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Specialized Training Centre provides quality approved and accredited training courses for personnel serving in the maritime and offshore petroleum industry.

The idea for establishing a training centre at Kherson State Maritime Academy (KSMA) came along with a project for upgrading the training facilities at the academy. The project was supported by the German Investment and Development Fund DEG - Deutsche Investitions- und Entwicklungsgesellschaft and a group of international maritime shipping companies.

Specialized Training Centre is accredited by the State Inspection of Ukraine on Safety in Maritime and River Transport and by the Offshore Petroleum Industry Training Organization (OPITO) for providing STCW and basic offshore safety training courses.

KMSTC specializes in developing value-added training courses for bridge, engine and cargo operations by using state-of-the-art, permanent training facilities and modern simulators that offer dedicated learning environment. We are continually adding new courses.

Specialized Training Centre is located at the premises of KSMA in the city of Kherson, Ukraine, behind the main building, accessible via the academy main entrance hall.

About KMSTC

20, Ushakov Avenue 73000, Kherson, Ukraine
Mobile: +38 (050) 672 76 85   E-mail: office@kmstc.org
Premises and Equipment
The KMSTC training complex consists of the following training facilities and equipment:

**SHIP’S PEDESTAL CRANE SIMULATOR**

- 2 crane cabins with 180° visuals
- Incorporated software system for simulation of 3 types ship’s pedestal cranes
  - Mitsubishi (SWL – 80mt)
  - Neuenfelder Maschinenfabrik N.M.F. (SWL – 120mt)
  - Liebherr (SWL – 450mt)


**HEAVY LIFT CARGO HANDLING SIMULATOR**

- ‘Four men’ operations simulation with visuals:
  - 2 crane cabins with 180° visuals and option for tandem lifting operation;
  - ‘Bridge view’ with access to ballast operations module for the master’s position;
  - ‘Jetty view’ or ‘deck view’ for the chief mate’s position.

- Incorporated software system for simulation of existing HL ships’ models with option for generating mathematical ships’ models.

- Ship stability calculations and cargo planning software (LOADMASTER from Kockum Sonics and COLOS).

- State-of-the-art software for calculating Acceleration, Lashing & Securing of all Heavy-Lift & Project cargo from Videck Worldwide.

PREMISES AND EQUIPMENT

ELECTRICAL WORKSHOP
• High Voltage switchboard 6300V made by Schneider Electric SA for training in the safe operation of High Voltage Power Systems.

FIREFIGHTING TRAINING GROUND
• Smokehouse for Search and Rescue fire drill manufactured by SEFtec - Ireland.
• Fire chamber with crew cabin, engine room and electrical appliances compartments equipped with fire detection and sprinkler systems for Advanced Marine Firefighting Training.
• Open fire class A, B and C arrangements for Basic Safety Fire Prevention and Fire Fighting Training.

BOAT STATION FOR SURVIVAL CRAFT AND SEA SURVIVAL TRAINING
• Free Fall Life Boat (FFLB) model GFF 5,7M for 18 persons and ramp model FFA 5,7M manufactured by Hatecke GmbH for familiarization training in boarding, launching and recovery of the FFLB.
• Fast Rescue Boat model BRIG Eagle 660c for 6 persons with 130 hp JOHNSON outboard engine for training in safe launch, recovery operations and rescue of personnel who have fallen overboard.
CONTAINER LASHING GROUND

• 20’ Refrigerator container made by Carrier TRANSICOLD for reefer container maintenance and troubleshooting training.

• 2 x 20’ dry containers provided with lashing equipment made by (SEC) Ship’s Equipment Centre Bremen GMBH for training in lashing/unlashing and securing of containerized cargo.

OFFSHORE SURVIVAL TRAINING CENTER

• Helicopter Underwater Escape Trainer manufactured and installed by SEFtec - Ireland, used to simulate controlled ditching of a helicopter in an emergency.

• Survival training pool (diameter - 10 m; depth - 3 m) made by GLS Tanks, equipped with pool treatment skid.

• Helicopter winch simulator for helicopter hoist water rescue training.

• Davit Launched Totally Enclosed Motor Propelled Survival Craft (TEMPSC) manufactured by NOREQ AS, with water pool for practicing survival craft/TEMPSC launching and recovery.

• Helicopter and marine life rafts and lifesaving appliances for basic offshore emergency and sea survival trainings.
MARINE NAVIGATION SIMULATORS:

- TransasNavi-Trainer Pro 5000 Simulator was installed in 2014 with ECDIS, Ship Handling/ARPA and Full Mission Bridge trainee sets, separated into 3 classrooms to provide opportunity to certify all cadets regarding mandatory STCW training. The full complex of simulators includes 12 navigational areas and 10 ship models. Navigation simulator is designed according to IMO Model Courses, DNV-GL recommendations for modern solutions of maritime education.

- ECDIS Class Room (type C DNV-GL) basically equipped with 16 TransasNavi-Sailor 4000/Navi-Planner 4000 workstations with ECS keyboards per trainee seat. Can be utilized for Generic and Type Specific ECDIS training, provided with different vendors ECDIS CBT`s. Additionally equipped with paper charts, books and guides for refreshment of traditional navigation skills.

- Ship Handling/ARPA Class Room (type B DNV-GL) equipped with 8 navigational virtual bridges with ECDIS/ARPA/Conning and 60° visuals integrated displays to train 16 delegates per course. This training area provides effective solution to gain skills in safe navigation with modern ENSequipment for OOW and cadets.

- Full Mission Bridge Simulator (type A DNV-GL) gives opportunity to train participants in real close environment up to 3-5 delegates per course. Simulator is fully equipped with 210° visuals.

- Dynamic Positioning System Simulator (type C DNV-GL) for induction course of 6 DP operators training with different DP vendor’s equipment (Navis, MT, Rolls-Royce), based on Nautical Institute recommendations;

- Full Mission Offshore Vessel Bridge Simulator with DPS2/3 (type A DNV-GL) for basic, advanced and sea time reduction training of MOU, AHTS and supply vessels’ personnel, based on Nautical Institute certification scheme.

- ROC/GOCGMDSS Simulator, 2 Class Rooms for training of 16 delegates per course based on IMO MC 1.25, 1.26;

All above mentioned Simulators are used for STCW mandatory certification of IMO Model Courses: 1.07, 1.08, 1.22, 1.27, 1.32, 1.34, 7.03 and for Specialized training as «Master / Pilot Relation».
MARINE ENGINE ROOM SIMULATORS:

- PC-based Engine Room Simulator (type C DNV-GL) for 8 delegates per course based on IMO MC 2.07;
- Full Mission Engine Room Simulator (type A DNV-GL) for 6 delegates based on IMO MC 2.07, 7.02, 7.04.
SPECIAL DISCOUNT AND SERVICES FOR FOREIGN CUSTOMERS

KMSTC offers safe transport from the airport to the hotel and back to foreign delegates who are attending the training courses at Kherson.

The special discount of 30% is valid for the International Maritime Employers’ Council (IMEC) and Marine Transport Workers Trade Union of Ukraine (MTWTU) members and provided on agreed terms and conditions. Please contact our office for additional details or visit our website kmstc.org.

CHARITY

KMSTC offers essential STCW training courses free of charge to Ukrainian cadets who lost their relative at sea. Please contact our office for additional details or visit our website kmstc.org.

FUTURE PROJECTS OF 2017:

• Basic H2S Training OPITO Standard Code: 9014

H2S (hydrogen sulphide) is a gas that can be created by natural biological processes or by human activity and poses a serious threat to people or assets because of its extremely toxic and corrosive properties. It is important, therefore, for oil and gas personnel to be competent in emergency response practices necessary for them to stay and work in an environment with potential for exposure to H2S gas.

The Target group is personnel that are, or could be, working in an environment that could become contaminated by H2S gas.

The aims and objectives of the training are to ensure that the delegate gains the required knowledge and understanding of the particular hazards and properties of H2S, and appropriate emergency response actions to take should a H2S related incident arise.

• Compressed Air Emergency Breathing System (CA-EBS) Initial Deployment Training OPITO Standard Code: 5902

The OPITO-approved Compressed Air Emergency Breathing System (CA-EBS)
Initial Deployment training programme is designed for personnel travelling to/or from offshore installations/vessels via helicopter where Compressed Air Emergency Breathing System will be provided for use in the case of emergency ditching. The Compressed Air Emergency Breathing System (CA-EBS) Initial Deployment training programme provides the delegate with the knowledge and understanding of the particular hazards and properties of Compressed Air Emergency Breathing System (CA-EBS) and appropriate emergency response actions to take should the requirement for emergency use arise. The Target group is personnel that are supplied with Compressed Air Emergency Breathing System (CA-EBS) whilst travelling to work by helicopter and may be required to use CA-EBS in the event of an emergency. The aims and objectives of the training are to ensure that the delegate gains the required knowledge and understanding of the particular hazards and properties of Compressed Air Emergency Breathing System (CA-EBS) and appropriate practical emergency response actions to take should the requirement for emergency deployment arise.
TITLE: HEAVY LIFT COURSE

PURPOSE: This course is designed to familiarize the participants with the principles of the entire heavy lift cargo operations in order to achieve overall safety during all stages of the loading/ discharging process on board heavy lift vessels.

CONTENT: This course covers pre-planning of cargo operation, cargo handling, practical exercises as loading and discharging of oversize and overweight units, initial stability requirements, verification and safety precaution, assessment. The course includes practical exercises with software for calculating Acceleration, Lashing and Securing of all Heavy Lift and Project cargo from Visual Cargo Care.

The course syllabus focuses on:

• Familiarization with heavy lift vessels;
• Safety considerations, voyage instructions, heavy lift cargo acceptance;
• Planning, preparation and monitoring activities prior lifting of heavy lift cargo;
• Loading and discharging of heavy lift cargo;
• Criticality of lift;
• Tandem Lift Crane operations;
• Stability theory and calculations, ballast arrangements;
• Effects on vessel and stability of a load failure;
• Heavy lift cargo stowage & securing;
• Heavy Lift Cargo Lashing & Securing programme «Visual Cargo Care»;
• Appropriate communication skills and Applicable legislation.

OBJECTIVES: After successful completion of the course, the trainees will be able to plan, organize and control the heavy lift cargo operations in a safe and efficient manner.
ADMISSION REQUIREMENTS: Deck officers with experience on board dry cargo vessels. Delegates should be in possession of a valid seaman’s book and certificate of competency as deck officer. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate. Simulator DNV approved.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 3 days.

PARTICIPANTS: Maximum 4 delegates.

LANGUAGE: English, Russian (on request).
TITLE: CRANE HANDLING COURSE

PURPOSE: This course is designed as a basic and refresher training for seafarers with little or no experience in the operation and maintenance of ship’s cargo gear.

CONTENT: This course covers the principles of crane operations, operational procedures, cargo handling and hazards and abnormalities during the actual crane driving operation. The course covers relevant sections of the UK CODE OF SAFE WORKING PRACTICES FOR MERCHANT SEAMEN. The participants are required to perform a range of exercises in varying weather and light conditions in the crane simulator.

The course syllabus focuses on:
- Basic principles of the safe ship’s crane operations;
- Ship’s cargo gear pre-operational checks and maintenance;
- Operation of ship’s pedestal crane;
- Wire rope inspection and care;
- Safe working loads;
- Load indicators;
- Communication associated with lifting operations;
- Cargo Lift tandem crane operations.

OBJECTIVES: After successful completion of the course, the trainees will be competent to operate a ship’s pedestal crane in a safe and efficient manner.

ADMISSION REQUIREMENTS: Seafarers with minimum 6 months of seagoing experience. Delegates must be in the possession of a valid seaman’s book and certificate of competency as deck rating or deck officer. Delegates will be required to bring photographic ID.
ACCREDITATION:
None. Internal Certificate. Simulator DNV approved.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 2 days.

PARTICIPANTS: Maximum 4 delegates.

LANGUAGE: English, Russian (on request).
TITLE: MARINE HIGH VOLTAGE COURSE (Operational Level)

PURPOSE: The course is aimed at upgrading the knowledge and skills of engine personnel regarding safe operation, testing and maintenance of high voltage electrical systems onboard ships. The course will provide both theoretical and practical elements in safe training environment involving the use of modern simulator of “Schneider Electric”.

CONTENT: This course covers topics on the high voltage electrical technology, application, safety management, and maintenance procedures onboard ships with practical exercises in operating and testing high voltage equipment in compliance with Sections A-III/1, A-III/2 and A-III/6 and Tables A-III/1, A-III/2 and A-III/6 of the STCW Code, as amended, and for electrical, electronic and control system at the “Operational level”.

OBJECTIVES: After successful completion of the course, the trainees will be able to:

• describe the fundamentals of high voltage electrical systems and their applications onboard ships;
• demonstrate how to operate various specialized marine high voltage equipment and testing apparatus;
• identify hazards and recommended personal protective equipment when working with high voltage systems;
• demonstrate proper maintenance and testing of high voltage electrical equipment safely and efficiently.

ADMISSION REQUIREMENTS: Delegates must be in the possession of a valid seaman’s book and certificate of competency as Engineer Officer or Electro-Technical Officer. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.
CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 3 days.

PARTICIPANTS: Maximum 8 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **MARINE HIGH VOLTAGE COURSE (Management Level)**

PURPOSE: The course is aimed at providing seafarers responsible for the safe control and management of high voltage power systems the essential education and training in high voltage installations to meet the Knowledge, Understanding and Proficiency (KUP). The course will provide both theoretical and practical elements in safe training environment involving the use of modern simulator of “Schneider Electric”.

CONTENT: This course is in line with the requirements as laid down by the regulations III/2, III/3 of the STCW Code (Manila amendments 2010), Tables A-III/2, A-III/3 (Management level) and section B-III/2.

This course is aimed at Chief Engineer Officers, Second Engineer Officers and Electro-Technical Officers who are expected to supervise and/or implement on board high voltage switching operations as an Authorized Person.

OBJECTIVES: After successful completion of the course, the trainees will be able to:

- manage high voltage operations on board ship;
- understand the high voltage system and the maintenance of distribution capability;
- identify faults within the high voltage system and reconfigure the system to maintain supply.
ADMISSION REQUIREMENTS: Delegates must be in the possession of a valid seaman’s book and certificate of competency as Engineer Officer or Electro-Technical Officer. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 5 days.

PARTICIPANTS: Maximum 8 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **CONTAINER LASHING COURSE**

**PURPOSE:** The course is aimed at providing knowledge, understanding and skills for proficiency to every seafarer who will be involved in the lashing and unlashing operations of containers.

**CONTENT:** The programme covers lectures and practical training on the basic principles of proper container and general cargo lashing/unlashing procedures including practical training as well as assessment in handling of containers and their corresponding lashing gears.

The course meets the requirements of Section A, Chapter II, Table A-II/5 (Contribute to the Handling of Cargo and Stores) of the Seafarers Training, Certification and Watchkeeping (STCW) Code (with Manila amendments).

**OBJECTIVES:** After successful completion of the course, the trainees will be able to:

- identify different lashing gears and equipment utilized in lashing and unlashing of containers and general cargoes;
- demonstrate proper container and general cargo lashing and unlashing operations.

**ADMISSION REQUIREMENTS:** All seafarers who will be involved in container and general cargo lashing and unlashing operations. Delegates must be in the possession of a valid seaman’s book. Delegates will be required to bring photographic ID.

**ACCREDITATION:** None. Internal Certificate.

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** None

**COURSE DURATION:** 1 day.

**PARTICIPANTS:** Maximum 16 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: REEFER CONTAINER HANDLING COURSE

PURPOSE: The course provides knowledge, understanding and skills for proficiency to every seafarer who will be involved in the handling operations of refrigerator containers including plugging, unplugging and temperature checking.

CONTENT: The programme covers lectures and practical training on the basic principles of proper refrigerator container loading/unloading, stowage procedures including finding of stowage places in container stowage plan, plugging/unplugging of reefer containers and temperature checking.

OBJECTIVES: After successful completion of the course, the trainees will be able to:
- identify the reefer containers in stowage plans;
- demonstrate proper reefer containers handling including procedures of plugging/unplugging and temperature checking.

ADMISSION REQUIREMENTS: All seafarers who will be involved in container handling operations. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 1 day.

PARTICIPANTS: Maximum 8 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **REEFER CONTAINER HANDLING FAMILIARIZATION TRAINING**

**PURPOSE:** The course is aimed at upgrading and updating the competency of ship personnel in the proper handling of reefer containers loaded onboard ships.

**CONTENT:** This course covers topics on the operating principles and proper handling procedures of reefer containers onboard ships with practical exercises in temperature and alarm monitoring using functional reefer containers in compliance with Sections A-II/1, A-II/2 and A-II/5 and Tables A-II/1, A-II/2 and A-II/5 of the STCW Code (with Manila amendments).

**OBJECTIVES:** After successful completion of the course, the trainees will be able to:
- demonstrate understanding of the fundamentals of reefer container systems;
- identify risks and hazards encountered when working with reefer containers;
- monitor loading and unloading of reefer containers onboard ships;
- monitor the operation of reefer containers loaded onboard.

**ADMISSION REQUIREMENTS:** All seafarers. Delegates must be in the possession of a valid seaman’s book. Delegates will be required to bring photographic ID.

**ACCREDITATION:** None. Internal Certificate.

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** None

**COURSE DURATION:** 2 days.

**PARTICIPANTS:** Maximum 12 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: DRAUGHT SURVEY INCLUDING BULK CARRIERS 
SAFETY AND INSPECTION COURSE

PURPOSE: The course provides training to achieve overall safety in the entire different vessel’s cargo operations and various transportations of cargoes. It includes awareness and familiarization with the principles of draught survey of the vessels and its operation.

Accuracy in calculating of different kinds of bulk cargoes for dry cargo and other vessels.

CONTENT: The programme covers lectures and practical training on the basic principles of draught survey and also theoretical knowledge about rules of safe and quality transportation of bulk cargo.

OBJECTIVES: The course has the aim to:

• familiarize participants with the concept of the whole operation of draught survey;
• comprehend the concepts of hydrostatics, buoyancy and Archimedes’ principle, Areas and Volumes;
• comprehend static equilibrium of a floating vessel and the relationship of the centres of gravity and buoyancy to righting arms and stability;
• comprehend and identify positive, negative and neutral conditions of stability;
• know how ship’s stability curves are derived and comprehend their use in determining stability condition;
• enhance skills and knowledge in practice through calculation by hand and program, Draft readings and Density;
• enhance skills and knowledge ballast calculations commence and complete of cargo operation;
• enhance skills and knowledge in effect of “CONST” for cargo calculation correcting;
• enhance skills and knowledge in specific questions which can arise during cargo operations.
• Laws and Regulations;
• know how to prepare the ship for carrying different cargoes and rules for carrying cargoes;
• familiarize participants with ship’s documentation;
• know how to prevent cargo damages and avoid any claims.

ADMISSION REQUIREMENTS: All seafarers and surveyors. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 3 days.

PARTICIPANTS: Maximum 6 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **CONFINED SPACE ENTRY COURSE**

**PURPOSE:** The course provides familiarization training for correct actions during confined spaces entry with pre-entry and entry safety procedures and use of necessary legal regulations.

**CONTENT:** The Confined Space Entry course programme covers theoretical and practical training on the norms, regulations and safety procedures of correct entry into confined spaces of merchant fleet and offshore industry designed for those who intend to work both in industry and as a seaman. The course meets the requirements of the Ukrainian Regulation and International Norms.

**OBJECTIVES:** After successful completion of the course, the trainees will be competent in correct procedures to enter confined space, including preparation of documentation and equipment, providing necessary pre-entry checks including assistance, communication and evacuation.

**ADMISSION REQUIREMENTS:** All seafarers. Delegates will be required to bring photographic ID.

**ACCREDITATION:** None. Internal Certificate.

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** None

**COURSE DURATION:** 1 day.

**PARTICIPANTS:** Maximum 12 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: **MARINE INTEGRATED AUTOMATION SYSTEM TRAINING**

**PURPOSE:** This training course will give trainees basic knowledge, understanding and proficiency necessary to operate, maintain, troubleshoot and repair various control systems, electrical motor control devices onboard ships equipped with modern control systems and electrical control equipment.

This course provides knowledge based on written evaluation and skills-based assessment of trainee’s performance through appropriate practical laboratory exercises.

**CONTENT:** This course covers the basic principles of process control, Automation, Marine control systems, electrical safety procedures, theory and application of electricity, electrical machines, types of conductors and insulators, troubleshooting and testing of electrical and electronic components and devices. It is designed to maximize the practical aspects of the work carried out on board ships with the use of appropriate laboratory equipment and exercises.

**OBJECTIVES:** After successful completion of the course, the trainees will be able to:

- explain the principles of automation and practical application onboard;
- describe the basic principles of measurements and application on board;
- maintain and troubleshoot typical marine control systems;
- apply electrical safety procedures;
- demonstrate safety procedures in using electrical measuring instruments;
- identify and explain the functions of different electrical / electronic parameters;
- identify different electrical / electronic components, symbols and diagrams as per ANSI / DIN standards;
- interpret different types of electrical circuits;
- identify various types of electrical control devices and circuit protection;
- understand the construction, operation and application of motors, generators and transformers;
• assemble, disassemble and understand the proper connection of motors;
• enhance the understanding of the basic principles and operation of electrical motor control;
• identify different types of control devices used in motor control;
• identify and interpret different types of electrical diagrams, symbols and specifications;
• explain the application and difference between the Full Voltage Starting and the Reduced Voltage Starting;
• describe, construct and discuss the principles and operations of different types of motor starter’s circuits and their protections;
• improve the ability in maintaining and fault finding of electrical equipment on board ships that provides safe and efficient operation;
• explain the basic components of PLC;
• implement wiring of input and output devices into the PLC;
• explain and implement programmes using timer and counter functions;
• implement sequential control and troubleshooting.

**ADMISSION REQUIREMENTS:** Delegates must be in the possession of a valid seaman’s book and certificate of competency as Engineer Officer or Electro-Technical Officer. Delegates will be required to bring photographic ID.

**ACCREDITATION:** None. Internal Certificate.

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** None

**COURSE DURATION:** 3 days.

**PARTICIPANTS:** Maximum 8 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: ENVIRONMENTAL TRAINING PROGRAMME

PURPOSE: The course provides with knowledge and understanding regarding the prevention of pollution of marine environment and ability to develop correct attitude in ensuring compliance with pollution prevention requirements.

CONTENT: The course covers the pollution prevention requirements as mandated by MARPOL 73/78 Convention, Classification Societies, Flag States, USCG Code of Federal Regulations and all applicable regulatory and statutory requirements.

OBJECTIVES: After successful completion of the course, the trainees will be able to:
• describe the company’s commitment to full compliance with all applicable regulatory and statutory requirements for the protection of marine environment;
• describe the proactive measures that can be taken on board ship to protect the marine environment;
• identify the most common deficiencies on board that should be avoided;
• fill in Oil Record Book Part I correctly;
• fill in Open Report Form;
• use correct procedures for sealing outlet valves.

ADMISSION REQUIREMENTS: Management Level Deck Officers, Engine Officers and Superintendents. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 1 day.
PARTICIPANTS: Maximum 12 delegates.
LANGUAGE: English, Russian (on request).
TITLE: **ADMIRALTY COMMERCIAL LAW COURSE**

PURPOSE: This course will cover the essential principles of Commercial Admiralty Law in particular and relevant subjects affecting the conduct of ship business management by the merchant marine officer.

CONTENT: The topics of the course are intended to represent the practical application of Admiralty Law in current ship and cargo operations. It is geared towards updated and keen understanding of the modern ship officer’s legal duties and responsibilities.

OBJECTIVES: After successful completion of the course, the trainees will be able to:

- understand Rules and Regulations involved;
- know where to find them;
- know where most mistakes are from;
- know how to avoid them;
- understand parties involved;
- be proficient in drafting appropriate Reports / Statements;
- be proficient in communication/reporting.

ADMISSION REQUIREMENTS: Deck officers with experience on board any types of vessels. Delegates should be in possession of a valid seaman’s book and certificate of competency as deck officer. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 2 days.

PARTICIPANTS: Maximum 12 delegates.

LANGUAGE: English, Russian (on request).
TITLE: SELF-CONTAINED BREATHING APPARATUS COURSE

PURPOSE: Instructional techniques to enable competent Breathing Apparatus (BA) wearers to instruct personnel in the use of BA and to ensure that BA operations are carried out safely.

CONTENT: This training is designed for employees who are required to operate self-contained breathing apparatus (SCBA) whilst working in confined spaces or in emergencies, such as retrieving persons from dangerous situations. This course covers the correct procedures of wearing and using this equipment.

OBJECTIVES: After successful completion of the course, the trainees will:
• Understand the basic function of Breathing Apparatus (SCBA) and airline equipment;
• Be familiar with the usage of SCBA and airline equipment;
• Create awareness of SCBA Safety Guidelines;
• Be familiar with SCBA Emergency Procedures.

ADMISSION REQUIREMENTS: All seafarers. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 1 day.

PARTICIPANTS: Maximum 8 delegates.

LANGUAGE: English, Russian (on request).
TITLE: MASTER / PILOT RELATION COURSE

PURPOSE: Reduce amount of incidents and accidents involving master/pilot bridge teamwork.

CONTENT: The course covers:

• A brief repetition of the Bridge Resource Management System;
• Ship handling and maneuvering with and without pilot:
  - in confined waters;
  - with and without tug assistance;
  - under impact of wind and current.
• Master/Pilot rapport and communication.

OBJECTIVES: After successful completion of the course, the trainees will be able to:

• understand efficient bridge resource management, bridge teamwork and ship handling in narrow/shallow waters or approaching the port under or without pilotage in normal and emergency situations;
• understand proper Bridge Team including the Pilot on the Navigation bridge properly integrated/familiarized/briefed into the ship’s handling/maneuvering together with Master;
• understand meaning/purpose/importance of the “SOFT SKILLS” for the safe and efficient management of the Bridge Team including the Pilot;
• demonstrate practical skills of the Master-Pilot relations by mean of Simulator exercises.

ADMISSION REQUIREMENTS: Participants have to be holders of a valid “Management Level License” for seagoing vessels and have experience as a master or chief officer. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.
CERTIFICATION:
A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 4 days.

PARTICIPANTS: Maximum 3 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **SHIP STABILITY INCLUDING INTACT, DAMAGE AND GRAIN STABILITY COURSE**

**PURPOSE:** To provide introductory training and sound understanding in the theory and practice of basic stability that meets the needs of the marine industry.

**CONTENT:** The programme covers lectures and practical calculation of intact, damage and grain stability criteria.

**OBJECTIVES:** After successful completion of the course, the trainees will:

- Familiarize participants with the concept of stability criteria;
- Comprehend various cargo specification and points of interest before loading;
- Comprehend use of hydrostatic tables and data;
- Be familiarized with IMO requirements as to carriage of grain and angle of repose;
- Be familiarized with induction to stability course and basic calculations;
- Be familiarized with induction to Grain stability course, familiarization with basic values in stability calculations;
- Be familiarized with specific questions arisen during calculations. IMO requirements;
- Know how to prepare the ship for carrying different grain cargoes and be aware of rules for carrying grain cargoes;
- Be familiarized with ship’s documentation;
- Know how to prevent dangerous situations at sea or during anchorage and avoid any claims.

**ADMISSION REQUIREMENTS:** All seafarers and surveyors. Delegates will be required to bring photographic ID.

**ACCREDITATION:** None. Internal Certificate.

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.
VALIDITY: None

COURSE DURATION: 3 days.

PARTICIPANTS: Maximum 6 delegates.

LANGUAGE: English, Russian (on request).
TITLE: PORT STATE CONTROL COURSE

PURPOSE: The course is aimed at providing Management Level Deck Officers, Engine Officers and Superintendents with knowledge and understanding regarding Port State Control procedures, Ship Inspection Preparation, Master Rights and Responsibilities, pick up Safety Awareness, providing information regarding New Inspection Regimes (NIR), information exchange between delegates regarding Inspection process passing.

CONTENT: The course covers theoretical knowledge for officers about responsibilities, possibilities and limitations of Port State Control.

OBJECTIVES: After successful completion of the course, the trainees will be able to:

• Understand Inspection process;
• Understand ships inspection preparation;
• Identify the most common deficiencies on board that should be avoided;
• Understand New Inspection Regime procedure;
• Predict and calculate Ship data regarding Risk Factors and Inspection time frame.

ADMISSION REQUIREMENTS: Management Level Officers/Engineers who are involved in constant Ship preparation and maintenance regarding Critical equipment and Safety and Pollution Prevention matters. Operational Level Officers on request. Delegates will be required to bring photographic ID.

ACCREDITATION: None. Internal Certificate.

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: None
COURSE DURATION: 1 days.

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **BASIC OFFSHORE SAFETY INDUCTION AND EMERGENCY TRAINING (BOSIET) SC (Standard Code) 5700**

**PURPOSE:** Oil and Gas operating companies worldwide seek to ensure that everyone travelling to one of their offshore assets (production platform, drill rig, FPSO etc.) has completed an appropriate offshore safety and emergency training course before being allowed to travel to their offshore asset.

Upon completion of the course, the delegate will have the awareness of the generic hazards and associated risks encountered when working on offshore installations as well as of the generic safety regimes and safety management systems on the spot to control and mitigate risks associated with hazards.

The BOSIET will also supply participants with the knowledge, skills and confidence to respond appropriately in the event of an offshore emergency and to enhance their survivability through proper use of emergency equipment and procedures.

**CONTENT:** The OPITO-approved BOSIET (Basic Offshore Safety Induction and Emergency Training) course provides the delegate with a range of knowledge and skills relevant to travelling offshore by helicopter and working offshore, including safety induction, fire safety and basic firefighting, first aid, helicopter safety and escape and survival at sea.

The course is comprised of 4 modules:
- Safety Induction;
- Helicopter Safety and Escape Training;
- Sea Survival and Emergency First Aid;
- Fire Fighting and Self-Rescue.
**OBJECTIVES:** The aim of the BOSIET is to introduce delegates to the specific safety issues and regimes relevant to offshore installations and to supply them with the basic emergency response knowledge and skills for travelling to and from offshore installations by helicopter.

On completion of the course, delegates will be able to:

- Identify the generic hazards which are specific for offshore oil and gas installations, potential risks associated with those hazards, and know how controls are put in place to eliminate or reduce risks;

- Identify key offshore related safety regulations and explain the basic safety management concepts;

- Demonstrate, in a simulated environment, that they can use the safety equipment and follow procedures in preparing for, and during helicopter emergencies – with particular focus on escaping from a helicopter following ditching;

- Demonstrate sea survival and first aid techniques;

- Demonstrate that they can effectively use basic firefighting equipment and practice self-rescue techniques in low visibility situations, including smoke filled areas.

**ADMISSION REQUIREMENTS:** This training programme is designed to meet the initial offshore safety and emergency response training requirements for personnel new to the offshore oil and gas industry. Training and/or assessment activities within the BOSIET may include physically demanding and potentially stressful elements. All personnel who participate in such activities must be physically and mentally capable of participating fully. Therefore delegates
prior to enrollment to the course must either:

• Possess a valid, current offshore medical certificate or
• Possess an operator approved medical certificate, or
• Undergo medical screening and complete an appropriate medical screening form provided by KMSTC.

ACCREDITATION: The course is accredited by oil and gas organization OPITO

CERTIFICATION: A certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 4 years.

COURSE DURATION: 3 days.

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: HELICOPTER UNDERWATER ESCAPE TRAINING (HUET)
SC (Standard Code) 5095

PURPOSE: The HUET programme is designed to prepare delegates that intend to travel to and from offshore oil and gas installations and vessels by helicopter by providing specific training in preflight and in-flight requirements and to supply delegates with the basic emergency response knowledge and skills required in the event of a helicopter emergency – with specific focus on escaping from a helicopter following ditching.

CONTENT: Delegates attending this training programme will be given a series of explanations and demonstrations by training staff which will identify what they are expected to know and to do whilst preparing for and during normal helicopter travel and how to respond to helicopter emergencies. This will be followed by practical exercises which will allow delegates to practice and demonstrate their emergency response skills, knowledge and understanding in the case of a helicopter emergency.

The course is comprised of two elements:

• Helicopter Travel;
• Helicopter Emergencies.

OBJECTIVES: On completion of the course, delegates will be able to demonstrate, in a simulated environment, that they can use the safety equipment and follow procedures in preparing for and during helicopter emergencies – with particular focus on escaping from a helicopter following ditching.

ADMISSION REQUIREMENTS: Training and/or assessment activities within the BOSIET may include physically demanding and potentially stressful elements. All personnel who participate in such activities must be physically and mentally
capable of participating fully. Therefore, delegates prior to enrollment to the course must either:

- Possess a valid, current offshore medical certificate \textit{or}
- Possess an operator approved medical certificate, \textit{or}
- Undergo medical screening and complete an appropriate medical screening form provided by KMSTC.

**ACCREDITATION:** The course is accredited by oil and gas organization OPITO

**CERTIFICATION:** An OPITO approved certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** 4 years.

**COURSE DURATION:** 3 days.

**PARTICIPANTS:** Maximum 16 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: FURTHER OFFSHORE EMERGENCY TRAINING (FOET)
SC (Standard Code) 5858

PURPOSE: This programme is designed to meet the further offshore safety and emergency response training requirements for personnel working in the offshore oil and gas industry.

CONTENT: The FOET content is devised in a manner that allows delegates to practice and demonstrate emergency response skills, which are not possible to practice during drills, exercises and emergency training offshore. The course is comprised of three modules:

• Helicopter Safety and Escape;
• Firefighting and Self-Rescue;
• Emergency First Aid.

OBJECTIVES: The objectives of the FOET are that delegates will be able to:

Demonstrate, in a simulated environment, that they can use the safety equipment and follow procedures in preparing for and during helicopter emergencies – with particular focus on escaping from a helicopter following ditching.

Demonstrate that they can use basic firefighting equipment effectively and use self-rescue techniques in low visibility and completely obscured visibility situations e.g. smoke filled areas.

Demonstrate that they can perform basic first aid.

ADMISSION REQUIREMENTS: Training and/or assessment activities contained within the BOSIET may include physically demanding and potentially stressful elements. All personnel who participate in such activities must be physically and mentally capable of participating fully. Therefore, delegates prior to enrollment to
the course must either:

• Possess a valid, current offshore medical certificate or
• Possess an operator approved medical certificate, or
• Undergo medical screening and complete an appropriate medical screening form provided by KMSTC.

ACCREDITATION: The course is accredited by oil and gas organization OPITO
CERTIFICATION: An OPITO approved certificate of completion shall be issued the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 4 years.

COURSE DURATION: 3 days.

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: OFFSHORE CRANE OPERATOR FAMILIARIZATION (STAGE 1)

PURPOSE: This offshore crane operator course is designed for operators of the main types of offshore cranes which can undertake a range of crane lifting operations, including lifts on offshore installations, subsea lifts, diving support vessels lifts, well intervention vessels lifts and offshore construction vessels lifts.

The Offshore Crane Operator Stage 1 Introductory Training Programme is intended for individuals that have little or no crane operating experience and wish to gain theoretical and practical experience in offshore crane operations.

CONTENT:

This programme provides introductory training for individuals that have little or no crane operating experience. Delegates who have successfully completed the Introductory Training Programme will be awarded with Stage 1 Offshore Crane Operator Introductory Training Certificate; this entitles the delegate to progress to OCO Stage 2 Training followed by supervised OCO Stage 2 workplace experience.

This training programme does not deem the successful delegate to be competent to operate offshore cranes unsupervised. The OCO Stage 1 Training certificate has no expiry but delegates wishing to progress to Stage 2 must undertake OCO Stage 2 Training within twelve months, otherwise they will be required to repeat OCO Stage 1 Training.

The course consists of the following practical and theoretical elements:

**Module 1 Introduction to Offshore Crane Operations**

- The roles and responsibilities of an offshore lifting operations team;
- The principles of offshore crane operations.
Module 2 Offshore Crane Operations

- Legislation, regulations and safe systems of work;
- Preparation for a crane lifting operation;
- Conducting crane lifting operations.

OBJECTIVES: The aim of the Offshore Crane Operator Stage 1 Training Programme is to provide the delegate, who has little or no previous knowledge or experience in crane operations, with the basic knowledge and skills required from an Offshore Crane Operator.

On completion of the course, the following objectives will be gained:

- To introduce the delegate to crane operations terminology;
- To ensure the delegate can identify and explain key elements of relevant legislation;
- To ensure the delegate understands the role and responsibilities of the offshore crane operator and safety implications attached to that role;
- To ensure the delegate understands the main crane controls, safety devices, working limitations, associated hazards and safe work practices of an offshore crane operator;
- To ensure the delegate understands typical crane maintenance and inspection requirements;
- To ensure the delegate to practice operating a crane simulator following a basic lifting plan - after receiving instructions from qualified training staff.

ADMISSION REQUIREMENTS: Training activities contained within this Standard may include physically demanding and potentially stressful elements. All personnel who participate in such activities must be physically and mentally capable of participating fully. All personnel who participate in such activities must be physically and mentally capable of participating fully. Therefore delegates prior
to enrollment to the course must either:

- Possess a valid, current offshore medical certificate or
- Possess an operator approved medical certificate, or

Undergo medical screening and complete an appropriate medical screening form provided by KMSTC.

ACCREDITATION: Internal KMSTC approved course

CERTIFICATION: A certificate of completion shall be issued the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: no expiry.

COURSE DURATION: 4 days.

PARTICIPANTS: Maximum 2 delegates.

LANGUAGE: English, Russian (on request).
TITLE: SAFETY FAMILIARIZATION, BASIC TRAINING AND INSTRUCTION FOR ALL SEAFARERS

PURPOSE: This course is designed to meet the minimum requirements for familiarization and basic safety training of seafarers in accordance with the provisions of Regulation VI/1 of the STCW Convention, section A-VI/1 (paragraphs 1-4) of the STCW Code, as amended. The course is considered a prerequisite for anyone who wishes to work at sea.

The course is based on IMO Model Courses 1.21 “Personal Safety and Social Responsibilities”, 1.13 “Elementary First Aid”, 1.20 “Fire Prevention and Fire Fighting”, 1.19 “Proficiency in Personal Survival Techniques”.

CONTENT: This course focuses on basic safety skills and knowledge in order to provide a framework for safe working practices, emergency procedures and teamwork within the maritime environment.

The course syllabus focuses on:
- Compliance with emergency procedures;
- Taking precautions to prevent pollution of the marine environment;
- Observing safe working practices;
- Contributing to effective communications on board ship;
- Contributing to effective human relationships on board ship;
- Understanding and taking necessary actions to control fatigue;
- Body structure and functions;
- Positioning of casualty, the unconscious casualty;
- Resuscitation, bleeding, management of shock;
- Burns and scalds, and accidents caused by electricity;
- Rescue and transport of casualty;
- Minimizing the risk of fire;
- Maintaining a state of readiness to respond to emergency situations involving fires;
- Fighting and extinguishing fires;
• Emergency situations, evacuation;
• Survival craft and rescue boats;
• Personal life-saving appliances;
• Survival at sea;
• Emergency radio equipment;
• Helicopter assistance.

OBJECTIVES: After successful completion of the course the trainees will be able to demonstrate competency in: surviving at sea in the event of ship abandonment; taking appropriate measures for the safety of personnel and ship; using fire appliance correctly; fire preventing; taking immediate action upon encountering an accident or medical emergency until the arrival of a person with medical first aid skills or a person in charge of medical care on board; complying with emergency procedures; observing safe working practices and effectively communicating with others.

ADMISSION REQUIREMENTS: This course is open to both prospective and serving seafarers. Delegates should be in possession of a valid seaman’s book and medical certificate.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 9 days (64,75 hours).

PARTICIPANTS: Maximum 12 delegates.

LANGUAGE: English, Russian (on request).
TITLE: PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS OTHER THAN FAST RESCUE BOATS

PURPOSE: This course provides the training for trainees to launch and take charge of a survival craft or rescue boat in emergency situations, in accordance with the provisions of Regulation VI/2 (paragraph 1) of the STCW Convention, section A-VI/2 (paragraphs 1-4) of the STCW Code, as amended. The course is based on IMO Model Course 1.23 “Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats”.

CONTENT: The course syllabus focuses on:
- General introduction and safety;
- Abandon ship;
- Survival craft and rescue boats;
- Launching arrangements;
- Evacuation and recovery of survival craft and rescue boats;
- Actions to be taken when abandoning the ship;
- Lifeboat engine and accessories;
- Rescue boat outboard engine;
- Handling survival craft and rescue boats in rough weather;
- Actions to be taken aboard a survival craft;
- Methods of helicopter rescue;
- Hypothermia;
- Radio equipment;
- First aid;
- Drills in launching and recovering boats;
- Drills in launching liferafts;
- Drills in launching and recovering rescue boats;
- Practical exercises and evaluation.

OBJECTIVES: After successful completion of the course, trainees will be competent to operate life-saving appliances and take charge of a survival craft or rescue boat during or after launch. They will also be able to operate a survival craft engine and
manage survivors and survival craft after abandoning ship. Trainees will know the correct use of all locating devices, including communication and signaling apparatus and pyrotechnics as well as how to apply first aid to survivors and the actions to take to preserve the lives of those in their charge.

**ADMISSION REQUIREMENTS:** This course is open to all seafarers who have completed SAFETY FAMILIARIZATION, BASIC TRAINING AND INSTRUCTION FOR ALL SEAFARERS in accordance with the provisions of Regulation VI/1 of the STCW Convention, section A-VI/1 (paragraphs 1-4) of the STCW Code. Delegates should be in possession of a valid seaman’s book and medical certificate.

**ACCREDITATION:** The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** 5 years.
**COURSE DURATION:** 4 days (31.5 hours).
**PARTICIPANTS:** Maximum 12 delegates.
**LANGUAGE:** English, Russian (on request).
**TITLE:** FREE-FALL LIFEBOAT COURSE

**PURPOSE:** The course is aimed at providing familiarization training in boarding and launching operations of free-fall lifeboats and appropriate training of seafarers in boarding, launching, recovering and taking charge of these types of boats.

**CONTENT:** The course programme covers theoretical and practical training in the construction and function of different types of free-fall boats, their associated equipment, how to take charge of a survival craft during/after launch and upon recovery, on managing the craft after abandoning the ship.

The course meets the requirements of Regulation VI/2, Section A-VI/2-1 of the Seafarers Training, Certification and Watchkeeping (STCW) Code 1978 (with Manila amendments).

**OBJECTIVES:** After successful completion of the course, the trainees will be able to operate a free-fall boat during or after launch. They will be able to operate a survival craft engine and manage survivors and survival craft after abandoning ship. Trainees will know the correct use of all locating devices, including communication and signaling apparatus and pyrotechnics.

**ADMISSION REQUIREMENTS:** All seafarers. Seafarers must have completed the four basic courses covering the familiarization and basic safety training and instruction in accordance with Regulation VI/1 of STCW 1995. For admission to the course, they must be also certified by a doctor to be in a good health. Delegates must be in the possession of a valid seaman’s book. Delegates will be required to bring photographic ID.

**ACCREDITATION:** None. Internal Certificate.

**CERTIFICATION:** A Certificate of completion shall be issued to the participants.
after successful completion of the course and meeting the assessment criteria.

VALIDITY: None

COURSE DURATION: 2 days.

PARTICIPANTS: Maximum 12 delegates.

LANGUAGE: English, Russian (on request).
TITLE: SECURITY-RELATED TRAINING AND INSTRUCTION FOR ALL SEAFARERS

PURPOSE: This course is intended to provide the knowledge required to enable personnel without designated security duties in connection with a Ship Security Plan (SSP) to enhance ship security in accordance with the requirements of Chapter XI-2 of SOLAS 74 as amended, the ISPS Code, the provisions of Regulation VI/6 (paragraphs 1, 2) of the STCW Convention and section A-VI/6 (paragraphs 1-4) of the STCW Code, as amended. The course is based on IMO Model Course 3.27 “Security Awareness Training for All Seafarers”.

CONTENT: The course syllabus focuses on:
- Introduction;
- Maritime Security Policy;
- Security Responsibilities;
- Threat Identification, Recognition and Response;
- Ship Security Actions;
- Emergency Preparedness, Drills and Exercises.

OBJECTIVES: After successful completion of the course, the trainees will achieve the required standard of competence enabling them to contribute to the enhancement of marine security through heightened awareness and the ability to recognize security threats and to respond appropriately.
This knowledge includes:
• The meaning and the consequential requirements of the different security levels;
• Knowledge of emergency procedures and contingency plans;
• Recognition and detection of weapons, dangerous substances and devices;
• Recognition, on a non-discriminatory basis, of characteristics and behavioral patterns of persons who are likely to threaten security;
• Techniques used to circumvent security measures.

ADMISSION REQUIREMENTS: This course is open to all seafarers. Delegates should be in possession of a valid seaman’s book.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 1 day (4,5 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: DESIGNATED SECURITY DUTIES FOR SHIPBOARD PERSONNEL

PURPOSE: This course is intended to provide the knowledge required for seafarers with designated security duties in connection with the Ship Security Plan (SSP) to perform their duties in accordance with the requirements of Chapter XI-2 of SOLAS 74, as amended, the ISPS Code, the provisions of Regulation VI/6 (paragraphs 4, 5) of the STCW Convention and section A-VI/6 (paragraphs 6-8) of the STCW Code, as amended. The course is based on IMO Model Course 3.26 “Security Training for Seafarers with Designated Security Duties”.

CONTENT: The course syllabus focuses on:

• Introduction;
• Maritime Security Policy;
• Security Responsibilities;
• Ship Security Assessment;
• Security Equipment;
• Threat Identification, Recognition and Response;
• Ship Security Actions;
• Emergency Preparedness, Drills and Exercises;
• Security Administration.

OBJECTIVES: After successful completion of the course, the trainees will be able to demonstrate sufficient knowledge to undertake the duties assigned under the SSP.

This knowledge includes:

• Knowledge of current security threats and patterns;
• Recognition and detection of weapons, dangerous substances and devices;
• Recognition, on a non-discriminatory basis, of characteristics and behavioral patterns of persons who are likely to threaten security;
• Techniques used to circumvent security measures;
• Crowd management and control techniques;
• Security related communications;
• Knowledge of emergency procedures and contingency plans;
• Operation of security equipment and systems;
• Testing, calibration and at-sea maintenance of security equipment and systems;
• Inspection, control and monitoring techniques;
• Methods of physical search of persons, personal effects, baggage, cargo and ship stores.

**ADMISSION REQUIREMENTS:** This course is open to all seafarers. Delegates should be in possession of a valid seaman’s book.

**ACCREDITATION:** The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

**CERTIFICATION:** A Certificate of completion shall be issued to those participants who successfully complete the course and meet the assessment criteria.

**VALIDITY:** 5 years.

**COURSE DURATION:** 2 days (9.5 hours).

**PARTICIPANTS:** Maximum 16 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: ADVANCED FIRE FIGHTING

PURPOSE: This course is intended to provide the training in advanced fire-fighting in accordance with the provisions of Regulation VI/3 of the STCW Convention, section A-VI/3 (paragraphs 1-4) of the STCW Code, as amended. The emphasis of the training is on organization, tactics and command.

The course is based on IMO Model Course 2.03 “Advanced Training in Fire Fighting”.

CONTENT: The course syllabus focuses on:

• Control of fire-fighting operations aboard ship;
• Organizing and training fire parties;
• Inspecting and servicing fire detection and extinguishing systems and equipment;
• Investigating and compiling reports on incidents involving fire.

OBJECTIVES: After successful completion of the course, the trainees will be competent to take command, organize and train fire parties and control fire-fighting operations. The seafarers will have acquired the knowledge of fire prevention and the ability to inspect and service fire detection and extinguishing systems and equipment. They will also be able to investigate and report on incidents involving fire.

ADMISSION REQUIREMENTS: This course is open to all seafarers who have completed SAFETY FAMILIARIZATION, BASIC TRAINING AND INSTRUCTION FOR ALL SEAFARERS in accordance with the provisions of Regulation VI/1 of the STCW Convention, section A-VI/1 (paragraphs 1-4) of the STCW Code. Delegates should be in possession of a valid seaman’s book and medical certificate.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).
CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 4 days (30 hours).

PARTICIPANTS: Maximum 12 delegates.

LANGUAGE: English, Russian (on request).
TITLE: MEDICAL FIRST AID ON BOARD SHIP

PURPOSE: This course is designed to provide the training for delegates in applying medical first aid on board ship, in accordance with the provisions of Regulation VI/4 (paragraph 1) of the STCW Convention, section A-VI/4 (paragraphs 1-3) of the STCW Code. The course is based on IMO Model Course 1.14 “Medical First Aid”.

CONTENT: The course syllabus focuses on:

- Immediate action;
- First-aid kit;
- Body Structure and Function;
- Toxicological hazards aboard ship;
- Examination of patient;
- Spinal injuries;
- Burns, scalds and effects of heat and cold;
- Fractures, dislocations and muscular injuries;
- Medical care of rescued persons, including distress, hypothermia and cold exposure;
- Radio medical advice;
- Pharmacology;
- Sterilization;
- Cardiac arrest, drowning and asphyxia;
- Psychological/psychiatric problems.

OBJECTIVES: After successful completion of the course, the trainees will be able to apply immediate first aid in the event of accident or illness on board.

ADMISSION REQUIREMENTS: This course is open to all seafarers who have completed SAFETY FAMILIARIZATION, BASIC TRAINING AND INSTRUCTION FOR ALL SEAFARERS in accordance with the provisions of Regulation VI/1 of the STCW Convention, section A-VI/1 (paragraphs 1-4) of the STCW Code. Delegates should be in possession of a valid seaman’s book.
ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 4 days (31 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **SHIP SECURITY OFFICER**

**PURPOSE:** This course is intended to provide knowledge to those who may be designated to perform the duties and responsibilities of a Ship Security Officer (SSO), as defined in section A/2.1.6 (and section A/12) of the ISPS Code, in the provisions of Regulation VI/5 (paragraph 1) of the STCW Convention and in section A-VI/5 and B-VI/5 of the STCW Code, as amended, and in particular the duties and responsibilities with respect to the security of a ship, for implementing and maintaining a Ship Security Plan and for liaising with the Company Security Officer (CSO) and with Port Facility Security Officers (PFSOs). The course is based on IMO Model Course 3.19 “Ship Security Officer”.

**CONTENT:** The course syllabus focuses on:

- Introduction;
- Maritime Security Policy;
- Security Responsibilities;
- Ship Security Assessment;
- Security Equipment;
- Ship Security Plan;
- Threat Identification, Recognition and Response;
- Ship Security Actions;
- Emergency Preparedness, Drills and Exercises;
- Security Administration;
- Security Training.

**OBJECTIVES:** After successful completion of the course, the trainees will be able to undertake the duties and responsibilities as Ship Security Officer.

This knowledge includes:

- Undertaking regular security inspections of the ship to ensure that appropriate security measures are maintained;
- Maintaining and supervising the implementation of the Ship Security Plan, including any amendments to the plan;
• Coordinating the security aspects of passengers and/or handling of cargo and ship’s stores with other shipboard personnel and with the relevant Port Facility Security Officers;
• Proposing modifications to the Ship Security Plan;
• Reporting to the Company Security Officer any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions;
• Enhancing security awareness and vigilance on board;
• Ensuring that adequate training has been provided to shipboard personnel, as appropriate;
• Reporting all security incidents;
• Coordinating implementation of the Ship Security Plan with the Company Security Officer and the relevant Port Facility Security Officer;
• Ensuring that security equipment is properly operated, tested, calibrated and maintained, if any.

ADMISSION REQUIREMENTS: This course is open to any officers with obtained approved seagoing service not less than one year. Delegates should be in possession of a valid seaman’s book.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 2 days (16 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **RADAR NAVIGATION, RADAR PLOTTING AND USE OF ARPA**

**OPERATIONAL LEVEL**

**PURPOSE:** This course is designed to provide the training in the basic theory and use of radar for officers in charge of a navigational watch, in accordance with the sections A-II/1, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code.

The aspects covered include the theory necessary to understand how radar information is obtained and displayed, the limitations and accuracy of that information, the formation and recognition of unwanted responses, the correct use of operational controls to obtain an optimal display and checks on performance of the set.

The various modes of display available and the choice of a suitable mode for a particular application are covered, together with the effect changes in the course or speed of “own” or target ship displayed.

The course also covers the recognition of critical targets, the measurement of bearings and distances, and the use of them for fixing the ship’s position and maintaining a plot of the movement of other ships as an aid to collision avoidance. Exercises in the application of the International Regulations for Preventing Collisions at Sea (COLREG) make use of the resulting plots.

The course is based on IMO Model Course 1.07 “Radar Navigation, Radar Plotting and Use of ARPA”.

**CONTENT:** The course syllabus focuses on:

- Describing the Basic Theory and Operation of a Marine Radar System;
- Setting Up and Operating Radar in Accordance with Manufacturer’s Instructions;
- Performing Manual Radar Plotting;
- Using Radar to Ensure Safe Navigation
- Using Radar to Avoid Collisions or Close Encounters;
- Describing an ARPA System;
- Operating an ARPA System.
OBJECTIVES: A trainee successfully completing this course and meeting the required performance standards will recognize when radar should be in use; will select a suitable mode and range setting for the circumstances; will be able to set the controls for optimal performance; and will be aware of the limitations of the equipment in detecting targets and in terms of accuracy.

When within range of the coast, the trainee will be able to compare the radar display with the chart, select suitable conspicuous land targets and use these targets to fix his position.

The trainee will also be aware of the need to maintain a continuing plot of ship targets which may pose a potential threat of collision; and he will be able to derive from the plot the necessary information about other ships’ courses, speeds and nearest approaches to enable action to be taken in ample time, in accordance with COLREG to prevent a close-quarters situation arising.

ADMISSION REQUIREMENTS: This course is open to any deck officers with Certificate of Competency not less than Navigator or students (cadets), who study at Navigational Department of Maritime Higher Educational establishment and have completed a minimum period of six months at sea as part of deck crew. Delegates should be in possession of a valid seaman’s book.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 9 days (68.5 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **RADAR, ARPA, BRIDGE TEAMWORK, SEARCH AND RESCUE (MANAGEMENT LEVEL)**

**PURPOSE:** The course is essentially practical and consists of a series of exercises performed on a radar simulator with two or more own-ships and a number of others controlled by the instructor. Each exercise will involve observing the movement of ships seen on the radar, recognizing those presenting a threat of collision and taking action to avoid collisions. Trainees will act either as a master or as an observing officer for the exercises and will change roles to allow each a turn in command of an own-ship.

As the course progresses, exercises of increasing complexity are set to provide realistic practice in the use of radar for navigation and collision avoidance in confined waters with heavy traffic.

Each exercise will be followed by class discussion, giving participants the opportunity to analyze the actions taken and discuss possible alternatives.

The course is based on IMO Model Course 1.08 “Radar, ARPA, Bridge Teamwork and Search and Rescue. Radar Navigation at Management Level” and meets sections A-II/2, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code, as amended.

**CONTENT:** The course syllabus focuses on:
- Operating ARPA and Navigation Controls;
- Performing Radar Plotting;
- Using ARPA and Navigation Information to Control Safe Navigation and Collision Avoidance;
- Planning and Coordinating Search and Rescue.

**OBJECTIVES:** Those successfully completing this course will be able to make efficient and effective use of radar as a navigational aid in congested, confined waters, recognize potential threats and make valid navigational and collision-
avoidance decisions based on sound radar observation and plotting in compliance with the International Regulations for Preventing Collisions at Sea (COLREG). They will be aware of the time needed to appreciate that a dangerous situation is developing, to decide upon and take appropriate action and to ascertain that such action is adequate and does not give rise to further conflicts with other vessels. They will also realize that excessive speed in poor visibility reduces the time available to assess a threat and to take appropriate action. Ability to plan, organise and manage a bridge team, making use of all navigational data, will also be achieved. Successful completion of this course will also provide ability to respond to, co-ordinate and execute a search and rescue operation.

**ADMISSION REQUIREMENTS:** This course is open to Captains, Chief Officers and any deck officers with Certificate of Competency not less than Navigator or Deep Sea Navigator, obtained approved seagoing service as officer in charge of a navigational watch and who have completed course of RADAR NAVIGATION, RADAR PLOTTING AND USE OF ARPA (OPERATIONAL LEVEL) in accordance with the sections A-II/1, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code. Delegates should be in possession of a valid seaman’s book.

**ACCREDITATION:** The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** 5 years.

**COURSE DURATION:** 5 days (39 hours).

**PARTICIPANTS:** Maximum 16 delegates.

**LANGUAGE:** English, Russian (on request).
TITLE: THE OPERATIONAL USE OF ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)

PURPOSE: This course is intended to provide the knowledge, skills and understanding of ECDIS and electronic charts to the thorough extent needed to safely navigate vessels whose primary means of navigation is ECDIS. The course emphasizes both the application and learning of ECDIS in a variety of underway contexts.

The course is based on IMO Model Course 1.27 “Operational Use of Electronic Chart Display and Information Systems (ECDIS)” and meets sections A-I/12 (paragraphs 1, 2), B-I/12 (paragraphs 36-66), A-II/1, A-II/2 and A-II/3 of the STCW Code, as amended.

CONTENT: The course syllabus focuses on:

• Elements of ECDIS;
• Watchkeeping with ECDIS;
• ECDIS Route Planning and Monitoring;
• ECDIS Targets, Charts & System;
• ECDIS Responsibility & Assessment.

OBJECTIVES: After successful completion of the course, the trainees will be able to demonstrate sufficient knowledge, skill and understanding of ECDIS navigation and electronic charts to undertake the duties of a navigational watch officer defined by STCW Code, as amended.

This knowledge includes:

• Knowledge of the capability and limitations of ECDIS operations;
• Proficiency in operation, interpretation and analysis of information obtained from ECDIS;
• Management of operational procedures, system files and data.
ADMISSION REQUIREMENTS: This course is open to all seafarers, who have completed course of RADAR NAVIGATION, RADAR PLOTTING AND USE OF ARPA (OPERATIONAL LEVEL) in accordance with the sections A-II/1, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code or RADAR NAVIGATION AT MANAGEMENT LEVEL, RADAR, ARPA, BRIDGE TEAMWORK, SEARCH AND RESCUE in accordance with the sections A-II/2, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code. Delegates should be in possession of a valid seaman’s book.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 5 days (40 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: GENERAL GMDSS OPERATOR

PURPOSE: This course covers the training recommendations in annex 3 to the IMO Assembly resolution A.703(17) – Recommendation on Training of Radio Operators related to the General Operator’s Certificate (GOC). This course meets the Radio Regulations 2016, the provisions of Regulation IV/2 of the STCW Convention, sections A-IV/2 and B-IV/2 (paragraphs 29-36) of the STCW Code. The course is based on IMO Model Course 1.25 “General Operator’s Certificate for the Global Maritime Distress and Safety System”

CONTENT: The course syllabus focuses on:

- Introduction;
- Statutory framework of the Maritime Mobile Service;
- Identification of radio stations;
- Technical Service publications;
- GMDSS components;
- Other systems used on board;
- Search and Rescue (SAR) operation;
- Role and method of use of ship reporting systems;
- Miscellaneous skills and operational procedures for general communications;
- Examination.

OBJECTIVES: The trainees who have successfully completed this course and passed the prescribed examination will be able to operate efficiently the GMDSS equipment required to be fitted in sea areas A1, A2, A3 and A4, and to have primary responsibility for radio communications during distress, urgency, safety and routine incidents. Keeping in mind the severe problems being experienced in the GMDSS as a result of a large number of false distress alerts that occur, training will also be provided with techniques to avoid the unintentional transmission of false distress alerts and the procedures to use in order to mitigate the effects of false...
distress alerts following unintentional transmission.

**ADMISSION REQUIREMENTS:** This course is open to all seafarers. Delegates should be in possession of a valid seaman’s book.

**ACCREDITATION:** The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

**CERTIFICATION:** A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

**VALIDITY:** 5 years.

**COURSE DURATION:** 14 days (108 hours).

**PARTICIPANTS:** Maximum 16 delegates.

**LANGUAGE:** English, Russian (on request).
**TITLE:** BRIDGE RESOURCE MANAGEMENT

**PURPOSE:** This course is practical and theoretical and consists of a series of exercises performed on a ship handling simulator. Classroom lectures are included to provide the necessary theoretical background for the exercises.

Exercises are controlled by an instructor and, initially, allow the trainees to become familiar with the equipment, the controls and the instrumentation provided by the simulator.

The exercises increase in complexity as the course progresses and as trainees become familiar with the maneuvering characteristics of the ship model and its response to the engine and helm in various conditions. The final exercises deal with the planning and execution of a coastal passage from port to port and will make use of the knowledge and skills learned in all the previous exercises. Equipment failure or malfunction are introduced during the further exercises to afford trainees’ practice in taking emergency preventive actions and to practice in bridge teamwork in critical situations.

During exercises, trainees are expected to make use of effective bridge procedures, to comply with International Regulations for Preventing Collisions at Sea, 1972 (COLREG 1972) and to observe the basic principles of keeping a navigational watch properly. They assume the different roles of the bridge watchkeeping team, the roles being rotated to afford each trainee an opportunity to act as a master for some of the exercises.

Each exercise is preceded by a session of briefing and planning and to be followed by a debriefing.

The course is based on IMO Model Course 1.22 “Ship Simulator and Bridge
Teamwork” and meets the provisions of Regulation I/12 of the STCW Convention, sections A-I/12 (paragraphs 1, 2), A-II/1, A-II/2, A-VIII/2 (parts 3, 4, 4-1), B-I/12 (paragraphs 68-69) and B-VIII/2 (part 4-1) of the STCW Code, as amended.

**CONTENT:** The course syllabus focuses on:

- Review of basic principles;
- Familiarization with the bridge;
- Standard maneuvers;
- Wind and current effects;
- Attitude;
- Cultural awareness;
- Briefing and debriefing;
- Challenge and response;
- Shallow-water effects;
- Bank, channel and interaction effects;
- Planning;
- Authority;
- Management on the bridge;
- Workload and stress;
- Anchoring and single-buoy mooring;
- Human Factor in Error;
- Decision Making;
- Crisis Management;
- Planning and carrying out a voyage in normal and emergency situations.

**OBJECTIVES:** A trainee who has successfully completed this course will gain experience in handling ships under various conditions and will make a more effective contribution to the bridge team during ship maneuvering in normal and emergency situations.

In particular, trainees will gain:

- familiarization with the use of engines and helm for ship maneuvering;
• an understanding of the effects on the behavior of the ship of wind, current, shallow water, banks and narrow channels and condition of loading;
• a greater awareness of the importance of planning a passage or maneuver and the need for an alternative plan;
• a greater understanding and awareness of efficient bridge procedures and bridge teamwork during watchkeeping and ship handling, in normal and emergency situations;
• a greater awareness and understanding of a good interactive communication style and benefit of building up a common shared mental model of the planned passage.

ADMISSION REQUIREMENTS: This course is open to captains and any deck officers who have a minimum of six months' watchkeeping experience as officer in charge of a navigational watch and have completed course of RADAR NAVIGATION, RADAR PLOTTING AND USE OF ARPA (OPERATIONAL LEVEL) in accordance with the sections A-II/1, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code or RADAR NAVIGATION AT MANAGEMENT LEVEL, RADAR, ARPA, BRIDGE TEAMWORK, SEARCH AND RESCUE in accordance with the sections A-II/2, A-I/12 (paragraphs 4, 5) and B-I/12 (paragraphs 2-35) of the STCW Code. Delegates should be in possession of a valid seaman’s book.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 5 days (40 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).
TITLE: **ENGINE ROOM RESOURCE MANAGEMENT**

**PURPOSE:** The course is essentially a practical one, consisting of a series of exercises structured around the operation of a ship’s machinery installation and carried out in conjunction with an engine-room simulator.

The exercises are supervised by an instructor and will, initially, allow the trainee to become familiar with the instrumentation and controls used in the engine-rooms of modern merchant ships. The trainee shall become skilled in the scanning of instrument displays when assessing the normal operational conditions of an engineering plant.

The exercises increase in complexity as the course progresses, as the trainee works through and becomes familiar with the procedures used for starting up auxiliary and propulsion plants, setting the normal operation condition and keeping an engine-room watch. The final exercises deal with watchkeeping and the procedures and techniques needed for the location and trouble-shooting of faults, diagnosis and malfunctions that can occur in an operational plant.

Each exercise should be preceded by a briefing session and followed up by a group debriefing, which will analyze the actions and decisions of the trainee.

During the series of exercises each trainee will assume different roles in the engineering watchkeeping team and shall have more than one opportunity to take on the part of the engineer in charge of the watch.

The course is based on IMO Model Course 2.07 “Engine-Room Simulator” and meets sections A-III/1, A-III/2, A-VIII/2 (paragraphs 3, 4, 4-2), B-I/12 (paragraph 73), B-VIII/2 (paragraph 4-2) of the STCW Code, as amended.

**CONTENT:** The course syllabus focuses on:
- Course introduction;
- Familiarization;
OBJECTIVES: After successful completion of the course, the trainees will be able to apply knowledge and skills to operate, supervise and monitor the safe operation and control of a ship’s machinery installation.

In particular, the trainees will gain:

- Familiarization with the use of instrumentation and controls used in the engine-rooms of modern merchant ships;
- Awareness of the need for proper pre-planning, the use of checklists and timescales involved in startup procedures;
- Understanding and awareness of correct watchkeeping procedures;
- Understanding of the way in which machinery units are interdependent;
- Experience in identifying operational problems and trouble-shooting them;
- The ability to make decisions, which promote the safety and efficiency of an operational plant.

ADMISSION REQUIREMENTS: This course is open to any engineers with Certificate of Competency not less than Third-class Engineer. Delegates should be in possession of a valid seaman’s book.

ACCREDITATION: The course is accredited by the State Service of Ukraine for Transport Safety (Ukrtransbezpeka).

CERTIFICATION: A Certificate of completion shall be issued to the participants after successful completion of the course and meeting the assessment criteria.

VALIDITY: 5 years.

COURSE DURATION: 10 days (80 hours).

PARTICIPANTS: Maximum 16 delegates.

LANGUAGE: English, Russian (on request).