IDWAL

TECHNICAL GUIDE

Operational Data

Idwal 2022

Contents

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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.

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Total Ballast capacity

The 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:

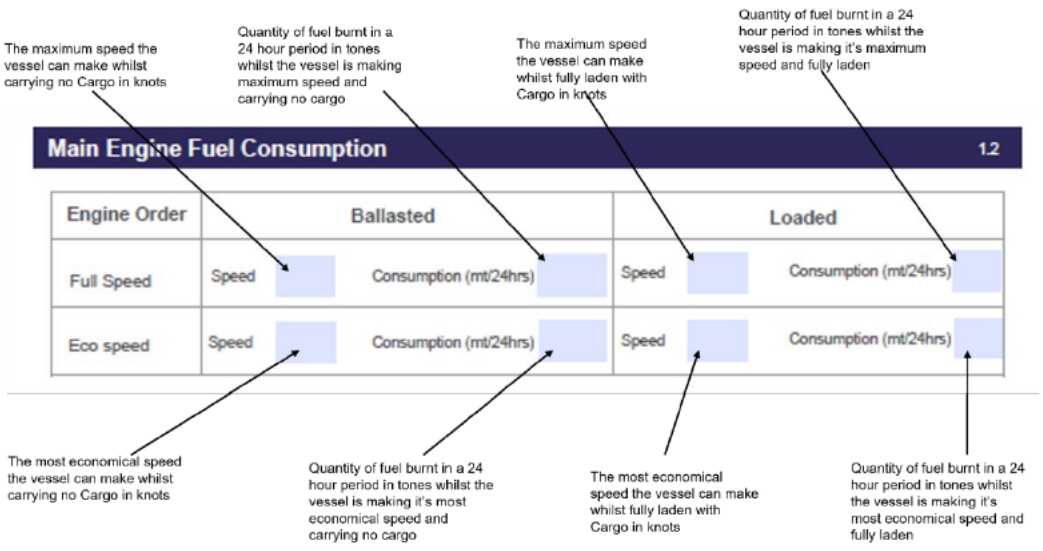
This is the total of all tanks designed for the retention of oily bilge water as listed in section 3.3 of the Supplement for the International Oil Pollution Prevention Certificate (IOPP)

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.

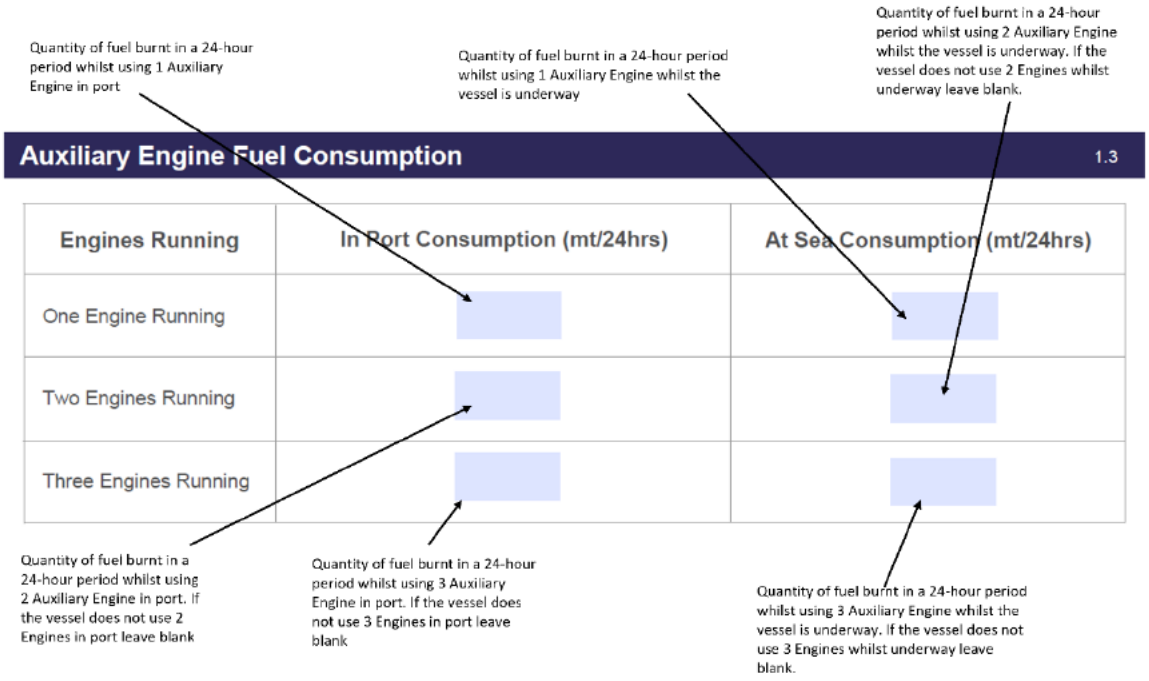
Main Engine Fuel Consumption

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.



Auxiliary Engine Fuel Consumption

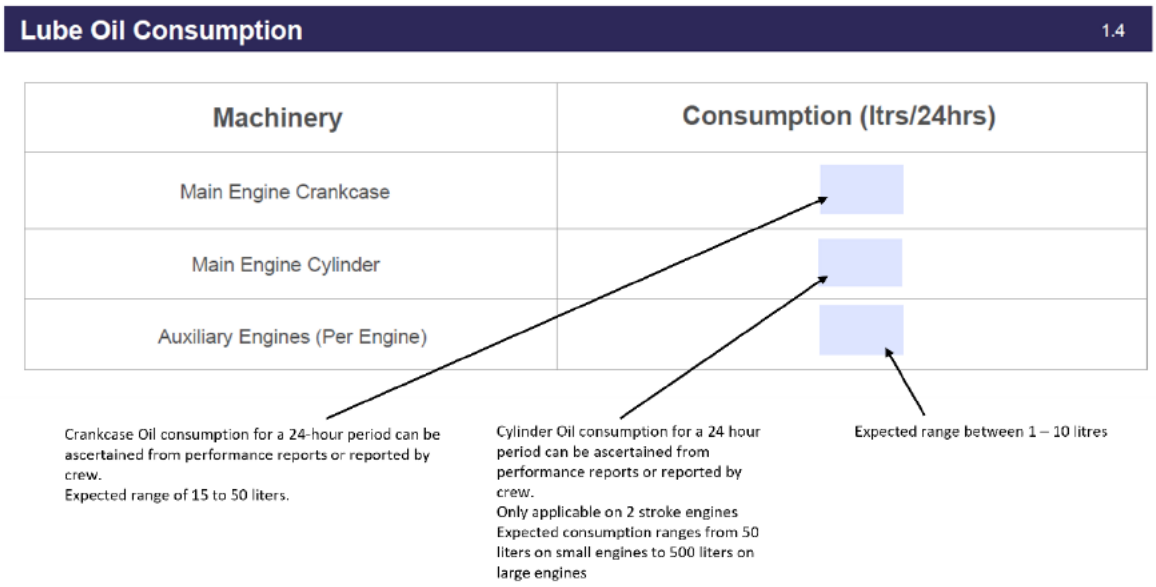
Auxiliary Engine consumption figures obtained from the vessel should be entered here, for both while the vessel is in Port and while it is at Sea. This can be obtained from various means including: vessel log books, crew conversation or charter party agreements. Please also enter any additional fuel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



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.



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 indicated 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)?

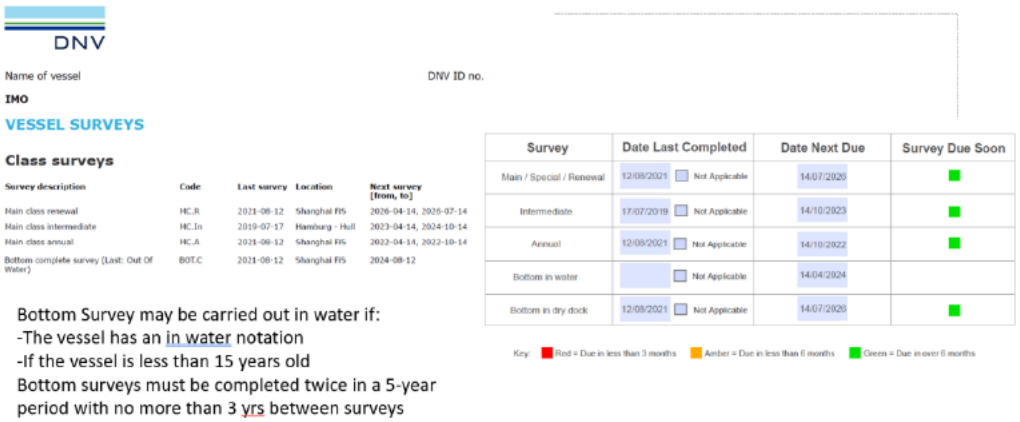
This only applies to tankers and bulk carriers and can be verified in the vessels Class Status report with the vessel having the relevant Class notation - ESP.

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



DNV

Name of vessel

DNV ID no.

IMO

VESSEL SURVEYS

Class surveys

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

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

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

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.

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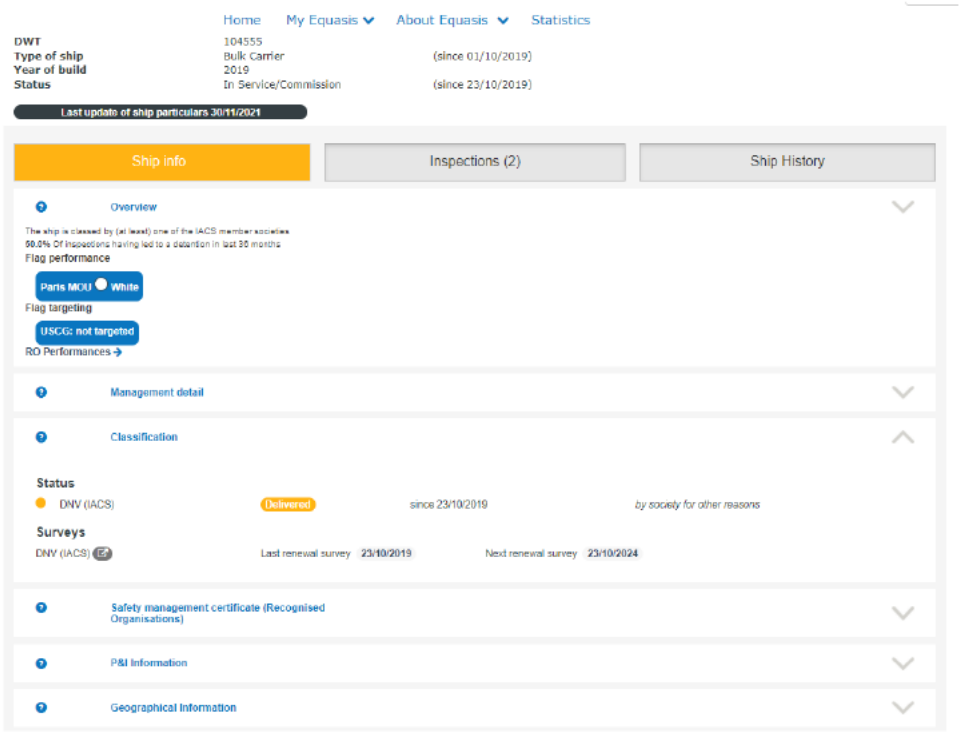
If a Class Status report is not available it is also sometimes available on a free to access website called Equasis. Equasis - HomePage



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.

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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 Pertitent 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.