

NAUTICAL INSTITUTE BRANCH NEWSLETTER

JULY 2011



This is the first in what we plan to be a regular newsletter to the branches, keeping you informed of the technical projects and work in progress within the Nautical Institute. It will also keep the branches informed of the future discussions at IMO with which the NI is expected to be involved.

Branches are encouraged to consider these projects when compiling their programmes for future technical meetings. The branch database on-line can also be consulted to see a summary of the technical subjects other branches have been engaged in.

IMO WORK IN PROGRESS

At IMO the NI delegation uses the feedback from the Sea-Going Correspondence Group (SGCG), workshops, seminars and input from branches to contribute to the debates.

Entry Into Enclosed Spaces

This continues to be a highly emotive issue at IMO and a considerable number of proposals have been presented over many years. We have recently published articles in *Seaways* on the issue, and the subject will be debated again at the Sub-committee on Dangerous Goods, Solid Cargoes and Containers (DSC) in September. The NI has submitted a paper to this committee reflecting the views of the SGCG and input from members at workshops and seminars on the proposal to mandate drills for entry procedures. In conjunction with this we also intend to publish, in September *Seaways*, a summary of these views and also the discussion which has been ongoing in the NI LinkedIn forum (www.linkedin.com/groups?gid=1107227&trk=hb_side_g)

Ice Navigation

The NI has begun work on the Ice Navigation project, by initially collecting together an electronic correspondence/working group to determine what standards for Ice Navigators exist at present, and if a gap exists between those and what should exist. The intent is to collate what already exists from hard work in many organizations and bring it together for one international standard that can be presented to IMO similar in the way the NI has moved towards standardizing DP Operator Training and Certification and ECDIS training. This project is being led and co-ordinated by the British Columbia branch

We would particularly invite branches to contribute to our involvement in the correspondence groups at IMO. Two of these are:

GMDSS Scoping Exercise: The GMDSS already provides for exchange of information vital for maritime safety and for certain general communications. E-navigation initiatives will create the need for additional communications capabilities. The project is intended to allow the evolution of

maritime communications to meet these needs and improve service through the introduction of modern technologies. We have started work in this correspondence group

Virtual Aids to Navigation: The group will initially focus on policy issues prior to chart symbology development. This will include issues relating to policy matters, limitations on use, training of seafarers and limitations of displays – including information overload. Work has yet to start in this group.

Additionally, a correspondence group has been formed to look at **wing-in-ground aircraft**, where we are particularly interested in the training aspect.

OTHER PROJECTS AND WORK IN PROGRESS

Environmental awareness

Input from the SGCG and individual members on port reception facilities and garbage management plans have been used to give presentations to conferences on the concerns of mariners. This is still an ongoing issue of concern and continuing input from branches on the current situation in their region is welcomed.

We are working on a project, together with Global Maritime Education and Training (GlobalMET) and the World Wildlife Foundation (WWF) to raise mariners' awareness of when they are operating in particularly sensitive areas which are not legally designated as a special area. Hopefully, this will lead to reduce dumping and discharge of waste. We plan to produce a wall chart to be used to hang in crew quarters in order to plot the vessel's position for (non-navigational) situational awareness. The chart will highlight the area and give a wide-range of information pertaining to history, ecological sensitivities and operational 'tips' for reducing human impact. The first area we are considering is the Sargasso Sea. Should this prove successful, other areas will be considered.

ECDIS

As the mandatory carriage of ECDIS implementation dates loom ever closer, there is a lot of information and discussion being promulgated throughout the industry, not all of it helpful. We intend to make the NI a leading organisation for ECDIS related issues and the ECDIS Forum on the website will reflect this (www.nautinst.org/ECDIS). We have already produced an ECDIS postcard with 5 key questions to be distributed on board ships and some branches have already received packs of these for distribution by their members on ship visits.

Lifeboat Safety

Again, this continues to be an ongoing issue within the industry and at IMO. We participate in the Industry Lifeboat Group (ILG) which, as reported in Seaways, had a large influence in the recent IMO debates on the evaluation and replacement of on-load lifeboat release and retrieval systems. While this will go some way to eliminating some of the problems, there is much work still to be done. The ILG will continue to work on these problems and input from branch meetings on any aspect of this will be welcomed.

For further information or to discuss how branches could address any of these topics please contact Harry Gale, Technical Manager (hq@nautinst.org) or John Dickinson, Head of Delegation IMO (jmd@nautinst.org)

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