Firstly had a discussion on what I had been doing since my Second Mates course, Ash was instructor for my second mates course. He then said at this level he did not want short answers, he expected answers that would satisfy his requirements to know that I understand the subject. He also stated this oral could take 1:45 to 2:00 hours. He gave me a picture of a 157 meter bulk carrier with 12 meter draft and 4 cranes, and had ECDIS and back up was paper charts. He said any time he asked a question if you didn’t specify another ship this was the ship I was on. It had loaded steel coils and various other cargoes in India and had stopped in Singapore in an anchorage only for bunkers. The chart of Singapore straight was also put in front of me.

- You are joining the above vessel, an Australian registered bulk carrier out of Singapore by helicopter. What would you expect to see as you got near the ship and when you landed? Where would you find this information?
- What documents will you give to the Captain?
- The C/O is on the bridge and can give you handover for three hours. What would you expect in the handover (normal handover, include operation of loadicator and discharge the plan) what else is required to join the ship? (General induction, Bridge induction covering all equipment, safety walk around, your duties during emergency). Where would you get info on your duties?
- What is SMS, ISM and how is it brought into force in Australia?
- What is the material handling register and what does it contain?
- The Ship is currently at anchor, bunkering and you take over watch at 1600 from the 2nd Mate, what would you expect in the handover?
- What would you be doing during your anchor watch? Showed me the position we were anchored on the chart and wanted to know how I would maintain a check on the ships position?
- A squall came through and you started dragging your anchor what would your actions be?
- The squall went through you have got your anchor back down the bunker barge is back along side and is bunkering and it blows a hose what are your actions? What are your reporting requirements and what annex is it covered by?
- What are the required drills and their timeframe I'm board?
- Bunkers are finished we are leaving the Anchorage where would you expect the passage plan to take you heading for Fremantle? Wanted join the westbound traffic separation scheme until you can cross in the correct zone and then join the eastbound traffic separations scheme.
- You are in the eastbound traffic separation scheme and you have a steering failure what are your actions?
- I was then asked what I would see out the window when going from deep water to shallow water?
- What would I expect to happen to my ship when entering an area of shallow water?
- He then asked me to tell him what a number of charts symbols were on the Singapore chart that he pointed out.
- Was asked if I could use this chart and why?
- What is a Loadicator? Can you just buy one from the shop and put it on-board? How would you test it?
- What is Class?
- What statutory certificates are on the ship? What is there validity and what convention do they come under?
- Can you throw garbage over the side, what type, where and where is this recorded? Who is responsible for the records in the garbage record book?
- The bosun comes to you after you are south of Indonesia in the open ocean and wants to discharge cargo residue of alumina over the side, what do you tell him? Where would you find information on this cargo?
- What information can be found on a Shippers declaration?
- What information is in the IMSBC code?
- He brings a small scale chart out of showing Australia and Indonesia and your passage and says a cyclone has now formed up and is heading west-south-west across your course line what
quadrant was I in, what would I expect to see, how would I follow cyclone tracking and what are my actions with regard to safety of the ship?

- The cyclone has now altered course to the northwest, what would my actions be now?
- He then said I was now on a containership you show me a picture and said this ship was four hours from departure and the person in charge had come and said he needed to load 12 containers of dangerous goods, what would I say and what would I do? Wanted AMSA’s requirements and the ships requirements to put DG’s on board and where would I find this info?
- Then said one of the containers was brand-new, but the safety approval plate had been knocked off what are your actions?
- The PIC came and said he knows the container is brand-new and should be put on board, what are your actions?
- The PIC now comes and says they have found the plate in the yard and they can give it to you when the container comes on board what are your actions?
- Draw a Plimsol line for the port side, then asked where exactly the water line would be when the ship was at its summer draft?
- I was then asked where the water line would be if that same ship moved into dock water with a density of 1.005?
- Gave me a sheet of paper with ship data KG of 7.6 m KM of 7.5 m and KB of 4.5 m draw a GZ curve for this vessel and explain?
- How would you fix this situation?
- What are the minimum IMO stability criteria?
- Said we had just loaded a heavy lift into the middle of the ship in the bending moment curve has a huge dip in the centre what would my actions be?
- What are the reporting requirements for arrival Australia?
- 100nm from Fremantle you find the second mate has not relieved you for watch at 0800. You send the look out down to this cabin and find that he’s not in the cabin, what do you do. After muster it’s found he was last seen at midnight, at the aft of the ship drinking a beer and very down in the dumps, what are your actions, what are the reporting requirements and to who?
- What information would you expect from RCC and who administers RCC?
- Where would you find information on board about search patterns?
- You arrived in Fremantle and you are told you are going to get a load line survey and a safety equipment survey (where is the info about what you have on board). How would you prepare for these surveys?
- What is inspected during a load line survey?
- How would you determine if your hatches were weather tight?
- What is the difference between a port state inspection and a flag state inspection?
- What type of radars are on Bridge? The difference? Why do we need X Band?
- Showed me a racon on the chart and said which radar would pick this up? (Both, because now racon’s are wide band to cover both).
- Which radar would you use in heavy rain and what would you use the X-band radar for?
- What is a SART?

ROR

With model boats:
1. Vessel 12nm away, crossing your bow from Port, PDV’s, Actions?
2. Now same vessel is 8.5 nm away, actions?
3. Now same vessel is 3.5nm away with no bearing change and does not appear to be taking action, what would you do?
4. Now the same vessel is one nautical mile away and still has not taken action what would you do?

Then with radar:
1. Same situation as above, what would you do? (Told him still no bearing change by radar and would use ARPA as well and before course alteration would do trial manoeuvre).
2. Have done course change and you now find one vessel on your port bow and one vessel on your Starboard bow and there is a risk of collision, what action would you take?
Now I am approaching thick fog, and I'm the officer on watch, what would I do?
A couple of scenarios with avoiding collision in restricted visibility and how rule 19 applies.
Then both radars have blown up and the look out on the bow can hear from right ahead, one long and two
short blasts and appears to be getting closer, what are your actions?
Once I have stopped and am sounding 2 long blasts in 2 minutes can I then sound this signal every 30
seconds?

Buoyage, I must give the colour, shape and light sequence of all buoys asked:

Back to the models, both ship and buoys, my ship was in front of me heading away from my seat position
and was on a northerly course:
1. You are arriving at Fremantle port, what buoy would you expect to see first?
2. What buoys would you expect to see at the start of the channel?
3. What would change if you were now in an IALA "B" system?
4. Showed me a preferred channel to Port mark in Fremantle how would I passed this boy with my
   ship and what light sequence?
5. He put a small object in front of my ship and said this was a wreck with clear water to the east
   and to the north, what marks would I put there and how would I manoeuvre my ship past this
   object?
6. He then put a small object in front of my ship and said, there was clear water all around, what
   buoy would mark this object?

Lights, day shapes and fog signals:
1. Nothing out of the ordinary, know you're towing and restricted in ability to manoeuvre while
towing day shapes and signals.
2. Mine sweeper?
3. Trawler with nets made fast?

At this point he said all was good he pointed out a couple of small errors I had made, he explained them and
congratulated me. All up I feel it was a very fair oral, he explained everything he required and gave me
plenty of opportunity to give information.

Good luck with your orals.