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The **CBO ISABELLA** operating in the Campos Basin – Photo : Brendan Lally ©

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GAC Maritime Security to provide P-Trap anti-boarding device

Award-winning technology adds to GAC's range of vessel protection solutions

GAC Maritime Security has added the award winning **P-trap anti-boarding device** to its range of non-lethal vessel protection solutions. See also : <http://www.youtube.com/watch?v=Nq8yPtNKFio>

A winner at the 5th Safety at Sea International Awards and a finalist in the Seatrade Awards and Lloyd's List Awards in 2011, P-trap is an engine blocking system that creates a security zone around the ship to prevent other vessels from approaching too close and attempting to board. Created by Netherlands-based specialists Westmark BV, this patented anti-boarding device creates a non-lethal secure barrier around a ship, adding an additional layer of protection from attack.

A set of long, thin lines are carried on side booms extending up to 10 metres from the ship's bow on both sides of the ship just below the water surface. Any vessel entering this security zone will run into these lines, which trap the propeller and disable the engines, disabling the approaching vessel. Designed to be deployed before entering high-risk areas, the P-trap provides continuous protection against multiple attacks, day and night, without the need for crew involvement and constant vigilance.

GAC Maritime Security, Powered by **AKE**, is a partnership between global shipping, logistics and marine services provider GAC Group and AKE Group. Christer Sjödoth, Group Vice President, GAC Solutions, says: "GAC Maritime Security is committed to offering a range of non-lethal vessel protection measures that can be deployed by vessel owners and operators as part of a systematic, multi-layered approach to sea defense. P-trap is an award-winning vessel hardening solution that has been tested by the navy, coastguard and rescue services, as well as commercial shipping. Its simple but ingenious system of boom-mounted lines ensures that no hostile vessel can approach close enough to board."

Maurits F. Westerbeek van Eerten, Director of **Westmark BV**, adds: "The patented P-trap anti-boarding device is a proven solution that has been deployed in the Gulf of Aden and other high-risk areas. Not only is the P-trap a truly effective vessel hardening measure, it also delivers greater peace of mind for crews transiting high-risk sea crime areas."

Several P-trap systems have been created to fit most seagoing ships, including the P-trap swivel-boom, the most commonly applied system, and the P-trap sliding-boom, designed for vessels with a forward bulkhead.

This partnership with **Westmark BV** is the latest in a series of ventures for **GAC Maritime Security**, who most recently teamed up with Mobile Defense Systems LLC to provide PirateFence™ anti-grapple razor wire. GAC Maritime Security has also partnered with defense system provider Unifire to offer its SEASERPENT Anti-Pirate Water Cannon System, along with SPS Citadel Access Protection from Intelligent Engineering (IE), as well as providing onboard crew training, pre-voyage preparation, global maritime security intelligence and round-the-clock monitoring and support.


For further details on P-trap or any of the services available from GAC Maritime Security, please email ake@gac.com

Evergreen's 35-ship newbuilding programme shifts up a gear



THE 8,452-TEU **Ever Leader** newbuilding has been delivered to Evergreen from shipbuilder **Samsung Heavy Industries**, the eighth ship in its 35-ship strong **L-class** newbuilding programme. These ships are the first batch to be received by the shipping line in four years and kick off a 45-ship newbuilding programme that will add 435,000 TEU to its fleet within three years. In November, the carrier took delivery of sister the **Ever Lawful**.

The **Ever Leader** is being deployed on the Asia-Europe CES2/AEX 2 service operated jointly by Evergreen, CSCL and Zim, with Cosco, "K" Line and Hanjin Shipping taking slots.



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The **BBC COLORADO** in Rio Grande photo [Marcelo Vieira](#) ©

Ship manager Wallem sets up Singapore unit as business booms

New ship management and broking operations will allow HK base to expand, says director

By : [Keith Wallis](#)

Burgeoning growth in specialist ship management services is leading Hong Kong-based [Wallem Group](#) to open its first ship management and broking operation in Singapore.

Captain [Deepak Honawar](#), a director of [Wallem Shipmanagement](#), said launching in Singapore would provide more space for the company to grow its Hong Kong ship management business.

"We've always said we'll have a presence in Singapore," Honawar said, but the company had previously deferred a decision because of cost. He said it was finally decided that "we had to bite the bullet" and make "a long-awaited move into ship management in Singapore". "Ships call more frequently at Singapore than Hong Kong" to refuel and change crews, he said.

As a result, it was likely some of the ships currently managed from Hong Kong, along with technical staff, will be transferred to the Singapore operation. "This will make room for expansion in Hong Kong," Honawar said.

[Wallem](#) has already started to receive applications from people hoping to work for the company in Singapore as word started to go around the shipping industry that [Wallem](#) is launching operations.

"There are a lot more ship management companies in Singapore than Hong Kong and I'm quite surprised by the

number I haven't heard of before," **Honawar** said. **Wallem** manages more than 400 ships globally including tankers, dry cargo bulk carriers, containerships and vehicle carriers on behalf of shipowners. Honawar said the company saw a net increase in its managed fleet of about 40 ships last year.

Ship managers are typically responsible for the day-to-day management of ships, providing crew, organising dockings and repairs and supplying the vessel with food and supplies for which the management company receives a fee from the shipowner.

The move into Singapore comes six months after **Wallem** formed a ship management joint venture with mainland shipowner **Nanjing Tanker** in Singapore. Honawar said the partnership, **NW Shipmanagement**, had 16 tankers in its fleet and the tie-up would give Wallem the opportunity to recruit more Chinese officers with tanker experience.

He said NW Shipmanagement was the latest of several joint ventures Wallem had with shipowners including Cosco in Qingdao and Fesco and ID Maritime in Hong Kong.

Honawar will become managing director of **Wallem Singapore**, moving to the city state next month ready for Wallem Shipmanagement (Singapore) and the sale and purchase ship broking business, Wallem Commercial Services, to launch in April. **Wallem Singapore** will also oversee Wallem's ship agency business, which has been operating in Singapore for 50 years and handles mostly cruise ships. "My immediate focus will be to set up **Wallem Shipmanagement**," **Honawar** said. "The first thing I've got to show the board is we've got enough business to sustain the operation." **Source : South China Morning post**



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A new project which will boost security and the safety of maritime routes across seven African countries in the Gulf of Guinea

was announced by the European Union. The Critical Maritime Routes in the Gulf of Guinea Programme (CRIMGO) will help governments across West and Central Africa to improve safety of the main shipping routes by providing training for coastguards and establishing a network to share information between countries and agencies across the region. Announcing the project today, Development Commissioner, Andris Piebalgs, said: "Without security, development can never properly reach the people it needs to. That's why our new project, which will help to boost transport security in Western Africa, is so crucial. By making the waters safe, we are helping to boost trade and growth and provide more opportunities to make a living, which these countries so desperately need." The project will be rolled out from January 2013 in 7 African coastal states: Benin, Cameroon, Equatorial Guinea, Gabon, Nigeria, São Tomé and Príncipe and Togo. The Gulf of Guinea currently accounts for 13% of oil and 6% of gas imports to the EU. However, piracy and armed robbery, as well as drug, arms and human trafficking, pose a real threat to the security of the region. In Nigeria alone, some 98 cases of piracy, armed robbery at sea and marine pollution were recorded between 2008 and 2012. At present, the region suffers from a lack of coordination between coastguards, as well as between regions. There is also currently no common standard for

maritime training, and weak conditions for information sharing between the countries involved.

The EU will provide €4.5 million for the CRIMGO project under its Instrument for Stability. Other partners in the project include the France Expertise International (FR), the Direction de la Coopération de Sécurité et de Défense (FR), the Direção-Geral do Política do Mar (PT), the Fundación Internacional y para Iberoamérica de Administración y Políticas Públicas (ES), the Foreign and Commonwealth Office (UK), the Satakunta University of Applied Sciences (FI), the International Maritime Safety Security Environment Academy (IT), and the Szczecin Maritime University (PL).

The Critical Maritime Routes Programme: The focus of the Critical Maritime Routes programme is on the security and safety of essential maritime routes. Its objective is to increase maritime security and safety; thereby helping to secure shipping and trading lines of communication. In the long term, the programme aims to improve maritime governance. The programme started in 2009 and is trans-regional, with activities concentrated in South East Asia, the Western Indian Ocean and the Gulf of Guinea. Since the start €16 million have been allocated to these activities. The Instrument for Stability:

The Instrument for Stability (IfS) is a strategic tool that links security and development. The main objective is to support measures aimed at safeguarding or re-establishing the conditions under which the partner countries of the EU can pursue their long term development goals.

The Instrument complements existing EU geographic and thematic instruments and policies, Common Foreign and Security Policy actions, regional and international organisations and bilateral programmes carried out by EU Member States. The Instrument brings added value as it fills gaps where geographical or other development instruments cannot be used; and can be used to address trans-regional threats to security, which cannot be done through traditional development instruments. **Source: European Commission**



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The **BIT REDO** at the Westerscheldt river – **Photo : Walter de Groot ©**

CASUALTY REPORTING



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Two missing after cargo vessel sinks off Sulawesi

Nine of the 17 crew members aboard MV **EMELINE** cargo vessel, which sunk off the Selayar Islands, South Sulawesi, as of Thursday remained stranded out on the rough seas. Search and rescue teams have not been able to reach and evacuate them, The Jakarta Post reports.

Hamsidar, head of the Makassar office of the National Search and Rescue Agency (Basarnas), said that the nine crew members were on lifecrafts, waiting for help.

The ill-fated vessel departed from Soekarno-Hatta sea port in Makassar and was headed to Banyuwangi, East Java, to transport cement. When the ship started sinking, its crew members evacuated onto lifecrafts. However, two of them fell into the sea and had not yet been found.

On Wednesday afternoon, Mahakam River vessel, which happened to pass the area, managed to save six of the crew members. The Mahakam River boat, which was on its way to Surabaya from Makassar, was immediately forced to save itself amid bad weather in the Bulukumba area.

Information about the sinking ship was received by Basarnas Makassar and the Makassar port management office at 9 a.m. on Wednesday. "We have not received information on the cause of the incident as we have not been able to contact the crew members," Salehudin, head of the port management office, said on Thursday.

However, it was believed that the ship sank after being hit by high waves and strong winds amid heavy rains.

Basarnas Makassar had deployed a number of personnel on a rescue boat to search for the nine crew members. The rescue team had coordinated with personnel from the fourth Navy base in Makassar.

On Thursday morning, Basarnas Makassar deployed a helicopter belonging to the Bosowa Group to pinpoint the exact location of the survivors. "But we failed to reach the location due to strong winds, which were coming at a speed of 40 to 70 knots per hour," Hamsidar said. **source : portnews**

NAVY NEWS



10-01-2013 The Russian Neustrashimyy class frigate 727 **YAROSLAV MUDRY** ", seen arriving in Malta, Photos : Gaetano Spiteri ©



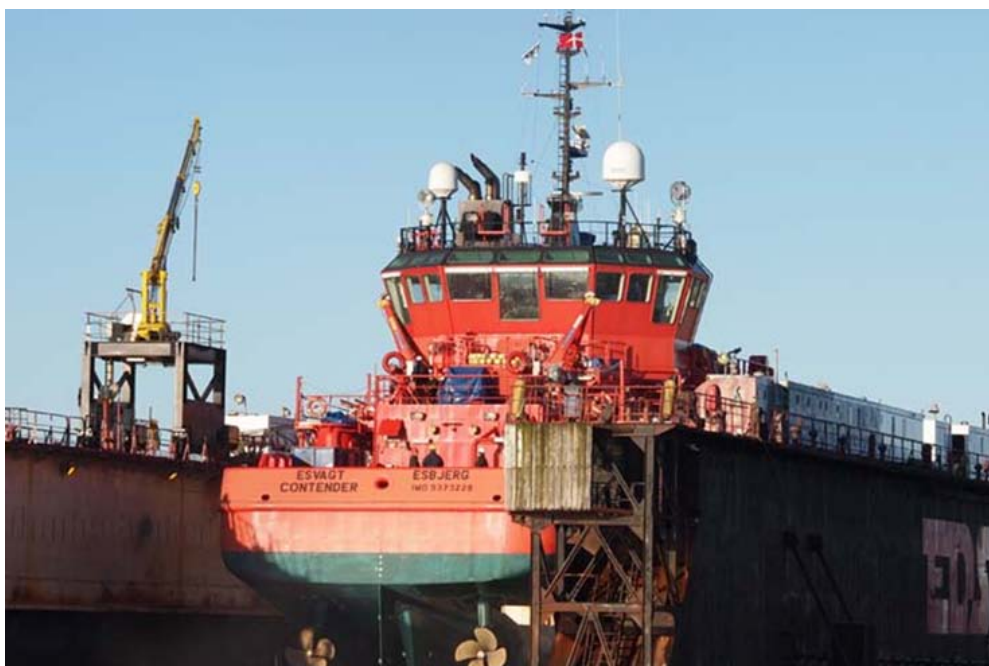
the **Neustrashimyy class** is designed as a general purpose anti-submarine warfare (ASW) frigate to follow on from the **Krivak class frigates**. This new class of frigates incorporates some stealth technology. The ship is equipped with a newly designed Zvezda-1 integrated sonar system (with NATO reporting name Ox Tail) as its primary ASW sensor.



The program started in 1986 and seven ships were originally planned. After the collapse of the Soviet Union the project was frozen and only one ship, the **Neustrashimy** (Неустрашимый - "Fearless"), was in active service with the Russian Baltic Fleet by the mid 1990s. On February 24, 2009 the second ship in the class, the **Yaroslav Mudry**, left the Yantar shipyard in Russia's Kaliningrad for its first sea-trials. As of 2010, both the **Neustrashimy** and the **Yaroslav Mudry** are operational with the Baltic Fleet.

SHIPYARD NEWS

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ESVAGT CONTENDER is one in a series of 12 standby-rescue vessel from **ASL Marine** in Singapore and is here pictured docking at its homeport: Esbjerg. The vessel came in for a shave and haircut after long-time service in the Norwegian sector of the North Sea. The docking is the first in the vessels lifespan of four years.

Photo/text : Bent Mikkelsen

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Danish ship-recycler Smedegaarden at Esbjerg is "eating" a bit every day on the former palletcarrier **TIND** (ex **Lystind**), which arrived in tow at the end of November 2012. The vessel was sold for recycling after a serious damaged to its main engine, and after some considerations the owner (a Norwegian K/S-company) decided to sell the vessel to Smedegaarden. Built 1990 in Kreljevica in Yugoslavia for Lys Line's service from Norway to ports around the Irish Sea. In 2002 Lys Line was taken over by DFDS and changed name to DFDS Lys Line. In 2004 the vessel was sold off and taken back on a timecharter, which ended in May 2012.

Photo / text Bent Mikkelsen ©

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EMO'S VIJFDE BRUGKRAAN VOLLEDIG OPERATIONEEL

De nieuwe 85-tons brugkraan van **EMO** (economisch belang **HES Beheer** 36,6%) is nu volledig operationeel aan de Mississippihaven, naast de huidige brugkransen van de EMO op de Rotterdamse Maasvlakte. Deze nieuwe brugkraan, die samen met twee bestaande 85-tons brugkransen van de **EMO** tot de grootste van de wereld in zijn soort behoort, draagt bij aan de verdere flexibiliteit en service van EMO.



Photo: Hans van der Linde. @Aerolin photo BV www.aerolin.nl.

EMO, de grootste droge bulk terminal voor kolen en erts in Europa, beschikt hiermee over drie 85-tons brugkranen, twee 50-tons brugkranen en een **36-tons drijfkraan**. De nieuwe brugkraan, geheel van Europese makelij, versterkt de loscapaciteit van EMO met 10 miljoen ton op jaarbasis. In 2013 zal een andere 85-tons brugkraan gerenoveerd worden, waardoor de levensduur van deze kraan met nog eens 15 tot 20 jaar wordt verlengd. Met de huidige loscapaciteit van maximaal 175.000 ton per dag en een diepgang van 23 meter kunnen de grootste bulkschepen ter wereld zonder problemen bij **EMO** terecht.



Sunset over the **Bisso Marine yard** along the Mississippi River in New Orleans. Photo : Marcel Garsaud ©

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Shipload of Toxic Waste At Lagos Port

Lagos — Security and environmental officials, yesterday, quarantined a ship laden with e-waste which they said is toxic and posed major threat to humans. The ship, **M.V Marevia** brought in two containers considered very dangerous and sent port officials into a panic mode.

e-Waste consists of old and outdated electronic gadgets and materials such as refrigerators, containing chlorofluoro carbons (CFC) or green house gases. According to Mr Dike Ejiogu, a computer Engineer at the Ikeja Computer Village: "Although some of these gadgets were manufactured for human good, the expiration of the chemicals used in manufacturing them converts them to toxins which ironically becomes injurious to human health particularly when the gases are inhaled.

"Besides, they are also environmentally unfriendly as they pollute the air and reduce the oxygen which is the main ingredient of the air we breathe for life" he added.

The vessel which is currently anchored at the Tin-can Island Container Terminal (TICT), was quarantined by officials of the National Environmental Standards and Regulations Enforcement Agency (NESREA) with other port agencies keeping vigil on it. Reliable sources said the vessel which berthed on January 5 originated from Tilbury in England and that the importers were based at Alaba International Market.

Customs confirm report

Confirming this to Vanguard, Public Relations Officer of Tin-Can Island Command of the Nigeria Customs Service (NCS), Mr. Chris Osunkwo, said that NESREA had written to the Command informing them that they have intelligence report that a vessel which is erroneously called **M.V. Mavia**, was coming into the country with two container loads of e-waste.

Osunkwo said that the NESREA officials in the letter said that the vessel should not be allowed to discharge, adding that the inspection would be done onboard the vessel before it is sent back to it's country of origin. The numbers of the containers are ECMU 9894590 and ECMU 9870858.

Also contacted, Assistant General Manager in charge of Public Affairs of the Nigerian Ports Authority (NPA), Ileya Musa, told Vanguard that the management of Tin-Can Island Port was aware of the development, adding that the vessel has since been isolated while the relevant agencies were on ground awaiting the inspection of the vessel. **source :**

AllAfrica / Vanguard

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.... PHOTO OF THE DAY



The **CASABLANCA** arrived Bideford to load clay for Castellon **Photo: Norman Hardaker ©**