

MeteoConsult

A MeteoGroup Company

SPOS

Cost Savings

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SPOS Cost Savings

Feedback from a master:

From: Time Charterers

To: Capt Morgenstond I

Ref: Voyage orders

Please proceed in FULL speed from Houston, Texas, USA, to Rostock, Germany.

These orders I received on the 30-01-2007 and after discharging the vessel was in full ballast condition, with full fuel oil capacity.

On 01-02-2007 at 06:15 hours (LT), we embarked the pilot at Galveston Bay. Our voyage plan was originally plotted through the Mona Passage. A preliminary ETA was given for 19-02-2007 Rostock, Germany, as I was already calculating some loss due to bad weather.

When proceeding towards the Florida straight the SPOS system, onboard since June 2006, gave a deepening low pressure moving on our route to the European continent. I re-configured the route settings and plotted a new route, this time through the "TURK" passage and optimized the route.

The route took us close north through the Azores. Most of the time, the swell was from the beam until the Azores archipelago. This means rolling time! But the vessel is empty and the swell from the beam, means no loss of speed! As we proceeded along our new track, small adjustments were made. The swell height and period were as predicted along with the wind. The vessel was nicely rolling and making an average speed of 15.5 Knots.

This resulted in a new ETA of 17-02-2007, 06:00 LT at the pilot station Rostock. **Two whole days were saved due to better weather forecasting on board.** The cargo could be taken on board two whole days ahead of schedule, saving the cost of two days TC/Daily and **a saving of 48 tons of fuel oil!**

We left from Rostock on Route to Durban, S. Africa on the 19-02-2007 (Our original ETA!).

So, in a way, SPOS also contributed to the reduction of CO² levels and to the environment, as we saved two days of fuel oil consumption.

Capt. T. C. Drent

Master mv "Morgenstond I"

