

develop the code," the company told *SASI*. The Polar Code is expected to be completed in 2012 and will replace non-mandatory IMO guidelines.

Cruise ships are also voyaging more often in the Arctic and Antarctic. "In the earlier days it was only the more exotic cruise operators like Discovery Cruises or National Geographic that went into those areas. But now even larger cruise liners are making trips to the Polar regions," Frände said. Most of that traffic is in the summer season, but that coincides with the risk of rogue ice breaking off from ice shelves and glaciers. "Travelling in these



Arctic weather conditions are challenging for vessels
[photo: Viking]

Polar regions is risky. We have seen a couple of incidents in the past three years where ships with passengers on board have gone down," Frände added. "All [were] rescued, but this still a major concern."

Viking emphasised that the system does not continue to heat the liferaft after launch. The base liferaft is a standard design, and the bottom of the raft is insulated to keep the temperature inside tolerable. The design complies with MSC Circ.1056 *Guidelines for ships operating in Polar waters*, and is approved by the EC and the Russian Maritime Register of Shipping. The system can be used with existing cradles and racks, the company said. ◀

Stretching the boundaries

Fibreight Developments is using its patented technology to bring sturdier lifesaving solutions to the market, according to company founder Pat Hobbs.

In 2008 the company created a casualty cradle with a patented construction: carbon-fibre or glass-fibre rods inserted into tubular webbing with flanges that enable it to be stitched flat between the double-thickness pockets of a second webbing. This unique construction has since been used as the basis of several of its products.

Among the latest products is an escape ladder that can be manufactured to any length and boasts 15mm carbon-fibre rungs that can each be loaded to more than 1 tonne, and a stretcher that was created at the urging of a major maritime academy. "They pointed out that the wood-and-canvas Neil Robertson stretcher has been around since the days of sail, and it soils readily," explained Hobbs. "Our stretcher is made with carbon-fibre and polyester webbing, rolls up to 4-6in in diameter, weighs 6kg and is easy to clean." The stretcher, which has been in development for 18 months, is suitable for vertical and horizontal lifts (including by helicopter). "It's a modern product for a modern age," Hobbs declared.

THE HAMMAR H20 – THE WORLD MARKET LEADER FOR SOME VERY STRONG REASONS



The Hammar H20 hydrostatic release unit has a weak link.

But it is not a mistake. It is designed this way, to allow the liferaft to inflate and to release it from the sinking ship. The H20 fits liferafts of all shapes and sizes. It won't rust. It needs no annual service, maintenance or spare parts. You simply install a new one every second year. The H20 has earned more world-wide approvals than any other unit.

So if you feel strongly about safety and reliability, insist on the Hammar H20 – the release unit with only one weak link.

Learn more about the Hammar H20 at www.cmhammar.com

BETTER SOLUTIONS FOR SAFETY AT SEA

HAMMAR®