

TRADE TEST – MASTER

BEFORE BEING ACCEPTED BY ARAMCO YOU WILL BE TESTED BY A RIG – MOVE
MASTER ON THE FOLLOWING:

1. RULES OF THE ROAD – WITH EMPHASIS ON LIGHTS AND SHAPE ON FOG
SIGNALS. CONDUCT IN REDUCED VISIBILITY.
2. BOAT HANDLING.
3. TIDES AND CLEARANCES UNDER KEEL.
4. RADAR – SWITCH ON SET – TAKE A RADAR BEARING AND DISTANCE.
5. COMPASS ERROR.
6. COMMUNICATION SKILLS – CORRECT USE OF V.H.F. RADIO.
7. OIL FIELD / GAS PROCEDURES ETC.
8. SET AND DRIFT CALCULATION.
9. SAFETY EQUIPMENT.
10. KNOWLEDGE OF VESSEL.
11. NAVIGATIONAL CHART WORK.
12. SELF CONTAINED BREATHING APPARATUS (SCOTT AIR PACK)

TRADE TESTS

ROLE OF THE ROAD

VESSEL IN SIGHT OF ONE ANOTHER

Q : What is the meaning of one short blast ? (1)

Ans : I am altering my course to starboard.

Q : What is the meaning of two short blasts? (2)

Ans : I am altering my course to port.

Q : What is the meaning of three short blasts? (3)

Ans : I am operating astern propulsion.

Q : What is the meaning of five short blasts? (5)

Ans : I am in doubt regarding your intentions.

MANAGERING SIGNALS FOR VESSEL IN RESTRICTED VISIBILITY

YOU MUST KNOW THE FOG SIGNALS:

T (-): one long (every 2 mins) A power driven vessel making way.

M (- -): two long (every 2 mins) A power driven vessel not making way

A (- .) : one long two shorts
(every two mins)
A sailing vessel or a hampered vessel
(whether making way or stopped or a hampered vessel
at anchor)

B (—...): one long three shorts The last vessel of a tow.

THIS SIGNAL TO FOLLOW THE TUGS SIGNAL

TH (-) : one long four short (2 mins) A Pilot vessel making way or

MH (— · — · — ·): two longs four shorts (2 mins) A Pilot vessel not making way.

R (. - .) : one short one long one short I am at anchor or aground, approach with caution.

Rapid ringing of a bell (every 1 min) : A vessel at anchor

1. Followed by rapid ringing of a long : A vessel more than 100 meters at anchor.
2. When preceded and followed by three (3) single strokes on a bell : A vessel aground.
3. When followed by four (4) short blast on the whistle : A pilot vessel on anchor.

- Q : If meeting another vessel end on, what action?
- Ans : Alter course starboard. 1 short blast on whistle.
- Q : a vessel on your starboard side and crossing. What action?
- Ans : I must give way a void crossing ahead of other vessel.
- Q : What action do you take in case of reduced visibility?
- Ans : reduce speed to safe speed as per collision regs. (article 6)
 Post lookout and helmsman.
 Switch on navigation lights.
 Switch on and use the radar.
 Sound the appropriate fog signal on whistle.

You must know the various light signals for different types of vessel. E.g. power driven vessels – sailing vessel – pilot boat – deep drafted tankers not under command – hampered – vessel (dredging, diving, surveying, towing, etc) – fishing vessels and the rest.

Able to switch on radar set – take radar bearing and distances of vessels or objects – recognition of recon signals – plotting of other vessels movements.

Demonstrate correct use of V. H. F. set and the “walkie – talkie” mooring radio. Train all deck crew to use the V. H. F. set is n use for 24 hours per day. Only in English language.

Knowledge of craft e.g. length, breadth, draft. Tonnage position of safety equipment and its vessel liferafts, lifebelts lights and smoke floats (Use smoke float in daylight). Fire fighting equipment (Hydrant, hoses, extinguishers etc). First aid kit. Launching life raft S.C.B.A. Set – use.

MAN OVERBOARD PROCEDURES :

Swing the stern away from the side on which the man has fallen overboard. Throw lifebuoy over the side as side as soon as possible to mark the spot.

Daytime: If possible use a lifebuoy with a smoke marker.

At Night: Use lifebuoy with light attached.

Post lookouts as high as possible. Sound alarm signals, for man – overboard. Searchlight on. Lines ready on deck.

Williamson turn – what is it?



If a man or object falls overboard the Williamson turn is used to bring a vessel back on a reciprocal course :

Note ships heading – wheel hard to starboard. When ships head has swung 60° – put the wheel amidships and immediately hard to port. Vessel should now swing back on the reciprocal of original course.

What is A Hydrostatic release ?

It is a device fitted to a life raft to automatically release the life raft if it is under water, by the action of water pressure on it will operate at a depth of not more than meters.

What is the emergency signal?

It use be a succession of seven (7) or more short blasts followed by one long blast on the ships whistle or siren.

What is the muster list?

It is Another name for “Emergency station” bill or list. Detail the emergency station and duties of each crew member for both fire and abandon ship emergencies.

Abandon Ship signal is to be given verbally by the Master.

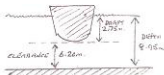
TRADE TEST – MASTER

TIDES :

Be able to read the Saudi Aramco tide table and obtain the H.W and L.W on any practically day at any place.

CLEARANCE UNDER KEEL:

Depth on chart	8.50 m
Rise of tide	+ 0.45 m
Depth	8.95 m
Vessel draft	- 2.75 m
Depth vessel under keel	6.20 m



You must have a minimum clearance of one (1) meter (Saudi Aramco) over all pipelines etc. therefore with above example you must subtract 1 m (6.20 m – 1 m) = 5.20 m clearance.

ALWAYS ALLOW 1 METER CLEARANCE

When passing over any pipelines you slow down to clutch speed. Maximum speed allowed in any harbour is 5 KTS.

FOG : Slow down – post lookout – switch on radar – switch on navigation lights – sound fog signal.

COMPASS ERROR : you can calculate the compass error by use of transit (range) bearings or by taking amplitude at sunrise and sunset.

ALL OFFSHORE : Platform and structures have lights flashing short, short, long (- - -) letter vessel in Morse code “ you are standing into danger ” fog signal by sound is the same (- - -)

ISOLATED DANGER BUOY : Has light GP.FL (2) W.

ECHO SOUNDER : be able to switch on and read the depth of water indicated – this is water under the keel. Compare the depth with figure shown on chart. Remember to add draft of vessel in shallow water. You can check with a hand lead – line.

WHEN NAVIGATION OR PROCEEDING IN A CHANNEL :

Q : To which side must you keep your vessel?

Ans : the starboard side of the channel.

LIFE JACKETS; must have whistle Light and reflective tape. Sufficient for all crew + 20 %
spares must be placed on bridge and in engine room. To be worn at all drills.

What is maximum draft of your vessel?

Ans :

What Signals must be displayed when bunkering?

Ans : International flag "B", by night – all round red light.

What Else required when bunkering?

Ans : No smoking order issued to crew. Captain on stand – by. Rig a fire hose each side.
A.B. standing by with extinguisher scuppers to be plugged. C/Eng In charge.
Check meter readiness.

H2S Gas

How would you know if there was H2S gas in the atmosphere?

Ans : By smelling it. (smells like bad eggs)



















What action?

Ans : all man on board immediately and proceed to windward of the platform or structure.

















Know the positions

of sounding and overflow pipes. Fuel shut – off valves.

SYMBOLS ON CHARTS

	GOSP complex platform		
	Tie - I platform		
	Well platform		
	Su - sea well location		
	Free standing contractor		
	Flare		
	Submarine pipeline		
	Buried submarine Pipeline		
	Abandon submarine pipeline		
	Pipe support/ crossover		
	Possible Major frees pan of pipe (more than 20 m)		
	Possible Minor frees pan of pipe (less than 20 m)		
	Depth to top of pipeline		
	Submarine cable		
	Beacon		
	Post		
	Pipeline marker	or when lit	BN,FL
	Pile.		

SYMBOLS ON CHARTS

	Significant Pockmark
	Hazard
	Perimeter around Debris
	Rig Leg depression
	Anchor scar
	Obstruction
	Coral Patch
	Rock Patch
	Water Column Contact
	Limit of Siltation survey
	Tide Gauge
	Proposed Location
	Final Location
	Berth Number
	Unsurveyed Area
	Restricted area