

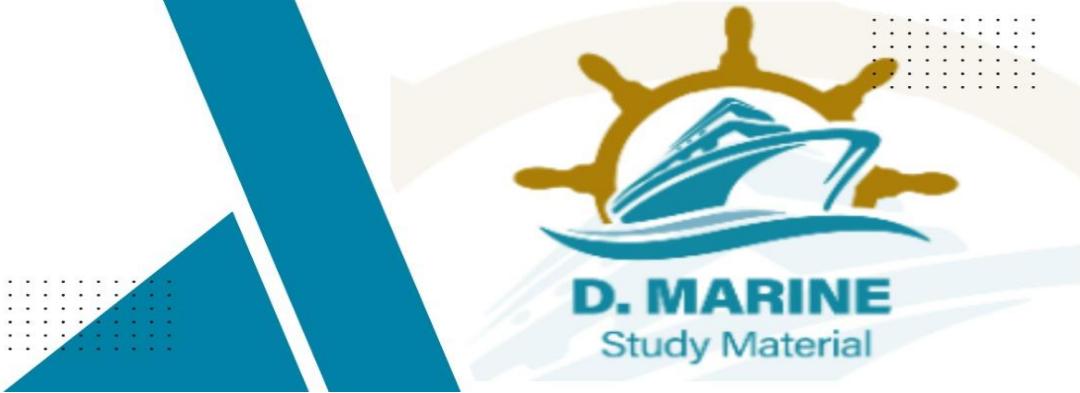
# **ASM(FG)**

# **WRITTEN**

## **FOR INDIAN COMPETENCY EXAM**



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## MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 5th January-2022

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### Notes

PASS MARKS: 100

1. Question No. 1 is compulsory and carries 50 marks.
  2. Attempt any five questions from the remaining 6 and each question carries 30 marks.
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Q.1 A vessel arrives in port at 0600 hrs on Wednesday 20th March with 17,200 tons of rock phosphate. NOR was accepted at 0900 hrs on same day.

Relevant Charter party terms are as follows:

- Cargo to be discharged at the rate of 3200 tons per WWD, SHEX
- Demurrage if any to be paid at the rate of 6000 USD per day and prorate, dispatch if any at the rate of 3000 USD for all time saved.
- Time to start once the NOR is accepted.

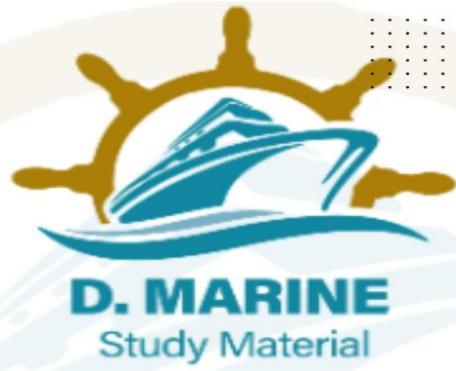
Discharging commenced at 1200 hrs on 20th March and was completed at 1800 hrs on 26th March. Bad weather stopped work for 6 hrs on 22nd March and further 2 hours on the 24th March afternoon. Calculate the amount of demurrage or dispatch as applicable

(b) Differentiate between Voyage Charter, Time Charter and Bareboat Charter.

[\*\*Click Here to See the Answer\*\*](#)

Q.2 a) How is typical Official Log Book (OLB) entry made? Prepare an official log book entry for the following:

- i) Record of musters and boat drill and
  - ii) Record of inspection of crew accommodation.
- b) Differentiate between Temporary Pass, Provisional Certificate of Registry and Permanent Certificate of Registry under Part V of the Merchant Shipping Act, 1958.



### [Click Here to See the Answer](#)

- Q.3 a) What are the problems posed by Article 13 and Article 14 of Salvage Convention towards Rule VI of York Antwerp Rules amended in 1994?
- b) An oil tanker engaged in the carriage of persistent oil in bulk as cargo under your command is involved in an oil pollution incident. By describing the compensation mechanism for oil pollution damage as per CLC, 1992 and FUND 1992 Convention to which India is party, state the reason (s) for the involvement of P & I Club for the payment of compensation to the victims affected due to this pollution incident.

### [Click Here to See the Answer](#)

- Q.4 a) Explain, with sketches, the procedure for conducting a 'Running' moor together with the advantages and disadvantage and the necessary precautions to be taken.
- b) What points are to be taken into account when as a Master you are requested to tow a vessel which is disable but not in distress? Describe the procedure to be followed for safe towing.

### [Click Here to See the Answer](#)

- Q.5 a) What is 'LOF' and give details of two clauses which have been added to LOF 2000 & LOF 2011.
- b) State the measures prescribed by Indian Maritime Administration in curbing & preventing incidents of piracy in Gulf of Aden / Somalia.

### [Click Here to See the Answer](#)

- Q.6 a) The ultimate control to ensure implementation of law regarding safety and prevention of pollution on-board is the responsibility of the flag state. What then is the basic objective of Port State Control (PSC) and what is the extent of its jurisdiction? Give five examples each of detainable deficiencies with regard to SOLAS and MARPOL.
- b) With regard to investigations into a maritime casualty, ship owners have an overriding duty to protect the rights of the seafarers employed or engaged by them, including the right to avoid self-incrimination. What guide lines are provided for the ship owners to ensure the fair treatment of their seafarers?

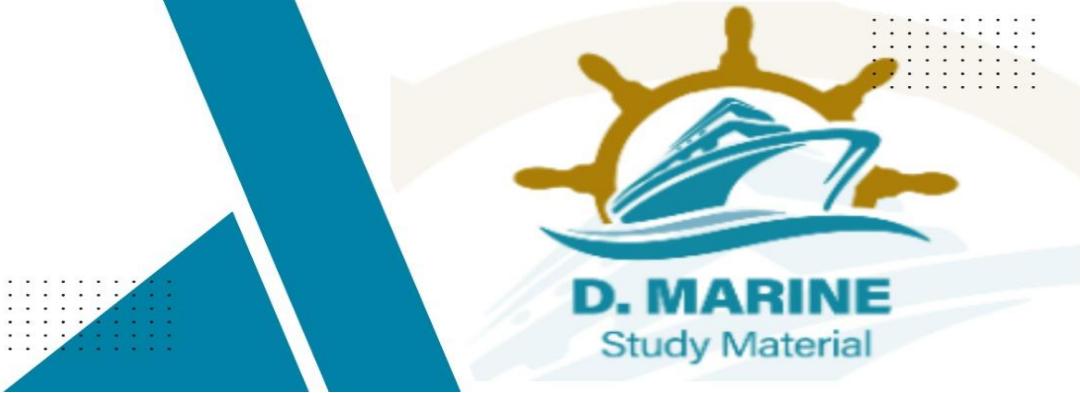


[\*\*Click Here to See the Answer\*\*](#)

- Q.7 a) List the content of the Polar code, date when it came in force and the associated manuals required to be on board?  
b) What are the precautions to be taken before entering an area of pack ice?

[\*\*Click Here to See the Answer\*\*](#)





## MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 11th March-2022

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### Notes

PASS MARKS: 100

1. Question No. 1 is compulsory and carries 50 marks.
  2. Attempt any five questions from the remaining 6 and each question carries 30 marks.
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Q.1 A vessel arrives in port at 0600 hrs on Wednesday 20th March with 17,200 tons of rock phosphate. NOR was accepted at 0900 hrs on same day. Relevant Charter party terms are as follows:

- Cargo to be discharged at the rate of 3200 tons per WWD, SHEX
- Demurrage if any to be paid at the rate of 6000 USD per day and prorate, dispatch if any at the rate of 3000 USD for all time saved.
- Time to start once the NOR is accepted.

Discharging commenced at 1200 hrs on 20th March and was completed at 1800 hrs on 26th March. Bad weather stopped work for 6 hrs on 22nd March and further 2 hours on the 24th March afternoon. Calculate the amount of demurrage or dispatch as applicable

(b) Differentiate between Voyage Charter, Time Charter and Bareboat Charter.

[\*\*Click Here to See the Answer\*\*](#)

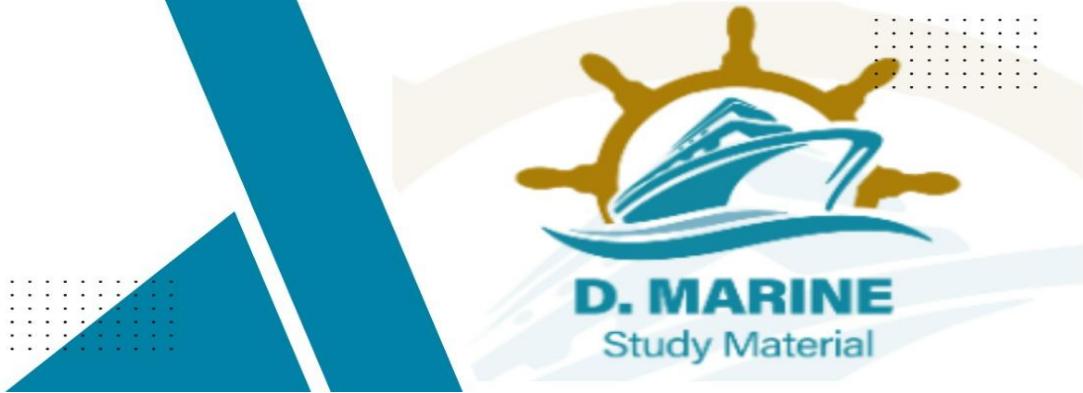
Q.2 Part XII of the Merchant Shipping Act, 1958 deals with investigation and inquiry, in this

context, write short notes on three of the following:

- i) Shipping Casualties
- ii) Preliminary inquiry and formal investigation
- iii) Inquiry into charges of incompetency or misconduct
- iv) Marine Board

[\*\*Click Here to See the Answer\*\*](#)

Q.3 a) Define Wreck as per the provision of Merchant Shipping Act, 1958. State the duties or receiver of wrecks and your responsibility towards him.



- b) What is the duty off the master under Nairobi Wreck Removal Convention?
- c) Briefly describe the limitation of liability for the ship owner under the provision of CLC/ BUNKER and Wreck Removal Convention.

[\*\*Click Here to See the Answer\*\*](#)

- Q.4 a) State the factors that influence the manoeuvring characteristics of a large size ship (oil tanker VLCC full laden).
- b) With the help of suitable sketches, show the emergency stop parameters.
  - c) Briefly describe the uses of these manoeuvring capability in berthing and STS operations.

[\*\*Click Here to See the Answer\*\*](#)

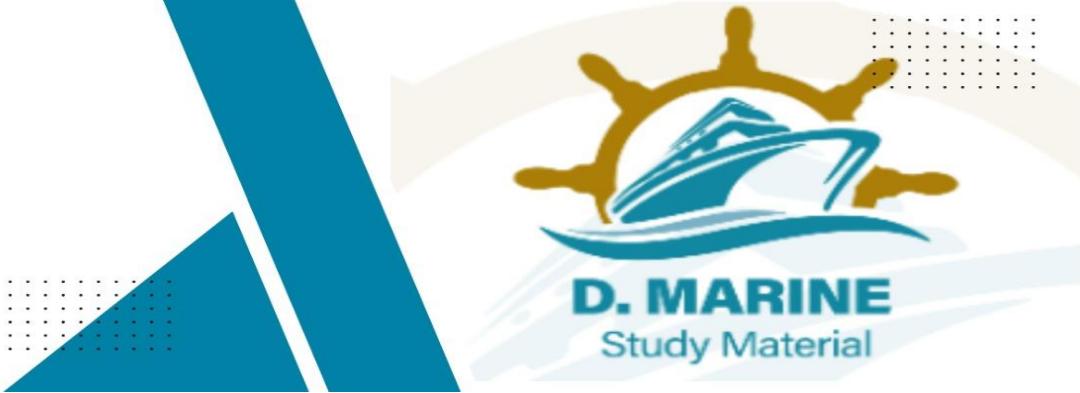
- Q.5 a) What is 'LOF' and give details of two clauses which have been added to LOF 2000 & LOF 2011.
- b) State the measures prescribed by Indian Maritime Administration in curbing & preventing incidents of piracy in Gulf of Aden / Somalia

[\*\*Click Here to See the Answer\*\*](#)

- Q.6 a) What are the objectives of Port State control and how would you as a Master ensure that the vessel is prepared for a PSC inspection?
- b) What are the duties of the classification societies?

[\*\*Click Here to See the Answer\*\*](#)

- Q.7 a) List the content of the Polar code, date when it came in force and the associated manuals required to be on board?
- b) What are the precautions to be taken before entering an area of pack ice?



## MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 17th May-2022

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### Notes

PASS MARKS: 100

1. Question No. 1 is compulsory and carries 50 marks.
  2. Attempt any five questions from the remaining 6 and each question carries 30 marks.
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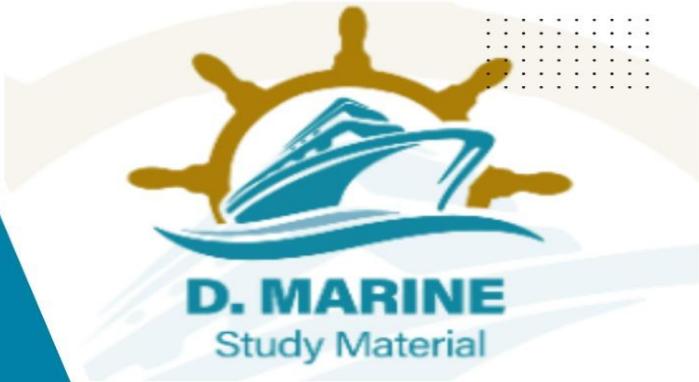
Q.1 a) A ship of Summer DWT of 40,400 T, summer draft 19.2 m, TPC 30 is to load a full cargo at Bahia Blanca for Kobe via Cape Town and Miri. From the information given below find the maximum amount of cargo she can load at Bahia Blanca and quantity of bunkers that should be taken there and at Cape Town and Miri respectively, with the intention of leave Kobe with the maximum possible amount of bunkers. Bahia Blanca to Cape Town 10.5 days – summer zone throughout. Cape Town to Miri 15.5 days – summer & then tropical zone. Daily consumption – Fuel oil 16 T, Fresh Water 10 T, provision and stores 2T. (Ignore Port consumption). Fuel prices per tonne are \$340 Bahia Blanca, \$335 Cape Town, \$306 Miri, \$329 Kobe, Max. Fuel capacity is 800 T. FIVE days reserves of fuel and water to be available at all times at sea. Allowances for store etc, replenished – cape Town 36 T, Miri 24 T. Provisions and stores (not including water) on departure Bahia Blanca amount to 128 T.

- b) With respect to time charter parties, write notes on:
- i) Grounds for Off Hire and
  - ii) 'On / Off Hire' Surveys

[\*\*Click Here to See the Answer\*\*](#)

Q.2 Part XII of the Merchant Shipping Act, 1958 deals with investigation and inquiry, in this context, write short notes on three of the following:

- i) Shipping Casualties
- ii) Preliminary inquiry and formal investigation
- iii) Inquiry into charges of incompetency or misconduct
- iv) Marine Board



### [Click Here to See the Answer](#)

Q.3 a) Discuss the provisions of Nairobi Convention on wreck removal as application to India, with regards to the following:

- 1) Opt out clause
  - 2) Time limits for action by affected side
- b) Differentiate between Hague Visby & Hanburg rules and what are the main features of the Hamburg rules in the interest of the ship- master.

### [Click Here to See the Answer](#)

Q.4 a) With reference to maneuvering in heavy weather explain in detail

- i) Synchronous rolling ii) Loss of intact stability iii) Broaching
- b) Explain in detail 2013 amendments to ISM Code which came in force on 01st January 2015. What is the likely impact of these amendments onboard and in company's office?

### [Click Here to See the Answer](#)

Q.5 a) You have been selected as OSC as per IAMSAR, state the information you will need from other vessels participating in search and rescue and the instruction to be given to the other vessels participating.

- b) Differentiate between Piracy, Armed Robbery and Terrorism.

### [Click Here to See the Answer](#)

Q.6 a) What are the objectives of Port State control and how would you as a Master ensure that the vessel is prepared for a PSC inspection?

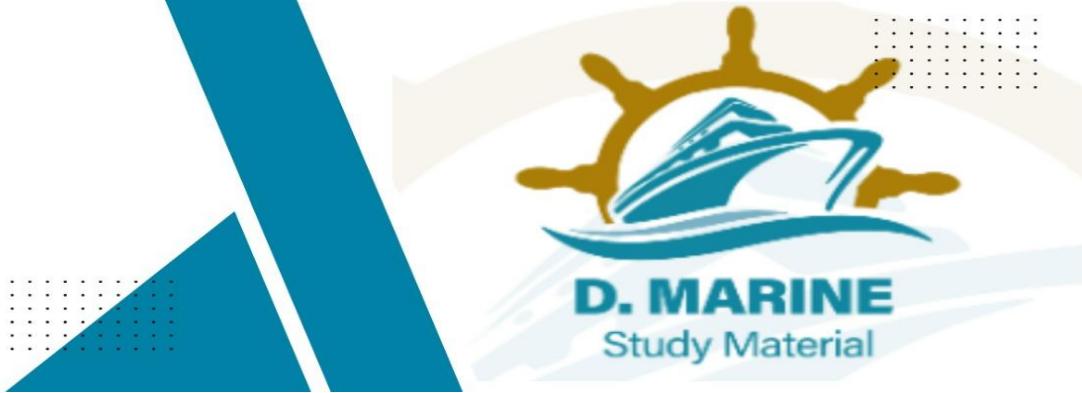
- b) What are the duties of the classification societies?

### [Click Here to See the Answer](#)

Q.7 a) What are the shipper's obligations for a carriage of IMDG Cargoes?

- b) Discuss the Master's resources in ascertaining the damage stability.

### [Click Here to See the Answer](#)



## MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 14th July-2022

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### Notes

PASS MARKS: 100

1. Question No. 1 is compulsory and carries 50 marks.
  2. Attempt any five questions from the remaining 6 and each question carries 30 marks.
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Q.1 a) A charter party provides for a bulk carrier to discharge 82,000t of iron ore at the discharge rate of 16000t per Weather Working Day of 24 hours whether in berth or not, SHEX. NOR may be tendered on vessel's arrival but accepted within office working hours between 0900 hrs to 1800 hrs Monday thru Friday and 0900 hrs to 1400 hrs on Saturday. Laydays to commence 6 hours after N.O.R. is served. Time not to count between Noon on Saturday and 06:00 on Monday. Demurrage at \$20,000 per day and pro rata and dispatch at half the demurrage rate per day and pro rata. The vessel arrived and anchored on Friday, 17th November at 0800 hrs. Vessel left anchorage at 0200 Hrs and all made fast at 0400 Hrs on 18th November. Vessel commenced discharging on Saturday 18th November at 1200 hours. NOR tendered and accepted at commencement of permissible times as per charter party. Discharging completed 30th November 1600 hours. Shift timing at discharge

port is 0400 hours to 2000 hours Monday thru Friday and 0400 hours to 1200 hours on Saturday. There was stoppage due to rain between 0600 - 1000 on 20th November, 10 am to 2 pm on 22nd and 24th November. 28th November was a public holiday. Prepare a laytime statement and calculate the amount due to the ship-owner or charterer.

b) What are the salient features of a 'Contract of Affreightment' and how does it differ from the 'Contract of Carriage'?



### [Click Here to See the Answer](#)

Q.2 a) A crew member dies on board an Indian ship due to fall from a height during hold cleaning. Describe in detail your actions as Master, keeping in view requirements under MSA.

b) Describe the current procedure for engagement of seamen on board the foreign going Indian ship.

### [Click Here to See the Answer](#)

Q.3 Write short notes on the following:

- a) Harmonized System of ship survey and certification
- b) IOPC fund
- c) P & I Club
- d) Marine Losses with examples.

### [Click Here to See the Answer](#)

Q.4 a) Explain how will you turn short around your left-handed propeller vessel in a narrow channel as follows:

- i) With the use of an Anchor
- ii) Without using an Anchor
- b) With suitable examples, explain how you would go about calculating the damage stability of your vessel with the help of a Damage Stability Booklet?

### [Click Here to See the Answer](#)

Q.5 a) The Search and Rescue (SAR) System has three general levels of coordination, namely, SAR Coordinator (SC), SAR Mission Coordinator (SMC) and On-Scene Commander (OSC). Discuss the role of each of them for a successful SAR operation.

b) Discuss briefly the Best Management Practices (BMP) recommended for protection against Somalia based piracy developed by International Chamber of Shipping (ICS) along with other shipping industry organization.

### [Click Here to See the Answer](#)

Q.6 a) The ultimate control to ensure implementation of law regarding safety and prevention of pollution on-board is the responsibility of the flag state. What then is the basic objective of Port State Control (PSC) and what is the



extent of its jurisdiction? Give five examples each of detainable deficiencies with regard to SOLAS and MARPOL.

b) With regard to investigations into a maritime casualty, ship owners have an overriding duty to protect the rights of the seafarers employed or engaged by them, including the right to avoid self-incrimination. What guidelines are provided for the ship owners to ensure the fair treatment of their sea farers?

[\*\*Click Here to See the Answer\*\*](#)

Q.7 a) What are the duties of a Master on (i) sighting ice or some other danger to navigation

(ii) on receiving warning of ice in the vicinity?

b) What are the objectives of ISM Code? How detention of a vessel by port state control authority indicates failure of the Safety Management System on board?

[\*\*Click Here to See the Answer\*\*](#)



## MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 13th Sept-2022

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### Notes

PASS MARKS: 100

1. Question No. 1 is compulsory and carries 50 marks.
  2. Attempt any five questions from the remaining 6 and each question carries 30 marks.
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Q.1 a) A tanker is fixed on a voyage charter to load and discharge 1,35,500 t of crude oil in 172 running hrs. NOR to be tendered within office hrs of 0900 hrs to 1700 hrs Monday thru Friday. Bunkering time not to count as laytime. Laytime to commence 6 hrs after NOR is accepted. At the loadport NOR was tendered at 1200 hrs on Friday the 6th of May. Work ceased while bunkering from 0730 hrs to 1230 hrs on 9th May. Loading finished at 1600 hrs on 10th May, NOR was tendered at the discharge port at 1500 Hrs on the 20th May and discharging was completed at 1830 hrs on the 23<sup>rd</sup> May. The demurrage rate is US \$24000 per day pro rata. Dispatch money is half of demurrage. Freight is due at US \$4.90 per ton less 2% commission. Calculate the amount due to the ship on account of freight and demurrage or dispatch completion of discharge.

b) With the help of a flow chart explain "Documentary Credit System"?

[\*\*Click Here to See the Answer\*\*](#)

Q.2 State the laws as per M.S. Act relating to:

Duties of the Master in case of collision.

Duties of the Master on encountering 'Dangers to navigation'.

Duties of Master on receiving Distress message.

[\*\*Click Here to See the Answer\*\*](#)

Q.3 a) What are the various Losses as per marine insurance.

b) Describe the role of 'Average adjuster' in the general average adjustments.



### [Click Here to See the Answer](#)

- Q.4 a) Describe the contributing factors for Synchronous rolling and Parametric rolling of ships and the action to be taken to minimize the damages to ship.  
b) As a Master of the vessel, what information you will exchange with the master of the tug undertaking your ship's towing operation.

### [Click Here to See the Answer](#)

- Q.5 a) You have been selected as On Scene Co-ordinator (OSC) as per IAMSAR, explain how will you co-ordinate the entire operation.  
b) Explain: i) Piracy ii) Armed Robbery and iii) Terrorism

### [Click Here to See the Answer](#)

- Q.6 a) How many methods can be adopted to register a Ship?  
b) What are the advantages of registering a ship with FOC?

### [Click Here to See the Answer](#)

- Q.7 a) What are the shipper's obligation for carriage of IMDG cargo?  
b) Information available in the damage stability booklet.  
c) What is damage stability plan.

### [Click Here to See the Answer](#)



## MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 10th Nov-2022

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### Notes

PASS MARKS: 100

1. Question No. 1 is compulsory and carries 50 marks.
  2. Attempt any five questions from the remaining 6 and each question carries 30 marks.
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Q.1 a) A Charter Party provides for 16 weather working days (SHEX) to be allowed for loading and discharging. Stoppages due to machinery failures are not to count as part of the laytime and Saturday is to count as  $\frac{3}{4}$  of a layday. At the loading port the time used amounted to 10D 4H 30M. At the discharging port laytime commenced at 0830 on Tuesday 26th July and discharging was completed at 1724 on 4th August. The first Monday in August was a public holiday. Rain prevented work being done for 5.5 hours on 28th July and work at No.4 hatch was suspended for 2 hours on 29th July due to winch breakdown. The ship has 5 hatches. Calculate the demurrage of dispatch, money payable if the demurrage rate is \$250 per day and pro rata and the dispatch rate is half the demurrage rate.

b) Describe aims and objectives of IACS.

[\*\*Click Here to See the Answer\*\*](#)

Q.2 a) The Master of every Indian ship, shall enter into an agreement with the crew in accordance with the MS Act. List the main contents of this agreement.  
b) As per SOLAS chapter XI-I what are the various safety measures listed to ensure maritime safety.

[\*\*Click Here to See the Answer\*\*](#)

Q.3 a) Analyze the reactive and proactive role of P & I Clubs.  
b) Explain the three-tier compensation regime for oil pollution damage.

[\*\*Click Here to See the Answer\*\*](#)



Q.4 a) Explain parametric rolling and synchronous rolling. As the master of the vessel, what are the various measures required to avoid such parametric rolling and synchronous rolling?

b) Requirements for the Emergency towing arrangement and Emergency towing procedures as per SOLAS. Describe how you will prepare your vessel for being towed.

[\*\*Click Here to See the Answer\*\*](#)

Q.5 a) In spite of having various procedures and checklists for entry into enclosed spaces, a number of accidents occur on board vessels. Analyze and provide possible solutions to prevent such occurrences in future.

b) How does the Best Management Practice (BMP) help a master to deter and prevent piracy/ hijacking incidents.

[\*\*Click Here to See the Answer\*\*](#)

Q.6 a) Explain the main objectives of Port State Control and how does PSC MOU help towards eliminating substandard ships.

b) How will you prepare a ship security plan as per ISPS code.

[\*\*Click Here to See the Answer\*\*](#)

Q.7 a) What are the various hazards involved in navigating in Pack ice.

b) Under ISM code, what are the new elements introduced as an amendment to SOLAS Chapter XI and how does it affect the certification process?

[\*\*Click Here to See the Answer\*\*](#)