

THE NAUTICAL INSTITUTE—THE WAY FORWARD

Capt. Pradeep
Chawla

NI HK AGM 2006





THE NAUTICAL INSTITUTE

*FOUNDED IN 1972 IN UK

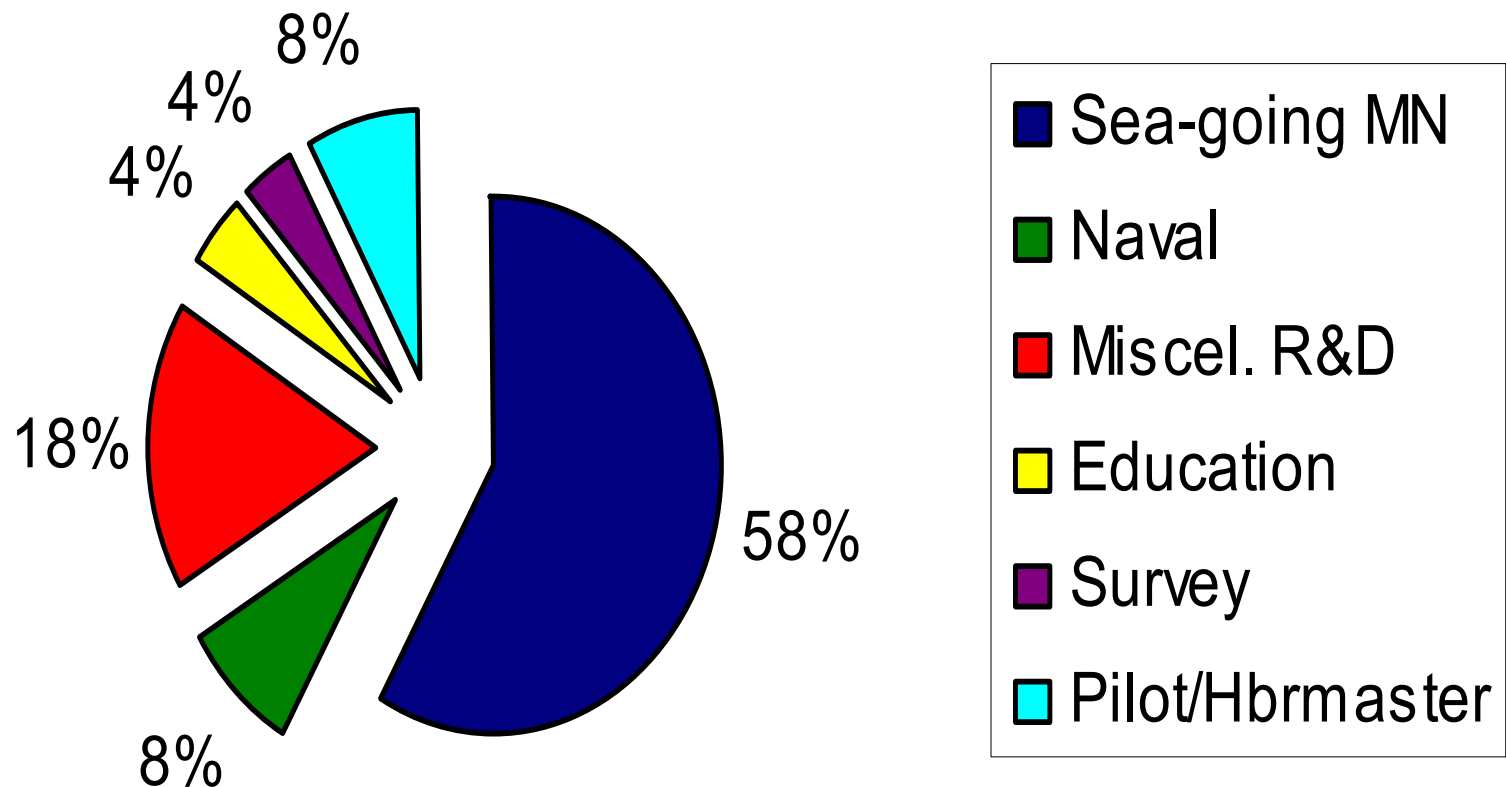
*NOW 7000 MEMBERS IN 110
COUNTRIES

*40 BRANCHES





Employment of NI members





Our aim is to provide the strongest possible professional focus, dedicated to improving standards of those in control of seagoing craft, while maintaining the Institute as an international centre of nautical excellence.

Our objectives are to promote and co-ordinate in the public interest the development of nautical studies in all its branches



The Nautical Institute structure

Council

The President

60 Council members

Vice Presidents

Membership
committee

Education &
Training committee

Finance & General
Purpose committee

Fellowship
committee

Papers & Technical
committee

Accreditation &
Validation services

Fellowship
nominations

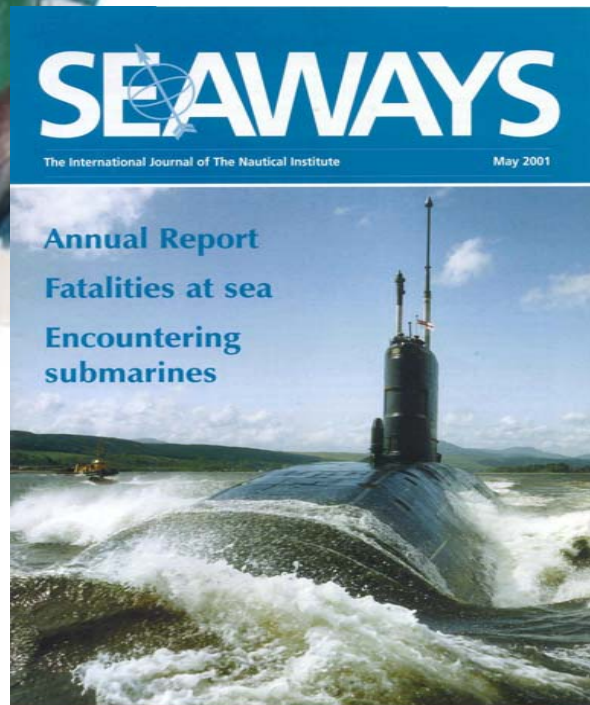
Member Services &
Branch Support

Policy & Code
of Ethics

SEAWAYS & Projects



ACHIEVEMENTS



The Nautical Institute's
International monthly journal
with a readership of about
20,000.



ACHIEVEMENTS

A photograph of an oil rig at sea, with a green and red hull and a yellow superstructure, viewed from a low angle.

Marine Accident Reporting Scheme, MARS
launched in 1992.

The reports are translated to four languages and distributed globally. The reports are also widely used in safety training. Disseminated on the WWW, and with our international monthly journal SEAWAYS.



ACHIEVEMENTS

PROJECTS

Raising the awareness of the Human Element issues.



The International Maritime Human Element Bulletin
Issue No.1 October 2003

Welcome to the first edition of **Alert**, and the start of a campaign to raise the awareness of Human Element issues as they apply to the commercial maritime industry. This campaign is a 3 year project run by The Nautical Institute and sponsored by Lloyd's Register.

Developing technology has revolutionised the way in which ships and their systems are designed and operated, but there still remains the need for human involvement at some stage or other, no matter how much 'automation' may be introduced. It is often stated that 80% of all accidents at sea are attributable to human error (or more correctly operator error). But while operator error may be the immediate cause of an accident, the root cause can often be traced back to the human influences on the design or operation of a ship or its systems. The human element is a critical feature of all aspects of ship or system design and operation.

Through these quarterly Bulletins, we aim to capture the attention, and raise the awareness, of maritime professionals across the industry, to human element issues. Through our website we seek to add greater depth to the features in each Bulletin and to establish a common repository for all maritime related human element research, focusing attention on areas of weakness that may lead to new research projects while offering a vehicle for distributing and applying the results.

The reason why The Nautical Institute has taken the lead in promoting the human element is because ultimately its members are responsible for taking ships to sea. The Institute provides an independent professional forum for linking seagoing staff with other maritime disciplines.

The project is international in scope and seeks to represent the views of all sectors of the maritime industry, ie from mariners, engineers, naval architects, port operators, regulators, insurers etc.

All comments are welcome.

Improving the awareness of The Human Element in the Maritime Industry

Wherever there is a human interacting with a system there is a Human Element issue. Modern technology has revolutionised the way in which a ship is operated, but lack of attention to the human-system interface, in terms of the design, layout, and integration of systems, and training in their use, is the root cause of many accidents today.

The key to improvement is in the close involvement of all stakeholders to ensure that a ship is 'fit for purpose', and that the master and his crew are provided with the proper tools and are adequately trained to be able to conduct their business in a safe and efficient manner.

I welcome this initiative of The Nautical Institute, supported by Lloyd's Register, which - through these quarterly editions of **Alert**! and the associated website - aims to create a common understanding amongst operational decision makers, both ashore and afloat, of what the Human Element is and how it can be applied in practice.



The maritime industry recognises that many accidents are the direct consequence of human failings and that in reality many of the others have a strong element of human involvement. We rely on people, working in an increasingly demanding technically complex system. The industry cannot afford to simply accept that this situation is inevitable. Lloyd's Register has carried out a structured programme of research and development work investigating the human element and has developed approaches that can assist in reducing the risks due to human factors. However, we recognise that we, from our standpoint of Classification, cannot solve this complex problem.

Lloyd's Register has a long tradition of providing support to safety initiatives, particularly in the marine industry. We have worked with The Nautical Institute on a number of projects and I was encouraged to receive their proposal for a project to improve the awareness of the human element. I believe that this awareness initiative is an important first step in a campaign to improve maritime safety. I am delighted that Lloyd's Register has been able to provide funding for this initiative and I give it my full support.



David G. Morrison, The Chairman Lloyd's Register




Captain Robert Morrison, President of The Nautical Institute



ACHIEVEMENTS

Providing the international Shipping community
with ACCREDITATION AND VALIDATION SERVICES

- 
1. Oil spill response
 2. Dynamic positioning (DP)
 3. Stability & ballast control for mobile offshore units
 4. Ship visitors
 5. Safety officer
 6. Leadership



STUDY SCHEMES

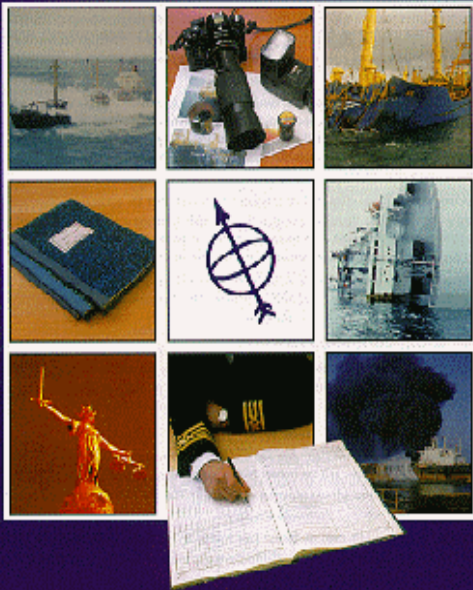
- Harbourmaster
- Pilotage
- Nautical Surveying
- Command
- Management
- Maritime Lecturer





ACHIEVEMENTS

The Mariner's Role in Collecting Evidence



Over 100 major titles on ship operations that are a result of members contributing either directly by sharing their expertise or indirectly through their subscriptions.



Toward the Future



Safer
and more
efficient shipping

Promoting
professional
development

Representative
voice of the
professional mariner

Supporting
effective
management
practices

Developing the
Institute's
international
membership



Toward The Future

More effective, representative voice for the professional mariner

Across industry, governments and the public



**Safer
and more
efficient shipping**



Toward The Future— Through:

Stronger Promotion of Continuous Professional Development (CPD)

Increased support for effective management practices

Pro-active development of the Institute's international membership and services.



The President's View...

Promoting Professional Development

More than just a job!

Vocation and science

Lifetime career – afloat and ashore

Improved leadership

Continuous Professional Development

“There is a perception amongst the membership that professional attitudes no longer exist in many areas and need to be re-established.”



Dr Phil Anderson, President
BA (Hons), D.Prof. MEWI AMAE FNI

The President's View...

Support of Effective Management

Enough rules and regulations

Manning levels

Stress and Fatigue

Leadership and management

Codes of Practice



Dr Phil Anderson, President
BA (Hons), D.Prof. MEWI AMAE FNI

The President's View...

Develop International Membership

The Tip of the Iceberg

Wider and Deeper Understanding

Conduit for knowledge

Below the waterline



Dr Phil Anderson, President
BA (Hons), D.Prof. MEWI AMAE FNI

International Development

Objectives

Inclusive, effective and international

Engage with decision makers

Strong professional ethos

Raise expectations

Co-operation

The IMO



Capt J. Robinson, DSM FNI NS
Vice President



Capt S. Krishnamurthi, MNI
Vice President

International Development

Deliverables

Reduce barriers to membership

Increase membership benefits

Work with industry partners

Regional Office-Asia

Corporate Affiliate Scheme



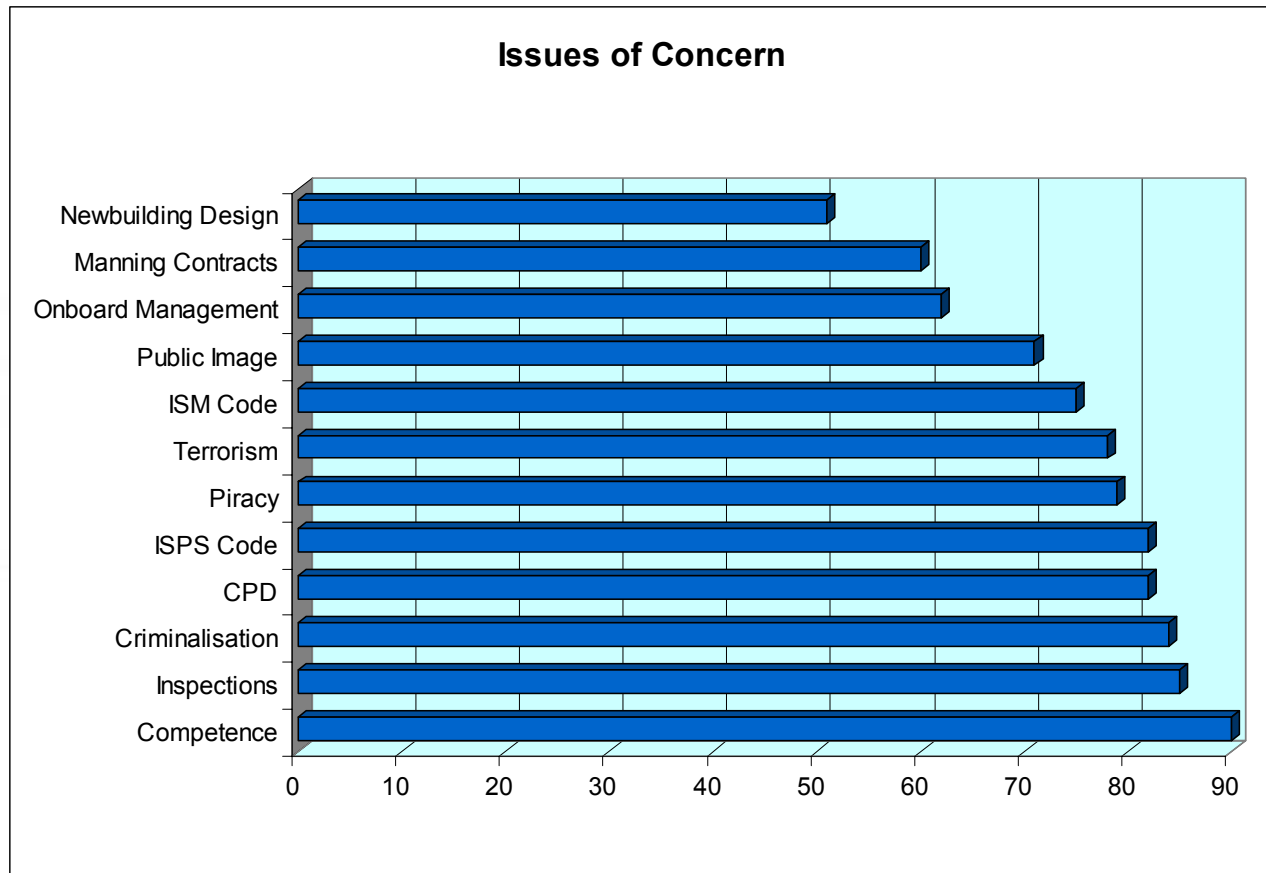
Capt J. Robinson, DSM FNI NS
Vice President



Capt S. Krishnamurthi, MNI
Vice President

Professional Development

Issues of Concern



Capt P. Chawla, FNI
Vice President

Professional Development

- Are all maritime administrations equally good?
- Are flags and companies implementing regulations as required?
- Are professional standards ashore adequate?
- Retiring officers, Cheap crew, No budgets for training, Criminalisation, Unattractive sea career, Poor image of the industry....



Capt P. Chawla, FNI
Vice President

ONE REQUIREMENT: HIGHER
PROFESSIONAL STANDARDS!

Professional Development

Objectives:

- Better understanding of STCW training systems in use
- Introduce more effective training and mentoring of cadets and junior officers
- Promote standards of education and training higher than those mandated
- Improve professional updating and preparation for command.

Deliverables: Publications and articles-Junior Officers

Systems of training and assessment


STCW Review



Capt P. Chawla, FNI
Vice President

Professional Development

Careers and CPD



Objectives:

- Clearly define CPD and the process
- Provide means of record keeping
- Promote concept of CPD
- Co-operate with industry partners

Deliverables:

- Promulgate Nautical Institute Policy
- Develop Members CPD database
- Introduce advisory service



Capt P. Chawla, FNI
Vice President

Professional Development

Into the Future

Accreditation

Expand accreditation services-
Harbour Master, Command Diploma
etc

Promote skills and training

Monitor and respond to industry
training needs

Open Learning Schemes

Review existing courses

Develop greater recognition

Research and introduce new
courses, as appropriate--

Yachtmasters



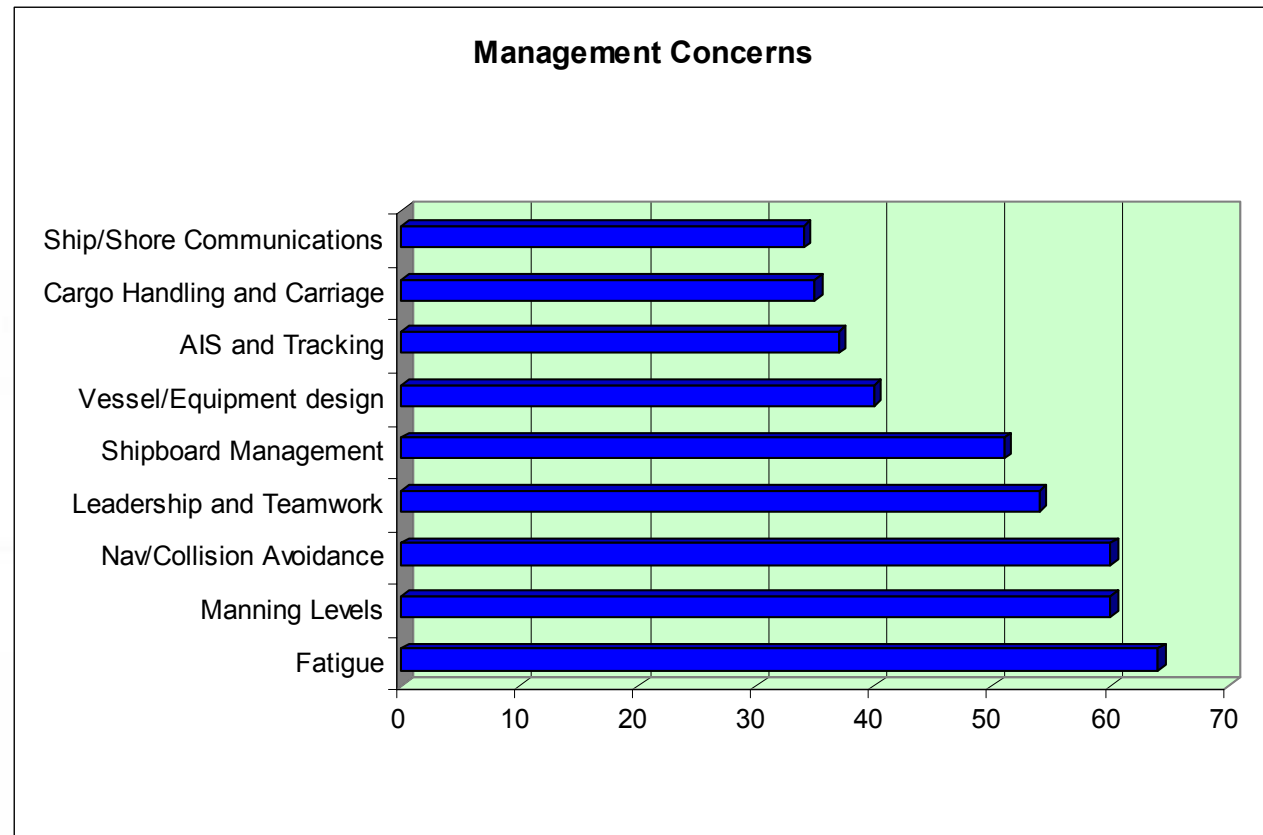
Capt P. Chawla, FNI
Vice President

Support of Effective Management

The Issues and Concerns



Supporting
effective
management
practices



Manning Levels

Objectives: Promote safer, more efficient shipping
Eliminate short sea two-watch system
Encourage effective implementation
Support revision of minimum manning
Research and promote technological advances

Deliverables: Safer watchkeeping practices
Promotion of positive selection and retention
Command team support-additional post on board



Capt S. Tuck, FNI
Vice President

Stress and Fatigue

Objectives:

Raise awareness of stress and fatigue

Minimise operational disruptions
Accurate reporting and logging

Inspections: Quality, not quantity

Deliverables:

Effective implementation of legislation

Clear guidance on stress and fatigue

Common database to reduce inspections



Capt R. Coates, FNI
Vice President

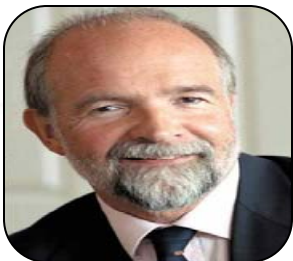
Leadership and Management

Objectives:

- Adopt best practices
- Improve leadership skills
- Develop the risk based approach
- Promote use of technology
- Redefine the Master's role
- Reduce the "Checklist" mentality

Deliverables:

- Develop leadership training
- Promote knowledge and education
- Develop research projects
- Set-up international working group



Rear Admiral C. Stanford, FNI
Senior Vice President




Codes of Practice & Publications

- Objectives:**
- Assist and guide seafarers
 - Ensure fair treatment of seafarers
 - Educate on the need for codes of best practice
 - Work to eradicate abuse of seafarers

- Deliverables:**
- Develop codes of best practice
 - Code of conduct for ship visits
 - Confidential reporting schemes
 - Continued Nautical Institute publishing



Capt N. Cooper, FNI
Vice President
President Nomination 2006



“The strides towards safe, clean and secure shipping will be for nothing without qualified and experienced people to operate and manage them...”

www.nautinst.org

Strategic Plan Sponsors





THANK YOU