opsealog

Client:
SNEPCO

Date:
02/09/2021

Period:
2021 M08

FUEL EFFICIENCY
Reduce Fuel Consumption
Monthly report

Fuel Consumption
1 266.1 m^3

Fuel Saved*
170.8 m^3

Fuel Potential Savings **
136.7 m^3

REPORT DESCRIPTION

This report aims to highlight inefficiency in the SNEPCO fleet fuel consumption for last week and provides possible action that should be taken in order to improve the overall fuel efficiency.

This report consists of two sections, 'Fuel consumption follow-up' and 'Reduce fuel consumption'. The first section offers a view on consumption of the fleet. You can also check if the consumption is in line with what Opsealog model is expecting. Reasons for discrepancies can be crew reporting mistakes, vessel performances better/worst than their sisterships. Some external parameters are not considered by the Opsealog algorithm.

The second section aims to highlight fuel potential savings, fuel already saved and more generally how to improve the fuel efficiency of your fleet. Opsealog analysts can give you more explanations if needed.

OBSERVATION

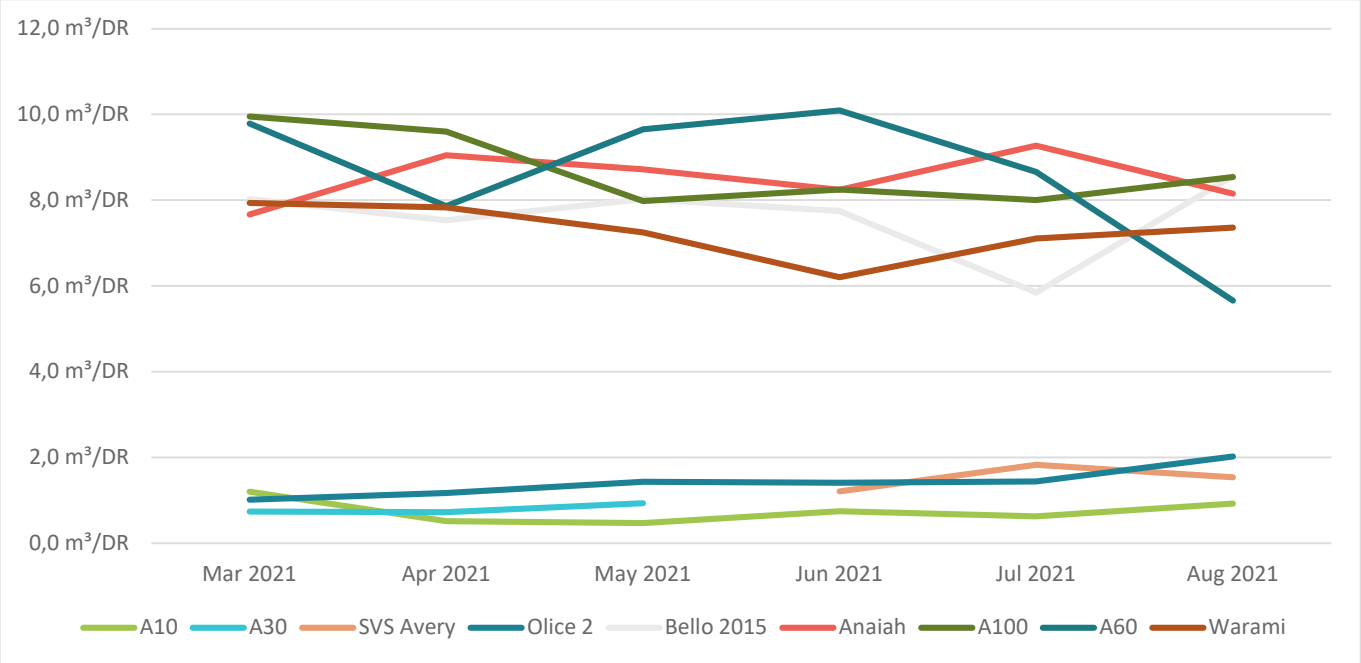
Recommendations have been done during weekly reports

NOTE

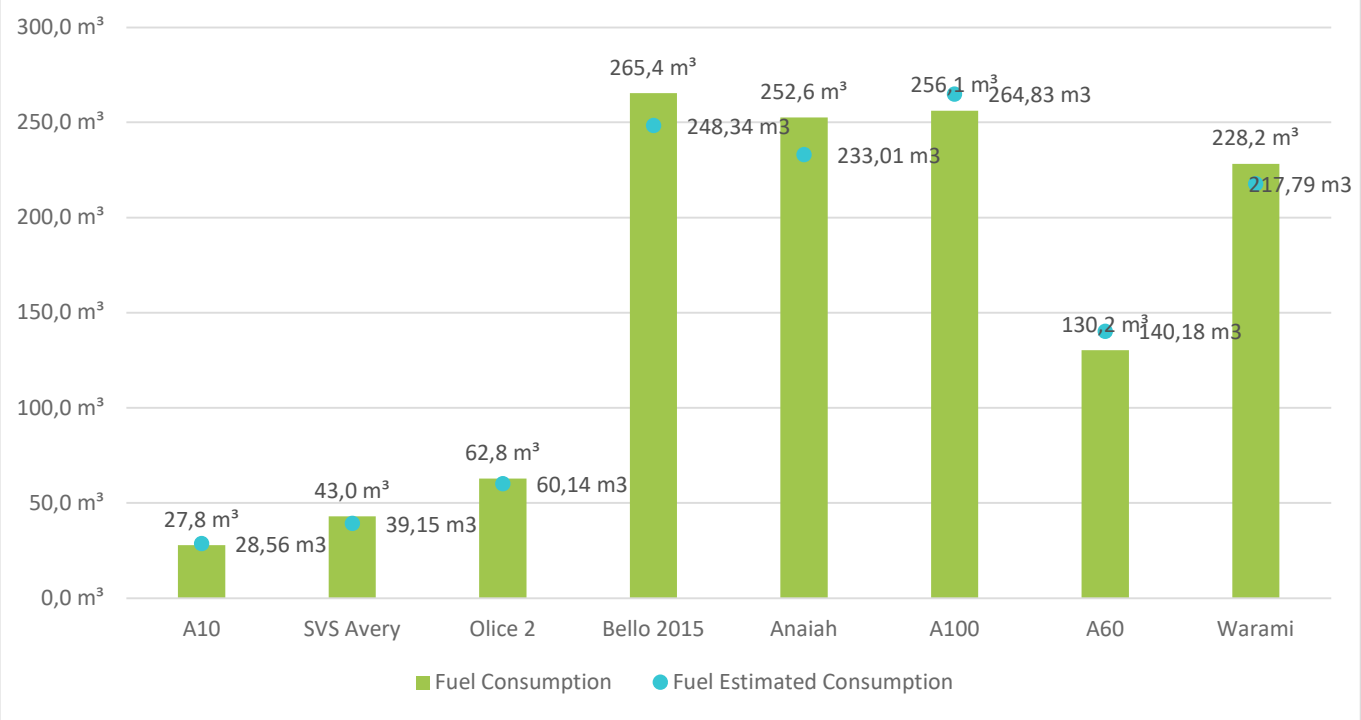
* Fuel saved compared to the screening period practices. ** Fuel potential saving is fuel that could have been saved if the best practices were applied.

I. FOLLOW FUEL CONSUMPTION

AVERAGE DAILY CONSUMPTION - LAST 6 MONTHS

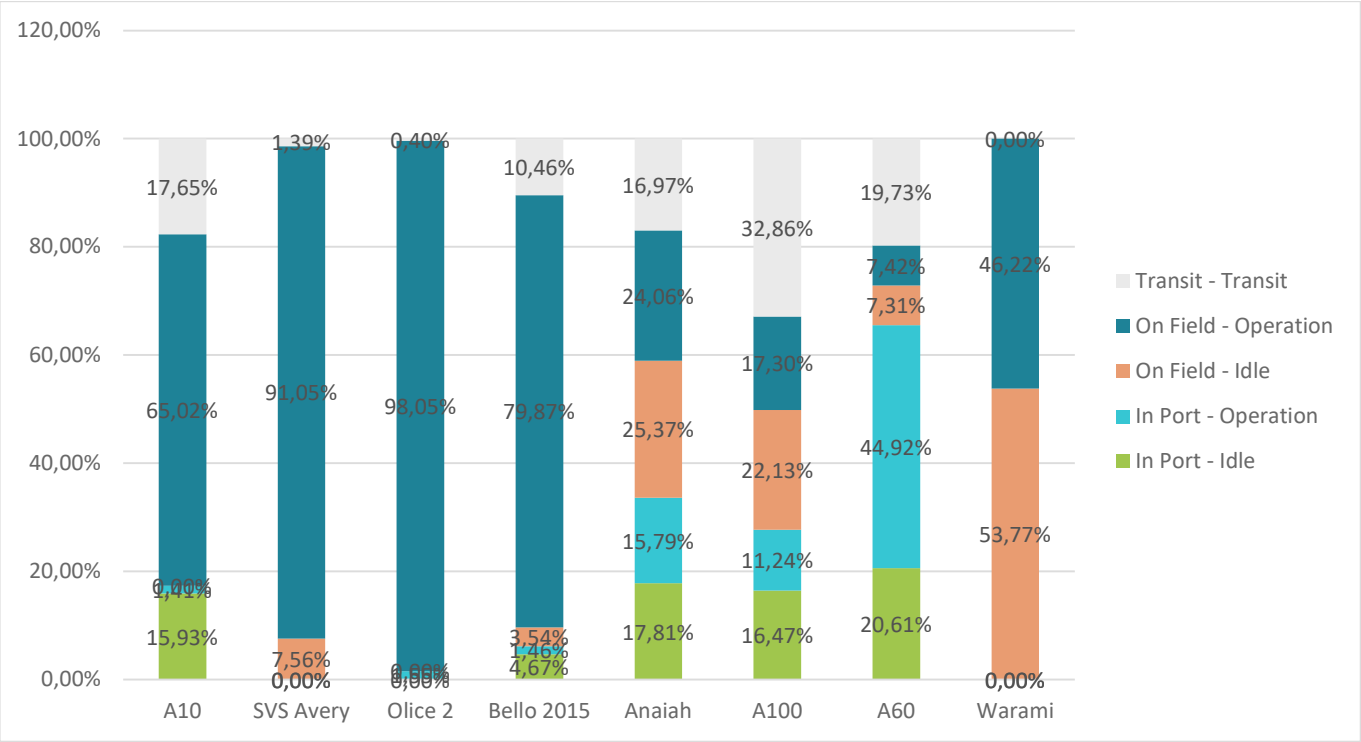


MONTHLY ESTIMATED CONSUMPTION

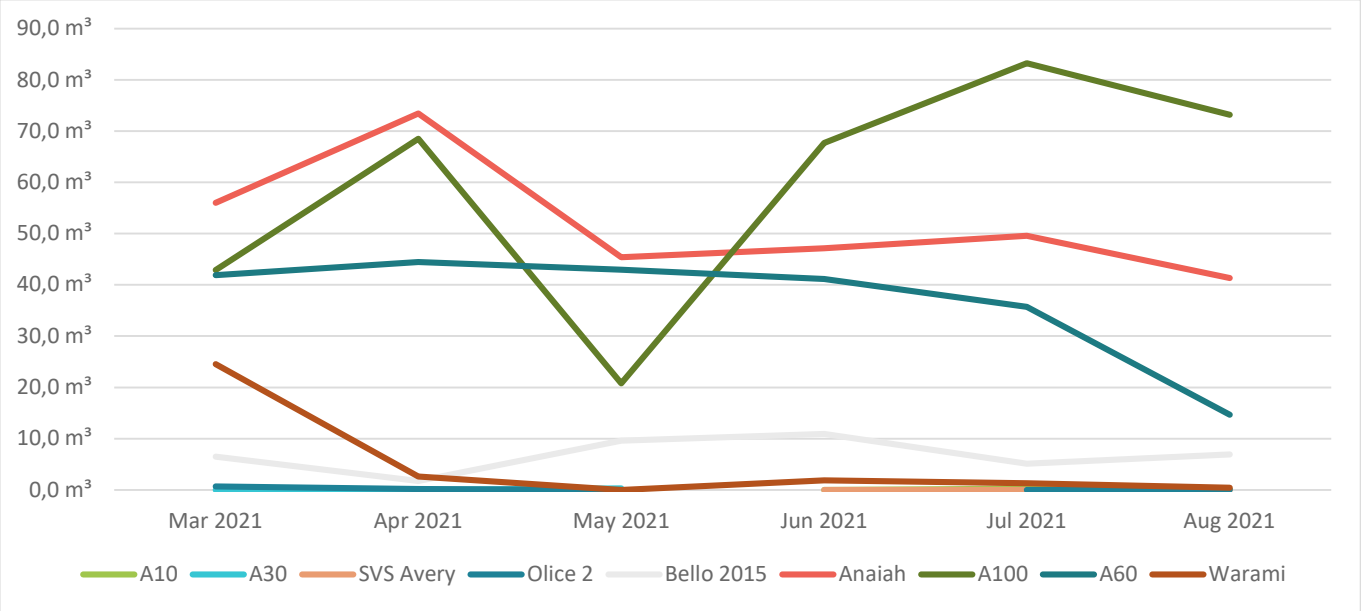


II. REDUCE FUEL CONSUMPTION

OPERATIONAL PROFILE

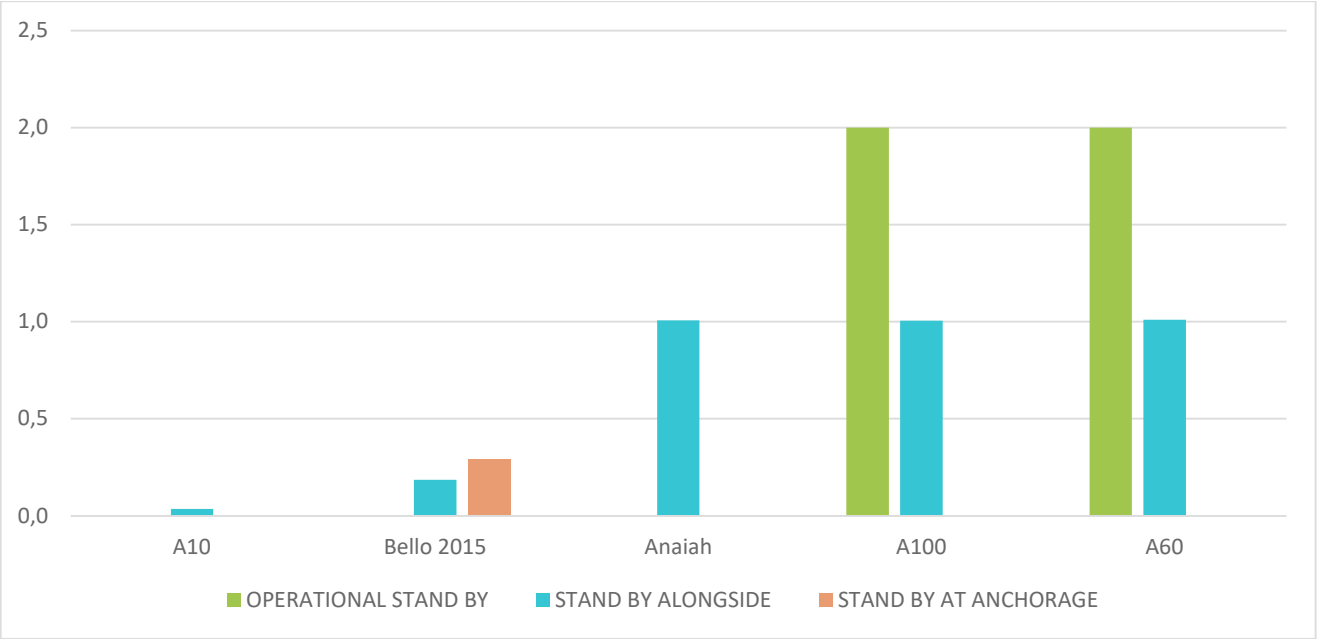


FUEL POTENTIAL SAVINGS SUMMARY - LAST 6 MONTHS



a. IN PORT

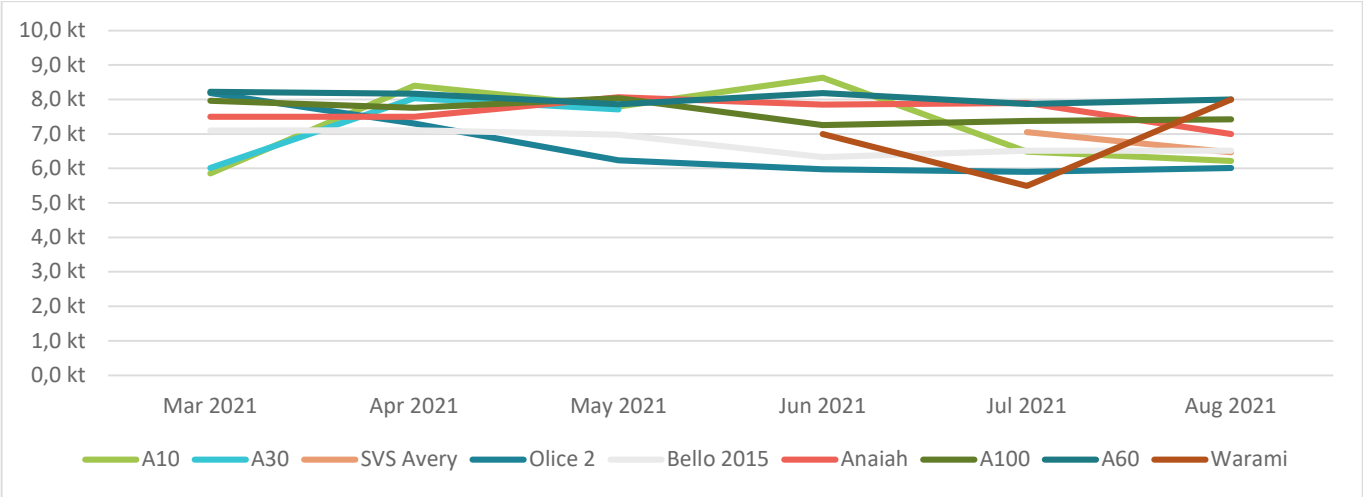
NUMBER OF ENGINES USED IN STAND-BY IN PORT



Vessels	Fuel Potentials savings	Vessel Operation Duration	Avg Main Engine Used	Avg Auxiliary Engine Used
A10	0,1 m³	124,8 h	0,1	1,0
Olice 2		11,5 h	0,9	1,0
Bello 2015	0,1 m³	45,6 h	0,3	1,0
Anaiah	0,0 m³	250,0 h	1,1	0,0
A100	0,8 m³	199,5 h	1,1	0,0
A60	0,4 m³	424,4 h	1,0	0,0
Total général	**1,5 m³**	**1055,9 h**	**0,9**	**0,2**

b. TRANSIT

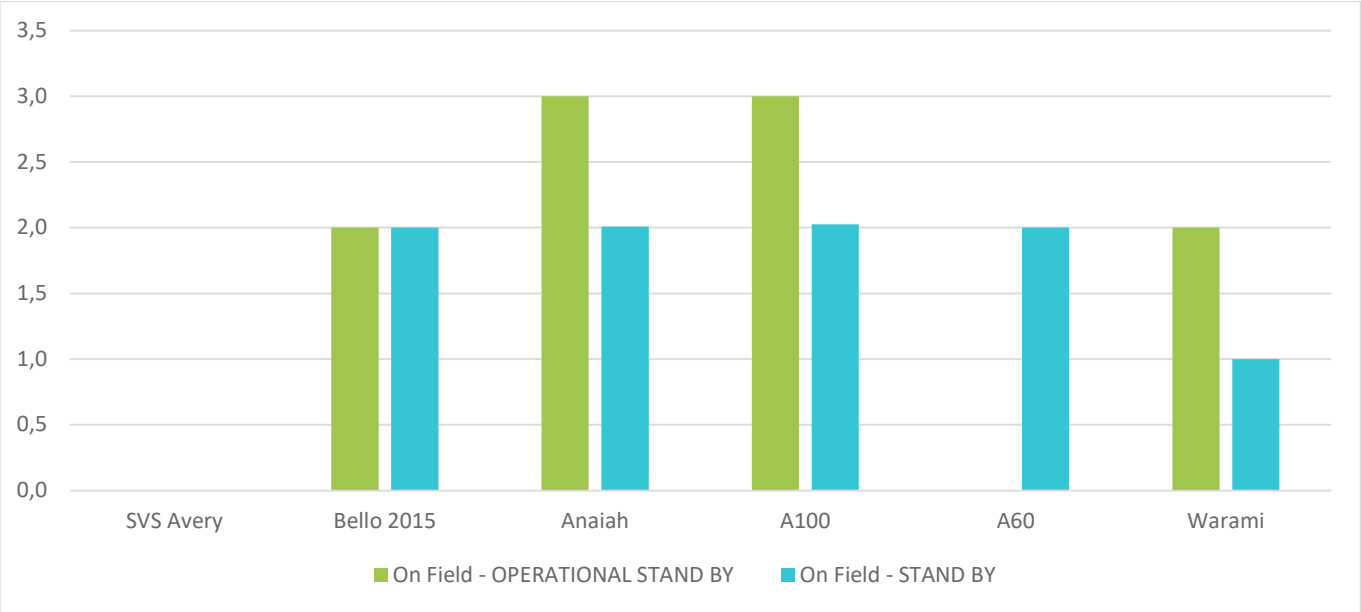
AVERAGE SPEED - LAST 6 WEEKS



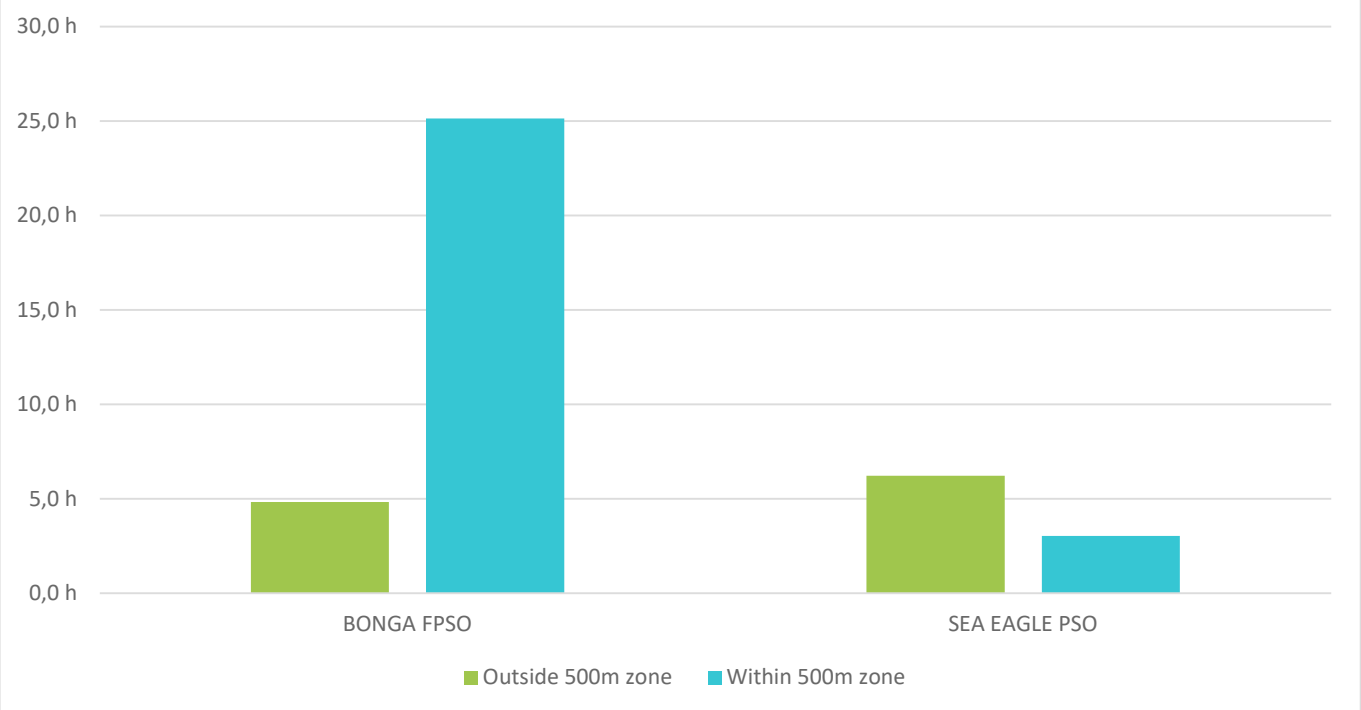
Vessel	Operational Activity	Fuel Potential savings	Operation Duration	Avg Speed	Nb Of High Speed Transit	Avg Main Engine Used	Avg Engine load
A10	SECURITY ESCORT		101,1 h	6,9 kt	1	2,0	0,0 %
	TRANSIT TO FIELD		17,0 h	9,0 kt	0	2,0	0,0 %
	TRANSIT TO PORT		8,9 h	7,0 kt	0	2,0	0,0 %
SVS Avery	TRANSIT TO FIELD		9,4 h	10,8 kt	0	3,0	68,5 %
Olice 2	TRANSIT TO FIELD	0,0 m³	1,6 h	7,0 kt		2,0	50,0 %
	TRANSIT TO PORT		1,4 h	7,0 kt		2,0	50,0 %
Bello 2015	INTERFIELD	0,0 m³	4,3 h	7,0 kt	0	2,0	55,0 %
	TRANSIT TO FIELD	0,0 m³	35,1 h	7,4 kt	0	2,0	54,8 %
	TRANSIT TO PORT	4,2 m³	38,4 h	5,7 kt	0	2,0	40,0 %
Anaiah	TRANSIT TO FIELD	20,2 m³	88,0 h	7,0 kt	0	3,0	70,0 %
	TRANSIT TO PORT	8,8 m³	38,3 h	7,0 kt	0	3,0	70,0 %
A100	INTERFIELD	2,2 m³	12,3 h	6,1 kt	0	2,9	64,1 %
	TRANSIT IN RESTRICTED AREA		1,0 h	6,3 kt		3,0	55,0 %
	TRANSIT TO FIELD	21,5 m³	111,9 h	7,5 kt	1	2,9	68,1 %
	TRANSIT TO PORT	22,3 m³	111,4 h	7,5 kt	0	3,0	70,0 %
A60	INTERFIELD	0,0 m³	4,2 h	7,6 kt	1	2,1	64,1 %
	TRANSIT TO FIELD	9,1 m³	97,1 h	8,3 kt	2	2,9	71,9 %
	TRANSIT TO PORT	4,0 m³	55,2 h	8,0 kt	1	3,0	75,0 %
Warami	TRANSIT TO FIELD	0,0 m³	0,0 h	8,0 kt	0	2,0	60,0 %
Total général		**92,3 m³**	**736,5 h**	**7,4 kt**	**6**	**2,7**	**55,6 %**

c. ON FIELD

NUMBER OF ENGINES USED IN STAND-BY > 1



OPERATIONAL STAND-BY INSIDE AND OUTSIDE 500m ZONE



Vessel	Stand By Type	Fuel Loss	Operation Duration	Avg Main Engine Used	Avg Auxiliary Engine Used
SVS Avery	Other	0,0 m³	50,8 h	0,0	1,0
Bello 2015	In DP	0,6 m³	5,8 h	2,0	1,6
Anaiah	In DP	11,2 m³	184,5 h	2,0	0,0
A100	Drifting with minimum power	0,0 m³	2,6 h	1,0	0,0
	In DP	22,5 m³	135,4 h	2,1	0,0
A60	In DP	6,5 m³	40,3 h	2,0	0,0
Warami	Drifting with minimum power	0,0 m³	397,2 h	1,0	0,0
Total général		**40,8 m³**	**816,5 h**	**1,4**	**0,1**

Operational Stand-by				
Vessel	Fuel Loss	Operation Duration	Avg Main Engine Used	Avg Auxiliary Engine Used
Bello 2015	2,0 m³	11,2 h	2,0	1,5
Anaiah	1,1 m³	4,3 h	3,0	0,0
A100	3,9 m³	20,9 h	3,0	0,0
Warami	0,4 m³	2,9 h	2,0	0,0
Total général	**7,4 m³**	**39,2 h**	**2,6**	**0,4**