Masters Orals Examination Questions and Answers As Supplied By Australian Maritime College Students from 1989 to 1990

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University of Tasmania Library, November 2012
SURJIT SINGH GHUMAN
MART MCALLISTER
RESULT: PASS
(Total 150-4)

3/4 towing situations, V/L constrained by draft

Actien: D

OLV

V/L 'B' exactly 22.5° abt her beam at constant beam. If she a overtaking or crossing

V/L 'C' (Ans - 91) in crossing V/L

Since she is exactly 22.5° and not more.

OLV

Jetty:

OLV

OLV

R/H fixed pitch propeller - healthy post side aday. (Ans - make short sail and

down to stern)

Bill of lading - freighting

Seawardmen under Hayne rules.

Plain carry out of Sydney, Standard Company.
will said or not (Ann will not said).
Ships if gyro goes on bum - no compass - that
means U/C is not seaworthy according to Navi-
gation Act.
Strip the company and adjust - All steps
specially he would like to know deviations
and East and West heading (when you ship
fenders best (in both Hemisphere).

Grain Icyly - Calculations (only basic) and DOT
Inspection of hold & Bilges. Stability of
Stability booklet - G
t
Dry dockery - responsibilities of mate below,
during day-deck and on departure.

Squat, Interaction

Anchor - Pilot relationship.
Pilot ladder rights, dimensions and precautions.
U/C of anchor - anchor design - what limits
C Ax - NUC light
when in sight of one another, is then any
absolute restriction in EU rules that you
cannot alter to Port or Stbd when you are
Stand on vessel.

Rule 19 (b) Adjust by stand on U/C in
sight of one another.

After initial plot - alter course to
qu's and other ships, and hold CPA

ARRA alarm (Don't forget last forever)
How many hours can ARPA detect minimum
An: "Auto" /manual mode = 20 mph (30 min)
Manual = 10 L.A.CEL (4 Min)
37

(8) What speed Sat. Now used, what speed APPA was.
In shallow water, how will you feed speed
to APPA (Am Fed manually speed) deppel gain you speed over ground.

(9) Different types of log. Upto what depth depth log is reliable for measuring ground speed (Am = 50 mts)

(10) Dorside SWL 5 tons - what SWL wire will you use (Am = about 2.5 to 3.0 tons);

(11) Other home for Gun (Am = doubling the wire).

(12) Why do you use manropes of 32 mm (Am = good grip) (Most 32 mm gives SWL 15 tons, and

it's only gear to be used for climbing).

(13) While Pilot Embarking or disembarking will you
des desplay R.A.M. (Am; by rule your
should do it, but since disembarcking is short-
normally you don't do it).

(14) How would you take over an Master
with whom will you register your name (Am = collect
callers of Custom).

(15) In standard crayons - why would you first
step Gilrins (Am = box, then sperad and then
other mecapets - why in this order ?)

(16) S.T.C.W Convention (Just know its
Contents and for what purpose it is, and
forget that Standard Standing orders one gives, for sale Navigating watch keeping).

(17) In dry deck, one of us was permit
Procedure and precaution

(18) First try point, range of sights.
Fluor, contingency
Plan; Range of sights Whistie (Am = 2 mts)
Sea trials / different manoeuvres and
their results. Advance, transfer, Transfer
turning circles, advancing circle
at different speeds, clearing circle
at different speeds and in deep and
shallow water. Will it turn a circle some of
at different speeds.

(32) How would you determine in wheel over point
with the help of turning circle diagram
with Code of Conduct / Sanction, & who has
the power to sack / dismiss

(39) What is Marine Council – who are the
members (who is Chairman – Ann is Directly
Managing Personnel from Marine Dept).

Good Luck.

Surjit Singh Ghumra
SAMAD KHAN - Master Cl. 1. Capt. Fitzpatrick
PASSED

18/12/84 1340 - 150

Startled by with R.C. about 15 situations, learnt to know actions underway & making way. Sometimes fog signal any day signals.

1340 - 98 - Boats and 6 Flaggs - Slip cords.

Can you name your load ship? - run - cargo gear onboard & into cargo you wish to carry? (My load ship was a break bulk what are conventional non conventional containers.

Can you load a non conventional container, load one makes on a conventional container. (I made a mistake mentioning here.

IMOA - Audit Supplement

Timber load lines - where are they located, how much do they mean? (wants you to tell him that you get reserve buoyancy.

Can you load full load of timber on deck and iron ore in your holds? (YES) Why? Timber rules and lines are only for timber deck cargo.

Are timber load lines under Sols - No under timber deck. Ship's ramp - rubber packing is leaking. Action;

You have full load of timber on deck. Heavy weather, wind hits to 10°. Also rain. Action.

SCC 10 PP Certificate - Validity

When survey's carried out & what all has to be checked.

As a Master - how will you prepare for dry dockying.

Coming to cargo from sea - How will you prepare?

Ship handling - Running moore. Then from the moore proceed to berth (Stbd side)

[Diagram]
* TRS - what is LHS + RHS. A hemisphere avoiding action (give him Subros stuff). What is wrong + what will be the pressure before ahead of behind the trough.

* Compass: what briefly, how will you seeing your ship leave the forest (Do you format properly)
  How to correct for a Coeff ABCD + E.

Well guys - that was all so far as Scan number. I made a few mistakes, but he helped me out.
Be cool with him. If you don't know the answer tell him.
He will tell you - but not very often.

Best of luck

[Signature]

Amaral 18/14/86

Ya - one more how to keep it,

Ye cheap with every crappy action
I have never loaded containers, but he just asked me general questions on containers:

- What is a CSC plate (M.O. 44)
- What information you can get from the plate.
- I gave all which also included Rack test load value.
- He asked me what do you mean by Rack test load value?
- What happens to the container when it is racked.
- What is (ACEP) it is mentioned in M.O. 44.
- It means 'Continuous Examination Programme'.
- What is conventional container & Non Convention containers?
- Will you load a container without a CSC plate?
- When is the next due date of testing? Ans (Every 30 months)

5) RoR
- To whom does collision regulations apply?
- When will you proceed at a safe speed? Ans (at all times as per Rule 5).
- What is the definition of vessel, vessel engaged in shipping, vessel constrained by her draft, vessel restricted in her ability to manoeuvre.
- When does risk of collision exist?
- What bearings will you take to determine risk of collision. Ans compass bearings (as per (d) Rule 7).
- What you mean by non displacement craft?
  Ans: AIs cushion vessel. Also remember the heading of an air cushion vessel is no indication of the direction in which she is moving. (Ans given by him)
- 10 to 12 models only action required. He asks at times to identify & fog signal of that particular vessel.
  He starts initially by saying: You go on the bridge & take over watch from the duty officer. He puts a model of your ship & says this is the same last ship you have worked on.
During the same speed. It is a clear night. If you assume there is risk of collision then risk of collision does exist & then takes action accordingly. He says he will accept only your first answer. (Take your own time but do not make any mistakes in ROR) He does help you out. If you are good with models (in board with lights) you are sure to pass. When there is no risk of collision maintain your course & speed. If you alter unnecessarily he does not like it.

6) What all will you record in the official log book when you take command?
   - What all will you check when you take command
     - Certificates, manuals, rounds on deck/ accommodation.
     - If your safety construction certificate expires on the following day & you have to take over command will you take over?
       Answer is YES.
   - Will you sail out today if it is going to expire tomorrow?
     Answer is YES.
   - What will you do.
     Call up a DVT surveyor of the next port & ask him to survey the vessel. (Ask agent if required)
     - What certificates are carried on Passenger vessels.
       R. Imp Passenger ship safety certificate.

7) Open Moor.
8) Anchoring in deep water eg Gibraltar 70 fms depth.
9) What all will you do approaching pilot station.
   Do not forget to try engines astern before picking up pilot.
   IMO regulation.
10) How will you find out the radar is tuned?

   BEST OF LUCK

Passed

11/28
1. How do you know ROC exists?
2. NUC constrained by DRAFT, restricted in ability to manoeuvre - lights/signals etc.
3. Collision (self on container 10,000 GT speed 10 knots) with cargo vessel action.
   Pick-up survivors do not forget to tell him you will contact COAC Council of Survivors.
4. FPK damaged action in collision action. Entering Dry Dock, leaving Dry Dock Full Information.
5. Flip cards, Buoyage, Flags etc.
6. Also Compass Compensation in Full Alter Repairs etc. to FPK Tank.
7. ROR about 30 situations.
8. Anchoring Standing Moor and then Reathing a/side std. side.
9. Asked will you Tow the damaged vessel after collision. Say No as self also damaged. Asked about CP clause etc.
10. Taking over as a Master, action and all Sightings you would do.
PRECAUTIONS WHILE KETOLING S/R (COMM. ANNEX, 2-1964 Harvard etc.)
WHICH WOULD YOU VENTILATE & PRECAUTIONS (Koepfle officers at the rear of the fire, to above). Offd. to check all areas closer to (1) before crew can enter.
ROR = Rotating of the R/O crew, like the ones mentioned elsewhere in this file & the 3rd pool.
Remember hose & sailing UF, etc.
How would you know if there is a risk of collission.
The hearing taken (should not be admitted).
Cause of loss: (ref. E).
Loses Bi. Charge: With latitude of distance, far too much, why do you not remove it at the reactor? CH is rare. What is the cut-off lat at which a Mag. Compass cannot be used (I don't know).
You are taking over a ship, & Submerged in SW, will you take over? No. You are in Command & Submerged in SW, is that an offense? No. 
What will you do (check fuel, bilge etc.)? Take the ship to the nearest dock to put with dock facilities.
Why would you not Submerge the (in the Tech reason) — The
Free hand is indeed un.. Unre.. un..

End of could

Raju.

All the best.
Capt. M. FitzPatrick

Time 11.20 am to 12.20 pm

Feb-Dec 1988 (Limited)

Masters Class I (Full)

Only Oral 10 April 1994

Started session with my last ship, Keeper (Banana).
2) What precautions while loading & at sea.
3) Effect of CO₂ on Bananas.

Asked if he had taken any sea trials in 1988. (Yes.)
Then said that situation as same, i.e., clear vis. Radar pl.
& other systematic observations etc. etc. & Risk of Collision exists.
Give me your action. Your first answer only will be valid.
Take your time (not too much: 10-15 sec.) think & answer.

ROR

2)

1) Port bow action
2) Stbd bow action
3) Port Q.B.
4) Port Beam

Tug < 50 m in length

length & tow < 200 m. Not restricted in her ability to maneuver

5) Fog signal (says himself if in restricted vis.)

5) R D

1) Port bow action
2) Stbd bow action

Fishing V.S.E. underway
3) What lights in underway/making way the V.S.E.
or at it & at anchor.

6) W D

1) Stbd bow action
2) making way/not making way. what lights.

Power driven V.S.E. < 50 m in length.

7) W D


Power driven vessel probably greater than 50 m.

OK. Towing V.S.E. < 50 m & length & tow < 200 m.

In restricted vis. Fog signal of both options.
Preliminary Notes on Entering EIR (Catastrophe, escape, etc.).

When would you venture EIR precautions (keep the offices at the rear of the fire to above). All issues to check all areas clean of any break area and ensure all exits are clear.

FOR: Most of the old areas like the ones painted green in this file + the # floor.

Remember the loss of Strike W/P. How would you know if there is a risk of collision?

The bearing taken [should not be accurate]

Cause of # floor:

- Does EIR change with latitude
- Fleder's Law - too much. Why do you not remove it at the equator. CH is not.
- What is the cut off lat at which a mag. compass cannot be used (I don't know).

You are taking over a ship. Q. Submerged in sea. Will you take over? No.

You are in Command is Q. Submerged in sea, is that an offense? No. [It is only an offense to take an oil tanker in order to Sea]

What will you do? [Check fuel, ballast, etc.]

Take the ship to the nearest ship yard with dock facilities.

Why would you not submerge the # (in the tech sense)?
7) Continued:

2) Std bow action.

8) WO R O

1) What is it? (Plot V/C at E) < 50 m.

2) Fog signal.

3) What lights when underway/making way/not making way.

9) R O W O

1) Fire on Std bow action.

Fishing V/C under way, making way seen from astern, with nets extending >150 m from her.

2) Action. Which or how will you determine as to which is the stern light & which is the nets light? C systematic plotting will tell me her true course & spd. So I will know which way she is heading. Accordingly take action.

(For all give maneuvering signals before taking action)

Now Restricted Vis Situations:

10) A

A is my ship. B is overtaking. Risk of collision exists.

1) Action by me since B is overtaking.

Any I will alter course to port by using moderate helm and keep B o/c because if I use full helm my stern comes to STD. Since I have altered C to P B will not alter C to P. Port as rules say V/C shall not alter C to P for any V/C found of her beam.

11) B

1) Action. Fog signals.
12) 1) Any V/C, in transit by drift
    (what signal/days)
    Risk of collision exists. Action
    B is a power driven V/C.

13) 1) B' V/C NUC. B' giving V/C
    who gives way. &

14) 1) What is it?
    2) What lights when at Q, underway/
making way/not making way.

15) Shown on 6-7 flip cards (day signals) Cards
    for identification.
    1) Shown sailing V/C under power, what lights at night
    2) V/C aground in one in distress (No.). In distress
    only if any signal is made.

16) 1) Why lateral marks have not to have (2+1) rhythm?
    2) Safe water marks, Which side to pass & why.

17) Taking over as master, (on an Australian ship)

18) B is

Buoy

Buoy

Buoy is north sea open waters what will you use to make fast?
A is my ship, B is missing large under power to take in
m cable. Which will you use (any)?
2. How will you hang off your E & W wire?
3. From where will you send the cable.

Any:- use any anchor & to be hanged off in the house pipe (he does not want davits method).

pass the cable thru the fore center lead.
At pass 2 turret sheet armed by stove. Turn the wind come close to buoy & pass slip wire to tag to pass the eye of buoy. Maintain pos - by using engines. Then pass the E cable. One cable is just to buoy black slip wire, & wear cable to required length. (Do not remove the slip wire).

19) Dry docking
1. Precautions before entering & before leaving.
2. How will you know that the ship has touched the blocks.
3. Where are the blocks placed. Where are the side blocks kept. (Note: - under the transverse floors, as these are the parts where the ship is strongest - transversely.)
4. What is critical moment?

20) Compass:- We on voy. from Japan to L.A. 3 days. Voyage Compass shows about 4° E error. 4th day.
10° E error. 5th day 18° E Error. What will you do.
Ans:- After usual checking as to why the error. Have users mind that something wrong with the compass. Most probable pivot pivot point worn out. Change Compass knob.
2. Will you swing the ship again -> No.

21) Can Master compensate Compass.- Yes, but only his ships compass. Master not a learned compass adjuster to adjust some other ships Compass.
22) How will you let go if in an emergency?
   Ans.: Knock off ladder end.

   **PASSED**

   That's all I can remember boys. He knows that you are nervous, but don't show him you are afraid. A frightened master is of no use to him. Be confident in your answers. He helps you giving hints & helps you along if you are getting stuck. Be very good in ROR & though in it works since as a Master you will be required to it a vessel.

   All guys must see Capt. Mike Keating for oral preparations.

   **All the best.**
1. All Flip Cards.

2. When does a sailing v/c give way to a power driven v/c?

3. When is a fishing v/c not a fishing v/c? Answer: When trolling.

4. When does risk of collision exist?

5. Taking Over as a Mate - What do you check?

   
   \[
   \text{Shut of \ D = \frac{20 \times 20}{500}} \times 6.
   \]
   
   \[
   = \frac{20 \times 20 \times 20}{500} = 2.67 7.
   \]

7. How do you check internal contamina of wires?
8. What do you call inboard + outboard device. (Ans: Stay yard)

9. Shipments of dangerous goods - Precautions, procedures, checklists etc.

10. Hazards of liquid bulk cargos -

11. Precautions of loading coal / carrying coal. (Ans: Do not forget temp. pipes)

12. How do you make a make fast a tow - (He wants making fast arrangements)


14. Error of Loran Nav -

15. ARPA - Requirements (Geronic)

16. Why World datum "WGS 72" and Australian datums are different. Earth's Axis - WGS - 72 = Centre is for whole world. Australia - Centre taken as centre of Curvature of "Australasia"
1) V/L Aground due to steering failure? What action (in narrow channel, deep port). Ans: drop anchor - Emergency Station Assist with TL Tug.

2) Procedures for refloating the V/L (tidal, debalancing, discharging cargo)

3) Short Turn Around in narrow channel with Tug. (Drop anchor is important).

4) Forepeak Damage - Procedures:
   Ans: Go back to port to do necessary repairs.

5) Action - If dry dock facilities are not available in that port.
   Ans: Temporary repairs (underwater welding).

6) Dry Docking with cargo - Precautions

7) Testing Forepeak Tank - Pressure Test
   Ans: Fill the tank until water overflows through sounding pipe. Visual check of all sides & tank.

8) Before refloating the V/L in dry dock precautions:
   Especially remember to drain out the forepeak tank, which you filled for testing.

9) Load line survey - Preparations

10) Cause & Effect - Coefficient B = How you correct

11) Cause of Heeling Error

12) Precautions to be taken while loading Dangerous Cargo in Containers

13) At sea - Leakage from Container - What action?
   Ans: Control the damage by using deck water. Remember: Do not open the container. Disband
29/12/22
Mr. TANG (Master Class 1)
Captain Fitzy

1) Pelorus - can it be used to determine risk of collision?

2) 
  what possibility?
  can it be at 5 |
  fog signal for each.

3) 
  you |
  no action
  what to you do?

  if take action, which side do you alter?
  how much do you alter? Ans: show her your port-side light.

4) Safe speed.

5) Towing vessel - fog signal -

6) Leading coal - what document - definition for flow moisture point, moisture content, angle of repose. how to determine?

7) Do you trust shipper's figures? and just load the cargo without testing? Ans: no, test sample before loading and during loading.

8) Why? Do you need to calculate the stability before loading coal? Why?

9) Vessel leading timber deck cargo, can other cargo be loaded into hold.

10) Ship is listing 10°, what would you do?

11) If A of bell, what would you do?

12) If due to shift of cargo, what action?
13) If you ballast the ship, do you feel the ship would be overloaded? Yes.
14) What would you do if depth of the port is too shallow for the ship to go alongside?
15) Difference between conventional and non-conventional container
16) Can you load container without CSE plate in China?
17) Can you load container containing D.G. straight on the ship?
18) Can you load class I cargo in container (see AUS supplement to INCODG)
19) Master is very sick, you take over, will the ship be going to yard, what preparation?
20) Do a standing order.
   What sealed is good for?

If tide change which side ahead.
Do you prefer the ship to turn.
AUS:368) How do you do it? (use Engine)

21) Proof load test for crane & derrick?
22) Do you do proof load test on lifeboat davit?
23) Annual survey, what do you check?
24) How often do you change lifeboat falls, change end to end

Size of lifeboat wire: 6'37

What is 6 and what is 37?
If you have to change the wire, how do you determine what wire to order? (refer to old certificate)
4. Join as C/O how to check lifeboats (wire, moving parts, brake etc.)

5. How to load 2 different cargoes so that the vessel is full and down.

2. SWL (U) meaning, why SWL 5 T device are 20 mm wide, how a 5-ton load may be lifted.


8. Procedure to load grain.


12. How much freezer's ton to be used in Sydney, Rotterdam & Singapore.

13. A YC just left Sydney and is reported big difference between Gyro & magnetic compass. What action would you do?

14. **The order of shipping** cattle & hand iron

15. Why magnetic compass without magnetic compass the YC is considered as unworthy.
S/P/M & SF how do you check if lube oil not working?

What are the limits of P/M & SF

Oil discharge monitored

Manifold Ammon - I

Amour - V

Dedicated ballast / SBT (What kind of your last ship)

Difference between 2

How would you prove that your O&O is actually monitoring

100 PPM? (Shaw laboratory)

10PP - Everything including Supplement

Duties of Chem's

When is a bulk arrival ship?
What would happen if you failed in your duty as a carrier

150 T - In detail - whether 150 T in a mast or Australian ship

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Track Plant to Buoy

You are in going to a buoy for layup, how will you tie up? Are full precautions from arinod, hanging off the

The wind from 10 - 12, you begin to drag the

barg? What about?

BP or pumps? Whether irreplaceable or not.

TRS - depending went ships. What action in case

Warning - What avoiding action - Signs Preparative

as needed - What happens if I winch?

Hand Line friendly - In detail

When would you deconsign a campaign

You Gyros fail, how would you check your logs of

a WH. -- Perform pumps and etc.
20) Definition of wave, wave cannibalized by drift.

21) A wave fishing with trelling lines, lines entangled in propeller which caught fish in the area.

22) Cardinal system - Came one all 4 bags, and said that was a shoal, place the bags.

23) 

[Diagram showing cardinal directions and a shark symbol]
Where do the Codes Apply

Flags

Difference between POS-2 & Munding

between 2 nations signed by 2 for what criteria

Receive demands on CH-16

1) 500 miles away

2) 1000 miles away

Dumping & Garbage - what regulations?

that the Sugar Knows that [redacted] has satisfied

Annix [redacted] when chkd & came into effect, has it

came into force in... when.
CAPT ALEXANDER Vs LOBO

MARINE ORDER 32 (COMPLETE)
DRY DOCKING PROCEDURE
(BEFORE GOING IN, AFTER TAKING THE BLOCKS, IN THE DRY
DOCK, REFLOATING). STABILITY, FFA, COMMUNICATIONS, SHIP
SHORE CONNECTIONS, ELECTRICITY, I.S.C.
*DON'T FORGET TO MENTION S.F. AND B.M.
GRAIN LOADING
DAMAGE STABILITY I.M.O. STABILITY CRITERIA
DIAGRAMS K,G,B,M,
PYROTECHNICS LINE THROWING APPLIANCES
R.O.R. RULE 19,6, DEEP DRAFT V/L.
INFORMATION ABOUT YOUR PREVIOUS SHIP.
BUOYS
PASSAGE PLANNING (EVERYTHING).
TAKING OVER AS MASTER (FULL PROCEDURE).
Pass

Allan Lobo / 8

1. Last ship, trim, cargo loaded
2. Jump load cond - why? (To reduce C.M.)
3. Fire detection system? Blow through CO2 lines for testing
4. What Markings on CO2 bottles
5. Cargo Material handlist repair
6. Testing Cargo gear, Shackles (check list for you to check)
7. Start you off on a voyage
8. How to load grain? (Calculations & in detail)
9. How to shear
10. Start you off on a voyage - grain shift - action
    Strandling - action (in sand bank)
    Comming along side, Standing moor, running moor
12. Note of provid
13. Short turn around
14. Safety construction survey - details
    Cutter ship ready for heavy work
15. Crossing port to start
16. Crossing port to start
17. Crossing port to start
18. Boats clean about underway, making way
    A keeps shifting model of stuff asked
Secretary of Court - naval master

New building - All surveys, test, sea trials, inclining experiment I take over command.
Checks, Los Rurias, signing on register.

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Bill of lading note

Complete sea trials - all manoeuvres - zig-zag manoeuvres - why - how - overshoot - who initiated [Name]

Spiral manoeuvre - race

Tiding over command master hospitalized

Taking ship to sea - obligations as master.
Compulsory pilot - doesn't foresee dangers.

Action as master - then final action to disembark pilot. Necessity of o/c - pilot ladder Royal

O/L/B - entries & requirements

AQ/B Class bulkhead Union standardize tests

Last ship - manouevring characteristics - whole flying - what careers

Coming to 20 feet from sea - bertoing south vessel with wind on beam 7 1/2 A.P. action - complete
and stop engines.
Now what? Check for casual damage around all tanks? Own ship no own ship now everything OK? Other ship 10 m gone in E/S. What you will do? Other ship repaired or reduce leak? Proceeding to next part 3 decks, This Mentor wants you to assist till next port. Will you? I said yes.

I had pressed my commissions.

V. GANESHAI
TO, SERTU, 15/1289:

Your Vessel take pilot, are you transparent person's at sea? So that you can display Red-white-red or not. ?
Nav.Aids, SATNAV, what to impor, position, Ht. antenna, cos. + spd, what's GDP?
Rule 7 (b), use of radar to (i) long-range scan,
(ii) Radar pilot, systemic obs.

Radar pilot, complete DAW Diagram, A/1c 816° 60°

what's new CPA?

AEP, alarms, when will vector's relate, what is shown in one minute.
Narrow channel effects, Barton's Cross, Sustains Squats.

Geely. alongside (i) turn with it
(ii) turn without it

Waister take over, procedures, legal requirement
Quite details are required.
A disable V H asked you to tow, (not distress)
Will you do it? 
Consult owner, charterer,
What's reward $.
Suggest charterer to cancel no.
"You may now. Master in competent. What to do? Can you supersede him?"

Ans: IMD basic principle, do not hand over watch if receiving officer is incompetent. But he is the master, so that calls C/O.

C/O can supersede in some circumstances. Make entry in OLB. worn witness.

Ans Rep, apply to what vessels? What's in sailing plan, daily report? What's in deviation, when you send?

Note: sailing plan included a nominated time, decided by the master, to send daily report.

Out of Blantical knowledge (Teaching) now.

Why sea safety in Canberra?

Ans: if the capital, Foreign Embassy is easy to get Fagship Information, interpreter
1. Taking over duty as master.
2. Green loading. (didn't go much deep, since I haven't been on bulk carrier. Stability IMO criteria, volumetric height)
3. If you taken over command on bulk carrier. Loading two type of bulk cargo (solid). How do you load with minimally loading cost. (Securing)
4. New master of bulk carrier to get exporting advise
5. Tanker safety & checklist.
   Crude oil washing. (Not just only Intraduction)
6. Y/L Berthing in a port where there is no tugs and pilots, will you sail? (No)
   Company superintendent insist on you that if you don't sail the Y/L might loose charter, will you sail? (No)
7. Y/L alongside berth where there are no suitable for servicing and ship get light, ship takes water line and water leaking: what action would you take without getting late to sail.
8. What is Certificate of class.
9. `Material handling, registry with full detail and Marine order E2'
10. Dry docking: Normal procedure (important when removal bottom plug, who has to be present.) Master
11. Running mast, Baltic mast, running short hand, twin screw outward turning propeller and fix propelled right hand.
12. Berthing a ship with wind a stern.


12. Unberthing with strong current a stern.

13. L.S.A.

13. Life raft and lifeboat in your ship.

14. Fitting of A.A.A. E.P.R.B.

15. General average and particular average.

16. Boys 5-6 don't similar to slipcord.

17. A.O.R. about 10 situation mainly in restricted visibility. Annex 1


3. Shallow water effects; Squat, interaction. Also interaction between a tug & large vessel.

5. How will you determine the D.W.A.?

6. One radar plot: Complete this.

7. Seaworthiness: obligation of owner under Nav. act '79.
Capt. D. McGlashan

R.G.N. - Special circumstances - Mostly 2-3 vessels
all models on cardboard so from college

Buoys - Lrg. A bit clumsy to know distance & reason
for their board and where used

Sailing vessels - difficulty & through explanation of rules
Sailing vessels - difficult & through explanation of rules

Special regulations -特殊的 regulations as Master as by the

Colours & especially Rule 2.

Have you considered special circumstances, loc, distance

Intentions of other vessels & departure from ships

Upheaving, - anchoring, hanging FF, standing FF, turning beds, Tugs, then made fast, getting,

Navigation - Splt B calculation in Sydney Heads - debit

Magnetism - Splt B calculation in Sydney Heads - debit

Magnetism - then Compass gyro goes kaputs - then you realize

that Compass has not been adjusted - carry out adjustment

full fundamentals at Hods P 8, 9, 10, Rotterdam, Tokyo, Swedes

Distress Call for - call for assistance as Master - Distress

Operations - call for assistance as Master - Distress


General cargo - fire - in Hold - 4-6 Class bulk

Fire plan - All LCA, FFA (Msc 15, 25)

Halon - 1301 - R X 1 fire ironers

Loran, SNAV, OCEA, DECCA - (Operation) keeping close track.

Salvage, bill of lading, functions, 

Figulations as Master - Seaworthiness - take to

Substandard ship to see. Also see Carriage of Goods.
3. **SWORN ENTERPRISE Definition according to NV Act. and later according to S 246c carriage of goods not associated questions? - what does lead bundle show wrong contract? damage charge mean?

4. Procedure to take over as master of ship. Letter of authority from company. Must sight "Bill of Lading" necessary for the safe conduct of the vessel i.e. base, id. certifying, name on that of Register, Customs House Order name and "Declaration Agreement" C & G entry - almost standard terminology for entry.

5. Obligations of master upon receipt of distress message. Under what circumstances does master not file to proceed to distress?

6. Case of involves in collision. Responsibility of master. When to responsibility regarding other vessel cease.

7. Other vessel requests tow. On you: - check losses of ship. If no other refer to Request. (salvage may be worth more than penalty under C/R)

8. Some important C/R cases - deviation to ways, salvage, general average

9. General average, what is it? (Gave an example by way of explanation). Had a ship of Hamburg called "

10. In the range of wool damaged by ships' water. Causes spontaneous combustion. Can't put fire out.
using SW. In some cases how can we manage
Efficiently. It is more what in general average a
large in particular average. (Ship shore would
be first in line in analysis of sales etc.
ascertain percentage of FIV x SW).

9) IBM 55. What on it- Explanation of
IMRIRHT, COST/H/SW/SW/TP/EPRB, C.E.S.
L.U.T. Cleannry of Persons joining from
206 - 120 3 EPRB.

10) Standing orders you would make as master
back at port & etc. Your answer is "Standing
orders is set based on the principles to be Oberved
in keeping a navigational watch" (STCW).

11) Major 11.0 Conventions: - SOLAS, Mearmec etc.

12) Introduction between a tug and own (larger) it

13) To clear ground. Anchor inside Sydney Heads
DET surveyor among other boards etc. What
is DET surveyor interested in. (Sighting approved
stability Book - Gross loading and chediting
stability calculations for the intended voyage)
DET surveyor will also go down the holds, what
will he do there? (Check the operation of the
ladder). little bit on 5-11 form. What will
surveyor look for there? (difference between
permanent loading moment and actual moment).

14) Helicopter operation. (Two people on helicopter
near landing area. Drone on search, others crow
her etc. Responsible officer in charge Dick.
Person landing looks to wear rubber boots.
grown (cleaning of all those year round)

Bunrep. On a voyage from Darwin to Fremantle when do you extend your sailing plan. (What is western limit of Bunrep Area) 
Message proceeded by F J J. What does this mean. What Australian vessels do not have to comply with Bunrep. When do foreign vessels have to comply.

3) Within the Bunrep area. Sea safety Canberra designated you as on scene coordinator. Where would you find the information telling you your responsibilities. (Australian Safes Information Manual but was looking for NESARE manual).

No B.O.E or Bunrep. No cargo work on cryotubing.

Questions on rewritten were not asked in that order but were in the essay of a continuing story when possible.

Bureas are very fair especially when going for your career and have had previous experience in life.