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CMAXS
Abstract Log Control System
(Shipboard System)
Operation Manual

IMC Co., Ltd.

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1. General

This System facilitates the control of Abstract Log Data, making various output forms and making performance analysis by using the Abstract Log Data entered at each voyage.

It consists of two systems for Headquarters System and Shipboard System to be installed on the ships managed under this system.

1. 1 Major function

○ : Available × : Not available

| Item | Function | Headquarters System | Shipboard System | Remarks |
|------------------------|-----------------------------|---------------------|------------------|------------|
| Abstract Log Data | Input/Modification/Deletion | × | ○ | Chapter 5 |
| | Reference | ○ | ○ | |
| Various Forms | Reference /Printing | ○ | ○ | Chapter 6 |
| | Additional Input | × | ○ | |
| Engine Perform. Report | Input/Modification/Deletion | × | ○ | Chapter 7 |
| | Reference | ○ | ○ | |
| Performance Analysis | Reference | ○ | ○ | Chapter 8 |
| Data Transmission | Export | × | ○ | Chapter 9 |
| | Import | ○ | × | - |
| Master Data | Input/Modification | × | ○ | Chapter 10 |
| | Reference | ○ | ○ | |
| Data Backup/ Restore | Data backup、Data restore | ○ | ○ | Chapter 11 |

1. 2 Operational procedure

Ship

At the start of voyage
On a voyage
At the end of voyage



- Commenced Voyage Data
- Departure Data
- Noon Data
- Arrival Data
- Completed Voyage Data

- Input of abstract log data (Chapter 5/Page6)

Once per half voyage



- Input of engine performance report (Chapter 7/Page30)

At pleasure



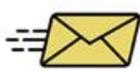
- Printing and keeping of various forms (Chapter 6/Page25)
- Reference and evaluation of performance analysis results (Chapter 8/Page31)

If abstract log data is sent from the ship everyday, HQS system can be referred latest report and analyzed results,

Everyday



- Data export (Chapter 9/Page40)

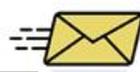


Sending of abstract log data by E-mail

At the end of voyage



- Data export (Chapter 9/Page40)
- Data backup (Chapter 11/Page42)



Sending of Performance Report data by E-mail



HQ



Receiving of abstract log data by E-mail

- Data import
- Printing and keeping of various forms
- Reference and evaluation of performance analysis results
- Data backup

2. Startup of the system

1. On the MS-Windows desktop screen, double click in order of “CMAXS-AD Abstract Log Control System” icon.
2. “Login screen” (Fig.2-2) is displayed.
3. Enter the password and select [Enter].
Factory setting of password is “cap”(half size and small of character).
(Regarding change of password, refer chap.13.)
4. “Guidance screen”(Fig.2-3) is displayed
If you put check mark on the check box,
“Guidance Dialog”→“Menu screen” is displayed automatically from next time.
5. Select [Close].
“Main Menu screen”(Fig.2-4) is displayed.
You can start the system operation.

Fig.2-1 CMAXS-AD Abstract Log Control System icon



Fig.2-2 Login screen

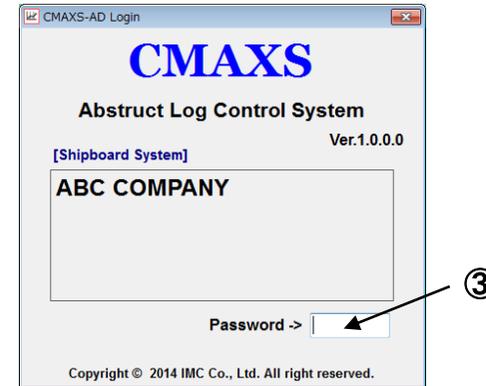


Fig.2-3 Guidance screen

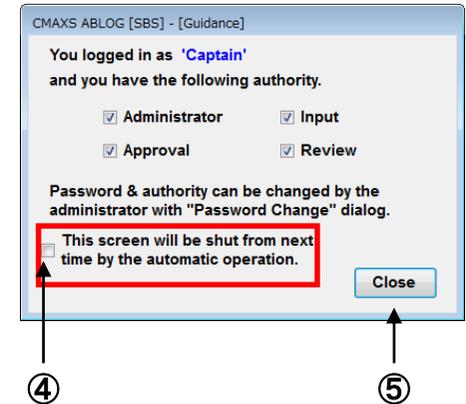
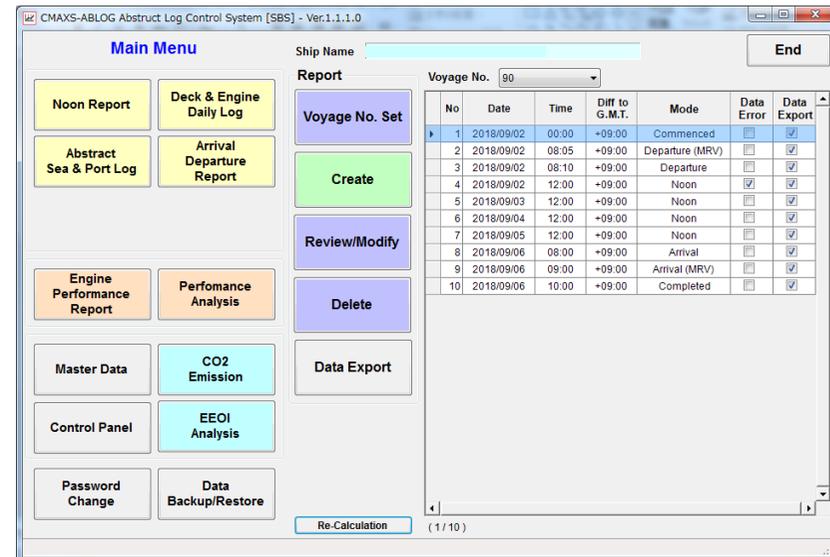
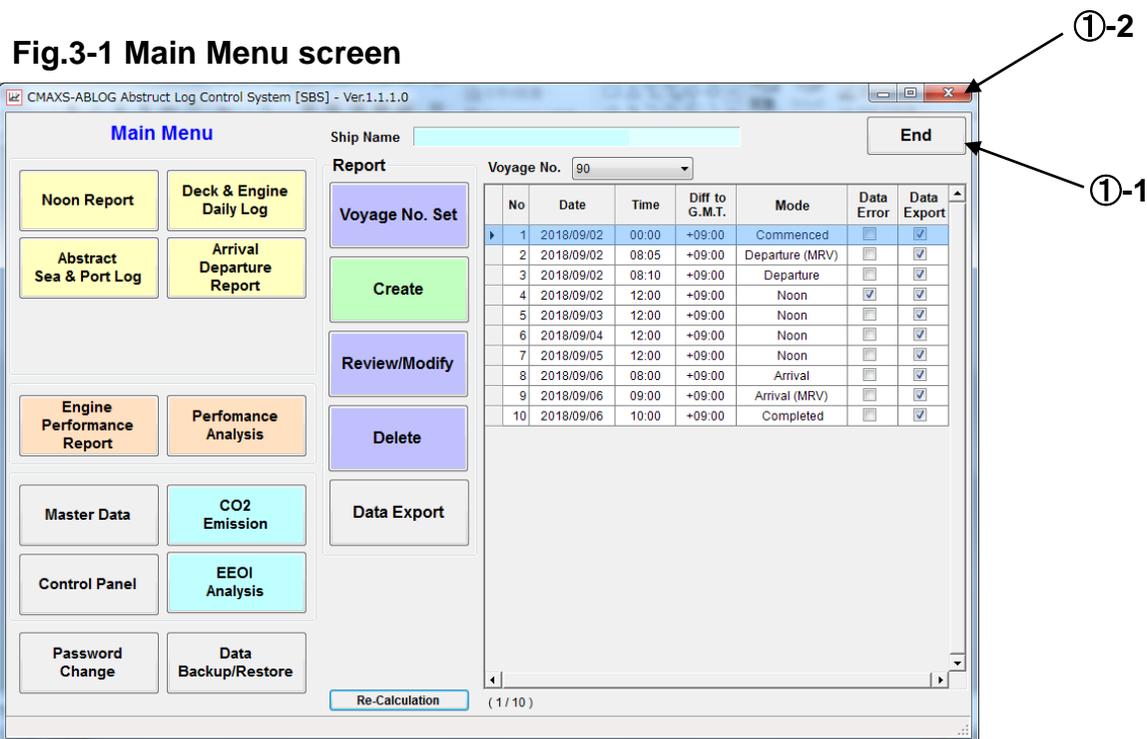


Fig.2-4 Main Menu screen



3. Finishing of the system

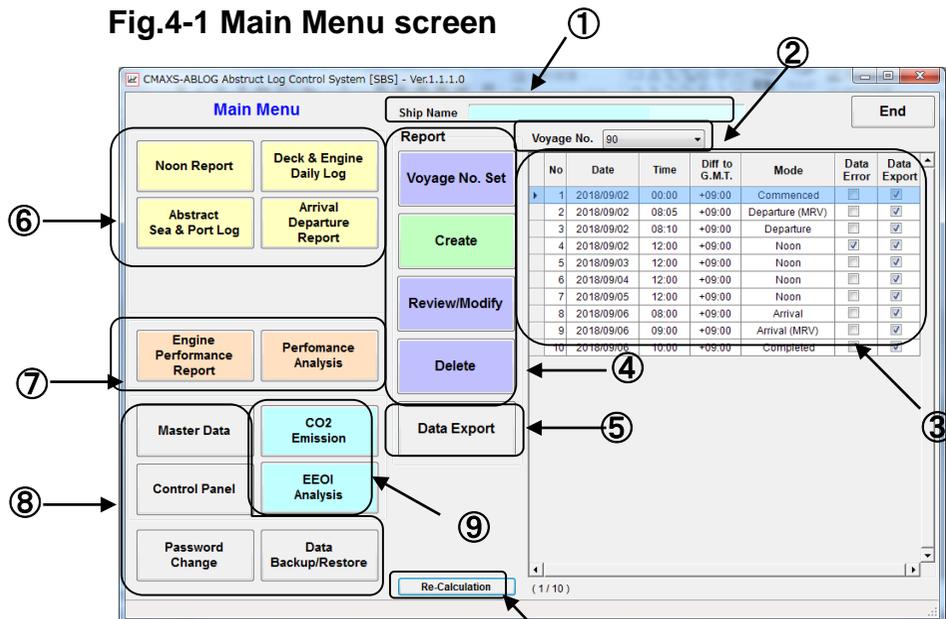
1. On the “Main Menu screen”(Fig.3-1), select [End].
Confirmation message screen for finishing is displayed, then select [OK].
Also, the system can be finished on the every screen by selecting [X] of the upper right portion on the screen.
2. The system is finished and returned to MS-Windows desktop screen.



4. Display configuration

Main Menu screen of the system is consisted the following category and menu.

Fig.4-1 Main Menu screen



- (1) Ship Name
- (2) Voyage No.
- (3) Abstract Log Data list for voyage
- (4) Operation button for making Abstract Log Data
 - Voyage No. Set
Voyage No. and Date can be set.
 - Create
New Abstract Log Data can be made.
 - Review/Modify
Abstract Log Data can be referred/modified.
 - Delete
Abstract Log Data can be deleted.
- (5) Data Export button
 - Data Export
Export data for Abstract Log Data to send HQ can be made.

- (6) Operation button for displaying various forms
 - Noon Report
 - Deck & Engine Daily Log
 - Abstract Sea & Port Log
 - Arrival/Departure Report
- (7) Operation button for displaying performance analysis results
 - Engine Performance Report
Engine Performance Report can be made.
 - Performance Analysis
Performance analysis results can be referred.
- (8) Operation button for others
 - Master Data
Ship information and trial data can be set.
 - Control Panel
Unit, Database Folder and Password can be set.
 - Password Change
Password can be set.
 - Data Backup/Restore
Data Backup/Restore can be made.
- (9) Analysis button for CO2 emission and EEOI.
 - CO2 emission
Reference for CO2 emission of EU-MRV and IMO DCS.
 - EEOI
Reference for CO2 emission of EEOI.
- (10) Recalculation button
This button is used for recalculating of report data, when recalculation is needed for version update and so on.

5. When you want to make new voyage

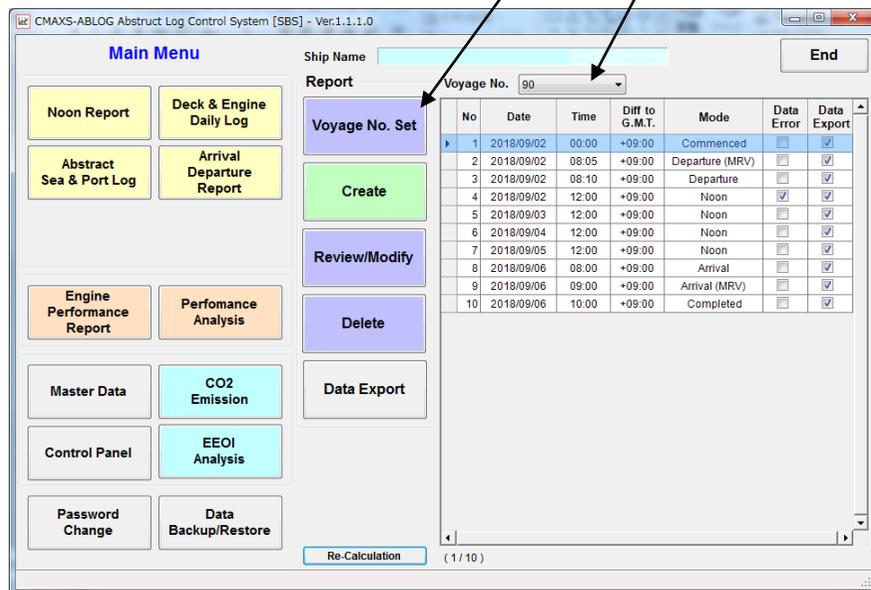
When you want to make new voyage, at the first setout, set the Voyage No. and Date in accordance with Chap.5.1.

After that, input the voyage data for each mode in accordance with Chap.5.2~5.6. (Note that you can't make new voyage, if previous voyage isn't completed,)

<Mode of voyage data>

- Commenced Voyage : Commenced voyage data
- Noon : Noon data
- Arrival : Arrival data
- Arrival (MRV) : Arrival data for EU-MRV
- Departure : Departure data
- Departure (MRV) : Departure data for EU-MRV
- Completed Voyage : Completed voyage data

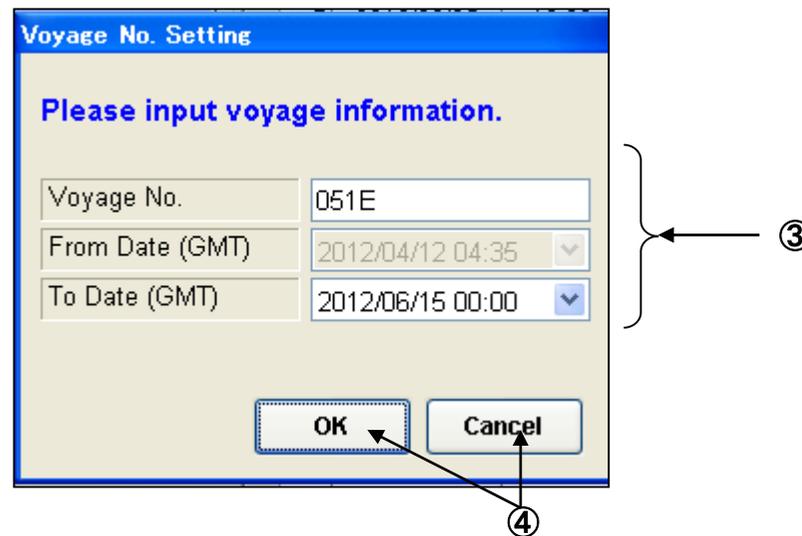
Fig.5-1 Main Menu screen



5. 1 Setting of “Voyage No.”

1. When you want to make new voyage, select “New” of the Voyage No. field on the “Main Menu screen”(Fig.5-1). “Commenced Voyage Data” as start voyage is made automatically on the voyage data list.
2. Select [Voyage No. Set].
3. “Voyage No. Setting screen”(Fig.5-2) is displayed. Enter the subject Voyage No. and Date.
4. Select [OK]. If you want to cancel, select [Cancel].

Fig.5-2 Voyage No. Setting screen



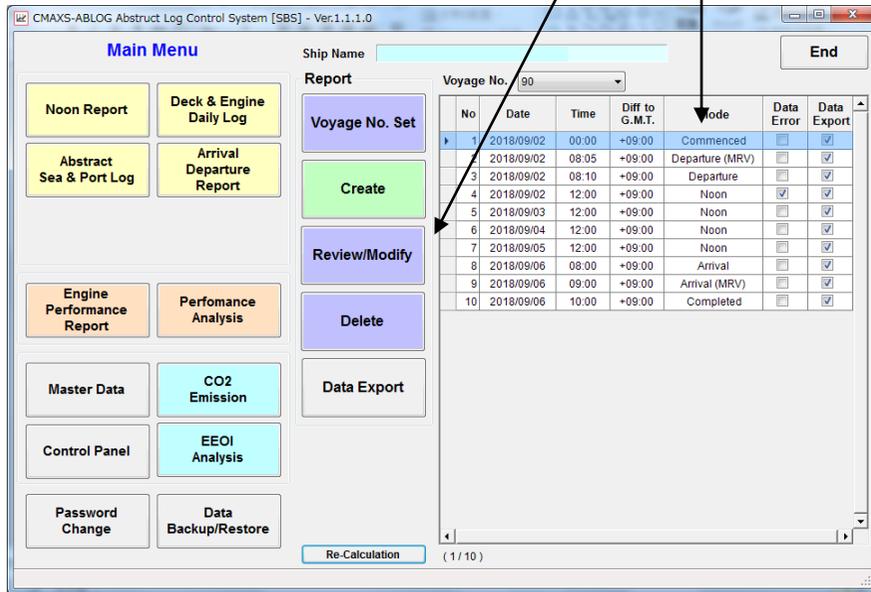
- Voyage No. : Voyage Number
- From Date (GMT) : Commenced voyage date (GMT)
- To Date (GMT) : Completed voyage date (GMT)

(Note) From Date(GMT) and To Date(GMT) are automatically amended by entering of Commenced, Completed Voyage Data.

5. 2 Input of “Commenced Voyage Data”

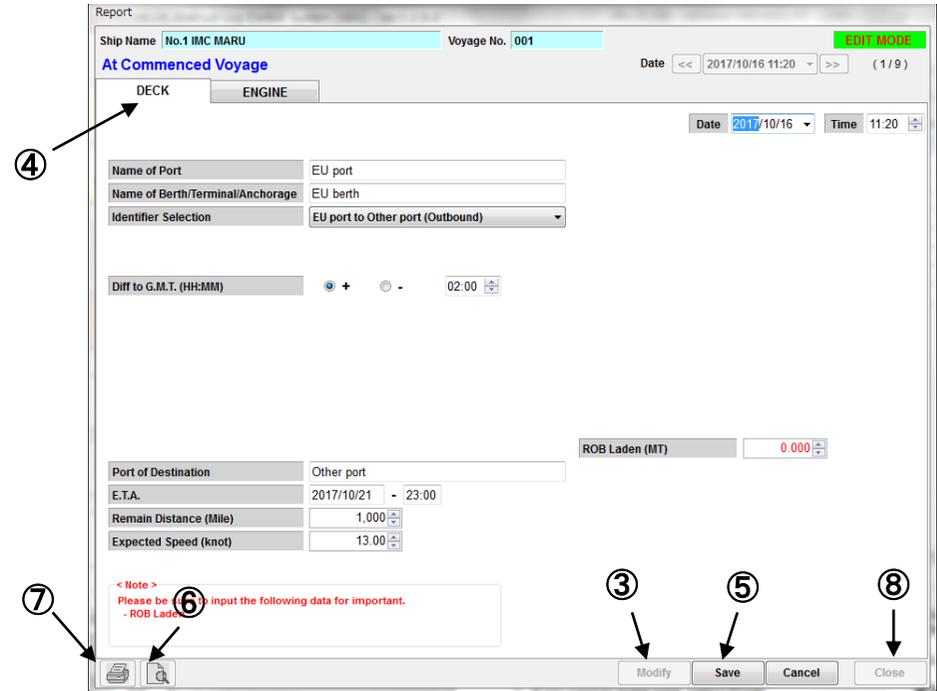
1. On the “Main Menu screen”(Fig.5-3), Commenced Voyage Data is selecting.
2. Select [Review/Modify].

Fig.5-3 Main Menu screen



3. “At Commenced Voyage(Deck) screen”(Fig.5-4) is displayed. Select [Modify] to change to EDIT MODE. And then, enter the necessary data.
4. You can change screen for Deck and Engine by selecting [DECK] or [ENGINE] tab.
5. After finish the entering, select [Save] to save data.
6. If you want to see print preview, select [Print Preview].
7. If you want to make print, select [Print].
8. If you want to return to “Main Menu screen”, select [Close].

Fig.5-4 At Commenced Voyage (Deck) screen



<Display item>

- Name of Port
- Name of Berth/Terminal/Anchorage
- Identifier Selection : Identifier for kind of voyage.
- Diff to G.M.T. (HH:MM) : Time difference with G.M.T.
- Port of Destination
- E.T.A.: Estimated time of arrival (Local Time of Destination)
- Remain Distance (Mile)
- Expected Speed (knot)
- ROB Laden (M/T) :
Remain on board of Cargo

Fig.5-5 At Commenced Voyage (Engine) screen

Report

Ship Name **No.1 IMC MARU** Voyage No. **001** EDIT MODE

At Commenced Voyage Date << 2017/10/16 11:20 >> (1/9)

DECK ENGINE

Date 2017/10/16 Time 11:20

ROB

| | |
|-----------------------|-------|
| MGO (MT) | 10.00 |
| MDO (MT) | 20.00 |
| LSFO (MT) | 30.00 |
| HSFO (MT) | 40.00 |
| FW (MT) | 50 |
| Cyl. Oil (L) | 1,500 |
| Sys. Oil - M/E (L) | 2,300 |
| Sys. Oil - G/E (L) | 0 |
| #1 T/C Bear'g Oil (L) | 0 |
| #2 T/C Bear'g Oil (L) | 0 |
| Ref'tor Oil (L) | 18 |
| Comp'or Oil (L) | 20 |
| Hyd. Oil (L) | 2,000 |
| Kerosene (L) | 200 |

Modify Save Cancel Close

<Display item>

Remain on board

- MGO (M/T) : Gas Oil
- MDO (M/T) : Diesel Oil
- FO (M/T) : Fuel Oil
- FW (M/T) : Fresh Water
(Include Boiler W., T/C F.W., FW, Drink.W.)

- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil
- T/C Bear'g Oil (L) : T/C Bearing Oil
- Refer Oil (L) : Refer Oil
- Comp'or Oil (L) : Compressor Oil
- Hyd. Oil (L) : Hydraulic Oil
- Kerosene (L) : Kerosene

5. 3 Input of “Departure Data”

1. On the “Main Menu screen”(Fig.5-6), select [Create].
In addition, if you want to modify data already saved, select data on the list, and then select [Review/Modify].
2. “Mode Select screen”(Fig.5-7) is displayed.
Select “Departure” or “Departure” from among option button.
3. Select [OK]. If you want to cancel, select [Cancel].

Fig.5-6 Main Menu screen

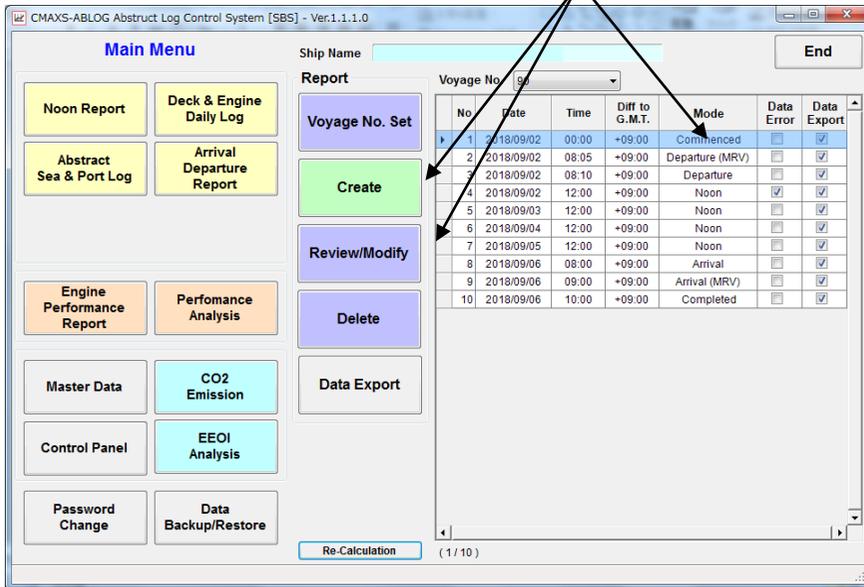
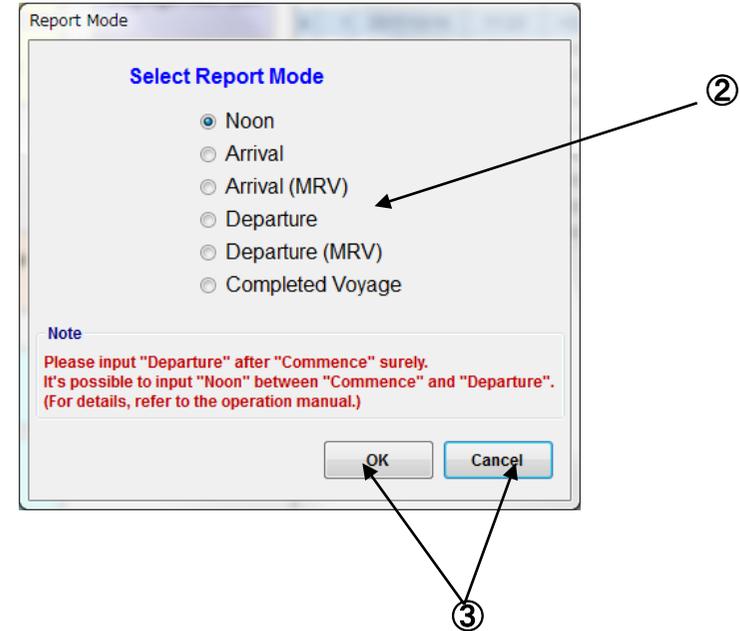


Fig.5-7 Mode Select screen



< Mode selection >

- Noon : Entering for Noon Data
- Arrival : Entering for Arrival Data
- Arrival (MRV) : Entering for Arrival Data of definition of EU-MRV
- Departure : Entering for Departure Data
- Departure (MRV) : Entering for Departure Data of definition of EU-MRV
- Completed Voyage : Entering for Completed Voyage Data

(Note) Commenced Voyage Data is automatically created, if you select “New” of Voy.No. to make new voyage.

Fig.5-8 At Departure (Deck) screen

<Display item>

- Ship to Ship transfer : Please make sure to select it if STS operation
- Name of Port
- Name of Berth/Terminal/Anchorage
- Identifier Selection
- Clock (min.) : Ahd - Ahead Abk - Aback
- Diff to G.M.T. (HH:MM) : Time difference with G.M.T.
- Draft (m)
- Displacement (MT)
- Port of Destination
- E.T.A.: Estimated time of arrival (Local Time of Destination)
- Remain Distance (Mile)
- Expected Speed (knot)
- Hours (HH:MM) :
 [1] In Port
 Shifting in Port
 Cargo Work
- Actual diff. hour from Last Report - [1]
- (Note) If actual elapsed time from last report (add Diff to G.M.T.) doesn't add up with the value of [1], check mark is put in the "Data Error" field of data list on the "Main Menu screen". In this case, please check the entered data.
- ROB Laden (M/T) :
 Remain on board of Cargo

4. "At Departure(Deck) screen"(Fig.5-8) is displayed.
 Enter the necessary data.
 If you opened by [Review/Modify], select [Modify] to change to EDIT MODE. And then, enter the necessary data.
5. You can change screen for Deck and Engine by selecting [DECK] or [ENGINE] tab.
6. After finish the entering, select [Save] to save data.
7. If you want to see print preview, select [Print Preview].
8. If you want to make print, select [Print].
9. If you want to return to "Main Menu screen", select [Close].

Fig.5-9 At Departure (Engine) screen

Report

Ship Name No.1 IMC MARU Voyage No. 001 EDIT MODE

At Departure Date << 2017/10/18 09:00 >> (5/9)

DECK ENGINE Date 2017/10/18 Time 09:00

| | Supply | ROB | Consumption |
|--------------------|--------|-------|-------------------------|
| MGO (MT) | 0.00 | 8.00 | Cyl. Oil (L) 0.00 |
| MDO (MT) | 0.00 | 15.00 | Sys. Oil - M/E (L) 0.00 |
| LSFO (MT) | 0.00 | 33.60 | Sys. Oil - G/E (L) 0.00 |
| HSFO (MT) | 0.00 | 43.90 | FW Boiler (MT) 0.00 |
| FW (MT) | 0 | 55 | FW Tk Clean'g (MT) 0.00 |
| Ballast Water (MT) | | 0 | FW General (MT) 0.00 |
| Cyl. Oil (L) | 0 | 1,500 | LSFO M/E (MT) 0.10 |
| Sys. Oil - M/E (L) | 0 | 2,300 | LSFO G/E (MT) 0.10 |
| Sys. Oil - G/E (L) | 0 | 0 | LSFO Boiler (MT) 0.00 |
| | | | HSFO M/E (MT) 0.00 |
| | | | HSFO G/E (MT) 0.00 |
| | | | HSFO Boiler (MT) 0.00 |
| | | | MGO M/E (MT) 0.00 |
| | | | MGO G/E (MT) 0.00 |
| | | | MGO Boiler (MT) 0.00 |
| | | | MGO C/E (MT) 0.00 |
| | | | MDO M/E (MT) 0.00 |
| | | | MDO G/E (MT) 0.00 |
| | | | MDO Boiler (MT) 0.00 |
| | | | MDO C/E (MT) 0.00 |

Generated FW (MT) 0

Modify Save Cancel Close

<Display item>

Supply and remain on board

- MGO (M/T) : Gas Oil
- MDO (M/T) : Diesel Oil
- FO (M/T) : Fuel Oil
- FW (M/T) : Fresh Water
- Ballast Water (M/T) : Ballast Water
- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil

Distilling quantity

- FW (M/T) : Fresh Water

Consumption (within actual lapsed time from previous report)

- Cyl. Oil (L) : Cylinder Oil
 - Sys. Oil - M/E (L) : M/E System Oil
 - Sys. Oil - G/E (L) : G/E System Oil
- (Note) Consumption of M/E and G/E Sys.Oil are expressed in consumption within berthing time from Arrival to Departure.

- FW Boiler (M/T) : Boiler Fresh Water
 - FW Tk Clean'g (M/T) : Tank Cleaning Fresh Water
 - FW Crew (M/T) : Crew Fresh Water
- (Note) Consumption of FW Crew is expressed in consumption for all general service including Drinking Water other than Boiler, Tank Cleaning, Disposal.

- FW Disposal (M/T) : Disposal Fresh Water
- FO M/E (M/T) : M/E Fuel Oil
- FO G/E (M/T) : G/E Fuel Oil
- FO Boiler (M/T) : Boiler Fuel Oil
- MGO M/E (M/T) : M/E Gas Oil
- MGO G/E (M/T) : G/E Gas Oil
- MGO Boiler (M/T) : Boiler Gas Oil
- MGO C/E (M/T) : C/E Gas Oil
- MDO M/E (M/T) : M/E Diesel Oil
- MDO G/E (M/T) : G/E Diesel Oil
- MDO Boiler (M/T) : Boiler Diesel Oil
- MDO C/E (M/T) : C/E Diesel Oil

5. 4 Input of “Noon Data”

1. On the “Main Menu screen”(Fig.5-10), select [Create].
In addition, if you want to modify data already saved, select data on the list, and then select [Review/Modify].
2. “Mode Select screen”(Fig.5-11) is displayed.
Select “Noon” from among option button.
3. Select [OK]. If you want to cancel, select [Cancel].

Fig.5-10 Main Menu screen

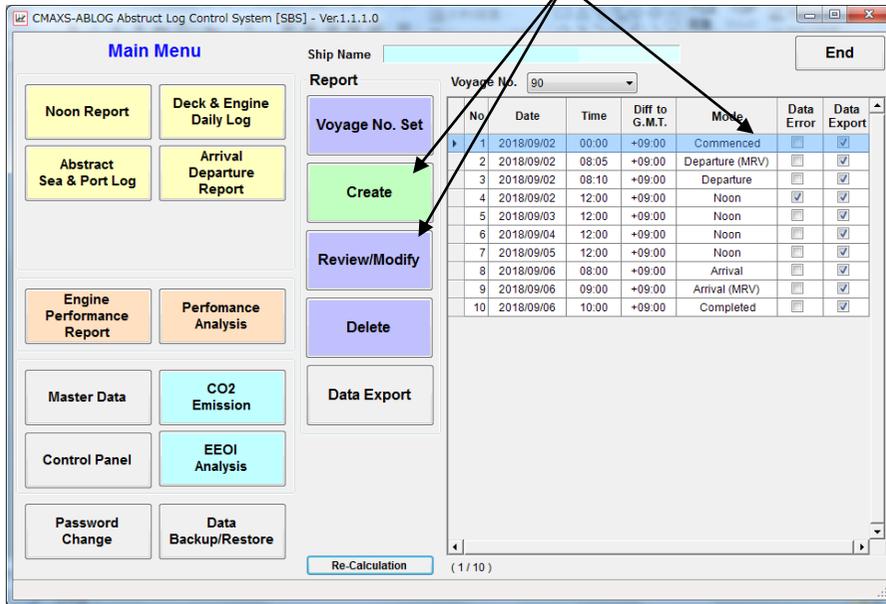
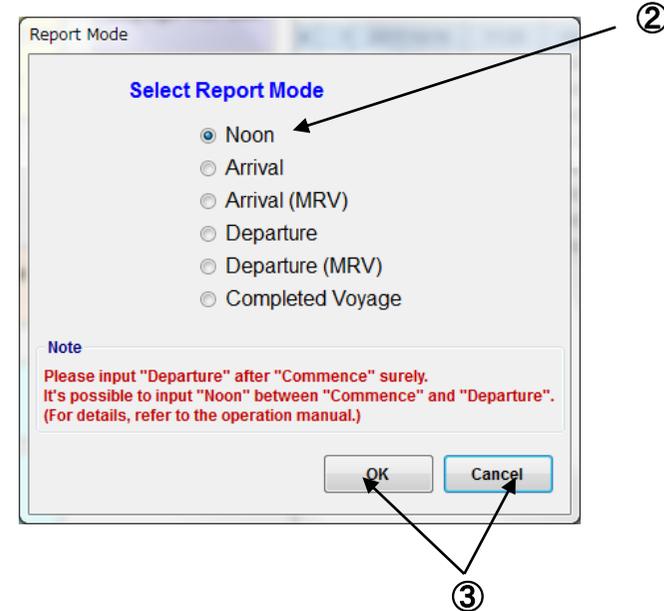


Fig.5-11 Mode Select screen

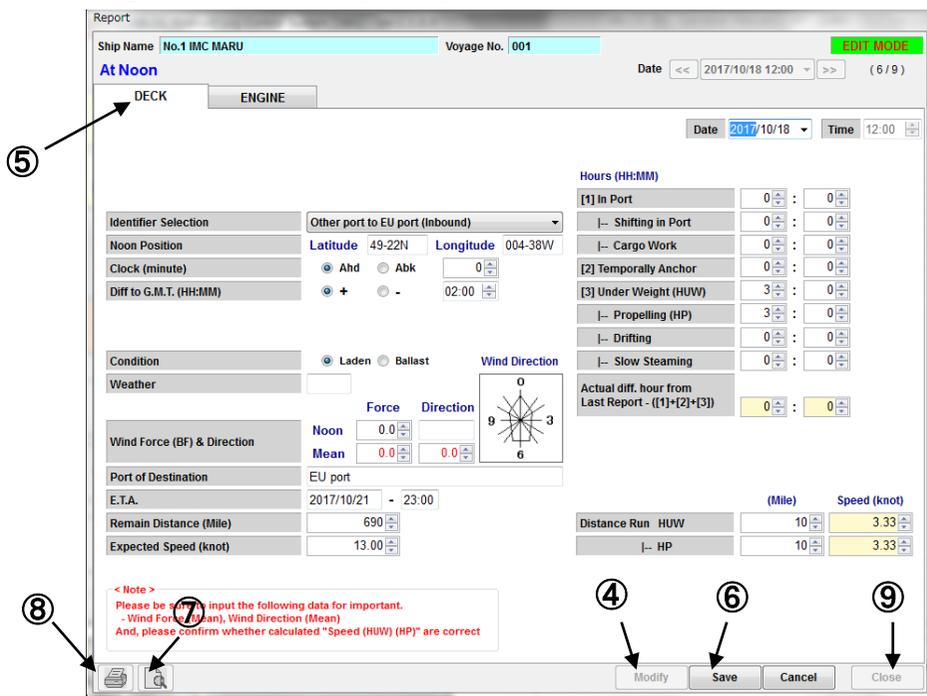


< Mode selection >

- Noon : Entering for Noon Data
- Arrival : Entering for Arrival Data
- Arrival (MRV) : Entering for Arrival Data of definition of EU-MRV
- Departure : Entering for Departure Data
- Departure (MRV) : Entering for Departure Data of definition of EU-MRV
- Completed Voyage : Entering for Completed Voyage Data

(Note) Commenced Voyage Data is automatically created, if you select “New” of Voy.No. to make new voyage.

Fig.5-12 At Noon (Deck) screen



4. "At Noon(Deck) screen"(Fig.5-12) is displayed.
Enter the necessary data.
If you opened by [Review/Modify], select [Modify] to change to EDIT MODE. And then, enter the necessary data.
5. You can change screen for Deck and Engine by selecting [DECK] or [ENGINE] tab.
6. After finish the entering, select [Save] to save data.
7. If you want to see print preview, select [Print Preview].
8. If you want to make print, select [Print].
9. If you want to return to "Main Menu screen", select [Close].

<Display item>

- Identifier Selection
- Noon Position : Latitude, Longitude
- Clock (min.) : Ahd - Ahead Abk - Aback
- Diff to G.M.T.(HH:MM) : Time difference with G.M.T.
Mean=Average within actual lapsed time from previous report
- Weather
- Wind Force
Noon-Beaufort Scale
Mean-Beaufort Scale (0.0-12.0)
- Wind Direction
Noon-Absolute Velocity (S,NW etc.)
Mean-Relative Velocity (0.0-6.0 but no P,S)
- Port of Destination
- E.T.A.: Estimated time of arrival (Local Time of Destination)
- Remain Distance (Mile)
- Expected Speed (knot)
- Hours (HH:MM) :
 - [1] In Port
Shifting in Port
Cargo Work
 - [2] Temporally Anchor
 - [3] Under Weigh (HUW)
Propelling (HP)
Drifting
Slow Steaming
- Actual diff. hour from Last Report - [1]+[2]+[3]
(Note) If actual elapsed time from last report (add Diff to G.M.T.) doesn't add up with the value of [1]+[2]+[3], check mark is put in the "Data Error" field of data list on the "Main Menu screen". In this case, please check the entered data.
- Distance Run (Mile) and Speed (knot)
HUW - Hours Under Weigh
HP - Hours Propelling

Fig.5-13 At Noon (Engine) screen

Report

Ship Name No.1 IMC MARU Voyage No. 001

At Noon Date 2017/10/18 12:00 (6/9)

DECK ENGINE

Date 2017/10/18 Time 12:00

| Supply | ROB | Consumption | ME |
|----------------------|-------|-----------------------|--|
| MGO (MT) 10.00 | 18.00 | Cyl. Oil (L) 0 | Total Revolution (for HP) 0 |
| MDO (MT) 0.00 | 15.00 | FW Boiler (MT) 0 | M/E RPM (rpm) 0.00 |
| LSFO (MT) 0.00 | 33.30 | FW Tk Clean'g (MT) 0 | Handle Notch 0.00 |
| HSFO (MT) 0.00 | 43.90 | FW General (MT) 0 | T/C RPM (rpm) No.1 No.2 |
| FW (MT) 0 | 55 | LSFO M/E (MT) 0.10 | Exh. Gas Temp. (°C) High Low Mean |
| Cyl. Oil (L) 0 | | LSFO G/E (MT) 0.10 | Scav. Air Temp. (°C) 0 |
| Sys. Oil - M/E (L) 0 | | LSFO Boiler (MT) 0.10 | Scav. Air Press. (MPa) 0.000 |
| Sys. Oil - G/E (L) 0 | | HSFO M/E (MT) 0.00 | Exh. Gas. #1 T/C Temp. (°C) In 0 Out 0 |
| | | HSFO G/E (MT) 0.00 | Exh. Gas. #2 T/C Temp. (°C) In 0 Out 0 |
| | | HSFO Boiler (MT) 0.00 | JCFW Out Temp. (°C) High 0 Low 0 |
| | | MGO M/E (MT) 0.00 | LO In Temp. (°C) High 0 Low 0 |
| | | MGO G/E (MT) 0.00 | G/E No.1 No.2 No.3 |
| | | MGO Boiler (MT) 0.00 | Electric Load (Noon) (kW) 0 0 0 |
| | | MGO C/E (MT) 0.00 | Exh. Gas Temp. (°C) High 0 0 0 |
| | | MDO M/E (MT) 0.00 | Exh. Gas Temp. (°C) Low 0 0 0 |
| | | MDO G/E (MT) 0.00 | Exh. Gas Temp. (°C) Mean 0 0 0 |
| | | MDO Boiler (MT) 0.00 | T/C Scav. Press. (MPa) 0.000 0.000 0.000 |
| | | MDO C/E (MT) 0.00 | LO Cooler In Temp. (°C) 0 0 0 |
| | | | LO Cooler Out Temp. (°C) 0 0 0 |

Generated

FW (MT) 0

Temperature (°C) Air SW E/R

< Note >
Please confirm whether calculated "M/E RPM" is correct or not.

Modify Save Cancel Close

<Display item>

Supply and remain on board

- MGO (M/T) : Gas Oil
- MDO (M/T) : Diesel Oil
- FO (M/T) : Fuel Oil
- FW (M/T) : Fresh Water
- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil

Distilling quantity

- FW (M/T) : Fresh Water

Temperature

- Temperature : Air, SW, E/R

Consumption (within actual lapsed time from previous report)

- Cyl. Oil (L) : Cylinder Oil
- FW Boiler (M/T) : Boiler Fresh Water
- FW Tk Clean'g (M/T) : Tank Cleaning Fresh Water
- FW Crew (M/T) : Crew Fresh Water
- FW Disposal (M/T) : Disposal Fresh Water
- FO M/E (M/T) : M/E Fuel Oil
- FO G/E (M/T) : G/E Fuel Oil
- FO Boiler (M/T) : Boiler Fuel Oil
- MGO M/E (M/T) : M/E Gas Oil
- MGO G/E (M/T) : G/E Gas Oil
- MGO Boiler (M/T) : Boiler Gas Oil
- MGO C/E (M/T) : C/E Gas Oil
- MDO M/E (M/T) : M/E Diesel Oil
- MDO G/E (M/T) : G/E Diesel Oil
- MDO Boiler (M/T) : Boiler Diesel Oil
- MDO C/E (M/T) : C/E Diesel Oil

M/E

- Total Revolution (HP)
- M/E RPM (rpm)
- Handle Notch
- T/C RPM (rpm)
- Exh. Gas Temp (°C)
- Scav. Air Temp. (°C) Press. (MPa)
- Exh. Gas T/C Temp. (°C)
- Exh. Gas EGE Temp. (°C)
- JCFW out Temp (°C)

G/E

- Electric Load (Noon) (kW)
- Exh. Gas Temp (°C)
- T/C Scav. Press. (MPa)
- Exh. Gas Temp (°C)
- LO Cooler LO in Temp. (°C)
- LO Cooler LO out Temp. (°C)

5. 5 Input of “Arrival Data”

1. On the “Main Menu screen”(Fig.5-14), select [Create].
In addition, if you want to modify data already saved, select data on the list, and then select [Review/Modify].
2. “Mode Select screen”(Fig.5-15) is displayed.
Select “Arrival” or “Arrival (MRV)” from among option button.
3. Select [OK]. If you want to cancel, select [Cancel].

Fig.5-14 Main Menu screen

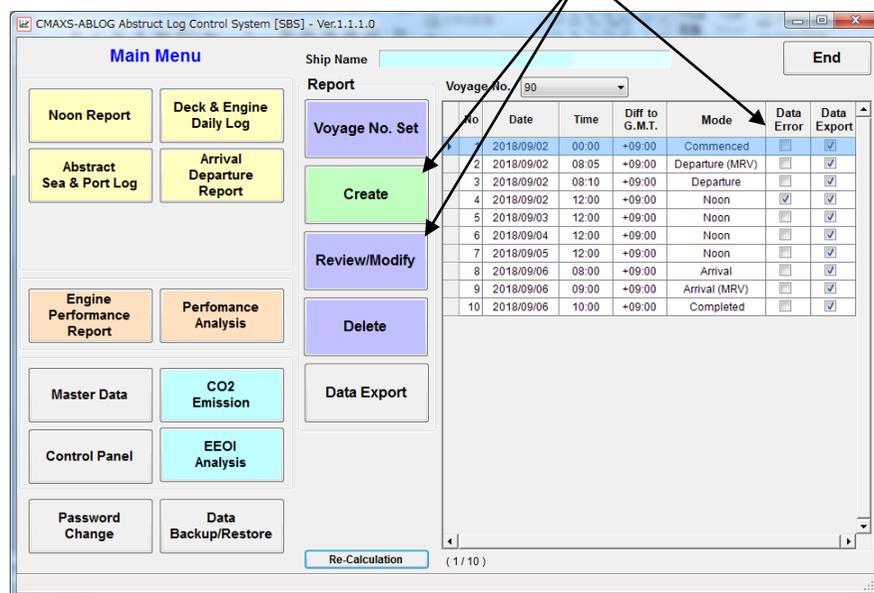
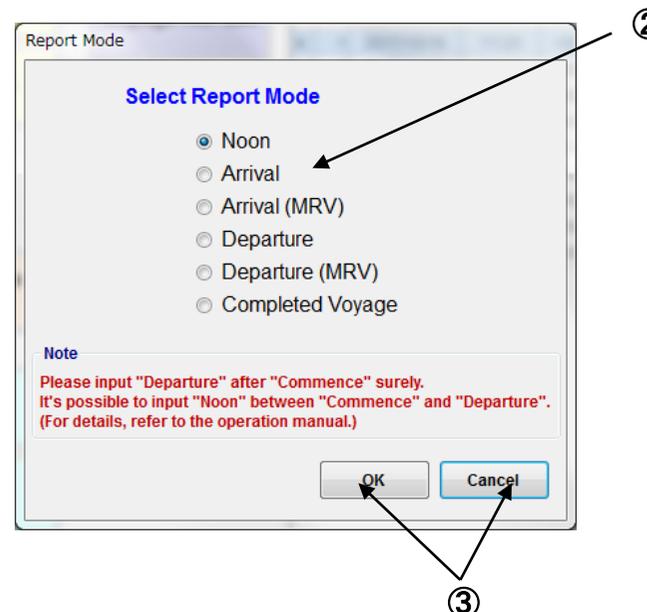


Fig.5-15 Mode Select screen



< Mode selection >

- Noon : Entering for Noon Data
- Arrival : Entering for Arrival Data
- Arrival (MRV) : Entering for Arrival Data of definition of EU-MRV
- Departure : Entering for Departure Data
- Departure (MRV) : Entering for Departure Data of definition of EU-MRV
- Completed Voyage : Entering for Completed Voyage Data

(Note) Commenced Voyage Data is automatically created, if you select “New” of Voy.No. to make new voyage.

Fig.5-16 At Arrival (Deck) screen

<Display item>

- Name of Port
- Name of Berth/Terminal/Anchorage
- Identifier Selection
- Clock (min.) : Ahd - Ahead Abk - Aback
- Diff to G.M.T. (HH:MM) : Time difference with G.M.T.
- Draft (m)
- Displacement (MT)
- Hours (HH:MM) :
 - [1]Temporally Anchor
 - [2]Under Weigh (HUW)
 - Propelling (HP)
 - Drifting
 - Slow Steaming
- Actual diff. hour from Last Report - [1]+[2]

(Note) If actual elapsed time from last report (add Diff to G.M.T.) doesn't add up with the value of [1]+[2], check mark is put in the "Data Error" field of data list on the "Main Menu screen". In this case, please check the entered data.

- Distance Run (Mile) and Speed (knot)
 - HUW - Hours Under Weigh
 - HP - Hours Propelling

4. "At Arrival(Deck) screen"(Fig.5-16) is displayed.
Enter the necessary data.
If you opened by [Review/Modify], select [Modify] to change to EDIT MODE. And then, enter the necessary data.
5. You can change screen for Deck and Engine by selecting [DECK] or [ENGINE] tab.
6. After finish the entering, select [Save] to save data.
7. If you want to see print preview, select [Print Preview].
8. If you want to make print, select [Print].
9. If you want to return to "Main Menu screen", select [Close].

Fig.5-17 At Arrive (Engine) screen

| ROB | Consumption | M/E |
|--------------------------|-----------------------|-----------------------------|
| MGO (MT) 8.00 | Cyl. Oil (L) 0 | Total Revolution (for HP) 0 |
| MDO (MT) 15.00 | Sys. Oil - M/E (L) 0 | M/E RPM (rpm) 0.00 |
| LSFO (MT) 33.60 | Sys. Oil - G/E (L) 0 | |
| HSFO (MT) 33.90 | FW Boiler (MT) 0 | |
| FW (MT) 55 | FW Tk Clean'g (MT) 0 | |
| Ballast Water (MT) 0 | FW General (MT) 0 | |
| Cyl. Oil (L) 1,500 | LSFO M/E (MT) 0.00 | |
| Sys. Oil - M/E (L) 2,300 | LSFO G/E (MT) 0.00 | |
| Sys. Oil - G/E (L) 0 | LSFO Boiler (MT) 0.00 | |
| | HSFO M/E (MT) 5.00 | |
| | HSFO G/E (MT) 5.00 | |
| | HSFO Boiler (MT) 0.00 | |
| | MGO M/E (MT) 0.00 | |
| | MGO G/E (MT) 0.00 | |
| | MGO Boiler (MT) 0.00 | |
| | MGO C/E (MT) 0.00 | |
| | MDO M/E (MT) 0.00 | |
| | MDO G/E (MT) 0.00 | |
| | MDO Boiler (MT) 0.00 | |
| | MDO C/E (MT) 0.00 | |

<Display item>

Supply and remain on board

- MGO (M/T) : Gas Oil
- MDO (M/T) : Diesel Oil
- FO (M/T) : Fuel Oil
- FW (M/T) : Fresh Water
- Ballast Water (M/T) : Ballast Water
- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil

Distilling quantity

- FW (M/T) : Fresh Water

Consumption (within actual lapsed time from previous report)

- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil

(Note) Consumption of M/E and G/E Sys.Oil are expressed in consumption within berthing time from Departure to Arrival.

- FW Boiler (M/T) : Boiler Fresh Water
- FW Tk Clean'g (M/T) : Tank Cleaning Fresh Water
- FW Crew (M/T) : Crew Fresh Water

(Note) Consumption of FW Crew is expressed in consumption for all general service including Drinking Water other than Boiler, Tank Cleaning, Disposal.

- FW Disposal (M/T) : Disposal Fresh Water
- FO M/E (M/T) : M/E Fuel Oil
- FO G/E (M/T) : G/E Fuel Oil
- FO Boiler (M/T) : Boiler Fuel Oil
- MGO M/E (M/T) : M/E Gas Oil
- MGO G/E (M/T) : G/E Gas Oil
- MGO Boiler (M/T) : Boiler Gas Oil
- MGO C/E (M/T) : C/E Gas Oil
- MDO M/E (M/T) : M/E Diesel Oil
- MDO G/E (M/T) : G/E Diesel Oil
- MDO Boiler (M/T) : Boiler Diesel Oil
- MDO C/E (M/T) : C/E Diesel Oil

M/E

- Total Revolution (HP)
- M/E RPM (rpm)

5. 6 Input of “Completed Voyage Data”

1. On the “Main Menu screen”(Fig.5-18), select [Create].
In addition, if you want to modify data already saved, select data on the list, and then select [Review/Modify].
2. “Mode Select screen”(Fig.5-15) is displayed.
Select “Completed Voyage” from among option button.
3. Select [OK]. If you want to cancel, select [Cancel].

Fig.5-18 Main Menu screen

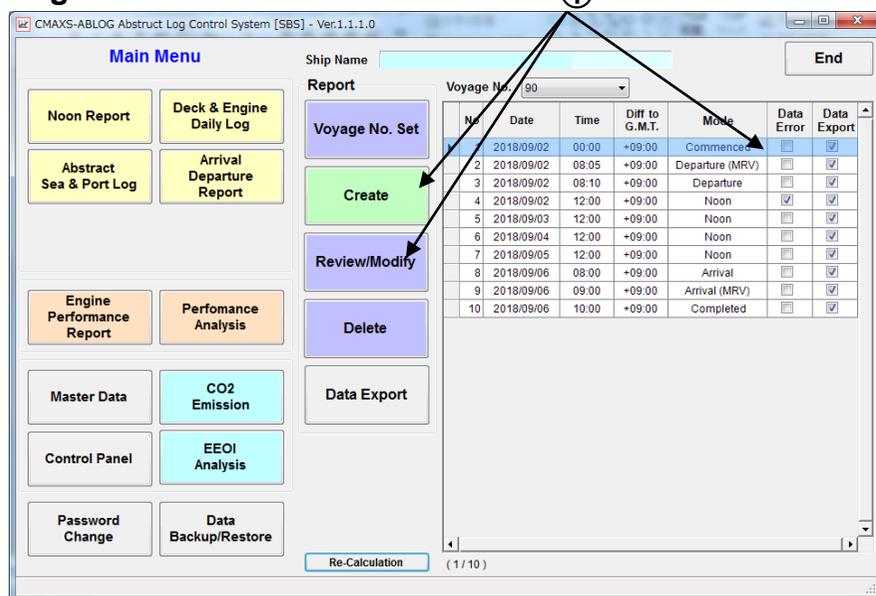
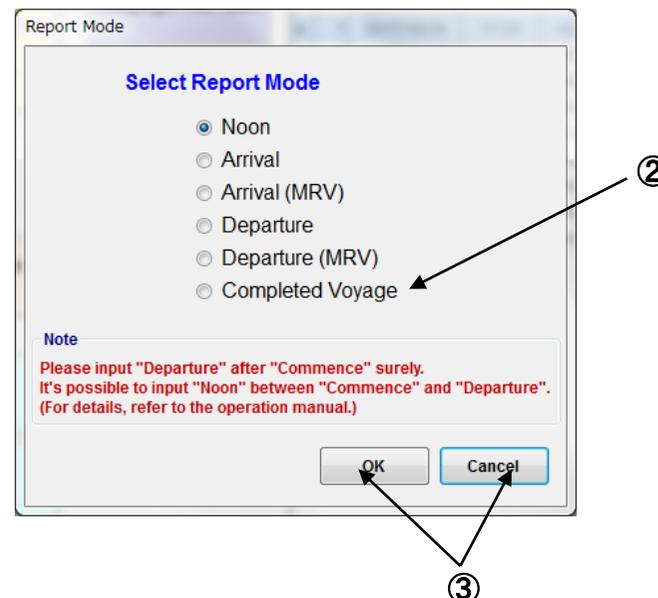


Fig.5-19 Mode Select screen

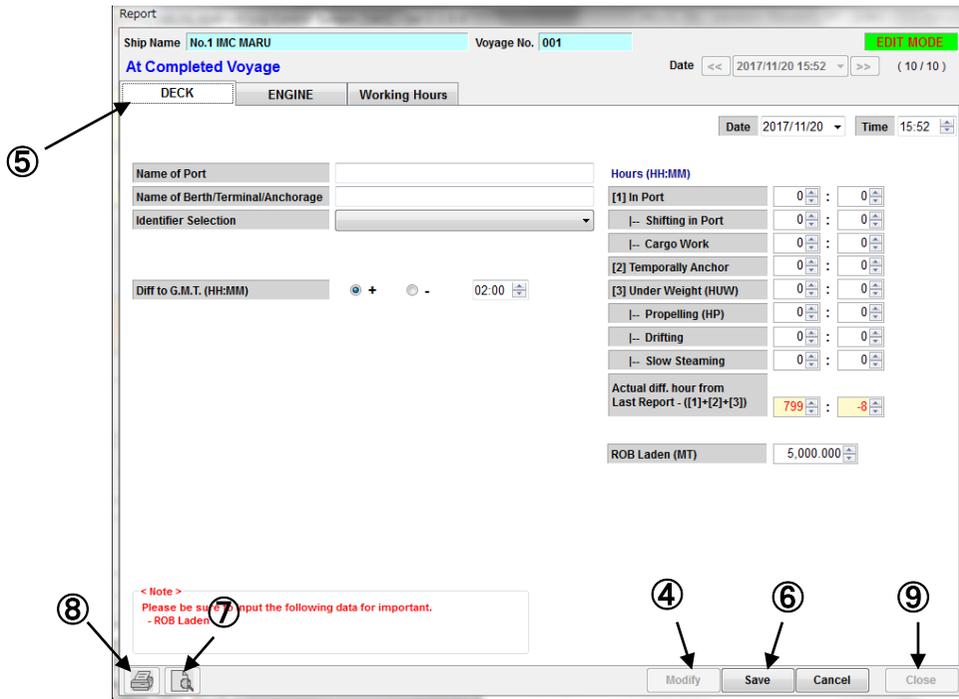


< Mode selection >

- Noon : Entering for Noon Data
- Arrival : Entering for Arrival Data
- Arrival (MRV) : Entering for Arrival Data of definition of EU-MRV
- Departure : Entering for Departure Data
- Departure (MRV) : Entering for Departure Data of definition of EU-MRV
- Completed Voyage : Entering for Completed Voyage Data

(Note) Commenced Voyage Data is automatically created, if you select “New” of Voy.No. to make new voyage.

Fig.5-20 At Completed Voyage (Deck) screen



<Display item>

- Name of Port
- Name of Berth/Terminal/Anchorage
- Identifier Selection
- Diff to G.M.T. (HH:MM) : Time difference with G.M.T.
- Hours (HH:MM) :
 - [1] In Port
 - Shifting in Port
 - Cargo Work
 - [2]Temporally Anchor
 - [3]Under Weigh (HUW)
 - Propelling (HP)
 - Drifting
 - Slow Steaming
- Actual diff. hour from Last Report - [1]+[2]+[3]

(Note) If actual elapsed time from last report (add Diff to G.M.T.) doesn't add up with the value of [1]+[2], check mark is put in the "Data Error"field of data list on the "Main Menu screen". In this case, please check the entered data.

- ROB Laden (M/T) :
 - Remain on board of Cargo

4. "At Completed Voyage(Deck) screen"(Fig.5-20) is displayed.
Enter the necessary data.
If you opened by [Review/Modify], select [Modify] to change to EDIT MODE. And then, enter the necessary data.
5. You can change screen for Deck and Engine by selecting [DECK] or [ENGINE] tab.
6. After finish the entering, select [Save] to save data.
7. If you want to see print preview, select [Print Preview].
8. If you want to make print, select [Print].
9. If you want to return to "Main Menu screen", select [Close].

Fig.5-21 At Completed Voyage (Engine) screen

| ROB | | Consumption | |
|-----------------------|-------|--------------------|------|
| MGO (MT) | 8.00 | Cyl. Oil (L) | 0.00 |
| MDO (MT) | 15.00 | Sys. Oil - M/E (L) | 0.00 |
| LSFO (MT) | 33.60 | Sys. Oil - G/E (L) | 0.00 |
| HSFO (MT) | 33.90 | FW Boiler (MT) | 0.00 |
| FW (MT) | 55.00 | FW Tk Clean'g (MT) | 0.00 |
| | | FW General (MT) | 0.00 |
| Cyl. Oil (L) | 1,500 | LSFO M/E (MT) | 0.00 |
| Sys. Oil - M/E (L) | 2,300 | LSFO G/E (MT) | 0.00 |
| Sys. Oil - G/E (L) | 0 | LSFO Boiler (MT) | 0.00 |
| #1 T/C Bear'g Oil (L) | 0 | HSFO M/E (MT) | 0.00 |
| #2 T/C Bear'g Oil (L) | 0 | HSFO G/E (MT) | 0.00 |
| Refer Oil (L) | 18 | HSFO Boiler (MT) | 0.00 |
| Comp'or Oil (L) | 20 | MGO M/E (MT) | 0.00 |
| Hyd. Oil (L) | 2,000 | MGO G/E (MT) | 0.00 |
| Kerosene (L) | 200 | MGO Boiler (MT) | 0.00 |
| FW (MT) | 0 | MGO C/E (MT) | 0.00 |
| | | MDO M/E (MT) | 0.00 |
| | | MDO G/E (MT) | 0.00 |
| | | MDO Boiler (MT) | 0.00 |
| | | MDO C/E (MT) | 0.00 |

<Display item>

Supply and remain on board

- MGO (M/T) : Gas Oil
- MDO (M/T) : Diesel Oil
- FO (M/T) : Fuel Oil
- FW (M/T) : Fresh Water

- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil
- T/C Bear'g Oil (L) : T/C Bearing Oil
- Refer Oil (L) : Refer Oil
- Comp'or Oil (L) : Compressor Oil
- Hyd. Oil (L) : Hydraulic Oil
- Kerosene (L) : Kerosene

Distilling quantity

- FW (M/T) : Fresh Water

Consumption (within actual lapsed time from previous report)

- Cyl. Oil (L) : Cylinder Oil
- Sys. Oil - M/E (L) : M/E System Oil
- Sys. Oil - G/E (L) : G/E System Oil

(Note) Consumption of M/E and G/E Sys.Oil are expressed in consumption within berthing time from Arrival to Completed when voyage is changed at on Sailing Time or berthing. When voyage is changed at on Arrival Time or sea going, there is expressed in consumption within sea going time from Departure to completed.

- FW Boiler (M/T) : Boiler Fresh Water
- FW Tk Clean'g (M/T) : Tank Cleaning Fresh Water
- FW Crew (M/T) : Crew Fresh Water

(Note) Consumption of FW Crew is expressed in consumption for all general service including Drinking Water other than Boiler, Tank Cleaning, Disposal.

- FW Disposal (M/T) : Disposal Fresh Water
- FO M/E (M/T) : M/E Fuel Oil
- FO G/E (M/T) : G/E Fuel Oil
- FO Boiler (M/T) : Boiler Fuel Oil
- MGO M/E (M/T) : M/E Gas Oil
- MGO G/E (M/T) : G/E Gas Oil
- MGO Boiler (M/T) : Gas Diesel Oil
- MGO C/E (M/T) : C/E Gas Oil
- MDO M/E (M/T) : M/E Diesel Oil
- MDO G/E (M/T) : G/E Diesel Oil
- MDO Boiler (M/T) : Boiler Diesel Oil
- MDO C/E (M/T) : C/E Diesel Oil

Fig.5-22 At Completed Voyage (Working Hours) screen

Report

Ship Name IHI-MARU Voyage No. 050E EDIT REPORT

At Completed Voyage Date << 2012/02/28 08:30 >> (38 / 38)

DECK ENGINE Working Hours

Date 2012/02/28 Time 08:30

Working Hours (through out the Voyage)

| | | | | | | | |
|--------------------------|---|---|---|-----------------|---|---|---|
| M/E | 0 | : | 0 | Cargo Heating | 0 | : | 0 |
| G/E No.1 | 0 | : | 0 | B.W. Heating | 0 | : | 0 |
| No.2 | 0 | : | 0 | C. Tk Steaming | 0 | : | 0 |
| No.3 | 0 | : | 0 | F.O. Tk Heating | 0 | : | 0 |
| Cargo Pump Engien No.1 | 0 | : | 0 | Room Heating | 0 | : | 0 |
| No.2 | 0 | : | 0 | Room Cooler | 0 | : | 0 |
| No.3 | 0 | : | 0 | F.W. Generator | 0 | : | 0 |
| Hydro Pump Drive by No.1 | 0 | : | 0 | Purifier (L.O.) | 0 | : | 0 |
| No.2 | 0 | : | 0 | Purifier (D.O.) | 0 | : | 0 |
| No.3 | 0 | : | 0 | Purifier (F.O.) | 0 | : | 0 |

Modify Save Cancel Close

Running hour (total running hour within voyage)

- M/E
- G/E
- Cargo Pump Engine
- Hydro Pump Drive by
- Cargo Heating
- B.W. Heating
- C. Tk steaming
- F.O. Tk heating
- Room Heater
- Room Cooler
- F.W. Generator
- Purifier (L.O.)
- Purifier (D.O.)
- Purifier (F.O.)

5. 7 Insert of “Abstract Log Data”

1. Entered Abstract Log Data are displayed on the data list in order of entered date.
If you want to insert the data additionally, enter the data by same procedure for new creation.
2. On the “Main Menu screen”(Fig.5-22), select [Create].
3. “Mode Select screen”(Fig.5-23) is displayed.
Select subject mode from among option button.
4. Select [OK]. If you want to cancel, select [Cancel].

Fig.5-22 Main Menu screen

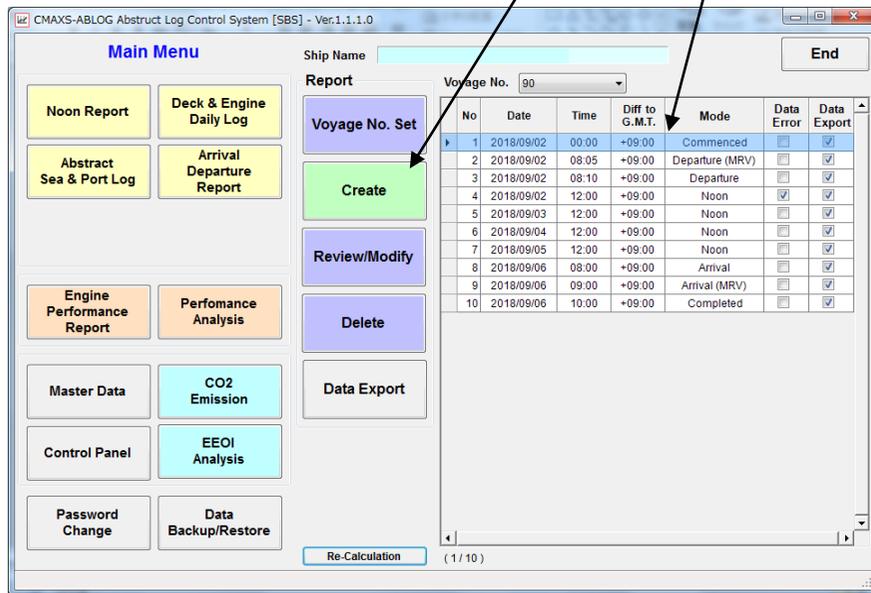
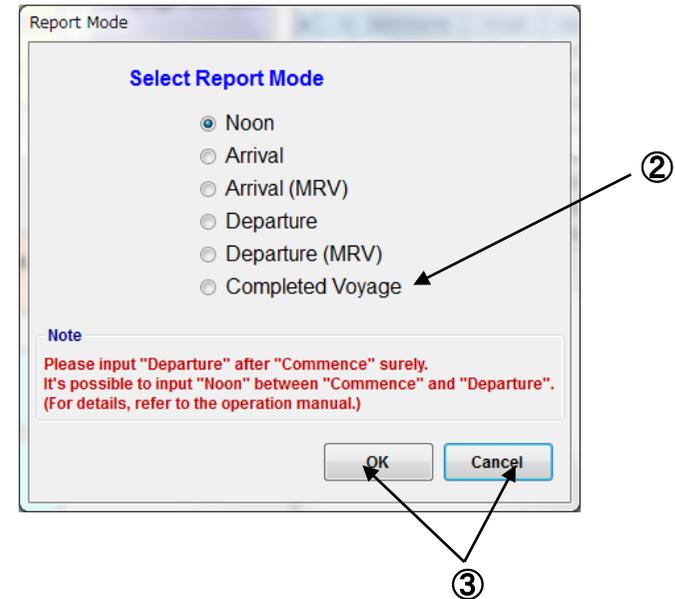


Fig.5-23 Mode Select screen



< Mode selection >

- Noon : Entering for Noon Data
- Arrival : Entering for Arrival Data
- Arrival (MRV) : Entering for Arrival Data of definition of EU-MRV
- Departure : Entering for Departure Data
- Departure (MRV) : Entering for Departure Data of definition of EU-MRV
- Completed Voyage : Entering for Completed Voyage Data

(Note) Commenced Voyage Data is automatically created, if you select “New” of Voy.No. to make new voyage.

5. 8 Deletion of “Abstract Log Data”

- Entered Abstract Log Data are displayed on the data list in order of entered date.
If you want to delete the data, select subject data and select [Delete] on the “Main Menu screen”(Fig.5-24).
- Select [OK] of confirmation message.
If you want to cancel, select [Cancel].

Fig.5-24 Main Menu screen

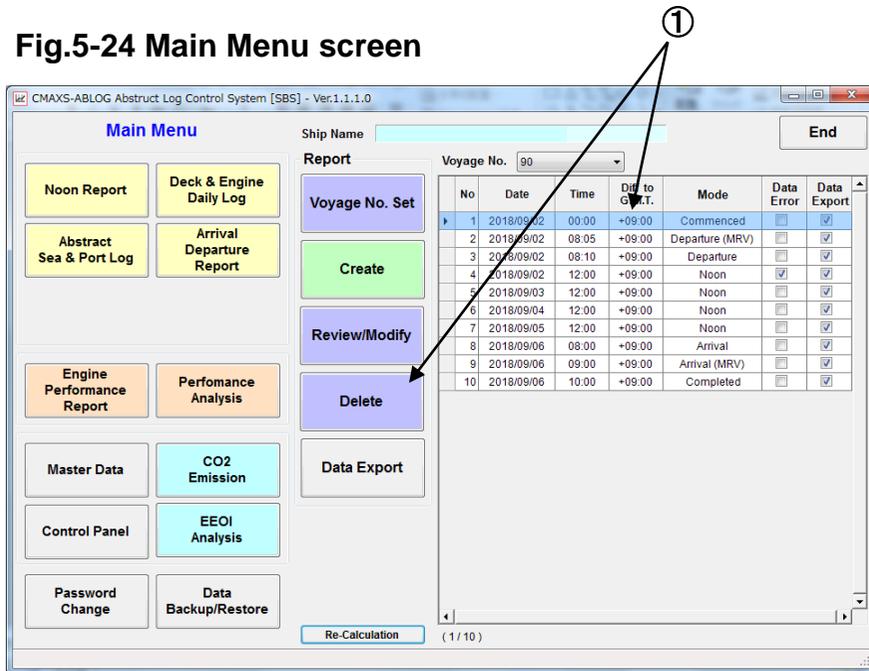
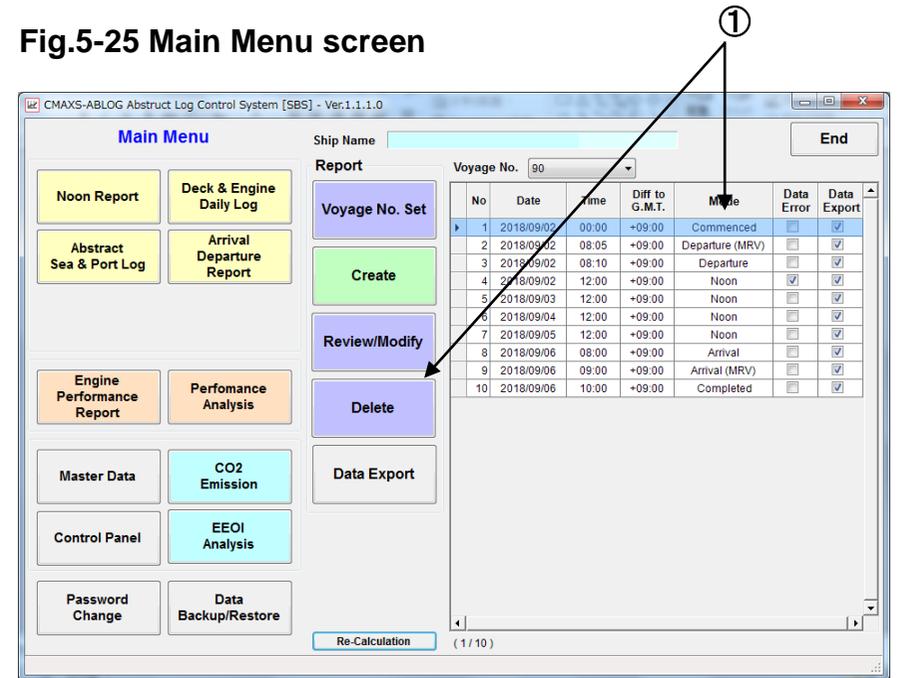


Fig.5-25 Main Menu screen



5. 9 Deletion of “Voyage”

- If you want to delete voyage data in block, select subject Voy.No. for delete on the “Main Menu screen”(Fig.5-25). And then, select “Commenced Data” and select [Delete].
- Select [OK] of confirmation message.
If you want to cancel, select [Cancel].

5. 10 Entry procedure of Abstract Log Data at commenced/completed voyage

(1) When voyage is changed at on Sailing Time

Enter Departure Data<(A)yyyy/mm/dd hh:mm>, then

Enter Completed Date<(A)yyyy/mm/dd hh:mm>, then the voyage is completed.

Regarding next voyage, Enter Commenced Data<(A)yyyy/mm/dd hh:mm>, then

Enter Departure Data<(A)yyyy/mm/dd hh:mm>, then the voyage is commenced.

(2) When voyage is changed at berthing

Enter Arrival Data<(B)yyyy/mm/dd hh:mm>, then (Noon Data will be entered if any.)

Enter Completed Date<(C)yyyy/mm/dd hh:mm>, then the voyage is completed.

Regarding next voyage, Enter Commenced Data<(C)yyyy/mm/dd hh:mm>, then

(Noon Data will be entered if any.) Enter Departure Data<(D)yyyy/mm/dd hh:mm>, then the voyage is commenced.

(3) When voyage is changed at sea going (this case is almost never.)

Enter Departure Data<(E)yyyy/mm/dd hh:mm>. then (Noon Data will be entered if any.)

Enter Arrival Date<(F)yyyy/mm/dd hh:mm>, then

Enter Completed Date<(F)yyyy/mm/dd hh:mm>, then the voyage is completed.

Regarding next voyage, Enter Commenced Data<(F)yyyy/mm/dd hh:mm>, then

Enter Departure Data<(F)yyyy/mm/dd hh:mm>, then the voyage is commenced.

(4) When voyage is changed at on Arrival Time (this case is almost never.)

Enter Arrival Data<(G)yyyy/mm/dd hh:mm>, then

Enter Completed Date<(G)yyyy/mm/dd hh:mm>, then the voyage is completed.

Regarding next voyage, Enter Commenced Data<(G)yyyy/mm/dd hh:mm>, then

(Noon Data will be entered if any.) Enter Departure Data<(H)yyyy/mm/dd hh:mm>, then the voyage is commenced.

Entry procedure of Abstract Log Data at commenced/completed voyage

| Changing of voyage | Mode | Date Time |
|--------------------|---|--|
| on Sailing Time | Departure Data Completed Data | (A) yyyy/mm/dd hh:mm (A) yyyy/mm/dd hh:mm |
| | Commenced Data Departure Data | (A) yyyy/mm/dd hh:mm (A) yyyy/mm/dd hh:mm |
| at Port | Arrival Data (Noon Data) Completed Data | (B) yyyy/mm/dd hh:mm yyyy/mm/dd hh:mm (C) yyyy/mm/dd hh:mm |
| | Commenced Data (Noon Data) Departure Data | (C) yyyy/mm/dd hh:mm yyyy/mm/dd hh:mm (D) yyyy/mm/dd hh:mm |
| at Sea | Departure Data (Noon Data) Arrival Data <at Sea> Completed Data <at Sea> | (E) yyyy/mm/dd hh:mm yyyy/mm/dd hh:mm (F) yyyy/mm/dd hh:mm (F) yyyy/mm/dd hh:mm |
| | Commenced Data <at Sea> Departure Data <at Sea> | (F) yyyy/mm/dd hh:mm (F) yyyy/mm/dd hh:mm |
| on Arrival Time | Arrival Data Completed Data | (G) yyyy/mm/dd hh:mm (G) yyyy/mm/dd hh:mm |
| | Commenced Data (Noon Data) Departure Data | (G) yyyy/mm/dd hh:mm yyyy/mm/dd hh:mm (H) yyyy/mm/dd hh:mm |

Note: Input of report

The EU MRV regulation applies a berth to berth concept for voyages. Hence, a voyage starts at berth and ends at berth. On the other hand, each company definition of “Departure” and “Arrival” is different from definition of EU MRV. For satisfying both definition, CMAXS provides following report.

【For definition of EU MRV】

Departure (MRV) report

Arrival (MRV) report

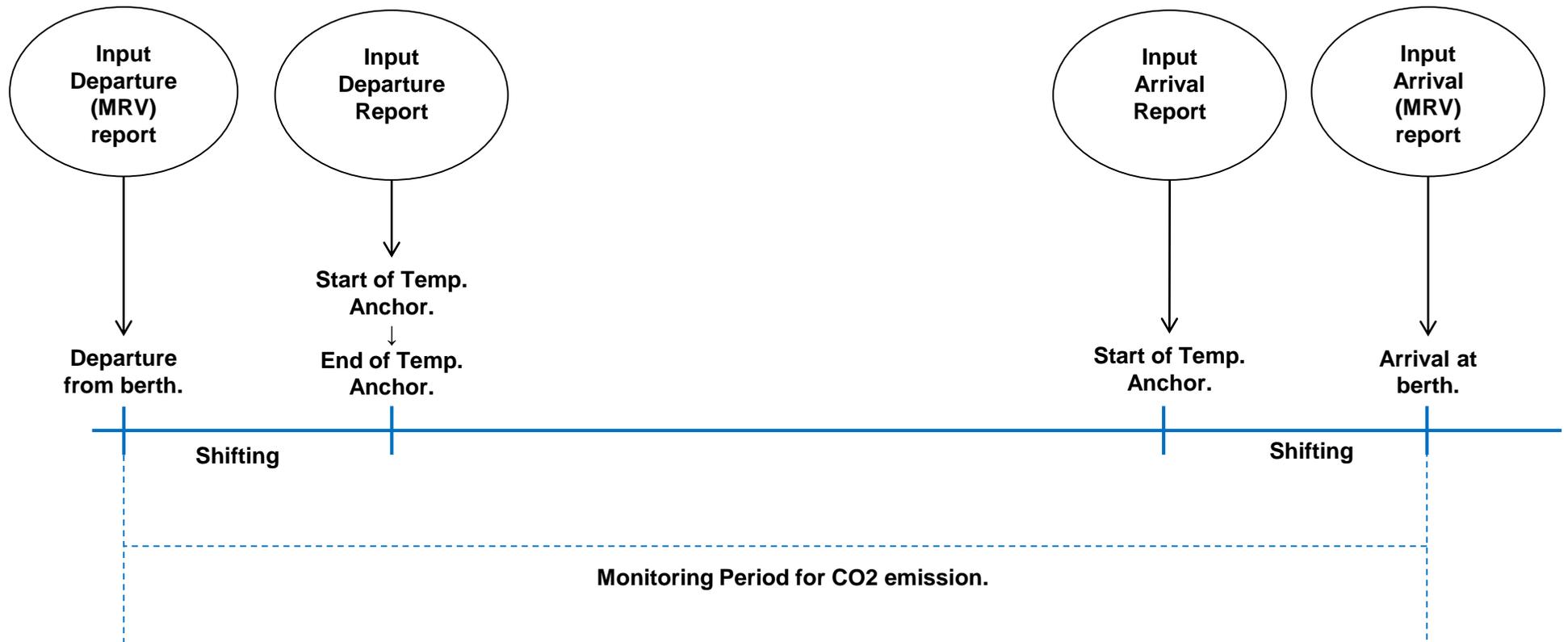
【For definition of each company】

Departure report

Arrival report

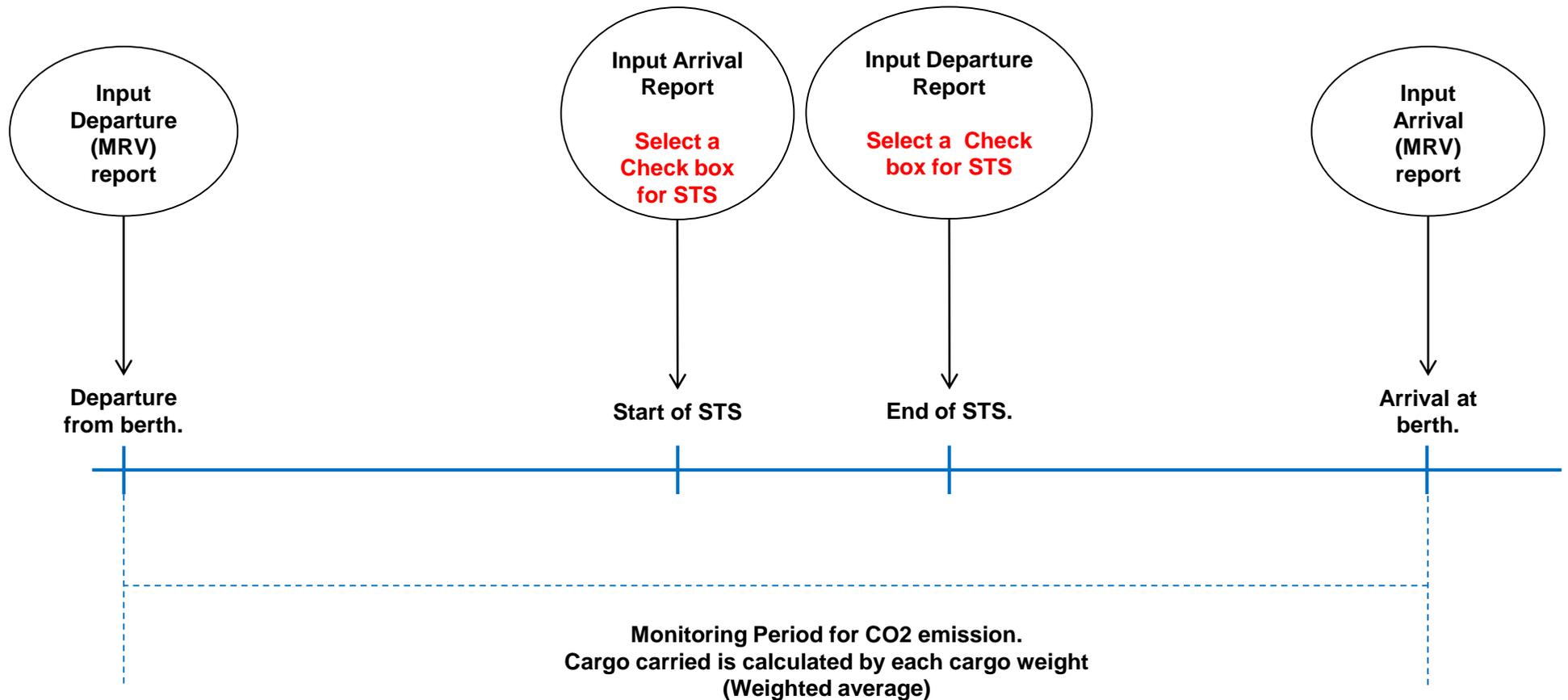
Example① : In the case of input of report for EU-MRV.

Each company definition of “Departure” and “Arrival” is different from definition of EU MRV, please input a report as follows.



Example② : In the case of input of report for EU-MRV.

If you operated “Ship to Ship Transfer” during a voyage, please input a report as follows.



6. When you want to refer and print various forms

The system counts and calculates based on entered Abstract Log Data to make various forms.

The following forms can be referred and printed.

- Noon Report
- Deck & Engine Daily Log
- Abstract Sea & Port Log
- Arrival/Departure Report
- Time Sheet
- Ullage Report

Fig.6-1 Main Menu screen

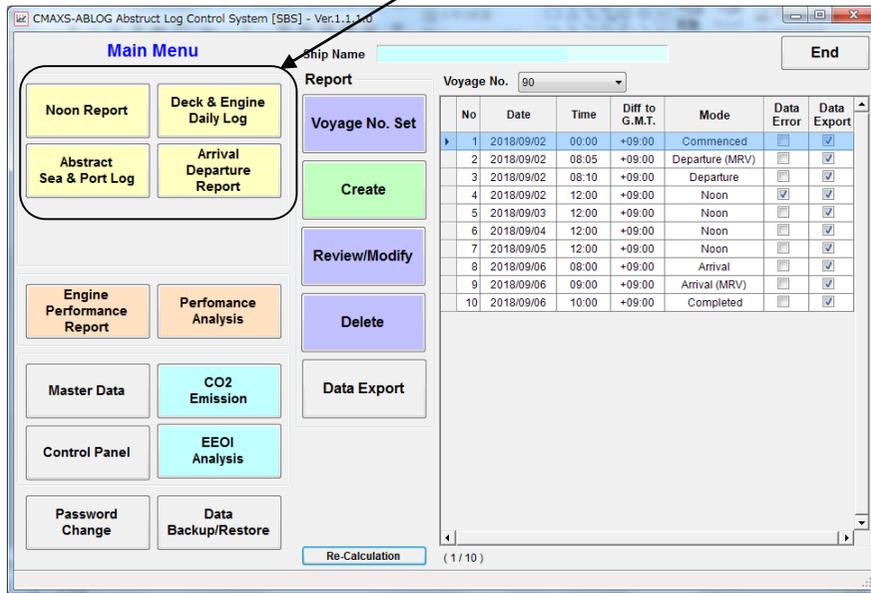


Fig.6-2 Noon Report screen

The screenshot shows the 'NOON REPORT' screen for ABC Shipmanagement Co., Ltd. The table displays data for various dates from 20120229 to 20120411. The columns include: Date, Noon Position (Lat, Long), Wind (Dir, Mean, Hr.-Min), H.U.V.V. (HLMV, HLMV), Dist, Speed, R.P.M., M.Eng' (MDO, IFO), Fuel Oil Consumption (MT) (G.Eng' IFO, Boiler IFO, C.Eng' MDO), R.O.B. (MDO, IFO, F.W.), Remain Distance, and Expected Speed. The table is scrollable, and a red circle labeled '1' points to the 'Noon Report' button in the bottom left corner of the screen.

- ③
- ②
- ④
- ⑤
- ⑥

6. 1 Noon Report

1. On the “Main Menu screen”(Fig.6-1), select [Noon Report].
2. If you want to see print preview, select [Print Preview].
And also, you can print from print preview screen.
3. If you want to make print, select [Print].
4. If you want to export to Excel, select [Export to Excel].
5. If you want to change page, select [<<] or [>>].
6. If you want to return to “Main Menu screen”, select [Close].

6. 2 Deck & Engine Daily Log

1. On the “Main Menu screen”(Fig.6-1), select [Deck & Engine Daily Log].
2. “Deck & Engine Daily Log screen”(Fig.6-3) is displayed.
3. If you select [Modify], "Manual Input screen (Fig.6-4)" is displayed. And then, enter the necessary data.
4. After input, select [OK] to save data.
If you select [Cancel], input data are cancelled.

Fig.6-3 Deck & Engine Daily Log screen

ADMAX Abstract Log Control System Ver.7.0.0-TM - [Deck & Engine Daily Log]

ABC Shipmanagement Co.,Ltd. DECK & ENGINE DAILY REPORT (1)

M.T.IHI-MARU Voy. No.051E

| Date | Clock Aft (+) Fwd (-) Hr | Diff to GMT Hr | Noon Position | | Weather | Wind | | | Temp | | | Hours in Port Hr | Shift | Hours Anchor Hr | H.U.W. | H.P. | Hours Drifting Hr | Slow Steam Hr | Dist (H.M) | Speed (H.M) | Dist (HP) | Speed (HP) | Revolution (P.Const) | | | | | | | | | |
|---|-----------------------------------|-------------------------|---------------|---------|---------|-------------|-------------|-----|------|-----|----|------------------------|-------|-----------------------|--------|--------|-------------------------|---------------------|---------------|----------------|--------------|---------------|-------------------------|----------|------|------|------|------|------|------|------|------|
| | | | Lat | Long | | Noon Dir | Mean Fce | Air | S.W. | Er. | | | | | | | | | | | | | | | | | | | | | | |
| 20120322 | 00 | -8:00 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| 20120301 | 00 | -8:00 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Total From SAN FRANCISCO To SAN FRANCISCO | | | | | | | | | | | | | 22:00 | 0.00 | 0.00 | 27:30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20120302 | 00 | -8:00 | 41-07N | 126-05W | C | 5 | 1.0 | 5.0 | 10 | 11 | 29 | 0.00 | 0.00 | 0.00 | 26:00 | 0.00 | 0.00 | 26:00 | 0.00 | 262 | 10.08 | 262 | 10.08 | 18,28 | | | | | | | | |
| 20120303 | 00 | -8:00 | 46-11N | 126-05W | C | 5 | 4.0 | 5.0 | 11 | 9 | 27 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 304 | 12.67 | 304 | 12.67 | 183,40 | | | | | | | | | |
| 20120304 | 00 | -8:00 | | | | | | | | | | 0.00 | 0.00 | 0.00 | 18:30 | 18:30 | 0.00 | 0.00 | 931 | 50.32 | 910 | 43.78 | 138,73 | | | | | | | | | |
| Total From SAN FRANCISCO To VANCOUVER BC | | | | | | | | | | | | | 0:00 | 0.00 | 0.00 | 68:30 | 68:30 | 0.00 | 0.00 | 1,497 | 21.85 | 1,376 | 20.09 | 340,41 | | | | | | | | |
| 20120305 | 00 | -8:00 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| 20120306 | 00 | -8:00 | | | | | | | | | | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Total From VANCOUVER BC To VANCOUVER BC | | | | | | | | | | | | | 30:00 | 0.00 | 0.00 | 29:30 | 29:30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20120307 | 00 | -8:00 | 49-04N | 128-50W | C | 4 | 2.0 | 4.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 11.83 | 213 | 11.83 | 151,20 | | | | | | | | | |
| 20120308 | 00 | -8:00 | 50-04N | 135-51W | C | 9 | 2.0 | 9.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 11.71 | 281 | 11.71 | 194,40 | | | | | | | | | | |
| 20120309 | 60 | -8:00 | 52-08N | 138-57W | B | 8 | 2.0 | 8.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 6.16 | 154 | 6.16 | 207,00 | | | | | | | | | | |
| 20120310 | 00 | -8:00 | 53-08N | 144-37E | O | 8 | 0.0 | 8.0 | 0 | 6 | 20 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 215 | 8.96 | 215 | 8.96 | 198,72 | | | | | | | | | |
| 20120311 | -60 | -10:00 | 54-12N | 149-26W | O | 8 | 1.0 | 8.0 | -4 | 4 | 19 | 0.00 | 0.00 | 0.00 | 25:00 | 25:00 | 0.00 | 0.00 | 184 | 7.36 | 184 | 7.36 | 210,00 | | | | | | | | | |
| 20120312 | 00 | -10:00 | 54-11N | 155-14W | C | 7 | 1.0 | 7.0 | -4 | 4 | 19 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 203 | 8.46 | 203 | 8.46 | 201,60 | | | | | | | | | |
| 20120313 | -60 | -11:00 | 54-17N | 164-22W | O | 5 | 1.0 | 5.0 | -6 | 3 | 29 | 0.00 | 0.00 | 0.00 | 25:00 | 25:00 | 0.00 | 0.00 | 321 | 12.84 | 321 | 12.84 | 210,00 | | | | | | | | | |
| 20120314 | 00 | -11:00 | 54-35N | 172-50W | O | 5 | 1.0 | 5.0 | -6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 | 12.42 | 298 | 12.42 | 201,60 | | | | | | | | | | |
| 20120315 | -60 | -12:00 | 54-40N | 178-35E | O | 7 | 1.0 | 7.0 | -7 | 4 | 19 | 0.00 | 0.00 | 0.00 | 25:00 | 25:00 | 0.00 | 0.00 | 299 | 11.96 | 299 | 11.96 | 210,00 | | | | | | | | | |
| 20120317 | 00 | 12:00 | 54-10N | 170-00E | O | 5 | 1.0 | 5.0 | -3 | 5 | 19 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 302 | 12.58 | 302 | 12.58 | 201,60 | | | | | | | | | |
| 20120318 | -60 | 11:00 | 50-53N | 162-51E | O | 7 | 0.0 | 7.0 | -1 | 4 | 29 | 0.00 | 0.00 | 0.00 | 25:00 | 25:00 | 0.00 | 0.00 | 327 | 13.08 | 327 | 13.08 | 210,00 | | | | | | | | | |
| 20120319 | 00 | 11:00 | 48-05N | 157-04E | O | 8 | 4.0 | 8.0 | 1 | 2 | 28 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 283 | 11.79 | 283 | 11.79 | 201,60 | | | | | | | | | |
| 20120320 | -60 | 10:00 | 45-47N | 152-38E | O | 8 | 0.0 | 8.0 | -6 | 2 | 28 | 0.00 | 0.00 | 0.00 | 25:00 | 25:00 | 0.00 | 0.00 | 227 | 9.08 | 227 | 9.08 | 210,00 | | | | | | | | | |
| 20120321 | 00 | 10:00 | 43-46N | 148-24E | O | 8 | 3.0 | 8.0 | -1 | 2 | 29 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 218 | 9.08 | 218 | 9.08 | 201,60 | | | | | | | | | |
| 20120322 | -60 | 9:00 | 41-41N | 141-51E | C | 4 | 3.0 | 4.0 | 6 | 3 | 25 | 0.00 | 0.00 | 0.00 | 25:00 | 25:00 | 0.00 | 0.00 | 322 | 12.88 | 322 | 12.88 | 192,00 | | | | | | | | | |
| 20120323 | 00 | 9:00 | 39-32N | 136-52E | O | 4 | 5.0 | 4.0 | 9 | 10 | 25 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 265 | 11.04 | 265 | 11.04 | 184,32 | | | | | | | | | |
| 20120324 | 00 | 9:00 | 36-40N | 131-42E | O | 4 | 1.0 | 4.0 | 7 | 10 | 26 | 0.00 | 0.00 | 0.00 | 24:00 | 24:00 | 0.00 | 0.00 | 300 | 12.50 | 300 | 12.50 | 184,32 | | | | | | | | | |
| 20120325 | 00 | 9:00 | | | | | | | | | | 0.00 | 0.00 | 0.00 | 12:06 | 12:06 | 0.00 | 0.00 | 130 | 10.74 | 130 | 10.74 | 94,06 | | | | | | | | | |
| Total From VANCOUVER BC To ULSAN | | | | | | | | | | | | | 0:00 | 0.00 | 0.00 | 421:06 | 421:06 | 0.00 | 0.00 | 4,542 | 10.79 | 4,542 | 10.79 | 3,464,02 | | | | | | | | |
| 20120326 | 00 | 9:00 | | | G | 3 | 3.0 | 3.0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 35:54 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0.00 | | | | | | | | | |
| 20120326 | 00 | 9:00 | | | | | | | | | | 6:36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0.00 | | | | | | | | | |
| Total From ULSAN To ULSAN | | | | | | | | | | | | | 6:36 | 0.00 | 0.00 | 35:54 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0.00 | | | | | | | |
| 20120327 | 00 | 9:00 | 33-31N | 126-09E | C | 4 | 5.0 | 4.0 | 13 | 14 | 25 | 0.00 | 0.00 | 0.00 | 17:30 | 17:30 | 0.00 | 0.00 | 212 | 12.11 | 212 | 12.11 | 130,47 | | | | | | | | | |
| 20120328 | -60 | 8:00 | | | | | | | | | | 0.00 | 0.00 | 0.00 | 19:12 | 19:12 | 0.00 | 0.00 | 225 | 11.72 | 225 | 11.72 | 275,68 | | | | | | | | | |

Navigation buttons: [Print], [Modify], [Close], [Page Navigation], [OK], [Cancel]

Fig.6-4 Manual Input screen

Deck & Engine Daily Log

Input Other data & Remarks.

Log Date: 2012/10/30

Chief Officer: [] 2nd Officer: []

Chief Engineer: [] 3rd Engineer: []

Departure of Last Loading Port: []

I/O # (used in Full Load Condition): 0

Density kg/m3 (15°C): 0.0000

M/Eng. Inlet: 0

F.O. Temp. @ Serv. Tk.: 0

Draft (m): Fore: 0.00, Mid: 0.00, Aft: 0.00

Remains (MT): MDO: 0.00, IFO: 0.00, B.Water & F.Water: 0, Ballast: 0

Cargo on Board (MT): 0

Vis. cSt @50°C: 0.0

Note table with columns: No, Date, Note

Navigation buttons: [Page Navigation], [OK], [Cancel]

5. If you want to change page, select [<<] or [>>].
6. If you want to see print preview, select [Print Preview].
And also, you can print from print preview screen.
7. If you want to make print, select [Print].
8. If you want to export to Excel, select [Export to Excel].
9. If you want to change page, select [<<] or [>>].
10. If you want to return to “Main Menu screen”, select [Close].

6. 3 Abstract Sea & Port Log

1. On the “Main Menu screen”(Fig.6-1), select [Abstract Sea & Port Log].
2. “Abstract Sea & Port Log screen”(Fig.6-5) is displayed.
3. If you select [Modify], "Manual Input screen (Fig.6-6)" is displayed. And then, enter the necessary data.
4. After input, select [OK] to save data.
If you select [Cancel], input data are cancelled.

Fig.6-5 Abstract Sea & Port Log screen

| Port | Comm' & Comp' or Arrival & Departure Date | Draft (m) | | MDO | IFO | F.V.V. & B.V.V. | Condition (MT) | | Ballast | Diff to GMT Hr. | Hours in Port Hr.:Min | Temp Anchor Hr.:Min | Shift Hr.:Min | Cargo Work Hr.:Min | H.U.V. Hr.:Min |
|---------------|---|-----------|-------|-------|--------|-----------------|----------------|-------------|---------|-----------------|-----------------------|---------------------|---------------|--------------------|----------------|
| | | Alt | Fore | | | | Heating | Non Heating | | | | | | | |
| SAN FRANCISCO | Comm' 2012/02/28 08:30 | | | 62.90 | 563.67 | 280 | | | 0 | -8:00 | | | | | |
| SAN FRANCISCO | D 2012/03/01 10:00 | 6.00 | 7.50 | 50.74 | 563.67 | 260 | 0.000 | 8,530.988 | 0 | -8:00 | 22.00 | | 0.00 | 0.00 | |
| VANCOUVER BC | A 2012/03/04 06:30 | 6.20 | 7.70 | 49.72 | 510.79 | 200 | | | 0 | -8:00 | | 0.00 | | | 68:30 |
| VANCOUVER BC | D 2012/03/06 18:00 | 9.20 | 10.20 | 47.72 | 492.10 | 90 | 0.000 | 18,527.907 | 0 | -8:00 | 30.00 | | 0.00 | 0.00 | |
| ULSAN | A 2012/03/25 00:08 | 9.30 | 9.90 | 46.90 | 100.45 | 70 | | | 0 | 9:00 | | 0.00 | | | 421:06 |
| ULSAN | D 2012/03/26 18:30 | 6.50 | 7.90 | 44.90 | 295.12 | 448 | 0.000 | 9,996.919 | 0 | 9:00 | 6.30 | | 0.00 | 0.00 | |
| C/IK(CHINA) | A 2012/03/28 06:12 | 6.50 | 7.90 | 44.50 | 264.44 | 328 | | | 1,100 | 8:00 | | 0.00 | | | 36:42 |
| C/IK | D 2012/03/29 13:18 | 6.00 | 7.80 | 43.90 | 258.14 | 308 | 0.000 | 9,996.919 | 1,100 | 8:00 | 1:18 | | 0.00 | 0.00 | |
| ZHANGJIA GANG | A 2012/03/29 23:06 | 6.00 | 7.80 | 43.70 | 251.50 | 298 | | | 1,100 | 8:00 | | 0.00 | | | 9:48 |
| TAICANG | D 2012/03/30 05:54 | 6.00 | 7.80 | 43.60 | 250.70 | 298 | 0.000 | 9,996.919 | 1,100 | 8:00 | 6:48 | | 0.00 | 0.00 | |
| CHANGSHU | A 2012/03/30 07:54 | 6.00 | 7.80 | 43.40 | 249.60 | 298 | | | 1,100 | 8:00 | | 0.00 | | | 2:00 |
| CHANGSHU | D 2012/03/30 18:36 | 6.00 | 7.80 | 43.30 | 247.62 | 298 | 0.000 | 9,996.919 | 1,100 | 8:00 | 6:36 | | 0.00 | 0.00 | |
| NANTONG | A 2012/03/30 21:42 | 6.00 | 7.80 | 43.00 | 245.92 | 298 | | | 1,100 | 8:00 | | 0.00 | | | 3:06 |
| NANTONG | D 2012/03/31 06:24 | 0.00 | 0.00 | 43.00 | 244.51 | 298 | 0.000 | 9,996.919 | 1,100 | 8:00 | 8:42 | | 0.00 | 0.00 | |
| ZHANGJIA GANG | A 2012/03/31 10:36 | 6.00 | 7.80 | 42.80 | 242.21 | 280 | | | 1,100 | 8:00 | | 0.00 | | | 4:12 |
| ZHANGJIA GANG | D 2012/04/01 07:36 | 7.30 | 9.00 | 66.81 | 785.09 | 280 | 0.000 | 8,002.522 | 1,100 | 8:00 | 21:00 | | 0.00 | 0.00 | |
| ZHANGJIA GANG | A 2012/04/01 08:00 | 7.30 | 9.00 | 66.61 | 784.55 | 280 | | | 1,100 | 8:00 | | 0.00 | | | 0:24 |
| ZHANGJIA GANG | D 2012/04/12 14:12 | 4.50 | 6.40 | 64.81 | 736.53 | 350 | 0.000 | 0.000 | 5,264 | 8:00 | 26:12 | | 0.00 | 19:24 | |
| Shanghai | A 2012/04/13 08:24 | 4.50 | 6.40 | 64.31 | 727.88 | 340 | | | 5,264 | 8:00 | | 8:54 | | | 9:18 |
| Shanghai | D 2012/04/15 10:00 | 4.40 | 6.80 | 64.11 | 714.48 | 320 | 2,280.814 | 0.000 | 5,890 | 8:00 | 49:36 | | 0.00 | 0.00 | |
| TAIXING | A 2012/04/16 13:18 | 4.40 | 6.80 | 63.21 | 699.33 | 260 | | | 5,890 | 8:00 | | 15:18 | | | 12:00 |
| TAIXING | D 2012/04/17 08:42 | 6.25 | 8.45 | 63.11 | 695.78 | 260 | 6,137.393 | 0.000 | 5,890 | 8:00 | 19:24 | | 0.00 | 7:15 | |
| C/IK | A 2012/04/18 12:30 | 6.25 | 8.45 | 62.71 | 682.28 | 235 | | | 5,890 | 8:00 | | 12:48 | | | 15:00 |
| C/IK | D 2012/04/18 17:30 | 6.25 | 8.45 | 62.51 | 679.38 | 235 | 6,137.371 | 0.000 | 5,890 | 8:00 | 5:00 | | 0.00 | 0.00 | |

Fig.6-6 Manual Input screen

5. If you want to change page, select [<<] or [>>].
6. If you want to see print preview, select [Print Preview].
And also. you can print from print preview screen.
7. If you want to make print, select [Print].
8. If you want to export to Excel, select [Export to Excel].
9. If you want to change page, select [<<] or [>>].
10. If you want to return to “Main Menu screen”, select [Close].

6. 4 Arrival/Departure Report

1. On the “Main Menu screen”(Fig.6-1), select [Arrival/Departure Report].
2. “Arrival/Departure Report(Arrival) screen”(Fig.6-7) is displayed.
3. If you select [Modify], "Manual Input screen (Fig.6-8)" is displayed. And then, enter the necessary data.
4. After input, select [OK] to save data.
If you select [Cancel], input data are cancelled.

Fig.6-7 Arrival/Departure Report(Arrival) screen

ADMAX Abstract Log Control System Ver. 7.0.0-TM - [Arrival/Departure Report]

ABC Shipmanagement Co.,Ltd.
M.T.IHI-MARU Voy. No.051E

ARRIVAL REPORT Date:

| Port | Arrival Time at Destination | Draft (m) | | | | | R.O.B. | Dist (HUW) | Speed (HP) | Departure Time at Last Port | Time of S/B Eng. | Time of RUP Eng. at Last Port |
|----------|-----------------------------|-----------|-----|-----|-----|------|--------|------------|------------|-----------------------------|------------------|-------------------------------|
| | | Fore | Aft | MDO | IFO | F.W. | | | | | | |
| Remarks: | | | | | | | | | | | | |

DEPARTURE REPORT Date: 2012/03/01

| Port | Departure Time | Draft (m) | | | | | R.O.B. | Dist to Next Port | Port of Destination (Next Port) | Expected Speed | E.T.A. | Time of RUP Eng. |
|---------------|------------------|-----------|------|-------|--------|--------|--------|-------------------|---------------------------------|------------------|--------|------------------|
| | | Fore | Aft | MDO | IFO | F.W. | | | | | | |
| SAN FRANCISCO | 2012/03/01 10:00 | 6.00 | 7.50 | 50.74 | 583.67 | 260.00 | 813 | VANCOUVER BC | 13.00 | 2012/03/04 03:00 | | |
| Remarks: | | | | | | | | | | | | |

Navigation: << >> (1/13) Modify Close

Fig.6-8 Manual Input screen

Arrival/Departure Report

Input Other data & Remarks.

Arrival Departure

Report Date: 1800/01/01 Time of S/B Eng.: 0 : 0

Remarks

Navigation: << >> (1/13) OK Cancel

5. You can select [Arrival] or [Departure] tab to change screen.
6. If you want to change page, select [<<] or [>>].
7. If you want to see print preview, select [Print Preview].
And also. you can print from print preview screen.
8. If you want to make print, select [Print].
9. If you want to export to Excel, select [Export to Excel].
10. If you want to change page, select [<<] or [>>].
11. If you want to return to “Main Menu screen”, select [Close].

7. When you want to make “Engine Performance Report”

1. On the “Main Menu screen”(Fig.7-1), select [Engine Performance Report].
2. “Engine Performance Report screen”(Fig.7-2) is displayed. You can enter the data into yellow colored field.
3. You can change the displayed report by selecting [<] or [>]. And also, you can select from list box by selecting ▼.

Fig.7-1 Main Menu screen

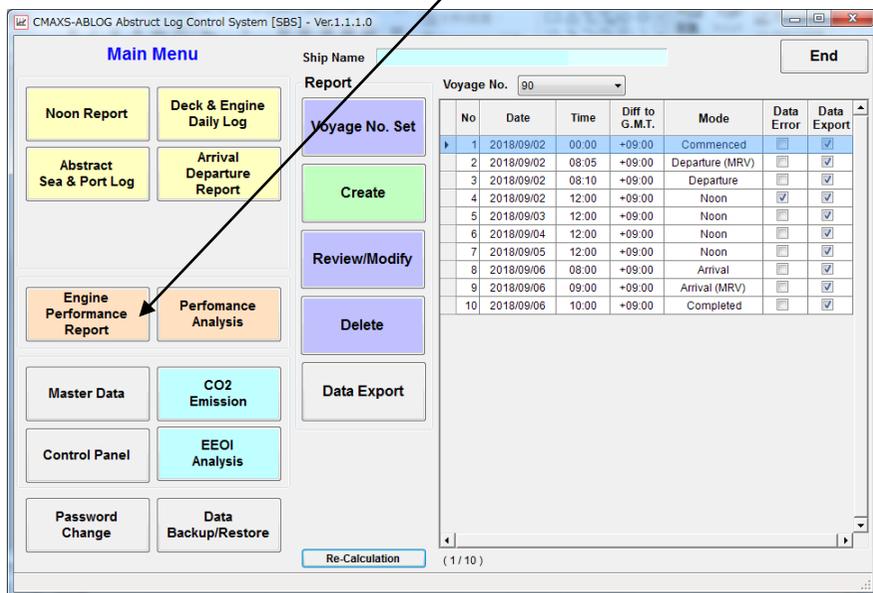
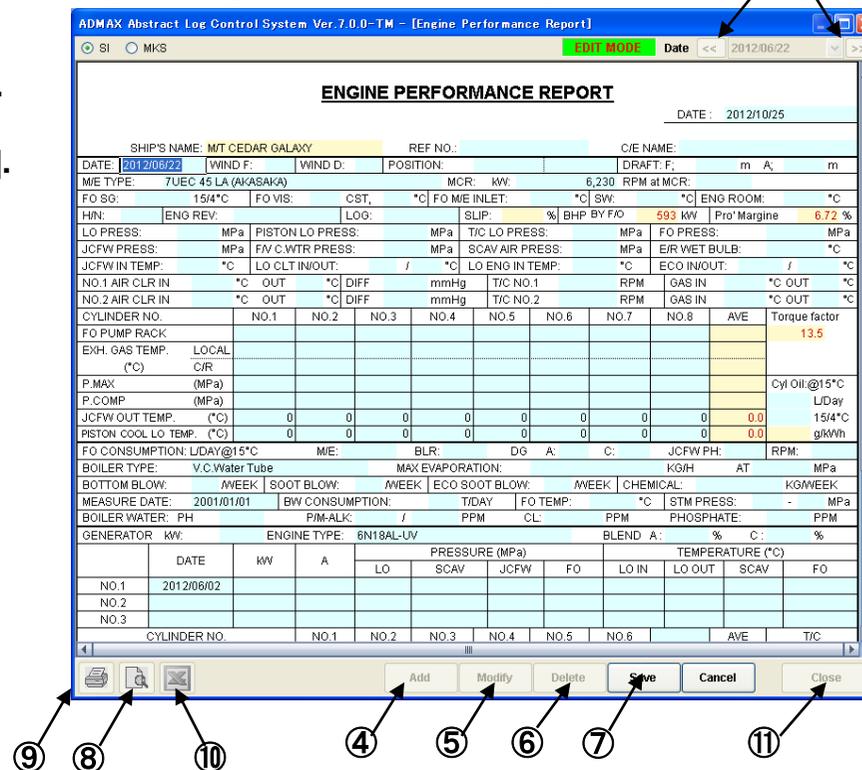


Fig.7-2 Engine Performance Report screen



4. If you want to make new report, select [Add].
5. If you want to modify existing report, select [Modify].
6. If you want to delete existing report, select [Delete].
7. After finish the entering, select [Save] to save data.
8. If you want to see print preview, select [Print Preview]. And also, you can print from print preview screen.
9. If you want to make print, select [Print].
10. If you want to export to Excel, select [Export to Excel].
11. If you want to return to “Main Menu screen”, select [Close].

8. When you want to refer performance analysis results

8. 1 Noon Data

1. On the “Main Menu screen”(Fig.8-1), select [Performance Analysis].
2. “Noon Data screen”(Fig.8-2)“ is displayed.
Only the data that matches the following conditions are displayed.
Speed>0 & Distance Run HUW=HP & Mode=Noon
3. You can extract the data within specified period by selecting “Date Range”.

Fig.8-1 Main Menu screen

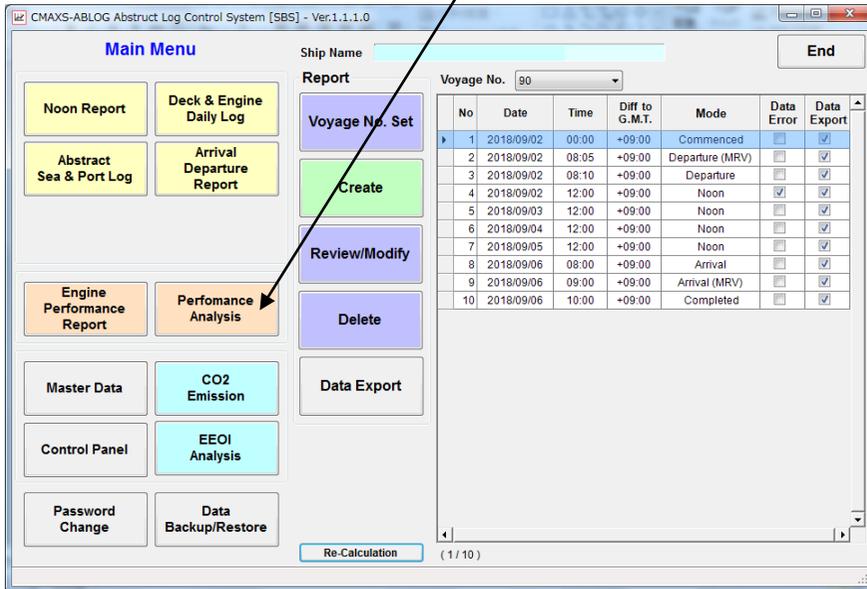


Fig.8-2 Noon Data screen

| | Normal Range | | Average | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------------------------------|--------------|---------|---------|---------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Low | High | A | B | 2012/04/21 | 2012/04/20 | 2012/04/19 | 2012/03/27 | 2012/03/24 | 2012/03/23 | 2012/03/22 | 2012/03/21 |
| Speed (knot) | 9.00 | 18.00 | 11.19 | 11.24 | 13.75 | 12.83 | 12.27 | 12.11 | 12.50 | 11.04 | 12.88 | 9.08 |
| M/E RPM (rpm) | 94.8 | 152.0 | 129.8 | 135.2 | 128.0 | 128.0 | 131.5 | 124.3 | 128.0 | 128.0 | 128.0 | 140.0 |
| M/E RPM (%) | 60.0 | 95.0 | 82.16 | 85.56 | 81.0 | 81.0 | 83.2 | 78.6 | 81.0 | 81.0 | 81.0 | 88.6 |
| M/E Power (kW) | 1,246.1 | 5,607.4 | 4,372.5 | 4,405.5 | 4,335.4 | 4,404.2 | 4,732.5 | 3,822.7 | 3,928.6 | 3,967.0 | 4,055.2 | 4,516.2 |
| M/E Power (PS) | 1,694.2 | 7,623.9 | 5,845.0 | 5,989.9 | 5,884.5 | 5,988.0 | 6,434.3 | 5,197.4 | 5,341.4 | 5,393.6 | 5,513.5 | 6,140.4 |
| M/E Power (%) | 20.0 | 90.0 | 70.18 | 70.71 | 69.6 | 70.7 | 76.0 | 61.4 | 63.1 | 63.7 | 65.1 | 72.5 |
| Wind Force (BF) (Mean) | - | - | 5.9 | 6.0 | 5.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 8.0 |
| F.O.C. (MT/Day) | 10.00 | 26.00 | 19.16 | 19.31 | 19.00 | 19.30 | 20.76 | 16.73 | 17.20 | 17.37 | 17.76 | 19.80 |
| Exh. Gas Temp. (°C) High | 250 | 380 | 332.0 | 332.0 | 340 | 340 | 350 | 340 | 330 | 330 | 330 | 330 |
| Exh. Gas Temp. (°C) Mean | 250 | 365 | 319.7 | 319.7 | 332 | 335 | 340 | 330 | 317 | 315 | 315 | 315 |
| Exh. Gas Temp. (°C) Low | 250 | 350 | 295.8 | 295.1 | 325 | 330 | 330 | 320 | 345 | 300 | 300 | 300 |
| Exh. Gas T/C (°C) In | 300 | 500 | 402.2 | 402.0 | 419 | 425 | 414 | 415 | 407 | 405 | 393 | 401 |
| Exh. Gas T/C (°C) Out | 250 | 400 | 293.1 | 292.6 | 322 | 326 | 315 | 316 | 309 | 307 | 294 | 289 |
| T/C RPM (rpm) | 5,000 | 20,000 | 12.3 | 12.3 | 11 | 11 | 12 | 11 | 11 | 12 | 11 | 13 |
| Propeller Slip (%) | -10.0 | 20.0 | -11.46 | 20.59 | -2.0 | 4.8 | 11.4 | 7.4 | 7.3 | 18.1 | 4.4 | 38.4 |
| Propeller Margin (%) | -6.0 | 10.0 | 6.85 | 3.48 | 7.6 | 8.1 | 8.0 | 6.3 | 4.7 | 5.0 | 5.6 | 1.2 |
| Sea Margin (%) | -10.0 | 200.0 | 257.78 | 268.30 | 14.2 | 47.8 | 85.3 | 56.5 | 44.2 | 124.0 | 34.1 | 401.8 |
| 85% MCO Conversion M/E RPM (rpm) | - | - | 153.10 | 0.00 | - | - | - | - | - | - | - | - |
| 85% MCO Conversion Speed (knot) | - | - | 12.94 | 0.00 | - | - | - | - | - | - | - | - |
| 75% MCO Conversion M/E RPM (rpm) | - | - | 131.82 | 137.49 | 131.2 | 130.6 | 130.9 | 132.9 | 135.6 | 135.2 | 134.2 | 141.6 |
| 75% MCO Conversion Speed (knot) | - | - | 11.43 | 11.45 | 14.10 | 13.08 | 12.22 | 12.95 | 13.24 | 11.66 | 13.50 | 9.19 |

4. If you want to extract the data, select [Filter]. (Refer to next page.)
5. If you want to change Normal Range, select [Normal Range].
6. After finish the entering, select [OK] to save data.
7. If you want to refer the print preview, select [Preview]. And also, you can print from print preview screen.
8. If you want to print screen, select [Print].
9. If you want to return to “Main Menu screen”, select [Close].

Fig.8-3 Filter Condition screen

| | | From | To |
|--------------------------|-----------------------|----------|----------|
| <input type="checkbox"/> | Ship Speed (knot) | 0.00 | 20.00 |
| <input type="checkbox"/> | M/E RPM | 0.0 | 158.0 |
| | | (rpm) | |
| <input type="checkbox"/> | M/E RPM (%) | 0.0 | 100.0 |
| | | (%) | |
| <input type="checkbox"/> | M/E Power (kW) | 0.0 | 6,230.4 |
| | | (kW) | |
| <input type="checkbox"/> | M/E Power (PS) | 0.0 | 8,471.0 |
| | | (PS) | |
| <input type="checkbox"/> | M/E Power (%) | 0.0 | 100.0 |
| | | (%) | |
| <input type="checkbox"/> | Wind Force (BF) | 0.0 | 12.0 |
| <input type="checkbox"/> | F.O.C. (MT/Day) | 0.00 | 100.00 |
| <input type="checkbox"/> | Displacement (MT) | 0.0 | 30,000.0 |
| <input type="checkbox"/> | Exh. Gas Temp. (°C) | 0 | 600 |
| | | High | |
| | | Mean | |
| <input type="checkbox"/> | Exh. Gas T/C (°C) | 0 | 600 |
| | | Low | |
| | | In | |
| <input type="checkbox"/> | Exh. Gas T/C (°C) In | 0 | 600 |
| | | (°C) In | |
| <input type="checkbox"/> | Exh. Gas T/C (°C) Out | 0 | 600 |
| | | (°C) Out | |
| <input type="checkbox"/> | T/C RPM (rpm) | 0.0 | 20,000.0 |
| <input type="checkbox"/> | Propeller Slip (%) | -100.0 | 100.0 |
| <input type="checkbox"/> | Propeller Margin (%) | -100.0 | 100.0 |

<Filter condition>

- Speed (knot)
- M/E RPM (rpm)
- M/E RPM (%)
- M/E Power (kW)
- M/E Power (PS)
- M/E Power (%)
- Wind Force (BF)
- F.O.C. (MT/Day)
- Displacement (MT)
- Exh. Gas Temp. (°C) High
- Exh. Gas Temp. (°C) Mean
- Exh. Gas Temp. (°C) Low
- Exh. Gas T/C (°C) In
- Exh. Gas T/C (°C) Out
- T/C RPM (rpm)
- Propeller Slip (%)
- Propeller Margin (%)

10. Select check box to put check mark for each items, and enter data range if necessary.
If you put check mark to plural items, the data are extracted by AND condition.
11. Select [OK].
12. If you want to cancel the extracted data, un-check the all check mark by selecting check box.
And then, select [OK].

<Calculation formula>

● Propeller Slip(%) :

$$\frac{([M/E \text{ RPM}] * 60 * [\text{Propeller Pitch}] / 1852 - [\text{Speed}]) * 100}{[M/E \text{ RPM}] * 60 * [\text{Propeller Pitch}] / 1852}$$

● Propeller Margin(%) :

$$([M/E \text{ Power}\%] * 10000^{(1/3)} - [M/E \text{ RPM}\%])$$

● Sea Margin(%) : Refer to next page.

● 85% MCO Conversion :

When [Propeller Margin] < 0 -> [M/E RPM85%] and [Speed85%] calculated the following formula are indicated.

$$[M/E \text{ RPM85}\%] = (85 / [M/E \text{ Power}\%])^{(1/3)} * [M/E \text{ RPM}\%]$$

$$[\text{Speed85}\%] = [\text{Speed}] * [M/E \text{ RPM85}\%] / [M/E \text{ RPM}\%]$$

When [Propeller Margin] >= 0 -> “-“ is indicated.

● 75% MCO Conversion :

When [Propeller Margin] < 0 -> “-“ is indicated.

When [Propeller Margin] >= 0 -> [M/E RPM75%]及 δ [Speed75%] calculated the following formula are indicated.

$$[M/E \text{ RPM75}\%] = (75 / [M/E \text{ Power}\%])^{(1/3)} * [M/E \text{ RPM}\%]$$

$$[\text{Speed75}\%] = [\text{Speed}] * [M/E \text{ RPM75}\%] / [M/E \text{ RPM}\%]$$

● Average A : Simple average of Noon Data is calculated and indicated.

● Average B : The value calculated the following formula are indicated.

When only the data of [Propeller Margin] < 0 are existing

When Data number <= 2 -> Average of all data

When Data number > 2 -> Average without minimum data of [Propeller Margin]

When only the data of [Propeller Margin] > 0 are existing

When Data number <= 2 -> Average of all data

When Data number > 2 -> Average without maximum data of [Propeller Margin]

When the data of [Propeller Margin] > 0 and [Propeller Margin] < 0 are existing

When Data number <= 2 -> Average of all data

When Data number > 2 -> Average without minimum and maximum data of [Propeller Margin]

The calculation method of Sea Margin

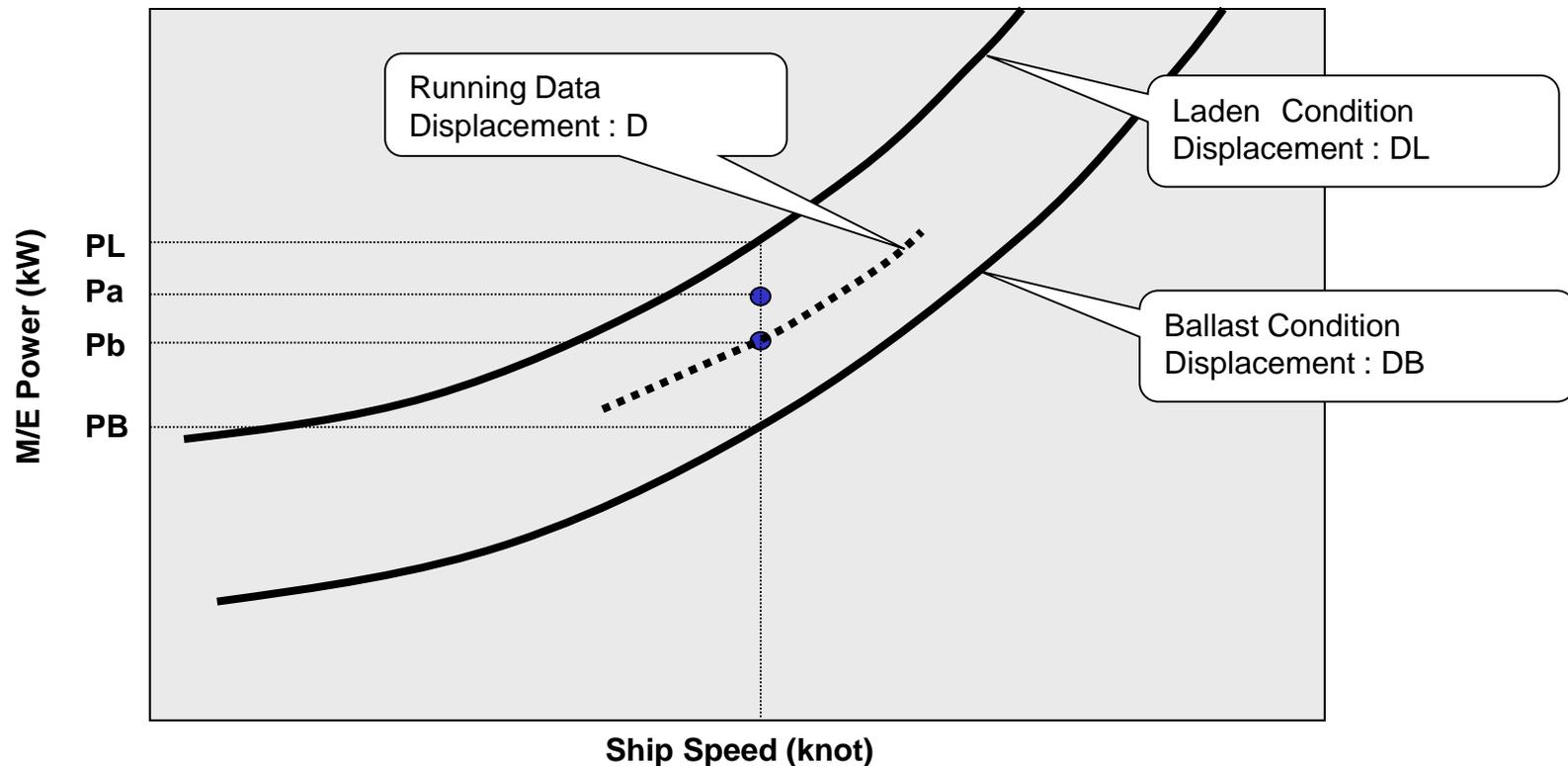
1. The design value of Ship Speed-M/E Power in Laden and Ballast Condition is registered as Base Data.
2. Sea Margin is calculated by the following formulas.

$$\text{Sea Margin (\%)} = (Pa - Pb) / Pb \times 100$$

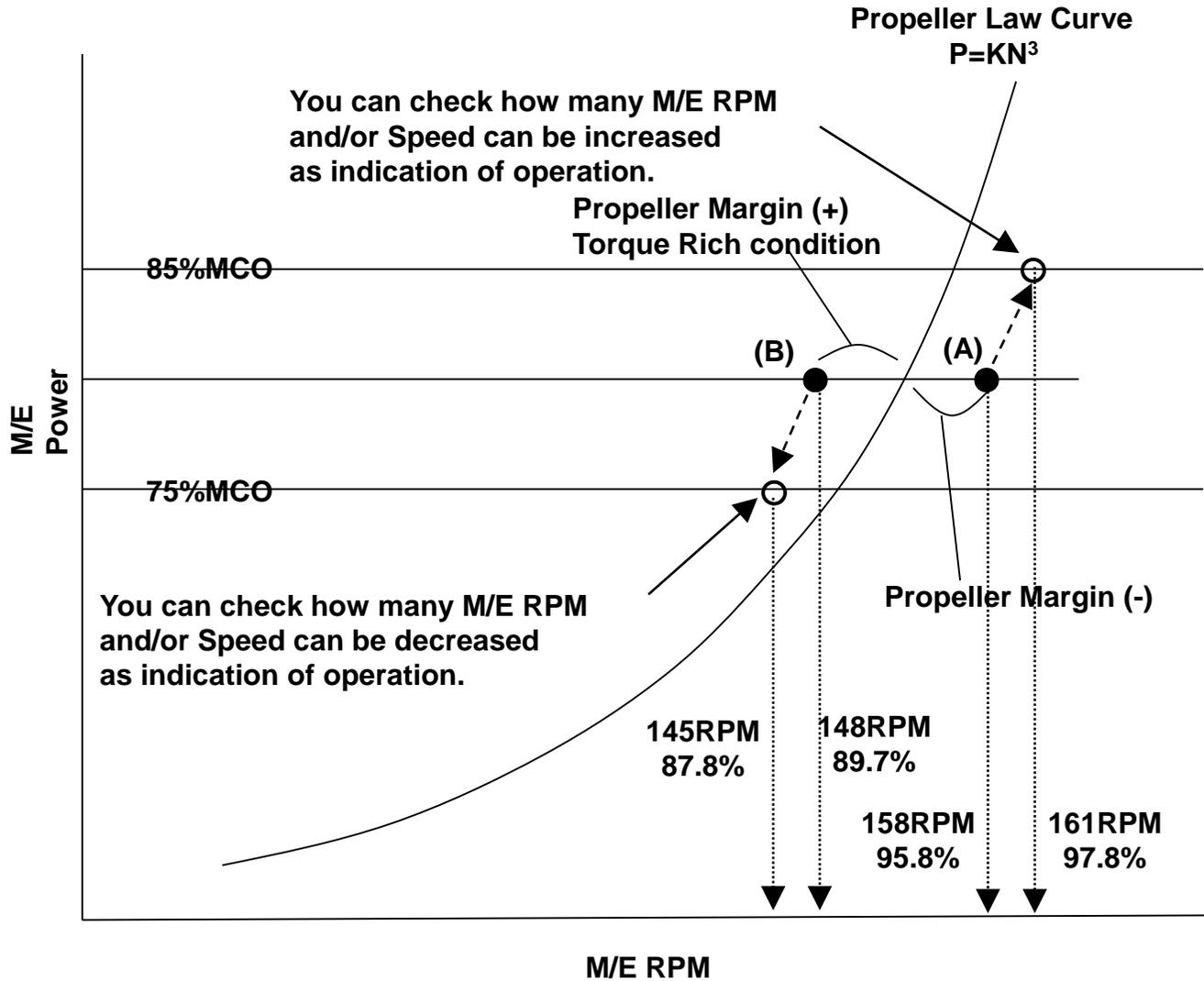
Pa = Calculated actual power

$$(DL - DB) : (D - DB) = (PL - PB) : (Pb - PB)$$

$$Pb = (D - DB) \times (PL - PB) / (DL - DB) + PB$$



Supplementary explanation for 85% or 75%MCO conversion



<Calculation example>

M/E MCO 6000PS x 165RPM

In case of (A)

M/E RPM = N = 158RPM

M/E RPM% = N% = 95.8%

M/E Power = P = 4800PS

M/E Power% = P% = 80.0%

Propeller Margin = PM =

$$(P\% \times 10^4)^{1/3} - N\% = -3.0\%$$

Ship Speed = V = 12.5Kt

85%MCO RPM% = N85% =

$$(85 / (P\%))^{1/3} \times (N\%) = 97.8\%$$

85%MCO RPM = N85 =

$$165 \times 0.978 = 161\text{RPM}$$

85%MCO Speed = V85 =

$$V \times N85\% / N\% = 12.76\text{kt}$$

In case of (B)

M/E RPM = N = 148RPM

M/E RPM% = N% = 89.7%

M/E Power = P = 4800PS

M/E Power% = P% = 80.0%

Propeller Margin = PM =

$$(P\% \times 10^4)^{1/3} - N\% = 3.1\%$$

Ship Speed = V = 11.0Kt

75%MCO RPM% = N75% =

$$75 / (P\%)^{1/3} \times (N\%) = 87.8\%$$

75%MCO RPM = N75 =

$$165 \times 0.878 = 145\text{RPM}$$

75%MCO Speed = V75 =

$$V \times N75\% / N\% = 10.76\text{kt}$$

8. 2 Power Curve

1. On the “Noon Data screen”(Fig.8-2), select [Power Curve] tab.
2. “Power Curve screen”(Fig.8-3) is displayed.
Plot data are indicated the data displayed on the “Noon Data screen”.
3. You can extract the data within specified period by selecting “Date Range”.

Fig.8-3 Power Curve screen

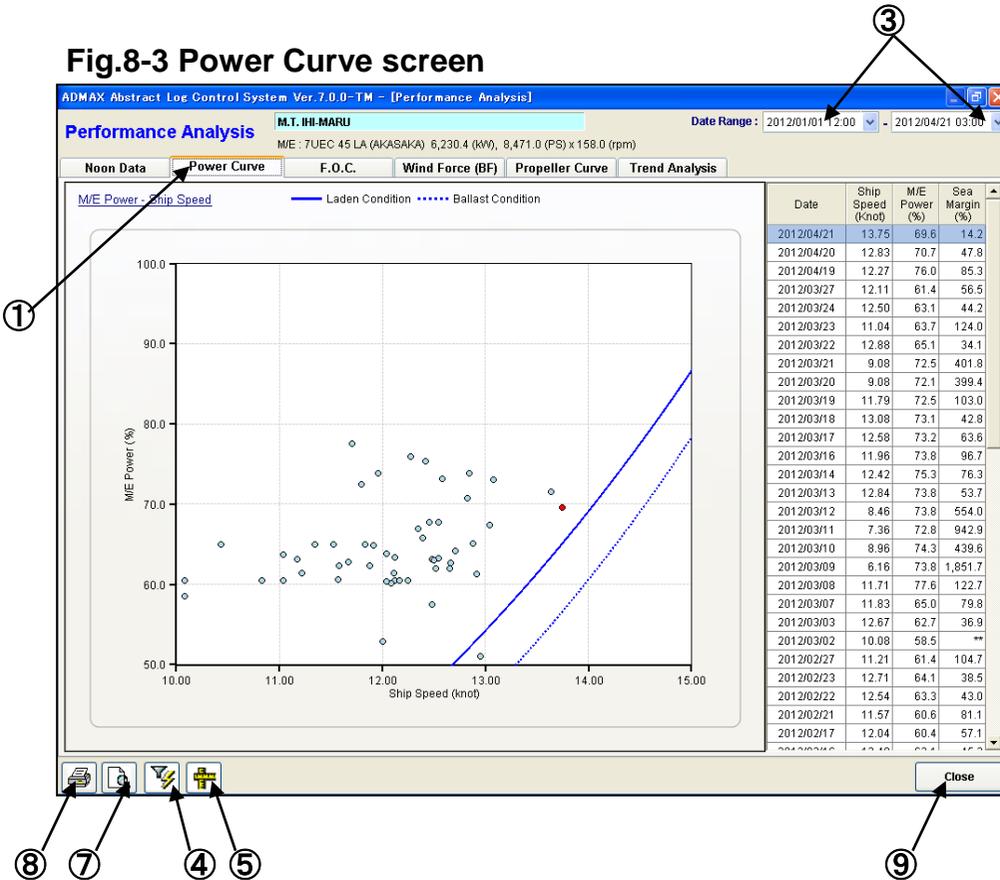
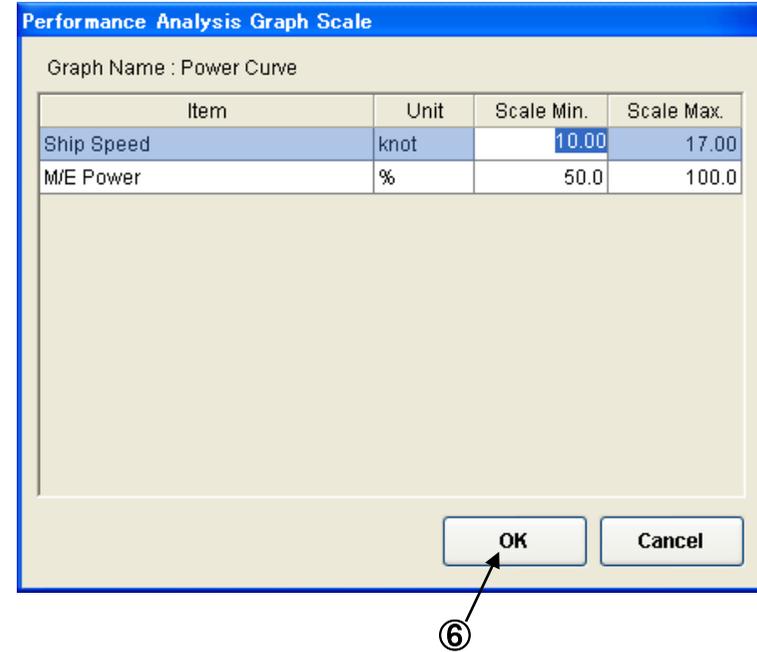


Fig.8-4 Graph Scale screen



4. If you want to extract the data, select [Filter].
(Refer to page 33.)
5. If you want to change graph scale, select [Scale].
You can change scale on the “Graph Scale screen”(Fig.8-4).
6. After finish the entering, select [OK].
7. If you want to refer the print preview, select [Preview].
And also. you can print from print preview screen.
8. If you want to print screen, select [Print].
9. If you want to return to “Main Menu screen”, select [Close].

8. 3 F.O. Consumption

1. On the “Noon Data screen”(Fig.8-2), select [F.O.C.] tab.
2. “F.O. Consumption screen”(Fig.8-5) is displayed.
Plot data are indicated the data displayed on the “Noon Data screen”.
3. You can extract the data within specified period by selecting “Date Range”.

Fig.8-5 F.O. Consumption screen

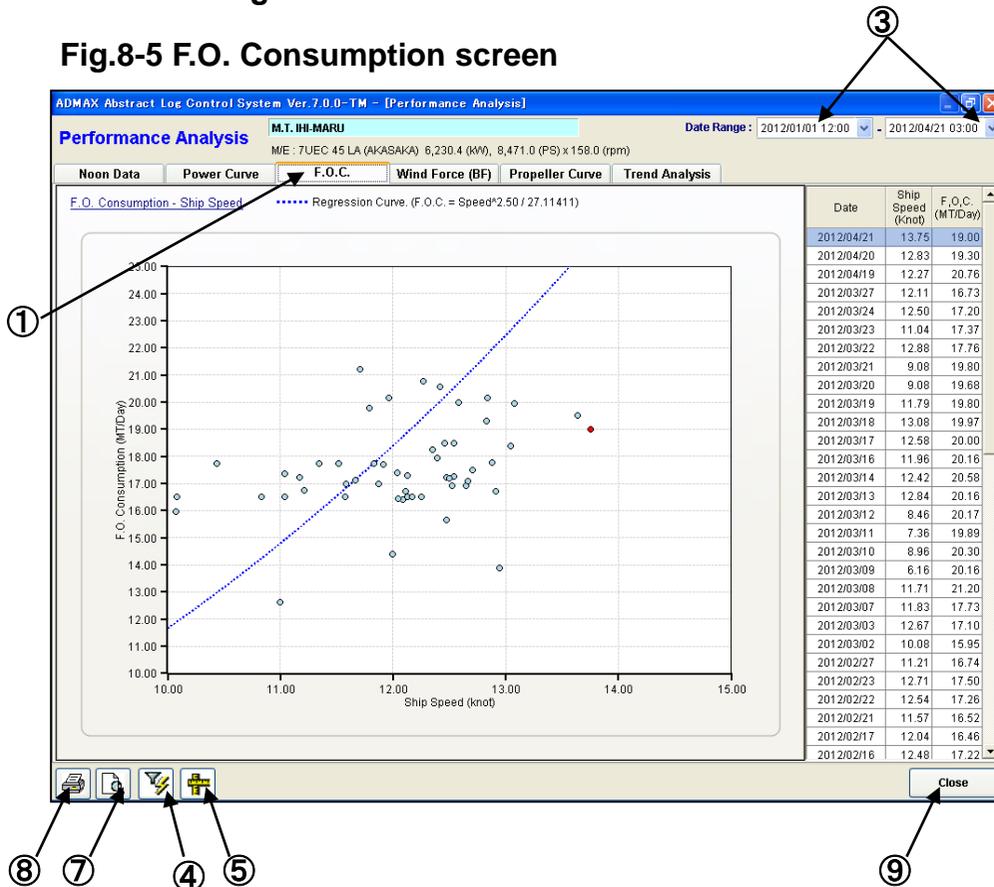
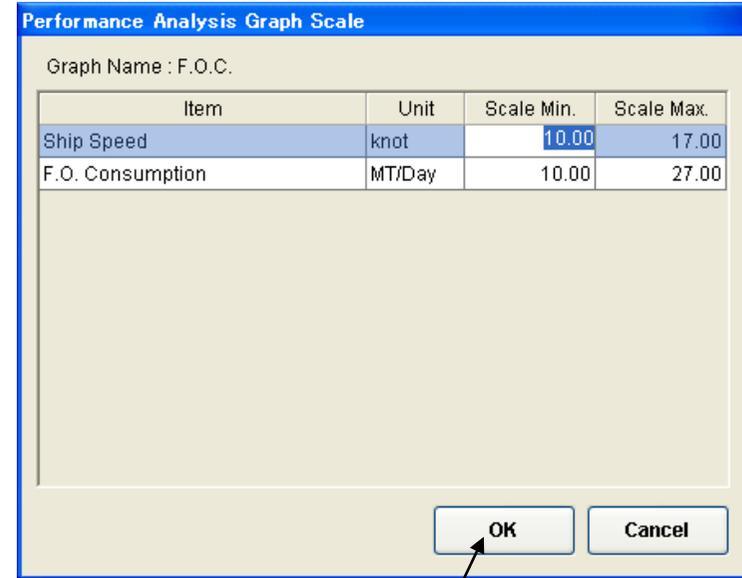


Fig.8-6 Graph Scale screen



4. If you want to extract the data, select [Filter].
(Refer to page 33.)
5. If you want to change graph scale, select [Scale].
You can change scale on the “Graph Scale screen”(Fig.8-6).
6. After finish the entering, select [OK].
7. If you want to refer the print preview, select [Preview].
And also. you can print from print preview screen.
8. If you want to print screen, select [Print].
9. If you want to return to “Main Menu screen”, select [Close].

8. 4 Wind Force

1. On the “Noon Data screen”(Fig.8-2), select [Wind Force] tab.
2. “Wind Force screen”(Fig.8-7) is displayed.
Plot data are indicated the data displayed on the “Noon Data screen”.
3. You can extract the data within specified period by selecting “Date Range”.

Fig.8-7 Wind Force screen

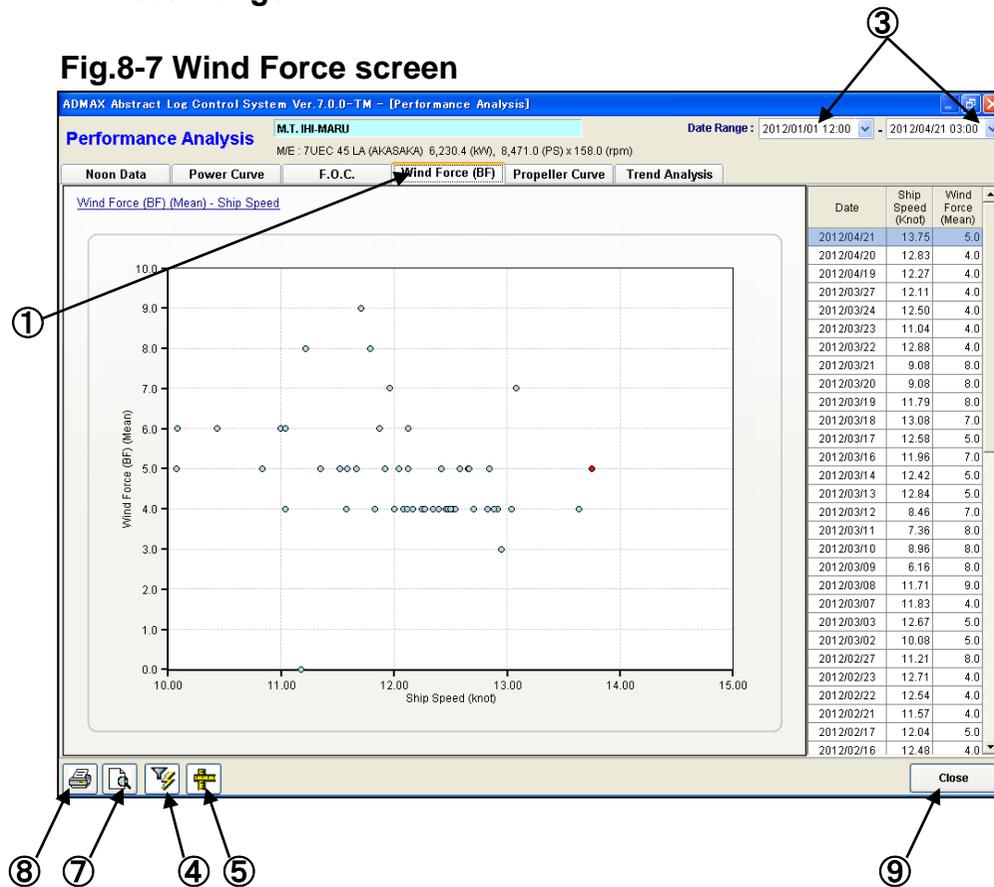
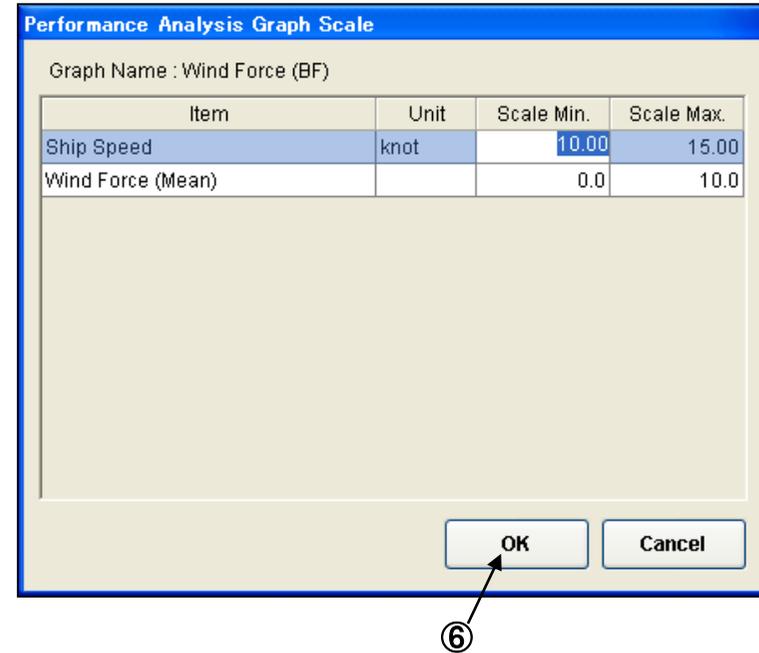


Fig.8-8 Graph Scale screen



4. If you want to extract the data, select [Filter].
(Refer to page 30.)
5. If you want to change graph scale, select [Scale].
You can change scale on the “Graph Scale screen”(Fig.8-8).
6. After finish the entering, select [OK].
7. If you want to refer the print preview, select [Preview].
And also. you can print from print preview screen.
8. If you want to print screen, select [Print].
9. If you want to return to “Main Menu screen”, select [Close].

8. 5 Propeller Curve

1. On the “Noon Data screen”(Fig.8-2), select [Propeller Curve] tab.
2. “Propeller Curve screen”(Fig.8-9) is displayed.
Plot data are indicated the data displayed on the “Noon Data screen”.
3. You can extract the data within specified period by selecting “Date Range”.
4. Data list of specified date is displayed.
You can select the date by selecting [<<] or [>>] button or selecting from list box.

Fig.8-9 Propeller screen

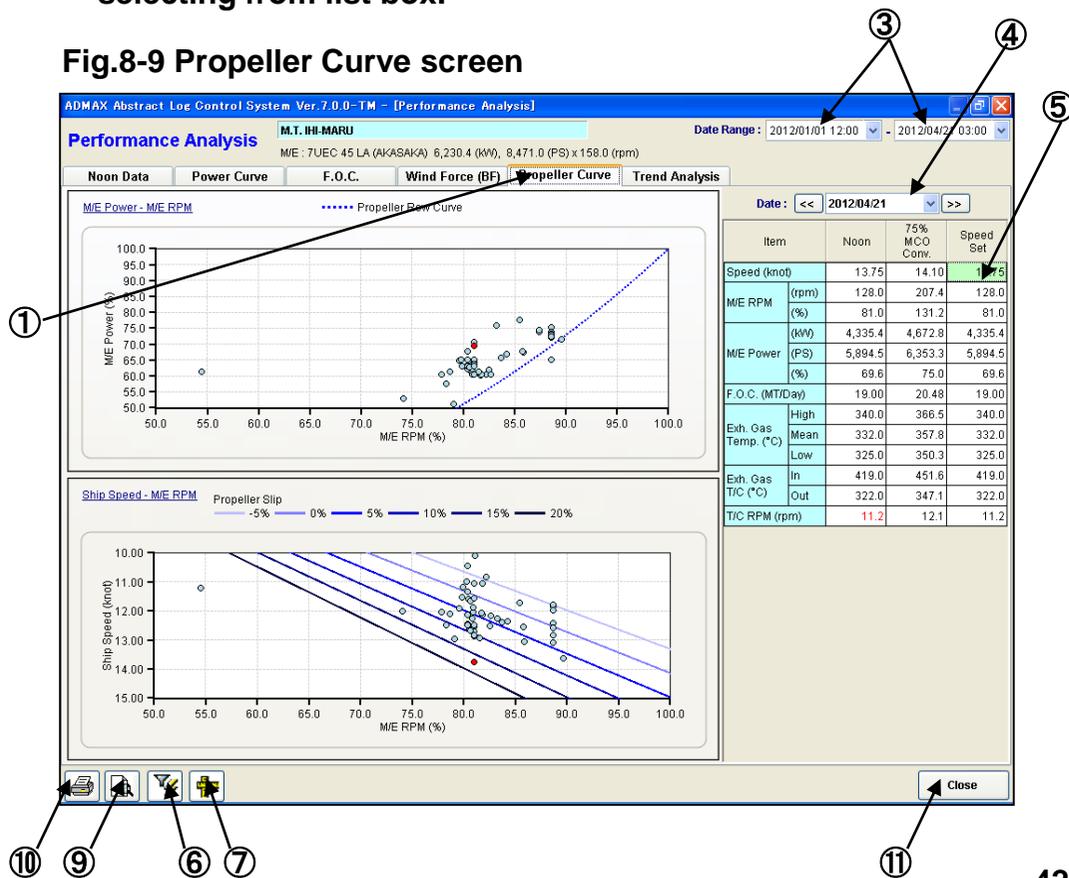
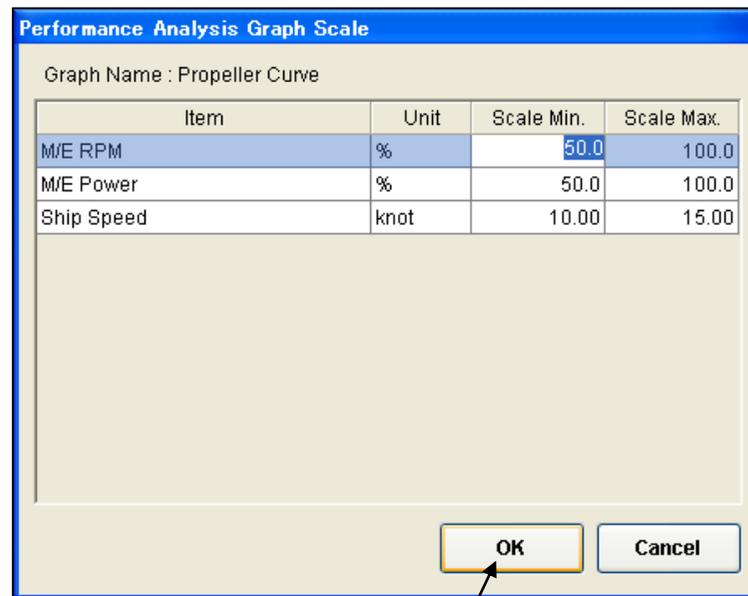


Fig.8-10 Graph Scale screen



5. If you enter speed of “Speed Set” column, M/E RPM~T/C RPM at the speed are automatically calculated and displayed.
(Refer to next page for calculation formula.)
6. If you want to extract the data, select [Filter].
(Refer to page 33.)
7. If you want to change graph scale, select [Scale].
You can change scale on the “Graph Scale screen”(Fig.8-10).
8. After finish the entering, select [OK].
9. If you want to refer the print preview, select [Preview].
And also. you can print from print preview screen.
10. If you want to print screen, select [Print].
11. If you want to return to “Main Menu screen”, select [Close].

<Calculation formula>

-“Noon”column-

- Speed(knot) : [Speed_HP]
- M/E RPM(rpm) : [ME_RPM]
- M/E RPM(%) : [ME_RPMp]
- M/E Power(kW) : [ME_Power1]
- M/E Power(PS) : [ME_Power2]
- M/E Power(%) : [ME_Powerp]
- F.O.C(MT/Day) : [FO_Cons]*24/1000000
- Exh.Gas Temp.(°C)(High) : [MEexh_TempH]
- Exh.Gas Temp.(°C)(Mean) : [MEexh_TempM]
- Exh.Gas Temp.(°C)(Low) : [MEexh_TempL]
- Exh.Gas T/C(°C)(In) : [MEtcin_Temp]
- Exh.Gas T/C(°C)(Out) : [MEtcout_Temp]
- T/C RPM(rpm) : [MEtc_RPM]

-“85%MCO Conv.”column-

- Speed(knot) : [Speed85]
- M/E RPM(rpm) : [ME_RPM85]*{Master_Data}[MCR_RPM]/100
- M/E RPM(%) : [ME_RPM85]
- M/E Power(kW) : [ME_Power1]*0.85
- M/E Power(PS) : [ME_Power2]*0.85
- M/E Power(%) : 85
- F.O.C(MT/Day) : [FO_Cons]*24/1000000*85/[ME_Powerp]
- Exh.Gas Temp.(°C)(High) : [MEexh_TempH] *85/[ME_Powerp]
- Exh.Gas Temp.(°C)(Mean) : [MEexh_TempM] *85/[ME_Powerp]
- Exh.Gas Temp.(°C)(Low) : [MEexh_TempL] *85/[ME_Powerp]
- Exh.Gas T/C(°C)(In) : [MEtcin_Temp] *85/[ME_Powerp]
- Exh.Gas T/C(°C)(Out) : [MEtcout_Temp] *85/[ME_Powerp]
- T/C RPM(rpm) : [MEtc_RPM] *85/[ME_Powerp]

-“Speed Set”column-

- Speed(knot) : Entered value
- M/E RPM(rpm) :
M/E RPM(%) * {Master_Data}[MCR_RPM]/100
- M/E RPM(%) : [ME_RPMp]*Speed/[Speed_HP]
- M/E Power(kW) : [ME_Power1]*M/E Power(%)
- M/E Power(PS) : [ME_Power2]*M/E Power(%)
- M/E Power(%) : (M/E RPM(%) / [ME_RPMp])³ * [ME_Powerp]
- F.O.C(MT/Day) :
[FO_Cons]*24/1000000*M/E Power(%) / [ME_Powerp]
- Exh.Gas Temp.(°C)(High) :
[MEexh_TempH]*M/E Power(%) / [ME_Powerp]
- Exh.Gas Temp.(°C)(Mean) :
[MEexh_TempM]*M/E Power(%) / [ME_Powerp]
- Exh.Gas Temp.(°C)(Low) :
[MEexh_TempL]*M/E Power(%) / [ME_Powerp]
- Exh.Gas T/C(°C)(In) :
[MEtcin_Temp]*M/E Power(%) / [ME_Powerp]
- Exh.Gas T/C(°C)(Out) :
[MEtcout_Temp]*M/E Power(%) / [ME_Powerp]
- T/C RPM(rpm) :
[MEtc_RPM]*M/E Power(%) / [ME_Powerp]

8. 6 Trend Analysis

1. On the “Noon Data screen”(Fig.8-2), select [Trend Analysis] tab.
2. “Trend Analysis screen”(Fig.8-11) is displayed.
Plot data are indicated the data displayed on the “Noon Data screen”.
3. You can extract the data within specified period by selecting “Date Range”.

Fig.8-11 Trend Analysis screen

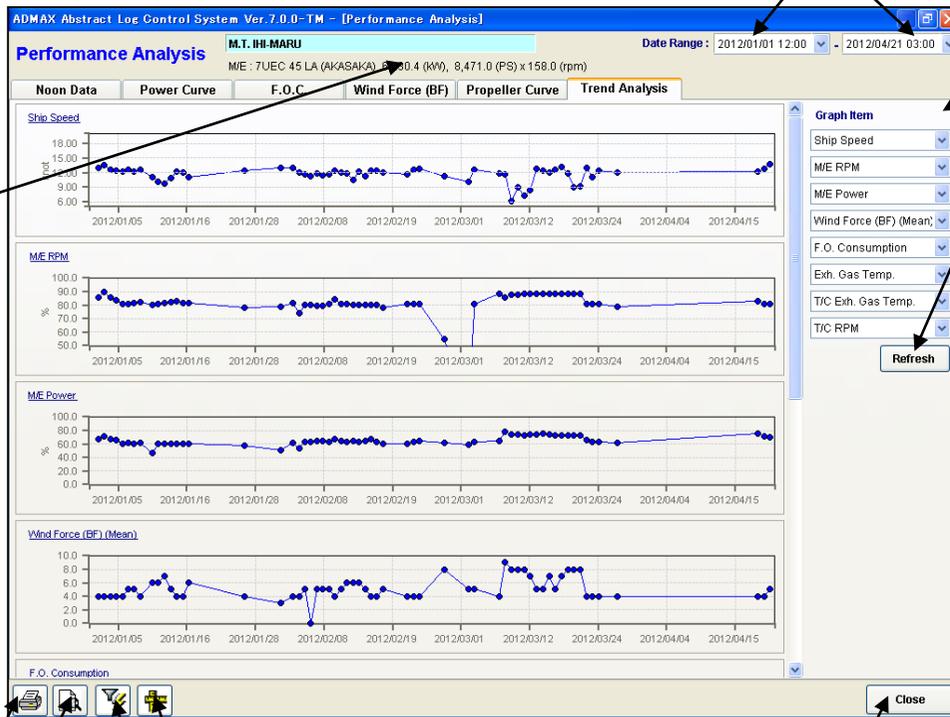


Fig.8-12 Graph Scale screen

| Performance Analysis Graph Scale | | | |
|----------------------------------|--------|------------|------------|
| Graph Name : Trend Analysis | | | |
| Item | Unit | Scale Min. | Scale Max. |
| Ship Speed | knot | 5.00 | 17.00 |
| M/E RPM | % | 50.0 | 100.0 |
| M/E Power | % | 0.0 | 100.0 |
| Wind Force (Mean) | | 0.0 | 10.0 |
| F.O. Consumption | MT/Day | 0.0 | 30.0 |
| Exh. Gas Temp. | °C | 200 | 500 |
| T/C Exh. Gas Temp. | °C | 200 | 500 |
| T/C RPM | rpm | 10000.0 | 20000.0 |
| Propeller Slip | % | -2.0 | 3.0 |
| Propeller Margin | % | -10.0 | 100.0 |
| Sea Margin | % | -20.0 | 100.0 |

4. If you want to specify the displayed item, select item and select [Refresh].
5. If you want to extract the data, select [Filter]. (Refer to page 30.)
6. If you want to change graph scale, select [Scale].
You can change scale on the “Graph Scale screen”(Fig.8-12).
7. After finish the entering, select [OK].
8. If you want to refer the print preview, select [Preview].
And also. you can print from print preview screen.
9. If you want to print screen, select [Print].
10. If you want to return to “Main Menu screen”, select [Close].

9. When you want to make “Data Export”

If abstract log data is sent from the ship everyday, HQS system can be referred latest report (Noon Report, Deck & Engine Daily Log, Abstract Sea & Port Log, Arrival/Departure Report) and analyzed results, Latest master data is automatically exported at all times.

1. On the “Main Menu screen”(Fig.9-1), select [Data Export].
2. “Data Export dialog”(Fig.9-2) is displayed.

Select the kind of data you want to export.

- Abstract Log -> Everyday
- Time Sheet
- Ullage Report
- Engine Performance Report

-> End of Voy.

Fig.9-1 Main Menu screen

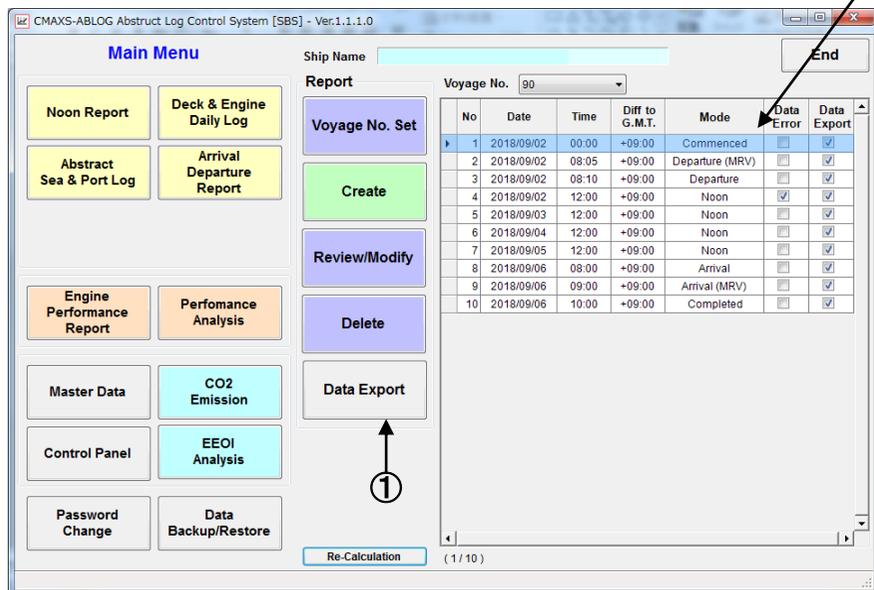
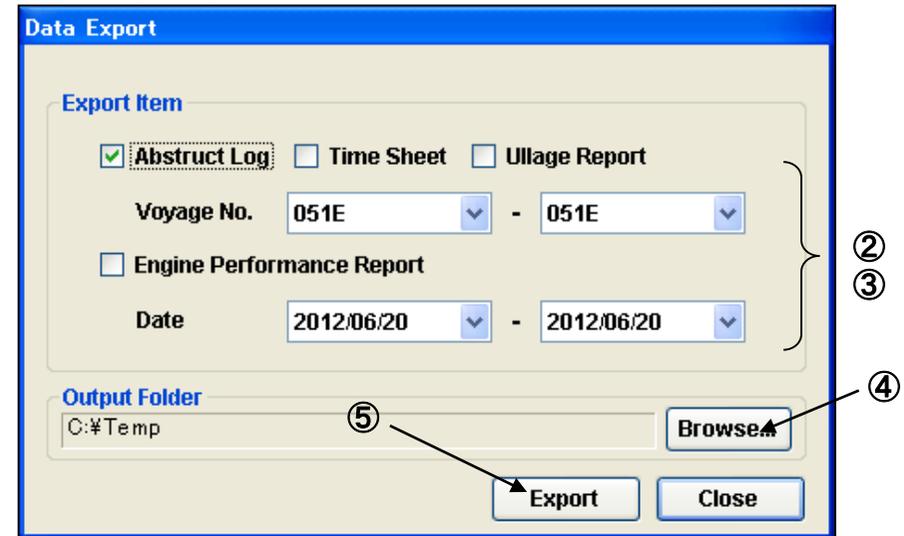


Fig.9-2 Data Export dialog



3. Set the data range by selecting Voy.No. or Date from list box.
4. Output folder can be changed by selecting [Browse]. However, you don't need to change default setting.
5. Select [Export] to start exporting. When exporting is completed, completion message is displayed. And then, select [OK]. Following file is made into specified folder.
 ABLOG_EXP_***_yyyymmddhhmm.mlz
 (***: Ship code、yyyymmddhhmm: DateTime)
6. Send the exported file as attached file of E-mail to HQS.
7. Check mark are put into “Data Export”column on the “Main Menu screen”.

10. When you want to refer and modify “Master Data”

Master data is set as factory setting by IMC. You can refer and modify master data anytime.

However, generally, you don't need to modify, because master data affects performance analysis results.

If you need to modify master date, please obtain prior permission from Headquarters.

1. On the “Main Menu screen”(Fig.10-1), select [Master Data].
2. “Master Data screen”(Fig.10-2) is displayed.

Fig.10-1 Main Menu screen

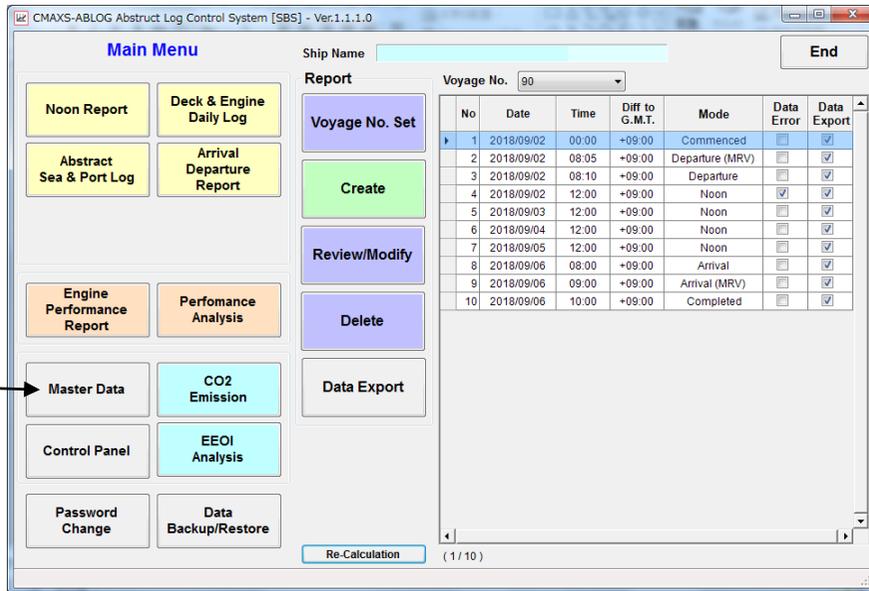
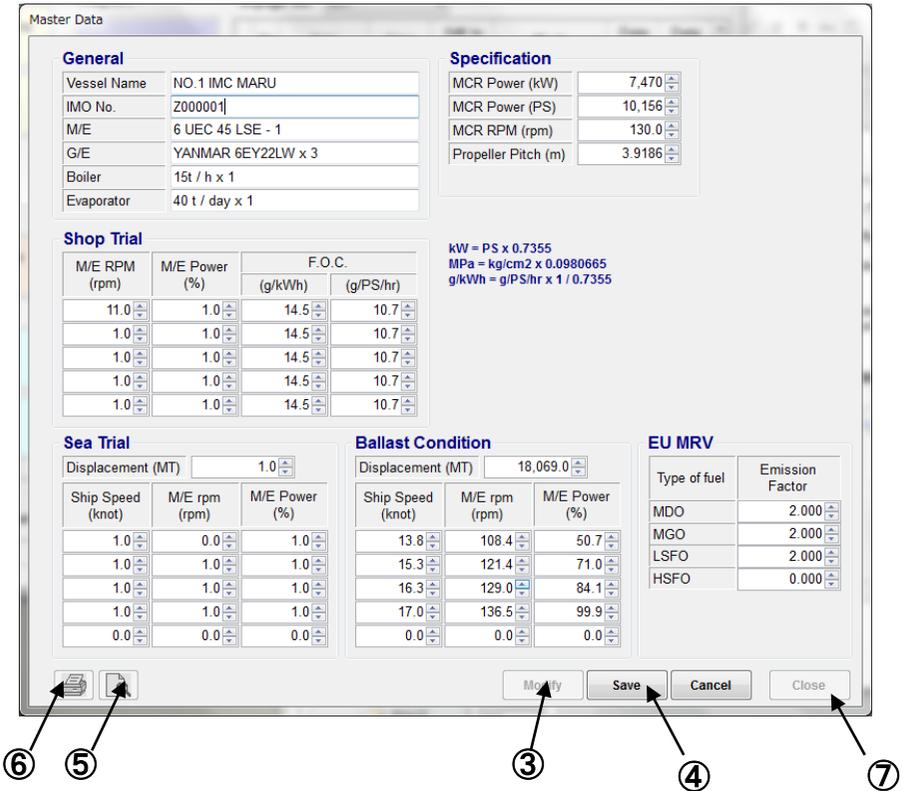


Fig.10-2 Master Data screen



3. If you want to modify, select [Modify].
4. After finish the entering, select [OK].
5. If you want to refer the print preview, select [Print].
And also, you can print from print preview screen.
6. If you want to print screen, select [Print].
7. If you want to return to “Main Menu screen”, select [Close].

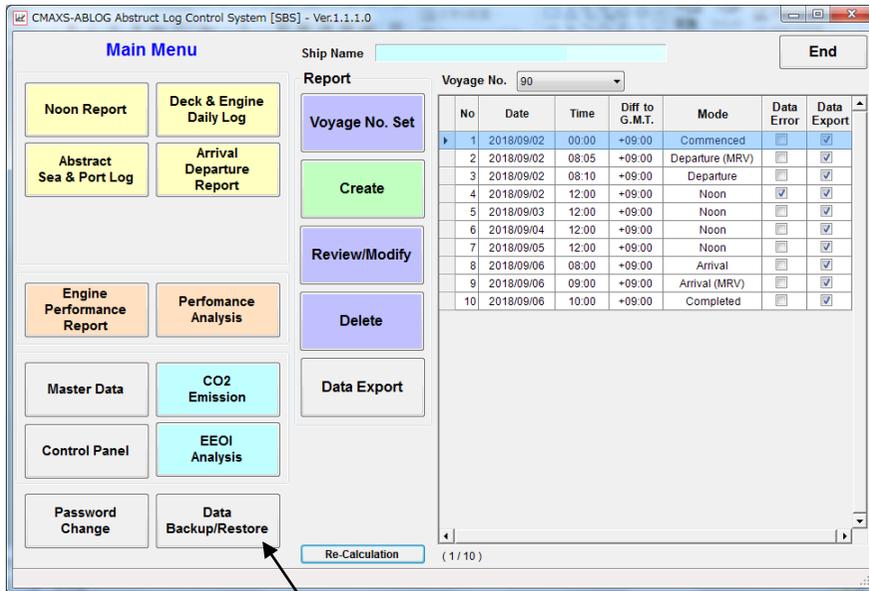
11. When you want to make “Data Backup/Restore”

11.1 Data Backup

In case that HDD of your PC is damaged by unexpected trouble, system program can be installed by install CD. However, operating data can't be restored without backup data for operation. We strongly request that you should take data backup into electronic media like as MO or CD periodically just in case.(1 time/half voyage)

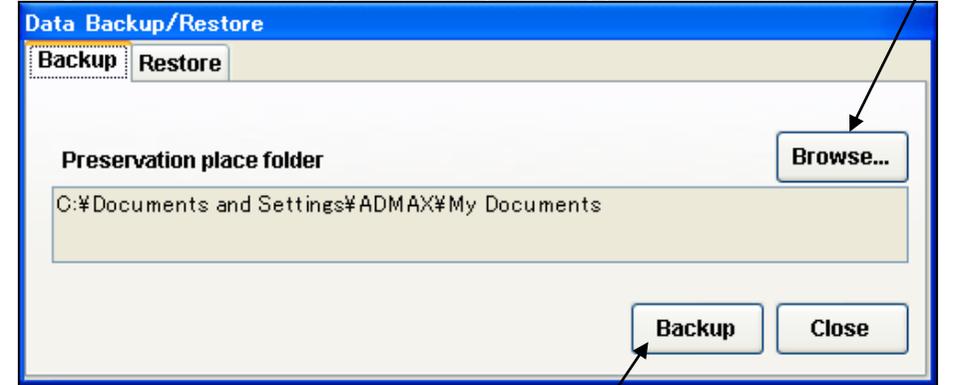
1. On the “Main Menu screen”(Fig.11-1), select [Data Backup /Restore].
2. “Data Backup/Restore(Backup) screen”(Fig.11-2) is displayed.

Fig.11-1 Main Menu screen



①

Fig.11-2 Data Backup/Restore(Backup) screen



④

3. Select the destination drive and folder for data backup by selecting [Browse].
4. Select [Backup].
When data backup is completed, completion message is displayed. And then, select [OK].
Following file is made into specified folder.
ABLOG_*_DBBACKUP_yyyymmddhhmm.zip**
(*** : Ship code, yyyymmddhhmm : DateTime)
5. Copy backup file to electronic media like as MO or CD etc. And then, keep with caution.

11. 2 Data Restore

After finish to install the program and initial database, restore the backup data in accordance with following procedure. Please note that database is replaced to restored data, if you make this operation.

1. On the “Main Menu screen”(Fig.11-3), select [Data Backup /Restore].
2. “Data Backup/Restore(Backup) screen”(Fig.11-2) is displayed. And then, select [Restore]tab.

Fig.11-3 Main Menu screen

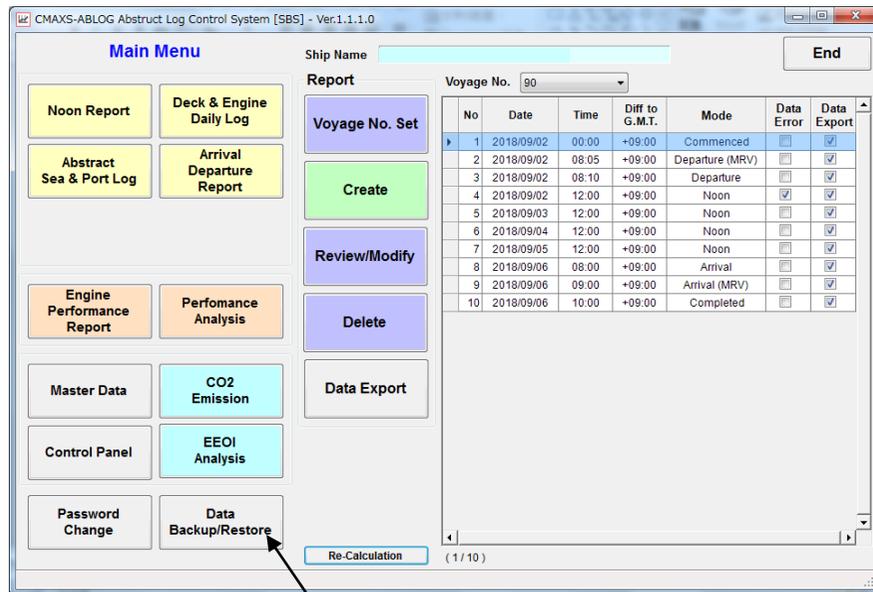
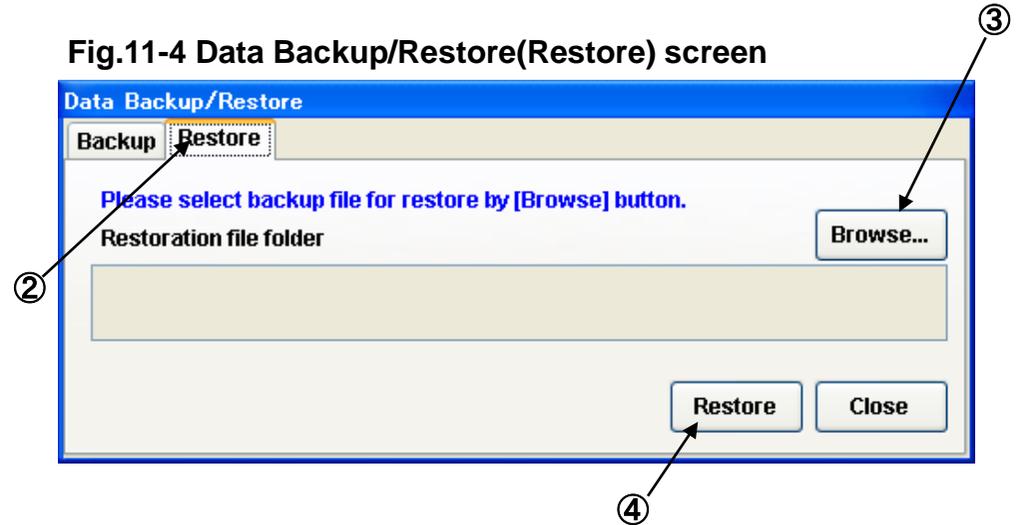


Fig.11-4 Data Backup/Restore(Restore) screen



3. Select the destination drive and folder existing backup data by selecting [Browse].
4. Select data file for restore.
5. Select [Restore].
When data restore is completed, completion message is displayed. And then, select [OK].

12. Regarding “Control Panel”

[Control Panel] can be set by the user who has administrator or approve authority.

You can Guidance View and Date Format settings in the [Control Panel].

1. On the “Main Menu screen”(Fig.12-1), select [Control Panel].
2. “Optional Setting screen”(Fig.12-2) is displayed.
3. If you want to save, select [OK]
If you do not want to save, select [Close]

Fig.12-1 Main Menu screen

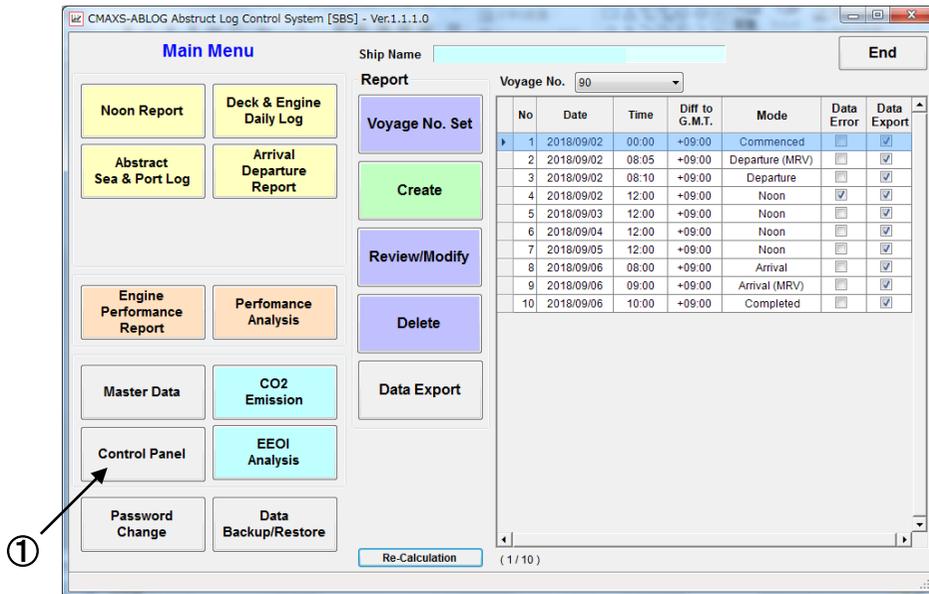
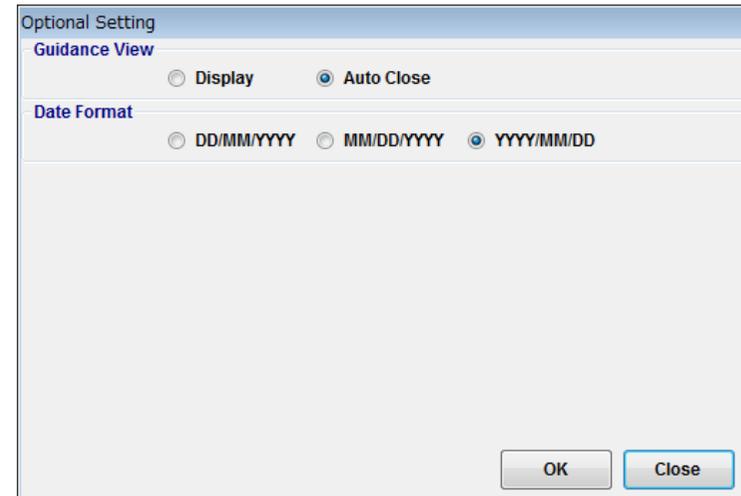


Fig.12-2 Optional Setting screen



13. Regarding “Password Change”

[Password Change] can be set by the user who has administrator.

1. On the “Main Menu screen”(Fig.13-1), select [Password Change].
2. “Password Change screen”(Fig.13-2) is displayed.
3. Select [Modify].
4. Change “Password”, “Name” and “Authority”
 Password is 20 characters or less, Name is 40 characters or less
 The maximum registration is 100 User
5. If you want to save, select [Save]
 If you do not want to save, select [Cancel].
6. If you want to return to “Main Menu screen”, select [Close]

Fig.13-1 Main Menu screen

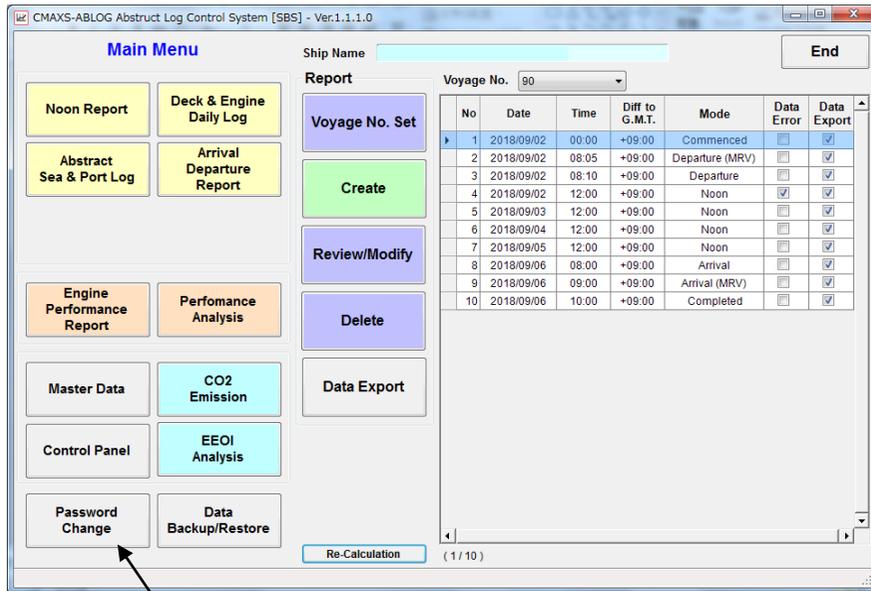
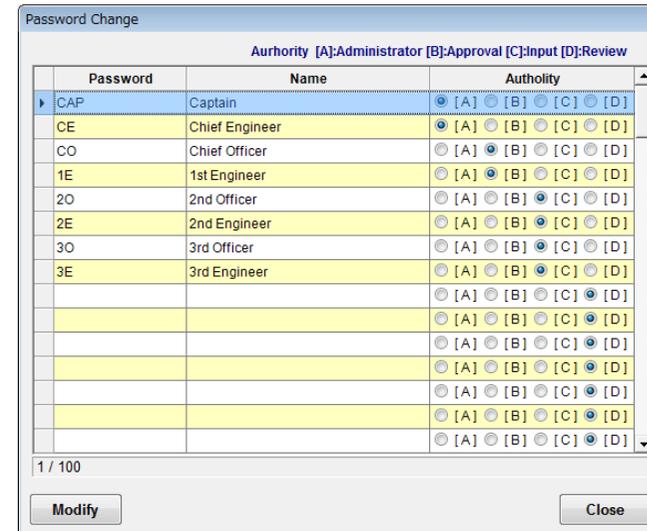


Fig.13-2 Password Change screen

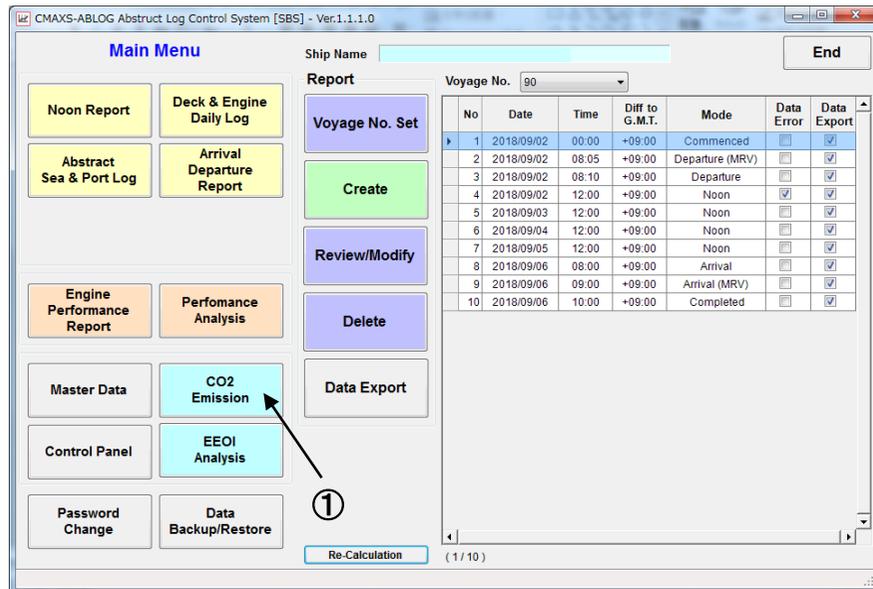


14. Reference of CO2 emission and submission data for verification.

In this function, CO2 emission is calculated by data of each report.

1. On the Fig.14-1 [Main screen], select [CO2 Emission].
Fig.14-2 [CO2 Emission screen] is displayed.

Fig.14-1 Main Menu screen

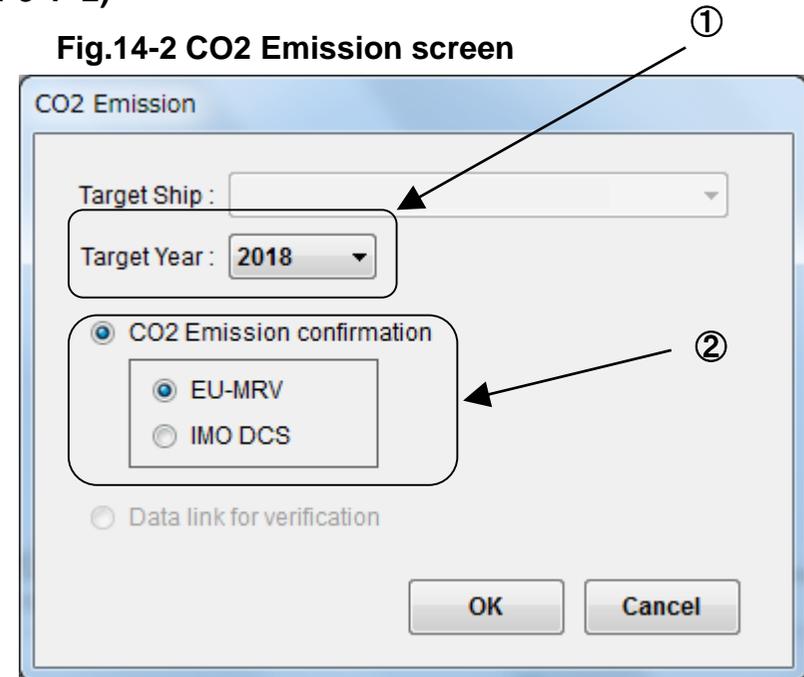


2. Set to the following items.

- ① Target Year
- ② CO2 Emission confirmation
 - (1): EU-MRV
 - (2): IMO DCS

Then select OK, you can refer to CO2 emission of each regulations.
(Fig.14-3-1~2)

Fig.14-2 CO2 Emission screen



3-1. If you choose EU-MRV(Fig.14-3-1)

You can refer each result of CO2 emission by changing following tab.

Detail Data tab: Reference on a per-voyage basis

Data Summary tab: Reference on an annual basis

3-2. If you choose IMO DCS(Fig.14-3-2).

You can refer result of CO2 emission.

4. You can output result of CO2 emission to any folder as Excel file by selecting "To Excel" button.

Fig.14-3-1 EU-MRV screen

EU-MRV Summary

1701 TEST

ADMAX ABLOG (Abstract Log Control System)
 Ship Name : No1 IMC MARU
 Term : 2017/02 - 2017/02
 Detail data for EU-MRV

| Voy. No | Departure | | Arrival | | Identifier for EU-MRV | Cargo Carried (MT) | Hours in Port | | H.U.W Distance H.U.W mile | M/E | | | | | D/G | | | | | Boiler | | |
|---------|--------------|------------------|--------------|------------------|----------------------------------|--------------------|---------------|---------|---------------------------|-------|-------|-------|------|-----|-------|-------|-------|------|-----|--------|-------|-------|
| | Port Name | Date & Time | To Port Name | Date & Time | | | Hr. Min | Hr. Min | | MDO | LSMGO | HFO | LSFO | LNG | MDO | LSMGO | HFO | LSFO | LNG | MDO | LSMGO | HFO |
| 1701 | SINGAPORE | 2017/02/04 08:12 | PASIR GUDANG | 2017/02/04 14:48 | EU port to EU port | 2,130.698 | 1:42 | 6:36 | 70.0 | 0.00 | 0.00 | 3.31 | | | 0.22 | 0.00 | 1.06 | | | 0.01 | 0.00 | 0.80 |
| 1701 | PASIR GUDANG | 2017/02/05 03:48 | | | EU port to EU port | 2,731.036 | 13:00 | 24:12 | 302.0 | 0.00 | 0.00 | 16.84 | | | 0.10 | 0.00 | 5.15 | | | 0.15 | 0.00 | 18.26 |
| 1701 | BINTULU | 2017/02/08 15:42 | SANDAKAN | 2017/02/10 19:54 | Other port to EU port (Outbound) | 0.000 | 0:00 | 06:06 | 331.0 | 0.00 | 0.00 | 19.95 | | | 0.23 | 0.00 | 6.02 | | | 0.14 | 0.00 | 17.16 |
| 1701 | SANDAKAN | 2017/02/12 00:36 | LAHAD DATU | 2017/02/12 18:54 | EU port to EU port | 4,748.308 | 11:42 | 52:12 | 670.0 | 0.00 | 0.00 | 38.14 | | | 0.44 | 0.00 | 5.40 | | | 0.23 | 0.00 | 4.68 |
| 1701 | LAHAD DATU | 2017/02/13 07:30 | eu port | 2017/02/15 03:00 | EU port to EU port | 8,746.328 | 20:36 | 18:18 | 222.0 | 0.00 | 0.00 | 9.73 | | | 0.19 | 0.00 | 3.50 | | | 0.17 | 0.00 | 5.34 |
| 1701 | LAHAD DATU | 2017/02/13 07:30 | eu port | 2017/02/15 03:00 | EU port to EU port | 10,046.191 | 3:30 | 43:30 | 465.0 | 40.00 | 1.00 | 25.77 | | | 50.08 | 1.00 | 22.12 | | | 60.08 | 1.00 | 31.82 |
| 1701 | LAHAD DATU | 2017/02/13 07:30 | eu port | 2017/02/15 03:00 | EU port to EU port | 10,046.191 | 3:30 | 43:30 | 465.0 | 40.00 | 1.00 | 25.77 | | | 50.08 | 1.00 | 22.12 | | | 60.08 | 1.00 | 31.82 |

Fig.14-3-2 IMO DCS screen

IMO DCS Summary

CMAXS-ABLOG (Abstract Log Control System)
 Ship Name : APOLLO DREAM
 Term : 2018/01 - 2018/12
 Data summary for IMO DCS

| Voy. No | Report | Current | | Destination | | Cargo Carried (T) | Hours in Port Hr. Min | H.U.W Hr. Min | Distance H.U.W mile | M/E | | | | | Boiler | | | | | |
|---------|-----------------|-----------|------------------|-------------|-------------|-------------------|-----------------------|---------------|---------------------|-------|-------|-------|-------|-------|--------|-------|------|------|------|------|
| | | Port Name | Date & Time | Port Name | Date & Time | | | | | MDO | MGO | LSFO | HSFO | LFO | MDO | MGO | LS | | | |
| 90 | Commenced | | 2018/09/01 15:00 | | | 1,000.000 | 0:00 | 0:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | Departure (MRV) | | 2018/09/01 23:05 | | | 1,000.000 | 0:05 | 0:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | Departure | aaa | 2018/09/01 23:10 | adasf | | 1,000.000 | 0:05 | 0:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | Noon | | 2018/09/02 03:00 | | | 1,000.000 | 0:00 | 3:55 | 10.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | Noon | | 2018/09/03 03:00 | | | 1,000.000 | 0:00 | 24:00 | 500.00 | 14.00 | 10.00 | 1.00 | 4.00 | 7.00 | 15.00 | 11.00 | | | | |
| 90 | Noon | | 2018/09/04 03:00 | | | 1,000.000 | 0:00 | 24:00 | 500.00 | 4.00 | 8.00 | 17.00 | 14.00 | 11.00 | 3.00 | 7.00 | | | | |
| 90 | Noon | | 2018/09/05 03:00 | | | 1,000.000 | 0:00 | 24:00 | 500.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 90 | Arrival | eu | 2018/09/05 23:00 | | | 1,000.000 | 0:00 | 20:00 | 300.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | | | | |
| 90 | Arrival (MRV) | eu | 2018/09/06 00:00 | | | 1,000.000 | 0:00 | 0:00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | | | | |
| 90 | Completed | eu | 2018/09/06 01:00 | | | 500.000 | 1:00 | 0:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | | | | | | -- | 1:10 | 95:55 | 1,810.00 | 21.10 | 21.10 | 22.10 | 21.10 | 21.10 | 21.10 | 21.10 | | | | |

Data summary

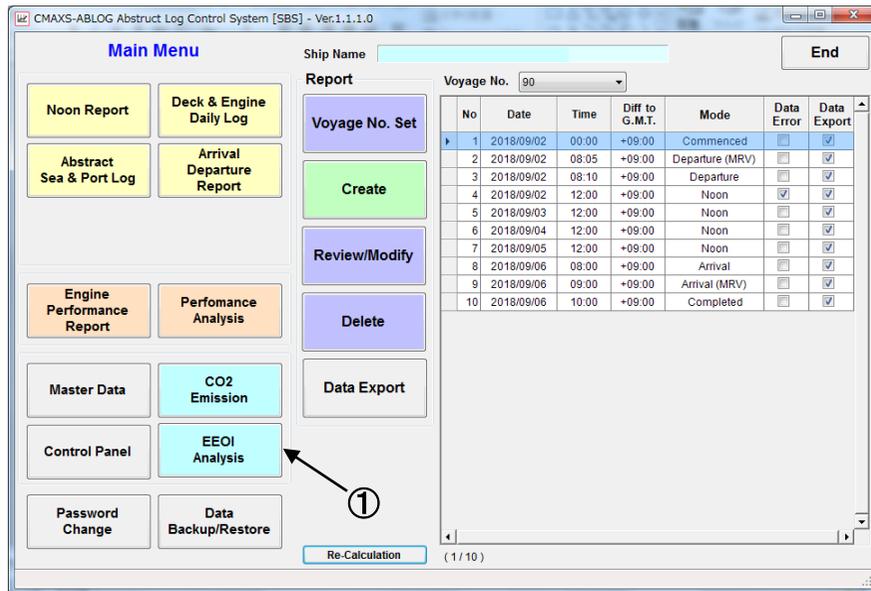
To Excel Close

15. Reference of EEOI Analysis

In this function, Reference of result of EEOI analysis.

1. On the Fig.15-1 [Main screen], select [EEOI Analysis].
Fig.1-2 [EEOI Analysis screen] is displayed.

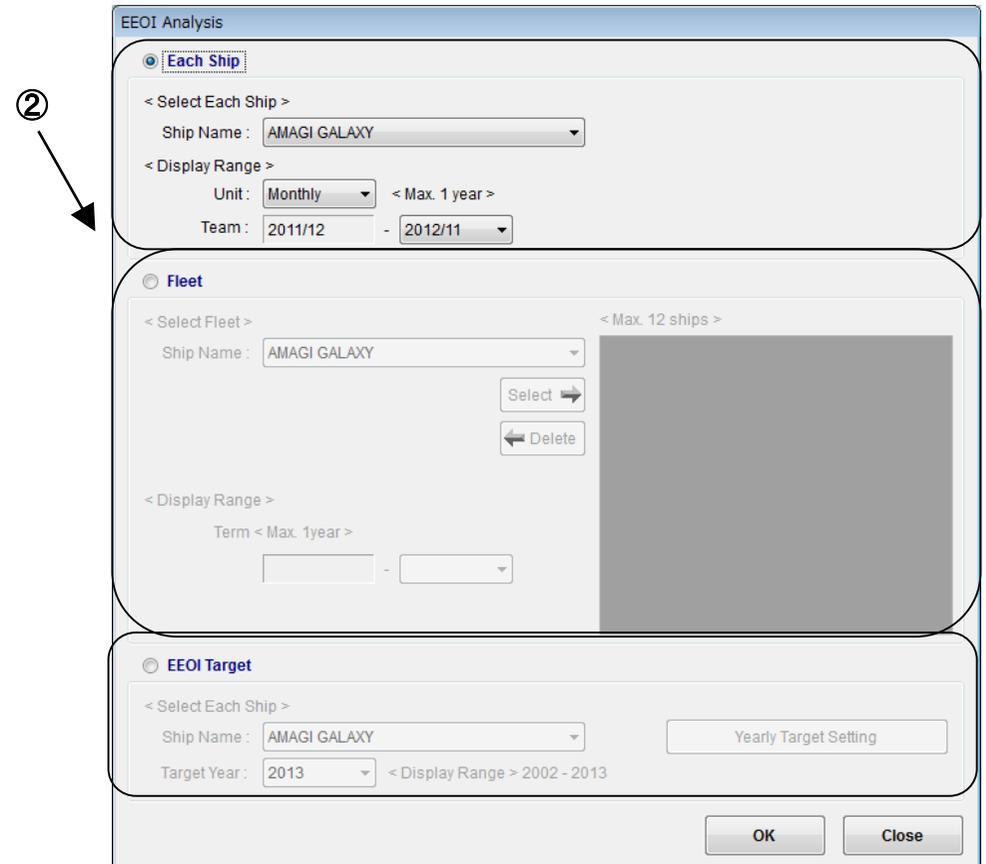
Fig.15-1 Main Menu screen



2. Select the following items, then select OK.

- ① Each Ship : EEOI Analysis for each ship can be made.
- ② Fleet : EEOI Analysis for fleet can be made.
- ③ EEOI Target : Target EEOI value for each ship can be set and evaluated by comparing with actual value.

Fig.15-2 EU-MRV screen



CMAXS
Abstract Log Control System
(Shipboard System)
Operation Manual

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