

Safeguarding Seafarers Worldwide

English based company Guardian Maritime limited has developed quite an ingenious and cost effective solution which is arguably more successful than the much-used razor wire in preventing pirates from being able to set foot on deck. And what's more, unlike razor wire, it doesn't have to be taken down upon arrival at each port.

Guardian - the most innovative anti-piracy measure to be introduced to the shipping world for many years.

Designed for ease of installation and effective at preventing access to the decks of ships, Guardian is rapidly replacing razor wire with many blue chip shipping companies worldwide.

Guardian has to date prevented the capture of many seafarers saving them from months of misery & torture at the hands of the pirates. Produced in three different locations across the globe from a specifically designed compound which forms a high density rigid barrier with extreme UV protection, it will outlast razor wire by 5 years saving time money and ensuring crew safety and owners peace of mind.

Guardian, BMP4 compliant, is the most effective replacement for razor wire and will fit any size or shape of ship, easily covering awkward railings, chocks and fairleads allowing for speedy and safe removal. No more crews covered in a multitude of cuts from razor wire risking infections and costs in time and money to the ship managers, whilst saving thousands of man hours installing and removing razor wire.

Guardian anti-intrusion barrier in essence, prevents pirates from boarding a vessel as its size and 'P' shaped design prevents ladders or ropes latching on to the ship's safety rails, and the overhang that is created is nigh-on impossible to clamber over. "We believe that Guardian offers possibly one of the best value for money anti-piracy systems around today," states Guardian Maritime Ltd, Director Teresa Stevens who continued by explaining how the idea for the system materialised. "We had been working in the anti-piracy field for two years with another concept which David (her husband and CEO of GM LTD) had invented, which involved getting all the crew to a citadel and controlling the ship from there. But the feedback we were getting from the ship owners and CSOs was that they wanted something to prevent the pirates accessing the ship's deck.

"We were simply sat talking in November 2011 about different ways of preventing the ladders and grappling hooks from gaining purchase, and I had the idea of slotting a large plastic 'P' over the rails, we then worked on the shape and size and spent the next six months working with roto-moulders in the UK and Ireland to find the absolute best compound for

the job to ensure the longevity of the product plus colour fastness."

The interlocking pieces of Guardian are manufactured in the UK, Ireland and South Africa in 1,000mm wide sections and are extremely quick to fit - either by GM LTD anywhere in the world, or by following an illustrated manual and DVD. The company also has several thousand Guardian units in stock at various locations worldwide to allow speedy fitting of any high risk vessels. According to Mrs Stevens, the patent Granted compound used in Guardian "produces an extremely dense, high grade material with the highest UV and temperature variant tolerance of any known compound, still allowing us to make it light enough for one person to pick up and install each unit alone if necessary." The

“ Whilst the financial cost of piracy can be put into numbers, the affect an experience may have on a crew and their families back home is much less tangible. The fear of pirates hijacking vessels is an all too real problem around the world's coastlines, forcing shipowners to fit their vessels with an array of defences. ”

Guardian covering chocks.



lightweight nature means it is easy to remove and can be transferred from one vessel to another and its excellent durability allows the company to offer all customers a five year warranty.

There is no need to remove GUARDIAN at every port - simply remove the sections required for loading or unloading and for tying the ship up, this takes minutes with no risk of cuts and the same to replace on leaving port.

We at Guardian Maritime Ltd feel that Crew safety must be priority, and that in ensuring the safety of the ship from pirate attack, we ensure the safety of the crews from kidnap imprisonment and torture, ensuring they return home safely to their families at the end of their rotation.

300 Vessels Fitted with Guardian

In little more than a year, 300 vessels have been fitted with Guardian, with the likes of CMA CGM, Norgas and BW Tankers some of the big shipping companies that Guardian Maritime Limited can now file under 'customers'. In fact, CMA CGM was the first company to try out the kit in September 2012 after a rigorous testing period. "CMA's first ship sent it off for three months to be battered by the crew and the elements and passed with flying colours," noted Mrs Stevens. "We have also taken it to Germany where the Maritime Special Forces fitted it over the rails of a ship and attempted to get over it.

"The feedback from the crews and officers of the ships we have fitted has been fantastic. The crews love it as they do not get cut to ribbons fitting and removing Guardian, and even when they are in port the ship is protected. All they have to do in port is remove the sections of Guardian that are covering the chocks and fairleads to allow the ship to be tied up."

Guardian 1-0 Pirates

The tests conducted by CMA CGM and the German special forces follow on from the UK Marines' failed attempts to overcome it, which can be seen on Guardian's website. However, no amount of testing can prepare you for the real thing and in May 2013, the inevitable happened. A container ship protected by Guardian anti-intrusion barriers was attacked by pirates off the coast of Nigeria. Guardian stood up to the test as the attack was aborted once the pirates realised the difficulties the defence barriers create. Just two hours later, in the same body of water, another vessel not fitted with Guardian was attacked, and unconfirmed reports suggested the vessel was hijacked for a few days prior to being released.

"The crews plying the world's seas, bringing us our everyday necessities, Have like everyone else, the right to live and work in a safe environment, free from the threat of kidnap and death," said Teresa Stevens. "We estimate there are 25,000 vessels transiting the HRA so in theory those vessels could benefit from having Guardian fitted. We are not saying this is the absolute remedy and would no way dissuade owners from using armed guards, but



Left & above - Long shot of fitted units.

when in extremely high risk areas, as part of a layered defence system, we believe Guardian has a place in the future of anti-piracy."

The topic of armed guards has been much discussed within the industry and still remains a controversial and drastic measure to many. However, a great deal of the grey areas have been addressed since the ISO published ISO/PAS 28007:2012, Ships and marine technology – Guidelines for Private Maritime Security Companies (PMSC) providing privately contracted armed security personnel (PCASP) on board ships (and pro forma contract). By browsing through the Live Piracy and Armed Robbery Report on the ICC's Commercial Crime Services website, you can see the mere effectiveness of firing warning shots to deter pirates.

References.

Oil and Gas Clients (shipping)

- Maran Gas LNG LPG
- Maran Tankers VLCC
- Chevron Shipping LNG
- BW Tankers LNG/VLCC
- Sea Tankers Product Tankers
- Norbulk Shipping UK Ltd Product Tankers

Oil and Gas Clients (FPSO and Drilling)

- Maersk Drilling
- BW offshore FPSO Espoire Ivoirian - Working off coast of Cote de Ivoire
- FASL Nigeria FPSO Front Puffin - Working off coast of Nigeria
- Noble Offshore Drilling

Transocean Deepwater

- Anadarko Oil
- Al Jurf / Total

Container Line Clients

- Maersk Line
- CMA CGM
- CMA Ships London
- Africa Express Lines
- Star Reefers

Ship management Clients

- Rickmers Ship-Management (Singapore)
- Bernhard Schulte Ship-Management (Germany)
- Bernhard Schulte Ship-Management Group (Hong Kong)

A Visible Deterrent

The harsh fact of the matter is pirates target easy ships. If your ship looks too much of a challenge for the pirates with visible deterrents, they will simply wait for a more vulnerable and easily accessible ship to sail near-by. And with many companies in the shipping industry working with very tight profit margins, it would seem the cost of many of the anti-piracy systems on the market overrides the threat of being a target. A very risky strategy to adopt when systems such as Guardian now offer shipowners a tried and tested method of preventing pirates from getting on board, without breaking the bank.

Guardian is also 100% recyclable

Unlike razor wire at the end of its long life Guardian can be recycled by regrinding the compound and used to make other products, thus lessening the impact on the environment and the risk to wildlife that razor wire causes when it is washed overboard.

International Patent Certificates have been awarded during the last 12 months •

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