

# HMC Newsletter

January 2016



## Accurate calculation of required bollard pull contributes to the safety of towing operations

**Incidents in anchor handling and towing are often due to insufficient capacity of tugs deployed in the operation. Enough bollard pull capacity is of utmost importance also consideration should be given for risk analyses to assure that a tow is safe in multi tug towages also when a tug fails.**

The objectives of IMO Guide Lines for safe ocean towing are to ensure safety at sea, prevention of human injury or loss of life. Also avoidance of damage to the environment and to property through providing minimum recommendations for the organisation, planning and execution of ocean towages and the design of associated equipment. The towed object, including cargo and securing

arrangements, should be capable to withstand the loads caused by the most adverse environmental conditions for the season and areas in question. For long duration towing operations passing through areas having different sea state characteristics, the worst sea state for the route should be considered when selecting cargo securing arrangements and the equipment to ensure integrity of the towed object.



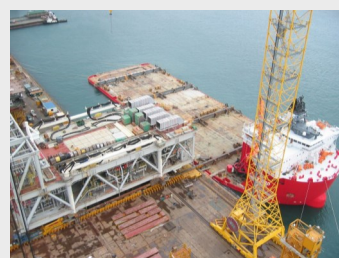
*“Innovations that could save lives”*

## Work in progress on SafePlan in conjunction with EcoTrim

**Presently we are working on SafePlan and EcoTrim in preparation of the development of an Integrated Ship Management System, a comprehensive safety system within the framework of the International Safety Management code (ISM-code).**

The ISM-code is the International Safety Management Code imposed upon the maritime organizations by the IMO (International Maritime Organization). HMC's Integrated Ship Management System (ISMS) comprises of various components already available office systems for all planned maintenance. This results in planning of (dry-)dock operations, fleet- and crew-planning and voyage planning. Our on board system is connected with the office system and expanded with a monitoring and

registration system for strength fatigue, motions and environmental conditions. During the process of voyage and stowage planning and compilation of a sailing protocol you have to deal with different issues. Issues such as the loading conditions and all critical situations with respect to extreme motions and therefore potentially loss of stability. HMC also thought about scenario's describing dangerous situations, route and possible measures to avoid these dangerous situations.



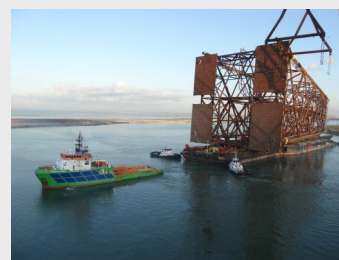
*“HMC's safe voyage planning”*

## HMC's SafeTOW facilitates safe anchor handling and towing operations

**HMC has a lot of experience in transport engineering as well as maritime operations and knows that safety is always an important factor of maritime transports. Therefore we developed a method to calculate stability aspects of vessels engaged in towing and anchor handling operations.**

Primarily this method was used as an engineering tool for our marine services projects. Currently we have managed to integrate our tool into existing equipment on board like stability computers. SafeTOW is HMC's safety system which facilitates safe anchor handling and towing operations. This safety system is intended for all parties involved in these operations with a responsibility for safeguarding safety aspects in connection with anchor handling and towing. For vessels that are used for anchor

handling while at the same time are utilizing their towing capacity and/or tractive power of the winches, calculations must be made showing acceptable vertical and horizontal transverse force/tensions to which the vessel can be exposed. The calculations must consider the most unfavourable conditions for transverse force/tensions. HMC has collected a considerable amount of experience in transport engineering. Through our past experiences we developed SafeTOW. For more information click [here](#).



*“SafeTOW guards your safety”*

## Learn, unlearn and relearn with HMC's Maritime Education (ME)

**Our over 30 years' experience within transport engineering, marine operations and offshore projects were obtained via our other two business units (Marine Services and Maritime Business Applications). HMC has decided to share its knowledge with the industry via courses and seminars.**

Regular education is supported with cases and sometimes supported with guest lectures in close cooperation with schools and universities. The Ministry of Economic Affairs of The Netherlands is very satisfied with the strong increase of students who choose a technical study. With more education and technical innovations, jobs and incomes are created and give people a future perspective. HMC is aware of her social responsibility and acts by extending her portfolio with some new interesting

courses. Click [here](#) to receive more information about our upcoming courses for 2016.

### Upcoming course dates:

- 6 to 8 October 2016: **Marine Warranty Surveyor**
- 13 to 15 October 2016: **Transport Engineering**
- 9 to 10 November 2016: **Marine Warranty Surveyor**
- 26 to 27 November 2016: **Naval Architecture**
- 30 November to 3 December 2016: **AHTS, Anchor Handling and Tug Supply.**



*“Education with over 30 years' experience”*



HMC BV  
Operetteweg 4  
1323 VA Almere, The Netherlands  
Tel.: +31 (0) 36 5464775  
Email: [info@hmc.nl](mailto:info@hmc.nl), website: [www.hmc.nl](http://www.hmc.nl)

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