

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 123



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**The LUCIE DELMAS (ex NEDLLOYD ROTTERDAM) seen in Antwerp**

**Photo : Stan Muller ©**

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## EVENTS, INCIDENTS & OPERATIONS

<p><b>DAMEN</b></p> <p>ANCHOR &amp; CHAIN FACTORY (AKF)</p> <ul style="list-style-type: none"><li>■ Supply of marine anchor- and towing equipment</li><li>■ Lloyd's approved testing house up to 2000 mt</li><li>■ Repair and modification of anchors and anchor chain cables</li></ul> <p>P.O. Box 22      phone +31 10 204 19 28 / 31      akf@akfananchorchain.nl 3100 AA Schiedam      fax +31 10 234 02 00      www.akfananchorchain.nl The Netherlands</p> <p>Member of the DAMEN SHIPYARDS GROUP </p>	 
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## Piracy

By H.A. L'Honoré Naber

### The P-Trap New invention against attacks from pirate boats



Our country puts much thought into ways and means for protecting us against piracy. A brand new invention developed in the Utrechtse Heuvelrug (Utrecht Hill Ridge region) – would you believe, far removed from the maritime

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industry – is one example of a small-scale initiative in this respect. Its results exceed expectations. SWZ Maritime has the scoop on this application.

**Lodewijk Westerbeek van Eerten**, inventor and director of a company that markets innovative products, has been fascinated by the piracy problem for years. "It's ridiculous that these criminals are able to board defenceless merchant ships on the high seas," says Westerbeek. He has been devising and developing protective equipment against this crime for a few years now. It is not an easy matter and he was often unable to achieve the level of quality he was looking for. A few years ago he experimented with a maritime slippery soap applied to the hull of a ship, but it did not meet the standard he was after. When the **KNRM's (Royal Netherlands Sea Rescue Organisation)** last remaining breeches line thrower was entrusted to its museum. This gave Westerbeek an idea. He built a design that he tested on Heegermeer (Heeger Lake) with middling results. Westerbeek then approached a rope manufacturer in the town of Nijkerk, who was immediately keen to help find a solution. A second design was tried out on Veluwemeer (Veluwe Lake). Westerbeek himself got caught up in his own trap. So it worked. It convinced him that he was on the right track. With the assistance of an industrial designer and a construction company he built a new version in the autumn of 2009. It was so simple that the trial version was successful virtually the very first time it was tested. In the meantime, Westerbeek had contacted the KNRM. Superintendent Germ Martini was so enthusiastic that he organised the system to be tested on the Coast Guard's **Esvagt Connector**. The Royal Dutch Navy also cooperated.

### Cold testing of tropical measure



On February 17th, a cold but sunny winter's day, the Coast Guard's **Esvagt Connector** sailed out of the port of Den Helder carrying the prototype of the "P-Trap", as Westerbeek has called his invention. The weather couldn't have been better for the trial. A rendezvous had been arranged with the **Joke Dijkstra** of the KNRM and the **Gouwe** of the Royal Dutch Navy on the open seas.

Two RIB's (rigid inflatable boats) were mobilised specially for this purpose. Lieutenant Frank de Ridder was in charge of the trial. The crew of the RIB's wanted to experience what it was like to be a pirate and threw themselves into their role. One member had even hoisted a pirate flag. They would show the **Esvagt Connector** just how easy it was to board it. The test was first carried out cautiously, but gradually with more speed. The test was carried out four times with overwhelming results. The "pirates" were unable to get any closer than 5 metres from the ship. Their propeller jammed completely and their boat stalled. This happened so abruptly during the last test at high speed that the crew members were flung forward, with one member incurring minor injuries. Afterwards they said that the outcome had given them quite a fright.

**The construction of the P-Trap**



The principle of the P-Trap rests on a bundle of thin lines that are towed through the water, forming an impenetrable zone alongside and behind the ship. An extension bracket keeps the lines at the right distance from the ship. The extension bracket can be folded up and the lines can be rolled up. The lines are long enough so as not to get caught up in the propeller of their own ship. As soon as the ship approaches a piracy hazard area the extension brackets are unfolded and the lines are rolled out, creating a safety zone around the ship through

which pirate boats cannot approach. It is impossible to see the thin lines under water from a small boat on the surface. Pirates who approach the ship in their high-speed boats run into the lines, immediately jamming their propeller. The lines break as a safety measure for their own ship. The pirate boat cannot navigate because the propeller cannot function. Because the ship has let out a large number of lines the system continues to work when attacked by several pirate boats. The lines can be rolled out so that broken off pieces can quickly be replaced and there are always lines in the water.

**Simple and inexpensive**



The effectiveness of the system was proven during the trials. A fast RIB ran at full speed into the protective zone and immediately came to a standstill. The exceptional thing about the invention is that it is extremely simple and affordable. "That's what I was always striving for," says Westerbeek. "Simplicity." He applied for a patent on his P-Trap in the early stages of his invention. Ships that use the P-Trap are protected day and night. Pirates don't even need to be spotted in advance. The device always works and the crew never comes in contact with the pirates. They are kept

off the ship. Another advantage is that no special training is required to operate the device and no additional crew is needed to install it. It takes only one person half a day to get it up and running. The device is made to measure and weighs no more than approximately 1500 kg. Due to its simplicity it can be made quickly so ships can have it at their disposal in no time. Ship owner Dockwise is the first to purchase the system. Preventing piracy has always been one of the ship owner's top priorities.

**Conclusion**

Despite the invention's success it should be put into perspective and not be considered the one and only means to combat piracy. Present day piracy with armed pirates is too complex for that. The P-Trap is, however, a worthy contribution to measures for protecting ships against piracy. It is an impenetrable corridor that prevents pirates from boarding and even coming close to ships. A P-Trap website is currently in the making.

Henri L'Honoré Naber is the former Chief Minister of the Netherlands Merchant Navy Staff and now runs his own consultancy, Safer Seas Consultancy ([saferseas@gmail.com](mailto:saferseas@gmail.com)).

**Lodewijk van Westerbeek reports to the shippingnewsclippings, he is very proud that the first (Patented) P-Trap system will be installed on one of the heavy lift vessels of Dockwise, for more information about the P-Trap please contact Lodewijk at : [l.westerbeek@cablesafe.com](mailto:l.westerbeek@cablesafe.com) or look at [www.P-Trap.eu](http://www.P-Trap.eu)**

## **36 lintjes in Antillen en Aruba**

Op 29 april kregen 36 personen in de Nederlandse Antillen en Aruba een Koninklijke onderscheiding toegekend.



Newsclippings contributor **ELS KROON** krijg haar onderscheiding opgespeld door gouverneur **Frits Goedgedrag**

Op Curaçao kregen de volgende personen de onderscheiding Ridder in de Orde van Oranje-Nassau: Annelize Ackermans-Selling, Niels Augusta, Edwin Ayubi, Elvio Cijntje, Ronald Colastica, Leonard Floridas, Elisabeth (Els) Kroon-