Introduced himself, discussed my experience and explained how the oral would take place. He mentioned a time restriction of approximately 1 hour 30 minutes and essentially said I have that long to prove to him that I was capable. He also mentioned that he would cut me off halfway through answers once he was happy I had demonstrated the required depth of knowledge so as to not waste any time and this was done frequently throughout.

I was informed I was joining a 340+ m bulk carrier in the states as chief officer.

- What certificates are you required to carry, to join this vessel?
- Why do you require the MLC employment contract?
- What is MLC, how is it enforced.
- How many Declarations of maritime labour compliance are there?
- What other certificate's is the vessel required to carry?
- The vessel has recently changed to an Australian flag and you need to order some logbooks, which logbooks would you ordering?
- The master has asked you to draw up a drills matrix, what is the frequency of confined space drills. Where would you find this?
- What is the OSHMI act?
- Who is the inspectorate and what powers do they have?
- As the chief officer on-board, what can you do to deal with safety issues on-board the vessel to prevent a PIN being issued?
- Preparing for a survey on the vessels LSA, How would you prepare and where would you find the information on what is to be inspected. (Form E and record of approved safety equipment)
- Briefing a new second mate on the requirements/procedure for loading bulk. (As I got to shippers dec, IMSBC including groups and a bit of info about each one, BLU code ect he stopped and asked for a bit of info on each. He also asked about angle of repose, why can it be a hazard. Essentially he covered the whole bulk cargo section with a series of questions as I went along)
- Ecdis requirements - Vessel requirements, Training requirements Position plotting, use of official ENC's, Use of raster charts on ecdis (must use paper charts in addition)
- Pilot comes on-board, what would you expect to happen, what can you tell me about BRM?
- Pilot mentions that the second officer looks extremely tired/run down. What means do you have on-board of ensuring he has sufficient rest?
- What is considered to be sufficient rest?
- You have a 17-year-old cadet on-board, is it the same for him?
- This same cadet asks you about the difference between standing orders and night orders, how would you explain these to him?
- Your vessel is now in ballast, the pilot is disembarking and the second officer wants to know how to rig the pilot ladder?
- Can he use the pilot ladder that the Bosun has made yesterday?
- You’re now on passage in Open Ocean, what garbage can you throw over the side?
- Where does it say you can do this?
- Which vessels require an IOPP cert
Chart work - Standard Singapore chart
- Which two objects would you use to determine a transit bearing (you can choose any, he just says place yourself wherever on the chart and tell me what you would use)
- Gave me two figures (true and gyro bearing) and asked me to calculate the error.
- Can you calculate the deviation using these figures (I said you could, provided you had noted the gyro heading and magnetic heading at the time you took the bearing and the calculated the magnetic error as well)
- What is deviation?
- Pointed to a few objects on the chart and asked me about them (iso danger ect)
- What is the relationship between vessels in the TSS (he placed me in the TSS and vessel on my starboard side crossing and asked who was give way)
- Asked about load line charts which then lead to seasonal load line zones

More general information questions
- Draw a load line and show me where you would load to if you were loading here (He pointed to a tropical zone and he said we were up a river where the water was not salt but not fresh)
- Why does water density matter?
- What is a draft survey and what is its purpose?
- The agent tells you the density is 1.xxx, would you use this in the draft survey?
- How do you measure the density?
- You open up the draw with hydrometer in it and there is multiple and they all look different, how do you know which one to use?
- Can you, right now as qualified as you are sitting there, enter and enclosed space?

He then changed the vessel I was on slightly; I was now on a geared bulk carrier with 4 cranes.
- Agent says he has a cargo of 1 x 45 tonne locomotive to load into one of the holds, what are your considerations
- There are no cranes on the wharf so you will have to use your own gear, what are your considerations?
- The cargo is 45 tonne, and the cranes are only 30 tonne SWL, can you load the cargo?
- The agent says that as a part of the contract, the shipper also needs to ship some tank-tainers containing diesel fuel for the locomotive, can you do this? (Similar to the Bulk cargo question, as I got to each part of my answer he stopped and asked for a bit of info about each step - What’s on a DG DOC, where does it say you need this, what is stowage, what is segregation ect)
- You have a (dg) bulk cargo in holds 1, 2, 4 and 5 and this locomotive and Diesel fuel is going to go in hold 3. Do you need to comply with IMDG with regards to segregation?
- What are the inspection requirements on the vessels lifting gear?
- What do you understand by quinquennial survey? (I had mentioned 5 yearly surveys in the previous answer so I had absolutely no idea as to what he was looking for here, at the end of the exam he said it was just another word for 5 yearly...)
- You are on passage, mid ocean and the fire alarm goes off, the fire is raging out of control in the vessels engine room and you are boundary cooling the area. You suddenly hose pressure, what are your actions?
- What is the purpose of the fire main isolation valve
• Apart from spoken over the radio, what are some indications of a vessel in distress.
• Who says that you have to go and help them?
• When heading into dry dock, how do you know where to have the blocks placed?
• The dock master has said he wants a maximum 20cm trim, why would this be?
• Why does P force matter? What is it and what does it do?
• Which vessels are required to carry ARPA?

Rules of the road/buoyage (I was on my 340m bulk carrier throughout and it would be clear visibility unless I was told otherwise)
• Tug and tow (not restricted) crossing from your port side at 8 miles, what day shape would you expect to see? What is your action? (Risk of collision exists with the towed vessel only)
• Same vessel is now at 4 miles, what are your actions?
• Same vessel is now at 2 miles what are your actions?
• It was then questioned why I took the action I did and why didn't I just go to port and pass astern.
• A few flip cards, occasionally said the vessel has now stopped or a trawler now had its nets fast and asked what would change and also asked sound signals in restricted visibility for a few of them.
• You are approaching an area of restricted visibility, what are your actions?
• What would you take into consideration when determining safe speed?
• 1 vessel on your starboard bow, heading toward my vessel (their speed was 5 knots) 1 vessel on my starboard quarter heading towards my vessel (their speed was 3 knots) and my vessel was proceeding at 6 knots. What are your actions? (Restricted vis)
• Why are you altering towards the vessel abaft your beam if rule 19 says you Cant do that?
• What sound signal would you make as you altered course?
• Trawler greater than 50m in lengths as seen from ahead flip card placed dead ahead of my vessel. What are my actions?
• Top marks on all of the navigation markers
• Place the lateral marks, as I would expect to see them in a channel.
• How would I proceed down that channel?
• What is the special mark used for?
• Light characteristic of a west cardinal
• To which side would I pass the west cardinal

The questions above aren't all in the order in which he asked them. He jumped between subjects a few time but he always made it pretty clear as to where I was, what I was doing and what ship I was on, but if you're not sure, ask! There are definitely questions I have missed, however I have tried to remember at least all the questions that aren't covered in other previous exams.

Good Luck