Masters Orals Examination Questions and Answers As Supplied By Australian Maritime College Students from 1996 to 2000

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6th December '96: Master Class I. (1200pm-1210) Gleny Pecota/Capt. Filipatik

1. What was your last vessel: Selfunloader. M.V. (CSL ATLAS)
2. Describe it to me: Generally how it functioned/ldg/disch.
4. Where was she plying: N. America, Canada, S. America.
5. Okay you are promoted to master on ATLAS, what will you check before taking over: The usual certificates & standard take over procedure. Please remember: Conditions of assignment of loadlines & what it contains.
6. You have got orders to go from Port A to Port B, how will you calculate bunkers.
7. On your passage you encounter heavy ice accretion, what precautions & measures will you take to prevent this? - Most important stability aspect.
8. You have lost your engines in heavy weather, what action?
9. The above question get me into a tangle over what you or wouldn't you ballast the forepeak & would I risk sending a man forward to open the forepeak valve, which then led to why is the forepeak valve where it is. What is the reason? (Read Solar for this) I told him it was to maintain the integrity of the collision bulkhead. Apparently, there is another reason.
10. How is freeboard assigned to a vessel, and what factors does it depend upon?
11. Loadline marks & distances between T.F/F, T.B/W. & where did the value of 1/48 come from? - Please check this.
12. What do you mean by weather tight & watertight & what is meant to be weather tight & watertight?
13. Vsl. preparing for a loadline survey. What will you check, what do you expect the surveyor to check?
14. What were the arrangements to fight fire on board your last vessel in the cargo holds?
15. My last vessel had 3 hold conveyors running 3/4 the length of the ship. He wanted to know if there was a means of maintaining watertight integrity by closing some doors. I said no. He was surprised, but then I told him the she had effectively a double skin arrangement, because this tunnel was bounded by W/tanks & DB tanks.
16. What will you do if you had an oil spill on board, who will you inform what is your action?
17. Which way do the weather tight doors open? - Outwards.
Be Thorough in R.O.R.

R.O.R. Situations

1. W on port bow
   
2. W on port bow
   
3. W less than 22.5° aft of beam
   
4. W
   
5. W
   
6. G
   
7. G
   Sailing vessel overtaking you, what action is why
   
8. W
   Overtaking
   
9. W
   What is she doing? Tacking
   
10. W
   Action: why
   
11. W
   Go all round
   
In situation 10, can R.O.C. develop. Yes if the tack is to point in which event you A to P to pass astern of him.

He showed me this first after I altered to std. He showed me the same vol as in 11.

After std. He wanted me to treat as though he had steered and not to.
CAPTAIN WITTING

CAESAR SANCHEZ

CHIEF OFFICER'S ORALS

16 JULY 1996 1400 — 1610.

He started by asking the type of my last ship.
It was a container ship.

The questions he asked were very widespread in nature.
1) loadline
2) loading wheat
3) loading containers.
4) Fire in acc.
5) Rough seas
6) drydock.
7) B.M. & S.F.
8) Loading a General Cargo Ship
9) Anchoring
10) R.O.R.
11) Joining A ship as Chief Officer.

1) Loadline: He wants to know the preparation required before the survey. What will be checked.


3) Loading Containers: Different markings on containers. If D.G cargo how many labels. What is on the CSC Plate and what does ACEP stand for.

4) Fire in acc: You are on the Bridge as C/O how you will go about fighting it. He wants it step by step. A man needs to be sent ashore by helicopter, How will you get every thing ready. Precautions safety and communications are very important.

5) Rough seas: Inform Eng Room, Cook. (IMP) And all the rest you would normally do if you were a mate.

6) Dry dock: Planning for drydock. Before you enter, in drydock paying special attention to when the ship touches the blocks (G MOVES UP) before leaving drydock. (IMP TANK PLUGS, SAFETY OF CARGO IF YOU HAVE ANY, MAKE THE CREW AWARE OF THE SAFETY ACCEPTS)

7) B.M. & S.F. : Ensure you know what it is and how to calculate for it.
8) **Loading a general cargo v/l**: Just in general, he wants words like "you will not over stow cargo and you will not load cargoes like ie raw hide with tea.

9) **Anchoring**: Running moor with wind and tide.

10) **R.O.R.**: You should know your ROR well. He asks for the colour of the flags, he will not show you the flags. Take your time and answer, ask him for distances away from before you take action. When in doubt or if you make a very big alteration call the master, It is like music to his ears.

11) **Taking over as C/O**: This was the first question he asks. Important to say things like, when you come up the acc ladder you will check it, LSA, FFA is important. Mention every thing like FRESH WATER ON BOARD, cargo to load/ discharge any draught restrictions etc.

**WISH EVERY ONE WHO READS THESE NOTES THE VERY BEST OF LUCK AND GOD BE WITH YOU**.
01. What is Chemical Tanker Type 1, 2 and 3.
02. Which IMO documents govern this. IBC Code.
03. What are those Procedure for loading Chemicals including any
    Special Requirements and Arrangements.
05. What is Fire dampers and Functions.
06. What is a Remote Control Shut Off Valve in the Fire Control
    Station.
07. How do you know that the fire is Extinguish.
08. Compass Compensation. Which force that the Flinder Bar
    correcting for and which structure on board the ship that
    cause this force.
09. Passage planing, from Singapore to England. How do you go
    about it. He wants particularly at planing stage.
10. Heavy weather, force 8 to 10 and engine failure. How do you
    heave to the sea and wind.
11. Preparing for Docking as a Master. What is Virtual Loss of
    GM, what is critical moments and preparing for leaving Dock
    and what do you have to check before flooding.
12. Collision is Imminent and which you can't avoided. Action.
    Ans. Try and do something to reduce the impact.
13. What are those Certificates that Require to be carry on board.
    Their Validity and any Extension Period.
15. Day signals and Night signals, Flip cards for IALA voy.
    system.
16. ROR questions.

17) Can you use celestial object to
    swing your /\ for deviation?
    How you go about it. If you
    are at N.H which celestial object
    that you prefer?
DATE: 24/05/96
TIME: 1015-1115 HRS
EXAMINER: CAPT. FITZPATRICK
CANDIDATE: N.S. CHOY

01. Last ship particulars, in general. (Liquefied gas carrier)
02. Construction of the cargo tanks. Type of metals used.
03. How was the cargo loaded, carried and discharged.
04. How was the boil-off handled.
05. All safety measures available to maintain tank pressure.
06. Inert gas system on board.
07. Fixed FFA available on board. How do the CO2 as well as foam system work. In detail.
08. Taking over as the master on an Australian LNG ship. Action.
11. Accepting an interpreter?
12. Arrangement for watchkeeping team during pilotage.
13. During long hours of pilotage, forced to leave the bridge for a short while. Action.
14. ISM code. Date of coming into force and the contents.
15. Latest amendments to the ROR.
16. Execute a standing moor with current right astern and a strong stdb beam breeze.
17. How to determine if risk of collision exists.
18. Day signals for vessel constrained by her draft. Lts to show during darkness and while she is stopped.
19. Other day signals, flip cards.

Examiner's comment:
I think you are here prepared, no point prolonging this oral any further. I pass you.

Candidate's comment:
I have been trying to be participative during the oral and tried to have him fed with all relevant details that I know of when a question was asked. Therefore, I did most of the talking at the majority of the session.
Capt. Fitzpatrick stated that rig tenders do not come under the Navigation Act as they are intra-state vessels running in and out of one port. Although I knew that they did come under the Nav. Act, but not aware of the statute that brought them under the Act, the argument went for about five minutes which made me feel extremely uncomfortable but he related when I stood my ground. After this the questions were straightforward and he seemed more interested in why regulations existed than the actual wording and reference numbers, formulas and calculations etc.

Q1. Special stability criteria and why
Q2. What you would do on joining a vessel as master?
Q3. During your inspection of ELR what would you look for?
Q4. Siteing of Emergency generator & why?
Q5. Asked about the report of the rig 'Kay Biscane' that went up on the beach about 20 yrs ago in West Australia and what were the recommendations that came of it.
Q6. Helen flooding system and the most important part to remember when using it.
Q7. How to take a rig under tow
Q8. Important things to watch whilst under tow
Q9. Bad weather whilst towing
Q10. Quick release system & how towers attached to turntable
Q11. Buoyage system in Aus - shows flipcards
Q12. Course - Capt. Fitzgerald puts a model ship on his desk heading toward him. He then uses a black magnetic board to put up lights and shines the board either to your port, starboard or ahead. He states:
   IF RISK OF COLLISION CAN EXIST IT DOES
   IF RISK OF COLLISION CANNOT EXIST IT DOES NOT
He then asks if you understand. He will then take your first answer. (He doesn't rush you) He does not want to hear I will take a bearing etc!
12 COLREGS cont. He did ask early in the examination how would you assess the risk of collision existed and was very concerned to hear the word COMPASS when taking bearings. He also asked if you would correct magnetic bearings when assessing risk of collision.

There were a few flip cards shown for shapes and your responsibilities when you saw them. Capt. Fitzgerald is very concerned that you have no doubts about the aspect of the other vessel when you make your decisions for example: A ship Head on about 3 points on starboard - Ans: Stand on. What tells you that he is underway? A. Plot him.

Overall the questions were practical and had no hidden traps. Good Luck.

Passed 18th Dec 97
Date: 17-12-97
Candidate: David Wilcox
Examiner: Capt. Fernandes.

Correct: Asked to describe lights, shapes, and fog signals as a variety of vessels. Included lit-up vessels, vessels bearing red light, green lights, etc. Then used flash cards as well. Placed in several collision situations with emphasis on Rule 19, 17 and 10. Particularly interested in requirement to follow crossing rules even though in OSS.

Describe all 1949 lights, lights.

Correct: Stability - gross loading with particular emphasis on area under curve GZ curve and above limiting lever curve. How to find GZ from VRH etc.

Correct: Loading damaged and large additions of general cargo vessel - preparation and stability - free surface.

Dry - docking stability.

Correct: Bridge - vessel management - damage control - protecting owners interests. Colliding a vessel when another vessel collides with you at anchor - no access to agents or insurers. Lifesboat damaged - can you say? What must you do?

Survey - preparing for survey, particularly loading - particularly interested in condition of assignment.

Helicopter equipment - tons detail - need to know ICS and/or ARSA guidelines.

Liferaft - recovery of liferaft (which is zero and a rescue boat) in
heavy weather - use at rope near stage.

Towing - wanted me to tow a sister ship into a U.S. port. I said that I would advise owners to enjoy specialized towing vessels because of danger involved, lack of equipment and probable winding of hull insurance. He accepted my arguments but made me sit up the tow anyway! Emptied on chaffing arrangements and catering to absorb shock loads.

Keeping off order - going to buoy - accepted passing - another anchor in heavy ratio and leading chain through center lead - oppu. ship went at.

Passage planning - from E. Coast U.K. port to U.S. Equal distance north or south about 8000 miles. We were interested in Chichester to make final decision based on U.S. coastal forecast at time of departure.

Grounding will put pilot on board - responsibilities and duties - proper line - relaying. Any work duties for damage control on passenger ship.

T.R.S. - at anchor in fog harbor - MSS approaching. Showed it likely path, wind direction - action you would take. It was heading directly towards me so I elected to sail and head towards navigable direction.

Cpt. Woodruff was a lot of seriousness and only fee you need.

1. Avoid getting into trouble 2. Get out of it when you have failed to avoid it. I had some difficulty in identifying the particular detail he was looking for - sometimes they sound quite obscure and of lesser importance. He gave prompt you in the direction yet he must you to go.
After my first hour session he sent me away to find the answers to the questions I was uncertain of. When I returned we quickly covered these points but then he remembered other questions he had not asked before — hence the additional 30 minutes.

He is certainly fair and helpful — yet a little old fashioned — we rediscovred habits with beans, bread and toasts amongst other things.
Master Orals Questions
Examiner: Capt. Whitting
Candidate: Andrew Chai
Date: 04th December, 1997

1) Some information regarding your last ship.

2) As a master taking over command of a ship, what would you be looking into?
   Talked about validity of all certificates, disposition of cargo, stability, characteristics of vessel, FW,
   bunkers, LSA & FFA, cash on board, key to safe, signing of the OLB, etc.

3) How would you introduce yourself to your ship personnel?

4) What are the contents in the OLB? What will be your normal daily entries be?

5) Asked on the stability criteria and the dangers of a car carrier (my last ship).

6) What is ISM?
   When I touched on the topic of pollution prevention, his next question was on requirements of
   Marpol. Mentioned also on SOPEP.

7) Whilst at sea, your 2/0 on duty suddenly notice oil trailing from own vessel and immediately
   notifies you. What will be your actions and in the legal aspects?

8) Your agent gives you the next voyage order. What will your actions be in terms of operational and
   with documentation?

9) What will be your obligations as a master to your owner and charterer?

10) What are some of the Charter Party clauses contained in the agreement?

11) List of heavy weather precautions.

12) In gale force 10, engines breaks down, what are your actions? Try to ride to the weather, etc.

13) Engines regained, you are in a TRS, what will be your actions?

14) Preparations for entering port.

15) Whilst approaching port, vessel runs aground. What will be your considerations and actions?

16) At the same time, one of the crew falls overboard. Action.

17) After saving the crew, he’s been badly hurt. Requires a helicopter rescue. Action.

18) The vessel requires to be drydocked. List down the requirements prior to docking and once at dock,
    what are your duties as a master?

19) The requirements when picking up pilot.

20) General knowledge on Charter Parties, to calculate laytime, despatch, when a vessel is deemed ready to load/ disch.

21) Just before berthing, a crew informs that there is a fire at the accommodation. Action.

22) List all preparations before sailing with regards to operational and documentations. To mention also stowaways.

23) When handing over to the COOW, what instructions will you give?

24) General knowledge on salvage requirements and operations.

Shiphandling. To berth in on the stbd. Side with a force 3 winds and 3 knots current. Later to unberth vessel.

Flip cards on Buoyage, flags and daysignals. Gave a couple of situations with regards to vessels’
heading to different types of cardinal marks.

Rules of the road. To identify, fog signal and distances apart of lights and daysignals. Learn up all
Annexes.

Best Wishes to Future Candidates.
Master Class / ORAL Exam.
Examiner: Capt. M. PiitiiPatrick
Candidate: Ting Heng Soon
Date: 02 Nov June 1997

Type of previous ship: 4,466 TEU fully cellular container ship.
Speed: 24 kts.

Quote:
"So you are on your last ship, 24 kts speed. And I'm going to give you situations; if risk of collision can exist, it does exist. If it cannot, then it doesn't. I don't want you to tell me that you take compass bearings all the times, and I will take only your first answer."

Restricted Visibility:

1. Action?
   
2. Action?
   Sound Signal?
   Manoeuvring Signal?

3. Action?

4. Action?
Clear Visibility.

Action?

Sound signal in fog?
What will the other vessel do?

Action?

Action?

Action?

(See action of 8)
Clear visibility:

11
- Action?
- Go or
- OR
- OR
- (seen action of own vessel)

12
- Action?
- Why?
- OR
- OR
- (seen action of own vessel)

13
- Action?
- Go or
- OR
- OR

14
- Action?
- Go or
- OR
- OR

15
- Action?
- Go
- OR

16
- Action?
- NO
- NO
- OR

Can you allow to put?
Why?
Clear visibility:

- R
- W

Action? What is it?

- Action? What is it?

Shapes
- Flip cards
- Fog signals?

Buoyage
- Flip cards
- Characteristics
- Which side to pass
Q. Your container vessel is port with Class I DG outbound, E/R on fire action? Where will you get the water from?

Q. By using conventional method, if fire out of control, action?

Q. Will you release Co2 if 2 men missing in the E/R?

Q. 30 nm before arrive pilot station, action?

Q. When pilot onboard, action?

Q. What is bridge management team?

Q. What will you tell your ODW while vessel is under pilotage?

Q. Port state inspector onboard, action?

Q. What is Safe manning certificate? Under which convention is it

At 0, you are moving at 5 kts, steering gear failure.

Vessel grounded at 02. 2 hours before high water. Action?

After assessment, found 30% of the vessel grounded, water level in FP tank dropped from full to sea level. Action?
CIE says that he can repair steering gear within 20 mins, tugs will arrive in 30 mins, action?

How many tug will you take? Where will you put them?

Will you use your engine to refloat? why?
Show me how you fire your vessel and turn around in the narrow channel

There is no anchorage around and you have to go to berth, action?

Underwater inspection found that 30% of the bottom plating corrugated and FP tank holed (bilged, about A4 size), action?

There is no dry-dock in this port, you have to go 200 miles to the nearest dry-dock, action?

Discharge of cargo & why. Temporary repair -> underwater welding
Survey -> interim cert. of class & why, Stability -> Min BM & SF @fme
Passage planning -> Weather condition, swell, Reporting system

Environmental precautions?

2. Preparation for dry-docking (with cargo, without cargo)?

2. With respect to Virtue loss of Gm, when is the most critical time

Remark: For Mark candidates, Capt. Fitzgerald is very thorough about RoR. From one situation, he will link one rule to another, and eventually cover most of the rules.

All the best!!
17 you are at Sea Main engine failure Gale force 8? 

18 reported engine will ready after 6 hrs

19 Restricted visibility for about 36 hrs forecast how will you go about as a Master?

20 What night order will you leave the bridge in above 36 hrs of fog conditions?

21 Approaching Port - Preparation

22 Approaching after 10 days at Sea very prop to go into an agent said British after 10 days?

23 which I will you cease.

24 How will you assess the ground? By which Port you refer?

25 what are the best fishing ground?

26 what about coral sea bed?

27 Anchoring with model + wind + tide + gale + current?


29 how will you assign the watches

30 Dock "dry" in short facility of water. How will you pressurize your nice main line?

30 But Main fire line will pressurize by one of Ballast I by recirculated the Ballast water with Ballast. Deep cancelled the the Circle of
BOLD A/C 90° AT LEAST

ALWAYS ANSWER TO
CAPT FITZPATRICK

IF STAND ON ONLY MAKE
PARALLEL COURSE + REDUCE
SPEED LET HER PASS + WATCH
THREE LOOMS CAS + SPD.
EXAMINER: CAPT. FITZPATRICK
CANDIDATE: MAZLAN BIN HARON

DATE: 08th December 1998
Last ship: Crude Oil Tanker

- Start the oral with the Rules of the Road, the situation that I have failed in my first attempt.

Q How do you determine whether the target vessel is crossing or overtaking you?
If the brg of the target is 112.5 degrees or less, where at night she could only see my sidelight and not my sternlight, than she is said to be crossing me.
If the brg of the target is more than 112.5 degrees, where at night she could only see my Sternlight and not my side light, than she is said to be overtaking me.

Q If you are the master on the target vessel, how do you determine whether you are a crossing or a overtaking vessel?
If the aspect of that vessel is 112.5 degrees or less, where at night I could only see her sidelight and not her sternlight, than I am crossing her.
If the aspect of the vessel is more than 112.5 degrees, where at night I could only see her Sternlight and not her side light, than I am overtaking her.

Q If you are the master of the target vessel, how do you determine you are overtaking or crossing by day?
By systematic radar plotting.
Q: Now the target vessel see your sidelight, within seconds she see your stern light and then your sidelight and sternlight again, how do you determine whether she is crossing or overtaking you and what is your action if you are the master on own vessel and if you are the master on the target vessel?

In this situation if I am the master on my own vessel or the master on the target vessel, I am in doubt as to whether it is a crossing or overtaking situation, than I will take action as required by the rules,

- Master on own vessel, assume target vessel is overtaking and I shall sound two short blast, supplemented by light signal, alter my course to port and keep well clear of her.
- Master on target vessel, assume that he is overtaking and shall sound one short blast supplemented by light signal and alter her course to stbd and keep well clear of the other vessel.

Q: Are you going to give a 5 short and rapid blast?

No

Q: If you the master on the target vessel, and your radar is not working, how do you know whether you are crossing or overtaking and what is your action?

If I am in doubt as to whether I am overtaking or crossing, I shall assume that I am a overtaking her and I shall sound one short blast supplemented by light alter my course to stbd and keep well clear of her.

- Identification of day light signal. ( ROR Cards )
- Identification of flags and meaning.

Identification of buoyage ( Region A )

- North cardinal mark, safe water lies on the North quadrant
- If you steer on a course of 000 degrees and saw a north cardinal mark in front of you, stop your vessel immediately, “on” echo sounder, confirm vessel position, your vessel is lying in the danger area. Take action accordingly.

Q: How do you instruct you officer to do a passage plan?

Six stages Appraisal, Planning, Execution, Monitoring, Archiving and Updating.

- Explain all the six stages especially the Archiving and updating.
- Course to be laid from berth to berth.

Q: Is your vessel a double hull tanker and what is the height of the double bottom?

Yes, it is a double hull tanker, height approximately 2.1 meter.
You have completed loading and has a pilot onboard, what information do you exchange with him?
I will give him the pilot card with all the vessel particulars written on it. I will then exchange information with him.

Master to Pilot:
- Compass error & Gyro error
- Speed per RPM
- Vessel pivot point on turn
- Vessel draft and air draft.
- Radio frequencies being monitored
- Radar range scale and display mode in use
- Response time on rpm change
- Time required to bring the main engine from sea speed to maneuvering speed
- Astern power
- Type of propeller (right or left hand screw)
- Availability of bow thruster
- Loaded or in ballast
- Vessel handling characteristic
- Limitations on all equipment and instruments.

Coming into port
- Ship heading
- Present position
- Proximity of threatening traffic.

Pilot to Master
- Present tide and state of current and depth of water en-route
- Day versus night restriction
- Navigational track plan including maximum and minimum acceptable speed.
- Need of special manoeuvre in narrow bends.
- Planned and emergency use of anchors
- Communication method between vessel and tugs
- Expected traffic along route
- Tug positioning and power
- Casting off the mooring lines

Coming into port
- Estimated time of arrival, tide state off the berth ad average speed on final approach.
- Location of meeting tugs for docking
- Which side for berthing
- Number of mooring lines
Q You are a fully laden tanker, proceeding along a narrow channel with a pilot onboard and an officer standby forward, and you have an engine breakdown and you ran aground. What is your action as a master?

- (please refer to the action taken in Emergencies for a vessel aground)
- Stop my engine and sound the general alarm
- Refer to the vessel “contingency plan”
- Muster and head count
- Damage control party to close all weather tight doors on deck & throughout the ship’s length
- Sound round the tanks to access damage & sound around the vessel
- Check the engine room and steering platform.
- Check the vessel position on the chart and “on” the echo sounder.
- Display appropriate signal
- Standby party to lower lifeboat to embarkation deck
- Send urgency signal to all ships in the vicinity & to the nearest coast station.
- Inform owners, charterer, agents and DPA (very important, Capt. Fitzpatrick want you to say this)
- Drop anchor underfoot, until damage has been confirmed, to prevent from drifting to deep water during HW
- Check the height of tide & calculate the loss of GM
- Request for a diver for hull inspection.
- Call for tug to assist
- Ask pilot for advise (very important, Capt. Fitzpatrick want you to say this)

Q Now after you have ran aground, you suffered a damage on the side, there is hole on your Ship side and your cargo oil is flowing out, what is your action?
I immediately instruct my 2nd officer with some crew to lower the rescue boat and deploy the Oil boom and surround the damage side. Request pilot to call for barges to transfer the Cargo from the damage tank. I will refer to my “Oil Spill Contingency Plan” and SOPEP.

Q Your vessel carries an oil boom? And how long is this oil boom?
Yes, it’s about 100 meters and if there is no Oil Boom onboard, I will request the pilot to call for shore assistance and request for the oil boom.

Q Now after discharging the cargo from the damage tank, how are you going to re-float the vessel and bring the vessel out?
I will call for extra barges and transfer all the cargo onboard.

Q But why must you transfer the rest of the cargo which is not affected?
It is my responsibility as a master to protect the marine environment and to prevent oil spill from my vessel. Since I could not send the diver down to inspect the damage, the damage might extend to other tanks during the re-floating. (Crude oil is black, Capt. Fitzpatrick does not agree if you send a diver down to inspect the damage, the diver will only be soak with black oil and unable to access the damage)
After completion of transfer of the cargo, I will re-float the vessel and wait for the high tide and request for tugs to assist and request pilot to bring her out from the position.
Now, you have a temporary repair on the damage tanks, and you are ordered by your company to proceed to the dry-dock, which is 500 nm away. What is your preparation and how do you plan for your voyage?
I will anchor the vessel first and wait for a good weather before proceeding to the dry-dock. I will instruct my 2nd officer to plot the course from anchorage to the dry-dock and plot near to the Coast, if I suffered any further damage, then I will proceed to the nearest port for assistance. I will instruct the chief officer to wash the tank and gas free all the cargo tanks and to take sounding of all the tanks daily at interval times.

How do you wash and gas free the cargo tanks?
Please refer to ISGOTT.

The damage on your vessel has been repaired and the dock will re-float your vessel in 5 hours time, what are you action?
I will inform the department head about the re-floating and instruct them to take the checklist (Before re-floating) and go through it. For the chief officer, I will instruct him to take along the 2nd officer and check the hull. Make sure that all the ship’s plug is in place and tighten up and test for leak and the transducer plate is cleared. All sea chest shut and check. All the shore gears to be off-loaded and ballast back the vessel with its original weight prior entry into dry-dock.

You have said that you will ask the mate to test the ship’s plug for leak, how do you do that?
I will ask the dock-man to follow the mate and to apply a liquid soap on the plugs and use a transparent box made of plastic or fiberglass, cover the plugs and create a vacuum and check for leak.

The dock has fitted new frames on your vessel, are you going to swing your compass?
I will inform my company to call for a compass adjuster to confirm if the compass needs adjustment or to be swing.

There is no compass adjuster in port, what will you do now?
that the compass has a deviation exceeding more than 5 degrees. I will compare the deviation with the deviation card and check the location of the magnetic correctors inside the binnacle. If everything is in fact, than they’re no need of me to swing the compass.

Now, I want you to swing the compass.
(Please refer to compass note, swinging at open sea by using celestial object or swinging using terrestrial object)

How do you execute an open moor and why do you use an open moor to anchor your vessel?
Please refer to DJ House or Danton.

What is the angle between both anchors?
- not more than 60°

If the tide is changing, what will happen to your vessel and what is your action? (Open Moor)
- I will heave up one of my anchor OR
- I will heave up both the anchors and proceed out to find a new anchorage place.
- If, I did not heave any of my anchors, I will end up with a foul hawse.
Q How, do you execute the open and standing moor? Refer to DJ House and Danton

TIDE ↓

Why in “running Moor” you let go your weather anchor first and in “standing moor” you let go your lee anchor first?
If there is a change of tide the vessel will swing to a clear arc (Please check Danton)

Q There is change of tide, what is you action (Open moor / Standing moor)
To avoid the vessel swinging to the foul side, the vessel should be given a broad sheer to starboard just before the slack water so that the new stream catches her starboard quarter, swinging her clear within the clear arc. If necessary use the engine.

Q Your engine is immobilized, how are you going to swing her to the clear arc?
I will,
- Use my rudder and
- Heave on lee anchor and pay out on the riding anchor accordingly, OR
- Use mooring lines or any things that can be use as a drag to swing her.

Q A port state control officer is coming onboard your vessel what will he check on your vessel?
A port state control officer is the representative of the port administration and he has the right to check on any vessel that call in the port. He may check the condition of the vessel. He may ask the crew members of their duties pertaining to safety and he has the right to check the vessel certificates, cargo gears & equipment including the bridge and the engine room. He has the right to detain the vessel if he has a clear ground that the vessel has not followed the port regulations or if he found any of the crew or the officer in-competent to perform their duties or any certificates has expired or any equipment does not meet safety standard or regulations. He may detain the vessel to some period until the problems have been rectified.

Ok Mr. Mazlan, I’m satisfied with your answers and I pass you as Master Class 1

First attempt: 45 minutes only on ROR
Second attempt: 1 hour

Atttn. Master candidate, Capt. Fitzpatrick does not accept, if you answer to him “I do not know” or “I’m not so sure” as a master you must find an answer which is reasonable for him to accept. And he will only accept your first answer. I find him, a very fair examiner

The only way to success is hard work. Try not to be nervous during your oral, remember if Rape is unavoidable, sit back, relax and enjoy it!

ALL THE BEST FOR FUTURE MASTER CANDIDATE.

MAZLAN BIN HARON
MASTER MARINER
DRY DOCKING

Q  As a Master, what are your preparations for Dry-docking?
In preparation for dry-docking, I will have a meeting with the senior Officers (C/Off, C/Engr and 2nd Engr) informing them about the company's planned for dry-dock the vessel and to prepare a dry-docking working list to be submitted to the owners or fleet manager in due time for approval.

DECK PREPARATION
1. Standard Job Order List will consists of:
   - Hull cleaning and painting of ship side.
   - Inspections and ranging of both anchors & cables, grit blasting as necessary, painting and markings.
   - Inspection and cleaning of chain locker & painting
   - Renewal of all wasted anodes on the hull.
   - Inspection & survey of ship's bottom & internal structures as per certificates due.

2. Repair Items:
   - Heavy weather damage on railings or bulwarks.
   - Welding & refitting of buckled web frames on ballast tanks.
   - Repairs & renewal of metal works on hatch covers, access & cargo equipment.
   - Renewal of hatch cover packings.
   - Overhaul of seized hatch rollers & derricks goose neck pins.
   - And any other dry-dock jobs beyond the crews capability due to lack of proper maintenance equipments.

3. Modification Items:
   - Fire detection system.
   - LSA and FFA restructuring to comply with new regulations.

4. Work List for the crew members and duties for the Officers:
   CREW: Chipping and Painting of cargo holds
   Cleaning of Fresh water tanks.
   Cleaning and Painting of Radar mast and the Funnel.
   Ch.Officer: Overall supervision of deck work list, safety & organisation of the crew for any
   Other dry dock or survey job.
   To keep ship's plugged in a safe place.
   To arrange fire watch during stay.

   2nd Officer: Supervision of hull cleaning & painting. To attend to the surveyor or repair for any bridge and radio equipment

   3rd Officer: In-charge of safety while at dry dock.

Then I will call the chief Officer and lay all the detail of the job list in a "FISH BONE PLAN". The Fish Bone plan are such that if a job could not be carried out due to weather or while awaiting for spares, then I will proceed to another alternative job.
Q: When in dry-dock, what are your precautions & concern regarding your crew?
As soon as vessel is on the dry-dock, I will pressurise my fire main line from the shore side. All toilets closed & stores locked. Welfare of the crew (heating, toilet, bathroom). Directories & telephone numbers of dock personnel, ambulance & fire brigade posted in accessible place. Ensure protective clothing worn by all crew and instigate 24 hours fire patrol.
Ivan Ferreira
Shipmaster's (B) 1998
Mates Class 1 Oral Examination
 Examiner: Capt. Fitzpatrick.
09 Nov 98 1100 - 1200hrs

Q What size & type of tanker?
A Crude 81000 dwt

Q Did it have IG and where was it supplied from?

Q What is the purpose of IG on a crude Oil Tanker?
Q What is the percentage of O2 permitted in the IG?
Q What sort of ballast arrangements?
Q How will you gas free an inerte tank on a crude oil tanker?
All my answers were with reference to ISGOTT
Q OK tell me what do you understand by COW.
Q Now as a C/O tell me how will you get your vessel ready for drydocking with gas freeing and inspecting the COT's as your main interest.
I went into great detail also mentioning my Co's procedures/requirements as additional to mandatory requirements. I then took the opportunity to mention that I had a COW tankerman endorsement. He wanted to see my Petroleum tanker safety course certificate and the orals was interrupted while he checked my documents.
Q What sort of lifting equipment did you have on this vessel?
A Two 10t derricks.
Q How often is this gear tested & inspected and by whom?
Explained everything and also took the opportunity to mention the materials handling register and explained all about it ....he didn't stop me so i kept going.
Q Explain all you know on how to prepare and what will the surveyor be looking for in a cargo ship safety construction survey.
My answer wasn't good enough for him.....he wanted me to elaborate e.g. will he check the cabling/wiring? ...the ventilation ducting and ventillator flaps etc.
Q How long is this cert valid for?
Q What are the markings on a cargo lifting gear shackle?
Q What will you do if you find a shackle with the rust all around the pin and you can't free the pin...will you gas cut it?
A I can't carry out any hot work on the deck of a tanker. But that I would hack saw it and replace it with a certified shackle.
Q Is it necessary to replace a shackle just because it has rust on it?
A Yes. Because a prudent person would not know to what extent the rust has penetrated the pin and what is its present strength.
Good. I'll have to accept that answer because it sounds reasonable to me.
Q How often is this shackle tested?
Q What is annealing?
Q How do you determine risk of collision?
He then showed me 7 situations
Asked me to identify almost all the day signal cards and asked for some of their fog signals.
About 4 buoys. What system of buoy age does Australia use? Which side will you pass a red can buoy while entering and leaving a port in Australia?

OK Mr. Ferreira when I see you next for your Master's orals, I am going to grill you on the Cargo Ship safety Construction Survey. As for the rest ...I am quite pleased with your answers and I will pass you.
Good day!
WHITTING IS SIMPLY THE BEST

THE MAN
DOESN'T SCREAM NOR SCARE,
PUTS YOU IN COMFORT & EASE
DOESN'T SHOW TEMPER NOR YELL
BELIEVES IN PRACTICE THAN MEMORY
YOU CAN'T BET ON LUCK OR CHANCE
NO PUNISHMENTS BUT HELPS THE
RIGHT GUY THROUGH, HE IS SIMPLY THE
BEST, HE IS NOT LATE FOR ORAL LIKE
SOME ONE DO. HE IS SIMPLY THE BEST,
NOT 'CAUSE I HAVE PASSED, BUT I HAVE
LEARN'T SOMETHING FROM THE SIMPLY
THE BEST. I WISH YOU ALL THE BEST TO MEET
THE SIMPLY THE BEST WHO HAPPENED TO BE
CAPT. K.B. WHITTING, WHO IS BEING HAILED BY
2ND MATE BOYS AS WHITTING THE GREAT.
MAY GOD HELP US BE A GREAT MASTER & AMC
THE GREAT MASTER PLACE.

POEM WITHOUT PREJUDICE
ELANGO KASI
MASTER CLASS I

QUESTION AND HINTS

1) HOW DO YOU UNDERSTAND THE YORK ANTIWEAR RULES? (G.A. & DON'T FORGET LOSS
ADJUSTERS & LAST AMENDMENT WAS IN SYDNEY 94)

2) TRS APPROACHING, PORT IS CLOSED, WHAT ALL ACTION IN PORT? (M. LINES, FENDERS, REDUCE
WINDAGE, SECURE DECK, ALL INFORMED)

3) AS PER C/P YOU ARE LOADING 20.000 TONS OF COAL, FINALLY CHARTERS TELL YOU THAT THEY
CAN ONLY LOAD 19.000 TONS NOW, WHAT PRECAUTIONS? (CAUSES ON THE BILL OF LADDINGS)

4) ARRIVE & DEP. CLEARANCE (DON'T FORGET TO RAISE COUNTRY FLAG)

5) ENGINE BREAKS DOWN IN MIDDLE OF ROUGH SEAS, ENGINE UNREPAIRABLE? (HOVE TO, LOWER
LINES, ANCHORS & USE BOW THRUSTERS)

6) AT DRY DOCK, WHAT CONSIDERATION FOR WELFARE OF CREW AND OFFICER? (HEATING AND
FOOD)

7) WHAT NAV. PUBLICATIONS ON BOARD? (KEEP ON MENTIONING, DON'T STOP)

8) LIST CONSIDERATION WHEN APPROACHING THE ANCHORAGE? (HOLDING GROUND AND
SHELTER)

9) TOWING ANOTHER VSL, HOW DO YOU PROTECT YOUR OWNER ON SALVAGE CLAIMS? (L.O.F AND
WHEN YOU ENGAGE A THE TUG, MAKE SURE TUG DOESN'T CLAIM SALVAGE AS WELL)

10) MAN OVER ABOARD FOR 10 HRS, WHAT DO YOU DO? (GO BACK 10 HRS AND PAN PAN)

11) WHEN YOU RETURN FROM SHORE LEAVE, WHAT WOULD YOU EXPECT YOUR DUTY OFFICER S
TO BE DOING PERTAINING TO SAFETY OF VSL? (CORRECT LIST & TRIM)

12A) DO A RUNNING MOOR  B) BERTH THE VSL  C) UNBERTH VSL, STB SIDES

DON'T BERTH WIND
TOO STRONG

BERTH AS PER CHARTS & D.O.T. HSE.
13) R.O.R - NO TRICKS NOR CATCHES. HE WANTS YOU TO KNOW THE RULES THOROUGHLY. DON'T UNDERESTIMATE HIM, WHICH WAS WHY I FAILED THE FIRST ATTEMPT. PRETTY STRAIGHT FWD SITUATION; VSL TOWING, PILOT VSL, SAILING VSL, TRAWLER, FISHING VSL, EXTENDING GEARS. HE LOVES FLAGS AND BAJOYS. ALWAYS HE WANTS TO KNOW THE COLOURS. IF HE IS IN DOUBT OF YOUR ACTION, HE WILL START DIGGING IN FOR MORE AND MORE AND MORE.

14) WHAT YOU DO WHEN NAVIGATING ON ICE? (STERN TRIM, SLOW SPD, GOOD LOOKOUT)

15) HE WAS LOOKING QUITE SATISFIED BUT TOLD ME TO GO AND FIND OUT MORE ANSWER FOR QUESTION No. 3. FOR WHICH I CALL CAPT. J. MILWARD TO FIND OUT THE RIGHT ANSWER. (WRITE THE EXACT AMOUNT LOADED ON B/L BEFORE SAILING) THIS WAS CONFIRMED BY MASTER CANDIDATE UDOS (NIGERIAN)

16) WHEN I CAME BACK, THE BLUE CHIT WAS READILY SIGNED BUT HE HAD MORE QUESTIONS FOR ME TO ANSWER.

17) AS PER ISM, WHAT DAMAGE CONTROL PROCEDURES DO YOU HAVE ON YOUR SHIP, EXPLAIN SOME PROCEDURES. (FIRE, GROUNDING, COLLISIONS)

18) HOW DO YOU GIVE A SHEER TO YOUR VSL WITHOUT USE OF ENGINES? (FOLLOW BALTIC MOOR)

19) IT WAS 1230 HRS, 3 HRS HAS PASSED, I DID NOT WANT HIM TO ASK ANY MORE QUESTIONS, I WAS RUNNING OUT ANSWER. THEN HE WAS TELLING ME TO THINK LIKE A MASTER ALWAYS, AND HE TOLD ME TO SIGN THE BLUE CHIT AND WISH ME BON VOYAGE. THEN WE TALKED LITTLE BIT OF MS PAULIN HANSON AND INDIAN AND PAKISTAN TESTING NUCLEAR BOMBS.

20) B4 HE COMES TO ANY MORE QUESTIONS AGAIN, I THANK HIM FOR TAKING MY ORALS AND PASSING ME AND EXITED HIS OFFICE IN PORT ADELAIDE QUICKLY WITHOUT ANY DELAY. ALL THE BEST TO YOU GUYS!

OM SAI RAM
NO BORDERS, NO BOUNDERIES

ELANGO KASI
MASTER CLASS 1
1/ You are just appointed as Master and asked to take over command of a ship. What are the things that you have to do.

2/ I was given a plotting sheet and require to find, Course & speed of the target, aspect, CPA, TCPA. From the plot, differentiate who is give-way and stand-on vessel.

3/ As a new Master taking over command what will you check in regard to 2nd Mate passage planning and how you quickly determine if the charts are up to date and where will you find such information.

3A/ What do you understand by Bridge Resource Management? (Save me later his personal copy).

4/ What is the purpose of FWA and how do you determine the FWA.

4A/ How you as a Master implement ISM Code Requirements onboard.

5/ How can you determine the presence of ice.

5A/ What do you understand by Squat and its effects.

6/ What are the contents of the British Admiralty Notices to Mariners and the various issues.

6A/ What do you estimate as sufficient underkeel clearance, considering Squat effect.

7/ As a Master, what are the standing order you will leave on the bridge for sea passage regarding watchkeeping.

7A/ Tell me what you understand by Tactical Diameter Advance, Transfer and given a paper to sketch.

8/ Arrival port as a Master what are the things you do or check regarding navigation.

8A/ Calculate the Tactical Diameter of last VIL since you can't remember.

9/ What are the requirements of Australian ladder for hold and to operating position of crane.

9A/ Explain procedure for Open, Standing and Mediterranean Moor.

10/ What are the Trading Certs. validity period and types of survey reqd. of each.

10A/ Effect of Interaction in Narrow Channel.

11/ When will you refuse to load a container and under what condition can you load or compel to load.

11A/ Requirements of Previous VIL against equipment.

12/ Marks & blocks on blocks & shackles.

13/ MO Part 32 complete.

14/ As a Master you are informed of smoke coming out from one of your holds loaded with containers. What is your action.
15/ Drydocking procedures and plan. (loss of GM)

16/ Stability criteria for a passenger vessel.

17/ What do you understand by AUSREP and which vessel are obliged to participate and any fine impose for refusing to comply.

18/ All flipcards of lights and shapes, magnetic board for light and shapes. All buoyage flipcards and knowledge where to pass them.

19/ Various situation on RoR, clear & restricted visibility.

**SORRY FOLKS, COMPLETED TYPING BEFORE I STARTED REMEMBERING SOME, WELL FOR NOW I CAN'T THINK FURTHER.**

That is all I can remember, cheers and good luck!!

Alimi.  Alimi.
MASTER CLASS I ORAL
EXAMINER: CAPTAIN FITZPATRICK
CANDIDATE: ALEXANDER ASOMONTSI (NOW QUALIFIED SHIPMASTER)
DATE: 5/06/1998
RESULT: PASS

ROR (clear visibility)
Q1:

\[ \text{O} \text{W} \]
\[ \text{O} \text{W} \]
\[ \text{G} \text{O} \text{R} \]

\[ \Delta \text{O}/\text{S} \]

A: O/S to give one short blast and A/C to STBD. T/S to give one short blast and A/C to STBD.
Q2:

\[ \text{O} \text{W} \]
\[ \text{G} \text{O} \text{O} \text{R} \]

\[ \Delta \text{O}/\text{S} \]

A: O/S to maintain Co and Spd; Risk collision does not exist but since T/S passing about 0.8 mile to the STBD of O/S, then O/S to give 2 short blasts A/C to port in order to increase the C.P.A. of T/S.
Q3:

\[ \Delta \text{O}/\text{S} \]

\[ \Delta \text{VL Const. by Her Draft} \]
A: O/S to maintain Co and Spd; T/S to take avoiding action not to develop a close quarters situation or risk of collision since she is over taking me; but with a closing quarters situation developing O/S to give at least 5 short and rapid blast and wait for T/S to take action. But if she does not take action I will give 1 short blast and A/C to STBD.

Q4: How will you know by day you are overtaking or in the crossing situation?

A: By systematic radar plot, if the aspect is more than 112.5 degrees then I’m in overtaking situation. But when the aspect is less than 112.5 degrees, then I’m in the crossing situation.

Q5:

A: O/S to give 1 short blast and A/C to STBD. T/S to maintain Co and Spd because she is a S/V and Rule 14 applies to two P/Driven vessel. (he looked at my face and didn’t say anything)

Q6:
A: Would not take a direct action but determine by systematic radar plot if she is making way or not. If she is making way, I will give 1 short blast and A/C to STBD.
If nets extending more than 150 m, I will give 2 short blast and A/C to port.

Q7:

A: Give 2 short blast A/C to port and pass well clear of the stern.

Q8:

A: O/S to maintain Co and Spd and proceed with caution. But if a close quarters situation is developing, O/S to give at least 5 short and rapid blast and wait for action of T/ship. If no action, O/S to give 1 short blast and A/C to STBD.

Q9:

A: O/S to give 1 short blast and A/C to STBD.

Q10:

u/s Cons-by draft
Q11: (Restricted visibility)

A: Give 1 short blast and A/C to STBD.

Q12: If before you A/C to STBD, T/S A/C to STBD, what will you do?
A: I will also alter my course to PORT.

Q13: Why do you A/C after you have noticed she has altered her course?
A: Because in Rule 19, it is the responsibility of both vessels to A/C.

Q14:

A: O/S can A/C to either port or STBD. Then T/S can also A/C to either port or STBD.

Q15: Why not A/C to port?
A: As per Rule 19, I must avoid altering course to port for a vessel forward of my beam.

Note: ALL DAY SIGNALS FLIP CARDS AND BUOYAGE FLIP CARDS (EXPECTS YOU TO IDENTIFY THEM ONLY. BUT SOMETIMES HE ASKED FOR LIGHT CHARACTERISTICS OF A FEW OF THEM)

Q16: He showed me SAFE WATER MARK; after identifying it he asked me where I would leave it and I answered “I would leave it on my port”. And he asked me why not on the STBD side?
A: As per RULE 9, I have to keep to the outer limit of the channel which lies to my STBD side as is safe and practicable and so I would leave it on my port side. (He put all the flip cards back into the drawer close to him and he pulled out a sheet of paper and looked through it for about 2 minutes)

Q17: I.S.M. code, what does it mean to you?
A: It means International Safety Management code. It is a series of instructions and procedures essential for achieving and maintaining high standards of maritime safety and environmental protection. This encompasses proper lines of authority and communication, effective implementation of instructions and procedures, reporting and analysis, internal audits and management reviews.

Q18: How will you encourage your company as master to appreciate the I.S.M. code?
A: By explaining to the company the safety awareness of the crew and improve the output of labour.

Q19: When does the I.S.M. code come into effect?
A: On the first of July, 1998. For all passenger ships fast ferries, bulk carriers and tankers of 500grt and above. For all other ships (cargo and container) the deadline is July 2002.

Q20: What are the statutory certificates to be carried on Australian ships?
A: As per marine orders part 31, statutory certificates to be carried are:
   a. Cargo Ship Safety Construction
   b. Cargo Ship Safety Equipment
   c. Cargo Ship Safety Radio

Q21: Is that all?
A: Yes, loadline certificate, International Oil Pollution Prevention Certificate, derating, certificate of registry, ISM and others are all trading certificates.

Q22: What is the validity?
A: All valid for five years.

Q23: Which of these certificates are subject to intermediate survey?
A: Loadline, Safcon, and IOPP Certificates.

Q24: If cargo ships safety survey is to be carried out, what preparation would you do as the master?
A: My preparation will be towards the following:-
Be ready with the ship’s stability information and former construction certificate; anchoring and mooring equipment; watertight bulk heads; the operation of water tight doors; structural fire protection arrangements; the operation of fire doors; the machinery and electrical installations such as the propulsion system, steering arrangements, bilge pumping systems, boilers and emergency sources of power; communication between bridge and E/R; means of escape from E/R is clearly marked and free from obstruction; double bottom tanks, wing tanks, peak tanks and bottom platting checked by pressurising the tank to a head; in addition to machinery records, the official log book will be examined to establish that the steering gear has been tested in accordance to M.O part 29 at least once every three months.
Q25: Where do you have fire protection bulk heads in container ships?
A: They are between: control stations; corridors; accommodation spaces; stairways; service spaces; machinery spaces; and cargo spaces. (see solars part C)

Q25: Running moor, standing moor, open moor, Baltic moor, Mediterranean moor. Executions.
A: See pages 234-239 of D.J.House V.2.

Q26: With current, explain how to drop single anchor.
A: I think you know that, no time to write down the answer.

Q27: Winds pick up to force 6 and yawing with your 4.5 shacks in the water; Action.
A: Let go the second anchor as the extremity of yaw and veer both cables so that the ship rides comparatively quietly to her two anchors. (see page 22 of Danton)

Q28: In your previous explanation of the open moor, if you have change of tide and your cable is foul, what will be your action?
A: See page 28 of Danton.

Q29: You have joined your last ship as master, pilot joins to sail, but he could not speak English; Action. Will you accept an interpreter?
A: I'll advice pilot station to give me one who can speak English.
No, I will not accept an interpreter.

Q30: Engine room on fire, action?
A: I'm sure you know the answer.

Q31: How will you flood CO2?
A: This also you know the answer.

Q32: He gave me a sheet of paper to explain by drawing the towing arrangement (since chief engineer explains main engine is broken down and cannot be used.)
A: See the sketch on page 247 of D.J. House. (Figure 9.56-1)

Q33: Dry docking preparation, as a master?
A: a. Ensure repair list forwarded to company in due time for company's approval.

b. Ensure dry dock plan of vessel made available to company for onward delivery to the docking personnel together with repair list and details of other jobs to be carried out in the dock. (I was still talking when he stopped me for another question)

Q34: What information is on the dry dock plan?
A: Recommended positions for the keel and shores and indication of position of any external projections from the hull, such as echo-sounder units, stabilisers, scoops for condensers, and position of plugs to tanks.

Q35: What stability information will you give to the dock master?
A: The trim and draught of the vessel and ensure by carrying out appropriate calculations that the vessel has adequate stability to cope with the virtual rise of G when the vessel takes the blocks.

Q36: When is the critical moment of the vessel?
A: It is from the time the keel takes the block to the time she is fully seated on the blocks (sewed).

Q37: How do you calculate for the virtual lost of GM?
A: I first have to calculate for the upthrust force which is represented by \( P = \frac{MCTC \times t}{L} \).

Having calculated for \( P \), the virtual lost of GM can be calculated by two means (by the shift of \( G \), or by the shift of \( M \)).

By the shift of \( G \), that is, \( GG_1 = \frac{P \times KG}{W - P} \).

By the shift of \( M \), that is, \( MM_1 = \frac{P \times KM}{W} \).

Q38. You are about to leave the docks, what would you do as the master?
A. Have a thorough check of all the jobs done together with C\(\times\)E and C\(\times\)O go down into the dock to ensure all plugs are in position and the propeller well fitted; etc etc.

COMMENTS: THAT’S ALL GUYS I CAN REMEMBER. ALL THE BEST!!!!!

\[ A \quad M \quad C \]
\[ ALL \quad MUST \quad CLEAR \]

YOU’LL SURELY PASS IN THE NAME OF JESUS OUR GOD.
Oral Exam Questions

Date: 23.10.1998
Candidate: Isaias Perez (Jimmy) Senarillos
MASTER CLASS I
Examiner: Capt. M. Fitzpatrick
Result: Pass
Time: 1430-1530 (3rd attempt)
1st & 2nd attempt (25 mins.)

(all the questions are including my 1st & 2nd attempt)

My last vessel is a multi-purpose bulk carrier with gantry crane (Gear bulk) 28,000 grt.
On Liner trade from Canada (B. C.) carrying forest products to Europe & then loading in Europe
containers & steel products.

1) What kind of forest products your vessel is loading from Canada.
   Pre-slung packaged lumber, wood pulp, plywood.

2) How are they loaded.
   They are loaded in a block solid stow in the holds and on deck without broken space in as
   much as possible otherwise choking with square wood or wedges is done to secure the cargo +
   laying of dunnage in all tier of loading.

3) While on carriage of forest products what are your precautions.
   As soon as loading is finished & hatches are battened down, start ventilation immediately to get
   rid of any moisture from cargo as most cargo I have loaded are stowed on open shed & non keel
   dried cargoes releases moisture & can deplete oxygen in the cargo holds & hold passageway
   which are dangerous to human life.
   Check cargo hold dew point everyday & compare from outside, if inside DP is higher than
   outside, ventilation should be instigated immediately until it is below than the outside. So your
   ventilation will depend on the holds DP. Record the hold dry/wet temperature + any action
   carried out like opening/closing of ventilation flaps, wx & any sign of moulding on the cargo.

4) What are your preparation for loading steel, what sort of steel products you are loading &
   how are they secured on the holds.
   All normal hold cleaning + testing of hold bilges & integrity of hatch covers (chalk test, hose
   test, light test & on my previous v/l I have an electronic sensor testing)
   Preparations, are laying of double dunnages and lashing wires. Cargoes consist of wire rods,
   steel pipes, cold steel rolls, angular beams & steel sheets.
   Dunnage is laid in every tier of loading then lashing them together to form a single solid block
   cargo. Also building of shores & wedges in between broken spaces.
   Wire rods & cold steel rolls are lashed by strapping with a specially design pneumatic equipment
   like a banding machine with cargo forming like a triangle & strap together (refer to Thomas Stowage)
   Also wedges on each sides.

5) Loading GRAIN, what are your preparations.
   Normal hold cleaning: checked the ff. spaces that no residue of previous cargo is left, sides,
   stringers pockets & brackets. Scrape loose rust scale, check if there is any sign of infestation
   if there is, then spray with insecticide or approved smoke bomb, test bilges suction then wrap
   with burlap the bilge cover, isolate electrical connections inside the holds & test hatch cover
   integrity as per no. 4 procedures.

6) Is there any non-return v/v in the cargo hold bilge?
   YES (this was my 1st mistake on my first attempt as I told him that I'm not sure but I'm sure that bilge water can not go back
   to the bilge well as soon as it is pumped out as this is not the same as the ballast v/v arrangement.)
7) **How do you test your cargo hold bilges suction & valve.**
   By injecting water through the sounding pipe or directly into the bilge well & pump out, if it is emptied, suction is satisfactory & NRV is okey. Also while observing the suction you can hear the up & down movement of the NRV as it empties the bilge well due to the air vacuum on the pipe line.

8) **As a Master and you are loading GRAIN, will you sail if you have slack hatches?**
   YES. As long as you meet the IMO criteria’s after filling the GA form.
   Mention also “Document of Authorization”.

8a) **Can you load grain with out Doc. Of Authorization?**
   In Australia, US, Canada & European countries, NO.
   But in some small ports yes, as long as IMO criterias are met.

9) **What are the IMO criterias for Grain.**
   You know this . . .

10) **What is your primary concern while loading of grain cargo.**
    Proper trimming of cargo in all stages of loading to avoid the danger of grain shifting.

11) **Now you are on passage & loaded with grain, after 15 days at sea you develop a 3 degs. list, Action.**
    Investigate the cause of the list whether there is any ballast movement by the Mate, sound the tanks incl. FW’s & ask the C/E which side is the fo cons. Provided I have adequate stability, I will bring the v/l upright by ballasting the high tank (side tank)

12) **What if you are on the angle of “Roll” are you going to ballast the high tank?**
    NO. I will ballast first the lower tanks, check that v/l have adequate stability taking into account the FSE then that is the time that I will ballast the high tank to bring the vessel upright.

13) **Where can you find FPTk. v/v?**
    The main is on the engine room & there is a manual at the forecastle store.

14) **What is the purpose of the FPTk manual v/v?**
    To maintain the integrity of the Fore peak collision bulkhead in the event of collision.

15) **At night while vessel is at sea, around 0200 2/O calls, you that he sighted a red flare 4 pts. on your stbd bow, Action.**
    Assess the situation & question the look-out to confirm the sighting of the officer. With the officer on watch plot the vessel’s posn. etc.. etc. (there is exactly the same explanation at the back of DJ House questions & answers for Master Class 1.)

16) **You proceed to investigate & it is becoming daylight & you see a liferaft, wind F6 & swell 2 meter, show on the model how to execute your approach & recover of the survivor.**
    (it is head wind & sea)
    Head to wind or sea & make a good lee to the liferaft. Approach at a distance of 100 meters. Brief all operational personnel + preparation of rescue equipments, heaving lines, scrambling net, ladder & etc. etc… Also prepare your 6 pers. Cap. Liferaft.
    Signal the liferaft for any survivor, If there is, Fire your rocket line throwing apparatus down wind giving good allowance for drift & connect a strong heaving line at the end. Let them attach the line to the raft & ship’s crew will pull the line until they are alongside. (maintain engine maneuver giving a good leeway)
    If no sign of any survivor, launch your 6pers. Liferaft with 2 crew on it & equip with LSA, steam to the liferaft & fast a line to it, then ship’s crew will heave them both alongside & investigate any survivor.
    Send urgency message to all ship’s in the vicinity & nearest MRCC/Coastal station.
16) You have recovered 15 survivors how will you go about it & one of the survivor was a 2/O & said that their vessel had sunk & that they were 25 pers. on board. Action.

Prepare hospital & spare rooms, treat for hypothermia, Dr. ABC etc... etc. identification documents & if there is any serious illness seek for Radio Medical Advice. Conduct further search & look for sign of any survivors.

17) After you broadcast the urgency message to all ship's, one vessel responded & her ETA will be in the next 6H, Action.

I will act as the OSC (on scene commander) & I will follow the procedures on “MERSAR” manual regarding communications, reporting & search pattern procedures.

18) Anchored in coral areas 5 shackles on your port anchor, wind F6 with head to tide, v/l yawing, Action.

Drop the 2nd anchor at the extremity of the yaw (this he let me demonstrate on the model with execution my stbd anchor & v/l is yawing) Veer the cable of my stbd anchor until equal in length on my port anchor as vessel rides to both anchors comparatively quiet at an angle not greater 120 degs.

19) Tide changes, Action.

With engine power, sheer v/l & maintain original anchor position & observe. Heave port anchor if have difficulty in maintaining posn as engine maneuver will take more time to maintain both anchors with out fouling.

(this you have to execute the process of heaving one anchor)

Slack stbd anchor half a shackle & as port anchor slacks, heave away. Pay out another half shackle as necessary on your stbd anchor until port anchor is aweigh. V/l should lie to the tide now with stbd anchor.

20) Wind increase to F8 action.

Heave the remaining anchor (stbd anchor) & leave the anchorage immediately & heave to at open sea.

21) When you join on board as a Master, & checking your FFA which one will you look first.

22) Information on the Fire Plan.

Quantity & position of your FFA & remote control fuel shut off v/v.

23) How many Fire p/p you have on board your last vessel?

One dedicated fire p/p, one GS p/p & one emergency p/p.

24) How far you can see a parachute signal?

This he lead me the answer to use the “horizon distance table” same principle on the radar horizon distance table. (as we know that parachute flares vertical height when fired is at 300mtrs)

25) Where can you find a manual operated remote fuel shut off v/v in the event that engine room is on fire.

I told him that there is one in the Bridge front maneuvering panel, one at the control stn & one must be in the engine room. He said that there is a gang wire operated system around the control stn which can be operated by hand in the event of total black out due to fire the engine room. (I told him that I have not seen it on my previous vessel's)
7) How do you test your cargo hold bilges suction & valve.
By injecting water through the sounding pipe or directly into the bilge well & pump out, if it is emptied, suction is satisfactory & NRV is okey. Also while observing the suction you can hear the up & down movement of the NRV as it empties the bilge well due to the air vacuum on the pipe line:

8) As a Master and you are loading GRAIN, will you sail if you have slack hatches?
YES. As long as you meet the IMO criteria’s after filling the GA form.
Mention also “Document of Authorization”.

8a) Can you load grain without Doc. of Authorization?
In Australia, US, Canada & European countries, NO.
But in some small ports yes, as long as IMO criterias are met.

9) What are the IMO criterias for Grain.
You know this...

10) What is your primary concern while loading of grain cargo.
Proper trimming of cargo in all stages of loading to avoid the danger of grain shifting.

Now you are on passage & loaded with grain, after 15 days at sea you develop a 3 degs.
list. Action.
Investigate the cause of the list whether there is any ballast movement by the Mate, sound the tanks incl. FW’s & ask the C/E which side is the FO cons. Provided I have adequate stability, I will bring the v/l upright by ballasting the high tank (side tank).

12) What if you are on the angle of “Loll” are you going to ballast the high tank?
NO. I will ballast first the lower tanks, check that v/l have adequate stability taking into account the FSE then that is the time that I will ballast the high tank to bring the vessel upright.

13) Where can you find FPTk v/v?
The main is on the engine room & there is a manual at the forecastle store.

14) What is the purpose of the FPTk manual v/v?
To maintain the integrity of the Fore peak collision bulkhead in the event of collision.

15) At night while vessel is at sea, around 0200 2/O calls, you that he sighted a red flare 4 pts.
On your stbd bow. Action.
Assess the situation & question the look-out to confirm the sighting of the officer. With the Officer on watch plot the vessel’s posn. etc. etc. (there is exactly the same explanation at the back of DJ House questions & answers for Master Class 1.)

16. You proceed to investigate & it is becoming daylight & you see a liferaft, wind F6 & swell 2
meter, show on the model how to execute your approach & recover of the survivor.
(it is head wind & sea)
Head to wind or sea & make a good lee to the liferaft. Approach at a distance of 100 meters.
Brief all operational personnel + preparation of rescue equipments, heaving lines, scrambling net, ladder & etc. etc... Also prepare your 6 pers. Cap. Liferaft.
Signal the liferaft for any survivor, If there is,
Fire your rocket line throwing apparatus down wind giving good allowance for drift & connect a strong heaving line at the end. Let them attach the line to the raft & ship's crew will pull the line until they are alongside. (maintain engine maneuver giving a good lee way)
If no sign of any survivor, launch your 6pers. Liferaft with 2 crew on it & equip with LSA,
steam to the liferaft & fast a line to it, then ship's crew will heave them both alongside & investigate any survivor.
Send urgency message to all ship's in the vicinity & nearest MRCC/Coastal station.
Both VL on Collision. You notice on your Radar T/S already A/V 90° to S'.
O/S still to A/V to S'.

O/S can overtake on either side, P' or S'.

T/S gaining / getting closer.
O/S A/V to P'.
T/S A/V to S'.

Jim.
Capt. Fitzpatrick's pattern:

Clear Visibility:

1) Maintain C & Spd. with Caution

Maint. C & Spd. with Caution
Aspect Zero ROC does not exist.

Rules of the Road Situations:
Mount Os of Spd w/ Caution.
What is this Vol. Fog Signal?

Action
Why.
Board move clear, Action.
A/c to s’

Maint. Co. & Spd.

A/c to P’

Maint. Co. & Spd.

Do a systematic radar plotting. If overflaking, maint. Co. & Spd. Crossing, A/c to P’.

Systematic radar plotting if make any be net. Making away A/c to P’ or S. Not making away stop engine, take
— END OF R&R —
"BOATS SECURED"

1) BUOYS
2) DAY SIGNALS + FOG SIGNALS.
3) NO FLAGS (BUT DON'T TRUST. BE READY).

I was tested 3x on Restricted Vis. All clear Vis. Maneuver must have sound signals supplemented by Maneuvering Lt. when 4/L are in sight of one another.

Jim.
Shipmasters Orals

Maritime Law
Sample Questions

National and international law
• How do international Conventions (incl. IMO Conventions) become part of national law (eg. Australian law)?
• Under what Act (or statute or legislation) are Marine Orders made?
• Under what Act is AMSA constituted (formed)?
• What are the main functions of AMSA?

Law of the sea and maritime zones of jurisdiction
• Under UNCLOS III, what are (or illustrate) the maritime zones of jurisdiction?
• What are the rights of the coastal state in respect of each zone?
• What is innocent passage?
• When does passage cease to be innocent?
• Describe the right of hot pursuit.

Charters (incl. special issues in a voyage charter)
• What are the different types of C/P?
• What are the main clauses (or terms, provisions) in each type of C/P?
• What is the difference between a demise charter and a bareboat charter?
• What is the difference between a port C/P and a berth C/P?
• What is a safe port? A safe berth?
• What is an ‘arrived ship’?
• What are the requirements for a valid notice of readiness to load (or discharge)?
• What is laytime?
• What is the meaning of ‘working days’? ‘weather working days’? ‘running days’?
• What is demurrage?
• What is the meaning of: ‘Once on demurrage, always on demurrage’?
• What is despatch?

Bills of lading
• What are the functions of a B/L? (Or, what is a B/L?)
• What is a clean B/L?
• What is a clauses (unclean or dirty) B/L?
• What consequences might flow if a master improperly issues a clean B/L (eg under pressure from a shipper)?
• What consequences might flow if cargo is delivered without production of an original B/L? What is a letter of indemnity in this context?

Contracts of carriage and liability of the carrier
• What are the fundamental obligations imposed by law on the carrier?
• What are the common law defences?
• What are the carrier’s obligations under the Hague-Visby Rules with respect to the safe carriage of cargo? Seaworthiness? Deviation?
• What is the test of seaworthiness?
• Give examples of unseaworthiness?
• What are the Hamburg Rules?
• What are the carrier’s obligations under the Hamburg Rules with respect to the above? (See Articles 4, 5 and 6)
• What are the limits of liability under a) Hague-Visby and b) Hamburg Rules?
• What is a waybill?
• In summary, what amendments have recently been made to Australia’s COGSA?

Salvage, towage and general average
• What are the requirements (elements, prerequisites) for salvage?
• What sort of things are taken into consideration by an arbitrator (or court) in determining the amount (or quantum) of salvage reward?
• When do salvage services cease?
• What are the main provisions of the International Convention on Salvage?
• What is LOF 95? What are its main terms?

• What is the difference between salvage and towage?
• In what circumstances might towage become salvage?

• What are the requirements for general average? (Or, what is GA?)
• What is the difference between particular average and general average?

Collision
• Where will you find the Collision Regulations?
• What legal principles apply to liability in a collision?
• What is the principle of vicarious liability?

Pilotage
• What is the role of the master and the pilot on board?
• What is the liability of the master and pilot in the event of a casualty?

Admiralty jurisdiction
• What is an action in personam? In rem?
• What is a maritime lien?
• In respect of what claims might a ship be arrested?

Marine pollution
• What is MARPOL 73/78?
• Describe the Annexes
• What Australian legislation gives effect to MARPOL 73/78?

Marine insurance
• What risks are covered by a) Hull insurance b) P&I insurance?

BCM: 21.10.98
NAME OF CANDIDATE: O.G. ABOHI
NAME OF EXAMINER: CAPT. WHITTING
PLACE: PORT ADELAIDE
DATE: 24/09/98
3RD ATTEMPT

TIME: 1400 HRS — 1807 HRS

QUESTIONS

- TAKING OVER COMMAND: HOW WOULD YOU GO ABOUT IT?
- HOW WOULD YOU INTRODUCE YOURSELF TO YOUR CREWS?
- EVASIVE ACTION (SOUTHERN HEMISPHERE)
- CLAUSES IN CHARTER PARTY. (HINT: TITLE OF CONTRACTING PARTIES, NAME OF VESSEL, WARRANTY OF SEAWORTHINESS AND EVIDENCE, DESCRIPTION OF VESSEL, LOADING & DISCHARGE, PORTS (VOY CE), DATE OF DELIVERY AND DELIVERY (TIME LIMIT), CARGO TO BE CARRIED (VOY CE), RADIUS OF TRADING (TIME LIMIT), REMUNERATION (VOY CE), HIRE CLAUSE (TIME LIMIT), LAY DAYS AND HOW THEY COUNT (VOY CE), DAYS OF DEMURRAGE AND DESPATCH OF GOODS, EXEMPTIONS FROM LIABILITY, AVERAGE, ARBITRATION, ETC. JUST GO ON MENTIONING UNTIL HE TELLS YOU TO STOP.
- HOW DO YOU UNDERSTAND THE YORK—ANTWERP RULE?
  HINT: THE PRINCIPLE OF GA IS TO MAKE GOOD THE LOSS OF A PERSON WHOSE PROPERTY IS SACRIFICED FOR THE GENERAL BENEFIT OF EVERYONE IN A MARINE ADVENTURE. THIS PRINCIPLE WAS PRACTICED BY THE EARLY MARITIME COMMUNITIES WITH DIVERSITIES, COMPLICATIONS ETC IN GA ADJUSTMENT. THEREFORE, TO ESTABLISH A UNIFORM SET OF RULES GOVERNING GA, SHIPOWNERS, UNDERWRITERS, MERCHANTS, AND AVERAGE ADJUSTERS COLLABORATED AND PRODUCED WHAT IS TODAY KNOWN AS YORK—ANTWERP RULES.
  ORIGINALLY Drawn UP IN 1860 AND KNOWN THEN AS GLASGOW RESOLUTIONS AND FOLLOWED BY WHAT WAS CALLED THE YORK RULES.
MODIFICATIONS TO THE YORK RULES WAS APPROVED IN ANTWERP IN 1877 AND THE RULES BECAME 'YORK-ANTWERP RULES', AND HAS SINCE THEN UNDER GONE MANY MORE MODIFICATIONS AND AMENDMENTS IN RESPONSE TO VARIOUS CHANGING CIRCUMSTANCES IN THE SHIPPING TRADE. IN SOME COUNTRIES, IT IS GIVEN STATUTORY FORCE BY LEGISLATIVE ENACTMENT AND IN SOME AS CONTRACTUAL TERMS IN CHARTER IN SYDNEY IN 1994.

1. T'S IN PORT — ACTION.
   HINT: — INFORM ALL DEPTS, BATTEN DOWN HATCHES, DERRICKS/CRAN IN THEIR STOWED POSTS, FENDERS, MOOR MOORINGS, SECURE DECK, DROP THE OFF-SHORE ANCHOR ETC, NO SHORE LEAVE!

2. GENERAL AND PARTICULAR AVERAGE.
   HINT: — PARTICULAR AVERAGE MEANS LOSS WHICH IS PERSONAL TO CARGO OWNER E.G. ACCIDENTAL LOSS OF CARGO IN HEAVY WEATHER. HERE, SHIP OWNER'S VALID DEFENCE IS UNDER BOTH THE CONTRACT — PERIL OF THE SEA. ON THE PART OF SHIPOWNER, GROUNDING WILL COUNT AS PARTICULAR AVERAGE. ATTEMPT BY MASTER TO REFLOAT USING NILL'S MINTS POWER WITH POSSIBLE FURTHER DAMAGE TO VESSEL, DELIBERATE JETTISONING OF CARGO, FURTHER EXPENDITURE (E.G. TOWAGE, REPAIRS ETC WILL COUNT AS GENERAL AVERAGE), DON'T FORGET TO GIVE EXAMPLES.

3. ENGINE BREAK DOWN AT SEA — ACTION (ENG NOT REPAIRABLE)
   HINT: — N.C.HAVE TO, ALERT COAST STN'S, ALERT SHIPMENTS IN THE AREA, INFORM OWNERS, INVESTIGATE SAFE PORT OPTION FOR REPAIRS, LOF CONTRACT FOR SALVAGE ETC.

4. DRY DOCK/PROCEDURES.
   AFTER MY STORY, HE DEMANDED TO KNOW MASTER'S RESPONSIBILITIES WHILE IN THE DOCK, I MENTIONED HEATING, FOOD,
9 - DRY DOCK PROCEDURES.

After my story he demanded to know master's responsibilities with regard to crew's welfare. I mentioned food, heating, safe access to and from ship, medical, key to lavatory accessible to all etc.

He picked me up on heating and asked me if I would provide heating if ship is in Singapore? I said, if ship is in a place where heating should not be provided, I will not provide it.

10 - MAN OVER BOARD PROCEDURES.

10 - CONTENT OF AND ENTRY INTO OFFICIAL LOG BOOK

**PART 1**

**REQUIREMENT TO KEEP A LOG BOOK**

*Entries in the log book*  
*Signature to entries*  
*Damage to log book*  
*Amendment/cancellation of an entry*  
*Fraudulent entry or omission*  
*Production of the log book*  
*Log book no longer required*

**PART 2**

**THE SHIP AND THE OLB**

*Load lines and deck lines*  
*Health - restricted drugs*  
*Inspections - provisions or water*  
*Inspections - hospital accommodation (passenger)*  
*Radios equipment*  
*Collision, Boat and fire drills*  
*WT doors, valves, scuttles*  
*Distress, urgency signals*  
*Dangers to Navy*  
*Accidents or damage*  
*Stowaways*

**PART 3**

**THE CREW AND THE OLB**

*Change of Command*  
*Report of seaman's character*  
*Breach of discipline*  
*Reductions and remission of fines*  
*Disrating and promotions*  
*Misconduct on the part of any officer*  
*Desertion*
- ARRIVAL / DEPARTURE PROCEDURES
  HINT: - PRACTICE, PICKING PILOT, MONITORING V/L'S TRACK, BERTHE
  CUSTOMS DECLARATION, IMMIGRATION ETC

- WHAT DO YOU UNDERSTAND BY BRIDGE RESOURCE MANAGEMENT?
  HINT: - GOOD SITUATION AWARENESS, OBTAIN RELEVANT
  INFORMATION, A COMMON MENTAL MODEL OF THE SITUATION,
  CHALLENGE AND RESPONSE COMMUNICATION STYLE ETC

- NAVIGATION PUBLICATIONS ON BOARD

- BACK FROM SHORE LEAVE, WHAT WOULD YOU EXPECT FROM
  YOUR OFFICERS WITH RESPECT TO SAFETY OF THE V/L.
  HINT: - GANGWAY/MOORINGS TO BE TENDED FOR RANGE OF TIDE
  SAFE ACCESS TO SHIP, CORRECT LIST, TRIM ETC.

- ISM CODE. WHAT ARE THE ISM CERTIFICATES TO BE O/B
  HINT: - DOC AND SMC (VALIDITY 5 YRS EACH), THEN
  EXPLAINED EACH OF THE CERTIFICATES EXPLAINED WHAT IS.

- MASTERS RESPONSIBILITIES.
  - IMPLEMENTING THE SAFETY AND ENVIRONMENTAL
    PROTECTION POLICY OF THE COMPANY
  - MOTIVATING THE CREW IN THE OBSERVATION OF THIS
    POLICY
  - ISSUING APPROPRIATE ORDERS IN A CLEAR AND
    SIMPLE MANNER

  HE STOPPED ME AND ASKED ME TO EXPLAIN HOW THE
  MASTER MOTIVATES THE CREW. A DAY TO MY ORAL,
  I HAD ASKED CAPT. J. MILWARD AND MR R. SHEA
  ABOUT THIS BECAUSE I FAILED TO EXPLAIN THIS IN MY
  2ND ORAL AND RIGHTELY EXPECTED HE WOULD ASK
  ME AGAIN.

  HINT: - MASTER MOTIVATES THE CREW IN THIS RESPECT

  1 - EXPLAINING PROCEDURES TO THEM
  2 - REGULAR MEETINGS TO DISCUSS PROCEDURES AND CORRECTING DEFAULTS/DEFECTS
  3 - PRAISING THEM
  4 - FEED BACK IN CASE OF DEFICIENCIES ETC.
18 - **DESIGNATED PERSON**; WHO IS HE? HIS RESPONSIBILITIES: HINT!- USUALLY THE **FIRST** SUPERINTENDENT, HAS ACCESS TO THE **HIGHEST** LEVEL OF MANAGEMENT. HE IS THE LINK B/W SHIP & COMPANY, MONITORS SAFE OPERATION OF SHIPS, PROTECTION OF THE MARINE ENVIRONMENT, ENSURES ADEQUATE RESOURCES AND SHORE BASED SUPPORT ARE ACCORDED TO SHIPS.

19 - **ISM PROCEDURES** (GROUNDING, COLLISION, FIRE)

20 - **HELMET RESCUE**

**NOTE!** - DWELL MORE ON SAFETY WHILE DISCUSSING THE PROCEDURE, E.G., FIRE PARTY IN ATTENDANCE READY TO FIGHT FIRE, WHICH WIRE NOT TO BE TOUCHED UNTIL THE DISCHARGE OF THE STATIC ELECTRICITY AND SO ON

20 - **FIRE MAN'S OUTFIT**

22 - **GALLEY FIRE**. ELEMENTS OF THE FIRE TRIANGLE. **SURVEY - INTERMEDIATE SURVEY**

23 - **HEAVY WEATHER CONTINGENCY PLAN**

24 - P & I CLUB. REMEMBER MUTUAL INSURANCE, 3RD PARTY COVERAGE

26 - **LAY DAYS & DEMURRAGE**, EXPLAIN WHAT THEY MEAN. WHICH IS GREATER?

27 - **CALCULATION OF LAY DAYS**

**HINT!** - 1. **WORKING DAYS**

- DAYS FOR LOADING/DISCHARGE WHEN THE WEATHER PERMITS, LAY DAYS CEASE TO COUNT ONE IN BAD WEATHER

2. **RUNNING DAYS**

- CONSECUTIVE DAYS. COUNTING ALL DAYS SATURDAYS, SUNDAYS, HOLIDAYS INCLUSIVE

3. **WORKING DAYS**

- HOURS PERMITTED FOR WORKING CARGO AS PER THE PARTICULAR PORTS' REGULATIONS
8 - Grounding, no breach of water tight integrity, oil spill on deck - action

8-1/2 - Refloats and at berth - action

Hint: Remember noting protest, entry in OLB

29 - Protests and extended protests, what they mean (you know this)

30 - Distress, Master's obligation, (you know this)

31 - Concentrates:

Loading copper ore concentrates,

I fumbled here because I did not have material to read for this. However, after my oral, the good captain gave me a copy of the "Code of safe practice for solid bulk cargoes" and 20 minutes to go through. I went back in and managed to dance out of trouble. Don't forget liquefaction, moisture content transportable moisture limit

32 - What is despatch money, dead freight, light dues.

Hint: Dead freight is damages for space booked but not utilised, despatch money is what is due to charterer (Voy. CIP) for completing cargo operations before the lay days are over. Light dues are contribution made to the Light House Authority in support of the maintenance of aids to navigation.

33 - Two new deck officers joining your ship, what do you check as master.

Hint:

1. Joining instructions
2. Passports/discharge books
3. Medical documents
4. Certs of competency
5. GMDSS cert. & others

In their COC what do you check?

Hint: STCW '95
34 - HEELING ERROR

35 - AUSREP / REEFREP. (I THINK YOU KNOW THIS)

36 - NEXT VOYAGE ORDER - ACTION

HINT! - OUTWARD CLEARANCE, TESTING GEARS, S TOW HITCH SEARCH, PASSAGE PLAN ETC.

37 - TOWING - HOW DO YOU PROTECT OWNER'S INTEREST ON SALVAGE. WHAT ARE THE CONSIDERATIONS

HINT! - SEEK OWNER'S APPROVAL IN CASE ADDITIONAL PREMIUMS REQD, BUNKERS ON BOARD SUFFICIENT? VALUE OF THE SHIP NEEDING A TOW AND VALUE OF HER CARGO, DEVIL CLAUSE, PERMITS, WOULD YOU ARRIVE LOADING / DISCHARGE PORT BEFORE THE CANCELLING DATE? PERISHABLE CARGO ON BOARD? STATUS OF MACHINERY, LOF, ETC

38 - AS MASTER, OBLIGATIONS TO OWNERS / CHARTERERS

39 - BILL OF LADING - WHAT IS IT?

40 - BERTHING / UNBERTHING OPERATIONS. I AM A LICENSED PILOT WITH 2 1/2 YEARS EXPERIENCE HANDLING SHIPS OF UP TO 200M IN LENGTH, SO I COULDN'T BE IN TROUBLE HERE. I TOLD THE CAPTAIN THAT I AM ALSO A PILOT. HOWEVER, I STILL HAD TO ANSWER QUESTIONS HERE.

WIND TIDE

TIDE 2 KNOTS
WIND FORCE 3

HE WANTS TO HEAR YOU SAY THINGS LIKE PORTIO, STARBOARD 20, HALF AHEAD, SLOW AND FROM START TO FINISH DESCRIBING THE WHOLE OPERATION AND WHOEVER UNBERTHING, DON'T FORGET CALLING STATIONS.
EXECUTE A RUNNING MOON

R.O.R: (SIMPLE SITUATIONS)

FISHING V/IL, NUC, RESTRICTED IN ABILITY TO MANOEUVRE, CONSTRAINED BY DRAUGHT, TOWING/PUSHING.

IN SOME INSTANCES, CROSSING FROM PORT OR FROM STARBOARD, ACTION SEQUENCE INCLUDES:

1. IDENTIFYING THE V/IL
2. DAY SIGNAL
3. FOG SIGNAL
4. AVOIDING ACTION

REMEMBER RULE 13 VERY WELL!

IN ALL OVERTAKING SITUATIONS, IT IS OBLIGATORY ACCORDING TO RULE 13, FOR THE OVERTAKING VESSEL TO KEEP OUT OF THE WAY OF A VESSEL SHE IS OVERTAKING, WHETHER SHE IS A SMILING V/IL, FISHING V/IL ETC

CROSSING SITUATION

OWN V/IL

TARGET V/IL

2 POINTS, STEADY BAG, GAINING

RULE 7 SAYS: IF RULE OF COLLISION MAY EXIST, IT DOES EXIST. IN THE ABOVE SITUATION, A/L TO PORT AND DO A ROUND TURN CHECKING THE EFFECTIVENESS OF YOUR ACTION UNTIL THE OTHER V/IL IS FINALLY PAST AND CLEAR. THIS IS CLEARLY A CROSSING SITUATION! IF TARGET V/IL WAS COMING UP WITH OWN V/IL MORE THAN 2 PTS FROM ANY DIRECTION, THEN SHE WOULD BE AN OVERTAKING V/IL AND THE RESPONSIBILITY TO KEEP CLEAR WOULD PURT WITH HER...
43. BUOYAGE. KNOW ALL.

43. CAPT. WHITTING LOVES FLAGS, SOMETIMES HE ASKS FOR MORSE CODE.

44. TOWING OPERATION: YOUR V11 TOWING ANOTHER V11, HOW TO MAKE FAST THE TOW, YOU MUST TELL HIM HOW TO HANG OFF THE ANCHOR ETC. AND PRECAUTIONS TO PREVENT TOWING LINE CHAFFING AND PARTING.

MISCELLANEOUS

I SUGGEST MASTER CLASS 1 CANDIDATES TO GO TO CAPTAIN WHITTING, HE IS FAIR AND HE COULD PROMPT YOU IN THE DIRECTION HE WANTS YOU TO GO WHEN STUCKED. HE EXPECTS YOU TO BE CONFIDENT, DO NOT PANIC, BE IN A GOOD POISE, HE TELLS YOU TO THINK LIKE A MASTER. HIS QUESTIONS ARE MAINLY ON SHIP COMMERCIAL PRACTICE, SHIP OPERATIONS, FOR MASTER CANDIDATES, OBTAIN GUIDANCE FROM HIS PAST QUESTIONS.

I WOULD LIKE TO THANK ALL LECTURERS AT THE AMC, ADMINISTRATIVE STAFF AND FELLOW STUDENTS WITHOUT WHOSE ASSISTANCE I WOULD NOT HAVE SUCCEEDED.

I WISH TO PARTICULARLY THANK CAPT. J. MILWARD, J. SHEA, L. PIPER AND MR. NILSSON FOR THEIR SUPPORT, ASSISTANCE AND GUIDANCE AND FOR IDENTIFYING THEMSELVES WITH MY ASPIRATIONS. I WILL NEVER FORGET YOU. GOD BLESS YOU ALL.

CANDIDATES WHO WISH TO COME TO ADELAIDE SHOULD STAY AT THE SEAFARER'S CENTRE. MR. TERRY FOSTER, THE SUPERINTENDENT WOULD READILY GIVE YOU STUDY MATERIAL I TO ASSIST YOU. HE IS ALSO SUPPORTIVE.

O. G. ABOHI
MASTER ORALS (22.5.98)
CLASS ONE
EXAMINER: CAPT. MALCOM GOODFELLOW
CANDIDATE: W O WILLIE
RESULT: PASSED.

1. Q. Buoyage - cardinals, special marks and safe water marks. Describe them giving their colours, topmarks and light/flashing.
   A. You know that.
2. Q. Flip cards - for ligths, what they are and fog signals.
   A. You know that.
3. Q. Radar plotting - 3 targets, after completing the plots - Action in restricted visibility.
   A. Know your basic Radar plotting.
4. Q. Situation: NUC at deep sea - action.

A. You are the stand-on vessel. He added, she should not have exhibited that signal.
5. Q. Perform short turn round in a channel, he gave me a vessel model R/H.
   A. Since my she is R/H, I will execute the turn from the left handsie of the channel, so that the bow will continue to count to starboard as I go astern (Transfers thrust)
6. Q. Unberthing

A. Signal-up to one headline and one sternline, slack easily on both lines to clear the quay.
   Wheel to stb. eng. ahead.
7. Q. No lines, no tug, no wind or tide, your stern to the quay how to get off?

A. Wheel hardover to port, a kick ahead to count your stern out, he said OK.
8. Q. Tell me all you know about Rule 6 - safe speed.
   A. I explained the rule and all the factors to determine a safe speed, with additional vessel having operational radar.
9. Q. Tell me all you know about Rule 10 - TSS
A. I explained the rule, what you can do and what you can not do.

10. Q. Tell me all you know about Rule 19 - Conduct of vessel in restricted visibility.
   A. I explained the rule, what you can do and what you can not do.

11. Q. At what distance can you take action to avoid collision in restricted visibility?
   A. About 5-6 mile if collision/close quarter situation exist (he was particular about distance)

12. Q. Taking over command as a new Master.
   A. My primary concern is the seaworthiness of the ship and the safety of the crew.
       seaworthiness-all the trading certificates and validity, I named them, he stop me and
       said you are satisfied with certificate and crew safety, then what?
       I said, I will request the master to take a tour of the ship from the bridge checking the
       bridge equipments, he cut in again - you are ok with the bridge then what?
       I will start from firm to check/do visual inspection, he cut in again, you are satisfied
       with all the visual inspection and every other thing, what next?
       I will make entry into the official log book stating I.... this day officially taken over
       command of the ship.

13. Q. What information will you ask your 2nd mate to gather for the intended voyage?
   A. I started by explaining to him what a good voyage planning should be
      - appraisal
      - Planning
      - execution
      - monitoring
      I mention all the publications, he move to the next question.

14. Q. Great circle sailing, how the course of a great circle will appear on chart is it straight
    or what?
   A. Series of straightline going through the inner curve of the great circle. (know how to
      calculate the cos. & dist.)

15. Q. Place a sextant in front of me and ask for the errors and how to detect them?
   A. Perpendicularly error
      side error
      index error
      I explained all.

16. Q. Nautical almanac with date to give him time of MP and how to use it.
   A. Pick the time correct with long. to GMT + or - zone to get LMT.

17. Q. Dec 10s alt. 50 what is Lat.
   A. I drew it.

\[ 90^\circ - 50^\circ = 40^\circ \]
\[ Q = \text{alt} + \text{dec} = \text{lat} \]
\[ 40^\circ - 10^\circ = 30^\circ \]
\[ \text{Lat} = 30^\circ \]

18. Q. What is sea clutter, can it be totally remove from PPI what is it effect?
   A. I explained, NO, it covers weak echos.

19. Q. What type of vessel has poor returning of radar pulse?
A. Vessel made of fiber glass and he added wooden and stuff like that, I said yes.

20. Q. Preparing my vessel for ice.
   A. - warm clothe for the crew
   Go at slow speed
   extra look-out
   drain you deck main lines, etc

21. Q. Then what will you do as master
   A. On sitting the Ice I will send a report - My position
      temperature
      wind direction, etc.

22. Q. Who will you report to?
   A. IIP, coast station, AMSA.

23. Q. If an old chart say 20yrs. is corrected to date, can you use it?
   A. I said Yes, he said No. he gave me reason.

24. Q. You received distress message on 2187.5 khz, how do you ans.
   A. I told him by law, I don't suppose to acknowledge distress message directly. He said
      no acknowledgement from coastal station, what frequency will you use
   A. 2182khz voice.

25. Q. We talk about Inmarsat, I can not remember the question.

26. Q. How will you prepare your vessel for loadline survey
   A. Make the ship watertight from the keel to the freeboard deck and weathertight from
      freeboard deck and above, check the hatch covers that the gaskets are ok, the cutters
      are clean, the drain pipe is not block or close, hosetest you hatch covers, scuppers
      freeingport clear etc.
      Have at hand - former loadline cert.
      stability informations
      assignment of freeboard cert.

27. Q. Do you know open, standing and running moor?
   A. Yes.

28. Q. You anchor off Newcastle, start dragging, action
   A. Pay out more cable, he said still dragging, I will let-go the second anchor, he said still
      dragging, I will use my engine ahead to ease tension on the cable.

29. Q. Other vessels at anchor drifting towards you and you decided to slip and buoy your
    anchor, what to do.
   A. I said, I will bring some slack on deck and break the cable, he cut in and said that will
      take ages. I said, I will use my welder to cut the cable.

30. Q. Do you know how anchor is attached in the chain locker?
   A. Yes. I explain it, then he added you can slip your anchor by removing the spile pin
      and let it run off.

31. Q. How to hang off anchor leaving it in the horsepipe?
   A. Make sure the anchor is lashed to one of you bit, slack the cable for the lashing
      to take the weight of the anchor, then break the cable on deck.

32. Q. What is enhance survey in bulk and tankers?
   A. My answer was not satisfactory to him, He said I should find out more.

33. Q. Wire rope - How many wires in a strand, if broken, will you stop using that wire.
A. I said 10%.

34. Q. How many wires in the thimble eye strand, if broken, will you stop using that wire.
   A. I said 5%, and he said okey.

35. Q. He asked me for survey period of cargo gears and test and period of examination as per Register for Materials Handling Equipment.
   A. I explain, initial test & survey
      Periodic examination – 6 months
      Periodic/Annual Survey –
      Test after Repairs

36. Q. After repairs of a cargo block, what happen before that block is use.
   A. It will be heated to remove stresses on it, mark with SWL & identification.

37. Q. What is the proof load of 20t. crane?
   A. SWL x 1.25.

38. Q. What is the proof load of a 40t. derrick?
   A. SWL + 5t.

39. Q. What is a proof load of a single sheave block?
   A. SWL x 4t.

40. Q. What is the proof load of a double sheave block?
   A. SWL x 2t.

   At the end of this section, he said Okay, but read more of Marine Order Part 32

41. Q. Boat drill, How often.
   A. Monthly, if more than 25% of the crew are changed, not more than 24H on departure Port.

42. Q. Fire in the E/Rm., out of control, and you are to use CO2, Action.
   A. I told him, everything from alarm/head count to the time of re-entering using B. A.,
      venting, oxygen analyser (you have to know everything about this)

43. Q. Ballast Management in Bulk Carrier when coming to Australia to load.
   A. We spent time on this topic, specially ballasting with closed vents.

44. Q. IMO Stability Criteria.
   A. I told him everything (6 criterias)

45. Q. IMO Criteria for Grain ships.
   A. I told him everything (4 criterias)

46. Q. Types of hydrometers for survey.
   A. Ship's hydrometer & surveyor's hydrometer (know the different between them)

47. Q. Dock water allowance formula.
   A. You must know the answer.

48. Q. You are to load concentrate, the previous day the TML was 10, overnight because of rain
   the MC is now 10.5, will you load the concentrate & why.
   A. No, because the MC is greater than TML.

49. Q. Prepare your vessel for leaving port.
   A. Testing of gears, closing of hatches, etc. ... (Know everything about it)

50. Q. After switching your gyro compass on in port, how do you know that it has settle on a
   correct heading.
   A. Compare the gyro heading to the bearing of the quay on the chart.
51. Q. Learn all the listed below:
   a) Special mark (special light flashing)
   b) Article of Agreement.
   c) Gnomonic Chart
   We discuss all the above and gave him all my ideas.
52. Q. What is the holding power of an anchor.
   A. I told him the weight x 25 t. as per my last ship. Then he added it, it also depends on the
      weight of the cable, find out more. Yes.
53. Q. As a Master, can you correct heeling error and how.
   A. Yes, I explain the lowering ands raising of the bucket.
54. Q. Will the error you have just corrected affect the other errors?
   A. I said No, he said, Yes.
55. Q. TRS – Wind direction in the southern hemisphere.
   A. clockwise direction.
56. Q. You are in a dangerous semi-circle, how is the wind blowing, and how can you get
      out.
   A. Backing, turn your bow into the wind and have the wind on your port bow.
57. Q. A what latitude those TRS occur and what season in Australia.
   A. Between 7 & 15 N/S, it occurs in Winter in Australia.
58. Q. Draw TRS track.
   A. I draw it.
59. Q. Sign of TRS.
   A. Sudden swell, increasing wind speed, barometer drop,... etc... etc.
60. Q. How does Diurnal Variation of Barometer determines TRS of a place.
   A. When barometer drops more than 5mlbs. (find out more)
61. Q. Dry docking formula.
   A. You know that.
62. Q. You have taken the block and the dock is dry, what next.
   A. I explain, get good gangway, pressurized your mains line from shore connection,
      Connect electricity. He wanted to hear from me saying you earth the ship.
63. Q. When is ISM come into force.
   A. 1st July 1998. For passenger ship, tankers, chemicals etc..., 1st July 2002 – for
      other cargo ships and mobile offshore unit over 500grt.

Capt. Goodfellow is thorough in questioning but he will also give a clue/explain the question if
necessary. So if you can think, you can pass.

With GOD, all things are possible.

WILLIE.
Candidate: Edet O.A. Etim
Examiner: Captain Fitzpatrick.
Date: 28th July 1999.
Period: 1430Hrs to 1530Hrs.

1. Mr. Etim, what was your last ship?
   Container ship (with cargo cranes).
2. What was her speed?
   About 21 Knot.
3. Series of ROR questions (please refer to the back page)
4. Questions on buoys, buoyage systems and daylight signals of vessels. All on flip cards.
5. How will you determine how high you can load on a container?
   By the stack weight of the container written on the csc plate.
6. What does the G (g) on the stack weight data represent?
   Acceleration due to gravity.
7. You loaded a container, which was not declared as IMDG. Loaded on deck and at sea you discover the container was getting hot. Action.
   I will inform the ship’s crew to keep clear of the container. The use of water for boundary cooling of the container appears good but it might be dangerous....Some cargo reacts violently with water. So I will inform the owner and shipper to get me more information on the content.
8. The shipper informed you the content is explosive. He gave you all the details of the you requested for.
   I will check the EMS in the IMDG code supplement and if possible boundary cool the container with a view to bringing the temperature down to ambient temp.
9. While boundary cooling you received a telex to jettison the container. How will you go about that?
   Use approved cargo wire slings or spreader, whichever is available. Attach line (possibly a heaving line) to the O-ring of the slings. Lift the container with the ship’s crane, swing outboard and lower the container into the water. Once the container is water borne, lower the cargo hook very fast and use the heaving line to clear the O-ring of the slings from the cargo hook. Once cleared. Secure the crane again. I will also send a “securite” message to all vessels in the area. Inform the nearest coast station regarding the container jettisoned. I will also make the appropriate entry into the log book(s)
10. How will you determine if the container will float or sink?
Using the volume of the container and the density of the water, I will determine the
weight of water that will be displaced by the container. If the calculated weight
exceeds the actual weight then the container will float, otherwise it will sink.

11. After this, your main engine broke down. You are 2000nm away from the
nearest coast and there is absolutely no chance of you fixing it. Action.
I will display the NUC signals. Warn off all vessels in the vicinity about my position/
problem. Send a message across to the owners to send me the required spares along
with a tug for possible towing to the nearest port. Make all the necessary entries into
the logbook.

12. The owner sent you a tug. The tug will be at your location in five days and while
you are waiting the wind picks up to force 7. You are just at your marks. You
started rolling heavily and you have three high containers on deck. Action.
I will inform all the various heads of department to ensure all loose gears are properly
secured and lashed. Rig the lifeline on deck (lee side). Check the lashing on deck
containers are intact and as per the cargo securing manual. Possibly tighten loose
lashings. Close/ batten down all weather-tight doors. Fill up the forepeak tank and
possibly No.1DB tanks. Pump out the afterpeak tanks. Lower the anchors into the
water (say 4 shackles). This will put the bow into the wind and will reduce the rolling
effect and possibly the risk of synchronous rolling.

13. Two days later, the wind increased to force 10. You started rolling again with the
risk of capsizing. A Greek ship comes around and offered to tow you to the
nearest port on condition that you sign a Lloyd Open Form (LOF). Will you sign
it?
No, sir.

14. Then what will you do?
With the potential hazard of capsizing, I will send a distress message to all station.
Get the lifeboat and all LSA ready for possibly abandoning the ship. I will work out
the ship’s stability with the consideration of possibly jettisoning deck containers or
changing the vessel’s period of rolling.

15. A ship came to your rescue. All you have is a 50mm wire (no other wire). How
will send the wire across to her?
I will tie the throwing apparatus. (And I explained how.)

16. You succeeded in making fast to the other vessel. Will you ask her to tow you to
a port of refuge?
No Sir. 50mm wire will not be strong enough for that (2000nm). Secondly I am
expecting spares for the M/E. I will ask the vessel to ride into the wind so that I can
‘heave to’ and the dangerous (synchronous) rolling can stop.

17. Your spares arrived and cannot fix the M/E. The tug has to salvage you. Who
will be in charge of the salvage operation?
The master of the salvage vessel will be in charge. However, I will monitor his
actions, advice him and give him the necessary assistance accordingly.

18. Your Engine Room is on fire. All portable extinguishers have been used up. You
have only the CO₂ (fixed) left. Action.
Sound the fire alarm. Head count. Send distress signal. Heave-to. Stop the M/E. Shut
off fuel supply, dampers, ventilators, accesses and all other openings leading to the

Edel Erinn
E/R. Start boundary cooling of all E/R bulkheads. Once everyone is out of the E/R, release the right quantity of CO₂ (as per the plan on the CO₂ room bulkhead) into the space. (infact, at this stage I was beginning to think that this ship of mine should be re-named MF, Catastrophy!.....too many problems with her laugh).

19. What is the purpose of the isolation valve on the fire line?
   It is to isolate the fire line leading into the E/R from the rest of the deck line when the E/R becomes inaccessible due to fire or other reasons. That is when the emergency fire pump is put into use. The isolation valve when shut also increases the pressure on the rest of the line. Should there by any damage (or leakage) on E/R fire line, lose of pressure (and possible flooding of the E/R) could be avoided by shutting the valve.

20. What type of steering gear did you have on your last ship?
   Four ram Electro-hydraulic type.

21. How often is the emergency steering gear tested?
   Three monthly.

22. At sea or in port?
   At sea, Sir.

23. Your ship is to be dry docked. What stability information will you give the dock master?
   The arrival drafts, trim, the arrival GM, the upthrust (P) value, and the loss of GM at the critical period when the vessel starts taking the blocks to when she is fully sewed on to the blocks. The arrival tank condition and any information required by him.

24. With respect to the ship’s keel, where will the blocks be placed?
   To make a decision, I will refer to the Docking plan for the builder’s recommended positions of the blocks with respect to the keel.

25. What do you know about Y2K?
   Y2K is also known as the millenium bug. This has to do with the ability of microchips & software in computers and other equipment to recognize certain dates in the calendar year and not interpret such dates wrongly. Particularly for those software using two digits only. E.g. 1st January 2000 will be recognized by some system as 01.01.00. This could be misinterpreted for 1st January 1900. Such confusion could cause greater problems.

26. What instruments on the ship could be affected by the Y2K?
   The GPS, Personal computers, Loadicators, UMS support equipment and all other microchip associated equipment.

27. What does the latest marine notice say about Y2K?
   AMSA wants all ship owners to consult the makers of their instruments and equipment that could be affected by the Y2K bug, for advice regarding solutions to the problem. This is also applies to type approved software systems by classification society. The classification society must be consulted for advice by users of such software.

28. Tell me all you know about the ISM code?
   I told him all I knew about it. SMC, DOC, Designated Person, Validity of Certificates (5yrs), it’s purpose, it’s advantages etc.
You are in sight of each other. ACTION!
I will give one short blast, supplemented by light signal and alter course to stbd.

What should the target ship do?
Give one short blast, supplemented by light signal and alter course to stbd.
Suppose you have fishing sticks and fishing vessels and you just cannot go to stbd. Action
I will attract her attention as per rule 36. And tell her on the VHF to go more to her stbd and clear off me as there are obstructions on my stbd’ side.
If you were in restricted visibility, will you still sound the one short blast?
No. Because there is no maneuvering signal in restricted vis.

You are in sight of each other. ACTION!
I will take all way off by stopping and going astern. I will sound three short blast supplemented by light signal. I will stop till both vessels are passed and clear.
Why wouldn’t you go to port?
Because I should not impede the passage of a vessel constrain by her draft. And also she is required by rule 8(f) to comply with rules in part B. Which gives her the right to alter course to stbd. Therefore if I go to port there could be collision.
If target B was restricted in her ability to maneuver what would have been your action?
I would have sounded two short blast supplemented by light signal and alter course to port.

Can you alter course to port.
Yes I can go to port or stbd to overtake A.

action
I will maintain my course and speed with caution.

Action.
I will make systematic radar plotting of her to ascertain if she is making way or at anchor. And will alter course accordingly.
She could be:
the stern light of a PD vessel
a liferaft.
A vessel at anchor
A sailing vessel
A vessel less than 7m and speed not exceeding 7 kts.

Action
I will make systematic radar plotting of her to ascertain if she is making way or not. If making way I will give one short blast and alter course to stbd.
If not making way, she will be having her fishing gears extending more than 150m.
Two short blasts alter to port.

Thats it, guys! Good luck!
NAME: GERARD NARIATH
EXAMINER: CAPT. FITZPATRICK
TIME IN: 1100
TIME OUT: 1115
RESULT: PASS

Q.1. HOW DO YOU ASCERTAIN RISK OF COLLISION

Q.2. WHAT WAS YOUR LAST SHIP & RANK
   MY LAST RANK: CH. OFFICER & HE WAS HAPPY.

Q.3
   G  W  W  (4)  W
   R

ACTION?

Q.4

Q.5
   W
   R

Q.6
   W
   R

ACTION?
If you alter what will she do?

Action 1

1. What action

2. Why?

3. She is approaching closer.

4. If she alter course what light will you see?

Action 2

AOLV

AOLV
Then he asked me about day signals, preferred Channel Buys, lateral marks, preferred Channel Buys.

Ok, Mr. George. Varina. Since you have many years experience, I'm not asking you any seamanship. I'm passing you.

My thanks to all lecturers, sectional heads, excellent library staff, student support unit, student association.
C. ASSIS HASHIQ
1355 ---- 1420 HRS
20TH AUG. 1999
SURVEYOR: CAPTAIN J.M. FITZPATRIK
PASS SAME DAY AT 1415 HRS

START WITH INTRODUCTION AS USUAL

- SEEING A WHITE FLASHING LIGHT ON STARBOARD BOW WHAT WILL U DO
- HOW WILL U ASCERTAIN R.O.C., WHICH COMPASS WILL U TAKE, WILL U APPLY ERROR FOR COLLISION AVOIDANCE
- THEN CAME TO SITUATION, BETWEEN SITUATION HOW WILL U ASCERTAIN WHETHER THAT VESSEL MAKING WAY OR NOT, FOG SIGNAL. THEN TO DAY SIGNAL IN BETWEEN FOG SIGNAL AND AT NIGHT TIME WHAT LIGHT SHE EXHIBITS, BUOYAGES, FLAGS.
- MANOVERBOARD ON STERN ACTION
- WHAT IS FREEBOARD, SUMMER FREEBOARD, DEADWEIGHT AND SUMMER DEADWEIGHT
- THEN HE TOOK Sextant AND HRU AND KEPT ON TABLE
- HE SHOWN ME H.R.U. AND ASK HOW WILL U FIX IT, FUNCTIONS, WHERE IT WILL U SEE ON BOARD, EPIRB FREQUENCY
- LIFE RAFT LOWERING MANUALLY, HOW WILL U EMBARK ON LIFERAFT, HOW WILL U CLEAR FROM SHIP
- Sextant: Name three adjustable errors, cause of error of perpendicularity, how will you find out the error of perpendicularity, and Sextant reading off the arc
- Manifold leaking while loading what will you do, what equipment will you use for cleaning
- Y2K have U see the marine notice which AMSA has published
- What all portable extinguishers U have on board
- CAN U USE CO2 IN GALLEY, CAN U USE CO2 FOR OIL FIRE
- HOW MUCH CABLE U HAVE ON BOARD LAST SHIP, TYPE OF BITTER END, HOW IT IS FIXED, CAN U RELEASE IT AND WHEN, MARKING OF 4TH SHACKLE

THAT'S ALL MR HASHIQ I GIVE U PASS

THANKYOU SIR,

FOR THE LAST ONE YEAR I STAYED HERE TO HEAR THIS WORD, NO OTHER COMMENTS

THANKS TO ALL LECTURES AND STAFF OF AUSTRALIAN MARITIME COLLEGE

SPECIAL THANKS TO CAPT IAN SHEA, MR. BALRAM (INT. STUD. REP.) AND HIS WIFE. AND STUDENT ASSOCIATION OF AMC.

THANKS TO MATE/ MASTER CANDIDATE MR HELARY, KUSHROO AND THANKS TO MY FRIENDS WHO HELPED ME A LOT TO MR MADHUSUDAN MENON, UMESH, KUMARSIRI, FAZAL AHAMED, M. HANIF LAMBE, SIDARTHWA W, AND PANDIAN. M

All the Best. Good Bye w All.

20.8.99
Right ahead
Action, what she will do, she is 6 miles away from you.
Will you give sound signal, why?

Right astern of you, what she will do, approaching closer,
Master not came on bridge, still approaching closer.
What will you do?

Right ahead action, can you alter to port.
Action, why.

On your port beam, action, what other vessel will do?

45 degree on stbd bow action, what fog signal she sounds.

Action
F.V. on your stbd, what will you do.
START WITH R.O.R

RESTRICTED VIS: = (ONLY ACTION)

1. $O/\bar{V}$
   - Alter to STBD

2. $O/\bar{V}$
   - Alter to Port

3. $O/\bar{V}$
   - Alter to STBD

4. $O/\bar{V}$
   - Alter to STBD

5. $O/\bar{V}$
   - Alter to STBD

Q: Why not give 1 short blast?

Q: Why do both VIS, take action in restricted VIS?
1. If sufficient sea room available at STBD side, 2 short blast to STBD.
2. Short blast to PORT.
3. Short blast to ASTERN.
4. Short blast to ASTERN.
5. Short blast to STBD.
6. Short blast to PORT.
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138. Short blast to STBD.
139. Short blast to STBD.
11. Maintain course & speed with caution.

12. If give way vessel not taking any action, coming close, give five short rapid blasts to wait for action. If still not take any action, reduce speed as minimum as possible or stop engine. Take all her way off, allow to pass crossing vessel.


14. If coming close, give five short blasts to wait for action.

15. If still coming close, give one short blast, alter course to STBD & allow her to overtake you from your port side.

16. If both vessels can alter either side, depend upon action taken by any one first vessel.
15. ON CARDS ALL TYPE OF VESSEL WITH DAY SIGNAL.

16. ALL TYPE OF BOUY ON CARDS.

17. WHAT SYSTEM OF BOUYAGE IN AUSTRALIA?

18. PORT HAND BOUY WHICH SIDE YOU KEEP THIS BOUY WHEN COMING OUT FROM AUSTRALIAN PORT?

END OF R.O.R./BOUYAGE (DURING R.O.R. SITUATION HE ASKED FOR SIGNAL OF VXL @ ANCHOR, FISHING ETC.

19. YOUR LAST SHIP. (CRUDE OIL CARRIER @ 7050 DWT)

20. YOU ARE IN BALLAST CONDITION, NAVIGATING @ 13.5 KTS OPEN SEA. YOU LEFT FROM BRIDGE @ 2000 HOUR AT 0200 MORNING YOU LISTEN BIG NOISE AND JERK YOU GO ON BRIDGE & FOUND YOUR VESSEL COLLIDED WITH BULK CARRIER, 2ND MATE DON'T KNOW ANYTHING, YOUR ENGINE STILL RUNNING WHAT IS YOUR ACTION.

21. WHAT SOUND YOU WILL RAISE ON EMERGENCY ALARM OR WHISTLE.

22. YOUR VXL IS GOING BY THE HEAD VERY FAST.

23. YOU FOUND THREE TANKS (F.9K, 1C & 2C) DAMAGE & SHIP GOING BY THE HEAD.

24. ONCE YOU RAISE THE ALARM # # # FOR ABANDON WHY YOU INFORM VERBALLY FOR ABANDON VESSEL.

25. HOW MANY CRAFT YOU WILL LOWER?

26. WILL YOU KEEP ALL OF YOUR CREW IN ONE BOAT OR Distribute in two boat?)
Your magnetic compass showing abnormal deviation say 5°, 7°, 10° & increasing, what will you do?

From where you get the all information regarding total number's & setting of magnet in binnacle?

After check your binnacle you found all magnet in ord but still deviation is there, what else you check?

After remove all unwanted iron object near from binnacle, what else you can do?

After change the compass bowl with spare one but still deviation and you are at mid ocean how you correct your compass?

For this explain all method for swing compass, calculate deviation by using celestial body.

What you know about Y2K problem?

That's all

Remarks: - Capt. M. FitzPatrick is a very fair examiner & passed my all three oral (2nd mate chief mate & master class I) with him in first attempt. Finally I am highly thankful to Ian Shea, John Milward, L. Piper and Librarian Halina and Michelle for great help and co-operation.

Best of luck.
NEED TO STUDY BEFORE ORAL

1. R.O.R / SITUATIONS.
2. BOUYAGE
3. FLAG'S
4. COMPASS COMPENSATION (CAUSE OF DEVIATION)
5. EMERGENCIES
   a. GROUNDING.
   b. BEACHING.
   c. COLLISION / DAMAGE / ENGINE ROOM FLOODING / POLLUTION.
6. FIRE
7. STEERING FAILURE
8. RECEIVE DISTRESS MESSAGE OR LOOK OUT REPORT FOR SIGHT FLARE ON HORIZON.
9. DURING BUNKERING OIL SPILL.
10. MANEUVERING (BERTHING / UNBERTHING)
11. ANCHORING
   a. APPROACHING ANCHORAGE.
   b. SELECTION OF ANCHORAGE
   c. ANCHORAGE
   d. OPEN MOOR (SAFE ANGLE)
   e. STANDARD MOOR
   f. RUNNING MOOR
   g. MEDITERRANEAN MOOR
   h. BALTIC MOOR.
12. ISM
   a. PURPOSE
   b. CERTIFICATE (D.O.C & S.M.C)
13. TANKER INFORMATION (FOR TANKER MAN)
14. HANDING OVER TAKING OVER COMMAND.
15. TOWING ARRANGEMENT.
16. PROOF LOAD.
17. TRS
01. How would you ascertain risk of collision?
02. ROR restricted visibility situations
03. ROR clear visibility situations
04. Day signals and buoyage
05. What are the statutory certificates on board
06. What is DOC & SMC
07. What is ISM?
08. How will ISM help for shipmaster?
09. Taking over command when you join as a Master
10. How will you prepare your vessel for loading?
11. How do you carry out tank cleaning?
12. Fire at vent riser while loading?
13. Which publications to consult for loading & tank cleaning?
14. Preparing for safety equipment survey?
15. What are the fire extinguishing systems on board?
16. Carbon di Oxide system
17. What type of propeller was on vessels you worked & what is transverse thrust?
18. Executing short round turn?
19. How do you find out whether a power driven vessel is making way?
Clear Visibility

What is this vessel?

Fog Signal
Day Signal
Candidate: Nicholas Jesudas  
Examiner: Capt Fitzpatrick  
MASTER CLASS 1 (2nd Attempt)  
Date; 11th Aug 2000 1335 to 1415 hours

1. ROR Situation (clear & restricted visibility) attached.  
2. Flips cards on ROR day signals & fog signals.  
3. Buoyage system.  
   What system is followed in Australia.  
4. Question related to my last ship, cargo, cargo gear, particulars, trading pattern etc  
5. Your ship is proceeding from Japan to America in the middle of the Pacific Ocean,  
   main engine break down & the Chief Engineer comes and says that there is no way to  
   start the engines. What are you going to do as master.  
6. Now wind increased to force 8, What are the precautions you will take.  
7. Engine room on fire, the procedure of the CO2 flooding, How do you know the fire is  
   extinguished & what are the precautions you will take before resuming the work in the  
   engine room.  
8. As you are disable the company arrange a professional salvage tug for towing, what  
   about the towing arrangements, who is responsible for the towing operation.  
9. On arrival in America what are the operational & legal responsibilities as you are  
   master.  
10. What are the objectives of the ISM code? What are the DOC & the SMC certificates  
    & the validity & condition to issuing the SMC certificate.  
11. What are the emergency drills you have on board under the ISM code. Duration of  
    the Drills.  
12. How do you carry out the Emergency steering gear drill on board.  
13. Executing the single anchoring with current @ 4 knots & the ships behaviour when  
    the current & wind changes.  
14. Night orders & navigational watch arrangements when you are in foggy bank.  

The 1st attempt was on 28.07.00 1100 to 1145 hours only on ROR.  
Capt. Fitzpatrick expects 100% knowledge of ROR. And also emergency situations,  
Anchoring and Survey and Certification for the Master candidate.  
Very fair examiner. Take your time specially with ROR. On general questions tell him  
what you know. Go with confidence and make firm decisions.  
Best of luck. God bless you.
"CLEAR VISIBILITY" (R0R)

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(2)  O
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(3)  O
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(4)   O
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(5)  O
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(6)  O
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<table>
<thead>
<tr>
<th>Candidate</th>
<th>Kazim Raza Zaidi</th>
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<tbody>
<tr>
<td>Date</td>
<td>19th of May, 2000</td>
</tr>
<tr>
<td>Examiner</td>
<td>Captain Fitz Patrick</td>
</tr>
<tr>
<td>Time In</td>
<td>1320 Hrs.</td>
</tr>
<tr>
<td>Time Out</td>
<td>1355 Hrs.</td>
</tr>
<tr>
<td>Attempt</td>
<td>First</td>
</tr>
<tr>
<td>Result</td>
<td>PASS with compliments from Capt. Fitz Patrick</td>
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He called me in 10 minutes before 1320 Hrs. After finishing his paperwork his first question...

_How do you ascertain the Risk of Collision?_

**Note:** He is changing his pattern of questioning -- besides asking the action to be taken, he is asking what the vessel would be expected to do. For instance, _how much_ you should alter the vessel so that the stern light, sidelight, etc. can be seen.

**General Situations:** _He started with -- Stability_

1. What do you understand by Free Surface?
2. What do you understand by angle of loll?
   a. How can it happen?
3. What is a stiff and tender ship?
4. If your vessel is stiff where will you load?
5. Your master asks you how much cargo is on board-how would you calculate?
6. What was the type of steering gear you had on your last ship (about emergency steering)?
7. What are the monthly drills on board?
8. How many life throwing apparatus did you have?
9. Length of line?
10. Lifeboat engine -- what will happen if you continuously run the engine without water for a long time?
11. What do you know about ISM code?

Then finally,

_He said, "Good... (wrote something) ... Very Good. I like your confidence. You have passed."_

I was with him for 33 minutes. When I started answering the questions he stopped me several times halfway through my answer and went on to the next question. Captain Fitz Patrick is a real gentleman. Moreover, he is changing his pattern of questioning -- So be prepared for some new questions from him!

My heart felt thanks to the Almighty God. Also, my mother, the rest of my family, my coach Capt. Mario, all AMC staff, especially Capt. R. Pandit and Capt. Lerrypiper, Mr. Mali, Weerabahu, good friend and as elder brother- Sajid Husain, dear friend Jyoteshti and SOMEONE WHO IS REALLY, IMP. FOR ME FOR REST OF MY LIFE.

All the best for all of you. GOOD LUCK.

BYE