

EcoTrim can reduce costs up to 5%

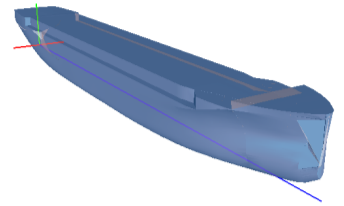
Fuel is by far the largest operating cost for many ship owners. With the increase of fuel prices and the more stringent environmental regulations, ship-owners and operators are searching for ways to lower their operating expenses and emissions.

Trim is all about distributing your weight. How the ship is trimmed has significant impact on the amount of power and fuel needed. Performing trim studies can therefore give large cost savings. Only small adjustments can provide shipowners, shipyards or designers with significant savings. Operating a ship in a trim optimized condition will result for sure in large fuel savings. HMC's new tool, EcoTrim contributes on a cost-effective way which will result in more fuel and money savings. We calculate the loading conditions and resistance curves and noticed that a theoretical model already assumes a sustainable fuel saving up to 5%. A cost

reduction can be achieved which leads to a tremendous return of investment with an average of € 250.000,- within a lead time of one year per vessel. With HMC's EcoTrim you will have direct result on a short term investment. Your fuel costs will be reduced in a quick way because of the short implementation process. Furthermore less fuel is better for the environment. EcoTrim can be used as a standalone tool or as a part of our loading computer CPC 2.0. HMC's EcoTrim tool provides a cost effective solution to make instant fuel savings based on optimal trim and assists the ship's operators. For more information contact info@hmc.nl

2013, December
Release date: 24/12/2013

“EcoTrim can offer sustainable cost savings”



CPC for Maritime Education

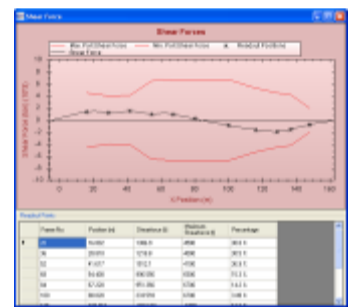
To support industry wide innovation and safeguard the continuity and quality of education, HMC aims to support education and sharing her knowledge on naval architecture and transport engineering with educational institutes.

HMC's educational edition of CPC 2.0 is designed for future maritime officers, to help prepare them for their maritime career. The program is ideal for students who need a fundamental introduction to maritime business applications. CPC 2.0 is HMC's latest and modernized, totally rebuilt version of the loading instrument CPC. The latter was installed on over 1500 ships during the last 20 years. The latest version is adapted to optimize the user interface and reduce the effort needed to calculate a ship's stability and plan on different loading conditions. A specialized module for RoRo ships is available as a module, enabling deck officers to manually enter rolling and driving cargo on

multiple decks simultaneously. The module enables a common RoRo type vessel to efficiently load within 1-2 hours and increases the onboard safety in the mean time. Use of HMC's educational edition is prohibited. Maritime institutes who are interested in obtaining such license can contact our office at info@hmc.nl.



“Support of education is an important mission”



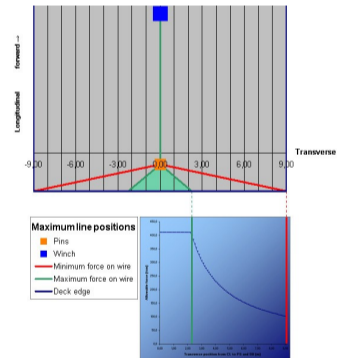
The technical part of HMC's SafeTOW

HMC has a lot of experience in transport engineering and maritime operations and safety is always an important factor of maritime transports. HMC developed SafeTOW and created an online safeguard system, integrated with the equipment on board.

SafeTOW calculates the stability aspects of vessels engaged in towing and anchor handling operations. Primarily this calculation method was used as an engineering tool for the projects we performed for our customers. For vessels that are used for anchor handling and which at the same time are utilizing their towing capacity, calculations must be made showing the acceptable vertical and horizontal transverse force tension to which the vessel can be exposed. Calculations must be made for the maximum acceptable tension in wires and chains. The heeling moment must be calculated as the total effect of the horizontal and vertical transverse components of force/

tension in the wire or the chain. For every loading condition, the maximum allowed towline force is displayed giving the user the possibility to act in time. SafeTOW uses the cross curves of the vessel in combination with the loading condition to assess the stability of the tug during an anchor handling operation. SafeTOW extracts the maximum amount of force which the wire can hold for every transverse position and angle of the wire. The output can be shown as tables or in intuitive 2D graphs. 3D graphs are also available. More information can be obtained by contacting our office.

“SafeTOW calculates your safety margin”



HMC's FleetPlan, introduction of proven cost savings

Fleet management solutions are designed to help you cut costs associated with maintaining vessels by streamlining your workflow. FleetPlan manages risk, warranties, and supports the management of your facility. HMC's FleetPlan optimizes the planning of your fleet to reduce the downtime and efficiently supports decisions.

Fleet management solutions are designed to help you cut costs associated with operating vessels by streamlining your workflow. HMC's FleetPlan optimizes the planning of your fleet to reduce the downtime and supports efficient decisions. The current competitive market demands efficient operation at all times and rapidly develops to a stage of management science integrated within the business activities. Companies may require integrated fleet management processes and support systems which is a highly challenging task for shipping operators as they often rely on numerous proprietary applications. The goal of HMC's FleetPlan is to generate an optimised Fleet schedule on a daily basis, which displays a horizon up to several months to be specified by the user for each commodity and ship type. The database of FleetPlan can store a broad range of ships,

cargo data and is compatible with data from other systems using our import module. A mathematical model is used to generate schedules automatically and daily positions of the vessels can be communicated via the satellite communication module. These daily positions of the vessels improve your schedule. For more information: info@hmc.nl

“Costs reductions up to 20% possible with efficient fleet planning”



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