

BY V Blair
17th June 2014 @ 1445
Duration: 35 Minutes
Result: PASS

I went into the building at around 1425 and signed in. Blair came out and took my TRB and work books and told me there would be a slight delay as we were waiting for the room to be free. He came out and took my discharge book and passport and we went into the room just after 1500. I may have forgotten a few questions in this report but have tried to be as thorough as I can as I know the past papers can be helpful, also these may not be in the same order as they were in the exam.

He started by saying that I was an Anglo Eastern cadet and asking which ships I had worked on. I said I was on Rio Tinto so bulk carriers around Australia and China. He asked what nationality officers I had sailed with and I said Indian Officers but I had sailed with a British second officer. He then said that the exam would follow the OOW syllabus and asked if I had seen it. I said yes and he said we would start the exam with cargo and stability as I had sailed on bulk carriers.

1. How would you monitor the cargo work on deck?
Gave the standard answer of cargo duties and that I would also keep a deck watch, explained this.
2. What would you look for on security rounds?
That only one means of access was being maintained and that restricted areas had not been entered (seals intact)
3. He asked how I would know it was a restricted area?
It should be marked on the door and it would be in the Ship Security Plan
4. Did I have access to the ship security plan?
No
5. What's the IMDG Code?
International Maritime Dangerous Goods Code
6. Do you use it on bulk carriers?
Yes, if the cargo is hazardous
7. What other document is required for hazardous cargoes on bulk carriers?
IMSBC Code
8. What does that contain?
General safety precautions for bulk carriers and schedules for bulk carriers which includes their stowage factor, precautions, cargo group etc.
9. How would you know if you could carry a dangerous cargo?
Certificate of Fitness
10. What's the alpha flag?
I have a diver down, keep well clear at slow speed.
11. What's the effect of free surface moment in the ballast tanks?
Mind blank, gave a rubbish answer but it should be virtual loss of GM.
12. How would you know the SWL of a crane?
It would be marked on the crane itself or in the certificate
13. He said if it stated the breaking strain on it what would the SWL be?
I said it was a third of the breaking strain?! He said wouldn't it be one sixth, I said erm... yes? But I could have looked in COSWP (Probs. Best not to Bullshit)
14. Did you have cranes on your vessel?
Yes, but just the provisions cranes, moved on.
15. How would you look after rope?
Storage, avoid chaffing etc.

16. How would you avoid the rope chaffing?
Wasn't really sure about this so said that as the mooring lines are always being slackened and tightened it's unlikely the same bit of rope would be wearing all the time. Then I said that you could weld a plate over the rough edge (as we had done this on our vessel) or put a binding round the rope. He said you could have used soap?
17. Gave me a HRU, asked me how you would fit it to the liferaft?
18. So, how does the HRU work?
19. What lifeboats did you carry?
Freefall Lifeboat
20. What equipment would you expect to find in a lifeboat?
Rattled off a handful of the items from the list and then before the silence got too awkward said that I would find the rest in the LSA Code or the maintenance manual.
21. How would you indicate your position in a lifeboat?
Signalling Mirror, SART and Pyrotechnics
22. What pyrotechnics did you carry in the lifeboat and how many?
6xHand Flares, 4xRocket Parachutes, 2xSmoke Floats
23. What colour is the smoke?
Orange or a highly visible colour
24. What precautions would you take before doing maintenance on the Freefall Lifeboat?
Fall Preventer Devices, Check the Maintenance Manual
25. Are there any risks associated with that?
Realised what he was looking for and said I would do a Risk Assessment.
26. How do you do a Risk Assessment?
Identify hazard, risks, likelihood and consequences, then implement safeguards
27. Where would you find out about Risk Assessments?
COSWP Ch. 1
28. When would you do a Risk Assessment?
All ship ops should have a standard risk assessment which you would review before doing a job, and then any hazardous situations.
29. What's the difference between a permit to work and a risk assessment?
Permit to work is implemented by the risk assessment to put in place further safeguards.
30. How would you prepare for enclosed space entry?
Roughly explained all the things that are usually contained in the permit e.g. informing, preparing rescue equip, posting a person standby
31. What about communications?
Had forgotten this, said I would determine the communications interval and test communications.
32. What would you do if you didn't receive communications by the given interval?
Rescue Team would don BA's to make entry because even if it is only communication failure should treat it as an emergency situation.
33. What would you do before making entry?
Raise the alarm
34. You are walking around one night and you see a fire in the galley deep fat fryer what would you do?
Raise the alarm, attempt to fight fire with foam extinguisher, if not possible, shut ventilation and join muster.
35. Did you have any fixed fire fighting installation?
Yes, CO₂ but I wouldn't use this as it is the Master's decision to use this.
36. Why is it the Master's decision?
Because until the Muster is taken you don't know if there is anyone still in the space and it is

- a 'one shot' extinguishing medium. (Not sure if I was correct in originally saying I wouldn't use it but I think I backed up what I had said enough as he moved on)*
37. What would you use the International Code of Signals for?
For communicating with another vessel such as in distress or search and rescue.
38. What are the green pages for?
Medical
39. How would you passage plan using ECDIS?
Started with a quick explanation of appraisal then to planning, that before I started planning I would set my safety contour and depth and my cross track, so that if I planned the route over a danger an alarm would be given.
40. What other ECDIS alarms are there?
Gave a few examples e.g. off course, crossing shall contour, loss of position
41. Position; what does ECDIS get a feed from?
GPS, Gyro, Speed, AIS and RADAR
42. What does ARPA do?
Takes the analogue data from Radar to give digital information about ships course speed etc. by assigning tracking gates
43. What inputs does ARPA have?
Heading, Speed etc.
44. Speed through water?
Either speed through water or speed over the ground, depending on which input you use.
45. Which would you use for collision avoidance?
Speed through water
46. Why?
Gave some rubbish answer about it gives the movement of the vessel in relation to the water, he didn't look too impressed, mentioned something about aspect and he moved on.
47. Have you seen that type of azimuth ring before (the one that's in college)?
Yes, but I don't know what it's called
48. What type did you have on your vessel?
Again, I don't know what it's called, gave a really feeble explanation and he moved on.
49. When do you do compass errors?
Once a watch so every 4 hours and after a large course alteration
50. Why do you do compass errors?
So you can use your magnetic heading if gyro fails (he ended up guiding me to this answer a bit as I went round the houses to get there)
51. What is deviation?
Fluffed up the first part of my answer so stopped and started again and said it was the error in the compass caused by ship's own magnetic field.
52. So how do you correct it?
Adjust the correcting magnets on the binnacle.

Was glad he moved on at this stage as I could see my concentration slipping and my answers were becoming less concise.

ROR and Buoyage

May have forgotten a few more questions in this section as there were quite a few. Put a ship model in front of me and said you are the OOW carrying out a safe navigational watch, how do you do that?
Gave the standard answer from BPG, MGN 315 etc.

53. Lights of a Pilot Vessel viewed from starboard side on my port, actions?
Take a series of compass bearings to ascertain if risk of collision exists and stand on.

54. How would you determine if risk of collision exists?
Steady compass bearing or changing compass bearing but at short range, large vessel or tow
55. Fog Signal?
56. Sailing Vessel (same position), actions? *2 short blasts, alter to port*
57. Fog Signal?
58. Put one port and one starboard buoy out, you're now in a narrow channel, sailing vessel in same position what do you do?
Stand On with caution
59. Why?
I would expect her to not impede my passage
60. You are still in the narrow channel; you wish to overtake this vessel ahead?
I would sound two long followed by one short indicating that I wish to overtake her on her starboard side.
61. What would she sound if she was in agreement?
One Long, One Short, One Long, One Short
62. What if she didn't agree?
She wouldn't sound anything unless I started to alter then she may sound 5 short and rapid blasts.
63. Are you going with or against the direction of buoyage?
Paused, I would have to know where the safe water mark was
64. Would anything else tell you?
After having a bit of a mind blank said that as the starboard hand buoy was on my port side I was going against the direction of buoyage. Seems really obvious now but at the time clearly didn't stop and think for long enough
65. Gave me a few buoys asked me what my actions were if I saw them right ahead and why?
They were mostly lateral buoys, guess he was just checking that I knew what they were given the previous hiccup but had no issues.
66. Fishing vessel overtaking, what would you do?
Stand on with caution.
67. Why?
Because Rule 13 states notwithstanding anything in the rules of Section 1 and 2 a vessel overtaking shall keep out of the way of the vessel she is overtaking.
68. Had 2 restricted vis questions one on relative and one on true, one forward and one abaft the beam. Both really simple, risk of collision existed.

He looked at the clock and asked me another rules question but I have no idea what the question was or what answer I gave because I saw him writing passed on my NOE and I knew I was done. Got out at 1535 and headed straight back to Fleetwood.

Obviously I would like to say a massive thank you to all the lecturers at Fleetwood particularly Mr Ward and Mr Jowett. Also, thanks has to go to the rest of the group as you've all been really helpful and supportive, thanks for adopting me into group 1. Well done to everyone who has already been up and good luck to the last 5 to go!