Maarten Mostert

28 Av Alphonse Denis, 83400 Hyères, France
Telephone: +33 676411296
E-mail: maarten.mostert@stakepoint.com

Nationality: Dutch and French
Born: 12 Mai 1964
Married, 3 children

Objective: ***Developing my career in computer science and application development.***

SASU StakePoint — October 2013 – Today

Founder

Creation and development of a Project Management Application for the hybrid-Cloud running under Mac and Windows sold on stakepoint.com the Mac App Store, and the Windows Store
Over 15000 users worldwide.
Prizewinner Var Initiative, Var Entreprendre and TVT Innovation: Top 5 regional Start-Ups.

CNIM — April 2009 – October 2013

Business development / Naval Architect

In charge of maritime development

Development of military markets (US-Navy, Malaysian coast guard, Vietnamese Navy, Russian Navy) with the preparation of technical and financial proposals for Offshore Patrol Vessels and landing crafts.
In charge of design office and a team of engineers and technicians (10 persons). In charge of maritime R&D 1M€ annually. Research with the French Ministry of Defense (DGA) on the next generation of very low-noise propeller pumps with an open water efficiency more than of 80%. Market study on the installation of marine scrubbers on existing vessels to comply with EU and MARPOL VI requirements on Sox emissions levels.
Presentations at different conferences:

- NATO RTO AVT-173 Workshop "Virtual Prototyping of Military Vehicles Using Advanced MDO.
- MAST Maritime System and Technology Conference 2011

STX France Cruise — 1998 - 2009

Project Manager / Naval Architect / Proposal Manager

Project validation and preparation of technical and financial proposals for clients.
Development of a patented hybrid propulsion system for short track ferries using superconductors.

- First vessel L'Ar Vag Tredan delivered end 2013.

Cruise ship after sales: ***MSC-Musica***, ***Crystal Serenity***

In charge of the various disputes and issues between ship-owner, the yard and sub-contractors (totaling to 14M€ on Chrystal Serenity) with three subcontractors taken to court. Warranty and subcontractor interventions onboard both while the ships are operated commercially with average 20 workers on board during a two-year period.

Project Management

Cruise ship ***Queen Mary II*** *(1,135 ft, 2600 pass. 1250 crew -Cunard)*
Cruise ship ***Crystal Serenity*** *(820 ft, 1070 pass. 655 crew – Crystal Cruises)*
Oceanographic vessel ***Beautemps Beaupré*** *(265 ft – French Navy)*
Fast ferry ***Liamone*** *(Gas turbine powered 64 MW, 440 ft, 1100 pass. at 42 knots SNCM).*

Risk analysis and outfitting budget (ranging from 18M€ to 55M€).
In charge of: Basic design, general engineering, classification, design work (21000h – QM2, 85000h - Liamone), subcontracting; planning and outfitting on board (43000 h – 180 000h). In charge of the realization and coordination of design and outfitting of crew areas, elevators and air-conditioning installations (90 pers. on Liamone). Reporting to the general management. The interface between the client and the yard for the domain of responsibility. In charge of a team of four specialized engineers, six work supervisors and subcontracted workforce from 120 to 450 persons.
All four vessels were delivered on time and within budget.

Slamming of Millennium Class Vessels.

Major claim (52 M$ on the first vessel) related to Millennium, which had a tendency to trigger its proper vibration modes in small sea states. The analysis about the vibration, the structural and hydrodynamic behavior of the vessels (4 concerned). Expertising the work of Delta MARIN, Lloyds Register TI, VTT, TNO, DNV, MARIN, MARINTEK and IRCN. Analyzing model tests effectuated on some 46 hull form variation and over 500 model tests including 14 variable stiffness models. Routing and reconstitution of sea states during sea trials with the correlation of onboard strain measurements and wave spectra analysis coming from an over passing satellite.
Hull modifications and sea-trials in 9m significant waves allowed the additional three cruise vessels to be delivered without class restriction.

Fountaine Pajot – IRIS Catamarans 1994 - 1998

Principal Engineer of High-Speed Composite Catamaran ferry (40 m, 32 knots)

In charge of basic design (12 000 h), definition and the construction of a fast catamaran ferry with an innovative modular concept. Hydrodynamic Optimization with tank testing for speed, wash and sea keeping performance. First ferry built of composite materials according to the High-Speed Craft Code.

CRAIN 1992 - 1993

Structural engineer for marine composite structures

Finite analysis on racing yachts such as the rudder of Americas Cup yacht Ville De Paris, and offshore trimaran of Fleury Michon XI after it broke in the Baltic Sea.

Education

TU-Delft: Techniques Maritimes ***1987-1991***
Hogeschool Rotterdam: SHIPBUILDING ENGINEER ***1983-1989***

Patents:

Invention	Inventors	Compagnie:	Patent:
Hybrid Propulsion:	MOSTERT MAARTEN [FR] PELARD GREGORY [FR]	CNIM	FR 2973330 (B1) WO 2012131178 (A1)
Lifting system:	MOSTERT MAARTEN [FR]	CNIM	FR 2973330 (B1) WO 2012131178 (A1)
Electric Propulsion:	HARPIN DOMINIQUE [FR] MOSTERT MAARTEN [FR]	STX	FR 2938234 (B1) EP 2344377 (A1) WO 2010055010 (A1)

Languages:
Trilingual: Dutch, English, and French.

Interest & sports:
Family; Passionate yachtsmen: 6 times national champion in I.O.R., I.M.S. and International 5,5 J.I.
Mountain Biking, Windsurfing, Mathematics and Smalltalk