

## SHIPBOARD TRAINING OFFICE

### DECK CADET ORAL ASSESSMENT (SET B)

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

FUNCTION 1: NAVIGATION AT THE OPERATIONAL LEVEL								
Questions	Competence	TRB Ref No.	MCL Course Code	Performance Standard	Standards Met?		JUDGMENT	
					YES	NO	C	NYC
<b>1.</b> In your experience, how many lines of position is ideal in fixing a vessel's position at sea? Explain the rationale of your answer.	Plan and conduct a passage and determine position	1.6.4 1.7.1	MT114 MT114L-1	Demonstrates proficiency in sight reduction, calculation of Intercept, True Azimuth and plotting of Lines of Position				
<b>2.</b> Which of the position fixing methods is the most accurate means of fixing a ship's position during <i>coastal navigation</i> , explain why?	Plan and conduct a passage and determine position	1.6.4	MT144 MT144L	Explains the considerations involved that justifies the selected method of position fixing in terms of: .1 speed .2 accuracy .3 reliability .4 simplicity				
<b>3.</b> In your experience, how were the different types of electronic aids to navigation vary? What equipment are you very well familiar with?	Plan and conduct a passage and determine position	1.9.1 1.9.14 2.1.1 2.1.2 2.1.3 2.1.4	MT142 MT142L MT145 MT145L MT147 MT147L	Choose one or two types of electronic aids to navigation and elaborate their proper use and maintenance. Compares and contrast them against the method of position fixing by celestial navigation.				

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<p>Compare and contrast them with celestial navigation?</p> <p>.1 How do you calibrate for accuracy of information that you derive from the electronic aids to navigation that you have on board?</p> <p>.2 What are the inherent dangers of over reliance on a single electronic aid to navigation and how can this have a significant impact on the commercial aspect of the vessel's operation?</p> <p>.3 What best practices have you learned from your exposure to the usage of electronic aids, (i.e. GPS, AIS, Radar or ARPA, etc.) to navigation?</p>		<p>2.1.5 2.1.6 2.1.7 4.2.1 4.2.9 4.3.1 4.3.2 4.3.3 1.9.1 1.9.2 1.9.3 1.9.5 1.9.6 1.9.7 1.9.8 1.9.12 2.4.4 2.6.2 2.6.3 2.6.4 2.6.5 3.1 3.2 3.3 3.4</p>	<p>MT126 MT126L MT126 MT126L MT146 MT146L</p>	<p>.1 Demonstrate appreciation of the importance of calibration of positional information by means cross checking across all the available means of position fixing to ensure consistent accuracy of electronically derived position information</p> <p>.2 Classifies the inherent dangers (i.e. grounding, allision or collision) of over reliance to a single electronic aid to navigation and elaborate on the commercial impact of a problem arising from delays due to exposures to such dangers.</p> <p>.3 Appreciates that electronic aids to navigation are as good only as the correct settings that they are calibrated to, and that any errors undetected can render them unreliable, hence, should not be totally relied upon which necessitates checking of positions by other independent means to ensure safe navigation especially in pilot waters.</p>				
<p>4. How does a Gyro-compass work? What adjustments do you need to do in order for this equipment to perform with optimum accuracy?</p> <p>.1 How do magnetic compasses work?</p>	<p>Plan and conduct a passage and determine position</p>	<p>1.5.1 1.5.2 1.5.3 1.5.4 1.5.5</p>	<p>MT126 MT126L MT142 MT142L</p>	<p>Discusses the principle by which the gyro-compass operate and explain the speed and latitude calibration adjustments and how is contributes to the accuracy of the compass.</p> <p>.1 Explains the principle by which the magnetic compass operates and explain the influence of the magnetic poles on the compass</p>				

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<p>.2 What causes them to have errors? .3 How do you apply the errors detected on your gyro and magnetic compass</p>				<p>.2 Infers that current fluctuation, power surges and improper maintenance of the gyro-compass contributes to the gyro compass error's presence  .3 Infers that the magnetic variations on various locations on earth are responsible for the errors found on the magnetic compass.</p>				
<p>5. In your experience during your Bridge watchkeeping duties, how do you make use of the information you derive from the various navigation equipment that are found on the Bridge? How do you apply them to ensure a safe watch?</p>	<p>Maintain a safe navigational watch</p>	<p>1.2.2 1.2.3 1.9.1 1.9.2 1.9.3 1.9.4 1.9.4 1.9.5 1.9.6 1.9.7 1.9.8 1.9.9 1.9.10 1.9.11 1.9.12 1.9.13 2.1.6</p>	<p>MT 126 MT126L MT142 MT142L MT 145 MT145L MT146 MT146L MT147 MT147L</p>	<p>Checks and plot position at regular intervals every hour in the open sea and as frequent as possible in coastal and in pilot waters while monitoring the following: (any 4 of the below)</p> <p>.1 Radar/ARPA targets .2 AIS .3 Weather Report .4 Navtex .5 VHF Radio .6 DSC Broadcasts</p>				
<p>6. How is the Bridge Team managed on board and how are responsibilities allocated to each member.</p>	<p>Maintain a safe navigational watch</p>	<p>20.1.1 20.1.2 20.2.2 20.2.3</p>	<p>MT162-2</p>	<p>Recognizes the respective duties and responsibilities of each team member and assign tasks that corresponds to their competence.</p>				
<p>7. How would you know if the instruction you have given is clear to the receiver and how would you know if the orders you have received are correct?</p>	<p>Maintain a safe navigational watch</p>	<p>20.1.3 20.1.4 20.2.4</p>	<p>MT162-2</p>	<p>Repeat back orders received and asks questions to clarify unclear instructions that were given. <i>Remember closed-loop communication</i> and the use of SMCP.</p>				

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<p><b>8.</b> How do you analyze and interpret information obtained from the radar?</p> <p>.1 What are the factors affecting its performance and accuracy?</p>	<p>Use of radar and ARPA to maintain safety of navigation</p>	<p>1.9.1 1.9.2 1.9.3 1.9.4 1.9.6 3.2.1 3.2.2 3.2.3</p>	<p>MT 122 MT122L MT145 MT145L MT 145 MT145L</p>	<p>Demonstrates proper use of Radar using a Bridge simulator and avoid targets on the following situations in accordance with the International Regulation for Preventing Collisions at Sea, 1972 as amended:</p> <p>.1 Rule 13-Overtaking Situation .2 Rule 14-Head On Situation .3 Rule 15-Crossing Situation .4 Proper tuning, sea and rain clutter elimination and interference rejection affects the accuracy of Radar information.</p>				
<p><b>9.</b> Why do you need to use the SMCP in communicating with your colleagues on board? What is its relevance to the shipboard operation?</p>	<p>Use of radar and ARPA to maintain safety of navigation</p>	<p>7.1.1 7.1.2 7.4.1 7.4.4</p>	<p>MT126 MT126L MT153 MT153L</p>	<p>Uses Standard Marine Communication Phrases (SMCP) and closed loop communication at all times to ensure that all messages are conveyed and understood clearly. Eliminates ambiguity thru the use of SMCP to avoid miscommunication which could lead to problems that could be very costly for the shipowner (i.e. wrong distribution of trimming weight resulting to a trim by the head at completion of loading; over draught due to poor understanding of loading terminal's instructions; allision with a vessel at the bow due to confusing reports from the Mate stationed forward, etc.)</p>				
<p><b>10.</b> How do you set limits on where the vessel can safely navigate using the Radar/ARPA? What feature of the said equipment will you use and why?</p>	<p>Use of radar and ARPA to maintain safety of navigation</p>	<p>1.9.4</p>	<p>MT145 MT145L</p>	<p>Uses appropriate maneuvering signals when navigating in a channel or areas of restricted visibilities.</p> <p>-1 short blast – altering course to stbd. -2 short blasts – altering course to port -3 short blasts- operating astern propulsion -5 rapid short blasts- doubt or danger signal</p> <p>Above can be supplemented by Morse light at night to offer the same meaning.</p> <p>Uses Parallel Index to set limits on where the vessel can navigate safely and away from the shallows and other dangers to navigation.</p>				

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<p><b>11.</b> How do you setup the ECDIS prior to its use? What is the standard display that you need show at initial setup?</p> <p>.1 Why do you need to use the SMCP in communicating with your colleagues on board? What is its relevance to the shipboard operation?</p>	<p>Use of ECDIS to maintain the safety of navigation</p>	<p>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 7.1.1 7.1.2 7.4.1 7.4.4</p>	<p>MT 146 MT146L MT 126 MT126L MT153 MT153L</p>	<p>Performs ECDIS setup using the Bridge simulator following the procedure below:</p> <p>.1 Powers up unit .2 Checks GPS and ECDIS position are same .3 Sets Safety Depth and Safety Contour .4 Selects color palette (2 or 4 colors) .5 Selects Themes and choose Standard display .6 Customizes the display according to the navigator's preference .7 Enables AIS .8 Displays route and monitor track .9 Enables VRM and EBL for monitoring distances of fixed points and target vessels in the area. .10 Uses Standard Marine Communication Phrases (SMCP) and closed loop communication at all times to ensure that all messages are conveyed and understood clearly. Eliminate ambiguity thru the use of SMCP to avoid miscommunication which could lead to problems that could be very costly for the ship owner.</p>				
<p><b>12.</b> In your observation on board, how does your officers verify positive connectivity between the ECDIS, AIS, NAVTEX, GMDSS, INMARSAT etc. How do you keep track of their connectivity?</p>	<p>Use of ECDIS to maintain the safety of navigation</p>	<p>4.1.8 4.2.1 4.2.9 4.2.4 4.3.2 4.3.3 4.3.4</p>	<p>MT 126 MT126L MT146 MT146L</p>	<p>Verifies positive connectivity between the ECDIS and the GPS, AIS, NAVTEX, GMDSS, INMARSAT etc. manages and monitor all data sources to ensure smooth interface operation during equipment usage. Checks that the data output on the mentioned equipment corresponds with the displayed information on the ECDIS unit.</p>				
<p><b>13. Scenario:</b> Your vessel figured in a collision/grounding. What would be your initial action and how would you prioritize their order of execution?</p>	<p>Respond to emergencies</p>	<p>5.1.3 5.2.1 14.5.1 14.5.2</p>	<p>MT130P MT166</p>	<p>Following a collision or grounding carry out the following measures:</p> <ul style="list-style-type: none"> <li>- Proceed to Muster Station</li> <li>- Receive instructions from designated superior</li> <li>- Assess the extent of damage at the point of impact or when readily accessible, the affected area of grounding</li> <li>- Take sounding of all ballast and fuel tanks</li> <li>- Report the findings to the designated superior</li> </ul>				

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<p><b>14.</b> What are the contents of the Contingency Manual and why is it important for the vessel to have?</p>	<p>Respond to a distress signal at sea</p>	<p>5.1 5.2 5.3 5.1.1 5.1.2 5.1.3 5.1.4 5.1.5 5.1.6 5.1.7 5.1.8 5.1.9 5.1.10 5.1.11</p>	<p>MT153 MT153L</p>	<p>Consults the Contingency Plan for emergencies encountered onboard. Demonstrates understanding of the guidelines and procedures laid down in the plan and corresponding to identified emergencies that could happen at sea. Recognizes that the plan helps the shipboard team in dealing with emergencies like: -.1 Fire on board -.2 Heavy Weather Damage -.3 Collision -.4 Rescue or Recovery of in water survivor/casualties -.5 Persons Over Board -.6 Shipboard Oil Pollution incident -.7 Steering Failure -.8 Main Engine Failure -.9 Power Failure -.10 Security Alert -.11 Abandon ship  ...in a structured manner.</p>				
<p><b>15.</b> How do you ensure that all your communications on board are understood by everybody? .1 What steps have you taken to maintain consistency in English communication?</p>	<p>Use the IMO Standard Marine Communication Phrases and use English in written and oral form</p>	<p>7.1.1 7.1.2 7.4.1 7.4.3 7.4.5 7.5.1 7.5.2 7.5.3</p>	<p>MT153 MT153L</p>	<p>Eliminates ambiguity thru the use of SMCP to avoid miscommunication which could lead to various problems ranging from a simple case of inconvenience (like damage to property) to very costly consequences (like fatality or largescale environmental damage) for the ship owner. .1 Practices constant communication in English to achieve mastery of the language. Uses SMCP at every opportunity to make himself understood by everybody at all times.</p>				
<p><b>16. Situation:</b> Your vessel is in distress and you only have your Oscillator Key and Aldis Lamp to send your message, please simulate how you</p>	<p>Transmit and receive information by visual signaling</p>	<p>8.1.1 8.1.2 8.2.1 8.2.2</p>	<p>MT153 MT153L</p>	<p>Demonstrates ability in transmitting the distress signal SOS by Morse light .1 Demonstrates the use of appropriate signal flag Bravo when vessel is engaged in bunkering operation and reasons out that this is done to alert other vessels in the vicinity that own ship is engaged in such</p>				

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would do it using your <i>voice or the flashlight provided</i> . .1What signal flag will you hoist when vessel is engaged in bunkering? What is the importance of displaying the correct flag and how does it relate to positive environmental reputation?				an operation. Elaborates further the importance of sending out correct flag signals to avoid miscommunication with the shore authorities who could be monitoring their transmission and relates the use of Bravo Flag to foster an image of being responsible to the environment by implying that the vessel has complied with the requirements of bunkering which would facilitate the safe and successful completion of oil transfer.				
<b>17.</b> What types of man-over-board drills have you participated in on board, and how were they carried out?	Maneuver the ship	9.3.1 9.3.2	MT109 MT109L	Explains the procedure of how one of the three MOB maneuvers are carried out: .31 Single Turn .32 Williamson Turn .33 Scharnow Turn				
<b>18.</b> When does Squat occur and how does this phenomenon occur? .41What are dangers that Squat entails?	Maneuver the ship	9.1.4	MT109 MT109L	Explains the squat phenomenon and where it occurs when the Block Coefficient of the vessel is: Cb = 0.70m Cb > 0.70m Cb < 0.70m .41 Discusses the danger of grounding due to the effect of Squat in shallow water that offers a small under-keel clearance				

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
<b>19.</b> How do you segregate cargoes that are not compatible with each other? What reference do you use to guide you on this?	Monitor the loading, stowage, securing, care during the voyage	10.5.1 10.5.2 10.7.3 10.7.4 10.7.5	MT107 MT107L MT108 MT108L	Refers to the contents of the IMDG Code book to obtain the characteristics and properties of dangerous cargoes and their proper handling, stowage and segregation. Shows how the book is referenced and explains the information found therein.				
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<p>.1 How do you handle dangerous goods when transporting them? What precautions do you take to avoid exposure to such hazards?</p> <p>.2 What possible dangers can arise from improper stowage of dangerous cargoes? How do you prevent such dangers from happening?</p> <p>.3 What other hazards aside from the chemical and physical properties of dangerous cargoes have you learned from your experience on board your vessel? (General Cargo/Tanker/Bulk Carrier)</p> <p>.4 How does the Free Surface Moment phenomenon affect the vessel? Cite an example of the dangers that it could cause the ship.</p>	<p>and the unloading of cargoes</p>	<p>10.7.6 10.7.7 10.7.1 10.7.2 10.7.3 10.7.4 10.7.5 10.7.6 10.7.7 10.7.5 10.7.6 10.7.5 10.7.6</p>		<p>.1 Appreciate the hazardous properties of dangerous goods and handles and treat them with respect to avoid injury by <i>wearing proper Personal Protective Equipment. Refers to MFAG in cases of exposure and injury arising from improper handling of Dangerous Goods.</i></p> <p>.2 Argues that improper segregation of hazardous cargoes could cause fire and explosion when they react with each other. Explains that <i>proper segregation of incompatible cargoes is key to the prevention of these hazards from causing harm, injury or accident.</i></p> <p>.3 Elaborates the importance of proper securing of cargoes before sailing and explains that as a consequence of: <i>1. loose cargoes on a general cargo ship, will result to its uncontrolled movement which could puncture the bulkhead and lead to water ingress which could capsize and sink a ship; 2. a half filled cargo tank in an oil tanker could lead to sloshing inside the tank and cause a virtual loss of stability due to Free Surface Moment; 3. a slack cargo of grain inside the holds of a bulk carrier could shift and create a dangerous list that could also result to capsizing of the vessel.</i></p> <p>.4 Appreciates the dangers that Free Surface Moment can cause to a vessel by citing: <i>1. the Virtual Loss of GM which decreases vessel's stability; 2. sloshing which could damage the steel members of the tank.</i></p>				
<p><b>20.</b> How do you ensure reliable detection of defects and damages during inspection of ballast tanks and enclosed spaces.</p>	<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p>	<p>12.2.1 12.2.2 12.2.4 12.2.13 14.6.1 14.6.2</p>	<p>MT 107 MT107L MT108 MT108L</p>	<p>Uses surveyor's hammer and scrapper to check for cracks on steel members of suspect areas inspected, also uses ultrasonic gauging equipment to confirm if damage is indeed present.</p>				
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<p><b>21.</b> In your observation from the Chief Officer's maintenance schedule, how does he plan the tank inspection and what are the considerations that he is taking into account in executing them?</p>	<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p>	<p>10.14.1 12.2.2 12.2.4 12.2.17 14.6.3</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 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>.</p>				
<p><b>22.</b> What are the procedures on ballast tank and enclosed space inspection? Why do you need to follow such procedures? How would you relate this to your day to day routines on board?</p>	<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p>	<p>12.2.1 12.2.2 12.2.4 12.2.13 14.6.1 14.6.2 16.5.1 16.5.2 16.5.3 16.5.6</p>	<p>MT 107 MT107L MT108 MT108L MT109 MT109L MT130P</p>	<p>Plans the approach on how the inspection shall be carried out and procedures below observed: -Conduct risk assessment -Open access manhole and ventilate the space to be entered and inspected -Fill out an Enclosed Space Entry Permit -Prepare the SCBA, EEED, ELSA, lifeline, harness and Neil Robertson stretcher near the access point -Advise the management company of the planned inspection and ask for additional safety reminders and recommendations as necessary -Report the findings to the management for their proper disposition. Realizes that a structured approach to activities would ensure a successful and safe outcome of any planned activity.</p>				

#### 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><b>23.</b> In your own capacity as a cadet, how would you ensure that a positive environmental reputation is maintained, given the fact</p>	<p>Ensure compliance with pollution-prevention requirements</p>	<p>14.1.1 14.1.2 14.1.3 14.1.4 14.1.5</p>	<p>MT166</p>	<p>Cites that knowledge of and compliance with the relevant provisions of MARPOL 73/78, is vital in ensuring the company's maintenance of a positive environmental reputation. Cites as an example: <i>the adherence with the provisions of the Garbage Management Plan (i.e. garbage segregation and disposal) and to the norms of waste oil</i></p>				

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that you are understudying to become a Deck Officer in the future?		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 14.2.1-4		<i>disposal in port and deployment of anti-pollution measures during bunkering.</i>				
<b>24. Situation:</b> A ship's ballast tank was punctured below the waterline but was discovered only during unberthing operation from an inadequately protected berth. How would this affect the buoyancy of the ship? What is your understanding of the fundamental actions that must be taken, in the event of partial loss of intact buoyancy? Why is it important to carry them out promptly?	Maintain seaworthiness of the ship	10.13.2 10.14.1 11.1.1 14.5.2 15.3.1 15.3.2 15.3.3	MT 106 MT106-3 MT 166	Argues that if nothing is done about these holes, the ship will lose buoyancy, assume a list, lose stability. Partial flooding refers to a condition in which an intact compartment is not completely flooded. An "intact compartment" means that the deck on which the water rests and the bulkheads that surround it remain watertight. The loss of stability from flooding is due in part to the free surface effect. Stability is also lost in flooding when, for example, an empty tank is filled with seawater. The lost buoyancy of the tank results in that section of the ship lowering into the water slightly. Discusses the importance of keeping the vessel's stresses within allowable limits and the relevance of meeting the IMO intact stability criteria in all conditions of loading.				
<b>25.</b> How will you prevent and combat fire on board?	Prevent, control and fight fires on board	16.1.1 16.1.2 16.1.3 16.1.4 16.4.10	MT101 MT101L MT130P	Explains the use of different types of fire extinguishers  Identifies and explains the 5 classes of fire and how a fire is likely to develop. Heat, oxygen and fuel.				
<b>26.</b> How do you test and operate a Satellite EPIRB?	Operate life-saving appliances	17.1.8	MT130P	Discusses that Emergency Position Indicating Radio Beacon or EPIRBs are examined by carrying out a self-test function without using the satellite system. Emphasizes that no emergency signal is				

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What does it do for the vessel during an emergency?				transmitted during the self-test and that during self-test the battery voltage, output power and frequency are checked.  Explains that Emergency Position Indicating Radio Beacon or EPIRB is used to alert search and rescue services in the event of an emergency. Further that it does this by transmitting a coded message on the 406 MHz distress frequency via satellite and earth stations to the nearest rescue co-ordination center.				
<b>27.</b> How do you carry out the proper donning of the immersion suit? Please state the sequence.	Operate life-saving appliances	17.5.9	MT130P	Explains that monthly practice should reduce the donning time from minutes to within a few seconds. Demonstrates donning by: -Sitting on the deck and working the legs into the suit. -Boots or shoes are left on and if possible, place plastic bags over the boots or shoes to make donning the suit easier. Demonstrates donning of immersion suit within 1 minute (done on the training site or in the campus)				
<b>28.</b> How is the Radio Medical Advise requested to the Coastguard by radio?	Apply medical first aid on board ship	5.1.4 5.2.1 5.3.1 5.3.4	MT153 MT153L	Simulate the proper reporting format of a radio medical advice as per the procedures below: -From the Admiralty List of Radio Signals Vol 1 NP 281, select a calling frequency for a coastguard station offering radio medical advice services -Answer the question prompts of the operator -Take note of the recommendations -If treatment requires medical evacuation, prepare a deviation report and proceed at full speed to an agreed rendezvous point. -If helicopter evacuation is involved, prepare fire-fighting equipment near the ship's helipad -if evacuation by motor boat is involved, prepare the stretcher and rig the patient securely to safely for land him aboard the launch using the ship's crane or any lifting appliance available. -Report the incident to the owner for insurance purposes				
<b>29.</b> How does the STCW Code 78 as amended work for you as a seafarer?	Monitor compliance with	19.1.4	MT167	STCW Code as amended – came into being to standardize the training and certification of global seafarers.				

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	legislative requirements							
<b>30.</b> What is the relevance of the Load Line Convention to the vessel?	Monitor compliance with legislative requirements	19.2.3 19.2.4	MT167	<p>Load Line Convention-was signed in London on 5 April 1966, amended by the 1988 Protocol and further revised in 2003. The convention pertains specifically to a <a href="#">ship's load line</a> (also referred to as the "<a href="#">waterline</a>"), a marking of the highest point on a ship's <a href="#">hull</a> that can safely meet the surface of the water; a ship that is loaded to the point where its load line is underwater and no longer visible has exceeded its <a href="#">draft</a> and is in danger because its capacity has been exceeded.</p> <p>The 1988 Protocol was adopted to harmonize the survey and certification requirement of the 1966 Convention with those contained in the <a href="#">International Convention for the Safety of Life at Sea</a> (SOLAS) and <a href="#">MARPOL 73/78</a>.</p> <p>In accordance with the International Convention on Load Lines (CLL 66/88), all assigned load lines must be marked amidships on each side of the ships engaged in international voyages. The determinations of the freeboard of ships are calculated and/or verified by <a href="#">classification societies</a> which issue International Load Line Certificates in accordance with the legislation of participating States.</p>				
<b>31.</b> How are the maintenance works planned by the responsible officers on board?	Application of leadership and team-working skills.	20.2.1 20.2.2 20.2.3	MT162-2	Maps out work plan in accordance to the available time and classify their order of priority.				
<b>32.</b> How are job orders prioritized by the responsible officers on board?	Application of leadership and team-working skills.	20.2.2	MT162-2	Prioritizes job orders that are classified as top priority, urgent and normal; allocate each job task based on the available resources and time.				
<b>33.</b> How are the work routines on board ship, managed by your superiors?	Application of leadership and	20.1.1 20.1.2 20.1.3	MT162-2	Prioritizes resources in accordance with the urgency of the tasks at hand (whether it is top priority, urgent and normal); and allocates				

#### POST-SHIPBOARD TRAINING ASSESSMENT CONDUCTED BY:

<b>Shipboard Training Officer</b>	<b>Dean</b>	<b>Deck Assessor</b>
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## SHIPBOARD TRAINING OFFICE

### DECK CADET ORAL ASSESSMENT (SET B)

(i.e. Master, Chief Officer, Chief Engineer or Second Engineer)	team-working skills.	20.1.4 20.1.5 20.1.6 20.1.7 20.2.1 20.2.2 20.2.3 20.2.5		human resources for each job task based on their skills and availability.				
<b>34. Situation:</b> You are given by the Chief Mate the task of conveying the days job order to the deck crew. How would you ensure that communication on board is clearly and un-ambiguously given or received?	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 20.2.2 20.2.3	MT162-2	Uses SMCP for communications given to the deck crew and repeated back to him to confirm that the message is positively received and understood (closed loop). The process is repeated when the receiver (deck crew) fails to repeat back the message given to them.				
<b>35. Scenario:</b> During your fire patrol watch, you discovered that the galley is burning due to an unattended hot pan with oil in it. How would you deal the situation based on what you have learned from your Basic Training? What would the sequence of your actions be?	Contribute to the safety of personnel and ship	16.1.1 16.1.2 16.1.3 16.1.4 16.1.5 16.2.1 16.2.2 16.3.1 16.3.2 16.3.3 16.4.1 16.4.2 16.4.7 16.4.8	MT130P	Demonstrates familiarity with the onboard firefighting procedures by: -Reporting the fire immediately to the Bridge -Shutting off the ventilations and doors to isolate further ingress of air and -Wait for the firefighting team to arrive.  In the event of a small fire that can be put off with a portable fire extinguisher: -Reports the fire to the Bridge and -Extinguishes the fire using the appropriate extinguishing agent for oil fire (which in this case is a Dry Powder). -Uses a fire blanket to smother the fire if it is readily accessible.				

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