

Title	Supervise wharf-side port mooring operations		
Level	4	Credits	3

Purpose	<p>This unit standard is for supervisors in charge of the mooring operation.</p> <p>People credited with this unit standard are able to: ensure safety of mooring gang; prepare for mooring and/or unmooring; supervise mooring a vessel; and supervise unmooring a vessel.</p>
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Classification	Stevedoring and Ports Industry > Cargo Operations
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Available grade	Achieved
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Guidance Information

- 1 Legislation and formal requirements relevant to this unit standard include:
Health and Safety in Employment Act 1992;
Maritime Transport Act 1994;
Approved Code of Practice for Health and Safety in Port Operations available at <http://www.business.govt.nz/worksafe/information-guidance/all-guidance-items/port-operations-code-of-practice-for-health-and-safety-in>.
- 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 refers to relevant workplace documents which are current and accessible to candidates, trainers, and assessors, and which comply with legal requirements.
Hazards refers 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.

Outcomes and performance criteria

Outcome 1

Ensure safety of mooring gang.

Performance criteria

- 1.1 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, surge, slippery surface, wharf obstructions, vehicles and machinery, non-authorised 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.
- 1.2 A pre-start safety briefing is presented to members of the mooring gang in accordance with company policies and procedures.
- 1.3 Prior to the commencement of work, a check is undertaken to ensure the mooring gang is equipped with the appropriate personal protective equipment, in accordance with company policies and procedures.
- Range appropriate personal protective equipment includes – steel capped footwear, hard hats, high visibility jackets, gloves.

Outcome 2

Prepare for mooring and/or unmooring.

Performance criteria

- 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 inspected 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-authorised personnel, vehicles and machinery, wharf obstructions.
- 2.3 Any significant hazards are immediately reported in accordance with company policies and procedures.
- 2.4 A pre-use inspection of any equipment used for mooring operations is carried out to ensure it is in safe working order.
- Range equipment used for mooring operations may include but is not limited to – trucks, mobile capstans, winches, shore-based moorings.
- 2.5 Bridge mark is positioned correctly according to information received from pilot.
- 2.6 Communication is established and confirmed with the pilot and the marine team.

Outcome 3

Supervise mooring a vessel.

Performance criteria

- 3.1 Checking is undertaken to ensure that the mooring gang safely retrieve the heaving line after landing on the wharf, in accordance with company policies and procedures.
- 3.2 The correct bollards are selected for the lines under advisement from pilot or ship in accordance with company policies and procedures.
- 3.3 The bringing ashore of the ship's mooring lines and their placement over the bollards to enable lines to be let go when unmooring is supervised, ensuring that all linesmen have safe body posture and take care of hands in accordance with company policies and procedures.
- 3.4 Supervision ensures that the heaving line is thrown from the wharf to the vessel in a safe and efficient manner and in accordance with company policies and procedures.
- 3.5 Checking of heaving lines and rope tails ensures they are clear of eye and bollards.
- 3.6 Checking is undertaken to ensure that all linesmen are aware of the danger from lines under tension and coming under tension.
- 3.7 Communication is maintained at all times with the pilot, tugs and mooring gang to ensure a safe and efficient operation.

Outcome 4

Supervise unmooring a vessel.

Performance criteria

- 4.1 Supervision ensures that the removal of ship's mooring lines from bollards is in the sequence directed by the vessel and/or pilot and in accordance with company policies and procedures.
- 4.2 Checking is undertaken to ensure that all linesmen are aware of the danger from lines under tension and coming under tension.
- 4.3 Communication is maintained at all times with the pilot, tugs and mooring gang to ensure a safe and efficient operation.

This unit standard is expiring. Assessment against the standard must take place by the last date for assessment set out below.

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	19 September 2008	31 December 2022
Rollover and Revision	2	17 September 2015	31 December 2022
Review	3	29 July 2021	31 December 2022

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

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