

Dynamic Positioning (DP)

The DP exercise will take place on a dive support vessel at an offshore oilfield and will start with the vessel on DP near an offshore platform. Using DP, the participants will be required to move the vessel to a position alongside the platform where divers & ROV will be deployed.

In this scenario, the field is shut down, the platform is unmanned, and there is no field standby vessel. However, there will be vessel traffic in the vicinity. Along with operating the DP system, the participants will be required to safely navigate their ship complying with collision regulations and all pertinent navigation practices.

This exercise will take place on a bridge simulator with full bridge functionality. DP, joystick, manual levers, radar, electronic chart, navigation lights, sound signals, etc. will all be available and expected to be used as required.

Reference: DP System Manual Chapter (USB Stick) to be picked up at CMS W2104

Contact: Captain Glenn Fiander Glenn.Fiander@mi.mun.ca Office CMS W2104

Seamanship

Participants will be challenged to demonstrate traditional seamanship skills, communicate with manual visual communication methods, and recognize lights, shapes and signals from the International Regulations for Preventing Collisions at Sea (ColRegs).

The participating team will enter the Rigging Room, complete their Safety Moment briefing and then take on the assigned tasks of using the International Code of Signals flags to send and receive messages, rig blocks and tackles and other equipment used for deck work, tie knots and splice rope, work with heaving lines and mooring lines, and also demonstrate knowledge of the ColRegs. Some of the tasks are timed, and all should be completed in the maximum allowable time of 45 minutes.

References:

1. Seamanship Techniques, D.J. House
2. <http://www.seasources.net/PDF/PUB102.pdf> (INTERCO pp. 3, 6-8, 9sect.6, 22-23, Chapters 2&3)
One representative from each team can pick up a hard copy of INTERCO from Capt. Ennis.
3. <http://www.surreyknots.org.uk/igkt-knot-charts.htm>
4. <https://www.youtube.com/watch?v=O6Xc9RIL2g0>
5. http://maritimeaviation.sydneyinstitute.wikispaces.net/file/view/Nautical+Knoweldge_5_Ladders+%26+Stages.pdf
6. <http://www.animatedknots.com/index.php?LogolImage=LogoGrog.png&Website=www.animatedknots.com>

Contacts: Captain John Ennis john.ennis@mi.mun.ca Office W3006D

Cargo Work

This exercise will be a stability and marine emergency management exercise. Participants will be given a situation as if they were onboard a vessel navigating a coastal area, where they will encounter a marine emergency requiring them to evaluate the stability of their vessel. Participants will be required to effectively manage the emergency and carry out the stability calculation for the situation and verify that the vessel still meets the requirements. This calculation could effect the choice of action for the emergency.

Reference:

1. Stability Calculation & Management information will be distributed directly by Captain Victor March.

Contact: Captain Victor March Victor.March@mi.mun.ca Office W2112 (CMS)

Offshore Operations

Participants will be required to tow an iceberg drifting towards an offshore installation. The iceberg is medium sized and capable of being towed. The vessel to be used will be an offshore anchor handling vessel with twin props and two high lift rudders, one stern tunnel thruster, one bow tunnel and one Azimuthing bow thruster. The vessel will have its iceberg rope trailing behind the vessel with a buoy attached to the end. Participants will be required to tow connect and tow the iceberg away from the installation. The weather and sea state is considered safe for connecting and towing the berg.

Single Vessel Iceberg Towing - In a single vessel towing operation, the floating iceberg rope is first set out in a circle around the berg and then attached by both ends to the ship's towing hawser. The encircling and hook-up procedure will be provided.

References:

1. Iceberg management manual (USB Stick) to be picked up at CMS W204

Contact: Captain Eben March Ebenezer.March@mi.mun.ca Office CMS Offshore Operations Bld Room W204

Shiphandling/Navigation

Participants will be required to navigate a ship down bound through the St Lawrence seaway to enter the Iroquois Locks. Starting near the Prescott Bridge, the bridge team will be required to safely navigate their ship complying with Collision Regulation, and all pertinent navigation practices including any Great Lakes Pilotage Authority regulations and practices for seaway traffic.

References:

1. Great Lakes Pilotage Authority regulations and practices
2. Collision Regulations, appropriate to navigational safety and detection or targets and action to avoid collision

Contact: Captain Chris Hearn Christopher.Hearn@mi.mun.ca Office CMS W2100

Search and Rescue

The event will be a series of short scenarios where the participants will have to demonstrate the core STCW skills demanded of a FRC operator. The participants will launch and recover from a moving ship; search for and recover survivors in the water; and tow disabled survival craft out of danger to a place of safety. A different participant will act as coxswain for each scenario.

References:

1. https://media.defense.gov/2017/Mar/28/2001723002/-1/-1/0/CIM_3120_6.PDF
2. <https://ccga-gcac.ca/library/?action=category&lcid=124>

Contact: Captain Anthony Patterson; Anthony.Patterson@virtualmarine.ca