



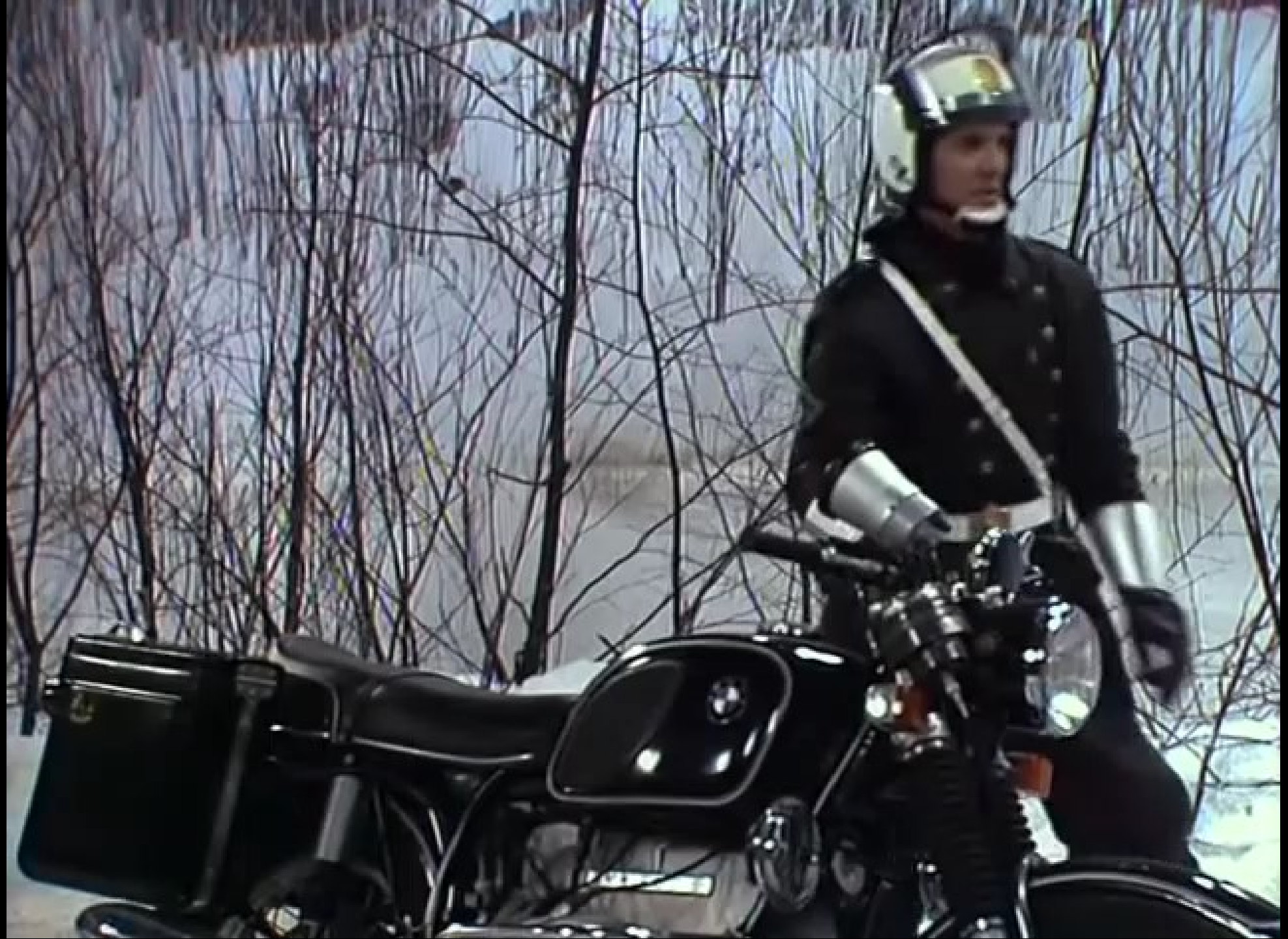
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Bør ankerhåndtering innlemmes i offshore kompetanse sertifisering?





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AHOC Section 3 sub project 3.4.1 AHO SHIP-WINCH COURSE:

Sitat:

GENERAL

Upon completion of the proposed winch course, the candidate must pass an examination to receive a course diploma (in future a licence or certificate?).

The future is when?



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Sertifikat





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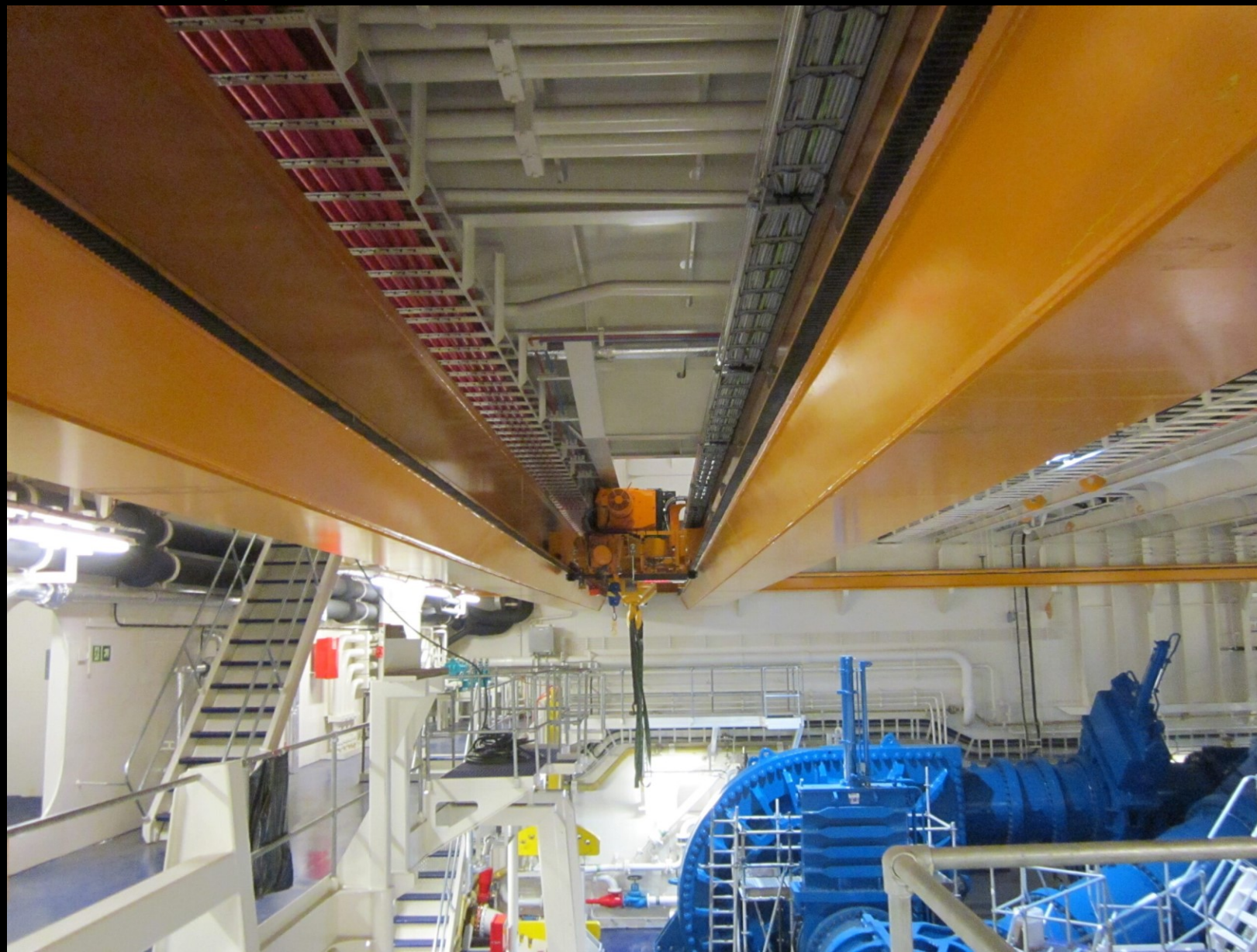
Sertifikat



Sertifikat



Sertifikat



Sertifikat



Sertifikat?

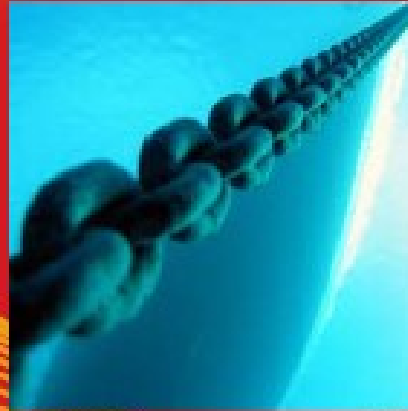
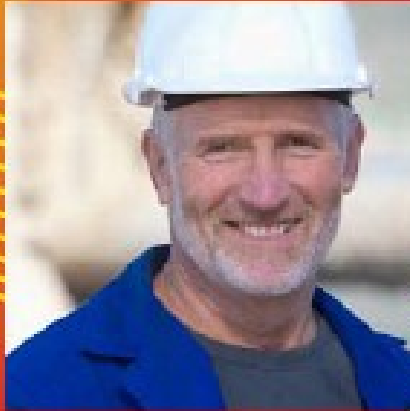




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MAIN REPORT

ANCHOR HANDLING OPERATIONS COMPETENCY (AHOC)
PROJECT PHASE 1



Anchor Handling
TRAINING AND DOCUMENTATION



Sertifikat – formalisering?

Dynamisk Posisjonering Operatør

- Beskrevet i STCW del B
- 2 flagg har formelle krav, Norge for flyttbare innretninger, Brasil for alle som skal betjene DP utstyr
- Operatør krav til sertifikat “om du skal jobbe for oss...”
- Riset bak speilet til næringa: om dette ikke driftes ordentlig vil det havne i STCW del A

Ankerhandling Vinsj operatør

- Ikke spesifikt nevnt i STCW
- Kommer inn under generelle krav med ref. til STCW, ISM koden, Skipsikkerhetsloven
- Kan bli den neste sertifiseringsordning som er drevet av næringa selv



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Sertifikat – formalisering?

Mot

- Høye kostnader
- Mannskapet kan dette, de har gjort dette i mange år
- Kan faget sitt
- “Redde” for eksamen
- Setter Norge i en vanskelig særstilling om dette blir et krav

For

- Bevis på kompetanse
- Vurdert av uavhengig instans
- Siler ut inkompetanse
- Etablert standard for kompetanse
- Lettere for HR/mannskaps avd.
- Gjør egenkontrollen lettere
- Falske papirer elimineres
- Kan reguleres av næringa selv
- Vil gi oss ett internasjonalt fortrinn

Tidslinje(r)

Dynamisk Posisjonering Operatør

- 2007 Test Centre for certification of personnel ST 3-406
- 2010 STCW 2010 Edition
- 2011 Competence of dynamic positioning operators DNV ST-0023
- 2013 Første Test Center i.h.t. DNV ST 3-406 godkjent
1. DNV DPO sertifikat 01.03.13 (2021 ca. 500 cert.)
- 2014 Recommended Practice DNV RP 0007: Certification scheme for dynamic positioning operators
- 2018 Competence of dynamic positioning operators DNV ST-0023 revidert. -flere notasjoner
- 2021 De første DPO POS MOOR sertifikat kandidater eksamineres og sertifiseres

Ankerhandling Vinsj operatør (AH WO)

- 2007 Additional requirements for simulators intended for training in AHT operations DNV No. 2.14
- 2008 AHOC prosjektet etableres
- 2009 AHOC prosjektet fase 1 publiseres
- 2014 Competence related to anchor handling operations DNV No. 3.326 (DNV-ST-0029)
- 2022 KM etablerer AH WO sertifisering inn i KM Certification body and examination centre
- 2024 Det **første** AH WO sertifikatet blir utstedt



FIT FOR PURPOSE –
ANCHOR HANDLING
OPERATOR
CERTIFICATION
SCHEME

DNV SEASKILL™ STANDARDS



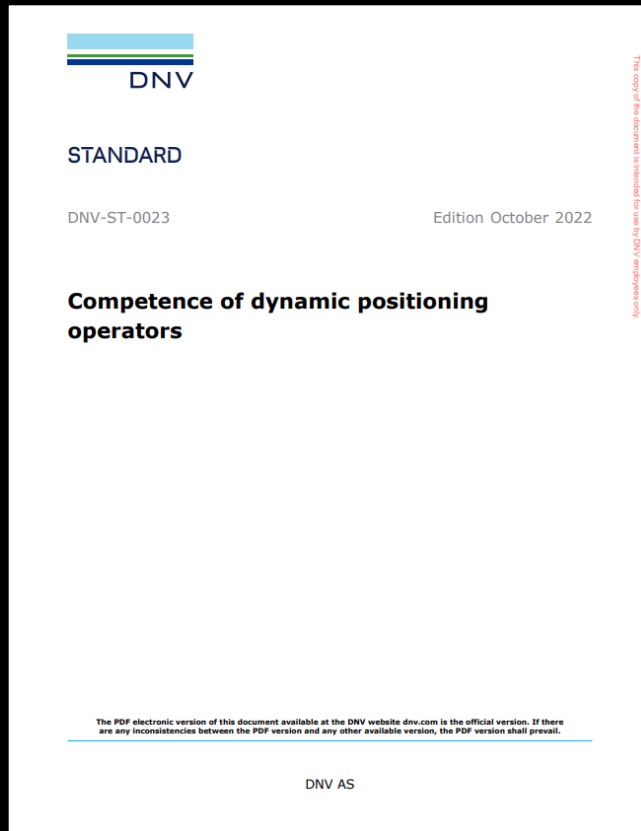
NORWEGIAN REGULATIONS ON QUALIFICATIONS AND CERTIFICATES FOR SEAFARERS § 71

24

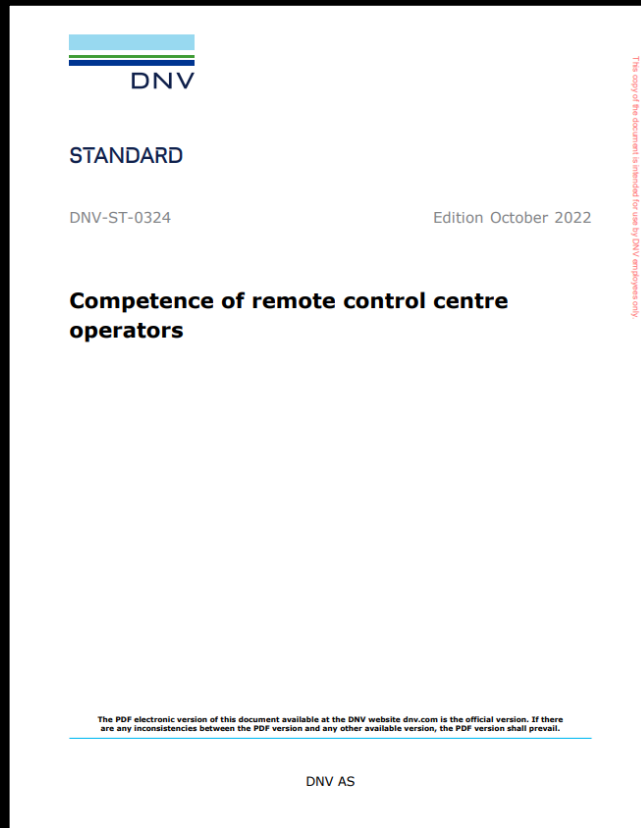
Qualification requirements for certain positions of mobile units, self-propelled section 3

- Operator of dynamic positioning system shall have undergone training in the operation of such systems and be qualified in accordance with internationally recognized industry standard. The training shall include at least the DP-control station, production and management of power, propulsion units, position, course and environmental reference systems and reference systems of external forces, including the gauges after stretching.

CERTIFICATION SCHEME FOR DYNAMIC POSITIONING OPERATORS



CERTIFICATION SCHEME FOR REMOTE CONTROL CENTRE OPERATORS²⁶



COPILOT ON ANCHOR HANDLING QUALIFICATION



You

How do the operators get qualified



Copilot

To become qualified as an anchor handling operator, individuals typically need to complete specific training and certification. For example, Kongsberg Maritime offers an **Anchor Handling Operation Exam** that tests the skills and competence of a Dynamic Positioning Operator (DPO) against the requirements given in the competence standard DNV ST-0027 columns 4 and 5, which pertain to Winch Operator and Officer on Watch (OOW) ¹.

The entry requirements for this exam include:

- Completion of **AHO level 1 and 2**.
- A minimum of **5 Anchor Handling Operations** logged in the **IMCA Record Of Competence Logbook**.
- Alternatively, relevant experience as a winch operator and OOW on anchor handling vessels can be considered.

This certification aims to ensure that the operators are proficient in handling the equipment, performing duties, and executing tasks to a high standard. Scheduled courses and exams are available for those interested in pursuing this qualification ¹.

Learn more ¹ training.km.kongsberg.com ² kongsberg.com ³ kongsberg.com



CERTIFICATION SCHEME FOR ANCHOR HANDLING OPERATORS



STANDARD


DNV-ST-0027 Edition October 2022

Competence requirements related to anchor handling operations

The PDF electronic version of this document available at the DNV website dnv.com is the official version. If there are any inconsistencies between the PDF version and any other available version, the PDF version shall prevail.

DNV AS

This copy of the document is intended for use by DNV employees only.



RECOMMENDED PRACTICE

DNV-RP- Edition

Certification scheme for anchor handling operators

DRAFT

The PDF electronic version of this document available at the DNV website dnv.com is the official version. If there are any inconsistencies between the PDF version and any other available version, the PDF version shall prevail.

DNV AS

This copy of the document is intended for use by DNV employees only.

DNV Standard of Competence for Anchor Handling Operators

PLANNING AND PREPARATION

Pre-meeting/rig move meeting

Decision making and stop criteria

Meteorology

Stability and related calculations

Equipment

Navigation package

Safety, health, environment and quality

ANCHOR HANDLING OPERATIONS

General

Operational planning - anchor handling

Anchor deployment

Chasing pennant

Breaking out the anchor

Anchor recovery

Recovery of buoys

Grappling

J-hook operations

Special operations

Vessel control

TOWING

Operational planning - towing

Towing operation

DECK OPERATIONS

Safe operations

Connecting and disconnecting

Anchor stowage

Fibre

DNV STANDARD OF COMPETENCE FOR ANCHOR HANDLING OPERATORS CONT..

Repairs/modifications

Measuring

Shark jaw

Wire drum tensioning

Winch operations

EMERGENCY PREPAREDNESS

Contingencies

INFORMATION EXCHANGE

Communication

Certification should provide value through public confidence and trust

- Clearly defined ownership (maintenance, analysis)
- Based on measurable competence criteria, aligned with industry expectations
- Impartial
- Not a 'once-in-a-lifetime' thing

RECOMMENDED PRACTICE - OBJECTIVE

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To provide guidance for parties aiming to develop, establish and/or maintain a scheme for certification of Anchor Handling Operators in line with industry expectations and accepted certification principles.

Crucial elements for the development and certification of an Anchor Handling Operator:

- Competence development
- Sea-time / On board competence building
- Competence assessment
- Certification / Re-certification

Initial certification

- Training requirements
- Sea-time requirements
- Impartial assessment of competence
- Valid license as navigational watch keeping officer

Re-certification

- Periodical training requirement
- Impartial re-assessment of competence
- Valid license as navigational watch keeping officer
- Twelve months of seagoing service during the preceding five years, performing DPO duties

Criteria

- To be delivered by an approved training provider
- Built on sound educational principles and measurable learning objectives
- Starting level assumes ship handling skills
- Basic foundation
- Additional training for specific Anchor Handling-operations / systems

Role of simulators

- The closest alternative to real vessel and equipment
- Realistic simulation allows for repetition of both routine and non-routine scenarios
- Effective tool to spot and close competence gaps
- Steep learning curve through practical exposure and detailed debrief

SOME OPERATIONS ENABLED BY TODAY'S OFFSHORE SIMULATORS



Platform Support
Anchor & Deck Equipment Handling
DP Operations
ROV Launch & Recovery
Rig Move & Anchor Handling
Winch Control
Towing & Tugging
Offshore Crane Lifting
Ship-to-Ship Lifting
Sub-Sea Lifting
Buoy and Tandem Loading
Jack-Up Operations
Wind Farm Installations
Ploughing
Dredging
Ballast Control & Stability
Seismic Streamer Handling
Power Management
Walk2work
Heavy lift



Use of simulators for **Training**

- Simulator must be suitable to meet defined **learning objectives**
- Class B, C and S for foundation training
- Class A for sea-time reduction training

Use of simulators for **Certification** Assessment

- Simulator must be suitable to measure, or trigger defined **performance / assessment criteria**
- Possibility to create life-like scenarios
- **Class A** simulator is required

Sea-time

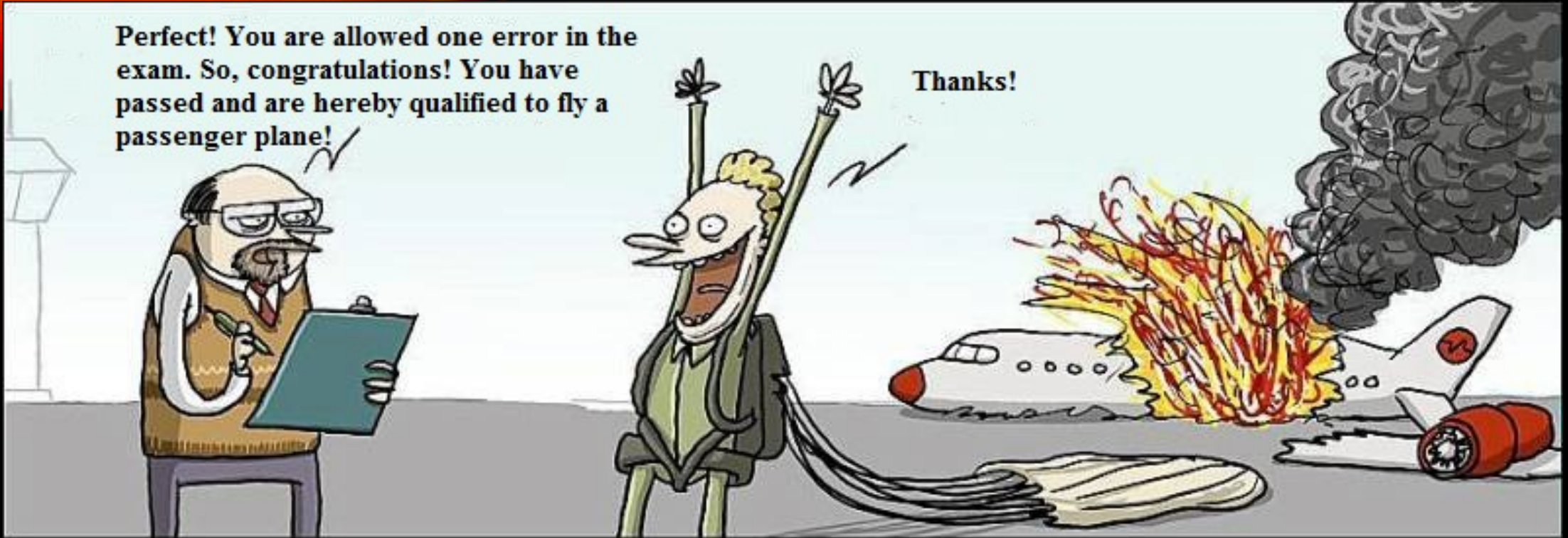
- Duration determined by the time it takes to complete defined tasks of which a minimum of 270 hours is spent at the DP-desk under DP control.
- For specific activities with infrequent use of DP the scheme should define criteria to enable them to meet feasible sea-time and operational requirements.

Sea-time reduction

- To be achieved through approved practical simulator-based training
- Maximized to 30% of # of hours / 50% of # of infrequent operations (if applicable)
- Scenarios focus on the operation for which certification is requested

Perfect! You are allowed one error in the exam. So, congratulations! You have passed and are hereby qualified to fly a passenger plane!

Thanks!



CERTIFICATION ASSESSMENT

Criteria

- To be performed by an approved examination centre
- Built on sound assessment principles
- Impartial summative assessments
- Clearly defined performance requirements
- Objective scoring criteria and mechanisms
- Focus on critical competencies

Assessment overview

- Theoretical
- Practical
 - Handling DP-incidents
 - Failures
 - Changes in parameters
 - Emergencies
 - Manual control
 - Relevant scenarios for notation

Previously acquired competence

A person with demonstrated DP expertise and DP time on board, equivalent to or exceeding sea-time criteria may be assessed without having to go through all competence development parts

Pass / fail criteria

- For a **theoretical examination** a minimum score of 70% should be considered a minimum requirement.
- The **practical examination** should only be passed if a candidate successfully completes a practical simulator test with pre-determined pass / fail criteria that indicate competence in all critical steps in the operation.



DNV CERTIFICATE
DATABASE FOR
DP OPERATORS

DNV CERTIFICATE DATABASE FOR DP OPERATORS

DNV Home Certificates Certification Body Reports

All

Statistical Overview: Total 414 valid certificates in database

Certification Standard	Total # of valid certificates in database
Advanced Operations, DNV-ST-0023	3
POSMOOR ATA TAM, DNV-ST-0023	1
DNV GL ST-0023	5
DNV GL-ST-0023	148
DNV ST-0023	74
DNVGL ST-0023	8
DNVGL-ST-0023 Competence of dynamic positioning operators	148
Shuttle tanker, DNV GL-ST-0023	1
Shuttle Tanker, DNV-ST-0023	10
ST-0023	16

☰ Certificates per Certification Body [Download All Certificates](#)

Certification Body	# of valid certificates	# of expired certificates	# of issued certificates
KONGSBERG	239	479	718
SIMSEA	148	107	255
LERUS	27	60	87


☰ Certificates expiring within 3 months [Download Detail Report](#)

Certification Body	# of certificates close to expiry
KONGSBERG	8
SIMSEA	8
LERUS	3

DNV CERTIFICATE DATABASE FOR DP OPERATORS

DNV Home Certificates Certification Body Reports

This certificate is no longer valid. Further details may be obtained from the test centre which issued the certificate.



Certificate Number: 26
Certification Body: KONGSBERG
Standard of Competence: DNV GL-ST-0023
Status: Invalid

Aksel David Nordholm
DOB: 1963-03-05

Notation Code	Valid From	Valid To	Date of Examination	
AJ/S/FT-AT	2013-03-13	2018-03-13 (Expired)	2013-03-13	Edit Delete

No signature on file

Note:
All dates are in "yyyy-mm-dd" format.
The format of the issued certificates may differ slightly from the image on this page, however the data should correspond.

[Edit](#) | [Back to List](#)



SMSC DPO Certificate nr. 26
Dynamic Positioning Operator Certificate

validity class: Advanced Operations, DNV standard 3.322, **AJ/FT-AT**

Name: Aksel David Nordholm
DOB: 05.03.1963
Issued: 13.03.2013,
Trondheim, Norway

Valid from: 13.03.2013 Valid to: 13.03.2018

SPECIMEN



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Kongsberg Maritime Certification Body and Examination Center

DNV Approved since 2012

AHO Certificate nr: 001
Anchor Handling Operator Certificate

CERTIFIED TEST CENTRE
DNV-GL
DNV GL-ST-0032

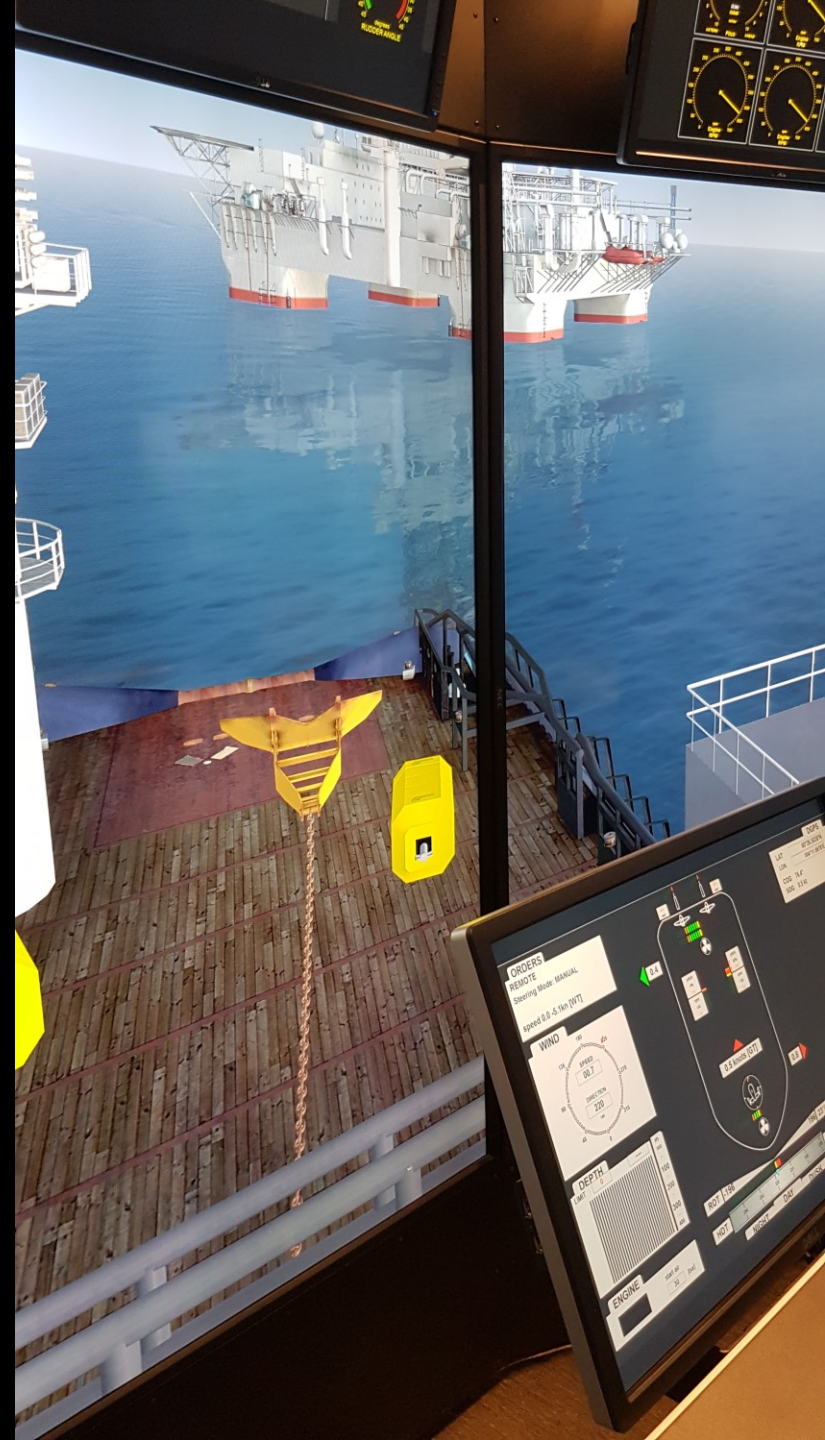
Validity class: **AH Winch Operator, DNV GL ST-0027**

Name: Lars Einarsson
DOB: 18.05.1982
Issued: 21.10.2020,
Trondheim, Norway

Lars Einarsson

Valid from: 21.10.2020 Valid to: 21.10.2025

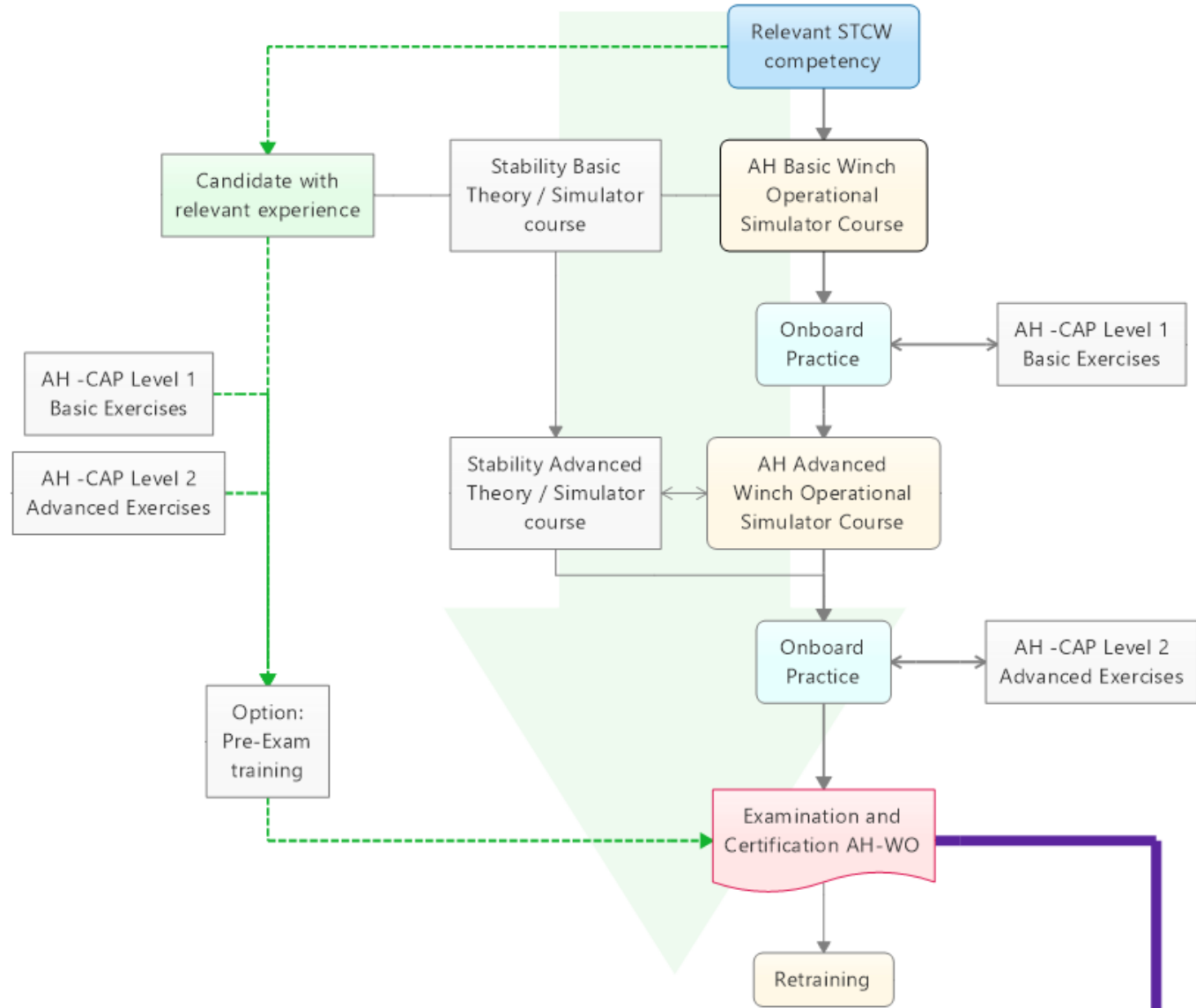






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Anchor Handling Winch Operator Training & Certification



Tør vi dette?

- Mesteparten av treninga er allerede i rederienes program
- Formalisere assessment og evalueringer som allerede beskrives i STCW/ISM/ISO
- Følger opp anbefalinger fra AHOC 01, SD, GOMO, MSC.
- Kanskje man stiller sterkere når det forhandles kontrakter?

Fundament for en sertifisering

- Offentlig tiltro og troverdighet
- Basert på vel definerte målbare kompetanse kriteria
 - En standard
- Objektiv/upartisk assessment
 - Teoretisk eksamen

Fundament for en sertifisering

- Offentlig tiltro og troverdighet
- Basert på vel definerte målbare kompetanse kriteria
 - En standard
- Objektiv/upartisk assessment
 - Teoretisk eksamen
 - Praktisk eksamen
- Gyldighets tid
- Ombord praksis/erfaring
- Fornyelse av sertifikat



UTFORDRING TIL SALEN!

- Vil ankerhåndterings industrien være med og etablere en “Best Practice”
- Da vil industrien selv kunne styre et kompetanse sertifisering system
- DNV er villig til å fasilitere en “Best Practice” workshop.
- Ønsker du/dere en uforbindtlig invitasjon til workshop, meld interesse på:

DNV: aksel.david.nordholm@dnv.com

Kongsberg: lars.einar.rosenhaug.bjorset@km.kongsberg.com

