



## STANDARD

DNV-ST-0027

Edition April 2014  
Amended November 2021

# **Competence requirements related to anchor handling operations**

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## FOREWORD

DNV standards contain requirements, principles and acceptance criteria for objects, personnel, organisations and/or operations.

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## CHANGES – CURRENT

This document supersedes the April 2013 edition of DNV Standard for Certification No. 3.326. The numbering and/or title of items containing changes is highlighted in red.

### Amendments November 2021

<i>Topic</i>	<i>Reference</i>	<i>Description</i>
Rebranding to DNV	All	This document has been revised due to the rebranding of DNV GL to DNV. The following have been updated: the company name, material and certificate designations, and references to other documents in the DNV portfolio. Some of the documents referred to may not yet have been rebranded. If so, please see the relevant DNV GL document. No technical content has been changed.

### Changes April 2014

On 12 September 2013, DNV and GL merged to form DNV GL Group. On 25 November 2013 Det Norske Veritas AS became the 100% shareholder of Germanischer Lloyd SE, the parent company of the GL Group, and on 27 November 2013 Det Norske Veritas AS, company registration number 945 748 931, changed its name to DNV GL AS. For further information, see [www.dnvgl.com](http://www.dnvgl.com). Any reference in this document to "Det Norske Veritas AS", "Det Norske Veritas", "DNV", "GL", "Germanischer Lloyd SE", "GL Group" or any other legal entity name or trading name presently owned by the DNV GL Group shall therefore also be considered a reference to "DNV GL AS".

#### Main changes

- This standard has been updated to comply with the DNV GL merger and has been updated with cross references to comply with the new numbering system.

### Editorial corrections

In addition to the above stated changes, editorial corrections may have been made.

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## SECTION 1 INTRODUCTION

### 1.1 Introduction

The standard aims to cover the operational aspects on board anchor handling tugs. Depending on the role or position on board, the required competence level will differ. Specific details related to ship-specific arrangements / systems cannot be captured in a standard of a general nature. However the standard aims to provide guidance for establishing a competence foundation, to be supplemented by e.g. operational / supplier manuals. The standard aims to identify a base set of competencies for key personnel involved in anchor-handling activities.

### 1.2 Scope

The standard identifies a suggested minimum level of knowledge and skills for people in various roles on board an anchor handling tug (AHT) in relation to the anchor-handling and towing operations. This standard can be used in the following ways:

- As a reference to familiarise or assess people in the role of bridge watchkeeping officer, Winch Operator or Deck Responsible.
- As a reference for global competence and defining training requirements.
- As a guide to training providers, who are to develop courses according to the requirements of the standard and needs of the industry.
- As a reference document for e.g. certification of personnel.

### 1.3 Target groups

This standard of competence is aimed at bridge and deck personnel who play a key role in the anchor-handling operation. Since responsibilities and positions on board may vary the following 3 roles are used instead of specific positions and ranks:

- officer in charge of a navigational watch (hereafter OOW)
- winch operator
- deck responsible person (e.g. deck officer, deck supervisor).

All roles are combined in one integrated table.

### 1.4 Professional profile

The OOW will manage an anchor handling and towing operation on board, including planning and preparation, ship management, bridge watchkeeping and shiphandling. No distinction was made between Watchkeeping Officer and Master.

Dynamic positioning (Joystick-mode) is considered an integral part of the competencies of the person acting as OOW. It is not specifically addressed in this standard but covered in the standard DNV-ST-0023 *Competence of dynamic positioning operators – Notation AJ/S*.

The Winch Operator must, in close cooperation with the OOW, be able to perform winching operations related to anchorhandling, taking into account operational plan, safety, maximum forces and vessel stability.

The deck responsible person will ensure the safety on deck and coordinate and execute the deck activities as captured in the competence table.

## 1.5 Required performance standard

The performance standard describes how well a person should perform his/her duties and tasks.

Whilst undertaking the duties described in [1.4], the crew will comply with all international, national and local regulations and requirements. Offshore regulations and corporate procedures and guidelines shall be followed and all activities shall be carried out safely without damage to life, environment or property.

## SECTION 2 TAXONOMY

### 2.1 General

Taxonomy of the required professional behaviour specifies the level on which the person should be able to operate. It is a hierarchical arrangement, in four (4) levels, of what a person has to master from simple to complex requirements based on accepted educational principles.

The required professional behaviour is expressed by means of a verb.

### 2.2 Levels of cognition

Each competence requirement can be classed by the level of cognition required to meet the competence requirement.

Level 1: knowledge (K)	To remember or to reproduce on basis of appropriate, previously learned information.
Level 2: understanding (U)	To give meaning to new situations and or new material by recollection and using necessary present information. To give evidence of insight in certain activities.
Level 3: application (A)	To use previously acquired information in new and concrete situations to solve problems that have single or best answers.
Level 4: integration (I)	To separate information into their component parts, to examine such information to develop divergent conclusions by identifying motives or causes, making inferences, and or finding evidence to support generalizations. To creatively apply prior knowledge and skills to produce a new or original whole. To judge the value of material based on personal values or opinions, resulting in an end product, with a given purpose, without real right or wrong answers.

### 2.3 Professional behaviour verbs

The lists of verbs in the table below are not exhaustive and should be used as guidance only.

<i>Level of cognition</i>	<i>Relevant action verbs</i>
Knowledge (K)	Choose, cite, describe, distinguish, find, give example, group, identify, indicate, know, label, list, listen, locate, match, memorise, name, outline, quote, read, recall, recognise, record, recite, relate, repeat, reproduce, retrieve, review, select, show, sort, state, underline, write
Understanding (U)	Account for, annotate, associate, check, classify, compare, define, describe, discuss, estimate, explain, give examples, give main idea, identify, infer, interpret, observe, outline, paraphrase, recognise, reorganise, report, restate, retell, research, review, summarise, translate
Application (A)	Adapt, apply, arrange, calculate, carry out, change, collect, compute, conclude, construct, demonstrate, dramatise, draw, exhibit, execute, extract, illustrate, implement, include, instruct, interpret, interview, make, manipulate, obtain, operate, paint, practice, prepare, sequence, show, sketch, solve, translate, use

<i>Level of cognition</i>	<i>Relevant action verbs</i>
Integration(I)	Analyse, appraise, argue, arrange, assess, attribute, calculate, categorise, check, choose, combine, compare, contrast, criticise, critique, debate, decide, deconstruct, deduce, defend, design, detect, determine, develop, diagram, differentiate, discriminate, dissect, distinguish, evaluate, examine, experiment, find, formulate, group, hypothesise, infer, investigate, integrate, interpret, inspect, inquire, judge, justify, measure, monitor, order, organise, outline, plan, predict, prioritise, probe, question, rank, rate, recommend, reject, relate, research, revise, score, separate, select, sequence, sift, structure, survey, tell why, test, validate, value, verify



## SECTION 3 COMPETENCE REQUIREMENTS

Each competence requirement is derived from a task that needs to be performed. The competence requirement is stated in objective format to clearly define what needs to be done to satisfy the requirements of the competence. At the same time it facilitates the derivation of assessment criteria and the assessments to measure individual competencies.

The categorisation of the competence requirements is not related to any task or learning sequence.

Each competence requirement is allocated a level of cognition that can be used to determine the type of assessment required to measure competence.

The table covers the various roles. Regardless how a company divides tasks and responsibilities, the collective competence on board must be sufficient to meet the critical competencies.

### 3.1 Table 3-1 – All profiles

**Table 3-1 Competence requirements all profiles**

<i>Column 1 shows the ID for the competence</i> <i>Column 2 is the defining activity for the competence</i> <i>Column 3 defines the level of competence required</i> <i>Column 4 – 6 indicate the applicability for each role:</i> <i>Column 4 officer in charge of a navigational watch (OOW)</i> <i>Column 5 winch operator</i> <i>Column 6 deck responsible person (e.g.: deck officer, deck supervisor)</i>					
1	2	3	4	5	6
1	PLANNING & PREPARATION				
1.1	<i>Pre meeting / rig move meeting</i>				
1.1.1	Review the Scope of Work and contents of Charterers AHT Procedures to determine whether a job is within the vessel's capabilities (bollard pull, manageable tensions, cargoes)	I	•		
1.1.2	Interpret received information on anticipated dynamic forces during the operation	A	•	•	
1.1.3	Interpret mooring plan	A	•	•	•
1.1.4	Interpret actual charts and drawings (sea, seabed, subsea infrastructure)	I	•		
1.1.5	Align involvement of other vessels	A	•		
1.1.6	Reach consensus regarding the operation	A	•		
1.1.7	Agree the responsibilities during the operation between the rig and the vessel	U	•	•	•
1.1.8	Define which job-related information must be received from the rig prior to a job	K	•	•	
1.1.9	Define which vessel-specific information must be provided to the rig prior to a job	K	•	•	
1.2	<i>Resource planning</i>				
1.2.1	Determine required bunkers, equipment and provisions for the planned operation	A	•		

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1	2	3	4	5	6
1.2.2	Ensure manning and competence on board are sufficient for the work to be carried out in prevailing circumstances, in compliance with legislation regarding work- and resthours	A	•		
1.3	<i>Decisionmaking and stop criteria</i>				
1.3.1	Define the applicable stop-criteria for the phases of the operation	K	•	•	•
1.3.2	Determine Go - No Go, based on own judgement	I	•	•	•
1.3.3	State the stop criteria for the operation with reference to drifting off and maximum constant thruster capacity	K	•		
1.3.4	State engine-related stop criteria for the operation	K	•		
1.4	<i>Meteorology</i>				
1.4.1	Explain "Weather window"	U	•		
1.4.2	Monitor the weather window	I	•		
1.4.3	Interpret weather forecast	A	•		
1.4.4	Observe actual weather condition at location	A	•		
1.4.5	Verify that weather conditions, i.e. wind, wave heights have decreasing values and are suitable for the operation.	I	•		
1.4.6	Anticipate the consequences of changes in environmental conditions on the operation	I	•	•	•
1.5	<i>Stability and related calculations</i>				
1.5.1	Calculate stability conditions for all stages in the operation considering expected dynamic loads, fuel-consumption, roll reduction system, free surface effect and weights on secondary winches and worst case scenarios.	I	•		
1.5.2	Calculate the angle of heel	I	•		
1.5.3	Calculate the maximum acceptable tension in relation to transverse angle within set criteria (e.g. NMD)	I	•	•	
1.5.4	Describe the 'water on deck' effect on stability	U	•		
1.5.5	Recognise potential stability issues due to weight of chain	U	•	•	
1.5.6	Carry out stability calculations prior to operation	A	•		

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1	2	3	4	5	6
1.5.7	Make load, weight and power calculations, using load calculator and other computer programs	A	•	•	
1.5.8	Ballast the vessel to optimise stability and desired freeboard under changing circumstances	A	•		
1.6	<i>Equipment</i>				
1.6.1	Check operational status of gear / equipment required for the operation (condition, certification, markings)	I	•	•	•
1.6.2	Operate equipment required for performing the task in a safe manner	A	•	•	•
1.7	<i>Navigation package</i>				
1.7.1	Describe what the navigation package does and displays	U	•		
1.7.2	Install the navigation package received from the rig, to be used during the operation	A	•		
1.7.3	Operate the navigation package, installed for the operation	A	•		
1.8	Safety, health, environment and quality				
1.8.1	Perform a risk assessment	A	•	•	•
1.8.2	Carry out a job safety analysis	A	•	•	•
1.8.3	Interpret existing job safety analysis	A	•	•	•
1.8.4	Adapt a job safety analysis, following expected changes	A	•	•	•
1.8.5	Hold toolbox-meetings / project briefings ensuring crew understands their roles	A	•	•	•
1.8.1	Report non-conformity situations to the rig/client	A	•		
1.8.2	Report non-conformity situations to ship manager according to procedure	A	•	•	•
2	ANCHOR HANDLING OPERATIONS				
2.1	<i>General</i>				
2.1.1	Explain technical terms used in anchor handling	U	•	•	•

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1	2	3	4	5	6
2.1.2	Use company's anchor handling manual, procedures, logs and reference documents	A	•	•	•
2.1.3	Execute agreed anchor handling and towing operation plan	A	•	•	•
2.1.4	Manage diversions from the operational plan and review related risks.	A	•	•	•
2.1.5	Describe different types of anchor and their characteristics	U	•	•	•
2.1.6	Identify different types, sizes and use of connectors	U	•	•	•
2.1.7	Describe the principle of deploying a piggy-back anchor	U	•	•	•
2.2	<i>Operational planning - Anchorhandling</i>				
2.2.1	Make an anchor handling operations plan in accordance with legislation, industry standards, Charterer AHT Procedures and company procedures, considering expected local conditions and the scope of work	I	•		
2.2.2	Verify if the vessel, if involved in tandem-operation, is able to handle the total load individually	I	•	•	
2.3	<i>Anchor deployment</i>				
2.3.1	Lower anchor in agreed position	A	•	•	•
2.3.2	Determine when the anchor has reached the seabed	A	•	•	
2.3.3	Explain when a laid-down pennant or buoyed pennant is being used	U	•	•	•
2.3.4	Explain the use of wire-inserts	U	•	•	•
2.3.5	Explain the importance of carrying out instructions from the rig in case of inserts, carried out by rig	A	•		
2.3.6	Reposition an anchor	A	•	•	•
2.3.7	Recognise the effect of chain movement on the structural integrity of the vessel, specifically in shallow water	U	•	•	
2.4	<i>Chasing pennant</i>				
2.4.1	Explain the permanent chasing pennant (PCP)	U	•	•	•
2.4.2	Describe the process of receiving pennant from the rig and how to secure it	U	•	•	•
2.4.3	Describe two methods of returning a pennant to the rig crane	U	•	•	•

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1	2	3	4	5	6
2.4.4	Explain the importance of the rig tensioning the chain prior to chasing / chasing back the collar	U	•	•	•
2.4.5	Verify that the rig tensions the chain prior to chasing	I	•	•	•
2.4.6	Describe the indicators for having reached the end with reference to tension, pennant-behaviour and ship motion	U	•	•	•
2.4.7	Chase back collar to rig (following rig confirmation)	A	•	•	•
2.4.8	Describe the two options for positioning the vessel when chasing	U	•	•	•
2.4.9	Recognise when the collar (1) moves across the chain, (2) passes the chain-wire connection and (3) moves along the wire	U	•	•	•
2.4.10	Monitor tension during chasing	I	•	•	
2.4.11	Describe measures to be taken if tension increases during chasing	U	•	•	
2.5	<i>Breaking out the anchor</i>				
2.5.1	State normal tension required to break out an anchor	K	•	•	
2.5.2	Agree maximum break-out tension with the rig	A	•	•	
2.5.3	Break out the anchor (following rig confirmation)	A	•	•	
2.5.4	Recognise when the anchor is broken out	U	•	•	
2.5.5	Suggest alternative possibilities to break out the anchor	I	•	•	
2.5.6	Describe problem-indicators related to retrieving an anchor	U	•	•	
2.6	<i>Anchor recovery</i>				
2.6.1	Recognise the orientation of the anchor	U		•	•
2.6.2	Demonstrate methods to correct the orientation of the anchor	A		•	•
2.6.3	Winch in the working-wire/pennant/chain	A		•	•
2.6.4	Describe the procedure of using a pigtail in combination with a chain, loading it into the chain locker	U		•	•
2.6.5	Bring the pigtail from the chain-locker to deck	A		•	•
2.6.6	Describe when the anchor is to be decked or kept at the stern roller	U		•	•
2.6.7	Perform decking an anchor	A		•	•

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1	2	3	4	5	6
2.7	<i>Recovery of buoys</i>				
2.7.1	Describe the conventional lasso-ing procedure for buoys	U	•	•	•
2.7.2	Describe the risks involved in the lasso-ing procedure for buoys	U	•	•	•
2.7.3	Lasso a buoy in a safe manner	A			•
2.7.4	Describe the use of a single and double crane to lasso buoys in a safe manner	U	•	•	•
2.7.5	Demonstrate the use of a crane to lasso a buoy in a safe manner	A			•
2.8	<i>Grappling</i>				
2.8.1	Explain how to move the vessel when grappling for the pennant	A	•	•	•
2.8.2	Perform grappling for the pennant, using wire from working drum	A		•	•
2.8.3	Determine how far the grappling hook must be lowered both in shallow water operations and in deep water operations	I		•	•
2.8.4	Recognise if the pennant is caught	U		•	•
2.8.5	Describe how to react once the pennant is caught with reference to tension and direction of movement of the vessel	U	•	•	•
2.9	<i>J-Hook Operations</i>				
2.9.1	Explain how to approach a chain when trying to catch it with a J-hook	U	•	•	
2.9.2	Use the J-hook to 'catch' an anchor chain	A	•	•	
2.9.3	Recognise when the J-hook catches the chain	U	•	•	
2.9.4	Demonstrate good teamwork between ship handler and winch operator in case of chasing operation	A	•	•	
2.9.5	Describe the use of the J-hook in tandem-operation, while deploying an anchor across pipelines	U	•	•	
2.9.6	Describe how the J-hook is released in tandem-operation, after the anchor is deployed across pipelines	U	•	•	
2.10	<i>Special operations</i>				

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1	2	3	4	5	6
2.10.1	Describe operations which may be carried out as tandem operations	U	•	•	
2.10.2	Describe how to assist another vessel to share load / release weight	U	•	•	
2.10.3	Monitor the distance between the vessels when working in tandem	I	•	•	
2.10.4	Describe when anchor handling operations are considered deep water operations	U	•	•	•
2.10.5	Explain special precautions during deep water operations	U	•	•	•
2.10.6	Describe the precautionary measures to be taken when crossing subsea-pipelines and structures	U	•	•	•
2.10.7	Explain the principle of load sharing during anchor handling between rig and vessel	U	•	•	•
2.11	<i>Vessel control</i>				
2.11.1	Demonstrate manual shiphandling skills while receiving or returning a chaser pennant or towing bridle from/to the rig	A	•		
2.11.2	Demonstrate a buoy approach, allowing safe retrieval	A	•		
2.11.3	Demonstrate vessel control while running or breaking out an anchor	A	•		
2.11.4	Anticipate environmental influences (eg. strong currents) underneath the rig	U	•		
2.11.5	Demonstrate the ability to operate the ship in DP-joystick mode	A	•		
2.11.6	Demonstrate use of propellers and rudders to correctly orientate the anchor before it is decked.	A	•		
2.11.7	Demonstrate use of thrusters / rudders to compensate drift and current during anchor handling	A	•		
2.11.8	Explain the advantages and disadvantages of heading towards the rig, while chasing back, compared to moving astern during the same operation	U	•		
2.11.9	Explain the use of RAM signals in case of anchorhandling or towing	U	•		
3	TOWING				
3.1	<i>Operational planning - Towing</i>				
3.1.1	Draw up a towing operation plan in accordance with legislation, industry standards, rig's procedures and company procedures, considering expected routing conditions	I	•		

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1	2	3	4	5	6
3.1.2	Make a passage plan for a towing operation, considering safe distances from installations and expected drift / current	A	•		
3.1.3	Verify, before towing, which vessel is appointed as leading tug	I	•		
3.2	<i>Towing operation</i>				
3.2.1	Adjust required towing wire-length for the towing operation, considering environmental conditions, power and water-depth	U	•	•	
3.2.2	Pick up towing-messenger	A	•	•	
3.2.3	Determine best speed for the towing operation, considering bridle tension	I	•	•	
3.2.4	Demonstrate changes in towing speed and direction in a slow and controlled manner	A	•		
3.2.5	Perform towing operation as indicated by dedicated tow-master	A	•	•	
3.2.6	Perform towing using automatic winch control	A	•	•	
3.2.7	Perform towing using manual winch control	A	•	•	
3.2.8	Interpret radar to monitor the tow	U	•	•	
3.2.9	Monitor the winches during the towing operation	I	•	•	
3.2.10	Explain the importance of frequently partly giving out or hauling in the wire during long towing operations	U	•	•	
3.2.11	Maintain a tow-journal or tow-log to document hours the towing equipment is used	A	•	•	
4	DECK OPERATIONS				
4.1	<i>Safe operations</i>				
4.1.1	Verify the deck is clear of cargo / obstructions / non-essential crew before starting operations	A	•	•	•
4.1.2	Ensure personnel safety during AHT-operations	I	•	•	•
4.1.3	Check, prior to winch operations, that all deck crew is in a safe position	I	•	•	•
4.1.4	Demonstrate safe working procedures and hand signals used on deck	A	•	•	•
4.2	<i>Connecting &amp; disconnecting</i>				



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1	2	3	4	5	6
4.2.1	Connect a work-wire/pennant to a chain	A			•
4.2.2	Connect a fibre to a pennant	A			•
4.2.3	Connect a pennant to a working wire	A			•
4.2.4	Connect a pennant to a crane wire	A			•
4.2.5	Connect a grappling hook to a wire with shackle	A			•
4.2.6	Connect a pennant to an anchor (fluke-end or stock-end as applicable)	A			•
4.2.7	Connect a chain to a pig-tail	A			•
4.2.8	Connect a towing bridle to a towing wire	A			•
4.2.9	Connect a pennant using vessel tugger winch to position wire into the shark jaw	A			•
4.2.10	Demonstrate pennant transfer using the rig crane	A			•
4.2.11	Disconnect all connections (ref. 4.2.1 to 4.2.10) in a safe manner	A			•
4.3	<i>Anchor stowage</i>				
4.3.1	Prepare a plan for anchor/chain stowage and deployment	I	•		•
4.3.2	Secure and properly stow anchors on deck	A			•
4.4	<i>Fibre</i>				
4.4.1	Explain how fibre should be treated	U	•	•	•
4.4.2	Explain why dedicated winches must be used for fibre	U	•	•	•
4.4.3	Interpret suppliers requirements with reference of pre-tensioning the fibre	A	•	•	•
4.4.4	Demonstrate pre-tensioning the fibre at base	A	•	•	•
4.4.5	Explain the use of dividers with reference to fibre	U	•		•
4.4.6	Demonstrate the correct spooling method of fibre	A			•
4.4.7	Verify correct size of fibre connection eye (wheel)	I			•
4.5	<i>Repairs / modifications</i>				
4.5.1	Inspect drum and termination connection prior to installing new wires	A			•

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1	2	3	4	5	6
4.5.2	Install / wind new wire onto a drum	A			•
4.5.3	Demonstrate changing a gypsy	A			•
4.6	<i>Measuring</i>				
4.6.1	Demonstrate how to measure the size of a wire-rope	A		•	•
4.6.2	Interpret manufacturers specifications with reference to tolerances in wire-ropes	A		•	•
4.7	<i>Shark Jaw</i>				
4.7.1	Demonstrate the use of the shark jaw and its emergency release	A		•	•
4.7.2	Determine correct insert size necessary for the operation and integrity of the shark jaw (spring, safety devices)	A		•	•
4.8	<i>Wire drum tensioning</i>				
4.8.1	Perform (pre)tensioning of wires and/or fibres (following rig-permission)	A	•	•	
4.8.2	Verify there is tension on wires and fibres before starting an anchor handling-operation	I	•	•	
4.8.3	State the minimum tension for wire, when tensioning	K	•	•	
4.9	<i>Winch operations</i>				
4.9.1	Test the AHT winches in accordance with manufacturer's instructions	I		•	
4.9.2	Set up winch counter for correct wire size	A		•	
4.9.3	Verify correct gypsy size on the chain winches	I		•	
4.9.4	Change wire on main winch with shore side reel	A		•	
4.9.5	Change wire on main winch from ship based coil	A		•	
4.9.6	Determine correct spooling procedure is used	I		•	
4.9.7	Load the right size and length of wire onto the winch	A		•	
4.9.8	Check operational status of winches and wires	I		•	
4.9.9	Communicate with rig when to start winching in the anchor	A	•	•	
4.9.10	Operate the winches during anchor-handling operations	A		•	

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1	2	3	4	5	6
4.9.11	Operate the winches during towing operations	A		•	
4.9.12	Winch in the work wire	A		•	
4.9.13	Monitor propeller pitch and tension of the winch to prevent abnormal stress to the wire and prevent break of the equipment.	I	•	•	
4.9.14	Maintain a work wire-journal or work wire-log to document hours the work wire equipment is used	A		•	•
5	EMERGENCY PREPAREDNESS				
5.1	<i>Contingencies</i>				
5.1.1	List the emergency situations which may occur during anchor handling	K	•	•	•
5.1.2	Interpret the contingency plans on board	I	•	•	•
5.1.3	Describe actions when losing propulsion	U	•	•	
5.1.4	Describe the consequences of a blackout-condition and actions	U	•	•	
5.1.5	Describe actions in case of a collision-threat	U	•	•	
5.1.6	Describe the emergency actions in case of fire onboard during an operation	U	•	•	•
5.1.7	Take appropriate measures if the vessel is exposed to forces higher than expected	I	•	•	
5.1.8	Demonstrate reducing tension in a controlled manner	A	•	•	
5.1.9	Describe the difference between emergency stop and emergency release of the winches and in which situation to use them	U	•	•	•
5.1.10	Recognise the position of the emergency stop of the winches, both on the bridge as well as on deck	U	•	•	•
5.1.11	Recognise the position of the emergency release of the winches, both on the bridge as well as on deck	U	•	•	•
5.1.12	Demonstrate the emergency stop facilities on winches, cranes or similar equipment	A	•	•	•
5.1.13	Demonstrate the emergency release facilities on winches, cranes or similar equipment	A	•	•	•
5.1.14	State the load-line requirements of the vessel	K	•	•	
5.1.15	Describe the effect of uncontrolled water flooding and means of closure to avoid this	U	•	•	•

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1	2	3	4	5	6
6	INFORMATION EXCHANGE				
6.1	<i>Communication</i>				
6.1.1	Receive and interpret status reports/updates from the rig	A	•	•	
6.1.2	Give regular status updates to the rig / client on the progress of the activities and experienced difficulties	A	•	•	
6.1.3	Describe the communication lines if the Master's request to stop ongoing operations is not accepted by the rig	U	•		
6.2	<i>Watch hand-over</i>				
6.2.1	Determine a suitable moment for watch-change, considering criticality of operations	I	•	•	•
6.2.2	Exchange relevant information on status, points of attention and activities between on-coming and off-going crew	A	•	•	•
6.2.3	Ensure that information is exchanged during watch-handover and understood by the receiver	I	•	•	•

## SECTION 4 APPENDIX - LIST OF REFERENCE MATERIAL

### 4.1

1	NWEA guidelines for the safe management of offshore supply and rig move operations
2	Marine safety forum (MSF) The North West European Area (NWEA) <i>Guidelines for the safe management of offshore supply and anchor handling operations</i>
3	<i>Report on safety measures for anchorhandling vessels and mobile offshore units</i> (10/02/2009 - Norwegian Maritime Directorate)
4	DNV standard DNV-ST-0023 – <i>Competence of dynamic positioning operators</i>
5	International convention on standards of training, certification and watchkeeping for seafarers (STCW)
6	Accident and incidents reports

## CHANGES – HISTORIC

There are currently no historical changes for this document.

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