Second Mates Orals Examination Questions and Answers As Supplied By Australian Maritime College Students from 2000 to 2003

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Date: 06-06-00
Time: 11.00-11.45
Examiner: Capt. J.M. Fitzpatrick
Candidate: W.M.S. Weerabahu

1) What do you understand by A.B.?
2) What are the duties of an A.B.?
3) What do you understand by systematic radar observation?
4) For collision avoidance how should your radar be stabilised?
5) Why do you take 3 or 6 minute time intervals for your radar plotting?
6) Which one is more accurate?
7) What does O.A. vector indicate?
8) What does W.A. vector indicate?
9) How do you come to know whether the target is moving or not?
10) Details about last ship.
11) Then started with flags, buoyage and day shape cards.
12) H.R.U. Where do you find this on board?
13) How do you mount H.R.U. for a life raft?
14) How it activates.
15) SEXTANT what are the adjustable errors?
16) One off the arc reading.
17) What causes the side error?
18) How do you correct it by day and night, which is the adjustment screw?
19) What is the use of chronometer?
20) Fire in galley which portable fire extinguisher do you use?
21) When you are coming to and Australian port how do you check your L.S.A. and F.F.A.?
22) What is the use of the yellow tag on portable fire extinguishers?
23) You are in the cabin, one of your fixed fire detectors has activated and you heard the fire alarm, how do you come to know which zone is on fire?
24) What are the stages of passage planning?
25) What is summer load line?
26) When can you submerge your summer load line?
27) What is D.W.A.?
2ND MATES  
MELWYN DARRYL DIAS  
4TH September 01  
CAPT: FITZPATRICK

1) WHAT WAS YOUR LAST SHIP?

2) HOW DO YOU USE TO BALLAST YOUR SHIP?

3) WHAT WAS YOUR GEAR ON BOARD?

4) CAN YOU LOAD MORE LOAD THAN YOUR SWL IF YES HOW?

5) HOW WILL YOU RIG A GUN TACKLE?

6) WHAT WILL BE THE MAXIMUM ANGLE WOULD YOU RECKON BETWEEN THE RUNNER WIRES?

7) FEW SITUATIONS, BOUYAGE, FLIP CARDS, FLAGS.

8) YOU SEE A WHITE LIGHT ACTION? (Do not forget to use a binocular to see the charactereristics of the light)

9) FFA ON BOARD?

10) AT 4 U SEE SMOKE COMMING FROM 3RD MATES CABIN?

11) HOW WILL YOU LOWER AN OPEN LIFEBOAT?

12) HOW WILL YOU COMMUNICATE WITH THE WINCH MAN?
1. What was your last vessel? (I told him oil tanker, but he asked me about the LNG ship I served on previously, then the oil tanker) mostly everything in detail.

2. How will you come to know if the other vessel is making way or not making way (I told him by the true vector on the radar).

3. So he said, what is the true vector?

4. Then he showed me the flip cards, the shapes and asked me what they will show at night, and when at anchor and fog signal?

5. He asked me on the flags, and there meanings? (the flip cards)

6. Then he asked me on the buoyage system? (the flip cards, on details, and where to pass, why, also the conventional direction.

7. Which buoyage system in Australia?

8. He told me you’re a second officer joining a ship, how will you come to know your previous second officer has corrected his charts up to date?

9. Then he asked me what is the Marine Orders.

10. Where do you find them?

11. What are the Marine Orders.

12. What are Notices to mariners?

13. What is the cumulative list to mariners?

14. What is the annual summary of notice to mariners?

15. What is the submarine indicator beacon, in detail?

16. Then he took the sextant and asked me what is this?

17. He gave me an off the arc reading?

18. What are the adjustable errors?
19. How do you adjust it for side error?

20. What about at night?

21. Then he said you have sailed as a cadet, you used to take position lines using the sextant, tell me the procedures.

22. How do you calculate the intercept?

23. What is the safety gear for cargo operations?

24. What is the anti pollution equipment? List them.

25. When do you use the oil dispersant?

26. Why would you get permission?

27. What sort of fire fighting equipment have you onboard?

28. Tell me about the ones out on deck?

29. What is the foam system in detail?

30. If there is a heavy leakage on the connection to the manifold, what will you do? Tell me everything.

31. Who will you inform?

32. What are the requirements of ISM for drills on board, and how often?

33. How often do you do an abandon ship drill?

34. What type of lifeboat did you have in your last vessel?

35. How do you do a man overboard drill?
In the name of Allah, the most merciful, the most gracious

Name :- Maktoum m. j. s. Al-Houqani
Examiner :- Cap. T.M. Fitzpatrick
Date :- 1st of June 2001
Time :- 10:55 – 11:45 (50 minutes)
Result :- Pass (first attempt)
Rank :- 2nd Officer (class I)

When I first entered the room he asked me to wait for him until he brings his cup of coffee, he went for about 2 minutes and then came back, and asked me to take a seat.

He asked me about my name, and started looking for my application, when he got it he then started with me strait away.

1. what was your last vessels? (I told him oil tanker, but he asked me about the LNG ship I served on previously, then the oil tanker) mostly every thing in details.
2. how do you ascertain risk of collision?
3. what is safe speed?
4. how do you determine safe speed?
5. what is lookout?
6. what will you do if you see a white light at night?
7. where will you take the bearing from? (I told him from the gyro compass repeater)
8. so he said suppose your gyro failed, what is your action?
9. where will you take your bearing from? (I told him the standard compass)
10. why you take a bearing?
11. so he said, will you adjusted for the error? (I told him no)
12. then he said, will you adjust the gyro compass for error? (I told no I wont)
13. why wont you do that?
14. then comes the situation <see the drawings>
15. how will you come to know if the other vessel is making way or not making way (I told him by the true victor on the radar)
16. so he said, what is the true vector?
17. he said, the sound signal is always supplemented by a light signal, which one? (I told him the maneuvering light)
18. then he showed me the flip cards, the shapes and asked me what they will show at night, and when at anchor and fog signal?
19. what is the fog signal for vessel at anchor other than the bell signal? (R_._.)
20. why she will sound such a signal? when?
21. he asked me on the flags, and there meanings? (the flip cards)
22. then he asked me on the buoyage system? (the flip cards, on details, and where to pass, why, also the conventional direction?
23. which buoyage system in Australia?
24. he told me you’re a second officer joining a ship, how will you come to know the your previous second officer has corrected his charts up to date?
25. then he asked me what is the Marine Orders?
26. where do you find them?
27. what are Marine Notices?
28. what are Notice to mariners?
29. what is the cumulative list to mariners?
30. what is the annual summery of notice to mariners?
31. what is the submarine indicator beacon, in details?
32. then he took the sextant and told me what is this?
33. he gave me an off the arc reading?
34. what are the adjustable errors?
35. how do you adjust it for side error?
36. how about at night?
37. then he said you have sailed as a cadet, you used to take position lines using the sextant, tell me the procedures?
38. how do you calculate the intercept?
39. what are the safety gear for cargo operation?
40. what is the anti pollution equipment? list them?
41. when do you use the oil dispersant?
42. why will you get the permission?
43. what sort of fire fighting equipment you had onboard?
44. tell me about the once out on deck?
45. what is the foam system? in details.
46. if there is a heavy leakage on the connection to the manifold, what will you do, tell me every thing?
47. who will you inform?
48. what are the requirements of ISM for drills in board, and how often?
49. how often you do an abandon ship drill?
50. what type of lifeboat you had in your last vessel?
51. how do you do a man over board drill?
then he said and suddenly

OKAY MR. HOUQANI I WILL QUALIFY YOU NOW AS A SECOND OFFICER

MY HEART NEVER STOPPED BEATING AND IT WAS A VERY HAPPY MOMENT OF MY LIFE. GUYS PLEASE WORK HARD AND YOU WILL GAIN EVERYTHING THAT YOU DESERVE.

I WOULD LIKE TO SAY, THANK YOU MOHAMMED AL-SHAMISI (2ND OFFICER) FOR YOUR GREAT HELP TO ME AND THANK YOU MOHAMED AL-KAABI (2ND OFFICER) FOR YOUR SUPPORT.

AND THANKS A LOT FOR ALL OF THOSE WHO HAS STAND BESIDE ME AT ALL THE TIME.

Also my best wishes to all of you UAE guys, and I’m sure that we are going to see you as a good and very fit officers in the feature you just need to work hard.

To all of you deck officers and engineering officers.

ahmed al-shehhi
ali al-naqbi
majid al-suwaedi
mohamed al-mansoori
saif al-muhairi
saif al-habbi
adel al-yaqoubi

mousa ali
abdulaziz al-zaabi
mobarak al-zaabi
abdullah bazuhair

brothers you just need to study hard, and know that the examiner is there to pass you and not to fail you, so just help him to do that, you must read about every thing. Be confidant and don’t panic. Your answers must be strait and forward, and ensallah you will have no problems at all. When you come to the situations, have some time to think, and do that so carefully, he wants to see you thinking and then relax and tell him how you will act. One more advice brothers the group study is so important, try to gather around and help each other, see how every person will answer such a question, he might raise a point to you where it’s concerned important, help each other on the situations, and discuss every thing and things about your last vessels, also always please double check your discussion like by referring to a book or so, when you have to argue regarding any thing about the situations or the rules of the road just open the book and see, confirm what should the correct answer be, and this will make you ensallah understand the rules better. Remember to go over and over every thing you study so ensallah you don’t forget and every time you read you will get better understanding. When ever you find something new, tell your friend about it so they can benefit you and benefit themselves. Best of luck to you. MAKTOUM
1. wO
   wO
   gO rO
   action? 
   what's her action?

2. wO
   gO rO
   action? 
   Why? 
   Fog signal?

3. wO
   gG wO
   Action? 
   Why?

4. wO
   Og wO
   Action? 
   Why? 
   Identify?

5. Or wO
   Ow wO 
   Or wO 
   action? 
   Identify?

6. Ow
   Or
   Action?
1) Last ship? Tanker.
2) What are you trading?
3) What cargo do you load?
4) How many grads do you load?
5) Australia in which region?
6) What’s this? (starboard hand buoy....) where will it be placed and where will you put it which side? When going out of the harbour where will it be?
7) Started playing with flip cards shapes, flags and buoys.
8) The master sends you to rig the pilot ladder, how would you do it?
9) The pilot is halfway up the pilot ladder and the pilot boat is away, the pilot falls overboard what do you do?
10) Do you have IG on board? What is it for?
11) Where is it placed on board?
12) How is the IG produced?
13) How does the IG go to deck?
14) What is the IG arrangements?
15) What does the tank atmosphere look like?
16) You say O₂ should be 8% or less by volume in tank atmosphere why?
17) You are in the cargo watch, where will you get the O₂ reading from?
18) Where is this reading measured from before it goes to the tanks?
19) While discharging you get O₂ reading in the cargo tanks of 10% what do you do?
20) What type of fire extinguishers do you have on board?
21) You have a cooking oil fire what type of extinguisher do you use?
22) Where are the CO₂ extinguishers placed on board?
23) You have a fire in the switchboard what will you use? CO₂
24) Will you use water? No.
25) Why don’t you use water?
26) What type of lifeboat did you have in your last ship?
27) What is the water sprinkler system?
28) Where will you use it?
29) When will it work?
30) How does it work? By the engine when you connect the gear.
31) So it works by the shaft? (maybe) the right answer is NO.
32) Will it work when the lifeboat is stopped? Yes.
33) So is it working with the shaft? No it works with the engine.
34) What is this? A Sextant.
35) Give me the reading. Reading of the arc. X 2 times.
36) There is a perpendicular error. What is this error?
37) How will you check the error if it exists?
38) What is dead weight?
39) What is the summer freeboard?
40) When can you load your summer load line?
41) There is something to indicate this thing on the ship’s hull. Explain it. He means the Plimsoll Mark. Explain what it looks like.
42) What is this mark called? The plimsoll mark.
I was waiting for the time but he get late about 10 minutes. When he saw me, he ask are you after me? I answer him yes I am.

He starts with the paper works about 2 min.

Q1) last ship? **Tanker**
Q2) where are you trading?
Q3) what cargo you load?
Q4) how many grds do you load?
Q5) how you ascertain risk of collision?
Q6) some time compass bearing changing when?
Q7) he starts with ROR situation? (In the attachments)
Q8) Australia in which region?
Q9) what this? (starboard hand buoy ....) where it will be placed and where you will put it in which side? and when you going out of harbor where it will be?
Q10) start playing with flip cards shapes, flags and Buoys?
Q11) you are in the bridge proceedings to anchor master like you to fix the vessel position?
Q12) you are at anchor watch, how do you fix your vessel position?
Q13) what is the transit light bearing?
Q14) where do you prefer the transit light bearing placed to know if you dragging anchor? If you have a tide coming from ahead of you (He mean by this question it's forward or abeam or in which direction will be)
Q15) now strong wind form ahead + the tide and you start to drag your anchor, what you will do? You are the OOW on the bridge.
Q16) the master send you to rig the pilot ladder how will go with it?
Q17) pilot half way of the pilot ladder and the pilot boat is away, pilot fall over board what you will do?
Q18) do you have IG on board? what is it for?
Q19) where is it placed on board?
Q20) how is the IG is produced?
Q21) how is the IG goes to deck?
Q22) what the IG arrangements?
Q23) how is the tank atmosphere look like?
Q24) you say O² should be 8% or less by volume in tank atmosphere why?
Q25) you are in the cargo watch, where will you get the O² reading from?
Q26) where this reading measured from? Before it goes to the tanks.
Q27) while discharging you get O² reading in the cargo tanks 10% what you will do?
Q28) what type of fire extinguishers you have on board?
Q29) you have cooking oil fire what type of extinguisher you will use?
Q30) where the CO\textsuperscript{2} extinguishers placed on board?
Q31) you have fire in the switch board what you will use? ... CO\textsuperscript{2}
Q32) will you use water? ... No
Q33) why you will not use water?
Q34) what type of life boat you have in your last ship?
Q35) what is the water sprinkler system?
Q36) where you will use it?
Q37) when it will work?
Q38) how does it work? ... by the engine when you connect the gear
Q39) so it works by the shaft? ... (may be) the right answer is NO
Q40) it will work when the life boat is stop? yes
Q41) so is it working with the shaft? No ... it's work with the engine.
Q42) what is this? ... sextant.
Q43) give me the reading? .... reading of the arc. X 2 times
Q44) there is a perpendicular error. What is this error?
Q45) how will you check the error if it is exist?
Q46) what is dead weight?
Q47) what is the summer freeboard?
Q48) when you can load over your summer load line?
Q49) there is some thing to indicate this thing on the ship’s hull. Explain it?
   He mean the Plimsoll Mark explain how it is look like.
Q50) what this mark call? .... plimsoll mark

He looked at me and say the word:
Mr. Alkaabi now I qualified you as a 2\textsuperscript{nd} mate.

- My first thanks to allah sebhanah o taalah
- All thanks to Mohamed alshamsi and Maktoum alhouqani for supporting.
- Many thanks to my 2\textsuperscript{nd} mate group for group studying and to all other guys.
- My special thanks to all the AMC staff for helping and supporting

Best wishes to all UAE guys who are doing 2\textsuperscript{nd} mate and also the Engineers...
Good lock for the rest of the students.

Mohamed Al-Kaabi
United Arab Emirates (U.A.E.)
Block-2001/A
Action?  
What action he will do?

GO    OR

Action?
Fog signal?  
How will you know if he making way or stopped?

GO    wO

OR

Action?
Closing in?  
He didn't take action?  
How big will be your alteration?

wO   O G  

Action?
Why?

wO

GO    wO

wO

Action?
What he will do?

RO

R O  

Action?
Oral Examination – 2 Mate
Captain M. Fitzpatrick / Verena Sidler / 04 Sept 2003 / Duration 58 min

General Hints

1. In contrary of what you may have heard and/or even experienced during your seafaring assessment, when it comes to the oral exam, Captain Fitzpatrick is straight forward and totally fair – but: do not try to bullshit or out-smart him. Due to his long term experience as an examiner he can gauge your knowledge and frame of mind extremely accurately and he simply cannot be fooled. (That is when his mood will turn very sour very quickly and you are out of there before you will know it)

2. He is not interested in the perfect textbook stuff (he has heard that many times before) recited in parrot-like fashion – but in clear, logical, practical and common sense answers. He wants to find out whether or not you are able to safely apply your textbook knowledge into a real situation which you could encounter as OOW at any time. (Textbook answers make him immediately really suspicious and that is when he will start picking your brain)


4. You do not have much leeway on knowledge regarding LSA – FFE – Gyro failure procedure / Magnetic compass / Variation / Deviation / Deviation book – MOB – Steering gear failure procedure – General bridge and cargo watch procedures (safety aspects of it) – but if you have done well in ROR, he will prompt you in the general questions if required, in order to keep you on track, so that you may come up with the right answer.

5. Remember, Captain Fitzpatrick does not want to fail you (that is what you do yourself) – he is paid to do the job of finding out whether you are competent as OOW or not, because after all it is his signature which will be on your Certificate of Competency. (He is not your enemy but rather regard him as a professional colleague and your last safety check before you will finally go to sea as OOW)

6. If you do not know the answer to a question, then tell him where exactly the relevant information can be found, which will most likely satisfy him. However, if you do not know at all, then tell him that rather than make something up – only fools do that.

7. For the general questions, he is not interested to see that you know as many minor details as possible, but that you have a good grasp of the concepts and the safety aspects involved and that from there, you are able to derive your actions & decisions in a safe manner and with logical reasoning. (Do not get "bogged down" in studying too many details or individual questions taken out of context, but rather concentrate on understanding the concepts)
8. Visualize your last 2 ships, remember what the procedures were and how you conducted them. Make drawings of spaces, decks, machinery, bridge, etc – this is very helpful. It is not necessary to study the vessel’s particulars in detail but be conversant with the relevant operations such as mooring, anchoring, emergency steering gear, emergency generator & fire pump, cargo operations, cranes, bridge equipment and life boats.

9. Approach your preparation studies in such a way, so that you can give the answers as concise and accurate as possible, containing the most relevant information only. This will indicate that you do understand the subject well and then Captain Fitzpatrick will fairly quickly change to another topic.

10. Captain Fitzpatrick asks all questions in a slow, clear, concise and unambiguous manner. Ensure that you are listening well and then think carefully before giving him your best possible answer. (It upsets him if you answer almost before he has finished the question. Therefore, even if you know what to say, just let a few seconds pass and then answer – pretend that you are thinking)

11. What helped me greatly during the oral exams (also in written) was lateral thinking and the connecting of related issues / experiences, which enabled the fast, clear, precise and logical mental processing / categorizing of a lot of information. (This skill is the product of a thorough understanding of the subjects rather than the memorizing of details and will be experienced by everyone, once a sufficient level of knowledge / understanding is acquired)
In support of the above statement, I wish to include the following comment:

12. Usage of the Orals-Preparation Books – although of great resource value, they are not the only key to your success. The isolated study of these books promotes memorizing rather than understanding because the questions are compiled as and intended to be a collection and therefore often do not appear in context or relation to each other, which makes it hard to obtain a good grasp of the subject. I used them initially as a guide, only to determine the priorities for the orals-preparation studies and finally, to randomly assess the depth of understanding and level of knowledge obtained.

13. When you are going to the exam, have all required receipts, original documents and copies ready in neat order (Note: to be spot-on but without over-doing it, you may even present the copies to him in an unsealed envelope, addressed to him). Be there at least 30 min. early, appear professional, do not attempt to shake hands with Captain Fitzpatrick and best call him “Sir”. (Note: the same applies to the sea time assessment, where he will get the first sight impression of you!)

14. Finally, my oral exam was conducted rather like an interview than an exam, due to the refined skill of this man to very accurately assess the state of mind and condition of nerves of the candidate. He will try to relax you and will not commence with the real stuff until you are sufficiently at ease and comfortable enough with the situation. And that is how it goes:
Oral Exam – Chronological Order / Full Version:

1. After looking at your AMSA file (in his possession), Captain Fitzpatrick will ascertain your identity.

2. After checking the originals of your AMC Certificates / AMSA Medical and exam receipt, he will ask for copies of these documents.

3. Then he will ask you to tell him about your last ship – keep it very short and to the point – no details of ship’s particulars but ship type / cargo type / area of operation. Then questioning will start to slowly ease you into the exam.

4. What kind of lifeboats did you have onboard?

5. You are in charge on deck of a lifeboat drill – the boat has been lowered into the water – tell me how you will recover and stow the boat back onboard.

6. Why do you finally winch the boat manually home and not use the electric winch?

7. What is a limit switch, what it its purpose on the davit and how many are fitted?

8. How did you conduct cargo operations – did you also have and use ship’s cargo gear?

9. How did you lash containers in the holds and on deck?

10. What does the CSC plate mean and what information can you find on it?

11. How are the surveys on container conducted under PES and ACEP?

12. Did you load dangerous cargoes?

13. Where do you find information with respect to separation / segregation of dangerous cargoes?

14. How can you recognize that container cargo has a subsidiary risk and what does this mean?

15. When stowing dangerous cargo – would you consider subsidiary risk too?

16. Suppose you are the OOW of a cargo watch loading containers and the AB comes and tells you that he observed some leakage from a container on deck – what would you do?

17. What was the SWL on the cargo cranes of your last ship?

18. Apart from the SWL information – what kind of safety devices will you find on a cargo crane?

19. Suppose you have a 36 t container on deck – can you lift it with the 35 t SWL crane?

20. What is the procedure and requirements to make that lift?
21. Thinking of your last 2 ships, which of the Marine Orders would in your opinion be pertaining to their shipboard operations (cargo and otherwise)?

22. In addition, what legislations and amendments to legislation will come into force in the near future, relevant to your last 2 ships?

23. How do you ascertain risk of collision?

24. Then he gave me about 20 ROR-situations on the magnetic board. Note: the ROR-situations in the Orals-Preparation-Books give a good guidance of what to expect.

25. In the context of above ROR-situations he also asked all manoeuvring / warning and fog signals.

26. He wanted to know the precise definitions of NUC / RAM / Vessel conained by her draught / Vessel engaged in fishing / restricted visibility / the meaning of at least 5 short and rapid blasts / and the "Romeo" given on the whistle of an anchored vessel.

27. How would you contact a vessel aground?

28. You said on VHF DSC CH 70 – but you do not know her MMSI number – what would you do?

29. Apart from radio equipment – what other means can you use to contact that vessel?

30. Now you are in contact with that vessel which is aground – what would you say and what would you ask that vessel?

31. Then he showed the buoyage flash cards and asked the meaning / application and light characteristics of every type of buoys.

32. Then he gave to every type of buoy a situation, asking of how and where to pass that buoy when, either coming from seaward or coming from the port.

33. Definition of a new danger?

34. How would a new danger be marked at the site for day and night / radar recognition?

35. Suppose you are the OOW on 0000 – 0400 hrs watch and according to the chart, you expect to meet a certain navigational buoy at a particular location but then are unable to detect it – what would you do?

36. Then he showed me the code flag flash cards and asked the meaning of about 10 – the most important ones – their letter and precise definition.

37. What are the Notices to Mariners and what information do they contain?

38. What kind of information would you get out of the Annual Summary of NTM?
39. What are the Marine Notices?

40. What are the Marine Orders?

41. What is the Navigation Act?

42. Why do we have the Marine Orders if we also have the Navigation Act?

43. How do you find out whether the charts on your vessel are corrected up to date?

44. What do you do if you find a chart not being up to date?

45. Suppose you find that the soundings at a particular location significantly differ from that on the chart – is there an obligation to report it? – to whom and where could you find the relevant form?

46. You are the OOW on 0000 – 0400 hrs watch and your ship starts listing – what would you do?

47. What information can be derived from the Gz-curve?

48. Observing the shape of the Gz-curve – how can you see whether your ship is going to be tender or stiff when at sea?

49. What is the reserve buoyancy and what is its purpose?

50. The Master ordered you to attend the surveyor during a loadline survey – what items would you expect that the surveyor would want to check onboard?

51. You are the OOW on 0000 – 0400 hrs watch and suddenly the Gyro compass alarm is activated – what do you do?

52. Without the function of the Gyro compass – how else can you determine risk of collision and fix the vessel’s position?

53. Do you apply the compass error when you are taking bearings to determine risk of collision?

54. At 0415 hrs you walk through the accommodation and you notice smoke coming from underneath the door of one of the cabins – what do you do?
1) ROR should be 100% x

2) How do you Asertain Risk of Collision Exist

3) What do you understand by Safe speed

4) What is Aspect

5) Everything about Sextant and all the arc reading

6) How do you correct Charts

7) How do you know charts are affected for Corrections

8) What are Notice to Manners, Marine Orders, Marine Notice

9) How do you plan a passage "Everything you know"

10) Duty on bridge U/T a ground what will you do

11) Fire on Electric board switch which Extinguisher you will use

12) If you press alarm in the alleyway for fire what will happen

13) He will ask about your last ship

14) CRT of last ship

15) Type of ship
16) If she is a bulk carrier, he wants to know what cargo and if dangerous cargo which books you would refer.
17) What precaution when loading cargo
18) In what mode you should have your Radar for Collision Avoidance
19) In good visibility you see a target on the port bow 3 points but on Radar it shows on starboard side what could go wrong
20) How will you tune your radar
21) What buoyage system Australia follow?
22) Where was your emergency fire pump on last ship
23) What you understand by GZ Curve
24) FWA, DWA, TPE
25) Duty of officers in port
26) Tender ship and shift ship - yes, correct.