

### 3.22 ISM Code, Section 5.2 – Master’s Overriding Authority

Qu/. What is the Master’s Overriding Authority under ISM?

#### **ISM Code, Section 5.2**

*“The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the master’s authority. The Company should establish in the SMS that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company’s assistance as may be necessary.”*

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### 3.23 SOLAS V, Regulation 33 – Distress Messages

Qu/. What are the Master’s responsibilities upon receipt of a distress message?

#### **SOLAS V, Reg 33 – Distress messages: Obligations and procedures**

- |          |   |                                    |
|----------|---|------------------------------------|
| <b>M</b> | The...  | <b>M</b> aster of a ship at sea    |
| <b>A</b> | which is in a position to be able to provide...                           | <b>A</b> ssistance,                |
| <b>D</b> | on receiving information regarding persons that are in...                 | <b>D</b> istress at sea,           |
| <b>S</b> | is bound to proceed with all...   | <b>S</b> peed to their assistance. |
| <b>I</b> | Inform them or the search and rescue service that the ship is proceeding. |                                    |

*If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the Master must enter in the logbook the reason for failing to proceed to the assistance of the persons in distress, taking into account the IMO’s recommendation to inform the appropriate SAR services accordingly.*

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### 3.24 SOLAS V, Regulation 34-1 – Master’s Discretion

Qu/. What is meant by Master’s discretion?

#### **SOLAS V, Reg 34-1 – Master’s discretion**

*“The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master’s professional judgement, is necessary for safety of life at sea and protection of the marine environment.”*

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### 3.25 What are the Master’s responsibilities under the ISPS Code?

The company should ensure that the SSP has a clear statement confirming the Master’s authority to make decisions in respect of security and to request the company’s assistance as required.

*The Master, notwithstanding the presence of the SSO, retains overriding authority and responsibility to make decisions about the safety and security of the ship.*

In essence, the Master shall not be constrained by the company, charterer or other persons in taking a decision that, in the professional judgement of the Master, is necessary to maintain security or safety of the ship.

### 3.26 SOLAS V, Regulation 31 – Danger Messages

Qu/. What are the reports required under SOLAS that you have to make as Master on encountering certain meteorological conditions (and to whom)?

#### SOLAS V, Reg 31 – Danger messages

(Aide memoire: SANDIT)

The Master of every ship that meets with

- |          |                |   |
|----------|----------------|---|
| <b>S</b> | tropical       | <b>S</b> storm for which no warning was received  |
| <b>A</b> | freezing       | <b>A</b> ir temps, associated with gale force winds causing severe ice accretion, for which no warning was received |
| <b>N</b> | danger to      | <b>N</b> avigation  |
| <b>D</b> | dangerous      | <b>D</b> erelict  |
| <b>I</b> | dangerous      | <b>I</b> ce   |
| <b>T</b> | winds of force | <b>T</b> en, for which no warning was received  |

is bound to communicate the information by all available means to ships in the vicinity and also to the competent authorities.

Note/. SOLAS V, Reg 32 - Information required in danger messages

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### 3.27 What are the most serious offences under the MN Code of Conduct?

(The dismissal offences?)

(Aide memoire: ADT WUDE CASSIS)

- A** Assault
- D** Damage to the ship or property
- T** Theft
  
- W** Weapons, possession of
- U** Use of drugs or smuggling
- D** Duty, failure to perform
- E** Endangering ship or persons on board
  
- C** Combination with others to impede the progress of the ship or interfere with the navigation
- A** Asleep on duty
- S** Smoking in any part of the ship, where not permitted
- S** Sexual misbehaviour
- I** Intimidation of others
- S** Sloshed, being drunk.

### 3.28 Initial actions in an emergency as Master?

Response in an emergency along with Rule of the Road are the two topics for which a thorough understanding is absolutely critical.

We don't provide any written materials for these topics in this publication as they are much more effective in an orals prep class, where situations necessarily evolve and can be escalated to emphasise particular circumstances.

However, one task that will serve you well as you prepare and will stand you in good stead for most emergency situations is to consider those initial actions as you step onto the bridge in the event of an emergency.

In the following table, your actions as Master in most circumstances are reflected in the left-hand column and your expectations of your OOW are generally as shown in the right-hand column. If you learn this as the initial steps in any emergency response and convey this basic structure to the examiner, you can then proceed to the more technical details of the response.

| <b>As Master</b>   | <b>OOW</b>   |
|--|--|
| <p>As I arrive on the Bridge:</p> <ul style="list-style-type: none"> <li>• Sound General Alarm</li> <li>• Issue MAYDAY</li> <li>• PA Announcement</li> <li>• Engine/Speed/Safety</li> <li>• Establish Muster.</li> </ul> <p><i>My actions are all related to:</i></p> <ul style="list-style-type: none"> <li>• <i>Safety of crew</i></li> <li>• <i>Safety of ship</i></li> <li>• <i>Protection of marine environment.</i></li> </ul> | <ul style="list-style-type: none"> <li>• Have Checklist out</li> <li>• Apprise Master of Situation</li> <li>• Save VDR</li> <li>• Generally retain the Conn<br/><i>(except in event of collision/grounding – where the OOW may be in a state of shock).</i></li> </ul> |

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### 3.29 How should you respond to a 'talky-talky' question?

At Master's level (as at Chief Mates), you are going to be asked certain questions that are procedural. Often candidates jump straight into the question and impress the examiner with their technical knowledge of the subject matter. However, a formulaic response is far better, choosing from the following items. This will also give you another couple of minutes to set the scene and demonstrate your management skills and allow you further time to gather your thoughts.

- M** I would hold a **M**eeting with the heads of department
- C** Consult the <Procedure> booklet
- C** We have a **C**hecklist on board to assist with...
- D** I would make a **D**ynamic risk assessment to identify the hazards and risks
- A** **A**s Master, I would ensure the
- Y** Seaworth**Y**ness and Safet**Y** of the Crew and ship at all times
- S** Examples of **S**pecific items that I would cover include...  
(Go on to provide a list of specifics).

# Port State Control

## 3.30 What are the types of Port State Control inspections?

- **Initial inspection**  
*Initial inspection means a visit on board a ship by a PSCO, in order to check compliance with the relevant Conventions and regulations and verifies, where appropriate, whether outstanding deficiencies found during the previous inspections carried out have been rectified and satisfies the PSCO of the overall condition of the ship*
- **More detailed inspection**  
An inspection carried out following an initial inspection, although CLEAR GROUNDS have been uncovered to have a detailed inspection
- **Expanded**  
An inspection carried out following a more detailed inspection, although CLEAR GROUNDS have been uncovered to have an expanded inspection
- **Concentrated inspection campaign**  
Campaigns take place yearly over a period of 3 months (September – November) and are combined with a regular inspection.

*Recent/Future Concentrated Inspection Campaigns:*

- 01 Sep 2024 – 30 Nov 2024: **MLC/Seafarer Employment Agreement**
- 01 Sep 2025 – 30 Nov 2025: **Ballast Water Management**.

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## 3.31 What is inspected in a 'more detailed' PSC inspection?

|                                    |  |
|------------------------------------|--|
| <b>Overall Condition of Vessel</b> | General inspection of vessel (Load Line)                   |
| <b>Master's Office</b>             | All certificates for crew and vessel: STCW, ISM, ISPS, MLC |
| <b>Logbooks, Records, Manuals</b>  | OLB, ORB, rest hours, training records                     |
| <b>ISM</b>                         | Elements 2–12  |
| <b>ISPS</b>                        | Security arrangements                                      |
| <b>MLC</b>                         | MC MARACA WOOFER (see page 23)                             |
| <b>Bridge</b>                      | Passage plan, chart maintenance/corrections, nav equipment |
| <b>Accommodation</b>               | Muster lists   |
| <b>Cargo Area</b>                  | Cargo area, operations and availability of a cargo plan    |
| <b>Main Deck</b>                   | LSA, FFE, mooring equipment                                |
| <b>Engine Room</b>                 | E/R walk around  |
| <b>Other Spaces</b>                | Pumprooms, steering flats                                  |

### Finally at this stage ~6 Months Prior to Your Target Orals Date

This is a good time to establish contact with OceanWise Training and identify the start dates for their Orals Prep Courses and identify which look most suitable for your planning.

Details are also available on: <https://www.oceanwisetraining.com/mca-oral>s

# 4 Four and Two Months Prior to Your Target Orals Date

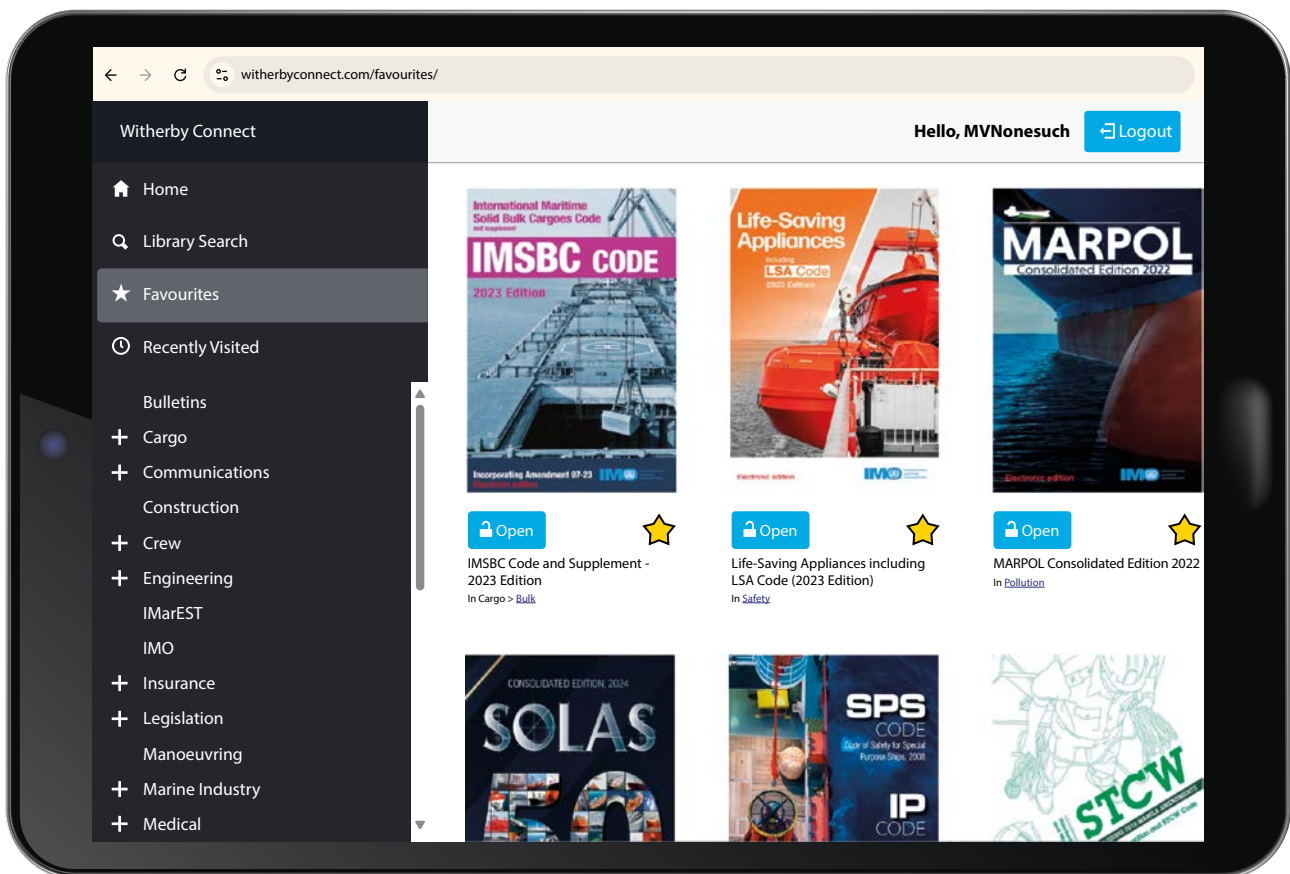
## 4.1 Four Months Before Your Orals

- Book/secure your MCA Oral exam date  
*(If necessary, you can reschedule it, but you need this secured to bring absolute focus to your studies. If you are putting it off at this stage to book next week or the week after, all you are doing is kidding yourself and you will create real scheduling pressure in the coming weeks, when you start to feel your studies are coming together, but you don't have an exam date as yet.)*

*With your exam date secured, all other activities and studies should be in support of this date.*

- Book your Orals Prep Courses Details with OceanWise using your discount code.
- With your Orals Prep Courses Details booked, OceanWise will send you the most up-to-date set of 'Past Oral Reports.'

### 4.1.1 Witherby Connect



Witherby Connect is a browser-based eBook reader that can be used on PC or tablet to access maritime publications. Connect is used on >40,000 merchant ships to access and manage their publications.

A 'Training Module' of publications has been prepared, that is available for monthly rental. See the adverts at the back of this book for more information.

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