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Better training in shorter period

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Zugenommen hat auch der Diebstahl von Lkw mit Ladung. Während in 1984 65 Diebstähle mit ca. 11 Mio. DM Warenwert zu verzeichnen waren, wurden 1985 insgesamt 95 Fälle mit 14,7 Mio. DM gemeldet. Nach Schadenssorten entfielen auf die Bundesrepublik Deutschland 40 Fälle mit 3,7 Mio. DM. An der Spitze steht weiterhin Italien mit 43 Fällen und 9 Mio. DM. Welche verheerende volkswirtschaftliche Rolle der Diebstahl von Lkw mit Ladung in Italien spielt, geht aus einer Statistik hervor, wonach allein in diesem Land in 1985 3437 Lkw mit einem Gesamtwert der gestohlenen Ware von über einer Milliarde US-Dollar gemeldet wurden.

C. Wilde

West of England Ship Owners Insurance Services Limited

Agreement for Operation with C. A. Parr

C. A. Parr (Agencies) Ltd and West of England Ship Owners Insurance Services Ltd, are pleased to announce that they have reached agreement for the operation of a P&I facility through C. A. Parr (Agencies) Ltd. with effect from the 9th June 1986.

The Agency offers fixed premium Primary Protection and Indemnity cover up to a limit of US \$ 250,000 on commercial small craft operating world-wide from inland and coastal waters.

Under the agreement West of England Services are providing underwriting and claims handling services to C. A. Parr (Agencies). The management team will consist of Messrs. Andrew Barker, Nicholas Ballantine, Alan Butcher, Stanley Dekker and Robert Orriss.

The binding authority under which the facility operates was arranged by Lloyd's brokers, John Townsend & Co. Ltd., and is placed 80% with leading London insurers with the balance of 20% being accepted by The West of England Ship Owners Mutual Insurance Association (Luxembourg).



IMO **International Maritime Organization**

Internationale Seeschifffahrts-Organisation

Berichte des Bundesverkehrsministeriums, Abteilung Seeverkehr

Fourth International Meeting of Radar Simulator Users

Better Training in Shorter Periods

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Forty-six radar navigation simulator experts from twenty-two countries met for the Fourth International Radar Simulator Teachers' Workshop (IRSTW 4) in Mariehamn, Aland Islands, Finland, 05-09 May 1986. Previous Workshops were held in Liverpool (1980), Bremen (1982) and Hong Kong (December 1983). The fifth get-together of the now International Radar and Navigation Simulator Lecturers Conference (IRN SLC) will be organized in co-operation with the International Maritime Lecturers' Association (IMLA) at the Australian Maritime College in Launceston, Tasmania, 12-16 February of Australia's bicentennial year 1988.

Extended facilities and use

The presentation of papers and the discussions in Mariehamn confirmed that the use of today's radar navigation simulators is no more confined to training in radar navigation. Modern simulators are fitted with electronic navigation aids including ARPA and with digital coastline generators. The mathematical modelling of the dynamics of several classes of ships is fairly accurate. Advanced and comprehensive software facilitates the operation of the now complex and sophisticated simulator systems. One manufacturer has already developed a nocturnal visual environment that upgrades a radar

navigation simulator to a shiphandling simulator.

It was in view of these extended possibilities for the application of radar navigation simulators that the title of the meeting was changed from International Radar Simulator Teachers' Workshop (IRSTW) to International Radar and Navigation Simulator Lecturers Conference (IRN SLC). The term "lecturer" was chosen because of the higher expertise that the operation and optimum use of modern radar navigation simulators require.

A growing number of radar navigation simulator lecturers endeavours to make extended and better use of the new equipment. At the same time, radar navigation simulators have spread all over the world. About twenty years ago, their availability was nearly limited to Western Europe after the first radar simulators with analog computers

and coastlines had been built in England. British makers and nautical colleges have lost their leading role in the manufacturing and use of such simulators although the Maritime Departments of the Polytechnics in Liverpool and Plymouth have maintained considerable expertise in the use of radar navigation simulators. Today the Nordic countries form the largest and most important group of users. Representatives of nautical training institutions in Denmark, Finland, Norway and Sweden hold regular meetings, have compiled a wealth of expertise and have gained a corresponding reputation in the use of radar navigation simulators.

Attendance

Simulator experts from nautical colleges of the five continents participated in the meeting in Mariehamn. Argentina, Canada and the USA were represented as well as Algeria and United Arab Emirates, Hong Kong and Japan and several European countries. Last minute cancellations were received from France, Malaysia, The Netherlands, the Soviet Union and the UK, obviously as a consequence of the Chernobyl disaster that resulted in geographically unspecified press reports on a nuclear contamination of Scandinavia and Finland.

Two leading manufacturers of radar navigation simulators sent

*) Chairman, International Radar and Navigation Simulator Lecturers' Conference (IRN SLC)