My orals started at 14:00 hrs, he gave me a short introduction and how the orals were to be done. He put me on a Handy-max Bulk carrier (LBP-157m, D-12.0m) with cranes. All questions will be relating to this vessel unless specifically indicated.

1) This is an Aus flag ship currently disch a cargo of chick peas in Mumbai. You are joining how would you go about it? – started with initial impression of the ship, went to master to docs (he wanted to know what is the contract called in Aus i.e. SEC, and hear about medical fitness cert and where do find info about it). Also when i was describing my taking over things there were a lot cross questions such as
   - is loadicator mandatory
   - when do you test it
   -do you keep these records on board (where and for how long)
2) What is IM survey?
3) How will you prepare this vessel for 15 yearly survey?
4) After disch chick peas, you are loading steel coils in Mumbai only? Where and what info do you need for this?
5) IF the coils are 3 MT and the Tank Top load capacity is only 2.5 MT, can you load these coils? How?
6) What is harmonized system of surveys?
7) What is ESP and is it mandatory?
8) After loading you are ready to depart and master sends you get the pilot ladder ready, what all will you check?
9) Now you are with the pilot/master on bridge for dep, what do you expect to happen?
10) Going from Mumbai to Tampa and two more ports in US, what route would you take? I said the shortest would be via the Red sea, Suez canal, Mediterranean sea and Atlantic.
11) Asked me to draw the port side LL?
12) Gave me a LL chart and asked to show till where would I be loading on this very day?
13) Then changed the date so that I would be in T zone going to S zone after Red sea?
14) Again after that he said its been raining in Mumbai and the density has come down to 1.003 now where would expect the waterline to be? Where will it be when you go to SW?
15) What precautions for heavy weather will you take?
16) When you are in Red sea approaching Suez Canal during the voy the master will coming up to the bridge slips and falls and breaks his ankle? What do you need to do? Inform chrtr/owners/P&I/AMSA (apply for exemption till next master joins) give first aid to master, form-18.
17) Now you have to take the vessel to anchorage to drop anchor so that you can disembark to injured master and get new master onboard, how would you chose an anchorage?
18) A few more question about anchoring and how you would drop anchor etc?
19) What is the purpose of OSH(MI) act?
20) What is a designated work group?
21) Do you need to have an HSR (is it mandatory-NO)?
22) One of crew while loading got injured in Mumbai, what are your actions?
21) Now investigators have come onboard to investigate the incident, how will you prove to them that everything was done correctly as per OSH(MI) act? – Minutes of safety committee meetings (every 3 months, must be recorded).

22) What precautions are required for carrying steel coils?

23) Loaded in Mumbai in summer and going to Tampa temp about 10 deg Celsius, what do you need to do? HOT to COLD ventilate the hold to avoid cargo sweat!!

24) Then he said after disch. steel coils in Tampa, you are going to load wheat from Huston to Vera Cruz, and chrtrs want some info quickly, your Summer Disp. is 31700 and Lt. Ship is 17200 how much wheat can you load? I asked for the S.F., its 1.22? (31700-17200=14500 X 1.22 m3=17690 m3) thats the space that wheat will occupy, I will check in my capacity plan that can I fit this cargo in my ship.

25) Anything else in the above calculation that you will take into account? Sub the constant and F.O/D.O/F.W and make sure vessel is not overly stressed and check vessel meets grain stability criteria.

26) Then he put me a container vessel, and asked what will be your standing orders to the watch officers on this vessel?

27) what is the SAP?

28) What all info do you find on the SAP?

29) During loading 2nd mate comes to you with a SAP of a container that is to be loaded, can you load? – NO. But the 2nd mate confirms that he saw its the SAP of the container and everthing is all right with the container – NO as per MO 44 the SAP must be permanently attached to the container.

30) How will go about loading dangerous cargo?

31) The agents comes only 3 hrs prior dep and wants to load 3 more container that were not in the plan, IMDG cargo, can you load them? – NO

32) He got the permission from the nearest AMSA office, now can you load them? Chcek the stability /stowage/segregation as per IMDG etc.

33) At dep your stability calculation showed a GM of 4m, but when you go out to see you are rolling slowly, what is happening? Wanted to hear VGM.

34) How will you correct this situation?

35) When you filled the lower tanks to correct the above situation you submerged your LL, can you do it? Yes Safety of life.

36) Who do you need to inform in this case?

37) Brought out 2 charts, 1 was Aus Datum(small scale) and other one was Singapore chart WGS84 (large scale). What is the difference b/w both of them?

38) If it’s not WGS 84 what do you need to do to plot the positions on that chart? –On this particular chart there is no correction given, so what can you do? – only plot via visual bearings and radar ranges.

39) A few features on the Singapore chart? – South Cardinal Mark, sector lights, TSS etc.

40) On the Singapore chart he put tow tug n tows one ahead of me (slower) and one behind me (faster) in the TSS, who is give way in both the situations?

41) If overtaking in a Narrow channel what sound signal do you have to sound and the reply?

41) Cards and buoys

- Safe water mark (what is it and light characteristics)
- Lateral Marks (region A)
- Said to place the cardinal marks around a Nav Danger ( Safe water to S and E)
- Sailing vessel right ahead (less than 20m in length), action? Is it making way or underway? Underway only. What lights if making way (trying to confuse)? No lights to say sailing vessel is making way.
- Trawler more than 50 m in length making way through the water stbd aspect, right ahead, what action? Go to port.
- RAM (dredger not making way through the water) with 2 red lights and 2 green lights?
- Tug and tow more than 200m in length on port side?

42) How will you prepare for entering the Restricted Visibility?
43) A few situations in the restricted Visibility? Both required an alteration to Stbd only. Gave me an arrow and said this the center of the PPI and your vector (just move the vector to indicate your action).

After about 1hr 44mins of grilling, he finally said there is no problem and you have passed!!

Thanks to all the Lecturers at the South Metropolitan TAFE. They were all very helpful and guided us at every step. All the batch mates (2017/2018) helped each other (very important to stick together for orals prep, one cannot prepare themselves to this kind of an exam on their own).