

HONG KONG POLYTECHNIC
DEPARTMENT OF NAUTICAL STUDIES

COURSE : Certificate of Proficiency in Ship Command
CLASS : Part B
SESSION : 1989/90
SUBJECT : Commerce & Law
DATE : 23 May 1990
TIME ALLOWED : 3 hours

Instructions to candidates : Attempt any SEVEN questions
ALL questions carry equal marks
This paper contains eight questions

Available from invigilator :

1. IMO has 'adopted' certain traffic separation schemes (TSS). These are shown on navigational charts.
 - (a) State two examples of misconduct which can increase ^{Severe =} risk of collision in a TSS.
 - (b) State your opinion of the consequences to a master for his mistaken belief that his ship is not "through traffic" and he uses an inshore traffic zone.

2. State the master's responsibilities under the subsidiary legislation concerning safety officials and reporting of accidents and dangerous occurrences on board ship.

3. List the contents of:
 - (i) the International Load Line Certificate (1966)
 - (ii) entries in the official Log Book relating to Load Lines and Freeboards.

4. You are on a HongKong ship with HongKong crew on a Hong Kong Crew Agreement.

It has been reported to you that one junior engineer has intentionally damaged or broken all the control systems and gauges in the engine control room. Explain in detail what action should be taken and the entries that should be made in the Official Log Book.

5. A ship must be under the pilotage of a licensed pilot in a compulsory pilotage area, such as in Hong Kong.
 - (a) Describe the role of the pilot with reference to the division of responsibility between the master and the pilot.
 - (b) State when the pilot becomes liable during the pilotage and explain the consequences to the master, owner and pilot when a ship under pilotage in Hong Kong is negligently navigated.

6. Under the Institute Time Clauses (Hulls) (1983) the shipowner has certain obligations. Give examples of ways in which the actions of the master can cause a breach of these obligations.

7. Outline the benefits of the use of Lloyds Standard form of Salvage Agreement (1980) to both salvor and shipowner.

8. Your ship suffers a dangerous shift of cargo and you have deviated to a port of refuge. Your owners arranged for tug assistance to enter the port.

The usual towage contract includes a clause indemnifying the tug owners for any loss of or damage to the tug. The tow line parted, fouled the tug's propellor and the tug became a total loss. The tug-owners claimed damages from your owners who incurred considerable expenses in defending the action.

Discuss the above incidents and explain which of the costs arising may be allowed as General Average under the York-Antwerp Rules 1974.