

MARITIME EDUCATION AND TRAINING

humbermaritimecollege.ac.uk

ABOUT US

Humber Maritime College is based on the River Humber in North East Lincolnshire. We have a history in delivering maritime education and training through our nautical college.

We offer a range of accredited and non-accredited maritime courses such as Merchant Navy Cadetships, MCA-approved HELM O and HELM M, Dynamic Positioning and a variety of bespoke simulation training.

We offer courses for those at different stages in their career, from those who are aged 17 looking to start a career in this sector to experienced delegates. However, if you are not looking for a specific course but would like to use our facilities for simulator-based training, these are available to hire.

At Humber Maritime College, we have a range of marine, ports and offshore simulators such as Kongsberg K-Sim Marine Class A Offshore Vessel, Class B Ship Bridge, Navigation and Engine and Control Room. Our state-of-the-art simulators are used throughout our courses to provide tailored training to meet individual requirements. Simulator-based training allows individuals to practise real life scenarios to improve their skills and performance in a safe environment.

MERCHANT NAVY CADETSHIPS

The Merchant Navy is the international commercial shipping industry, transporting both cargo and people to destinations worldwide. At Humber Maritime College, we offer an engineering and navigation cadetship for those aged over 17. Our cadetships are fully sponsored and individuals will gain a higher education qualification with no student fees.

Both HNC/HND cadetships normally take cadets two-and-a-half to three years to complete, depending on the route taken. They are made up of a number of phases, split between training at sea with a shipping company and onshore at Humber Maritime College.

After completion, both courses lead to a well-paid international career in the Merchant Navy.

NAVIGATION

Navigation Officers are specialists in manoeuvring and navigating the ship safely and will be in charge of the vessel, crew, cargo and passengers. Once qualified, cadets will normally begin as Third Officer and can progress to becoming Captain. Officers will spend the majority of their time at sea, working on the bridge and on deck.

At Humber Maritime College, we have navigation and ship handling simulators which cadets will use throughout their time with us. During the programme, cadets will continue to use our bespoke simulators to develop skills and improve specific learning areas applicable to each individual.

ENGINEERING

A marine Engineering Officer is responsible for the safety, performance and maintenance of the engine room and ship's technical systems. Officers will spend the majority of their time at sea, working in the ship's engine room.

At Humber Maritime College, we have an engine room simulator which cadets will use throughout their time with us. This will allow cadets to get a feel for the working environment and to practise a wide variety of scenarios, in preparation for a career at sea.



MCA HELM M AND HELM O

MCA HELM O

The MCA-approved HELM O course is the operational level of the human element, leadership and management course. Trainees will gain knowledge of awareness and an understanding of the human factors which influence resource management.

On this course, delegates will study:

- Cultural and situational awareness
- · Shipboard training, assessing and developing human management
- Teamwork
- Leadership behaviours
- Situation and risk assessment
- · Managing workload including the operation of the ship to care for individuals on board
- Resource management techniques.

MCA HELM M

The MCA-approved HELM M course is the management level of the human element, leadership and management course. Trainees will gain the knowledge and skills required to manage and lead crew on board effectively.

On this course, delegates will study:

- Regulations, policies and procedures as a leader
- Leadership and management behaviours
- Human element factors
- The current and predicated vessel state, operational status and external environment
- Teamwork
- Situational awareness.



MARINE COORDINATORS FOR THE RENEWABLE INDUSTRY

The Marine Coordinators course provides delegates with a good understanding of the knowledge and skills required to undertake the role of a Marine Coordinator in the Offshore Wind sector.

The course is a blend of formal classroom learning and simulation training. Over five days, delegates will gain a thorough understanding of the role, including an extensive simulation exercise using our marine simulators.

On this course, delegates will study the following:

- The roles and responsibilities of a Marine Coordinator
- Communication and phrases
- Overview of relevant wind farm and marine legislation
- Vessel inspection
- Port operations
- Human element and leadership management
- Development, implementation and maintenance procedures
- Coordinating a wind farm exercise
- Emergency response theory and simulated exercises.



ENGINE ROOM RESOURCE MANAGEMENT

The Engine Room Resource Management course is designed to get the best from your engine room team, in both routine operations and in their ability to manage and control critical events.

This course has the following objectives:

- To develop the people and managerial skills necessary to enhance safety, efficiency and contingency planning
- To best utilise the knowledge and skills available within the team
- To understand critical event dynamics and to coach for effective resolution.

The course includes lectures and workshops in human element theory, case studies related to marine accidents and the analysis of human failure in marine accidents. We use our full mission engine room simulator to run exercises where technical challenges require the correct use of the team for safe resolution.

75-80% of marine accidents are caused by human factors. We aim to remove the human factor risk element in routine and non-routine engine room management. Engine Room Resource Management is taught using all available resources to conduct engineering operations and to run a vessel. These resources involve both equipment and people. It takes traditional skills to operate the equipment as well as learn managerial and team skills to use personnel resources to their potential.



BRIDGE RESOURCE MANAGEMENT COURSE

Our Bridge Resource Management Course is designed to ensure effective teamwork and situational awareness in the navigational team. The course is a blend of classroom teaching and practical simulator exercises.

In the classroom, delegates will develop the communication, people and managerial skills necessary to enhance safety, efficiency and contingency planning. These will then be put into practice using the simulators, with a range of exercises covering both every day and emergency situations.

DYNAMIC POSITIONING

APPRECIATION

The Dynamic Positioning (DP) Appreciation course is for delegates to gain the basic principles, advantages and limitations that DP vessels offer.

This course is a mix of theory and practical training using our Kongsberg K-Sim Class C DP simulator. Delegates will learn the following:

- Role of DP operators
- The functions of a DP system, vessel model and DP principles
- DP system definitions, elements of a DP system, redundancy of DP systems and class requirements
- IMCA guidance for DP vessel operation and manoeuvring
- Rules and regulations
- DP checklists and FMEA
- Demonstration and practical exercises
- Introduction to sensors and position reference systems and the DP system's use of position measurements
- Vessel capability, DP consequence analysis and DP motion prediction
- DP Alert System
- Thrusters and manoeuvring systems
- Power systems and blackout prevention.

There are no specific requirements for this course, however it is intended for those who work on vessels and onshore but require basic understanding of DP systems.

We offer the DP Appreciation course as either a two-day course or a one-day intensive course with limited delegates.

AWARENESS

The Dynamic Positioning Awareness course is an in-depth version of our two-day Appreciation course. Delegates will gain the basic principles, advantages and limitations that Dynamic Positioning vessels offer.

The Dynamic Positioning Awareness course is a mix of both theory and practical training on our Kongsberg K-Sim Class C DP simulator. The following topics are covered:

- The principles of DP
- The component parts of a DP system
- The procedures of operating the DP system and incidents
- Vessel movements, position reference, sensors, computers, propulsion units and feedback
- DP modes of control
- Concept of redundancy
- Thrusters and manoeuvring systems.

There are no entry requirements for this course. However, it is intended for technical inspectors, fleet managers and other office or client personnel who would benefit from in-depth knowledge of Dynamic Positioning systems.



SHIP HANDLING

We offer bespoke and generic ship handling courses which cover both the theory and practice of ship handling.

Subjects coverered can include:

- Manoeuvering equipment propellers, rudders and thrusters
- Manoeuvering characteristics
- Wind and tide
- Turning short round in narrow rivers
- Use of tugs
- Use of anchors
- Berthing and unberthing
- Ship to ship
- Hydrodynamic effects.



AZIMUTHING THRUSTER SHIP HANDLING COURSE

The Ship Handling: Azimuthing Thrusters course is ideal for those who have on-board ship handling duties (ship's officers and pilots) who have little or no experience of handling vessels with azimuth controlled devices (ACD).

Course content includes:

- The design and principles of ACD
- Advantages and limitations of ACD
- Manoeuvring a vessel fitted with twin ACDs in both open and restricted waters safely
- Manoeuvring a vessel with ACDs fitted as main propulsion in conjunction with bow thrusters
- How to execute emergency manoeuvres such as crash stops
- How to berth and unberth a vessel fitted with ACDs
- Failures and how to respond to these.

There are no entry requirements for the Ship Handling: Azimuthing Thrusters course, however candidates should have previously received training and gained experience in basic ship handling.



MCA ECDIS TRAINING

Our MCA-approved Electronic Chart Display and Information System (ECDIS) course is a requirement for Deck Officers who will use ECDIS systems.

This five-day course is intended for individuals who are looking to gain a standalone certificate and already have navigational responsibilities.

On this course, delegates will gain the knowledge and skills required to keep a safe navigational watch using ECDIS. This will be completed through both practical and theory training.

Course content includes:

- The principles of operating a ECDIS
- Operating ECDIS equipment to maintain safety
- Using ECDIS in a range of scenarios such as open and confined waters, responding to emergencies and manoeuvring the ship
- ECDIS data
- Route planning and monitoring
- Chart updating
- Risk of over reliance on ECDIS.

The course is delivered using Kongsberg ECDIS simulators.

To apply for the ECDIS course, delegates must hold or be working towards an OOW certificate of competency.



HUMAN ELEMENT AND ECDIS FAMILIARISATION

The one-day Human Element and ECDIS Familiarisation course teaches delegates the human elements in shipping, the terminology used and the limitations of Electronic Chart Display and Information System (ECDIS).

Course content includes:

- Electronic chart system and ECDIS
- IMO requirements and regulations
- Terms and definitions
- Presentation of ECDIS data
- Sensors and inputs
- Limitations of ECDIS.

During the simulator exercise, delegates will be presented with information and scenarios to challenge situational awareness.



BESPOKE SIMULATION TRAINING

Bespoke simulation courses can be developed and run to customer requirements. Recent examples have been:

- A Renewable Service Operation Vessel crew arriving and departing port
- A tanker assist vessel working with a large tanker at an SBM
- Fog runs for a pilotage district
- Continued professional development of bridge personnel
- Manoeuvring assessment as part of the interview process for a Master
- Trialling of manoeuvring of vessels which are marginal for a port
- Bespoke dynamic positioning training for a vessel crew.



MASTERS 200GT ORALS PREP

The Masters 200GT course consolidates and improves delegates' knowledge and understanding of Masters 200GT orals and/or the OOW 500GT orals.

This course is a blend of formal classroom learning, self-study in the presence of an experienced tutor and a mock oral.

Formal learning sessions will cover the following:

- Navigational safety
- Meteorology
- Maintaining a safe navigational watch
- · International regulations for preventing collisions at sea
- Distress signals and communication
- Manoeuvring the vessel
- Response to emergencies
- Pollution prevention requirements
- Seaworthiness of the ship
- Business and law.



LEADERSHIP AND MANAGEMENT

Our three-day Leadership and Management programme allows staff at supervisory, assistant manager, manager and executive levels to learn and sharpen their techniques in leading and managing their teams effectively. The programme can be tailored to meet the requirements of any business and includes an immersive team-building exercise on our marine, ports and truck simulators.

This course covers:

- Communication in the workplace
- Human behaviour
- Managing a team effectively
- Managing individuals to be effective in their role
- Conflict management
- Supporting individuals through change
- Managing personal and professional development
- Developing and sharing good practice
- Building stakeholder relationships including supplier management
- Managing meetings
- Understanding the principles of performance management
- Quality in leadership
- Supporting the delivery of customer service.



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Disclaimer: All details printed in this guide and accompanying documents are correct at the time of printing. The TEC Partnership reserves the right to make changes to any cost quoted, structure and content of courses, including the amalgamation or cancellation of classes, as deemed necessary.