

Orals Report – IM June 2015

Examiner: Captain Jobair

1 hr 20 mins, felt longer.

Well, the nun B&B was weird. Just get a Premier Inn or something would be my advice. I'll try to remember as many of the questions as I can.

You've joined your first vessel as third mate, how do you expect to be familiarised when you arrive?

I briefly mentioned that when arriving I would be looking at the condition of the ship to give me a rough idea of how well maintained it is, gangway rigged correctly (no specifics), dropped in the ISPS code in the hope we would go on to discuss that and kill some time, he basically said get back to the question, so I went on to discuss a familiarisation within 24 hrs, comprehensive tour, muster lists, FFE + LSA. He then asked, "who is responsible for this familiarisation being carried out?" I said the chief mate or Master signed ours on my ships, stuck with that.

You're midway through your familiarisation but the chief mate insists he is too busy to finish it off, where will you find information on LSA etc to inform yourself?

As soon as I said Solas training manual he wanted to move on, added in that I wouldn't be happy with my familiarisation not being fully carried out by a responsible person who is familiar with the ship, would report it to the master. He didn't seem interested.

You're OOW on deck watch in port on a container ship. Duties? Responsibilities?

Now you're on a tanker, what safety precautions are taken?

One of your tanks reaches a dangerously high level, how will you know? High Level Alarms

All of your tanks are half full, any issue with this? Spoke about FSM and described it.

Ok, you're getting ready to leave port, prepare the bridge for departure.

Was waiting for Steering gear test. I went through all of the equipment, tried to talk about errors etc but he moved me on until SG.

How would you set up the Radar? I didn't answer this well, he wanted to know what you would tune before doing the Performance monitor, I could only name Gain and Brilliance. We stuck on this point for a while, couldn't see what he was getting at. I gave some rubbish answer about making sure your radar is picking up small objects such as buoys. He moved on.

Method of pos'n fixing coastal? Radar set up? Method of Pos'n fixing deep sea? How would you know pos'n plotting interval?

You're deep sea on the bridge at night with your lookout. Fire alarm goes off on the panel indicating the Laundry – Actions.

What would the master have expected you to have done before he reached the bridge?

This led on to GMDSS, fml.

You receive a distress in A3 by Sat-C, actions?

It turns out to be 40 miles away, actions?

What else would you expect to have received a distress on? Actions

You mentioned GMDSS Log book, what goes in there?

You're in A3, what equipment would you be carrying?

You see this vessel dead ahead, smartie board showing V/L Aground over 50m, actions?

What other equipment would you detect this on?

I said AIS, status "grounded", he said "that's one, any others?". I guessed Radar, that wasn't it. Awkward silence ensued. He moved on.

What do you mean, "Navigational risk assessment"?

Launch a conventional liferaft

It has inflated upside down, how would you rectify this? Flashbacks to phase one in the tank doing that flip manoeuvre with the ladder. Described that.

One side of the liferaft will always be lower than the other if it is upside down, why is this? Wasn't sure about this, said that it must be weighed down somehow. He asked how. I said (LOL) 'Maybe it has lead sewn in to it or something, I'm guessing here'. He looked at me like I'd just punched one of the nuns from the B&B, I then guessed that it was the weight of the canister after some more awkward silence, he then moved on, guessing this is right?

Gave me a HRU, asked about how it functions, asked me to show how I would rig it.

Tell me about some of the mandatory drills you carry out on board, how often are they carried out? I could only remember like 3 drills for some reason, total mind blank, he didn't seem to mind, asked straight away how often an abandon ship and fire drill are carried out.

Pilot is coming on board, tell me about the checks you will carry out to deem it safe?

Forgot to mention COSWP. Gave the requirements of a pilot ladder.

The pilot is leaving, you mentioned you had a heaving line, show me how you would tie a Bow Line, gave me a piece of rope.

Thought to myself "quality, this usually means the exam is over", then realised we hadn't done any ROR or buoyage yet, bit of a gutter.

Gave me a Radar plotting sheet with two dots on it, one with the time 1012 next to it and one with the time 1015 next to it. "Can you complete the plot for me please and label it."

Told him I needed another dot for 1018 to complete the plot. He asked, where is this written? I said don't know, just remember from my Nav Aids class that I need a minimum of 3 plots. He then put a third dot on and I proceeded to complete the plot. Pretty straight forward, when he saw that I had put on **WA** he stopped me, asked its rough aspect, what it was doing. It was for'd on the starboard side, crossing starboard to port.

You're now in RV with this target. Actions? Paraphrased the whole of Rule 19, more to keep myself right than anything else. Pretty straight forward but was still scared to say the wrong thing.

Mixture of smartie board and wooden ships from now on.

PDV crossing stbd to port, responsibilities of each vessel

V/L overtaking, 5 miles away, collision course, actions

One thing I would say here is that he wants you to call the Master pretty much straight away as the other vessel isn't taking appropriate action. I said I'd stand on with caution for too long I think, he asked when I would do 5 blasts, flashes.

He then moved the overtaking vessel up alongside me, then passed me (on the stbd side), then said "Ok so this guy really wants to get over to port" and then put him in a crossing the bow aspect. I said that an overtaking vessel can't become a crossing. He tried to make me doubt myself, repeated my actions from overtaking about calling the Master, 5 flashes, blasts etc and stuck with that. He pushed a bit, but moved on when he was satisfied I knew it hadn't changed to a crossing.

Fishing vessel engaged in fishing other than trawling, gear extending over 150m. Sound signal.

Vessel CBD crossing port to starboard, define CBD

Lined up some buoys, Special mark (port hand), preferred channel to port Region A, West Cardinal, Isolated Danger Mark. With buoyage, heading south

I can't remember much else at the moment.

He then sat and stared at me, said "Ok so I have finished your exam"....."And on this occasion"...

He had a really sad/disappointed, torn face on at this point and after between 5-10 seconds he whispered "You've passed."

I literally exhaled, thanked him, then bailed. My only advice is to try and stay relaxed, I lost my cool as soon as I checked the time on my watch and saw how long I'd been in at like an hour in, so maybe don't do that. If you don't know something, try and bring up something

relevant to that subject about a previous ship, it jogged my memory once or twice. If it's not a failing question, just say "I don't know sorry."

Cheers Jowett, Leppert and Ward, good luck to the rest of you.