



CPC Unique Selling Points

Vessel longer than 65 m are obliged to have loading instruments on board, unless they can prove that they are 24 hours in contact with the office for calculation.

There are 2 booklets that are needed:

- Stability booklet
- Strength booklet

CPC is the electronic version of the stability booklet, that calculate the exact loading conditions. For each vessel coming and going, the port has the right to check the loading instruments.

The loading instrument must have class approval. This can be distinguished into different one:

- Type approval.
- Ship specific approval (referring to the specific ship)

CPC 2.0 uses the stability booklet and make a new lines plan for hydrostatic tables. This results in an independent check of the design.

There are 2 ways of promoting loading computer:

- Via shipyard: the shipyard wants to build a ship that complies with rules and regulations. Does not care about how friendly is the system or the interest of the shipowner. The yard wants the loading instrument and final certification in the cheapest way.
- Via shipowner: the shipowner like the standardization and that the entire crew familiarize with the software. And also he/she wants to be sure to load the maximum amount of cargo.

CPC unique selling point

Guarantees an extra quality control

Check is done on the whole vessel, including the hydrostatic as well as the load distribution to the detail. In this way design mistake are discovered.

Optimize the payload and maximize the carrying capacity CPC and Ecotrim together

CPC comes together with trim optimization: the loading distribution is analysed to optimize the trim to reduce resistance and bunker consumption.

Intelligent loading instrument.

The loading computer is connected to the hull monitoring system, that calculate and measure strength.

Fatigue monitoring

The conditions of the vessel are monitored during its lifetime.

Connected to meteorological system for safe sailing

The system is connected to meteorological data to assist in route decision making. This help to avoid overstress, fatigue, green water on deck, slamming and propeller out of the water.

CII knowledge

The route is known (point 6) + known consumed bunker (CPC) ETS calculation.

Fuel efficiency monitor

Safeplan

The whole system connected is part of Safeplan. It verifies if the design is fulfilling plus, it collects data that help the shipowner to:

- Design verification.
- After sales damage.
- Indication for maintenance work.