



PAINT PERFORMANCE ANALYSIS

Vessels : Container vessels

Scope of assessment

A special paint was applied for one of the sister vessel after dry dock on the claim for a lesser hull fouling. Owners wanted to verify the vendors claim before investing on other vessels

Conclusion

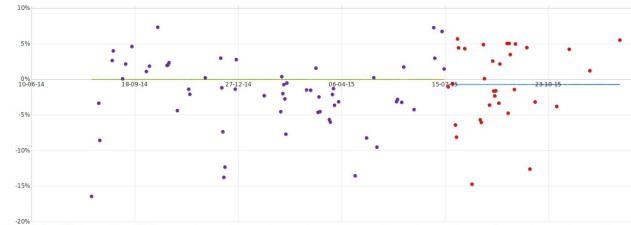
The savings in fuel was not found justifying the investment on the modification. This was a major decision taken by the owners before huge investment

Merits of XShip performance

Normally fuel consumption calculation and prediction is difficult as it is dependent on various vessel operational parameters. Major problem with the assessment of the vessel performance is determining a baseline within the wide operating ranges. This makes both assessment and predictability of ship performance a complex phenomenon. In general the assessment models are based on the model test results or sea trial results which doesn't consider the actual degradation of vessels. XShip performance creates benchmark considering dependency of various operational parameters and weather in FO consumption and the power requirement. Hence XShip is most reliable in

- * Identifying the ROI from dry dock
- * Understanding the fuel gain from Bow Modification
- * Predicting the fuel consumption for the vessels in future

How XShip identified the effect on paint?



Vendor was claiming that this specific grade of anti fouling paint would have a severe impact on vessel performance. Their claim was a reduction of only 0.12 % in speed loss for next six months. We analysed the reported data before and after the said modification. Model for the container vessel was created and the vessel performance is compared based on the speed loss analysis for the post and pre modification periods. We found that actual speed loss was 0.72 % in 6 months. Our study helped the owners to judge the vendor's claim and they were able to take a decision on this kind of investment for the sister vessels