

1972 – 2022

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Seaways

50th ANNIVERSARY SUPPLEMENT

Maritime leadership in a changing world

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1972-2022
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Nautical
Institute
celebrating 50 years

SEAFARERS



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The Harbour Master Scheme

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Welcome

By Captain John Lloyd RD MBA FNI,
CEO, The Nautical Institute

A commitment to professional development – now and for the future

A thank you to our supporters as we look ahead to the next 50 years and celebrate our Golden Jubilee at events all over the world

Welcome to the first special supplement published with *Seaways*. This comes at a special time for us as we celebrate 50 years since the formation of The Institute.

The supplement has been devised to thank those who are supporting the events for our Golden Jubilee. Some of these companies and individuals have been supporting us for many years, some are here for the first time. We are grateful to them all.

Their support shows a commitment to the professional development message delivered by members of The Nautical Institute. As well as their messages in this supplement, many will be supporting our deliberations around the world as the year unfolds.

There is more information about our events on pages 2-3 but you can also keep up to date with the latest in the 50th anniversary section of our website <https://www.nautinst.org/50th-anniversary.html>

Although the emphasis of the year's events is looking ahead, we also look back in gratitude to the founding members who helped set the course we are now entrusted with continuing. They had a commitment and vision about promoting best practice in the maritime field that holds good to this day.

Thanks again to all our supporters. I look forward to seeing you at our events this year.

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I'm proud to be President at a time when the Institute has reached such a milestone. With a focus on our members and maritime professionals, we are proud to be influencing best practice in the industry including our work at the IMO. I look forward to a robust exchange of views on all aspects of future Maritime Leadership at all our 50th Anniversary events.

Jillian Carson-Jackson FNI, President

A year of international events

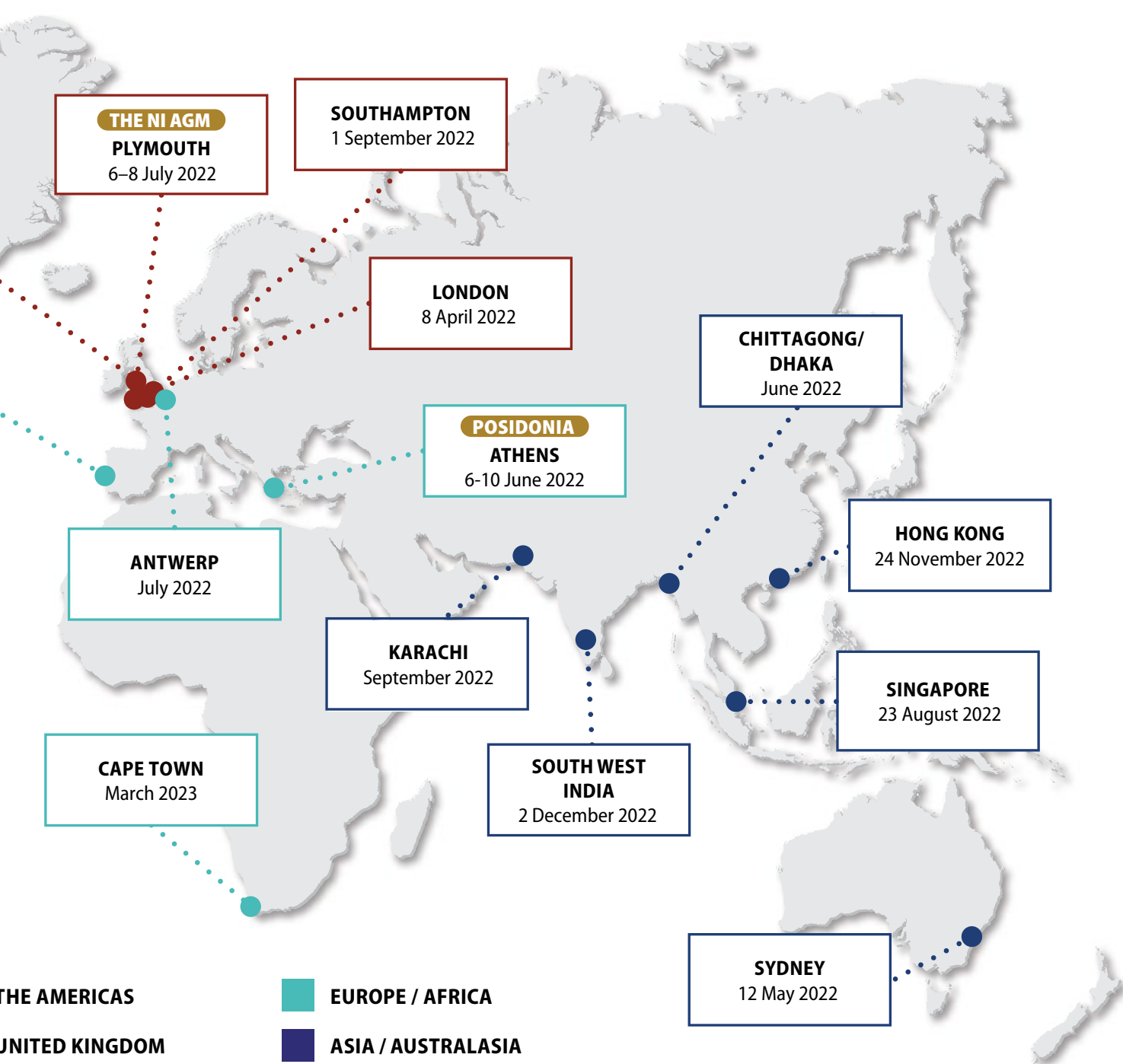
In 2022 The Nautical Institute celebrates its 50th anniversary. We will mark this milestone by hosting a series of international events looking ahead to the next 50 years. These include our AGM, conference and dinner in Plymouth, UK in July and more technical seminars, networking and celebratory events across the world.

The theme for the 50th anniversary events is Maritime Leadership in a Changing World. We recognise that high quality leadership and excellent change management is essential in a time of accelerated development. Join us in shaping the next 50 years by exploring how we can work together, sharing ideas and best practice to enable better leadership through professional development.



For more details of our anniversary year, visit:

www.nautinst.org/50th-anniversary.html



OneOcean

Platinum sponsors of The Nautical Institute





In proud support of The Nautical Institutes 50th Anniversary

The maritime industry has a rich history dating back nearly as far as humanity itself. Despite numerous technological advancements, its primary objective of transporting people and goods around the globe has not changed. This is as true for crews and their shoreside counterparts today as it was in 1972, and will continue to be the primary objective for the next 50 years and beyond.

Fuelled by globalisation and the emergence of developing economies, the last 50 years have seen considerable change in how maritime operations are conducted. Soaring trade volumes on a vast scale have necessitated considerable growth; new infrastructure, emerging technologies, an ever-changing regulatory framework, and increased awareness of environmental responsibility and crew welfare. During this time, The Nautical Institute's dedication to supporting the maritime community with these challenges has continued unabated and we at OneOcean Group are proud to celebrate this dedication as platinum sponsors this year.

The challenges faced by members of The Nautical Institute are mirrored by our customers and the industry at large. Increasingly, ship owners and operators are looking to digital solutions to provide greater simplicity and cohesion of

navigational, safety, compliance and environmental events when planning voyages. Having access to the relevant information to hand at the right time is essential for successful, agile, and safe voyage planning. With so many people, regulations and moving parts involved in global vessel operations, shared access to timely, accurate data is of paramount importance.

Our goal is to continue to supply crew and shoreside teams with leading solutions to minimise the workload required to research and plan for operational events, and we aspire to share our holistic approach with members of The Nautical Institute in the hopes they too can benefit from the connected workflows our solutions facilitate between ship and shore.

We look forward to taking part in the series of global events The Nautical Institute are hosting for their members, where we hope to not only contribute to the narrative, but also develop a deeper understanding of the current challenges faced by the seafaring community.

Thank you to The Nautical Institute for their dedication to mariners these last 50 years. Wishing you a wonderful year of celebration ahead and every success going forward!

**Creating a safe
and secure world
together**



The TK Foundation's mission is to fulfill the legacy of J. Torben Karlshøj by enabling disadvantaged youth to succeed and promoting maritime education and safety. Since its inception in 2002, The TK Foundation has awarded over \$46 million in grants to non-profit organizations and projects to improve the maritime realm

The Nautical Institute – Mentoring at Sea project – Learning the ropes – the 10 Minute challenge

The TK Foundation was delighted to partner with The Nautical Institute (NI) in 2021 to support the Institute's Mentoring at Sea project – Learning the ropes – the 10 Minute challenge. This project uses the power of storytelling to inspire action and promote a culture of mentoring onboard vessels around the world.

With The TK Foundation's support, over a period of six months, a series of five short inspirational videos were created, distributed, and managed through social media channels. The videos cast a spotlight on how mentoring improves life at sea, aids in creating safer ships, supports social cohesion on board and

enriches the environment for young seafarers worldwide.

The TK Foundation recognises that operating ships is a complex task, and no amount of classroom training can prepare officers and crew to be effective without the ability to learn on the job. However, the project recognises that there is a huge gap between just being onboard and being mentored by someone who shows interest.

This project sought to address that gap recognising that while anyone can be a mentor, there needs to be encouragement and help in identifying

and overcoming the obstacles that stand in the way of mentoring. The project provides that encouragement through seafarers' own voices and in their own words.

This project was very much in keeping with the spirit of our founder – J. Torben Karlshøj – who encouraged and supported those embarking upon a career at sea. We recognised that with the pandemic significantly disrupting seafarers' lives, this project would be able to support seafarers through the process of mentoring which, in turn, could improve the welfare of the individual and crew as a whole.



Past President Captain Duke Snider FNI (centre) with TK funded cadets at The NI's 2018 AGM in Malta



The Maritime and Coastguard Agency (MCA) is delighted to support the Nautical Institute's 50th anniversary events, marking half a century of promoting maritime safety together.

MCA's Maritime Future Technologies team drives change for the better

The MCA, responsible for the regulation of the maritime industry in the UK, has long shared the aims of the global body for maritime professionals, in promoting best practice and safety.

This anniversary is an opportunity to highlight the successes of the past, while looking to the challenges of the future – and what the next 50 years could bring.

The MCA has highlighted their new focus on the future decarbonisation in the shipping industry with the creation of a specialist Maritime Future Technologies team and expert policy professionals dedicated to exploring environmentally friendly solutions.

Climate change is one of the most serious environmental challenges we face, and the MCA knows it has a key role to play. They aim to be a world leader in Maritime Emission Reduction and Autonomous Vessels and want to be the voice and the leader globally.

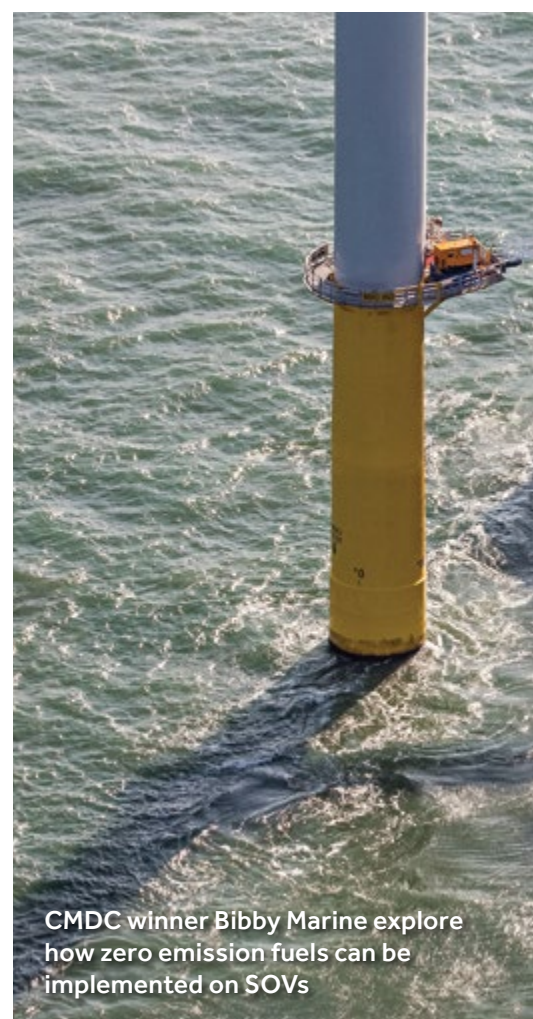
The UK has committed to the challenging target of zero global shipping emissions by 2050 and the MFT team will be crucial to achieving that.

Brian Johnson, Chief Executive of the MCA, said: "Innovative technologies are needed to meet the environmental

targets and the MCA's role is to enable their safe implementation. The UK Flag is very strongly placed to offer substantial breadth and depth of technical expertise to our customers, inspiring and enabling them to unlock the solutions required.

"The MCA has led on building close partnerships in the industry, from maritime classification societies to multinational oil and shipping companies; we need to engage with various elements of the maritime industry to change minds. We also became the first flag state to join forces with the Maersk McKinney Moller Center for Decarbonisation, as well as signing up to the Getting to Zero coalition. The MCA is a founder member of the Maritime Technologies Forum which is committed to adding to the sector's openly available knowledge base about new technologies.

"We are also involved with the UK Government's Clean Maritime Demonstration Competition (CMDC), a £23 million fund to support the design and development of sustainable maritime technologies. There are novel designs including hydrogen-powered vessels, technology to enable offshore charging, and zero emission commercial workboats. These are great first steps, there are more to come.



CMDC winner Bibby Marine explore how zero emission fuels can be implemented on SOVs

"We need to ensure the UK is a worldwide role model, at the heart of driving the transition to zero emission shipping. Our task is to ensure the UK is agile enough to gain a significant share of the economic, environmental and health benefits associated with a technologically advanced and sustainable maritime industry.

"It is wonderful to see industry tackling sustainability, and the right attitude is half the battle."



The past few years has had a profound effect on the maritime economy – which, in 2019, was said to contribute more than £46bn to the UK economy annually, supporting more than 1.1 million jobs.

The MCA knows it has a role to play in growing this economy in a traditionally seafaring nation; by creating the seafarers of the future to drive it. The UK Government also launched a new 24/7 worldwide service at London International Shipping Week 2021 to

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help attract maritime business back to these shores.

The UK Shipping Concierge service is a professional and tailored service that provides support and guidance to maritime businesses looking to access the UK market.

The new team are responsible for boosting the nation's maritime sector, by offering a proactive service to any maritime business that needs assistance with navigating government departments. The UK is a traditionally strong maritime nation, and the UK Shipping Concierge has been designed to ensure the nation is always able to deliver on this reputation by making it easier to set up a business, new or established, in the UK.

This goes hand in hand with that renewed focus on the cadets of the future and ensuring the training on offer reflects the changes coming to the wider maritime industry, such as technological innovation and hard-to-handle fuels as shipping moves towards decarbonisation.

Katy Ware, Director of UK Maritime Services said: "Training the officers of the future means making changes now to how that happens. We are already taking our place on the world stage when it comes to decarbonisation and maritime innovation.

"We want to see even more world-leading UK officers taking their place within this new safer cleaner maritime environment and that needs to start with the training they receive.

"Cadets are the future of maritime and we must do all we can to support them."



Ocean Technologies Group, are proud to have partnered with The Nautical Institute to bring you a wide range of specialist online training courses to further knowledge, enhance skills and, ultimately, advance the careers of those mariners seeking to progress. You can explore the range of courses available at shop.oceantg.com

The importance of CPD in the skills revolution

The 50th anniversary of The Nautical Institute is a chance to reflect not just on the past but also to address the future seafarers and maritime professionals who will be guided, shaped and encouraged by Continuing Professional Development (CPD) in the next half century.

For seafarers working in a high compliance, safety critical environment, it is vital that knowledge is acquired, retained and built upon in a structured, practical and relevant way. CPD addresses this, helps build careers and can assist differentiation in promotion or job interviews.

Individuals can focus on important areas of their development and identify gaps in knowledge, then plan the learning activities needed to fill those gaps. CPD activities come in many forms: formal qualifications, attendance courses, work-based and distance learning, online courses and even research. There is also informal learning such as private study, learning with colleagues on the job, mentoring, seminars or conferences, preparation of papers, delivery of presentations, even reading *Seaways* magazine.

As Ocean Technologies Group, we are the world's leading maritime e-learning brand and serve over a million seafarers working on over 20,000 vessels. We firmly believe in the transformative power of education and the positive benefits of investing in skills development. CPD is particularly important today as shipping faces a time of great change. The "4th Propulsion" revolution is upon us, and the speed and scale of transformation has never been greater, impacting ships' use, design,

technology harnessed and new fuels in the zero carbon emissions future. There are huge advances in communication and connectivity too. With technological change comes the skills evolution.

A innovative green maritime curriculum is needed to provide the new skills seafarers need to deliver the decarbonisation of our industry. These new skills include the ability to solve complex problems, leadership, communicating with others, driving collaboration and harnessing digitalisation. Only through dedication and commitment to CPD will this be possible. Maritime professionals must be aware of the latest developments, tools and means of accessing CPD and understand that it is important and worthwhile – and even enjoyable.

Thanks to advances in technology and connectivity it is now easier than ever for mariners to access a wealth of e-learning material, on multiple devices, wherever they are in the world. Competency Management Systems such as that on our Ocean Learning Platform provide frameworks to map and capture ability in key proficiencies and design pathways signalling when crew members are ready for promotion.

Working life at sea, and the pressures of either being on leave or in shore employment, do not always leave time for CPD. That is why we work with professional bodies to ensure a clearer, more workable framework for CPD tools and the support to translate desire into action and outcomes. We've also invested in making our learning platforms more intuitive and scaled our content to remove barriers to learning and maximise learning time.

Individuals need to set their vision, career and development targets and be supported in pursuit of them. They can invest in their own learning easily through our provision of easy to access 'pay as you go' courses. These help individuals gain the knowledge and certification needed to progress their careers.

Employers have so much to gain from investing in CPD, ensuring standards are high and consistent, gaining greater workforce engagement and the sharing of best practices. Morale and performance are improved and CPD is a useful benchmark for annual appraisals.

The specific skills to be developed need to be identified so CPD hours are spent on high quality and relevant content, so no effort is wasted. Recording CPD enables seafarers to build up a learning log to show employers and to reflect on what they have achieved. For those determined to keep learning, improving and developing success will almost inevitably follow. However daunting the path may sometimes seem, there is a bright future for those who commit to development.

The framework for lifelong learning and CPD is not merely a tool for careers it brings other positives too, sustaining interest and stimulating intellectual energy and enthusiasm. It keeps people connected professionally and, in an industry facing a potential retention crisis, it will be those who have invested time, effort and money who will remain and advance.

So, plan your CPD today, and put your career on course for success.



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Captain Yves Vandeborn FNI, Director of Loss Prevention at the Standard Club looks at the growth and related operating challenges of the container shipping market

Bigger ships, bigger problems

The impact of COVID, the rebooting of economies and surging consumer demand has seen container shipping in the headlines throughout 2021 and continuing into 2022. Lack of space, increasing demand and port congestion globally has seen vessel delays and soaring freight costs. Container line operators are reporting unprecedented profits and tonnage providers have enjoyed record high charter rates. For mariners, this buoyant market can result in the familiar challenge – commercial pressure.

Container ships have evolved over time both in size and carrying capacity – a natural consequence of growing populations, increasing wealth and thriving economies. In 2006 the 11,000 TEU *EMMA MAERSK* was the world's largest. Today, there are more than 40 vessels of 23,000 TEU plus trading.

As fleet size and ocean traffic increases, it is inevitable that technical and safety challenges will move in tandem, especially the use of ultra large container vessels. There are four main areas of concern from the ship owner's and insurer's perspectives. These are: mis-declared cargoes, fire, navigation and container losses at sea. It is the latter two related challenges that I wish to focus on in this article.

The Nautical Institute's members and associates are aware of the truth in Joseph Conrad's words: *"And yet I have known the sea too long to believe in its respect for decency. An elemental force is ruthlessly frank"*.

Some operational issues are beyond the control of crews, such as adverse weather conditions. However, having a well-trained crew is crucial to avoiding incidents and accidents at sea, particularly in the ship handling scenario as a vessel approaches a berth in difficult weather conditions. An experienced and decisive bridge team at the helm is critical to preventing accidents, as is effective communication with the pilot.

This is an area that the Standard Club has been actively monitoring over the past decade. We have collaborated with members on detailed investigations and projects to identify areas where navigational performance and decision-making might be improved in their bridge teams.

One such study is currently underway with a member whose fleet is one of the largest and 'best in class' in its market sector. While the collated data from more than one hundred navigational audits is still being reviewed, comments noted such as: 'No verbal handing and taking over of the Conn by the master', "AIS data used for Collision avoidance instead of ARPA acquisition/ analysis" and "UKC observed was less than the minimum planned for this leg", illustrate the challenges even the best operators must address through further training and professional development. The Nautical Institute has a vital role to play in promoting best practice and safety throughout the maritime industry.

Another issue that plagues the container shipping industry is the loss of containers at sea – mainly due to bad weather. There were six such incidents within five months from November 2020 to March 2021, including about 2,000 containers from the *ONE APUS* and about 750 boxes from the *MAERSK ESSEN*. The losses continue to occur. The ONE-operated *MADRID BRIDGE* is reported to have lost 65 containers and suffered damage to a further 89 in January 2022. In all instances, adverse weather was the main cause.

Recently, researchers at the Netherlands-based Maritime Institute of the Netherlands (MARIN), who are coordinating a major study into these container losses, issued a bulletin to the container ship owners and their seafarers. It advises on the early signs of parametric rolling in following seas and the manoeuvres that can be executed to counter the heavy rolls. Again, the master and deck officers must be alert, knowledgeable and decisive in such circumstances.

It is said that superior seamen use their superior skills to avoid situations where those skills are necessary. The Nautical Institute has actively encouraged, educated and trained deck officers and masters for 50 years throughout the maritime industry to strive for these superior professional and safety standards. The Standard Club shares these ambitions and is proud to support the Institute in its efforts.

Working together. As standard.

Our members share our belief that seafarers are the key component in safe and efficient ship operations. That's why we work with them to support their crew's mental and physical wellbeing.

Anything less is below our standard.

standardclub.com

 @StandardPandi

 @StandardClubPandi

 The Standard P&I Club



Steamship Mutual's aim is to provide a comprehensive high quality P&I service backed by sound underwriting and strong reserves. The Managers, led by Stephen Martin, are determined to ensure that these objectives continue to be met.

Seafarers shoulder the burden of the pandemic

Mental Health has taken centre stage for everyone during the pandemic, but it has had a disproportionate effect on seafarers, the impact compounded by various issues covered extensively in the media, such as the unavailability of vaccinations, and the difficulty of arranging crew changes and repatriation flights. Regardless of being stuck on a vessel or at home, this burden has been felt across the entire seafaring community and their families.

Your mental state affects everything you do, but until recently has not been treated in the same way as the effect on physical well-being of exercise, sleep, or nutrition.

THE PROBLEM

Advances in technology and internet communication systems have led to some extremely positive effects for seafarers – allowing them to feel connected with family and friends, despite being geographically distant. Additionally, the means to engage with like-minded people and the creation of a sense of community and belonging has been welcomed as it can ease stress, anxiety, or depression and provide a boost in times when we feel most alone.

However, spending too much time wrapped up in technology or the internet can leave seafarers experiencing feelings of sadness, dissatisfaction, frustration and loneliness. Additionally, fear of missing out, is particularly relevant to seafarers, many of whom miss many family celebrations and

events throughout the year. To add to this, the pandemic has resulted in many seafarers having to complete longer contracts without the freedom of shore leave to escape ship life – even for a few hours. This only compounds feelings of isolation and sadness.

FROM A HUMANITARIAN PERSPECTIVE STEAMSHIP MUTUAL WISHES TO ADDRESS THIS PROBLEM, AS EVIDENCE SUGGESTS IT IS GROWING, PARTICULARLY AMONGST YOUNGER SEAFARERS

Seeking help can be a struggle, as many people may be reluctant to acknowledge that there is a need for help in the context of mental well-being. Further they may be unaware of the support services and assistance that are available to them.

From a humanitarian perspective Steamship Mutual wishes to address this problem, as evidence suggests it is growing, particularly amongst younger seafarers.

MHSS

As a result, Steamship partnered with Mental Health Support Solutions (MHSS), based in Hamburg, Germany. The aim of our partnership is to raise awareness of seafarer mental health and provide

support services to the seafarers onboard our Members' vessels entered with the Club, should they need it.

As an adjunct to Club membership, 24/7 support is available to our Members' seafarers via a helpline. The service is supported by professional clinical psychologists, with a wide range of language abilities, who are specialists in maritime activities and is completely confidential.

MHSS also provide a range of additional services such as, staff training, campaigns, audits, or a range of services in a tailored package.

TRAINING

Unlike physical scars, mental scars can be difficult or nearly impossible to see without some form of training and awareness. MHSS offer a range of additional services on this front such as materials on Mental Hygiene in the Workplace, Bullying and Harassment, and Psychological First Aid.

Sometimes the hardest thing to do is ask for help. Steamship Mutual is proud of the partnership with MHSS and our hope is that through raising awareness of the importance of mental well-being, seafarers will be able to recognise when they, or a fellow crewmember, may need to talk. Through the availability of this service, we hope to reduce the stigma surrounding mental health and improve the well-being and safety of our Members' seafarers.



Steamship
Mutual

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A safer tomorrow at sea

Championing best industry practice and investing in innovation, our Loss prevention programme offers one of the most comprehensive support packages in the market.

UK P&I CLUB
IS MANAGED
BY **THOMAS
MILLER**

Together

We established a Club culture
where Members look to us as
partners not insurers.

For insurance that understands
what you need visit **ttclub.com**

TT CLUB
IS MANAGED
BY **THOMAS
MILLER**





The UK Chamber of Shipping is the trade association and voice of the UK shipping industry. We work with the UK government, parliament, international organisations and others to champion and protect the industry on behalf of our members.

The voice of the UK shipping industry

It is our mission to deliver for our members trusted specialist expertise, lobbying and influence at a UK level on maritime issues across national, European and international government and governmental bodies. By combining the strength of our members with this expertise we will advance the competitive strength of the industry ensuring that the UK remains as a leader in the global maritime business.

THE VISION

The Chamber is the principal dynamic and innovative industry body that champions the shipping cause, proactively leading and promoting UK shipping and associated maritime services.

OUR MISSION

At the UK Chamber it is our mission to deliver for our members trusted specialist expertise, lobbying and influence on shipping issues across national, European and international government and governmental bodies, in order to advance the competitive strength of the industry ensuring that the UK remains a leader in the global shipping business.

OUR CULTURE

We have a highly dedicated and motivated team, with the commitment to achieve positive outcomes for our membership, in support of the strategic objectives, by running an efficient and effective organisation in line with our values.

WHAT WE DO

Membership of the UK Chamber gives access to unrivalled policy expertise, an extensive network of industry influencers and a voice in government and beyond that can simply not be achieved by companies acting alone. It is also the home of the Merchant Navy Training Board (MNTB) that is the UK shipping industry's central body for promoting and developing seafarer education, training and skills across specific industry sectors.

We have a dedicated staff with an unparalleled breadth of specialist knowledge and access to governments at the highest level. We support our members on legislation and regulation that affects their business. As the industry association for UK shipping we create change, influencing governments at Westminster, Whitehall, Holyrood, Brussels and the International Maritime Organization.

With a growing membership of nearly 200 member companies throughout the UK made up of shipowners, professional organisations, service companies and charities, we do not just seek to raise awareness of shipping; we work to create an understanding of it, ensuring member companies' strategic objectives are at the heart of government thinking.

The UK is a global centre for maritime business and our location here, in a stable and business orientated democracy, provides unique access to a range of international bodies and influencers at a global level.

WORKING TO RAISE AWARENESS OF SHIPPING; WE WORK TO CREATE AN UNDERSTANDING OF IT, ENSURING MEMBER COMPANIES' STRATEGIC OBJECTIVES ARE AT THE HEART OF GOVERNMENT THINKING

CEO Sarah Treseder



UK Chamber of Shipping

The principal dynamic and innovative industry body that champions the shipping cause, proactively leading and promoting UK shipping and associated maritime services.

Wishing the
Nautical Institute a
Happy
50th
Anniversary



To find out more visit:
ukchamberofshipping.com
🐦 @ukshipping
in UK Chamber of Shipping

Anglo-Eastern Univan group congratulates The Nautical institute on its 50th anniversary

We fondly remember our association with the NI over the last 50 years. We both benefited from our joint collaboration reviewing NI publications, contributing to Seaways and other NI periodicals and open exchanges of ideas. We also supported various NIHQ and NI local branches activities and events globally, where our management and training centres are based. Captain Bjorn Hoggard, CEO Anglo-Eastern Univan group, continues to be a staunch supporter of The Nautical Institute.

Captain Pradeep Chawla FNI, MD, Group QHSE and Training served as an NI Vice-President and council member. He has made contributions to Seaways and the Command publication.

He recalls fondly collaborations and discussions with Julian Parker, Philip Wake, David Patraiko and Bridget Hogan. The deep bonds continue today with CEO Captain John Lloyd and President Jillian Carsen-Jackson.

Anglo-Eastern provided NI publications on our fleet vessels from the 1990s. Detailed reviews and guidance keeps seafarers up to date. The importance of these books for mariners at sea and ashore cannot be overemphasised. We continue to provide over a dozen such publications to our fleet of 650 plus ships and shore training and management centres spread globally.

Anglo-Eastern office staff continue to support and serve The NI in various

honorary roles, notably Captain R. Janardhanan, Captain Kersi N. Deboo, Captain Vikrant Malhotra, Captain Aalok Sharma, Captain Andriy Boyko and Captain Himanshu Chopra. Our young mariners at sea are encouraged to be a part of The NI.

As we set sail for another 50 years, we look towards The NI for a continued relationship to jointly take on the challenges and celebrate the joys of new opportunities arising from the changing face of the maritime industry. The future is exciting with Smart shipping, big data analytics, advances in shipbuilding and propulsion, remote monitoring of vessels and the changes these bring to training needs for the ever-evolving work force.

A promotional banner for Anglo-Eastern. The background is a photograph of a ship's deck with a blue flag featuring the Anglo-Eastern logo. The text is overlaid on the left side of the image.

ANGLO-EASTERN

Shaping a better maritime future

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- Crew Management
- Training & Education
- Technical Services



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Our mission is to advance sustainable use of the marine environment through our systems-thinking approach to research, education and innovation.

With one of the largest marine and maritime portfolios of any institution in Europe, we have a long-held and outstanding international reputation for conducting world-leading, transdisciplinary research.

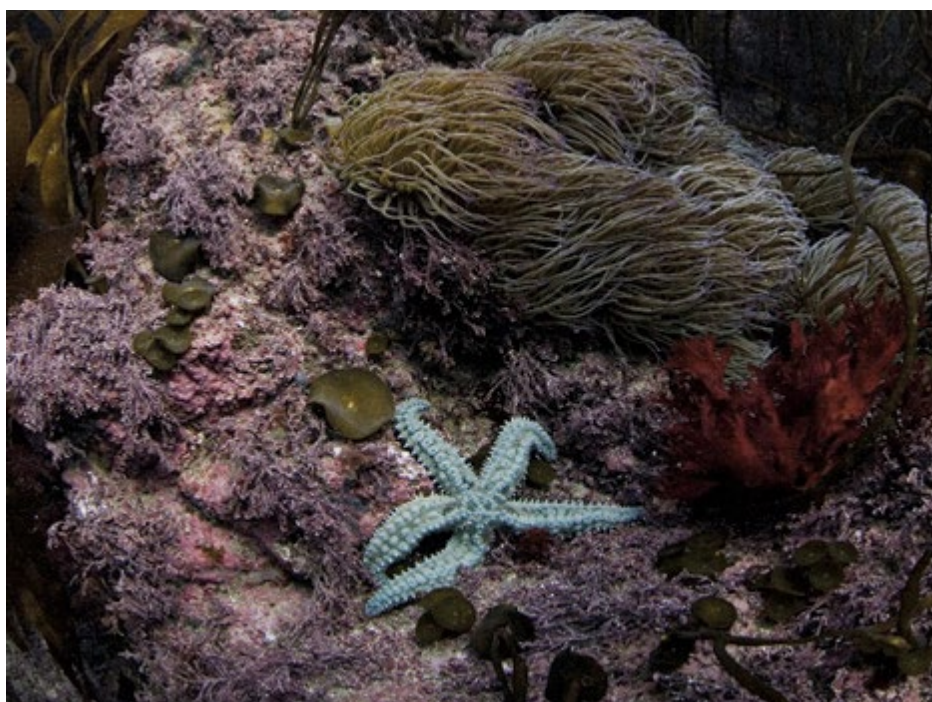
Championing sustainability in the marine environment

The University of Plymouth Marine Institute is ranked first globally for the quality of the University's marine research and teaching in relation to UN Sustainable Development Goal 14: Life Below Water!

Our mission is to champion sustainable use of the marine environment through research, education, innovation and business leadership.

The University's marine portfolio spans the natural and social sciences, engineering, policy, law, business and the arts; we have an international reputation for our research and its impacts. We adopt a transformative, systems thinking, multidisciplinary approach – identifying the issues behind the global challenges of the 21st century, evidencing the solutions, and provoking change. Our aim is to help guide the way to sustainable approaches that will enable future generations to enjoy the environmental, economic and social benefits of the marine realm.

We offer one of the broadest portfolios of marine related courses at undergraduate and post graduate level, including an Honours degree programme for those aspiring to qualify for service at sea. Visit our website to find out more about studying at the University of Plymouth and about our pioneering research on topics including: Maritime Cyber Security; Offshore Renewable Energy; Autonomy; Maritime Logistics, Marine Policy, Coastal Flooding, Marine Pollution and Marine Conservation.



Diverse marine life in Plymouth's coastal waters. Photo credit P. Naylor

OUR MISSION IS TO CHAMPION SUSTAINABLE USE OF THE MARINE ENVIRONMENT THROUGH RESEARCH, EDUCATION, INNOVATION AND BUSINESS LEADERSHIP

The University of Plymouth Marine Institute congratulates The Nautical Institute on 50 years of active work in the maritime sector. We are extremely proud of our long-standing links with the Nautical Institute. The South West of England Branch was founded by staff of Plymouth School of Maritime Studies, and was one of the first of two Branches to be established with its initial meeting in 1972.

To find out more about the Marine Institute visit www.plymouth.ac.uk/marine, or about our courses <https://www.plymouth.ac.uk/subjects/marine>



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Solent University invests in the future

From everyone at Solent University's Warsash Maritime School (WMS), we wish The Nautical Institute and its members a wonderful 50th anniversary year.

Like The NI, WMS has a long history of promoting professionalism and excellence offering maritime professionals the very best education and training for over 70 years. Our consultancy and research continue to meet the needs of the international maritime and offshore industries – leading the way to a more sustainable future.

Deck, engineering and electro-technical officers benefit from our internationally recognised certification programmes, from officer cadet to Master and Chief Engineer, while our maritime lecturers and technical instructors provide outstanding,

hands-on professional development and STCW safety training.

In collaboration with the University's Solent Business School, we proudly offer undergraduate and postgraduate programmes in maritime business, law, shipping and port management, while Solent's yacht design and engineering courses are also highly regarded.

WMS pioneered the use of bridge, engine room and liquid cargo operations simulators. More recently, we have rapidly pivoted to sophisticated digital educational provision maintaining all programme delivery during the pandemic lockdowns.

We have invested tens of millions of pounds in new facilities, including the UK's largest Maritime Simulation Centre;

new engineering workshops; an ETO lab; and advances at our Manned Model Ship Handling Centre – the only facility of its kind in the UK.

Our innovative research combines Warsash experience with Solent expertise; recent projects in employment, health and safety, gender and seafarer welfare gained industry recognition and two new research centres will focus on important maritime issues. Our Centre for Marine Sustainability opened in 2021 and the Warsash Maritime Autonomous Surface Ships Research Centre launches in spring 2022.

Driven by that kind of innovative thinking, the future of maritime looks bright and we look forward to another 50 years working alongside the Nautical Institute to ensure the highest standards in the industry.

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Blended learning: reimagine seafarer training

Unquestionably, the pandemic has brought a sea change for the maritime training industry. There are significant challenges and opportunities ahead: modernising training delivery methods for today's digital native seafarers; rethinking old regulations and updates to STCW using simulation technology and collaborating to find new solutions in complementary technologies.

Cloud simulation has changed seafarer simulator training. Instruction and training courses can be delivered via PCs, laptops, tablets and mobile devices, anywhere and at any time extending the reach of maritime training institutes.

Wärtsilä Voyage recognised the value of cloud-based training early on promptly providing solutions even during the pandemic. Introduced in mid-2020 as

the first class-approved cloud-based simulation technology, the Wärtsilä Cloud Simulation solution was immediately implemented by major training institutes and companies worldwide, such as Anglo-Eastern, Columbia Ship Management, Massachusetts Maritime Academy, Costamare Maritime Training Services and the Abu Dhabi Maritime Academy. The solution won the 2021 SMART4SEA Training Award for ensuring continuity of critical seafarer training during the lockdowns. Then DNV introduced the new class D for cloud-based simulation. Wärtsilä NTPRO (Navi-Trainer Professional 500) navigational simulator became the first cloud-based simulator offering both instructor-led and student-led training to gain the new certification.

That said, not everything can be experienced on a simulator and so

it's important to identify what's fit for simulation and what needs onboard training. Maximising the potential of blended learning will increase opportunities for both institutes and seafarers by combining the best of both classroom and remote instruction.

Wärtsilä Voyage provides scalable training solutions for cloud and classroom on a single platform with common software to maximise commonality and efficiency. With 25 years of industry experience, unparalleled mathematical models and the latest techniques including gamification, virtual and augmented recreations, we offer the most sophisticated immersive training solutions to prepare mariners for the real world that awaits them on board and onshore. Find out more: www.wartsila.com/voyage/simulation-and-training

Bringing Technology, Expertise and Content Together

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WÄRTSILÄ

Relying on the expertise of Nautical Institute members

Very many congratulations to The Nautical Institute which is celebrating 50 years as the global body for maritime professionals!

The Institute supports maritime professionals to grow and develop by providing a thought provoking and informative monthly magazine, *Seaways*, a huge library of technical manuals and guidance authored by world leading experts, advocating the views of members at the highest levels and keeping its members in touch through a network of international branches. The Institute promotes safe operations offshore by administering the Dynamic Positioning Scheme. It invests in the future of

the profession by providing an online academy, a mentoring scheme and a framework for continuing professional development. It is an international treasure.

At Stephenson Harwood, we have often relied upon the expertise of Nautical Institute members to help us protect the interests of our clients and we are delighted to be sponsoring the 50th anniversary celebrations.

Our multi-disciplined team of lawyers and mariners are focused on the entire shipping value chain. We can advise and guide on all matters from initial green financing, construction, insurance, operations, repairs, sale, purchase and

disposal. We can support you in every kind of dispute including casualties both as they happen and the aftermath and we offer training and consultancy to support our legal services to you from our network of international offices. From our perspective, the shipping industry is about to embark on its most difficult voyage yet, the voyage to carbon zero. We are already providing advice and guidance to owners, charterers and NGOs about the risks and opportunities offered by new technology and new commercial practices.

We look forward to working with The Nautical Institute for another 50 years, and beyond.



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The Nautical Institute Foundation

The work of the four technical focus areas will be supported and expanded by the development of The Nautical Institute Foundation (NIF). This new charitable initiative, formally launched in 2020, will enable the NI to extend the scope and reach of its current activities. The NIF has its roots within the NI and aims to improve standards in areas where the NI has an interest but which are not the main focus of its own activities.

The NIF was established after research identified maritime safety initiatives that would attract potential donors keen to support such projects but only via a separate charity. It is well placed to develop and strengthen networking contacts with industry stakeholders,

other foundations and specialist interest groups.

The NIF's vision is to be recognised by key industry stakeholders as a leading organisation to fund capacity-building solutions for the wider maritime community. These might, for example, include projects related to work such as marine surveying and training in port safety or environmental awareness.

Among other things, the NIF will look at training and accreditation in the many maritime industries which are currently unregulated, focusing on areas with less developed safety cultures and standards.

It will plan its project delivery based on perceived need, by assessing safety

and environmental statistics or by following up calls from industry bodies, NGOs or maritime communities. For example, if a region suffers a series of incidents in a particular sector, the NIF may consider running local training. This would aim to address the issues that caused the accidents and provide workers with skills to avoid repeat incidents.

The first of these projects will look at bulk carrier safety, in particular at awareness surrounding cargo liquefaction. Proposed measures include a short distance learning course, which would be followed by a two-day workshop in relevant locations, leading to formal certificates valid for five years.

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I always remember it was The Nautical Institute that rendered its financial assistance to me at the point of my life when I needed the most via its scholarship upon my application to further my MBA studies with Middlesex University many years ago.

This time, I pay it forward. We do not just do charity – we do humanity.
Happy 50th birthday, The Nautical Institute

James Foong AFNI

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DP – a dynamic partnership between the Institute and industry

By Captain John Lloyd RD MBA FNI

If there is one area of standards that The Nautical Institute is associated with it is in dynamic positioning (DP) certification. Since the standard was established in 1983 following the partnership between The Institute and representatives of the DP industry over 30,000 certificates have been issued and more than 100 training centres accredited.

The use of DP systems has never been higher than in 2022, not only by offshore fleets increasingly in other ship types such as cruise ships, ferries, the renewables industry and super yachts.

The NI/industry standard was incorporated into the 2010 STCW Manila Amendments and the scheme maintains its relevance through the work of the DP Training Executive Group (DPTEG). This group includes representatives from the International Marine Contractors' Association (IMCA); the Oil Companies' International Maritime Forum (OCIMF); the International Chamber of Shipping (ICS); International Dynamic Positioning Operators' Association (IDPOA) and accredited training centres. Its remit is to review and develop The NI DP Operator training scheme and to evaluate its effectiveness in providing the DP industry with competent DP operators (DPOs).

The scheme has the support of several flag states, including Norway, and The NI can assist others to comply with the DP training and certification requirements in Part B of the STCW code, as amended 2010.

There were further developments in 2021 when The Institute developed a parallel pathway for the qualification of technical staff working on DP vessels. The so-called Dynamic Positioning Vessel Maintainers Scheme (DPVM)



has already gained a strong position in the sector helping to ensure effective and harmonised standards across the industry.

The NI and IMCA also developed a DPO continuing professional development (CPD) app launched to combat knowledge and skill fade and help DPOs maintain their technical knowledge of the latest industry practices. It is

The app helps to expand professional awareness of the latest IMCA/industry guidance. It includes DP safety bulletins; DP exercises and training drills; and can assist in improving safety and operational efficiency offshore. The app draws on the long term commitment of both the NI and IMCA to DP and DPOs and is available across a wide range of operating systems with offline content.

For more than 25 years, IMCA has operated the industry's DP event reporting scheme by collecting, analysing, and reporting DP data. These reports

are published as 'lessons learned' for the benefit of the whole industry. Through the work of IMCA's DP committee a large volume of leading industry guidance has been published and will form a mainstay of the CPD scheme.

In addition, the scheme benefits from the considerable efforts by The NI to create and regularly update the *DP Operator's Handbook*, first published in 2008 and now on its third edition.

The NI has also expanded the DPO certification scheme to include a qualification for seafarers operating in the renewables sector, responding to the increasing need for specialist operators who can work on the jack-up barges needed to install wind turbines.

This development recognised the growth of activity in the renewable energy sector in order to manage the world's resources by sustainable means in the future. The qualification was tailored to the specific needs of these operations.

Fuels and fishing – the future

By Jeffrey Parfitt FNI,
Head of Safety and Environment

The Nautical Institute celebrates 50 years this year, a time to reflect upon substantial achievements built upon solid foundations and what our future direction should be. As we have all recently experienced, our world can be unpredictable and rapidly changing. Who among us foresaw Covid-19, and even when it was upon us, how many predicted the enduring effects?

There are clearly many areas on which we, as the world's foremost association of professional mariners, could lead and ask questions of those who need to give answers. For The NI, this requires involvement from early on. Safety and professional standards go together, and we need to identify with, support, and give new direction to our original charitable objects of 50 years ago.

Safety issues take many forms and we are spoiled for subject choice: bulk ship construction and bulk liquefaction stability; livestock carrier stability; car carrier and container fires; loss of containers; lifeboat incidents; hours of rest; fatigue and mental health; criminalisation of mariners; passenger and cargo ferry safety; safe manning certificates; MASS vessels; carbon emissions and particulate inhalation. This list is not exhaustive.

However, in this article I plan to focus on two new initiatives that will make up elements of our future direction as we move into our 50th year.

First shipping. We are now in what is termed the fourth industrial revolution and the fourth propulsion revolution. This means we are faced with the monumental global challenge of the environment and our part in the decarbonisation of shipping and the reduction of greenhouse gases (GHG) and The NI has identified a yawning gap.



We believe it is the human element that is missing, ignored or given little exposure in initiatives. The new fuels are hazardous. Their handling will require new skill, knowledge and a new approach to safety and hazard identification. This is the only way to prevent these fuels from becoming a danger to crews ports and cities where ships will operate. Governments are increasingly aware of the potential hazards to ports and cities. There are over 50,000 registered IMO vessels operating globally and it is the lowest maintained and trained crews that will pose the biggest threat to any port they visit. DNV recently stated that crews will require upskilling to deal with these fuels and this is correct. In addition, ships will have to be maintained to higher standards than now. Just consider those threats – there can be no instance of a leaking gland dripping ammonia into an engine space. Hydrogen is the smallest molecule known and will find a leak.

This means that the industry will have to develop new vessel and engineering solutions with new materials and cater for larger bunker tanks as these fuels take up more space than existing bunkers. Ports will need to provide specialist bunker facilities or vessels will need to bunker in remote locations.

At The NI we believe we have a role to represent the seafarer in these matters. We have our part to play so that in the future we will be able to say: This is what we did. There will be opportunities as yet not identified and twists and turns in the pursuit of the right fuel but we will remain resolute in our representation of mariners.

To this end, we have already identified a number of global stakeholders to work with. Our developing remit is to identify how we can best inform and influence the professional development of seafarers to safely handle these alternative fuels through cooperation and initiatives. We will position the Institute as the go to organisation in this matter and we want our members to contribute to this journey.

In a second safety initiative we are working to help in a pilot project to improve safety within the fishing industry. The global fishing industry has been neglected in terms of safety, employment and construction. The most recent figures from the UN's Fishing and Agricultural Organization (FAO fao.org) estimated the fatality rate in the global fishing industry in excess of 32,000 fishers a year.

The NI believes it has a part to play in raising the awareness of safety issues in this industry which led to it agreeing to assist with a UK pilot project. This is aimed at improving fishing vessel safety, with the focus on voluntary auditing of small fishing vessels, in the hope that a raising of standards will transfer to the global fishing industry.

The Institute supports this initiative through involvement in the steering group organised by The Seafarer's Charity and by offering solutions through its network of maritime experts.

This pilot project is taking place in the south west of England involves up to 50 fishing vessels. The vessels will receive professional support to develop their safety management practices, and demonstrate compliance with ILO 188C Work In Fishing Convention by meeting the requirements of the Fishing Safety Management Code (MGN 596F).

By adopting an auditable Fishing Safety Management System, operators will document all their safety and welfare activities and be reassured that they are compliant with regulations. Reducing risk is especially critical on fishing vessels which remain by far the highest risk industry in the UK with 100 times the risk of death compared to the average UK worker.

Both consumers and the wider seafood industry have a growing interest in sustainability and transparency of how seafood is caught. Consumers and the supply chain are looking more closely at ethical issues and how food is produced and working conditions for those involved. Operators which adopt a fully auditable safety system for their business will be able to demonstrate supply chain transparency and potentially add value to their business as producers of ethically sourced seafood.

From this project we aim to share the results in an effort to contribute to the improvement of fishing vessel safety throughout the globe.

The NI at the IMO

By David Patraiko FNI, Head of Research and Relationships

The Nautical Institute is privileged to have held the position of non-governmental organisation (NGO) at the International Maritime Organization (IMO) since 2008. This has enabled the Institute to support the work of IMO as a specialised agency of the United Nations responsible for measures to improve the safety and security of international shipping and to prevent pollution from ships.

NIHQ is conveniently located near the IMO HQ in London which has ensured a close working relationship with the secretariat. Indeed, many of the IMO Secretary Generals were appointed Honorary Fellows. The close proximity also enabling us to meet regularly with our members who represent many of the flag states and other NGOs.

There can frequently be misunderstanding about the workings of IMO. The agency doesn't actually implement regulation, but works to devise legislation. Governments are then responsible for implementing these regulations. When a Government accepts an IMO Convention it agrees to make it part of its own national law and to enforce it just like any other domestic regulation.

Key IMO Conventions include the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL) and the International Convention on Standards of Training, Certification and

Watchkeeping for Seafarers (STCW). In the past The NI contributed to the development of these measures by working with other NGOs. So its influence was felt during all its history, not just after 2008. The IMO is also involved in legal matters, including liability and compensation issues and the facilitation of international maritime traffic. It was established by means of a Convention adopted under the auspices of the United Nations in Geneva on 17 March 1948 and met for the first time in January 1959.

The NI attends the IMO meetings with a combination of dedicated staff and volunteers drawn from the membership to offer practical advice from our maritime professionals both at sea and ashore. Our aim is to influence the international guidance being developed at the IMO to ensure it is as effective and practical as possible. Our involvement covers a wide range of issues including the human element, safety management, safety of navigation, ship design and maintenance, training and watchkeeping, environmental protection, carriage of cargos, legal issues and facilitation, reflecting the wide scope of our member's interests.

Our engagement at the IMO is driven by our Strategic Plan, and overseen by our NI IMO Committee. Thanks are due to all our members who have volunteered over the years who have offered their expertise, time and commitment to this important activity, ensuring our contribution remains practical, relevant and valuable to the maritime community as a whole.

OUR AIM IS TO INFLUENCE THE INTERNATIONAL GUIDANCE BEING DEVELOPED AT THE IMO TO ENSURE IT IS AS EFFECTIVE AND PRACTICAL AS POSSIBLE

The Nautical Institute as a link between mariners

By James Robinson FNI, past President of The Nautical Institute

My involvement with The Nautical Institute was very much accidental. In the 1990s the Ireland Branch of the Institute had been inactive for some time so a group of naval officers and some lecturers in the then Department of Nautical Studies at Cork Institute of Technology decided to do something about it.

A meeting was held at which the Ireland Branch was reactivated and positions on the committee were filled, some by serving naval officers. I was persuaded to become the Chair and so began a very fulfilling involvement with The Nautical Institute.

You might legitimately ask why naval officers were involved in Nautical Institute matters and the reasons are many and varied. It is well known that The Nautical Institute was formed by merchant navy officers and focuses its activities on merchant navy matters up to and including its NGO status at the IMO, the UN body charged with regulating international merchant shipping.

The reasons why so many Irish naval officers were drawn to membership of The Nautical Institute can probably be found in our history. After Irish independence, in the early part of the 20th century, Ireland turned her back on the sea. While this stance has changed over the decades, Irish mariners still feel that they are playing catch-up and Maritime Ireland sometimes feels that it is a voice crying in the wilderness. This is particularly true of the Irish Navy where public comment by serving officers can bring an unwelcome and decidedly uncomfortable spotlight from above. It is hardly surprising that

naval officers believed that The Nautical Institute would give them a voice which circumvented the straightjacket of Defence Forces' Regulations.

I put this theory to the test early in my chairmanship and delivered a hard-hitting speech to the first AGM of the newly re-activated Branch. Of course, the media got a copy of my speech and some of the national daily papers printed articles quoting from it. I was very pleased that we were getting our message out to the Irish public. However, I was rebuked by my Commanding Officer after the Department of Defence concluded that my speech amounted to public criticism of the Minister for Defence. Undaunted, Irish Naval Officers continued to use the medium of The Nautical Institute to disseminate to the Irish public the message of the professional mariner and the Navy.

In the 1970s the Irish Navy went through a period of rapid expansion. To boost officer numbers, deck and engineer officers were recruited from the merchant navy as direct entry (DE) officers on short service commissions. This was my route into the Navy. The DE scheme also created an informal link between the Merchant and Military navies. However, there was no formalised liaison between the two groups which mostly operated in their individual silos. The Nautical Institute created an environment where the two groups could work together on various projects to the advancement of both and to the betterment of Maritime Ireland.

One of the Branch's first projects was an examination of the separate syllabi for the education and training of Naval Officers and their Merchant Navy counterparts. We focussed on where

commonality existed and were surprised at how much there was. We fed our report into the two separate systems. We were aware that, at the time, the Haulbowline Naval Base, which was home to the Naval College, and the Cork Institute of Technology were bursting at the seams. Radical solutions were being explored and the result was the National Maritime College of Ireland (NMCI) where all merchant navy education and training and the non-military education and training of naval personnel takes place. I am not suggesting that the syllabus examination by the Ireland Branch was the catalyst for the construction of the NMCI but I like to think that it helped in some small way. During my time as President of The Nautical Institute I visited branches all over the world. I was encouraged to see The Nautical Institute acting as a link between the various sectors of professional mariners.

Throughout my naval career I was very conscious of the fact that I was, first and foremost, a professional mariner. I shared this appellation with the various other mariners who earn their living by controlling ships and other craft at sea. My job in the Navy was the protection of those vessels and the area in which they operated. I always believed that I could do my job better by having a good understanding of the pressures and uncertainties under which my fellow mariners in control of those vessels operated. I got this understanding through my membership of The Nautical Institute.

**Captain James Robinson
DSM FNI. Irish Navy (Retd)**

Chair, Ireland Branch. 1997 – 2000

Member of Council. 2000 – 2018

President. 2010 – 2012

Chair, Executive Board. 2012 – 2018

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