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Bridge recorder for World University

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PAGING SYSTEM AIMS TO BEAT PANIC

PANIC can be a real problem if fire breaks out on board. The Swedish company Salwico AB has developed a possible solution in a new programmable personal paging system, linked to the central fire alarm network.

Designed for use with the company's own C300 fire alarm system, the paging device can be set to bleep as many individuals on receipt of a fire alarm as are thought necessary. The device will also bleep different people or numbers of people according to the severity of the fire alarm.

The example of the new system's use given by the company sees the Chief Engineer being bleeped after the central console has received a fire alarm. His pocket pager could have an LED display which will tell him in which compartment of the ship the alarm has been sounded. There are alternative versions of the pager, including a basic model without a display, an explosion proof model and a vibrating model to give the alarm in noisy environments.

Having satisfied himself that the alarm is genuine the Chief can either sound a general alarm, or he can choose to alert only the members of the fire fighting squad. This should lessen the risk of panic, particularly on crowded passenger vessels.

The paging system can also be adapted to cover machinery alarms and personal paging for other purposes.

BRIDGE RECORDER FOR WORLD UNIVERSITY

THE WORLD Maritime University, based in Malmo, Sweden, has accepted as part of its bridge simulation system a comprehensive Ship Recorder from Chadburn Engineering in Bootle, UK. The bridge is used in the training of maritime personnel from around the world and has been kitted out with equipment that would be seen on a sophisticated modern vessel.

The Chadburn unit is a Mk 2000 recorder, capable of logging up to 56 channels of information. These include all important manoeuvring orders from the bridge and responses from the engine room.

Data on course, rudder angle, telegraph order, propellor pitch and rev/min are recorded on a permanent printed log, together with time and date. This is obviously useful when investigating casualties, but in a training environment it has the added advantage of providing an accurate exercise record for later review.

As an additional safety feature, the recorder can be linked to a VDU which will display all parameters being monitored. Chadburn has also supplied a push button telegraph and rudder angle indicator for use on the bridge.

Inputs to the equipment are both normal and simulated, with the intention of developing students' control skills in as near an onboard environment as possible. Students study for two years at the university, aiming for the Master of Science degree in General Maritime Administration, Maritime Safety Administration, Maritime Education or Technical Management of Shipping Companies.

The World Maritime University building in Malmo, Sweden.

ARPA UNIT IS MODERNISED

AN UPDATED radar and ARPA simulator has been launched by Solartron Simulators, a division of Schumberger Electronics. Developing their existing SY2086 model, the SY2094 incorporates an expanded coastline generator memory, capable of supporting up to four trainee "own ship" consoles, and an extensively redesigned instructor's console.

The instructor's console keeps the Solartron Interactive Keyboard and Terminal (IKAT) system, allowing up to 24 "target" vessels with almost any direction or speed to be selected. But the conventional radar display has been replaced by a Labelled Plan Graphics Display (LPGD) which Solartron says will give instructors a clear, easily understood picture of the chosen exercise area.

The normal display is available on demand, but Solartron sees the LPGD as a major step forward. It is similar to that used on the company's naval training simulators, having a multicolour picture combined with the capability to label each vessel trace.

Together with the new display, the company has introduced a tracker ball and cursor device, which greatly speeds up manipulation of the display. Used in conjunction with the IKAT keyboard, the cursor can be moved around the display to key in any of the target vessels — an improvement on the old system which required the instructor to enter playing area co-ordinates for the designated vessel.

The tracker ball can also be used to "roll" the display around the playing area once a larger scale has been selected. This feature is said to be particularly useful if a vessel trace moves off the screen.

A problem with previous applications of the IKAT system has been that in the command mode, when the display on the VDU screen determines the functions of the keyboard, it has not been possible to call up information on the playing area targets. This has been overcome by fitting a second screen specifically intended to show positions, speeds and courses of vessel traces, together with other navigational information. Solartron calls this the "Tote" display. It is constantly updated to give the instructor precise positional details on all targets at any time.

On the students' consoles, push button telegraphs have been introduced, along with realistic helm controls and a VDU screen giving a simultaneous display of all navigational information relating to the student's own ship.

The redesigned instructor's console features a Labelled Plan Graphics Display (LPGD) similar to that used with naval equipment. A conventional radar display is also available.