

ORAL REPORT

EL vs CAPT. ANTHONY HILLIARD

Date: 06th Jan. 2015

Duration: 40mins

Result: PASS

Arrived L'pool about 2hrs before my time so i had to get somewhere to stay and relax my nerves prior to the exams, and also do little ROR and BUOYAGE revisions. At about 20mins to my exams time, I went down to the MCA office because they won't let me in until 10mins prior to the exams. On getting there, I was welcomed by Capt. Legget who also signed me in as well as the receptionist wasn't available. He asked me to relax and wait for my examiner to come. At this point I tried to stay calm and was saying my prayers because I believe in God.

Capt Hilliard then came out and called me in to the exam room. He noticed I was feeling very cold and offered me opportunity to get my coats on. He did not introduce himself to me though. He started by asking me about Lagos and also what type of vessels I have been to. And here comes the questions.

Tell me how you would prepare the bridge for departure.....I gave standard answer. Check my passage plan to ensure its ready to be used, Nav. equipments, Gmdss equipment properly set up, pilot card ready, steering gear and he stopped me at this point.

Emmanuel you said you will set up the radar, please tell me how you would do that.....again i gave standard answer. Check antenna is clear, switch on and allow for some time (3mins), brilliance, gain, tuning, sea clutter, and performance check. At this point he asked how i would do the check and I reeled off how we do it onboard.

He then brought a very weird question that I don't have any clue about.....**how would you know that a target is in the blind sector of your radar?....**No idea because I haven't heard of such before. He moved on and made a note.

Tell me about steering gear test prior to departure.....inform E/R, establish communication using emergency telephone, confirm vsl's hdg from s/flat, ensure no leaks, overside check on the propeller to ensure its free, and then the actual test as per solas, monitor rudder angle indicator, and also alarms(visual and audible).

Tell me abt tropical revolving storm.....standard answer though I wasn't very sure as I gave little time to meteorology. Was happy he moved on

Tell me how you would get the crew into the lifeboat in and emergency when you have gas cloud.....this was a bit of strange because I did not prepare for such question. I asked for 2mins to think after which I told him that LNG cargo is lighter than air and therefore the vapour cloud will not form on the deck area. He dint seem satisfied so I came up with I will use EEBD because I couldn't think of any other thing..he moved on.

Tell me the difference between fire fighting in oil tankers and gas tankers.....standard answer. Fire fighting equipment on board both vessel, Oil fires (foam) and gas fires (dry powder).

What equipment in your lifeboat is not found on lifeboats of other vessels.....oxygen.

What will you do if fire onboard the manifold in port.....stop cargo operations immediately, activate fixed installation covering the area, inform port for assistance, muster crew, consider taking the vessel away from the jetty, and I will bring out the checklist on fire emergency so as not to forget any procedure.

At this point he looked at the clock and brought out ship models and here comes the big one...ROR **NUC seen from starboard...**he wanted me to identify the vsl, and action if 2points to port.....i did so and mistakenly said I will sound 2 shorts blasts and alter to stbd instead of port but he was looking at my hand and noticed I actually went to port but made mistake with what i said. I asked him to pardon me and he agreed.

CBD more than 50mtrs underway...2pts to port....identify and action?.....I did that very quickly to redeem myself and he smiled.

Vsl 2.5 points abaft the beam risk of collision exists....I identified it as overtaking situation. Quoted rule 13 and then standard answer (stand on with caution, if she doesn't take action 5short n rapid blasts, call the master, and A/C to port....again he was happy.

RESTRICTED VISIBILITY ...single target abaft starboard beam....i gave the answer immediately as I have done enough practice on this....He seemed surprised at the speed.

At this point I saw him writing PASS on my N.O.E and I jumped up, he stopped me from hugging him. I thanked him so much because he could have failed me.

My advice to the upcoming guys is to PLEASE LISTEN TO EVERYTHING MR. WARD SAYS. He knows it all. I thank the college lecturers and more especially MR. WARD....he is the main man. Nothing to compare to the feeling of being told CONGRATULATIONS YOU HAVE PASSEDED. It makes the whole effort worth it. Hilliard doesn't seem to encourage you with his facial expression but please try to neglect it and be bold. Know your stuff (very important). You've not failed until you are told.