Firstly He explained this exam would be conducted on a 300m+ Bulk carrier in the photo in front of me, which was Australian, flagged, so all questions are to be answered as if I was on this vessel. He also stated that if he deemed you to be competent in the subject he was asking he would stop you mid answer and move on. (This is a good thing)

- You are joining this vessel in China as a C/O, What is your role as a Chief Mate onboard a ship like this?
- You mentioned the vessels stability, what would you have to assist in the stability calculations onboard? (loadicator)
- What can you tell me about a Loadicator, How is it tested, can it just be any computer and where does it state you require this?
- The Off going C/O tells you the 3rd mate has been playing computer games on it, and he is unsure on its reliability. How would you check this?
- Does it need to be exactly the same as your Trim or stability book or can it be a little bit different?
- What Statutory certificates are you required to carry onboard? And what are their validity and who are the issued by?
- You mentioned Class, What are they and what do they do?
- What is their relation ship with AMSA?
- A new Second Officer comes with you to inspect a passage plan he has done (handed me a WP list) and asked if this was suitable for the voyage?
- Why not? List 6 extra things you would want on it?
- The Pilot comes onboard, has his chat with the master and hands over ships particulars. What would you expect to talk about in the bridge briefing and do you have to be part of it?
- What is Dock Water Allowance?
- Do you know the formula?
- What is the IMO Stability criteria? (He didn’t want to know areas under the curve).
- What are the additional grain Stability requirements? (Same again wasn’t interested in area under the curve).
• What are Lumber lines and how do you know if you can load to them?
• Which has a greater freeboard, Lumber Summer or summer marks?
• What does a Load line survey cover?
• What is a routing chart? Pulled one out and asked me about it and what info it tells you?
• You are off Exmouth and the barometer is 1015, what would you do with this? (Compare with the average, is it falling, rising or steady etc).
• You are in the middle of the ocean and you see a flare, actions?
• Where does it say you are obligated to render assistance?
• Pulled out a Singapore Chart and asked a few lights and symbols (Nothing exciting at all)
• Asked in this area how would you take a compass error? (I said due to Singapore’s weather I would take a transit bearing over Az/Amp)
• Where would you take a transit? I showed his a number of islands, nav markers etc.
• How do you know if the chart soundings are reliable? (They are using a very old chart which doesn’t have the general ZOC on it).
• The agent wants to load some DG containers, what do you do?
• Gives me a copy of a DOC and says can you load a class 3 cargo? (No the DOC did not allow any class 3 cargoes).
• You are now in NZ and you are going to load several John Deer Tractors. On the paper work it states they are brand new and undamaged. When you get down to the wharf to inspect them you notice they are covered in scratches and dents and don’t look brand new. What would you do?
• What paper work do you have to back your self?
• The Shipper asks for you not to put a clause on the Bill Of Lading, as it’ll mean he gets less money for them, but he will send you an email stating they are scratched? Would you accept that?
• Why not?
• What can you tell me about fire line isolation valves and their purpose?
• Would cant the Emergency fire pump be located? (engine space and FWD collision bulk head).
Moved on to Rules of the Road. He made it very clear that we would be in normal visibility unless he said otherwise, then the following question would be back to normal Vis. If I was unsure at all to ask as this area of questioning is either right or wrong.

- The general crossing situation with a vessel on my Port bow at 8nm actions? 6nm? 4nm? 3nm?
- Restricted vis – My vessel 8kts, a vessel on my stbd qtr doing 6kts (in normal vis) and a vessel on my STBD bow doing 7kts (in restricted vis) Actions? Are you sure? Rule 19 states not to alter towards a vessel abeam or abaft your beam? (The vessel is only doing 6kts so no risk of collision exists).
- How would you determine in risk of collision exists?
- Random Lights (then asked their fog signals and shapes).
- V/L NUC not making way, what lights would she put on if she started to make way again?
- Handed me all the model buoys and told me to put top marks on them all.
- Asked me lights of a Safe watermark, Special mark, what are they used for?
- Placed a western Cardinal marker and said where would you go if this was dead ahead?
- Showed me a flip card of a red flare, what is this? And what other means of getting attention is there?

The Exam was very Straight forwards and He made sure I knew exactly what he was asking. Some questions I asked him to rephrase which he had no problem in doing so.

If you know your stuff and you are confident you’ll have no problems. Good Luck.