

<b>Title</b>	<b>Assist with port mooring operations</b>		
<b>Level</b>	<b>2</b>	<b>Credits</b>	<b>2</b>

<b>Purpose</b>	<p>This unit standard is for general hands in mooring gangs following instructions from the person in charge of the mooring operation.</p> <p>People credited with this unit standard are able to: demonstrate knowledge of mooring and unmooring; prepare for mooring and/or unmooring; assist with mooring a vessel; and assist with unmooring a vessel.</p>
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<b>Classification</b>	Stevedoring and Ports Industry > Cargo Operations
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<b>Available grade</b>	Achieved
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<b>Entry information</b>	
<b>Critical health and safety prerequisites</b>	Open.

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**Explanatory notes**

- 1 Legislation and formal requirements relevant to this unit standard include:  
Maritime Transport Act 1994;  
Health and Safety in Employment Act 1992.
- 2 Any new, amended or replacement Acts, regulations, standards, codes of practice, guidelines, or authority requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard
- 3 Definitions  
*Company policies and procedures* refer to relevant workplace documents which are current and accessible to candidates, trainers, and assessors, and which comply with legal requirements.  
*Hazards* refer to situations and conditions presenting actual or potential risk including but not limited to – risk of harm to persons and/or environment, risk of damage to property and/or process, and exposure to financial loss. *Significant hazards* are those likely to result in serious harm to people.
- 4 Personal protective equipment must be used throughout operations in accordance with company policies and procedures.

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## Outcomes and evidence requirements

### Outcome 1

Demonstrate knowledge of mooring and unmooring.

#### Evidence requirements

1.1 Mooring terms are explained.

Range bow line, breast line, stern line, storm rope, spring line, heaving line, pennant, rope tail, bollard, dipping the eye, singling up, bight, snatching, snap back zone.

1.2 Hazards relevant to mooring operations are described in terms of their consequences and control.

Range includes but is not limited to – poor lighting, wind gusts, slippery surface, wharf obstructions, vehicles and machinery, non-authorized personnel, heaving line weights, unsafe positions in relation to lines under tension and coming under tension, poor body posture, caught lines, snags in wires, moving ropes on and off bollards, miscommunication.

### Outcome 2

Prepare for mooring and/or unmooring.

#### Evidence requirements

2.1 A check is made to ensure lines equipment is present and in good order, in accordance with company policies and procedures.

2.2 Working area is checked for significant hazards to enable work to be carried out safely and efficiently in accordance with company policies and procedures.

Range significant hazards may include but are not limited to – poor lighting, slippery surface, non-authorized personnel, vehicles and machinery, wharf obstructions.

2.3 Any significant hazards are immediately reported to the person in charge of the operation.

### Outcome 3

Assist with mooring a vessel.

#### Evidence requirements

3.1 Heaving line is safely retrieved after landing on the wharf, in accordance with company policies and procedures.

- 3.2 With safe body posture and care of hands, the ship's mooring lines are brought to the wharf and placed over the bollards to enable lines to be let go in the sequence directed by the person in charge, in accordance with company policies and procedures.
- 3.3 Heaving line is thrown from the wharf to the vessel, as directed by the person in charge, in accordance with company policies and procedures.
- 3.4 Heaving lines and rope tails are clear of eye and bollards.
- 3.5 Danger from lines under tension and coming under tension is avoided.
- 3.6 Teamwork and communication demonstrated are consistent with a safe and efficient operation.

#### Outcome 4

Assist with unmooring a vessel.

#### Evidence requirements

- 4.1 With safe body positioning and care of hands, ship's mooring lines are removed from bollards in the sequence directed by the person in charge and in accordance with company policies and procedures.
- 4.2 Danger from lines under tension and coming under tension is avoided.
- 4.3 Teamwork and communication demonstrated are consistent with a safe and efficient operation.

<b>Planned review date</b>	31 December 2020
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#### Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	26 November 1997	N/A
Revision	2	23 April 1999	N/A
Revision	3	10 April 2000	N/A
Review	4	26 July 2003	N/A
Rollover and Revision	5	18 September 2009	N/A
Rollover and Revision	6	17 September 2015	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	0145
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Please note**

Providers must be granted consent to assess against standards (accredited) by NZQA, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be granted consent to assess against standards by NZQA before they can register credits from assessment against unit standards.

Providers and Industry Training Organisations, which have been granted consent and which are assessing against unit standards must engage with the moderation system that applies to those standards.

Requirements for consent to assess and an outline of the moderation system that applies to this standard are outlined in the Consent and Moderation Requirements (CMR). The CMR also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

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**Comments on this unit standard**

Please contact the SSB [ssb@email.address](mailto:ssb@email.address) if you wish to suggest changes to the content of this unit standard.