



Practical approach for ISO 19030 analysis

Vessel : Bulk carrier

Background

A leading ship management company recently consulted us for an advise on choosing the right marine paint for their vessel which is about to dry dock in 2020. Like any other ship owners in maritime industry they were confused by the choices & promises offered by various paint suppliers regarding the potential fuel savings. It was difficult to choose between different grades (Low friction or Normal) and suppliers as the cost v/s benefit scenario was still unclear. Also not being confident with reliability and accuracy of the results as it was based on the noon data reports. Theoretical comparison seems easy but when it comes to practical scenario it is difficult to validate the results. In the view of above, we suggested them to categorize the data of different paints used in past. Potential fuel savings offered by different paint suppliers were only available with them and they couldn't identify the whether they actually achieved the promised fuel savings. To find the actual savings they achieved by using different paints, we conducted an analysis based on ISO 19030 standards with the available data.

Scope of assessment

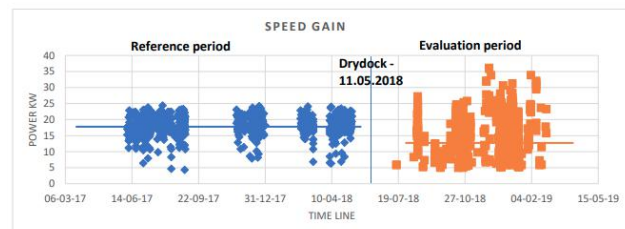
Counter verification of the claims from various paint suppliers and suggesting the best grade and vendor.

Result

A suitable vendor was suggested to the client for their paint requirement. Client was also notified about the issue in the data quality of their noon report. Recommendations were provided for them to improve the data quality.

ISO 19030 – Speed loss analysis

Even though ISO speed loss analysis is preferred for automated, frequently collected data, it can also used for noon data but with correct exemptions followed. The vessel didn't had monitoring devices and hence ISO alternative methods and data filters has to be implemented carefully. After the application of proper filters on data, we got result with maximum possible accuracy. Fuel savings from various paints were provided to client. They used these results to verify the vendor promise and chose a right vendor for their vessel. With this study they also understood the issues they are facing with the data quality in their noon reports and have started to take corrective measures with our consultancy.



Conclusion

Ship owners are always facing difficulty in counter verifying the results submitted by paint suppliers. Even though paint suppliers use ISO methods it is an industrial practice followed by the paint suppliers to use the cubic relation between power and vessel speed. It is theoretically a correct method, but on reality it varies. So we recommend and follows the usage of actual scenario in our ISO analysis which will give quantifiable results.