Joining a + 300 meter bulk Carrier
Australian Registered Vessel – you have 90 minutes to convince me you are capable of sailing as C/O

Handover was in the Chief Mate Cabin – Standard hand over scenario
I went into detail about the “Booklet”
   Especially about loading and restrictions
   High Density cargo and tank top maximum limits
   Compliance with SOLAS XII – See Reg 8 (and 4,5,6,7 – and 14)
   Bulky pre Jul 1999 flooding fwd cargo hold / post Jul 1999 flooding any cargo hold

Asked if this was the Stability Booklet - no
ECDIS – how do you know back up arrangements – Form E
ECDIS – Explain back Up Arrangements – Passage plan either on both ECDIS or Corrected Charts
ECDIS – how do you know it is updated? in the system and check last update – should be a print out /log
ECDIS – How do you update – and what is the Base CD
Loadicator – how do you know it is ok to use? Approved manual, software, class test etc
Loadicator – find face book and games on the Loadicator
   delete crap - restart - run virus protection - run test program - compare against stability book
How often Confined Space rescue Drill – intervals not exceeding 2 months
Will be alongside for a few days – and according to the length of your vessel (+150m) – inspections are
   going to happen do you know what I am talking about. – Yes ESP – Enhanced Survey Program
Explain ESP? 6 months prior to 4th annual – plan submitted with provision for close up survey etc
Load Line Survey – Talked about Condition of Assignment
On / Off hire survey
What sort of vessel is a bulk Carrier – B Class
What is a B – 60? “A” class of same side has reduced freeboard – B 60 has 60% of the reduced freeboard
What sort of “Official” Log books are on board – OLB, ballast, Garbage, Oil, Cargo, Lifting Gear
Cadet was asking about some books on the bridge – Master Standing Order and Night order
2nd Mate is newly certified – talked through passage Planning
Ways of determining position on the chart – range & Bearing, transit – contour lines / depth – P.I.
Put me on a chart – asked how I determine if it is corrected – standard answer
How to determine Gyro error – Azimuth and Amplitude – transit
When to take Amplitude and the formula – half diameter above horizon. \tan \text{amp} = \sin \text{dec} / \cos \text{lat}
What is a proper Lookout – as per the rule
What does it mean by “all available means”
Bridge Clearance – where do I find apart from the chart – Sailing Directions
You have pulled into a port and have been informed they are at Security Level 2 – actions?
Pin has been issued – standard procedure – issued by HSR – 7 days – notify all – post PIN – take action as per PIN
Crew dispute – supposed to receive additional payment for cleaning holds – where to check. S.E.A
What is the purpose of a Port State Inspection
   seaworthy – safe – not polluting - compliance with conventions, rules and regs – inspect log books
Bunkering – as an officer point of view – how do you proceed? (Sopep gear ready – plug holes, comms etc)
What is SOPEP? Manual – information to master etc – list of contacts – list of equipment
Which Ships? + 400 and Tanker +150
Had an oil spill – who do you contact? Port – SOPEP contact list- DPA – Client – P and I – AMSA Polrep 197
Draw a load line – when can you submerge your load line
Routing chart – what are these long colored lines – Seasonal Zones
Season Zone ?? – explain going from tropical to summer – ensure on summer mark when crossing the line.
Hydrometer – Glass, has S.G on side – Load Line Hydrometer – used to calculate DWA – asked for formula
Went back to my stick drawing of load line – ask to show what DWA meant
Referred back to the Hydrometer – what would happen if I mix in salt – it would rise
Why? water is more dense
Loading a large locomotive using tandem crane – stevedores aren’t sure if crane is safe
   Offered to show stevedores Material Handling Register – list of inspections and dates
   Went right into MO 32 – Resp and Comp person x 2 (Test and issue certificate / ships crew inc master)
   Inspection – thorough examination – test certificate
      What is the certificate? When? Proof Load. Before initial use – 5 years – after repair
   Inspection by Responsible person after test certificate before put into service (see MHR)
Can we tandem lift – Must have instruction manual for crane – otherwise SWL + 25% (See MO32)
Voyage was planned for rough weather how do you lash – CSM. Spread the load
   What is CSM. Ship Specific – Secure: Standard – semi standard and non-standard items
   Stated thumb rule Secure 3 times the weight – but if rough weather is expected – double it
   Said the 2nd mate noticed there was 400 litres of fuel in the locomotive
   Mentioned IMDG Code – column for portable tanks (not sure if this was right answer)
Grain – minimum gm 0.3 – that was the only grain question
Loll – explain why the vessels rests at loll – GM and come to together – equilibrium (advise: understand Loll)
Loll – why does it lean over further – and come back to the angle of loll – greater beam – increase BM
Coal – dangers of Coal – Gasses – what do the dangerous gas tell you
   Couldn’t remember much about the gasses except – Methane, Carbon Monoxide / dioxide
   After exam he told me – Coal when heated may emit flammable gases including carbon monoxide
   This could be an indication coal is on fire – please check this information yourself.
Gas detectors – what functions do you require on your gas detector – flammable limits
Also mentioned max 55 ⁰ for loading coal – temp measuring equipment 0 -100
Young Seafarer on board – working hours
Going into Dock yard – precautions – P Factor – critical moment – first touch to resting on blocks
   Reduction of GM. Asked why – loss of buoyancy (I hope that was right)
Having repairs done to the hull and need to inspect double bottom –
   started with standard answer – ventilate 24 hrs and was stopped quickly (remember rescue plan and equipment)
Can I take the Cadet into confined space – as long as training has been completed – and drills
Where do I find details on the hull plating – shell plate expansion plan
Draw a transverse section of a bulk carrier – including hopper tanks
Gave me a roll period of a ship and degrees of roll and asked if it was tender or stiff
   I thought one thing – he thought another. – it was stiff
Where should I put ballast if I want to make it more tender – in the hopper tank.
COLREG you are bulk carrier steering north – large ship to the NW – 45 degrees off your port Bow
   I am stand on vessel – maintain course and speed
   Determine if close quarters situation exists – systematic plotting
   Apart from ARPA? VRM and EBL straight away – compass bearing
   Collision exists – distance is 5 nm
   No Apparent course change from the Vessel – I will take action
   At 5 miles – slowing down or stopping my not be effective
   90 degree turn – (I did not say round turn – as this would keep me in the same vicinity of the vessel)
   I didn’t hesitate with the answer – as time was critical – both vessels are closing in.
   Moved very quickly to the next question – and no comment was made.
COLREG small vessel on your port quarter – up ahead rain front – restricted viz – vessel on other side of rain
   Asked what rules apply – are you in restricted viz
   According to Rule 19 – when navigating in or near
   Just casually talking about how we are not in the restricted viz
   Explained again – Rule 19 states – when in or near – restricted viz rules apply
   (NOTE: Rule 19 states applies to vessel not in sight of one another when navigating in or near Rest Viz)
   (I had a vessel on my port quarter who I was “in sight of” – this vessel did not come up in the question)
   Asked me to explain restricted Viz – as per the rule