



Shiphandling Course

Typical content of the 5-day Pilot & Master Course:

- Similitude principles on scale models,
- Turning of ships and pivot point,
- Berthing with or without current,
- Shallow water and bank effects,
- Manoeuvring with anchors,
- Meeting and overtaking in canals.



The traditional 5-day **Pilot & Master Shiphandling Courses** are designed for pilots and masters who are required to handle ships of all kinds, such as tankers, container-, gas- and ore carriers.

The course consists of a theoretical part, about 8 hours of lectures (as a reminder or to acquire new knowledge), and a practical part, **35 hours of shiphandling on the lake**. That makes a total training time of 43 hours for a 5-day course.

The purpose is to increase safety in all circumstances through better knowledge of the manoeuvring capabilities (and limitations) of all kinds of ships, in open and restricted waters.

This course is recommended for pilots training for the first time on manned models

Other courses

In addition to the Pilot & Master Courses:

- **Advanced course**, for pilots who want to perfect their skills after a few years,
- **Emergency shiphandling**, to experiment with escort tugs and with anchors,
- **Experimenting with pods**, for experienced pilots,
- **Q-Max course**, focused on twin-screw LNG carriers,
- **Specialised courses**, with ULCC's, LNG carriers, container ships or FPSO's with waves.



VSP and ASD tugs in Antwerp



courses tailored to your needs



Most courses are **5 days** long.

The “**Emergency Shiphandling Course**” is focused on emergencies, including training with escort tugs and use of anchors in waves and in currents. This course is also recommended for those coming for their second time on manned models.

This course is often combined with some “**Experimenting with pods**” to provide a high level advanced course for senior pilots.

The “**Q-Max Course**” is focused on twin-screw LNG carriers and other large bulk carriers. It includes emergencies with rudder/engine failures and work with escort tugs and anchors.

In addition, a **fully-customised 5-day course** can be organised, e.g. with more training with waves and berthing on our SBM and on our fixed offshore platforms, using various kinds of tankers (7 tankers ranging from 17 000 dwt up to 400 000 dwt with various loadings, three rudder types), more work with escort tugs and/or podded ships, or LNG and/or container carriers, specific work on your local conditions, etc.

The course content will be prepared to your satisfaction once we know more about **your needs**.

In any case, special attention will be given to **coordinating with pilots' training on their computer simulator** in order to be complementary.



Emergency shiphandling

master a tandem of giants:

- experiment with escort tugs
- experiment with anchors
- anticipate to minimize risk
- communicate with tug master



to provide a "déjà vu" effect



The **Emergency Shiphandling Course** is designed for experienced pilots and masters who wish to experiment with mechanical failure on ships and appropriate reactions with **anchors and/or tugs**.

Such experience could never be gained on real ships as neither ship-owners nor local authorities would allow such risks to be taken, with manoeuvres such as:

- drift and manoeuvring in swell and/or current,
- rudder failure in a canal,
- emergency stopping in a canal with **anchors**,
- docking and undocking with dredging anchor,
- zigzag manoeuvre with **escort tug** at stern and engine/rudder failures,
- proceeding through channels with engine/rudder failures, using the escort tug to stay in the channel

We try to provide you with a **"déjà vu"** effect.

Over 200 students have experienced this course since 2000 and all agree that our tug masters manoeuvre the tugs in a **most realistic** way.



Experimenting with pods



Two pods: 2 x 21.5 MW



Pod control at bow



Experimenting with pods is designed for experienced pilots and masters who wish to discover **podded propulsion** and associated mechanical failures.

The Normandie can be fitted with **optional “pods”** in order to reproduce the behaviour of a 900 ft cruise ship. This means that the ship can be fitted either with a conventional rudder/propeller or with two pods.

The pod parameters are taken from the **Queen Mary 2**, including the “Fast” and “Standard” manoeuvring modes with corresponding engine accelerations and decelerations, torque limitations, and steering limitations.

See also: [http://www.afcan.org/dossiers techniques/port_revel2_gb.html](http://www.afcan.org/dossiers_techniques/port_revel2_gb.html)

Typical manoeuvres are:

- docking and undocking with current,
- crabbing with pods and bow thruster,
- backing into a slip,
- pod failures and emergency stopping.

This is obviously done without the all-in assistance of a “joystick” but with two conventional control units.

Such a course may also be combined with:

- emergency shiphandling with escort tugs and anchors,
- some local navigation conditions.