

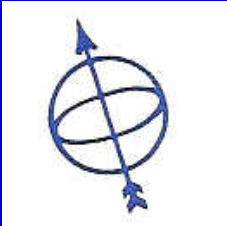


# **The Nautical Institute**

**Leadership**

**&**

**The Importance of Branches**



# Nautical Institute - Leadership

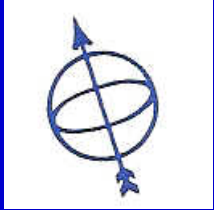
## The Role of Branches

- Monthly Pint with Friends
- Ship visits
- Memories of times at sea

Yes Please

**BUT !**

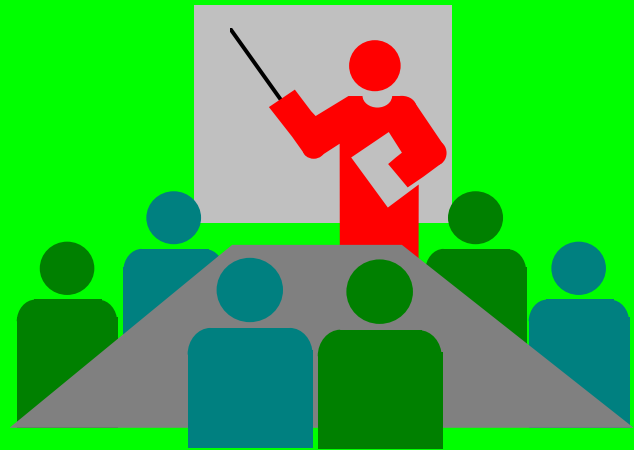




# Nautical Institute Leadership

## The Work of Branches

- communication
- networking
- keeping up to date
- strategy projects
- seminars





# Nautical Institute Leadership

## The Work of Branches Networking

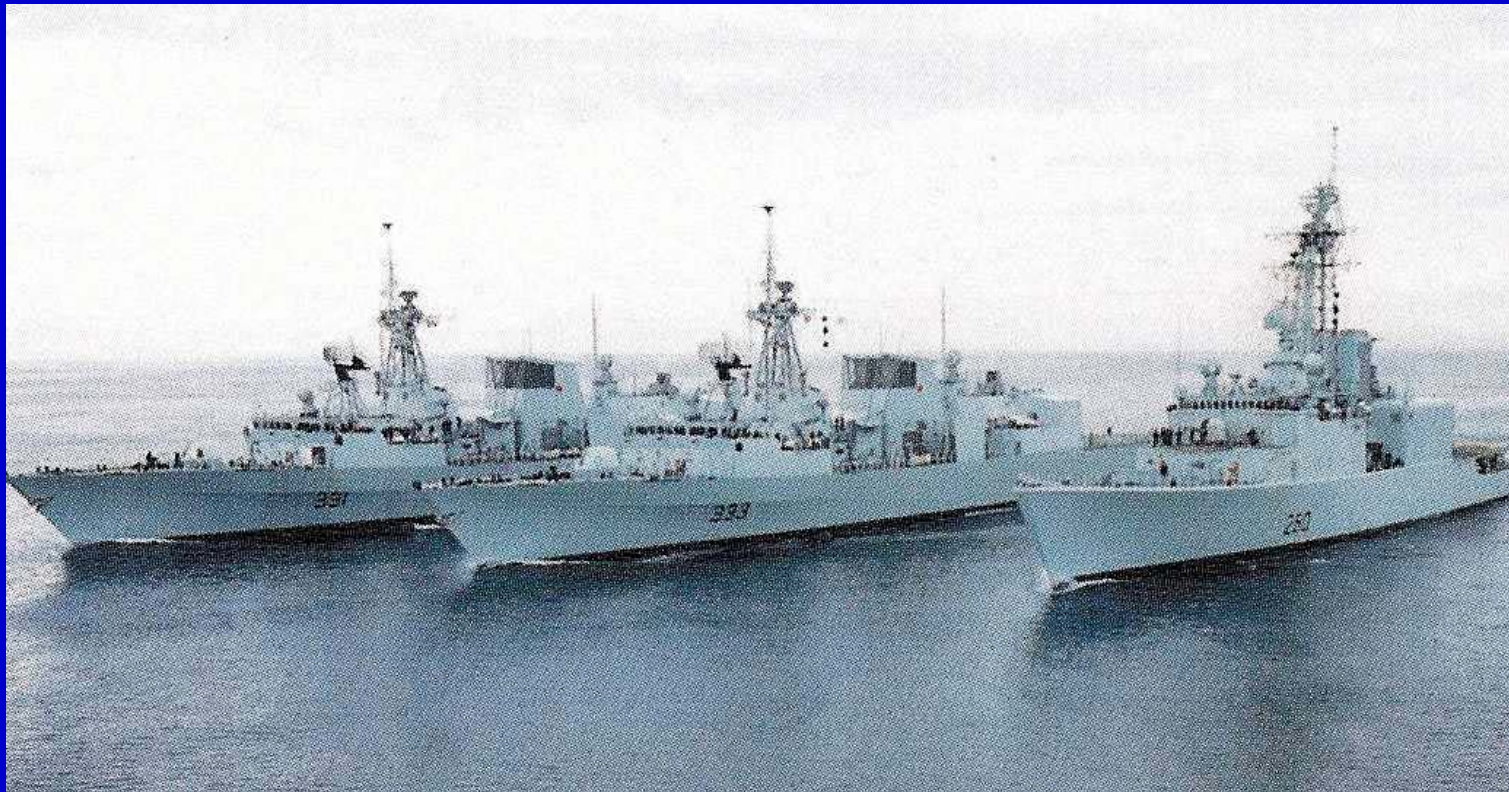
- Naval Operations
- Oil Industry
- Shipping Industry
- Other Institutes





# The Nautical Institute

## Navies of the World

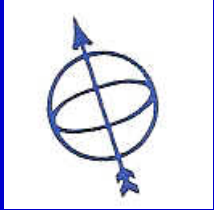




# The Nautical Institute

## Naval Life





# Nautical Institute Leadership

## The Work of Branches

### Keeping up to date

- Ship Visits
- College Visits
- Simulator Experience
- Hosting Conferences



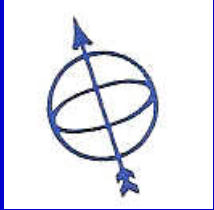


# The Nautical Institute

## Developing the Safe Use of Integrated Bridge Systems







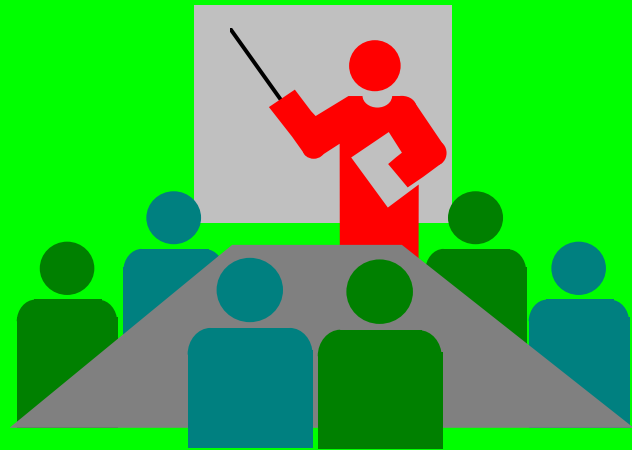
# Nautical Institute Leadership

## The Work of Branches Communication

Instill Institute Standards

in your local Maritime

Industry through seminars



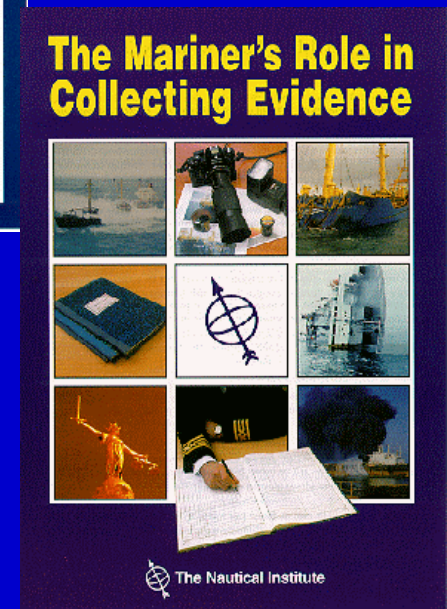
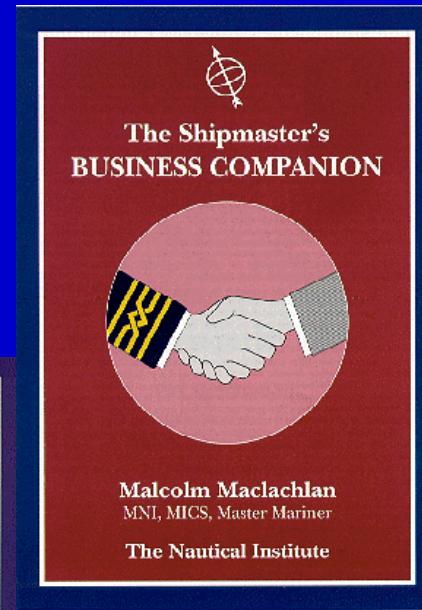
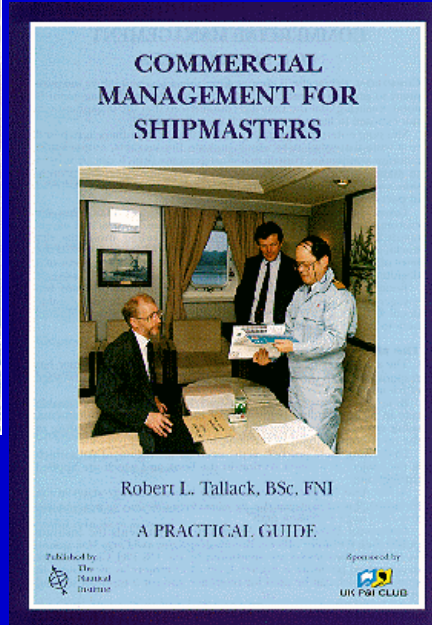
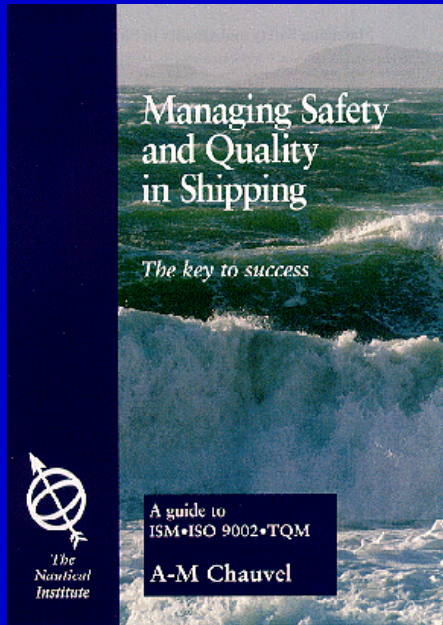


# The Nautical Institute Launching Books





# The Nautical Institute Management Series





# Nautical Institute

## The Professional Master

**Knowledge**

**Ability**

**Master**

**Responsibility**

**Team work**



# Nautical Institute

## Ringling The Changes

**ISM Code**

**Designated  
Person Ashore**

**Safety Management  
Systems**

**STCW 95**

**Onboard Safety  
Culture**

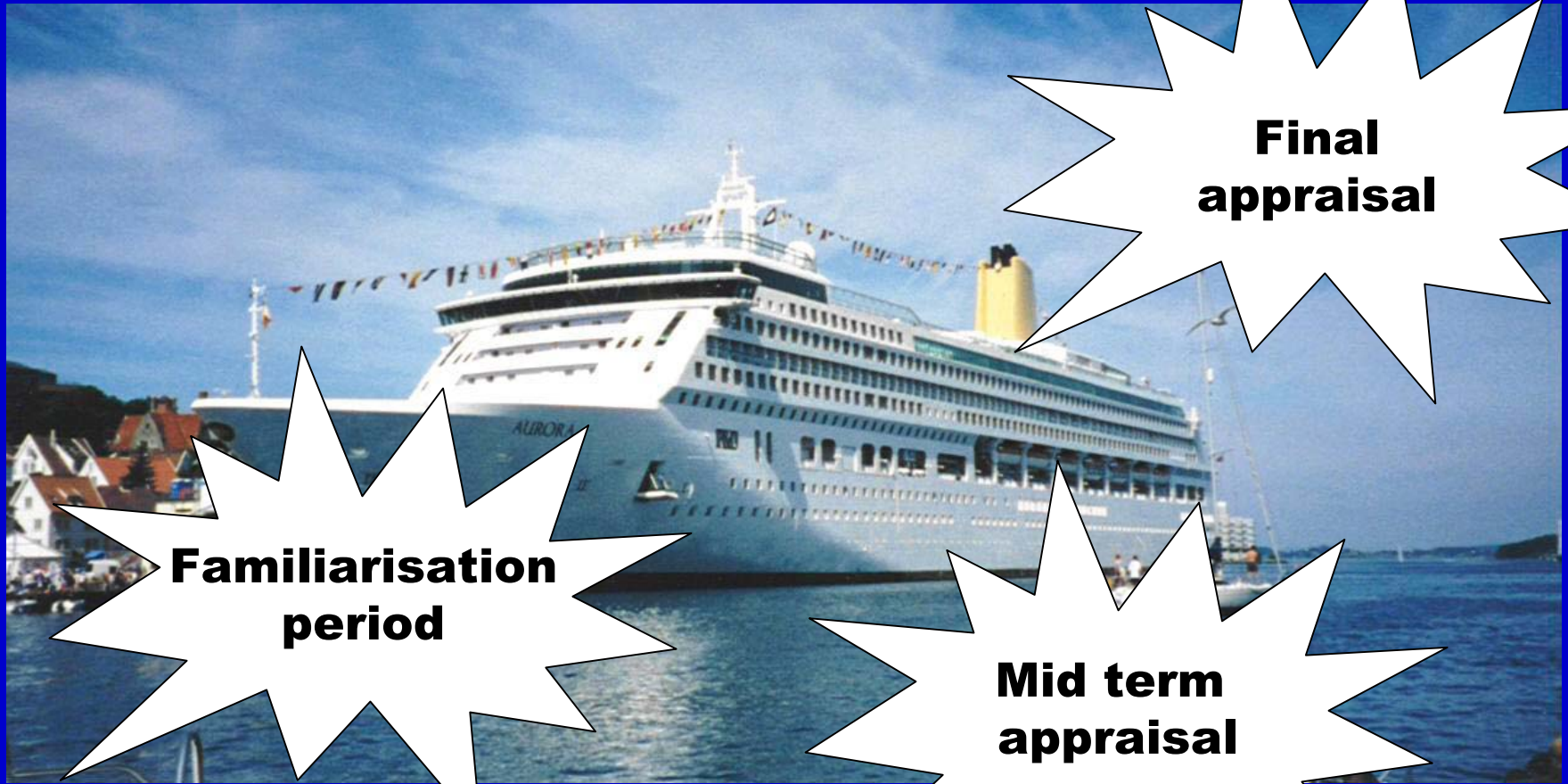


# Nautical Institute Younger Members Future Leaders





# Nautical Institute Leadership Training



**Familiarisation  
period**

**Final  
appraisal**

**Mid term  
appraisal**



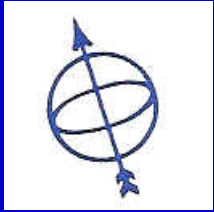
# Nautical Institute Topics

## Leadership Workshops

**Conclusion**

**The Maritime Industry  
needs strong Leadership  
and good Managers, both  
ashore and afloat**



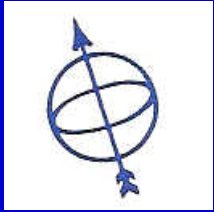


# Nautical Institute Topics

## Leadership

**Conclusion**

**Times and careers have changed, the Merchant Navy is now promoted as a career in the Maritime Industry**

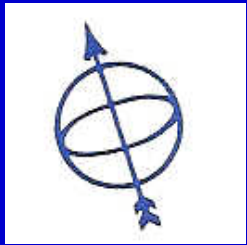


# Nautical Institute Topics

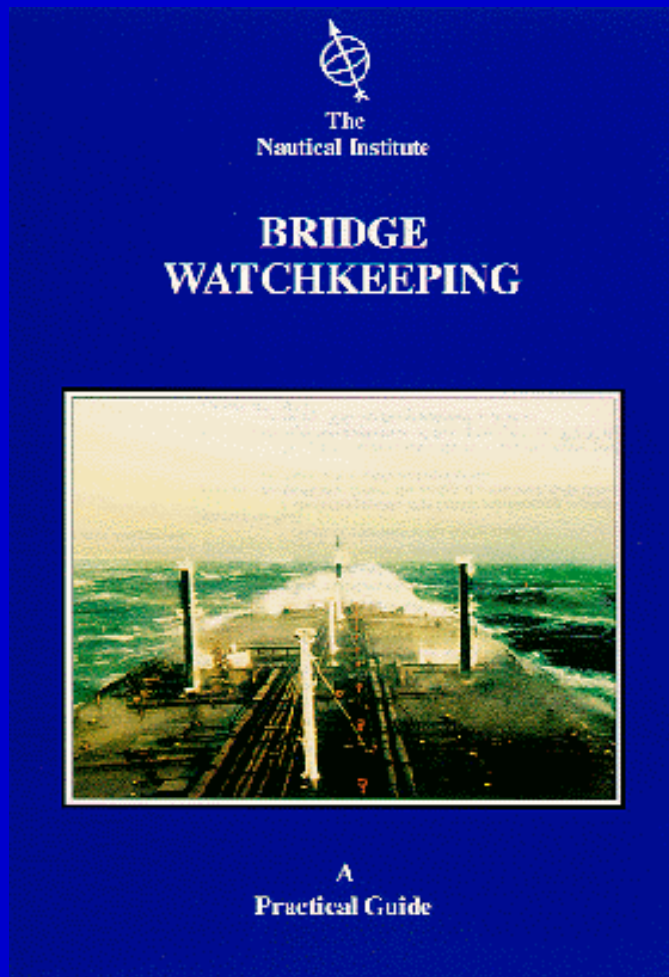
## Leadership Workshops

**Conclusion**

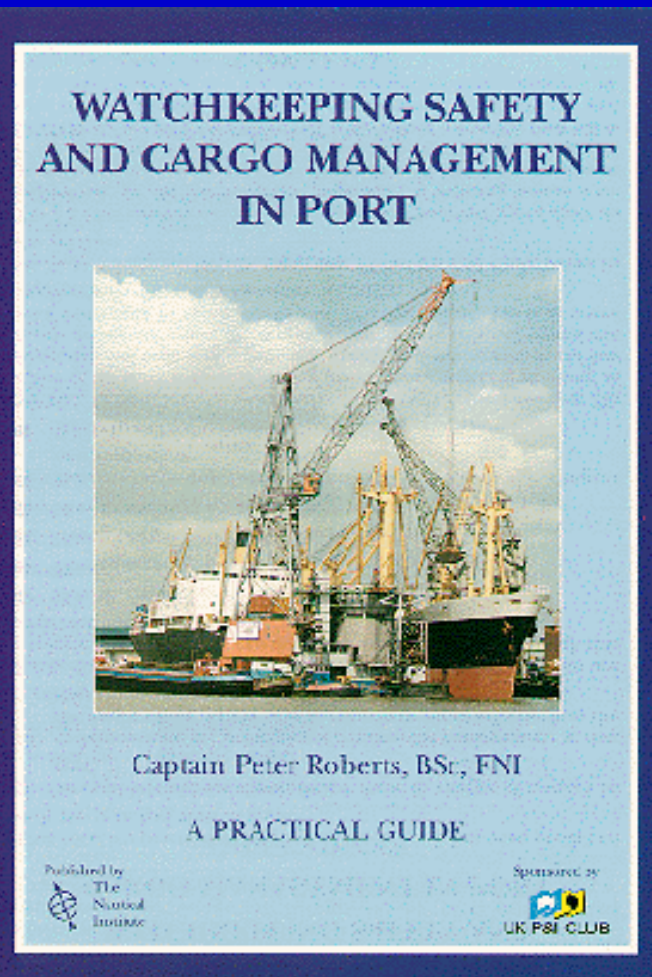
**Teamwork and Leadership skills develop naturally at sea through experience but continual assessments and appraisals are essential.**



# The Nautical Institute Navigational Control



The essential guides to Watchkeeping





# The Nautical Institute Operational Guides

## THE SHIPHANDLER'S GUIDE



Captain R.W. Rowe, FNI



Published by  
The  
Nautical  
Institute

In conjunction with



## BULK CARRIER PRACTICE



Captain J Isbester ExC FNI

## TUG USE IN PORT A PRACTICAL GUIDE



Captain Henk Hensen, FNI

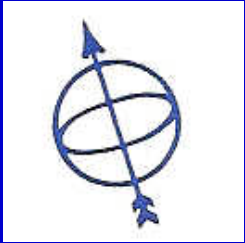


Published by  
The  
Nautical  
Institute

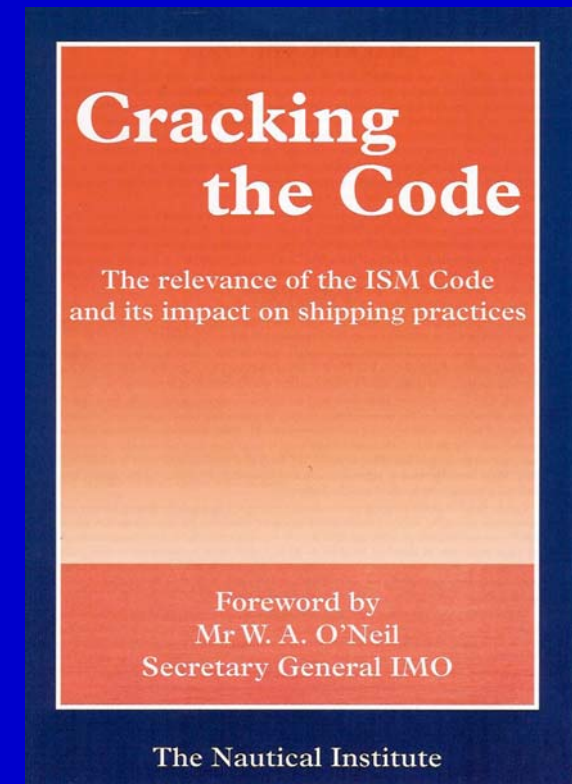
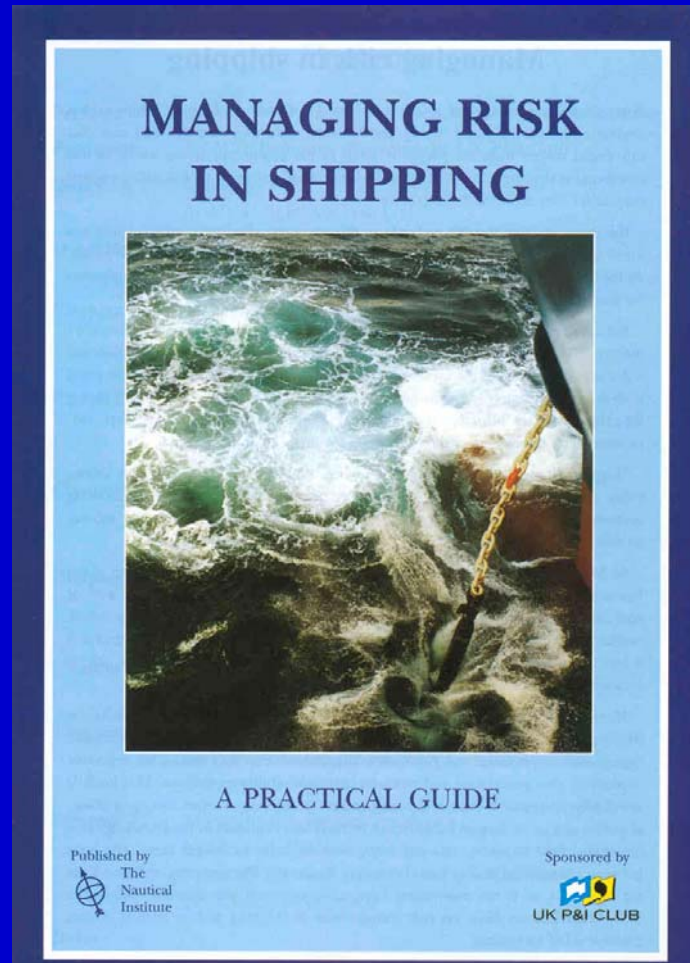
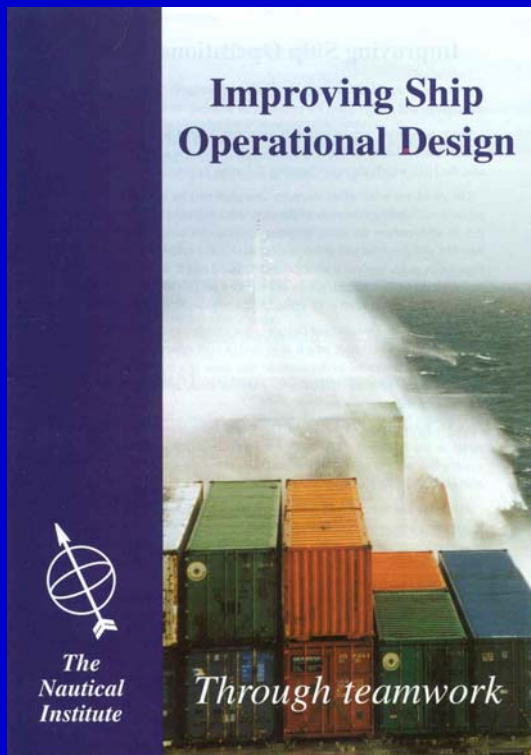
Sponsored by



Port of  
Rotterdam



# The Nautical Institute New Titles

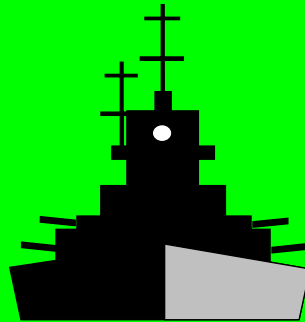


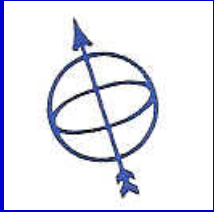


# Nautical Institute - Leadership

## The Institute's Standards

- Nautical Campus
- Accreditation
- Diplomas
- CPD
- IMO

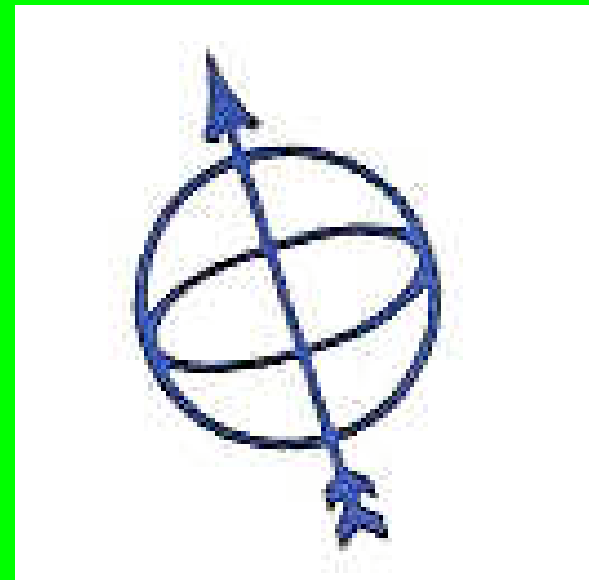




# Nautical Institute Topics

## Topical Institute subjects

- The Human Element
- Leadership
- Colregs Application
- ISM Code
- ISPS Code



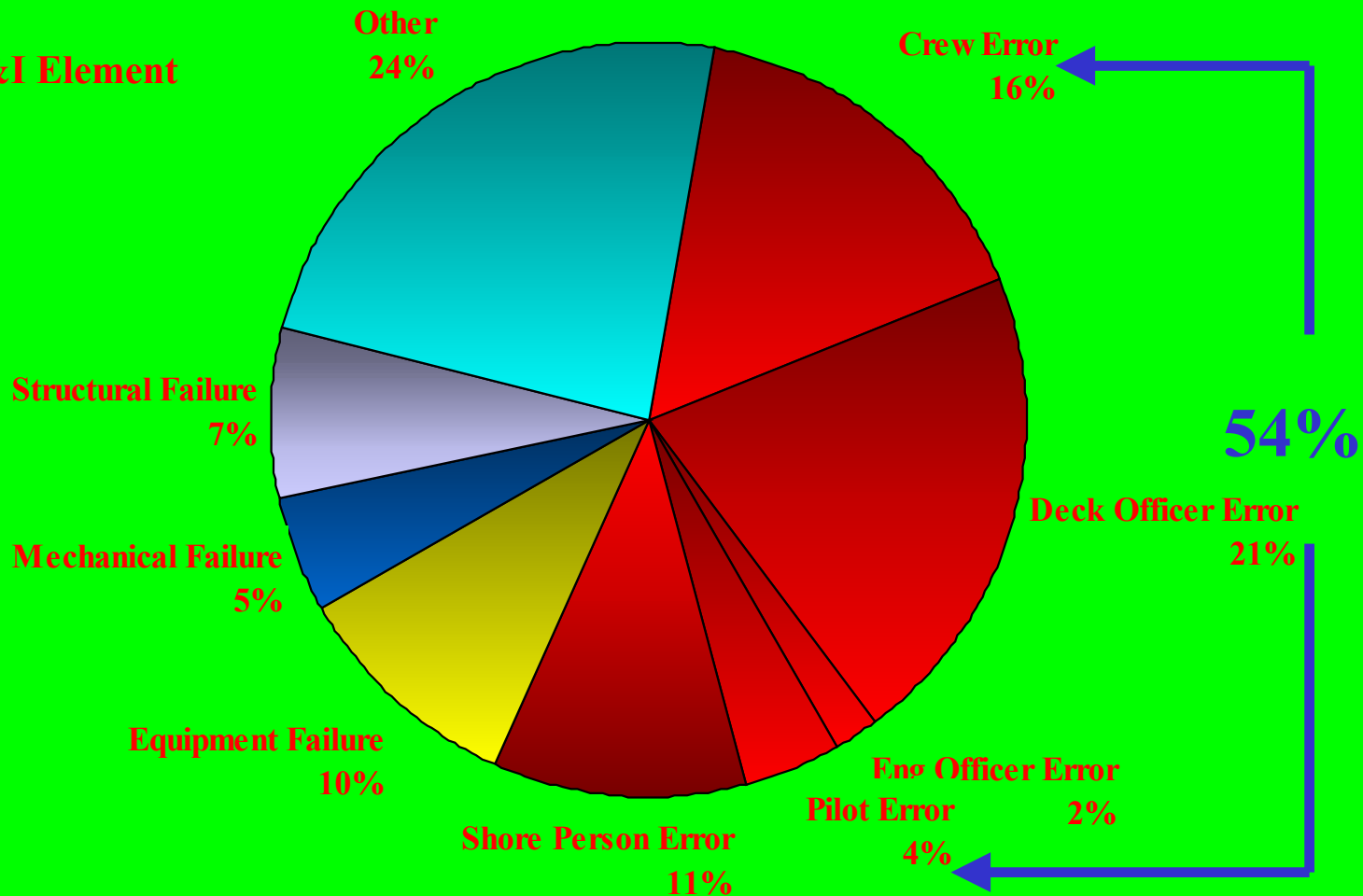


# Nautical Institute Topics

## The Human Element

## Human Factor

P&I Element

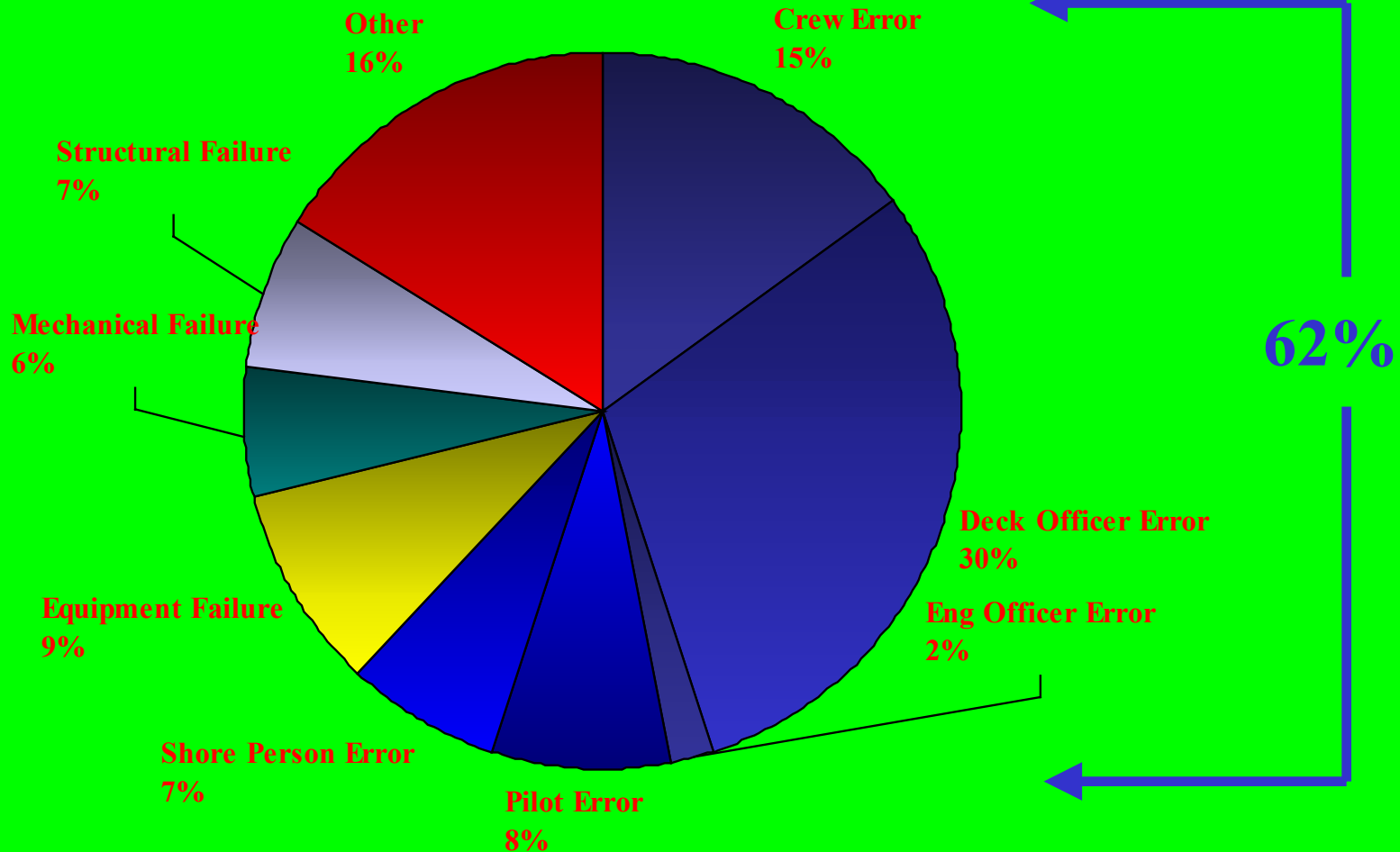






# Nautical Institute Topics

**Main Cause Value P&I Element 2,616Sm Human Factor**



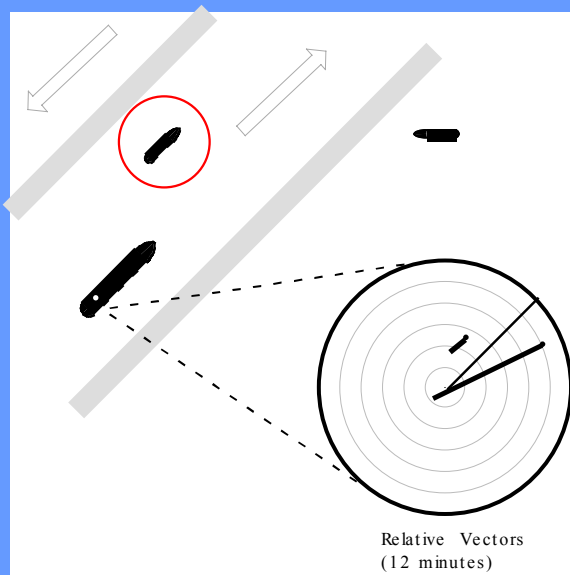


# Nautical Institute Topics

## The Collision regulations

### The Question Asked

#### Scenario 1



**Situation:**  
Crossing vessel  
on edge of  
a separation  
scheme.

**ARPA:** Relative  
North-up  
presentation.  
6 mile range.





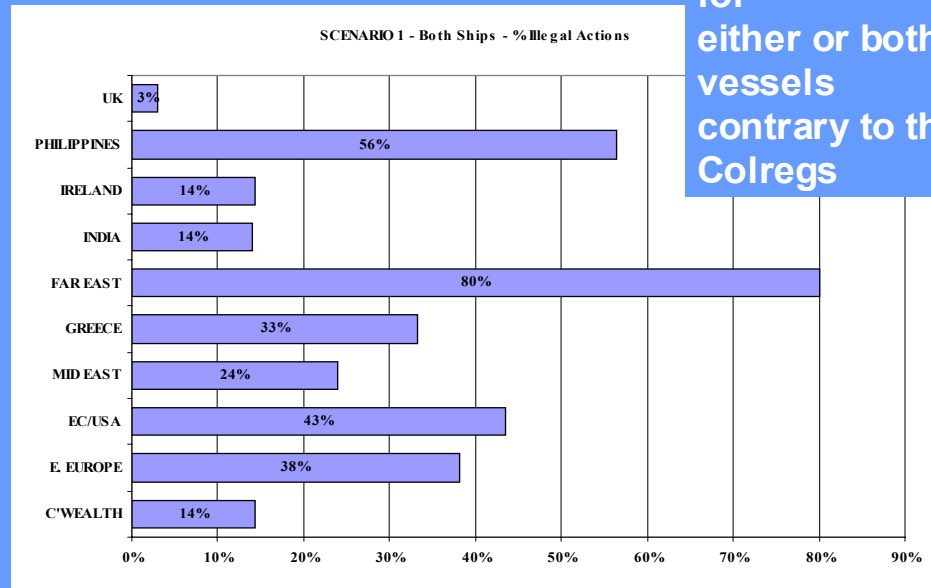
# Nautical Institute Topics

## The Collision regulations

## The Questionnaire Results

### Scenario 1 - Both illegal

Actions chosen for either or both vessels contrary to the Colregs





# Nautical Institute Topics

## The ISM code - Cracking The Code

A review by Seafarers of how  
the code is working

by

**Dr Philip Anderson FNI**

**Senior Vice President**

**Launched at the IMO**

**14th October 2003**

### Cracking the Code

The relevance of the ISM Code  
and its impact on shipping practices

Foreword by  
Mr W. A. O'Neil  
Secretary General IMO

The Nautical Institute



# Nautical Institute Topics

## International Ship & Ports Security

The ISPS Code  
Seminars  
&  
Approving  
course  
standards

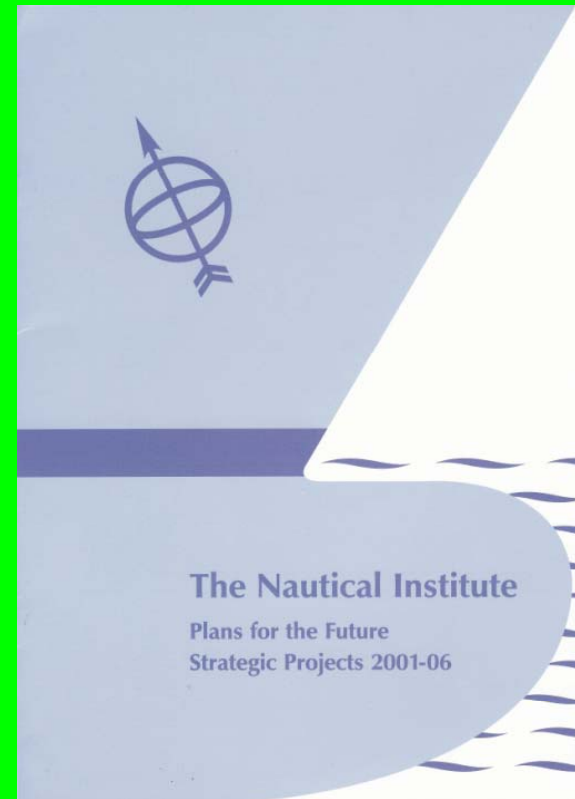
The screenshot shows a web browser window displaying the Nautical Institute Hong Kong Branch website. The page features a nautical chart background. At the top center is the Nautical Institute logo (a globe with a compass rose) and the text "The Nautical Institute Hong Kong Branch 航海學會 香港分會". Below this is the "ENVIROSERIES 2003" logo. A vertical navigation menu on the left includes links for "About us", "Who's who", "Events", "Latest", "Membership", "Archive", and "Links". On the right side, there is a "registration form" section for a seminar titled "Maritime Security & Terrorism" on Thursday, 30<sup>th</sup> October 2003, at the Auditorium, Star Pisceas Ocean Terminal, Hong Kong. A note at the bottom of the registration form states "adobe reader required".

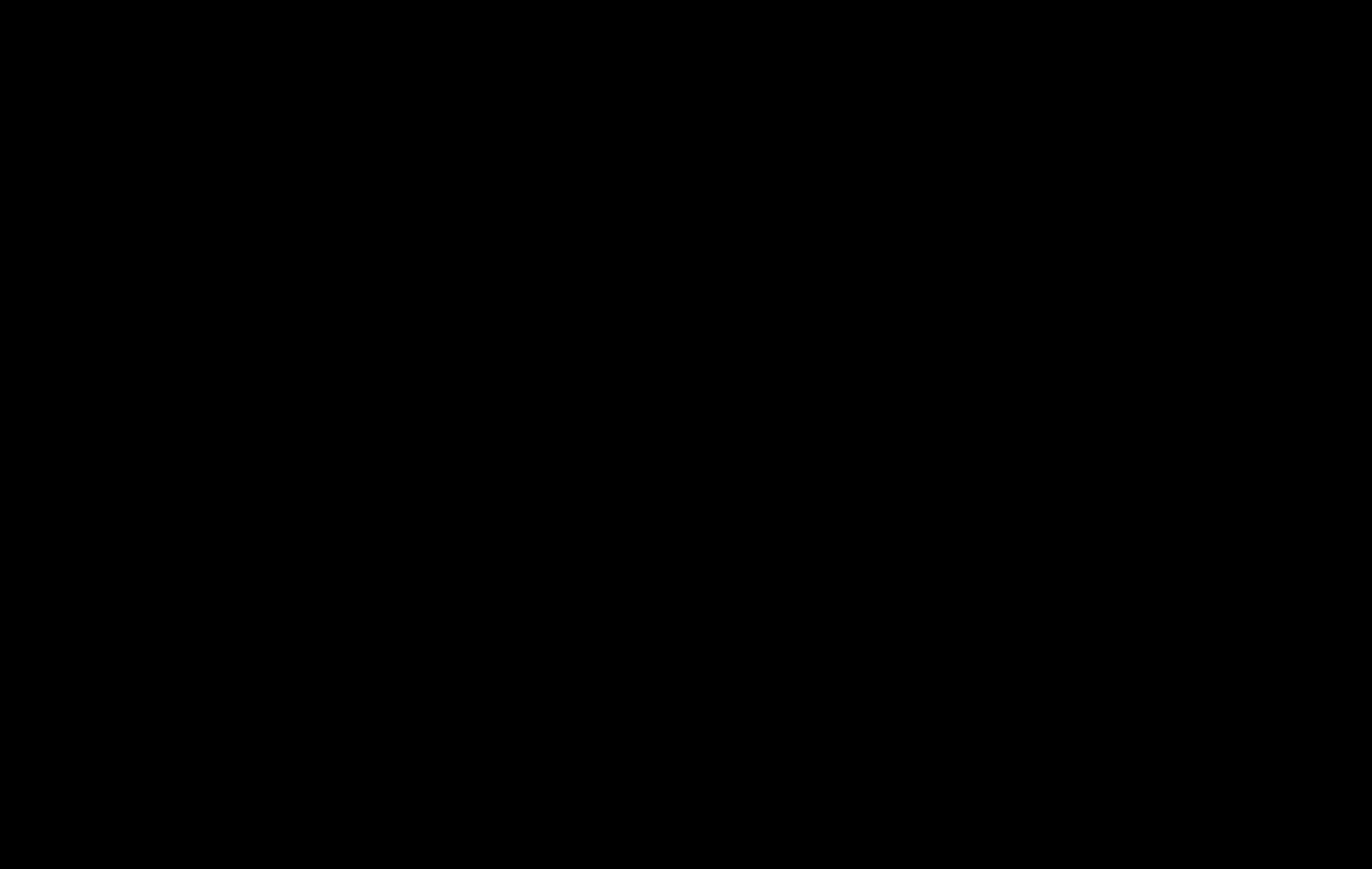


# Nautical Institute Leadership


## The Work of Branches Strategy Projects

Adopt a project  
Plan how to put it  
into effect and  
do it !







A photograph of a ship's bridge. The view is from the operator's perspective, looking forward. The bridge is equipped with various electronic displays, including a large central screen showing a map or chart, and several smaller screens and control panels. The ceiling is blue, and there are various instruments and gauges visible. The overall atmosphere is professional and technical.

**The mariner must be closely involved in the preparation of the specification and with the design and fitting out of the bridge, and of the systems that are to be fitted, including preferences for controls, switches and prioritisation of alarms**

**‘BRIDGE RESOURCE MANAGEMENT’  
STARTS HERE!**

A photograph of a ship's bridge. The background shows a panoramic view of the sea through large windows. In the foreground, there is a complex array of electronic equipment, including a central display screen showing navigation data, various control panels, and a compass. The bridge has a blue and white color scheme.

# **SOLAS V**

## **REGULATION 15**

**Principles relating to bridge design, design and arrangement of navigational systems and equipment and bridge procedures**

- .1 facilitating the tasks to be performed by the bridge team and the pilot in making full appraisal of the situation and in navigating the ship safely under all operational conditions;*
- .2 promoting effective and safe bridge resource management;*
- .3 enabling the bridge team and the pilot to have convenient and continuous access to essential information which is presented in a clear and unambiguous manner, using standardized symbols and coding systems for controls and displays;*
- .4 indicating the operational status of automated functions and integrated components, systems and/or sub-systems;*
  - .5 allowing for expeditious, continuous and effective information processing and decision-making by the bridge team and the pilot;*
- .6 preventing or minimizing excessive or unnecessary work and any conditions or distractions on the bridge which may cause fatigue or interfere with the vigilance of the bridge team and the pilot; and*
- .7 minimizing the risk of human error and detecting such error if it occurs, through monitoring and alarm systems, in time for the bridge team and the pilot to take appropriate action.*

# INTEGRATED SYSTEMS

A wide-angle view of a modern ship's bridge. The bridge is equipped with multiple electronic displays, including radar and navigation systems. A large window provides a view of the sea. The bridge is painted in a light blue color, and there are wooden accents on the dashboard. A yellow flag is visible hanging from the ceiling.

**Technology is having an adverse effect on the way in which watchkeepers do their business**

A close-up view of a ship's electronic display. The display shows various navigation data, including heading (093.4), rate of turn (1.1), and engine power (1.1). The display is mounted on a blue frame, and there are wooden accents on the dashboard. The background shows the ship's interior, including a black seat and a wooden dashboard.

# INTEGRATED SYSTEMS

A generation that is being brought up to rely on technology to solve problems without having to think for themselves




# INTEGRATED SYSTEMS



**The watchkeeper needs to be trained on new technology**



093.4  
1.1  
PORT AZPOO  
STARBOARD AZPOO

A person in a white shirt is operating a modern control room. The room is filled with multiple monitors displaying various data and graphics. The person is holding a joystick and looking at the screens. The background shows a large window with a view of a city or industrial area. The overall scene is dimly lit, with the primary light source being the screens and some overhead lights.

**Training must be an integral part of the introduction of new technology and equipment and it must be defined by statute**

# **INTEGRATED SYSTEMS**

**Are they infallible?**

**Are they susceptible to virus attacks or to interference by ‘hackers’?**

**Is there sufficient redundancy in an integrated system to cope with the failure of one or more inputs?**

**Has the correct balance been struck between man and machine?**

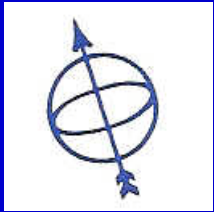


# INTEGRATED SYSTEMS

**The mariner must be properly trained, not only to use these systems but also to recognise their vulnerabilities and to know what to do if any one or even all of them fail, for whatever reason**



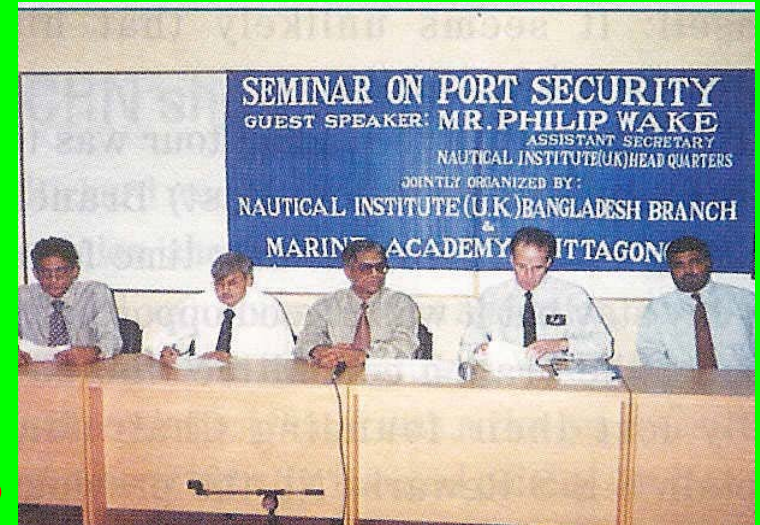




# Nautical Institute Leadership

## The Work of Branches Consider the alternatives

- Annual Programme
- 2 meetings + AGM ?
- Social event ?
- 2 Industry Seminars ?





**The Nautical Institute**

**Enjoy your Institute Branch**

**Best wishes from HQ**