

ASM(FG)

WRITTEN

FOR INDIAN COMPETENCY EXAM



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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 4th JAN -2021

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 tanker is chartered to load and discharge 1,30,000 tonnes of crude oil in 160 running hours. NOR to be tendered within office hours of 0800 to 1700 hrs. Monday thru Friday Bunkering time not To count as laytime. Laytime to commence 6 hours after N.O.R. is accepted. At the load port N.O.R. was tendered at 1200 hrs on Friday the 4th of May. Work ceased while bunkering from 0930 hrs to 1230 hrs on the 8th May. Loading finished at 1600 hrs on the 10th May. Vessel arrived at the discharge port at 1600 hrs on the 20th May. NOR was tendered and accepted as per charter party and discharging was completed at 1830 hrs on the 23rd May. The demurrage rate is USD 24000 per day pro-rata. Dispatch money is half of demurrage for all lay time saved. Freight is due at USD 4.90 per tonne less 2% insurance. Calculate the amount due to the ship on completion of discharge.

b) Write notes on the following:

- i) Safe Port
- ii) Advanced Freight
- iii) 'Received for Shipment' Bill of Lading

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Q.2 With reference to MSA 1958:

- a) What is a "Shipping Casualty"? What is your obligation as Master with regard to reporting such a casualty?



b) Briefly describe the latest amendments to MARPOL relating to SOX emissions from ships and the LATEST developments of 2016 on the global sulphur cap with regard to the implementation schedule.

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Q.3 a) With reference to P & I Clubs, in the critical event that leads to an incident, or an allegation

giving rise to a third-party claim, what are some definite actions, which as a Master you should always take into consideration and certain actions those which must be avoided?

b) Under Hull and Machinery Insurance describe: (i) Implied Warranty (ii) Explicit Warranty

(iii) Institute Warranties.

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

Q.4 a) Describe the contributing factors for synchronous rolling and parametric rolling of ships. As a Master what actions you will take to minimize the dangerous rolls to prevent damages to ship or cargo or total loss of ship?

b) Differentiate between and state the relevant provisions of compulsory and non-compulsory pilotage. How is vicarious liability applied with a pilot on board under compulsory pilotage?

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Q.5 a) Describe in detail how as a Master you will render assistance to another vessel in distress?

b) What are the procedures recommended by Government of India for Precautions to be taken

against piracy.

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Q.6 a) Enumerate the functions of a Classification Society as RO & RSO and its role in enhancing safety and security of ships.

b) Describe the legal significance of Certificate of Registry (COR). Can the cargo operations commence if, for example, the COR is lost / damaged? Give reasons for your answer

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Q.7 a) As a Master, discuss the factors that you will consider, and procedures to be followed, for dry-docking of a partly loaded oil tanker with a ruptured forepeak tank.

b) Supervising the functioning of the Safety Management System (SMS) is a paramount part of ISM Code, which is executed by the Master on board. In this regard explain the following:

- i) The implementation of the functional requirements and
- ii) Why has the power been given to the Master to override the system, if required, to take the necessary action in any given situation?

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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 8th MAR-2021

Notes

1. Question No. 1 is compulsory and carries 50 marks.
2. Attempt any five questions from the remaining 6 and each question carries

Q.1 a) A 10 kt ship with timber LL is to carry a full cargo including deck cargo from George Town, Prince Edward Islands to Cardiff Sailing at noon on 11th October. The winter season in North Atlantic Winter Seasonal Zone 1 through which the track passes begins at 0000 hrs on 16th October. The distance from Georgetown to Cardiff is 2400 NM. 3 days reserve of FO & FW to be maintained at all times at sea.

Voyage particular:

Summer DWT 1215 t Draft 5.28m

Summer Timber Draft: 5.4m, Length 85m, Breadth 12.6m, TPC 9

Daily consumption FO: 10 t, FW: 10 t. Stores & constant: 80 t.

Find the total cargo loaded? Max height of cargo on deck? Spacing between the lashings on deck?

b) Write short notes on any three of the following:

I) International Association of Classification Societies.

II) Intertanko

III) International Federation of Shipmaster's Associations

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Q.2 a) Compare the terms 'port of refuge', 'safe haven' and 'place of refuge'. Under MSC resolution 949, how will you define a ship in need of assistance? What is a maritime assistance service? Where would you obtain the MAS details of a coastal state in proximity when transiting?

b) What are the salient features of Multi-Model Transport Act?



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Q.3 a) What are the responsibilities of a Master whose ship becomes a wreck?

I) Under MSA

II) Under Nairobi convention

b) How is the compensation paid under 1992 CLC and Fund convention 1992? What type of Oil is covered under this convention and under what condition will Supplementary fund protocol get invoked?

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Q.4 a) What are the basic principles of the safe Ice-navigation? How will you prepare your vessel before entering ice?

b) Describe various items to be included in Master – Pilot Information exchange. State the legal relationship between Master and Pilot.

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Q.5 a) Carry out risk assessment for a heavily listed bulk carrier, carrying grain to be brought to a place of refuge. Make applicable assumptions as required.

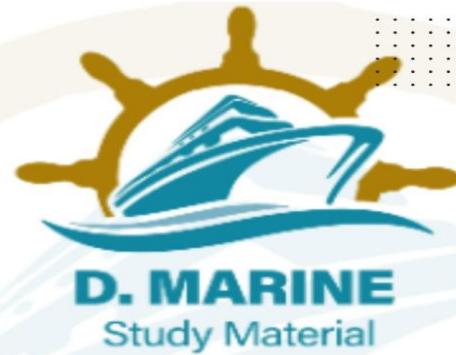
b) Discuss criteria for engaging a Private Maritime Security Company? What are the reporting and declaration requirements on 'Pre Arrival Notification for Security' for entering Indian Ports?

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Q.6 a) What is ship recycling convention? What all needs to be done under this convention at ship building stage and during the ship's life.

b) What are the new ISM Code amendments to be complied with effect from 01st Jan 2015. Explain with reference to applicable IMO resolutions.

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Q.7 a) What all factors will you consider as a Master in preparing a repair list for a Dry dock? Prepare an agenda for the daily meeting between ships and shore personnel.

b) Discuss the contents of a Damage Stability Booklet including, with reference to Maximum Allowable KG / Minimum Allowable GM (T) diagrams.

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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: - 8th JULY-2021

Notes

1. Question No. 1 is compulsory and carries 50 marks.
2. Attempt any five questions from the remaining 6 and each question carries

Q.1 a) A charter-party states "Vessel to load In 100 running hours, exclusive of bunkering time, Sundays and holidays, time not to count from noon on Saturday, or the day previous to any such holiday, until 6 am on Monday or the day after any such holiday, unless used. Demurrage be paid at USD280 per day and pro rata for part of a day, dispatch at USD150 per day and pro rata for part of a day. 30 % advance freight to be paid less 3.5% for insurance and Interest. Freight to be paid at 81 USD per ton." The vessel is chartered to load 17,500 tons of cargo. Lay days commence at 8 a.m. on Wednesday 22nd March. Friday 24th and Monday 27th March were public holidays. Work ceased at 1700 hours on Thursday 23rd March and resumed at 0800 hours on Tuesday 28th March. The vessel completed loading at 1800 hours on Friday 31st March. Calculate the balance due to the owner?

b) Is a contract of affreightment? Discuss in relation with the conflicting interests of a shipper and a carrier.



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Q.2 a) Explain the different types of warranties that are there in Marine Insurance.

b) Describe what is meant by insurable interest.

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Q.3 With respect to marine insurance write notes on: i) Insurable interest
ii) Warranties iii) Utmost good faith iv) Sue and Labour

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Q.4 a) A seaman has deserted your vessel in a foreign port. Prepare an Official Log Book entry for this incident.

b) List the contents of the Articles of Agreement used on vessels registered in India? How many originals and copies of these Articles are required for each seaman?

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Q.5 a) What are the principle differences between Parametric and synchronous rolling? How can Parametric rolling be avoided.

b) Describe in detail how you will make a short turn in a tidal port with tide ahead, using one anchor.

[Click Here to See the Answer](#)

Q.6 a) Describe the factors that influence weather routeing.

b) What are the obligations of a master to rescue a person at sea in distress?

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Q.7 a) List the objectives of a vetting inspection of a crude oil tanker.



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b) How can you determine whether your vessel will squat by the head or stern? Give anyone formula for calculating squat.

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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 10th SEPT-2021

Notes

1. Question No. 1 is compulsory and carries 50 marks.
2. Attempt any five questions from the remaining 6 and each question carries.

Q.1 a) A charter party provides for a bulk carrier to load 72,000 t of iron ore at the loading rate of 12,000 t per WWD of 24 consecutive hours, SHEX for discharge, at the discharge rate of 18000t per WWD, 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 14000 hrs on Saturday. Laydays are to commence 6 hours after N.O.R. is served. Time not to count between Noon on Saturday and 06:00 AM on Monday at load as well as discharge port. The vessel arrived at loading port on Saturday 5th Sept 0600 Hrs and NOR tendered on arrival. Loading commenced at 1200 Hrs. Loading completed at 0600 hours on 7th Sept. At Discharge port vessel arrived and commenced discharging on 19th September at 1900 hrs. NOR tendered and accepted a commencement of permissible time as per charter party. Discharging completed 30th September 1600 hrs. Demurrage at \$22,000 PDPR and dispatch at half the demurrage rate PDPR for all laytime saved. Prepare a laytime statement and calculate the amount due to the ship-owner or charterer if the laytime is averaging basis. Shift timing at load port 0400 hrs to 2000 hrs. At discharge port shift timings same as load port but there were stoppages due to rain from 0700 – 1100 on 22nd Sept, 9 am to 1 pm on 23rd Sept.

b) Who conducts 'Condition Surveys' and under what circumstances are they conducted?

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



Q.2 With reference to MS Act 1958 discuss the powers of GOI towards 'Unseaworthy and unsafe Ship'. Also, discuss the procedure to release a ship if detained.

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

Q.3 a) State the measures a vessel has to take to avoid piracy in the waters of the Gulf of Guinea.

b) Write short notes on the following charter party term:

- i) CFR
- ii) CIF
- iii) DAT FOB

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Q.4 a) State the amendments to MARPOL that have come into force in 2018.

b) Write short notes on the following:

- i) Expanding square search
- ii) Sector search
- iii) Track line search

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Q.5 a) What are the different ice classes as per the Polar Code?

b) Describe how Transverse Thrust can be used to assist in ship manoeuvring.

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

Q.6 a) "The Bill of Lading is an Evidence of Contract with the Ship owner" Explain this statement.

b) What are the various types of claims admissible by a PNI club.

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

Q.7 a) Explain in detail the salient features of the Seafarers Identity document.

b) What factors come into play when a ship turns around under full helm in shallow waters? State the effect shallow water plays on the Turning Circle.



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MASTER OF A FOREIGN GOING SHIP ADVANCED SHIPBOARD MANAGEMENT

Date: 12th Nov-2021

Notes

1. Question No. 1 is compulsory and carries 50 marks.
2. Attempt any five questions from the remaining 6 and each question carries.

Q.1 a) A ship has 4 holds with the following cargo quantities to be loaded – No. 1 Hold: 2000t, No.2 Hold: 2500t, No.3 Hold: 2500t, No. 4 Hold: 4000t. Vessel was to load at an agreed rate of 500 t per working hatch per weather working day, SHEXUU. Notice of readiness tendered and accepted on Friday 30th Sept. at 0100 hours. Laytime to commence 6 hours after NOR accepted. V/L berths at 0400 hours but fails the hold survey. V/L commences loading at 0800 hours on the same day after the hold survey was successfully completed. NOR retendered and accepted at 0800 hours. V/L works in port from Monday to Saturday from 0700 hours to 1900 hours. On Saturday 1st October rain stopped work from 1200 to 1600 hours. On Sunday 2nd October work was scheduled from 0700 hours to 1300 hours but due to rain work was suspended at 1200 hours on that day. On Monday 3rd October No.3 hold winch broke down from 0800 hours to 1000 hours and vessel experienced rain from 1900 hours to 2300 hours. Cargo completed on the 7th at 1800 hours. Dispatch is payable on all time saved. Demurrage is to be paid at Rs. 40,000/- per day or pro rata and dispatch at half the demurrage rate. Calculate the amount of demurrage or dispatch to be paid.

b) Discuss the basic requirements to be compiled before issuing notice of readiness (NOR) and importance of NOR with regards to lay time and cancelling date.

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



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

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

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

Q.3 a) What is the role of an Average Adjuster? What documents are required to draw a statement for G.A.?

b) What all factors are covered under Civil Liability?

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

Q.4 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.5 a) Enumerate the contents of Emergency Towing Booklet.

b) What is parametric rolling? Explain the importance of bilge keel in roll damping.

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

Q.6 a) Under MLC 2006 how is hygiene of the ship and welfare of crew regulated?

b) What do you understand by Collective Bargain Agreement, explain?

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

Q.7 With reference to Intact Stability Code 2008, explain with a suitable diagram server wind and weather heeling criteria of cargo ships.

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