Many indigenous peoples live in **marine environments** and have very important cultural interests in using, protecting and conserving marine **resources** because they are the custodians of their total environments. Indigenous people assert their indigenous rights to ownership, use and management of marine resources. Thus, such marine and coastal activities as hunting, sacred site management, commercial and recreational **fishing**, **conservation** and protection, tourism management, catchment management, planning, **policy** and legislation are all of concern to indigenous peoples of marine environments. For example, the 'saltwater people' of Australia's Northern Territory coastal region have asserted rights for 'caring for country' through bodies such as the Northern Land Council, including demands for a central place in management decisions and empowerment to establish commercial enterprises such as fishing and pearling ventures in their 'sea country'.

However, indigenous rights are not fully recognized and conflicts have resulted from the competing interests in marine environments. For instance, the Makah Native American community in Washington, USA, received permission from the **International Whaling Commission** to harpoon four grey whales per year in recognition of their traditional rights in 1997. The Makah saw the resumption of **whaling** as a path to revitalize their culture. One Makah said: 'We quit whaling because we were told to. The whales are back. Whaling is what we do, it's what our songs and stories are about'. However, whale protection and environmental groups vigorously opposed the resumption of the traditional hunt with protests, confrontations at sea and in the courts. Indigenous groups consider such responses as instances of eco-imperialism.

Many indigenous peoples have created **tourism** businesses by utilizing the marine environment. Perhaps one of the most recognized internationally is Whale Watch at Kaikoura, established by the Kati Kuri people of the Ngai Tahu iwi (Maori tribe) of the South Island of Aotearoa (New Zealand). Since it was established in 1987, this business has provided jobs and economic diversification, and placed Kaikoura on the tourism map of Aotearoa. Whale Watch founds its business on the spiritual **values** underlying the ancestral story of Paikea, who rode the back of the whale Tohora to Aotearoa: 'They represent the spiritual bond between the human world and the natural world and speak of possibilities that reveal themselves when the world of nature is revered rather than exploited' (Whale Watch Kaikoura, undated).

Related internet sources

Caring for Country: http://www.nlc.org.au/html/care_sea.html

International Labour Organization (ILO) (1991). Convention (No. 169) Concerning Indigenous and Tribal Peoples in Independent Countries: http://www.unhchr.ch/html/menu3/b/62.htm

Makah Whaling: http://www.historylink.org/essays/output.cfm?file_id=5301

Whale Watch Kaikoura: http://www.whalewatch.co.nz

Freya Higgins-Desbiolles

Indoor Ocean Dome: *see* **Simulated Marine Recreation and Tourism**

Infirmary On-board medical care provides **cruise** line guests and crew members with timely access to quality medical services for minor to severe illness and injury. The most common diagnosis at a ship's infirmary is respiratory tract infection (Peake, 1999; Wheeler, 2001). Depending on the size of the ship, there are one or more doctor(s) and at least two nurses. *Cruise Medicine* (Harrison, 1999) is the reference book of cruise physicians. As medical and telecommunications technology grows, so too does the availability of new capabilities aboard cruise **vessels**. One example is 'telemedicine', which assists in the management of complex and emergency situations. For example, a telemedicine suite can consist of a digital x-ray machine and video teleconferencing equipment (VTC). This allows the on-board staff to take x-rays and then allow medical experts on the mainland to view them via the VTC link, providing face-to-face consultations between the shipboard patient and physicians at the clinic.

The American Medical Association (AMA) has called for **standards** to be set for medical care on cruise ships and, in part, to deflect US Congressional action, in 1995 the **International**

Council of Cruise Lines (ICCL) and its member cruise lines formed a Medical Facilities Working Group to develop industry-wide voluntary guidelines for infirmaries. This effort coincided with that of the American College of Emergency Physicians (ACEP), Section of Cruise Ship and Maritime Medicine. The ACEP is specifically dedicated to training, education and research in the advancement of shipboard medical care. As a result of cooperative efforts between experienced cruise ship physicians and ACEP, all ICCL cruise lines during 2000 agreed to meet or exceed the requirements of the ACEP Health Care Guidelines on Cruise Ship Medical Facilities. ACEP's guidelines address the facilities, staffing, equipment and procedures for medical infirmaries on cruise ships. The **cruise industry** is not under obligation to follow these, and ships are not monitored nor inspected by ACEP.

Related internet sources

American College of Emergency Physicians: http://www.acep.org/webportal

Cruise Ship Medicine – Optimizing Health Care at Sea: http://www.mersante.com/cruiseshipmed. htm

Career Cruisin': http://www.minoritynurse.com/features/nurse_emp/02–14–01a.html

International Council of Cruise Lines: http://www.iccl.org/policies/medical3.cfm

Maritime Health Systems, Ltd: http://www.marimed.com

Dagmar Fertl

Informed Consent: *see* **Liability Release**

Infrastructure Infrastructure, the physical services and structures essential in the delivery of marine **tourism**, can have a tremendous **impact** on the health of coastal communities, both natural and human. Marine tourism infrastructure ranges from roads and waste management systems, to accommodation facilities and **marinas**, to boardwalks and swimming platforms. The siting, construction and daily maintenance of these facilities can produce profound negative impacts on coastal ecosystems (Halpenny, 2002). For example, buildings sited too close to a **shoreline** can disrupt sea **turtles** from laying eggs on sandy **beaches** or restrict natural shore-building processes such as sand drift. Untreated or poorly managed human waste can seep into near-shore waters and dramatically decrease the health of **coral reefs**.

Marine tourism infrastructure can also dramatically decrease aesthetically pleasing views along a coastline if structure design and placement are not sympathetic to the surrounding cultural and natural **landscapes**. Materials used to build infrastructure can have profound effects both at the coastal site and at the point of fabrication; construction materials must be sustainably harvested and manufactured. Failure to choose appropriate materials and building techniques can pose safety threats for tourists, degrade local building practices and cultural traditions, reduce local **multiplier** effects and introduce toxins and other hazards to local ecosystems.

Impacts related to marine tourism infrastructure can also be positive. Infrastructure such as **pontoons** is used as viewing platforms and launch points for **snorkelling** and **scuba-diving** activities in coral reef areas. This provides tourists with opportunities to observe, learn about and become advocates for marine life.

Related internet sources

CRC Reef Research Centre: http://crcreef.jcu.edu.au/publications

The International Ecotourism Society: http://www.ecotourism.org

The Great Barrier Reef Marine Park Authority: http://www.gbrmpa.gov.au

UNEP Tourism Office: http://www.uneptie.org/pc/tourism/sensitive/coral-threats.htm

Elizabeth Halpenny

Inlet An inlet is a passage between two headlands or land masses, leading away from the ocean. An inlet may also be a **cove**, or **bay**, on the coast, or a narrow passage between two **islands**. Inlets may provide access to the sea, and may offer shelter and a safe anchorage for ships or small craft.

Nancy Chesworth

Inside Passage The Inside Passage is both an indistinctly defined route and a general area that lies off the cost of south-west Alaska, USA and British Columbia, Canada. The Gulf of Alaska has been called a weather kitchen because storms from the **Pacific Ocean** trek northward where they collide with cold **Arctic** air in the **Gulf**. This meteorological