

Orals Report – CT v Jobair

Result: Fail

Time 1445 - 1600 Monday 30th November

Though I wasn't up until last on the day, I thought I'd go down the day before and stay overnight. Stayed at a guesthouse, called Riverside guest house, which I found on booking.com, really nice place, lovely owners. Did a bit of last minute book flicking in the evening, watched some TV for an hour and went to bed, slept really well surprisingly. Decent breakfast, anything you want pretty much, and then went through reports for the rest of the day, until the hotel owner graciously offered to drive me to the coastguard station.

When I arrived, it was pouring with rain, waves practically breaking in the car park, and saw Andy in his car. Briefly spoke to him, found he'd passed, gave me a few tips and wished me luck. I went in 10 minutes before the exam time, signed in, handed my phone in, and sat on the chair, reading the telegraph. After 10 minutes, a familiar, dreaded face poked itself round the door in front and called my name. Nowshad took me through to the exam room and asked for my documents, before asking me to keep my bags outside in a glass cabinet. The exam room was tiny, 2 large tables together, a filing cabinet or 2, a desk with a tray of buoys on it and that was it.

He flicked through my workbook and trb, asked me what ships I was on, where they traded etc and pretty much went straight into exam mode, didn't put me at ease or allow me to get my bearings at all. A lot of the exam is a blur but this is what I mostly remember.

- He started out with publications, asked me the volumes of ALRS, I couldn't remember 1 and 3 so not a good start.
- Publications for departure: ALRS, sailing directions.
- What conventions do you know?
- Pre departure checks, got as far as radar and he asked me to set it up. Completely forgot gain and clutter exist. He was pressing me for more but that was all I could think of.
- Where would you get weather information from?
- Describe a cold front to me.
- Take over a watch?
- Just as you finish your watch, it begins heavily raining. What do you do? I wasn't sure about this, asked him to elaborate the question but he didn't help me in any way. I went down the Restricted vis route, avoid handing over until the incoming oow is comfortable with the situation.
- What drills are carried out on-board and how often? Fire, abandon ship, man overboard, first aid, enclosed space rescue, isps. I won't go into depth about my company's drill habits but let's say I had spent ages having to research it, struggling to find anything other than fire and abandon ship which I already knew. He asked about enclosed space rescue drill.
- Cel-Nav, what is Declination, LHA, GHA. Where do you find the values (almanac) What celestial bodies use GHA?
- He asked what annexes are in MarPol, I listed them all, and then he asked "the engineer calls you on the bridge asking to start the oily water separator up for the machinery space bilges. What do you tell him?" Listed the criteria in annex 1, special area etc.
- Define 'special area'. Couldn't remember the full definition, gave him a roundabout "an area which needs special protection from pollution due to amount of traffic and ecological reasons". He wanted more again but I couldn't elaborate any more.
- He then placed in front of me a radar plot sheet, with a vessel on the starboard bow, 4 points, true vectors, own course 340, her course 320, does risk of collision exist? I said to look at yes, but relative vectors could give me a better idea. Action? Alter to starboard, pass clear.

### **Then into RoR.**

Most of this is very fuzzy, he doesn't give you any inkling of a correct answer,

- I remember a vessel engaged in fishing, trawling, shooting nets.

Day shape? 2 cones apex, I said golf, then quickly shouted papa. I immediately knew this wasn't going to end well, no point saving myself, just try and get the rest correct.

- Above vessel is on your port side, action? Rule 18, I am stand on normally but she is fishing, therefore I should keep clear, alter to port.
- PDV, less than 50m, towing less than 200m. Day shape? I said diamond and immediately regretted it. With raised eyebrows, he then asks "Port side crossing. Action?"

He's not keeping clear? Rule 17, I may alter, call the master, sound 5 short and rapid, alter. He then repeatedly gave me this situation, with different vessels, which I can't remember.

### **Buoys.**

- Port lateral, preferred starboard, region b lights etc. Leaving port, action?
- Where is region b? I said Americas, Japan, Philippines, Korea.
- Which Korea? I wasn't sure, so I said both?
- West cardinal mark lights, heading south, action?
- Starboard lateral mark, preferred channel to port region b? Guess I did the Korea bit wrong.

He stopped, sat down, paper in hand like a newsreader, and said "you haven't satisfied me that you know the syllabus so I'm not going to pass you today"

He explained why, he said when you are standing on, but have to take action you call the master, sound 5 short and rapid, WAIT a minute for his action, then take action, a part I completely forgot. He mentioned the towing day shape, and the radar clutter and gain, the rest, my head was in my hands, and I just wanted to get out. He photocopied my NoE, escorted me out, I thanked him, signed out, collected my phone and walked to the train station.

Overall, yes I'm gutted with the result, but what's done is done, I made stupid mistakes. Could they have been avoided? Yes, by me and by him. If I had been put more at ease I think it could've been different but in the end, only I am to blame.

Good luck to those in future, and those left to go in my group. Learn from my mistakes and get back out to sea asap!