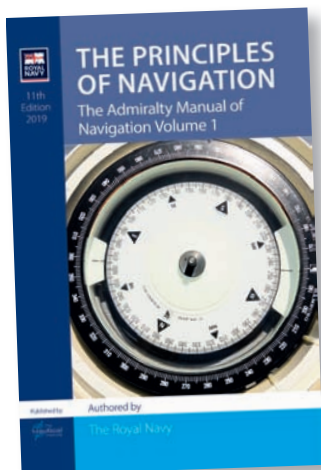




Focus

Technology and professionalism



The strong links between The Nautical Institute and the UK's Royal Navy were emphasised last month with the launch of the eleventh edition of *Principles of Navigation*. We are delighted to publish this and other books for the Royal Navy and we appreciate the shared maritime heritage and co-operation across the maritime professions. We were delighted to be joined by the First Sea Lord, Admiral Sir Philip Jones, for our launch seminar, and extend our thanks for sharing his perspectives on navigation in the 21st century.

This latest edition of the book is the first to be centred on electronic navigation and is a contemporary and thorough presentation of best practice in this discipline, while retaining a strong focus on traditional techniques. Although the emphasis has shifted to electronic navigation, we should also be aware of the dangers of spoofing and disruption to our navigation systems. This may either be through natural error or, sadly, through malevolent interference that can put the safety of navigation at serious risk (see pp 15-16).



Hazardous navigation and heavy weather shiphandling were certainly brought into sharp focus in recent weeks with the *Viking Sky* episode off the coast of Norway. It is, of course, too soon to comment fully on the causes of the incident, but there is some indication that limitations of automated systems may have played a part.

While we should certainly embrace technology and the improvements in efficiency and safety it can bring, we must nevertheless ensure as an industry that we couple training with redundancy of systems to ensure that our ships and their crews and passengers remain safe. At the same time, it is important that training provision keeps pace with the demands of modern systems (pp 22-23).

Reports of the professionalism of the Master and crew as well as the rescue services are very welcome.

Their efforts seem certain to have avoided the incident turning into a calamitous casualty.

Shiphandling in its various forms is the central theme of our technical seminar being held in Hong Kong on 13 June (the day after our AGM). With keynote speakers and many other experts in their field from the UK, Hong Kong and Korea, we look forward to some absorbing discussions and debate. The agenda, coupled with the outstanding location of the Royal Hong Kong Yacht Club, will help us deliver an outstanding showcase for the profession and I hope many of you will be able to join us. You can find out more and book your tickets at <http://bit.ly/ni-agm-2019>

Shiphandling was selected as the topic because it is both a key area of interest to our members and one of the main pillars of our strategic plan. I am very pleased the initiative we instigated by developing the *Shiphandling Logbook* is proving so popular. The book allows officers to record shiphandling manoeuvres they have observed or participated in. It therefore acts as both a useful reference and a valuable source of material for discussion. The content is aligned with the learning requirements of STCW and the logbook can provide a useful part of the officer's Continuing Professional Development portfolio. Take a look at the website for further details.

At the recent Council meeting we discussed the progress of The Nautical Institute during 2018 and identified ways in which we can continue to improve and develop. Our key activities are recorded in the Annual Report, which is included in this edition of *Seaways* along with the accounts. Please take a few minutes to read it and give me some feedback (email sec@nautinst.org).

The Council meeting was followed by a meeting with a number of Branch representatives and I am grateful for the time and commitment they gave to this extra session. We are currently consulting on the need for a 'Nautical Institute' email address for our branches and will have these put in place soon after we have agreed the format.

Thank you for all the great work that goes on in the branches delivering technical excellence globally. 🌐

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