

# Orals Report

Name: BH  
Sponsor: RFA  
Surveyor: Keep  
Date: 2nd July 2015  
Duration: 45 Minutes  
Result: Pass

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This is most of it but I have probably forgotten some and I know the order is wrong.

Arrived in the car park in plenty of time and buzzed into the building ten minutes before as per the instructions outside. I was expecting Jobair as the other two prior to me that day had him. So when somebody different opened the door my mind started racing, shouldn't of made any difference really so my advice here is don't fixate on any particular examiner even on the day as nerves are so high anything can throw you off. Turns out Keep really is a gent plenty of guidance when I wasn't sure but didn't move on until I gave a satisfactory answer. Even refilled my water glass after I had nervously sipped away.

He started by taking my Discharge Book and Passport as well as my TRB and NavOps workbook he checked my details then started looking through my work whilst asking a few general questions such as:

**Who is your sponsoring Company?**

**Are you planning on staying with them?**

**What is the longest voyage you have done?**

**Have you completed all elements of FD?**

*I had my FD letter from Jonathan ward with me and asked if he would like it*

**When did you first go to sea?**

**How much sea time do you require?**

*At this point although he did not say I assumed the exam had started as he was checking my knowledge of the NOE criteria.*

He Started looking though TRB and NavOps workbooks, he referred to them a frequently during the exam and was often reading things as I was answering although I could tell he was taking in everything I was saying as he nodded when I answered correctly and look quizzically at me when he wasn't 100% sure about my answer. He paid particular attention to monthly reports from the Captain and Training Officer.

**How do you know to abandon ship?**

*I answered simply by saying it is a verbal order given by the Captain. He nodded, I thought I could see where the initial question was going so was pleased it was something I could give accurate succinct answers at the beginning.*

### **In an abandon ship scenario how would you launch a Tempsc?**

*I started with boat stations alarm went on to mustering and checking peoples warm clothing etc. Said prior to launching would consult bulk head instructions to ensure nothing was missed. Then said this is how it was on my last ship as we had a stowage and embarkation level to contextualise my answer then went through slowly and methodically to make sure I missed absolutely nothing out.*

### **Where does it say the ship needs a planned maintenance system? And why do we have to comply?**

*Planned maintenance is part of the ships Safety Management System which is required as per chapter IX of Solas.*

### **What was your Companies SMS?**

*It is a digital document called BR875.*

### **What does BR stand for**

*I said book of reference which is correct, maybe this was a dig at me using company specific abbreviations or maybe he was just interested.*

### **He put a tidal stream arrow on the desk stating what it was, I assumed we were on anchoring but first he said what is the difference between tidal stream and current?**

*I said tidal streams changes strength and direction with the tidal changes and currents are more permanent water flows due to water temperature and prevailing winds. I had more but he seemed satisfied and I left it there as I didn't want to be dragged into deep discussions about phases of the moon or Monsoons.*

He moved on to what I had assumed was coming next. **Take a ship to a single anchor from bridge perspective including planning.** Halfway through I asked if he wanted Focsls actions at the same time also (as I am confident with that), he said nicely said no there is no need. This was my one attempt to lead to an area I was confident in.

*I talked through expected time at anchor met conditions, holding grounds, depth of water, manpower requirements anchor watch requirements, briefings. Then went through approach stemming the tide when to drop the anchor, I how I would expect it to lead and how we would know it was brought up.*

### **Where does it say what equipment a bridge should carry and how does it vary with varying sizes of ship.**

*I said Chapter V Reg 19, I started going through equipment.*

**Stopped me at radar and asked the differences?**

*I talked through why X band is required then the differences between X and S, frequency band, which radar is best for various tasks.*

Radar plotting sheet.....

**How fast do radar transmissions travel?**

*I said speed of light which he was happy enough but it side tracked him slightly.*

**Two aircraft one heading towards you, one away which one would perceive the radar transmission speed as slower?**

*I said the one going away as the other would be closing on the transmitter, he said but surely that doesn't tie in with what Einstein said about the speed of light. Physics isn't my strong suit but assumed I probably wasn't in Pass fail territory he was more probing about my general knowledge to get a measure of what type of person I am. So I was trying to cast my mind back to my physics lessons but I am afraid I can't remember, not wanting to come up with some bullshit made up answer.*

**Do we radar plot anymore?**

*I said not at sea as ARPA fulfils this requirement however we are still taught how to do it as it gives an understanding of what ARPA is doing and a better understanding of relative motion*

**True vectors is there an own ship vector?**

*Nice simple no.*

**Put a vl on my S/board side on the beam true vectors what is its aspect?**

*Nice and easy, I just put the v/l model on-top of it's vector, apparently somebody recently struggled with that.*

**Added a relative trail, does your ship have a trail?**

*I said no it doesn't.*

**Why not?**

*I wasn't sure on this but confidently said well as it is relative then relative to yourself your speed is 0. He seemed happy enough.*

**Gave the V/L to starboard a relative trail Out on its starboard side what does this indicate?**

*I said it indicates it is closing on us otherwise the trail would be on the other side.*

**Is there a risk of collision?**

*Yes, but with true vectors of is hard to tell exactly when just from visual inspection*

**What would be your action Action?**

*As this was the first RoR I went into a lot of detail explaining my rational. Started by*

*saying crossing situation quoting parts of the rules 7, 8, 15, 16 but not any rules in there entirety to demonstrate understanding without digging holes.*

**How would your actions differ in restricted vis?**

*Used the same approach explaining what I would do and why, quoting the relevant parts of rule 19.*

**He then went back to details about radar, What is the size of radar beam?**

*Standard 1° and 30° answer.*

**Why so much more vertical extent?**

*I floundered a little here and he held out his arms showing an impression of the radar beam. Then the penny dropped I said about losing v/l as close in if angle was smaller, he said yes and it accounts for v/l motion as well.*

**What types of cargo do bulk carriers carry?**

*Just listed a few common ones coal etc.*

**What is the stowage factor of cotton?**

*I wasn't specific about numbers just said you would fill the hold but with very little weight of cargo.*

**Where consumes the majority of coal and iron ore?**

*Where is it mined from? Again just probing about how much general knowledge I have.*

**What does the imdg code apply to?**

*Dangerous good carried in packaged form.*

**How are DG categorised?**

*Listed of the 9 categories and he seemed happy enough.*

**What info would you expect when receiving a container to load?**

*Talked through a few items and some details about planning, location etc.*

**He said you mentioned UN numbers what is that abbreviated from?**

*Brain fart..... I said Unique Number he gave me a quizzical Look and said um what would it mean if said in every day speech. Then my memory came back and I said United Nations Number as it is an IMO publication at which he nodded.*

**When I said United Nations he nodded and asked how they are involved in shipping.**

*I talked briefly about the IMO, nothing specific.*

**Then where are the UN based? Again just testing the waters.**

*Moved on to Stability the below questions I gave quick definitions to and he moved on quite happily.*

**What is G?**

**What is M?**

**What is Lol?**

**How would you correct Lol it?**

*Press up tanks to remove Free Surface and ballast low side first.*

**Looking through my ops workbook showed me a phot of a container on a crane asked where the Center of gravity would be if it wasn't suspended? Where does gravity act when it is attached to the crane?**

*Initially flapped a bit, but a few hints and I got to the head of the crane eventually.*

**What is included in the planning section of APEM?**

*Kept talking listing things off and reason for inclusion until he had had enough as he put a buoy down.*

**Put a starboard hand lateral mark pref channel port region B, what is it?**

**Where is region B?**

**Who maintains lights in the UK?**

**How is the cost covered?**

**Who is the money paid to?**

*I got this one wrong and said department of transport, he said no, directly to the port but didn't seem fussed I was wrong.*

**Back to buoy .... you said it is a starboard hand lateral mark pref channel to port.... In what circumstances would you leave it to port?**

*When going out of port or against direction of buoyage as per the chart (then after a when else prompt) if a sml V/I not following preferred channel.*

**Smarty board, pdv on my port side crossing what are your responsibilities?**

*Talked through rule 17 in order making sure I got the key Shall May Shall in. Also fed when to call the master and actions prior to him arriving on the bridge eg man on the wheel engines etc.*

**You are launching and recovering aircraft what do the rules say about this?**

*Defined RAM.*

**Ok you are RAM launching and recovering aircraft then gave me a RAM v/l ahead me on his S.Board side, actions?**

*Said no decisions without the Master then discussed various options stating both v/l's would have due regard to their condition. Mentioned various options.*

**If you weren't RAM actions?**

*Said unless I knew a reason why not to eg survey gear I would pass round his stern therefore (standard taking action answer)*

Stood up suddenly while I was still explaining RAM and said congratulations you have passed your exam and shook my hand.

Was in and out in 45 mins have never sweated so much.

The orals prep team know what they are doing follow their advice, do the reading early on an it will pay dividends when your mind goes to mush in the last few days. Use the evenings but remember to switch off occasionally. Many thanks to all the lecturers, particularly Wardy, Tom Jowett, Craig Leppert and Dave Macknemie who gave plenty of extra tuition despite being sabotaged on numerous occasions.