Ash introduced himself & explained how the session would run. He had the AMSA checklist & marked it was we went. He was very thorough but fair.

I can't recall every question as there were a lot!

I was on a container ship for most of the orals.

You are joining a Container Ship in Fremantle state what you do from joining?

You have 6hrs to do a handover with the off going CM what do you want to cover?

You take over as CM & a SAP plate falls off a container, do you load it?

The PIC comes to you with several DG containers just arrived can you load them?

The PIC gets approval to load the DG containers from AMSA. How do you go about loading them?

Asked me about the Material Handling Register which I explained. Later he informed me that container ships don't have one! Likewise somewhere with cargo I mentioned checking the cargo in the IMSBC manual – container ships don't use this!

Asked me to name as many Conventions as I could. Then he wanted me to match the statutory certificates to their corresponding Convention. He really drilled me on this point.

We were sailing to Japan. Got out a load line chart and asked me to which load line I could load to?

I changed to a bulk carrier out of Dampier going to China. We started in a seasonal tropical zone & moved into a summer zone. Where could I load too? Then said all fuel & stores used daily was 50T & it would take 10 days to enter the summer zone. Where & how much could I load.

Asked me to draw a LL – freehand with even a ruler. Asked to mark where the waterline would be if we were in DW of 1.023 & later in 1.003?

ECDIS – how did I know that the ECDIS was up to date with corrections?

Asked the difference between the Safety Contour & Safety depth & what I would set them at for a vessel of draft 13mtrs. Then I had to justify how I would use them.
Singapore TSS approaching a course alteration no master or pilot on the bridge. The gyro topples what are my actions. Had me calculate the new magnetic course for after the alteration.

We then had a total blackout (which was how I was feeling about then). We move outside the TSS & run aground. What do I do as OOW. Then Master then relieves me what do I do?

The master then requires me to take over again on the bridge whilst he phones the company. He wanted me to state everything I need to do – who to inform. In the post orals debrief be marked me down for not informing AMSA (I didn’t mention that he told me the master was on the phone to the company so I assumed he called AMSA whilst I contacted the MPA – Singapore).

I leave Singapore now on a bulky headed to Dampier. The last cargo was coal & the next is iron ore. Can we ditch the coal reside in the hold & how do we do this?

The bosun also has 3 barrels of Sulphur residue from a previous cargo. Can we throw this over the side? Its not harmful to the marine environment but no as its not in the hold so it can't go out with the hold wash water. Discharge it ashore.

Asked about the forces on the ship during loading & discharge.

**Next was the question I have never heard** – Your on a tanker loading oil in Albany, the temp is 8degs. You discharging in the Philippines with the temperature at 45degs. What precautions do you need to take???? WTF???? I said that I have not come across this ever but assumed that due to the large temperature difference that the oil would heat during the voyage & thus I assume that the warmer oil would expand & that there would be some table or formula to account for this but I have not heard or covered this. He seemed surprised that it was not in our tanker lectures.

Buoyage – he brought out every model buoy he had & asked me to put the corresponding top marks on the buoys & to lay then all out as I would expect to see them. The trick was the East & West cardinal marks are 99% yellow so it took me a while to realise what they were.

COLREGS – used ship models putting them all around me every scenario

Asked me sound signals for – NC, FV, Towing, Last vessel in Tow.....

Asked me every possible vessel lights including pursein, shooting, hauling nets & nets caught on obstruction.....

Had me draw all the lights for a vessel over 50mtrs, towing, length of tow over 200mtrs. In the debrief he said I got the 3 white mast head lights incorrect because I put them on the after mast, he said that they should be on the forward mast. He said everyone gets those light positions wrong because the cards are wrong. I didn’t mention that I didn’t use the cards & that my ship only has one white light on the forward mast (Plus a spare bulb) so we could not do that.

There may be more & if I think of them I’ll pass them only. Good luck to you all.