



## Purpose:

The e-learning module (ELM) is designed for theoretical training of navigators in accordance with Chapter II of the STCW Convention in the part concerning of shiphandling in emergency situations.

The ELM is included in the "*Shiphandling basics*" library.

## What is an e-learning module?

E-learning module is the electronic textbook on one or more sections. Theoretical materials can be accompanied by drawings, diagrams, photos, animations and videos. There is a test for assessment of knowledge gained at the end of each section.

## Contents:

- Definitions
- General provisions
- Emergency organization on the ship
- Shipboard damage control training
- Procedure for Watchkeeping on Ships for maintaining a safe navigational or cargo watch
- Organization of ensuring ship's unsinkability
- Fire safety (prevention) onboard ships
- Pollution prevention
- Ship Handling and Emergency Procedures

## Target groups

Deck - Management  
Deck - Operational

## Ship types

Operating in polar waters



## Regulations

### Table A-II/1 STCW Code

Competence:	Respond to emergencies
Knowledge, understanding and proficiency:	Emergency procedures

### Table A-II/2 STCW Code

Competence:	Respond to navigational emergencies
Knowledge, understanding and proficiency:	Assessment of damage control.

### Table A-II/3 STCW Code

Competence:	Respond to emergencies
Knowledge, understanding and proficiency:	Emergency procedures, including: .2 initial assessment of damage and damage control.



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Section 2. General provisions.

The Company must have a system for ensuring the crew actions in case of emergency situations:

- ★ plans of ship's special equipment;
- ★ plans for theoretical and simulator training of masters, ship's officers and members of ship's crews;
- ★ emergency plans;
- ★ Muster List;
- ★ procedure for ship's reports of emergency situations and incidents and procedure for their processing in the Company;
- ★ procedure for actions of officials and employees of the Company upon receipt of emergency messages, especially at night.

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Section 3. Emergency organization on the ship.

The continuous readiness of the crew for action in emergency situations is ensured by:

- Permanent presence on board
- High professional qualification
- Effective system and organization of actions
- Continuous readiness
- continuous readiness of ship damage control equipment;
- Continuous control and monitoring

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Section 4. Shipboard damage control training

Each abandon ship drill should include:

- calling passengers and crew members to muster stations using an alarm signal, after which a message about the drill is transmitted via the public address system or another communication system, ensuring that they are familiarized with the procedure for ship abandoning specified in the Muster List;
- arrival to muster stations and preparation for the performance of functions specified in the Muster List;
- checking that all passengers and crew members are appropriately dressed;
- checking that life jackets are correctly put on;
- lowering at least one lifeboat;
- starting and running the lifeboat engine;
- search and rescue of dummies blocked in cabins;
- instruction for the use of radio equipment for life-saving appliances.

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Section 4. Shipboard damage control training

Fire drills

Each fire drill must include:

- arrival to muster stations and preparation for the performance of duties specified in the Muster List;
- starting the fire pump with the use of at least two required nozzles to show that the system is in proper working order;
- check of the fireman's outfit and other personal rescue equipment;
- check of the relevant communication equipment;
- check of the operation of watertight doors, fire doors and fire dampers, main intake and outlet openings of ventilation systems in the area of the drill;
- check of the equipment and devices required for the subsequent abandonment of the vessel.

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Section 9. Ship Handling and Emergency Procedures

Ship maneuvering during fire

In case of fire, in order to prevent the rapid spread of fire, if navigational situation allows, it is necessary to position the burning ship at an angle to the wind so as to prevent the spread of flame towards the passenger spaces, the navigation bridge, engine room and dangerous goods storage areas, follow the wind at a speed equal to the speed of the wind (in this case, the wind will not contribute to the spread of fire).

Vessels in ballast, which are not under way, spontaneously settle into a position beam to the wind, loaded ships with a stern superstructure are set at an angle of 30-60° to the wind line. From the point of view of the spread of fire, the leeward side is the most dangerous, therefore, a burning vessel should be approached from the windward side in order to more effectively use the fire-fighting equipment of the rescue vessel or, if necessary, board an emergency response team.

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Test tasks

Test of question

What is the manoeuvre shown in the figure?

Choose the correct answer:

- Scharnov turn.
- Loren turn.
- One turn ("Single turn (270° manoeuvre), Anderson turn").
- Williamson turn.

Attempt: 1

COMMENT

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