Chief Officer
Irwin.D.G
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1 Hr 15 Mins

Started off by putting me on a bulk carrier of 343 mtrs and 18 mtrs draft. Asked me to answer questions with regards to this bulk carrier unless mentioned otherwise.

1. List of statutory certificates.
   Asked me to relate CSR to the DOC/ISM (answer- CSR contains the owners/manager or operators IMO number which should reflect on the doc/ism certificates respectively).
2. Expiry dates of doc/mlc/smc/ISSC and information on supplements of mlc. Also asked about the medical certificate and its expiry.
3. Documents for handing over to master
4. Handing over procedure from outgoing chief mate.
5. Handing over regarding the cargo operation
6. Is there something on board that will help you with the loading operation. When I said loadicator, What is a loadicator and what are the requirements of it and what are the test procedures.
7. What are the stresses on a ship.
8. Loading iron ore what are the precautions, as I mentioned shipper’s declaration, he asked me to tell him what all is contained in it.
9. What is an angle of repose and what does it indicate.
10. Asked what the use of SF(Stowage Factor).
11. Group of cargoes.
12. Expiry date of TML and moisture content certificate - 6 months and 7 days respectively.
13. What is ohsmi and how is it implemented on board a ship and what are the regulations under it.
14. A 17 year old cadet joining a ship. What are his work/rest hours and what all work can he do.
15. Cadet asked you about standing orders and asked you to explain him the procedure for handing over a navigation watch.
16. How do you plot your position in Singapore straits and what is the purpose of transit bearing.
17. Showed me Singapore chart and asked a lot of questions regarding anchorage, isolated danger marks, sector lights, how reliable are the soundings, sea bed, can you take a position from mangroves and why not. Recommended route, pilot boarding symbol, marks for flood/Ebb currents. Where is the traffic separation zone. What is variation and from where will you get info about it.
18. Can you use this chart for entering the harbour.
19. How would you advise the 2nd mate about passage planning. Then went into details of the routing chart, from there he went into load lines and seasonal zones. Asking about till where can you load and when transiting from tropical to summer and vice versa how much can you load.
20. Asked me to Draw stbd side load lines and also lumber load lines and why is it different and when can you use the lumber load lines.
21. From there he said that you are on a timber carrier and loaded on deck going towards north Canada and your ship becomes very tender, so what is the reason, from there he went into angle of loll and diagrams for it and how to correct it and from where will you jettison the cargo if required and why.
22. What is FSE?
23. Imo criteria for timber carrier and grain carrier with regards to gm and what is GMf.
24. What is document of authorisation and what all does it contain and can you load grain without having a doc of authorisation.
25. What is the SHM of a grain and have you used a graph, but he didn’t ask me to calculate anything using the graph, just observed me how confidently I answered about the shifting moment and then moved on to another topic.
26. As a chief mate how will you go about bunkering operations.
27. What all will you find in a fire control station on board.
28. Checks on SCBA and what is required to calculate the pressure of the BA bottles. (mention it depends on the litre capacity of the bottles, that’s what he is looking for)
29. Where will you find information about LSA and FFA onboard.
30. Entering dry dock what trim will you want and what information will you give to the dock master.
31. Explain what is P force and what is the critical period and how does the P force effect our stability.
32. What is a fire isolation valve?
33. Explain the Imo criteria (except for the area under the curve)
34. From where do you find information about weather (mention sat-c and egc and safety net)
36. You on a geared bulk carrier and Australian registered - what all documents and what is the inspection period of the cargo gear and who will carry out and who is a competent person and can amsa be a competent person) and what is MHR
37. What is psc and what all are they looking for
38. What do you understand by condition of class?
39. What are the different annexes under MARPOL and relate them to the relevant marine order.
40. Helicopter operation - any special requirements (don’t forget to mention hatch cover capacity and load limitations)
41. Navigation with pilot on board - basically BRM
42. When do you take amplitude and azimuth?
43. What is squat and what is its effect on a vessel
44. Pilot asks you about tactical diameter - what is it and where will you find info about it.
45. What is sopep and to which vessels does it apply to and what all information will you find in it.
46. Agent calls you up and tells you that the port has increased the security level to 2 - what are your actions.
47. What is capsizing lever and righting lever and what happens to BM when the vessel heels over.
48. If you don’t have a doc of authorisation then how much grain can you load on board.
49. What are the rest hours requirement as per mlc/stcw
50. Why does your vessel become sluggish in shallow water
51. Any new amendments to the MARPOL annex - I mentioned about annex 5 new garbage record book part 1 and part 2.
52. Asked the formula for FWA allowance and DWA allowance and TPC.
53. Does tpc and fwa remain constant
54. Asked me to draw the load lines and asked till where can I load in summer and tropical in seawater and in river water of 1.000 RD and where will be the DWA be in both the zones respectively.
55. How will you prepare your vessel for dry-dock
56. Drills matrix and where will you find information about.
57. Your cadet asks you why do we have 2 radars and where does it mention the requirements for it.
58. When I mentioned that above 300 GT should have X band and above 3000 GT should have one each then he asked me what is the requirement for APRA - answer is above 10000 GT vessels.
59. What is CLC and which ships require it to carry and which certificate goes along with it - answer is P&I club entry certificate and then he asked its validity and purpose.
60. What is bare boat chartered
61. You see a red flare in the middle of the ocean and what are your actions and where does it say that master has the obligation to render assistance and if master decides not to render assistance then what do you do?
62. You are due for loadline survey - who will carry out loadline annual survey.
63. You have taken over as a chief officer and see that there is a PIN issued for the mooring winch - what does that mean and then a couple of questions on who issues it and why is a PIN issued in the 1st place.
64. what is squat and what else happens when entering shallow water.
65. How would you explain your cadet about keeping a proper lookout and what does rule 5 mean?
65. Finally started off with colregs
   * you are on a PDV and another vessel on your stbd bow in good visibility and open water - actions  Who is give way and what are the responsibilities of a stand on vessel and why should he maintain his course and speed as you mentioned - so I said that I would be tracking him and using ARPA, so if he does not mention his course and speed then my arpa will have to again recalculate the cpa and tcpa.
   * what does restricted visibility state – explain the entire rule to him
   * in restricted visibility- who is give way and who is stand on
   * in restricted visibility- a towing vessel on your stbd quarter doing same speed as you and on your stbd bow another vessel is crossing - what will be your action and why
   * showed all the buoys and asked which IALA region is Australia and which channel buoys will you expect to see in Fremantle. Showed me preferred channel buoy of region B while I was in a region A - just to check my knowledge on the region B.
   * asked me cardinal buoys and their characteristics- just be careful about the E cardinal buoy as the last bottom black is very thin and the buoy looks like a north cardinal buoy.
   * showed me about 10 to 12 flip cards and asked about their sound signals and day shapes or night lights.
   * day shapes of a vessel aground, CBD and RAM and a dredger day shapes.
   * a sailing vessel and a RAM vessel - who is give way and who is stand on.
   * a couple of more situations but pretty basic.
* characteristics of the White lights of a towing vessel with length of tow greater than 200 mtrs.
* sound signals for a vessel at anchor < 50 mtrs in restricted visibility and for a vessel RAM and for a vessel at anchor of 343 mtrs.

That was pretty much about it. He managed to ask me so many questions because I was immediately jumping on to give the answer and most of the time he will move over to the next question if you start off with the keys words. The faster you answer the more questions you are prone to be asked. He doesn’t mind if you take a second or so to answer, about 2 times he also said that let me complete my question before you start answering.

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