

WHEELHOUSE MANAGEMENT

INTRODUCTION

The course « Management of a wheelhouse » has proven essential due to the increasing interest to operate fishing vessels more adequately. Today, big and small boats are equipped with many machines operated by one single man. The accidents that occurred lately have shown us time and time again that the usage of limited security measures are outmoded and numerous observations made during critical security periods are too demanding for just one person and on the other hand, ones responsibility to manoeuvre the equipment to which we relegate this security is too much. In other words, the person in the wheelhouse has to continually verify the security around him/her and at the same time, use all the equipment that assures security aboard the vessel. This task can be too demanding of one person. Than one can ask himself to what degree, the measure of security can be effective in case of an emergency.

After reading numerous accident reports it is said that the manner in which the ships were manoeuvred wasn't any more dangerous than on any other ships but, when the event of the accident happened the person responsible aboard the ship did not see the danger coming on and moreover did not respond in a way to avoid the worse at the moment of the accident.

In most situations that lead up to an accident at sea are not all perceptible. Despite all the knowledge one may have concerning security it is difficult to create a security reaction to a mechanism situation that seems easy. That is why, in the past, theoretical teaching was the only means to convey the information to the person responsible. Confidence and reliability were the two major factors given to the person responsible in order to react in the most convenient way concerning any emergency at sea.

Today, the simulation permits us to further our knowledge, even though danger is always present, it permits the person responsible of the wheelhouse to place himself rapidly in an emergency situation without risking his life.

This is why, I believe sincerely that a few hours of training will permit us to access to a certain mechanism that will stimulate the most knowledgeable degree of security that is necessary to each and every candidate who wants to be responsible towards the security on board his her ship.

THE CLASS PLAN DEVELOPMENT

The course is mainly made up of 60 role play questions which the candidate must answer before the teacher solves the question. Each question is treated one at a time, in order to clarify the information. I want you to take into consideration that these questions are pulled out from real life situations that have been mentioned regularly in the BST accident reports.

Each candidate must produce two accident reports and must answer two minor questions. These reports must be presented during the class sessions while two other candidates are in simulation.. The questionnaire must be completed so it may be corrected and discussed profoundly to maintain clarification.

These two reports are crucial to the course in order to develop a sense of responsibility, these are unfortunately, examples of not what to do and they illustrate the extent of the risk implemented in a lack of responsibility, that so easily settles in during the management of a fishing vessel.

The candidates will have the opportunity to use the navigation simulator, Transas. The students will be given a sketch permitting them to identify the touch keys giving access to the simulator while the teacher demonstrates the touches directly on the spot.

During this presentation, there will be a revision of the basic and practical T.C. navigation rules. There will also be a half hour exercise period set aside for practice and roll playing time.

Three official exercises will be carried out. These three exercises are practiced over three different bodies of water. Each exercise is accompanied by a questionnaire that will enable each candidate to be guided throughout his exercise.

The candidates have a final exam of approximately one hour on the simulator. For this exam, the candidates do not have access to a questionnaire nor “guide” but the major points which the students will be noted for will be mentioned before the beginning of the exam.

Presently, the candidates who succeed this course are honoured by receiving a certificate from l’Ecole des Pêches de Grande-Rivière. We are convinced that this course will have a major impact on water security and it will make a difference in the future.

Ladies and gentlemen, we hope we have captured your attention pertaining to these crucial points in connection with water security aboard the fishing vessels. I want to thank you for your support concerning the formation given to our present and future captains and officials on board the vessels.

Gérard Le Discorde
Enseignant
Ecole des pêches et aquaculture