



Erasmus+



Navigational Equipment  
Oriented COLREGs Training  
(NEO-COL)



# NEWSLETTER

ISSUE 3

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#### 1. LEAD-IN

Neo-Col project (NEO-COL – Navigational Equipment Oriented COLregs Training) has started in October 2016, gathering 6 international partners operating in maritime and IT fields:

- Türk Loydu. [www.turkloydu.org](http://www.turkloydu.org)
- Sea Teach S.L. [www.sea-teach.com](http://www.sea-teach.com)
- T.C. Tuzla Kaymakamlığı. [www.tuzla.gov.tr](http://www.tuzla.gov.tr)
- Constanta Maritime University. [www.cmu-edu.eu](http://www.cmu-edu.eu)
- Danmar Computers LLC. [www.danmar-computers.com.pl](http://www.danmar-computers.com.pl)
- MarineServe GmbH. [www.marineserve.de](http://www.marineserve.de)

The main aim of the project consortium is to increase safety at sea by:

- identifying the differences between theory and real application in incorporating modern electronic navigation devices; developing an online Training Course for the best action possible and most realistic way of incorporating modern electronic navigation devices into the teaching of Collision Regulations;
- designing an Assessment Tool that provides the user with a genuine certificate for the newly acquired skills.

## 2. STATE OF DELIVERABLES

To this point, project partners have been working on the development of two crucial outputs, that are:

1. **NEO-COL online Training Course**, designed for maritime students, navigational officers and ratings. By applying these Training Modules mariners of all ranks can upgrade their skills and learn how to use electronic navigation devices in the best way that is in accordance with the COLREGs.
2. **NEO-COL Assessment Tool**, offering technological solution, that will allow online access to the advanced assessment and validation tool. The assessment methodology will be designed to test and grade the level of the users new skills and knowledge acquired from (O1) NEO-COL Online Training Course.

## 3. TRAINING HIGHLIGHTS

**NEO-COL Training Course**  
Scenario No.1  
Wednesday December 20th, 2017 Admin

**Storyboard No.9**  
21:18h

The Auriga E suddenly changed course and turned to starboard, perpendicular to the Milenium.

The Milenium captain tried to turn the ship hard to starboard to avoid the collision, however, there was insufficient time for the turn to be effective and the Auriga E collided into the Milenium Port side at an angle of 90°.

**Play** **Back** **Radar view from MILENIUM** **Radar view from ALBIGA**

**Conclusion for Storyboard 9-Situation at 21:18 hours:**

**Conclusion:** In this case, the proper use of the ISARPA (as per Rule 7E) would have led to the correct action in line with Rules 5, 7, 13, 15, 6, and prevented this collision.

The skippers of both vessels should have considered Other Rules:

**Rule 13 - Overtaking.** "A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5° abaft the beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that vessel but neither of her sidelights. Under this rule the Milenium.

**Rule 15 - Crossing.** "When two power vessels are crossing so as to involve a risk of collision, the vessel which has the other vessel on her own starboard side shall keep out of the way and shall, if circumstances of the case admit, avoid crossing ahead of the other vessel".

**Rule 6 - Safe Speed.** Every vessel at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions..."

**Click Play to end this scenario Animation.**

**NEO-COL Training Course**  
Scenario No.1  
Wednesday December 20th, 2017 Admin

**Introduction to the case**

On 7 September 2000, at 21:18 hours, the "Milenium" passenger ship, en route from Palma to Barcelona and the "Auriga E" yacht en route from Formentera (Ibiza) to the port of Andratx (Mallorca) collided. As a result of the accident, 8 people were injured on the yacht "Auriga E" and both vessels incurred considerable structural and material damages.

**Weather:** NE wind, Beaufort 3, Smooth Sea, Good visibility (Dark), Time: 2100hours

**Click Play to begin animation:**

**Play** **Back** **Radar view from MILENIUM** **Radar view from ALBIGA**

**Vessel Details: Milenium:**  
Type: Catamaran Passenger Ship-Ferry  
Length: 96 meters  
Gross Tonnage: 6300  
Service Speed: 38 knots  
Electronic Equipment: Radar, GPS-Plotter, Ships Radios (DSC), Echo Sounder, Speedometer, Electronic Navigational Chart, AIS, ECDIS, ARPA, Auto Pilot, Compass.

**Vessel Details: Auriga E:**  
Type: Charter Pleasure Vessel  
Length: 33 meters  
Gross Tonnage: 247  
Service Speed: 23 knots  
Electronic Equipment: Radar, GPS-Plotter, Ships Radios (DSC), Echo Sounder, Speedometer, Electronic Navigational Chart, Auto Pilot, Compass.

Soon, on the project website, you will find NEO-COL Training Course, that will integrate examples of Ship Navigation, Radar and ARPA, ECDIS and AIS simulations, and cater for the use of these electronic navigational instruments and their best incorporation into the service of the Collision Regulations.

## NEWS

Danmar Computers hosted the **third partner meeting** in the NEO-COL project. The meeting was held in Rzeszow, in the company headquarters 9-10 November 2017. Representatives from all partnering organizations attended the meeting.

The two days were divided into three sessions and a summary. In the first session partners, one by one, reviewed progress since the previous meeting. The second session was focused on IO1 and the third on IO2. The summary, apart from reviewing decisions made during the two-day meeting, included a discussion on dissemination activities to be carried out and arrangements for the next meeting.



**4th project meeting** was organised and hosted by MSG MarineServe GmbH, on 24th and 25th of May, 2018, in Hamburg (Germany). The meeting was divided into three sessions. During the first session, each partner reviewed progress since the last meeting and demonstrated sample scenarios along with assessments. The research report about training needs was also presented.



The second session covered reviewing tasks realized since the third partnership meeting. Reports about methodology, module development and programming online courses were shared. Afterwards, issues of programming and designing the user interface were discussed.

LEARN MORE ON

[www.neo-col.eu](http://www.neo-col.eu)

OR



[@neocolproject](https://www.facebook.com/neocolproject)