

Title	Steer, and describe the duties of a watchkeeper on, a commercial fishing vessel		
Level	3	Credits	10

Purpose	<p>This unit standard is for people working in a commercial seafood operation.</p> <p>People credited with this unit standard are able to steer a commercial fishing vessel.</p> <p>They are also able to describe: the danger of relying on an autopilot; vessel types, and the processes used to determine the risk of, and avoid, collision at sea; the process a watchkeeper uses to determine the position of a seafood vessel; the lookout and watchkeeping practices used during a watch; circumstances in which a watchkeeper is required to call the master to the wheelhouse; and the process for monitoring the position of a vessel at anchor.</p>
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Classification	Seafood > Seafood Vessel Operations
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Available grade	Achieved
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Guidance Information

- 1 All evidence presented in this unit standard must be in accordance with:
 - Workplace procedures;
 - Fisheries Act 1996;
 - Health and Safety at Work Act 2015;
 - Maritime Transport Act 1994;
 - and any subsequent amendments.

- 2 Definitions

Commercial fishing vessel refers to a vessel that is operating a Maritime Operator Safety System (MOSS) that is recognised by Maritime New Zealand and meets the requirements of the Maritime Transport Operator Certificate and/or Plan.

Workplace procedures refer to the policies and procedures set out in a verbal or written form by the employer or organisation. Procedures must be consistent with current legislative requirements and manufacturer's recommendations or instructions where relevant.

Outcomes and performance criteria

Outcome 1

Steer a commercial fishing vessel and describe the danger of relying on an autopilot.

Performance criteria

- 1.1 Steer a vessel according to the master's helm orders.
- 1.2 Steer a vessel by reference to a compass course, within the limitation of the vessel.
- 1.3 Complete changeover of steering modes on the vessel.
- Range steering modes include but are not limited to – primary, backup and emergency systems, hand steering, auto pilot.
- 1.4 Describe the dangers of using an auto pilot in terms of the circumstances under which an auto pilot should not be used, and the associated consequences.
- 1.5 Acknowledge and action instructions to change vessel's speed.

Outcome 2

Describe vessel types and the processes used to determine the risk of, and actions to avoid, collision at sea.

Performance criteria

- 2.1 Describe the type of vessel and its activity by the day shape and navigational lights displayed.
- Range power driven vessels underway, towing and pushing, fishing vessels, sailing vessels underway, vessels under oars, vessels not under command or restricted in their ability to manoeuvre, vessels constrained by their draught, pilot vessels, anchored vessels and vessels aground.
- 2.2 Describe the procedures used for assessing the risk of collision using compass bearings, relative bearings and radar bearings.
- 2.3 Describe the actions intended to avoid collision.

Outcome 3

Describe the process a watchkeeper uses to determine the position of a commercial fishing vessel.

Range must include the use of Global Positioning System (GPS) or chart plotter, and at least one other navigational aid.

Performance criteria

- 3.1 Describe how to obtain a position from a GPS or chart plotter and manually transfer it to a chart.
- 3.2 Describe how to obtain information from another navigational aid, or by other methods, and how to use it to assist in confirming the vessel position.
- 3.2 Describe the process for comparing the vessel's position relative to fixed hazards with the vessel's standing orders.

Outcome 4

Describe the lookout and watchkeeping practices used during a watch.

Performance criteria

- 4.1 Describe the importance of maintaining proper lookout by sight and hearing as well as all other available means at all times.

Range other available means may include but are not limited to -
 electronic navigation aids, information displays;
 evidence of two is required.
- 4.2 Describe the dangers associated with fatigue and precautions to be taken against fatigue.
- 4.3 Describe the hazards associated with a divided command.
- 4.4 Describe the procedures for the handing over of lookout and watchkeeping duties.
- 4.5 Describe the checks on wheelhouse instrumentation, and the procedures to follow when these indicate departure from recommended tolerances.

Outcome 5

Describe the circumstances in which a watchkeeper is required to call the master to the wheelhouse.

Performance criteria

5.1 Describe circumstances in which a watchkeeper is required to call the master to the wheelhouse, consistent with the vessels standing and night orders.

Range may include but are not limited to – weather, fatigue, danger to the vessel and crew, traffic, visibility, proximity to land, risk of collision, uncertainty of situation or action to take, as required by standing orders or master’s instructions; evidence of five is required.

Outcome 6

Describe the process for monitoring the position of a vessel at anchor.

Performance criteria

6.1 Describe the use of radar, GPS, sounder and transit bearings to detect when a vessel is dragging its anchor.

6.2 Describe the action to be taken when a vessel is dragging its anchor in accordance with company requirements.

Planned review date	31 December 2028
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Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	22 May 2003	31 December 2019
Rollover	2	21 November 2008	31 December 2019
Review	3	24 January 2019	N/A
Rollover	4	29 February 2024	N/A

Consent and Moderation Requirements (CMR) reference	0123
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Comments on this unit standard

Please contact Muka Tangata - People, Food and Fibre Workforce Development Council qualifications@mukatangata.nz if you wish to suggest changes to the content of this unit standard.