



# Hudson Trident

## SHIP-HANDLING COURSE BROCHURE





## General

The *Ship Handling Course* is designed in accordance with IMO Model Course 1.22 "Ship Simulator and Bridge Teamwork" and Regulation II/2 of STCW Convention, Sections A-II/2, A-VIII/2 and B-V/a of the STCW Code to enable Masters, Captains, Chief Officers, 2nd officers and Pilots improve and acquire new ship-handling and manoeuvring skills. Training and exercising these skills in extreme and unusual but realistic scenarios is of extreme importance and can only be done in a simulator environment such as HTTC's

## Aim and Objectives

Upon successful completion of the course, the delegates should be able to gain comprehensive understanding and improved ability on how to effectively maintain control of a ship when maneuvering in open and confined waters, docking, undocking, anchoring, and in time of emergencies.

## Course Description

This course is intended to meet statutory and industry requirements for personnel involved in handling ships. The course provides the delegates with theoretical guidance and hands on practical experience in handling specific ships in a variety of conditions using a Full Mission Ship handling Simulator.

- Classroom lectures will provide the necessary theoretical background for the practical exercises. Particular items dealt with will be illustrated either by including them as part of an exercise or by separate simulator demonstration.
- The exercises increase in complexity as trainees become familiar with the manoeuvring characteristics of the ship model and its response to the engine and helm in various conditions.
- Trainees are expected to make use of effective bridge procedures, to comply with COLREG 1972 and to observe principles of keeping a navigational watch as set out in STCW 95, regulation VIII/2, section A-VIII/2, B-VIII/2 and B-I/12.

## Course Content

Amongst others, the following key topics will be taught during the course:

- Wind and current effects
- Correct use of bow thrusters
- Standard manoeuvring characteristics
- Pivot point and slow speed control with stopping
- Navigation and manoeuvring in narrow waters and within port limits
- Navigation, manoeuvring and anchoring (approach and departure)
- Bank and shallow water effect, SBM operations
- Manoeuvring and docking under various conditions
- Effective usage of anchor-handling equipment
- Course and speed of other ships.
- Factors affecting performance and accuracy of Radar.
- Setting up and maintaining Radar displays.
- Determining Radar range and bearing.

- Time & distance of the closest approach to crossing, meeting or overtaking ships.
- ARPA Operational warnings, their benefits and limitations.
- Manual and automatic acquisition of ARPA targets and their respective limitations.
- Information on past positions of targets being tracked using ARPA.
- Setting up and maintaining ARPA displays.



### Training Methods

The course shall be a blend of interactive classroom instruction and discussion followed by realistic practical exercises in a full mission Ship handling simulator.

### Course Duration

10 working days (Classroom - 2 days, Simulator - 8 days)

### Target Audience

The course is designed essentially for deck officers and fresh seafarers.

### Entry Requirements

The course is open to:

- Seafarers who have a minimum 12 months watchkeeping experience as officer in charge of navigational watch.
- Seafarers holding certificates satisfying the requirements of Regulation II/1 and II/2 of the STCW Convention or appropriate diploma.

### STCW Requirement

The Ship Handling course satisfies the following STCW as amended and CFR training requirements:

- STCW Table A-II/1 Code: OICNW-5-1A
- STCW Table A-II/1 Code: OICNW-5-1B
- STCW Table A-II/1 Code: OICNW-5-1C
- 46 CFR 11.901 (c) (1) Formerly 46 CFR Subpart I 10.901 (c) (1)

### Assessment Method

Delegates shall undergo a pre course assessment at the beginning of the course. Performance shall be assessed during the practical simulator based exercises using defined performance criteria. A final knowledge assessment shall be conducted at the end of the course.

### Training Equipment

The Course is carried out on our state-of-the-art NAVI TRAINER PRO-5000 Full Mission Ship Simulator (FMSS) manufactured by TRANSAS. The Simulator has fully equipped bridge, including instruments showing course, speed, rudder angle, rate of turn, engine RPM and propeller pitch, wind direction and speed. The Full-Mission Bridge Simulator incorporates the latest technology and the most up-to-date features. The system features an innovative high performance concept compliant with DNV requirements.

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## Training Location

The simulator training will be conducted at the Hudson Trident Training Center (HTTC) located at No 6, Shaffi Sule Street, Lekki Phase 1, Lagos State, Nigeria.

