

BR Vs Captain Hilliard

23-09-14-Liverpool

Pass

Drove down to Liverpool with a couple of other guys in the class and stayed in the Premier Inn-Liverpool North, fairly pricy but good rooms , with evening meal and breakfast included.

Left for the MCA centre in the morning, my exam was not until 1445 so just sat in the car all day trying to cram info in and stop the nerves.

Went into the centre at around 1430 to wait. After signing in I picked up a copy of Seaways in the reception and tried to read it, however my nerves wouldn't let me. I was called into the exam room at around 1500. Once we got passed the formalities I sat for around 10 minutes in silence whilst Hilliard went through my discharge book and filled out the NOE. Then the questions started

How does a HRU work? Blade cuts at 1.5m-4m, Sinking ship pulls on painter and inflates, Force exerted breaks the weak link and allows liferaft to float free

How would you set up a Radar? Gave him the whole jazz ,

Which is better, autotuning or manual- Told him auto, he just grunted and pulled a face. Even though he told me later it was the right answer

Asked about sea clutter and rain clutter- Told him the difference and how it worked, seemed happy and moved on

What mandatory publications should there be on the bridge- Gave him the list of 13. He then asked me about a few and what they contained

What are Temporary and Preliminary notices

What is on the first page of NTM's. I didn't have a clue so I just said contents, he then gave me the dirtiest look ever!!

How to correct a chart, sailing directions, list of lights

How I would know chart is corrected up to date- gave him chart maintenance record and he seemed happy enough

Asked what MCTC was

What pre departure checks would you carry out?

How would you carry out a steering gear test, what would you look for whilst doing it

Difference between NFU and FU

Why do we use NFU- Honestly didn't have a clue and gave him a ridiculous answer saying it could be used to slow the vessel down using rudder, WTF was I thinking, I thought I had failed saying this haha

You receive a warning for a storm, what are your actions- Inform everyone on board, ensure all watertight doors are closed, inform galley and ER, Ensure containers are secure

After the storm you notice a vent cover from the forecastle is now by the accommodation, what do you do- Inform chief mate, Check for more damage up forward and any water ingress, if damage is severe inform company

You lose containers overboard in the storm, actions- Send out a securite on VHF dsc informing vessels in the area, Inform captain, company, seemed happy and moved on

How to rig pilot ladder for vessel with 10m freeboard- Combi ladder etc etc

Contents of lifeboat

How to launch Davit launch liferaft

How would you walk through a watertight door

You receive a distress on VHF DSC, actions

You sight the vessel sinking, it is a force 9, actions

Would you launch the rescue boat in these conditions?

You recover the vessel's crew from the water, what would you be looking for?- Hypothermia

Signs of Hypothermia?

How to launch and recover rescue boat- The key thing Hilliard wanted mentioning in this was the limit switch,

Objectives of ISM CODE

Role Of Ship Safety Officer

Role of the DPA

When to report to DPA

RULE OF THE ROAD

Gave me a Towing vessel with tow exceeding 200m on my port side, actions- Stand on with caution

Towing vessel isn't altering, actions- Sound 5 short rapid blasts, call master

Still nothing, master has told you to deal with it- Sound 1 short blast, bold alteration to STBD, parallel course, re-assess situation.

Same vessel, One point abaft of beam—Same situation, same action

Sailing vessel crossing port to stbd, -- I Am give way, alter to port pass astern of her

Vessel RAM, night and day signal, fog signal, action

Fishing vessel—I am give way, alter to port, pass astern

Gave me a vessel overtaking, explained the procedure to him

Gave me a radar plot, Relative vectors, One vessel doing same course and speed , no risk of collision, One vessel same course, converging, risk of collision existed, Altered to port as the vessel was stern of me on STBD quarter.

Gave me a south cardinal ,mark and told him everything.

He then grunted for about the 100th time and pulled a funny face. I thought I had failed, He then said ' When you come back for your next exam, you need to explain sea and rain clutter better, and definitely use auto tuning' My heart had sank when he said that as I thought he was talking about a resit. He then said 'but you've passed so that doesn't matter' I seriously could have kissed him. When he left the room to copy my NOE I did a little victory dance.

Hilliard is a pretty scary bloke, if you have him don't look at his face when you answer questions or you will think you have got every one wrong. As he just grunts and twists his face. Try not to be extremely nervous, Its easier said then done but it helps a lot. Don't rush your answers, the examiners are there to pass you and they understand what its like to do the exam as they have been there before

Massive thank you to , J Ward, T Jowett, D mcnamee, D Eccles, S parvez and all the other teachers who helped us along the way.

Good luck to all those reading this about to sit the exam,