

# 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



Q 1 : 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?

Q 3 : What is the common mistake done onboard wrt. starting winches before operation?

Q 4 : 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?

Q 6 : How are the Snap Back zones marked onboard?

Q 7 : How are the pedestal rollers or fairleads critical in Snap Back hazards?

Q 8 : 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'?

Q 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?

## Contact Us



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