



Australian Government

MARN015 Use seamanship skills on board a vessel

Release: 1

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Modification History

Release 1. This is the first release of this unit of competency in the MAR Maritime Training Package.

Application

This unit involves the skills and knowledge required to apply practical seamanship skills as part of operations on a vessel.

This unit applies to people working in the maritime industry in the capacity of:

- Able Seafarer - Engine/Deck
- Integrated Rating
- Navigational Watch - Deck/Engine

who assist the responsible officer in a range of seamanship activities on a range of vessels.

Licensing/Regulatory Information

Legislative and regulatory requirements are applicable to this unit.

- This unit is one of the requirements to obtain Australian Maritime Safety Authority (AMSA) certification as an Able Seafarer - Engine/Deck, Integrated Rating or Navigational Watch - Deck/Engine and to meet regulatory requirements this unit must be delivered consistent with Marine Orders and with the relevant sections of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).
- Those regulatory requirements include STCW International Maritime Organization (IMO) model course competencies and areas of knowledge, understanding and proficiency, together with the estimated total hours required for lectures and practical exercises. Teaching staff should note that timings are suggestions only and should be adapted to suit individual groups of trainees depending on their experience, ability, equipment and staff available for training.

Pre-requisite Unit

Not applicable.

Competency Field

N – Seamanship

Unit Sector

Not applicable.

Elements and Performance Criteria

ELEMENTS

Elements describe the essential outcomes.

PERFORMANCE CRITERIA

Performance criteria describe the performance needed to demonstrate achievement of the element.

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| 1 Use and maintain ropes and wires | 1.1 Knots, splices, stoppers, whippings and servings are created and used in the course of operations onboard a vessel |
| | 1.2 Ropes are spliced neatly and securely according to their correct application and rope ends are whipped, as required, to maintain good condition |
| | 1.3 Breaking strain and working load limits (WLL) of rope and wire is determined and applied as load limits in the course of operations onboard a vessel |
| | 1.4 Wear and damage to rope and wire are identified and reported |
| | 1.5 Rope and wire are maintained and stored according to workplace procedures |
| 2 Secure vessel at anchor | 2.1 Anchor and equipment are prepared for use according to workplace procedures |
| | 2.2 Control of anchor cable is maintained within safe operating limits during anchoring operations |
| | 2.3 Anchor and equipment are secured on completion of anchoring operations as instructed for anticipated forecast conditions |
| | 2.4 Anchoring area is kept free of loose ropes, wires debris and personnel during all operations |
| 3 Secure vessel at a berth | 3.1 Mooring lines and associated equipment are handled safely at all times |
| | 3.2 Mooring area is kept free of loose ropes, wires and debris throughout operations |
| | 3.3 Rope stoppers are correctly applied to transfer mooring lines when securing vessel or tug |
| | 3.4 Securing a tug using tug or ships lines is carried out safely and tug lines are monitored at all times |

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| | 3.5 | Tension on ropes is maintained at an appropriate level for stage and nature of the operation |
| | 3.6 | Snap-back zones are adhered to when working with lines under tension |
| | 3.7 | Tension on shore power leads and other umbilicals is monitored |
| 4 | Lash and secure stores, cargo and access ways | |
| | 4.1 | Lashing equipment is inspected, maintained and correctly stored after use according to workplace procedures |
| | 4.2 | Cargo is stowed according to recognised principles and workplace procedures and shipboard procedures relating to transporting and handling dangerous goods |
| | 4.3 | Cargo is lashed and secured according to recognised principles and workplace procedures |
| | 4.4 | Equipment and items on deck and in galley spaces are secured according to workplace procedures |
| | 4.5 | Personnel access ways are rigged and secured according to workplace procedures |
| | 4.6 | Accommodation spaces and personnel facilities onboard vessel are checked and correctly secured for sea according to workplace procedures |
| 5 | Conduct fuelling and oil transfer operations | |
| | 5.1 | Appropriate personal protective equipment (PPE) is accessed and used |
| | 5.2 | Safety boundary for fuelling and transferring operations is established |
| | 5.3 | Spill prevention and response (shipboard oil pollution emergency plan (SOPEP) equipment) systems are correctly deployed |
| | 5.4 | Tank levels are correctly measured by sounding and/or ullage and reported pre-fuelling and post-fuelling and transferring operations |
| | 5.5 | Fuelling and transferring operations are performed safely, and associated valves and pipelines are secured on completion to avoid spillages |
| | 5.6 | Appropriate action is taken to handle incidents arising during fuelling and transferring operations according to |

emergency procedures and regulatory requirements

- 5.7 Effective communication is maintained with crew during fuelling and transferring operations to ensure the safety and integrity of the vessel and crew

Foundation Skills

Foundation skills essential to performance are explicit in the performance criteria of this unit of competency.

Range of Conditions

Range is restricted to essential operating conditions and any other variables essential to the work environment.

Unit Mapping Information

This unit replaces and is equivalent to MARN007 Use seamanship skills on board a vessel.

Links

Companion Volume implementation guide can be found in VetNet -

<https://vetnet.gov.au/Pages/TrainingDocs.aspx?q=772efb7b-4cce-47fe-9bbd-ee3b1d1eb4c2>