

## Class I Master Oral Exam

Date: 08.08.2024

Candidate: S.P. Kathriarachchi

Examiner: Capt. Gamini Wilson

Time: 1015 hrs to 1230 hrs

At the beginning, I must say that the examiner needs the practical answers and he doesn't need answers parrot type .so at the beginning, he explained what is required as master and his intention is to carry out master strategies implementation. so he said he needs to make the more confidence of the candidate in master role.

1. Firstly he asked what do you think about seafarer life in the past and present.
2. What is the master role in past and the present (examiner expect practical scenario onboard, commercial pressure, Busy port schedule and my plan to face those task)
3. What is the reason for having pressure for master and how to handle so much emails coming to ships mail
4. What is your overview ( Expect my conclusion)
5. What do you think about present generation and asked can you see any difference between young and old generation
6. How do you handle and how to overcome generation gap
7. Vessel at anchor, when you come to the bridge (young 3rd off Philippine) you observed that tug and tow barge is dragging towards own vessel. you ask from 3/O and he replied there is nothing and all ok. what do you do?  
*With so much explanation I gave 2 options. One is if the time is allowing I l heave up the anchor and move away. Other one is if the time does not permit clear the chain from bitter end and move away. But his answer is stay remains, since the barge is drifting with slow speed and having fixed fenders cannot expect damage to the own vessel)*
8. Do you scroll at third officer
9. What do you expect from your officer (answer is be responsible officer)
10. What is rule no 41
11. What does it mean

12. ColReg is a rule or convention
13. How do you prove that the vessel is complying with conventions
14. Do you expect your officer learn ROR by heart- No
15. How do you implement/practice that onboard
16. When you approaching to berth do you proceed with 45' angle to the berth  
always
17. What are the latest incident related to container ships( loss of container due to high swell close to Durban)
18. What are the latest requirements related to container vessels
19. Any implementation or discussion about container loss (UR C6, UR C 7) examiner  
said even he does not know about it
20. How do you check the chief officer's loading plan
21. What are the criteria you check in loading plan
22. When do you issue a clean BOL related to Bulk or general cargo
23. If cargo disputes are there what will you do(I explain all regarding clause BOL,LOA,LOI)
24. What is the importance of GM
25. What are the certificates related to SOLAS
26. How do you get ready for the renewing Radio certificate
27. What do you test
28. What are the new amendments related to safety radio certification
29. What is weather routing and your duty as the master concerning weather routing
30. Can you deviate from weather routing ,when and how
31. What are the reporting as the master
32. What are the information that you can get from charter party
33. What is zero alcohol policy
34. What is anti corruption policy
35. Your vessel is with busy port schedule, maintaining zero alcohol policy and you get to know that your crew bringing alcohol from outside. As a master your action.

36. When you have both policies (Zero alcohol/Anti corruption) onboard, your charters send an email stating that give 200USD to pilot without Copying to your owners. What is your action
37. What is FOC
38. As a master when the flag is changed what do you do (full procedure of obtain new CSR)
39. What is the different between security drill and security exercise
40. What is the latest news about Maersk Frankfurt
41. Anybody died?
42. How do you minimize mooring line related accidents (Line management plan)
43. What is LMP
44. How to test it onboard
45. Any equipment to test
46. Is it compulsory
47. How do you select a rope
48. According to new rules, splicing is not allowed. Do your owner agree to discard the rope every time when it is parted (I said once the LMP is followed there is no chance to parted the ropes. Then only we have to follow the discarding procedure. So owners will not get much burden)

At last he gave me some time to get more information about FOC and Security drill and exercise. Once I return back with answer, he was satisfied and gave me the blank paper which was upside down to check. It was my assessment and mentioned that I am passed.

***My sincere thank to Cinec lectures, All my friends who assisted me to achieve this goal.....!!!!!!***

