Title	**Manage the operation of a restricted limits vessel**		
Level	**4**	**Credits**	**10**

Purpose	This unit standard is intended for persons studying towards a qualification in vessel operation with the intention of applying for a Skipper Restricted Limits license from Maritime New Zealand. People credited with this unit standard are able to, describe vessel stability for safe operation; describe and plan responses to emergencies as a skipper/master of a vessel; describe and respond to distress signals and flags used in maritime communication; and describe the legal requirements and responsibilities that apply to the operation of a restricted limits vessel.

Classification	Maritime > Navigation and Seamanship

Available grade	Achieved

Guidance Information

1 Legislation relevant to this unit standard includes:
Health and Safety at Work Act 2015.
Maritime Transport Act 1994 and subsequent amendments.
Local bylaws as applicable.

2 References
International Maritime Organisation, *International Code of Signals.* IMO 994E, 2005, available at https://imo.org/en.
Maritime Rules Part 19 *Maritime Transport Operator - Certification and Responsibilities,* and Part 91 *Navigation Safety Rules*. Available at http://www.maritimenz.govt.nz.
Coastguard Boating Education, Scanlan, Mike. Safety in Small Craft, 3rd edition 2020. ISBM 978-0-473-51208-8.

3 Definitions
Accepted industry practice refers to standardised practices and procedures accepted by the wider maritime industry as examples of best practice.
MOSS stands for Maritime Operator Safety System which refers to the operator certification system established under Part 19 of the maritime rules and administered by Maritime New Zealand.
MTOC stands for Maritime Transport Operator Certificate which refers to the operator certificate issued by Maritime New Zealand under Part 19 of the maritime rules once the operator's application has been approved.

MTOP stands for Maritime Transport Operator Plan which refers to the documented operational plan required for all commercial vessels as a part of the MOSS, the operator certification system established under Part 19 of the maritime rules and administered by Maritime New Zealand.
Operating procedures refers to the safe operating procedures documented in the vessel's MTOP as well as any undocumented standard operating procedures for that vessel.
Vessel refers to any form of commercial or military watercraft; sometimes used in maritime circles interchangeably with the word *ship*.

4 Assessment information
- a Competency may be demonstrated using simulated scenarios.
- b All activities and evidence must be in accordance with accepted industry practice, and vessel operating procedures.

Outcomes and performance criteria

Outcome 1

Demonstrate knowledge of vessel stability for safe operation.

Performance criteria

1.1 Factors that determine vessel stability condition are described.

Range factors – heel, list, loll, free surface, trim, movement of weights within the vessel, suspended weights, low freeboard, obstructed freeing ports, centre of gravity (G), centre of buoyancy (B), metacentre (M), righting arm (GZ), capsize lever, righting lever.

1.2 Preventative actions to maintain positive stability are determined from the vessel’s stability data.

1.3 Signs and causes of unsafe stability conditions are identified and appropriate corrective actions are described.

Outcome 2

Describe and plan responses to emergencies as a skipper/master of a vessel.

Performance criteria

2.1 Responses to emergencies are described, planned, and practiced.

Range emergencies – collision, fire, grounding, propulsion engine failure, steering failure, water ingress;
responses – actions to protect the environment, personnel and vessel.

2.2 Signs of and corrective actions for a dragging anchor are described.

2.3 Methods to prevent man overboard events and actions to be taken in the event of a man overboard are demonstrated.

2.4 Plans for the use and maintenance of emergency equipment are developed.

Range pumps, fire extinguishers, plugs, buckets, lifejackets, rafts, lifebuoys, and emergency steering gear.

2.5 Planning of abandon ship drills includes passenger and/or crew safety.

2.6 Enclosed spaces are identified; atmospheric and non-atmospheric hazards are identified; and precautions to take prior to entering an enclosed space are described for typical on-board scenarios.

2.7 Accident reporting procedures are described in accordance with statutory requirements.

2.8 Equipment required, techniques, safety issues, and legal responsibilities associated with towing another vessel, and being towed, are described.

Range advantages and dangers of spring and/or stretch in the tow line, setting up and adjusting the tow for prevailing sea conditions and trimming the towed vessel.

Outcome 3

Describe and respond to distress signals and flags used in maritime communication.

Performance criteria

3.1 The meanings of code flags are explained in accordance with the International Code of Signals.

Range code flags include – A, B, C, T, V.

3.2 All international distress signals are listed and the actions to be taken if distress signals are sighted and/or heard are explained.

Outcome 4

Describe the legal requirements and responsibilities that apply to the operation of a restricted limits vessel.

Performance criteria

4.1 Rules relating to discharge and disposal of oil, sewage, and garbage are explained and applied in accordance with the Maritime Transport Act, Local Body Marine Protection Rules, and the Resource Management Act.

4.2 Navigational safety rules and regional by-laws are explained in accordance with Maritime Rule Part 91 *Navigation Safety Rules*.

4.3 The Maritime New Zealand 'SeaCert' Seafarer Certification and Operational Limits Framework are interpreted to identify the manning requirements; skipper certification required; and operating limits applicable to a restricted limits vessel.

4.4 Hazard identification is conducted, and a vessel hazard register maintained.

4.5 The components of the MOSS are described in accordance with Maritime Rule Part 19 *Maritime Transport Operator - Certification and Responsibilities*.

Range MTOP, MTOC.

4.6 Documentation which is maintained and compiled as part of MOSS is outlined.

Range MTOP; logbooks; maintenance plan and records; crew training events; pre, during and post-voyage checks, health and safety training and monitoring including audit and inspections, record of identified hazards and hazard management, accident and incident reports, emergency and standard operating procedures.

4.7 The requirements for the issue of a MTOC are described in accordance with MOSS.

4.8 Duties of the master of a vessel, including responsibilities and authority for safety and compliance, are explained in accordance with Sections 19 and 65 of the Maritime Transport Act.

Replacement information	This unit standard and unit standard 29224 replaced unit standard 8126.

Planned review date	31 December 2025

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	15 October 2015	31 December 2022
Review	2	26 November 2020	N/A

Consent and Moderation Requirements (CMR) reference	0054

This CMR can be accessed at http://www.nzqa.govt.nz/framework/search/index.do.

Comments on this unit standard

Please contact Competenz qualifications@competenz.org.nz if you wish to suggest changes to the content of this unit standard.