



UK MARINE TRAINING CENTRE (UMTC)

SAI POOJA BUILDING, SHOP NO. 4, PLOT NO. 36, SECTOR - 34. KAMOTHE, NAVI
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Class 1 Oral's Questions

Date: 27.03.2024

Examiner: Niaz Hyder

Candidate name: Ayaz Ahmad

Duration: 1Hr 30 mins

Result: Pass

General introduction like name, type of ship you worked, type of engine, maker.

- 1) Take over of vessel as CE.
- 2) CE standing order. (I explained general CE standing order then he asked standing order to keep dual fuel engine in consideration).
- 3) MARPOL related certificated.
- 4) NOx & SOx reduction methods.
- 5) What is SEEMP in detail including all three parts.
- 6) Validity of IEEC certificate.
- 7) Validity of ISPP certificate. Does it surveyed annually?
- 8) Difference between SOPEP & SMPEP. What does it contain.
- 9) Change over procedure from VLSFO to LSMGO (complete procedure including risk involved and updating of the record)
- 10) SOLAS chapter 12 in detail. (Looking for what are the special requirement for bulk above 150 mtrs)
- 11) What are two scheme for UK registered ship.
EAS (Enhanced authorization scheme) refer MGN 561 (M)
ACS (Alternative compliance schemes) refer MGN 568 (M)
- 12) Certificate issued by MCA not by RO. (Mandatory & statutory certificate)
- 13) What are the mandatory documents to carry onboard. (All documents specially mention SOPEP).
- 14) What is COC & Class Memorandum (in detail with example). What is the difference between them.
- 15) MLC in detail including 5 titles and subtitles.
- 16) As CE how you ensure ISM is followed and how ISM affect CE.
- 17) Co2 releasing procedure in detail. After releasing how do you know it has been released (I said by seeing discharge pipe and also monitoring bulk head temp. if bulk head temperature start reducing means Co2 released effectively). Again he asked after releasing CO2 what you will means after releasing you will just wait to fire get extinguished or you will do some additional thing. (Specially looking for boundary cooling).
Next question again he asked what is purpose of capillary tube inside the Co2 bottle also know as dip tube. (answer I shared in group)



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- 18) What is planned maintenance system and what is CBM in detail.
Which is more reliable (I said PMS). For CBM he gave Scenario that for Main engine main bearing CBM what all will you take into consideration. How do you know the reading you have got is reliable (I said I'll compare it with previous reading). Further he asked how it is reliable (the condition should be same such as temp. condition whether she was in ballast or loaded will take reading in same condition to compare otherwise reading will differ and will not be reliable)
- 19) Refrigeration large bubble in sight glass reason, action, how to charge gas, name of the gas to charge.
- 20) Function of expansion valve. Purpose of the equalizing tube in expansion valve.
(Compensate the pressure drop. Separate answer sent in group?)
- 21) 2E started generator and reported no voltage showing. Reason (voltmeter ok, AVR ok, residual magnetism and field flashing).
- 22) Question asked based on recent accident where container ship hit the bridge during maneuvering. So what was the reason, what all you monitor during maneuvering. What are the reasons for power loss/blackout.
- 23) Fixed fire fighting hyper mist system explain in detail how it work. What are the maintenance done on hyper mist system. In case of total power loss including emergency generator can we still operate hyper mist system (I said NO in case of total power loss cannot be operated).
- 24) IN water survey.
What all condition required to be eligible for in water survey.
Preparation for in water survey in detail. Which plan will you provide to diverse (looking for lock out and tag out for preparation and shell expansion plan to be provided).
- 25) Interval of passenger ship hull survey. Can we do in water hull survey of passenger ship. (hull survey to be done annually between 3 years one can be in water survey refer Aditya sir's note).
- 26) Scavenge fire action & inspection. (in inspection including all checks need to mention tie rod deformation).
- 27) During maneuvering in heavy traffic area one unit jacket temperature going high. What action will you take (I said will reduce rpm hence load the jacket temperature would come down) further he asked if master is insisting that he need generator on full speed for 4/5 min and you temperature is about to reach to slow down activation set point what will you do (here want to hear specially that as master he is having overall responsibility of ship so you can cancel slowdown/override to allow him to go in full speed for short period and then steer to safe place for further investigation).
- 28) Post grounding checks (Specially looking for ME checks such as crankshaft deflection, bearing clearances, bed plate, holding down bolts, chocks, intermediate bearing holding arrangement to ensure they are not misaligned due to sudden stop and heavy impact. Other checks also need to mention).