

AD

Date- Friday 21/11/14

Examiner- Mr. Bates

Result- Pass

Time- 1315

I travelled to Liverpool the night before and stayed in the Nunnery, good breakfast and the Nuns are sound. I don't advise staying the night before now I look back as I had a long wait in the morning in which time the nerves build up. After the first 5 minutes in the office the nerves disappear. Bates asks straight forward questions but sometimes I found it hard to figure out the answer he wanted from it. So the questions I can remember as follows.

1. Ok you join a ship as a new third mate and you see a gangway with no safety net and no watch man. What are your thoughts?

I just talked about ISPS and that if this is not up to scratch then what else on the ship is lacking. Also mentioned I wouldn't go up the gangway until it had been correctly rigged.

2. You're the OOW in port normal deck watch no cargo.

I went through the standard answer but I put my foot in it by mentioning auto-tension winches for my mooring lines. He picked up on this and absolutely grilled me about how they work and what everything means. I didn't know that the SWL of a line is 1/6th of the breaking point of a line. This is what he wanted me to say but I was waffling on about rope deterioration. In the end I said I didn't know what he was after and with some grumbling he moved on.

3. ISM What is it?

I was relieved when this came but as it gave me a chance to redeem myself. Just smashed through everything I knew about it. At all levels of management, safety officer roles, the objectives, DPA, implementation and examples of how it effects the job. Think he was more than happy with this as there was no grumbling.

4. So you're in port on a Sunday and there is no cargo ops so Cpt has given everyone the day off. You see the 3rd Engineer walking down deck with soft soled shoes on. Actions?

I just said I would send him inside and tell him to get some safety shoes on. To which Bates said but there is no work going on. I just said it doesn't matter and the slip/trip hazards still exist so they must be worn at all times outside. Bates then said so I'm the Cpt and I want to go sunbathing on the monkey Island do I have to wear a boiler suit? To which I replied well you shouldn't be going on the island except for essential work due to it being aloft. I couldn't think of which code to reference so I didn't.

5. Passage planning. Standard question and response. Including where does it say we have to have one.

6. General alarm and your initial actions as OOW. Fire in the galley.

I got a bit turned around on this question as I started saying boundary cooling, SAR ect. As if I had the whole crew at my disposal but he mean't I was stood there alone and it was up to me to fight it alone. I was cautious of saying i would go in without BA or comms but I said if it was safe for me to do so I would. Use fire extinguisher, failing that the fixed Co2 system ect.

7. Pre-departure checks. Went through the kit on the bridge and he stopped me at GPS. What are the errors involved with GPS?

I kicked off with multi-path and explained that it was to do with the signal reflecting off buildings and cliffs. He then said is that not Radar? I knew it wasn't so I stuck to my guns.

8. I can't remember my last question but I'm sure there were only 8 before the ROR. It doesn't sound much to only have 8 but he grills you on different aspects of them so much so that I can't remember all of the little questions he asks during.

ROR

I will just tell you the situations I had as I'm sure you all know the answers by this point in the game. Bates always wants the actions and responsibilities of BOTH vessels.

1. Overtaking situation. He doesn't tell you it is but you have to tell him. The he wants the responsibility of each vsl and the action to be taken.

2. Sailing vessel port side crossing.

3. How do you transit through a TSS? What can't you do? How do you know that you have to follow rule 10?

4. Smarties Board red over white and another white light to the side. He told me I had acquired it on ARPA and there was no vector. So this ruled out it being a stern light so i said it would have nets extended over 150m. He asked what else could it be doing? I said it could be at anchor. But the white light is not an anchor light. He then tried to get me to say that a fishing vsl does show anchor lights. It doesn't so I didn't

5. End on situation. You have to tell him thats what it is and that risk of collision probably doesn't exist but you would check by all means.

6. Smarties, Sailing vessel with combined lantern.

That's all I can remember from the exam. I had no buoyage or restricted vis.

Bates can be tough with you but he occasionally pushes you in the right direction, but I would say that if you know you're right on the ROR then don't change as he spends more time messing with your head and getting you to change.

I would like to say a big thanks to all of the lecturers and staff at Fleetwood for 3 fairly descent years. Big shout out to Mr. Ward, Mr. Ashton, Mr. Lepart, Mr. Stringfellow, Cpt. McNamee and of course the Legendary Mr. Jowett. EASY THESE ORALS AREN'T THEY? Nah jokes they're a right ball ache