

SHIPBOARD TRAINING OFFICE

DECK CADET ORAL ASSESSMENT (SET A)

NAME:		STUDENT No.:		Date:	
Shipboard Training Particulars	Vessel 1	Vessel 2	Vessel 3		
Vessel Name					
Vessel Type					
Gross Tonnage (GRT)					
Date of Embarkation					
Date of Disembarkation					

FUNCTION 1: NAVIGATION AT THE OPERATIONAL LEVEL								
Questions	Competence	TRB Ref No.	MCL Course Code	Performance Standard	Standards Met?		JUDGMENT	
					YES	NO	C	NYC
1. By looking at the sky on a starry night, tell me how do you establish a positive identification of a celestial body, i.e. Altair, Arcturus, Deneb, Polaris, Sirius, Vega, Mars, Venus	Plan and conduct a passage and determine position	1.6.3 1.10.1	MT114-1 MT114L-1	Identifies the celestial bodies using star finder, star chart, nautical almanac, HO Table 249 – Sight Reduction Table for Navigable Stars				
2. How would you know if you can safely navigate in a channel or river? What are the considerations that you have to take into account?	Plan and conduct a passage and determine position	1.8.1 1.8.2	MT144 MT144L	Demonstrates familiarity with at least 4 items listed below: .1 IALA buoyage system .2 Depth contour lines .3 Navigational hazards .4 Reporting points .5 Special areas to avoid .6 Traffic Separation Scheme .7 Chart symbols				

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<p>3. Why is an Echo Sounder, vital in the safe navigation of a vessel? How do you set this equipment and apply the information derived from it?</p> <p>.1 At what instance will you find the Echo Sounder useful for position fixing?</p>	Plan and conduct a passage and determine position	2.6.2 2.6.3	MT142 MT142L	<p>Discusses the importance of an echo sounder during navigation in pilot areas and explain how the derived information from the unit is used and/or applied</p> <p>.1 Declares that an echo sounder can get the exact position of a prominent shallow water peak at the exact time of transit over it.</p>				
<p>4. How is the steering control system changed over from manual to automatic and vice-versa?</p> <p>.1 How do you ensure optimum performance of the steering system?</p>	Plan and conduct a passage and determine position	9.1.1 9.1.2	MT109 MT109L	<p>Explains the rationale of changing over from manual to automatic steering and simplify the process of performing the changeover procedure.</p> <p>.1 Discuss the purpose of calibrating the automatic steering sensor for the prevailing weather condition.</p>				
<p>5. You have experienced to stand on watch at sea tell me how do you hand over and take over a watch. What are the key information that you need to relay or receive and why?</p>	Maintain a safe navigational watch	2.3.1 2.3.2	MT126 MT126L	<p>Handover/Receives the vessel's present course and speed, the proximity of targets, their observed data and the immediate threat if any, the Master's Night Order book as applicable and the current position at hand over is relayed to the next Bridge watchkeeper. Hand-over of watch is not carried out while the vessel is altering course or in the process of avoiding a close quarter situation.</p>				
<p>6. What is the essence of keeping a navigational watch and how do you relate it to your day to day routines and/or activities on board.</p>	Maintain a safe navigational watch	1.6.1 2.3.1 2.3.2 2.4.1 2.4.2 2.4.3 2.4.8	MT126 MT126L MT162-2	<p>Familiarity with the watch rotation scheme, special watch arrangement if any and the timings of the said watch scheme. Tasks assigned to the lookout is clearly understood and adhered to at all times.</p> <p>Relates the watch keeping responsibilities on board as a continuous process that requires vigilance, dedication and commitment to the protection of life, property and environment in every adventure that vessel engages in.</p>				
<p>7. Why do you need to consult the Ship's Routeing</p>	Maintain a safe navigational watch	1.1.3 1.1.4	MT122 MT122L	<p>Verifies consistency and relevance of information derived from the Ship's Routeing book to that of the observed characteristics of lights</p>				

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<p>Book when planning a voyage? Justify the importance of the information derived from the said publication in relation to the vessel's voyage?</p>		1.1.5 1.1.6 1.1.7 1.6.5 7.2.1 7.2.2 7.2.3 7.2.4 7.2.5 7.2.6	MT147 MT147L MT143L	<p>and shapes on the chart being used and the sound signals used or received conforms with the signals prescribed by the International Rules for Preventing Collisions at Sea, 1972 as amended.</p>				
<p>8. What are the relevant information that you can derive from the Radar/ARPA that would indicate a developing close quarter situation from other ships? .1 How do you interpret and use the data obtained from this equipment? .2 Why do you need to know their limitations and how do you manage them.</p>	<p>Use of Radar ARPA to maintain safety of navigation</p>	1.9.1 1.9.2 1.9.3 1.9.4 1.9.5 1.9.6 3.1.1 3.1.2 3.1.3 3.1.4 3.1.5 3.2.1 3.2.2 3.2.3 3.3.1 3.3.2 3.3.3 3.3.4 3.4.1 3.4.2 3.4.3	MT 145 MT145L MT 147 MT147L	<p>Setups Radar/ARPA by adjusting:</p> <ol style="list-style-type: none"> 1. Tuning 2. Gain 3. Sea and Rain Clutter 4. Interference Reject 5. Appropriate scale for the purpose 6. Select Orientation whether Head Up; North Up or Course Up 7. Adjusts Vector Length 8. Selects between True or Relative Motion 9. Enables True Trails 10. Enables AIS function 11. Manually acquire significant targets and monitor their data to ensure that threats, if any, are recognized right away. <p>.111 Manipulates EBL to determine risk of collision .112 Manipulate VRM to determine distances .113 Radar/ARPA target information are interpreted based on the data obtained where decisions are made and corresponding actions are carried out</p> <p>.12 Argues that equipment limitation guides the user to intelligently make use of information derived from these aids to navigation without being totally over reliant with them.</p>				

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<p>9. How are information misrepresented on the Radar/ARPA? What precautions should you observe in using said equipment in maintaining the safe navigation of your vessel especially in pilot and coastal waters?</p>	<p>Use of Radar ARPA to maintain safety of navigation</p>	<p>1.9.1 1.9.2 1.9.3 1.9.4 1.9.5 1.9.6</p>	<p>MT145 MT145L</p>	<p>Monitors targets in the vicinity and assess their signal's integrity by means of reducing rain clutter and sea return to optimum level, distinguish the Racon and SART signals against spurious signals from the radar of other ships, retaining only relevant targets that poses threat to own ship. .1 Reduces speed, alter course or execute both actions to prevent a close quarter situation from developing. .2 Uses EBL, VRM or Parallel Index to monitor set and drift and apply appropriate leeway to maintain the vessel on the intended track.</p>				
<p>10. How do you make use of the plotting techniques that you have learned and what are the information that you need to take note of when manually tracking a threatening target?</p>	<p>Use of Radar ARPA to maintain safety of navigation</p>	<p>1.9.1 1.9.2 1.9.3 1.9.4 1.9.5 1.9.6</p>	<p>MT145 MT145L</p>	<p>Rapid plot a given target(s) on a maneuvering board sheet and establish the target's: .1 True Course .2 True Speed .3 Direction of Relative Motion .4 Speed of Relative Motion Switches between True Motion and Relative Motion using a Bridge simulator</p>				
<p>11. How would you know if you are using an official ENC on your ECDIS equipment? How is it different from the unofficial ENC? .1 How do you interpret the data derived from the ECDIS and what considerations do you take into account when using such information?</p>	<p>Use of ECDIS to maintain safety of navigation</p>	<p>4.1.1 4.1.2 4.1.3 4.1.4 4.1.5 4.1.6 4.1.7 4.1.8 4.2.1 4.2.2 4.2.3 4.2.4 4.2.5 4.2.6</p>	<p>MT 146 MT146L MT 147 MT147L</p>	<p>Compare and contrast an official ENC from its unofficial counterpart in terms of data accuracy, presentation and format. .1 The accuracy of the data is interpreted with caution and are subject to cross checks to validate the integrity of information. Owing to the limitations of the equipment, the correctness of the characteristics of buoys, position of navigational hazards, depth and safety contours, the quality of depth soundings are all dependent on the corrections applied to them, hence anchoring their accuracy on the diligence of the officers tasked to ensure their reliability. The density of traffic and the prevailing weather condition of the locality affects the processing capability of equipment and as such, the display should be closely monitored and relevant controls and filters adjusted accordingly.</p>				

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		4.2.7 4.2.8 4.2.9						
<p>12. Why is over reliance on the ECDIS equipment dangerous? Cite an example of a dangerous scenario involving the said equipment.</p>	Use of ECDIS to maintain safety of navigation	4.2.1 4.2.2 4.2.3 4.2.4 4.2.5 4.2.6 4.2.7 4.2.8 4.2.9 4.3.1 4.3.2 4.3.3 4.3.4 4.3.5	MT146 MT146L	Argues that ECDIS being dependent on the GPS is not fail safe and that any erroneous position from the GPS will be reflected on the ECDIS which in turn would expose the navigator to a hazardous situation that could result to grounding or allision with some floating or stationary aids to navigation.				
<p>13. How do you identify the type of an emergency on board when you see one? What are the basic actions that you need to do to assess the condition of an injured person?</p>	Respond to emergencies	5.1.1 to 11	MT130P	Identifies the type of emergency and employ appropriate emergency procedures and first aid as applicable.				
<p>14. What is the importance of the vessel's Contingency Plan? How would you respond to a distress signal at sea?</p> <p>.1 How would you relate it to your own safety?</p>	Respond to a distress signal at sea	5.1	MT153 MT153L	Recognizes that a vessel's contingency plan contains the list of every conceivable emergency scenario that could happen on board and serves as quick reference guide in identifying the nature of emergencies received to facilitate employment of the prescribed initial actions items corresponding to a given emergency situation. If engaged in Search and Rescue, consults the IAMSAR manual and carry out recommended search patterns whichever is applicable. .1 Relates the contingency plan to his own awareness of the possibility of encountering unusual threatening life situations that				

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				would require a systematic approach in solving them, to ensure that solutions are arrived at instead of more problems popping out.				
15. Why is using English as a standard language on board, important to the day to day operation of the vessel?	Use the IMO Standard Marine Communication Phrases and use English in written and oral form	7.1.1 7.1.2 7.2.1 7.2.2 7.2.3 7.2.4 7.2.5 7.2.6 7.3.1 7.3.2	MT153 MT153L	<p>Uses Standard Marine Communication Phrases (SMCP) and closed loop communication at all times to ensure that all messages are conveyed and understood clearly. Explains that any miscommunication of vital information especially during vessel's critical operations like:</p> <ul style="list-style-type: none"> -berthing -unberthing -loading -unloading -bunkering -personnel transfer -picking pilot <p>...can cause incidents or that could cost enormous amount of monetary loss to the owner in in terms of claims or accidents that could cost someone else's life.</p>				
16. How do you use the signal flags for transmitting messages to shore? What is their importance to the vessel and how do they contribute to the vessel's safety?'	Transmit and receive information by visual signaling	8.1.1 8.1.2 8.2.1 8.2.2	MT153 MT153L	Demonstrates proficiency in the usage of the International Code of Signal thru flag signaling.				
17. How does wind and current affect the vessel's handling during maneuvers.	Maneuver the ship	9.1.2 9.1.3 9.1.4 9.1.6	MT109 MT109L	Applies leeway on the ship's course to allow for the effects of wind and current in the case of an auto pilot mode or intermittently steer towards where the wind and current is coming from to compensate for their effects.				
18. How does deadweight, draught, trim, speed and under keel clearance affect	Maneuver the ship	9.1.1 9.1.2 9.1.3	MT109 MT109L	Compares the vessel to a huge block of wood and illustrate the relationship of speed, deadweight, draught, trim and under keel clearance. Argue, that the bigger and heavier the immersed block in				

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<p>the turning circles and stopping distances of the vessel.</p> <p>.1 What are the considerations that you must take into account when maneuvering your vessel in a shallow body of water that offers a relatively small under keel clearance?</p>		<p>9.1.4</p> <p>9.1.5</p> <p>9.1.6</p> <p>9.1.4</p> <p>9.1.6</p> <p>9.4.1</p> <p>9.1.6</p> <p>9.2.4</p> <p>9.2.11</p> <p>9.2.13</p> <p>9.2.14</p> <p>9.2.15</p> <p>9.2.17</p> <p>9.2.18</p>		<p>the water, the more it would experience underwater resistance or hydro-dynamic friction that would slow down the speed and prolong the process of completing a full turning circle and stopping the vessel.</p> <p>.11 Execute a full turning circle in a Bridge simulator, using a loaded Bulk Carrier in:</p> <p>.12 an anchorage</p> <p>.13 the open sea</p> <p>...compare the resultant circles and justify the reason for their differences in size and stopping distance. The expected result would yield a smaller turning circle in deep water and a larger turning circle in shallow water</p>				
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FUNCTION 2: CARGO HANDLING AND STOWAGE AT THE OPERATIONAL LEVEL									
Questions	Competence	TRB Ref No.	MCL Course Code	Performance Standard	Standards Met?		JUDGMENT		
					YES	NO	C	NYC	
<p>19. In your experience on board, how does the Ship's officer interpret the contents of the loading or unloading plans? What are the relevant parameters that they are monitoring to ensure safe cargo operation and how would you relate these observations overall to the safety of the ship?</p>	<p>Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes</p>	<p>10.1.3</p> <p>10.3.1</p> <p>10.3.2</p> <p>10.3.3</p> <p>10.3.4</p> <p>10.3.7</p> <p>10.3.8</p> <p>10.3.9</p> <p>10.3.10</p> <p>10.3.17</p> <p>10.3.18</p> <p>10.13.1</p>	<p>MT 107</p> <p>MT107L</p> <p>MT106</p> <p>MT 107</p> <p>MT107L</p> <p>MT 106-3</p> <p>MT101</p> <p>MT101L</p>	<p>Interprets the contents of a loading or unloading plan and explain the relevance of monitoring the Shear Forces and Bending Moments of the vessel during cargo operation including the Trim, List and GM at all phases of the loading operation.</p> <p>.11 Appreciates the draft limitations in port and the maximum cargo intake that the vessel can accommodate given the restrictions on both sides and the affected load line of the vessel.</p> <p>.12 Explains the importance of keeping a reasonably positive GM, not too high so as not to cause excessive rolling and not too low so as not</p>					
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<p>.11 How does the draft limit in port or in an intermediate body of water affect the vessel's cargo intake? How is it calculated? (to be asked only if candidate was exposed to such task)</p> <p>.12 How would you know if a vessel possesses a high or low GM? What measures should you take to ensure that virtual loss of GM is minimized if not totally removed?</p> <p>.13 How are heavy lift cargoes loaded and discharged from your vessel? What are the critical phases of operation do you monitor to ensure safe execution of the lift? (To be asked only if candidate has experienced this).</p>		<p>10.13.2 10.13.3 10.13.4 10.13.5 10.13.6 10.2.6 10.2.10 10.2.11 10.13.4</p>		<p>to result in slow and sluggish rolling which is dangerous when synchronized rolling is experienced. Elaborates the necessity to press up all ballast tanks, to effectively remove the virtual loss of stability due to free surface movement.</p> <p>.13 Discusses the method of operation of loading and discharging heavy lift cargoes and explain the critical phase of the lift to ensure the safe completion of operation.</p>				
<p>20. Scenario: Your vessel is loading grains in bulk using ship's grab and operated by stevedores. Rain poured heavily while loading was in progress and the grab hit the starboard stanchion post adjacent of hatch number 4 while swinging it outwards:</p>	<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p>	<p>10.1.1 10.1.2 10.14.1</p>	<p>MT107 MT107L</p>	<p>Explains the importance of monitoring the progress of cargo operation (in terms of leveling the cargo of a Bulk Carrier, soundings of cargo tanks on tankers, tallying of cargo parcels on a General Cargo ship) and the prompt reporting of damage to cargoes and properties as soon as they are discovered. Cites procedures from the SMS with regards to filing of a damage report and <i>justifies the urgent need to submit it to the stevedore's foreman for their appropriate actions.</i></p>				

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<p>1.As per your company's Safety Management System procedures, how would you report the damages incurred to your vessel by stevedores during cargo operation? What would be your course of action to deal with the situation? Why?</p> <p>.11 Why is it important to promptly report to the company, any damages incurred by the stevedores to the ship and its cargo?</p>				<p>.11 Appreciates that any <i>delays in reporting any damages to cargo or properties caused by the stevedores or port personnel may incur unnecessary cost for the ship owners</i>. Explains that <i>Vigilance</i> and timely reporting is vital to the successful protection of owner's interest during cargo operation.</p>				
<p>21. During ballast tank inspection, what items are you looking for in particular? How do you record such findings?</p>	<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p>	<p>10.1.10 14.6.1 14.6.2</p>	<p>MT166</p>	<p>Participates in an internal inspection of cargo and ballast tank spaces on board and takes note of the following defects if any: -Corrosion; Pitting; Cracks/Fractures; Punctures or Holes; Thinning steel plates; Indentations/Buckling Indicating the frame number of the affected area and supported with pictures or video clips as appropriate.</p> <p>.1 Inspects the spaces particularly at the mid-ship region of the vessel where the stresses are exerted most of the time during cargo operation.</p> <p>.2 Checks for cracks or fractures, pitting, steel deformities/buckling, indents and welding faults, compartments with no structural defects or damages are also identified and the frame numbers noted to facilitate easy traceability of location.</p>				
<p>22. In your observation from the Chief Officer's maintenance schedule, how does he plan the tank</p>	<p>Inspect and report defects and damage to cargo spaces, hatch</p>	<p>10.14.1 12.2.2 12.2.4 12.2.17</p>	<p>MT101 MT101L</p>	<p>Discusses the reason of the need to <i>consult the shell expansion and the general arrangement plan in creating a matrix of inspection scheme to produce a structured approach of carrying out internal inspection of the structural integrity of the ship's hull, girders, web</i></p>				

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inspection and what are the considerations that he is taking into account in executing them?	covers and ballast tanks	14.6.3		<i>frames, stiffeners and longitudinal.</i> Argues that for safety reasons, such <i>activities are subject to the suitability of weather and the ship board personnel's operational readiness to carry out such tasks.</i>				
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FUNCTION3: CONTROLLING THE OPERATION OF THE SHIP AND CARE OF PERSONS ON BOARD								
Questions	Competence	TRB Ref No.	MCL Course Code	Performance Standard	Standards Met?		JUDGMENT	
					YES	NO	C	NYC
<p><i>Scenario:</i></p> <p>23. Your vessel is underway and you are ordered by the Bosun to dispose the plastic wrappings of the deck stores that you have received. How would you get rid of the garbage and why?</p> <p>.1 You are tasked to assist in monitoring the bunkering operation by standing watch on deck to tender the mooring of the bunker barge to your ship on the starboard side. During your rounds you noticed a fuel oil vent spilling bunkers on the portside and is about to fill up the drip tray. What would you do and how would you deal with the</p>	Ensure compliance with pollution-prevention requirements	14.1.1 14.1.2 14.1.3 14.1.4 14.1.5 14.1.6 14.1.7 14.1.8 14.1.9 14.1.10 14.1.11 14.1.12 14.1.13 14.1.14 14.2.1 14.2.2 14.2.3 14.2.4 14.6.2	MT166	<p>Justifies his action to gather the plastic wrappings and secure them in a plastic collection storage for disposal at a garbage reception facility when they reach port.</p> <p>Defends the provisions of MARPOL 73/78 regarding Garbage Disposal at sea and argues the legality of the order given to him by the Bosun by citing that <i>plastics are not allowed to be disposed at sea at any given time because it is against the LAW.</i></p> <p>.1 Reports the oil spill to the duty officer immediately and proceeds to the SOPEP locker to get as many sacks of saw dust and absorbent pads and applies them on the floor to prevent oil from spilling into the water. Next is to bring in drums, and the manual oil transfer pump to siphon the oil from the drip tray into the drums. The rest of the actions are carried out as per the instructions on the Shipboard Oil Pollution Emergency Plan.</p>				

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incident to mitigate the situation?								
<p>24. Situation: While the vessel was upright (no list that is), you were given a task by the Chief Officer to read the draft at marks, that is Forward, Midship and Aft. Judging from the readings taken, how would you work out the deflection of your vessel at that particular moment? How would you relate the result of your calculation to the current condition of the ship?</p> <p>.1 Explain the concept of using a loading computer for cargo calculation. Compare and contrast it to the manual method of doing such calculation. What are the pros and cons of both system and how does one system outweigh the other?</p>	Maintain seaworthiness of the ship	10.13.1 10.13.2 10.13.3 10.13.4 10.13.5 10.13.6	MT 106 MT106-3 MT 107 MT107L	<p><i>Demonstrates how the deflection is obtained by following the simple calculation below:</i> <i>Mean Draft = (Draft F + Draft A)/2</i></p> <p><i>Deflection = Mean Draft – Midship Draft</i></p> <p><i>Rule of Thumb To determine Sag of Hog:</i> <i>If Mean Draft is greater than Midship Draft, vessel is HOGGED – keel curves upward -Tensile Stress is experienced</i> <i>If Mean Draft is lesser than Midship Draft, vessel is SAGGED- keel curves downward-Compressive Stress is experienced.</i></p> <p><i>To simplify:</i> <i>Mean > Mid =Keel is Hogging</i> <i>Mean < Mid = Keel is Sagging</i></p> <p><i>Relates the deflection of the vessel to the type of stress that it is experiencing at the time draft was taken, from there, he formulates recommendation on how to remove or correct it based on this established factual condition.</i></p> <p>1. Explains that the loading computer is only meant to facilitate and quickly assists the ship’s officer in calculating the stability condition of the vessel, including the trim, and stresses that it undergoes during all the stages of cargo operation. Argues the fact that the computer does not relieve the officer from checking its outputs manually as an exercise of prudence and promotion of mastery of the system of manual calculation in the process.</p>				

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25. How will you prevent and combat fire on board?	Prevent, control and fight fires on board	16.1.1	MT101 MT101L MT130P	Explains the use of different types of fire extinguishers				
		16.1.2 16.1.3 16.1.4 16.4.10		Identifies and explains the 5 classes of fire and how a fire is likely to develop. Heat, oxygen and fuel.				
26. How do you respond to the Abandon ship signal and how is it organized on board? What are your initial duties during such an emergency? .1 How do you prepare the lifeboat for launching? How many minutes is average launching time from the vessel you last boarded?	Operate life-saving appliances	17.1.1	MT130P	Organize abandon ship drill (as applicable), demonstrate proficiency in donning the life jacket, immersion suit, Thermal Protective Aid. .1 Explain how to prepare and launch a lifeboat by stating the procedures as follows: -Conduct muster -Remove lashing -Remove harbor pin -Lower lifeboat to embarkation deck -Rig bowsing-in tackle -Embark boat crew -Secure the painter forward -Remove bowsing-in tackle -Lower Lifeboat to 1m above waterline -Start life boat engine -Set the helm to steer away from the vessel -Activate quick release lever to release falls and drop the lifeboat -Steer away from the vessel				
		17.1.2 17.1.3 17.1.4 17.1.5 17.1.6 17.1.7 17.5.9 17.1.11 17.1.12 17.2.1 17.2.2 17.2.3 17.2.4 17.2.5 17.2.6 17.2.7						
27. How do life rafts operate and how are they launched? How are these survival crafts arranged on board your last vessel?	Operate life-saving appliances	17.3.1	MT130P	Explains that life rafts are located on three points in his vessel, namely on the port and starboard side by the lifeboat deck and one on the forecandle deck. Their operation further discussed as per below: Explains that the inflatable life raft can be launched by throwing it overboard and climbing in or by lowering it into the water using a mechanical winch on the side of the vessel, called a davit. Discusses further that a tug on the 'painter' – the cord that releases compressed gas from a canister into the raft inflates in a matter of seconds.				

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				In addition to the manual launching, explains also that they can also be deployed by hydrostatic release units (or HRUs), which connect the sealed life raft container to the vessel's deck.				
				States that when the boat starts to sink, water pressure triggers the HRU to sever the main tie binding the raft to the deck. As it sinks, more tension is placed on the painter until it eventually gives way, releasing gas into the buoyancy chambers and causes the raft to inflate as it floats to the surface.				
28. How would you classify an illness or injury and what would you do if such incidents would happen on board or ashore? How fast should you react in order to save a victim who's suffering from cardiac arrest?	Apply medical first aid on board ship	18.1.1 18.1.2 18.1.3 18.1.4 18.2.1 18.2.2 18.3.1 18.3.2 18.3.3 18.3.4 18.3.5	MT130P	Given an illness or injury scenario: Classify the type and identify the nature of illness or injury (whether Acute or Over use injury, Direct or Indirect injury) and apply the appropriate first aid as per medical guide. In case of a cardiac arrest victim, first aid (CPR) is applied within 3minutes <i>Note:</i> <i>There are basically two types of injuries: acute injuries and overuse injuries. Acute injuries are usually the result of a single, traumatic event. Common examples include wrist fractures, ankle sprains, shoulder dislocations, and hamstring muscle strain</i>				
29. What is the relevance of the SOLAS Convention to your job as a seafarer? How do you ensure compliance with its provisions?	Monitor compliance with legislative requirements	19.1.1	MT130P	Explains the importance of the following IMO conventions: Safety of Life at Sea- came into being as a consequence to the Titanic sinking.				
30. How do you comply with the MARPOL 72/78 regulations? What practices have you learned from your experience on board that indicates your ship's adherence to this regulation?	Monitor compliance with legislative requirements	19.1.2 19.1.3 19.2.1 19.2.2	MT166	MARPOL 73/78 – came into as a consequence of the sensational grounding case of the MT Torrey Canyon.				
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<p>31. What have you learned from the management style that you have observed from your Master on board and how does he implement the standards expected from the crew that you have worked with?</p>	<p>Application of leadership and team-working skills.</p>	<p>20.1.1 20.1.2 20.1.3 20.1.4 20.1.5 20.1.6 20.1.7 20.2.1 20.2.2 20.2.3 20.2.4 20.2.5</p>	<p>MT162-2</p>	<p>Discuss shipboard organizational functions and explain the duties and responsibilities of each member of the team and highlight the manner that they are managed by the Master in terms of:</p> <ul style="list-style-type: none"> -Leadership- inspiring -Professionalism- fair -Performance- cost effective -Dedication- sincerity to achieve excellence 				
<p>32. Cite an example of an IMO convention that is incorporated in our national legislation and explain its relevance to the ship operation and to your job as a seafarer.</p>	<p>Application of leadership and team-working skills.</p>	<p>20.1.1 20.1.2 20.1.3 20.1.4 20.1.5 20.1.6 20.1.7 20.2.1 20.2.2 20.2.3 20.2.4 20.2.5</p>	<p>MT162-2</p>	<p>Cites the STCW Convention of 1974 and argues that it is geared towards the standardization of training for the certification of watchkeeping personnel thru compliance to its provisions regarding training requirements to be fulfilled by every seafarer in order to prove their competence to perform the tasks of the positions that they are aspiring for on board ship.</p> <p>.21 Cites the MLC 2006 and justifies the necessity to protect the Seafarer's rights through this convention that sets the legal parameters that rightfully serves their interest.</p> <p>.22 Cites the ISPS Code and explains the need to promote security both on board ship and in port, to control people's movement and deter intruders from gaining access to their installations.</p> <p>.23 Cites MARPOL 73/78 and argues the importance of protecting the environment for the benefit of the future generation by taking up measures to reduce if not totally eliminate:</p> <ul style="list-style-type: none"> -Marine pollution by Oil, Noxious Substances, Hazardous materials in packaged form, Sewage and Garbage -Air pollution by emission 				

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				.24 Cites the SOLAS Convention and explains the importance of the standardization of ship and safety construction of vessels plying the international trade, to better strengthen and equip them in order to enhance the safety of life at sea.				
33. How are the work routines on board ship, managed by your superiors? (I.e. Master, Chief Officer, Chief Engineer or Second Engineer)	Application of leadership and team-working skills.	20.1.1 20.1.2 20.1.3 20.1.4 20.1.5 20.1.6 20.1.7 20.2.1-3	MT162-2	Plans and coordinate work with the department heads by filling out the required work permits as per the ship's safety management system.				
34. How are personnel assigned their respective duties and responsibilities when they are joining ship for the first time?	Application of leadership and team-working skills.	20.2.2 20.2.3	MT162-2	Explains that personnel are given assignments based on their contracted job descriptions and scope of competence upon which they are certified.				
35. Scenario: You a part of the rescue team about to pick up a man over board in the cold waters of Alaska. You are assigned the task retrieving him from the water. How would you prepare yourself in order to carry out the job safely? What precautions must you yourself observe, so as not to become a victim yourself?	Contribute to the safety of personnel and ship	17.5.8 17.5.9 17.5.10	MT130P	Donnes an immersion suit to ensure protection from cold water and secures a lifeline attached to a life ring to facilitate retrieval of the man over board. 2. Wraps the victim with dry blanket to make him warm and puts him in a Thermal Protective Aid to prevent loss of body heat.				

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