Masters Orals Examination
Questions and Answers As Supplied
By Australian Maritime College
Students from 1991 to 1995

DISCLAIMER:
The University of Tasmania Library cannot guarantee the accuracy of the written responses. These oral examination questions and answers have been digitised as a service to students for oral examination preparations.
The reproductions are the best images possible from many handwritten and copied documents.
D. MacAllister

Master Class I

1. R.O.R. - Air cushion V/L / Submarine yellow fl (Aus + Int.)
   - Towing V/L with R.I.M.
   - R.I.M. = which V/L's exhibit.
   - V/L approaching R.O.R. to action, what action by you?

2. Buoy - South Cardinal Buoy, lateral ast/bd hand.

3. Int. convention specifying charts + pub: (SOLAS)

4. Standing / Night Orders - which convention? (STCW)
   (Alt chart and at sea)

5. V/L collision - what are your obligations? When do they
   cease?

6. V/L in distress - what are your obligations? Care?

7. AnsREP in detail.


9. GMSSS = EPIRB's, SART, general introduction (Area - required)
   (Autos, Purse Savers)

10. Ship handling - Berthing, Bowing, Mover, Short turn around.
    Date of cables (28/15, 39/15) and amount.

11. M.O.S. Action.

12. Types of Messages = S.O.S. xxx, INT. (Distributes message).

13. Squat, interaction, Bank effect, sternway, getting, (Spooling)
    list point, bow thumpers, CPP, turning circle unit to depth of water
    and speed, stopping distance.

14. Hanging of anchor and making fast a buoy. (Full practice)

THAT'S ALL — ALL THE BEST GUYS.

[Signature]
2/12/91

15:10 to 16:15

G.B. MENDONCA
MASTER CLASS 1 20/2/91

Capt. K. F. PATRICK
Mr. RAJIV SINGH

Result: Passed 1/2 hrs.

CARGO - CABLE TYPE OF CABLE (Cat C)

WHAT WILL YOU TELL THE PILOT WHEN HE EDS
THE V/HE AT CABLE HENRY (MASTER PILOT INTO
EXCHANGE).

HOW AND YOU REVERSE THE ENG. OF YOUR LAST
SHIP, ie the Mech. of reverting it. (Caution of
Cable et - check eng. knowledge)

HOW MANY STARTS ALLOWED BEFORE TOPping
ON THE AIR BOTTLE (I gave him my last ship's
figures, he thought that it was low - but the
Eng. old & had its own problems)

TWIN SCREEN SHIP - MANEUVER OVER OCEAN
TURNING PROTOTYPES (ADVANTAGES - BETTER
MANEUVERABILITY -)

SQUAT CALCULATION

MANEUVERING INFO READ ON THE BRIDGE'S
(TURNING CIRCLE, STOPPING DIST, SQUAT, CRASH STOP
FIGURES, 16-20 MANEUVERS ETC.)

MASTER'S STANDING ORDERS [I gave a v. long
list, seemed to be annoyed]

FIRE IN ENG. RM. - ACTION [Remember you
ARE THE MASTER & I DO NOT GO ABOUT PULLING
THE ALARM, SOMEONE ELSE HAS ALREADY DONE IT.]

RELEASE OF CO2 - PRECAUTIONS.

HOLD WOULD YOU KNOW IF THE FIRE IS OUT.
(Take stem around the Crewing & Ship's lights)

IF YOU THINK THE FIRE IS OUT - WILL YOU SEND A NEW
IN (YES)
Mehmood Ansariwala. - 3/12/91 - Passed.  
Master class I (Limited) 0935 - 1025  
Capt Fitzpatrick.

1. Asked general questions about last ship.  
2. Bulk carrier: was it strengthened for heavy density cargoes? - Yes. - Why??  
3. What happens if you load in alternate hatches??  
4. What happens to the metacentric height?  
5. Wanted to know about stresses involved.  
6. ROR situations restricted visibility.  

(a)  

What action  
Down.  
What sound signal.

(b)  

What action on our V/L & other V/L & why.  
Any sound signals.
He then put up his famous light board and said, "If risk of collision may exist, it will exist and if risk of collision does not exist it will not. No close quarters situations."

OW
OW
6 O R

OW What action when ahead 4 pb or std 4 pb or port.

O R

OW What action when ahead

OW Why did I tell him 2 start blats alter to port? because you never know how far the outgoing gear extends.

OW L What action

O G Identify action / OR
7. He then went on to flip cards to identify various V/L, masts, sweeper, draught, length of V/L. What signal would a tow V/L show if length of tow is less than 200 m? Nothing.

8. Went on to buy's all flip cards.

9. As Chief Mate storm approaching what precautions?

10. As Chief Mate what work would you allocate the crew during storm?

11. As Chief Mate what preparations on our V/L when picking up survivors?

12. Name different types of dry docks.

13. How do floating docks operate?

14. Where would you place the blocks in the dry docks (any side springs) - No. Draw and Show.

15. Draw transverse section of bulk carrier under the tanker top.

16. How would your alternate holds be strengthened.

That's all folks.

All the best.
Master Class 1 oral examination.
Examiner: Capt MacCallister
Student: Vince Scully
Time: 1 hr 40 mins
Date: 4/12/92
Result: Pass

I would liken this experience to a chat with a genteel grandfather.
You're standing on the tank tops and want to look for cracks above you. How
do you do it? Binoculars and aldis lamp.

Compass. The dev. is so bad you have to strip the compass and start again.
In which order do you put the correctors back and why? Which way would the
flinders bar affect the compass?

TR5. Navigable and dangerous quadrants.

V/1 aground ahead of you. What do you do? What is the best way of stopping
a ship.

Squat, Bernoulli effect, effect of depth of water on turning circles.

GPS. What is pseudo ranging? Accuracy of system.

GMDSS Area A3 requirements.
Types of EPIRBs. LUT & MRCC

Fire in E/R is out of hand. Two engineers are unaccounted for. Men with B.A.
cannot penetrate fire in E/R/. Would you flood? Answer is yes you have to
consider the lives of the rest on board.

Helicopter landing. Fire procedures. Rescue boat ready. Communicate
landing procedure. The earth. Have crew in insulated footwear. Don't have
anything around not tied down. ICS guide to helicopter landing.

No buoyage, and with the exception of the v/1 aground, no ROR.
20/10/92

Mark Neary vs Capt Fitzpatrick
Master Class 1

R.D.R. Maasly 10/1/ v/c situations
Gave his favourite of
own situation

Then added D.D. v/c on Port Bow (Passing Clear Ahead)

What to do?

Flip cards various v/c's roadway, sailing v/c under power,
Fishing v/c's etc. Buoyage.

Master of 60000dwt tanker. Major Engine Room breakdown.
V/c on lee side. 5 off. What to do. Tanker in ballast. How will it lay to wind. How long till goes around? Too deep to anchor.

Assistance arrives in form of Greek tanker. Wants to tow for $50000. Will you accept? What about
How's form go better or worse in situation? Know about how

Savages determined

How to make fast tow? How to organize crew?

Whether to lighten ballast or not?

Fixed fire fighting on own v/c.

CO₂ System: How much required. How to test CO₂ system
How often. How to blow through system (Note: Air connection by law)

Gantry fire pump. Type of pump. Whether suction or discharge
Valve to close. Why is discu v/c kept shut. So water from fire pumps don't go straight elsewhere. Isolation of fire main

100% recycled paper Result Passed
**Capt. M. Fitzpatrick Vs P. S. Likhari**  
Master Class - I Orals 14 / 16 - 04 - 1992  
14/1115-1215 - 16/1115-1145.

### NOTES

He first went through my papers and asked to see my watch keeping certificates as he hadn't had the time go through my stuff at Devonport. He started to “smile” when he read through the Master's comments at the bottom of the page!!!

Be cool, don't let him intimidate you. You'll be right.

<table>
<thead>
<tr>
<th>Capt. F.</th>
<th>So Mr Likhari, I see you are now sailing as Chief Mate.</th>
</tr>
</thead>
<tbody>
<tr>
<td>P S L</td>
<td>Yes Sir.</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>Looked at the GRT of my last ship (tanker) and asked the deadweight.</td>
</tr>
<tr>
<td>P S L</td>
<td>55000 t.</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>What type of tanker was it?</td>
</tr>
<tr>
<td>P S L</td>
<td>Black oil product carrier.</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>How many products?</td>
</tr>
<tr>
<td>P S L</td>
<td>4.</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>What kind of segregation did you have?</td>
</tr>
<tr>
<td>P S L</td>
<td>2 valve segregation.</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>Only 2 valve segregation?</td>
</tr>
<tr>
<td>P S L</td>
<td>Yes! (Yes that's all there was and that is all you are required by regs anyway.)</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>OK, you are on your 50000 t fully laden tanker and have a collision on your No 3 port. Pollution takes place. How will you stop this pollution.</td>
</tr>
<tr>
<td>P S L</td>
<td>Dumb Struck!!!</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>I don't want to know about the survivors etc., or emergency drills etc., just tell me about the pollution.</td>
</tr>
<tr>
<td>P S L</td>
<td>Then a bolt of lightning struck and I rambled on about transferring the cargo and the distribution to other tanks including the ballast tanks. May also try to jury rig a collision mat depending on the dimension and location of the hole.</td>
</tr>
<tr>
<td>Capt. F.</td>
<td>Will you transfer cargo to tanks that have another grade of cargo?</td>
</tr>
<tr>
<td>P S L</td>
<td>Yes!</td>
</tr>
</tbody>
</table>
**Capt. M. Fitzpatrick Vs P. S. Likhari**  
**Master Class - 1 Orals 14 / 16 - 04 - 1992**  
**14/1115-1215 - 16/1115-1145.**

| Capt. F. | You do realize that cargo will go off spec ! |
| P S L | Stopping pollution is of prime importance in this situation. |
| Capt. F. | What else will you do ? |
| P S L | Make entries in OLB, ORB, inform owners, charterers. |
| Capt. F. | Say you are Master of an Australian Ship, what else. |
| P S L | Make pollution report to Sea Safety Canberra, Ausrep, giving details of location, cause of pollution, estimated quantity of oil released in the water, steps taken to counter the spill, etc. (Marpol !!!!) |

**Capt. F.**  
Well, Mr Likhari, to be quite honest there is nothing you can really do about a tanker, any other cargo ship perhaps.  

**Capt. F.**  
How do you ascertain risk of collision.  

**P S L**  
The ROR stuff.  

**Capt. F.**  
What do you understand by the Aspect ?  

**Capt. F.**  
Does the aspect of the other vessel change if the own vessel swings around or changes it’s course ?  

**Capt. F.**  
Red / White on port side action, fog signal, if making way, fog signal, could it be at anchor ? White / Red on starboard side action.  

**Capt. F.**  
Red / White / White / White Action.  

**P S L**  
Gave him the details about radar plotting etc.  

**Capt. F.**  
Mr Likhari your radar has just stopped working ! Now how will you determine which way the nets will extend ?  

**P S L**  
Mr Likhari is now feeling like a mashed marshmellow and is very seriously upset with his questionnaire.  

**P S L**  
Stop or slow down own vessel.  

**Capt. F.**  
How far do the nets extend beyond 150 meters ?  

**P S L**  
Could be for miles.  

**Capt. F.**  
Precisely - Now what would be your action.
Capt. M. Fitzpatrick Vs P. S. Likhari
Master Class - 1 Orals 14/16 - 04 - 1992
14/1115-1215 - 16/1115-1145.

NOTES

Capt. F. Wouldnt you try to communicate with him.
P S L Try flashing him with Aldis lamp.
Capt. F. What would you flash?
P S L (After thinking very seriously) 'K' - I wish to communicate with you!
Capt. F. Zapped!!! You could also use VHF, but you are supposed to keep clear of him, by flashing at him you are telling him to keep clear.
Capt. F. Ahead - White / White and side lights; Starboard side - White / White and two green lights of tow and vessel towed. Action
P S L 1 short and alter to starb and pass astern of tug and tow.
Capt. F. Could there be risk of collision between the other two vessels?
Capt. F. Only maneuvering that you'll be expected is anchoring. You are coming after a long sea passage, how would you go about preparing to anchor?
Capt. F. What determines the anchor's holding power?
Capt. F. Tell me about the different types of bottoms?
Capt. F. You are to anchor to an open moor in a depth of 35 fathoms, poor holding ground.

Final Anchor Position

Tide 1.5 kts

Your Ship
Capt. M. Fitzpatrick Vs P. S. Likhari
Master Class - I Orals 14/16 - 04 - 1992
14/1115-1215 - 16/1115-1145.

NOTES

PSL  Was called back on 16th to properly anchor the vessel. Three requirements, a) anchoring in open moor, b) change of tide in open moor, c) dragging anchor.

Capt. F. (On 16th after 1/2 hour on the above topics) OK you are passed.

☠️ Stay Cool. ☠️
MASTER CLASS 1.

1. WHAT DO YOU UNDERSTAND BY THE TERM UN SEAWORTHY AS PER NAV ACT 1912?
2. WHERE IN THE NAV ACT DO YOU FIND SEAWORTHY?
3. AS A MASTER HOW DO YOU DETERMINE THAT YOUR HULL IS IN A FIT STATE?
4. WHAT ARE THE SAFETY EQUIPMENTS?
5. YOUR VESSEL IS IN DRY DOCK HOW DO YOU INSPECT YOUR ANCHOR?
6. WHAT DO YOU LOOK FOR TO THE ANCHOR?
7. WHAT DO YOU DO BEFORE SECURING IT?
8. YOUR COMPASS IS COMPLETELY DISMANTLED HOW DO YOU SET TO COMPENSATE IT?
9. HAVING COMPENSATED, YOUR VESSEL IS HEADING WEST IN FREEMANTLE AND YOU OBSERVE DEFLECTION WHERE DOES IT DEFLECT? YOU ARE IN NEW YORK HEADING EAST WHERE IS THE DEFLECTION, WHAT ABOUT IN SINGAPORE WHERE DO YOU EXPECT THE DEFLECTION TO BE?
10. HOW MANY COMPASS DO YOU CARRY ON BOARD?
11. YOUR GYRO IS BROKEN DOWN HOW DO YOU USE THE STANDARD COMPASS?
12. FLIP CARDS: - TOWING, NUC, RAM. FISHING V/L, SAILING V/L, AGROUND V/L, DREDGER, MINE CLEARANCE.
13. NAME THE VESSELS THAT ARE CLASSED RESTRICTED IN THEIR ABILITY TO MANOEUVRE.
14. DEFINE NUC, RAM?
15. WHY DO MINE CLEARANCE NOT DISPLAY RAM SIGNAL?
16. NUC AND RAM ON HEAD ON COLLISION, WHO GIVES WAY?
17. WHAT IS SQUAT?
18. THE EFFECT OF SHIP ON SHALLOW WATER.
19. WHAT WILL THE TACTICAL DIAMETER BE IF A SHIP IS TURNING IN SHALLOW WATER, DEEP WATER, IN LOADED CONDITION, IN BALLAST CONDITION, TRIM BY HEAD, TRIM BY THE STERN, 5 KNOT & 15 KNOTS
20. WHO IS THE GIVE WAY VESSEL YOUR OWN VESSEL IS ON TRAFFIC LANE AND OBSERVES A TARGET AT FOUR POINTS ON THE PORT BOW?
21. YOUR VESSEL ON A NARROW BANK WHAT EFFECT?
22. WHAT IS THE ACCURACY OF GPS?
23. MINIMUM RANGE OF OMEGA STATION PAIR?
24. WHAT IS DIFFERENTIAL GPS, ITS USES?
25. MOOR THE VESSEL WITH THE WIND ABEAM AND CURRENT ASTERN.
26. WHAT ARE THE PREPARATIONS BEFORE ENTERING THE DOCK, ON THE DOCK AND WHILE LEAVING DOCK. WHAT ARE THE PRECAUTIONS TO BE TAKEN?
27. AS A MASTER HOW WILL YOU TAKE A SHIP TO DRY DOCK WITH OUT PILOT?
28. SAFETY LOAD LINE, SAFETY EQUIPMENT WHAT ARE THEIR VALIDITIES AND WHAT DO YOU CHECK FOR?

REMARKS: HE IS A VERY GOOD EXAMINER. HE MAKES YOU RELAX. BE SURE YOUR ARE ABLE TO GIVE SOME OF THE POINTS REQUIRED AND HE WILL GUIDE YOU ON THE REST. IF YOU DONT KNOW AND STARTS GUESSING THEN YOU CREATE PROBLEM. FEEL FREE AND CHAT, DONT PANIC. ALL THE BEST.

PASSED.  

11/12/92
Mike,

Thanks for all that you have taught me.

Examination for Master Class 1 from Second Mate Class 1

Date: 6 July 1992

Examiner: Captain McCollister

Time: 1310 - 1420

The following is only the story which I have made up from my memory. It is not how the examination was conducted.

Seaworthiness

You are to take over as master and you have been told by the owner not to believe anything told by the master already on board, how do you look to find out if the ship is seaworthy or not?

Where in the Navigation Act you can find out about seaworthiness?

He then spelled out "... fit state as to condition of hull and equipment, boilers and machinery, stowage of ballast and cargo ... How do you determine if the hull is in a fit state?

What is the law that you will make reference to regarding cargo stowage and carriage?

What is the major difference between the Hague Visby Rules and the Hamburg Rules regarding limitation of the carrier's liability?

Regarding equipment, what is the navigation equipment that can render a ship unseaworthy?

My answer to him was the magnetic compass.

Why do you say that the magnetic compass can render a ship unseaworthy?

What about a gyro compass?

My answer to this question resembles the following:— "Under the SOLAS Convention, the malfunction of gyro compass does not make a ship unseaworthy if the ship is in a port where repair facilities are not readily available. However if the ship is fitted to GMDSS standard and the ship is not carrying a transmitting magnetic compass then I would consider the ship unseaworthy."

What has the transmitting magnetic compass to do with the GMDSS equipment?

"One of the GMDSS equipment is Immarsat A and it is direction dependent..."

Where do you find out about the nautical publications that a ship is required to carry?
Where in the Australian regulations that you can find out the requirements about navigational equipment?

Under the SOLAS Convention, what are the navigational equipment required to be carried?

Is it a requirement under the SOLAS Convention to carry chronometer and sextant? Is it a requirement to carry a copy of the International Code of Signal and to what ships?

Then he told me about the difference between the Marine Orders Part 21 and the SOLAS Convention.

How do you as a master to find or get the 2nd Mate to find out if the charts and publications are updated?

What does ECDIS mean to you?
What is the major advantage of ECDIS? (regarding chart correction)
What is the major reason to stop a shipowner from installing ECDIS?

**Shiphandling**

He took out a ship model (A) and ask what will happen to the ship when she passes from deep water to shallow water. If she trims, how will she trim?

He took out another ship model (tug) and told me to show him how the tug behaves when overtaking model (A) from astern.

He also ask me about turning circles of a ship w.r.t advance and tactical diameter under the following conditions:

- high speed / low speed in deep water
- same speed in deep water / shallow water
- same speed when loaded / in ballast

He put up a card with 2 red lights in a vertical line and the anchor lights. He asked: what it is and how I can make model (A) which is a bulk carrier to stop as soon as possible and if I decide to turn, how I should turn.

Manoeuvrboard, what are the actions that you will take? Which side do you alter course and why? Why do you make a Williamson turn?

Coming to a single anchor, how do you determine the length of cable to use? I gave him the 3 formulas. Then he ask me why it is necessary to use more chain if the chain is made of special steel. How much weight of the ship will the anchor and cable take? If a vessel is dragging anchor, what signal should she show?

How do you do a running moor and a standing moor? If the two cables paid out have made 14 turns because the ship turns to the tide, what will you do?
R.C.R.

- Define safe speed. Restricted in her ability, not under command.
- Stand on V/L, she 'may' take action. She 'shall' take action. (Read Rule 17)
- Which V/L can use enclosed traffic separation schemes.
- Which V/L's can use Traffic separation zone.
- Identify a few flag cards (turbine, fishing, vessel, etc.)

Flags, which flags say to keep clear? (A, D, J, T).
2 letter and 3 letter flag meanings (Distress and navigation emergency. 3 letter - medical)

What is L, G, C, A flags, (Lat, Long, Course, Azimuth)

GMDSS - What is Compass-Satellite, Universal

Epirbs, what frequency do they transmit on?

Basic outline of the working.

LSA - How many lifeboats, liferafts, lifebuoys in Australian ships?
- Liferafts ten Aust ships equivalent for no of persons + 100 %
- How the lifebuoy light works on most ships; either dry battery or salt water activated. What happens if it is to be used in say Panama where you have fresh water? Will it work?

Ans: Yes because the battery contains a little salt in it.
Arpa alarms, A Basic radar plot.

When using Arpa which is better, sea stabilized or ground stabilized, speed? (Sea stabilized because if you use ground stabilized the vector you see will show a different direction from the visual sight of the vessel.

Doppler log ground speed vs sea speed.

Do understand what is ground speed & speed through the water.

Equipment (sat. Nav) what speed do you feed in? It depends on the type of log.

Passage planning, what is contingency plan?

Bill of lading, (functions)

Seawaysmen under New Act.

Does a Bill of lading always have to be issued.

Two Charter parties (true, voyage, demise).

Deviation difference between Denise charter & bareboat charter? (Hardly any difference), that's what he said, I said, 'No difference it is the same.)

V/C in distress, do you have to give assistance.

(Yes but not exempted, if there is another vessel going to help & the V/C in distress tells you your help is not needed, also if the V/C is too far off, you can relay the distress message.)

If the V/C in distress is registered with a country other than your ship's country of registry, do you help? Yes.
Cargo work.

Grain loading:
1. What is weight, mass, force, SI units?
2. What is a lever?
3. Calculate the moment of a lever, and YL is not within criteria.
4. All he wants is for you to trim the vessel and then calculate.

Read Do grain loading well? Just the basics.

Basic stability requirements:
- What is metric radian?

Coal loading, stuff ship,
- What type of cargo bulk cargo will fill the ship up and take her down to the marks? (What?)
- What I said, he said yes a special type of wheat you get in Mexico, it is very heavy.
- I readily agreed with him.

Basic stability: \( DWA = \frac{FWA}{(DWA - 1.015)} \) mm

Give me a easy DWA problem to work out use this formula. He asked how do you know how much you can load the ship if she is in 30% of full load?

1. Do you say use DWA?

Surveys:
1. All surveys, safety equipment, safety construction.
2. Do them well.
3. What is fixed equipment in the safety construction certificate? What is fixed equipment in seaworthiness according to New Act.

Good luck.

Good examine, helps you if you get stuck.
WHAT IS YOUR LAST? GEARED PANAMAY.
WHAT IS PANAMAY? MAY DEPTH & BREADTH @ PANAMA CANAL
IS LENGTH A FACTOR? NO
WHAT CARGO DO YOU CARRY? COKA, COAL
WHAT IS CATEGORY OF COAL? NO PREVIOUS HISTORY OF METHANE EMISSION OR LIABLE TO SPONTANEOUS COMBUSTION
HOW DO YOU LOAD A COAL? LIKE FOR CARGO HANDLING HINTS
WHAT DO YOU DO WHEN YOUR COAL CARGO HEATS UP? SEND URGENT MESSAGE CONSIDER PORT OF REFUGE EXPERT ADVICE COOLING ON DECK & ON HATCH COVER BOAT READINESS VENTS SHUT
DO YOU KNOW WHETHER YOUR COAL IS HEATED UP OR NOT? TARE TEMP AT 3 LEVELS AT BOTH ENDS ONCE DAILY

WILL YOU RELEASE CO2? MY VESSEL IS NOT PROVIDED WITH THAT
WHY NOT? HOLDS MADE OF STEEL CARGO CARRIED IS ORE, CHAIN & COAL (ONE PT. MISSING.) CHECK AUSTRALIAN STANDARD!!

ASSUME YOU HAVE CO2? I WILL RELEASE IT INTO THE HOLD AND PROCEED TO PORT OF REFUGE WHY TO PORT OF REFUGE? TO FILL UP THE CO2 BOTTLES USED.
HOW MUCH FOR EACH HOLD (CO2)? IT IS SPECIFIED IN THE CO2 ROOM (HE DID NOT ACCEPT THAT)


(HE SAYS MY CO2 IS RUSTY)

DO YOU HAVE A CHAIN REGISTER? YES

WHAT IS IN IT? THE NORMAL PART 1-4 & H325 (INJURY REPORT)

HOW OFTEN DO YOU PROOFLOAD YOUR CARGO? EVERY 4 YEARS

HOW DO YOU PROOFLOAD YOUR DECK? USING MOVABLE WT. OR SPRING BALANCE LIFT THE SPECIFIED JUMBO & (X) AT THE SPECIFIED ANGLE THE SLEW IT SLOW PORT TO STBD.

DO YOU PROOFLOAD YOUR LIFEBOAT PER DAY? NO, IS THE CORRECT ANSWER. ONLY WHEN STRUCTURAL CHANGE.
Does trim affect? Yes, up to 10°

How do you calculate this? I gave wrong answer. He was talking about LCF & water line (think about it)

Restricted visibility

Sailing Vessel

Action: own alter starboard or other vessel also to go starboard.

Own vessel

Action: own alter starboard other vessel to alter stbd.

Wind

I did not ask him how he could see it in a sailing vessel.

Just talk the wind. (he accepted that)

Clear visibility

Only Action: alter stbd, other vessel to go stbd.

Both case, maintain course & speed

About 4 pts

Own
CLEAR VISIBILITY

MANTAIN CO & SPEED

OR

2 Pts.

1) ACTION
   OR
   MANTAIN CO & SPEED

2) TARGET MOVE CLOSER
   OR
   WAKE UP SIGNAL

3) NO ACTION
   OR
   1 SHORT BLAST ALTER TO STBD.

DAY SIGNAL SHAPES & BURY
(ALL FROM FLIP CARDS)

OTHER SITUATION ARE STRAIGHT FORWARD
LIKE SEEING OW ON YOUR PORT SIDE
OR

OW OR

0 OW
ON STBD SIDE.

GO

ACTION: 2 SHORT BLASTS
& ALTER TO PORT

HE WANT YOU TO GO TO PORT. I TOLD HIM I WOULD FLASH THE FISHING VESSEL TO COMMUNICATE WITH HIM WHERE HIS NET IS LYING & HOW FAR AS THE NET COULD BE ON MY PORT. (HE DOES NOT LIKE THAT)
IN A T.S.S., YOU HAVE CRANKCASE EXPLOSION. ENGINE BREAKDOWN. ACTION:

PUT OFF NUC LIGHTS OR SHAPE, MAKE URGENT SIGNAL/MESSAGE ASK OTHER VESLS TO
KEEP CLEAR.

SAY, ON SHORE WIND, IN 2 HOURS YOU WILL HIT THE REEF. ACTION: DISTRESS
MESSAGE AND ASK FOR TOW. (STATE ALSO YOUR SIZE SO THAT A SUITABLE TUG/S WILL
RESPOND)

OK. TUG MASTER HANDS YOU A LOF. WILL YOU SIGN? STRAIGHT AWAY CAUSE IT WILL GO
THROUGH ARBITRATION.

W DO YOU MAKE FAST A TUG, FORWARD OR AFT? AFT, WHY? SINCE MY VESSEL IS
BULK CARRIER WITH E/R & FUEL TANK AT STEER I WILL CLEAR OFF THE REEF
TO PREVENT POLLUTION. (HE DOES NOT LIKE THIS - HE WANTS TUG TO TOW FROM BOW)
WHO IS IN-CHARGE OF TOWING OPERATION? MASTER IN-CHARGE OF OWN VESSEL BUT
WILL ASSIST IN MAKING FAST TOW. WHOLE OPERATION AFTERWARDS IS UP TO TUG MASTER.

YOU TALK ABOUT POLLUTION. WHAT IS THE REQUIREMENT ONBOARD? ODMCS, SUDS (SLOP) TANK.
WHAT IS ATTACHED/ADDED TO THE IOPP? I DON'T KNOW. (NO ANSWER)
WHERE CAN YOU DISCHARGE OIL? IF LESS THAN 15 PPM ANYWHERE AS IT IS CLEAN BALLAST
WALL. YOU DO IN PORT? DEPENDING ON PORT AUTHORITY.
WHAT IS WHERE IS THE SPECIAL AREA? WHERE WATER DOES NOT FROM MURL LIKE
BLACK, BALTIC, RED, PERSIAN, MEDITERRANEAN SEAS

EARLIER MISSED OUT

HOW LONG DO YOU CHANGE YOUR LIFEBOAT FALL? 5 YEARS.
WHAT DO YOU DO IN BETWEEN? PER 30 MONTHS END TO END,
HOW DO YOU CHECK FOR THE FALLS WIRE? CLAMPED JAN; WHERE WIRE WORE THROUGH
OPEN UP TO CHECK FOR BROKEN WIRE, CORROSION.

That's all. Good luck. You will need it.
8 July 1993

Examiner: CAPT. M. FITZPATRICK
Candidate: ATUL THAPAR
Result: Passed (Thank god for that).

General questions on kind of ships I had sailed on.
Fully cellular, gearless container ships.
Size: 3000teu to 4400teu range
Speed: Average of 23knots

Q. Did you use any lashings?
A. Yes. We used twistlocks and rigid lashing rods. Cross lashing system was used.

Q. When did you use lashings?
A. All the time, except when we were short of lashing rods and had only empty containers on deck, then in instruction from the company, we were allowed to use rigid rods on the outboard two rows on each side. (He was not too happy about the idea of the balance inboard boxes not being lashed, even though empty).

NEXT 25min SPENT ON ROR.

Q. How do you determine risk of collision?
A. (All the points in rule 7). To determine risk of collision one can make use of RADAR equipment for long range scanning followed by systematic observation of the target, this included manual plotting or other systematic plotting aids and techniques.

Use of compass bearings is also very helpful in determining risk of collision. Risk of collision will not exist if the compass bearing of the approaching vessel is appreciably changing. However risk of collision can exist even if the compass bearing of approaching vessel is changing appreciably especially when approaching a large vessel or a tow or a vessel at close range.

Q. What is aspect?
A. Aspect is the angle between the course of the observed vessel and the bearing of the vessel from own ship.

Q. Will aspect change if risk of collision exists?
A. No, in that case it will remain steady.

Q. In determining risk of collision, why is a compass bearing taken?
A. Compass bearings have no connection with the ship's heading. So any heading change will not cause a change in the bearing of the object, however relative bearings will change with alteration of course and also with yaw. Hence the reason why compass bearings are taken.

PRACTICAL ROR

If risk of collision can exist, it exists; if it cannot then it does not exist. Capt. M. Fitzpatrick will say that and in addition will want only the action that you will take (including sound and light signals). He may subsequently ask what the light indicates and sound signals of the vessel.

Q. (This was a situation where own vessel was stand on) Is it mandatory as per the rules to sound the "at least 5 short and rapid blasts"?
A. Yes.

Note: Capt. Fitzpatrick will test your ROR especially when it comes to port alterations. This is with respect to the stand on vessel altering to port in situations where Rule 18 brings in the give way vessel (by normal steering & sailing rules) to be the privileged vessel.
Also note that a vessel 4 points on your port bow whom you are crossing will be doing the same speed as your own vessel, hence a starboard alteration alone will not help the situation because you are likely to keep on going on that course indefinitely. A reduction of speed is quite important. Remember to take action in accordance with rule 9.
This was followed by identification of all the buoys, shaped during the daytime and sound signals of vessels in restricted visibility, all using flip cards.

Q. You are on an ocean passage, it is 2200hrs, 3rd officer is on watch. Good lookout is being maintained, radar is operational. 3rd officer calls you, informing you that he has sighted a red parachute flare 2 points on the starboard bow. 2182 receiver is working normally, auto alarm is ok, Radio officer is off watch, you are on a radio telegraphy ship. What will you do?

A. First I will immediately come on the bridge. Ascertain that the DF is switched on and ready to take bearings, positively ascertain the bearing from which the flare was observed. Check on the RADAR if any targets in the area. Proceed in that area. Inform the nearest coast radio station (call sparks to do the job). Prepare to receive survivors. Rig search lights etc and post extra lookouts for the purpose of search and rescue. Send out a message to all ships in the vicinity, informing them of the sighting of the distress flare and it's approximate position......

Q. It is 2300hrs and you have reached the area where you think the flare originated from. What action?

A. Inform the nearest coast radio station of the current status. I will immediately start the search for survivors. MERSAR manual will be consulted and start a sector search. However due to the time of the day (lack of good visibility), I shall narrow my search sectors as this will facilitate easier detection of the survival craft. Typically 1 mile wide sector search would be a good idea. Keep the coast radio station posted on the developments. Also remember to drop a drum or similar radar conspicuous object in the vicinity of the datum position.

Q. For how long will continue to search?
A. I shall keep searching for as long as my bunker and provisions situation permits or if somebody else takes over the search from me or if the MRCC advises me to give up the search.

Q. You have been searching for 5 days, nobody is willing to take over the search from you, will you continue on your voyage now?
A. No I shall keep searching till either my bunker or provision situation does not permit me to continue or else the MRCC advises me to give it up. I will be in contact with MRCC through the CRS throughout the SAR operation.

Q. How will you go about picking up survivors from the lifeboat? It is a totally enclosed lifeboat.

A. Establish communications using light, sound, radio signalling apparatus. The lifeboat can use similar apparatus eg lifeboat radio, portable VHF units, signalling torch or heliograph to communicate.

Once the lifeboat is abeam send across a line using a rocket line throwing apparatus. Distance apart about 100 to 150m. Aim the rocket downwind, so the line will act as a drag and will be pushed downwind by the wind, thus pushing the rocket upwind. Send across another buoyant line to the boat which should be attached to it.

Meanwhile remember that during the approach you should be preparing to lift the survivors. Call out the crew to rig hoists, personnel cradles, scrambling nets, prepare a liferaft for lowering in the water – to be used as a transfer platform, rig scrambling nets and get the hospital ready for receiving survivors. Cook to start preparing hot drinks for all involved in the rescue operation and the survivors.

While manoeuvring into the position indicated by the dotted line, use storm oil for quelling waves. This could be vegetable oil from the galley, light diesel oil, lube oil or even bunkers. This is used to stop the waves from breaking. In this position, the ship will offer the boat a lee.

Lower the ships liferaft, ensuring that it stays attached to the ship. Bring the lifeboat alongside the raft. Lower one of own ship’s crew in a lifejacket and attached to a lifeline. This person will help the survivors to transfer from boat to boat. Use a crane with personnel cradles or a hoist or use manpower with lines and safety harness to hoist the survivors onto the vessel.

Once they are on board, inform the CRS, MRCC, send out a safety message informing that there is a survival craft floating in the area and survivors have been rescued. Remember it will be very difficult to sink a totally enclosed lifeboat. If possible one must try and raise on board (rescue the survivors first). You may need to get radiomedical advice for injured survivors.

Q. Can you discharge oil to safe life and vessel - is permitted by law?
A. Yes for safety of life and ship discharge of oil is permitted.

Q. Is passage planning mandatory for Australian ships?
A. Yes it is mandatory to plan the passage from berth to berth.

Q. What information exchange takes place between master and pilot?
A. Discuss the normal exchange of information, refer to pilot card etc……

Q. What precautions will you take when you are to enter pirate infested waters?
A. In answering this question refer to the guidelines to masters against pirates and armed robbers. (Available in the ARPA simulator & library).
1. When does risk of collision exist?

2. What was your last ship? Imagine you are the master of the ship and had taken over from the OOW at sea. R.O.R (own ship was a model) he showed me different situations about ten to fifteen in both clear and restricted visibilities.

3. If risk of collision exists it does exist, if risk of collision does not exist it does not, so do not tell me your are going to check because I will accept your first answer. Do you understand? YES SIR.

4(a) Can you as a master compensate your compass?
   (b) When would you compensate a compass?
   (c) How many degrees deviation would you expect before you compensate your compass?

5(a) If you observed a crack on deck around the # coaming at sea, what action would you take? Drill a hole.
   (b) What caused the crack? Stresses. What type of stresses? Hoggling and sagging.
   (c) What else would you do? Carry out more inspection of the deck and hull and arrange for survey on arrival the next port.
   (d) What type of surveyor would you ask for? Classification.
   (e) What would you tell your owners?

6(a) What was your last cargo, your load and disports? Paper reels and steel rods.
What type of smoke detector did you have? Now you are at sea and there is smoke from the detector showing there is fire in #2, what action would you take?
What is general emergency alarm? Seven short plus one prolonged blasts.
What would happen when this alarm is sounded?
How do you inject Co2?
How would you know the number of cylinders to release?
What is urgency signal? PAN PAN
How do you send it?
6(b) Okay, when would you open the #?
What would you tell the ports authority?

7. You arrived port and had completed discharge and pilot boarded, what information would you give to him? And what information would he give to you.

Very good Dan C.S. Okene you know your stuff, I PASS YOU! That was all chaps. I wish you all the same luck.
Chief Dan C.S. Okene (Master Mariner)
Name of candidate: Peter S. Gracias
Name of examiner: Capt. Fitzpatrick
Date: 02 December 1993
(1330 hrs - 1430 hrs)

Q. What was your last ship? Product tanker - double hull
Q. Why was she double hulled? When was she built?
Q. What sort of tank configuration, line system, pumps
Q. Were the double bottom ballast tanks accessible from
Q. What grades of cargo did you carry? What was the trading area
   Basically, he wanted to know sketchy details on the
   above to ascertain whether you had bothered to get
   familiar with your last ship
Q. You are Marks of a conventional tanker loading oil
   through the pump room lines. You look into the pump
   room and see a man lying prone on the bottom plate
   What action will you take?
Q. How will you get him out? Use a life safety harness
   or Neil Robertson stretcher attached to the pump room
   rescue gear (permanently attached block/pulley with sufficient rop
   and a safety hook which can be made fast to a lane
   & stretcher, thus enabling people on top of the pump room
   to leave him out?]
Q. Is it a requirement that all pump rooms have this gear?
Q. Where will you find information on procedures to be observed when entering pump rooms & enclose
   spaces? ISGOTT
Q. What is the purpose of the external bonding wire?
Q. Is it effective? No. Why not?
Q. What is the solution? The insulating flange.
Q. Where is the insulating flange inserted?
Q. You are loading in a summer zone and are
   proceeding to a winter zone. Steaming time from load
   port to winter zone limiting latitude is 2 days. The
   free board will you load to? Winter zone minus 2
   days consumptions (fuel, water, etc).

Note: He wants free board not draft, and a few candidates
   have had a minor problem with this
   and were sent to find out. Fortunately, I was okay.
Action, identify the situation in each case.
In case of 8 & 9 he wants you to go to port & go round.
This is to lead up to his next question - same situation, only this time you have a 1/4 on your port side about 1 mile off on the same course & speed as you.
Action? Reduce speed & let crossing 1/4 pass ahead of you.
A. How will you reduce speed?
B. Will you rudder cyclic to reduce speed? No. Why not because the guy on your port beam will get a bit under the collar when he sees you swinging all over the place.
C. Same situation in a TSS? Action.
A. Will you enter the separation zone? Yes if necessary & avoid imminent danger.
B. Will you anchor in the separation zone?
C. Flip cards on day signals of 1/4's. Identify.
D. A dredger with obstruction & clear side marked - where will you pass?
E. What is meant by a 1/4 constrained by her draft? Will you alter course for her?

End Of ROR.
A. What system of buoyage in Aussie? HAA Region A
B. Buoyage = flip cards = only identify & light for Std. hand mark.
C. Entering Sydney on which side will you keep a port hand mark? Same question but now departing Sydney.
D. Entering port after long sea passage & preparations required; receive pilot & all pre arrival checks?
E. Departing after loading - pilot boards. What will you ask the pilot?
Q. Pilot does not ask you anything. What will you do? Ship information & details - tell Hir. He wants you to show him you will put the pilot on the spot & tell (not just give as mere formality) him all the ship's relevant details, etc. This is required by the Master/Pilot exchange form.

Q. How will you make the bridge for this departure?

Q. Watch office & you find the pilot deviating from the agreed passage plan without informing you. Action? Ask pilot for reasons for deviation. If not satisfied, take over navigation of $1$. What will you do after taking over the navigation from the pilot?

Q. You are headed up the English Channel from Ushant to The North Sea - expected passage time 48 hrs. Dense fog throughout. You have 3 watch officers - 06, 26 & 31. How will you organise the bridge team? Master & 31 / 06 & 26 on 06 - 06 off. Also posting of lookouts, manning engines, steering, bridge control & E/R manned throughout.

Q. What standing orders will you write for the above when you leave the bridge after handing over to the 26?

Q. If E/R is manned, why do you want the engines on bridge control? Communication breakdown, engines not in control room.

Q. What speed will you proceed at? What is a safe speed on what factors will you consider when setting the speed?

SHIP HANDLING

X

Anchorage

Wind (Force 4)

Running moor to be done & 3/4 anchored in position marked? How will you do it? Go pass anchor post do a short round turn to starb (assuming you have RH fixed pitch propeller) so as to stem tide and then proceed with running moor procedure.

Q. What standing orders will you have for watch officers?

Q. Will you permit $1$ to disable engines? No.
Q. Tide changes through 180° and is now setting East. How will you maintain position when tide changes? Use engines & rudder. Why? To prevent a foul kedge by entwining the stays in the clean arc of swing.

A. Anchor with a running moor.

How will you berth? Go through the process of leaving anchorage (how you will anchor). Keep port anchor at water level & house std. anchor. Approach to berth. Drop port anchor and use it as a drag to control swing of the bow when coming astern on the engines (assume it is RH, fixed pitch propeller). Send line from aft using line boat (ensure prop is stopped when boat alongside). Complete berthing as per normal practice.

That's the end of it.

Result: PAssed.

While the above seem to be a hell of a lot to ask in 1hr of which 15 mins were lost due to various roadway interruptions, once you have stated the important, salient points & know what you are talking about Capt. Fitzpatrick moves onto the next question. Capt. Fitzpatrick is a very fair examiner and tries to put you at ease. If in doubt as to the question, always ask as he will clarify or rephrase the question. If you misunderstand the question, go off on a tangent he will stop you and guide you onto the right track.

Wishing all future candidates all the Very Best.

Peter S. Gracias
EXAMINED AT: CAPT. M.CALLISER.

STUDENT: MOHD. HARIFF ABDUL HAMID.

ORAL FOR: MASTER CLASS 1

RESULT: PASSED.

1. WHAT IS YOUR FIRST PRIORITY AS A MASTER. TAKING OVER COMMAND?

2. WHAT IS SEAWORTHINESS?

3. HOW DID YOU KNOW WHETHER THE SHIP IS SEAWORTHY?

4. TOUGH ANOTHER VESSEL, WHAT IS YOUR OBLIGATION?

5. SALVAGE CAN THE SHIP CREW CLAIM FOR REWARD?

6. IF OWNER ASK YOU TO TOW AND CHARITIES SAY NO, WHAT IS YOUR OBLIGATION?

7. MAN OVER BOARD [PROCEDURE], TTS [ACTION].

8. HELICOPTER OPERATION [PROCEDURE]

9. STCW CONVENTION [NIGHT ORDER, STAFF & OTHER]

10. INPORT, CARGO HOLD ON FIRE [ACTION]

11. BUNKER OVER FLOW WHILE BUNKERING IN PORT, [ACTION]

12. SIGNAL FOR EMERGENCY AND ABANDON SHIP.

13. DIFFERENCE BETWEEN RUNNING MACH AND STANDING MACH.

14. SHOW HIM HOW TO DO STANDING MACH.

15. IF WIND CHANGE DIRECTION:

   WHAT WILL YOU DO TO PREVENT "V" UP TIDE.

   THE CABLE FROM FALL.

16. GOING ALONG SIDE.

   - ALONG SIDE STAR SIDE
   - ALONG SIDE PORT SIDE

   WIND

17. ROR [PUP CARD] IDENTIFY AND ACTION

18. TRAFFIC SEPARATION SCHEME

   -WHO WILL GIVE WAY

ZONE

CAR W/L

FALCON

ONLY THE CAR'S I CAN REMEMBER.
7th Dec. 97.

Masters Class 1. ORALS.

Examiner: Capt. D. Morrisen
Candidate: Yazed Khambatta
Time: 0930 to 1115
Result: Passed

All those candidates going for Mates & Master combined Oral Examination be very thorough in your work, as he is not in favour of a Master's Certificate, straight from 2nd Mates!

With me he was all right, & helped me along, or should I say helped me if I had forgotten a relevant point, which he wanted in particular.

He's very much persistent about safety, so you must mention some basic safety points, even if you think it's basic!

I'm putting down a few points, which he's looking for in the answer, along with the rest of your answers:

Q1 Define of '1/1 constrained by her Draft?'

Q2 Define of '1/1 Restricted in her ability to Manoeuvre

Q3 When is an Overtaking '1/1 exempted from keeping clear of the Overtaken '1/1?'

Ans: Never Exempted - Must keep clear at all Times even in FOG!

Q4 What Sound Signals will a '1/1 sound when overtaking in a Narrow Channel or Fairway? What Sound Signals will the '1/1 being overtaken so
Next - Brought out Model's!

Q5: Tar Range = 5', What do you do?

Ans: Ascertain first if Risk of Collision exists, try all possible means - Radar, + Bearings!

Q6: If R.O. Coll. does not exist what action?

Ans: Maintain Con & Sped and also keep Monitoring'

Q7: If R.O. Coll. exists in Situation - Q5? What A

Q8: Fog Signals: Towing v/1

v/1 being towed

Sailing v/1

v/1 e Anchor

Rev. driven v/1 underway/making way / not making way

Q9: Will you alter for a v/1 on your port side if she does not take action

Ans: No - Rule 17(c)

Q10: a) What v/1 will show these Is?

b) Any other Is?

c) Ans: a) Towing v/1

d) Towing v/1 & Stern Is.

e) Range of towing Is, for a total v/1 over 50 m & under 50 m in leng
G11 You are the Master of the towing Vessel. Another Vessel on your Starboard Side - Action?
Ans: One Short Blast A/C to Starboard.

G12 How will you tell the other Vessel you cannot A/C in the above - Q
Ans: By displaying Restricted U/S & Shapes!

G13 What are Restricted signals by Night & Day?

G14 In Restricted Visibility - You detect a Vessel ahead. Now on radar - Action?
Ans: A/C to Starboard of R/O Coll. - Q) What manoeuvring signals will you sound?
Ans: None as it Restricted Vis.

G15 Still in restricted Vis - No GPS, No radar, No VHF.
& You hear a fog signal. Find of your beam. Action:
Ans: Fog horn on. 1 prolonged blast for restricted Vis. Then 1 slow down to keep min speed for storage.
Q) Still hear fog signal?
4) I stop - 2 prolonged blast on whistle.
9) Then you hear 2 prolonged blast - What A
4) Do - Slow Ahead & 1 prolonged blast.
Q) You hear 1 prolonged blast?
4) Again Stop & 2 prolonged blast.
Q) What is this called?? I didn't know!
Hi! This) Feeling your way through the fog!

G16 As Master list 7 points you would do in restricted Vis?
Ans: You must give 1) Fog horn
2) Take wheel on hand Sex
3) Extra Look outs
4) Radar Ops
6) Nav Lights (Do, dare not forget these!)

Note: These days Nav Lts are left on continuous for the full day! But probably his time Sun Set to Sunrise only? So remember Nav Lts!!!
I forgot this & in serious trouble, cause this took be back to rules! Rule 20(c)!

9.17 Sailing V/s - Who gives way when wind on opp. side?

9.18 Tell me how you would load grain?

- Impo. points to be included in Ans.
- Ans: Inform AMSA & Dept. of Primary Industry.
  - Check Nav return V/Is in bilges are Ops's
  - GA form Calculated & ready.
  - Document of Authorisation, ready with Stabl.
  - AMSA insists on sighting the Doc. of Auth.
  - 3 main criteria for Stability of grain.
  - Call AMSA on Campin.'

9.19 What is Quadrant Survey & how is it different from the Annual Survey?
Ans: 4 yr. survey carried out by a Classification Society survey or AMSA.
- Proof load test carried out

9.20 What is Proof load of a derrick?

9.21 How would you check the loose nuts on the derrick?
Q. 22. 10 points on taking over command

Q. 23. 10 points to Enter in O.L.B.

Q. 24. Summer Freeboard = 1062 mm
   S = 1030 mm
   F.W. = 150

   What Freeboard will you load to?

   Ans.: \[
   \frac{5 \times 150}{241} = 30 \text{ mm}
   \]
   \[
   \approx 1097 \text{ mm}
   \]

Q. 25. Cannot take ballast, very shallow draft for hold just for
       Eq.: Each hold capacity - 5000 T

\[
\begin{array}{cccccc}
\text{1} & \text{2} & \text{3} & \text{4} & \text{5} & \text{6} \\
\end{array}
\]

Load 10,000 T of Grain Ans.: In 2 & 4
Next load 15,000 T of Grain Ans.: 1, 3 & 5

Q. 26. What happens in above? Ans.: Excessive Stresses

Q. 27. What is SF & BM?

Q. 28. V/L comes in to port to load, it has to be 1/2 tuched by tow & is taken to an area under her
   own power to another V/L, who will you inform?
   Ans.: Owners, Charterers, Port Authority, Class, Socie,
   AMSA, P & I Club rep., Underwriter's, Agents,
   Arrange for Divers,............
Q.24 No damage to y/e in above Ques. ; What will the class surveyor do?
Ans. ; Give a Cert. of Class.

Q.25 Why do you want a Cert. of Class ?
Ans. ; Air going aground the Cert. of Class below Null & Void & a Cert. of Class is required for Hull insurance !

Q.26 Who will you info on receiving a Cert. of Class ?
Ans. ; As in Ans of Q.26 - Do not forget Per. An.

Q.27 Cargo y/e - No 2 Hatch on Fire ! is put out, How is the insurance covered ?
Ans. ; Cargo damaged by Fire - Particular Ava.
" 
" by Water - Gen. Ava.
" 
" by Fire & Water - A Percentage of both.


Note : A y/e grounded by Accident is Particular Ava.
Whereas a y/e beached to save the y/e & Co. will be under General Ava.

Q.29 What is Demurrage ? lay days ?

Q.30 Master of Passenger y/e - You have 8 crew & 25 passengers - Power Life boat No 1.
Ans. ; Ans. must include all the basics but most important are the Pendants, Tackle etc. he wants that the boat will be cast off on the crest of a wave & you must check over the sides before lowering etc.
8.33. Emergency Stii & Abandon ship signals, how often are boat drills held?
   Ans: a) Emergency Signal: Seven Short followed by 1 prolonged - Once a month
   b) Abandon ship Signal "AAA" at least 3 times in succession

8.34. How often are Hwy gear tests done & how?
   Ans: Once in 3 months - Basically by locals Emergency Hwy test & Auto pilot

8.35. As Master of V/L on board Pilots not available, heavy Off Shore Winds, Shallow patch of berth, will you sail out?
   Ans: No

6) Owner & Agents put pressure cause at next berth there is Mooring gang waiting & they are being paid O.T. ? Will you sail?
   Ans: No

8.36. In Aust. Who's Port State Control Surveyors?
   Ans: Aust. Sun

All the best to you!
Good luck
Q. How would you determine a risk of collision? (Compass bog, Radar, Aspect.)
Q. What is a planus? Can you use it for determining risk of collision? (Yes, if used in conjunction with meg. compass.)
Q. What are the hazards associated with tankers?
Q. What was T.G. specifications on your last ship?
Q. Before entering a dry dock what precaution or safety measures would you take as a Mate? (Perquin, Gas fire etc.)
Q. You have to do hot work on board at sea. What all things would you do?
Q. Type & capacity of C.O.P. of your last tanker? Including inside of cooling?
Q. What is a A class bulkhead. Where would you find them, what does A60 stands for & where would you look for the packing (inside & outside of the bulkhead)
Q. Then he went on to R.O.R. about dozens of his patent situations on the meg. boat.
Q. (He only wants your actions & seldom would ask you to identify, note: he might show you same situation twice or thrice, do not confuse, if you are right maintain the same action)
Q. Couple of buoys for region A.
Q. Day signals for vessels same cards or jersvile in the library?
Q. All vessels fog signals very important?
Q. Vi underway but stopped is she obligated to keep clear by Rules? (Yes)

P.T.O.
A. You are proceeding A port for anchorage. What all preparations you would make as Master, including publication you would consult? (Chart, depth, type of holding qst. Sailing dirn. & important is testing your engine action power)

A. Wind

A. Tide

0

05:00

0/5

VLCC

Tug Spot

How would you anchor with actions or movement on the bell?

A. How would you calculate the cable length? (28 x $\sqrt{D}$ or 6 x depth under)

A. Now wind force has increased to how-8 & you are dragging it action?

"Well done Mr. Anand I Pass You"

All the best folks & Happy Sailing.

Dinesh Anand.
Capt. Fitzpatrick

vs

Munisamy Raja Kumar.

(You master class !)

Q. Started off with my last ship.
   (Product Tanker)

Q. Number of segregation valves

Q. How many grades at one time

Q. Type of pump room vents x lighting

Q. In port, you are the Master and Officer
   reports a man found collapsed in pump
   room.
   (Don't forget to mention about checking O2)

Q. Victim brought out, breathing but
   unconscious. Action.

Q. The victim was your E/Off. (already sent
   ashore for medical attention) and one of
   the days where everybody cannot be
   contacted except for the chanters who is
   insisting you to sail. Action
   (Don't forget minimum manning reg.)

Q. In port, tanker discharging, received
   storm warning and asked to sail, off
   lying danger at terminal. Action

Q. How will you leave to and what is it.

Q. In storm area. Action.
   (Observation, report, etc.)
Q. Foulous to be taken into account for Fig.

Q. Which is good and bad holding ground.

Q. Standing Moor Action

Force 4

Final posn.

(Depth 30m) X

Q. How much cable will you use?

Q. Anchor Watch, Standing Orders.

Q. Your last ship steering gear system

Q. Emergency steering gear system (Ship black out)

Q. Emergency Fire Pump.

(Wants to know about values, isolation, location and pressure of pressure and relief valves)

ROR. (straight forward situations)

Buoyage

Passed.

Signature
1. Knowledge of compass, correctors, coefficients, and precautions when adjusting.

2. Joining a ship in Korea as Master. What certificates are to be sighted? What publications?


4. Equipment to be carried on a 30000 dwt ship (navigation equipment).

5. Is a 121.5/243 MHz EPIRB picked up by satellite?

6. Pilot hoists - what are they and when are they used?

7. Pilot ladders - maximum length before alternative arrangements?

8. When to swing a compass.

9. Emergency situations - Hit by container ship which is still wedged into No.2 hatch.
   - Stabilizer on "Abel Tasman"-style ferry hits bank and breaks off, resulting in an ingress of water into the engine room.
   What to do in chronological order, including emergency damage control actions and legalities. HINT:- Don't forget calling your P&I Club in the collision; also before repairs are made there needs to be an inspection by both parties' P&I Clubs and ships' representatives.

10. Reliance on charted depths and tidal predictions.

11. Information exchanged by pilot and Master, including Pilot's passage plan.

12. Loadlines - draw them, point out fresh water allowance.

13. Loadline zones - which line to load to when on the border of two loadline zones; which line to load to when going from Singapore to Alaska in May (bearing in mind seasonal zones and consumption of fuel, freshwater and stores).

14. Knowledge of the grain form, volumetric heeling moments (and their units), the grain stability data, and the calculation of the vessel's stability from the GZ curve. It's all on the Grain form itself.

15. Loading grain for a two-port discharge.

16. Someone from the office divides the vessel's cubic capacity by the stowage factor of grain and assumes you can carry that tonnage. What do you tell him? (I went on about leaving some out if necessary for trim, stability, stress, etc., then asked if there were draft restrictions in the loading or discharge ports. He was still fishing for something. Finally he told me you can't load past your loadline - couldn't see the forest for the trees; some things become so second-nature, you forget them.)
17. LSA required by a cargo vessel.
18. Extra LSA required by a vessel with a free-fall life boat.
19. Apparently, it's almost impossible to retrieve a free-fall boat in a seaway. If you had to launch it in the middle of the Atlantic to pick up a man overboard, how would you secure it? (Having never used one of these boats, I said to use the normal hoisting device to heave it up to the deck, then lash it up to the stern. He wanted me to use the vessel's deck crane to lift it onto the deck and secure it there. My ship doesn't have deck cranes, but he was about to write "pass" by this stage, so I didn't argue.)
21. Heavy lifts - precautions and legalities.
23. Ventilation of paper between Canada and Melbourne in November:
24. Classification society surveyor wants to inspect No. 2 DB tank; what actions and precautions?
25. Mooring in Port Phillip Bay to two anchors during ebb tide (just off Williamstown); method of letting go anchors, preventing foul hawse, picking up anchors.
26. How many Immersion suits are required, and what are they? What are Thermal Protective Aids?
27. How to take up a tow by your sister ship; securing an anchor in the pipe; taking up the tow; how is a towline secured; what is a catenary and what is its purpose?
28. Fire in the engine room.
29. If a compass adjustment goes wrong and results in bigger deviations than before, what should be done? (See previous deviation card for previous positions of correctors).
30. Knowledge of co-tidal/co-range charts.
31. Case Study - what actions are required by a vessel which loses 35 containers overboard.
32. Your vessel is proceeding from Adelaide to Melbourne. What is the Master required to do, including ETA's, AUSREP, picking up the pilot, passage planning, etc.
33. Marine Orders and Navigation Act - what are they?
34. What is LAT, HAT, MHWS, MHWN. Draw MHWS, MHWN, MLWN, MLWS, LAT on a diagram. Indicate the positions of the sun and moon relative to the Earth during times of spring and neap tides.
35. TRS - probable path, DSC and NSC, action taken to avoid a TRS.
36. MARPOL Annex V - garbage disposal requirements.
37. What is port state control (policing of various conventions by states other than the flag state, when a vessel is in their state).
38. Which vessels are required to carry ARPA's and rate of turn indicators?

39. Actions required when dragging anchor.

40. A lifeboat may also be a rescue boat if it meets what requirements?

41. What is the difference between trimmed and untrimmed (grain holds)?

42. Rule of the road, lights, shapes, sound signals, buoyage. Inside out.

Basically, approach these orals from the perspective of the ship's Master. This involves common-sense seamanship answers, and all legalities required. Remember to check all the latest amendments for Colregs, MARPOL, and Marine Orders.

It is normally advisable to do orals in the morning, in case he asks you to go away and find something out (in my case it was question 18). If he hasn't got time to see you very soon after the first session he'll get you back late in the afternoon, or the next day in the case of an afternoon session.

Remember to be familiar with the actions required in emergencies, and when to call the P&I Club, Classification Society, AMSA, and the Owners.

Overall, he's not there to fail you, and if he says something you disagree with you can give him your point of view (the "case for the defence").

It took two solid weeks in the AMC Library to study for this. It's not to be taken lightly, but nor is it a shattering experience. And it's really nice to pass!

Good Luck.....

Malt
You are joining a VT and enumerate the standing orders to your officers. Ans: As per file.

3. What would you consider as poor visibility?

You are in Dover Stralsund, poor visibility. You have 3 officers. How will you arrange the watch? Ans: Double up watch & 30% about 4 watches.

2. What instructions will you give the wake watch?

If failure of any new equipment, he accepted that. He admitted, "I blew this!" But in fact, the doors that were electrically operated, manual door. 18 situations in.

3. What is where will you find over the win? (Double up, make 30%, 230%)

We talked about all. About 8 situations in.

4. Clean visibility when you are joining?

This is a call engaged in fishing with.

2. Action. Two escort blocks and Alco to.

3. What would your consider as poor visibility?
I bugged up all three models as I was too rusty. So he asked me to come back again.

2nd Attempt

In sight of one another.

Same models as above 1st 3

He asked me how will you know if the white light is an all round light or a stern light. There is only one answer. Do a systematic plot. If the target is not moving then it is an all round light. If not it is a stern light.

Then we moved to flip cards of day signals & banyage. Just to identify & some the fog signal. About 8 flip cards on day signal & 10 on banyage.
O.K. you are taking over as master what will be your action. And I gave him the lot as per file (oral)

What certificate controls the pollution of the sea?

10PP.

What do they check that the V/C has for the 10PP?

Discharge of 15 ppm.

You are master of a container ship and you are immobilized in force 8 seas, action.

I was stumped; but he led me to the answer.

Trim V/C by head to avoid beam seas.

I tried a puff of jettisoning cargo and he asked me from where I said from ast. But he said I did not hear that. He wanted to jettison from fwd so that the windage would swing the V/C into the seas.

Also lower mooring lines & anchor so as to get a drogue effect.

That's it folks. All the best, you will need it!
To: Colin Davs
Fax No: 03-266493

Launceston

Masters Crals.

Capt: Morisson.
Candidate: J.M. Ruston Ji.

Had passed Chief Mate Class-I

By Morisson Dec'90.

Capt: Morisson.
Candidate: J.M. Ruston Ji.

Result: Passed.

Time taken: 7 hrs.
Date: 23rd Feb'91.

From Capt.

1. R CL - Safe spd of last v/l.
2. R CL - Safe spd - Define.
3. Section list of cast v/l (Crash and Inertia).
4. Turning circles of last v/l.
5. R CL - Situations R-12, R-13, R-14, R-15, R-16, R-17 (Imp)
   R-18: pls know these well.
6. R CL - R-34 (0/taking narrow channels) R-35 (Passing)
   in all A/C/D or going ast on engines, give sound signals.
   (Be careful not to confuse these in restricted vis) He can fox you.
7. Day/night charts.
8. Buy AFA (IACA-A) flip cards.

I hope this set up for various vessel

On magnetic board. (Steering, L/T, R/A, N/C)

Indic situations (R-19), v/l plotted on chart (Give your CPA action).

At 21
Captain: IEC (screw, etc.) + stripping, lashings, bundling, overhauls. Also tell him about independent marine consultant. (M.O. - 33)

Tanker work: I.G.S., Co.L.W. Y/N segregation, Petrol, 1.1.32 (C/OFFs) plas know well. Matters may arise if you haven't seen before. Price loads etc.

LNG density & # Torx Tank Top.

Esso: Hydraulic crane - job doesn't seem fully (Leakage) - will ask on ship master's business. Twin screws.

1. Running around + repeat = action.
2. Intern v. Check (sides etc) - will ask of these tools.
3. I.P. elevator - For crates - will ask on even number.
4. I/Azure deck.
5. M/O.
6. C/B entry etc.
7. Info owners.

C/B - work + entries + index (24) parts (11.I.I.N.A.U.)
Taking own command. (Tell him that other masters informing you that U/L doesn't have physical - i.e. U/L can tow (B.H.A. etc) regularities.

ECB - LOF Owners, charters etc. Arbitration, OLB entry etc. Deviations.

M.O. 15, 28, and 29. Ask A.B. James etc.
M.O. 21 & 23 Know wire (asks A.B. Bridge layout etc.)

IV L.R. Demurrage, detention, laydays etc.

My dear - don't forget calculating A.P.'s being forwarded. Question about GMSS (407 EPIRB test etc.)

A.M.S. A. Can was given, so I would like my A.P. Photos. An Excellent Examination.
(1) Last V/L’s particulars & cargoes carried [Coal/Iron O.
(2) What are the hazards associated with Coal.?
(3) Categories of Coal.?
(4) What are the precautions taken while loading/Carry coal.?
(5) Hazards of Iron Ore.?
(6) How would you load? Are - [Normally alternate #’s]
(7) Why & how would you know which holds are strengthened. Where would you find the information
(8) What are the effects on the V/L. Explain GM.
(9) While on passage at sea you have a fire in E/LR. Action.
(10) CO₂ Injection - How do you go about it?
(11) How would you know how much to inject in E/LR?
(12) How would you know if fire has died down?
(13) You now have a fire in one of the holds - Action. Release CO₂ immediately after shutting off ventilators. 30% of total capacity of CO₂ left is for Holds. Now, what have you used your CO₂? What next? Consider refilling.!
(15) No Engines, you are immobilized - beam on to sea. Heavy weather - Action. Turn V/L into sea by using drogue effect etc.
(16) E/LR is flooding - Action? What message will you send?
17. Will your V/C sink if E/R floods? - Yes
18. How do you know that?
   As longest dist bet 2 transverse blks is in E/R.
19. Coming into port - Preparation for?
20. What determines good/holding ground?
21. How much cable will you use (scope)?
22. Running Moor F

V/C TIDE

Posn wind ↑

23. What Instructions will you leave for your officers at 1 watch?

24. While at anchor tide changes dir. - Action

25. Berthing side to
   Tug & nrg boat (to help)

    Jetty

wind ↑ windy force 4
tide

26. Taking over Command - What all will you do & check?

27. Pilot - Master Exchange - What all will you tell the Pilot & ask of him?

28. You are entering Spain & Pilot does not speak English, will you accept? NO

29. All statutory certificates & duration of validity?

30. Is it compulsory to have a class certificate? NO.
1. **RESTRICTED VISIBILITY**

   - **What action by:**
     - **both** & **fog signals**

   - **action by both V/L's & fog signals**

2. **CLEAR VISIBILITY**

   - **O W** 4 Pt. port bow & ahead.
   - **O W** ahead / port bow (action)
   - **O W** on port bow - action.

---

3. **ROR** - He will only accept your 1st answer.
Four pts on Port Bow
Four pts on Starboard Bow
Ans: Maintain CO & Spd.

All 6 possibilities.

Flip Cards (Day Signals)

Buoyage Flip Cards
If at all you should make one mistake he gives you another chance
But you do it again & you're out.
Capt Fitzzy wants ROR to be perfect.

Publications Carried on Board?
Preparation for Food Aines?
What is the difference between weather tight & watertight?

How many classes of wat doors?

How many pumps needed? (2 + Emergency fire p/l)
Where's the Emergency fire p/l situated?
Isolation valve? Is it connected to main p/l?

TOPP - Under what legislation does it come under in Australia - ASV Prev of Pollution Legislation
MARPOL - Annexes -

That's all guys! All the best
JULY 1994

SIRIL BARRY

EXAMINER: CAPT. W. N. L. T. M. H.

A: Entry, and I dropped my certificate from the folder. CAPT: What is it? SIRIL: My Australian Second Mate's Certificate. Oh! Had a good look at my Immediate Certificate.

Q: Ok! Mr. Barry, you have a good experience on Vesselship. Now you are a Master. How would you go about?

A: So, started off with checking certificate, bridge equipments, entering Ballast tanks & Gyro-compass. Every inch corner of the vessel (I love all these small, small details. It might sound to you silly about mentioning these small things but I do mention it).

Q: Ok, now Mr. Barry, old Captain gone. What all people you encounter?

A: Agents, etc. - - - - when went for about 5 days, 10 mins.

Q: Now you have record. Memos to sail. Now, how would you go about?

A: Standard Stuff, Quick to Port entry etc. - - charts, CNs sometimes on post. Please give them examples.

Q: Now, Orders to load, local hoveworks, you go about, preparing bridges, hazards etc.

A: So, please give him all too small details about how would you check, check covers, non-return values, all test how would make
arrangements for taking temperatures, etc. went on for about 10 mins or so. He lives a good amount of detail stuff. No superficial knowledge. Please tell him whatever you knew. If you don't don't understand his questions please ask him again and if you don't yet ideas you may also tell him in a very good manner that I don't understand Sir, what you are looking for, at this he would give you a hint or so.

5: Now you are ready to sail. So whatever happens, the Pilot onboard, tell him all About stuff from checking storerooms, preparing for sea, rigging sailing soonest 12 hrs before sailing, checking steering gear 12 hrs before sailing, give dust notice to E/R & Chief Engineer etc. went on for about 10 mins (approx)

96: Now you are on voyage, in the temperature coal is rising, ordinary cooling etc. — (approx)

14: Now the temperature after hold coming rising, rising.

Am: I shall close in towards the coast and keep the Radio Officer on standby because I might have to make into port of refuge (the good)

At 8: Now you are on voyage advertising 3rd Engine breakdown, (Is this room?) (He makes the sound)

And: All night until you understand heavy by
Both

Leaving go anchor, lowering lines, explain that keyhole,

How heavy the port of ships be tough enoughPlate

Ready to go under

Q. 9. On what headings is the bulling on

North and Southwesterly headings

Q. 10. Now heavy weather, what will do (TR)

A. Explain everything you know about

Dangerous, navigable 94 and what

Corresponding actions

Q. 11. What next? C Where you will inform

Chairmen, crews. Don’t forget

Coast Radio Station (CR) because you are the

Eyewitness at the scene, so that CRs can inform

Other ships about the weather in the area.

Q. 12. On your same voyage; you have another

U/L installed asks you to tow her?

So how will you get her out?

Now just before approaching the port you

Been aboard what actions (Clippers)

• I told him all the stuff, lead line, sounding

soundings taken and if oil spilled from the boat

tanker, I shall lower the U/L on the closest

side and take a mooring line and place

it all around the oil so that the spill

can be contained around the U/L.

(He was quite pleased with the answer as

Controlling the spill.)
D.T. House No 2: From front & back & ceiling.
C. And Do not depend on various instruments around - they are outdated.
Q 14: Now you are about to go into the front room what will do there. (Damage due to heavy weather)
(please do not forget to issue note of protest to ch-router or perkins or to the hull insurer (to whomever it may concern).

Q 15: RORs residual situattion no trouble
Fog Signals

Q 16: Buoys, cardinal buoys. Coming south you see north cardinal buoy

What action did you take? I shall never say. Career going to be very direct, but already I shall intercept, investigate, check my passage planning. Now take action. So on you will course to part what should you see. East Cardinal. The Mr. Nobody you are about past.

No what's feeling? He is looking into this confidence. Tell you answers. Be confident about what you say. At the end you will be the result.
Name: Maheswar Tiruchelvam

Examining: Capt. Whitting

Date: 19th Dec 95

Oral: Mates Class 1

Time: 13:40 - 15:20

Result: Passed

1. Responsibility as a MATE

2. Load Line Survey

3. Grain Loading - Preparation and information required and G.A.P.


5. Concentrated Cargo - precaution
   - Information required (T.M.L, Angle of Repose)

6. Heavy Weather Precautions

7. Dry Dock: Before entering, during and after.

8. MARPOL: All annexes
   - Requirement for Annex 1

9. Loading - D.G. good
   - Steel coil
   - Precaution to be taken during loading.
   - Metal bag
   - Tech
   - Wet hide
10. Heavy Lift - Precaution

11. As Chief Officer what you do during Cargo Operation

12. Timber Loading - Precaution.

13. Tank Entry - Precaution.

14. Helicopter - Winching

15. Fire in No. 4 Hold - You are on watch
   - Can how to use
   - Who to inform before activating if
     # (MASTER ICE)

16. Running Moor

17. Alongside Port - Captain is sick.


---

Capt Whitting is fair examiner. He likes to hear all about safety aspect, if possible give him some example. Help if you don't know, just tell him, he will lead to you. In R.O.R., be firm with your answer. He will try to change your mind.

All best !!!
1) BULK CARRIER LOADING - THE WORKS
2) GRAIN LOADING - THE WORKS (DOCUMENTATION, HATCH PREPARATION, STABILITY ASPECTS AND CRITERIA)
3) MASTER INCAPACITATED AT SEA VESSEL LOADED WITH 5 HATCHES OF GRAIN WITH TWO HATCHES SLACK, WHAT ACTION?
4) ANGLE OF LOLL, WHAT IS IT, HOW TO CORRECT IT.
5) WILL YOU OVERLOAD THE VESSEL TO CORRECT ANGLE OF LOLL?
6) IS VESSEL SEAWORTHY IF AT ANGLE OF LOLL? IF WHY NOT?
7) WHAT WILL YOU CHECK ON THE LIFE BOAT DAVIT
8) WHAT ABOUT THE WIRE, HOW OFTEN WILL YOU CHANGE THE WIRE? WHERE WILL YOU FIND INFORMATION ABOUT WHEN THE WIRES WERE LAST CHANGED.
9) HOW OFTEN WILL YOU CHECK THE LIFE BOAT WINCH.
10) IF LIFE BOAT WINCH OPENED WHAT TO CHECK FOR.
11) HOW MANY TYPES OF BRAKES ARE THERE, AND WHAT TYPE ARE THEY.
12) WHAT IS THE RATE OF DESCENT OF THE LIFE BOAT.
13) WHAT ARE THE DIFFERENT TYPES OF FIXED FIRE FIGHTING SYSTEMS, WHAT IS THE MAIN DIFFERENCE BETWEEN SPRINKLER SYSTEM AND GAS (Co2 & HALON)
14) WHAT IS RISK OF COLLISION
15) HOW DO YOU USE RADAR TO DETERMINE RISK OF COLLISION.
16) R.O.R (A NUMBER OF SITUATIONS)
17) FLIP CARDS OF DAY SIGNALS AND BUOYS
First he asked me 2-3 questions from the last attempt (Those questions have already been written down). So Examiner was Capt. Morrison. So Examiners don't bullshit about last failure. They keep the records.

How will you load Coal and Coke to Summer Tanks? How will you calculate the quantity of each, given the stowage factor. (You can decide the quantity of each) Simultaneous equation:

\[ x + y = \text{Total DWT} \]
\[ 1n + 1.8y = 2.8 \]

Given Stowage factor of each 1, 1.8

Hazardous while carrying (Don't forget temp piping)

One problem of DWA.

\[ \text{i.e., } DWA = \frac{F_{WA} (1.05 - 2)}{0.2} \]
6. What are the hazards of grain cargo after loading grain?

7. How do you calculate the loading grain?

8. You come out of Sydney — marked difference between gyro and magnetic compass.

   Ans — he is leading you to Ship Flinders. (Or — had much — where — why)


10. What instrument can be out of order and yet your ship does not become unseaworthy? — Ans — Radar.
10. What are Marine Orders? Do they have any legislative power? (In fact this was more of a discussion rather than a question.)

12. If you see a ship which has lost power and wants you to tow her — your action (note: ship is not in distress).

13. How will you make fast the tow?

(Note: He does not quite agree with Bob Tacker's notes. They are for professional salvors i.e., salvage tugs. He wants Merchant ship's arrangements for tugging.)

14. How much tow line is required?

Ans — approx. 1000 mts.

15. If you were being towed, will you hang off both anchors to give a bridle to make fast to the tow?

Ans — No (otherwise you cannot use your anchor to anchor once you reach port.)
16. How will you prove your defence as a master, if you encounter a breakdown in the ship at sea? The charterer could claim you did not exercise due diligence to make the ship seaworthy?

And I said — by statutory certificate — by records of conformity, machinery tests, etc.

He told me something called, "defence of fault and priority".

I did not understand this, but you better ask Bernie. I am not sure if these are the exact words.

17. Purpose of a B/L

18. Carriage obligations in Hague rules


(Don't forget the word "Maintenance Package")

20. How do the courts decide
De chain of towing a disabled ship) in case ship refuses to pay according to contract signed.

As: The value of property.
: The cost of towing.
: The risk taken to tow.

Q1. Is it a requirement that every ship must have an emergency fire pump?

[A]: In effect, yes, but a ship with two different machinery spaces, both having separate, independent fire pumps [indeed not have].

Q2. How will the DOT ensure safety equipment during safety equipment drawings? Make sure that ship's personnel are not bullshitting him by running main fire pumps instead of emergency fire pump.

[A]: I said by leash and sealing isolating valve. He said: I also by look at the pressure gauge of emergency fire pump.

(I feel 0 this small)
These questions are not exactly in the same order as I was asked. Blame it on my memory or the lack of it.

All the best guys.
1. Last ship, type of cargo, trade and type of charter. (Tanker)
2. Explain in detail the Inert Gas system and the purpose of the system.
3. Now the alarm indicator for the scrubber comes on while discharging cargo, what is the possible causes of the alarm. Would you cont. to discharge the cargo. Now you stop discharge, how will you rectify the problem.
4. Precautions for loading and discharging on a tanker and the check list.
5. Now you are taking over command of a ship (any ship) how would you find out if the ship is seaworthy. What will you check/look for. Explain seaworthiness.
6. You have taken over command and the port is closed due to an approaching TRS. Say you are in Hong Kong (he gives you the choice of the hemisphere). What action will you take?
7. I told him will get out of there. Why?. Now you are at sea in the same situation explain the characteristics of the TRS, How will the ship behave, the various stresses. How will you head?
8. What is synchronized rolling, pitching, pooping and the dangers of these.
9. In the same situation now you find there is water starting to flood your cargo hold this is due to a crack in the hull, what action will you take. When answering this question remember you are in rough sea.
10. Just say after all that you head for a safe port what information and action you would take before, during and after. (Don't forget the legal aspects).
11. What is Squat? What happens to the ship? Precautions when navigating in shallow water and narrow channel. What can happen when proceeding in a narrow channel at high speed. The various force acting. How will you overtake in a narrow channel?
12. You are proceeding along a narrow channel, you go close to the bank and you then you go aground. Say the bottom is Sand. What action are you going to take? Where to find the relevant information?. At the end of my story he says it is at a developed port you can call for tugs. How many tugs will you call for say a 50,000 dwt ship. Where will you make fast and how will you make fast?? The vessel takes a list action (stability aspects). What agreement will I have with the tugs. Why?
13. Preparations for Dry-docking, before entering, after entering and when leaving.
14. Explain to me what happens to the v/l when she touches the blocks. (He wanted the works on stability with the ways of finding out the virtual loss of Gm. Also had to draw a few diagrams).

15. What extra precautions and info to be given to the Docking master when you are loaded.

16. IMDG he picks out a DG and hands you all the volumes to find out the relevant information and why is the information important.

17. You are Master of a container ship chemical comes out of one of the containers, action. Then where to find the type of cargo in the container etc.

18. Precautions for loading bulk. Esp. coal and ore concentrate. Explain TML, STOWAGE FACTOR, MOISTURE CONTENT etc.

19. MARPOL annex 1, 2, 5. Also what is Port state control.

20. Various situations and the shift of "G". (Including on a container v/l where part of the container falls overboard, how will "G" shift.

21. Draw a vessel at angle of loll, list.

22. Draw the GZ curve then he says this is the curve at departure how will it look like at arrival say in 15 days time.

23. Grain stability criteria, Draw the GZ curve and explain and what is dispensation from trimming provisions.

24. At sea recd distress signal action and obligations. At the ship in distress how will you go about rescuing the crew.

25. At a salvage what type of form or agreement will you sign and why.

26. Standing orders for the officers on watch at Pilotage.

27. Ship handling, take a v/l to anchor, anchoring near a shoal, bringing a ship a/side without tugs with current ahead, bringing a v/l out of a SBM.

28. How will you go about hanging off the anchor.

29. Certificates carried on board my last ship. (tanker)

30. Fire in engine room action, cannot locate two crew will I discharge CO2.

31. Draw the timber load line mark.

32. Rule 19, 18, 7, 9, 10.

33. With models rule 18

34. Along a narrow channel (he shows the lights of a dreger but not restricted) which side will I pass and how will I pass.

35. V/L engaged in trawling, tow identify and action.

36. And Buoyage identify and one or two lights.

37. Also a question on DWA and FWA and to which marks will I load a ship (he draws a diagram).

38. Precautions for Helicopter landing, Helicopter crashes into the sea. How will I go about searching for survivors.

39. At sea there is a V/L crossing on the Stbd side and all of a sudden your ship develops steering gear problems. What action and lights to be displayed.

40. What is V/L constrained by her draft, restricted in her ability to manoeuvre.
41. What is the audible range of the horn in my last ship.

Note: The questions are not in order.

ALL THE BEST!!!!!!!.
About 15 situations of ROC on the boat.

Buoys.

Day Signals from the ship cards, along with their fog signals.

Remember when a sailing ship which is propelled by machinery, her fog signal is rest risk is one day that last once.

It stops (bookkeeper) she will give... 

Which statutory certificates are required by Aussie ships.

When do you do a Compass Compensation?

Is the Master of Aussie ship can compensate her Compass.

Do the Compass Swing in Mid Atlantic using the Celestial Object?

Dusk, Fua, & load line zones.

How do you ascertain ROC?

How much Cha you will give to a Sailing ship in other Ocean?

You are a laden tanker, about 3 miles off coast, wind force 6 on shore, engine breakdown, it will take about 6 hrs for repairs; action.

1. Make fast a tow.

2. Salvage.

3. Send a distress message.

That's all I think.
Orals Questions
Capt K. Whitting

Scenario
• What would you do as master taking over command of a vessel? Name the items you would check for and take over.
• You have received instructions from the agent on the next charter. List the sequence of events following this notification.
• An officer has just come aboard to relieve the present second mate. What would you as master be concerned about?
• A large change over of crew has taken place. What documentation must be done and what are the considerations?
• List the things to be done prior to sailing (in terms of documentation and operational aspects)
• Vessel departs port and will be dropping off the pilot shortly. List the considerations.
• You are handing over to the officer of the watch. What are your considerations?
• List all the preparations and considerations prior to entering port.
• At sea, a crew member has been missing for about three hours. Describe what you would do as master.
• Avoiding a TRS.
• List the considerations and preparation for entering next port.
• Vessel has run aground on a sandbank. List the actions required.
• Drydocking and considerations

Shiphandling
• List considerations and actions required to proceed alongside, coming to anchor, departing berth.

General knowledge on shipmaster's business:
- entries into official logbook
- obligations of master to owner, charterer
- signing on/off crew, articles of agreement
- arrival/departure port - obligations, cargo, officials
- important points on the terms of Charter Parties
- York Antwerp Rules
- equipment onboard in compliance with Marpol 73/78

Rules of the Road
• Identify, fog signal, describe the action to be taken for the following:

2 points on port bow
O W
O R
O G

Right ahead
O R
O R

2 1/2 points abait stbd beam, closing
O W
W O
W O

2 1/2 points abait stbd beam, closing
R O
O R

Compiled by Peter Lim
25 Jul 1995
1) Taking over as master. Arrived at Jolly. What are you going to do. All considerations.

2) As master what considerations will you have to the on going cargo operation.

3) A gentleman presents himself as the new 2nd mate, what all documents will you check.

4) Preparation for sailing. What instructions to your officers will you give. Documents required prior sailing.

5) dep. post what considerations prior disembarking pilot.

6) After dep. of pilot handing over to duty officer what instructions will you give?

7) Midnight - 2nd mate calls up and says that wind is picking up and barometer is falling. What are you going to do?

8) Mean ture weather worsens and the C/E runs up to say his fuel valve is jammed and he cannot give engine. What are you going to do in this type weather.

9) Coming into port to anchor. What all considerations? Same ture one crew member falls overboard. What action?
10) How if anchored the weather worsens and during the tide change you run aground. What action. This grounding occurred @ low tide and nature of bottom was sand, who want you to refloat the v/l.

11) After re-floating you go to a berth, whom until you call for assessment of damage? Documentation via note book etc.

12) ROR

A ship on 8°deg Sd set 2 points aboard the beam Action?

O° or 2 points on port bow.

O° or

A not under command v/l behind you and gaining. What action.

O° or O° Action?

Heading 090° you see a west cardinal buoy right and what action.

13) First Achor

Here

Tide

To berth and unberth shed side a/s.

C H E T A N N I G A M
P A S S E D
24.7.95
1400 HRS - 1520 HRS

CAPT FITZPATRICK
LUKE TOONEN
MASTER III → MASTER II
(OFFSHORE INDUSTRY)
PASSED

1. LAST SHIP - KNOW IT WELL (10%)
2. HE ASKED ABOUT JACK UPS & TOWING SAME.
3. VERY INTERESTED IN FIXED SMOTHERING SYSTEM - HALON / CO2. ALL RELEVANT TO LAST SHIP.
4. FIRE IN ER. (WO TO GO)
5. TAKE OVER AS MASTER FOR OCEAN VOYAGE, ALL DETAILS, PASSAGE PLANNING.
   WILL YOU SAIL IF TWO CHARTS SUPERSSEDED, CAN'T GET NEW ONES BEFORE ETD. AGENT/OWN PRESSURE. CERTIFICATES ON BOARD.
6. AUSSREP PROCEDURES. (KNOW IT ALL)
7. DISABLED ON S/LA: AT SEA, HOW TO STOP ROLLING? CAPSIZING? STABILITY, ANGLE OF DOWNFLOODING. ALL PRATICAL STUFF.
8. NOW ABANDON SHIP. FULL PROCESS. AFTER HAVING DONE EVERYTHING. I SAID I AS MASTER WOULD TAKE THE SHIP DOCUMENTS, O/L/DECK LOG. HE SAID, "WHAT THE HELL DO YOU WANT THEM FOR?!" I SAID LEGAL ASPECTS, MARINE INQUIRY ETC. HE SAID THEY WOULD BE OF NO USE, EXCEPT MAYBE CREW LIST ON AGREEMENT - THINK ABOUT THE ONE.
9. RADIO EQUIPMENT ALL BURNT OUT HOW WILL YOU ADVISE MCCC OF YOUR POSITION ETC. IF THEY ARE SEARCHING FOR YOU DUE TO
I said last ship not full GMOS, so use life: AT radio 289. So okay, but you have no radio, what now? He wanted SRT off you EPIRB to restrict search area even though not in distress.

**Rule of Road.** Know this thoroughly, the usual questions, S/V he likes. What if S/V can't alter to SBD? Luff up to wind, let sheets fly (stop) quit a few bouyage cards and day signals.

Very fair examiner, take your time; especially with ROR. Know it well, with general questions tell him what you know but do tell him if you don't know something he asks. We will talk you around it. Go in with confidence and make firm decisions. You are now the master.

All my practical questions he allowed me to relate to my last vessel, so know it well, that helps a lot.

**ROR:**
1. TSS RES VIS.
   - Action, fog signals?
     - Ans: A/C to SBD, then another V/L on SBD side of S/V.
     - Ans: A/C to port you are o't V/L.

2. Go or
   - Ans: Stand on.
   - Okay what if this V/L showed flashing yellow LT.

Good luck!