

**safety
at sea**
international
A w a r d s

HMS Belfast, London, 23 June 2011



Your guide



Safety at Sea International Awards Dinner 2011

HMS Belfast, London 23 June

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Fugro Seastar AS



Vulica Shipping and Wilhelmsen Ship Management USA



Maritime & Coastguard Agency



VSTEP



McMurdo



Westmark BV



Miko Marine AS



Seafish



We wish you all the very best of luck

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Safety commitment is a source of pride



Foreword by Sir Alan Massey,
CEO of the UK's Maritime and Coastguard Agency

I am really pleased to have been invited to present this year's *Safety at Sea International Awards* which, once again, recognise innovation and development that have improved safety and security for seafarers of all nationalities.

All the entrants to this unique scheme can be proud of the commitment they have shown and the investment they have made to bring these initiatives to fruition. It demonstrates that they share the UK Maritime and Coastguard Agency's unceasing quest for safer lives, safer ships and cleaner seas and have devoted significant time and resources to achieving these worthwhile goals. I commend all of them for their dedication to improving safety at sea.

Safety is not an easy cause to champion. Its costs – in terms of equipment and management – can be substantial, while its benefits – in terms of incidents avoided and lives saved – are difficult or impossible to quantify. At a time when any spending must be scrutinised and justified, it is vital that safety is not compromised: intentionally or otherwise.

As I complete my first year as the MCA's chief executive, I know at first hand that safety can be an emotive topic but – as I have said in connection with our efforts to modernise the UK's coastguard arrangements – I am very proud to be leading the Agency at a time of profound change to establish ourselves as the world's best maritime safety organisation.

As I write this, a Ministerial decision is awaited on the future shape of our coastguard service, following a lengthy consultation which served to demonstrate the passion that is felt in this country for maritime safety and for the people who deliver it.

On a global level, too, the reality of piracy is sinking into the public's consciousness. I know from my previous experience in the Royal Navy how complex are the issues that surround protecting those vast areas of ocean in which pirates now operate. I am pleased that the IMO has chosen to highlight this issue this year, and the inclusion of a 'security' category in these awards underlines the link between safety and security when it comes to protecting the world's seafarers and the ships in which they serve.

They, after all, are what these awards are about. The certificates and trophies recognise the companies and individuals who have developed these important technology and management initiatives. But it is the seafarers who will benefit from the improvements they will bring to life onboard and ashore; for them, the benefits from improved safety are far from intangible.

But the benefits go far wider: a safe industry is an attractive industry. If shipping is to have a sustainable future – and it is essential for world trade and the global economy that it has – it will be increasingly reliant on dedicated professionals who see seafaring as a career choice for increasingly sophisticated generations of people. It is exactly the sort of developments in equipment, training, systems, management and security that are being celebrated here that will help our industry match their aspirations.

I am looking forward to an inspiring awards evening. And I'm also looking forward to seeing the concepts that we will be celebrating going on to have a profound impact on safety at sea, internationally. ■

“ The concepts that we will be celebrating will go on to have a profound impact on safety at sea, internationally ”

The 2011 SASI Awards: Unique and important

This year's Awards again attracted international entries, writes Nick Blackmore, Editor of *Safety at Sea International*

There are a lot of awards schemes out there. Some of them are world-famous and they recognise achievements that vast numbers of people are already aware of. Others are little known outside of the industries they celebrate, and they aim to reward those whose efforts largely go unnoticed. The *Safety at Sea International Awards* fall squarely into the second category. Putting aside my obvious bias, this remains such an important scheme, and it is so enriching to be a part of it.

This event has become established in the maritime industry as the only global recognition scheme that is dedicated specifically to recognising shipping safety and this fifth edition of the awards has once again attracted entries from across the globe – from the USA to the UAE, and from Israel to Iceland.

I am indebted to our panel of independent judges who scrutinised all the entries to produce the shortlists set out in this booklet and I am grateful to Sir Alan Massey, chief executive of the UK's Maritime and Coastguard Agency, who will be presenting certificates to the shortlisted organisations and a crystal glass trophy to each winner.

But this event is about more than innovation and achievement: it is about fostering a safety culture throughout the industry, from the boardroom ashore to every seafarer's cabin afloat – which reflects the same broad spectrum that is spanned by *Safety at Sea International's* appreciative and growing global readership.

Keeping seafarers and their shore-based support staff up to date with maritime safety matters is a task that the magazine has been dedicated to since 1967. We cover our fair share of lost cargoes, injured seafarers, angry passengers and covetous pirates. But our pages are not the sole preserve of collisions, fires and hijackings – we also bring our readers examples of best practice to

THE JUDGING PANEL

Billy Bean: Principal lecturer in charge of bridge simulation courses, Warsash Maritime Academy

Peter Blackhurst: Head of safety, Inmarsat

Capt Rod Johnson: Chief coastguard and assistant director, coastal safety, MCA

Harry Klaverstijn: Chairman, technical committee, International Life-saving Appliance Manufacturers Association and principal engineer, Schat Harding

Karl Lumbers: Director for ship inspection/loss prevention, UK P&I Club

Peter Swift: former MD, Intertanko

Kuba Szymanski: Secretary general, Intermanager

help them improve their operations, and we bring them up to speed not only with the latest regulations but also with the most promising and innovative products and services on the market.

So the *Safety at Sea International Awards* represent a rare opportunity not only for us to reward excellence in the industry but also to celebrate a brighter side of maritime safety – that hard work, ingenuity and genuine concern for seafarers and the marine environment can lead to products, services and programmes that make a difference to the safety and security of shipping.

Congratulations to all those organisations shortlisted for the 2011 *Safety at Sea International Awards*.

There are a lot of awards schemes out there – thanks to you, this is one that really makes a difference to people's working lives. ■

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CATEGORY: EQUIPMENT

Entrant: Ampelmann

Product name: Stabilised Crew Transfer Platform

Address: Molengraaffsingel 12-14, 2629 JD Delft,

Netherlands

Tel: +31 (0) 20 24 00121

Website: www.ampelmann.nl

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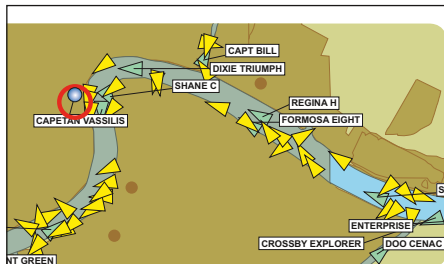
Overview

Ampelmann's ship-based stabilised crew transfer platform makes life safer and easier for offshore workers by eliminating the effects of vessel movements caused by waves when they are transferring to and from offshore structures. It is a viable alternative to helicopter shuttling, which has its own risks, and increases workable hours in a shift by significantly reducing transfer time.

Full motion compensation is achieved by using a six-legged hydraulic platform, such as supports a flight simulator. By measuring vessel motions and controlling the lengths of the cylinders, the transfer deck on top of the Ampelmann becomes completely stationary compared to the fixed rig or offshore wind turbine. Crew can then walk safely across the gangway, which can be used on any type of structure and to access any suitable level up to 20m, even in high wave conditions.

In the oil and gas industry, a large vessel with an Ampelmann and workshop facilities can be used as a floating hotel and mess room for installation, hookup and maintenance projects. In the offshore wind industry, an Ampelmann deployed on a PSV enables transfer directly to main platform level in significant wave heights of 2.5m. This eliminates the vertical ladder climb when transferring from a small boat that can only operate in 1.5m Hs.

All critical components have been designed redundantly. Developments include ship-to-ship transfer and a 25m gangway to reach higher decks and transfer cargo up to 1,000kg. The company's vision is that offshore access should be as easy as crossing the street. ■



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CATEGORY: EQUIPMENT

Entrant: McMurdo**Product name: Smartfind S5 AIS SART****Address: Silver Point, Airport Service Rd,
Portsmouth, PO3 5PB, UK****Tel: +44 (0) 23 9262 3900****Website: www.mcmurdo.co.uk**

mcmurdo

SAFETY FOR PROFESSIONALS



Overview

McMurdo's Smartfind S5 AIS Search and Rescue Transponder (SART) significantly increases the speed and precision with which survival craft can be identified, located and rescued at sea. It represents a major advance in distress beacon technology by incorporating an in-built high precision GPS, enabling transmission of precise GPS co-ordinates that appear on the AIS displays of ships within range.

The transponder continuously transmits target survivor information, including structured alert messages, the beacon's geographic position and unique serial number, clearly indicating range and course on all standard AIS receiver equipment. Continuous transmission is an improvement on the traditional radar SART, which only transmits when a radar signal passes across it, and precise GPS co-ordinates improve the recovery prospects for survivors.

Designed for easy activation in any survival situation, the Smartfind S5 AIS SART is waterproof to 10m and buoyant. The battery is non-hazardous and has a 96-hour operational life and a built-in test facility. The ship option can be wall-mounted or kept in a high visibility protective carry case in a location suitable for easy access during evacuation to a liferaft. The survival craft option can be stowed inside the liferaft ready for use.

Once activated, signal transmission can be maximised by elevating and suspending the beacon by means of an integrated extending pole.

AIS SART was introduced into IMO GMDSS carriage requirements as an alternative to radar SART in January 2010. The Smartfind S5 AIS SART is internationally approved. ■



The Smartfind S10 AIS Beacon

Personal safety device incorporating both AIS and GPS technology, designed to aid speedy recovery of people in difficulty at sea.

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SAFETY FOR PROFESSIONALS

6 Equipment

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CATEGORY: EQUIPMENT

Entrant: Miko Marine

Product name: ShipArrestor Sea Anchor

Address: Ruseløkkveien 26, PO Box 1534 Vika,

N-0117 Oslo, Norway

Tel: +47 46 90 50 00

Website: www.miko.no



Overview

Miko Marine's ShipArrestor is a sea anchor designed to reduce the rate of drift of a ship that has lost engine power, giving more time for a rescue tug to intervene and prevent grounding and its associated pollution. It enables a Search and Rescue helicopter to deploy a tow line around the winch gear on the foredeck of an abandoned vessel and drop the attached sea anchor over the side and into the water. This turns the ship into the wind and reduces its drift speed by around 50%. When the tug arrives it can pick up the sea anchor and the tow line is already in place.

The development project, which involved a consortium of eight European organisations and an EU investment grant, included mathematical modelling to identify the size of sea anchors needed for ships of different tonnages and the development by Miko Marine of a special light-weight chain resistant to abrasion against the ship's deck gear and gunwhale.

Full-scale trials have been carried out on the 120,000dwt LNG carrier *Arctic Princess*. The first phase confirmed the feasibility of attaching the tow line by helicopter and in the second phase, deploying a 30m diameter nylon parachute anchor, the tanker was turned into the wind in less than 20 minutes and its rate of drift reduced by 58%. Such an anchor could be stored in a container on the foredeck and launched over the bow by the crew or installed with an automatic electric or hydraulic deployment system. ■



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8 Management/Operations

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CATEGORY: MANAGEMENT/OPERATIONS

Entrant: Maritime and Coastguard Agency

Product name: 'The Human Element: A Guide to Human Behaviour in the Shipping Industry'

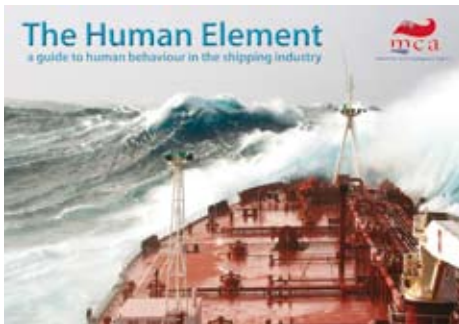
Address: Spring Place, 105 Commercial Road, Southampton SO15 1EG, UK

Tel: +44 (0) 2380 329100

Website: www.dft.gov.uk/mca



Maritime and Coastguard Agency



Overview

The UK's Maritime and Coastguard Agency (MCA) led the consortium that published *The Human Element: A Guide to Human Behaviour in the Shipping Industry* to demonstrate to all within the industry the importance of what is referred to as the 'human element' and how better management could lead to a safer and more profitable industry. Other members of the consortium were BP Shipping, Teekay Marine Services and the Standard P&I Club.

Based on a wide range of consultations with maritime organisations, the guide was produced by the organisational psychologists GS Partnership, which specialises in maximising organisational effectiveness through attention to human performance at all levels.

Starting with human behaviour and trying to understand it and work with it, rather than blaming human error and failures for disasters that result in loss of life, damage to company profits, loss of ships and environmental catastrophes, is a departure for the MCA and for the shipping industry. The guide offers insight and explanation of the fundamental aspects of human behaviour and gives practical management advice.

It is organised into sections that cover making sense of things, making decisions, making mistakes, getting tired and stressed, learning and developing, working with others and communicating with others. Over 60,000 copies have been distributed and the MCA believes the guide is beginning to make a difference by highlighting the need for non-technical skills at all levels. ■



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CATEGORY: MANAGEMENT/OPERATIONS**Entrant: Topaz Marine**

Product name: Safety Observation Cards (SOC) and other safety initiatives

Address: PO Box 261005, Building 33, Oilfields Supply Centre, Jebel Ali Free Zone, Dubai, UAE

Tel: +9714 883 29 29

Website: www.topazworld.com

**Overview**

Topaz Marine's Safety Observation Cards (SOCs) initiative is one of several the company has introduced in order to strengthen the safety culture among shore-based employees and crew on its offshore support vessels. All employees are encouraged to use the cards to report activities that could be potential safety hazards or that maintain and enhance safety standards.

Onboard issues highlighted by the SOCs include the need for fluorescent gloves and arm or wrist bands to identify the banksman during operations at night and the absence of a damage control box for use in the event of grounding or hull damage onboard one vessel. Office-based issues include electrical cables running under containers and under metal items in the yard and the unsafe cleaning of a paper cutter.

Initiatives to improve safety at sea include the phasing out of older tonnage, which will see the average age of the fleet operating in the Middle East reduced to less than five years by the end of this year, and reducing the tours of duty of masters, chief engineers, officers and ratings.

Video-based training on various aspects of ship operations and safety has been installed onboard and in the office. Other initiatives include attendance at client safety meetings to gain understanding of their operational and safety needs and working closely with them to achieve these, and the sharing of Topaz Marine's monthly safety bulletins with clients. In addition, internal audits for SMS, ISPS Code and IMCA requirements have been introduced. ■

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CATEGORY: MANAGEMENT/OPERATIONS

Entrant: Vulica Shipping and Wilhelmsen Ship Management USA

Product name: Fall prevention initiative

Address: Vulica Shipping, Suite 300

12603, Southwest Freeway, Stafford TX 77477-3852, USA

Tel: +1 (713) 451 7620

Address: Wilhelmsen Ship Management USA

Pasadena, Texas, USA

Tel: +1 281 842 3807

Website: www.wilhelmsen.com/shipmanagement



Overview

The fall prevention initiative undertaken by Vulica Shipping and Wilhelmsen Ship Management USA makes life safer for personnel carrying out any shipboard work where working at heights or climbing is involved. It was based on a comprehensive risk assessment and a planned top-down approach to minimising and managing the risks.

A thorough review of existing procedures, protective equipment, ship design, safety culture and attitudes was carried out following industry reports of three fatal falls and several near-misses. This involved a risk assessment of areas including ballast tanks, cargo holds, engine room and bow thruster compartment and examining ways to minimise the likelihood of a fall-related injury. These covered redesigning the work task, fall prevention (covering openings, erecting barriers), fall restraint systems (body harness, anchoring point) and fall arrest systems (on vertical ladders).

Rescue equipment was identified and rescue procedures drawn up. Training and drill regimes were instituted to cover fall prevention skills and use and care of fall arrest and rescue devices.

Implementing the findings involved amending work procedures, fitting handrails, barriers, fall restraint systems and fall arrest systems, drawing up rescue plans for every space and preparing a fall prevention training manual.

Wilhelmsen Ship Management says the implementation of this initiative on a fleet of self-discharging bulk carriers has had a positive impact on crew morale and improved safe working practices in other areas of daily shipboard activity. ■



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Website: www.wilhelmsen.com/shipmanagement



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CATEGORY: SECURITY

Entrant: Applied Weather Technology

Product name: GlobalView Fleet Management System

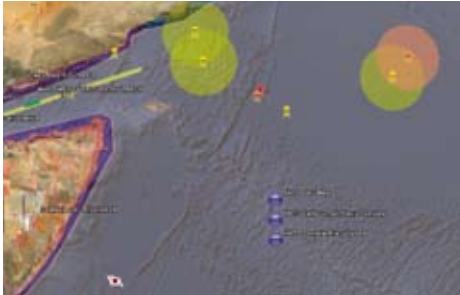
Address: 140 Kifer Court, Sunnyvale, CA 94086, USA

Tel: +1 408 731 8600

Website: www.awtworldwide.com



The Fleet Optimization Experts



Overview

Applied Weather Technology's GlobalView fleet management system has been shortlisted in this category and in the Systems category on account of the protection it provides to vessels against pirate attacks by bringing together information on current and historical pirate activity from multiple sources, including the International Maritime Bureau and NATO, into a visual format.

From the security point of view, its strength is that it graphically presents real time information on pirate activity and gives access to detailed data on current and historical activity. GlobalView also facilitates three-way communication between captain, fleet manager and AWT route analysts, keeping all parties informed and engaged in real time so that sound decisions can be made on routing to minimise the risks of attack.

Within the visual presentation of Google Earth, GlobalView provides a comprehensive tool that can save fleet managers and captains precious time in high risk areas. In the area threatened by Somali pirates, for example, fleet managers are able to view in real time current pirate activity and current mothership locations and their projected routes over the next 24 hours, access NATO information via an overlay and see historical pirate activity data. Different types of pirate activity are distinguished by colour-coded alerts and clicking on any symbol brings up a detailed description.

In addition to providing both current and historical piracy data worldwide, GlobalView also provides information on war risk waters and embargo areas. ■



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CATEGORY: SECURITY**Entrant: VSTEP****Product name: Port Security Awareness training****Address: Weena 598, 3012 CN Rotterdam, Netherlands****Tel: +31 10 2014520****Website: www.vstep.nl****VSTEP** **Overview**

VSTEP developed the immersive 3D interactive software Port Security Awareness (PSA) for the Port of Rotterdam to enable training of the port's safety personnel in detection of suspicious activity, both in the water and on shore. PSA allows experience of scenarios that are difficult to train for in real life and could be created and customised for any port worldwide and using specific vessels.

In advance of a training session, the instructor can use the scenario editor in PSA to create various suspicious and non-suspicious actions and activities that will trigger at a selected time during the exercise. PSA then puts the trainee onboard a Rotterdam Port Authority patrol vessel which he is required to sail on a routine patrol through the port while carefully observing activity in the water and on shore, using binoculars as required.

The trainee has to decide whether any activity detected qualifies as suspicious or not and record his decision in an interactive logbook that can be reviewed with the instructor after the exercise. Training can be undertaken individually or in a group, giving the possibility for discussion.

Suspicious scenarios that have been included in the version developed for the port of Rotterdam include divers near a moored vessel, fast craft mooring to another vessel, people on shore opening a container and loading the contents into a car, people on shore transferring goods from one car to another, diver trying to board a vessel, VLCC entering a restricted port area, rigid inflatable entering the port and someone leaving an unattended bag on shore. ■

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CATEGORY: SECURITY

Entrant: Westmark BV
Product name: P-Trap
Address: Arnhemseweg 87, 3832 GK Leusden, Netherlands
Tel: +31 (0) 33 4614844
Website: www.westmarkbv.com



Overview

Westmark BV's P-Trap improves the security of a vessel transiting a pirate zone and increases the safety of the onboard crew by a physical boarding deterrent ensuring that pirates cannot get close enough to board. The system consists of a boom that is extended from the bow of the vessel on both sides and tows thin lines through the water to create an impenetrable and almost invisible zone alongside and behind the ship. A speedboat making an approach to the ship will inevitably run into the lines and jam its propeller. Once a line becomes entangled, it will release, leaving the remaining lines intact. The P-Trap can be adjusted to the dimensions of most ocean-going ships.

Two versions are available, the P-Trap swivel boom and P-Trap sliding boom. As a passive non-lethal means of self protection it provides continuous protection without crew involvement and guards against multiple boarding attempts simultaneously. A prototype was tested in the North Sea in February 2010 on *Esvagt Connector*, owned by Maersk and contracted by the Royal Dutch Coastguard, in conjunction with the Royal Dutch Navy and the Royal Netherlands Sea Rescue Organisation. During four simulated pirate attacks at different speeds no pirates were able to come within 5m of the vessel.

Dockwise was the first company to operate the P-Trap in order to test its effectiveness in keeping its crews, vessels and cargoes safe and reducing the risk of piracy attacks. Dockwise recently expanded the P-Trap system to its entire fleet of heavy cargo vessels. ■



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CATEGORY: SYSTEMS

Entrant: Applied Weather Technology

Product name: GlobalView Fleet Management System

Address: 140 Kifer Court, Sunnyvale, CA 94086, USA

Tel: +1 408 731 8600

Website: www.awtworldwide.com



The Fleet Optimization Experts



Overview

Applied Weather Technology's GlobalView fleet management system has been shortlisted in this category and in the Security category on account of the protection it provides to vessels against pirate attacks by bringing together information on current and historical pirate activity from multiple sources, including the International Maritime Bureau and NATO, into an easy to use visual format.

This is only one aspect of a fleet management system designed to enhance safety, save fuel, time and money and reduce CO₂ emissions by giving fleet managers access to real-time information on their vessels in order to make informed decisions. GlobalView also facilitates three-way communication between captain, fleet manager and AWT route analysts, keeping all parties informed and engaged in real time.

GlobalView is able to provide a comprehensive overview of all pirate-related information in one customisable visual format by combining ship routing technology and critical data within the visual presentation of Google Earth. It was developed with Google's API technology which adds a layer on top of Google Earth so that fleet managers can easily manipulate the data.

In the area threatened by Somali pirates, for example, fleet managers are able to view in real time current pirate activity and current mothership locations and their projected routes over the next 24 hours, access NATO information via an overlay and see historical pirate activity data.

GlobalView also provides information on war risk waters and embargo areas. ■

AWT Routes More Ships Than Any Other Company.

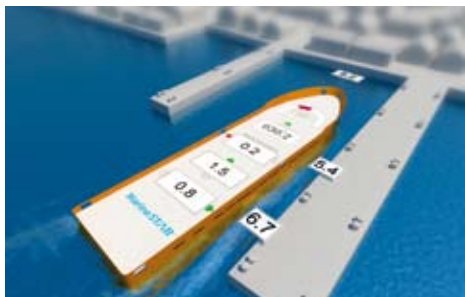
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- BVS On-board Software
- GlobalView™ Fleet Management

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CATEGORY: SYSTEMS

Entrant: Fugro Seastar**Product name: Marinestar Manoeuvring System****Address: Hoffsvæien 1C, N-0275 Oslo, Norway****Tel: +47 21501400****Website: www.fugro.no****Overview**

Fugro Seastar's Marinestar Manoeuvring System makes berthing safer by providing precise real-time information to reduce navigational errors that can cause collisions with the quay or contact with moored vessels. The system also includes warnings for squat and quay drift and has facilities for recording and replaying manoeuvring data for analysis and training purposes.

Data is derived from twin high precision global navigation satellite systems (GNSS) installed fore and aft that feed into an onboard computer that calculates in real time a complete picture of vessel movement, including heading, rate of turn, speed at bow and stern in forward and athwartship direction. During the docking operation, Marinestar MS provides a countdown of the distances to the quayside with decimetre level accuracy. In addition to better informing approach speed and angle, this helps to reduce unnecessary adjustments and manoeuvring time.

The alarm distance for transverse drift is pre-set but this can be detected as early as 30cm. The accuracy of the squat alarm is approximately 15cm. This uses the same vertical positioning technology as the dynamic trim management function within Marinestar MS.

Marinestar MS requires access to the differential satellite navigation correction data broadcast by Fugro Satellite Positioning. This uses Marinestar GNSS, a decimeter accuracy integrated GPS/GLONASS service. Marinestar MS also enables precise GPS and GLONASS input into ECDIS and other bridge systems. ■



CATEGORY: SYSTEMS

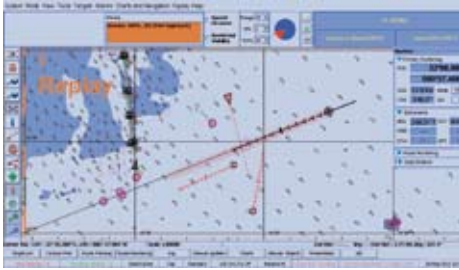
Entrant: Totem Plus

Product name: COLREGS Adviser

Address: Hanevieim 6, Ramat Hasharon, Israel 47279

Tel: +972 35497295

Website: www.totemplus.com

Overview

The COLREGS Adviser from Totem Plus aims to make navigation safer by reducing the margin for human error in adhering to and interpreting the International Regulations for Preventing Collisions at Sea (COLREGS) and by supporting the taking of appropriate action in good time in order to eliminate excessive helm and course alterations. It is an integral part of Totem ECDIS but can be installed as a stand-alone system.

All AIS and ARPA targets within the alert radius are automatically analysed, taking into account their Closest Point of Approach (CPA) and the stipulations of the COLREGS, and the officer of the watch (OOV) is advised on the required action, including course to steer if necessary. Course to steer advice is based on analysis of the time to CPA of those vessels and their status according to the COLREGS. All information is calculated automatically and continuously refreshed.

The default setting for the alert radius is 12 miles (open sea) and 0.4 miles for the CPA but both can be changed by the operator according to prevailing circumstances. Default settings for other values can only be changed by the Master. Minimum values that can be selected are limited by specific vessel parameters such as ship length and turning radius.

The system also gives an alert on 'vessel approaching from port' or 'vessel overtaking' situations. This warning will be followed by advice to the OOV on a new course to steer if the approaching vessel does not give way as required by the COLREGS. ■



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CATEGORY: TRAINING

Entrant: DNV

Product name: Survey Simulator (SuSi)

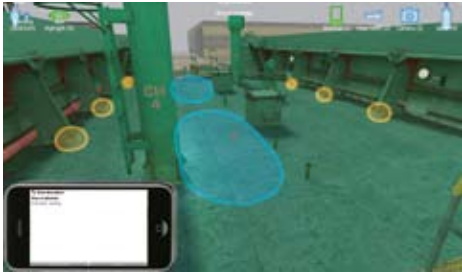
Address: Veritasveien 1, 1363 Høvik, Oslo, Norway

Tel: +47 67 57 99 00

Website: www.dnv.com



MANAGING RISK



Overview

DNV's Survey Simulator (SuSi) provides a photorealistic 3D training environment for superintendents, officers, crew and others carrying out technical and safety inspections of vessels that is able to give the user experience of situations that could involve personal risk on board a real ship and of an extensive range of deficiencies encountered by the classification society. Its use enhances onboard training, which can be costly and time-consuming, and encourages self-reliance.

Originally developed to enrich the training of its own surveyors, the SuSi is now being offered externally in line with DNV's belief that more efficient training will lead to safer ships and safer operations. Programs have been developed for bulkers, tankers, container ships and mobile offshore units and other vessel types are under development. DNV's virtual training centre in Gdynia, Poland, is also open to external customers. Other centres will be opened in the future.

Critical areas specific to certain designs can be highlighted and all class and statutory requirements relating to particular surveys are included. Information for every inspection element, including safety surveys, can be accessed and safety critical equipment highlighted. Training on the SuSi would help to build personal competence in areas such as identifying deficiencies prior to class or PSC inspections.

Access to DNV's findings from thousands of onboard safety inspections of vessels from all over the world should increase awareness of the safety implications of ship condition and operations. ■



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CATEGORY: TRAINING

Entrant: Seafish

Product name: Damage Control initiative

Address: Origin Way, Europarc, Grimsby, DN37 9TZ

Tel: +44 (0)1472 252300

Website: www.seafish.org



Overview

Seafish is a UK pan-industry body that works with the entire seafood industry to promote a sustainable and responsible fishing industry. Its board is appointed by the four UK government fisheries administrations and it develops training programmes for fishermen, certifies vessels for construction and safety and works to create a safer working environment at sea and reduce the number of accidents and injuries suffered by fishermen. Its Damage Control training initiative, which is supported by a free box of equipment, teaches fishermen how to deal with flooding by preventing their vessels from sinking once water ingress begins.

In 2009, the MAIB reported that 52% of vessel losses within the fishing industry were caused by flooding and most of these were on vessels under 12m. The two-hour damage control seminar covers the importance of general maintenance in preventing serious situations from occurring and emergency action that may be taken to reduce the danger to the vessel from flooding following failure of equipment or structural damage.

A Seafish stability model is used to demonstrate how quickly water ingress can sink a vessel and how to reduce the size of the hole or breach in the hull, lift it nearer the surface by listing or trimming the vessel or dumping weight over the side and using a fothering sheet to block the split or hole.

The course is voluntary and has been completed by more than 1,000 fishermen, thanks to funding from the Department for Transport and the European Fisheries Fund. ■



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CATEGORY: TRAINING

Entrant: Transas Marine
Product name: Global ECDIS Training Network (GET-Net)
Address: Datavagen 37, Askim, 43632, Sweden
Tel: +46 31 769 56 00
Website: www.transasmarine.com



Overview

The Global ECDIS Training Network from Transas (GET-Net) is designed to meet the new STCW ECDIS training requirements in force from 1 January 2012. Any officer with navigational responsibilities on a vessel fitted with ECDIS will need to hold certification that verifies completion of an approved course. Generic and type-specific training should be incorporated into the company's SMS, conform to international standards and be accepted by the flag state.

GET-Net aims to simplify compliance and ensure a safe transition to paperless navigation by providing high quality standardised and certified training worldwide, allowing a shipping company to train locally and save travelling costs and time. It is based on an international partnership with selected ECDIS training providers and a course certified by Germanischer Lloyd.

The course combines both generic and type-specific ECDIS training for the Transas Navi-Sailor 3000/4000 product series and follows IMO Model Course 1.27 and the latest amendments to STCW.

All partnering training centres receive detailed instructor training and have to pass a quality audit by a certified Transas instructor.

On completion of the course, a trainee will be able to operate the ECDIS system, use the navigational functions, select and assess all relevant information and take proper action. The trainee will also understand the principles governing safe operation and system-related limitations and potential dangers. Training on requesting a new ENC licence and chart updates is also included. ■



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Seven rescued from sinking ship

Safety at Sea International supports the AMVER rescue system, highlighting one rescue each year for its exemplary seamanship

The conditions were severe on 22 September 2010, with winds from the north east of 25-30kts and 3-4m seas when the crew of the 1,728 teu container ship *Adrian* received a Mayday. The 40-year-old 790dwt general cargo ship *Ocean Blue* had been disabled by engine problems and was adrift, 82nm south of the Dominican Republic capital, Santo Domingo.

Its crew of seven had taken to liferafts and another ship in the area declared the conditions too rough to be able to rescue them from the rafts. But the crew of the *Adrian* started rescue operations despite the conditions and brought all the men on board. *Ocean Blue* later sank.

Adrian was asked by the US Coast Guard to rendezvous with a naval rescue boat, *Orion*, from

the Dominican Republic to transfer the seafarers.

This was not straightforward as, due to technical difficulties, *Orion* could only embark three of the crew. So *Adrian* continued to Santo Domingo, where the other four were safely transferred to a pilot boat in the port's outer anchorage.

Margaret Ansumana, deputy commissioner for maritime affairs of Liberia, later paid tribute to the master and crew of *Adrian*: "The actions of the master and crew are in keeping with the highest maritime traditions of saving lives at sea."

In recognition of their achievement, AMVER has awarded its Green pennant and SASI has awarded a trophy to the ship's management company, Germany's Komrowski Befrachtungskontor, on the crew's behalf. ■

“ The actions of the master and crew were in keeping with the highest maritime traditions of saving lives at sea ”

ABOUT AMVER

AMVER – the Automated Mutual-Assistance Vessel Rescue programme – is sponsored by the United States Coast Guard and is the only global search and rescue system. Since 1958, AMVER has provided a worldwide blanket of protection on the high seas with more than 4,000 vessels available to divert and assist those in distress every day.

Participation in the AMVER safety network is easy: enrol online at www.amver.com. Ships provide a sail plan and send position reports every 48 hours. Costs to ships are free, using simple software downloads available on the AMVER website or through several commercial vessel tracking companies.

Ships' positions are kept in the strictest confidence and not released unless there is a true emergency and then

only to *bona fide* Rescue Coordination Centres.

Participation has its benefits. Besides belonging to the oldest and only worldwide search and rescue system, participating vessels are eligible for various awards given by members of the maritime community. AMVER participation awards are available to every ship that remains "on plot" for 128 days or more per year and memorabilia are given to ships for continued participation at various year benchmarks up to 35 years of service!

Ships that take part in dramatic or difficult rescues are nominated for prestigious awards, such as the SASI/AMVER Award, which recognises seamanship. Increased participation ensures an increased global presence and more ships available to rescue those in distress. ■

Last year's winners



Systems: Inmarsat



Management/Operations:
APM Terminals



Security: Jeppesen



Training: CSmart



Equipment: Nadiro



AMVER: Gerhard Jebsen Skipsrederi

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“

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