Full Mission Bridge
• DNV Class A standard
• Horizontal field of view—240° + 15° + 15°
• Vertical field of view—35° - above horizon
  18°, below horizon 17°
• 2 x ARPA radars, 2 x ECDIS + AIS pilot plug,
  KPOS DP control, (ECDIS with docking mode,
  predictors, and track control)
• Participant controlled shift of visual, via
  joystick or step shift, includes pan and tilt
• Binocular channel, and search light
• Birds eye view
• 2 Engine throttle/pitch controls, 3 + 3
  thruster’s controls
• Gyro repeater compass
• 2 x VHF and intercom
• Split rudder controls
• “T” bridge configurable from traditional
  bridge, to passenger ship bridge, high speed,
  and DP bridge, with jump seat facility
• 2 x 2 Engine throttle/pitch controls
• 3 x 3 Thruster’s control, 2 x Azi Pod

6 x Ship Operations bridges
• Horizontal field of view 150° (5 x 48”plasmas)
• 2 x ARPA radars, 2 x ECDIS with track control
• Full suite of bridge equipment
• 1 Bridge is equipped to carry out vessel traffic
  services functions
• 2 Bridges mounted back to back and can be
  customised to show 300° HFOV, for towing
  and or anchor handling

Dynamic Positioning Unit
• DP Operator courses
• DP Advanced courses
• Nautical Institute Accreditation
• Kongsberg KPOS dual redundant system

Tug/Mini Bridge
• Horizontal field of view - 200°
• Vertical field of view - 42° - above horizon
  28° and below horizon view 14°
• Participant controlled shift of visual, via
  joystick or step shift, includes pan and tilt
• 1 x ARPA radars, 1 x (ECDIS with docking
  mode, predictors, and track control)
• 2 Engine throttle/pitch controls, 3 x 3
  thruster’s control
• 2 x Azi Pod controls for ASD tugs
• Voith Schneider controls
• Manual hydraulic winch control

Functional Capabilities Include
• 6° of freedom (DOF) ownships and tugs
• Dynamic sea, swell and wind effects, include
  shadowing effects and environmental sound
• Client data input for tide and currents
• 6 Channel de-brief rooms
• Digital recording of all simulation exercises
• Visual and audio recording of simulation
  exercises/human factors
• Debriefing facility

Modelling Stations
• 3 x Visual system and area modelling stations
• 2 x Ship hydrodynamic modelling stations
• All ship and areas modelled in-house

1 x Portable Simulator
• 19” notebook computer
• Single viewing channel with participant
  controlled shift of visual, includes pan and tilt
• Dynamic sound effects of all environmental
  conditions
• Fast time simulations

Booking and enquiries through AMCS:
Mr Nic Bender, Projects Manager,
Email: N.Bender@amc.edu.au,
Telephone: +61 3 6324 9851
Simulation studies
Evaluating new and expanded port designs
Evaluating tug requirements
Extending port operational parameters
Standard operating/emergency procedures
Incident investigation
Handling of new, larger ships
Human factors
FPSO mooring
Human system integration

Training In:
ECDIS, ARPA, AIS
High speed navigation
Maritime Resource Management (MRM)
Pilotage/Competency Audits
Tug operations
Customised courses/Professional development programs