



**Australian Government**

**Department of Education, Employment and Workplace Relations**

# **TDMMF2107B CONTROL SAFE ACCESS TO AND ON VESSEL**

**Revision Number: 1**

## TDMMF2107B CONTROL SAFE ACCESS TO AND ON VESSEL

### Modification History

Not applicable.

### Unit Descriptor

UNIT DESCRIPTOR:

**This unit involves the skills and knowledge required to control and manage the access of persons to and on a commercial vessel within the limits of responsibility of a Master 3 and Skipper 1. This includes the rigging of personnel and pilot access ways, the managing of personnel aloft or over the side and access to confined places on the vessel.**

### Application of the Unit

<b>Application of the unit</b>	The unit has applications in qualifications for a Watchkeeper (Deck), Master (Less than 500 GT) and Master 3, i.e. Diploma of Transport&Distribution (Maritime Operations - Deck Watchkeeper) and Diploma of Transport&Distribution (Coastal Maritime Operations - Master Class 3).
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### Licensing/Regulatory Information

<b>Licensing/legislative requirements</b>	The unit is consistent with the relevant maritime regulations describing mandatory minimum requirements for a Master 3/Skipper 1. This includes applicable sections of State/Territory maritime licensing and regulatory requirements and the National Standard for Commercial Vessels (NSCV) and the USL Code.
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## Pre-Requisites

Not applicable.

## Employability Skills Information

Not applicable.

## Elements and Performance Criteria Pre-Content

Not applicable.

## Elements and Performance Criteria

ELEMENT	PERFORMANCE CRITERIA
<b>1 Rig personnel and pilot access ways</b>	<ul style="list-style-type: none"> <li>a Preparations for the rigging of access equipment and facilities are made in accordance with vessel's procedures and manufacturer's directions</li> <li>b Equipment and facilities are deployed in accordance with vessel's procedures and manufacturer's directions</li> <li>c Safety checks and precautions are carried out in accordance with OH&amp;S requirements and company procedures</li> <li>d Defective equipment is identified and reported, repaired or replaced in accordance with company procedures</li> <li>e Persons accessing the vessel are advised and instructed on the procedures for using access equipment</li> <li>f Access of persons to and from the vessel is monitored and any problems identified and resolved or reported</li> <li>g Access equipment and facilities are derigged and stowed after use</li> </ul>

ELEMENT	PERFORMANCE CRITERIA
<b>2 Manage safety of personnel aloft and over side of vessel</b>	a Personnel going aloft or over side are checked for competency in the required procedures
<b>ELEMENT</b>	<b>PERFORMANCE CRITERIA</b>
<b>2 Manage safety of personnel aloft and over side of vessel (continued)</b>	b Where required, personnel are instructed in the procedures and safety precautions to be followed when working aloft or over side c Equipment for going aloft or over side is rigged and checked prior to operations commencing d Immersion suit, various thermal protective aids, life-jacket and other lifesaving clothing are correctly donned where required and used as per instructions e Faulty operational and safety equipment is identified, isolated and reported to enable prompt repair and/or replacement f Operations of persons aloft or over side of the vessel are monitored and any problems identified and resolved or reported g Safety incidents arising in the course of work aloft or over side are reported and recorded in accordance with statutory requirements and company procedures
<b>3 Control access of persons to confined spaces on vessel</b>	a Personnel accessing and working in confined space are checked for competency in the required procedures b Where required, personnel are instructed in the procedures and safety precautions to be followed when working in confined spaces c Protective safety equipment and clothing are correctly donned where required and used in accordance with

ELEMENT	PERFORMANCE CRITERIA
	instructions
	d Faulty safety equipment and clothing is identified, isolated and reported to enable prompt repair and/or replacement
	e Operations of persons in confined spaces on the vessel are monitored and any problems identified and resolved or reported
	f Safety incidents arising in the course of work in confined spaces are reported and recorded as per statutory requirements and company procedures

## Required Skills and Knowledge

### REQUIRED KNOWLEDGE

*This describes the knowledge required for this unit.*

- 1 Relevant sections of applicable maritime regulations
- 2 Relevant OH&S legislation and policies
- 3 Principle design and safety features and component parts of personnel and pilot access ways typically used on domestic commercial vessels
- 4 Standard operating procedures for rigging personnel and pilot access ways
- 5 Standard operating procedures and safety precautions to be followed when working aloft or over side
- 6 Standard operating procedures and safety precautions to be followed when working in confined spaces
- 7 Applicable personal protective safety equipment and procedures for its use
- 8 Maintenance and storage procedures for equipment used when working aloft or over the side
- 9 Types of knots, bends and hitches required when rigging personnel and pilot access ways, their characteristics, applications and limitations, and methods of tying them using synthetic and fibre rope of varying construction and size
- 10 Routine problems that may occur when controlling safe access to and on a domestic vessel and appropriate action and solutions

### REQUIRED SKILLS

*This describes the basic skills required for this unit.*

- 1 Use communication skills required when controlling safe access to and on a domestic vessel
- 2 Read, interpret and apply instructions relevant to the rigging of personnel and pilot access ways on a domestic vessel
- 3 Work safely and collaboratively with others when rigging of personnel and pilot access ways and controlling safe access to and on a domestic vessel
- 4 Select and use rigging and safety equipment as per standard operating

## REQUIRED SKILLS

- procedures and safety management system
- 5 Recognise routine problems that may occur when controlling safe access to and on a domestic vessel and take appropriate action
  - 6 Tie required knots and demonstrate rope handling skills
  - 7 Adapt to differences in vessels, equipment and standard operating procedures
  - 8 Follow required work schedule as per company requirements

## Evidence Guide

### Evidence Guide

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*The Evidence Guide provides advice on assessment and must be read in conjunction with the Performance Criteria, Required Skills and Knowledge, the Range Statement and the Assessment Guidelines for this Training Package.*

<p><b>1 Critical aspects of evidence required to demonstrate competency in this unit</b></p>	<p>Assessment must confirm appropriate knowledge and skills to:</p> <ol style="list-style-type: none"> <li>a Rig personnel and pilot access ways</li> <li>b Manage safety of personnel aloft and over side of vessel</li> <li>c Control access of persons to confined spaces on vessel</li> </ol>
<p><b>2 Evidence required for demonstration of consistent performance</b></p>	<ol style="list-style-type: none"> <li>a Performance is demonstrated consistently over a period of time and in a suitable range of contexts</li> <li>b Consistently applies underpinning knowledge and skills when:             <ol style="list-style-type: none"> <li>1 rigging personnel and pilot access ways</li> <li>2 operating aloft, over side or in confined spaces in</li> </ol> </li> </ol>

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	<p>accordance with standard operating procedures</p> <p>3 managing safety of personnel aloft and over side of vessel</p> <p>4 controlling access of persons to confined spaces on vessel</p> <p>c Shows evidence of application of relevant workplace procedures, including:</p> <p>1 relevant maritime regulations</p> <p>2 OH&amp;S regulations and hazard prevention policies and procedures</p> <p>3 standard operating procedures for the control of safe access to and on a vessel</p> <p>4 manufacturer's guidelines relating to the operation and use of equipment, including instructions on equipment capability and limitations</p> <p>d Action is taken promptly to report and/or rectify problems that may be encountered when controlling safe access to and on a vessel in accordance with standard operating procedures</p> <p>e Work is completed systematically with required attention to detail</p> <p>f Recognises and adapts appropriately to cultural differences in the workplace, including modes of behaviour and interactions among crew and others</p>
<b>3 Context of assessment</b>	<p>a Assessment of competency must comply with the assessment requirements of the relevant maritime regulations</p>

**Evidence Guide (continued)****TDMMF2107B CONTROL SAFE ACCESS TO AND ON VESSEL**

<b>Context of</b>	<p>b Assessment of this unit must be undertaken within relevant marine authority approved and audited arrangements by a</p>
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**Evidence Guide (continued)****TDMMF2107B CONTROL SAFE ACCESS TO AND ON VESSEL**

<b>3 assessment (continued)</b>	<p>registered training organisation:</p> <ol style="list-style-type: none"> <li>1 As a minimum, assessment of knowledge must be conducted through appropriate written/oral examinations, and</li> <li>2 Appropriate practical assessment must occur: <ol style="list-style-type: none"> <li>i at the registered training organisation; and/or</li> <li>ii on an appropriate working or training vessel</li> </ol> </li> </ol>
<b>4 Specific resources required for assessment</b>	<p>Access is required to opportunities to:</p> <ol style="list-style-type: none"> <li>a carry out a range of suitably simulated practical and knowledge assessments that demonstrate the skills and knowledge to rig and derig access equipment and facilities typically used on board a commercial vessel within the limits of responsibility of a Master 3 and Skipper 1; and/or</li> <li>b rig and derig various types of access equipment and facilities in appropriately simulations of maritime conditions; and/or</li> <li>c assist in the rigging and derigging of various types of access equipment and facilities on board an operational commercial or training vessel; and/or</li> <li>d control the working of persons aloft, over side or in confined spaces in appropriately simulations of maritime conditions; and/or</li> <li>e control the working of persons aloft, over side or in confined spaces on board an operational commercial or training vessel</li> </ol> <p>Assessments must be conducted in accordance with relevant OH&amp;S requirements. Protective clothing must be worn in accordance with current maritime practices and Australian Standards</p>

## Range Statement

### Range Statement

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The Range Statement relates to the unit of competency as a whole. It allows for different work environments and situations that may affect performance.

#### VARIABLE

#### SCOPE

### 1. GENERAL CONTEXT

<b>a. Work must be carried out:</b>	1 in compliance with the relevant maritime regulations
<b>b. Work is performed:</b>	1 within broad operational requirements, with responsibility for own outputs in relation to specified quality standards and limited responsibility for others in achieving the specified quality and quantity of outcomes
<b>c. Work involves:</b>	1 the control of access of passengers, crew and others to and on vessel and the application of solutions to a defined range of unpredictable access problems. Planning and administering the access of persons to and on the vessel is required
<b>d. Work requires:</b>	1 limited responsibility for the control of the access of passengers, crew and others to and on vessel

### 2. WORKSITE ENVIRONMENT

<b>a Ship may include:</b>	1 a commercial vessel up to 35 m in length on international voyages or up to 80 m in length on coastal voyages (or 100 m in length where gross tonnage does not exceed 3,000 gross tonnage) to ACMW

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<b>b Access to and on ship may occur:</b>	1	by day or night in both normal and emergency situations
	2	under normal and adverse conditions of sea and weather
	3	while underway
	4	while hove to
	5	while anchored or moored
	6	in appropriately simulated situations

**Range Statement (continued)****TDMMF2107B CONTROL SAFE ACCESS TO AND ON VESSEL**

<b>VARIABLE</b>	<b>SCOPE</b>
<b>c Personnel and pilot access ways may include:</b>	1 accommodation ladders
	2 gangways
	3 brows
	4 man baskets
	5 cargo ramps
	6 helicopter access
	7 pilot ladders
	8 pilot hoists
<b>d Safety equipment may</b>	1 harness
	2 bosun's chair

**Range Statement (continued)**  
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<b>include:</b>	<ul style="list-style-type: none"> <li>3 breathing apparatus</li> <li>4 immersion suits</li> <li>5 life-jacket</li> <li>6 snorkel equipment</li> <li>7 goggles</li> <li>8 face mask</li> <li>9 head gear</li> <li>10 gloves</li> <li>11 boots</li> <li>12 eye and ear protection</li> </ul>
<b>e Workplace organisation may be defined by:</b>	<ul style="list-style-type: none"> <li>1 company work organisation procedures and practices</li> <li>2 conditions of service, industrial legislation and agreements, including:                             <ul style="list-style-type: none"> <li>i workplace agreements and awards</li> <li>ii Commonwealth, State and Territory industrial legislation</li> </ul> </li> </ul>

**Range Statement (continued)**  
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<b>VARIABLE</b>	<b>SCOPE</b>
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**Range Statement (continued)****TDMMF2107B CONTROL SAFE ACCESS TO AND ON VESSEL**

<b>f Documentation and records may include:</b>	<ol style="list-style-type: none"> <li>1 relevant sections of State/Territory marine regulations, NSCV and USL Code</li> <li>2 sections of the IMO STCW Convention and Code related to a vessel within the limits of responsibility of a Master 3 and Skipper 1</li> <li>3 relevant sections of AMSA Marine Orders</li> <li>4 procedures for operating aloft, over side or in confined spaces</li> <li>5 procedures for rigging and derigging access equipment and facilities</li> <li>6 instructions to persons accessing the vessel</li> <li>7 relevant international, Commonwealth, State and Territory OH&amp;S legislation</li> </ol>
<b>g Applicable legislation, regulations and codes may include:</b>	<ol style="list-style-type: none"> <li>1 relevant sections of State and Territory marine regulations, NSCV and USL Code</li> <li>2 relevant sections of AMSA Marine Orders</li> <li>3 sections of the IMO STCW 95 Convention and Code related to a vessel within the limits of responsibility of a Master 3 and Skipper 1</li> <li>4 relevant international, Commonwealth, State and Territory OH&amp;S legislation</li> </ol>

**Unit Sector(s)**

Not applicable.

## Field

Field MF Operational Quality and Safety

## Relationship to other units

<b>Relationship to other units</b>	The unit may be assessed in conjunction with other units that relate to the functions of the occupation(s) concerned.
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