Second Mates Orals Examination Questions and Answers As Supplied By Australian Maritime College Students in 1995

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When I entered the room, it was a hot summer day. He told me that if I wanted to take off my blazer, I could do so at my ease. I did so and felt relaxed and at ease.

While checking my documents, he started with my last ship.

1. What sort of cargo you use (V/C Type).

2. Trade route.

3. Joining a ship as a third officer.

4. Taking over a cargo watch.

5. Loading finished, securing of deck (closing of hatch, lowering derricks, etc).

6. There is a bunker barge arriving, what will you do? (Right from beginning till cast off).

7. Preparing a passage plan.
3). Receiving of Pilot (rigging of P. ladder).
4). Disembarking of Pilot (from Bridge).
5). Take a short round turn and explain Transverse Thrust.
6). Forward Anchor Station (details).
7). MARPOL (in detail).
8). Details about MERSAR.
10). Fire in hold - (action).
12). Changing all the ropes of the lifeboat.
13). During cargo watch block damaged. Change it. (He is looking for chain/jigger rigging plan, markings on Blocks, S.W.L.).

He did not ask me anything about the T.M. D.G. Prepare it, don't Bank on that he might not ask you. Mention all the safety aspects he likes it.
Situation of R.O.R.

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- 3 pts starboard
- 4 pts starboard
- 3 pts port bow
- 2 pts port bow
- 2 pts abrift still bow

Action:
- Passage East cardinal buoy, 097° course
- North cardinal buoy, 195° course

I would like to thank Neil Stanley, Collin Davis and Romi Koashal, who helped me right from the beginning till the end.

Special thanks to Master Candidate Mohd Tariq who tolerated me and helped me prepare for my writings and specially orals.

Wish you all the best.

(S. Kazim Raza)
The first thing he asked me to take a sight with sextant. Then he asked me how to read sextant on the arc and off the arc. The second thing he wants to explain how you will shift morning sight to noon sight of meridian passage. How will you find out compass error? How many t/temp of taking Compass Error. Formula of Adjustment. Define S.W.L. of Union Purchase?
Then he started throwing cards of 2 F. Vessel. 2 Trawler. 1 Towing V/L. 1 Towing V/L R.A.M. 3 V/L constrained by bar draft & No. C. 1 Sealing V/L.

He wants everyone to know about IALA. A Port Hand & Starboard red buoys. He wants characteristic of all Cardinal Marks. He wants to know the Fog Signals of all vessels including Fog signals for Rig as well as for light vessel.

Then he asked me: in brief:

1. What is MERSER.
2. What is MARPOL.
3. What is PLIMSOL MARK.
4. What will do when you listen Man Over board shout.
5. What will you know about IMDG?

4. What will you do in the event Dangerous Cargo should be Mate or Master not on board?

6. What will you do if Captain ask you to test gears for sailing?

7. How many fire fighting equipments on board, describe them?

3. Mate Master not on board. H. Master asked you for preparing for Double banking. What is your duties and Who's duty for regging Pilot ladder?

9. What you will do if cargo is running, the ship is taking bunker + water barge is also coming along side. How will you manage?

10. How will take over watch at
night. Describe in details?

Finally he wants me to draw about Chart Datum THAT - iAT.

What are the reasons for getting depth less than the Chart Datum.

Explain the reasons for - ve surge.

He wants you to know about every thing about Stock, specially about Wreck, nature of bottom, Sector of light.

What is Occulting + Isophase and reasons for showing Submarine cable + Pipeline. Finally I say that,

he asked you more practical questions.

Hopefully this question paper will help you provided to get through. If you go to Mr. Fernandez

Wish you all the best.
**Second Mates Class I Oral Examination**

**Name:** Kabir Stanislaus Vasnaik  
**Attempt:** First  
**Result:** Pass  
**Date:** 08th December 1995  
**Examiner:** Capt. K. B. Whitting  
**Duration:** 1400 hrs - 1545 hrs.

Q1. **General Details about the kind of ships I've served on, the ships run & cargoes carried during that period.**

Q2. **As a Second Officer, describe the manner in which you will take over a cargo watch (Points to consider: gangway, master's or c/o instructions, tide, ropes, under keel clearances, state of loading/discharging, communication facilities, etc.)**

Q3. **Chief Officer asks you to secure #2 c/bow for sea. How do you do it? What precautions will you take?**

Q4. **Chief Officer asks you to prepare bridge for sailing. How do you go about doing it? (Check all nav. equipment, charts, signals, lights, communication systems etc.)**

Q5. **Vessel proceeds to sea. Captain tells you that pilot is disembarking shortly. As a duty officer, what do you do & check for...**
ENTIRE PROCEDURE RIGHT FROM THE BRIDGE TO THE DEBARKATION STATION.

(Rigging of pilot ladder, life buoys, lights, communication with the bridge, etc)

HOW DO YOU CONDUCT A SAFE NAVIGATION WATCH AFTER CAPTAIN HANDS OVER THE WATCH TO YOU?

(Position finding, navigate with extreme caution, hand steering if req'd due to other vessels)

WHEN DO YOU TAKE A COMPASS ERROR? DESCRIBE VARIOUS METHODS OF OBTAINING COMPASS ERROR.

IS A DEVIATION OF 25° NORMAL? HOW DO YOU CHECK IF ITS NORMAL? WHAT IS YOUR RESPONSIBILITY AS A WATCH KEEPING OFFICER IF YOU OBSERVE A DEVIATION OF 25°?

YOU NOW NAVIGATE INTO A FOG BANK. WHAT DO YOU DO??

(Call master, fog signals, extra lookouts, nav. lights, engines on standby etc).

YOU ARE OUT OF THE FOG BANK AND A CREW MEMBER RUNS UP TO THE BRIDGE AND INFORMS YOU THAT THERE IS A FIRE IN THE MESS ROOM. WHAT DO YOU DO??

IN THIS QUESTION, I HAD TO GO INTO DETAIL OF THE VARIOUS TYPES OF FIRE, FIREMANS OUTFIT, B/A SET AND LEADING A FIRE SQUAD IN TO EXTINGUISH THE FIRE.

(KNOW YOUR FIREMANS OUTFIT & B/A SET WELL).
Chief Officer has asked you to take a maintenance survey of your lifeboats. How do you carry this out?

(In this question, I described each and every part of the lifeboat & lifeboat equipment as per the inventory check list. You've got to know the pyrotechnic very well as he likes figures like duration expiry, etc.).

What maintenance do you carry out on a lifeboat davit? How often are the lifeboat falls changed?

How do you lower a lifeboat? (Describe the entire procedure and the orders you will give as 2nd Officer).

What is the difference between an immersion suit and a thermal protective aid?

(Describe both in detail)

How do you carry out fire maintenance rounds on your ship?

(Maintenance of extinguishers, fire hoses, B/A sets, CO2 bottles, sprinkler system, etc).

Describe the IMDG code in detail. Chief Officer has told you to load blue canisters of class-3. How do you load & what do you check for? What precautions are you going to take? How do you distinguish...
between Class 3.1, 3.2 & 3.3. (I could not answer this last question. The actual answer is flash point). You've got to know your IMDG code thoroughly, he questioned you in every aspect of the code!

You are loading in dock water of 102%. In a summer zone. To what level do you immerse your load lines to load appropriate marks.

You take a draft and find out that vessel's mean draft FWD draft is 7.89m and after draft is 7.50m. What could possibly be wrong? What is this state cause?

How do you take over a navigation watch at sea? (Describe in detail)

You are on the bridge and suddenly bosun tells out man over board. Describe your actions. (you've got to know the entire procedure of the Williamson's turn and signals sounded, launching of the recovery boat & medical attention to be given for shock & hypothermia).

He finally started on R.O.R. You have to always tell him that you'll take compass bearings at regular intervals and if there is no appreciable change, the risk of collision is deemed to exist.
(a)

3 Points on Port Bow.

OR

OR

OR

OR

3 Points Port Bow.

Procedure to follow if she doesn't take action.

3 Points on Port Bow.

(b)

Seen Right Ahead.

OR

OR

OR

OR

2 Points Fwd of STBD Beam, 2 Miles.

(c)

4 Points on Port Bow.

OR

OR

OR

OR

(d)

OR

OR

OR

OR

2 Points Port Bow.
V51 heading 270°
Action?

He then showed me about 10 buoys and I had to identify them, what do they mark and describe light characteristics.

He then asked me about flags. He just asked the Phonetic Alphabets and I had to describe the color of the flags and their meaning.

He then gave me a model of a ship and asked me to do a short turn around with complete helm orders and engine orders.

After doing the turn around, Captain relieves me on the bridge and I have to prepare to go for letting go fownd. I had to describe the entire procedure. (Know your AB orders well!)

He then looked at his watch and said, “I’ve passed you but I feel it’s important as a deck officer to know how to distinguish between Class 3.1, 3.2 & 3.3 of the IMDG Code.”

When I went back, I told him that
It was flash point that segregated class of 3.1, 3.2 & 3.3.

He then wrote out my blue chit - the document I've waited for. He then shook my hand and said, "It's well deserve you did well. Do your captain proud and don't give him sleepless nights."

I took my blue chit and walked out of Norfolk Hall possibly the happiest guy in Tassie. - A Second Officer!!

I would like to thank my course coordinator Neil Stanesby, Romi Kaushal & Bruce Goodchild for the guidance and knowledge I've gained in the last six months.

I would like to thank my best friends Laksman Krishnan & Derrick Conceicao and all the master candidates of block 10 who trained me up for the orals.

My impression of the examiner:

Capt. K.B. Whitting is a thorough gentleman and cools you down. He always helps you out and leads you in the right direction. To pass an oral examination conducted by him, you've got to know your watch keeping, cargo work, L.S.A & F.P.A thoroughly. A mistake in R.O.R or buoys could be fatal. Always think and answer.

I wish all the future second mates all the very best. The secret to pass an oral examination is stay cool!!
Examiner - Capt Fernandez
Candidate - Lindsay Cavanagh
Certificate - 2nd Mate
Result - Pass
Time - 2hrs

1) What is the arc of visibility of a vessels lights? He wanted all of then ie sidelights, masthead lights, sternlights, towing lights.
2) He then asked what lights various vessels would show. Covered RAM, NUC, vessel aground, power driven vessel drifting waiting for a pilot.
3) Went through every flip card for lights. Wasn't interested in technicalities for example length of tows etc.
4) Asked the day shapes of just about everything.
5) Asked fog signals for most vessels.
6) Gave me various collision situations, all of which were multi-ship cases, including situations between sailing vessels.
7) Asked various collision situations involving traffic separation schemes, including traffic roundabouts and the responsibilities between vessels.
8) Situation in the English Channel on a vessel with a 25 metre draught had to cross a section of water that was only 24 metres in depth. How do you determine when it is safe to pass over this point. Wanted to know about tidal windows and co-tidal charts.
9) Building a ship in Korea wanted to know what navigation equipment was required to be carried and what publications were to be on board.
10) Passage plan from Korea to Australia. How would you go about planning it?
11) On route to Australia had to stop in Singapore for bunkers. Wanted to know what information you would give the master. Was looking for you to tell the master which pilot pick up point you would go to.
12) What information is exchanged between the master and pilot, ie - pilot card containing manoeuvring characteristics etc, and pilot gives master a passage plan for the port.
13) On entering a port when do you stop putting positions on the chart? When the vessel gets alongside. (read Iron Barron report).
14) Steps involved in bunkering.
15) Compass errors and how to apply variation and deviation.
16) Pilot ladders and pilot hoists and equipment necessary.
17) Helicopter operations and requirements for helicopter landings.
18) Rescue of a person who has passed out in a ballast tank.
19) Fire fighting equipment on the deck of a tanker.
20) Fixed fire fighting installations in a cargo hold of a bulk carrier.
21) Equipment for testing tank atmospheres on a tanker and when each is used.
22) Difference between segregated ballast and clean ballast on a tanker.
23) Action of OOW in port on a tanker when the tanker on the adjacent berth is on fire and there is risk to your vessel. Master and C/O are not on board.
24) Loading steel coils, one of them is dropped and ruptures a double bottom ballast tank. What action do you take as OOW. (Master, C/O are not on board.)
25) Relieving a watch at sea and in port.
26) Duties while on anchor watch.
27) Buoyage cards and their lights.
28) Difference between IALA "A" and "B".
29) Describe operation of a union purchase derrick and what is the SWL.
30) What is contained in the cargo gear register.
31) Testing bridge gear before sailing from port.
32) Securing forward before proceeding to sea.
33) Responsibilities at mooring stations forward and aft.
34) Went outside and demonstrated the use of the sextant.
35) Difference between a hydrometer and a hygrometer.
36) Draw and read draught marks.
37) Factors that would affect a vessel's draught at sea.
38) What is negative surge and how does it affect the tide height.
39) Mark the position of LAT, MLWS, MLWN, MHWN, MHWS, and HAT on a tidal pole.
40) On a voyage from New Zealand to Canada, what happens to the time and date as you cross the 180° meridian.
42) The difference between a thermal protective aid and an immersion suit.
43) How many immersion suits are required to be carried.
44) Some basic shiphandling questions about transverse thrust and twin screw vessels.
45) What is an Isophase light.
CANDIDATE: ABDUL KHALIQUE MIRZA.

EXAMINER: R.KULKARNI.


TIME: 1130 TO 1215 HRS.

As I went in, he asked me to take your seat gentleman. After having a look at my file he started asking me questions, some of which that I can remember are given below.

Q: WHAT WAS YOUR LAST SHIP AND TYPE OF CARGO GEAR?
Q: WHAT WAS THE LAST CARGO YOU CARRIED IN THAT SHIP?
Q: CALCULATION OF S.W.L. OF DERRICKS AND CRANES.
Q: MARKING OF DERRICKS, CHAIN REGISTER, AND RIGGING PLAN?
Q: HOW WILL YOU COME TO KNOW IF THE STEVEDORE IS USING A CRANE FOR A WEIGHT MORE THAN S.W.L.
Q: TAKING OVER A WATCH IN PORT.
Q: TAKING OVER A WATCH AT SEA.
Q: PREPARING A PASSAGE FROM FREMANTLE TO SINGAPORE.
Q: FIRE IN THE CARGO HOLD AND YOU ARE THE ONLY DECK OFFICER ON BOARD.
Q: FIRE IN A CABIN ----- ACTION.
Q: FIRE IN GALLEY ----- ACTION.
Q: YOU ARE THE ONLY OFFICER ON BOARD, THERE IS STRONG OSSHORE WIND, TWO ROPES FORWARD AND TWO ASTERN BROKEN, NO SPARE ROPES, WHAT WILL BE YOUR LINE OF ACTION.
Q: DURING CARGO WATCH AT PORT WHAT DO YOU CHECK IN CARGO GEAR.
Q: WHAT ARE QUADRENNIAL SURVEY?
Q: RIGGING OF PILOT LADDER.
Q: HOW MANY REPLACEMENT STEPS ALLOWED IN PILOT LADDER.
Q: HOW TO REPLACE THESE STEPS AND THE LOWEST RUBBER STEPS IN PILOT LADDER?
Q: MERSAR IN DETAIL.
Q: GZ CURVE AND INFORMATION ABOUT STABILITY RECEIVED FROM IT.
Q: HOW TO DRAW GZ CURVE.
Q: SHOW ANGLE OF LOLL ON GZ CURVE AND PROCEDURE FOR ITS CORRECTION.
Q: STABLE, UNSTABLE AND NEUTRAL EQUILIBRIUM AND DRAWING OF FIGURES FOR THE THREE CONDITIONS.
Q: VARIOUS FORMULAE FOR GZ, FWA AND DWA.
Q: YOU ARE GOING FROM SALT WATER TO DOCK WATER OF R.D. 1.030 WHAT WILL BE THE CHANGE IN DRAFT?
Q: FLIP CARDS AND SITUATIONS WITH SHIPS MODELS.
HE SHOWED MANY FLIP CARDS ONE BY ONE ASKED ME TO IDENTIFY, GIVE FOG SIGNAL AND TELL ME THE RAGE AND ARC OF LIGHTS. AFTER THAT HE KEPT GATHERING ALL THE FLIP CARDS AROUND MY SHIP AND ASKED ME TO TAKE ACTION.

Q: FLIP CARDS OF Buoys.
Q: E-CARDINAL MARK RIGHT AHEAD — ACTION.
Q: MARKING ON ANCHOR CABLE.
Q: FIRE EXTINGUISHERS— TYPES— CLASSES OF FIRES — EXTINGUISHERS TO BE USED ON EACH CLASS OF FIRE.
Q: MARPOL.
Q: DIFFERENCE BETWEEN EPIRB AND SART.
Q: TYPES OF EPIRB.
Q: SEARCH PATTERNS OF MERSAR.

HE GAVE ME A COUPLE OF QUESTIONS TO FIND THE ANSWERS AND COME ON AGAIN. I FOUND OUT THE ANSWERS AND WENT BACK TO HIM. HE ASKED ME ONLY THOSE QUESTIONS AND SAID GENTLEMAN YOU ARE PASS.

FOR THE COMING STUDENTS I CAN ONLY SAY, I AM QUITE SURE THAT EXAMINERS DO NOT KILL THE PEOPLE WHO FAIL. SO THERE IS NO QUESTION OF GETTING PANICKED WHEN SITTING NEXT TO THE EXAMINER. JUST RELAX AND LET THE THINGS COME OUT OF YOUR HEAD PROVIDED YOU HAVE SOME.

WISH YOU ALL THE BEST.

A.KHALIQUE MIRZA
SECOND MATES ORALS  Passed  1/9/95

CANDIDATE- KATHERINE DEER

EXAMINER- CAPT M. FITZPATRICK

1) Details of last vessel?
2) Cargo carried by last vessel and any dangers or precautions?
3) How to secure last vessel for sea? i.e. closing appliances.
4) How to secure an anchor for sea?
5) What are the uses of a rescue boat? (Survival at Sea)
6) What instruments do you have available to ascertain whether risk of collision exists?
7) How do you use a magnetic compass to ascertain whether risk of collision exists?
8) What is a hoaming device?
9) What are the errors of the sextant?
10) How do you correct the errors of the sextant?
11) Showed various bouyage flip cards and asked what they were?
12) Showed various flag flip cards and asked their meaning?

R.O.R.
Seen 2 pt's to port what action?

If it doesn't take action what should you do?

Could this vessel be at anchor?
When I entered the room he asked me to take seat. He then checked my documents and asked some general questions about my last vessels. After 10 minutes he started oral.

(Q) What will you do as a second mate taking over a cargo watch?

(Q) What things you will check like, draft, trim, cargo plan, tide, mooring, gang way, c/o master instructions, condition of cargo gear, cargo stowage, no of gangs working, persons on board, port state control, MARPOL.

(Q) During watch a cargo block is damaged, how you are going to repair it?
He wanted to know about ships cargo rigging plan, cargo gear register, markings of block, parts of block, safe working load & proof load, procedure to change block.

(Q) What you will do if you have to load dangerous goods? in that question he asked IMDG CODE thoroughly, precautions & methods you will adopt before & during loading.

(Q) What markings you are likely to see on dangerous goods, what you will check before loading, in case of emergency what you will do?

(Q) Now loading is finished you are asked to do deck securing, closing of hatches, securing derricks, deck securing, all in detail?
(Q) There is a bunker barge arriving, what you will do (Right from the start till the barge cast off)

(Q) Now the barge has gone and the c/off has asked you to prepare for sailing (preparing bridge)
   He asked me about passage planning, nautical publications, everything present on bridge, Equipments, about charts, corrections of charts and checking publications, Testing of all equipments & checking there errors.

(Q) Now vessel is to sail how you will receive pilot?

(Q) Disembarking of pilot?

(Q) Pilot ladder, its rigging and requirements for embarking disembarking pilots?

(Q) You have to take a short round turn and then have to anchor?

(Q) Details about anchoring?

(Q) MARPOL (HE asked it thoroughly)?

(Q) FLAGS (by just telling a phonetic alphabet, he asked me about its colours combination, meaning?)

(Q) Details about MERSAR?

(Q) Life boat drill with launching & recovery of life boat?
In every case he asked me about fog, day, signals & my action and why i am taking that action.

(Q) BUOYAGE: HE asked me almost all buoys with different situations.

That were my last questions.
He said to me, "That it is enough for me and i pass you on this" and he gave me BLUE CHIT by saying, "Work hard when you will go as a third officer".

I like to thank Mr Mike Web, Ian Shea & Anura Seneviratna for helping me in preparing for orals.
I also like to thank my course coordinator Neil Stansby & Collin Davis who from beginning till end always be a helping hand to me.

WISH YOU ALL GOOD LUCK

(WAQAS SALMAN)
Q1. What are your considerations and responsibilies as a chief officer in port?
A1. Gave him all the details such as cargo operations, safety checklists, shipshore communications, emergency towing wires, c/o's load/disch plan and instructions, scuppers plugged, oil pollution response gear, fire fighting gear, local draft/trim and ballast requirements etc.

Q2. As a c/o on a tanker what is your primary concern during any operation, whether in port or at sea.
A2. I said that on any tanker the main concern is to ensure that a flammable atmosphere must never be allowed to develop, ensure no sources of ignition come into contact with flammable mixtures. In addition I told him how I would go about ensuring the above.
Like keeping oxygen less than 8% in tanks using Inert Gas, Explosion proof lights, using approved flashlights and comms. equipment, flame screens on vent lines etc.

Q3. How would you go about inspecting the Heel Pin on the derrick, and what will you look for?
A3. Told him the procedure for lifting the derrick using the topping lift block and winch in order to take the weight of the pins. Check for wear and tear on the pins, grease nipples and VERY IMPORTANT BUSHES AND BEARINGS.

Q4. In connection with the above question he asked me how often the derrick gear is supposed to be inspected and where will you find details of cargo gear such as shackles, slings, sheaves etc?
A4. I told him quadrenial survey by class. or flagstate surveyor and annual thorough inspection by chief off. entries in chain register. Details of cargo gear in chain register and from TEST CERTIFICATES which are also kept in the register. Must mention test certificates.

Q5. As chief officer what instructions will you give a fresh third mate who is going to keep his first cargo watch?
A5. I gave him the works on requirements for keeping a safe watch on tankers in port. Make special mention of access, communications and weather as well as draft/ trim, stresses etc. Mention the standard "call me if in doubt".

Q6. If you were to go on a bulk carrier or a grain carrier what will you do? Tell me something on these ships.
A6. I told him that since I had only been on tankers, my knowledge on other vessels was based on book knowledge. He said that was OK. He was only interested in a brief summary on the salient points. He was more interested in Grain Ships. So I told him that I would refer to the IMO Grain Code. He asked me the important points from the code. No details of stability criteria. Make sure you Mention Shear Force and Bending Moments and Draft and Trim.
Q7. Hold preparation for loading grain.
A7. Normal Preparation

Q8. How would you know whether a ship has been certified to carry grain?

Q9. Preparation for dry dock as c/o and what will you look for in drydock?
A9. I gave him the works. With special reference to Bottom Plugs of tanks and security patrol. He specifically wants to hear security patrol. Make sure you tell him that you will personally supervise the removal and putting back of bottom plugs and that the plugs removed must be labeled with the tank name or number.

Q10. What equipment is checked during a Safety Equipment Survey?
A10. I started giving him the answer and he cut me off after about ten items and moved on to the next question.

He then moved on to ROR and asked me five situations. See attached sheet.

Few Buys

General Comments: Very practical person. He is not interested in regulations and is more interested in what you would do at sea. This includes what you would do at sea as far as ROR is concerned. He does not like slowing down or stopping as an answer for ROR situations except for a grounded vessel ahead. He would rather you took a full round turn. DO NOT MENTION MARINE ORDERS IF YOU ARE NOT ON Aus. SHIPS. ALL REFERENCES FOR FOREIGN FLAG SHIPS TO BE FROM IMO & SOLAS.

R • O • R

Right ahead

Action

We Aground

As c/o take all way off, inform master & do short round turn & proceed on reciprocal course. Asked for day & fog signal.

2 Points on Port Bow

Ram We making way.

Two short blasts Alco to Port and give a wide berth. Day & fog signals.

Right ahead.

Sailing We showing additional mainhead lights underway. Action: One short blast alco to stick & give a wide berth. What signal would she show by day if propelled by machinery? Fog signal when machinery being used or often not in use.

2 Points on Starboard Bow

Ram We making way.

Two short blasts Alco to Starboard and give a wide berth. Day & fog signals.

Sailing We showing additional mainhead lights underway. Action: One short blast Alco to stick & give a wide berth. What signal would she show by day if propelled by machinery? Fog signal when machinery being used or often not in use.
2 points on port bow. Action: Pilot vessel (Pilot vessel) take a ground line and pass as shown. Action: Pilot vessel (Pilot vessel) take a ground line and pass as shown.

First maintain course and speed, then sound 5 short blasts on the whistle, supplemented by light signals. Slow ahead, hold course and go full astern and pass astern of her.

2 short blasts. *Also to port and make a ground line and pass as shown.*

As of 0600hr.

3 points on your port bow. Action: Pilot vessel (Pilot vessel) take a ground line and pass as shown.

As of 0600hr.

Two short blasts. *Also to port and make a ground line and pass as shown.*

As of 0600hr.
MUHAMMAD Tahir Siddique Khan
2nd Mate - 28 July, 1995
1st Attempt - Pass - Duration 35 min
Examiner: Capt. K. Witting

When I entered the room, he told me "Have a seat gentleman" and then he started with a little chat about my last ships and then started throwing questions.

Keeping a safe watch at port
Loading dangerous goods and details about IMDG code, and checks prior loading danger goods

Marpol and application of Marpol regarding tankers, garbage and oil record book.

Preparation of bridge prior leaving the port
Securing hatch #3 after loading for sea
Safety precautions regarding cranes, derricks and other material handling equipment.

Duties of 00 w while bunkering
Rigging of Pilot ladder and disembarkation of pilot sight starting from bridge

Dimensions of L, W, Length
Passage Planning and publications required

What is MERSAR

Fire in Engine Room

What is fireman’s outfit
Maintenance of life boat

How to attract attention while on a lifeboat

Details of pyrotechniques

How "O", "Y" and "P" flags look like

Duties of O.O.W at anchor and also if other ship is dragging anchor

Special mark, safe water mark and steering 090°

steering 170°

Then a short round turn in a narrow channel without anchor and only using transverse thrust and engine and wheel.

Anchor station and you come to know that anchor has brought up and marking of shackles.
Checks about gangway at port.

He told me "Okay, gentleman! This is my honour to pass you", he wrote the blue chit and I came out with a smile.

Some important things about this examiner are he will treat you just as a friend and make you feel comfortable. He wants to ask details precisely and don’t forget small things. He will help you and lead you to the right track.

with best wishes and good luck.

Tahir 28/7/95
28-07-95 CAPT. WHITTING

Peter Gray 1st Attempt - Passed.

1. STCW
2. Fire in port
3. Damaged block what do you do?
4. Bunkering - oil spill
5. Sea anchors
6. Checks for a life boat
7. Knots - stage, timber hitch, bowline
8. Checks on the bridge before departure
9. Coll. regs.
10. Hold preparations
12. Buoyage
13. Passage planning
I went inside the room, wished him; he said gentle man have a seat. He looked upon my previous ships and started from my last i.e., Trident Epic. He asked me about the type of cargo and route. By my first ship, I told him about that. Then he asked me about the company in which I was sailing and about my present company.

1. He asked me about the years on my first ship.

2. Cargo years of 2nd ship. Union pushes angle between runners, minimum angle with horizontal.

3. Chain Register.

4. As I passed my last 25 month on tanker, so it was trying to pull him towards tanker.

5. What grade you were loading?
as an O.O.W you will take?

6. Use 8" welded P/P. in which tank you will put the oil.

7. Precaution during loading 8" oil.

If you are holding Cango hoot by the hook of derrick, what you will check on hook.


10. What is Annual Survey and what is Quadrant Survey?


12. oily well, separator and filtration plant on O.O.M.

13. Chief officer told you to load dangerous Cango which is lying on jetty. What precautions you will take, how you will load, what you will look for on that dangerous Cango.


15. Your Midship draught is 10.5 m and
your Mean fore and aft dir is 10.52 m
why is there difference?
I was stuck there and after a
while when he was switching over to
the next question, I said hopping

He was pleased and started
explaining the whole thing to me

16. FWA and SWA

17. You are o.o.w. Captain says 3rd mate
\_ the boat while in port
in detail he want to listen even
sleep you will take.

18. L/Boat galls when you will cha


20. Marking by L/Boat & equipment.

21. Taking over port watch in detail

22. Preparing bridge for sea going.
del checks and gear tests in detail

23. Passage planning in extreme detail
24. Man over board.
25. Taking short round turn in narrow channel.
26. Anchor stern and manking by shackle.
27. You are O.O.W. Suddenly @ night you see fore mast lid light- is invisible. Why?
I said because I fear.
28. What action you will take then?
30. Then he switched over to R.O.R.

(\[\text{Diagram}\])

2 To abaft the Stbd beam, bearing constant. What action you will take?
Also, 2 short blast, alter to port if there is no vessel on my own port side.

31. What action you will take?
32. He showed me R.A.M. u/b on port beam. Action?
Then he asked -"In definition of R.A.M.
u/b in detail.

33. Fishing u/b with extended gear 150 m or more
He asked me action, day signal, fog signal
He switched over to TACB Buoyage System

34. Your course is 270° you see a west cardinal
buoy, action?
What buoy you might have missed?

35. Co is 010°, you see a south cardinal
mark, action?
I altered to 010°; he said what
buoy then you will see? I said
East Cardinal buoy

36. He showed special mark and
asked about light, top mark and
what wrecks this special buoy will
be placed.

37. Isolated danger mark.

38. Safe water mark.

Then he looked on bridge and said
"Gentlemen I give you fire"
while he was writing my blue chit he asked about cricket and then about hussain khan and about my native land.

He gave me blue chit and I thanked to Almighty Allah.

I am thankful to my teachers especially Mr. Aversa S., Ian Smith, Bruce Goodchild, Roger Sim and Mike web.

Sincere efforts were made to prepare me for orals by my friends especially Tahsin Siddique, Maunoor Ali, Asif Haroon, Wагar Salman and Moeen Ali.

N.B. If K.B. writing is your Examiner then tell him each and every thing in detail.

Make sure your outlook must be impressive. Capt. K.B. writing is very helping person he gives hints and encourages to give answers in detail.

Good Luck To Candidats.

Sincerely yours,

[Signature]

21/11/78.
P. Mitchell  
2nd Mates  
& 26-7-95  
Captain Whitting  
- Pass  
1 hour approx.  

- Last Ship (brief)  
- Watchkeeping in Port (crew)  
- Taken block on hoist wire  
- What to do  
- How to change (check)  

- Bunkering  
- Bunkering spill  
- Passage planning  
- Weather for passage planning  
- IRS  
- Trade winds  
- Monsoon (1)  

- Launching a life boat  
- Galley fire  
- Watchkeeping - taking over  
- Conducting a watch  
- ROR - light ID actions (not many)  
- Vessel aground  
- Getting pilot away  
- Tie knots  
- Testing gear
Second Mate's Orals

Candidate: Derrick J. Conceicao.
Date: 08 Dec 1995
Examiner: Capt. Ravi Kulkarni
Time: 40 Minutes Of Fast Talking
Result: Satisfactory But Come Again Next Week.

1. Joining ship as 2nd Mate:
   All aspects of acquainting self with nav. bridge, charts, fuses, light, CSAs, FFA, deck, etc...

2. Taking Over Navigation Watch.

3. Take over cargo watch loading coal.

4. When to call the Master?

5. What is STCW?

6. Which is good and bad ground for anchoring?

7. What are the Classes of Fire and Fire Extinguisher:
   Which class is Electrical Fire? How put out? — CO2.

8. What is all the information obtained from a
   Turning Circle?

9. What are all the Publications found in the Bridge?

10. Draw the Metric Draft Marks

11. Draw the Tides: MHWS, MHWN, MSL, etc...

12. Stability checks while loading/discharging:
    How CO2. moves, F.S.E. in case of fire.

13. MARPOL

14. All info in Register Of Materials Handling Equipment.
Williamson's Turn.

R.O.R. Identify the vessel, day shapes and fog signals.

I failed to mention the masthead light of a dragger when making way, after being underway or at anchor. (Capt. Kulkaen doesn't provide feedback but he's okay)

DATE: 15 DEC 1995 CAPT. WHITTING
Time: 2 Hours PAssed. (He needs details)

0. Disembark the pilot, every detail, then keeping watch for the remainder 3 hours.

2. Compass error, how to calculate what is transit bearing? If deviation excessive, what to do, what is the cause?

3. Williamson's turn: everything including calling Pan Pan message on the VHF and cancelling it after man is picked up. Colour of the "Oscar" flag?

4. What is Azimuth and Amplitude?

5. Turning circle again - mainly for pilot. How to draw a T. Circle if not have one on the bridge?

6. What is Squat? - Difference between Immersion (I) and T.R.A.

7. R.O.R. Showed me a N.U.C. val with masthead lights on - [Absent-minded 3rd Mate], submarine, and other situations. CBAD val crossing from port. She says we can alter to port or astbd as to prevailing circumstances.

I would like to thank Neil Stanesby, Romi Kanchal and the team of professional lecturers, as well as my mates: Kabir Vagradeh, Zakehaman Krushman and all the Master Candidates in Block 10. Keep cool and no ass talking... God luck!!!
Examination: 2nd Mates

Candidate Richard Furlong.

Examiner: Captain Fitzpatrick.

Date: 5th Dec 1995. 1140-1222 (Including paper work)

Q1. So you've from BHP? He then asked me what type of ships? He then seemed to think that I was a bulky man.

Q2. What cargoes carried in my carrier?

Q3. What precautions do you take with Iron Ore Pellets?

Q4. What about when loading over a bunker tank? (hinting at no smoking on deck).

Q5. Why would a ship load alternate hatches?

Q6. Seeing you know so much about stress what is hogging and how is it caused?

Q7. Same question for sagging.

Q8. What Draught can a ship be loaded to? What is FWA, DWA, relation to freeboard.

Q9. What is a Submarine Indicator Buoy? Is this a World-wide system? Where would you find information on these? What would you do if you found one? Would you pull it out of the water? Who would you notify?

Q11. What else can you find in the Australian Annual Summary of Notices to Mariners? (He stopped me half way).

Q12. What do you know about passage planning?

Q13. How do you check charts are up to date?


Q15. Buoyage (he just wanted me to identify each- only the light signals for a lateral mark) Which side would you keep this mark?
Q16. Flags (about 6 of them)

Q17. Action with a fishing vessel right ahead in a Traffic Separation Scheme, when could you cross into the zone?

Q16. How would you rig a pilot ladder? What are man ropes for? What other equipment would you need?

Q17. What smoke detectors go where? How do you test them? What happens when one goes off? Fire in Smoke Room?

Q18. What action on bridge? What is the emergency alarm signal? Abandon Ship Signal?

Q19. Would you just leave the Bridge? ( he wants you to hand over to the Master )

Q20. How do you fight the fire in accommodation ( ie. vents, air conditioning, boundary cooling) Class of fire and probable cause? ( I said a smoker or electrical; he said people don't smoke on ships today!- I said they still do)What's in the fire suit? How many required? How many carried on last ship? He then told me how crazy he thought the law was in this area( I nodded in agreement). Your BA whistle goes off would you leave the other guy behind to fight the fire?

Q21. How do you secure anchors for sea? Would you plug the hawse pipe? What is the purpose of a compression bar? Markings at four cables( Kenter and D Shackle)

Q22. Is a Vessel aground in Distress?

Q23. What are the distress signals? (he stopped me at five)

He then said that there was no point in carrying on further, congratulated me and gave me my ticket. He then said, "see you for Mates Orals, Good Bye".