24th October 2019

Chief Mate Orals

Fremantle – Ash Malik

Result - PASS

The examination commenced with the usual chit chat, and questions regarding your Maritime Career and experience.

Ash then went on to say that he was guided by the Aid Memoir / Check list (AMSA Form 273) and that we needed to cover off all of the sections. If time ran out, before we completed all of the sections, then an additional Oral would be required. Therefore, necessary to make your answering as accurate as possible.

Initial scenario – You are joining 120m Bulk Carrier anchored off Singapore. You are embarking via crew transfer boat, to commence duty as Chief Officer.

- Tell me everything you know about Pilot Ladders?
- What documents would you show / give to the Master?
- What / how would you expect to be inducted into the vessel?
- What is S.E.A? What is the required under MLC?
- How would you hand over from the outgoing Chief Officer?
- Name all of the Conventions?
- What is a P&I Club?
- What is General Average? What occurrences are covered by General Average? What conditions must be met for a General Average claim?
- Period of validity for a P&I Certificate?
- What is ISM?
- What convention does ISM belong too?
- Validity of DOC and SMC Certificates?
- What is Port State / Flag State?
- What are covered in Port State and Flag State inspections? Are they different?
- You are now on watch, and have to hand over to the 2nd Officer. How would you do this?
- The 2nd Officer is late for his watch, and has told you he is under the influence of alcohol. What will you do?
- Define fitness for duty?
- What are the hours of rest in Australia?

We then weighed anchor and proceeded to sea.

- Tell me how will you depart the anchorage and cross a TSS, then join the south east bound TSS?
- Asked me various chart symbols (ocean floor, wreck, sector lights, characteristics).
- He positioned some other ships around the TSS, and asked how I would proceed, stand on / give way scenarios etc.
We then had a blackout (loss of main engine).

- Tell me everything you would do?

Due to loss of propulsion, we grounded on a shoal.

- What are your actions?
- Draft of vessel is 9m FWD and 10m AFT, what are some possible actions?

Still on Bulk Carrier

- How would you load this vessel?
- What are the different classes of cargo?
- What is in the IMSBC / BLU?
- What is TML?
- Why is it necessary to know, and what class of cargo is subject to TML?
- Does Class B & C cargo require TML?
- What is in the IMSBC regarding loading?
- How do you dispose of cargo residue? Can you dump it at sea? How do you know if it is harmful to the environment?
- Tell me about Garbage record book / books? How many are there? Who is responsible to maintain it?
- How would you maintain the hatch covers and winches / wires?
- What would you do if the PMS only told you to lightly grease once every 2 years?
- Would you change the PMS?
- Who can change the PMS?
- What code or convention covers PMS?
- What is ESP? What does it cover? How often do you need to do it? What type of ships are required to have ESP surveys?
- Master goes ashore. You are taking fuel bunkers. What precautions would you take? Then fuel spill...what do you do???

We then moved on to Stability

- Measure the density of water using the hydrometer.
- Different types of hydrometers and what they are used for.
- Draw Port Side load lines.
- Where can you load to for the Summer Draft?
- Using the density from the water previously, where would the ship sit in this water density?
- When can you load past the load lines?
- Preparations for dry docking?
- Documents required for dry dock?
- What is P? What is the formula? How would you trim the ship?
- Effect on the ship, moving from / into different water density?

He then drew 2 GZ curves, and switched ships to a Container Ship.

- Explain to me the conditions of each curve.
- Label the curve.
- Can you sail?
- What is the IMO stability criteria, show me on this on the curves?
- One of the curves was LOLL. What is LOLL, explain it to me using the GZ curve?
- How do you correct LOLL?
- You are still on a container ship. Your GM on departure was 0.18m. You have left Port and about 2 hours into your journey. The vessel flops to one side? What is this? What can cause this? How do you correct this?
- You re check your calculations, sound tanks, check ballast etc, inspect cargo. Everything is as it should be and in the calculated departure condition. What is going on?
- How high can you load containers?
- What is a loadicator?
- What ships are required to have a loadicator?
- How do you know your loadicator is correct / accurate?
- You have just finished loading and the shipper brings down 4 DG containers – Can you load these?
- Why / Why not?
- What documentation do you need to load DG?
- What is the IMDG?
- How would you load Class 8 or Class 9 DG?
- How do you use the IMDG Code?

Now back on the Bulk Carrier – COLREGS

- Laterals, Cardinals, preferred Channel marks, safe water buoy, what are the characteristics and lights?
- Crossing, overtaking, different types of vessels.
- Restricted visibility.
- Radar scenario’s for collision avoidance.
- Sound signals in restricted visibility.
- Flash Cards with different vessels light characteristics.
- Draw me various lights (different tow’s, NUC, RAM etc)

Safety

- How do you test an EPIRB and what is a SART?
- What are the characteristics of a SART.
- You are underway, when you receive a call from JRCC regarding a vessel in distress nearby. What do you do?
- What are the radar characteristics of a SART?
- Draw me a Southern Hemisphere TRS?
- Label it and explain what is going on (sectors, winds etc).
- You are heading north up the WA Coast, and there is a TRS near Port Hedland, what are your actions?
- How do you prepare your vessel for the onset of a TRS / heavy weather?

Good Luck Guys!!!