Masters and Mates Orals
Examination Questions and Answers
As Supplied By Australian Maritime College Students in 2007
[compiled by Rishiraj, in 2007]

Part 3 of 3

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Every oil tanker over 150grt and every ship over 400 grt must carry a S.O.P.E.P. onboard the vessel.

From 1st January 2003 every ship over 150grt carrying noxious liquid substances must have a S.M.P.E.P.

Both these Emergency Plans are for a skipper so he knows what to do in the case of a collision or a fire on his ship, he should have a plan for this emergency, there should be a pollution prevention team.

The action plan is the same as a muster drill, the pollution team must know what each person has to do in any situation regarding pollution, every member of the crew is responsible to prevent pollution.

Any Spillage should be treated as an emergency, common spillages occur while re-fueling, Save-alls should be used to prevent this, all actions should be taken to prevent any diesel or other marine pollutants from going into the water.

Reports about discharge or probably discharge of any pollution

If carrying any Marine Pollutant, the coastal port of that state should be informed so they can monitor you passage and be prepared in case you do have a spillage.

Report if you had a spillage because of any of the following:

(a) Collision

(b) Faulty Equipment

(c) Discharging it to save life (oil or diesel quells waves)

(d) Discharging oil through your bilge discharge pipe (faulty monitoring/oil separating equipment)
Factors to be taken into account if a discharge or probable discharge has been made:

(a) The nature of damage to the ship

(b) What machinery has broken down (E.g. Bilge Pumps, Monitoring Equipment, Separating Equipment)

(c) The Ships position

(d) Wind force, current, tide and sea state

(e) Density of Traffic

(f) The condition of the crew onboard

(g) Breakdown of engine propulsion, lost propeller, lost steering, lost electrics to Navigation equipment

Once the initial report has been made follow up reports have to be made as follows:

(a) Name of Ship, Call sign and flag

(b) Date and UTC Time

(c) Ships position

(d) True Course & Speed

(e) Planned Route

(f) Time of next report

(g) Draught

(h) What cargo your carrying

(i) Brief details of any defects or damage you have

(j) Brief detail of the actual pollution you have

(k) Company owners name/addresses and phone numbers

(l) Ships details (Length, Breadth, Draught, tonnage and type of ship

(m) Total amount of personnel on the ship

(n) Details of incident including

(i) The name of any ship involved
(ii) The action taken to prevent any more spillage
(iii) Any assistance you got
(iv) Any injuries to personnel and what if any medical help you got
These reports should be made to the nearest Coastguard Station

Dock Water Allowance

\[ DWA = FWA \times (\text{Seawater Density} - \text{Dock water Density}) \]

\( \text{Sea Water Density} \)
Answer in mm

\[ DWA = \text{Dock Water Allowance} \]
FWA = Fresh Water Allowance
FW = Fresh Water
SW = Salt Water

mm = Millimeters
FW density = 1.000m\(^3\)
SW = 1.025m\(^3\)
Density = the mass of any object measured in m\(^3\)
I.E. (Length x Breadth x Width)

Loadlines
The Maximum depth to which a ship may be loaded in relation to a Timber load shall be the depth indicated by the upper edge of the appropriate Timber Loadline.
(Q) What is the purpose a waterline on a fishing vessel, why do naval architects make one up?

(1) For the crew safety, as waves go the waterline where the water then any safety required can have the
people on board below their level, but this is not done on a Merchant Navy vessel.

(2) For the safety of the vessel, the density of water changes frequently from port to port around the world. Some ports have fresh water coming from rivers, a port in London has a density of 1024 kg/m^3, a port in
Harbour using a hydrometer (instrument for checking the density of water) Fresh water is lower, pet
water is raised and sea water is 1032 kg/m^3.

(3) Remember salt water makes your vessel more buoyant. If you are happy with water to have water on your
vessel, it is going to sink because fresh water is less buoyant.

(1) Is it a land or star bearing? (it's a LAND bearing (Terrestrial) even if its a church spire put the Arrows DOWN, if it's a STAR bearing (Celestial) then put the Arrow's UP)

(2) Is the arrows on the thumbscrew up or down?

(3) The Azimuth ring piece, make sure its furthest away from you (as in photo 6)

In Picture (1) the two round ball shapes are quadrant correctors which contain soft
iron this helps take the magnetism away from the compass.

In Picture (2) you can see the top of the flinders bar, this is your ships head and will be aligned with the lubber line of your compass.

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**Authors tips when using an Azimuth Mirror**

(1) When taking a bearing make sure the ring piece of the Azimuth Mirror is furthest away from you don't have it at your side of the compass.

(2) After lining up the bearing look into the compass bowl to see roughly what bearing you should get.

(3) When moving the thumbscrew, move it slowly, if you get small numbers of degrees then you have reversed the bearing (remember its a mirror) keep it going till you see the correct bearing.

(4) Give the Captain the bearing.

(5) If he asks if you have one of these on your vessel, say yes you have a magnetic compass but most small vessels don't have an Azimuth Mirror

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Troubleshooting why you cant get the bearing !!!!

(1) The Captain has his hand over the Compass glass blocking you from taking the
(2) As in number (5) in the photo above The shades are blocking the bearing you are trying to take, move them aside.

(3) If the Azimuth is on top of a Magnetic compass then its a magnetic bearing and if on top of a gyro compass then its a gyro bearing.

If asked to change the compass bearing to a true bearing, use the saying

(C-D-M-V-T) Cadbury's Dairy Milk Very Tasty, as follows:

<table>
<thead>
<tr>
<th>Compass bearing</th>
<th>(the bearing you have just taken)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deviation</td>
<td>(look at your lubber line and find the deviation for this course, the course your steering) add if East and subtract if West</td>
</tr>
<tr>
<td>Magnetic bearing</td>
<td></td>
</tr>
<tr>
<td>Variation</td>
<td>(on a chart and using the nearest compass rose to you) add if East and Subtract if West.</td>
</tr>
<tr>
<td>True bearing</td>
<td></td>
</tr>
</tbody>
</table>

**Compass Questions**

(Q) How do you maintain a magnetic compass?
(a) By keeping it clean and oil the gimbals and making sure there is no air-bubbles in the compass bowl.

(Q) How do you air out of a magnetic compass?
(a) By undoing the thumbscrews that hold the magnetic compass into the gimbals, taking it down to a manageable height and turn it so the screw is topmost, undo the screw and using a syringe fill it up with industrial alcohol or distilled water.

(Q) Why do you need a liquid in a magnetic compass?
(a) To slow the needle down and stop wear and tear on the pivot the needle is sitting on top of.

(Q) Why are you using industrial alcohol or distilled water?
(a) Because they have a high freezing temperature.
(Q) What is variation and deviation?
(a) Combination of Compass Errors

(Q) What is deviation?
(a) The difference between Compass North and Magnetic North.

(Q) What is variation?
(a) The difference between Magnetic North and True North.

(Q) What causes deviation?
(a) The ships magnetic pull. (steel or electric sources can affect the pull on the magnetic compass)

(Q) What causes variation?
(a) The Earths magnetic pull.

(Q) How often do you check your magnetic compass for deviation?
(a) As often as possible if you have a gyro compass on your vessel, if not then when approaching a harbour using the leading lights or at sea using two oil-rigs in transit with each other.

(Q) How do you check your magnetic compass for deviation?
(a) By aligning the leading lights and checking your lubber line to see your bearing your steering, compare the two and this gives you compass error, apply the variation from the chart and this leaves your deviation.

(Q) Show me how you would do this?

<table>
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<tr>
<th>True Bearing</th>
<th>290°</th>
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<tr>
<td>Compass bearing</td>
<td>295°</td>
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<tr>
<td>Compass Error</td>
<td>005° West (Compass is best Error is West, Compass least error</td>
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</table>
Variation is West

Deviation

003° West
002° West

(Q) You have two degrees West for deviation, where do you log this into?
(a) The deviation log book.

(Q) What is the purpose of a deviation log book?
(a) To keep an eye on your deviation to make sure it does not deviate from the deviation card.

(Q) You have checked your deviation, is this deviation for every point on the compass?
(a) No, the deviation is only for that one course, the course you took the bearing for.

(Q) Can you check your magnetic compass at sea for deviation?
(a) Yes by aligning up two oil-rigs in transit.

(Q) How do you check a gyro compass for error?
(a) By doing the same as the magnetic compass.

(Q) Show me?

True bearing 291°
Gyro bearing 292°
Gyro error 001° high (Gyro bearing is higher than True)

(Q) You have found the gyro is 001 degree high is this for every point on the compass?
(a) Yes, a Gyro compass has no deviation or variation.

(Q) Can you check a magnetic compass for deviation against a gyro compass?
(a) Yes, if the gyro has no error then the gyro is reading a true bearing.
(Q) What if the gyro had an error can we still check a magnetic compass for deviation against a gyro compass?
(a) Yes as long as you knew what the error was (High or low errors)

(Q) Show me?

Gyro bearing: 301° (Gyro is 001° high)
Gyro Error: 001° high
Gyro bearing (True brg): 300° true
Magnetic bearing: 295°
Compass Error: 005° East
Variation: 00° East
Deviation: 002° West

(Q) If the gyro error was high what direction would the error be?
(a) If the Gyro compass is higher than True North then the Error is a Westerly Error.

(Q) If the gyro error was low what direction would the error be?
(a) If the Gyro compass is lower than True North then the Error is an Easterly Error.

(Q) Can you check your magnetic compass for deviation lying between two vessels tied to the pier?
(a) No, there is too much metal around you, your compass needle will be drawn towards the other vessels.

(Q) Can you check your magnetic compass for deviation lying next to a pier, there are no vessels near your vessel?
(a) No, there are steel girder’s built into the pier.

(Q) Can you check your magnetic compass for deviation lying next to a wooden pier that has no steel in it?
(a) Yes, by using a large scale chart of the harbour, finding out the true bearing of the
pier your alongside, and comparing it to your compass bearing.

(Q) Can you only take one bearing at that pier?
(a) No, if you turned your vessel around you could check your deviation for that new bearing.

(Q) How do you do a compass swing?
(a) By using a transit bearing from two points of land and check your compass every 20°

(Q) Who does Magnetic and Gyro compass adjusting in the UK?
(a) A person who holds a Certificate of Competency of compass adjuster.

(Q) What do you use to taking bearings with?
(a) Compass, visual and radar bearings.

(Q) How do you take a compass bearing?
(a) By using an Azimuth Mirror.

(Q) How could you take a compass bearing if you don’t have an Azimuth Mirror onboard your vessel?
(a) By taking a relative bearing using radar.

(Q) Show me?
Your ships head 050° compass
E.B.L. Bearing 030° (E.B.L. stands for Electronic Bearing Line)
Compass bearing of target 080° compass

(Q) How can you find your ships position at sea?
(a) By using G.P.S. (Global Positioning Satellite)
(Q) How can we find our ships position 2 miles from a point of land, you have radar, a magnetic compass and charts?
(a) By taking a compass bearing of the point of land then applying deviation to it to give you a magnetic bearing apply variation to give you a true bearing then reversing the bearing, go onto the chart and find the point of land using a set of parallel rules lay off the true reversed bearing and slide it onto the point of land draw a line towards the sea, you have to be on this line somewhere, measure 2 miles from the side of the chart and from the point of land measure it onto your true reversed bearing, where the two intersect is your ships position.

(Q) Would you be happy with just one point of land?
(a) No. Two or even three points of land would give you a better fix.

(Q) How can you check your ships position alongside an oilrig, you have radar, a magnetic compass and charts?
(a) By taking a compass bearing of the oilrig then applying deviation to it to give you a magnetic bearing apply variation to give you a true bearing then reversing the bearing, go onto the chart and find the oilrig using a set of parallel rules lay off the true reversed bearing and slide it onto the oilrig draw a line away from the oilrig, you have to be on this line somewhere, measure 2 miles from the side of the chart and from the oilrig measure it onto your true reversed bearing, where the two intersect is your ships position.

(Q) What is a true meridian?
(a) From you anywhere in the world looking at the North or South Poles.

(Q) What is a Magnetic Meridian?
(a) From you anywhere in the world looking at the Magnetic North or South Poles.

(Q) What is the container at the fore side of a compass binnacle called?
(a) The Flinders Bar

(Q) What is the Flinders' Bar used for?
(a) To Compensate for the errors caused by the ships magnetic field, to take deviation away from the magnetic compass
(Q) Gyro Compass, why is this affected by local anomalies?
(a) (Caution this is a trick question that came out of the exam room), gyro compasses cannot be affected by variation or deviation, it can only be affected by gyro error
Marine Orders currently in force

New issues of Marine Orders made since January 2007: Part 34, Order No. 1 of 2007;

Note: Some superseded Marine Orders are linked on this page for reference purposes only. Such superseded Marine Orders may still be relevant where an exemption, approval or a provision may apply in particular circumstances.

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MARINE ORDERS

Part 57
(formerly Part 18)

Helicopter operations

Issue 2

Order No 2 of 1997

Pursuant to Section 425(1AA) of the Navigation Act 1912, I hereby make this Order:

(a) renumbering Marine Orders, Part 18, Issue 1 as Part 57, Issue 1;
(b) repealing Marine Orders, Part 57, Issue 1 and issuing the attached Marine Orders, Part 57, Issue 2 to come into operation on 1 June 1997.

P M McGrath
Chief Executive
9 May 1997

PART 57

HELICOPTER OPERATIONS Issue 2

Order No 2 of 1997

Table of Contents

1 Interpretation
2 Purpose
3 Application
4 Offences
5 Arrangements on ships

PART 57

Issue 2 HELICOPTER OPERATIONS

Order No 2 of 1997

1 Interpretation

In this Part:

(a) headings and sub-headings are part of the Part;
(b) each Appendix is part of the Part;
(c) a note included in the text and printed in italics is not part of the Part.

2 Purpose

This Part, pursuant to paragraphs 425(1)(c) and 425(1)(e) of the Navigation Act, makes provision for and in relation to:

(a) the protection of the health and the security from injury of persons engaged in the loading or unloading of ships; and
(b) the safety of persons, including pilots, going on or coming from, or on board, ships, in connection with transfer operations by helicopter.

3 Application
This Part applies to and in relation to:
(a) a ship registered in Australia; and
(b) a ship registered in a country other than Australia that is in the territorial sea of Australia or waters on the landward side of the territorial sea.

4 Offences
Provisions 5.1 and 5.2 are penal provisions. 

Note: Regulation 4 of the Navigation (Orders) Regulations provides:

4. A person who contravenes a provision of an order made under subsection 425(1AA) of the Act that is expressed to be a penal provision is guilty of an offence and is punishable, upon conviction:

(a) if the offender is a natural person—by a fine not exceeding $2,000;
or
(b) if the offender is a body corporate—by a fine not exceeding $5,000.'

PART 57
HELCIPOTER OPERATIONS Issue 2
Order No 2 of 1997

5 Arrangements on ships
5.1 Requirement for safe arrangements
The master of a ship must not permit the transfer of persons and goods between helicopter and ship unless:
(a) the owner or master has provided such arrangements, equipment, instructions and training as:
(i) are necessary and reasonable for emergency evacuation of persons from the ship; and
(ii) are appropriate and reasonable for the normal operations of the ship; and
(b) the master is satisfied that:
(i) the equipment is maintained in working order and readily available for use; and
(ii) the specified training has been carried out.

Note: Arrangements, equipment, instructions and training that comply with:
(a) the Australian Code of Safe Practice for Ship-Helicopter Transfers, published by AMSA and available at any AMSA office; or
(b) the International Chamber of Shipping Guide to Helicopter/Ship Operations, to the extent that it is not inconsistent with (a), will be regarded as meeting the requirements of 5.1.

5.2 Crew members' responsibility
Every crew member must:
(a) carry out the instructions determined by the owner or master under
5.1;
and
(b) generally take such action as is reasonable to ensure that
helicopter
transfers are carried out safely.

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