

# HMC Newsletter

December 2022



## HMC BV installed loading instruments CPC 2.0 on board of 3 Prima vessels

HMC is glad that Prima Shipping Group has chosen HMC BV for the loading instrument CPC Software for the vessels Prima Lady, Prima Viking, and Prima King. This is a great milestone demonstrating the synergy between HMC and Prima Shipping Group. HMC is 24/7 available to support vessels during their journey and operations.

We wish them a bon voyage and a lot of prosperity in using our software.

### CPC 2.0 Features:

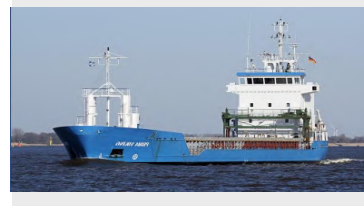
The core version of CPC 2.0 contains the following:

- \* Server based class approved cargo planning and ship stability software.
- \* Grain & bulk cargo input or (tanker configuration)
- \* Ballast water & consumables tank input
- \* Observed draft input and corrections
- \* Stability & longitudinal strength calculations
- \* Draft, trim, & list calculations
- \* Stability check according to IMO regulations
- \* Graphical representation of:
  - Weight distribution
  - Actual and maximum shear force
  - Actual and maximum bending moment
  - Actual and maximum torsion moment

- Ship specific intact stability & weather criteria according to IMO regulations
- Tank content configuration
- Trim, list & draught
- Input of break bulk and project cargo
- Bulkhead placement

### CPC 2.0 A Cost Efficient Solution:

HMC has always envisioned to provide software that exceeds expectations. Fully compliant with all IMO rules and regulations for IT products in the maritime industry, and against a competitive price. The program has been divided into several modules, enabling



## MARINE SERVICES (MS) Conversion and wet tow operation led by HMC engineering and MWS- Bollard pull, stability calculations, and draught surveying

**HMC provides a variety of engineering services, such as bollard pull, stability calculations, draught surveying, and much more, to lead complex transport operations. Westsund Silo transport was one of the projects for which HMC provided stability calculation, draught surveying, and class**

The project was implemented in two stages: amending the class approval plans for the Tug Westsund's and bollard pull calculations, draught surveying, and stability calculations for the barge Silo's safe navigation.

For the wide experience HMC BV engineers and MWS have, a tug vessel was assisted with updated drawings for class approval due to its conversion to a NON-BALLAST vessel so that it could reach Congo within the present ballast water treatment requirements. Additionally, bollard pull and stability calculations were performed for the transport.

What makes HMC BV special is the guarantee that every small detail is examined and planned by our engineers since, for HMC, finding such details is never just a task for draftsmen; it is always



## For the first time HMC BV upcoming Geotechnical course

New Geotechnical course is added to HMC courses in 2023

HMC BV opens the door for new courses to register.

For people who are interested in building up their

knowledge and widening their perspective, we have the following courses:

- Marine Warranty Surveying (MWS).
- Transport Engineering Towing & Shipping.
- Naval Architecture for non-Naval Architects.



Forwarding Experience To



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