

ASM(FG)

WRITTEN

FOR INDIAN COMPETENCY EXAM



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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 10TH JAN-2024

Notes

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.

Q.1) a) A ship's tropical, summer and winter deadweight capacities are 11536, 11198 and 10863 tonnes.

She is to load at Los Angeles (LA) bound for Hamburg, Germany via the Panama Canal, calling at Lazaro Cardenas, Mexico and Puerto Rico for bunkers. On departure she will have onboard 370T of fuel, 170t of FW and 22t of stores. She consumes 27t of fuel and 6 tonnes of water daily.

Passages expected as follows:

LA to Lazaro Cardenas: 4 days – all in Summer Zone

Lazaro Cardenas to Panama Canal: 3 days in Summer Zone followed by 6 days in Tropical Puerto Rico to

Hamburg: 2 days: Tropical Zone

4 days: Summer Zone and rest 6 days in Winter Zone.

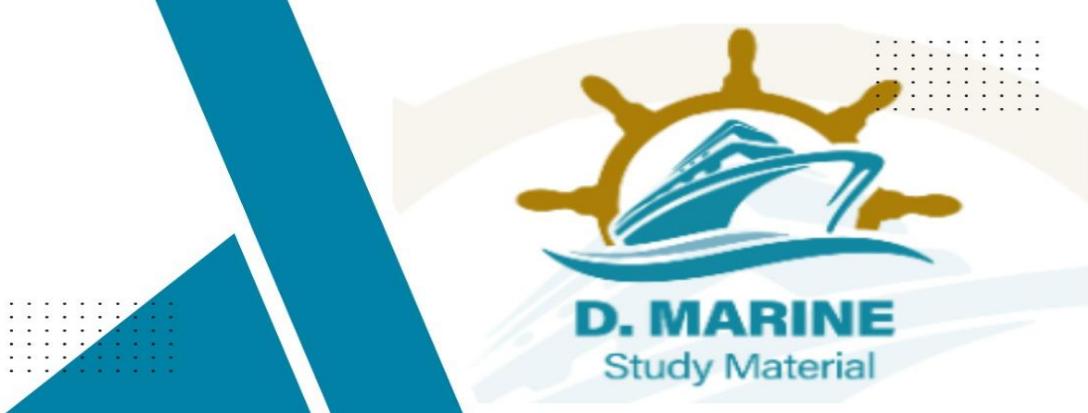
Find the maximum weight of cargo the ship can lift at LA, if she is to maintain a reserve of 6 days of

fuel at all times. What quantities of fuel she should take at Lazaro Cardenas and Puerto Rico

respectively, if fuel prices are cheaper at Puerto Rico?

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

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



Q.2) (a) With respect to Merchant Shipping Act 1958, explain 'Recruitment and Placement Service'. What safeguards are available under Merchant Shipping (Recruitment and Placement of Seafarers) Rules 2014, to ensure their smooth functioning?
(b) List the most probable causes of Bulk carrier losses. What remedial actions have the Class and IMO (SOLAS) taken towards minimizing the same.

[Click Here to See the Answer](#)

Q.3) a) Discuss the provisions of Nairobi Convention on wreck removal as applicable to India, with regards to following:
i) Opt-out clause ii) Time limits for action by affected state
b) Discuss the salient features of LOF 2011. State the advantages and disadvantages of LOF 2011 to owners and salvors.

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Q.4) a) Explain procedures for executing any two emergency stopping manoeuvres for a large vessel.
b) Explain the use of anchors, tugs and tide for berthing of large vessels with strong on shore wind.
c) Discuss the effectiveness of bow and stern thrusters for berthing / unberthing of vessels with large freeboard

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Q.5) a) As a Master, upon departure from Mombasa port (Kenya), how will you carry out a stowaway search? List the critical spaces in which a thorough search will be carried out. On finding three stowaways on board at sea, what actions you will take?
b) Discuss the different levels of co-ordination that exist in the Search and Rescue (SAR) system. Discuss the role of each of these level for a successful SAR operation.



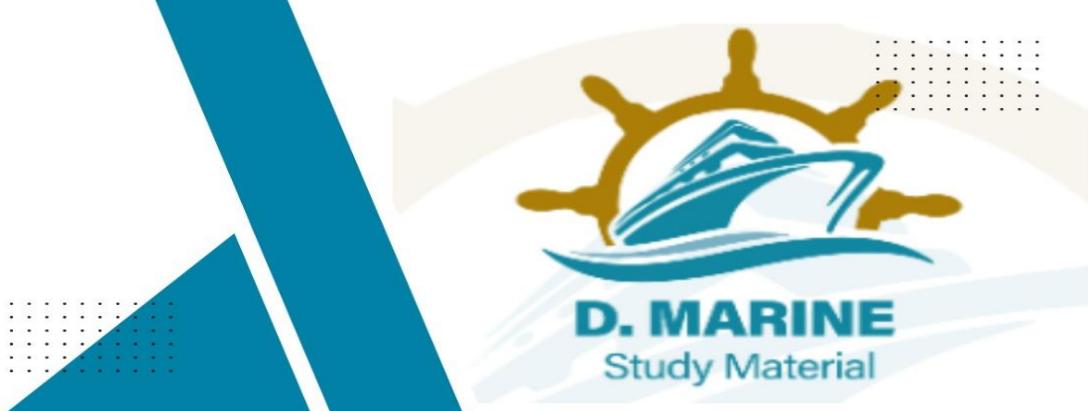
[**Click Here to See the Answer**](#)

Q.6) a) As per SOLAS Chapter XI-I: Special Measures to Enhance Maritime Safety: describe with suitable examples, the framework of “clear grounds” and “detainable deficiencies”.
b) Discuss the procedure for conducting an “On/Off Hire survey” for a time-chartered vessel.

[**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) receiving warning of ice in the vicinity.
b) Discuss how ISM code has ensured the roles and responsibility of the company/ owner in achieving the Safety management objectives. State the various objectives in the ISM code and measures you will take as a Master in achieving them.

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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 15th Mar-2024

Notes

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.

Q.1) a) A vessel of summer DWT 10370 T at a summer draft 8.40 m, TPC 22 t/cm, stores and constants 300t is to take a full load of scrap meal form Los Angeles to Yokohama. Daily consumption: FO 24t, DO 2t, FW 18t. Three days reserve of FO, DO and FW to be maintained at all times at sea.

1. Find the maximum cargo that can be loaded in each of the following cases:

1.1. Great circle route: total 13.5 days of which first one day seasonal tropical zone in summer season.

Next three days summer zone. Next 8.5 days seasonal winter zone in winter season. Remaining one day in summer zone.

1.2. Rhumb line route: total 14 days of which first day seasonal tropical zone in summer season.

Remaining thirteen days in summer zone.

2. Calculate which of the above routes is more profitable on the basis of following data:

Freight rate: \$25/- per tonne;

Standing charges \$3000/- per day;

F.O. \$150/- per tonne;



D.O. \$200/- per tonne;

Other costs @ \$5/- per tonne of cargo. (35 marks)

b) List the advantages of “Documentary Credit System”.

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Q.2) a) What is the requirement of MSA 1958 regarding the inspection of provisions, water and accommodation by the Master?

b) W.r.t. MSA 1958 what is the owner's obligation towards a seaman or apprentice who is hurt, injured or suffers any illness while on board?

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Q.3) a) As a Master of the vessel to be towed. Enumerate the information and data you will exchange with the Master of the vessel which is on her way to tow you.

b) Enumerate the information available in “Emergency towing booklet”.

[Click Here to See the Answer](#)

Q.4) W.r.t. “Multimodal Transportation of goods Act”, explain following:

a) Contents of ‘Multimodal Transport document’.

b) Delay in delivery.

c) Responsibilities of “Multimodal Transport Operator”.

[Click Here to See the Answer](#)

Q.5) Explain how will you prepare your vessel for upcoming MLC renewal inspection.

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Q.6) Discuss 'Master Pilot information exchange' with reference to following:

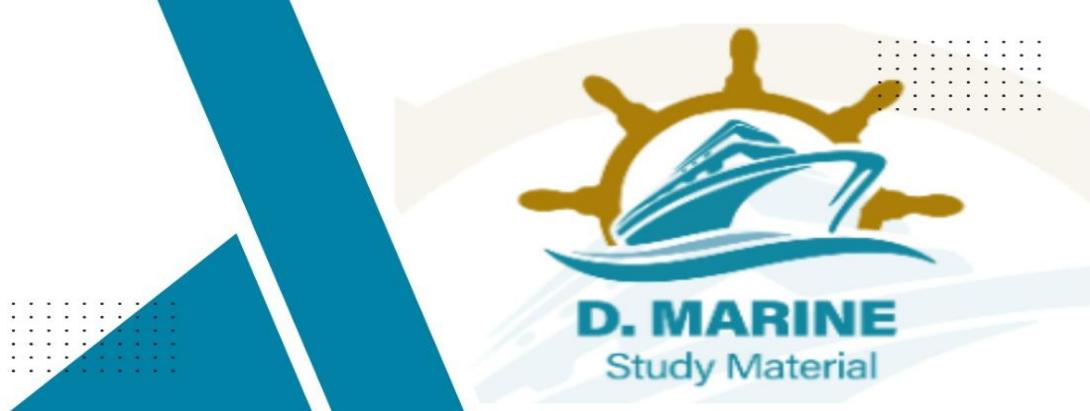
- a) Pilot card b) Passage plan c) Docking plan d) Emergency plan

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Q.7) Write notes on:

- a) Polar Code (w.r.t. Ice navigation)
- b) Green Passport/ Inventory of hazardous Materials (IHM) (w.r.t. Ship recycling).
- c) Telemedical Assistance Service (w.r.t. IAMSAR).

[Click Here to See the Answer](#)



MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 15th May-2024

Notes

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.

Q.1) a) Charter Party to load 70500 mt 2 % MOLOO Grain from New Orleans @ 14000 per WWD consecutive hours. SHEX EIU: Time not to count between 1200 hrs on Saturday to 0600 hrs on Monday and from 1200 hrs of day before holidays to 0600 hrs of first working day after a holiday. Laytime starts 12 hrs after NORT. Vessel arrived on 25/9 Thursday, NORT and Master's declaration of 70000 mt of cargo at 0900 hrs on same day and accepted. Loading commenced 1300 hrs 25/9 and completed at 0200 hrs on Tuesday 7/10. Rain 1600 to 1800 hrs on 25/9 and between 0900 to 1900 hrs on 2/10 and 0600 to 1200 hrs on 7/10. 1/10 and 3/10 are local holidays. Demurrage 5000\$/day and prorate. Dispatch on all working time saved to be half of demurrage. Prepare a lay time statement and calculate amount charter should pay to the vessel, if freight rate was 30/- \$/ts and 2% brokerage to be allowed 50% of freight is paid in advance.

b) Write short notes on: i) BIMCO ii) IACS iii) OCIMF

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Q.2) a) Explain the criteria for fixing the Salvage reward as per Article 13 of the Salvage Convention.



b) Describe the following w.r.t. Marine Insurance

- i) ICCA
- ii) ICCB
- iii) ICCC

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Q.3) a) What preventive measures to be taken by ship owner / Master to prevent stowaways from boarding a ship.

b) Define Marine casualty as per the IMO Casualty Investigation code.

[Click Here to See the Answer](#)

Q.4) a) State the objectives of ISM code and enumerate the fundamental requirements of SMS.

b) Describe implied warranties and expressed warranties with example.

[Click Here to See the Answer](#)

Q.5) a) What is SCOPIC? Explain the advantages and disadvantages of the same.

b) Differentiate between CLC and Fund Convention.

[Click Here to See the Answer](#)

Q.6) Write short notes on the following w.r.t. Indian Merchant Shipping Act: i) Indian ship and its registration. ii) What is "Shipping Casualty" iii) Court of Survey.

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Q.7) a) W.r.t. I.T.C. Hull, explain 3/4th Collision liability including the Exclusion. (15 marks)

b) Explain the main clauses in a Time Charter party w.r.t. contract deviation and always afloat clause.

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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 5th July-2024

Notes

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.

Q.1) a) A ship has summer DWT 82500 T on 14.40 m draft and TPC is 62 T/cm. She has to load at Mumbai for Kobe calling at Colombo and Singapore for fuel and fresh water. On departure, she will have on board 500 t of F.O., 200 ts of water and 22 ts of stores. She consumes 52 ts of F.O. and 12 ts of water daily.

Passages are estimated as follows:

a) Mumbai to Colombo	4 days Summer then 1 day Tropical
b) Colombo to Singapore	6 days – all Tropical
c) Singapore to Kaohsuing	3 days Tropical, then 1 day Summer
d) Kaohsuing to Kobe	2 days Summer, then 4 days Winter

b) Find the maximum weight of cargo ship can lift at Mumbai if she has to maintain a reserve of 4 days of F.O. and fresh water at all times and 500 ts of cargo has to be loaded at Colombo. What quantities of F.O. and FW should she take at Colombo and Singapore respectively, if F.O. prices are lower at Colombo. (Ignore all port consumption).

[Click Here to See the Answer](#)

Q.2) a) List the entries to be made in the Official Log Book. How and when are the entries to be made?



b) What offences are categories as misconduct endangering ship or life under MSA 1958?

[Click Here to See the Answer](#)

Q.3) What are the difficulties that may be faced by ship in a Stowaway case. By quoting from the contents of IMO guidelines explain how a stowaway case may be resolved.

[Click Here to See the Answer](#)

Q.4) a) List the ships which are excluded from application of Probabilistic damage assessment.

b) How does Probabilistic assessment of damage differ from deterministic approach to damage stability.

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Q.5) Define “General Average Act” as stated in York Antwerp rules. Differentiate between Sacrifice and Expenditure giving three examples of each. How does a General Average Act differ from a particular average.

[Click Here to See the Answer](#)

Q.6) a) Explain the importance of “World Scale” in tanker chartering and its advantages.

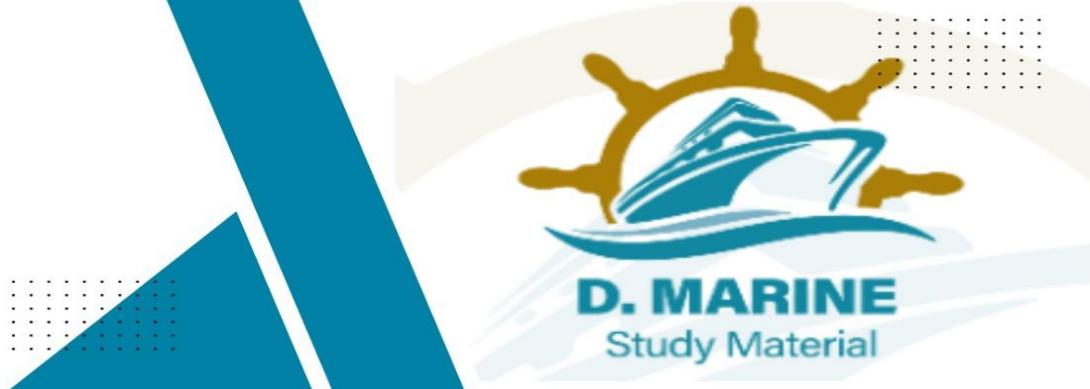
b) Explain why a similar system like “World scale” is not being used for bulk carriers.

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Q.7) a) What is the importance and basic principles of a “Vessel Traffic Service”? How does the realities of modern shipping demand that an efficient VTS be implemented to reduce the risk.



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b) Discuss following categories of services provided by “Vessel Traffic Service (VTS)”.

i) Information Service ii) Traffic organization service iii) Navigation assistance Service.

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