

# DOWNLOAD PDF COMMAND COMPANION OF SEAMANSHIP TECHNIQUES (PEGASUS SERIES)

Chapter 1 : David House: used books, rare books and new books @ [www.nxgvision.com](http://www.nxgvision.com)

*The Command Companion of Seamanship Techniques Additional works by the same author Seamanship Techniques (Combined Volume Parts 1 & 2), ISBN 5 Cargo Work (Kemp & Young) (6th Edition revised), ISBN 1 Marine Survival and Rescue Systems, ISBN 9 Helicopter Operations at Sea - A Guide to Industry, ISBN 6 Navigation for Masters, ISBN 3.*

Clearly the start of business will commence when a new Master takes over either a new ship, or relieves the Master from a previous voyage. There are 64 shares in a ship and a company normally registers as the owner of a share or shares. Anyone who owns more than 33 shares becomes the majority shareholder. No ship is allowed to go to sea unless she has been surveyed and her deck and loadlines marked with the conditions of assignment. The Master will also 6. In the event of expiry such arrangements must be made to conduct a safety equipment survey with the Marine Authority. Other authorities Panama and Suez have their own tonnage measurement systems for setting costs for use of respective canals. More detail on the ISM code can be found on pages 52â€” Regarding this the following background is provided on the more widely used supporting elements associated with the Mercantile Marine. However, with changing legislation, aspects of surveys cannot be expected to remain static and higher standards will generate changes to survey content in the future. This ensures that the ship retains an expected standard whilst engaged in general trading operations. The special survey for hull requirements would be carried out on ships up to 20 years old. Vessels over 20 years of age must also comply with the hull requirements for the special survey and oil tankers must comply with the additional stipulated requirements of the rules and regulations. Surveyors will normally assess standards of workmanship, general arrangements, equipment on board and the scantlings of the vessel, all of which is submitted for approval. The vessel continues to remain in class as long as she is maintained according to the standards set by the rules. The date of completion of the survey under construction is normally taken as the date of build in the Register Book. The surveyor should also inspect scuppers, freeing ports, sanitary discharges, guard rails, gangways, lifelines, and bulwarks. Docking surveys A docking survey is carried out twice in 5 years if the vessel is less than 15 years old. The maximum time between surveys should not exceed 3 years. One of these surveys may be replaced by an in water survey, but two successive in water surveys are not permitted. On vessels 15 years or older docking surveys are conducted every 2 years or every 30 months if high resistant paint is applied to the hull. The survey pays particular attention to the structure and the possibility of corrosion, damage or general deterioration especially about the shell plate of the hull, the stern frame and rudder assembly. The propeller and sterntube area are also inspected, together with all other openings and valve arrangements which could be exposed to the sea. In water survey The regulations allow an in water survey to be conducted in lieu of a docking survey provided that the ship is less than 15 years old and is not a passenger vessel. The exception could be a tanker which has undergone an intermediate survey within 3 months of its annual date. The annual survey very much parallels a loadline survey and is usually conducted at the same time. In addition to an inspection of the general condition of the vessel, the annual survey should include inspection of the watertight integrity of the weather deck, especially The intermediate survey is carried out on tanker vessels which are 10 years of age or more. This survey should be carried out 6 months before or after the halfway date of the period of validity of survey. The objective of the survey is to ensure that the tanker remains in a capable condition to allow the vessel to continue trading. It should normally include inspection of all items in the annual survey together with a more intensive hull inspection. Special attention should also be paid to clearances on rudder bearings, propeller shaft and seals together with any testing required of weather deck piping arrangements. The special survey includes all the items considered for inspection in the annual and docking surveys and would cause the vessel to be dry docked. Each special survey is more detailed and thorough than the last and becomes ever more so with the increasing age of the vessel. Very old ships could expect X-ray and ultrasonic tests on welds or sections of shell plate. Drill testing for assessing plate thickness could also become the order of the day. Fresh water, bunker, and lubricating oil

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tanks are usually exempt from the earlier surveys. Special surveys should also take account of cargo holds and deck features such as masts and rigging, anchors and cables, cable lockers, deep tanks, etc. Periodic surveys These include any of the above items but could be more detailed with stricter testing imposed. Additional surveys These surveys are carried out when any changes have been made to the ship. Court of Survey In the event that a surveyor refuses to provide a declaration of survey on a passenger vessel, the Master or the owner of the vessel may appeal to the Court of Survey. The court constitutes a judge and two assessors who will receive arguments when: This survey is an alternative to a special survey. It is a continual testing and survey operation of all relevant parts and equipment, conducted in rotation over a 5-year period, between consecutive examinations. The initial survey On entering service this survey should cover: A ship putting to sea overloaded or operating in areas other than those designated for which she is classed, may lead to automatic suspension of class. Examples of this can be seen with: The MARPOL convention, annexes and subsequent amendments have provided the means of monitoring and to some extent controlling pollution of the marine environment, i. Tanker vessels Oil tankers are subject to the following surveys: The vessel should have all tanks and cofferdams clean and in a gas-free state. In addition to the inspection of the hull and machinery condition, tankers should also have the following examined: If a tanker is over 10 years old, surveys are carried out under much stricter conditions and with greater detail. In the event of an occurrence between surveys which could invalidate the survey, the Master is obligated to inform the Marine Authority which monitors the vessel and also the Marine Authority of the country in whose jurisdiction the vessel is. The period of validity is 5 years and no extension is permitted. Chemical tankers Chemical tanker vessels which are built after 1 July must comply with the International Bulk Chemical Code. The period of validity is 5 years, with no extension permitted. This record must be retained on board the vessel for a minimum period of 3 years from the date of last entry. The record must show any movement of NLS and the relevant tank s affected. Records would also include detail of tank cleaning operations, removal of residues, disposal of residues to reception facilities, any discharge into the sea, ballasting of cargo tanks, or accidental or exceptional discharge. The requirement is necessary under the Panama Canal Authorities Regulations. Subsequently, a prudent Master would also have copies of the ships stability data or have access to it, and would normally be given a copy of the current cargo plan on completion of loading. The period of validity is 5 years with no extension permitted. The topic of registration is wide and covers several issues which the serving Master should be aware of. Registry It is not a legal requirement to register a British ship, but if registered it serves to provide evidence as to ownership. Without being registered, the vessel would be unlikely to obtain insurance with all the pitfalls that would entail. Citizens from the British dependent territories. British subjects under the Nationality Act Corporate bodies in the UK or in a relevant overseas territory who have their principal place of business in the UK or in that territory. Citizens of the Republic of Ireland. Entitlement to registration If a person falls into any of the above categories they are entitled to register the ship in the UK, provided that: Shares in a ship There are 64 shares in a ship which can be owned in full or in part. The person or company owning more than 33 shares is the major shareholder. Details of mortgages and the discharge of same. Alterations to the ship. Changes from one port to another port. Any change of name to the vessel. Certain changes may necessitate the ship being reregistered. Application to register a ship Application to register the vessel must be made in writing by the owner. Proof of eligibility to own a British ship must be shown, and where the ship was built or is being built must be indicated. Any details of shared ownership must be disclosed together with an undertaking to cancel any other registration which may be in force outside the UK. Prior to sailing the Master must ensure that the vessel in all ways complies with both the Merchant Shipping Act and the regulations affecting registration. Any advance to assist the venture would require security for the loan and this might be in the form of the ship or shares in the ship. Details of this transaction will be included in the registration by the Registrar. Any banker or mortgagee would look to satisfy himself that the ship is a good risk and would be keen to assure himself of certain facts: Penalties could be imposed: If the borrower is a company, then the Registrar of Companies would need to be informed of

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transactions, in addition to the Registrar General of Shipping and Seamen. This would ensure cross-checks on the mortgage, so that the vessel could not be mortgaged to another person without the former being made aware of this fact. There are some 45 types of entry listed by the regulations that must be entered into the OLB. If it is not entered then the Master may be in error. Failure to produce the log book on demand would be considered an offence. Entries once made in the book should not be cancelled or amended. Any error which is subsequently noted may be corrected by a further entry being made. If an entry is made which is defamatory, no legal proceedings can be taken against the person making the entry as he or she makes the entry from a position of privilege. In some cases entries may be lengthy and it is permitted to use additional sheets. Where crew turnover is large for instance, as with passenger vessels computer printouts are also permitted. Gross and registered tonnage. Date and place at which the log book is opened. Date and place at which the log book is closed. Date received by the Registrar General of Shipping and Seamen. Date and time of arrival in port and departure date and time.

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