

# DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 251



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**The ABEILLE LIBERTE seen in drydock in Brest  
Photo : Jacques Carney ©**

Japanese tanker has become the 27th vessel this year to be hit by pirates in Indonesian waters in the South China Sea. The chemical tanker **Chemroad Luna**, owned by Iino Kaiun Kaisha, was boarded by pirates armed with knives close to the Anambas Island at 0300hrs on Sunday morning. The two pirates stole cash from the vessel and then fled the ship. None of the crew of 20 were injured in the attack. It is the 27th pirate attack in the area since February.

Source: [seatradeasia](#)

## New Piracy Prevention Technology Installed on Treasure



The new Dutch invention, the **P-Trap**, which claims to stop pirate skiffs dead in the water, is being piloted on the Dockwise vessel **Treasure**. The non-lethal defense product was installed on the semi-submersible last month in Rotterdam, Netherlands. Dockwise, the global market leader in the transport of extremely large and heavy cargoes, is the first company to purchase the new anti-piracy technology, as part of an innovative pilot project to test the technology on a vessel at

sea. "We're committed to keeping our crews, our vessels, and our cargoes safe," said Marco Schut, Dockwise Vice President of Operations. "We welcome the opportunity to provide additional tools and resources to our crews to reduce the risk of piracy attacks at sea."

**Dockwise** operates the largest fleet of specialized vessels in the world: A versatile fleet of 19 semi-submersible vessels of different concepts and designs. Dockwise provides specialty services in Heavy Marine Transport, Offshore Engineering, Transport &



Installation, Logistical Management, Offshore Equipment, and Yacht Transport. Pirate activity off the Somali coast has become a major threat to international shipping in recent years and is increasingly making headlines today. According to a recent UN report, 139 piracy-related incidents have occurred off the coast of Somalia within the last seven months. Thirty ships were hijacked, and seventeen ships and 450 seafarers are being held ransom.



The **TREASURE** seen near the river Elbe loaded with the jack up platform **HAVEN** – Photo : **Jacob Versteeg** ©

Westmark Managing Director **Mr. Lodewijk Westerbeek van Eerten**, creator of the **P-Trap**, says his product can make a substantial difference in combating piracy and armed robbery at sea. "The P-Trap stops pirates from taking control of a ship by making sure they can't get close enough to board. If they do come too close, the **P-Trap** functions to stall their engines and leave them stranded, until perhaps the authorities can arrive." The **P-Trap** prototype was tested in February by the Netherlands Coast Guard, The Royal Dutch Navy and the Royal Netherlands Sea Rescue Institution. Four simulated pirate attacks at varying speeds put the product to the test with promising results—in all cases the "pirates" were unable to come within five meters of the ship.

**Westmark BV, founded in 1990, specializes in innovative safety and security products for the oil and gas and maritime industries. For more information about P-Trap visit [www.p-trap.eu](http://www.p-trap.eu)**

## **Deepwater Horizon: Lessons learned**

Underlying causes of the **Deepwater Horizon** disaster include complacency and "routinism" the tendency of those within a large organization to avoid testing established policies. That's the analysis of Clay Maitland, Chairman of the North American Marine Environmental Protection Association (NAMEPA). Other causes identified by Mr. Maitland in a speech prepared for delivery at today's Global Maritime Environmental Congress 2010 in Hamburg, Germany, include "Bean-counteritis" -- a failure to examine constraints on risk management budgets-- and collectivism -- a conviction that existing company policy is, by definition, the best that could possibly be.

Most significant, he says, is the failure to establish a risk control or safety awareness mindset at all levels of the corporate hierarchy, particularly at middle-management levels, and to effectively offset a "get it done, at the lowest possible cost" attitude at the "coalface." What needs to be done to prevent another disaster?

There are generally acknowledged to be three material stages in protection from oil spills: Prevention, Response and Remediation. Mr. Maitland recommends particular attention to the following steps. The need to match cost awareness and risk awareness. The one must not become the enemy of the other. Prevention: implementing a successful risk assessment and management scheme for the oil industry, and indeed the shipping industry as a whole. Including in this process, an effective third-party audit system that goes "BP", that is, "beyond paper".