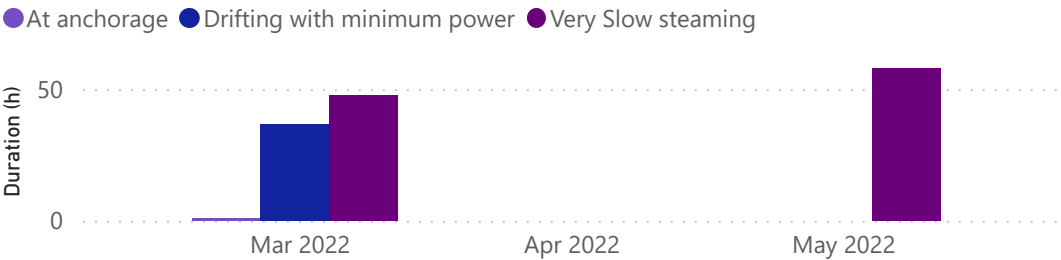
Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	5.3	6.0	2.0	2.0	58.0
Apr 2022					
Mar 2022	5.2	12.0	1.5	1.2	84.8
Total	10.5	18.0	1.7	1.5	142.8

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		5.0			
Apr 2022		2.9			
Mar 2022	0.9	14.4	2.0	1.5	4.8
Total	0.9	22.2	2.0	1.5	4.8

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	1.9	0.0	0.0	0.1	491.6
Apr 2022	0.1	0.0	0.0	0.0	77.3
Mar 2022	6.2	0.0	0.4	1.1	204.9
Total	8.2	0.0	0.1	0.3	773.9

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	4.0	-1.6	2.0	2.0	7.0	290.3	41.5
Apr 2022	0.0	18.5	1.0	0.2	4.3	306.5	71.5
Mar 2022	1.6	4.4	2.1	1.8	6.6	485.0	74.0
Total	5.6	21.2	1.6	1.2	5.8	1081.7	187.0

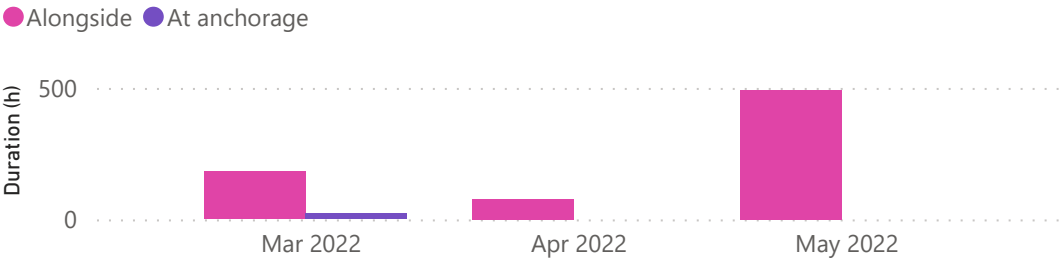
On field: Stand-by type



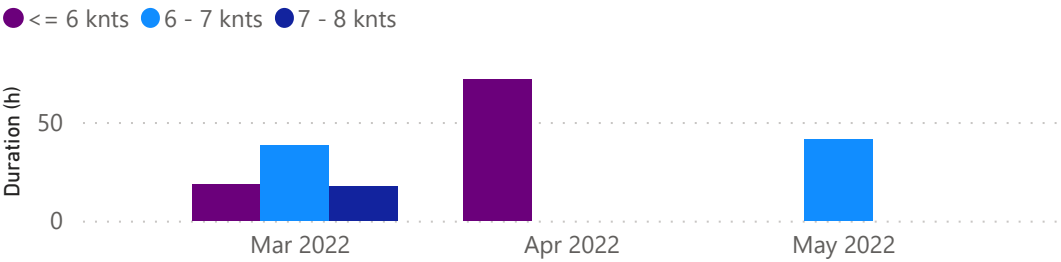
On field: Operational stand-by per location



In port: Stand-by type



Transit: Speed range



Warami - AHTS (in challenge)

Best practices and recommendations

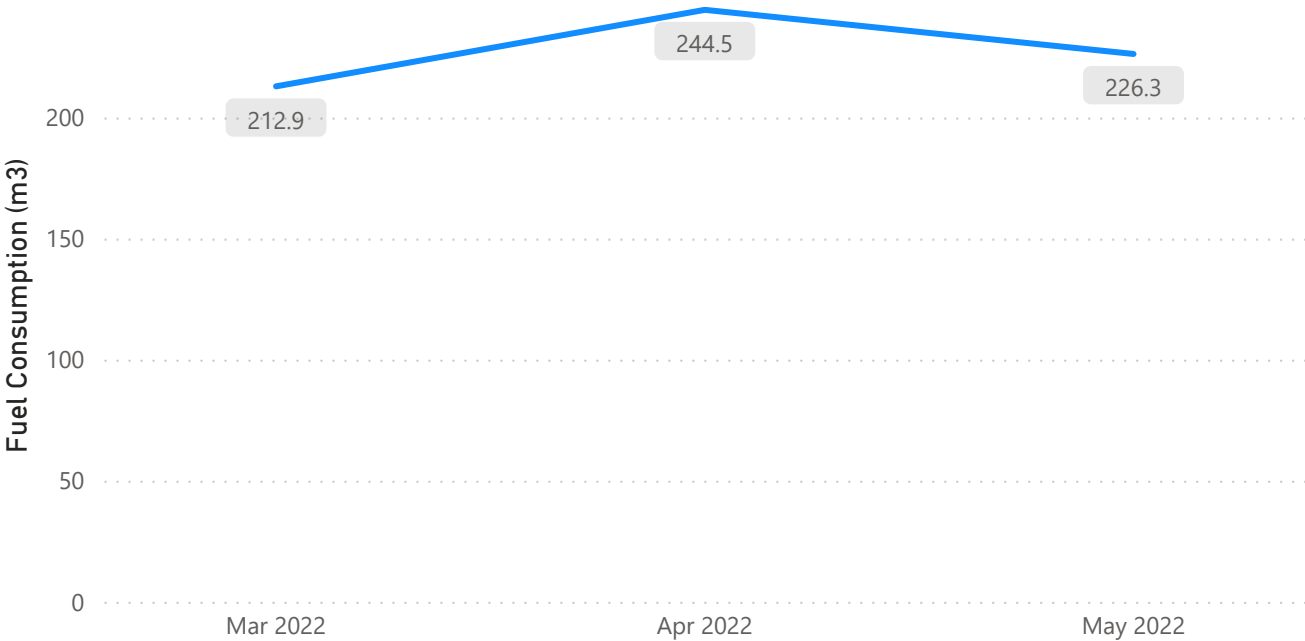
Very good practices on field: no operational stand by and good usage of engine while outside 500m.

Numerous stand by outside 500m mis-declared, data quality to be improved.

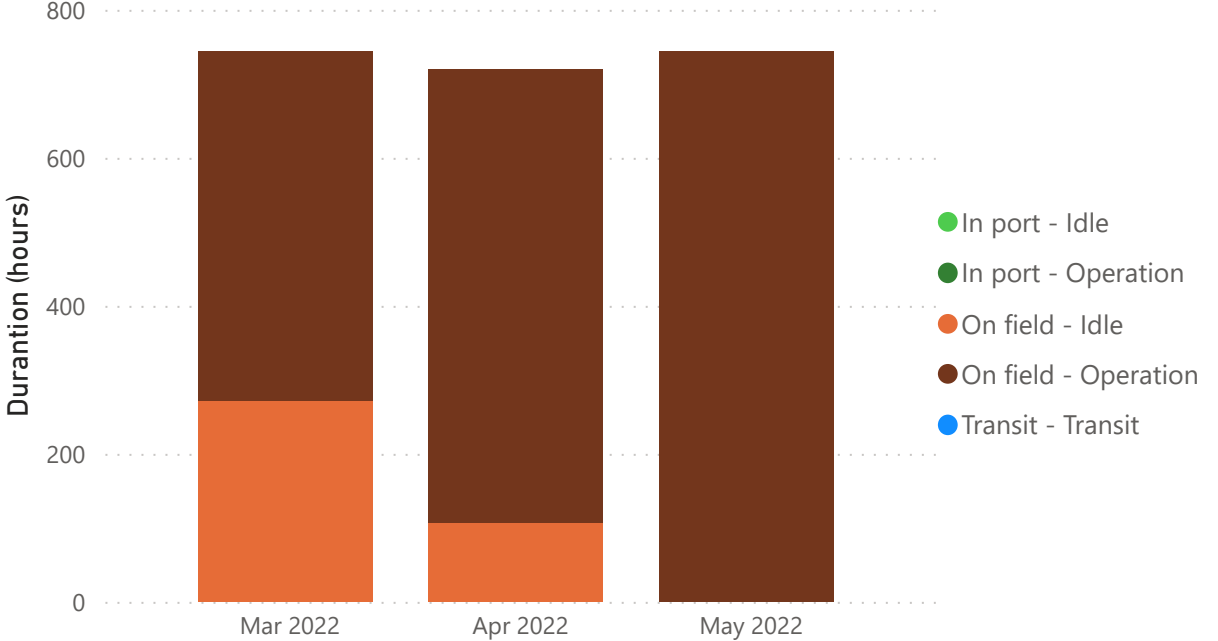
No transit declared or time at port declared.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	226.3	0.0	16.4	1.5		0.0
Apr 2022	30	244.5	1.0	39.9	1.7		0.0
Mar 2022	31	212.9	0.0	83.4	1.4		0.0
Total	92	683.7	1.0	139.6	1.6		0.0

Monthly fuel consumption



Operational profile



Warami - AHTS (in challenge)

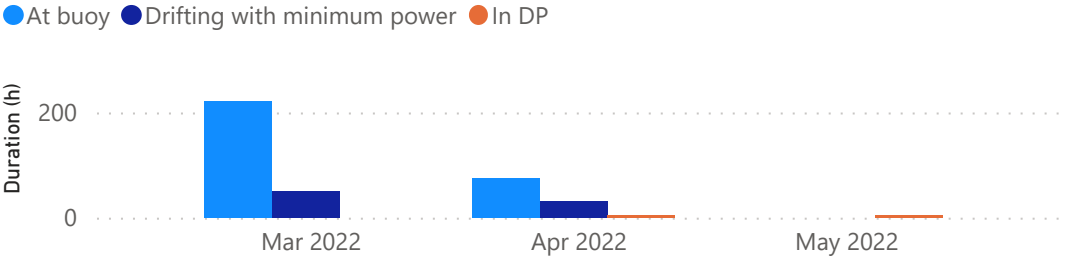
Stand-by on field	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
	▼					
	May 2022	0.0	0.1	1.0	0.0	0.5
	Apr 2022	1.0	24.1	1.0	0.0	107.7
	Mar 2022	0.0	67.1	1.0	0.0	272.3
Total		1.0	91.2	1.0	0.0	380.5

Operational stand-by on field	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
	▼					
	May 2022		16.3			
	Apr 2022		15.8			
	Mar 2022		16.3			
Total			48.4			

Stand-by in port	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
	▼					
	May 2022		0.0			
	Apr 2022		0.0			
	Mar 2022		0.0			
Total			0.0			

Transit	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
	▼							
	May 2022							
	Apr 2022							
	Mar 2022							
Total								

On field: Stand-by type



On field: Operational stand-by per location



In port: Stand-by type



Transit: Speed range



A100 - PSV (in challenge)

Best practices and recommendations

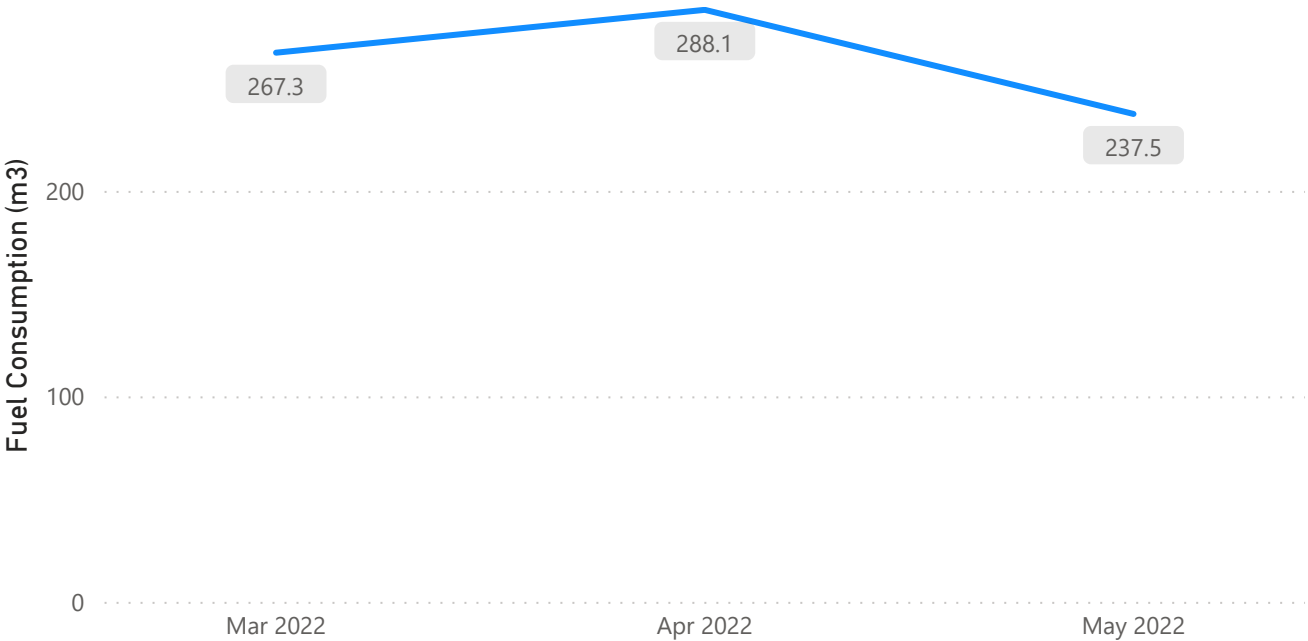
Good practices in transit, had a long escort high speed transit. Few DP stand by at BONGA FPSO using 3 main generators waiting for instructions.

Inside 500m, few stand by waiting for BONGA FPSO or ENSCO DS-10 instruction.

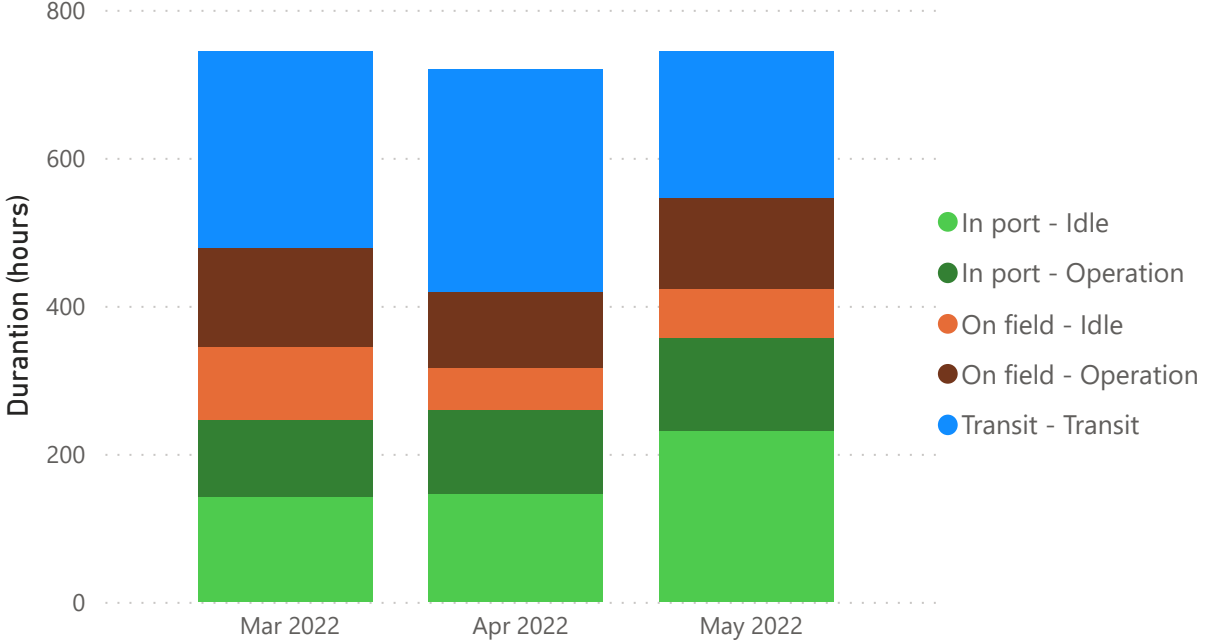
Good practices at port except one long stand by alongside at ONNE using 3 main generators.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	237.5	11.9	29.6	2.0	7.2	1414.9
Apr 2022	30	288.1	17.7	24.4	2.4	6.8	1903.4
Mar 2022	31	267.3	6.8	32.0	2.2	6.8	1805.6
Total	92	792.8	36.5	86.0	2.2	6.9	5123.9

Monthly fuel consumption



Operational profile



A100 - PSV (in challenge)

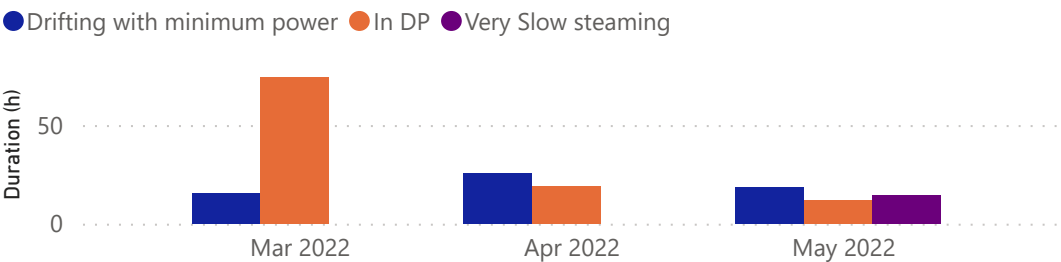
Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
May 2022	2.7	-0.5	2.3	0.0	45.5
Apr 2022	3.9	-1.7	2.4	0.0	44.2
Mar 2022	3.5	1.0	2.1	0.0	89.7
Total	10.1	-1.2	2.2	0.0	179.3

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
May 2022	3.6	0.3	2.9	0.0	19.5
Apr 2022	2.4	0.5	2.8	0.0	12.9
Mar 2022	1.8	1.4	3.0	0.0	10.0
Total	7.8	2.1	2.9	0.0	42.4

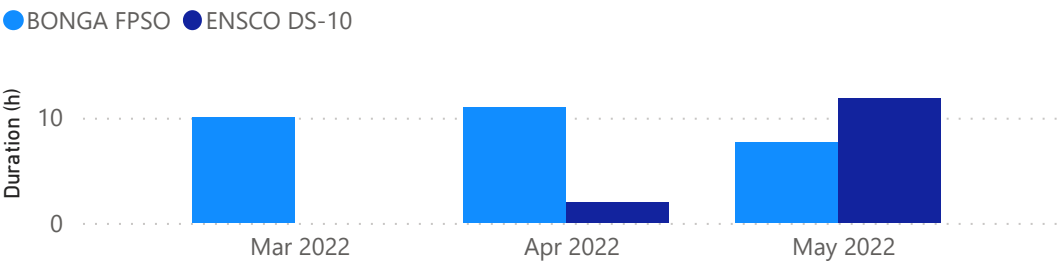
Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
May 2022	4.2	12.0	1.2	0.0	219.8
Apr 2022	8.9	2.1	1.5	0.0	146.7
Mar 2022	0.4	10.1	1.0	0.0	141.6
Total	13.5	24.2	1.2	0.0	508.1

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
May 2022	1.4	17.7	3.0	0.0	7.2	1414.9	196.8
Apr 2022	2.6	23.5	3.0	0.0	6.8	1903.4	280.8
Mar 2022	1.0	19.6	2.9	0.0	6.8	1805.6	265.7
Total	5.0	60.8	2.9	0.0	6.9	5123.9	743.4

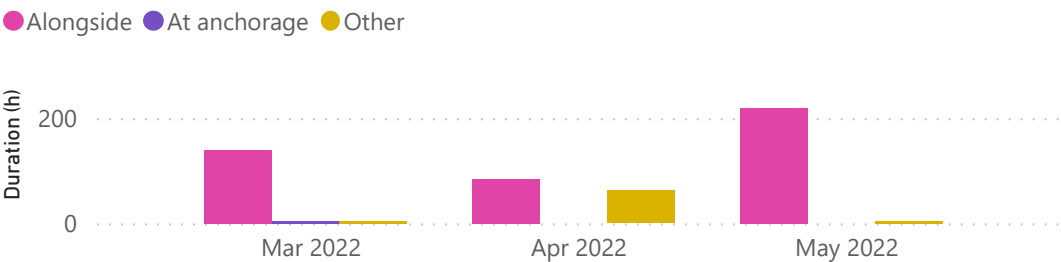
On field: Stand-by type



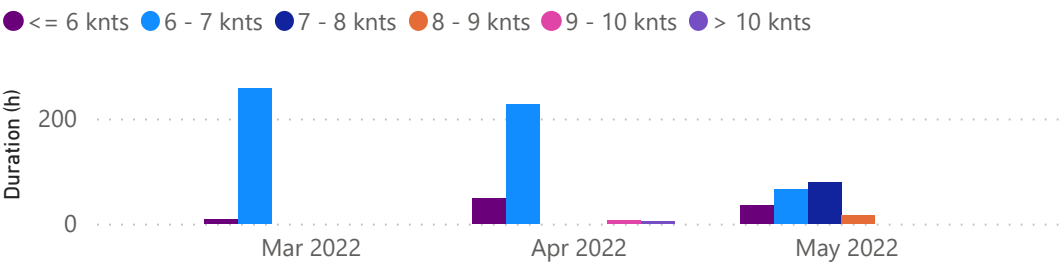
On field: Operational stand-by per location



In port: Stand-by type



Transit: Speed range



Bemigho - PSV (in challenge)

Best practices and recommendations

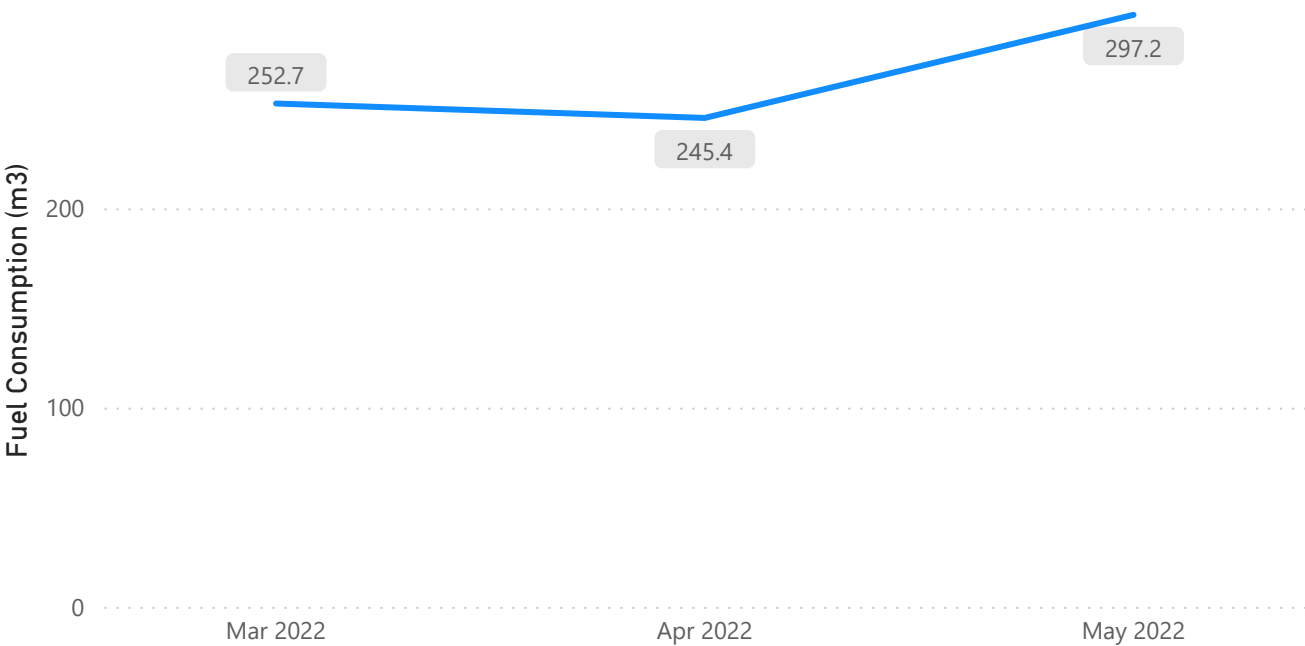
Spent more than twice much time on field operational stand by than previous month and with higher engine configuration (mainly at ENSCO DS-10).

She did less stand by outside 500m on field but with higher engine configuration.

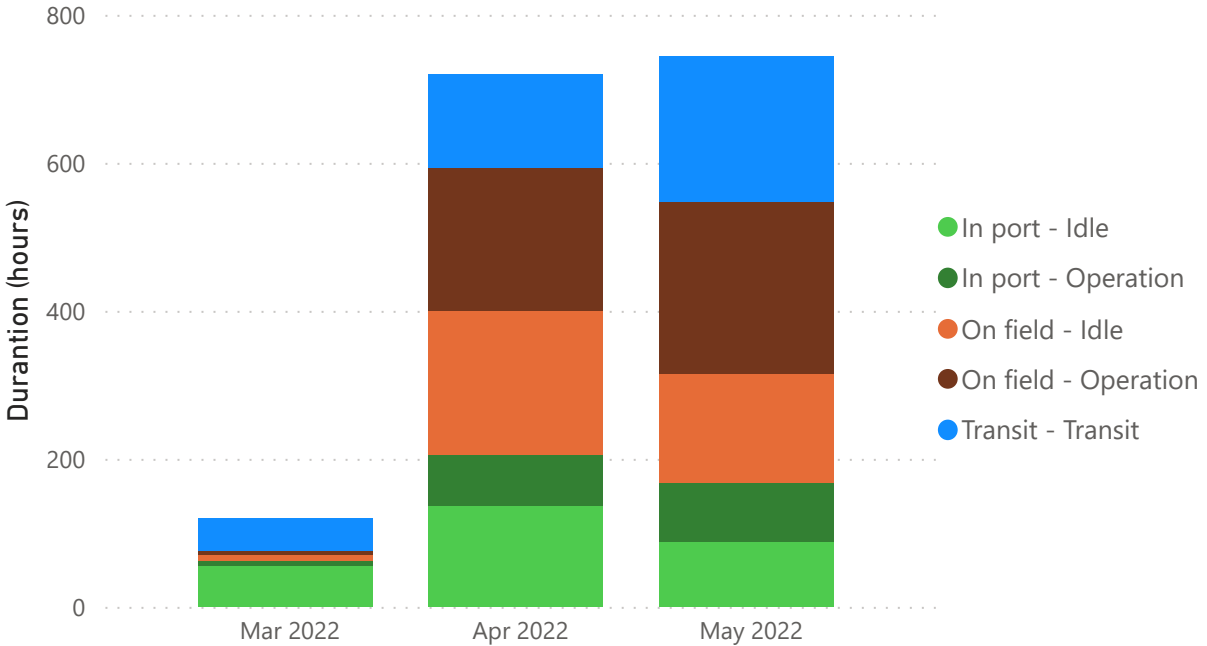
Is using too many engines while transiting, stand by at port or at anchorage.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	297.2	23.9	-15.2	2.3	7.9	1551.4
Apr 2022	30	245.4	20.2	1.4	1.7	7.6	962.6
Mar 2022	31	252.7	2.5	0.2	1.5	7.0	304.3
Total	92	795.3	46.6	-13.6	2.0	7.7	2818.2

Monthly fuel consumption



Operational profile



Bemigho - PSV (in challenge)

Stand-by on field

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	3.9	-0.2	2.2	0.0	30.9
Apr 2022	17.4	2.0	2.0	0.0	147.1
Mar 2022	0.6	0.0	2.0	0.0	4.8
Total	21.9	1.9	2.0	0.0	182.8

Operational stand-by on field

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	11.3	-9.9	2.9	0.0	110.4
Apr 2022	2.3	-1.2	2.0	0.0	41.7
Mar 2022	0.1	-0.2	2.0	0.0	2.7
Total	13.7	-11.2	2.6	0.0	154.8

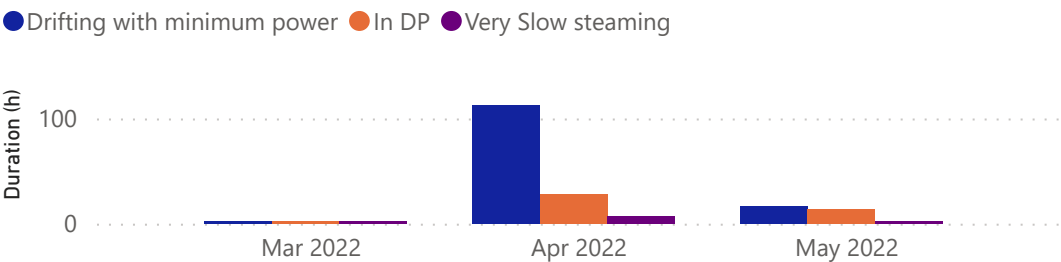
Stand-by in port

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	0.7	-0.2	1.3	0.0	86.9
Apr 2022	0.3	0.5	1.1	0.0	136.2
Mar 2022	0.1	0.2	1.1	0.0	54.9
Total	1.2	0.5	1.1	0.0	278.0

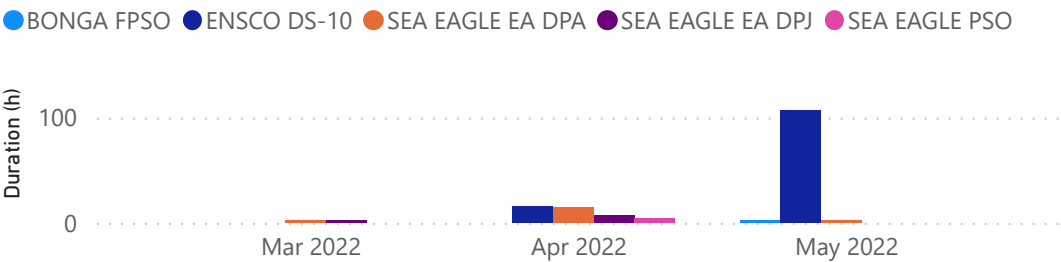
Transit

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	8.0	-4.9	2.3	0.0	7.9	1551.4	196.1
Apr 2022	0.1	0.1	2.0	0.0	7.6	962.6	126.3
Mar 2022	1.7	0.1	2.0	0.0	7.0	304.3	43.5
Total	9.9	-4.7	2.2	0.0	7.7	2818.2	365.9

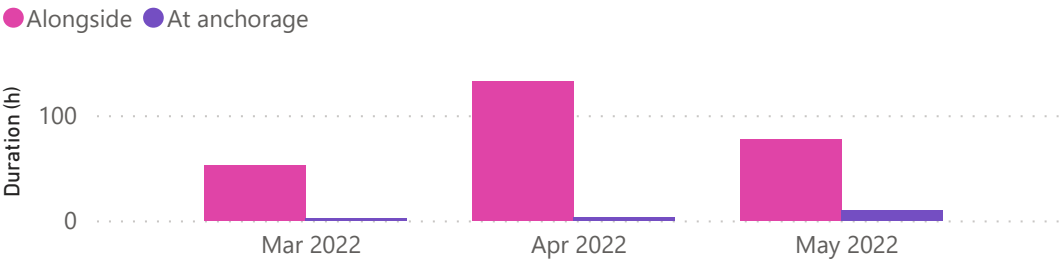
On field: Stand-by type



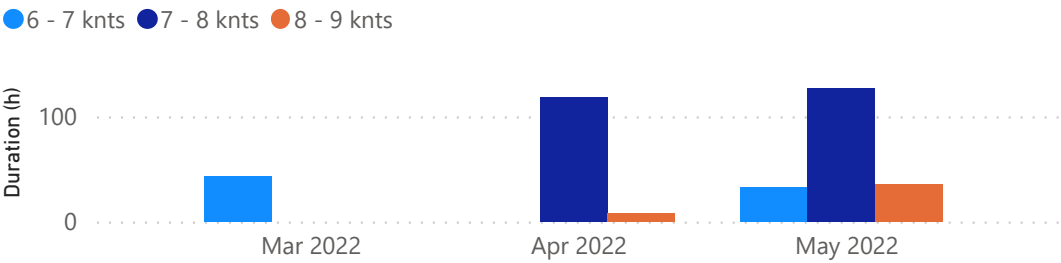
On field: Operational stand-by per location



In port: Stand-by type



Transit: Speed range



A10 - Security Vessel (in challenge)

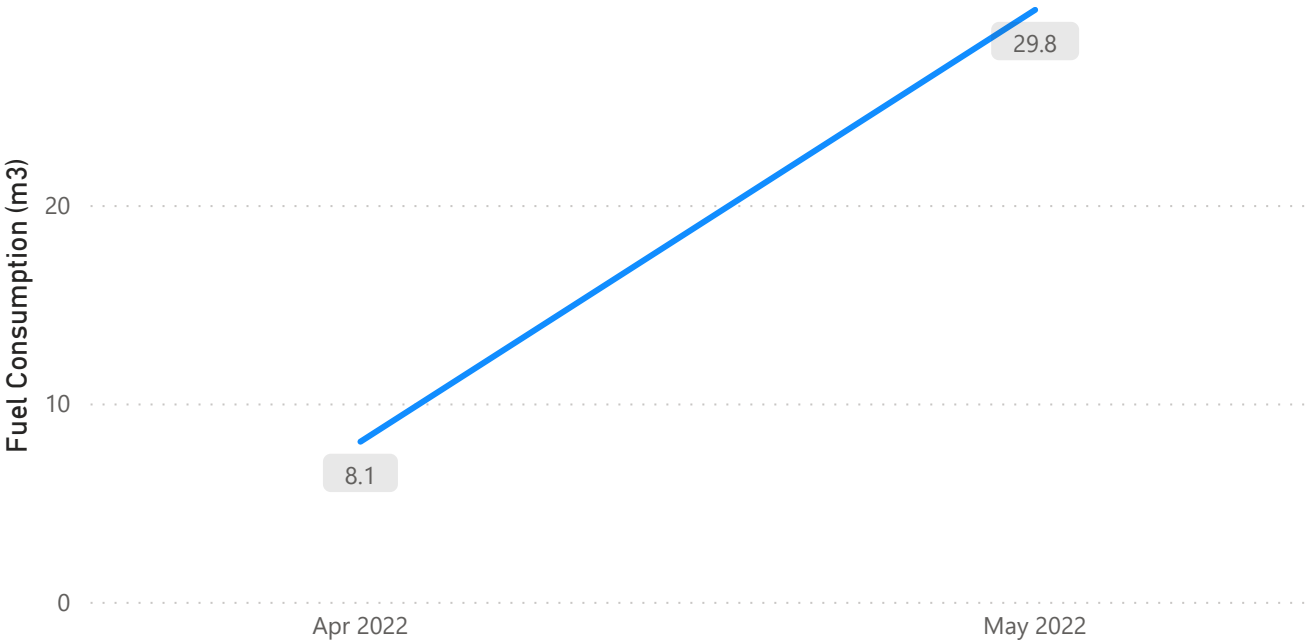
Best practices and recommendations

- Mostly declaring patrol or escort.
- Few transits done with good practices.
- No stand by on field or at port declared.

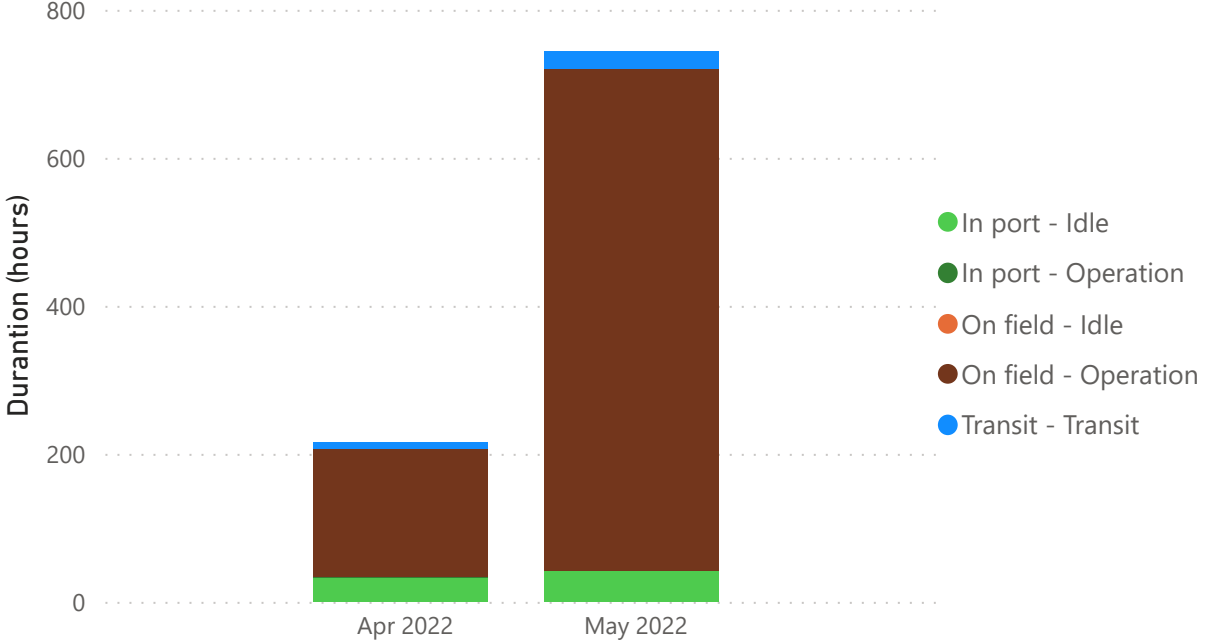
Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	29.8	0.0	0.0	1.9	4.2	2944.0
Apr 2022	9	8.1	0.6	0.0	1.9	4.4	797.8
Mar 2022				0.0			
Total	40	37.9	0.6	0.0	1.9	4.3	3741.8

**Data quality to be improved especially in port (lots of maintenance declared instead stand by)*

Monthly fuel consumption



Operational profile



A10 - Security vessel (in challenge)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022					
Apr 2022					
Mar 2022					
Total					

On field: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022		0.0			
Mar 2022		0.0			
Total		0.0			

On field: Operational stand-by per location

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022		0.0			
Mar 2022		0.0			
Total		0.0			

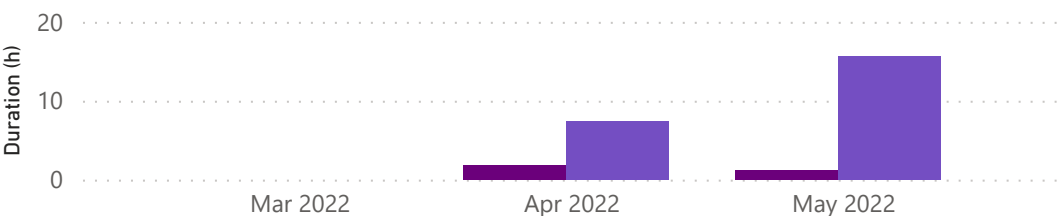
In port: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	0.0	0.0	2.0	1.0	11.6	195.5	16.9
Apr 2022	0.6	0.0	3.0	1.0	11.6	107.1	9.2
Mar 2022							
Total	0.6	0.0	2.4	1.0	11.6	302.6	26.1

Transit: Speed range

● ≤ 6 knts ● > 10 knts



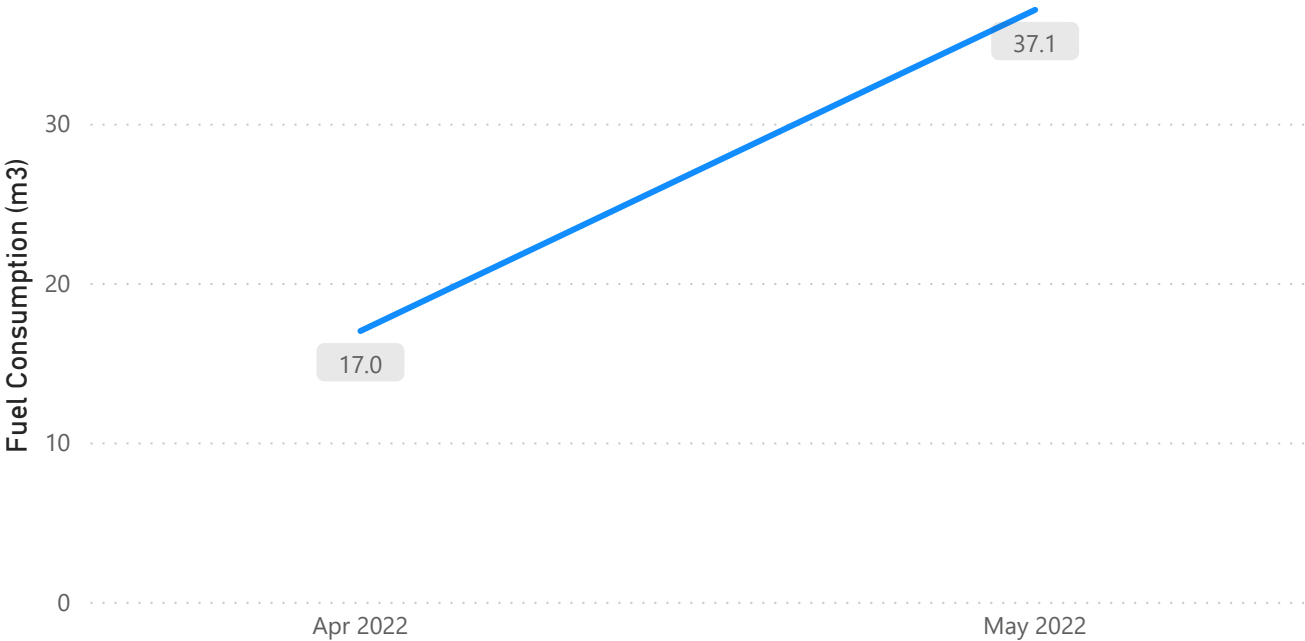
A30 - Security Vessel (in challenge)

Best practices and recommendations

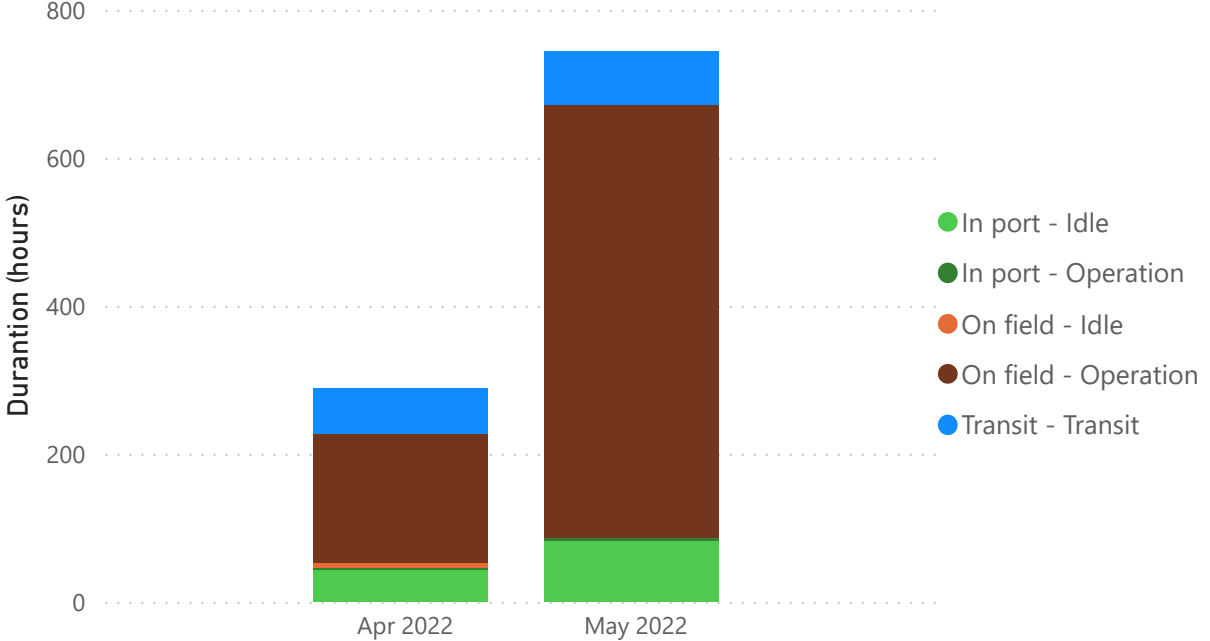
- Mostly declaring patrol or escort.
- She is using main engine(s) while stand by alongside.
- Few transits done with good practices.
- No stand by on field declared.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	37.1	2.2	-2.2	1.9	5.2	3361.7
Apr 2022	12	17.0	0.5	-0.5	1.8	5.0	1157.6
Mar 2022				0.0			
Total	43	54.1	2.7	-2.7	1.9	5.2	4519.3

Monthly fuel consumption



Operational profile



A30 - Security vessel (in challenge)

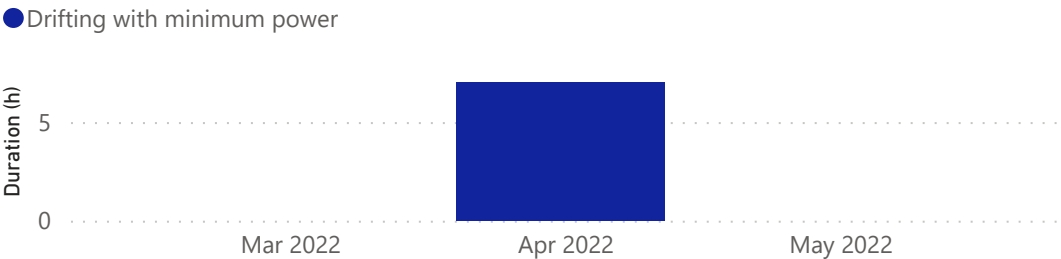
Stand-by on field	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
	▼					
	May 2022					
	Apr 2022	0.0	0.0	2.0	1.0	7.0
	Mar 2022					
Total		0.0	0.0	2.0	1.0	7.0

Operational stand-by on field	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
	▼					
	May 2022		0.0			
	Apr 2022		0.0			
	Mar 2022		0.0			
Total			0.0			

Stand-by in port	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
	▼					
	May 2022	2.2	-2.2	1.0	1.0	82.2
	Apr 2022	0.5	-0.5	0.4	1.0	42.9
	Mar 2022		0.0			
Total		2.7	-2.7	0.8	1.0	125.1

Transit	Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
	▼							
	May 2022	0.0	0.0	2.0	1.0	9.0	307.6	34.1
	Apr 2022	0.0	0.0	2.0	1.0	9.8	90.2	9.2
	Mar 2022							
Total		0.0	0.0	2.0	1.0	9.2	397.8	43.3

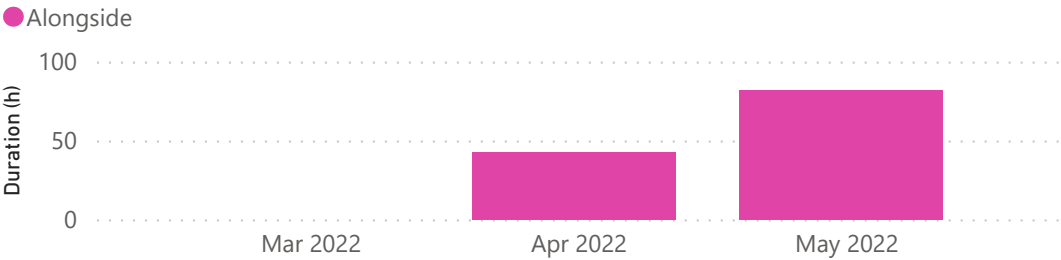
On field: Stand-by type



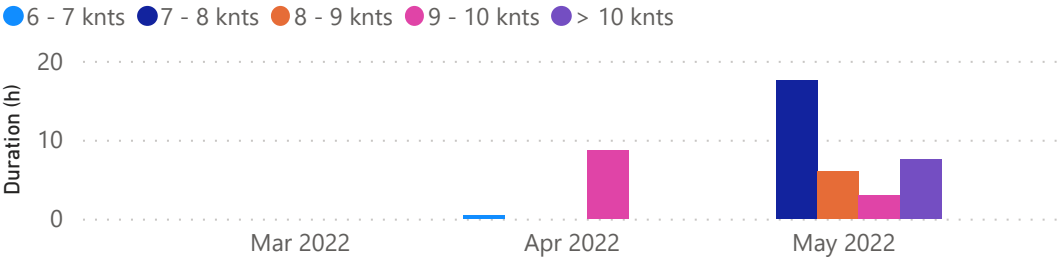
On field: Operational stand-by per location



In port: Stand-by type



Transit: Speed range



Atima II - Security vessel (in challenge)

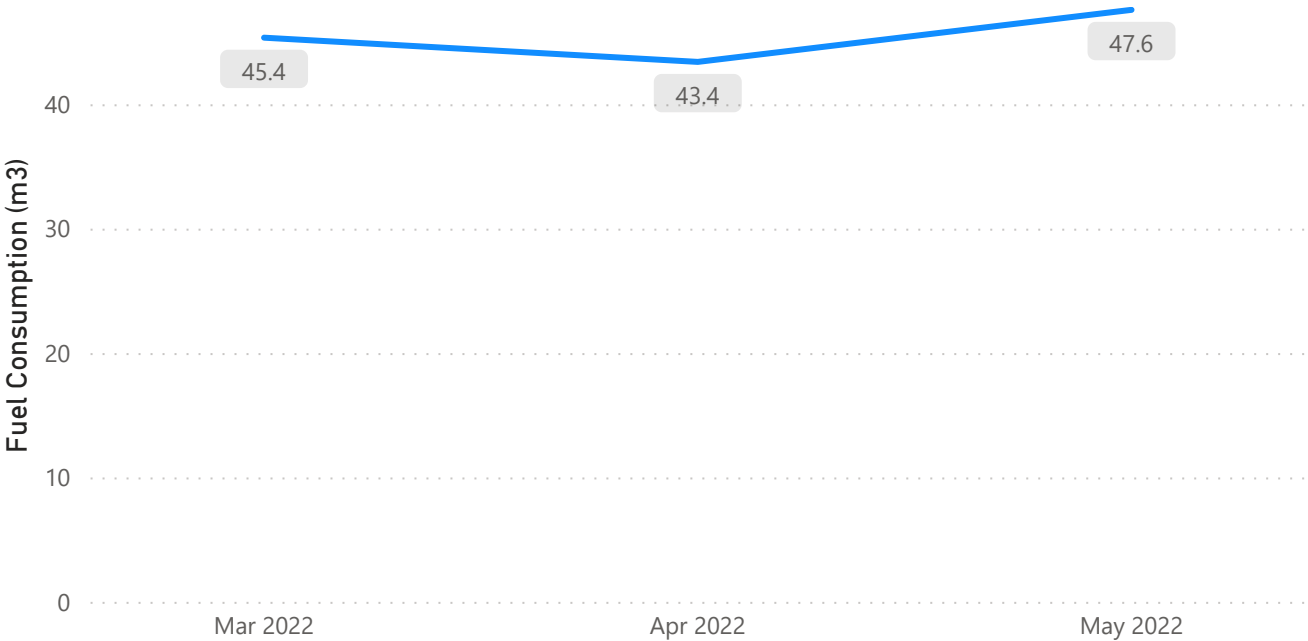
Best practices and recommendations

- Mostly declaring guard operations.
- Few transits done with good practices.
- No stand by on field or at port declared.

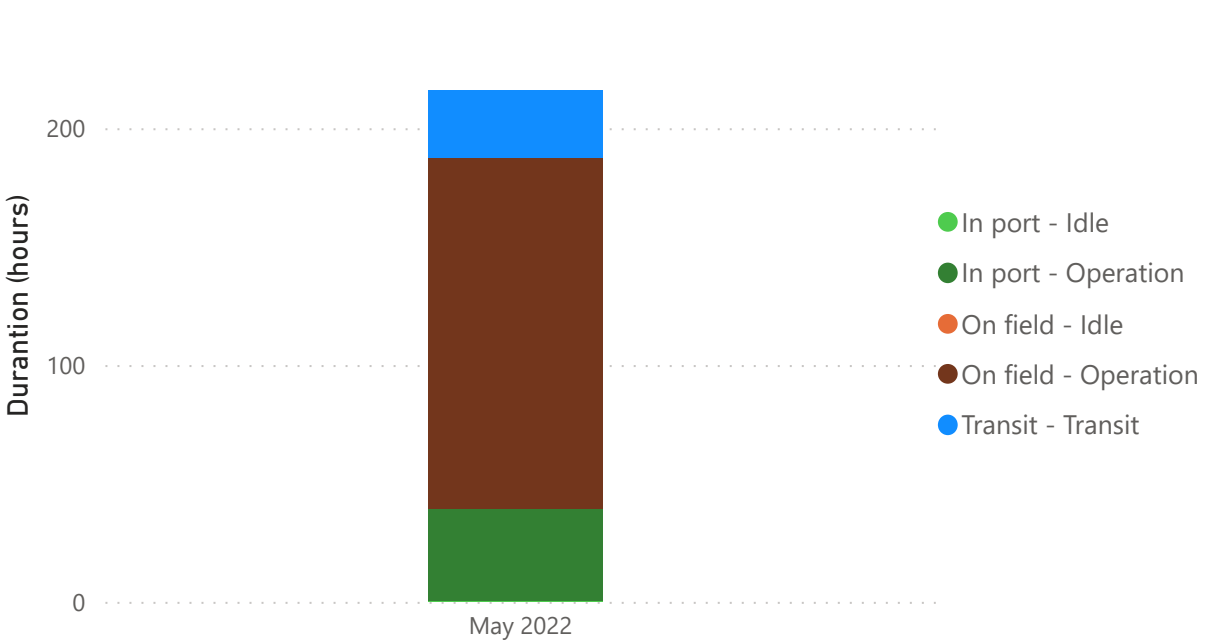
Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	47.6	0.1	0.0	1.7	5.2	886.9
Apr 2022	30	43.4					
Mar 2022	31	45.4					
Total	92	136.4	0.1	0.0	1.7	5.2	886.9

**Data quality to be improved especially in port (lots of "other" declared instead stand by)*

Monthly fuel consumption



Operational profile



Atima II - Security vessel (in challenge)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022					
Apr 2022					
Mar 2022					
Total					

On field: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022					
Mar 2022					
Total		0.0			

On field: Operational stand-by per location

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022					
Mar 2022					
Total		0.0			

In port: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	0.1	0.0	2.0	1.0	7.3	199.0	27.1
Apr 2022							
Mar 2022							
Total	0.1	0.0	2.0	1.0	7.3	199.0	27.1

Transit: Speed range

● <= 6 knts ● 6 - 7 knts ● 7 - 8 knts ● 9 - 10 knts



Emmanuella IV - Security vessel (in challenge)

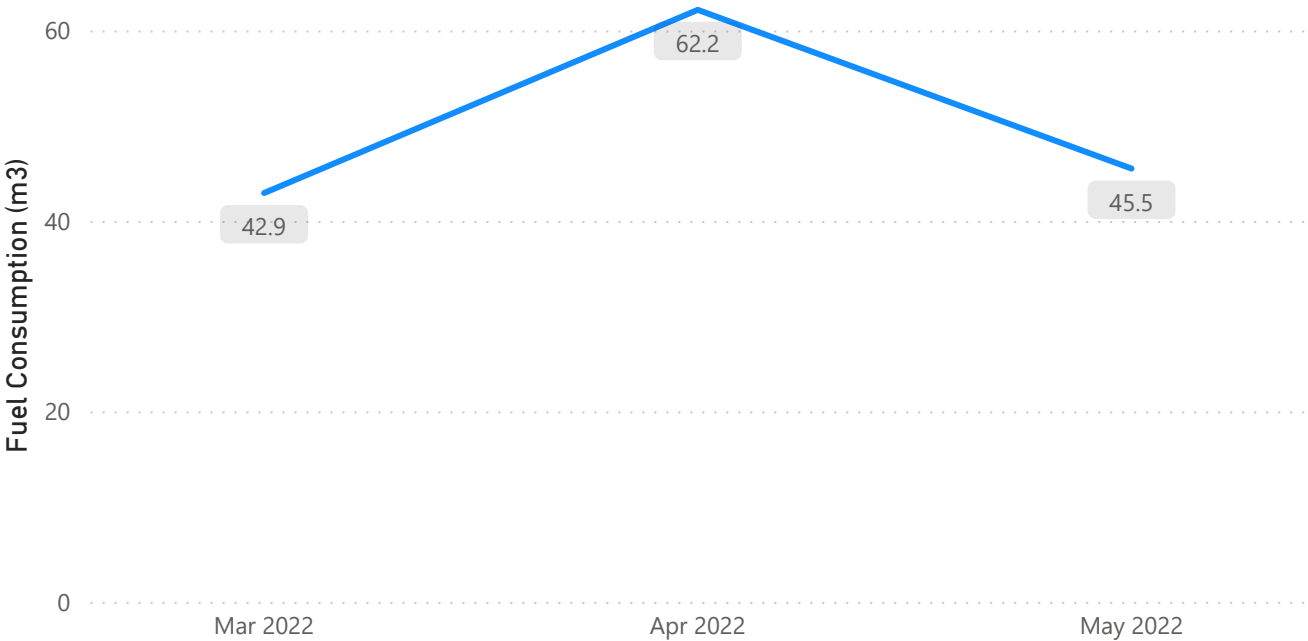
Best practices and recommendations

- Mostly declaring guard operations.
- Could slightly reduce her engine usage keeping same average speed.
- No stand by on field or at port declared.

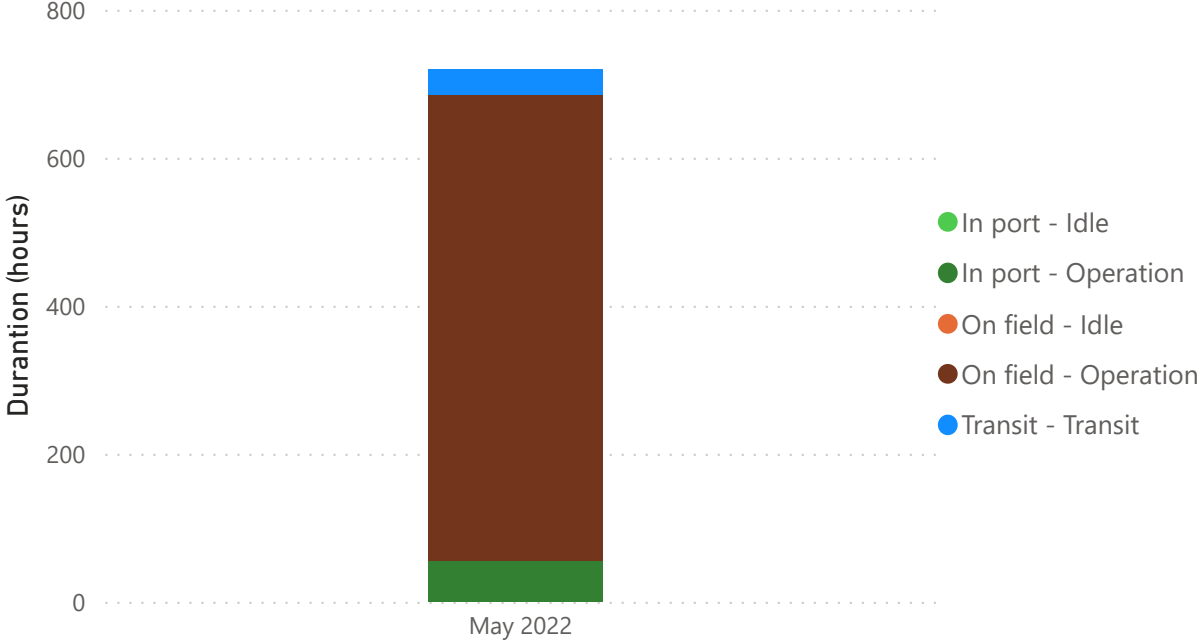
Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	45.5	0.1	0.0	1.9	8.2	5403.5
Apr 2022	30	62.2					
Mar 2022	31	42.9					
Total	92	150.6	0.1	0.0	1.9	8.2	5403.5

**Data quality to be improved especially in port (lots of "Manoeuvring/shifting" declared instead stand by)*

Monthly fuel consumption



Operational profile



Emmanuella IV - Security vessel (in challenge)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022					
Apr 2022					
Mar 2022					
Total					

On field: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022					
Mar 2022					
Total		0.0			

On field: Operational stand-by per location

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022					
Mar 2022					
Total		0.0			

In port: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	0.1	0.0	2.7	0.9	12.6	342.6	27.2
Apr 2022							
Mar 2022							
Total	0.1	0.0	2.7	0.9	12.6	342.6	27.2

Transit: Speed range

9 - 10 knts > 10 knts



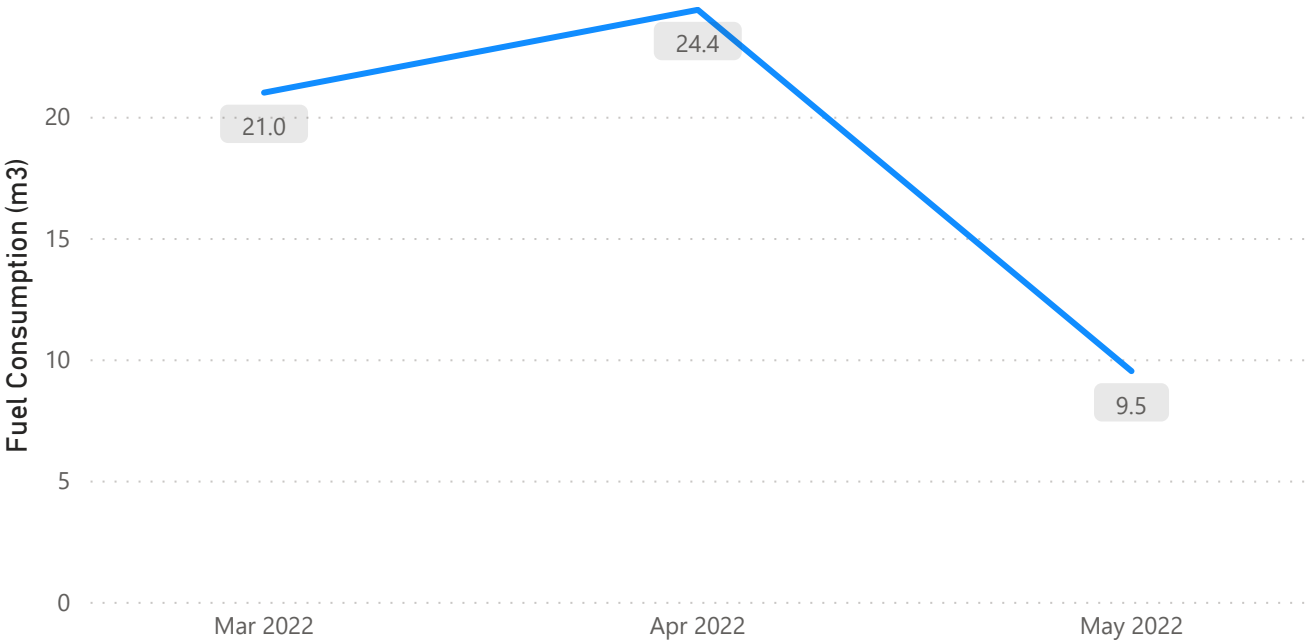
Guardian 11 - Security Vessel (in challenge)

Best practices and recommendations

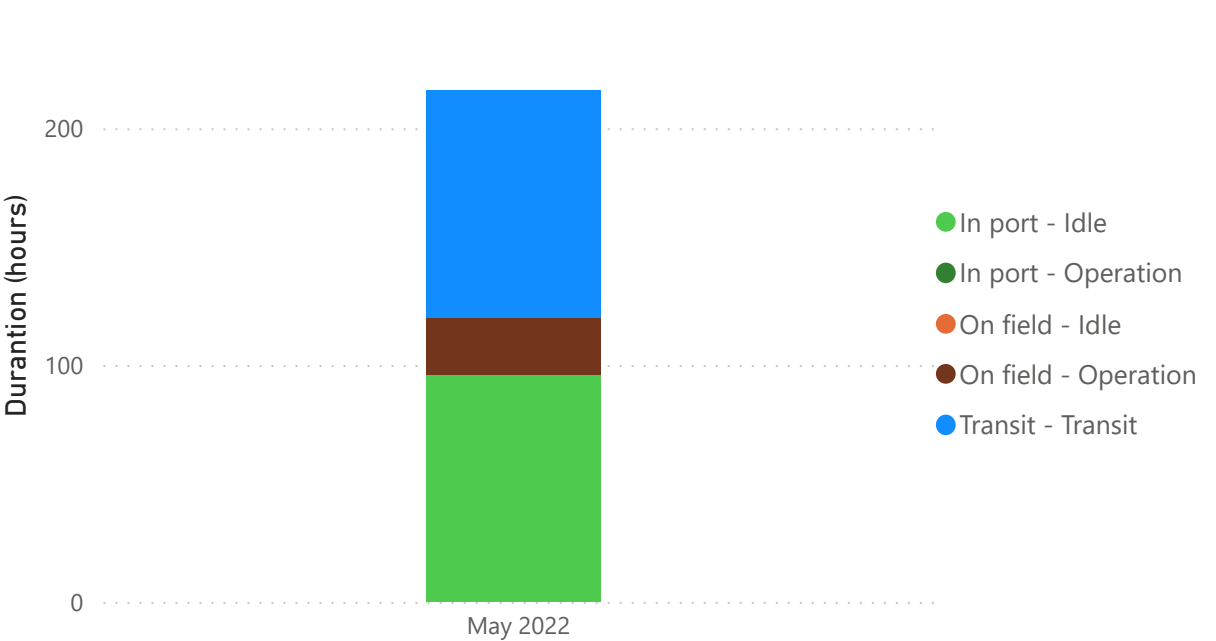
- Mostly declaring patrol activities.
- Running main engines while stand by alongside a couple of time for extended periods (ONNE).
- Transiting in very good practices.
- No stand by on field declared.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	9.5	0.5	0.0	1.0	8.0	959.3
Apr 2022	30	24.4					
Mar 2022	31	21.0					
Total	92	54.9	0.5	0.0	1.0	8.0	959.3

Monthly fuel consumption



Operational profile



Guardian 11 - Security vessel (in challenge)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022					
Apr 2022					
Mar 2022					
Total					

On field: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022					
Mar 2022					
Total		0.0			

On field: Operational stand-by per location

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	0.2	0.0	0.3	1.0	96.0
Apr 2022					
Mar 2022					
Total	0.2	0.0	0.3	1.0	96.0

In port: Stand-by type

Alongside



Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	0.0	0.0	1.5	1.0	8.8	839.4	96.0
Apr 2022							
Mar 2022							
Total	0.0	0.0	1.5	1.0	8.8	839.4	96.0

Transit: Speed range

6 - 7 knts > 10 knts



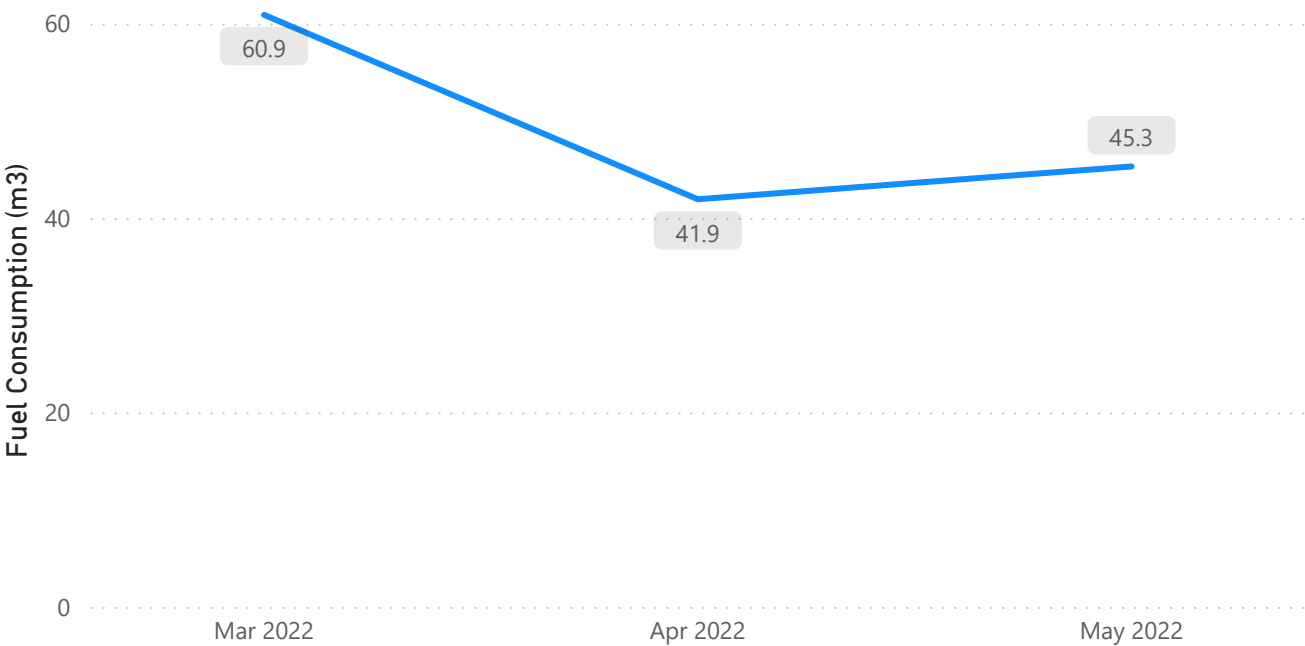
SVS Avery - Security vessel (in challenge)

Best practices and recommendations

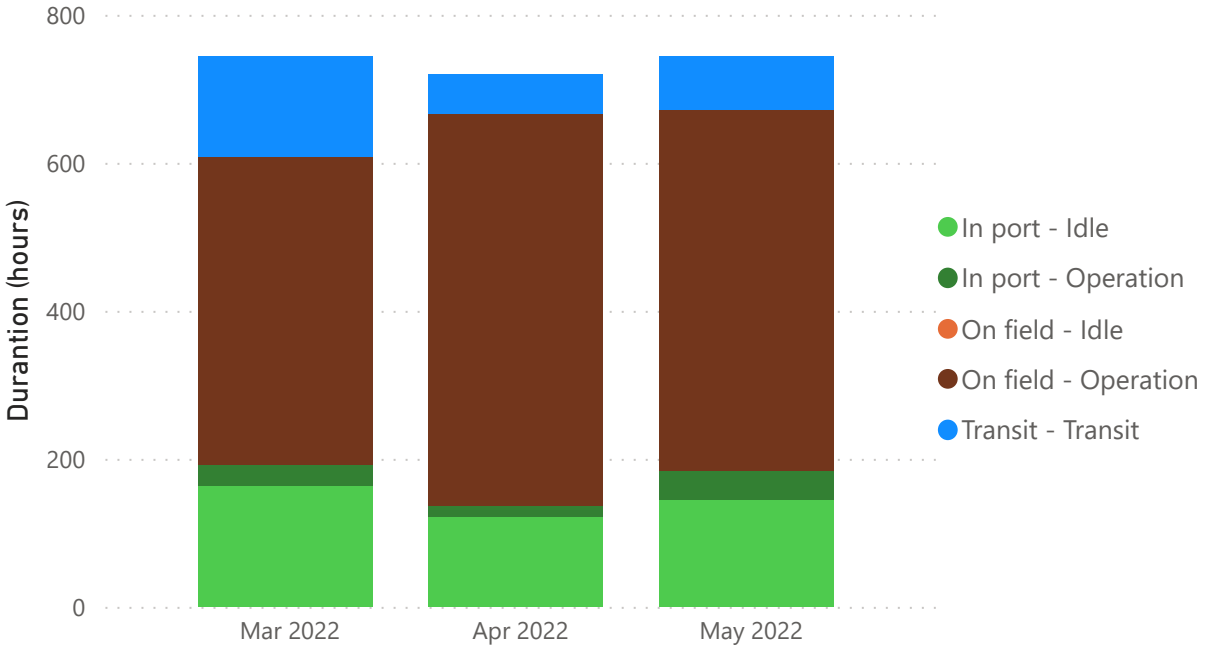
- Mostly declaring patrol or security escorts.
- Running often main engines while stand by alongside.
- Transiting in very good practices.
- No stand by on field declared.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	45.3	1.8	0.6	0.9	5.7	3192.2
Apr 2022	30	41.9	0.3	0.7	0.9	3.8	2212.8
Mar 2022	31	60.9	0.7	0.2	1.1	5.0	2756.2
Total	92	148.1	2.7	1.5	1.0	4.8	8161.3

Monthly fuel consumption



Operational profile



SVS Avery - Security vessel (in challenge)

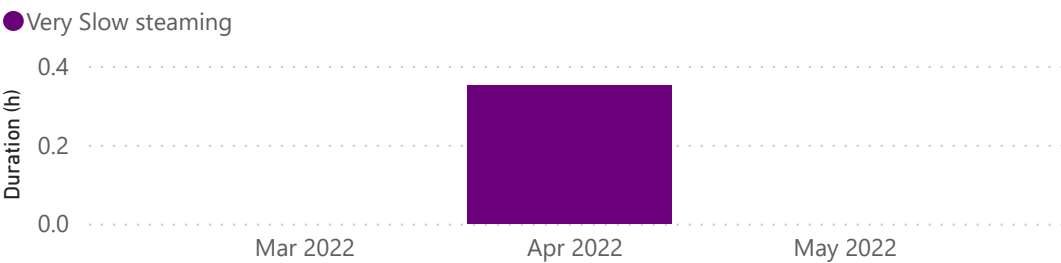
Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022					
Apr 2022	0.0	0.0	3.0	1.0	0.4
Mar 2022					
Total	0.0	0.0	3.0	1.0	0.4

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022		0.0			
Mar 2022		0.0			
Total		0.0			

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	1.7	0.0	0.6	0.9	144.9
Apr 2022	0.2	0.0	0.2	0.9	115.8
Mar 2022	0.7	0.0	0.2	1.0	162.9
Total	2.6	0.0	0.3	0.9	423.6

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	0.1	0.6	1.6	1.0	7.8	182.1	23.3
Apr 2022	0.0	0.7	1.9	1.0	7.9	204.2	26.0
Mar 2022	0.0	0.2	1.6	0.6	9.1	197.5	21.7
Total	0.1	1.5	1.7	0.9	8.2	583.7	71.0

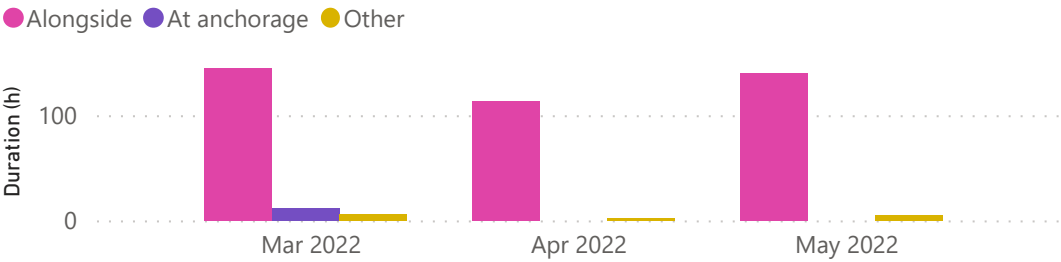
On field: Stand-by type



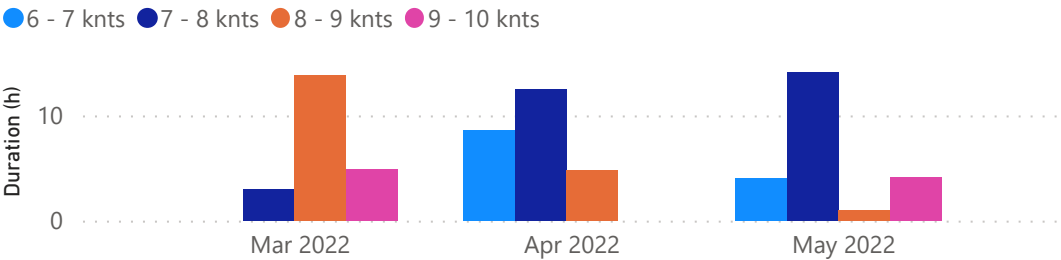
On field: Operational stand-by per location



In port: Stand-by type



Transit: Speed range



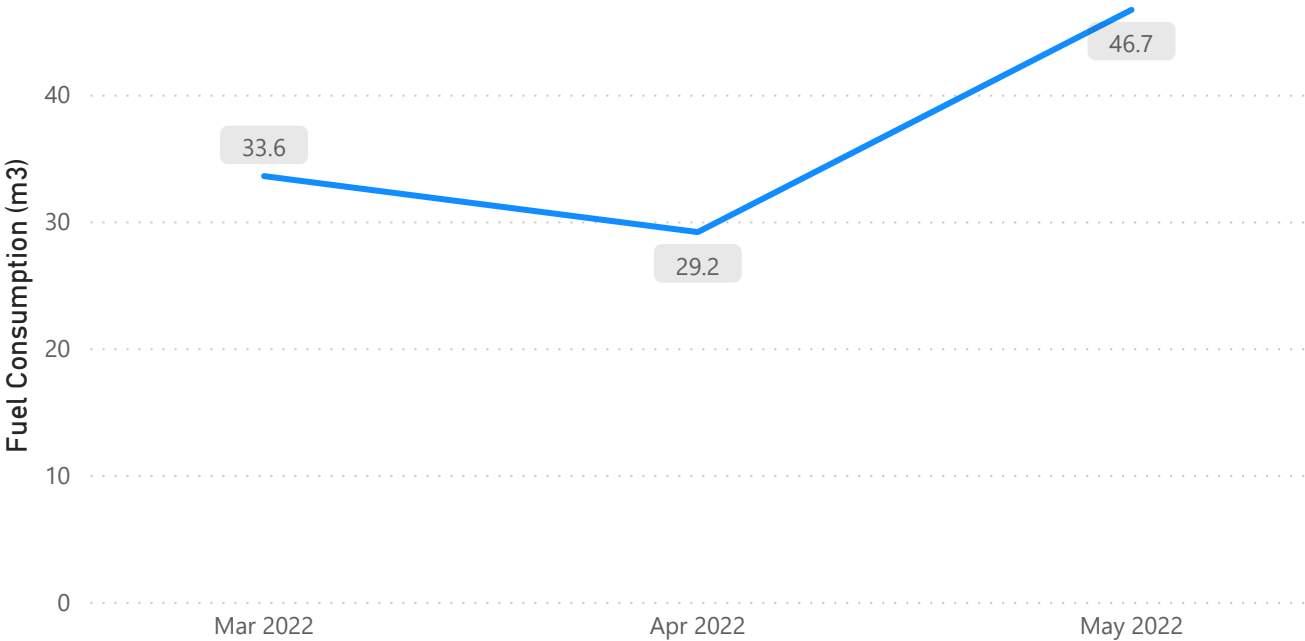
Viva 2 - Security vessel (in challenge)

Best practices and recommendations

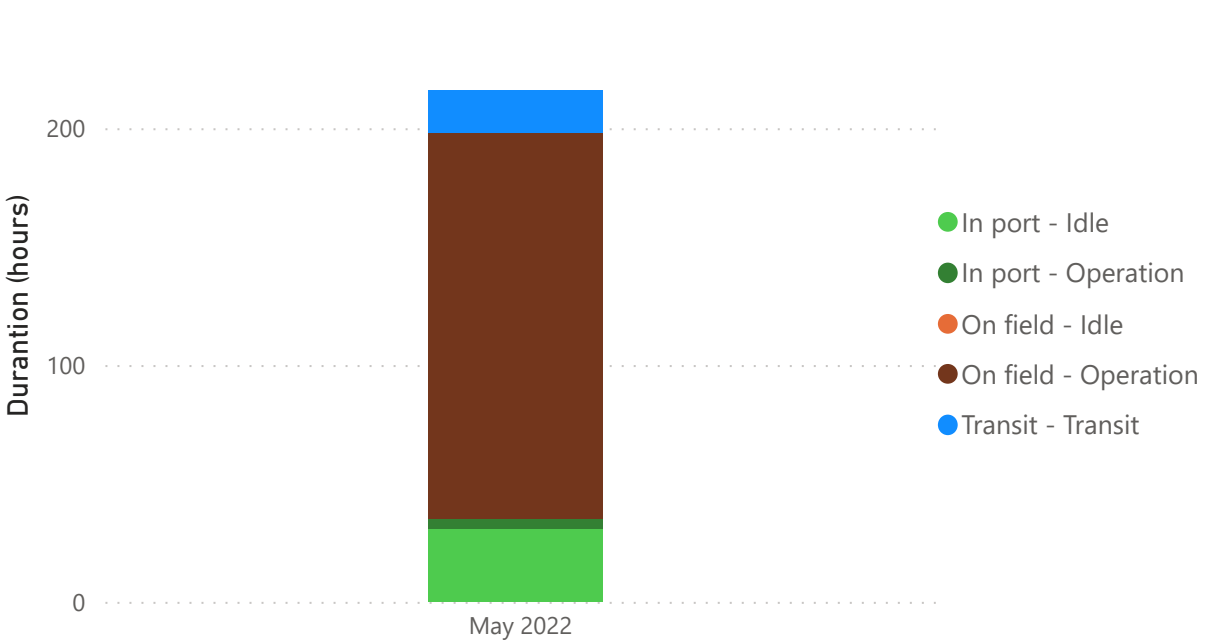
- Mostly declaring guard operations.
- Running a couple of time main engines while stand by alongside.
- Transiting in good practices.
- No stand by on field declared.

Month	Nb of Daily Report	Fuel Consumption (m3)	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Speed (kn)	All distances sailed (NM)
May 2022	31	46.7	0.2	0.0	1.7	5.4	969.6
Apr 2022	19	29.2					
Mar 2022	24	33.6					
Total	74	109.4	0.2	0.0	1.7	5.4	969.6

Monthly fuel consumption



Operational profile



Viva 2 - Security vessel (in challenge)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022					
Apr 2022					
Mar 2022					
Total					

Stand-by on field

On field: Stand-by type

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022		0.0			
Apr 2022					
Mar 2022					
Total		0.0			

Operational stand-by on field

On field: Operational stand-by per location

Duration (h)

Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Operation Duration (h)
▼					
May 2022	0.0	0.0	0.1	1.0	30.8
Apr 2022					
Mar 2022					
Total	0.0	0.0	0.1	1.0	30.8

Stand-by in port

In port: Stand-by type

Alongside



Month	Fuel Potential Savings (m3)	Fuel impact (m3)	Avg Main Engine Used	Avg Auxiliary Engine Used	Avg Speed (kn)	Distance Sailed (NM)	Operation Duration (h)
▼							
May 2022	0.2	0.0	2.0	1.0	9.7	175.4	18.1
Apr 2022							
Mar 2022							
Total	0.2	0.0	2.0	1.0	9.7	175.4	18.1

Transit

Transit: Speed range

8 - 9 knts 9 - 10 knts





End

Thank you - please contact your Account Manager or support@opsealog.com for any further details.

