



# Ship Dismantling Instrument (SDI)

## HMC's Ship Dismantling Instrument (SDI)

### The overarching goal of HMC's Ship Dismantling instrument

The goal of HMC's Ship Dismantling Instrument (SDI) is to combine our current innovative technologies such as our ship loading instrument CPC and the Marine Quality Kit for measuring strain and fatigue. In this way we have come to an integrated system that allows a hull's integrity and stability to be monitored while dismantling it while floating.

### Dismantling a vessel

Shipbreaking is the process of dismantling an obsolete vessel's structure for scrapping or disposal. The vessel is mostly conducted at a drydock. Shipbreaking consist of a wide range of activities. First all gear end equipment have to be removed. Then starts the cutting down and recycling of the ship's structure. The structural complexity of ships makes the dismantling a challenging process. It involves many safety, health and environmental issues. With HMC's Ship Dismantling Instrument the expensive cost of a drydock will be reduced to a minimum and the ship dismantling becomes much safer, more environmentally friendly and more cost efficient.

### HMC support by European Union

Over the past years, HMC has been busy with increasing efficiency, health and safety standards on ship dismantling operations. The European Union supported HMC with an official cheque of little over 80.000,- euro. from the European Union to develop a Ship Dismantling Instrument (SDI). The support of the TMI (Technologische en Milieu Innovatie regeling) will contribute to the development of this system and support local and regional business in an environmentally friendly and green way. HMC uses this subsidy to support the SDI and is very thankful to European Regional Development Fund (ERDF) and the Provincie Flevoland.

### Employers health

In addition to steel and other useful materials, obsolete vessels can contain many substances that are dangerous such as asbestos and polychlorinated biphenyls are typical examples. Employers must enter the fuel and cargo tanks to survey and clean them

before scrapping is started. Potential hazards include fires and explosions, falls, and hazardous atmospheres. These hazards makes it important that there is a good alternative to ensure safe entries and to maintain safe conditions during work.

### Levies to cover the costs

Currently, most obsolete EU ships are sent to South-East Asia where they are beached. Their hazardous materials harm the human health and environment. The European Parliament's Environment Committee proposed fines for owners of EU vessels who sell their vessels to be recklessly scraped on beaches in developing countries. Now all ships visiting EU ports will have to pay a levy to cover the costs of recycling ships safely. Through this regulation the European Parliament aims to reduce the adverse effects of careless scrapping which result in accidents, injuries and the damage to human health and the environment. The regulation would create a fund in which the costs will be covered.

### Dismantling without drydocking

An example of a vessel, named the "Sandrien" which is dismantled by HMC with help of the precursor of our Ship Dismantling Instrument (SDI). This dismantling was done without a drydock and completely environmentally friendly.



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