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| **Vessel Performance Summary** |
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**Vessel Name:** {{VESSEL\_NAME}}

**Prepared In:** {{REPORT\_DATE}}

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| --- | --- | --- | --- | --- | --- |
| **Hull & Propellor** | {{HULL\_CONDITION}} | **Machinery** | {{MACH\_CONDITION}} | **Emissions** | {{CII\_RATING}} |
| |  | | --- | |  | | | Potential Savings\*  **{{HULL\_SAVINGS}}** | A blue and black logo  Description automatically generated   |  | | --- | |  | | | Potential Savings^ **{{MACHINERY\_SAVINGS}}** | Blue arrows pointing to a black background  Description automatically generated   |  | | --- | |  | | | Potential Improvement  **{{EMISSIONS\_IMPROVEMENT}}** |
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\*From Hull Cleaning & Propeller Polishing

^From ME Excess SFOC + AE Redundant hours + Excess Boiler Consumption

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| **Hull & Propeller Performance** | |
| Additional Power Consumption | **{{POWER\_CONSUMPTION}}** |
| Potential Fuel Savings from Hull Cleaning & Propeller Polishing | **{{HULL\_SAVINGS}}** |
| Hull & Propeller Condition | {{HULL\_CONDITION}} |
| Recommendation | Vessel experienced the idle period in end of Dec. Further monitoring and analysis will be conducted as additional sailing days are recorded. |
| Forecasted Date of Hull cleaning | - |
| **Main Engine Performance** | |
| Average ME SFOC | 167.12 g/KWhr at 81 % Load. (Report Date – 25/11/24) |
| ME Recommendation | **ME Performance is within Acceptable Range** |
| Potential Fuel Saving from ME | **-** |
| **Auxiliaries Performance** |  |
| Excess Boiler Consumption (last 6 month) | 16.7 MT |
| Redundant AE Hours (last 6 month) | - |
| **Emissions Performance** | |
| CII Rating (2024) | **A (AER: 2.9)** |
| Impact of hull & Propeller condition on AER | - |

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| **Hull & Propeller Performance Analysis** |
| {{HULL\_PERFORMANCE\_CHART}} |

**Notes:**

* The vessel tends to operate with a gradual decreasing trend of added resistance and the vessel experienced the Idle Period at the End of December.
* Further monitoring and analysis will be conducted once sailing days are recorded to assess performance trends effectively.

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| **Speed Consumption Profile** | |
| **{{BALLAST\_CHART}}** | {{LADEN\_CHART}} |

**Notes:**

* In laden and ballast conditions, Fuel consumption tends to remain same without significant variation in fuel consumption across different speed conditions.

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| **Emissions Profile** |
| **CII Rating:**  CII rating for 2024 of the vessel is “A” (exclusions not included). CII rating for 2024 is provisional, as it is subject to further verification and adjustments based on exclusion data. |

A colorful lines on a dark background

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| **Appendix** |
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**General Conditions**

* + Analysis Period is Last Six Months or the after the Last Event which ever is later
  + Days with Good Weather (BF<=4) are considered for analysis.
  + Days with Steaming hrs greater than 17 considered for analysis.
  + Data is compared with Original Sea Trial

**Hull Performance**

* + Excess Power < 15 %– Rating Good
  + 15< Excess Power < 25 % – Rating Average
  + Excess Power > 25 % – Rating Poor

**Machinery Performance**

* + SFOC(Grms/kW.hr) within +/- 10 from Shop test condition are considered as "Good"
  + SFOC(Grms/kW.hr) Greater than 10 and less than 20 are considered as "Average"
  + SFOC(Grms/kW.hr) Above 20 are considered as "Poor"

**Auxiliaries Performance**

* + Excess boiler consumption refers to the amount of fuel oil used by the boiler during the Noon

at Sea. Any consideration to operational requirements not given, due to the lack of evidence

of such requirement in Noon Reports.

**Speed Consumption Performance**

* + Analysis carried out using regression techniques.