



# 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: 25 Jan 2024

Examiner: Michael Greenwood

Candidate name: Hrishi

Duration: 1Hr 10 mins

Result: Pass

Surveyor started with checking the room I was sitting and document verification. Asked me to switch off the phone and briefed me regarding the rules of the examination

1. Introduce yourself and what kind of ship you are working on?
2. List out all the certificates a ship should carry.
3. Other documents apart from the certificates.
4. What is IOPP certificate? How as CE you will prepare the ship for renewal of the IOPP certificate? What all things you will check in OWS and Bilge systems prior the surveyor comes onboard? Why you should check BHT and what test you will carry out in front of surveyor?
5. What is ISM, SMC and DOC? What certificate a ship should carry to comply with ISM, certification and renewal procedure?
6. Your ship is going for dry dock but it is not a special survey. The ship is going for some repairs. What documents you should send to the dry dock manager? What all services you will be needing?

How you will prepare your engine room team for the upcoming dry dock? The dry dock manager has replied to your mail and said we can only supply 50 HZ frequency supply, will you accept it? If yes why?

Why it is important to check the frequency? Will there be any consequences if you use 50Hz frequency supply? Take me through the ships hull and tell me what all things you will check as a CE?

What are the checks on Rudder? How you check the rudder's integrity? What are the clearances related to rudder survey? What are the things you will check on a propeller? What you will do if you see propeller blades are bend? What is the principle behind sacrificial anodes and how they give protection? What materials are used in sacrificial anodes and why? Procedure of fire fighting in DD?

7. What is ICCP? What is the principle of it? Why it is used onboard? What kind of anodes are used in it?
8. Your ship is en-route and office says you have to divert and go to some European port and ETA is 2 days and you do not have ULSMGO ROB for ECA region. There are no nearest bunker facility available and due to some incident en-route you have consumed all your ULSMGO. How you will handle this situation? What is the SOx regulations?
9. Your ship is passing through a high traffic area like Singapore Straits. You and 4/E are there in the engine control room and you see the ME Jacket Water Outlet temperature of 1 unit is increasing. What will be your action? THE JCW temperature is now 88 deg. And suppose the alarm temperature is at 90 Deg. And ME slowdown temperature is at 95 deg, what will you do now?



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10. You got a call from your 4/E that OMD alarm came for ME? What will be your action? What can be the possible reasons for OMD alarms? What all checks you will do on the engine and why?
11. You got a call from your 4/E and now there is a scavenge fire in main engine. What will be your action? Now the scavenge fire is happening in all units what you will do? What all checks you will do on Main Engine after dousing the fire? What all parts of the Main Engines you will check? What are the causes of scavenge fire? How you can minimize it?
12. How many hours of rest should be given as per MLC convention?
13. What all certificates are required by a ship to carry with respect to ANNEX VI of MARPOL?
14. What is NOx technical file? What are its contents? What is its importance? Under what regulation NOx and SOx comes under? How you will satisfy Port-state that your ship is complying with NOx and SOx regulations? What all things are there in a fuel analysis report? How do you record changeover procedure of fuel oil?
15. How will you train your J/E and 4/E for the upcoming dry dock of your ship?

There were some more cross questions but I have listed all I can remember. Most of the questions were scenario based.

Shivaji Sir

ADITYA SIR