



CIRCAC study inspires Andeavor to sponsor, invest in AVTEC simulator training

For two days in November 2017, AVTEC's simulators worked in overdrive to test numerous marine navigational situations including tanker self-arrest.



Andeavor (formerly Tesoro Alaska) sponsored the training at the Maritime Training Center in Seward, part of the Alaska Vocational Technical Institute (AVTEC). Captain John Schneider, Andeavor's Marine Operations Manager, said participating in CIRCAC's self-arrest study inspired Andeavor to use the simulators to provide pilots, crew and other participants advanced ship handling training. Andeavor was impressed with the simulator's realistic replication of the day-to-day challenges of winter operations in Cook Inlet and how they verified the 2016 CIRCAC study on ship self-arrest. AVTEC's Maritime Training Program received a \$95,000 Andeavor grant in 2017, with the promise of additional funding for 2018. CIRCAC's Board of Directors commended the training and sponsorship as examples of Andeavor's commitment to safety and environmental stewardship.

About AVTEC's simulators

AVTEC operates and maintains three ship simulators on their Seward campus which are outfitted to look and perform as a ship's bridge. A critical component in most scenarios is the ability of each simulator to communicate with the other. Operators of each vessel are allowed to interact with each other during ship simulation exercises as they would during multiple, actual ship operations.

The participants and training

Andeavor invited CIRCAC to participate in their training along with Federal and State regulators and representatives from most of the marine operators working in Cook Inlet including tank

vessel owners, tanker Captains, tug boat Captains, and ship pilots from the Southwest Alaska Pilots Association (SWAPA). The US Coast Guard, Alaska Department of Environmental Conservation and Cook Inlet Spill Prevention and Response, Inc. (CISPRI) teams also participated. The training consisted of different scenarios involving tankers transiting Cook Inlet and docking at the KPL terminal in various weather and sea conditions. It was conducted over two days.

Day one simulated situations a tanker would encounter while moored at the KPL dock in ice and heavy currents. Included in the exercise was the Ice Scout vessel and its interaction with the moored tanker in ice. The Ice Scout is a large CISPRI response vessel which reports the size and makeup of approaching ice.

Tanker self-arrest, a technique that allows a vessel to use its anchor(s) to stop itself during loss of propulsion, was simulated. In this scenario, a tanker would lose propulsion while under way in Cook Inlet. The tanker bridge crew (SWAPA pilot, tanker Captain and navigational crew) practiced deploying one or both of the ship's anchors using the technique identified in the CIRCAC self-arrest study. SWAPA pilots also demonstrated dredging an anchor; a technique used by some pilots while maneuvering ships to dock at Nikiski. SWAPA pilots have used the "dredging an anchor" technique for years. The technique, also called a "Poor Man's Tug," is used in the absence of an assist tug.

Takeaways

The Cook Inlet Navigation Risk Assessment was used to identify risks to navigation and know how to reduce them. Andeavor's training along with CIRCAC's self-arrest study have gone a long way to increase our understanding of the risks posed to tankers transiting Cook Inlet and the importance of training as an important component to safe navigation in Cook Inlet.

"It's exciting to see the Risk Assessment recommendations being tested, widely accepted and put into practice through our self-arrest study and Andeavor's simulator training. This is exactly the kind of proactive approach we anticipated would come from conducting the Risk Assessment," said CIRCAC Executive Director Mike Munger.

For more information about the AVTEC Maritime Training Center, click [here](#).

Read CIRCAC's [final self-arrest report](#).

