Pre-requisite: AMSA Skills Acceptance Letter; Booking of Master’s Orals with AMSA; Positive Health Examination Report from an AMSA approved health center.

Aug-2018

AMSA Examiner: Capt. Malik

Examinee: Ex-Master on internationally flagged LNG with varied LNG and LPG experience; All seafaring time has been on LNG/LPG; Last 6 years on shore assignment in various managerial roles; last 3 years in an LNG Producing Company. Holding valid UK CoC.

Many questions mostly revolved around a SUEZMAX gearless bulk carrier whose principle particulars and photograph were displayed on the table:

Master’s Duties and Responsibilities: Most questions required me to provide reference to Marine Orders/Marine Notices. For several, I offered high level references.

1) How are international maritime conventions addressed in Australian Regulations? Navigation Act? How is an Act passed and how are Regulations created? Marine Orders.... Marine Notices.... Asked me to give references in my responses, where ever applicable.

2) You join as Master on SUEZMAX – How do you go about taking over? With focus on checking the ship’s certificates (in greater details – asked on contents of various certificates and international conventions relating to them), SMC v/s DOC – Who does the survey, frequency, survey cycle, etc. survey cycles, log-book entries, etc.

3) Checks you perform on crew certificates during sign-on; subsequent actions once crew is signed on.

4) C/Engineer on board; Medivac from port? dies in hospital – Your actions as Master – Focus on dispensation/flag administration/notifying Australian Consular General of Port, etc. How will you make ship seaworthy to sail out of port without C/E.

5) Official log book entries?

6) RADAR failure in port just prior to sailing – Will you sail out? What actions/safeguards?

7) Port State Control v/s Flag State Control for Australian Flag Ships. Though functions may be different, AMSA officials wear the different hats depending on what role they play.

8) Pollution incident in port – Action and notifications...
Rules of Road:

1) Wreck in Singapore Straits – Use cardinal marks to mark safe water to west and north of the wreck; Would marking the wreck with an isolated danger mark be appropriate?
2) Describe the shape and light characteristics of a fairway buoy;
3) Preferred channel to port buoy at bifurcation in channel – how will you pass and light characteristics of the buoy;
4) Card with light characteristics: Tug and tow > 200m length tow with > 50m length PDV – Sound signals in restricted visibility.

Remarks: Examiner was considerate enough to not demand that I know verbatim the requirements of all Marine Orders. The overall examination was a big discussion, leading questions being posed when the Examiner wanted to hear anything specific that I was not forthcoming with. At the end, he was kind enough to provide answers to questions I had answered inadequately.

Questions above are all that I am can recollect. There were definitely more.

I was fortunate enough to have spent time in TAFE Maritime College preparing for the Orals, interacting with Maritime Faculty, brushing up on ROR with students. Being able to avail library facilities to build on my knowledge of Australian Acts and Maritime Regulations was a boon.

In general, I got very good support from the TAFE faculty and students alike. A big thanks to them all. God bless!