

# Digital Ship *plus*

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## Wi-fi for Port of Amsterdam

www.portofamsterdam.com

The Port of Amsterdam now has wi-fi radio data communications, so that ships anywhere in the harbour and up to 2km from shore can access the internet.

Currently the network is private, available to port authority vessels only, but it is possible that it will shortly be extended so that all ships can use it.

The first stage of providing public access to the network may be to make it an extension of another wi-fi system already being provided for river boats in the Port of Rotterdam, where users pay a subscription fee.

"Our management will decide later this year if we are willing to open up our access points to those subscribers," says Fons Maartens, technical manager with the Port of Amsterdam.

"Our first priority is a reliable and secure wifi infrastructure for our patrol vessels."

To access the system, ships need to have computers with a standard wi-fi data access card.

The system is provided by Radionet, a supplier of wi-fi "hot zone" technology, and Baas WDS (wireless data systems), a system integrator. It was installed in June 2004. The network is owned and operated by Amsterdam Port Authority.

The system uses the 2.4 GHz WLAN spectrum and 802.11 wi-fi protocol.

The wi-fi access points, located around the port, also communicate with the data backbone system by radio, at up to 10 Mbps; the backbone itself can carry 34 Mbps.

The shipboard computers have a remote database system, which can be used to report any stray inland waterway ships, making sure they pay their harbour tax. The ships can also send e-mail.

"To replace our previous generation narrow-band wireless network, we needed a reliable network that could withstand demanding harbour conditions and provide high speed connections to a wide variety of applications," says Fons Maartens, System manager, Amsterdam Port Authority.

"Wi-Fi technology was an obvious choice for replacement as it supports a multitude of access devices and is cost-effective to deploy."

"However, the challenges of comprehensive coverage and suitability for outdoor-use needed to be resolved.

"After looking into the competing alternatives, the Baas WDS / Radionet solution proved to be best choice as it offers seamless mobility, high reliability, secured coverage and the ability to use all standard Wi-Fi clients without any special software."

Amsterdam Port Authority already reports a reduced use of VHF radio and decrease in phone bills from the scheme.

One of the trickiest elements in the system has been getting the handover right, for ships which move from one access point to another. Vessels keep the same IP address but automatically hand over from one access point to another.

The systems are also designed to withstand salt from seawater, high winds, moisture and freezing temperatures.

Radionet is a specialist in development, design and sales of large outdoor broadband networks, conforming to IEEE 802.11.

In the fourth quarter this year, the port will launch its own Harbour Management System, where patrol vessels will report ocean vessels.

## Ships at Los Angeles can plug into electricity

[www.portoflosangeles.org](http://www.portoflosangeles.org)

The Port of Los Angeles has an interesting approach to reducing shipping air emissions when ships are at berth: the vessels can plug into an electricity supply provided at port.

The berth is supplied with 6.6 kilovolts of power, which is converted to 440 volts using a transformer located on a barge positioned perpendicular to the ship's stern, which can convert it to whatever voltage the ship uses.

The power is sent to the ship through nine plugs positioned with a crane on the barge.

As the EU makes plans to require ships to use fuel with sulphur content of less than 0.1 per cent while at berth, running the ships in berth from electricity is a very interesting alternative.

Los Angeles estimates that ships emit one ton of smog forming nitrous oxides and 87 lbs (40kg) of particulate matter for every day they are in port, if the shipboard electricity supply is generated from shipboard bunker fuel.

It also estimates that every time a ship is plugged into the electricity supply it removes as much pollution from the air as is generated by 16,000 truck trips.

China Shipping has already agreed to commit to using the "Alternative Marine Power" technology, with six additional port customers signing memorandums of understanding to study the possibility of introducing it at their container terminals.

## Princess Royal attacks US on seafarer treatment

[www.missiontoseafarers.org](http://www.missiontoseafarers.org)

The British Princess Royal, president of the Mission to Seafarers, attacked the US government for its harsh treatment of seafarers at the society's annual meeting in London on July 6.

The Princess Royal said that seafarers should not be penalised by an "over zealous" interpretation of maritime security rules.

"It would be hard to over-estimate the importance to seafarers of shore leave after weeks cooped up at sea, even if it is just a few hours," she said. "But in some places the opportunity to get ashore is being denied them. This is particularly the case in the US."

"It would be sad indeed if the people we depend on, and who give up so much in the way of an ordinary family life, to bring us so many of our daily needs, were to have their lives made even harder."

Telling the story of a Russian seafarer who

“ The Princess Royal said that seafarers should not be penalised by an “over zealous” interpretation of maritime security rules ”

had to spend a night in a US jail and was subsequently sent home, after using a phone box 20 metres from a ship before his papers had been checked, whilst other crewmembers were confined to the ship, she said, "hopefully this is an extreme case, but nonetheless, many crews on ships berthing in the US ports are not allowed ashore," she said.

The Princess raised the issue of making sure that chaplains from the Mission are able to visit ships to provide assistance, noting that over the past year there had been the "usual crop" of cases of seafarers being abandoned around the world, including Mombasa, Dubai, Cape Town and Hong Kong.

"The support given by the Mission to Seafarers ranged from providing food, fuel and water to organising legal help and paying for repatriation," she said.

## Inmarsat maritime business stable

[www.inmarsat.com](http://www.inmarsat.com)

Inmarsat has lost \$13.3m in the first quarter of this year, compared to a profit of \$33.7m in the first quarter of 2003 - most of this loss is connected with \$42.1m paid in interest during the quarter (compared with \$2.2m paid on interest in the same quarter of 2003).

Inmarsat attributes this interest payment primarily to "financing costs associated with the acquisition in December 2003."

Meanwhile Inmarsat's maritime business is reasonably stable; maritime voice revenues were \$26.3m compared to \$29.5m in Q1 2003, whilst maritime data revenues were \$34.4m compared to \$32.5m in Q1 2003.

"The increase in revenues from data services reflects increased demand, partly as a result of the introduction of our Fleet services, which have enhanced the communications services we provide to the maritime sector," Inmarsat says.

Total number of active maritime terminals (all maritime sectors) increased from 97,900 in Q1 2003 to 100,200 in Q1 2004.

"As part of its recent business review seeking organisational efficiencies and cost savings, the group has instituted a headcount reduction program," the company notes.

"Exceptional redundancy costs will be recognised in the results for the three months ended June 30, 2004."

## AIS Live continues expansion

[www.aislive.com](http://www.aislive.com)

The AIS Live website, established by publishers Lloyds Register Fairplay and vessel traffic system company HITT, has led to the establishment of a joint venture company "AIS Live Ltd."

Currently the site provides real time data about ships, based on data received from their AIS systems.

Coverage area currently includes large areas of the North Sea (between UK and Netherlands / France / Germany), the Irish Sea, areas around Galway, Cork, the Faroe Islands, and Gibraltar. It has information about St Johns and Vancouver, Canada, and the Netherlands Antilles. Hong Kong and Shanghai will be added shortly.

A value added service has already been developed to send an alert by SMS or e-mail, when a specific ship enters an area covered by the service, for example for people who want to track a specific ship around the world or be aware when it is within AIS range of the shore.

The service is currently available for Netherlands, Belgium and Germany, and costs €1.80 per SMS and €1.20 per e-mail.

For €2,500, AIS Live will supply an AIS transponder you can use to pick up AIS data for your own area, also feeding the data into the system. You need a permanent connection to the internet. AIS Live will also put a banner advert for your company on the local chart.

For example, a ship supplier in Fujairah looking to win some business could install an AIS Live transponder in Fujairah, then every

“As part of its recent business review seeking organisational efficiencies and cost savings, the group has instituted a headcount reduction program”

time a shipowner went to check up on ships in Fujairah they would see the ship supplier's advert.

## Anglo Eastern to use ShipServ

[www.aesm.com](http://www.aesm.com)

Shipping company Anglo Eastern Group has announced plans to run its entire purchasing processing over the ShipServ TradeNet platform. This makes it ShipServ's biggest customer and takes the total number of ships buying supplies through the platform to nearly 1000.

Anglo Eastern manages over 140 ships, through its offices in Hong Kong, Singapore, Glasgow and Montreal. Its Glasgow offices have been using ShipServ since 2000.

Anglo Eastern is keen to be able to reach all its suppliers through one central connection.

"ShipServ offers a viable solution for us to streamline our supply operation and integrate our suppliers all over the world," says Marcel Liedts,

Eastern, or in the case of purchasing and supply management, to integrate with an established and proven e-commerce system."

"Shipserv's TradeNet turned out to be the most suitable solution available, complementing and easily integrating with our existing software."

AESM will be the first of ShipServ's customers to be equipped from the outset with ShipServ's Ship Supply Management web software system.

Other recently joined ShipServ customers include Graig Ship Management, CEC Shipmanagement, Westfal-Larsen Management, Trans Mar-Supply and IUM Shipmanagement.

## Seagull and Teekay's competence management software

[www.seagull.no](http://www.seagull.no)

Norwegian maritime software company Seagull has launched a comprehensive competence management software system, developed together with Teekay Shipping.

grated into the software.

The tool is useful for shipping companies which are formulating competence requirements for all their different ranks of seafarers.

They can use the software to register the competence requirements for each rank, how the competence should be demonstrated and evaluated, following fundamental principles of STCW95.

The software also stores digitally scanned copies of all the seafarer's certificates. It has tools for skills assessment to be signed off by authorised assessors.

Seafarers can review, manage and edit their career plans. They can generate reports to analyse current and future required training. They can also print off electronic training record books for seafarers.

The DNV standard is designed to ensure continuous improvement in competence management, with regular audits of on shore systems and ships, taking into account the business goals of an organisation and statutory requirements.

Teekay has been developing its own competency management program over the last two years, dubbed Seafarer Competence for Operational Excellence (SCOPE). It goes beyond legislative requirements, covering management / leadership behaviour, overall knowledge and understanding, aptitude, experience and attitude / motivation.

## BMT provides tidal data to Singapore ships

[www.bmtasia.com.hk](http://www.bmtasia.com.hk)

Maritime technology consultancy BMT Asia, in partnership with the Singapore Maritime and Port

## "ShipServ offers a viable solution for us to streamline our supply operation and integrate our suppliers all over the world"

AESM's group managing director.

"Our fleet has grown in numbers over the past few years and we expect to continue our controlled growth in the foreseeable future. This meant looking for a flexible solution that would enable us to manage growth in fleet purchasing without the necessity to hire more people."

"We had the choice of asking our own IT department to develop a new system from scratch, just for Anglo-

The system meets the requirements set in the DNV "Standard for Certification of Competence Management Systems," and builds on the Seagull Training Administrator software.

The aim of the software is to keep track of the different courses the seafarers have done, including replacing Training Record Books.

The ISF Training Record Books for Cadets and Ratings have been inte-

Authority (MPA) and DHI Water & Environment (S) Pte Ltd, has developed a system to provide ship pilots in Singapore with up to date data about ship currents and tide levels.

BMT also believes that the data will help achieve more efficient use of the available ship berths, some of which are only used 25 per cent of the time due to concerns with ship currents.

"It depends on a wide range of factors that are specific to the berth concerned, but in general it is anticipated that the berthing windows will be widened quite considerably," says David Wignall, managing director of BMT Asia.

The idea is also to help pilots navigate through coastal waters and into ports with greater safety.

"Pilots are not even allowed to attempt some approaches due to concerns about known counter currents," says Mr Wignall. "We are aware of accidents that have occurred due to misinterpretation of current conditions."

The data will be used initially by pilots rather than the masters, carrying tablet PCs; however BMT believes that the system is easy to use and it could also be used directly by shipmasters.

"The interface is simple and understanding the information should not be a problem for an experienced Master Mariner," says Mr Wignall.

A beta version will be completed in September 2004, with the system launched in 2005.

BMT is also considering linking it together with its Rembrandt tool which simulates ship manoeuvring. Masters could use Rembrandt, together with the tidal data, to practise manoeuvring the ship in specific tidal conditions.

## Sperry to service Nauticast AIS

[www.nauticast.com](http://www.nauticast.com)

Nauticast and Northrop Grumman Sperry Marine have signed a global service deal for Sperry service engineers to service Nauticast AIS equipment on ships.

The Sperry Service Stations will charge Nauticast customers a fixed fee for all internal transponder installation, mounting, cabling, interfacing and commissioning work.

"In addition to our current network of nearly 100 service stations worldwide, this alliance enhances our service offering by a further 70 Sperry Marine service outlets," says Nauticast.

Difficulty verifying the identity of officers in uniform or armed, as well as the consequences for the ship in the case that further verification information is requested from the port and who will be responsible for that delay

Working out security procedures for loading and unloading) between two ships.

Circumstances under which port officers inspecting the ship on security issues can request the demonstration of a security drill to be performed.

Following a visit to a port without adequate security measures, the inoculation that a unilateral Declaration of Security signed by the ship will provide a ship upon arrival at a port with tight security measures.

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**"Our customers are going to benefit from a standardized global installation pricing structure which will enable them to plan their installation costs accurately - irrespective of location"**

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## Helmepa's Security concerns

[www.helmepa.gr](http://www.helmepa.gr)

Helmepa, the association for improving maritime training and environment backed by Greek shipowners and seafarers, has released the following list of concerns about the ISPS code as expressed by its members:

The practical difficulty associated with the update of data contained in the Continuous Synopsis Record

## IMO calls for funding for African SAR

[www.imo.org](http://www.imo.org)

The IMO Maritime Safety Committee (MSC) has called for the IMO Council to establish international fund to establish search and rescue (SAR) services along the African coastlines, including five regional Maritime Rescue Co-ordination Centres (MRCCs) and 26 Maritime Rescue Sub-Centres (MRSCs).

The aim is to ensure that the basic communications infrastructure and trained personnel are put in place in order to co-ordinate any search and rescue operation and to assist any

persons in distress at sea in the waters of the Atlantic and Indian Oceans adjacent to the African coast.

It will help countries unable or unwilling to invest in an infrastructure themselves.

IMO is currently developing a pilot project under its Integrated Technical Co-operation Programme (ITCP) to establish and operate a regional MRCC in Mombasa, Kenya and two MRSCs in the Seychelles and Tanzania.

### Use Sperry bridges for training

[www.sperry-marine.com](http://www.sperry-marine.com)

Northrop Grumman Sperry Marine has introduced a training system which works together with its ship bridges, to allow onboard training for ship navigation department and the bridge watch team, using the ship's bridge whilst the ship is stationary.

It can run a range of simulations covering radar displays, naval electronic chart display and information system (ECDIS-N) and steering/control displays. Visual images of the scenario are projected onto a large screen at the front of the bridge for added realism.

## Software/training

### Tsakos and Leda use Seagull onboard training

[www.seagull.no](http://www.seagull.no)

Tsakos Shipping and Trading has announced plans for a broad implementation Seagull's onboard Computer Based Training packages.

All Tsakos vessels will be installed with a handpicked series of CBT courses covering topics related to

safety, navigation, marine engineering and cargo handling.

Athanasios Rozakis and Capt. Vasilis Iliopoulos of Tsakos explain that the decision was made following a careful evaluation of the Seagull product and the benefits of enhancing the onboard training.

Meanwhile Germany's Leda shipping is using Seagull's onboard security training for crew and officer certification. Master Dagobert Emil Johannes Zach on board Leda's M/V "Bremer Forest" was recently issued SSO certificate number 3000, marking a significant milestone for Seagull.

Leda manages 60 vessels for Briese Schiffahrts as well those

### Leda manages 60 vessels for Briese Schiffahrts as well those belonging to an impressive list of other companies.

belonging to an impressive list of other companies. LEDA current manages the marine crew and maintenance for approximately 100 vessels.

### VideoTel launches gas tanker training courses

[www.videotel.co.uk](http://www.videotel.co.uk)

Videotel has produced three new distance-learning courses for specialised training on oil tankers, liquefied gas carriers and chemical tankers to follow on from its existing tanker familiarisation course.

VideoTel's courses are suitable both for trainees already serving on tankers and gas carriers and for experienced seafarers who are transferring from other specialised vessels. They will be delivered using computer-based training (CBT).

The students' work is independently assessed, ensuring that all certificates issued meet international standards. Videotel already has a successful track record in CBT courses, having over 1,300 students enrolled on its Shipboard Security and Safety Officer courses.

### Wärtsilä beefs up training

[wlsa.wartsila.com](http://wlsa.wartsila.com)

Wärtsilä Land and Sea Academy (WLSA) has signed a co-operation agreement with Sydväst Maritime training academy in Turku, Finland, to provide Sydväst accredited training courses.

WLSA will now offer a complete 'one-stop-shop' centre for maritime training solutions to Scandinavian, European and Russian maritime companies, covering deck, navigation, engineering, galley, safety and security training are located in one establishment. It has engine and navigation training simulators.

### Ashland Chemical's boiler management software

[www.ashland.com](http://www.ashland.com)

Ashland Chemical has launched version 1.3 of its software to help manage high-pressure boiler systems and cooling water treatment onboard ships.

The software records, tracks, organises and reports onboard water treatment test results; it provides instructions to seafarers as to how to

perform each test, test the result interpretations and test importance, and provides immediate corrective action recommendations to remedy out of range test results.

There is no need to carry paper material safety sheets, product data sheets, control and dosage charts and onboard graphing logs.

The software includes tutorials for boiler and feed water treatment with Amerzine corrosion inhibitor; also Drewplex Ox corrosion inhibitor, Dewt diesel engine water treatment, Liquidewt cooling water treatment, Maxiguard diesel engine water treatment.

### 3000 Wärtsilä customers use Kronodoc

[www.kronodoc.fi](http://www.kronodoc.fi)

Kronodoc, which produces document management systems for the shipbuilding industry, reports that the system is currently being used by 3,000 licensed users at Wärtsilä, one of the company's first clients.

Wärtsilä uses the system to manage documents in their entire company, including its daughter companies. It replaces the previous system where most documents were on paper and stored in locations all around the company.

The principle benefits to Wärtsilä, the company says, are improved knowledge sharing, time savings, reduction in e-mail and better quality assurance and lower costs from suppliers.

Wärtsilä particularly plans to use the system for improved sourcing, sharing information about suppliers around the company.

It is also used for communications between its marine business intelligence (analysts) and sales man-

agers. The system is also used for contracts, vendor agreements, drawings and project management correspondence.

Another new Kronodoc client is Aker Finnyards, using the system for collaboration and management of design information. The system is used to distribute designs and drawings.

It replaces a system where any changes to drawings would need to

provider in the marine fuels market can claim," the company says.

### Cawley changes law firm

William Cawley, possibly the world's leading (and only) maritime IT lawyer, has left law firm Sinclair Roche and Temperley, where he had been a partner since 1996, to join law firm EG Arghyrakis, a niche shipping practise with five lawyers.

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**"I was becoming more and more disillusioned with the ever increasing demand to feed chargeable hours into the insatiable maw of the Leviathan...whilst deriving little personal or professional satisfaction."**

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be posted to subcontractors and then reviewed by the shipyard project manager, a process taking about a week.

"The most important things in a networked environment is that, information is in a standard format, that it will be processed in the right order, and that it can be accessed by the right people, not to mention that the progress of data and work can be monitored," says Erkki Strengell, design director in Rauma shipyard.

### Bunkerworld in Singapore

UK based Bunkerworld has opened a new office in Singapore, the world's largest bunkering centre, in order to improve its global services. It already has an office in Vancouver.

"Bunkerworld can now provide an online service that caters for users working daily in the Asian marine fuels market with a value-added news and pricing service online in local time - a factor no other information

"I was becoming more and more disillusioned with the ever increasing demand to feed chargeable hours into the insatiable maw of the Leviathan," says Mr Cawley, "whilst deriving little personal or professional satisfaction. A small and flexible firm, with superior resources and a realistic and decisive outlook is the answer."

### Century uses Info@GATE

Chipcraft.net, a leading provider of maritime industry software has installed Danaos' Info@GATE communications management package with London broker Century Chartering. The system covers e-mail for brokers and integrates with Danaos' vessel positions package.

"We found that Info@GATE suited our business requirements, but Chipcraft went the extra mile to ensure we have a good match with working practices and a seamless join with previous software investment," says Century Chartering.

## CargoSmart in China

Container shipping portal CargoSmart has launched a Chinese language website for its customers in China to make it easier for Chinese customers to make their shipment transactions online and to share their shipment information with other associates in their supply chains.

## Horizon's hazcargo

Horizon Services Group has launched NetCaptain HazDec, a web-based application to allow shippers to submit dangerous goods declarations via the Internet. The HazDec tool is designed to eliminate errors and reduce communications costs and lost documents for shippers while improving compliance and maritime safety. NetCaptain is free for all Horizon Lines customers.

## RCL uses BASSnet

RCL Shipmanagement is using the BASSnet suite for its purchasing, crewing, payroll, safety, maintenance PMS and documentation systems. According to the company, "on evaluation of several available software packages in the market, the BASSnet suite was selected due to the great overview it provides to managers of fleet-wide operations."

### Relevant websites

[www.bunkerworld.com](http://www.bunkerworld.com)

[www.egalegal.com](http://www.egalegal.com)

[www.chipcraft.net](http://www.chipcraft.net)

[www.cargosmart.com](http://www.cargosmart.com)

[www.horizonservices.com](http://www.horizonservices.com)

[www.bassnet.no](http://www.bassnet.no)

## Ship security

### Ingersoll Rand access control system on offshore vessels

[www.irco.org](http://www.irco.org)

Heerema Marine Contractors is fitting an integrated access control system onboard three offshore construction vessels, thought to be the first remote global access control system in the shipping industry.

All door and critical access points on the vessels, as well as the movements of up to 2,500 seafarers, can be monitored from the HMC headquarters in the Netherlands from anywhere in the world.

The technologies and software will be installed onboard the vessels as one integrated system, managed through a common technology platform. This includes around 40 access control readers.

Seafarers are issued with radio frequency identification (RFID) cards which provide access to restricted areas, such as gangways.

If an unauthorised individual attempts to access a restricted area, an audio alarm instantly activates onboard the vessel.

### Object Video's port surveillance

ObjectVideo has won a contract to install its intelligent video surveillance (IVS) to protect the outside fence for Port Everglades and the Jacksonville

Port Authority.

When an object violates a rule, for example, a small boat loiters next to a ship or a bag is left unattended at a cruise ship terminal, the software alerts port security personnel by phone, pager, email or an alert console.

### Maritime Progress ISPS signs

UK maritime signs and posters company Maritime Progress has produced a series of signs related to shipboard security.

Products include signs telling ship visitors to report to ship security office, signs indicating which security level the ship is under, signs showing whether a lock should be open or locked under different security levels, and signs indicating that there are CCTV cameras.

### HudsonTrident joins IMSSO

Maritime security consultancy HudsonTrident, a subsidiary of Hudson Marine Management Services, has joined the International Merchant Ship Security Organisation (IMSSO), established by Maritime and Underwater Security Consultants (MUSC).

IMSSO is designed to offer members immediate maritime security support wherever they are in the world, to help comply with the ISPS code. Members of IMSSO can use ThreatLogix, an online tool developed by HudsonTrident, which automatically updates vessel security plans as

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**IMSSO is designed to offer members immediate maritime security support wherever they are in the world**

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the vessel goes through different ports, taking account the different routings they make.

### USCG screening guidance

The US Coastguard has produced guidelines about how visitors to ships should be screened for security purposes. The guidelines are available to shipping companies demonstrating a "need to know" to the appropriate authorities.

An introduction to the guidelines, but not the guidelines themselves, can be downloaded from [www.uscg.mil/hq/g-m/nvic/index.htm](http://www.uscg.mil/hq/g-m/nvic/index.htm).

#### Relevant websites

[www.objectivideo.com](http://www.objectivideo.com)

[www.maritimeprogress.com](http://www.maritimeprogress.com)

[www.imsso.com](http://www.imsso.com)

[www.uscg.mil/hq/g-m/nvic/index.htm](http://www.uscg.mil/hq/g-m/nvic/index.htm)

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## Ship shore communications

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### Kristian Gerhard Jebsen selects ChartCo

Norwegian shipping company Kristian Gerhard Jebsen Skipsrederi has selected ChartCo to supply chart correction and weather forecast serv-

er information and vessel routing package.

The contract was made following a trial of the system on 15 Jebsen owned / managed tankers over the past year. "We believe that the almost real time distribution of corrections for charts and publications reduces the navigational risks," says Jebsens VP for safety and quality, Kjell Rein.

### Iridium expands capacity

Iridium Satellite has been granted permission by the FCC to expand its frequency spectrum with access to an additional 3.1 MHz to meet the increasing demand for its satellite voice and data services. The FCC had previously given Iridium temporary authority to operate in a segment of the band on an emergency basis.

The company is still looking for more bandwidth however, and the FCC has also issued a Further Notice of Proposed Rulemaking (FNPRM) to examine the feasibility of granting Iridium access to a further 2.25 MHz of spectrum.

### France Telecom builds VPN

France Telecom has upgraded its land earth station in Aussaguel, near Toulouse, by adding an authentication server which identifies the user.

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### France Telecom has upgraded its land earth station by adding an authentication server which identifies the user.

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ices to its fleet of tankers and fleet of open hatch forest product carriers managed for Gearbulk.

It will receive digital Notices to Mariners and the MetManager weath-

The upgrade is linked to its virtual private network (VPN) service which gives the shipboard terminal a unique IP (internet protocol) address number which only the ship can use, enabling

it to securely access company intranets.

### Hatteras Yachts uses MedLink

Hatteras Yachts will make MedLink's "First Responder" remote medical kit a standard feature onboard every new yacht it builds, the company says, enabling access to medical help via satellite while the ship is at sea.

The kit is ideal for treating a wide range of medical emergencies, from allergic reactions, fever and rashes to severe trauma and heart attack. It is designed to stabilize any urgent medical situation where an immediate response is the priority.

### Telaurus and Easylink partnership

Telaurus and Easylink have entered into a strategic agreement for Easylink to market Telaurus products in the se@COMM range under its Ocean Connect Brand.

Under this arrangement it has launched OCEAN-Connect Ship allows ships to use shore based e-mail systems; OCEAN-Connect crew enables seafarers to access affordable communications at sea; OCEAN-Connect Forms reduces the cost of transmitting frequently updated information between ship and shore; and OCEAN-Connect Secure allows crew communications on vessels where security is a high priority.

### Graeme Brown joins TEAM Talk

TEAMtalk Satellite has appointed Graeme Brown as sales director, based at the company's head office in Liverpool, UK. Graeme Brown joins TEAMtalk Satellite with over 18 years'

experience in the maritime industry, having formerly held positions within Inmarsat Ventures and BIMCO.

## **Crescent installs Satamatics SSAS**

Satamatics' Ocean Alert Ship Security Alert System (SSAS) is being installed by Crescent for all its new-build projects, and the company is also retrofitting the system in a further two ships in July and a further three before the end of the year. Crescent Marine Services manages a fleet of ten tankers, two Ro-Ro vessels and one cement carrier.

## **Thuraya's maritime hardware**

Mobile satellite communications company Thuraya has launched a special maritime phone. There are two options, a "docking marine unit" with a handheld phone plugged into a docking station (the phone can also be used off the vessel) and a fixed marine unit with a below decks telephone handset.

The systems can carry data at 9.6 kbps and voice calls at rates from \$0.75 a minute, although only in the Thuraya coverage area, which includes most of Europe, the Mediterranean and Northern Africa, the Middle East and India, to be extended to include East and South East Asia in September 2004. The phones can switch to GSM where it is available.

## **Thuraya's prepaid maritime card**

Thuraya Satellite has launched "Call for all" a prepaid calling card service for people wishing to use Thuraya satellite services without actually

owning the phone itself, such as seafarers using a card onboard. "Call for all" prepaid calling cards, which offer about 19 minutes of talk time.

## **Simrad launches Fleet 33 and Fleet 55**

They both have standard functionality for 33 and 55; the Fleet 33 can carry voice at 9.6 kbps, also fax and batched e-mail, as well as MPDS under the spot beams. Computers, faxes and telephone can be plugged into it. Fleet 55 offers 64 kbps data under the spot beam and global voice communications.

## **Swedish maritime VSAT company acquisition**

Satpoint, a VSAT maritime satellite communications service provider based in Sweden, has acquired Nordic Satellite AB, a company which provides maritime data and communications services.

Typical packages offered by Satpoint include always on 64 kbps data, including two voice channels. The company calculates that shipping companies can break even on their investment in the system if they use Inmarsat more than nine minutes a day within the satellite footprint.

### **Relevant websites**

[www.chartco.com](http://www.chartco.com)

[www.iridium.com](http://www.iridium.com)

[www.francetelecom-mobilesat.com](http://www.francetelecom-mobilesat.com)

[www.medlink.com](http://www.medlink.com)

[www.telaurus.com](http://www.telaurus.com)

[www.teamtalksatellite.com](http://www.teamtalksatellite.com)

[www.satamatics.com](http://www.satamatics.com)

[www.thuraya.com](http://www.thuraya.com)

[www.simrad.no](http://www.simrad.no)

[www.satpoint.se](http://www.satpoint.se)

## **Vessel traffic systems**

### **Corpus Christi new VTS**

Tideland Maritime Systems has won a contract to supply the port of Corpus Christi, Texas, with a complete vessel traffic management and information system (VTMIS) from Norcontrol IT.

The complete system will consist of camera surveillance, two radar-tracking systems, an AIS base station, and a microwave communication link. The information will be collected and displayed using the Norcontrol IT VTMIS 5060.

### **Sweden upgrades VTS**

Norcontrol IT has been awarded a new VTS installation contract by the Swedish Maritime Administration to supply upgrades to the Swedish West Coast VTS, including replacement of the existing Norcontrol VTS 5000 system at Gothenburg Port.

The new VTS system will be operational at the latest by January 12, 2005 and will include the VTMIS5060 with information being gathered from 7 Radar sites along the Swedish West Coast, in addition to AIS information. Norcontrol IT will also supply and install 6 operator workstations to form the core of the operations room.

### **Aberdeen's AIS and CCTV data**

Aberdeen Harbour has installed an internet system to receive high resolution camera pictures and AIS data to personnel over the harbour computer network.

Remote control and monitoring

over the Internet from any location is available with high quality MPEG 4 images and AIS information being received over a typical 256Kbps ADSL link.

## Saab VTS collaboration

Saab TransponderTech, a Swedish manufacturer of AIS base stations and shipboard equipment, has announced plans co-operate with Navielekro ky, a provider of VTMS solutions, to promote their products jointly under the Saab brand name.

### Relevant websites

[www.transpondertech.se](http://www.transpondertech.se)  
[www.norcontrol.no](http://www.norcontrol.no)

## Automatic identification systems

### Jotron compact AIS receives type approval

The Jotron TR-2500 AIS has been type approved by BSH, and is claimed as "the world's smallest and most compact AIS", weighing 2.8 kg.

"Various authorities have already commented very positively on our user interface along with the synchronization capacity with other vessels," says Jotron. "Our background as manufacturers of compact and rugged easy-to-use VHF-equipment has helped us considerably when developing it."

### JRC launches new AIS

Maritime electronics company JRC has launched a new automatic identification system, JHS-182, which builds on the JHS-180. The list price is \$4,195.00, including antenna, con-

troller and cables. It has already received type approval from QinetiQ in the UK; the US Coastguard; and Federal Communications Committee (FCC).

It has a larger screen than its predecessor, and has capacity to plug in a secondary display. Online maintenance support (remote diagnostics) is available as an option.

### Relevant websites

[www.jotron.com](http://www.jotron.com)  
[www.jrc.co.jp](http://www.jrc.co.jp)

## Navigation

### IMO to examine raster charts

[www.imo.org](http://www.imo.org)

The Maritime Safety Committee meeting of the IMO (May 2004) evaluated a proposal by Australia that ships using raster charts on an ECDIS should not need to carry paper charts, so long as the ECDIS is type approved and has suitable back up arrangements.

France did not support the proposal.

Norway supported the main purpose of the Australian proposal, to pro-

Norway also said that the definition "appropriate folio of up to date paper charts" [as required as backup if ships are using raster charts] could be revisited.

Norway also said that each coastal state should be able to evaluate if, and to what extent its waters its waters are covered by raster charts.

The Nav Sub-Committee decided to include in its work program and provisional agenda for Nav 51 (the meeting next year) a high priority item "evaluation of the use of ECDIS and ENC development", with two sessions needed to complete the item.

NAV 50, the meeting July 5-9 Sub Committee on Safety of Navigation, would also be instructed to give a "preliminary consideration" to the matter.

The positions of flag states around the world with respect to raster charts are fairly well known.

Every country requires either up to date paper charts or official ENCs on ECDIS, as stated in SOLAS. However there is discrepancy between countries on whether raster charts are accepted without a paper chart back-up, where the ENCs are not available.

### Australia is keen to allow ships to sail without paper charts when they are using raster charts

mote wider use of ECDIS, however it raised some concerns, suggesting that, as an alternative to the proposal, there could be a phase-in schedule for mandatory requirements for ships to carry ECDIS and use ENCs (official charts) where available.

Australia is keen to allow ships to sail without paper charts when they are using raster charts; the Australian Hydrographic Office and the Land Information New Zealand produce raster charts themselves similar to UKHO's ARCS.

Norway, along with many of the hydrographic offices in the Primar group (Denmark, Estonia, Latvia, Sweden, Finland, Norway, Poland), does not allow ships to navigate using raster charts.

France, Greece and Singapore, do approve raster charts where ENC's are not available.

With the regulations and service being so complex it is unsurprising that most shipowners do not bother with electronic charts.

They want to pay only once for the chart data, whether it is received on paper, vector data, raster data or multiple format, and if they choose electronic charts they do not want to have to maintain a paper folio as well.

### Primar Stavanger releases Chart Manager 1.0

[www.primar-stavanger.org](http://www.primar-stavanger.org)

A new harmonised catalogue, ordering and vessel chart management tool has been launched by Primar Stavanger, dubbed ChartManager 1.0.

The tool will be used by the Primar Stavanger distributors to manage sales and distribution of ENC services to the commercial market.

Distributors can see the ENC coverage available from both Primar Stavanger and IC-ENC, and access online ordering of ENC permit files.

### C-MAP and China Shipping

[www.c-map.no](http://www.c-map.no)

China Shipping Container Lines, a subsidiary of China Shipping Group and operator of 103 container vessels, has signed a contract to use C-MAP charts on 10 of its vessels.

The company equipped a series of new 5600 TEU vessels with Litton

ECDIS and 4200 TEU vessels with the Kelvin Hughes ECDIS, both reading C-MAP charts.

The 2nd mate from one of the ships, speaking to C-MAP, commented, "The electronic chart is much more convenient than the paper chart. Once you familiarise yourself with the functionalities, you want to use the system more and more".

### Transas appointed VAR for IC-ENC

[www.transas.com](http://www.transas.com)

Transas has been appointed a "value added reseller" for the International Centre for official electronic nautical charts (IC-ENC). There are only five VARs able to resell IC-ENC charts: Primar Stavanger, Transas, SevenCs, C-MAP and the UK HO.

### Transas is developing its own "system ENC" format, which will enable it to distribute charts in its own proprietary format

Transas is developing its own "system ENC" format, which will enable it to distribute charts in its own proprietary format. This enables Transas to control the encryption, stopping unauthorized shipping companies from using the data.

The SENC format is being certified by DNV and Transas expects type approval shortly.

### UKHO publishes 5th edition of Ocean Passages of the World

[www.ukho.gov.uk](http://www.ukho.gov.uk)

UKHO has published the 5th edition of its Ocean Passages of the World, first published in 1895.

The book is designed to help planning ocean voyages, particularly in unfamiliar areas of the world. It includes comprehensive geographical positions of major ports.

It is priced at GBP 45.

## Electronics

### Simplified VDRs "feasible and desirable"

The IMO Maritime Safety Committee (MSC) has agreed with the recommendation of the Sub-committee on Safety of Navigation (NAV) that retrofitting existing cargo ships with Voyage Data Recorders (VDR) is feasible and desirable and that a simplified VDR (S-VDR) should be speci-

fied for existing cargo ships.

The MSC therefore approved - with a view to adoption at the MSC 79 meeting in December 2004 draft amendments on a phased-in carriage requirement for a shipborne S-VDR.

The draft regulation requires a VDR, which may be a S-VDR, to be fitted to all cargo ships above 3,000 gross tonnage. The proposed draft regulation would phase in the requirement for cargo ships over 20,000 gross tonnage first, by 2007, to be followed by cargo ships above 3,000 gross tonnage by 2008.

The existing VDR legislation covers all passenger ships and ships other than passenger ships of 3000

gross tonnage and upwards constructed on or after 1 July 2002.

## **Ulstein sells 20 shipboard phone systems**

[www.ulsteinelektro.com](http://www.ulsteinelektro.com)

Ulstein Elektro systems and service department, a division of shipbuilder Ulstein, reports that it has sold 20 shipboard telephone networks in the past 3 years.

The system gathers together data, satellite TV, telephone CCTV and radio signals and distributes them around the ship, through the same cables, rather than installing a separate set of cables for each computer network.

Data outlets are installed in all cabins and offices. It is linked up to the ship-shore communications system.

The system enables, for example, a chief engineer to receive pictures from engine room monitors in his cabin, put them together in a report and e-mail them back to the shipowner.

The first ULSTEIN COM systems were installed in 2001 on newbuilds Normand Cutter and Normand Clipper; since then they have been installed on new build vessels at Ulstein Verft and Havyard yards, among others. Most of the 20 installations have been on offshore ships.

In May a contract was signed with costal express line OVDS regarding the replacement of the internal communications systems on three coastal expresses and substituting them with technology from some of the subsystems that form part of ULSTEIN COM.

"Feedback from customers has been excellent and there have been few problems and very little servicing required. We hear from the ships that

the systems are easy to use, especially when calling from ships to land. So we have achieved what we wanted, building a simple and reliable system," says Ulstein.

## **Kittiwake launches lube and hydraulic oil test kits**

[www.kittiwake.com](http://www.kittiwake.com)

Kittiwake, a UK manufacturer of maritime testing kits, has launched DIGI Test call, a shipboard tool that can be used to measure the water in oil and the total base number (TBN) of engine lubricating oil.

tamination in hydraulic oils, the Kittiwake Hydraulic Particles test kit.

## **CalMac orders for PC Maritime Navmaster**

[www.pcmaritime.co.uk](http://www.pcmaritime.co.uk)

Scottish ferries operator Caledonian MacBrayne has purchased a further five Navmaster Professional electronic chart display systems from PC Maritime.

A total of ten CalMac ferries are now equipped with the terminals.

CalmacMarine Superintendent Captain Norman Jones comments,

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**“What we wanted was a user-friendly and very efficient electronic chart system for our major vessels.”**

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According to Kittiwake, the most important factor in reducing premature failure of engines, gearboxes and hydraulic systems is the condition of fuels and lubricants, in particular water in the engine oil and the gradual degradation of its total base number (TBN).

Water can enter oil through condensation, leakage and malfunction of the oil treatment system; once inside the oil it can cause corrosion, cavitation (banging noises in pumps) and instability of oil additives. It can also encourage the growth of unwellcome micro-organisms.

The DIGI Test call provides a digital measure of both the amount of water in the oil and its total base number. It is designed to withstand the rough daily use onboard and has a scratch resistant LED display.

Kittiwake has also launched a kit to measure the amount of particle con-

"What we wanted was a user-friendly and very efficient electronic chart system for our major vessels. We originally trialled other systems but found that PC Maritime's Navmaster was the most suitable.

"We bought the first system in 2000 and since then have bought more systems for newbuilds and existing vessels.

"We particularly like the fact that PC Maritime will take note of feedback and comments, and we have seen improvements in the Navmaster system which are the result of our masters' suggestions."

PC Maritime plans to submit a new version of Navmaster to DNV for ECDIS Type Approval this autumn, which will enable the company's existing customers to upgrade, but the company will continue to offer Navmaster Professional as a lower-cost ECS option.

## New orders for Transas

[www.transas.com](http://www.transas.com)

Transas has delivered a range of bridge equipment for two P-960 project tankers to be built at the Brodosplit Shipyard, Croatia.

M/T "Sakhalin Island" is supplied with a complete Transas Navi-Sailor 3000 ECDIS, and is enhanced with navigational consoles, ARPA/Radar and Navi-Conning display.

a MantaBridge IBS supplied by Kelvin Hughes.

The vessel, a 166,739-dwt crude oil carrier, was built by Brodosplit-Brodogradiliste of Split and is now in service with Tankerska Plovidba.

In another order, two new ferries being built for the Shetland Islands Council at the Northern Yard in Gdansk, will be fitted with bridge systems. The first of the 65m ferries the

has secured an order for the delivery of a new platform management system to the Royal Norwegian Navy.

The orders are based on the Kongsberg's Maritime DataChief C20 automation system and contain new systems for management of all platform systems onboard, including propulsion, water jets and power generation.

Kongsberg Maritime has also received a contract for the automation systems for the new Airbus parts transporter, the Ville de Bordeaux, built at Jinling Shipyard in Nanjing, China.

The core of the system is the DataChief C20 alarm, monitoring and control system and Power Management System (PMS). The Ville de Bordeaux is a RoRo vessel and will be operated by a joint venture company of the ship owners Louis Dreyfus (France) and Leif Høegh (Norway). It will carry parts for the new A380.

## Kelvin Hughes has selected Seacoast Electronics, Inc. as an authorised manufacturer's representative in the USA

This is the first time Transas has supplied a tanker with a Track-Control System. The system, in conjunction with positioning sources, heading and speed information, keeps the ship on a pre-planned track within the limits of the ship's manoeuvrability and with minimal participation from the navigator.

The route plan for the system is generated in the Navi-Sailor 3000 ECDIS-I system.

Transas will also complete two Navi-Trainer Professional 4000 installations in China. The first project is for Zhoushan Navigational School / OOCL, which currently has a Navi-Trainer 3000 simulator purchased in 2001. The second contract is for Guangzhou Maritime College and will include one main bridge and three secondary bridges. The installation will take place in October 2004.

## Kelvin Hughes orders

[www.kelvinhughes.co.uk](http://www.kelvinhughes.co.uk)

The biggest slip-launched ship ever produced in Croatia, the crude oil carrier MT Alan, has been fitted with

"Daggri" has been delivered and is due to be fully operational for this summer. They will both operate between Toft and Ulsta, serving the Northern Isles of Shetland.

Kelvin Hughes has selected Seacoast Electronics, Inc. as an authorised manufacturer's representative in the USA. Seacoast offers the complete line of quality products and systems manufactured by Kelvin Hughes including the range of radars, electronic chart systems and voyage data recorder (VDR) system.

Seacoast has already delivered Kelvin Hughes its first Voyage Data Recorder order for a US new construction. The system will be supplied to the SBX offshore platform, which is under construction at the AMFELS Shipyard in Texas.

## Contracts for Kongsberg

[www.kongsberg.com](http://www.kongsberg.com)

Norwegian automation specialist Data Process Automasjon, in cooperation with Kongsberg maritime,

## Lilley & Gillie acquires 50% of PC Maritime

[www.lilleyandgillie.co.uk](http://www.lilleyandgillie.co.uk)

David Edmonds (left), managing director of PC Maritime, and Graham Knight (right), managing director of Lilley and Gillie

In a move to strengthen its portfolio of navigational products, Lilley & Gillie, one of the world's largest maritime chart agents, has acquired 50 per cent of electronic chart company PC Maritime.

The remaining 50 per cent of the company is retained by founders and owners David and Anne Edmonds.

Lilley & Gillie (with sister companies DPM UK, DPM Singapore and Walker Instruments) supplies chart services and navigation instruments worldwide while PC Maritime's core

product, Navmaster, is a proven electronic chart system used by leading shipmanagers and owners.

The combination provides a complete electronic navigation package of chart data, ECS or ECDIS software and hardware.

**Sperry Marine supplies bridge systems for SeaFrance ferry**

www.sperry-marine.com

Northrop Grumman Sperry Marine will supply the bridge navigation and communication systems for a new SeaFrance high-performance vehicle passenger ferry which is being built at Alstom's Chantiers de l'Atlantique

shipyard in Saint Nazaire, France.

The new ferry, to be christened SeaFrance Berlioz in honour of the famous French composer, is scheduled to enter service in February 2005.

The ship will be fitted with a Sperry Marine multi-console Voyage Management System, including an ECDIS, interswitched BridgeMaster E navigation radars, a networked self-tuning adaptive autopilot and main steering system, VDR, AIS, gyrocompasses and other navigation sensors and systems.

Sperry Marine has also recently supplied the navigation and communication electronics for a new specialized ship that has been designed to convey giant components for Airbus'

next-generation A-380 aircraft. The new ship, Ville de Bordeaux, was built in China's Jinling shipyard and is being delivered to French shipowner Louis-Dreyfus Armateurs.

**Northrop Grumman introduces new marine gyrocompass**

Northrop Grumman, parent of Sperry Marine, has launched a digital gyrocompass system. The system has five data outputs and one six steps / degree output, and can drive up to four analogue repeaters.

Kongsberg launches bulk carrier water ingress detection system

Kongsberg Maritime is launching a new Water Ingress Detection System

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specifically for bulk carriers. The system uses new patented GL-10 water detection sensors, which have been designed by Kongsberg Maritime to operate without fault in the harsh conditions found in the cargo holds and other areas of a ship where water ingress may occur.

### Costa Cruises and Stena use McMurdo lifejacket lights

McMurdo has won an order to supply 20,000 L6 lifejacket lights to cruise ships in the Costa Fleet.

Stena Line has also selected the R6 lights to fit on its ferries placing orders through McMurdo's Swedish distributor Torgersen Marine AB.

The L6 one-piece, manually activated light is small, compact and

robust. It emits a flashing light that meets the latest IMO SOLAS requirements, and is designed as a 'fit and forget' product within a five-year replacement cycle.

### Lillie & Gillie's new indicators

Lilley & Gillie is introducing a new complete range of analogue and digital Walker Indicators for the commercial vessel market.

The new range of Walker Indicators comes in both an analogue and a digital version, with 17 analogue models covering the indication of wind, log, clinometer, clock, rudder angle and heading information, and 4 digital models which will cover wind, weather, nautical and ship's head.

### CAE receives CDN\$6 million in marine orders

CAE Valmarine is to supply marine controls for Royal Caribbean Cruise's Ultra Voyager, the world's largest passenger ship. The contract will include a complete machinery automation system and a heating, ventilation and air conditioning system.

CAE Valmarine has already supplied automation systems for all five of the earlier Voyager-class ships.

#### Relevant websites

[www.sperry-marine.com](http://www.sperry-marine.com)

[www.kongsberg.com](http://www.kongsberg.com)

[www.mcmurdo.com](http://www.mcmurdo.com)

[www.lilleyandgillie.co.uk](http://www.lilleyandgillie.co.uk)

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