HMC Corporate Newsletter

Hydrographic and Marine Consultants BV

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CPC 2.0 with 2012 RoRo module

After the successful delivery of the automated Baplie container booking system module on CPC 2.0 HMC now proudly expands its portfolio with a completely revised RoRo module.

CPC 2.0, HMC's ship stability & loading computer, is expanding continuously by the development of new modules and features. The latest development is the 2012 RoRo module.

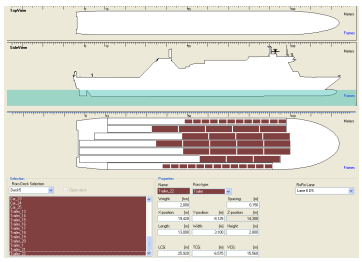
RoRo module
The original CPC RoRo module, delivered with CPC 1.9 was a comprehensive tool for RoRo-carriers to easily enter cargo on wheels into the stability program. The new module, which is based on the CPC 1.9 version, allows for the entry of data by drag and drop placement of pre-set cargo types (cars, lorries, motorcycles and the like).

New features
The 2012 CPC 2.0 RoRo module will be able to communicate with its stability database on distance, allowing for on-deck input via PDA or handheld computer. Furthermore, the interface has been revised to increase efficiency and user friendliness.

Value for money
HMC aims to provide the shipping industry with a budget solution to class approved ship loading computers which usually prove to be highly expensive. With the addition of the RoRo Module, this value proposition is also offered to shipping companies exploiting RoRo vessels.

More information: info@hmc.nl

"The RoRo module is able to communicate with its database on distance, allowing for on-deck input"



CPC 2.0 RoRo module

HMC announces its new business unit: Maritime Education

Since the establishment of HMC, it has existed of two interrelated business units. Marine Services delivered engineering, planning and management services to the offshore and shipping industry and was supported by Maritime Business Applications for the development of software and tools to aid engineering problems. This combination has accumulated to a great amount of knowledge on the areas of heavy transport engineering and operations and project management. HMC now introduces a third pillar to its corporation, the business unit Maritime Education, to optimally share and exploit this knowledge.

Senior employees of HMC already functioned as experts on specific areas of transport engineering, such as loading operations on board of semi-submersible ships and ship stability calculations, and gave courses on these topics on universities and private educational institutions both nationally and internationally. Examples are guest lectures on the TU Delft in Holland and several courses taught via Absolute BME in Kuala Lumpur.

Sharing knowledge
Besides teaching courses to professionals and students, HMC also participates in several projects and initiatives that support the development of technical education and the creation of a steady stream of students choosing maritime and engineering studies.

BU: Maritime Education
All these initiatives have now been bundled under the business unit Maritime Education. In case you want to deepen the knowledge of your engineers on in-depth transport engineering topics, or you want to familiarize non-engineering employees with an introduction to ship construction and stability, HMC is happy to share its knowledge and works with a highly practical insight.

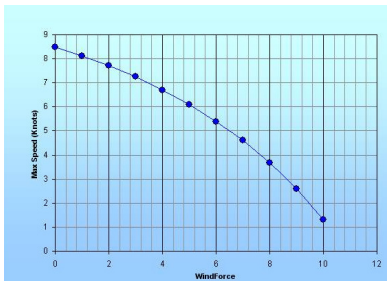
"ME bundles all knowledge sharing activities to increase efficiency of our educational projects"

Bollard pull calculation method revised

Bollard pull calculations are made to check whether a given amount of tug power (bollard pull) is sufficient for towing a floating object during a wet-tow towing operation. HMC developed a tool that now incorporates the effects of marine growth to the hull and headwinds for a more accurate result.

In the conventional method, calculations were made assuming no (significant) headwind. Although these towing operations are usually only performed under favorable weather conditions, it might be interesting to plot the effect of headwinds as a function of the speed differential.

Another factor of influence appeared to be marine growth on the hull. This severely increases friction and drag. To further increase the accuracy of bollard pull calculations, HMC researched and developed a method to implement these factors in its current bollard pull calculations.



Loss of speed with increasing headwind

HMC to support clean disassembly of ships

With the award of the Technological and Environmental Innovation allowance (Technologische & Milieu Innovatie subsidie TMI) HMC aims to use and reconfigure its software systems to design an overall Ship Dismantling Instrument.

The act of ship disassembly commonly is an area of great potential environmental pollution and hazardous working conditions. To preserve the environment and increase the safety of those working there HMC has decided to combine its software packages to develop a Ship Dismantling Instrument (SDI).

This instrument will consist of a ship stability computer calculating and monitoring a ship's stability during dismantling operations, a hull integrity monitoring system and the development of a calculation method on decreasing strength as a function of severe corrosion.

Besides its use to dismantle ships in a more environmental friendly way, the tool also brings forth a more cost-efficient way of dismantling ships: Due to the monitoring of the ships stability in the water dismantling in floating position is possible to the very last bit of the hull, requiring far less time needed in an expensive dry dock. the very last part of the hull has to be dismantled onshore.

In-water ship dismantling reduces expensive dry-dock time

"HMC's Ship Dismantling Instrument increases safety and provides a more cost efficient way of dismantling ships"

Hydrographic and Marine Consultants BV
Operetteweg 4
1323 VA Almere, The Netherlands
Tel.: +31 (0) 365464775, Fax: +31 (0) 365464777
E-mail: info@hmc.nl, website: www.hmc.nl