Initial Data: Bulk Carrier, LOA: > 200 m, Draft: > 12 m, Ship's Age 9 yrs old

Questions:
1. You are joining the Ship as Master. The ship is at anchor (Singapore), you and 50% of the crew join in. Walk me through it. What will you do?
2. What Certificates will you present? Medical Certificate, how long is it valid for? Who issued it? Under what Marine Order?
3. How is the handover carried out?
4. You got 6 hours with the outgoing Master, what things do you cover? What regulation covers this (International and National)
5. How is the entry on the Official Log book? Who inputs it and who signs it. (Changing over Command)
6. What entries are to be made in an Official Australian Logbook?
7. List of Certificates this ship will particularly have? What Conventions and Codes do you know? You are presented with a Certificate (no title) you only see that the expiry date is the day before and the last endorsement was done in July 2016. How could this occur? Can you sail?
8. You are familiarizing yourself with the Bridge and you see the ECDIS. Is this the Primary mean of Navigation? How do you know?
9. 50% of the crew has change what do you need to do about this?
10. Frequency of Drills
11. While at Anchor you are bunkering and someone from the Deck shouts overflow, overflow. What do you do?
12. During the Spill response the Chief Officer slips on deck and fall onto the Bunker barge, both his arms are broken, and he is drifting and and out of consciousness. What do you do?
13. Later on you are reported by the Agent that the Chief Officer has died on his way to hospital. What do you do?
14. Can you sail? (Was not a question but better mention your Minimum Manning Certificate)
15. Which Safety Contour and Safety Depth will you choose to display on your ECDIS. Reasons?
16. You start the voyage, 3rd officer conning, how often will you ask him to plot?
17. You start sailing across the cautionary area and join the traffic flows in a SE direction you are surrounded by all these ships and suddenly you get a power reduction on your propeller that only allows you to do 5 knots. You have been informed about this by the Chief Engineers and he thinks that this will only be fixed in couple of hours. What do you do? *Not necessarily NUC*

Remember to think it through - not hard.
18. After a short while you get a blackout. What are your actions? (you are still surrounded by the same vessels)

19. Winds picks up and you end up anchored in the below place. There is also restricted visibility. Can you see the lighthouse on the East? What is the description. Which lights will you see?

20. Below navigation marks. Describe what are they, their light characteristic and their racon. Which radar/s pick up that signal?

21. You are back again on sailing on a true course of 123° T, 130° Mag., you are about to turn to 065° the gyro is lost. What do you do?

22. Convert 065° to magnetic heading (deviation and variation)

23. You are streaming down towards Fremantle along the Western Australian Coast. How do you get Navigational Warnings?
24. How does your Sat C works? Look again.
25. What is the difference between Flag State and Port State?
26. Your ship is found that deficient and you are being told that your ships is going to be detained. What do you do? How do you speak to the Inspector? You own.
27. Class is on board and they are going to inspect the Fore Peak. How do you prepare for this; what is required; regulations.
28. OH&S, HSR, PIN. Are HSR compulsory?
29. How does the Master makes the OH&S act work on board?
30. Safety Meetings? How often do they need to be? What do you talk in them?
31. ISM. Marine Order Number. What documents are needed and what is their durability.
   (renewal, intermediate, annual)
32. Types of Charters
33. How do you load a cargo of coal? Name.
34. You are in a container ship, how do you load dangerous goods?
35. A container just came on board and the SAP plate fell off. The third mate saw it so you are certain that belongs to that container. What do you do? Why will you not accept it, you know is from that container.
36. Draw the freeboard marks for your ship. Stb Side. Are you sure this is the freeboard mark for your ship? What does your ship needs to comply with from the Stability point of view? (looking for you to be sure about your answers)
37. When you load up to the summer draft where that lies at? Fresh water allowance? If you have a triangle on the side what does it mean? Ask about the deck line above and we went talking on Freeboard.
38. Draw a stability curve with negative metacentric height. Explain the graph. Explain when the graph become zero again what is that angle. Other characteristics of the graph. What is angle of loll. What do you do to correct an angle of loll?
39. How does the UKC affects the maneuverability of the ship?
40. What do you feel when the ships go from deepwater to shallow waters, Block Coefficient, Wave Trend Fwd, vibration, etc.
41. You arrive to Freo and they tell you to anchor. How do you do it? (interested in the maneuverability aspect)
42. On Load release gear unit. Hydrostatic Unit, fall prevention devices.
43. Took all IALA buoys and put them on the table. They were all missing their tops. Told me to put the tops of each. Ask me for their light characteristics.
44. What is the first buoy you will see once approaching to Freo channel. What are the other buoys you will see (lateral marks)
45. Prefered channel buoy.
46. Rules of the road. Various situations. Wanted to know the light, their fog signal, your actions. Restricted visibility (on radar plot, various targets, what actions you take); aground ships, constrained by her draught ships, towing ships, restricted by their ability to maneuver ships, dredgers, etc.
47. He gave scenarios which are imperative to remember for the actions you are going to take, even though you are put in different situations, don't forget when you are put back on your ship model, what is the properties of your ship, if you are displaying special lights don't forget them like I did!

Fair examiner, thorough in his questions.
In essence this is most of what I can remember. Good luck to all.