Second Mates Orals Examination Questions and Answers As Supplied By Australian Maritime College Students in 1996

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The reproductions are the best images possible from many handwritten and copied documents.
I was very nervous at the beginning but once the first couple of questions went well it was smooth sailing. He started with R.O.R.

1. How will you ascertain risk of collision?

2. What is Aspect?

3. How will you secure anchor for heavy sea?

4. Why do you keep the anchor out of gear when not in use?

5. Fire on Electric box which extinguisher will you use? Why not water?

6. What is "International Shore Connection" How will you connect it?

7. What is I.G.

8. What is the purpose of "Deck Seal"?

9. What will happen if CT will come back into the scene?
10) What is the 1st error of the Sextant Main cause and how to correct it.

11) Then he gave me a Sextant and asked to read the reading which was 35°14’.

12) R.C.R.
   CW  Right ahead action only.
   QT OR  What she will do.

13) Again Same WL on 3 Point on Port Bow action.

14) OR  Right ahead action
   CW  and what is she.

15) CW  4 Point on Port Bow, she is not taking action. What will you do?

16) CW  2 Point on Port Bow and then
   3 Point on Starboard side action

17) CW  What is she, action
   OR
   Does Risk of Collision exist? (yes)
Then he showed me Play 1 and asked the meaning. After this he showed me few Plays and asked which side of the buoy you will pass.

Then he said those Golden Words which all of us wants to hear. "I am passing you and then he signed on my Blue Chit!!!"

The Examiner is very helpful he wants to help us but R.O.R should be 100% if your R.O.R is less means you are in good status. He wants only one point only.

My Special Thanks to Capt Mike Webb, Alastair, Ian Shea and Good Criminal.

ALL THE BEST Guys.

[Signature]
(1) LAST VL - DETAILS OF LOAD CARGO
   - VL TIPES AN ANGLE OF LIST - CORRECTION

(2) LOADING ZONES - LOADING BEYOND YOUR LIMITS

(3) AVGutting in 60 Fathoms - Cable Markings
   - BITEN END
   - SLIPPER END - CABLE

(4) ON LOAD RELEASE SYSTEM - WHEN USED, WHY?

(5) DECK CLEARANCE APPLIANCES - DECK CLEARANCE IN PORT

(6) VARIOUS ROQ - LITIGS
   - SHAPES
   - SIGNALS (FOG)

(7) BUSYBEES

(8) FLAPS

OBVIOUSLY WENT INTO DETAIL ON EACH OF THESE TOPICS BUT NOTHE THAT YOU WOULD'NT KNOW

(9) PERSON MANUAL

(10) BC COME

(11) FIRE IN A CABIN - TYPES OF EXTINGUISHERS
You are an ex-electrical engineer, tell me about the emergency switchboard arrangements.

Tell me about your last ship. Goliath goes into Devonport, so he knew this ship quite well. I couldn’t tell him any lies!

Cement carrier, can it carry any other cargos.

What are the dangers of carrying cement.

Where is the emergency fire pump.

How is it driven, comes from emergency switchboard. Is this a good idea, give me your views.

What other supplies come off the emergency switchboard.

Why does the lift come off the emergency switchboard.

Tell me in your own words about onload/offload release gear for lifeboats.

Why do we have them and what vessels do they apply to. Enables you to launch your boat whilst v/l still steaming up to 5 knots.

What tests do you do on davits. Initial, then only if damaged.

When do you inspect falls.

How often do you have drills.

What are you looking for when you inspect falls and davits.

When do inspect cranes and davits.

Can ships staff do proof tests on cranes and davits. NO.

ROR sailing vessels, crossing vessels, restricted visibility situations.

Vessel 4 points for’d of port beam, see green and 2 masthead lights - Action.

Other vessel not altering, how many points will you alter to stbd to show vessel your stern light.

Vessel on stbd quarter, possibly overtaking/ crossing - action.

Various head on situations, know rule 19 well.

Know fog signals, lights, shapes, manouvring signals, etc.

Various flip cards, all buoys, IALA system.

Wanted quite alot of detail as to how you would inspect life-boat davits and falls. Rust, cracks, limit switches brakes, etc.

Tell me about the emergency towing arrangements for tankers.

Recent changes to collision regs, fishing v/l showing basket, etc.
ORALS 9 NOV 96 - ROD MATHERS (2ND MATES)
CAPT WRIGHT - TIME 1 MINS RESULT PASS (SOMETHING?)

1. TAKING OVER CARGO WATCH - WHAT TO LOOK FOR (IN DETAIL)
   - SAFE ACCESS
   - SECURING OPPR DECKS ON COMPLETION LOADING, + HATCH CLOSURE, ETC

2. BRIDGE SETUP PRIOR TO SAILING - CARGO/COMPASS ERROR CHECKS
   - CHART CORRECTIONS
   - STEERING, ETC REQUIREMENTS + TESTING, PRIOR TO DEPARTURE, ETC

3. TAKING OVER THE NAVIGATION WATCH - IN DETAIL
4. DOR SITUATIONS (SEE NEXT PAGE) (FITES & MISTRY CHANNEL)
5. RESTRICTED VISIBILITY PRECAUTIONS
6. OCCASIONS FOR CALLING MASTER - EMERGING, THAT YOU DO NOT DELAY TAKING ANY NECESSARY ACTION

7. BARRAGE - ACTION TO TAKE ON SIGHTING, + LIGHT CHANCE
8. MOB PROCEDURES
9. LAUNCHING, T RECOVERY, RESCUE / LIFE BOAT
   - EMPHASIZE SAFETY OF PERSONNEL THROUGHOUT
   - AID TO DETECTION IN/ON LIFEBOAT

10. FIRE - ACTION ON SMOKING SMOKE ON BRIDGE (NO ALARM)
    - FIREMANS OUTFIT
    - CHECKS / SPRAYING, BA SET
11. TURNING VESSEL SHORTBOARD - RM PROPPELLER
    - EFFECTS OF WIND/FOE + SMOKE AT ARCO, IN MISTRY CHANNEL

12. ANCHORING - PREPARING / LETTING GO/CHISH FOR DRAGGING
13. ANCHOR WATCH - IN DETAIL
14. READING, DISCUSS HANDS - ROLLING/SLACKING

OBSERVATIONS - CAPT DRIFTING IS WEAK IN HIS EXAMINATION
IT IS EXTREMELY FAIR. HE PANS YOU WELL AT EASE + HAS GOOD MENTAL WRAPUP. HE IS VERY ASTUTE AS TO WHEN YOU ARE UNSURE + WILL LET YOU LEAD YOURSELF INTO DANGER IF YOU DO NOT CHECK YOURSELF, BUT, IF YOU DO CHECK YOURSELF + LET HIM KNOW YOU
Describe for each situation
1. What is the vessel
2. Your action
3. Fog signals
4. Day shapes + signals

Exactly 200' ahead send beam
At 1:5:31
(i.e. too close to give to standby)
2nd Mates Orals.

Candidate: Jama Rieol
Examiner: Fitzpatrick.
Date: 13/12/96.
Time: 1400 - 1500.
Result: Pass.
Last Ship: Iron Newcastle.

1. What was your last ship? What route did it take? What did it carry?
2. Could it load alternate hatchways? How was it strengthened to do so?
3. What is a Floor?
4. How do you secure a ship for sea?
5. How do you secure anchors?
6. What was the L.S.A equipment on board?
7. What is required to be forward with a life raft? Why was there a life raft?
8. What type of crew was carried?
9. How can the epoxy be activated? (3 ways)
10. What type of fixed fire fighting system was on board?
11. What are the dangers and regulations regarding Halon?
12. How would you activate the Halon, if instructed to do so by the Master?
13. How does the Halon system work?
14. How do you know if a Halon bottle is O.K.?
15. What type of portable extinguisher was on board? What are they used for? Where are they found?
16. What are the 2 types of Q.C.P. extinguishers? Why is one banned from use on ships?
17. What is a Purifier?
18. What type of emergency radio was on board? Why was it used?
(20) What is a sextant? What is it used for?

(21) What are the correctable errors on the sextant?

(22) How would you correct for perpendicularity?

(23) What screws do you adjust for the different errors?

* Multiple Rules of the Road Questions: Know especially about what to do if you see a vessel coming up AHEAD! And what to do if you have a vessel coming up 2 points, or near 2 points AHEAD THE STARBOW BEAM.

- Shows Flip CARBS ON - BUOYS/GE
- FLAGS.
SECOND MATES ORALS

Glenn Attrill DNS 4
Examiner-  Captain Fitzpatrick
Date-  10th December 1996

Captain Fitzpatrick arrived approximately 50 minutes late. He asked me into the room and completed the necessary paperwork and looked over my application. He then asked what cargoes I had carried on my last vessel (the Iron Carpentaria). Straight away I was in trouble because I had only a very basic knowledge of the last cargoes (iron ore pellets and magnetite) fortunately he seemed happier to tell me about them than ask me questions. He asked about precautions for bulk cargoes, what is the angle of repose and what danger is associated with a high or low angle of repose cargo, loading hot pellets over bunker tanks (i.e. no smoking on deck), what is Marine Order Part 23 and what is the recent amendment to it (i.e. atmosphere monitoring equipment to be carried).

He then asked some vague sort of questions about the BC Code, information that a bulk shipper must provide to the vessel, O.B.O. carriers (I had no idea) and about enclosed space entry.

In regard to safety and life saving equipment he asked-
*What equipment was carried on your last vessel?

*What frequencies do EPIRBs operate on?

*What is a SART, how does it work and where should it be located in a survival craft for maximum detection?

*Is it still necessary to carry a lifeboat radio? (I’m still not sure)

*Is the B.A. equipment carried on board for general use e.g. tank entry or is it especially for fire fighting?

Basic Ship handling-
*Procedure for M.O.B., what is the purpose of the Williamson turn, what is the difference between a Williamson turn and a Scharnauw turn?

*What is the best way to stop a ship when proceeding at full speed, what are the relative advantages and disadvantages of the different methods?

*Putting engines full astern, will the astern power be instantaneous, what is a CPP, what is pitch, what is pitch angle, how was the telegraph on your last vessel graduated?

Publications-
*How do you tell if the charts on your new ship are corrected up to date?
*What information is contained in the Notices to Mariners?

*What is the difference between Notices to Mariners and Marine Notices?

*What information is contained in the Annual Summary of Notices to Mariners?

*What is a submarine indicator buoy, what does it indicate, should you make fast to a submarine indicator buoy, who should you contact, are they an international signal, what does it transmit, what frequency, what is the light characteristic?

*What other information is contained in the Annual Summary?

Rule of the Road-

*Risk of Collision- what is the relevant rule and how is it determined

*Restricted Visibility- what rule deals exclusively with Restricted Visibility

He then placed a model of a ship on the desk in front of me and told me to assume that this was my own vessel. On a small black screen he then places various configurations of lights and moves the screen to various points around own vessels heading and asks- What the vessel is or could be

What is its fog signal (only for some configurations)

What action, if any, should you take (Don’t forget manoeuvring signals)

What action, if any, would you expect the other vessel to take?

Some of the more interesting situations presented were-

-Towing v/l and tow R.A.M. fine to Port with a gale force wind on the Port beam

-v/l engaged in fishing with outlying gear

-v/l engaged in fishing not making way or at anchor (what fog signal)

towing v/l and tow not R.A.M. crossing from port side -provisions of Rule 17 and particularly Rule 34 d (I found out the hard way that the wake up signal is obligatory and not optional prior to taking action)

So I went away to have a good hard look at myself for an hour, after that he asked-

towing v/l and tow not R.A.M. crossing from port side -provisions of Rule 17 and particularly Rule 34 d at what stage should you call the Master

crossing vessel slightly abaft the Starboard beam, action, how many points would you have to alter to show him your port sidelight?

-v/l N.U.C. not making way right ahead

crossing or possibly overtaking vessel on a bearing that is oscillating around two points abaft the 5th’ beam (a situation for which there really is no rule, he wanted to know that if you think you might be the give way vessel then you should act accordingly)
For buoyage, dayshapes and flag signals it was just the usual deal with flipcards.

Many Thanks to John Milward, Larry Piper, Bill Brooks, Bruce Goodchild, Mike Webb and Roger Symms for their assistance during orals prep and throughout the course.
Q 1. Review the join as Master. Taking over command?

2. 4,000 nm NWR. How you will alter 015 for approved R02.

3. What are stability certificates?

4. Your safety construction certificates expired yesterday will you say?

5. How are you going to prepare for above survey?

6. Where will you find Fire Protection Buildsheet?

7. What is a 60 600 Class ship?

8. Rule 10 6, + 7 + 8 Complete through knowledge?

9. How will you consider that risk of collision exist?

10. Can you take gyro logs or compass logs?

11. If compass log has ever will you take?

12. Restricted visibility. No fog signals all?

13. What is continuous + making way + not making way stopped.

14. Rule No 14, you alter 015 to 0578 will you send signal by horn sounded once or 5 and then ship passing 3 miles.

15. Duration of fog signal —-

16. Will you send Hari fog signal in fog situation?
17 you are at sea Main engine failure Gale force 8 ?
if repeated engine will ready after 6 hrs
18 Restricted visibility for about 36 hrs forecast how will you go about as a Master?
19 if you will double the watch why you leap 3/4th with 0
20 what night order will you leave on bridge in above 36 hrs of fog conditions?
21 Approaching Port - Preparation
22 Approaching after 10 days of sea very prepared to go Spain an agent said Berth after 10 days
23 which I will you use.
24 How will you start & ground? By what pipe & for?
25 what are the Best & my ground?
26 what about coral sea Bad?
27 Anchoring with Hodel + wind + tide + gale + calm?
28 Entering Dry Dock preparation I Preparation for Fire.
29 How will you assign the watches.
30 Dock "dry" in shore facility of water how will you pressurise your bite Main line?
30 any Main fire line will pressurise by one gallery to by dedicated the Ballard water with Ballard pump and from the Cimex.
NAME: MuHAMMAD ZAfar IQBAL
EXAMINER: Captain Fitzpatrick
DATE: 11-12-96
RESULT: PASS

He started with R.O.R

Q: On what vessels these rules apply?

Q: What are the vessels which are not allowed to impede the safe passage of a vessel following T/S S?

Q: How will you join or leave a T/S S?

Q: How will you cross a T/S S?

Q: Can you anchor in T/S S?

Q: How will you ascertain a risk of collision?

Then he gave me situations
Risk of collision exist in every situation but there are some situations in which we'd have to ascertain if exist or not. Right ahead, action

1. 3 5 7

What action she will take, fog signal of other vessel making way, underway.

Same lights stand bow (4 points).
2.  
Right ahead, action
What action she will take, day signal and fog signal.

3.  
Right ahead, action
What is this vessel, and what is she doing. Day signal and fog signal.

4.  

4 points on port bow, action.
Day signal and fog signal of this vessel.

5.  
Port bow, action. What is the day signal and fog signal of this vessel.
Right ahead, action.

Is this vessel in distress?

What are the signals she can use to show that she is in distress?

4 points on stern bow, action.

Flip cards: Buoys, flags, day signals.

He showed me many situations but these are the important ones which I remember, then he smiled asking me about my last ship.

1. What type of cargo is being loaded on my last trip?
2. What is the purpose of upside-down tanks?
3. Hatch preparation for loading grain?
4. Securing of deck for heavy seas?
5. Securing of anchor for heavy seas, marking of anchor cable, why the windlass is kept out of gear when not in use, type of anchor, length of shackle.
6. Rigging of pilot ladder.
7. What is MERSAR?

8. What information we get from admiralty notices to mariners?

9. How will you come to know that all the publications are corrected up to date?

10. Fire in galley

11. Man over board procedure.

12. Correct procedure of securing hydrosstatic release and to the liferaft.

13. Principle on which Seilaal works; Seilaal reading.

Captain Fitzpatrick is a very fair and nice man. He always tries to help you and gave you hints if you got stuck in some thing. He does not want to fail you but you have to be 100% in R.O.R. and always give him practical answers do not give him bookish answers, he only wants important points (be practical).

My special thanks to Mr. Mike Webb and all teachers who helped me a lot through my whole semester and make this happen.

Thanks God.

All the best for new 2nd year.

From: ZAFAR IQBAL
1. About The Previous Ships.
2. Take Over Cargo Watch
3. Loading Dangerous Goods-PRECAUTIONS
4. How to go through the I.M.D.G. Code
5. Bunker barge alongside
6. Bridge Gear Test
7. What is MERSA?
8. Secure the hatches for sailing
9. How do you know whether the ship is hogging
10. Rigging of the pilot ladder
11. Lowering and Recovering of the life boat
12. What is in the fire mans outfit?
13. Passage Plan
14. When to call the master
15. What to do in the restricted visibility
16. How to secure the ship for restricted visibility
17. What is SOPEP?
18. Equipment on board to prevent oil pollution
19. Short round turn in a narrow channel
20. Buoyage-identify, lights, action
21. R.O.R.-Easy situations

COMMENT-
* Explain Everything in detail*
SPECIAL THANKS

CAPT. MIKE WEBB
CAPT. IAN SHEA
CAPT. ANURA SENEVIRATNE
CAPT. L.PIPPER
+ALL OTHERS WHO HELP ME.

SO, ALL THE BEST!

\[\text{MANGALA GAMAGE - SRI LANKAN}\]
SECOND MATES ORALS.

CANDIDATE: J.B. WEERABAHU. 17-12-96.

EXAMINER: CAPT. FRITZPATRIC 1605 TO 1645.

(1) General discussion about last ship.

(2) R.O.R. - About 12 situations.
    Buoyage - Flags.

(3) What is FWA, Dock water allowance.

(4) When you can submerge your summer load line.

(5) What is freeboard.

(6) How to find Deadweight by draught.

(7) Define light displacement, load displacement & dead weight.

(8) What is MERSAR?

(9) How to rig a pilot ladder. What is the purpose of spreader? Halfway on The ladder pilot fell down, what action you take.

(10) Fire in the electric box, what fire extinguisher you use. Why don’t you use FORM.
(11) SUBMARINE INDICATOR BUOY.

(12) Man overboard as O.O.W. Action.

(13) Show how to take WILLIAMSON TURN. What are the advantages
Of this.

(14) What is MARINE NOTICE? What is MARINE ORDERS?

(15) Then he gave me a sextant to read, Is this sextant has
PERPENDICULARITY error. What causes perpendicularity error.

Then he said those golden words "YOU PASS"

HA..... HA..... A SECOND MATE. !

My impression about examiner:

Capt. FRITZPATRIC is a nice gentleman. He will help you at
all times. If you answer ROR & Buoyage correctly YOU ARE THERE.
He wants only the KEY WORD, NOT STORIES.

My special thanks to capt. Anura Senavirathne, Ian Share,
B. Goodchild, Mike Web, And the library staff.

GOOD LUCK GENTLEMAN,

JAGATH WEERABAHU.

SRI LANKA.
MUHAMMAD AKRAM ZEESHAN  19/12/96

It was a real nice day of summer. Sun was shining and seemed happy but I was bit worried about my orals. Anyway, I was waiting for my turn when Capt. Whitting came out for seeing me and took me in his room. Then he started questioning after going through all my previous ship's records.

- Life boat launching procedure?
- What are the pyrotechnics on board?
- You are a new 3/0 and joined a ship and taking over a cargo watch. What you will do? (Always looking for help)
- Visit at a port and oil spill? What are the gears on board for pollution prevention. Where oil can be stored on board? What are 2 fixed places on board for oil storage? (On deck 1 in engine)
- Closing a cargo hatch after the cargo has been completed
- Complete Anchoring procedure as Master orders you to prepare for anchor with all 8's on deck. (Stbd Anchor)
- Taking a short round turn in a narrow channel when CO-000° and tides
- Taking a short round turn in narrow channel when CO-000° and tides
- Equipments in fire main's out fit.
- Passage planning - All details.
- What are the publications required on board?
- Under what circumstances you will call Master?
Your VHF in restricted visibility. What you will do?

(Don’t forget Safe speed = St. by Eng).

Different flags and how do they look like?

Boatage and All Cardinal Marks with lights and how do they look in day time. Also situations when:

(1) A buoy preferred Channel to port right ahead, what you will do?
(2) Go 270° North Cardinal buoy right ahead?
(3) Go 270° East Cardinal buoy right Ahead?

ROR 8-

(i) G (ii) R (iii) W (iv) G (v) R (vi) W

When giving answers to R.O.R. situations, always start with identifying the VHF, then I will take series of compass logs and do systematic radar plotting to assess whether risk of collision exist or not. Then Action.

Capt. Whitting asked me so much stuff that I was sick of answering to him. He wants details of every little single thing. He will sleep in front of you but listening to every word you are saying. Be very careful when answering to him and avoid any word or term or anything saying in front of him about which you are not clear.

I accidently and unfortunately mentioned Crodfunding in QR in front of him and he didn’t let me come out of the Crowdfunding unless I gave him a satisfactory answer. I was in Crowdfunding (Stuck there) for about 7-8 minutes. Use your common sense and don’t lose confidence.

He like confident persons. He definitely sends out over confident people. Be very comprehensive with your answers when facing Mr. Whitting and best thing is to use technical terms. Always mention those things in your answers on which you can speak with him. He will question you from your answers. Anyway I prepared a lot and passed in first attempt. Always prepare everything. Best of luck’s friends. Special thanks to my girl friend for helping me.
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<thead>
<tr>
<th>No.</th>
<th>Question</th>
<th>Answer</th>
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<tbody>
<tr>
<td>1</td>
<td>Types of fl's sailed on?</td>
<td>RESULT: PASS (19/12/96)</td>
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<tr>
<td>2</td>
<td>Size &quot;&quot;&quot;&quot; &amp; Run (flying)?</td>
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<td>3</td>
<td>What are the factors you will take into consideration when keeping a watch?</td>
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<td>4</td>
<td>I SC (How will you use it)?</td>
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<td>5</td>
<td>Bunker Barge expected, what are the preparations you will make?</td>
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<td>6</td>
<td>Secure the hatches f DK for sailing.</td>
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<td>7</td>
<td>Oil spill (oil over flowing from one of the D.I.B. airpipes)?</td>
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<td>8</td>
<td>What ladder will you right for the bunker barge?</td>
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<td>9</td>
<td>Preparation for departure (Bridge)?</td>
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<td>10</td>
<td>Passage Planning (Publications in particular &amp; updating).</td>
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<td>11</td>
<td>Fire in Galley (Action) as OOW on Bridge immediately</td>
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<td>12</td>
<td>After the MOB</td>
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<td>13</td>
<td>MOB - Action when a person reports to you, in detail.</td>
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<td>14</td>
<td>Compasses - Compass Error/Deviation (stalemates)/changes in deviation/Gyro - check the error (using Heavenly bodies)</td>
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<td>15</td>
<td>O.M.D.S.S. (0's Relating, SART, EPIRB, SAT EPIRB)</td>
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<td>16</td>
<td>No. of Pyrotechnics on the Bridge.</td>
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<td>17</td>
<td>All the L.E.A. on the bridge.</td>
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<td>18</td>
<td>Baggage Cards (SW, SM, LM, all the Cardinal marks, lateral marks, &amp; cardinal marks with situations).</td>
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<td>19</td>
<td>SOPEP (Requirements, all the materials).</td>
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<td>20</td>
<td>For prevention of oil spill what are all the equipment on board your last Y/ (stresses on save all's, drip trays, (150 mny question) do not forget SOPEP / MARPOL)</td>
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<td>21</td>
<td>List (All) the Container markings, inside, outside, sides flop.</td>
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<td>22</td>
<td>What are the tests done on Containers/how often/where who?</td>
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<td>23</td>
<td>Flags - Meaning, description, utilisation. (U.N.C.O.</td>
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<td>24</td>
<td>M.O.B. (Specifications)</td>
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<td>25</td>
<td>CABA (set) Contents/Checks/Precautions</td>
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<td></td>
<td>Fire Man's Outfit (Contents)</td>
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<tr>
<th></th>
<th>Day Signals, Fog Signals, Shapes - Dimensions, Identify, Action</th>
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<tr>
<td>27)</td>
<td>Checks of MERSAR.</td>
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<th>Hydrostatic Release.</th>
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<td>28)</td>
<td>Markings on a S.A.R.T., how will you test it &amp; eat FAIR at</td>
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<td>Lashing Gear On Container vessels</td>
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<td>32)</td>
<td>How will you rig up a pilot ladder? (Inspect the ladder left)</td>
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<td>33)</td>
<td>Turn the Helm a short round in a narrow channel with the wind on the Starboard and the Tide from the port quarter?</td>
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<th>What are the obligations of a P.D. 3/2 with respect to a</th>
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<tr>
<td>34)</td>
<td>Trawler, within the meaning of the Rules. (Crossing situation)</td>
</tr>
<tr>
<td></td>
<td>[Trawler probably 50 m or more in length, seen from Starboard</td>
</tr>
<tr>
<td></td>
<td>side, 4 points on the port bow, Risk of collision exists.</td>
</tr>
</tbody>
</table>
1) For a galley fire, could you use a dry powder or not? If CO₂ used then would it smother the fire totally? Is there a chance of reignition if so then what? (He wants to hear fire blanket + pour the oil.

Ref: Is being made to oil fire.

2) Class of fires, types of extinguishers?

3) What do you understand by transverse thrust?

4) R + R propeller - which side would bow stern be?

5) Installation HRU, would the HR open underwater or surface? How much? Prepare to read: How to check carry.

6) Launching procedure for HR.

7) What do you understand by CPP? Can it be used for berthing?

8) Last ship particulars: Run, cargo etc? (bulk carrier)

9) How would you ballast a bulk carrier? Topping up tank, what procedures?

R.O.R.:

2) W R 4 Points on - What action, what is her aspect, will she take action.


4) W R (2 Points on pt bow) - What action, why, her action, fore mast, aft mast vertical plane of limits, if informing master before or after wake up signal.

5) Above all, does not take action - your action, what is risk of collision? According to what rule (Bouye No.) will you take action when making a bad alteration of 60° - is it necessary 60° can't it be 70° if so by which rule (Bouye No.)
HE THEN REMOVED THE BOARD AND SHOWED DAY CARGO.
1) C.B.D. → day signals, lights when making way, at anchor.
2) N.U.C. → day signals, lights when making way.
3) H.A. → Action lights at night.
4) P.O. → Powered by MACH → lights at night.
5) A.A. → At Anchor → light, fog signals.

BUOYAGE → IDENTIFY BUOYS. WHAT REGION IS AUSTRALIA UNDER?
AGAINST THE DIRECTION OF BUOYAGE → WHAT CHANGED.

FLAG S → T. B. A. O. + P (THE PAPA FLAG MEANING HAS BEEN AMENDED. WHEN I TOOK HIM THIS, I THOUGHT I NEEDED NOT MY OAR!)

CALLING MASTER → UNDER WHAT CIRCUMSTANCES?
Sextant Reading → ON! OFF THE ARC!

I WOULD LIKE TO THANK Bob Hail, Larry Piper, Mike Webb, and the Library Staff. Special Thanks to Anna, Ian, and the who often went out of their way to help me and guide me whenever I was in trouble.

In my Batch, I am grateful to Buddi, Balla, Chihori, for helping me throughout the course. And also Ranjan Kumar (Resistant) who managed to get me through this latter part of the course. Thankful to Charles Dacouza whose constant pressure kept me on my toes.

Thank God, my parents, and the better-half. To get me through, and support me through this one Herausa Ticket.

About The Examiner (Capt. Fitzpatrick) → If you don't have your R.O.R. back to forward. I suggest you pay your dividend. But for another 2 weeks! Apply for an extension on the visa/ticket.

Do Well Guys → All the Best!
Second Mates Orals

Date 15 July 1996

Student - Gavin Barry

Examiner - Capt. K. B. Whitting

Result - Pass

1. You have just joined your ship and taken over a cargo watch, what are your responsibilities and how do you carry them out efficiently.
2. How do you know if a Stevedore is using the right derrick for a cargo lift.
3. Where do you find the SWL for a derrick, and in union purchase
4. What are the causes, and how can you prevent a derrick jack-knifing when in union purchase
5. Conduct a lifeboat drill, how often, equipment found in a lifeboat, lowering in detail, if your engine fails orders to row clear, things to be checked on lifejackets.
6. Fire reported in the galley, actions taken until the fire brigade arrives
7. Making the bridge ready for sea, what causes deviation in a magnetic compass and what correctors are used for what conditions.
8. Steps taken to prepare a passage plan from Sydney to Mombassa, with special reference to all publications used.
9. Sailing, how to let go, then on clearing the port actions taken to disembark the pilot, special reference to all safety precautions involved.
10. How to keep a watch at sea safely (in depth about 20 minutes), rule of the road situations about 6 all told, an east cardinal mark spotted when heading 097, a west when heading 271 etc.
11. Flags, about 6 different ones, he does not show you the flag just gives you a name and you give him the meaning and its colours etc.
12. Coming to anchor, how it is done, precautions in deep water, how a cable is marked, how you can clear a foul anchor and an anchor that wont stow properly.
13. Turning a vessel short round

Captain Whitting is a very fair, if somewhat thorough examiner. You can not rote learn your answers for him as he just keeps going on different tangents checking your knowledge in a very in depth manner. If you have kept your eyes open at sea, and your seetime is not somewhat dubious you will have no problems.

Thanks to Mike Webb, Ulf Schriever, Larry Piper, Anura and all other lecturers.
1) He started with R.O.R

2) Action and fog signal

3) Action and what action she going to take.

4) Day signal
3) Then showed my Flip cards for Flags their meaning.
Days signal and what Nav. light will USL agree. 
Show, it is a all-round red light in vertical line as anchor lights. After that he showed me buoys and their lights to identify.

3) He then asked me about I.G systems as I have been on tanker throughout my cadetship and about Deck water seal and N/N return U/V.

4) Then he said U are at Port as a duty off you gonna load the tank and then topping of tank. What precaution be taken.

5) What fire fighting equipment and precaution you going to take while U are at port.

6) What type of cargo pumps you had? What fire fighting system you had for Pump Room.

7) Fire in Galley? What action?

8) Launching of lifeboat?

9) Equipment for open lifeboats as my last ship had open lifeboat.

10) How you going to steer away from the sinking ship?

11) He asked me if I have seen a island about 10m will you be going to go near the island or going to stay near the ship. He asked me how much will engine oil capacity of Lifeboat for how many days it is going to work.

12) OWA / FWA => What are they and their formula?
In this case, if overtaking vessel is overtaking or crossing, then he asked me if some means he sees us, after light and think and take what action? I told he would take it as overtaking vessel and abide by overtaking rules.

Ref: 0

Action: what action and fog signal. She is to take.
(2). Asked about the side error? How will you going to find that is a side error and how you gonna correct it. He then asked me to show the 2 adjustment screw on sextant.

CAPT FITZPATRICK wants the R.O.R 100% and the remaining is cool.

My special thanks to ANURA, LARRY, PIPER, MIKE WE, ANNE RUTHERFORD (She made me perfect in Tanker, I have special regards to her), ROB HAGH, IAN, ULI SHIVER, and to all library staff.

Wishing u all good luck.

Regards,

RAJIV SINGH
Examiner: Capt. Fitzpatrick
Date: 23/04/06
Candidate: Ranjit Singh Khamesh
Result: Pass

Started with Introduction & then the Rules of the Road.

(1) OW
   GO OR
   Right Ahead.
   (i) Action
   (ii) What action other V/L will take. Why?
   (iii) Fog Signal

(2) OW
   OW
   3 Point on port bow.
   (i) Action & why?
   (ii) Fog Signal

(3) OW
   OW
   4 Points on port bow.
   (i) Action. Why?
   (ii) Fog Signal.
   (iii) Day Signal.
   (iv) Aspect.
   OR
   OG

(4) OR
   OW
   Right Ahead *(Two Assibiity yes)*
   (i) Action. Why?
   (ii) What action other V/L will take.
   OW
Situations Continued.
(5)  
BW
BW
BW, OR
BW
OR

(6) Day signal on flag cards. (Identify the
V/L, their fog signals also lights for the
night signals.)

(7) Flags shown randomly.

(8) All buoys, a identification, characteristics
of lights, duration, action, with a
direction E- against the bowaxes!

(9) Last V/L, cargo loaded, aluminium scrap 
and wheat. Precautions against all scrap.

(10) After discharging all scrap, prepare hold for
wheat loading?

(11) Fire in galley, action. Type of extinguishers 
used?

(12) Last V/L was bulk carrier. It had wing tanks 
purpose, or wing tanks, can you add the
Cargo in the wing tanks?

(13) H.R.U securing E- launching

(14) Sextant errors E- reading.

Thanks to all. Good luck to all.

Regards,
Ranjit Singh Kramosh
1. What is the system for heating the tank in my last vessel?

2. He asked me thoroughly about Nitrogen Bottle.

3. R.O.R.

   i. ow Right ahead, what action will I go or take, what action she is suppose to take, fog signal

   ii. ow Two points on sidel action, how will you know it's making way, how much alteration you will do.

   iii. ow How will you ascertain Risk of Collision

   iv. ow Three points on port action, fog signal of the U1. Day signal.
1. **Right ahead, action**
   - fog signal

2. **Three points on port**
   - action

3. **Two points on port, if she takes proper action, what will be her aspect?**

---

**Qno. 4. Day Signal (Flip cards)**

i. Sailing vessel propelled by machinery, what lights she will show in the night?

ii. Vessel constrained by her draught: Definition, what lights she will show in the night.

iii. Vessel engaged in fishing: Fog signal

iv. Vessel engaged in fishing, lights in the night

v. Vessel engaged in fishing other than trawling, gear extended more than 150m.
vi, ¼ at anchor, Fog Signal

vii, Dredger, where will I pass, lights in the night

Qno 5. Bouys

All bouys identification only, except the characteristics of a cable.

Qno 6. Flags

Qno 7. What cargoes I loaded on my last ship

Qno 8. What type of pumps were there,

Qno 9. Which type of cargoes can the ship load.

Qno 10. How will I prepare the manifold for loading different grade of cargo.

Qno 11. Methanol spill while loading

Qno 12. Fire system on the vessel

Qno 13. How will I secured the deck before departure.
Q15. Captain is not on bridge, the pilot takes a wrong action, what I am suppose to do.

Q16. If I sight a rocket parachute signal, what I am going to do.

Q17. What type of life boat were there in my ship. How will I rig the canopy.

Q18. How many inner immersion suits are there in a life boat. Difference between TPA and immersion suit.

Q19. Sextant. Index error. Correction. How will you find the index error by horizon.

Special regards to Mr. Mike Webb. His efforts made me perfect in R.O.R.
2ND MAIR : SHEHU Umar Tijandin
EXAMINER : CAPT K B Wattiny
DATE : 28th July '96
DURATION : 2 HRS 15 MINS. (0930 - 1145)
PASS 1ST ATTEMPT

It all started very well, because soon after
the general introduction of my last ship (LPG/c), he then pro-
ceeded with Cargo work questions as follows:

1. Chief officer after the last watch before arrival, he told you to pre-
pare and put all in place for loading or arrival, how do you
go about that? (He expects even the smallest thing you can't imagine.
He then proceeded, well having loaded, Capt told you that the
bunker barge is coming in the next 30 mins. Briefly tell me all
you are supposed to do. (Also mention other things don't forget
to mention things like: ‘Save all’ dripping tray, saw about and
so on.)

2. Bunker has finished, it was around 08.45hrs and the Capt
said to you that ship is departing for Sen in the next few
hours, how do you go about preparing the bridge equipment on
the likes for sailing. (Amongst the numerous things, you will
mention, don't forget to mention Storm away check, check the
rudder clear before testing, checking the antenna before starting

3. I think his last question to me on Cargo work was, how do
I prepare the ship as fit for survey. (I recommend
Capt Atanda's handout amongst other references)

4. Seamanship with me started with knots, he gave me rope
and asked me for Ship Shank, Double sheet bight, and
Timber Hitch. (In each, you have to tell him uses and
WHERE IT'S located.
(6) He continued with seamanship by giving me another make of bosun chair and asked to try it on & stick he held.
   and he finally gave me stage to dig.
(7) He asked what is a deck line and what does it signify.
   He also asked me the duration of the filling certificate and some other certificates.
(8) He then asked how I can prepare the ship as a 3rd mate for safety of equipment survey.
(9) He said you are on watch you saw a container floating.
   What do you do?
(10) You are navigating, you saw a container floating—partially submerged. What do you do?
(11) Fire in the saloon, a seaman phone you in the bridge.
   What do you do?
(12) He asked me what is the difference between the popular hydraulic release and hydrostatic interlock.
(13) He asked me to lunch and recover life boat for a drill. (But is you should start right from your dressing room.
   till the last stage.)
(14) Then we started drilling on bordage—he want you to identify light colours and take action if sight ahead on a heading he will give you.
(15) We then came down to the last stage where he gave me various situation on a magnetic board. (I must warn you, he will tell you first answer is the right answer so be very careful.
(16) Finally he said, smiling, Gentleman I am impressed and you have pass.
I must advise here, I know I passed by the special grace of God but, thought intense reading - of Capt. MIKE WEBB's orate preporary manuels and most importantly his advice that you shouldn't rely on reading alone - discuss as much as possible. Consult the Marine order to have the latest and more reliable information.

My happiness will not be complete if I don't pay special tribute, respect and appreciation to the following:

1. CAPTAIN MIKE WEBB
2. LARRY PIPER
3. ANURA SINEVIRATNE
4. WLF SCHRIEVER

Well, I equally thank everybody who contributed in one way or another to my success today.

Wishing you all the best guys!

2nd Mate 1st Class
S. K. JIBRAH (NIGERIAN)
Name: Paul N. Macha
Result: PASS
Date: 19th 7/7/1996
Examiner: Capt. K.B. Whitting
Duration: 1410 hrs — 1600 hrs

Q1 General Details about my last Ship:
- Type of Ship
- N.m Cargo
- Trade Route

Q2 Joining a Ship as a Third mate, taking over a Cargo watch from Chief mate:
- Expectation
- Satisfied
- Duties

Q3 Chief mate send you to check B. Cargo, before loading on Board.
(1) What are the thing you will check the he said if B.Cargo is Class 4-3
What does it mean.
(2) Where and how you will get the required information.

Q4 The loading operation is finish in Hold No 4. and Ship is about to sail:
- What are the preparation you will going to take before sailing

Q5 The ship is about to sail C. mate ask you to prepare all gear on the Barge
- How are you going to do it.
Start from first to the last.
What are the precaution to be taken during bunkery operation?

There is oil spillage all over the deck and at sea, what action as Officer on Duty you will do.

What types of Fire Extinguisher should be ready during bunkering.

Preparing a passage plane. What publication you will use.

Man overboard, what will you do?

ROR
What he wants to identify day signal
Action
Flag signal

1. or or or
2. or or or
3. or or or
4. or or or
right ahead
right ahead
right ahead

1. or or or
2. or or or
3. or or or
4. or or or

head on
then
4 pts starboard bow

2 pts abaft the beam (standard)

3 pts port bow

2 point Port Bow

2 Point Port Bow
**Q.13** Flags

**Q.14** Buoyage System

- Right ahead (action)
- Steering 270°

**Q.15** Rope

- he asks me how to make
  - Timber hitch
  - Bowline on the bight
  - Stage hitch / how you will rig the stag
  - Sheep Shank / where will you find on board the ship

**Q.16** Launching Lifeboat

**Q.17** What is sea anchor, how is it function

**Q.18** What is an oil bag?

- Can you sketch a diagram when is under water

**Q.19** What are distress signal on life boat

and all other thing to attract attention?

---

I would like to thank Mr. Mike Webb,

Anura Seneviratna, Ulf Schriever

and all other lecturers for helping me in

my preparation to be second mate, I really appreciate

I WISH YOU ALL

THE BEST

[Signature]
Name: Paul N. Macka
Result: PASS
Date: 19th /7/1996
Examiner: CAPT. K.B. WHITTING
Duration: 1410 hrs - 1600 hrs

Q1 General details about your last ship:
   — Type of ship
   — UN Cargo
   — RRT Route.

Q2 Joining a ship as a third mate, taking over
a cargo watch from chief mate:
   — EXPECTATION
   — SATISFIED
   — DUTIES

Q3 Chief mate send you to check the cargo, before
loading on board.
   1) What are the thing you will check
the box said if B Cargo is class 4.3
What does it mean.
   2) Where and how you will get the required
   information.

Q4 The loading operation is finish in hold No 4 and
Ship is about to sail.
   1) What are the preparation you will going to
   take before sailing

Q5 Ship is about to sail C-mate ask you to
prepare all gear on the Bride,
   1) How are you going to do it.
   Start from first to the last.
Q7 What are the precaution to be taken during Bunking operation?

Q8 There is Oil Spillage all over the deck and at sea. What action as Officer on Duty you will do.

Q9 What types of Fire Extinguisher should be ready during bunkering.

Q10 Preparing a passage plane. What publications will you use.

Q11 Man overboard. What will you do?

Q12 ROR What he wants p'identify Day signal
Action

1. O w 0 w 0 w
2. O w 0 w 0 w 0 w
right ahead
3. O w O w O w
4. O w O w O w
5. 4 Pts Port bow

5. O w 0 w
head-on
6. O w 0 w
4 Pts Starboard bow

7. O w
2 Pts above
the beam (starboard)

8. O w
2 Pts Port bow

9. O w
2 Pts Port bow

3 Pts Port bow
FLAGS

BUOYAGE SYSTEM

Right ahead (action)

steering 270°

Rope

He asks me how to make

- Timber Hitch
- Bowline in the Bight
- Stage Hitch / How you will rig the stay
- Keeve Shank / Where will you find a Bosun's chair on the ship

Launching life boat

What is sea anchor, how will function?

What is an oil bag?

→ Can you sketch a diagram when is under water

What are distress signal on life boat and all other thing to attract attention?

I would like to thank Mr. Mike Webb,
Andras Sengueratna, Ulf Schirriguer
And all other lecturers for helping me in my preparation to be second mate. I really appreciate.

I wish you all

The best

[Signature]
1st Attempt

Brian F Mathias
1400 - 1610
Result: Pass.

81) He showed me 6 sets of lights & asked me to identify them with day signals, fog signals etc. Also actions

82) You are joining a vessel as 2nd mate and immediately the chief mate sends you on deck to take over watch. What will you do? In total detail.

83) You have completed loading one hatch. How would you go about securing the hatch, in detail.

84) Cargo is completed and you are now told to prepare the bridge for sailing. What will you do in complete detail?

85) How will you get error of the magnetic & gyro compass live vessel alongside and explain variation/derivation in detail. How can deviation change drastically in a vessel? And how will you know that deviation has changed?

86) We are at the breakwater, departing from port & master asks you to rig the pilot ladder, in general what would you do to disembark the pilot safely.

87) How would you take over a watch from the master after disembarking the pilot? And how would you safely maintain a watch.

88) Under what circumstances would you call the master?
9) Specifications & pilot ladder?
10) How would you plan a passage?
11) What are the publications you have on the bridge & how will you check their validity. What do these publications contain? In detail.
13) About 15 ROR situations and actions.
14) Distress signals - All 17 required. Describe what A/B/G, H/Z/U flags look like and where are they used? Why?
15) About 8 ROR situations & actions.
16) Buoys - All types of buoys with lights. Situations with different ships heads & different buoys ahead of you.
17) What do you know about the SOLAS convention. Are we still using the 1973 convention? Are there any amendments made? Which year were they made?
18) All pyrotechnics in L/B and on the ship. How many required. What specifications & if you do not know where can they be found. Validity & all pyrotechnics?
19) What do you know aboutプランソール marks / loadlines. When is loadline survey carried out. How frequently & by whom
20) Vessel aground, day signal, fog signal/additional fog signal.
20) He asked me to make a bosun chair. Then he wanted a coushitch, reef knot, bowline on the sight and clove hitch.

22) What is MERSAR? Explain in detail. On what channel will an aircraft contact you by VHF.

3) You have a fire in the accommodation. Master & mate are ashore. How will you handle it? In detail.

4) A bunk is going to be arriving on the starboard side. No master & mate on board. What will you do? Now you have a oil spill, what action will you take? What does Maipo say?

Thanks and regards to Capt. Mike Webb,

Course Co-ordinator Anura Seneviratne,
and all my course lecturers for their help and support.

BRIAN MATTHEWS
when I walked in he asked me to sit down and asked about my last ship. Then he told me that I am keeping watch on the bridge and he started to give various situations. He asked me to take action and recognize the rules. (no trick situations). He was very particular about crossing situation and overtaking situation.

He asked me how can I ascertain whether she is overtaking or crossing and how she will ascertain whether she is crossing or overtaking. In between he asked me various fog signals for different type of rules and lights and shapes which they may display.

Situations were like this,

1. Pwr. Driven rsl end on.
2. Poor Driven rsl 2 pts on my stbd beam
3. Fishing rsl right ahead OR
   On. (his favourite situation).
4. Rsl showing both the side lights with Mast hoist lights 4 pts on my stbd beam and its aspect.
5. Sing rsl. crossing on my port side showing green light (not showing R.A.M. lights).
6. Rsl aground right ahead (action) and whether she is in distress or not.

Once he finished with R.R.R he showed me few flags and asked me their meanings and then lateral system and cardinal marks.
As my last ship was a crude oil tanker he asked me about the I.G. system on my last ship and purpose of various units used in I.G system like Deco Seal and N/R r/l.

Then he asked me how we top up our tanks and what precautions should we take.

Keeping anchor watch in fog and how can we ascertain that she drag anchor (hand lead line).

How will I lower enclosed life boat if ship is on fire.

And along with this he told me that oil has gone overboard and is on fire.

What type of batteries we use in lifeboats and why.

Then he said those golden words which we all want to hear and signed my blue chip.

Clr. Fitzpatrick wants to hear what is stated in collision regulations and please give him as it is.

I wish to thank Mr. Mike Web, Anura Senarathna and specially Anne Rutherford for helping me in preparing for my exams.

WISH YOU ALL GOOD LUCK.

Raman

Raman Sood.
SECOND MATES ORALS QUESTIONS.

EXAMINER: CAPT. FITZPATRICK.
DATE: 18/7/1996.

CANDIDATE: KHUSHROO, D. VIMADALAL.

1. HE GAVE ME THE SEXTANT AND ASKED ME TO READ THE SET READING WHICH WAS OFF THE ARC.
2. ALL THE ADJUSTABLE ERRORS OF THE SEXTANT AND HAD TO DEMONSTRATE ADJUSTING THE SAME.
3. WHAT IS THE DIFFERENCE BETWEEN A MARINE ORDER & MARINE NOTICE.
4. JOINING A SHIP AS SECOND MATE HOW WILL YOU GO ABOUT CHECKING ALL THE CHARTS & OTHER PUBLICATIONS REQUIRED BY LAW ON THE BRIDGE.
5. WHAT INFORMATION IS CONTAINED IN THE (a) ANNUAL NOTICES (b) CUMMULATIVE NOTICES (c) WEEKLY NOTICES.
6. HOW WILL YOU PREPARE A SHIP DEPARTING PORT AFTER LOADING BULK CARGO, GIVE ALL PREPARATION DETAILS ON DECK & BRIDGE.
7. WHAT IS ASPECT?
8. HOW WILL YOU RIG A PILOT LADDER?
9. HE THEN GAVE ME ABOUT 10 ROR SITUATIONS & ABOUT 6 FLAGS.
10. WITH BOUYAGE HE ASKED ME WHAT SYSTEM DID AUSTRALIA FOLLOW. HE THEN FLASHED ABOUT 4 CARDS REGARDING THE BOUYS.
11. FIRE IN THE GALLEY. ACTIONS.

MY OBSERVATIONS REGARDING THE EXAMINER

HE JUST WANTS THE KEY WORDS. DO NOT GIVE A STORY OTHERWISE HE GETS IMPATIENT.

RESULT: PASS.
17.7.96

Examiner: Capt. Fitzpatrick

Orals and mares: Shaila

Attempt: 1st

Result: Pass

Time: 1525 - 1550

The opening question was: Are you ready for your orals?

Answer: No, yes

He said:

The 1st thing he should do

Situations:

1. OR

What action? Why?

On

Cgg signal?

O

Forward accommodation

2.

3.

- Same as above

3.

O

O

O
classic case
what action

0

0

0

0

0

0

0

0
DAY SIGNALS

For P.O.V./h aground.

Flip cards
A, B, D, T, P, Q, S, Y/2.

BAY

275
\[O/N\]

\[\text{Against the direction}\]

Region B

Anchor watches M/O fant 28

SAFE SPEED

Hauling over watch at port.

Seizing hatches at dangerous.

Draft line of action.

Davit wires
They asked me to launch the library in emergency abandoning situations.

Then he said you would do well see you for bricks.

P.S. Shrinkle

The reason I passed first attempt was because I took advice from Mr. Mike, Mr. Larry Fujin, Rod, Heinz, Anurag, Ian, Ulf, Shaw (nice gentleman) and library staff.

Special thanks goes to administration staff of "Badhna" Sudhin, Balan, Chilkoti, Raman, Good & Other Raj. K. Gomes.

Only advice, study hard or blame yourselves.

Nothing lasts forever. So work hard. Just do it.
(1) Asked for Medical Form.
(2) Threw Annual summary of Notices to Maris and asked what are its contents?
(3) What is Submarine buoy, what are its characteristics and what does it transmit.
(4) Then he asked about my last ship, Can you take berg with magnetic compass. (yes)
(5) What precautions and how you prepare held for coal loading. What are the contents of IMDG Supplement. What does Appendix contain.
(6) What type of V/L in bilges and where it is situated, what it does?
(7) How will you deal bilge suction. Then started asking FWP, SWA effect on V/L in diff zones pump.
(8) Pilot onboard what will be ye duties.
(9) Fire in hold what action, how will you operate CO2 system how many battles at a time?
(10) Then he came to ROR. In all situations actions
(a) OR OR
(b) GO OR
(c) Right hd then 2pts Port side not taking action. How will I know she is clear sound signal. Steps and making.
(c) OR
(d) Right hd
(e) OR
(f) How will you determine if she is overtaking on
Then he gave me all day signals and decided we were aground. He asked me what action you'll do if it's in distress?

What is Williamson's turn. Take it.

All buoyage cards. Action in between. What system in Aust. Some situations while coming off the port.

About 10 letter meanings.

Then he told me well I'm passing you the long awaited chic.

Filips is a nice person don't faulk around, just tell him what there is in reality (practical things)
I wasn't nervous so I could assure him very well but all my plo were not 100% if you don't know just tell him 'no' politely.

All the best guys.

Rajesh.
<table>
<thead>
<tr>
<th>Q1.</th>
<th>General about last ship.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2.</td>
<td>Takeover cargo watch detail</td>
</tr>
<tr>
<td>Q3.</td>
<td>Prep for bunkering</td>
</tr>
<tr>
<td>Q4.</td>
<td>Action if oil spill. Use of dispersant</td>
</tr>
<tr>
<td>Q5.</td>
<td>Fire in the mess room</td>
</tr>
<tr>
<td>Q6.</td>
<td>Bridge gear test</td>
</tr>
<tr>
<td>Q7.</td>
<td>Passage planning in detail</td>
</tr>
<tr>
<td>Q8.</td>
<td>Disembark pilot</td>
</tr>
<tr>
<td>Q9.</td>
<td>Takeover watch at sea</td>
</tr>
<tr>
<td>Q10.</td>
<td>Calling master. Actions in restricted visibility</td>
</tr>
<tr>
<td>Q11.</td>
<td>Lowering and recovery of life boat in detail</td>
</tr>
<tr>
<td>Q12.</td>
<td>Additional equipment in sail boat</td>
</tr>
<tr>
<td>Q13.</td>
<td>General about MARPOL</td>
</tr>
</tbody>
</table>
Q14. Drop anchor.

Q15. Take a short round turn in a narrow channel.

5) R.O.R situations.
   1. O or 2. O or
   4. O or

2) Points Aft Stbd. Beam.
   3. O or

Right Ahead.

5) O or also define
   1. O or

Q16. Possibility of a single white light.

About 5 fags, also buoyage. Nearly all of wash called again for buoyage.

Result: Pass. Special thanks to:

Mike Webb
Larry, Pipper.
NAME: RAZI SHAHID
DATE: 17-07-96
EXAMINER: CAPT. K.B. WITTING

Q1. GENERAL ABOUT LAST SHIP.
Q2. TAKE OVER CARGO WATCH. DETAIL.
Q3. PREP FOR BUNKERING.
Q4. ACTION IF OIL SPILL. USE OF DISPERSANT.
Q5. FIRE IN THE MESS ROOM.
Q6. BRIDGE GEAR TEST.
Q7. PASSAGE PLANNING IN DETAIL.
Q8. DESEMBARK PILOT.
Q9. TAKE OVER WATCH AT SEA.
Q10. CALLING MASTER & ACTIONS IN RESTRICTED VISIBILITY.
Q11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL.
Q12. ADDITIONAL EQUIPMENT IN SAIL BOAT.
Q13. GENERAL ABOUT MARPOL.
Q14. DROP ANCHOR.

Q15. TAKE A SHORT ROUND TURN IN A NARROW CHANNEL.

5 R.O.R. SITUATIONS:

1. OR

2. OG

3. POINTS STBD BOW.

3. POINTS PORT BOW.

5 POINTS ABAFT STBD BEAM.

4. OW OR OW

RIGHT AHEAD.

5. OW OR OW ALSO BE DIFINE

OW U/I! RESTRICTED IN

OG ABILITY TO MANEUVER

3. POINTS STBD BOW.

Q16. POSSIBILITY OF A SINGLE WHITE LIGHT.

ABOUT 5 FANS ALSO BUOYAGE NEARLY ALL I WAS CALLED AGAIN FOR BUOYAGE.

RESULT: PASS. SPECIAL THANKS TO MIKE WEBB LARRY. PIPPER.
NAME:  RAZI SHAHID

DATE:  17-07-96

EXAMINER:  CAPT. K.B. WITTING

01. GENERAL ABOUT LAST SHIP.

02. TAKE OVER CARGO WATCH. DETAIL.

03. PREP FOR BUNKERING.

04. ACTION IF OIL SPILL. USE OF DISPERSENT.

05. FIRE IN THE MESS ROOM.

06. BRIDGE GEAR TEST.

07. PASSAGE PLANNING IN DETAIL.

08. DISEMBARK PILOT.

09. TAKE OVER WATCH AT SEA.

10. CALLING MASTER & ACTIONS IN RESTRICTED VISIBILITY.

11. LOWERING AND RECOVERY OF LIFEBOAT IN DETAIL.

12. ADDITIONAL EQUIPMENT IN SAIL BOAT.

13. GENERAL ABOUT MARPOL.
Q.14 DROP ANCHOR.

Q.15 TAKE A SHORT BOUND TURN IN A NARROW CHANNEL.

5. R.O.R. SITUATIONS:

1. OR _______ 2. _______ OR

3. POINTS STBD. BOW. _______ 3 POINTS PORT. BOW.

3. _______ OW OR

2. POINTS ABAFT STBD. BEAM.

4. _______ OR _______ OW

RIGHT AHEAD:

5. _______ OW OR _______ OW U/L. RESTRICTED IN.

3. POINTS STBD. BOW.

Q.16 POSSIBILITIES OF A SINGLE WHITE LIGHT.

ABOUT 5 FAGS. ALSO BUOYAGE. NEARLY ALL
4. WAS CALLED AGAIN FOR BUOYAGE.

RESULT: PASS. SPECIAL THANKS TO:

MIKE WEBB
LARRY. PIPPER.
NAME: RAZI SHAHID
DATE: 17-07-96
EXAMINER: CAPT. K. B. WITTING

Q1. GENERAL ABOUT LAST SHIP.
Q2. TAKE OVER CARGO WATCH DETAIL.
Q3. PREP FOR BUNKERING.
Q4. ACTION IF OIL SPILL USE OF DISPERSENT.
Q5. FIRE IN THE MESS ROOM.
Q6. BRIDGE GEAR TEST.
Q7. PASSAGE PLANNING IN DETAIL.
Q8. DESEMBARK PILOT.
Q9. TAKE OVER WATCH AT SEA.
Q10. CALLING MASTER 4 ACTIONS IN RESTRICTED VISIBILITY.
Q11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL.
Q12. ADDITIONAL EQUIPMENT IN SAIL BOAT.
Q13. GENERAL ABOUT MARPOL.
Q14 DROP ANCHOR

Q15 TAKE A SHORT BOUND TURN IN A NARROW CHANNEL

5 B.D.R. SITUATIONS:

1. OR 2. OR

3. POINTS STBD BOW: 3. POINTS PORT BOW

3. OW OR

2. POINTS AFT STBD BEAM

4. OW OR OW

RIGHT AHEAD:

5. OW OR OW OR OW

ALSO BE DEFINED

OG OW U/L RESTRICTED IN ABILITY TO MANEUVER

3. POINTS STBD BOW:

Q16 POSSIBILITY OF A SINGLE WHITE LIGHT

ABOUT 5 FAGS. ALSO BUOYAGE NEARLY ALL WERE CALLED AGAIN FOR BUOYAGE

RESULT: PASS

SPECIAL THANKS TO:
MIKE WEBB
LARRY. PIPPER
NAME: RAZIL SHAHID
DATE: 17-07-96
EXAMINER: CAPT. K.B. WITTING

Q1. GENERAL ABOUT LAST SHIP.

Q2. TAKE OVER CARGO WATCH: DETAIL.

Q3. PREP FOR BUNKERING.

Q4. ACTION IF OIL SPILL: USE OF DISPERSANT.

Q5. FIRE IN THE cMESS cROOM.

Q6. BRIDGE GEAR TEST.

Q7. PASSAGE PLANNING IN DETAIL.

Q8. DISEMBARK PILOT.

Q9. TAKE OVER WATCH AT SEA.

Q10. CALLING MASTER: ACTIONS IN RESTRICTED VISIBILITY.

Q11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL.

Q12. ADDITIONAL EQUIPMENT IN SAIL BOAT.

Q13. GENERAL ABOUT MARPOL.
<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
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<tbody>
<tr>
<td>Q.14</td>
<td>DROP ANCHOR</td>
</tr>
<tr>
<td>Q.15</td>
<td>TAKE A SHORT ROUND TURN IN A NARROW CHANNEL</td>
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<tr>
<td>5 R O R SITUATIONS:</td>
<td></td>
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<tr>
<td>1. OR</td>
<td>OW OR</td>
</tr>
<tr>
<td>2. OR</td>
<td>OG</td>
</tr>
<tr>
<td>3. POINTS STBD BOW.</td>
<td>3. POINTS PORT BOW.</td>
</tr>
<tr>
<td>3. OW</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
</tr>
<tr>
<td>2. POINTS ABAFT STBD BEAM.</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
</tr>
<tr>
<td>4. OW</td>
<td>OR</td>
</tr>
<tr>
<td>RIGHT AHEAD.</td>
<td></td>
</tr>
<tr>
<td>5. OW</td>
<td></td>
</tr>
<tr>
<td>OR</td>
<td></td>
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<tr>
<td>OR</td>
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<tr>
<td>ALSO be DEFINE</td>
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<tr>
<td>OW U/L RESTRICTED IN</td>
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<tr>
<td>OIL ABILIT TO MANEUVER</td>
<td></td>
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<tr>
<td>3. POINTS STBD BOW.</td>
<td></td>
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<tr>
<td>Q.16</td>
<td>POSSIBILITY OF A SINGLE WHITE LIGHT.</td>
</tr>
<tr>
<td>ABOUT 5 FAGE &amp; ALSO BUOYAGE. NEARLY ALL</td>
<td></td>
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<tr>
<td>&amp; WAS CALLED AGAIN FOR BUOYAGE.</td>
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<tr>
<td>RESULT : PASS.</td>
<td></td>
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<tr>
<td>SPECIAL THANKS TO:</td>
<td></td>
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<tr>
<td>MIKE WEBB</td>
<td></td>
</tr>
<tr>
<td>LARRY, PIPPER</td>
<td></td>
</tr>
</tbody>
</table>
NAME:---RAZI SHAHID
DATE:---17-07-96
EXAMINER:---CAPT. K. B. WITTING

Q1. GENERAL ABOUT LAST SHIP.

Q2. TAKE OVER CARGO WATCH. DETAIL.

Q3. PREP FOR BUNKERING.

Q4. ACTION IF OIL SPILL. USE OF DISPERSANT.

Q5. FIRE IN THE MESR ROOM.

Q6. BRIDGE GEAR TEST.

Q7. PASSAGE PLANNING IN DETAIL.

Q8. DISEMBARK PILOT.

Q9. TAKE OVER WATCH AT SEA.

Q10. CALLING MASTER & ACTIONS IN RESTRICTED VISIBILITY.

Q11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL.

Q12. ADDITIONAL EQUIPMENT IN SAIL BOAT.

Q13. GENERAL ABOUT MARPOL.
Q14. DROP ANCHOR...

Q15. TAKE A SHORT ROUND TURN IN A NARROW CHANNEL

5. R.O.R. SITUATIONS:
   1. OR
   2. OG

3 POINTS STBD. BOW.

3. OW OR

2 POINTS ABAFT STBD. BEAM.

4. OW OR OW

RIGHT AHEAD.

5. OW OR OR
   ALSO = DEFINE
   OW U/I RESTRICTED IN.
   OG ABILITY TO MANEUVER

3 POINTS STBD. BOW.

Q16. POSSIBILITY OF A SINGLE WHITE LIGHT

ABOUT 5. FAGS... + ALSO BUOYAGE. NEARLY ALL I WAS CALLED AGAIN FOR BUOYAGE.

RESULT = PASS.
SPECIAL THANKS TO:
MIKE WEBB
LARRY. PIPPER.
NAME: RAZI SHAHID
DATE: 17-07-96
EXAMINER: CAPT. K.B. WITTING

Q.1. GENERAL ABOUT LAST SHIP.
Q.2. TAKEOVER CARGO WATCH DETAIL.
Q.3. PREP FOR BUNKERING.
Q.4. ACTION IF OIL SPILL USE OF DISPERSENT.
Q.5. FIRE IN THE MESS ROOM.
Q.6. BRIDGE GEAR TEST.
Q.7. PASSAGE PLANNING IN DETAIL.
Q.8. DISEMBARK PILOT.
Q.9. TAKE OVER WATCH AT SEA.
Q.10. CALLING MASTER & ACTIONS IN RESTRICTED VISIBILITY.
Q.11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL.
Q.12. ADDITIONAL EQUIPMENT IN SAIL BOAT.
Q.13. GENERAL ABOUT MARPOL.
Q14. DROP ANCHOR.

Q15. TAKE A SHORT BOUND TURN IN A NARROW CHANNEL.

5. R.O.R. SITUATIONS.
   1. OR OW
   2. OR
   3. POINTS STBD. BOW.
   4. POINTS PORT. BOW.

3. OW OR
   4. OW
   5. OW
   6. OW
   7. OW

2. POINTS ABAFT STBD. BEAM.

4. OW OR
   5. OW OR
   6. OW

RIGHT AHEAD.

5. OW OR
   6. OW OR
   7. OW
   8. OW
   9. OW

ALSO BE DEFINED

3. POINTS STBD. BOW.

Q16. POSSIBILITY OF A SINGLE WHITE LIGHT

ABOUT 5 FAIGS & ALSO BUOYAGE NEARLY ALL
1. WASS CALLED AGAIN FOR BUOYAGE.

RESULT: PASS. SPECIAL THANKS TO:

MIKE WEBB
LARRY, PIPPER.
NAME: RAZI SHAHID

DATE: 17-07-96

EXAMINER: CAPT. K.B. WITTING

Q1. GENERAL ABOUT LAST SHIP.

Q2. TAKE OVER CARGO WATCH DETAIL.

Q3. PREP FOR BUNKERING.

Q4. ACTION IF OIL SPILL USE OF DISPERSENT.

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Q6. BRIDGE GEAR TEST.

Q7. PASSAGE PLANNING IN DETAIL.

Q8. DESEMBARK PILOT.

Q9. TAKE OVER WATCH AT SEA.

Q10. CALLING MASTER & ACTIONS IN RESTRICTED VISIBILITY.

Q11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL.

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Q13. GENERAL ABOUT MARPOL.
Q14. DROP ANCHOR.

Q15. TAKE A SHORT ROUND TURN IN A NARROW CHANNEL.

5. R.O.R. SITUATIONS.

1. OR OR

2. OG

3. POINTS STBD. BOW.

3. POINTS PORT BOW.

3. OR

3. OW OR

2. POINTS ABAFT STBD. BEAM.

2. OR

4. OW OR OW

RIGHT AHEAD.

5. OW

5. OR

5. OW Y/L. RESTRICTED IN ABILITY TO MANEUVER.

3. POINTS STBD. BOW.

Q16. POSSIBILITY OF A SINGLE WHITE LIGHT.

ABOUT 5 FAGS + ALSO BUOYAGE. NEARLY ALL 4 WAS CALLED AGAIN FOR BUOYAGE.

RESULT: PASS.
SPECIAL THANKS TO:
MIKE WEBB
LARRY, PIPPER.
NAME: RAZI SHAHID
DATE: 17-07-96
EXAMINER: CAPT K.B WITTING

01. GENERAL ABOUT LAST SHIP

02. TAKE OVER CARGO WATCH DETAIL

03. PREP FOR BUNKERING

04. ACTION IF OIL SPILL USE OF DISPERSANT

05. FIRE IN THE MESS ROOM

06. BRIDGE GEAR TEST

07. PASSAGE PLANNING IN DETAIL

08. DISSBARK PILOT

09. TAKE OVER WATCH AT SEA

10. CALLING MASTER & ACTIONS IN RESTRICTED VISIBILITY

11. LOWERING AND RECOVERY OF LIFE BOAT IN DETAIL

12. ADDITIONAL EQUIPMENT IN SAIL BOAT

13. GENERAL ABOUT MARPOL
Q14. DROP ANCHOR.

Q15. TAKE A SHORT ROUND TURN IN A NARROW CHANNEL.

5. R.O.R. SITUATIONS:

1. OR

2. OR

3. POINTS STBD. BOW.

3. POINTS PORT BOW.

3. OW OR

2. POINTS ABAFT STBD. BEAM.

4. OW OR OW

RIGHT AHEAD.

5. OW OR

5. OW OR OW

ALSO BE DEFINE.

OW Y/L RESTRICTED IN ABILITY TO MANEUVER

3. POINTS STBD. BOW.

Q16. POSSIBILITY OF A SINGLE WHITE LIGHT.

ABOUT 5 FAGS & ALSO BUOYAGE NEARLY ALL I WAS CALLED AGAIN FOR BUOYAGE.

RESULT: PASS. SPECIAL THANKS TO:

MIKE WEBB

LARRY. PIPPER.
Muhammad Irfan Malik Vs Capt. Witting

Time in 11:30  Result: Not failed but he gave me 10 questions to find out answers and come back after 2 days.

As I entered, he checked my medical and started with last ship, viz., first ship was bulk carrier and ship general cargo or LST. tanker. He only asked about general cargo, its dimensions, just what route and trade. Then he started oral questions:

1. Duty of officer of watch while taking over cargo watch.
2. How you will check moorings.
3. What is the purpose of light at night.
4. What LSA & FFA you will check.
5. What you will check for gangway.
6. What are the general port regulations.

Then bunker barge arrives.

Q. What action you will take.
Q. Normally where are the drip trays located.

Note: During all cargo and bunkering operation your all senior officers are ashore. You are not allowed to call anyone of them.

All the time he was looking for minor things which we think that it is understood and no need to tell. If you will not tell he will keep on saying more, more, more.
Then Captain, chief officer and everybody came back
ship is about to sail. Go and test gear.

As I finished my gear test then there was fire in
accommodation.

2. What fire extinguisher we use on electrical fire.

As I extinguish fire then there was the order from
the master, go and make the port anchor ready for
taking go. He
He wants to hear the whole story as you received
this order from master till there is 3050 in water.

2. What are the markings on the anchor.

As I finished anchoring then again another order from
the master "OK, Second mate lets check the life boat",
we gave me clear nice weather and ship in port.
Again he was looking for the whole story from the
time he gave order till the boat is finally back and
lashed.

2. What is emergency signal.

After that he gave me R.O.R. & situations.

1. OW OR OW

Right Ahead.

(Do not check for discoloration of
water at night in this
situation as I did. Other wise

He ask me what action.
Now the crossing ships in supposed to cross
was was enter and leave T.S.S.
3. Fog signal two points on port bow.

4. When you call master.

5. What do you mean by U.C. = R.A.M.

6. What is safe speed

7. When risk of collision exist.
   What are the signals to attract attention.

8) W.O.
    R.O.

9) R.O.
    W.O.
    O.W.

(  ) G.O.
(Right Ahead)

Four point Port Bow.

10) O.W.
    R.O.

11) O.K.
    O.K.
    O.K.

Four Pt Stbd Bow.

12) Power down we 28ths about stbd beam.

13) Which we can navigate in separation zone.

14) To whom you will not give way when you are in T.S.S.

He was very keen of asking the day signals of all
the U.C. Dimension of day signal and where it is
placed. Fog signals

Then he asked me almost all the buoys, their
lights and action while entering and leaving port
Q where are the special marks placed.
Then he asked me to make a passage plan from Karachi to Algeria.

2. What are the equipment of fireman outfit?
2. How you will check the B.A set.
2. What action you will take if main engine breaks down.
2. Round turn in narrow channel.
2. M.O.B procedure.
2. What is written in night order Book.
2. How you will check the compass error when in port in cloudy day.
2. What are the signals to attract attention in life boat.
2. How you release M.O.B buoy.

Bills what I missed:

Ten things he asked me to find out and come back after 2 days:

1. Passage Plan.
2. Life boat drills.
3. Life boat painters.
4. Duties in Port watch.
5. Taking over navigational watch.
7. M.O.B procedure.
8. Life boat equipment.

Muhammad Iqbal Mirza
20/7/96
Examiner: Capt Whitting
Time: 1hr 40 min.

1. Questioned on taking over a deck watch & responsibilities of maintaining a deck cargo watch
2. Securing of deck after loading a general cargo
3. Steering gear requirements law "Solas"
4. Pilot ladder arrangements & preparations for disembarking the pilot
5. Restricted visibility requirements as cow
6. Preparations for sailing (as 2nd Mate)
7. Passage planning requirements
8. Navigation publications corrections
9. Rule of the road as follows

(i) 2 Pts draft std bef

[Signature]
1986
(ii) 2 PEs on Port bow:
   OW
   OR
   OG

(iii) 45° on Port bow:
   OW
   OR
   OR
   OR
   OW
   INC:
   (a) shapes
   (b) sizes
   (c) position
   OG

(iv) 45° on Starboard bow:
   OR
   OR
   OR
   OR
   OR
   RO
   OG

10. Various buoys including action required, if any, meaning & lit characteristics.

11. Turning short round in a channel with a single screw vessel.

12. Bringing a ship to anchor, as the fix officer.

Some hints: if you do not seek information on your own accord, or you do not know about your last vessel, you will fail yourself.
As I entered in he asked me how you studied this time. I said yes sir. Then he started with:
1. Filling over the part watch. I told him in detail.
2. The pollution comes under what regulations?
3. Pollution by garbage comes under which annex?
4. What is given in ship's fire plan?
5. What is the purpose of fire plan?
6. Again he asked me what is the purpose of adequate lighting on deck and holds.

Then he asked me about passage planning in detail. All concerned publications.
1. How you will correct the chart?
2. What is given in sailing direction?
3. Marking of where over position on chart. What does this mean?
4. What do you mean by parallel indicating?
5. What you will do after plotting all the courses and every thing on chart.

3. What you will do if bunker barge arriving. He want the full details.
4. Why there is a mark on air pipes.
5. How you will check that manifold is properly connected.

4. What are the signals to attract attention in life boat.
5. What are the frequencies of EPIRB.
6. How SART works.
5. He asked me in full detail: life boat drill.
   1. What is toggle painter.
   2. How you release toggle painter.
   3. How toggle looks like.
   5. Why they put limit switch.

   1. How you attract attention of other ship in M.O.B. (bend, etc)

7. Main Engine breakdown. Action and do you
   2. In what sequence you will switch off the lights

8. How you will take over the navigational watch. In detail.

   Here he was looking for window wipers and washing
10. Action. If suddenly a fog patch comes.

   He asked me no further question and signed
   my blue eat.

   Capt. Weltyre always looks for minor details. Therefore
   don't miss anything. He makes the question from the
   answers you give him. Therefore don't tell him anything
   about which you didn't know. Don't give him wrong
   answers. If you don't know any thing, just say so.
   If you give him some wrong answer, then he will ask you
   that in detail. Same thing happened to me & when I didn't
1st time for orals. This was not only irritating but also in the end of that answer he told me that don't be tell if you don't know or don't (in other think that we are fool). This thing embarrassed me and I lost much of my confidence. I started thinking that the Second time when I went for orals he encouraged me and gave me hint to take the things out of me. Examiner know that how much knowledge you have got. That's why he asked me 2nd time when I entered that, Have you studied? Because first time when I went next day it was just the next day I finished my respect examination.

Thanks,  

Irfan Malik  

Work Hard  

24/7/96
NAME: SAMIR BHATTACHARJEE  
SECOND MATE

EXAMINER: CAPT. K.B. WHITTING.

DATE: 16TH July '96 1140 ~ 1330 hrs.
RESULT: PASS (1ST ATTEMPT.)

1) Safe watch in post.
2) Oil spill in post.
3) Gear test.
4) Disembarking of pilot.
5) Taking over Nav. watch. From master.
6) Preparing master list & contents.
7) Boat drill. (Launching & Recovery).
8) Fire in hold - action? (You are on bridge).
9) Handing over Nav. watch.
10) L/Boat maintenance. & markings.
11) Markings on crane.
12) Calculate Tide from chart. (How do you go about it)? - Tidal & etc.
13) Distress signals in L/Boat. (Don't forget colour & L/Boat & reflective tape).
14) F.F.F. equip on last slip.
15) Class G fires & extinguisher used.
16) Short bound in narrow channel.
17) Preparing A for letting go.
18) Restricted visibility - action.
19) Passage plan.
20) Pyrotecs & validity.

P.7.0.
21) OR OR → Identify + action
   OR
   GO

22) OW
    OR
    What is the ritual
    2 pts: draft tribal
    Action.
    R.O.C. exists.

23) OW
    OR
    Identify + action
    RT. and.

24) OW
    OR
    Identify + action
    What are the addi
    tional ties she can
    show.

25) OW OR → 2 pts: on post-bow
   R.O.C. exists.
   Action?
   P.T.O.
26) Knots:
- Sheep Shackle
- Two round turn & half hitch
- Bow line
- Timber hitch
- Stage hitch

27) Buoyage:
- North Cardinal
- Diff. between Quick & steady flowing
- East Cardinal
- Latest small

28) Colour & flag 'G'.

Capt. K.B. Whiting is a thorough gentile and expects practical approach to any situation. Very encouraging and relaxes you if you are stuck. I forg the tiniest & detail.

My deep & sincere thanks to:
- Prof. Anana Benveniste
- Prof. Make Webb
- Prof. Ulf Ohlman
- Prof. Ian Shear
- Prof. Barry Piper
- Prof. Bruce Goodchild

All the best guys.
Candidate: Liew Kok Seong
Examiner: Capt. Fitzpatrick
Date: 03rd May 1996
Time: 1000 - 1100 and 1200 - 1205

C.F.: What are the new amendments to the Code?
L.K.S.: Please refer to copy of latest amendments in M.O. Part 30 of Nov/95.
(Mainly; No basket for fishing vessel less than 20 m)
-Disposition of lights for high speed craft
-Signals for trawlers Annex II
-SART signal added to Annex IV

C.F.: What is the SART signal?

C.F.: He then proceeded with a series of ROR question, (please refer to oral notes in the office).
C.F.: Everything on buoyage by means of flash cards, i.e. a) Identify
b) Topmark
c) Lights
d) Action
L.K.S.: In d) Action, he wants to know which side of the buoy you should pass when you see them when coming from landward/seaward for Isla A/B. (Refer Mariner's handbook and 5011)

C.F.: How do you do a passage plan?
C.F.: What are the 4 stages in passage planning?
L.K.S.: a) Appraisal, b) Planning, c) Execution, d) Monitoring (please refer to IMO Bridge Procedure Guide and ICS Guide to conduct and planning of navigational passage)

C.F.: When do you correct your compass?
L.K.S.: a) After a laid up of more than 3 months, b) after major structural changes, c) when the AMSA surveyor requires d) when the deviations exceed +/- 5 degrees. (Please refer to M.O.)

C.F.: Vessel heading East 3 degrees East deviation, then heads west 4 degrees West deviation, how much is coefficient B?
C.F.: How do you correct it?
L.K.S.: 3.5 degrees East deviation and correct it with fore/aft magnets with red end forward with the ship in East direction.

C.F.: What do you think of the statement that you invert the polarity of the heeling magnets when you cross the equator?
L.K.S.: I will only do so only when upon opening up the binnacle that I have found that the heeling bucket is already low down. (I feel he had wanted you to answer not true, please refer to Larry)

C.F.: When do you think that the heeling magnets needs to be corrected?
L.K.S.: When due to the rolling of the vessel it causes an unsteady compass.
C.F.: Vsl is heading NW’ly you noticed 2 degrees dev.
2nd day 4 degrees deviation.
3rd day 10 degrees deviation.
What could it be due to and how do you check it?
L.K.S.: I will put a magnet near the compass bowl and deviate the compass by 90 degrees. I will check how long the compass needs to settle and what is its heading. If the compass does not settle in 60 seconds and the direction is not consistent then I shall suspect it might be a worn pivot, jewel cap etc...
I shall then replace the bowl with a spare bowl.

C.F.: Approaching harbour and about to pick-up pilot, what do you check for?
L.K.S.: Check: Engine for astern movement and that engine is ready for manoeuvring, hand steering, anchors unleashed, pilot ladder ready, anchors unleashed, position fixinig, proximity of navigational hazard, traffic density etc...(Refer Bridge Procedure Guide)

C.F.: Pilot cannot speak English, will you accept him?
L.K.S.: No.

C.F.: Pilot now comes onboard, what do you do and what do you expect from him?
L.K.S.: I will give him details and particulars of the ship and I expect him to give me an approach plan. I will also expect him to let me know the local conditions.
(Please refer to Pilot-Master exchange from the IMO Bridge Procedure Guide)

C.F.: Vessel with pilot onboard approaching a buoy channel suddenly experiences a steering failure and went aground?
L.K.S.: I will: stop engines, ring emergency alarms, inform the engineers, change over loe to high sea suction, take soundings all around the ship, take soundings of the bilges and assess the damage. I will inform the owners, harbour authorities, charterers, agents, P & I club and a secure message.
(Please refer to seamanship books for more detailed answers)

C.F.: What are the drills you are obliged to carry out as Master?
L.K.S.: a) Fire drill, b) Boat drill, c) Liferaft drill d) Line throwing apparatus drill e) Emergency steering drill
(please refer to Marine Orders - Safety and Procedure)

C.F.: Where is the Emergency Fire Pump?
L.K.S.: Away from the Engine room.

C.F.: Why?
L.K.S.: In case there is a fire in the engine room spaces, so that the fire pumps will not be put out of actions.

C.F.: Where is the deck main isolating valve?
L.K.S.: I related it to my ship. It was on deck in a very accessible place.

C.F.: Why?
L.K.S.: Because in case there was an engine room fire the engine room could be isolated.

References: Marine Orders (3 Volumes, Obtainable from library on overnight loans)
Mariners’ Handbook
Flash cards: Buooyage, Lights & Sound Colregs
Orals Notes (Overnight loan from Student’s Office)
Seamanship Book by D.J. House
Compass (Kemp & Young, Larry Piper’s Notes)
Solas, STCW, MARPOL