

GJ

Captain keep

Passed

50 mins (40 mins exam time)

I stayed over night and even though I was in the afternoon I would recommend it as you are in the vicinity and don't have the stress of traffic etc.

Captain Keep invited me straight in at 14:45. He asked for my passport, discharge book, TRB and Workbooks and told me to have a seat. He mentioned the fact I'm 29 and asked what had made me decide to join the Merchant Navy etc. we chatted for a bit and he made me feel relaxed. He made mention of me not having been deep sea and asked if I'd done much passage planning so I thought this was where he was going to start. I told him about the one I did for work-based learning and he must have decided not to bother with that

He started with LSA. Throughout the exam he was very pleasant and made me relaxed but I got the feeling he was covering a wide range or areas seen as id not been deep sea to check my overall understanding.

Some of these are out of order but I remembered as much as I could

- General maintenance of a raft

I went through what we did on ship, HRU, condition, webbing strap, instructions etc

- is there an annual requirement for anything to be done with rafts

I mentioned the annual service

- what is the certificate that deals with annual inspections

Safety Equipment Certificate

- who services the rafts

External company but I couldn't remember their name

- can anyone service them or are they approved in any way

I said I'm not sure but it can't just be anyone they would have to be approved

- Who do they have to be approved by in the UK

Again I said I'm not 100% sure but I imagine it's the MCA (it was)

- gave me a hru and asked me how to rig it

Talked through how it would be rigged

- what convention mandates the safety equipment certificate

SOLAS

- are there any other conventions which require certificates

Mentioned MARPOL and the three certificates

- what other conventions are there

I listed a few but knew I was forgetting one or two. He didn't move on and I remembered the Load line convention which I think is the one he was waiting for

- what markings are required on your vessel under load line convention

Said the plimsol mark, which he then asked me to describe. I listed the load lines we had, making sure to point out that as we were less than 100m we had the WNA. (I hoped 100m was right)

- how far below summer load line is winter load line

1/48<sup>th</sup> summer draught

- did you have my watertight doors

Told him honestly here that I wasn't sure. When I was on board I tried to find out but some people said

we did and one captain said we didn't. I said that we didn't have any automatic ones and that I checked on the ships drawings and the only abbreviation was WT, which wasn't much help. Said as far as I understood the ones separating the void spaces under the waterline were water tight. He seemed happy and moved on.

- what are the dangers with hydraulically operated water tight doors

Mentioned crushing and people getting trapped. Mentioned that people should only operate them if they are trained. Mentioned that they can be remotely operated which could be dangerous. Also said people should try and pass through them whilst they are opening or closing. Again he seemed happy enough

- What was the gross tonnage of the city of Cardiff?

Told him it wasn't particularly large, 2074. He said that's not that small, its over 500 GT, whats the significance of that? I wasn't sure so I mentioned that a lot of the requirements and regulations are for over 500 GT and also the ticket I am applying for. He was after ISM as he then told me that you require an SMS over 500 GT

- tell me about an SMS

Opened with something cheesy like "it's the pillar on which the ISM code is supported and implemented on board" I was that impressed with myself I forgot the second objective for a minute. Ha. I asked him for a moment to formulate the answer and it came to me thankfully.

- bridge departure checks

Went through them, then, he stopped me when I mentioned radar

- how would you set up a radar

explained the general set up principles, mentioning sea clutter if necessary

- what does sea clutter do

I didn't really know this. So I told him I didn't know exactly but it reduces the returns off of the sea in rough conditions. He asked if it affects the whole picture and I said yes, it removes the weak echos and you see the solid objects (which was wrong). He said how do you know what the solid objects are? I

wasn't sure so he said what happens when you turn up sea clutter and I realized. I said it reduces the echos around your vessel. He said yes, it only affects the return close to your vessel.

- how many ba sets did you need?

2 but we carried four

- how many spare bottles for each set?

Told him I didn't know the requirements but we had plenty, 14 bottles in total. He moved on

- what components make up a firemans outfit?

Went through it including axes, torches and radios

- how do you test the whistle

Told him and I went with 55 bar +/- 5 bar and he seemed happy

- He said lets talk cargo, on a container ship with all the full containers on top, what will gm be?

Said it would be a very small gm as the weight is loaded high up causing G to rise. Possible even a negative GM

- What will happen with small negative gm?

I explained about angle of loll and danger of capsizing if uncorrected.

- what gmdss radio equipment did you carry

I told him, VHF and MF/HF

- what sea areas did that permit you to trade in

Initially I said all the areas but then I corrected myself and said I think we only had the one MF/HF unit and didn't have a secondary means so it would be A2 unless we had something else. Not sure if this is right but he moved on.

- Most ships use SAT c in A3, what is geographical coverage of sat c

Told him, 76N – 76S

- How many satellites are there for SAT C? Do you know their names?

4 and then I told him the names

- what latitude do they orbit in?

Said I didn't know, I know they are geostationary but I don't know what latitude they orbit in. he said "don't you?" And asked again what their geographical range was. I realized and said if it's the same coverage north and south they must be on the equator.

- how does a Sart work

started going through what it was and how it works

- show me what it would look like on a radar (gave me a sheet)

Said it was three miles away and put the first mark on. I sighed and said three miles to myself cos I couldn't remember at what range it turns to arcs. He kindly said its not arcs as its still a way away. So I started plotting 12 equally spaced dots away from the first one. I was explaining it as well and he stopped me on about the 7<sup>th</sup> dot.

- your radar is in head up, what course are you steering? (He had drawn the heading line on 180)

180

- how would you tell your helmsman to steer that course?

I said steer 180, he said yes.

-MOB actions

Went through the actions and he seemed happy

- you arrive, what search pattern could you use?

Said if it's a small search area I would use a sector search (cheers Mr Anwar, only learnt that in mock orals). If it was a larger area I could do an expanding square search

- how would you bring vessel to anchor with single anchor?

Talked him through it, he seemed happy

- coastal passage how would you position fix?

Went through the different options, running fix etc. but said I would also be using GPS and cross referencing

- can a GPS position always be put straight on an admiralty chart

I said yes. He said “what always?” I thought for a moment and as he was starting to say “I suppose it is nearly always these days” I said you couldn’t if it wasn’t WGS84, you would have to apply the correction but you would have done a risk assessment as well.

-how would you check a gyro error

Transits, azimuths, amplitudes

- how would you take an azimuth

Talked him through it, getting the time of bearing etc. Said I was always in GMT so didn’t have to correct for that. He said “always?” I realized and said not when we were on BST. I talked him through the rest

- what is GHA

standard answer

- how would you change your GHA to LHA

Apply your longitude

- puts a region b lateral mark preferred channel to starboard, what is it, what light and rhythm, what would you do coming into new York?

Told him what it was and what I would do

- you see a white light. Every five seconds or so it goes off for a moment, what is it?

Occulting light so it's a safe water mark indicating safe water all around it

- vessel on my port side transferring persons underway, what is its status?

RAM

- what else would be classed as RAM

Listed them, knew as I was finishing I was missing one but he moved on (it was mine clearance)

- what lights would you expect to see on it.

Nearly fucked up here. I said the red white red. I should have stopped but then I said and the nav lights if underway. He picked up on it straight away and said "so you cant tell if shes making way?" I took a moment because my mind had gone blank. I then said yes, she would only show the Nav lights when making way. He pushed me on this to make sure I was confident. He asked me again "would she" and I said Yes confidently all though I was shitting it that I was wrong because my mind was still blank. He pushed me again saying is that what the city of Cardiff did, turned her nav lights off when she stopped making way? I avoided and said we were only ever making way or at anchor when the gear was out. He moved on.

- what is your responsibility. What action would you take  
compass bearings etc, Rule 18, two short blasts, go to port.

- smartie board, CBD on my port side. What are the responsibilities?

Im pretty sure I just said a vessel constrained by her draught, cant remember doing the whole probably greater than 50m etc. Said im the stand on but im not to impede etc.

- what are you required to do under not impede? (8 f)

I just quoted the last part of 8F(i)

- sailing vessel head on, what rule applies

Rule 18

- sailing vessel being overtaken, what rule applies

Rule 13 as its not withstanding etc.

- what vessels does rule 18 say you need to keep out of the way of?

Just listed them

Then he said right that will do, you've passed, exam over.

We chatted for a bit after and that was that. It seems like he asked me loads reading it back but it went really quick and he was only examining me for around 40 mins. Hes a nice guy and I felt relaxed once I was in there. The build up is the worst bit by far!!! The exam is much better. Thanks Mr ward for the help. But mostly thanks to all you guys and gals who I've been with for the past three years and also Sarah who joined us recently but was a big part of my revision over the last few weeks and days. Good luck.