Second Mates Orals Examination Questions and Answers As Supplied By Australian Maritime College Students From 1979 to 1984.

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31st August 1979  Captain Mosquito C.6
Start 8.50  Finish 11.35

1. Radar Plot: own ship reduced speed. Find new N.A. and time
2. Draft Marks: What is the difference between metric & feet draft marks? How to Read, Siz of Figures? I didn't know but he explained.
3. Mercury Barometer: Asked if I knew how to read it also, what are the two corrections applied.
4. Height of Eye and Latitude.
5. What is a hydrometer? What is it used for? What is the correction that is applied and where is the correction found? (Temperature of water)
6. E.P.I.R.B: How to operate and when would you operate.
7. Sextant: Set & read on off arc. Name all parts, errors & adjustments (micrometer sextant only)
8. Operate D.F.: Asked about various controls
9. Precautions when handling dangerous cargoes use of "Red Book"
10. Rigging point ladder - Safety precautions.
11. Explain only how to turn a ship short round
12. Overboard procedures
13. Asked what type of life-saving appliances were on my last ship

Cont
MATES FG,

29th August 1979

Radar Plot

Principles of Navigation Watch - Safety.
Principles of Anchor Watch

Had I seen Mercury Barometer; was one on my last ship. Can I use it. (Yes/No Answers Only - No Description of)

Describe Part of Buffalo Harbor & Texts. How to find harbor Arrow up Arrow Down. How to contact with Gulls in House. How to Start Scope Character.

Part of - Corrections to - Use of Mercury Barometer (Yes) on which Date if I had used RDF. (Yes/No) Agreed: Ok

Parts About OTG. (And) Describe well how to Read up.

Auto Keying since (?) I knew about OPP in Smart SPrint.

EP&R. (How to operate + when)

Can a Swage & Use on Running Rigging

Parts of + Safety for a Poop Ladder. And Equipment used if it's need, eg I used Line Throwing App.

Man Overboard

Fire Fighting App on last ship

Fire Fighting App on last ship.

Fire in Galley. What would I do as O.W.

Position Requirements. Enters into Record Book. What a Yacht is allowed to do/anchor + where

What are Standard Sounds of Different Water Rides + Winch Hydrostatics or Water where + how to make density.

What about Water Temp.

ITALY. Bought only.

5 Ford Purchase Rig.
Talk about types of ships I have served on. 
Know all, (cave, errors, transporting etc. 
Know currents, winds for time of year etc.
Anchoring, Cruising moon, standing moon.
Dangers of navigating with Radar
Sextant, Know Errors and proper handling etc. 
coming alongside, letting go, Making fast to a buoy, CHART SY
Bouyage System
Only 
Have a good idea of coastal area eg main
lights and dangers including tides & currents.
Reg. Life Saving gear last ship. No of life Jackets, Rails etc.
Light carried by vessel 5CC, Long
also N. V. C. Signals, aground, towing
Towing lights and height above spanlight
are which it can be seen range.
Lights of sailing vessel eg. Side, Stem, Light
He gave a warning that no leeway will
be given Errors in action taken!
Very keen on vessels stopping to avoid collision rather than going to stand by.
Also seems to like ships with Drunks
for captains. It all very very fair
gave plenty of hints nice chap all
round.

26/10/79
danubius

LCT mate Cap^t Mosquito
31st August 1979 Captain Mosquito
Start 8:50 Finish 11:35

1. Radar plot: own ship reduced speed. Find new N.A and time
2. Draft Marks: what is the difference between metric & feet draft marks? How to Read, Fig. 32? I didn't know but he explained.
   Mercury barometer: Asked if I knew how to read it, also, what are the two corrections applied.
   Hp of Eye and Latitude.
3. What is a hydrometer? What is it used for?
   What is the correction that is applied and where is the correction found? (Temperature of water)
4. E.P.I.R.B.: How to operate and when would you operate?
5. Sextant: Set & read on & off arc. Name all parts & errors & adjustments (micrometer Sextant only). Operate D.F. Asked about various controls
6. Precautions when loading dangerous cargoes use of "Red Book"
7. Rigging pilot ladder - Safety precautions.
8. Explain only how to turn a ship short round.
9. Man overboard procedures
10. Procedures for anchoring
11. Asked what type of lifesaving appliances were on my last ship
Standards of watchkeeping
- What information would you put in log book?
- Under what circumstances would you call the master?
- What would I do if I called master and he was rolling drunk in his cabin. - log book entry and call CO.

15. Room fire. Use of CO2 & testing of CO2 System

16. What type of fire detection system was on last call? Explain briefly its operation.

17. Taikers, Fire precautions, precautions before entering tank. Equipment required for testing atmosphere.

18. Where would I find S.W.L of wire. What markings are on shackles, blocks etc.

Cargo gear register


20. What action would I take in fog if steering gear failed? Stop engines, call master, N.U.C. lights


22. Draw loadline, state dimensions

23. How do you calculate F.W.A.

Very fair examiner, gave plenty of time to think about questions and answers. Did not wait any answers in great detail.

H. Ellis, PASSED
NB THESE WERE HIS FAVOURITES.

ROZARIO?


13-05-80

   -לפיים - use - delay - endurance.
   -shorts - what the captain - all you - be helped if
you forgot some area - number of cigarettes in visual of 50 total com.
   -deaths - capacity - number - known or coal.
   -No of lifebuoys - what - in time, life, little too, which
   -firefighting gear - run through all Swift extinction of
   last ship. - no of hose required by a cargo ship. (Seadon’t
   remember the answer to the question.)

2. Draw a boatline with measurements include deck, line.
3. Given dock density and FWA calculate deck allowance.
   -Radar plot, but NNAA TNNA often ahead alteration of ground
   -Veme the 10 distress signal.
   --Man overboard procedure. (williamson's double turn)
   -Put a 2-fold parachute, show acts & disaster.
   -Luggage aboard every question possible!! (no models only cards)
   -Half of the food, not too many questions on me, realized I
   -know them. Heavy on restricted very actions and signals.
4. Lights & signals - mainly noting, torch, many "run" sound.
5. Union function - method of rigging know, man on 6th runner;
   use of hawser guys.
6. What have to hand over a watch:
   -what to do on an & watch.
   -What is a hygrometer. (This was the only question be asked me
on instrument, nothing on content DF, Bacc, etc.)
Cpt Razzari

1400 - 1540

13/5/80

2nd Mate F.G.

Eye splice
Sheep shackle
Sheet bend
Carrick bend

Rig a three fold purchase - how is it used to advantage & disadvantage

I.A.L.A. buoyage

- Recognize a few light combinations
- Use the collision regs to avoid collision

L. M. O. Dangerous cargo - lights -

Lead line marks - dimensions etc

How to find F.W.A./C.W.A.

Where is freeboard measured from.

How to hand over a watch

Radar plot (own will decrease speed)

Precautions when bunkering

When would you call the Master?

Night order book / use of

Salutary Regulations

Safety gear on deck ship

Heights & distances of lights

Provisions in boats / crafts

Which way does a right handed prop will swing when going astern
Difference between racking & squeezing and what each is used for.
Dimensions and tonnages of my last ship.
Hand lead line markings.
Read draft marks ~ imperial.
What to do when dragging anchor & you have no engine power.

What the examiner said ~ go home and brush up on:
Sanitary Regulations:
Dangerous goods code:
Radar plotting and come back on Friday 15th, 1000 &
I think you will probably pass.

I.D. Matthews
2nd Mate F.G. Capt. Mosquito 12/1/30

- What corrections to apply to a C.F. bearing. Not have to operate. 
- What are corrections to barometer for. Did not have to read it.
- How to start a stopped chronometer.
- Read sextant on & off arc.
- How all sextant parts to how correct like 3 errors.
- Instead, mainly reading at deck level - Freeboard = depth of water.
- Differences between Rade, Ramek & Rader Reflecter.
- Raked Keying Device. Just how chart on Rb will exist.
- Expects How to operate and test.
- Knot, reef knot and bowline.
- Still blocks, shackles etc. Where to find information.
- How to set up Union Purchase gear.
- Searchens before entering tents.
- Dangerous hazards & Ship Publications. [1/4 hour]
- How to change to emergency steering.
- What en sight will respect to speed & depth of water.
- Calculate F.U. & from one density to another.
- Turn ship short round. Helm & engines only.
- You are 3" made going fluid to anchor - what would you do.
- Difference between dragging & dredging an anchor.
- How to split an anchor chain.
- How to hang off an anchor.
- Hand onboard procedure.
- Helo-graph. [H-resen for circles inscribed upon it]
- How many Lifebuys on last ship. (Will smoke thicker light).
- Can release procedure.
- Explain fire detection system lost ship.
- Stopping and turning distances lost ship.
- Safety procedures for loading/discharging oil tankers.
- You are on watch and see smoke coming from oil tanks. What do you do?
- Steering gear failure in fog. What do you do?
- For what reasons would you call muster?
- Boysage - recognize & name light characteristics.

- About 2 minutes.

1st Aid: Action by give way vessel.
- Action by stand on vessel.
- Fog signal; power driven vessel underway.

- About 5 minutes only.

Duration 3½ hours.
Barometer, R.D.F. with knots. Hydrometer; corrections he wanted to know about F.N.A.

3-fold purchase.

Heavy lift of fifty tons from the sewage.

Crane regs.

Landing and unloading safety measures.

Preparation to load live stock.

5,000 or more, or more.

10,000 or more or more.

Specially fire brigade aboard and life jackets.

Construction of float free locker.

Do in or more extra life raft.

Reliever and relieving seaman not in a state to take over.

Watch keeping in port:

Entering fog.

Watch keeping at sea.

Errors of D.C.C. and description of other instrument.

Publications helping for Navigation you can enter in an enclosed space.

Precautions.

 Sextant & errors.
Ration of life boat and life rafts.

What type of extinguisher not allowed in galley.

V. Sextant angle (use) H. Sextant angle (use)

and how to obtain.

Fire main's outfit.

Proof load of hoisting gear.

I.M.D.G code (Pet. ether 50°C f.p.)

Anchor safety (Know the Letter Safety code).

Where to find the fire signals (Staia)

and the use of chronometer.

R.O.R.

Named channel, Traffic separation scheme.

Safe speed, Overtaking, Range of light.

C.S. of ves., Definitions of Restricted area.

Fishing V/C Constraining by her draft.

Under way and making way.

Action to avoid collision, with description

of high shapes and fog signals.

I.A.L.A.

And what sort of marking would you find on a container.

Refrigeral, Cargo, Preparation.

He wanted to know about (Brine)

Coming alongside with an offshore wind (left) and 4-knot current from stern.

Coming cold with same offshore


Cpt Razario

7400 - 1540

2nd Mate FG
Eye splice
Sheep shank
Sheet bend
Carrick bend
Rig a threefold purchase – how is it used to advantage & disadvantage.
F.A.A. voyage
recognize a few light combinations
Use the collision regs to avoid collision
I.M.C.O. Dangerous cargo marks –
Load line marks – dimensions etc
How to find F.W.A / D.W.A
Where is freeboard measured from.
How to hand over a watch
Radar plot (own, own, decreases speed)
Recaution when bunkering
When would you call the Master?
Night order book / use of
Satutory Regulations
Safety gear on deck ship
Heights & distances of lights
Provisions in boats

Which way does a right handed prop vilt swing when going astern
Difference betweenacking & seizing and what each is used for.

Dimensions and tonnages of my last ship.

Hand lead line markings.

Read draft marks - imperial.

What to do when dragging anchor & you have no engine power.

What the examiner said: GO HOME and brush up on:

- Salutary Regulations
- Dangerous goods code
- Radar plotting and come back on Friday 15th, 1000 & I think you will probably pass.

I. R. Menzies
NB THESE WERE HIS FAVOURITES.

ROZARIO?

2nd Mate F6
Capt. Cascara

13-05-50 START 0900

1. Draw a Coalwine with measurements include depth line.
   - State depth, draft, and FWA.
   - Cannot calculate depth allowance.

2. Name the 10 distress signals.
   - Radar flat, list NNH NNN.
   - Red or green light on one mast.

3. Draw a good line with measurements include depth line.
   - State depth, draft, and FWA.
   - Cannot calculate depth allowance.

4. Name the 10 distress signals.
   - Radar flat, list NNH NNN.
   - Red or green light on one mast.

5. Draw a good line with measurements include depth line.
   - State depth, draft, and FWA.
   - Cannot calculate depth allowance.

6. Name the 10 distress signals.
   - Radar flat, list NNH NNN.
   - Red or green light on one mast.

7. Draw a good line with measurements include depth line.
   - State depth, draft, and FWA.
   - Cannot calculate depth allowance.

8. Name the 10 distress signals.
   - Radar flat, list NNH NNN.
   - Red or green light on one mast.

9. Ask the crew to list as many questions as possible.
   - No models only cards.

10. Ask the crew to list as many questions as possible.
    - No models only cards.

11. Ask the crew to list as many questions as possible.
    - No models only cards.

12. Ask the crew to list as many questions as possible.
    - No models only cards.

13. Ask the crew to list as many questions as possible.
    - No models only cards.

14. Ask the crew to list as many questions as possible.
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15. Ask the crew to list as many questions as possible.
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16. Ask the crew to list as many questions as possible.
    - No models only cards.

17. Ask the crew to list as many questions as possible.
    - No models only cards.

18. Ask the crew to list as many questions as possible.
    - No models only cards.

19. Ask the crew to list as many questions as possible.
    - No models only cards.

20. Ask the crew to list as many questions as possible.
    - No models only cards.

21. Ask the crew to list as many questions as possible.
    - No models only cards.

22. Ask the crew to list as many questions as possible.
    - No models only cards.

23. Ask the crew to list as many questions as possible.
    - No models only cards.

24. Ask the crew to list as many questions as possible.
    - No models only cards.

25. Ask the crew to list as many questions as possible.
    - No models only cards.

26. Ask the crew to list as many questions as possible.
    - No models only cards.

27. Ask the crew to list as many questions as possible.
    - No models only cards.

28. Ask the crew to list as many questions as possible.
    - No models only cards.

29. Ask the crew to list as many questions as possible.
    - No models only cards.

30. Ask the crew to list as many questions as possible.
    - No models only cards.

31. Ask the crew to list as many questions as possible.
    - No models only cards.

32. Ask the crew to list as many questions as possible.
    - No models only cards.

33. Ask the crew to list as many questions as possible.
    - No models only cards.

34. Ask the crew to list as many questions as possible.
    - No models only cards.

35. Ask the crew to list as many questions as possible.
    - No models only cards.

36. Ask the crew to list as many questions as possible.
    - No models only cards.

37. Ask the crew to list as many questions as possible.
    - No models only cards.

38. Ask the crew to list as many questions as possible.
    - No models only cards.

39. Ask the crew to list as many questions as possible.
    - No models only cards.

40. Ask the crew to list as many questions as possible.
    - No models only cards.

41. Ask the crew to list as many questions as possible.
    - No models only cards.

42. Ask the crew to list as many questions as possible.
    - No models only cards.

43. Ask the crew to list as many questions as possible.
    - No models only cards.

44. Ask the crew to list as many questions as possible.
    - No models only cards.

45. Ask the crew to list as many questions as possible.
    - No models only cards.

46. Ask the crew to list as many questions as possible.
    - No models only cards.

47. Ask the crew to list as many questions as possible.
    - No models only cards.

48. Ask the crew to list as many questions as possible.
    - No models only cards.

49. Ask the crew to list as many questions as possible.
    - No models only cards.

50. Ask the crew to list as many questions as possible.
    - No models only cards.

51. Ask the crew to list as many questions as possible.
    - No models only cards.

52. Ask the crew to list as many questions as possible.
    - No models only cards.

53. Ask the crew to list as many questions as possible.
    - No models only cards.

54. Ask the crew to list as many questions as possible.
    - No models only cards.

55. Ask the crew to list as many questions as possible.
    - No models only cards.

56. Ask the crew to list as many questions as possible.
    - No models only cards.

57. Ask the crew to list as many questions as possible.
    - No models only cards.

58. Ask the crew to list as many questions as possible.
    - No models only cards.

59. Ask the crew to list as many questions as possible.
    - No models only cards.

60. Ask the crew to list as many questions as possible.
    - No models only cards.
15 Dangerous goods - stayed about 20 minutes with me practically looking up stowage procedures, UN nos and using AUST supplement.

16 How to do a "running moon"

NOTES
Models used were just those little wooden ships.
Dangerous goods & stowage seemed to be the favourite, they are both relatively new!

The examiner very quickly realised whether you are good on the practical or the theoretical side and takes the opposite. In my case he realised I could do everything he asked in the way of vessels, instruments, lights, Radar, navigation etc, so got very heavy on stat regs and sadly touched on most of the practical application.

VERDICT FAIL/PASS come back tomorrow and be examined on STAT Regs again and speed up radar plotting.

I found before answering most questions even if I knew the answer and this was NOT a good idea, it made the whole examination a rather uneventful affair.

7 Know hydrotics - no on ship - no in lifejackets - boats expiry date.

8 How to fire a rocket gun, precautions to be taken.

9 Definition of Freeboard, FSA, deck allowance etc.

Finished 1105 RWMoro
2nd Mate F.C.  Capt. Rosario  2/4/81 Start 1400

1. Rig a 3 fold purchase
2. Tie bouyice, bouyice on bright & reef knot
3. Lay with error use and error
4. Sextant - errors & corrections, name parts
5. What to do on steering watch & anchor watch
6. EPERS use & operation
7. Man overboard procedure
8. Use of flaps. Secure the far
9. Lifeboats - rations for man, equipment res. on lost ship, launching
10. Liferafts
11. Lifebuoys. Lifesaving equipment on lost ship
12. Dangerous cargo - a thorough knowledge of I.C.C. books (including supplement 0.D.T), also safety measures when loading
13. Union. Lifeboats gear - setting up, naming parts
14. S.W.H. and breaking strands of ropes, use and chain
15. Effect of transverse thrust
16. Lead hydrostatic - effect of deadrise on draft
17. Head barometer - corrections
18. Notings on 5' cable
19. Auto alarm - what is it, what activates it
20. Actions when encountering fog bank
21. Horchowics - Lifeboats Liferaft
22. I.A.A baggage
23. Rules of the road - special reference on lights including spars, flags, etc. (from awaase)

Additional lights: fishing V.H.'s (from awaase)
2nd Mate P.C. Capt Price 20/3/87
Started 0930.

II Decca - Setting up - Tables - Corrections; lane slip, what causes it and how to recognize.
III Azimuth Mirror - Use of - How to find and correct error.
IV Barometer - Hydrometer.
V Sextant - Thirty - Adjustments, Errors
VI Horizontal Angles with sextant, azimuth mirror and potas.
VII Discuss Loading & Unloading Safety Measures.
Rigging and use of lifting apparatus - Surveys, Inspections - Certificates.
VIII Rig a three-fold purchase.
IX Polyprop mooring lines - safety measures.
Polyprop, use on lifesaving appliances - No longer allowed.
XII Pyrotechnics carried in lifeboats & lifecrafts.
XIII Distress Message, content - use of auto alarm for both R.T.G & R.T.F.
XIV E.P.R.B. - how & when to use - where carried.
XV Man-overboard procedure.
XVI Launching a lifeboat, maximum angles of heel & trim.
What to do when in the water, how to beach in surf.
How to pick up man in water with strong wind & current.

XVIII  I.A.L.A. system of buoyage.

XVIII  Rule of Road - Lights & Shapes, Sound Signals - Audible Range.

Finished - 1200

Note: Examiner, lay back and relaxed approach endured to ask questions in a practical way especially Collision Regs. gave plenty of time to think about answers.

PASSED

W.K. Murphy
2nd Note P.G. Capt. Basino 28/1/81 Start 1400:

1. Req a 3 fold purchase
2. Tie bowline, bowline on bight, reef knot.
3. Gyro, error-use and error.
4. Sextant errors & corrections, name parts.
5. What & do on steering watch & anchor watch.
6. EPIRB use and operating.
7. Man overboard procedure.
9. Lifeboats - ration per man, equipment, etc. on last ship, launching.
10. Lifeboats.
11. Lifebuoys - lifebuoy equipment on last ship.
12. Dangerous Casp - a thorough knowledge of ICO books required.
13. Union purchase gear - setting up, naming parts.
14. S.W.H. and breaking straws of ropes, etc. and chain.
15. Effect of transverse thrust.
16. Lead hydrometer - effect of density on draft.
17. Lead barometer - corrections.
18. Markings on 't' cable.
19. Auto alarm - what is it, what activates it.
20. Actions when encountering fog bank.
22. IALA buoyage.
23. Rules of the road - special reference re lights including space/s from abeam.
   Overtaking
   Additional lights fishing VHF's (from abeam)
Rig & 3 fold purchase, advantages and disadvantages
To bow line; sheath bend;reef bend
Identified some of the liferaft equipment,
Headline, marks, dimensions, etc.
How to find F.W.N & D.W.P.
Use of Hydrometers - effect of distilled on draft.
Marking of Hand lead line and weight of deep
side lead.

Salient Errors in correction of parts
(Complete in all respects)

Azimuth scope mirror - use and how to judge error
Moving to a buoy
Rounding moor.
Cable marking
How to take over the watch
and duty on the watch.

L.S.A equipment (Last ship)
F.F.N
Fire-technique, Life boat, Liferaft and on board
Life-throwing apparatus (detail of Schmuley bust)
I.A.L. buoy ago.

Rules of Road Lights & shapes - all vessels;
Making way, under way and stopped

Use of collision regs to Avoid collision
How to use of books - Including Supplement
Edward Regan
1400 - 1615

MATE CLASE GT FERNANDES 1 SEP 83 (ROSARIO AS AGENT) (WITNESS)

Cross a drift 6'09" 60.80cm
Draw a bottomline direction, STA, UNA
Barometer - set up a readout 499.4 mb (two attempts)
DF - find bearing of fixed station
Sextant readout of an angle (two attempts) - index correction to determine, then on/off
Chronometer - how often to set up, time signals
EPIRB - stored in lifeboat, when abandoning a ship by lifeboats for your liferaft with you
Discharging oil into barge - how to prevent pollution
Closed space - before entering check for oxygen, explosion, dangerous gases
Communication with pump in bottoming apparatus
Dangerous Goods Code - how to segregate petrol from LPG
DUTIES when on watch at sea, on watch at port, on anchor
- port cast reports a fire in a policy - your action
- Running down
- Leaving berth when current from off parallel to berth
- Life saving appliances
- Fire appliances
- Munition & drugs
- Noticeable damage line for flowing ballast in & out

Panes
Dangerous goods - stayed about 20 minutes with me, partially checking off stowage清单, UN nos. and using 'AUST' supplement.

How to do a "running moor"

Notes

Models and we're just the little wooden ships. Dangerous goods & language seemed to be the favourite, they are both relatively new.

The examiner very quickly realised whether you are good on the practical or the theoretical side and takes the opposite. So my run he realised: I could do everything he asked in the way of vessels, instruments, lights, R/L, seamanship etc, so got very heavy on stowage and hardly touched on most of the practical affliction.

VERDICT: FAIL/PASS come back tomorrow and be examined on Seamanship again and speed-up Radar plotting.

3 hours before answering most questions even if I knew the answer and this was NOT a good idea, it made the whole examination a rather unattractive affair.

Know hydraulics - no on ship - no in Skipper's boat, expiry date.

How to fire a rocket line, precautions to be taken.

Definition of Freeboard, FSA, Deck allowance etc.

Finished 1105 K.W. Morse
210 Mates  Capt. Fernandez with Rosario  8/9/33.

- Draw a loadline with dimensions.
- Draw Imperial Draft Marks between 21' 23" feet indicate where 22' 9" draft is.
- Loading in Port where D.W. Density is 1030 - calculate amount to raise loadline.
- Barometer - just read, no curves.
- Sextant - All the errors & how to correct.
- B.D. Finder - Lauddon
- L.S.A. & F.F.A. on a cargo ship - Mooring to a buoy, hanging off an anchor, Running Moor.
- Duty on Anchor Watch - Taking over a watch.

**Rule of the road** - Vessels crossing; reciprocal courses, Vessels overtaking; Fog (sound signals); Lights for vessels engaged in underwater ops. at anchor, vessels towing & towed. Power driven vessel stopped & not making way.

- I.A.L.A. Bouyage.
- Berthing & Unberthing.
- I.M.O.G. Code.

- Chart Corrections - New ship picked up in Japan, how to find Charts to use for voyage back.
- Cargo Gear book - Intervals of surveys.
- Starting Chronometer.

Passed  Peter Velster.
MATE CLASS  CPT BERNARDES  1 SEP 83 (ROSAIRO AS A QUIET WITNESS)

Draw a draft 6'09"  6m 80cm
Draw a loadline dimensions, FWA, UNA
BAROMETER - set up a reading 499.9 µb (two attempts)
DF - find bearing of radio station
SEXTANT readout of an angle (two attempts) index error - how to determine, when on/off
CHRONOMETER how often to setup, time signals
EPIRB - stored in lifeboat, when abandoning a ship by liferafts too your liferafts with you
Discharging oil into barge - how to prevent pollution
Closed space - before entering check for oxygen, explosion, dangerous gases communication with man in breathing apparatus
DANGEROUS GOODS CODE - how to separate patrol from the
DUTIES when on watch at sea, on watch at port, at anchor
1st part each reports a fire in a policy - your action
Running man
Leaving berth when current from off parallel to berth
Life saving appliances
Fire appliances
Muster & Drills
Instructive lesson for preventing collision at sea

PAUSED

23/09/83 DREVINAT
D.F. Sextant, (all corrections - set up 3'46') had his
Prismatic Dampet markes. Very heavy on Finefigher and Start Rego.
(his man looking for and received the Marine Notes about
bouyage in tackle). I've don't forget the Pilot. Turning on a river.
Rummy now (Very particulars) Cargo Cen Book and Rego. 5'15.
Union purchase. Duties taken over a watch. Duties & watch.
If engineers require to stop. What action? Rule of hand; Restricted
vis actions, closing VIS, separation schemes. Bouyage.
All very good. But then he started on lights: "His final
words were. "I am very pleased with you, generally, but you're
knowledge of lights is too weak. Brake them up and come back."
He seemed very concerned with the combinations for this A.V.C.
Restricted in visibility to ammunition and traffic.

Fails but to return.

IN AT 8:50AM OUT AT 10:55AM.

E. Time as Pole Values DVA 7 EVA.
FOREIGN GOING, SECOND WATCH:

JIM DENCH. 1-5-1984

RAIDAR PLOT. (OWN VESSEL ONLY)

DUTIES OF OFFICER OF WATCH AT SEA, AT ANCH
PRIOR TO LEAVING PORT.

AT SEA THE PROPER ACTION TO TAKE IF ENGINEERS
TO STOP THE ENGINES. (N.U.C. LIGHTS)

BOUYAGE SYSTEMS.

LIGHTS AND SHAPES.

RULES OF THE ROAD.

WHISTLE SIGNALS.

CARRAGE OF DANGEROUS GOODS.

PROCEDURE WHEN LOWERING A LIFECOUNT.

ANCHORING PROCEDURES.

LEAVING AND COMING ALONGSIDE A BERTH.

CHECKING THE STEERING GEAR.

INFORMATION TO FEED INTO A SATELLITE NAVIGATION.

TESTING OF TELEGRAPH AND OTHER BRIDGE EQUIP.

ACTION TO TAKE ON ENTERING A BAY BANC.

BUNKERING PROCEDURES.

ACTION TO TAKE IN CASE OF CALLEY FIRE.

RIGGING AND USE OF UNION PURCHASE.

ACTION TO TAKE WHEN JOINING ASHORE WHEN
HAS BEEN LAYED UP FOR APPROX. 4 MONTHS.

COMMENT: THE EXAMINATION HAD A RELAXED
ATMOSPHERE; THE EXAMINER GAVE ME PLENTY OF
TIME TO THINK AND ANSWER QUESTIONS.

PASSED

J. Dench
7 - Sept 84.

D.M Whelan Us Capt. Cooper.

R Df. Find davits. Explain controls.

Hydrometer, explain uses and what other info reqd. (run)

Gold slide, Barometer.

Explain 'which type of mooring lines you'd prefer, natural, synthetic. Why.

State advantages of capstan or drum etc for mooring. Etc.

Wind 0/8's 5° or 10° 0/8. What must be done before loading.

Bridge 0/8's what to do before loading, brine traps etc.

Correct all errors and ways of determining them.

Duties of the C.O.W at Sea, in port at anchor.

Fire fighting equipment for cargo, 0/8's, tanks etc.

L.S.A. on passenger 0/8's and cargo 0/8's.

Port Code 3 cargo goes all info.

What do you know about livestock carriers? (answer) Absolutely nothing.

Ship handling 4 or 5 different combinations.

Running, moor, standing off, why would you use them.

How do you make anchor's secure on deck of large. Wh.

Boycize full knowledge.

Difference between standing and running rigs.

What is you actions if you relief is passed. 

List 4 or 8 questions. (answer) Proof loads etc.

Difference between dragging and kedging anchors.

How do you secure broken stowage in lower holds. Tampering only.

How do you lash again and why.

Pilons what is it and how do you use it.

Asth with mirror. How do you check errors etc.

Explain principle of and uses of horizon/vertical. Sext angles.

How do you determine you anchor is dragging.
Explain what is a chron and what is it used for. Where would you check the clocks, how, what navigational equip would you expect to find on a v.h. 
Discuss all aspects of these and where would you find corrections.
3 fold purchases advantages/disadvantages.
Would you hand over the watch halfway through a manoeuvre?
Explain the use and operation of the auto keying device.
Discuss what factors would you take into account when selecting navigational firemen’s outfits, cargo V.H./Tanks, what does the personal equipment consist of?
What is special about the glove and boots (made of rubber)
How much food + water per person per lifeboat and life raft?

Explain Squid and interaction
Lights and shapes about 2 of each (sizes, distance apart, etc.)
Lights on a magnetic board then he would use the lights to...
R.O.R. situations

(ND) These you must know thoroughly, no mistakes.
Captain Cooper was very fair and made you feel at ease he informed you at the start if you don’t know something don’t start guessing, just tell him you don’t know. Once you answered a question correctly you’d go through but your didn’t feel you were getting the go-ahead. About ½ way through we stopped and had a informal chat. Summing up Capt Cooper is an excellent examiner that goes by your knowledge — out with out making you nervous. He covers the complete syllabus without going into great depth.
S. Michael — Capt. Boccaccio

Part 25. With reference to last wk. Lifeboats, etc. Lifeboats etc.

Also Sideboat Equipment etc. [First Aid Orbits]

Part 18. etc. last wk. European Outfit [4 wet tankard]

— what it contains and where position

Also fire hose etc. hydrants

Use of BR Equipment etc. tackles

Difference between racking, whipping and rigging

Dog’s Proof load, SWL = ultimate strength

SWL 10 ton block. What proof load? 10 + 25% 12.5

Derricks. Raised between survey & what required

Union Purpose — describe & explain

Ship handling — Turning Short Round

— Reaving berth with strong current aboad

— Putting alongside with current

Rowing Orders — Turning a lifeboat under oars

What is Transverse Thrust

What do you know about bow thrusters?

IMDG Code — general description & segregation between

Class 2/3/4 cargos

Barometer Errors

 Sextant Errors

What do you know about tankers? (sweet oil)

2nd officer taking over at midnight details of duties etc

O.O.W. (a senior officer on board) vessel dragging anchor

Actions

O.S.I. going F.R.O. to anchor — what required
C.O.W. When would you call the Master.
R.O.R. Sep. Restricted
- NYC
- It's a shapes
- Urth Separations

Measuring with V/T ahead of crossing + always V/T underway.

PIPA + FWP.

Telerstosc + Steering gear - Explin.

Officer in charge of lowering lifeboat & getting it away
from V/T underway heavy conditions.

Epirbs

What about the 10SM code?

M/O

Asked to return in 2 days as far + wellknown. well enough.

Two Days Later: (4/7/58) 0900 - 0930

Voyage + Direction of Voyage

Pilot ladder - Officer in charge

Wells - Musters - what would you do at a master

Part 25 - Sistems/rafts. All classes of V/T.

Part 15 - Requirements in machinery Space
- Fireman's outfits - Cargo / Tankers
- Hands + Hydralis.
1. Goldstake
2. R.F.
3. Hydroaerob
4. D.W.A. Ex A. Information in the loadline certificate
5. Dimensions of the loadline, how is it submerged, what is the length
6. Sextant: Vertical & Horizontal, clearing a danger, errors
7. Loading (safety measures) on tankers
8. Heavy lift of 50 tonne from barge, placing on deck
9. Daily officer at sea, necessary entries in the logbook, file
of course, applying deviation leeway
10. What is True & Devi and Compass Error
11. Dragging 10.3 use from the corner of the wharf. He wants
in how many steps to change to cargo gear (do not exceed 6mile)
12. Cargo Register - requirements, No of ports in cargo gear
Examination. Test yearly, 12 months + 6 months
13. Prove, what do you use it for, and for hospital
14. Azimuth, mirror, errors, how to check?
15. Replacing a cargo sheave, from the stone
16. Green keys 150 slip to 50 slip
17. F. R. A. 8:50. See line, divide GRT.
18. At anchor, load slip, how does the anchor secure
19. Standing moor, running moor, Med. Moor
20. S. W. L. oferrick, so't & move. Calculate Prof. Load
< 20t + 25%
21. Check a rope (towing) for changing, 20t - 30t + 5 tonnes
22. Launching, lifeboat, lifeboat
2.5. Situation at least 15-20 N.U.C. Rest. ability, constrained by her drafts. Starboard Port + Head On Situ.

All fog signals, day shapes, vehicle distance, etc.

Define:

- Restricted Vis
- Safe Speed
- Look out

Traffic Separation Narrto Channels. Be fully aware of these responsibilities, but vessels.

Bouyage:

Dec 3. Omega Sails, NAV, Loran A, B, C, Errors etc.

Examination conducted in a fair manner, relaxed atmosphere...

Good luck to the rest of you.

[Signature]

31/07/04
Learning C# Programming. The emphasis on C# through practical exercises is built into the structure.

Therefore, the teacher utilized programming exercises that fostered deeper understanding.

Please ensure your C# program compiles successfully. Review your code for syntax errors.

After completing the first part, you should feel confident in your ability to apply C# concepts.

Good luck during your C# programming assignments. Remember, practice makes perfect.

Sincerely, CM
2. In the under scheme.
3. Action taken on collision.
4. Bringing a ship along side & to side the other than forward.
5. Anchoring for a single anchor in narrow channel, stream stern.
6. Amount of cable used - depth of water.
7. Making of anchor cable.
8. [Proposition taken before carry to an anchor when you have the anchor hanging below the water face of the keel.]
9. Effect of list & chain weight on a list.
10. Traction thrust.
11. Tactical direction on board.
12. Precautions taken when handling moving ropes including wires. Breaking strains of polypropylene and 1.57 wire rope. Care of ropes. How to measure three dimensions.
15. Port watch, anchor watch, sea watch.
16. Precautions to be taken when proceeding in narrow channel + traffic congestion schemes.
17. Knowledge of the principle and practice of safe handling, storing, security and carriage of bulk cargoes and refrigerated cargoes. General term to become partly filled compartments. Angle of refit, trim, in refrigerated cargoes, held proportion, security of broken cargoes as well as general cargos. In how many ways you can secure it.
18. IMDG, Class 6 + 3. Where they Can be loaded on легкие or
20. Handling on Containers according to IMDG + their information. How many mounting on Containers according to IMDG.
28. Drop lead off & Still of demers, then stow.


30. Tackle 2-fold, Guin. 3-fold, serve to advantage, save to disadvantage, powder gained.

31. Union Purchase - 10-tonne demers. What is the 'safe amount' to be lifted. Weight working tonnage demers.

32. Use of stoppers, whipping, seizing, reaching.

33. Hand lead line only mending.

34. Lifting a heavy load of 50-tonnes, what precautions from jetties.

35. When you have 15 lift a lot of 52-tonnes from or hange at any side.

36. When all tackles have low draft after them cargo will

37. Bow line, reef knot, sheep shank, then ease.

38. Correcting to Abaft the quarter, tackle big with main waf, and draw down, amplitude of the mean. Find amplitude. How would you find der.

39. Petoms, other instruments used for taking logs.

40. Chorin on how would you get when shop direct of chorinometer. How to receive a line signed and value to hunt.

41. Rectify cut ports in detail and Friar in detail

42. Reduced Section angle, Hoisted Section angle.

43. In P. E. Full description of rule 3, 6, 7, 8, 9, 10, 11, 13.
113. All lights + shapes + fog signals.
114. overtaking in narrow channel. 8ft800 8ft800 signals.
115. 8ft800 pitch; ahead right ahead action.
8ft800 on your 8ft800 (tracing not making way) about
4 pts. Action.
116. A 8ft 800 overtaking 8ft800. under constraint by her draft,
right ahead.
117. A 8ft800 restricted in her ability to manœuvre. Right
ahead a 8ft 800 overtaking 8ft800 side.
118. A 8ft800 restricted in her ability to manœuvre on port 45-
00 Action.
119. A 8ft engaged in tacking port 45-00 Action.
120. A 8ft driven with right ahead action.
121. Two 8ft600 on port + other on 8ft800 quarter action.
122. (Angling) 8ft 45-00 heading for your, distance decreasing
down 6 colauers what would you do.
123. 8ft would you sound that your vhf is dragging
another other than not looking up into viciniey
your radar and 4100 + course out of order.

Passed.

Comments: Candidates showed some feel of syllbus.
The examiner makes questions very simple for the candidate
to understand, gave me sufficient time to think. Positron
was Candidate very nice + fair examination, 100 times better
than Capt. R. S. 1980. I made 3 mistakes. angle of repair, hile
made keeping device. Use of 8100 in fog. After the examinee
explained my mistakes.
Birkenhead Win.
HOBART

12-6-85
1100
30 minutes.
$67.00

Stated with occasional circular boomerangs & corrections to apply, known for corrections.

Know principles of keeping time watch. (checkmate) I watch a comp. watch.

What to do if I slate how to tell if it is dragging, e.g. in fog, a radio not working. I must inspect cable.

Things to check when fly over watch (check, pass, standing orders, course, new light).

Q-redes - very thorough. See earlier questions. Give you to put lights in boat instead of him putting them up. Asking, interpreting, mending signal light (order for all). Rule 18.5, mandatory, not to apply. No details from Annex.

Question on unexpected thing (check chart, radio, radio messages, call master).

Hydromet - what use for, explain numbers on chart.

Draw Corridors on chart, what is it? Explain part of diagram. Do BAU calculation. (Kurt = rising density 1000, gun = 40 mm, etc).

Seaplane - he's finally found one! I didn't get to take it out of the box. Just asked how to determine a correct mode error.

No D.C.U. but learning heavy lift. (damage to propeller, spread, food, Don't over FP A or LSA, secondary power, emergency means, etc).

Squirt. Radio Lead to see why. — what will stationing flying object look like in the similar?

Ship came from stern - run machinery through wing in beam. Puts ship into line behind where the two can join, hold on machinery, a try out ship were to bring the water onboard. Make shot (turn up) in depth, don't put eye over.

Identify TNAH legs without map marks. Didn't ask about light but best to learn anyway.

Handling, handling. Bridging up cage runner.

What to do if handing over watch & manoeuvre underway on me is down.

Use of EP, D2 (had one in exam room) instructions to follow or use.

EFP on last ship. Yut for calling assistance. Men on board. Don't use Williamson turn in windy weather or flight. ship's can't return to same. Try single delayed in (note D drum). Always keep eye on man in water/ship.

Receive men over-the-side in tent. Make sure signals are again upon if you enter the tent.

OK, you G allowed to pump oil over manual side & clear bunkering precautions.

Publications covered on ships. What is an Annual Summary of Notice to Mariners?
Synchronization - what to do:

- Essentials of keeping a good watch
  is right, hearing + all other available means.
- Measured + assessed, barometers, know corrections
  for both.
- Sustained, what is main error + index error
  know how to determine & hour alternate.
- IALA Buoyage system, using general questions.
- EPIRB, how to activate, what to avoid doing
  at sailors.
- Anchoring, procedure involved when cleaning
  away and walking out, how to determine it
  anchor is dragging (check cable), action
  to take if dragging (let out more cable - drop
  end anchor - use engine - first button holding
  against).
- Camp work, describe main purchase,
  precautions to take with days camp re fire
  damaging, keep clear of accessories, cooking
  pans, etc.

BRUCE McMinn 18.6.85
Hobart - Capt Braun 1hr 16min

- Describe action to take in event of camp
  held fire + clear out people, try to extinguish
  fire, schemes, clear units with scene etc.
- Precautions involved with entering into
  camp top ten pump rooms.
- Precautions a procedure to follow regarding
  death of any and rescue of personnel from
  this.
- Dangers with synthetic mooring lines.
- Procedure involved with attaching stern
  line using to buoy. Don’t place in seen
  over lists.
- Calmness, very general in leading to comic
  regarding wake speed, where always apply
  VLR regarding or limited in
  maneuverability, Rule 19 don’t do if you
  been long signal, dangers of approaching
  separation, time you need a walkie, walking
  separation when.

J JOTT McMinn 18.6.85
Hobart - Capt Braun 1hr

- WARNING - first thing you do when walk in
 周恩 - night orders, do - know in recommend
  night orders - what to do if sealed under
we should with previous officer if still not sure call master.
- call master any time of day or night he asked this a number of times
- CRC - what is it, where found, how to hit it off, don't let it off at all
- unwound temper, merciful temper, correction what are they for, why need hot corner, where to find correction is gold slide, what is no gold slide
- Annual Summary of Notices to mariners know roughly what contained in this publication
- what books, publications, to order for new day
- content - only asked what is most important errors as how often should be checked - i.e. how to find stars, horizon, lat. S. which is most accurate
- how to keep anchor watch
- how to know if anchor is dragging, what to do next - anchors
- 2 in. Us dragging NWC, also in US dragging anchor to three short around NWC.
- hazards - 2 diam. of 10 cm. & 3 cm. radar, which is use for collision avoidance - which for coastal war, a summary both are operational, was mainly after 2 in. for collision avoidance relating to beam width, is removes beam width better hearing

discrimination
- what is radar - aid to navigation
- buoyage - know what always are, to mark, not side to face, only use yellow or white buoys
- heavy lift on deck - just plenty of drum is head load a don't care sounding off, ES, ES, etc
- your senior officer on board - fire breaks out, n 1. hold what go to do - see fire fighting
- what is meant by sensor firehose rig
- flooding of barrel, 5W of rig, see fire hose
- SWC of wires new or old, formula for breaking st of wires see dentons
- Memo - what kind of plane waggles wing tips of us
- Anchoring was after walking out first, before bed, what to do of dragging
- synthetic line of on drum and is 2 tons, only at 30 ft. wire to stem buoy - scheme of it, don't falsify with
- Synonymous walking - what to do
- precautions before entering tender pump room - after making sure vessel fans are now
- Colregs - how far do they apply, subject, restricted scope in TSS, deep draught - Site just know them

Good luck to the next people. SL.
1. Read the sextant. Take horizontal angle 2. vertical angle.

3. Read the mercury barometer and apply corrections.

4. Take a radio bearing on Lavoisier 36° 38' W

Is the DF Gyro stabilised? Suppose it's big is 222° and heading is 216° T, what is the true big. Do you apply this by directly on chart? How do you find out the quadrantal error? On the bridge, you find two courses which look similar. One is the DF calibration course, the other is what?

If the Gyro breaks down, then do you return a course 36° 38' T?

5. Draw the leading mark of a ship 500' in length. When is the position of the echo line?

Do tickers have the echo?

6. Draw draft marks to indicate 10' 5" & 21' 0" by hand the chronometer. How do you adjust the hand of the chronometer?

7. A simple radar plot.

What is parallel projecting? Can you go about it? When the centering line indicates that the ship is off course, what makes the ship to go off course?

8. If you have to take over a new ship in Japan, Captain & Chief officer are too busy with their work and you have to order nautical publications for a passage from Japan to Australia. What will you order?

9. How do you plan a voyage from Japan to Australia?

10. How do you take over a navigational watch at midnight? What do you need to know the day/night for?

11. What will you do while keeping a navigational watch at sea?

12. How do you determine the gyro error? How do you name the gyro error?

13. Even though you have never been in a tanker, you still have to know this. If you have to enter a tank which was previously used to carry oil, what are the precautions that you have to take?

14. What is a Union Purchase? Draw it out. How is it rigged? How many turns are used? If the line on each derrick is 5° are you going to lift a 5 ton load?

15. Suppose your ship goes to a port like Hong Kong where ships are secured to buoy. What will you do. After you have hung off an anchor, how do you manoeuvre to receive the cable to the buoy?
Another example of Second Mate Orals conducted by Capt Cooper in Sept 1984 (ex. libris Don Melton)

1. Greenside
2. RDF
3. Last ship (but no details required) about 5 minutes
4. Union purchase, and limits of lead and angles of runners.
5. Loading of 50 t. lift. Capt. Cooper wants to know that you don’t place it on deck near fire hydrants, life saving appt, sounding pipes etc. Also make sure vessel has enough stability to handle initial heel, make sure dunks are pressed up (about 10 min)
6. 3 fold purchase rigged to advantage and disadvantage
7. Precautions when carrying grain (bilges, feedup, stows) that is 12° ship and 10° ship
8. Life boats, life buoys and firefighting appliances, fireman outfit. Detailed knowledge required, how many, what kind, testing bath and certificates (about 30 min)
9. Pilot ladder, construction and measurements, and gear that must be rigged near (bowing line, life buoy)
10. Collision rings (about 40 minutes) This is a must. Lights and shapes of different vessels, distances apart, fog signals (you must know it by heart)
11. Seaward - errors of and how to adjust it (about 5 min)
12. Standing warp, running warp, coming alongside and leaving ship with different winds and currents
13. Anchor work, joining shackles, markings, and attachments to secure anchor at sea. How is the bitter end fastened in the chain locker
14. IMDO code - find and separate different products (important)
15. Traffic separation schemes - what to do and what not to do.

16. Officer of the watch at sea, ad on watch, on cargo watch.
17. Tankers and gas carriers (details of fire protection)
18. Man overboard - Williamson turn - action to take.

Remarks: Capt Cooper will make you feel at ease and if he sees you know your subject will give you time to formulate your answers. Very helpful. He told me that the only complaint he has about me was that he had to cary everything out of me.
Alex Fairbairn
AMC - Capt. Brown
50 mm
18-7-85

- Taking over watch @ sea
- In Port
- At Anchor
- Mercatorial & Anemoid barometers - their corrections and why?
- Nothing about a sextant but know the errors anyway
- Man overboard, what to do, order of actions
- Fire in a camp, hold, you are O.O.N.
- Men overcome by gas in double bottom, what do you do
- Fairly easy on buoyage, but again asked what do you do if you see a buoy you can’t identify. (is very keen on calling old men)
- How can you tell if you’re dragging anchor, what lights do you show if you are
- What does a sailing vessel show if she is heave to
- Very thorough on Col Regs but also integrated regs with situations and light board.
- Asked about transverse thrust and squat
1) Barometer with gold slide
2) R.D.F. with function of various controls
3) Hydrometer - What is it used for? What information is read for calculating the D.W.A.
4) Sextant - Name parts of the different errors, with methods to correct them.
5) Beacon Loran, Recca, Omega, Sat Nav.
6) R.O.R. - A thorough knowledge required. Identification of various lights, fog signals, length of 1/2 4 action. Rules 3, 5, 6, 8, 9, 10 knowledge of operational guidance and principles of keeping a safe watch, anchor watch.
7) Principles of Port watch while cargo work is on.
8) Cargo work - Precautions of tanker cargo watch, pollution, anchoring. In the event of a thunderstorm, fire precautions posted on board a tanker.
9) Lashing of containers, vehicles, etc. in L.F.C. or partly filled compartments in general cargo vessels. How to load and lash tarpaulins, cranes, holds.
10) How to secure grain - Why are grain's funny about grain log.
11) L.S.A. & F.F.A. requirements on 5,000 gross or more.
12) F.F.A. requirements in Chemical gas tankers from an's and B.N. & F.F. a
13) tents - Bi's of synthetics & Natural fiber ropes
14) Ind. L.C. Capstan + windlass & mooring winch, fire fighting in case of E.G. fire + fire in a container.