

Bird's Eye View



Established in 1969, NSSL has been providing worldwide satellite solutions to customers in many different sectors from that time. The end of last year saw the company introducing the Cruise-IP Tracker, an online service, which provides fleet managers and vessel owners with

a real-time view on the precise location of their vessels around the world. Although not created for the flag states and other regulators, this service will prove extremely useful to owners and fleet managers.

Having a 'bird's eye' view allows NSSL to see a vessel's exact movement around the globe, allowing them to ensure smooth transition between satellite coverage areas, guaranteeing constant coverage of the vessel's maritime safety and welfare in communications. Generating updates every 20 minutes, the Cruise-IP Tracker not only tracks the current location of the vessel, but will also provide a detailed history of where it has been and also where it is heading.

Another useful element of the system is that it reports back as to how the Cruise-IP system is performing, with up-to-date statistics, from information that has been received by the modem as well as to and from mobile data every 60 seconds. This will allow fleet managers to recognise problems, isolate them and report them to the NSSL Network Operations Centre.

www.satcom-solutions.com

Kelvin Hughes' New Distributor

Kelvin Hughes has a new distributor in Germany: Lammers Schiffselektronik GmbH, thus allowing them to improve growth in this market and provide greater service and repair capabilities.

Managing Director Cay Lammers noted, "We are very pleased with this appointment by Kelvin Hughes and have committed a great deal of our resources into product training and support. Additionally, we have made a considerable investment in spare and repair parts inventory to enable us to effectively support products in the field."

Lammers Schiffselektronik GmbH will offer the complete range of products and systems manufactured by Kelvin Hughes including fully compliant radar, electronic chart systems, and simplified voyage data recorders. Lammers will provide service and repair for all the Kelvin Hughes' products too.

www.kelvinhughes.co.uk

www.lammers-schiffselektronik.com



From Aviation to Maritime

With the ability to draw on experience from human factor training in the aviation, medical and commercial sectors, Helios Maritime Aviation have been able to adapt their existing tried and tested industry practices to the needs of the superyacht. For these reasons they have embarked on a collaborative venture to deliver courses in Bridge Resource Management (BRM) for the superyacht industry. Human Factor training has been recognised for a long time in reducing the rate of accidents in aviation. Helios Maritime Aviation recognises that the pressures and working environment of a captain on a yacht are similar to those of an airline captain or surgeon, so they are able to empathise with the technological complexities of the modern bridge suite and the workload pressures bought about by demanding operational environments, clients and inexperienced crews.

The significance of the human factor training has been acknowledged by the maritime world and BRM training is now an essential part of Master's courses worldwide. With the increasing usage of helicopters on superyachts, Captain Robert Hubble of Helios Maritime Aviation believes that a mutual understanding between both the pilot and the captain made the principles of BRM increasingly more vital to underpin safe helicopter operations at sea and also to strengthen safety management systems.

www.heliosma.com

A Rembrandt Simulation

BMT have proudly presented their new marine simulation product, the PC Rembrandt V4.0. Designed principally for manoeuvre rehearsal, ship performance, operational and port arrangement assessments as well as tug requirements, ship-handling training and incident investigations; the PC Rembrandt V4.0 is a real and fast time ship handling and manoeuvring simulator. It is PC based and designed using standard Windows user interfaces and structures to ensure user-friendliness.

The PC Rembrandt uses industry standard electronic charts as the interactive simulation backdrop, enabling the mathematical model to interact with the depth of water and land objects contained within the vector chart data. The simulation includes many features found on modern bridge systems, with additional modules that include spatially variable currents, anchors, mooring lines, tugs and 3D traffic vessels.



Software modes and features have the ability for real or fast time simulations with the facility to pause or fast-forward at any time. There are three chart display modes to suit individual preferences: track up/bow, north up or fixed chart. It is possible to have fully variable environmental conditions, for example anchors and mooring lines during simulations, as the dynamic effects of these are included in the ship's mathematical model.

Ship models can be created individually for a client based on a specific yacht, or can alternatively be chosen from a library of nearly 100 vessels. Dedicated control consoles can be supplied that utilise the same controls as the ship providing a realistic control interface to the simulator, which can also be designed to match the layout on board a yacht.

www.bmtseatech.co.uk

C A Clase

The 2009 London International Boat Show saw the unveiling of C A Clase's SeaCross CX100 navigation system. C A Clase is a company specialising in supply and support for high quality products in the market as the sole distributor of this new product. The new SeaCross CX100 navigation system comes complete with unique radar functions, incredible system reaction time and an easy to use interface.

The product combines sophisticated radar background underlay (RBU) and non-terrestrial object enhancement (NTE) software to deliver clear, precise navigation, helping to enhance boaters' awareness and safety at sea. The SeaCross CX100 is available with a large colour screen or as a stand-alone unit and can be connected to existing on-board monitors to provide users with a technologically advanced system.

With a market leading system reaction time of two seconds for both course and position updates, this



makes the system very useful for boats or superyacht tenders travelling faster than 30 knots. The large 'track-ball' control has been ergonomically developed to ensure ease of use. Together the 'track-ball' and three-button control means users can navigate easily around the system without the use of manuals.

www.caclase.co.uk