



Improving the course Lightering Phase 2



NEWSLETTER

The “Bergesen” project

October 2003

Project Status

Volume 1, Issue 2

The first course testing the new concept for the Phase 2 course took place at SMSC 25. – 26. August. Draft versions of “Pre Course Handbook” and specific “Lightering Phase 2 Course Notes” were tabled at the course introduction.

During briefing for the exercise, the instructor Egil Dromnes, used the course

note structure to present learning material on environmental forces (wind, waves and currents) and interaction forces.

The layout, content and size of the two notes were received well by the participants.

Some final additions of new figures and improved lay-

out separating reading material and proposed on board tasks will be made before the next course in November.

The pre-course note will be distributed as CD-ROM, 2 copies to each Bergesen gas carrier.

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The project objective is to improve the transfer of learning from a simulator course to real life operation.



Findings from post course questionnaire

As mentioned in the first newsletter the findings of the post course questionnaire would be summarized and presented. By end of July MARINTEK had received 15 (out of 22 possible) responses. 4 of the respondents had performed a lightering operation since the Phase 2 course at SMSC. 3 of them had applied knowledge from the Phase 2 course when planning/performing the lightering operation. All course participants had discussed the course content with other senior officers on board. Proposed improvement to the present simulator included items such as:

- Greater all around vision from the wheelhouse for increased realism
- Develop a model with more windage to be more like a gas tanker
- Use of tugs to be more realistic

6 respondents came up with proposals for design of new simulator exercises.

Some of the proposals:

- Lightering to a stationary tanker/barge at anchor (ex. Guayaquil)
- Emergency anchoring
- Berthing/un-berthing large gas carriers without tugs

12 of the 15 respondents were of the opinion that there is need for periodic retraining at SMSC. The questionnaire result was discussed at a project meeting early September. As a result Bergesen and SMSC will increase the work to improve ship models applied in the phase 2 course.

Cooperation between:

- ♦ **Bergesen**
- ♦ **SMSC**
- ♦ **NTC-M**
- ♦ **Marintek**
- ♦ **Started in April 2003**
- ♦ **Ends in December 2003**

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Responses to discussion topic

<p>In the first newsletter the following question was asked: -To what degree are wind, sea state/waves and current realistically represented in SMSC training scenarios?</p> <p>SMSC got 4 responses to the question. In general, external forces were found to be reasonably well described. Specific comments stated that:</p> <ul style="list-style-type: none">• In reality the best appreciation of the weather conditions is often obtained in the open air with the larger arc of visibility on the bridge wing. It is	<p>realized that the physical feel of the elements would be extremely difficult to reproduce in a simulator environment.</p> <ul style="list-style-type: none">• Shielding effects when you are approaching another vessel on the leeward side are missing and would increase the realism of the training scenario if implemented.• For deeper understanding of environmental factors it is suggested that participants discuss expected external forces prior to each exercise and simple calculations of all external forces should be done.	<ul style="list-style-type: none">• I still feel as I have said before that we need exercises with the mother ship stopped and how to get off in an emergency when the weather turns for the worse rapidly. <p>Based on the feedback, simple tools for calculation of external forces will be included in the revised version of the course notes for the Phase 2 course. Work has been initiated to update calculation of wind and wave forces for own vessels used in Phase 2 exercises.</p>
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Learning notes

3. Wind – Check values for windage area of your vessel in different loading conditions. Use wind load formula to estimate wind load on your vessel for varying wind speeds in abeam wind direction.

4. Fender – Use OCIMF Ship to Ship Transfer guide to estimate maximum transfer speed in order to comply with fender manufacturer recommendations.

Discussion topic

Each newsletter introduces a topic where readers are invited to forward their comments. A SMSC instructor will summarize the comment and prepare a short abstract in the next newsletter.

Here is the new discussion topic:

- **How can knowledge from Lightering Phase 2 course be transferred to other ship-handling operations?**

Please forward your comment to this question to Instructor Odd Sundklakk at SMSC

(odds@smc.no) before October 20th 2003.

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