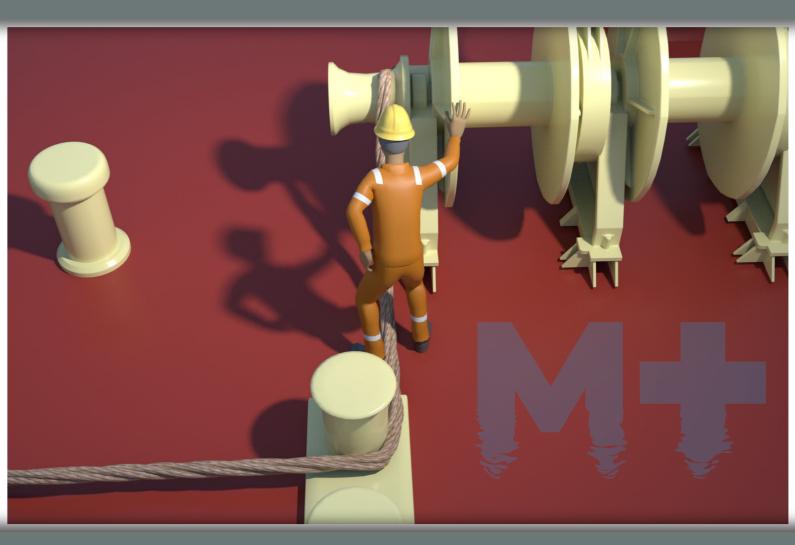


Reflective Learning Program on Safe Mooring Operations

A comprehensive video-based training program to enhance skills and competency level of the sailing professionals.



- ➤ Exclusively designed for the skill enhancements & competency assurance of deck officers, crew & candidates preparing for the competency exams.
- ➤ "To The Point", "Question-Answer" based program in 34 exclusive questions & answers along with the assessment, covering every practical aspect & queries on mooring operations.
- > Video-based program with highly explanatory & interactive videos which can be completely delivered online.

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Introduction to the program



M+ presents the exclusive training program on the 'Safe Mooring Operations'. The objective is to reduce mooring related incidents & prevent losses by discussing correct procedures and risks involved in the mooring operations on board. Further, this program is aimed to brush up the knowledge and enhance professional skills & competency level of the sailing professionals.

Program Features

Analysis based program: Prepared after analysis and detailed study of errors & learnings of past incidents involving mooring operations.

Practical approach: Exclusive 34 questions and answers covering all possible practical doubts on mooring operations.

Industry Compliance: It's not another educational material; it covers all practical elements of Mooring Equipment Guidelines, Safe Industry Practices, Wrong practices followed on board and Common Audit/SIRE/PSC Observations in Moorings.

Video based program for which online training can be imparted completely from anywhere.

High-quality videos with rich media, latest graphics & VFX techniques for 100% audience engagement into the learnings.

Assessment at the end of the course to ensure and verify the best training.

Can be customised with your company policy & procedures.

Program structure

Training program is designed in below sections:

Section 1 - Mooring Equipment Guidelines.

Section 2 - Safe Industry Practices.

Section 3 - Wrong practices followed on board.

Section 4 - Common Audit/SIRE/PSC Observations in Moorings.

Program content & Questions



- Q1: Why mooring accidents happen? What is the basic quality of a mooring rope that makes it so dangerous?
- Q 2: What are the common accidents happening onboard during mooring operations?
- Q3: What is the common mistake done onboard wrt. starting winches before operation?
- Q4: What is Snap Back? Why it happens? What are the factors associated with it?
- Q 5 : What are the precautions to be taken to minimize Snap Back hazards?
- Q6: How are the Snap Back zones marked onboard?
- Q7: How are the pedestal rollers or fairleads critical in Snap Back hazards?
- Q8: What is the wrong practice done onboard wrt. making a heaving line/monkey fist?
- Q 9: What are general rules for tending mooring Lines?
- Q 10: What is the effect of Current, UKC & Loaded condition of the ship on the moorings?
- Q 11: What is the Mooring System Management Plan (MSMP) & it's important features?
- Q 12: What is the stiffness of a rope? Which rope is used for STS operation & why?
- Q 13: What are the MEG recommendations & company policy regarding mixed moorings? Is it allowed?
- Q 14: What is the requirement of Bow Chain Stoppers for SPM Single Point Mooring?
- Q 15: For SPM (Single Point Mooring), what is the requirement of positioning of winch storage drums, pedestal rollers & pick up rope lead angles?
- Q 16: What are the rigging requirements for fire wires?
- Q 17: What is Line Management Plan (LMP) & its important features?
- Q 18: What do you understand by SDMBL, LDBF & WLL? What was the need to introduce these new terminologies in MEG-4?
- Q 19: What are tails & the important aspect about them?
- Q 20: What is the length & strength requirement for 'Tails'?
- O 21: How are the tails connected to a line?



- Q 22: What are the recommendations & company policy for tails inspection & retirement?
- Q 23: How critical are the bends in a line and how does the roller size affect the performance of a line?
- Q 24: What are the recommendations for the care & storage of lines & ropes on board?
- Q 25: What is Break Rendering Test & it's purpose? BHC/BRC is based on SDMBL or Line MBL?
- Q 26: What is the difference between the Maximum Brake Holding Capacity and the Operational Minimum Brake Holding Load?
- Q 27: What are the recommendations, company policy & important points with winches, winch brakes rendering test & fittings?
- Q 28: Your BRC test marking/reference point with a jubilee clip/wire has moved. What will you do?
- Q 29: What is the company policy for securing mooring lines?
- Q 30: What is the company policy for a Mooring rope's renewal?
- Q 31: What is the company policy for a mooring wire renewal & precautions for wires handling?
- Q 32: What are the company criteria for inspection & maintenance of mooring equipment?
- Q 33: How is Wear Zone Management done for mooring lines?
- Q 34: How will you order to purchase a mooring rope as a ch. off?

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