McNotes
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Current Projects

LNG Containment System – We are currently working on a structural analysis with thermodynamic issues on a new LNG containment system concept. This concept allows the tank to be installed with single lift from its place of construction, outside the marine carrier. This is a promising new technology that will have a far-reaching impact on new construction as well as retrofits on existing vessels.

Shell – ACMA is currently supporting the Shell Arctic activities with an expanded mooring analysis and extensive rework of the towing padeyes and emergency tow-line padeye, with the later work being done for Superior Energy Services. This continuing work in support of Shell Oil's arctic program represents an almost three-year involvement.

Bay Smart Galveston - Thanks to the continuing team effort ACMA has finished all USCG interfacing. The vessel has obtained her COI and is currently in operation.

Baysmart's 120-foot crewboat

ACMA In-House – We have been taking advantage of the industry slow-down by dusting off the design files of a couple of past projects. The first is a Phenol barge that was actively marketed in the recent past. The vessel characteristics are as follows: length – 300 ft., beam – 66 ft., depth – 22 ft., draft – 16 ft., capacity – 6,200 LT/35,000 bbl. Special emphasis has been placed on minimizing redundant structure and simplifying associated systems to reduce construction and operating costs.

The second design is a rework on a power barge that was designed, constructed and installed for Wartsila back in 1989. Although we have increased the barge size and overall electrical output, it will be easy to customize for any specific location or regional requirement. Currently, the design involves Caterpillar C280 medium speed engines as the most readily available fuel source is diesel. Consideration is also being given to the possibility for spark-ignited engines when LNG or CNG can be provided.

From the Top

This past April, ACMA celebrated a milestone… 40 years of being in business. These years haven't been all "blue skies, fair winds and smooth sailing." We've had our share of foul weather and it appears we may be in for more rough seas.

In the late 80's and early 90's, our industry suffered a significant loss of knowledge when so many experienced personnel left. We're still recovering from that loss and we can't afford to repeat the past. Now is the time to re-organize and re-focus on the business of the future.

As a business that depends on the experience of its people, ACMA is making the effort to retain our most valuable assets and with that our corporate knowledge. It's this investment in people, combined with our advanced technology, that allows us to process our work all under one roof and makes us more capable, cost competitive and responsive to our customers with less learning and more answering.

So, we've battened down the hatches and prepared ourselves for any rough seas ahead with the confidence our investments will bring us through the storm stronger and more capable than ever . . . and, who knows, maybe another 40 years!

Scott C. McClure, President

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Founded in 1975, Alan C. McClure Associates, Inc. (ACMA) is one of the industry's premier naval architecture and engineering firms. Headquartered in Houston, Texas, we've provided advanced design and engineering services to our international clientele in offshore exploration, production and marine transportation for four decades.

Alan C.
McClure Associates, Inc.
Naval Architects • Engineers
A Registered Texas Engineering Firm
2929 Briarpark, Suite 220
Houston, Texas 77042
Phone: (713) 789-1840
Fax: (713) 789-1347
www.acma-inc.com

OTC Update

Darrel Harvey, ACMA VP and OTC 2015 Program Vice-Chair/OTC 2016 Program Committee Chairman

The success of this conference is in large part due to the "momentum" of the event, along with the hard work of the OTC staff and the dozens of volunteers who put together the technical program. My THANKS to all!

Although this year's attendance was a little less than last year's, we still had over 94,700 people attending from 130 countries, making this the sixth largest showing since OTC began 47 years ago. OTC 2015 included over 300 technical sessions, 29 industry-recognized keynote speakers, 11 panels and an exhibitor showing of more than 2,682 companies occupying over 695,000 square feet of exhibit space, the most of any OTC show to date. It's also worth mentioning that the annual fund raising dinner generated over $250,000 for the benefit of the Energy Institute High School.

I feel very privileged and honored to be part of this and all the benefits associated with my involvement.

How to Run a CFD Project

Computational Fluid Dynamics (CFD) uses computer simulations to provide customized solutions on a wide array of fluid flow scenarios. Click here to learn how to manage a CFD project and achieve extraordinary results, at a price far below typical experimental methods.

Strategic Partners – A Valuable Extension of the ACMA Team

In most cases, ACMA has the in-house capabilities to tackle any naval architecture or marine engineering project that our clients bring to the table. However, from time to time we reach out for technical assistance from one of our very talented strategic partners.

According to ACMA President Scott McClure, "When a client's project requires a specialized skill set of knowledge and abilities that are beyond our scope of experience, our strategic partners can bring their in-depth experience to the ACMA team. And, as you might expect, all of our strategic partners are seasoned industry professionals with whom we've developed long-term business relationships... people we trust to provide sound advice on highly technical and sophisticated projects."

To learn more about ACMA's impressive list of strategic partners and their capabilities, please visit http://www.acma-inc.com/strategic-partners.html.

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