

NLV gastroenteritis, such as shellfish (e.g. oysters or clams). In the USA, outbreaks of this virus are often linked to the consumption of raw shellfish. Steaming or cooking these food items has to be thoroughly performed before consumption. This is a highly contagious illness, typically transmitted orally. NLV has an incubation period of 12–48 h, but may last 12–60 h.

Nausea, vomiting, diarrhoea, stomach cramps and severe weakness are common symptoms of this virus, which do not last more than 3 days, and thus make diagnosis difficult. No specific treatments are available; however, rehydration therapy is used if the intensity of the illness is severe.

Prevention methods are similar to those for gastroenteritis: frequent washing of hands and cleanliness of surrounding areas are recommended after toilet visits and eating or preparing food in order to avoid the spread of germs. Raw sewage dumped overboard by recreational boaters contaminates shellfish with this virus. Thus, proper disposal of sewage is required in recreational facilities.

While NLV on **cruise lines** has been given a good deal of press coverage, fewer than 1% of all cruise ships' passengers have experienced the illness. The Center for Disease Control and Prevention indicates that people should not cancel **cruise** reservations or make plans for alternate vacations on account of NLV on ships.

Related internet sources

Norwalk virus Infection Facts: <http://www.astdhppe.org/infect/norwalk.html>

National Center for Infectious Diseases: http://www.cdc.gov/ncidod/diseases/submenus/sub_norwalk.htm

Norwalk Viruses Widespread: <http://healthlink.mcw.edu/article/1031002212.html>

Sea Sick: The Norwalk Virus Strikes: <http://honeymoons.about.com/library/weekly/aa120202.htm>

Daniel G. Yoder

No-sail Recommendation/No-sail Order

Cruise ships arriving at US **ports** are subject to unannounced inspection by Environmental Health Officers with the **Vessel Sanitation Program (VSP)** of the US Centers for Disease Control (CDC). If a health hazard(s) is identified, the VSP may issue a 'no-sail recommendation' that recommends to the master of a vessel that the ship should not sail until corrections to

the problem(s) are made. Ships have been issued no-sail recommendations after successive health outbreaks involving **norovirus**.

The VSP also may issue a 'no-sail order', which is an order from the Chief Quarantine Officer of the CDC that the US Coast Guard (USCG) carries out. The USCG's Marine Safety Office then bans the ship from sailing in US waters until passing the CDC inspection. Cruise ships typically comply with the recommendations. The sole case of a 'no-sail order' being issued by the CDC was during Summer 2001 to the *Arcadia* operating in the Great Lakes (USA). The US-based **cruise line** planning to run this foreign-flag passenger vessel later declared bankruptcy after the incident.

The USCG administers a Control Verification Programme, which monitors the safety of all vessels that embark passengers from US ports. The USCG has the power to prevent a foreign vessel from sailing from a US port if there are serious safety deficiencies; this is referred to as detention. Other countries have similar controls, for example the Inspection Branch of the Maritime and Coastguard Agency conducts ship inspections in UK ports.

If a vessel is substandard because of safety deficiencies with respect to international safety standards (conventions) established by the **International Maritime Organization (IMO)**, a governmental agency may detain the vessel under the authority of the **International Convention for the Safety of Life at Sea (SOLAS)** until the vessel's safety deficiencies are remedied. SOLAS and other international regulations require compliance with stringent regulations regarding structural fire protection, firefighting and lifesaving equipment, watercraft integrity and stability, vessel control, navigation safety, crewing and **crew** competency, safety management and environmental protection. Other International Conventions that provide detention authority include **MARPOL** for pollution; the **International Convention on Standards of Training, Certification and Watchkeeping (STCW)** for crew licences/ watchstanding requirements; and the International Convention on Load Lines for structural/watertight integrity. Governmental agencies use the Convention's authority, since the reporting obligations under this alerts the international community to the conditions on board the vessel.

Some examples of ship detentions due to safety and health concerns include, in 2001, the USCG barring the SS *Norway* (Norwegian Cruise Line) from leaving Miami, Florida after discovering more than 100 improper repairs on leaks in the main pipeline of the fire sprinkler system. In March 2006, USCG inspectors detained the *Sensation* (**Carnival Cruises**) at Port Canaveral, Florida until the captain and crew could fix violations related to the ship's fire-control systems. *Seabourn Pride* (Seabourn Cruises) was detained at Waterford, Ireland in September 2005 because of safety issues with the engine room, by inspectors with the Marine Survey Office (MSO), part of the Maritime Safety Directorate (MSD) of Ireland. In May 2006, the *Van Gogh* (Travelscope Holidays Ltd) was detained by the British Coast Guard in Harwich because of a health outbreak. As noted earlier, ships are detained in port until deficiencies are corrected.

Related internet sources

Centers for Disease Control, Vessel Sanitation Program: <http://www.cdc.gov/nceh/vsp/desc/aboutvsp.htm>

Cruise ship inspection scores: <http://www2a.cdc.gov/nceh/VSPIRS/vspmain.asp>

Cruise Junkie: <http://www.cruisejunkie.com>

Dagmar Fertl

Not in my Back Yard (NIMBY) Syndrome

Public participation in planning and **policy** making became an important concern in the 1960s and 1970s (Kraft and Clary, 1991). Apart from giving local residents and communities affected by government decisions, policies and programmes a voice in matters affecting them, those advocating public participation believed we would encounter speedier conflict resolution, more responsive bureaucracy, legitimization of decisions and more successful policy implementation. Others were concerned about such things as the costs and administrative complexity involved in community consultation and whether those who were speaking out were, in fact, representative of the affected community (Kraft and Clary, 1991).

The NIMBY syndrome is now a familiar characteristic associated with public participation. Communities are rarely willing to 'go down without a fight' if public or private sector

developments are unwanted. Even seemingly important projects in the wider public interest might be difficult to establish in communities where NIMBY arises, or if subsequently approved lengthy delays might be encountered.

By way of example, in February 2004 the local council of Port Stephens, New South Wales, Australia (a very popular coastal tourist **destination** only 2 h drive north of Sydney), rejected the plans for a tourist resort comprising 500 rooms, 1500 beds, a theatre, helipad and an underground pistol range, despite developers' claims the resort would create around 200 to 300 jobs. Approximately 100 local residents attended the council meeting to oppose the plans. The local mayor, John Nell, said: 'To put that on the community of 300 people is just too much at this time', stating also that the development was unsustainable (ABC, 2004).

John M. Jenkins

Nova Scotia The Province of Nova Scotia covers an area of 55,000 km². The mainland part of the Province is connected to New Brunswick and the remainder of Canada by the Isthmus of Chignecto. Cape Breton Island is joined to the mainland by the Canso Causeway. Nova Scotia is located at 59°–67°W **longitude** and 43°–48°N **latitude**. The coastline stretches for 7400 km, the overall length of the Province is 575 km while the average width is only 130 km.

Average daily temperatures range from –4.6°C in January to +17.5°C in July. Summer temperatures range from daytime highs of 20–25°C to evening lows of 10–14°C. Sea breezes near the coast are common, and inland temperatures may be warmer by 5°C. Rainfall on an annual basis averages 111.8 cm.

Resource industries include agriculture, **fishing**, forestry and mining. Other key industries include oil refining, aerospace, food processing, manufacture of rubber products and **tourism**. Nova Scotia's natural beauty and extensive coastline present excellent opportunities for hiking, golf, fishing, **whale watching** and **sea-kayaking**. Other attractions relate to the province's rich **heritage**, diverse culture and its numerous festivals and events.

The area was first settled by the French (1605) and became a province of Canada in