



Vasco Da Gama
Training for Greener
and Safer Maritime Transport



Work Package 2
“Training – Maritime Simulator”
Core Group meeting
Second Experimental Session
Combined Scenario on Deck & Engine Simulation
25th – 27th March 2015
KALMAR Maritime Academy – Kalmar (SE)
Minutes

PARTICIPANTS

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BELEV Blagovest, Nikola Vaptsarov Naval Academy
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25 MARCH 2015

14.00 – 16.00 Welcome Session

Par **KARLSSON** welcomed participants and opened the meeting

Giuseppe SCIACCA presented the CPMR, the Vasco Da Gama project and the objectives of WP 2 (See: [presentation](#)).

ICEBREAKING SESSION:

- Teachers and students presented themselves
- Participants visited the Kalmar Maritime Academy (laboratories, school sheep, simulators)

16.00 – 18.00 Familiarisation with the deck-Engine Simulators

Lars FORS, Jan SNOBERG and Par KARLSSON, presented the first exercise (unberthing of a ferry) aiming foreign students and teachers to familiarize with the simulators facilities available in Kalmar Maritime Academy.

Launching of the exercise: students and teachers have been divided in three different teams.

End of the exercise and debriefing

18.30 – 19.30 VDG Championship in simulator race: students have been divided in international teams of two people to run a simulation of a speed racing.

19.30 END OF THE FIRST DAY

26 MARCH 2015

9.00 – 12.45 - Simulator exercise 2

Lars FORS and Jan SNOBERG presented contents and main objectives of the exercise 2.

Hubert ARDILLON, reminded that the final aim of a “full mission” exercise is to analyse communication between two different crews which are expected to act as a unique team. He pointed out that communication must be much more than a simple presentation of relevant facts and solutions to be implemented. He also pointed out that communication must be an “exchange” aiming to find the best solution, not only for a single crew (deck and/or engine) but for the entire ship.

Students have been divided in three different teams. The exercise is launched.

13.30 – 14.45: Ex-post evaluation

Teachers and students shared their first reactions on their performances and pointed out main lessons learnt.





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15.00 – 16.30 Caspar Kruger, Hochschule Wismar presented a live demonstration of the Fast Time Simulation (FTS) simulator.

16.30 – 17.30 Gerrit TUSCHLING, Hochschule Wismar, presented a live demonstration of the Safety & Security Trainer (SST) simulator.

17.30 END OF THE SECOND DAY

27 MARCH 2015

9.00 – 12.00: Final session – Conclusions and next steps

Teachers and students discussed about the added value of a combined scenario deck-engine. Here below main outcomes of the debate:

- 1) The IMO and STCW requested the implementation of training sessions on resource management. The combined scenario deck-engine fully meets the objective of enhancing resource management. It trains different crews/teams (e.g. one operating in the deck room and one operating in the engine room) to work together reproducing “real conditions”. This type of exercise should be included in the management level programme.
- 2) Running a combined scenario requires instructors with high level of experience. This is sometime a problem for METs which do not have sufficient financial resources to recruit highly qualified teachers; It is important to provide simulator manufacturers with ad-hoc guidelines dealing with the basic conditions (software and hardware) requested by METs to run a combined scenario;
- 3) Standardisation of transfer of communication between simulators made by different manufacturers still remains a barrier;
- 4) Students stressed the importance of having access to training on combined scenarios deck-engine. European Union and Regions should help METs and simulators manufacturers to enhance this specific type of training and education.

Finally, participants are informed of the next event the CPMR with ENSM, is organising in Brussels on 20 April 2015, which will mainly deal with normalisation of data transfer between bridge and machine simulators. One of the brainstorming session will be dedicated to the main challenges and opportunities in developing standards of communication, with the participation of representatives of manufacturers, of certification companies and METs.

12.00 END OF THE MEETING

