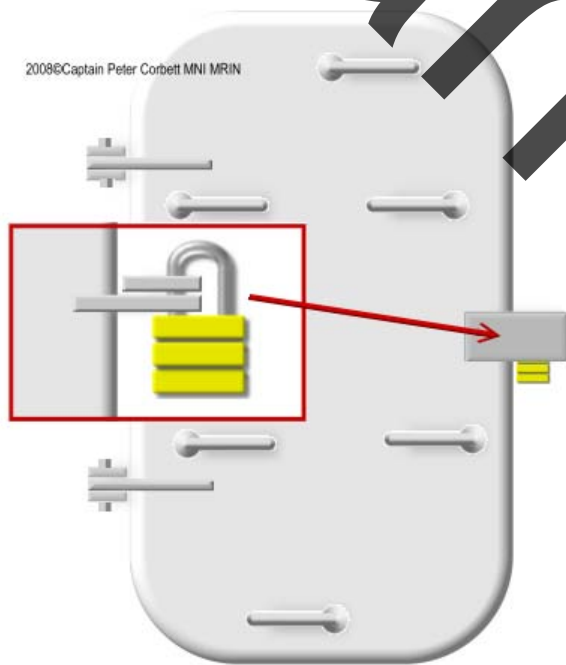


Exterior padlocks and stores doors.

Exterior locking doors such as those that give access to paint chemical and deck stores, the CO2 room workshop and emergency generator space may open directly on to the deck. These spaces need to be secured from the outside usually with a padlock through two hasps as shown in the diagram. To prevent the padlocks being forced with a jemmy or crow bar or cut with bolt croppers it is a simple matter of welding a plate or box section over the hasp on the door. The padlock can be unlocked with the key and easily removed however when locked the staple is not accessible to bolt cutters.



It is important when fitting the plate that you ensure there is enough room to turn the padlock and also that the plate is of suitable thickness and quality that it is not easily bent.

Access to the bridge deck

Perhaps the weakest link in securing a ship during an attack by pirates is securing the bridge deck. Once boarded by pirates the crew must pursue a passive resistance to avoid reprisals. The favoured action is to withdraw to the accommodation that should be secured and lock down. This may not be successful in the long term but buys important and valuable time. The majority of pirate attacks are opportunist and hit and run. Unless the pirates are organised syndicate intent on hijacking the vessel and its cargo complete then they will be anxious to get on rob the safe and the crew plunder what they can in the way of high value items and get off in the shortest possible time. The Citadel principle buys time and allows the crew to activate alarms, call or signal for help and for that help to respond.

The bridge the brain and nerve centre of the vessel with its controls and communication systems is the most vulnerable and hardest to defend due to its preponderance of windows. These windows very rarely have any form of protection and can be easily smashed with a fire axe. Once the bridge is lost all is lost.

Most ships have at least two ladders to the bridge wings. One on each side of the ship. In an ideal situation these should be manufacture in such away that they could be raised from the bridge deck when transiting through high risk areas not unlike a commercial fire escape. The modification would be relatively simple and inexpensive and the ladders could be raised and lowered with the use of a block and tackle or chain block, tools and accessories all ready on board.