



Advanced maritime courses

- COLREGs • Ship handling • ARPA/radar • Dynamic positioning
- Watch keeping • Crew resource management • Emergency response management • Marine pilots • Combined bridge and engine room
- Stability • Tug operator • Electronic charts • Accident and incident investigation
- On-board services • Train-the-trainers



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Welcome to our maritime courses

Courses

The catalogue presents training courses provided by FORCE Technology's division for maritime industry. The courses are designed to meet the multifarious needs that maritime officers and crew face within the shipping industry.

Our courses cover:

- COLREGs
- Ship handling
- ARPA/radar
- Dynamic positioning
- Watch keeping
- Crew resource management
- Emergency response management
- Marine pilots
- Combined bridge and engine room
- Stability
- Tug operator
- Electronic charts
- Accident and incident investigation
- On-board services
- Train-the-trainers

Approved courses

Courses are approved by the Danish Maritime Authorities, DNV and by oil majors. The 'Dynamic positioning course' is also approved by the Nautical Institute.

The instructors

The instructors are a team of highly qualified persons.

All of them with many years' experience in the maritime field. This puts FORCE Technology among the leading course providers of high quality seafarer courses.

Local courses

Some of the courses that we offer can be held locally at the client's premises. If the course is delivered locally the client shall ensure that a suitable training room, syndicate room(s), AV-equipment including white boards, flip chart, overhead projector, video camera, and video recorder connected to a TV-set are available.

Training facilities

Our ship handling simulators, range from full-mission to desktop solutions. Depending on customer requirements and specifications, we offer ship handling simulators using the latest and most sophisticated COTS technology and simulation software developed in-house.

FORCE Technology – an experienced partner

FORCE Technology's division for maritime industry has more than 20 years' experience in developing and arranging courses. Flexibility and adjustment of courses to your company's needs and organisation culture is one of our core competencies.

Especially within the shipping area, there has been an increasing focus on human factors and how you handle them in the most appropriate way – also called ‘Human factors management’. We have been active within this field for 20 years and are still in front when it comes to transforming knowledge into action – not only targeted to the maritime area but also to the land based industry.

Register for a course

You can register for our courses by telephone, fax, e-mail or by sending your information to our address below.

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You can also register to a course on our website www.forcetechnology.com

Further information

If you and/or your company need further information on one or more of our courses, you are of course welcome to contact us.



COLREGs

About the course

Training in the practical use of the 'International regulations for preventing collisions at sea' forms an integral part of basic and recurrent training of deck officers. The correct application of the COLREGs is one of the most fundamental skills required by deck officers - especially in view of the sizes of ships nowadays, the number of passengers carried and the volume and value of goods transported.

By using the full range of simulation systems from computer based training to full mission simulators it can be ensured that the training transfer is achieved.

The COLREGs training using SimFlex Navigator can be supplied with a scoring and assessment tool.

References

STCW'95: Table A-VIII/2, part 3.

Function

Watch keeping at sea, section 12 and 13 in STCW.

Course duration

Variable.



Ship handling

About the course

Ship handling courses focus on manoeuvrability and operational limits of existing or new ships. In the simulator, environmental factors such as wind and current can be changed and slowly increased until the operational limits for harbour manoeuvres are reached. During the simulation ship/ship interaction, squat and bank effects can be experienced for individual types of vessels. The course consists of theoretical lectures, simulator exercises and debriefings.

The course contributes to an increase of safety and efficiency at sea. A well trained, professional and motivated crew that is continuously updated on manoeuvre theory, handling of specific ships under normal and extreme conditions will in the long run reduce the incident and accident rate and enhance efficiency.

The advantage of this course consists of a very high degree of realism during the simulations. This is ensured by integrating real instruments, back-up systems and handles including joysticks as well as using the latest graphical computer techniques for the visual system. The course programme includes exercises that would be very expensive to demonstrate in real life. In contrast to on-the-job training, simulator training can ensure that a given uniform high level of competence is achieved, as it can be guaranteed that the students

have been through the same predefined curriculum.

There are no limits to the types of vessels that can be simulated. At present, the database of available ships at the division for maritime industry includes a large range of models e.g. ferries, cruise ships, container ships, tankers, supply vessels, coasters, and navy ships. New ships are continuously being produced and added to the library. Customer specific ships can be added in short time.

References - operational

STCW'95: Table A-II/1.8 and Table A-II/3.5.

Function

- Navigation at the operational level
- Manoeuvring the ship.

References - management

STCW'95: Table A-II/2.9.

Function

- Navigation at the management level
- Manoeuvring and handle the ship in all conditions.

Course duration

3-5 days.



ARPA/radar

About the course

The course is divided into theory, simulator exercises and debriefings. The content matches the IMO model course 1.07, radar navigation, radar plotting and use of ARPA.

The course provides training in the basic theory and use of ARPA/radar functions for personnel who will be in charge of a navigational watch.

The course includes the theory necessary for a profound understanding of how radar information is obtained and displayed, the limitations and accuracy of such information, the formation and recognition of undesirable responses, the correct use of operational controls to obtain an optimal display and optimal performance checks.

ARPA/radar systems and their characteristics are covered as well as risk of uncritical use of information, analysis of potential collision scenarios with a view to the COLREGs.

References

STCW'95: Table A-II/1.3.

Function

- Navigation at the operational level
- Use of ARPA/radar to maintain safety of navigation.

Course duration

4-5 days.

Dynamic positioning

Basic and advanced

About the course

The Nautical Institute has certified FORCE Technology's dynamic positioning training facilities (DP). This puts the division for maritime industry in a position to supplement its advanced simulation training courses with DP-basic and DP-advanced courses for DP-operators.

Our 4.5-day DP-basic and 4-day DP-advanced courses fulfil the requirements of the industry and provide ship officers with knowledge to handle the DP-system in a range of offshore environments.

The courses at FORCE Technology cover the full range of competence levels for ship officers in the maritime industry. We are experienced in training and evaluation of all categories of personnel from cadets, junior and senior officers to pilots and onshore and offshore marine managers.

As of February 2004 all our courses, such as ship handling, crew resource management, bridge resource management, engineering, onshore and offshore training, may include DP-issues. The DP-system has been fully integrated with one of our full-mission simulators. Harvesting the latest inputs in DP-skills and industry disciplines has developed the training philosophies behind the DP-courses at FORCE Technology.

The unique marriage between the Alstoms ADP 21 units and the SimFlex full-mission simulator opens

new scenarios and real-life DP-operational situations.

The dynamics of the 120° bridge view enhances the DP-operator's sense of motion and close proximity operations, lifting the levels and standards of realism for the trainees. Instructor facilities include on-scene support, event guidance and redundancy training in controlled stress levels.

Class size

3–6 participants.

Course duration

Basic: 4.5 days

Advanced: 4 days.





Watch keeping

About the course

This full-mission simulator course provides the trainee with knowledge and proficiency in practical use of procedures for watch keeping according to STCW'95 and the collision regulations (COLREGs). The course is delivered to cadets who have acquired an initial knowledge of:

- Relevant STCW'95 watch keeping sections
- COLREGs
- Instruments that the trainees are going to use in the simulator.

During the course each trainee will be in command for at least 6 hours and act as assisting officer for at least 6 hours. The trainees will be given the opportunity to con different types of ships in different waters. After a familiarisation exercise the cadets will have the con unassisted.

The instructors will be on call acting as captain. The complexity of the exercises gradually increases and

includes open water passage, restricted narrow waters passage, SAR and man over board elements. The course alternates between simulator exercises, passage

planning and debriefings.

References

STCW'95: Table A-II/1, A-II/3 and section A-VIII/2.

Function

Standards regarding watch keeping, section A-VIII/2.

Course duration

5 days.



Crew resource management

About the course

Crew resource management (CRM) is partly a classroom based partly a simulator based course. This course focuses on human factors, and may be delivered without the simulator part.

The simulator part of the course highlights the need to use modern management techniques if a critical and complex situation on a ship's bridge shall be managed in an optimal way. Techniques learned at the classroom based part are trained in the simulator.

The following subjects are addressed:

- Human performance and biological limitations
- Mental abilities and limitations
- Decision making
- Physical and emotional stress
- Human errors
- Communication
- Crew synergy
- Crew effectiveness
- Automation
- System errors
- New technology.

Case studies are important parts of the course. The cases used during the course can either be drawn from FORCE Technology's database, originate from the

company's own near miss or accident files or could be participants' own experiences.

The course contributes to an increase in safety and efficiency at sea. Most accidents at sea have their root cause in human errors made by operators and management. A well-trained professional crew that is updated on how human factors affect themselves and other crew members will eventually reduce the rate of incidents and accidents.

The course is suited for full crews, deck and engine officers. Shore based line managers directly involved in the operation are encouraged to participate, as well.

References

STCW'95: Table A-II/2.5

STCW'95 section B, 'bridge resource management'.

Function

- Navigation at management level
- Establish watch keeping arrangements and procedures
- Effective bridge teamwork procedures.

Course duration

3-5 days.



Emergency response management

About the course

FORCE Technology offers two simulator based course types. These are: The 'casualty prevention course' and the 'crisis and emergency management course'. A high level of stressful elements and intensity characterises both courses. Realism is kept at a similarly high level.

Casualty prevention

Casualty prevention is mainly used as a crew resource management follow-up course where the participants in the simulator verify the CRM theory in line with LOFT training known from the airline industry.

Crisis and emergency management

- Use of back-up systems
- Collision
- Grounding
- Extreme weather
- Extreme behaviour of other ships
- Equipment failure
- Crew errors
- Fire
- Man over board
- Evacuation of sick passengers etc.

Since the emergency response management courses address both human factor elements and ship handling elements it is a great advantage if the participants have completed a course in 'ship handling' and in 'crew resource management'. For further information on these courses see page 7 and 11 respectively. Performance evaluation is an option for both courses. In cooperation with the Danish National Research Laboratories (RISØ) an objective evaluation method has been developed.

During the evaluation, navigational instructors and an optional cognitive psychologist observe the participants. The exercises are debriefed using efficient replay tools. The performance of the individual participant is described in the report which is generated after the exercise.

The course contributes to an increase in safety and efficiency at sea. Most accidents at sea have their root cause in human errors. A well-trained professional crew that is updated on theory, handling of difficult situations, efficient teamwork and shared situational awareness will eventually reduce the rate of incidents and accidents.

The advantage of the courses is that the exercises are carried out with a high level of realism. Such exercises cover events that hopefully rarely happen, but events that could only be trained at the same high level of realism at very high cost in real life.

References: STCW'95: Table A-II/2 and A-III/2.

Function

Navigation and marine engineering at management level, in particular:

- Manoeuvre and handle a ship in all conditions
- Establish watch keeping arrangements and procedures
- Detect and identify the cause of machinery malfunctions and correct faults.

Course duration: 3-4 days.

Marine pilots

About the course

In general pilots require the same type of courses as outlined before, i.e. crew resource management (CRM), ship handling and emergency response management, but the courses are tailor-made to the pilots' domain.

During the CRM-course the examples, cases and exercises focus on the pilot's job. In ship handling the training takes place in a specific port and the exercises are conducted with the typical range of ships that call at this port and with the available types of tugs. Some of the pilot courses distinguish between transit and harbour pilotage.

A very successful pilot course is a 5-day combined ship handling and emergency response management course. The initial 2.5-days focus on ship handling issues and gradually enters emergency response training where the pilots experience various breakdowns and other emergency situations. The situations experienced by the pilots are tailored to the specific group of pilots according to previously experienced real life situations. Pilot training is an integrated part of port development for new and existing ports. After the initial studies and validations where some of the local pilots have been participating, a pilot familiarisation course is organised.

Pilot training is organised in relation to new or larger types of vessels calling at a specific port. This has par-

ticularly been the case where larger and still larger-cruise ships are entering port. Also in relation to cruise ships fitted with new manoeuvring devices such as joysticks or pod systems there has been a need for validation of entering conditions and subsequent training.

References

Individual national requirements have to be addressed in each case.

Course duration

Variable.





Combined bridge and engine room

About the course

The physical separation of the deck and engine departments does not cause many problems during normal operations. But when breakdown of equipment coincides with a passage in narrow areas and areas with heavy traffic or in reduced visibility the teamwork within each group and between the groups must be optimal.

During the course the instructor team will focus on human factors as well as technical ship handling and engine room subjects.

The course contributes to a closer dialogue between deck and engine and enhances the daily cooperation between the two groups. During debriefing all participants will gain a deeper in-sight into the other group's problems and limitations. This is a very good check of

company procedures, as well.

References

STCW'95: Table A-II/2 and A-III/2.

Function

- Navigation and marine engineering at management level, in particular: Manoeuvre and handle a ship in all conditions.
- Establish 'watch keeping' arrangements and procedures.
- Detect and identify the cause of machinery malfunctions and correct faults.

Course duration

2-3 days.

Stability

About the course

The stability course consists of both theoretical modules and practical exercises, including utilisation of custom-made ship models and simulator training focused on emergency response with respect to stability issues.

Participation in the course leads to a better understanding of ship stability. The course refreshes the participants' knowledge regarding stability, improves safety and builds confidence in the use of on-board manuals and systems whilst at the same time training stability skills.

The course contains theoretical modules covering intact stability, damage stability, and ship specific stability where the principles of the first two modules are applied to a specific ship familiar to the participants.

The practical modules are performed on a state-of-the-art stability trainer. They include intact stability, damage stability, and various desktop scenarios. Stability handling is performed in one of the simulators using different emergency scenarios.

All sessions include a mixture of PowerPoint presentations and several practical examples to illustrate the subject.

The course is directed towards senior officers from all types of vessels and can be conducted as a customised seminar where officers from the same company are trained in using a ship from that company, or as an individual seminar made up of officers from different companies where a generic ship is used.

References

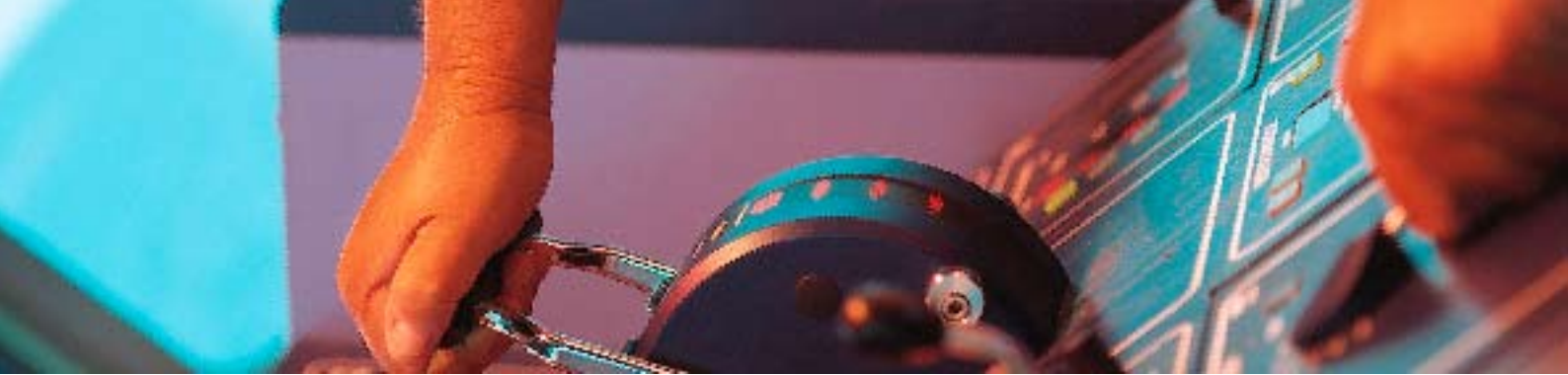
STCW'95: Chapter V, regulation V/2 paragraph 7, section A-V/2.

Function

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ro-ro passenger ships.

Course duration

4 days.



Tug operator

About the course

SvitzerWijsmüller, a global towage and salvage operator, and FORCE Technology have developed an advanced facility for training of pilots and tug masters and assessment of tug assisted operations.

- New vessel familiarisation: ASD and VSP Tugs before delivery of actual vessel
- The accuracy of the model is ensured through validation by experienced tug captains
- The models are based on full-scale and tank test data
- Training for multiple tug operations assisting very large ships
- Training for new port and terminal facilities prior to construction.

The interactive tug simulator offers the following features

- Full 6 degrees of freedom tug and assisted ship performance
- 360° view on main tug bridge
- Real bridge equipment e.g. Aqua-Master thrust control handles, thruster mode selection and back-up panels
- Read-out of fender loads, towline loads and hull pressure
- Realistic 3D visualisation of tow-line and winch systems
- World class hydrodynamic mathematical models of

tugs and assisted ship based on extensive model tests and sea trials

- Fully coupled and interactive simulations of tug and assisted ship, including effects such as fender, towline, propeller wash, interaction, radio communication, etc.
- All the “standard” simulator effects: wind, waves, current, varying visibility, bathymetry, sound and visual effects
- Full flexibility to efficiently implement new tug designs, additional or new assisted ship designs or new operating.

Course duration
4-5 days.



Electronic charts

About the course

The purpose of the course is to enhance safety of navigation by providing the knowledge and skills necessary to fully utilise the features of electronic charts (ECDIS).

The requirements of the course conform to IMO's performance standards for ECDIS. The course provides training in the basic theory and use of ECDIS and comprises all safety relevant aspects, as well as the theoretical aspects of the characteristics and display of ECDIS.

Students will perform exercises in setting-up and maintaining an ECDIS display, basic navigation functions, setting-up and monitoring a route, and performing proper actions necessary for a safe navigational watch.

Legal aspects and requirements

- ECDIS performance standards
- Types of electronic charts
- Presentation of ECDIS data
- Navigation functions/settings
- Route planning
- Route monitoring
- Methods for ENC-updating

- Errors of displayed data
- Errors of interpretation
- Status indicators and alarms
- Voyage recording
- Logbook functions
- Risk of over-reliance.

A person successfully completing the course will be considered competent to:

- Plan and conduct a passage and determine position.
- Determine position and the accuracy of resultant position fix.
- Determine position using ECDIS with specific knowledge of its operating principles, limitations, sources of error, detection of misrepresentation of information and methods of correction to obtain accurate position fixing.

References

STCW'95: Table A-II/1 and A-II/2.

Course duration

Variable.



Accident and incident investigation

About the course

The course aims at increasing knowledge of how to properly conduct an effective human factor based investigation of accidents, incidents or near-misses. According to official statistics from US Coast Guard, USCG1985A, approximately 80% of accidents and incidents in marine environments are due to human error or human factors. The human being as the cause of the accident or incident is the rule - not the exception.

Usually investigations stop at the conclusion of human error, whilst investigation of human factors aspects aims at going beyond human error, analysing the different facets of the situation and trying to understand the mechanisms and the context which led to the inadequate performance.

The main purpose of investigating an accident or incident should be to prevent a similar event from occurring again and to identify underlying human and technical aspects in order to understand why it happened.

The course highlights the proper investigative procedures with focus on human factors and conveys an understanding of the basic skills needed by the investigator.

The target group of this course is personnel involved in investigation of maritime accidents e.g. groundings, collisions, fire, loss of ship, contact damage and oc-

cupational accidents as well as personnel involved in registration, classification and processing of maritime incidents and near-misses.

Objectives of the course

Part one

The objective of the first part is to provide the participants with relevant knowledge in the field of human factors. Such knowledge will enable them to understand the influence from human and organisational factors on maritime accidents and to perform accident investigations with focus on human factors.

Part two

The objective of the second part of the course is to provide participants with practical information so they will be able to identify relevant human factors aspects while conducting accident and incident investigations.

The second part of the course also offers practical hints in questioning and interview techniques, and it will focus on human factors evidence collection and the initial actions to be taken at the accident/incident scene. The objective is also to enable the participants to produce accident reports incorporating data about the human element using a precise, comprehensive and scientifically approved technical language and terminology.

During the course the participants will have the oppor-

tunity to use and practice the knowledge acquired.

Local courses

The course can be held at the client's premises.

Main topics

- Understanding of human factors and the influence on maritime accidents
- Proper and effective human factors based investigation
- Exploration of the causal chain of events in relation to an accident, with special consideration to all human factors aspects
- Ensure corrective action to prevent similar occurrences in the future
- Proper documentation of all areas of an investigation
- Follow-up on corrective measures.

Course organisation

Part one is mainly theoretical but with a few practical exercises, videos and examples.

Part two combines theory with real examples and practical exercises.

The course is addressed to

- Superintendents
- Vetting managers
- Insurance consultants
- Onshore managers.

Course duration

Part one: 2 days

Part two: 2 days.



On-board services

FORCE Technology can bring the training on-board. A vast range of very flexible services can be offered on-board during port stays or during shorter or longer voyages:

- Our instructors can deliver various courses e.g. ship handling or crew resource management courses with or without advanced portable simulators
- On-board performance observations and assessment to ensure that e.g. onshore training is implemented
- Establishment of simulators and computer based training courseware on-board for officer and cadet training.

Train-the-trainers

Train-the-trainers

About the course

For novice simulator users FORCE Technology offers experienced specialists to work as simulator instructors and/or operator for a relevant period of time on-site at the simulator facilities.

The train-the-trainers service may encompass:

- Training of simulator instructors
- Transfer and tailor-making of courseware
- Training of a simulator operator
- Training of database generation specialists.

Operator and database generation specialist training is not addressed in detail in this document since such training will depend on individual background, education and experience.

Course duration

Variable.

Instructor trainers

About the course

FORCE Technology's policy is that instructors should be experienced captains or chief engineers with many years of practical experience. Also pedagogical skills are equally important, and pedagogical training should be completed before instructors become qualified to teach. To ensure that instructors are well qualified, a screening and training scheme for the individual instructor and instructor candidate is recommended. After an initial screening the successful candidate should be trained.

Our experienced instructors can transfer this training locally, and for an agreed period of time conduct on-the-job training for appointed local instructors at the training centre.

Such training will typically include:

- Intro course
- Pedagogical course.

Course duration

Variable.



Intro course

About the course

Before the instructors deliver the first course within a specific type, FORCE Technology can offer an intro course which content will match and be tailor-made towards the participants' knowledge and skills. An intro course is often structured like the 'real' course, which the new instructors are going to deliver later. Allowance for reflections and questions have to be included in the intro course, therefore this course runs over a longer period of time than the "real" course.



Pedagogical course

About the course

A group of 4–10 candidates receive a 5-day course based on the elements in the instructor training program. This program is specifically tailor-made to the role of a simulator instructor. Please refer to the description of an instructor profile on page 28 in this catalogue.

Remark

As we are fully aware that there are some cultural differences between the trainers and trainees there might be a need for adapting the program slightly. Please feel free to comment on the profile.

The pedagogical course addresses the following themes

- Learning and learning processes (the learning concept, learning cycle and learning styles)
- Teaching of adults and learning about teaching (participant logical planning, teaching principles and methods)
- The instructor role and personality (personal communication and instructor types)

- Psychological aspects of instructor-trainee relations
- Supervision and debriefing in relation to simulator training (observation, feedback, questioning techniques/types)
- Contact and professional presence.

Two pedagogical experts will participate as well as one experienced FORCE Technology instructor.

After the pedagogical training we suggest that a FORCE Technology instructor participates in the first course with the aim of supporting and supervising the new instructor from a technical as well as pedagogical point of view before he delivers the course on his own.

Local courses

The course can be held at the client's premises.

Course duration

5 days.



Tailoring

About the course

Before executing the 'train-the-trainers' course and any simulator courses FORCE Technology can adapt the course content to the customers' requirements.

The tailoring may include:

- Analysing a number of maritime incidents/accidents to be used as cases or exercises
- Onsite/on-board observations of culture and procedures
- Design and production of detailed lesson plans for the various course types
- Design of simulator exercises
- Onsite implementation/test of simulator exercises
- Preparation of course material including forwarding QA, administration and ongoing liaison with client.

It is assumed that qualified simulator operator assistance is made available for supporting the FORCE Technology instructor when implementing, testing and executing simulator exercises.

A certain degree of tailor-making is always required to adapt the course content and structure to the client's

needs. Tailor-making of operational and technical courses and courses with human factors elements is a cornerstone in the training packages provided by FORCE Technology's division for maritime industry.

We have extensive and long experience in tailor-making a variety of courses to our client's. This, combined with our in-house expertise on the course 'tailoring' makes this high-quality course.



Follow-up

About the course

To ensure that the instructors' competencies remain at a high level and to ensure a constant transfer of the latest knowledge from FORCE Technology, it is proposed that one of the experienced instructors visits the client once a year. During this visit FORCE Technology's instructor will follow the new instructors and arrange a workshop where quality, technical and pedagogical issues and the latest knowledge of training and assessment matters will be addressed.

Course duration

Variable.



Overview

About the course

To provide an overview of the sequence of train-the-trainers services, an example is shown below covering the provision of e.g. ship handling and crew resource management courses (CRM) to a group of new instructors.

- Tailor-making of ship handling and CRM courses
- Train-the-trainers pedagogical course
- Intro course to ship handling
- Intro course to CRM
- A FORCE Technology instructor supervises/supports the new instructors when they implement the courses locally, generate new exercises and when they deliver the first ship handling and CRM-course onsite
- One year later an instructor returns to follow-up and ensure transfer of new knowledge from FORCE Technology's operations.



Instructor skills and profile

About the course

After the training, the instructor will be able to demonstrate the ability to plan and design simulator and other courses properly, following a participant logical structure involving the elements below.

Participant logical presentation

Opening

- Define the problem
- Adjust expectations
- Provide an overview of the course and its development
- Clarify the outcome for the trainees.

Course execution

- Present the total concept before delivering details and single information
- Run a connecting thread by summary and framework
- Make room for reflections.

Course conclusion

- Course evaluation
- Summary.

Participant logical planning

Outcome

- Possess extensive knowledge of the subject

- Structure the syllabus in elements (key points)
- Allow the participants' needs and previous experience to control the course of presentation
- Include the participants' resources/resistances in the planning
- Key points, control methods, and tools.

Course duration

Variable.



Requirements to the instructor

- Have command experience (preferably class one masters license and recent sea service)
- Possess expert ship handling skills
- Be able to see the need for reflection and alignment of expectations as an important integrated part of creating the necessary room for learning
- Be able to listen and understand how the trainees understand the problems (empathy)
- Develop a thorough professional knowledge of the subject matter, e.g. ship handling, bridge team management techniques, radar operations, tug operations etc.
- Have an up-to-date knowledge about relevant developments in ship operations, e.g. navigation technology, marine safety policies and procedures including marine traffic regulations
- Develop a thorough knowledge of the functional operation of the simulator and its capabilities and limitations
- Demonstrate ability to develop and implement training courses, including objectives and, if appropriate, integration of these courses into a total training program
- Be able to develop simulator scenarios that best support instructional objectives
- Be able to communicate with the marine industry and piloting professionals regarding requirements and details of training courses. E.g. training needs
- Be able to design and prepare all necessary course material and equipment
- Be able to prepare incoming courses and coordinate schedules and training strategy with other members of the instructional team
- Be able to conduct courses in a professional manner, using proven and agreed teaching methods and skills
- Be able to perform supervision, performance evaluations and to conduct debriefings
- Be trained in various questioning techniques
- Demonstrate strong analytical capabilities.



References

ASN Marine	Lauritzen Kosan Tankers
Alcatel	Maersk Oil and Gas
BornholmsTrafikken	Maersk Sealand
Broström Tankers	Mariehamn Maritime College
BC Ferries	Marlow Shipping
Caribbean Maritime Institute	Mols Linien
Catlink	Naviera Armas
Celebrity Cruises	Neptune Orient Lines
Color Line	Norwegian Cruise Line
Columbia Ship Management	P&O
Conoco Phillips	Polar Tankers
Cunard Line	Princess Cruises
DFO	RCCL
DS Norden	Rederiet Gotland
DS Torm	Royal Arctic Lines
Danish Pilots	Royal Danish Navy
DFDS	Scandlines
Dover Pilots	Smyril Lines
Everard	Star Cruises
Festival Cruises	Stena Line UK/Holland
Fjord Line	Swedish Pilots
Fred Olsen	SwitzerWijsmüller
Gas Naval	Tirrenia de Navigazione
Gorthon Lines	VShips
Gozo Ferries	Viking Line
Herning Tankers	Voith Turbo
Irish Ferries	Wallenius Lines
Klaveness	





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