

IDWAL



TECHNICAL GUIDE

Operational Data

Idwal 2022



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Operational Data

Does the vessel have an Exhaust Gas Cleaning System (EGCS)?

If a vessel is fitted with an approved Exhaust Gas Cleaning System, sometimes known as a "Scrubber", to remove sulphur from the Exhaust Gases. If this is the case the vessel will be permitted to carry and use High Sulphur Fuel Oil (HSFO). This information can be obtained from the vessels International Air Pollution Prevention (IAPP) Certificate Supplement.

Total High Sulphur Fuel Oil (HSFO) capacity

The total capacity of the vessel's tanks that are designated to carry High Sulphur Fuel Oil (HSFO) should be recorded here. If the vessel is not fitted with an EGCS, then the vessel is not permitted to carry HSFO, and therefore this question will disappear. Figure can be found in the vessels Capacity Plan.

Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity

The total capacity of all tanks that carry fuel with less than 0.5% sulphur content should be recorded here. This is done by adding the capacity of all Ultra and Very Low Sulphur Fuel Oil tanks. Figure can be found in the vessels Capacity Plan.

Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity

This is done by adding the capacity of all Diesel Oil, Marine Gas Oil. Figure can be found in the vessels Capacity Plan.

Total Fresh Water capacity

This is the total capacity of all drinkable, or potable water tanks. This does not include technical or distilled water tanks. Figure can be found in the vessels Capacity Plan.

Total Ballast capacity

This is the total of all ballast tanks, but NOT including any holds that can be ballasted. Tanks with permanent ballast should be included, as well as any Aft Peak tanks which can be filled with black or grey water (sewage). Figure can be found in the vessels Capacity Plan.

Total Bilge water capacity:

This is the total of all tanks designed for the retention of oily bilge water as listed in section 3.3 of the Supplement for the International Oil Pollution Prevention Certificate (IOPP)

Total sludge and residues capacity:

This is the total of all tanks designed for the retention and disposal of oil residues (sludge) as listed in section 3.1 of the Supplement for the International Oil Pollution Prevention Certificate (IOPP). These include but are not limited to Sludge tanks, Lube Oil drain tanks and waste oil tanks.

Main Engine Fuel Consumption

Main Engine consumption figures obtained from the vessel should be entered here, for both ballast and laden passages. This can be obtained from various means including: vessel log books, crew conversation or charter party agreements. It is important any given figures are double checked to ensure they make sense, for example a vessel would logically consume more fuel during a laden passage.

Main Engine Fuel Consumption						12
Engine Order	Ballasted		Loaded			
Full Speed	Speed	Consumption (mt/24hrs)	Speed	Consumption (mt/24hrs)		
Eco speed	Speed	Consumption (mt/24hrs)	Speed	Consumption (mt/24hrs)		

The maximum speed the vessel can make whilst carrying no Cargo in knots
 Quantity of fuel burnt in a 24 hour period in tonnes whilst the vessel is making maximum speed and carrying no cargo
 The maximum speed the vessel can make whilst fully laden with Cargo in knots
 Quantity of fuel burnt in a 24 hour period in tonnes whilst the vessel is making its maximum speed and fully laden
 The most economical speed the vessel can make whilst carrying no Cargo in knots
 Quantity of fuel burnt in a 24 hour period in tonnes whilst the vessel is making its most economical speed and carrying no cargo
 The most economical speed the vessel can make whilst fully laden with Cargo in knots
 Quantity of fuel burnt in a 24 hour period in tonnes whilst the vessel is making its most economical speed and fully laden

Auxiliary Engine Fuel Consumption

Auxiliary Engine consumption figures obtained from the vessel should be entered here, for both while the vessel is in Port and while it is at Sea. This can be obtained from various means including: vessel log books, crew conversation or charter party agreements. Please also enter any additional fuel consumption figures were prompted, e.g extra fuel consumed due to Boiler use or Cargo operations.

Quantity of fuel burnt in a 24-hour period whilst using 1 Auxiliary Engine in port

Quantity of fuel burnt in a 24-hour period whilst using 1 Auxiliary Engine whilst the vessel is underway

Quantity of fuel burnt in a 24-hour period whilst using 2 Auxiliary Engine whilst the vessel is underway. If the vessel does not use 2 Engines whilst underway leave blank.

Auxiliary Engine Fuel Consumption			1.3
Engines Running	In Port Consumption (mt/24hrs)	At Sea Consumption (mt/24hrs)	
One Engine Running			
Two Engines Running			
Three Engines Running			

Quantity of fuel burnt in a 24-hour period whilst using 2 Auxiliary Engine In port. If the vessel does not use 2 Engines in port leave blank

Quantity of fuel burnt in a 24-hour period whilst using 3 Auxiliary Engine in port. If the vessel does not use 3 Engines in port leave blank

Quantity of fuel burnt in a 24-hour period whilst using 3 Auxiliary Engine whilst the vessel is underway. If the vessel does not use 3 Engines whilst underway leave blank.

Additional consumption may include: Inert Cargo Operations, Cargo Crane usage, Cargo pump usage, Auxiliary Boilers etc.

Lube Oil Consumption

Figures for Main Engine Crankcase, Main Engine Cylinder and Auxiliary Engines (per engine) lube oil consumption figures are to be entered here. These can be obtained from either the vessel log books, performance reports or crew conversations. It is important any given figures are double checked to ensure they make sense, with any unusual figures questioned further while onboard.

Lube Oil Consumption

1.4

Machinery	Consumption (ltrs/24hrs)
Main Engine Crankcase	
Main Engine Cylinder	
Auxiliary Engines (Per Engine)	

Crankcase Oil consumption for a 24-hour period can be ascertained from performance reports or reported by crew.
Expected range of 15 to 50 liters.

Cylinder Oil consumption for a 24 hour period can be ascertained from performance reports or reported by crew.
Only applicable on 2 stroke engines
Expected consumption ranges from 50 liters on small engines to 500 liters on large engines

Expected range between 1 – 10 litres

Were all Class and Statutory certificates valid?

This information can be obtained from the vessels Class Status report, which must be up to date and published within 3 months of survey date. The Class Status Report will indicate the expiry date of the certificates as well as whether or not they are full term or short term. Please investigate any short term certificates to ascertain why it has been issued - this can commonly be linked to a Condition of Class for example.

Is the vessel on the Extended Dry Docking (EDD) program?

This is only applicable to Container vessels and can be verified in the vessels Class Status report with either the vessel having an EDD notation or a relevant Class Memo highlighting the vessels enrolment in the program.

Is the vessel on the Enhanced Survey Program (ESP)?

This only applies to tankers and bulk carriers and can be verified in the vessels Class Status report with the vessel having the relevant Class notation - ESP.

Does the vessel have an In Water Survey Class notation?

This can be applicable to the majority of vessels and can be verified in the vessels Class Status report with the vessel having the relevant Class notation. It should be noted that the notation will vary depending on the Class, as noted below:

DNV = IWS or BIS

ABS = UWILD

LR = *IWS (the * indicated the notation is automatically revoked once the vessel reaches 15 years of age)

RINA = INWATERSURVEY

BV = INWATERSURVEY

CCS = In-Water Survey

KR = IWS

NK = IWS

Class Survey Dates



Name of vessel

IMO

VESSEL SURVEYS

Class surveys

Survey description	Code	Last survey	Location	Next survey [From, to]
Main class renewal	HC.A	2021-08-12	Shanghai FFS	2026-04-14, 2026-07-14
Main class intermediate	HC.In	2019-07-17	Hamburg - Hull	2023-04-14, 2024-10-14
Main class annual	HC.A	2021-08-12	Shanghai FFS	2022-04-14, 2022-10-14
Bottom complete survey (Last: Out Of Water)	BOT.C	2021-08-12	Shanghai FFS	2024-08-12

Bottom Survey may be carried out in water if:

- The vessel has an [in water](#) notation
- If the vessel is less than 15 years old

Bottom surveys must be completed twice in a 5-year period with no more than 3 yrs between surveys

DNV ID no.

Survey	Date Last Completed	Date Next Due	Survey Due Soon
Main / Special / Renewal	12/08/2021 <input type="checkbox"/> Not Applicable	14/07/2026	■
Intermediate	17/07/2019 <input type="checkbox"/> Not Applicable	14/10/2023	■
Annual	12/08/2021 <input type="checkbox"/> Not Applicable	14/10/2022	■
Bottom in water	<input type="checkbox"/> Not Applicable	14/04/2024	
Bottom in dry dock	12/08/2021 <input type="checkbox"/> Not Applicable	14/07/2026	■

Key: ■ Red = Due in less than 3 months ■ Amber = Due in less than 6 months ■ Green = Due in over 6 months

This can be verified in the vessels Class Status report with it important that the dates are entered in the following format: Day/Month/Year, e.g. 21/01/2019. Only tick the 'Not Applicable' box if it is actually not applicable, for example if the vessel does not have an in-water survey notation.

If a Class Status report is not available it is also sometimes available on a free to access website called Equasis. [Equasis - HomePage](#)

Home My Equasis About Equasis Statistics

DWT 104555 (since 01/10/2019)
 Type of ship Bulk Carrier
 Year of build 2019 (since 23/10/2019)
 Status In Service/Commission

Last update of ship particulars 30/11/2021

Ship info Inspections (2) Ship History

Overview

The ship is classed by (at least) one of the IACS member societies
 99.6% Of inspections having led to a detention in last 30 months
 Flag performance

Parts MCA White
 Flag targeting
 USCG: not targeted
 RO Performances

Management detail

Classification

Status
 DNV (IACS) Delivered since 23/10/2019 by society for other reasons

Surveys
 DNV (IACS) Last renewal survey 23/10/2019 Next renewal survey 23/10/2024

Safety management certificate (Recognised Organisations)

P&I Information

Geographical Information

Information found under circled links

What was the location of the last out-of-water docking?

This is obtainable by conversation with the crew or noted on the front of the last dry dock report. Please record both the dock name as well as the country the docking took place.

Is the vessels last dry dock report provided and attached?

Due to the size this may only be available on board in a hard copy, if this is the case please provide a brief summary of any major works completed in the 'Surveyor Comments' box at the end of this section. If it is not available at all please clearly state why.

Does the vessel intend to dry dock before the next scheduled bottom survey?

This information can be obtained by conversation with the crew. It is not common for a vessel to dry dock outside the scheduled bottom surveys so it is of vital importance this is fully investigated should this be answered as a 'Yes'.

Examples of reasons may include:

- Stern bearing damage
- Upgrades to vessel
- Fitting of BWTS

Has the vessel remained with the same flag since build?

This information can be obtained by conversation with the crew as well as sometimes on a free to access website called Equasis. Equasis – HomePage

Has the vessel remained with the same Class since build?

This information will be available from the vessels Class Status report, which will indicate an previous Classification Societies in the Vessel Information section. This is often located in the first few pages of the report.



A plain Maltese cross sighted on a Class certificate indicates the vessel was originally built under the current Class



A Maltese cross with a line sighted on a Class certificate indicates the vessel was originally built under a different IACS Society

Does the vessel have any Conditions of Class or Recommendations of Class?

This information will be available from the vessels Class Status report. Please summarise any open Conditions of Class in the relevant text box that appears. Should the vessel have any overdue Conditions of Class please investigate further while onboard as to why.

Does the vessel have any Class Memos, Observations or Additional Requirements?

This information will be available from the vessels Class Status report. Please summarise all Memos noted. Please also note that some Classification Societies will place items requiring rectification, with a due date, in the Memos section. Please look out for these and record then in the relevant text box that appears.

Class	Condition	Memo
ABS	Conditions	Additional Requirements
DNV	Conditions	Memos
Lloyds	Conditions	Statutory Findings and Pertinent Actionable Items
China Classification	Conditions	Memoranda
RINA	Conditions	Memos
BV	Recommendations	Observations
KR	Conditions	Recommendations
NKK	Conditions	Notes

Next out of water bottom survey cost

Please try your best to obtain any information on the vessels next planned dry docking. It is often unlikely that this information will be shared with the crew and should you not be able to gather any data please leave this blank, it can then be filled in during the internal technical review process.

What was the status of the vessel at the time of inspection?

Please select the relevant tick box which best describes the actions of the vessel at the time of inspection. Please note that if the vessel is at anchor 'Standing by' is the tick box to select. Should the vessel be 'Arrested/Detained' please ensure that you include as much information on the reason as to why in the 'Surveyor Comments' box at the end of this section.