Second Mates Orals Examination Questions and Answers As Supplied By Australian Maritime College Students in 1997

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University of Tasmania Library, November 2012
SECOND MATE ORALS

CLASS 1 EXAMINATION

DATE: 23/7/97 - Lucky day.
LOCATION: AMC - All must clear.
EXAMINER: CAPT. WHITTING, the great!
DURATION: 2hrs 2min 2sec - (2m 2s for Bluecut)
RESULT: PASS

He said have a seat & feel comfortable.
while checking my papers he asked me to make a bowline on the bight & figure of 8 at one end.
Then he asked me are you a Seaman? I said no! I was a cadet.
Then he said "so you are not a Seaman?"
I said Ah! yes I am a Seaman also.

He asked me about what previous ships and cargo carried.
Now action begins.

1. You have joined a ship and Mate tells you take over the watch.

2. Mate tells you Bunker barge is arriving.
   Precautions.

3. If oil spillage where will you pump the oil which is on deck & secure & how will you do it?

4. If oil goes overboard. Action
   a. Inform Master and Port or Terminal
6. What publications on Bridge and contents of all publications

7. Define what is MERSAR and purpose

8. Passage planning

9. During piloting if pilot takes wrong action as your officer on watch what is your action

10. After unberthing what precautions you will take for disembarking pilots

11. After pilot disembarks how will you take over bridge watch from master

12. When on bridge watch you receive a cyclone warning what will you do

13. He gave me few R.O.R. lights situation

14. On or

  On or

  On or
15. Buoyages - Describe action if right ahead.

Ex: 110° 00.005 N, North cardinal mark right ahead.

16. Of course, whiting doesn't spare you if you make even one mistake in R.O.R.

17. All about Notice to Mariners.

How will you know if charts are corrected if new edition of chart is published.

18. Than he started with cargo gear although I haven't sailed on a gear ship.

19. What is housing:

- When you pin the shackle to end is locked by a screwing wire to prevent unscrewing.

20. Markings on a cargo gear on block.

21. If a block is damaged during cargo operation before replacing what will you check on the new block.
22. Explain the use of sea anchor in detail & specification.

23. Life boat falls diameter. How often you will replace it. Life boat falls.

24. What stuffs are there on life boat to attract attention.

25. Last ship fire extinguisher where all what placed, how often you should recharge the extinguisher.


27. All types of EPIRB - specification where is but in Australia. How an EPIRB works.

28. SART - specification & purpose.

29. Hatch closing operation. Checks prior to closing hatch.

30. What happens if you forget to take out the cargo hatch light & as weather tight, explosion, fire etc.

At the moment I rather remember only most question no. cool with little.
16-12-1997

NAME: AFTAB AHMED KHAN (PAKISTAN)

COURSE: 2nd MATE

EXAMINER: CAPTAIN FERNANDEZ

RESULT: PASS (1st ATTEMPT)

I entered, he told me to keep my document and take the sextant and come on sight. After that he asked from me a sight by noon. After that he asked from me about compass error by beam, index error. About occulting, flashing and isophase. I asked from him about different vessels, shapes and fog signals i.e. RAM, ND, Power driven vessel, vessel aground, merchant, fishing vessel, sailing vessel. Show me cards with various lights, to recognize them. Show the flip cards of buoys. To recall and light characteristics, and which is. Then give me some ROR situation.
Two sailing vessels.

\[ \text{wind} \]

\[ \mathbb{D}_v \rightarrow \mathbb{D}_o \]

The above situation give at least five rapid of the overtaking vessel. Then slow down my vessel alter course to starboard.

and

Traffic separation zone

FRANCE

SPAIN
8). In fog.

9). In fog.

As the ROR has finished, he comes straight to the following things.

1). Charted Dep HAT, LAT.
2). Draw load line marks.
3). Rigging of Pilot ladder.
4). Preparations for anchoring.
5). Duties at cargo watch.
6). Taking over watch at sea in night.
7). When to call master.
8). Man overboard.
9). Mechanically hoist Pilot ladder (Standby Name) (Refer to MO PART 23).
10). MERSAR in detail.
11). Spillage of IMDG liquid on board (EMs 4 MFA6).
12). Stowedose accident in cargo hold (Steel coil dropped and damaged the F.W.D.B. TANK).

He wants to listen the F.W contamination and damage report and sounding of tanks.

13). Duties of 2M at FWD station, Aft station and on bridge while at stations.
14): About Fire Fighting equipment having on my last vessel.
15): About union purchase details in detail.
16): About drills carried on board (Refer to PSC manual).
17): How to lower the life boat.
18): About Hydrostatic Release.
19): About emergency signal & Abandonment signal.
20): Preparation for abandoning.
21): Life saving appliances to be carried on board.

At last he has told me the golden words which everybody wants to listen "you are pass"

With a big relief & happiness.

Mr. Fernandez is really a nice gentleman, he wants your practical knowledge not book one. He will also give you hints to help you out. Better go to him if you want to pass.

I must thank to my instructors (Larry Piper & Jean Shea) to help me out during my stay at AMC.

I'm also thankful to my brother like friends Imran, Salmaan, Aqeel, Musharraf, Sajjad and Salman for the help and co-operation in preparation of my oral.

Work hard to get oral clear from AMC. Otherwise oral is nothing.

Yours,

Aftab Ahmed Khan
2nd Mate
Pakistan
CAPT FITZPATRICK  FROLYN MORAES
STARTED: 10:50  (2ND MATE)
FINISHED: 11:40  OCT 2ND (1997)
RESULT: PASS

(i) How will you ascertain risk of collision?

(ii) R.D.R.: ACTION, FOG SIGNAL, DAY SIGNAL; WHAT ACTION

(iii) OR

(iv) OW

(v) OW

(vi) OW

(vii) OW

(viii) OW

(ix) OW

(x) OW

(xii) OW

(xiii) OW

(xiv) OW

(xv) OW

(xvi) OW

(xvii) OW

(xviii) OW

(xix) OW

(xxi) OW

(xii) OW

(xiii) OW

(xiv) OW

(xv) OW

(xvi) OW

(xvi) OW

(xvii) OW

(xviii) OW

(xix) OW

(xii) OW

(xiii) OW

(xiv) OW

(xv) OW

(xvi) OW

(xvi) OW

(xvii) OW

(xviii) OW

(xix) OW
(xii) OR OR OR

() own ship

(3) Flags: Buoyage (Direction of Buoyage)

(4) Australia - Which System (Buoyage)?

(5) What is Emergency Signal?

(6) What is Abandon Ship Signal?

(7) How will you check Low Level Alarm for Breathing Apparatus?

(8) You are about to go to an enclosed space, what will you check?

(9) When will you call the Master?

(10) What are the Distress Signal?

(11) You are Duty Officer on watch - Fire in the Accommodation, what action will you take.
(12) CAN YOU USE A Sextant WHILE'S AT ANCHOR? HOW

(13) WHERE WILL YOU FIND H.R.U. ON SHIP?

(14) You see a VSL AGROUND IN DISTRESS WHAT MESSAGE WILL YOU RELAY?

(15) IS A VSL AGROUND IS A DISTRESS VSL?

(16) WHAT ARE THE ERRORS OF SEXTANT?

(17) HOW WILL YOU CORRECT AN INDEX ERROR?

(18) AFTER CORRECTING INDEX ERROR WILL YOU CHECK FOR ANY OTHER ERRORS?

(19) READING OFF THE ARC & ON THE ARC.

His last words were you are pass see you for your mate's orals. Capt Fitzpatrick wants you and he tries his best to pass you.

My special thanks to Anura S., Janisha, Jan. Rodrigues; WLF Shrevev, Larry Aper; all the Librar staff. Also my special thanks to my friends without.

Then it was not possible - Merwyn, Deprick, Ashish, Vinit, Sameer, Rajat, Krishna, Kazi, and all other friends who have helped me.

Good luck.
Australian Maritime College

First of all some basic questions of fire safety and fire extinguishers:

1. What type of fire extinguisher medium you have on your last ship for deck, engine room?
2. Types of foam, how fast will all foam extinguisher work?
3. Is there any rule that you use for particular foam type for particular ship?
4. What is low, high and medium expansion foam?
5. Where would you find that foam extinguisher? (You have one on board) of what type?
6. Where would you find that how many extinguisher should be on board?
7. What system of fire extinguisher you have on last ship for engine room. How it work?
8. What is the hazard of ventilation (relating to fire)
9. Big engine room fire, what action you will take if you are in charge.
10. Who will stand on bridge during above action?
11. Can you go to E/R after finishing fire and ventilation has taken place by wearing B.A. set?
12. How will you come to know that E/R fire has extinguished.
Australian Maritime College

1. R.O.R. Day time situation open sea, tell me action

2. (i) wind to R.A.M. (Alter std.)

3. (ii) Night time, identify action, day signal, fog signal

4. (iii) when making way what light she will switch on.

5. (iv) Flip card of

• Sketchball
  right ahead.

action
11. How can you know that your anchor is dragging? (Ans. by change in
12. but big changes when ship yard?)
13. what will you when other ship dragging towards you?
14. wind

\[ \triangle \]
wind is stronger than current
Tidal stream how will you proceed for letting go anchor.

15. which anchor you let go. (Ans. according to hemisphere
16. why you drop false chain when are it below is hemisphere
17. what will happen if you drop opposite anchor.
18. what is the difference between pipe and sparring pipe
19. you are joining as new 2nd mate on ship what will you do.

20. Duties when going to take over watch of 1200 - 1300
21. Anchor watch duties, what will you do during navigation
in your watch.

22. Anchor watch duties
23. On how you will handle a cargo watch during a
General cargo ship
24. What are you looking for the precautionary measure
of lifting gears (wires, ropes, blocks etc)
25. How will you know that wire is deteriorated.
26. After finishing loading discharging how will you
prepare the ship for sailing.
27. Man over board what will you do in open
sea.
23. Draw a loadline mark of your ship.
27. What is freeboard?
30. What is F.W.A. and draw at what distance you will draw F.W.A on loadline mark.
31. What was the system on your ship for the oily water ballast? (because I worked on tankers)
32. Can you discharge oily water into sea?
33. Under what conditions a tanker can discharge oil to sea if he has to do so?
34. What are the special areas? (for Marpol annex 1)

Gentle man you face! V!

My success comes only due to the Blessing of ONE GOD who is the Creator of this world and His best Prophet (Muhammad Peace be upon him) and the Prays of my Parents and a bit of my unique struggle because I never go to anyone for my doubt (teacher or fellows).

For you, if you want to take advice from me regarding oral

"You can get through oral 50% by your confidence and the tactics through which you handle the Examiner. Be in senses and think what you are speaking during you are face to face.

don't listen the people around that this examiner is strict or that is soft. Honestly speaking I come to know about my examiner's name when I finished my oral and come out my friends told me that he is Ravi Kulkarni.

All the best, Good luck for you.

God help those who help themselves and who help others!"
I was 20 minutes early and Capt. Fernandes came out for a break. He asked me my name and then went in to get the sextant. He came out with the sextant and asked me to take a sight. I took the sight after which he was checked it. He then asked me to calculate the Index Error using the sun. He then asked me to come into his office and wrote out the Index Error.

Once in his office I calculated the Index Error after which he proceeded with his questions:

1. How will you calculate a noon position?
2. How will you know that the sun is on the nadir?
3. What is the assumption which can cause an error during the sun? Speed & course?
4. Why do you need to take a compass error?
5. He then gave me a couple of figures to calculate the gyro error, the magnetic error. He then put in Varudi & asked me to calculate the deviation.
6. He then moved on to Stability. He asked me the DWA & then asked me to draw the draft marks.
7. He then asked me a couple of drafts & where the water will touch the marks. [You got to draw it!]
8. At this point he went out to talk to Capt. Fitzpatrick as Capt. Fitzpatrick was leaving. He also took my papers from Capt. Fitzpatrick as he was supposed to be my examiner. When he came back his first question was what ship's I had done. I told him all tankers. His next question:
9. How will you take over a cargo watch? I gave him even the smallest of details including special precautions.
while loading & discharging. Make sure you tell him what you are assuming whether loading or discharging in each case.

9. He then asked me about Proof Load & S.W.L.? Remember, Proof Load is not Breaking load.

10. He then moved to R.O.R. in which he used the cards from the college and for one or two situations the magnetic board.

11. He then put a couple of pens on the table and then gave me quite a few situations (quite easy if you know your collision regulations) and asked me the action which each vessel will take.

12. He then went to the baggage system [System A] and asked about the characteristics where they are usually placed?

13. He asked me a question and I quote “where/How will you find the height of tide offshore (in the sea)?” The answer to this is Co-Tidal & Co-Range Charts. For this question he stumped me and so he made a note of it on his paper. He then moved on:

14. What is an EPIRB?

15. What is a SART? Rescue

16. What is a hydrostatic release?

17. He then went on to M.O.B. How will you prepare the lifeboat/rescue boat? Don’t forget immersion suits for the rescue boat crew in case the water is cold.

18. He asked me about the immersion suit?

19. What is a T.P.A.?

20. All about the life buoy?

21. What all will you check when rigging a pilot ladder?

22. What equipment do you require in addition for a Night Pilot Host? [A pilot ladder; Refer M.O Part 23]

23. All about a life jacket?
There were a couple of candidates, he had sent out to ask/ find out answers to the questions. He gave them standing outside. So, then he told me to go out & find the answer for the question no. 13.

I went to Mr. Larry Piper who told me the answer & asked me to get a chart from the Chart Room. He gave me a brief idea of how to use the chart. I took my time & asked him all about the doubts which I had with the chart.

When I went back he asked me about the answer & I explained everything including that I saw the chart for English Channel along with the number. He then looked around for my papers & then started filling out "The Blue Chit." I would have liked to see my face at that time because all this while I was really stressed. He then gave me my blue chit & I thanked him & ran out.

My impression about the examiner. He makes you comfortable & is a very nice gentleman. (I am not saying this because he passed me but because he is.)

My thanks to all those who helped me and a special thanks to my "coach" Sukpreet Singh. Also, a special thanks to Benzie, Ashish, Neelam, Mahendu who behaved with me.

My advice to you guys is study & prepare for all the examinations and make sure you have your flags, buoys, R.O.R. like the back of your hand.

All the Best to you Guys!!

Krishna
V. Karunaratne (2/M)
Capt. Tulkkarni

1. You are joining as 2nd Mate. How would you go about it?

2. What publications do you have on the bridge? How would you know your charts are updated? What if your edition is cancelled? Would you continue to correct?

3. Where would you get information about pirates? Where are reports of recent incidents reported?

4. What is passage plan? How would you go about it? What is VKE? How would you know you have a safe VKE? What do you consider a safe VKE? [Assume it was up to the Master]. Suppose you are in straits, what happens (squat)? Describe squat?

5. Now you are on watch on bridge. How would you go about it? (Expect a box to come early!)

6. What do you look for when you talk about stability? (+ve GM) What is it? How do you know you have sufficient +ve GM? What is your minimum + GM? Where does it tell you? Can you leave from a port fully loaded when you don't have + GM? What is mentioned in the IMO criteria?
7. Now you are on Cargo watch on a bulk carrier loading with crew gear. State all checks & procedures you will go through. What precautions will you take with regard to your gear. When do you normally have crew gear surveys when would you check the hawsers where do you find information regarding cargo handling gear O/S your ship (Chari Register). What do you mean by free lead. What is greater SWL or PL?

8. What is a fire wire? Should it be rigged on all vessels. How do you rig it?

9. What precautions would you take when loading bulk Cargo?

10. How will you prepare to rig a pilot ladder. What are the requirements & checks. What equipment would you use to combine a ladder. Where can you find the requirements?


12. Your Val. is atapore stage and running in bunkers. Master & C/O have gone ashore leaving you responsible. You have an oil spill on deck.


14. Draw tidal levels (MWS etc). Where are tide/depths
What are Standing Orders & Night orders?

What do you understand about MARSAR? What all will you do to prepare your vessel while proceeding to scene of rescue?

M V B Action. Now you have received the M V B. What all will you do (First Aid)

Life boat falls. When do you reverse a change?

EPIRB - Test & frequencies. What is it?

H R U. How do you connect it? How does it work

Sext corrections & correction when observing celestial bodies

What is NAVTEX / AMVER? Differences.

Fixing Jets (psm) - different ways

Prepared deck & bridge for sailing. (Gear tests)

Turning circles. What can you understand from it. What is its purpose. Advance, Transfer.

What is the name of the diagram?

Anchour Watch. What do you do.

Characteristics of W, L, and buoy L. Specific danger.

Water buoys in region A & B. Which side will you keep them when coming out of port.

Life buoys
Right ahead.
(Wanted to see if I would be forced into making an
alteration without recognizing
the lights!)

Total him that these lights were
not mentioned in College. He then
moved the aft MT and up

Say Shapes x lights
(2 pts. Part)

Again wanted me to make
an alteration without
recognition.

He then removed the MT.
When I told him that this is not
in College, he said it was > 50;
I refused to budge. He then
removed it.
Capt. Krishna is not the 'devil' he was painted to be. Keep your answers to the point, be precise. Make sure you know your Offshore & Stability well.

I would like to thank Capt. Anwar, Pappy Pepes & P.M. McCoy (Coastal) for all the guidance & grounding they have given me, specially Anwar. The college would have been a better place if we had a few like him.

My special regards to Master Candidate George Randep without his guidance I would never have cleared Classes. Also to my batch mates & my 'brothers' Mr. Vaidhini Thaw and Karam Haminder Singh, who never made feel I was a Radio Officer.

Study well. Best of luck.

Karan
97
1. You see a white flashing light. What will you do?

2. If there is no navigational mark on the chart what will you do?

3. When will risk of collision exist?

4. What are the contents of NTM?

5. You have joined as 2nd Mate how will you know charts & publications are up to date?

OR
ON

ON

GO OR

Action

What action she is supposed to take.
6. All day signals
   Shown V/L aground asked is she a V/L in distress
7. If in distress what signals.
8. Flip cards.
10. What system in Australia.
11. Why lateral mark port hand has a flashing red light.
12. Last ship. Last cargo. Precautions while loading rice. When will you ventilate and how.
13. What fire extinguishers to use in galley.
14. How will you rig union purchase.
15. Precautions while using union purchase.
16. Safe angle between the runners.
17. How will you secure deck for heavy seas.
18. How will you secure anchors for heavy seas.
19. Open Moon.
20. What extinguishers can you use in galley?
21. Can you use foam in galley?
22. Why can't you use foam in galley?
23. Where can you use a sextant?
24. What is error of perpendicularity?
25. How will you correct error of perpendicularity?
Then Mr. Fritz Patric said you have given a good account of yourself. There is no point in holding you any more. You are Pass.

I would like to take this opportunity to give my special thanks to my esteemed teachers, all the college staff and my batch mates for their support, co-operation and their love.

Wishing you all the best in your orals.

Khalidun Naaman Fanidi.
K. D. R. S. KUMARA
2nd Mende class 1
2nd Attempt
Examiner Capt. Fitzpatrick

Q-1. Bridge Publications
  1. How do you know charts are up to date?
  2. Sailing directions what are the contains?
  3. Notices to mariners weekly Edition what are contains?

  a. What is closing appliances and advantages
  b. What is compass Error?
  c. R and R situations

  d. Some flags cards day shapes
  e. What is the Buoyage system in Australia
     Some Buoyage's & light's shape
     Which side you have to keep that Buoy.
  f. Some Flages

Finally, he asked about my lost ship,
and he said "I will pass you"
Ranjan Kumar : 2nd Mates.
Date : 07 Feb 1997.
Result : Pass
Attempt : First.
Time : 1355 to 1415.

Q. How would you determine risk of collision?

A. Sextant : 3 errors, how they occur.
   1. Gave 2 readings [on/off the arc].

A. Day Signals - Flip Cards.
   Flags   -=-=-
   BuOys   -=-=-

Q. What is transverse thrust - uses, then asked me to berth my V/L without togs etc.

Q. What is the requirement for CO2? [E/Rd Cargo]

Q. What is "proof test", how often & when?

Q. Pilot Ladder : Rigging & procedure when pilot overboard.

Q. Fire in accommodation : procedure.

Q. Asked me about my last V/L, route & cargo?
   A): As my last V/L was an Reefer, so I answered accordingly.

Q. Asked me what is Mersar.
OW
OW
OG OR

a) ACTION BY YOU.
b) HER ACTION.
c) Sound/Fog SIGNALS.

OW
OW
OG

a) YOUR ACTION
b) IF SHE DOES NOT TAKE ANY ACTION, WHAT IS YOUR ACTION.
c) SAME HE SHOWED ME ON MY STBD SIDE.

OW
OW
OW
OG OR

a) ACTION, IDENTIFY.
b) HER FOG SIGNAL.

OW
OW
OW

a) YOUR ACTION & IDENTIFY.
b) CAN SHE BE AT ANCHOR?
c) HOW WOULD YOU DETERMINE - UNDERWAY OR MAKING WAY.

OW
A. If another vessel in your immediate vicinity or astern is on a collision course with your vessel, what should you do?

1. Action, Identify.
2. Which side would you alter?
3. Her sound signal.

B. He asked me can you "cross ahead" if a vessel to avoid risk of collision?
Well, Chaps. Then he said, I am satisfied with your answers and "I pass you". What a relief.

What I am about to write, you must be sick and tired of it, but it's the truth:

Capt. Fitzpatrick wants R.O.R. = 100%, no set current or drift in R.O.R. He wants you to maintain your course & speed in R.O.R. He also wants to see your confidence while you give your answers.

Anyone who tells you that Capt. Fitzpatrick is a tough guy, unfair & makes you feel uncomfortable, "he is bullshitting".

Remember you would fail yourself, and not be failed by him. He would guide you and you have to be sensible to make best use of his guidance.

At the end I would sincerely thank Larry Piper, Ian Shea, Mike Webb. All the best to all of you.

[Anjan]

[Bachelor Boy]

Folks you must be thinking it's easy, as only few situations were asked, but do not forget, not everyone is a "legend".
Certificate Of Competency - Second Mate Class I
Oral Examination

Location: A.M.C
Date: 14/2/1997
Examiner: Capt. J.M. Fitzpatrick
Candidate: Tim Delves
Time: 1055 to 1125

And thence not without tempestuous thunder and lightning he did ask me......

Last Vessel; - What cargoes? What were the rates of loading? What Hazards exist when loading and in general? Is the hold of a bulk carrier a confined space? What procedures do you follow when entering this space? Where would you find information on procedures for entering a confined space?

Offshore Supply Vessels; - (I spent some time during my cadetship on a couple of these.) What was your role on board? Any anchor handling? Describe the procedures for handling anchors and shifting a drill rig. How many vessels involved in shift? Who was on board the vessels? Who was in charge throughout the operation?

Sextant; - Identify and give purpose for third, second and first adjustment screws. Discuss each error being corrected for by these screws.

Hydrostatic Release Unit; - What it is. How will it be rigged on a life raft set-up.

Colregs; - How do you determine if risk of collision exists?
What is a relative bearing? Why would/wouldn't you use this for determining R.O.C?
How do you determine if another vessel is making way?

I was to assume that I was keeping watch on my last vessel at night in clear visibility, one lookout on bridge wing and under auto-steering. Displayed the light configurations for various vessels with various aspects and at various compass bearings. Asked the separation distances of various lights. Also asked fog signals at random.

Action when approaching a vessel aground. (I nearly forgot I was on the Iron Pacific in these circumstances, so think about the maneuverability of your vessel.) I gave my action and he queried whether or not the situation was an emergency situation? How would you go about stopping your vessel? What is the emergency signal you will sound? What is the abandon ship signal?
Buoyage; - What system of buoyage does Australia come under?
   - What side to pass lateral marks, cardinal marks, etc. (Flipcards used.)
   - I.D. isolated danger marks, safe water marks, light characteristics, etc.

Flags; - Asked single letter meanings. (Include numeral pennants etc.) Asked what kind of vessel I would find various flags displayed on. (Particularly wanted to hear ‘U’ on a vessel aground.) (Flipcards used.)

Dayshapes; - Various shapes for different vessels. Couldn’t wait to show me the shape for a vessel aground! Asked about vessel R.A.M when engaged in dredging or underwater operations. What lights would it display at night? Is it req’d to display anchor lights? Why/Why not?

Fire fighting; - What extinguishers were carried on your last vessel? What of BCF extinguishers? What colour are they? Why are BCF extinguishers no longer being fitted to vessels? (i.e. looking for what hazard they pose.)

Result: Pass.

Thanks to all of my lecturers and peers who offered their support and knowledge throughout the Diploma/Cadetship.

Tootles!

Tim Delves
2nd Mate, BHPT.