1. Gave me a bulk carrier with Cranes, Draft: 12.0m, LOA 200m, told me ship is in Singapore Strait anchorage near raffles, you are joining by boat, how will you take over? 
Answer: Told him about visual inspection of shipside and draft marks prior to boarding, checking boarding arrangements, walk around the ship, check all certificates, log book up to date, passage plan berth to berth, sufficient bunkers and stores/provision. Also told him about my own certificates needed for joining and work agreements.

2. He also asked about certificates the ship required, validity and attachments – I gave him the details.

3. He said you are loading bunkers and bunker spills – Told him about Incident reporting form 18/19 and Polrep report and SOPEP response.

4. Now chief officer fallen on bunker barge and unconscious action, told him about giving first aid, medivac and landing him ashore

5. Then Helicopter arrived to pick up chief officer how will you go about – Told him about marine order 57 that gives effect to ICS – Helicopter/ship operations guide.

6. Now Chief Officer dies in hospital – how will you arrange his repatriation, what else will you do. Told him as per MO 11 repatriation by company, next of kin inform, official log book entry, inform AMSA – incident reporting.

7. Company not arranging his return – I told him AMSA as per MO 11 will arrange if company does not, but he wanted to hear Australian commission in Singapore, which I eventually answered.

8. He asked other official log book entries – Told him AMSA 361 required as per Nav act and MO 1 in prescribed form

9. Then you have load line and SOLAS annual surveys the next day, how will you prepare – I told him that delegate LSA/FFA to 3rd off, signalling/charts to 2nd off, machinery/electrical-engines, loadline marks/stability/freeing ports –chief officer.

10. Now sailing outside Singapore – how will you check charts/ECDIS, ECDIS primary, chart secondary – Said largest scale charts, must be plotted berth to berth on ECDIS and the chart, told him ECDIS requirements and back up arrangements, training as per STCW and type specific.

11. Asked about Safety depth and safety contour – I told him taking SMS UKC policy into account, I will enter the same value.

12. In this Singapore chart, safety contour you entered 20m what will happen to contours after that – I told him only contours up to 20m displayed, he also asked me the colours of the contours displayed.

13. Now position fixing on ECDIS only by GPS? – I said no also visual fixing and at frequent intervals 2-5mins.
14. Now Gyro failed in the strait, action – I told him get out of channel and drop anchor where safe to assess situation because lots of traffic. Then try and fix Gyro by arranging tech etc, if not possible change radars to head up, increase position fixing by radar distances, visual marks, steer by magnetic compass after correction for variation and deviation.

15. Then told me to apply variation and deviation to find course to steer by compass for a course of 123deg T.

16. Now ship ran aground in the channel, he marked a spot – action, told him aground shapes, lights, incident reporting, POLREP reporting, VTS reporting.

17. Now prior to arrival Australia what reporting required – told him MASTREP, REEFREP.

18. How will you get coastal warnings – I told him Navtex, but he was looking for SAT C where you select coastal warning.

19. Asked me about AIS – Can you use it for collision warning, I told him yes as per Rule 5 lookout- all available means, but not for determining action because of CMG and SMG, I need CTW which only ARPA can give me.

20. Why is it important to update Navigational status of AIS – He was looking for because when you change to berthed the Tx period reduces.

21. Asked me about MO 32 – HSR who is he, what is PIN, he says cranes are rusted- I am not using, action – I told him all certified in register, checked by myself and chief engineer as responsible persons, all ok and its only cosmetic.

22. Do you know MERCOM – I told him his duties and about emergency towage and vessel Pioneer responder based in Cairns, towage under contract and ships to assist.

23. Compass error – how often will you take? – I told him once a watch and major alteration, where is it given? – STCW, when will you adjust compass - > 5 deg as per MO

24. 3rd officer gone missing action – Told him raise alarm, muster, alter course around at same time, post lookouts, release MOB signal if sighted, inform incident to AMSA, inform ships in vicinity, use IMASAR Vol III.

25. What search patter will you use, who is OSC – I said I am OSC until relived by SAR, I will use expanding square search

26. Now you approach Freemale, what buoy will you see first – I told him Safe water mark, he asked me to point out to one and asked me characteristic.

27. The he asked me what buoys will you then see – showed him lateral marks

28. He then put a preferred channel to stbd mark and asked my action.

29. ROR – Tug and tow, CBD, dredger and then situation was; I was CBD and tug/tow on port side who to take action, I said tug as per rule 15 - Crossing situation

30. Tug not taking action – So I said will reduce speed cause CBD and rule 17 - action by stand on vessel when risk of Collison exit.

31. Then restricted visibility, you detect on radar vsl on port bow with risk of collision – I told him alter bold to stbd not to port, then two more come up – I kept altering to stbd.

This is most of what I remember – hope it helps.

Thanks to the College Challenger for the earlier question sets and giving me access to the library.