

ETO OFFSHORE MÜLAKAT HAZIRLIK DOSYASI

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Hazırlayan: ARGUS · 3 Ağustos 2026

0. BU DOSYAYI NASIL KULLAN

Bu dosya ezberlenecek bir metin değil, **iskelet**. Cevapların içine kendi gemilerini, kendi ekipmanını, kendi rakamlarını koyacaksın. Köşeli parantezli yerler [...] senin dolduracağın boşluklar.

Bu gece: Bölüm 1'i (kendini tanıtma) yüksek sesle 5 kez tekrarla.

Bölüm 3'teki teknik cevapları oku, kendi deneyiminle eşleştir.

Yarın sabah: Prova kaydını çalıştır → argussees.com/raporlar/mulakat-provasi.html

Mülakat sırasında: ARGUS Tercüman açık dursun → argussees.com/terc/

- > **Dürüst uyarı:** İngilizce, ETO görevinde STCW gereği yasal ve emniyet şartı.
- > Şirket ayrıca Marlin's veya CES online İngilizce testi isteyebilir. Bu dosya
- > mülakatı kolaylaştırır; gemideki İngilizce ihtiyacını ortadan kaldırmaz.

1. KENDİNİ TANITMA — mülakatın en önemli 2 dakikası

Neredeyse her mülakat bununla başlar: *"Tell me about yourself."*

Bunu **ezberle**. Akıcı başlarsan mülakatın tonu baştan lehine döner.

Şablon (kendi bilgilerinle doldur):

- > Thank you. My name is Ulaş, I am from Turkey. I have been working at sea as an
- > electro technical officer for [X] years. My last vessel was a [gemi tipi],
- > [tonaj/boy] metres, with a [440 volt / 6.6 kV] electrical system and
- > [kaç] main generators.
- >
- > On board I was responsible for all electrical and automation equipment — the
- > main switchboard, the generators, the alarm and monitoring system, deck
- > machinery, and the planned maintenance for all electrical items.
- >
- > I am comfortable with fault finding, insulation testing, and working with

> [PLC/VFD/otomasyon markaları]. I hold [sertifikaların].

>

> I am looking for an offshore position because [sebebi — büyüme, yeni sistemler,

> daha teknik iş]. That is why I applied for this vacancy.

İpuçları:

- Yavaş konuş. Türk aksanı sorun değil, **hız** sorun.
- Sayı ver: kaç yıl, kaç jeneratör, kaç volt. Sayı güven verir.
- 2 dakikayı geçme. Uzatırsan kelime arar hâle gelirsin.

2. BÖLÜM A — KİŞİSEL VE GEÇMİŞ SORULARI

A1. How long have you been sailing as an electro technical officer?

Ne kadar süredir elektrik zabiti olarak çalışıyorsun?

> I have been sailing as an ETO for [X] years. Before that I worked [kara işi /

> tersane / elektrik teknisyeni] for [Y] years, so I have around [X+Y] years of

> experience with electrical systems in total.

A2. What made you choose the electrical side rather than engineering?

Neden makine değil de elektrik tarafını seçtin?

> I have always been more interested in electrical and automation systems.

> I like fault finding — following a problem step by step until I find the cause.

> On a modern vessel almost everything depends on automation, so I think this is

> the right place to be.

A3. Tell me about your most recent vessel.

Son gemini anlat.

> My last vessel was a [tip], built in [yıl]. She had [kaç] main generators,

> [kW] each, running at [440 V / 690 V / 6.6 kV], and an emergency generator.

> The automation system was [marka]. My main duties were the daily electrical

> rounds, planned maintenance in [PMS yazılımı], fault finding, and supporting

> the engineers during maintenance and port operations.

A4. Why are you looking to move at the moment?

Neden iş değiştirmek istiyorsun? □ **Eski şirketi kötüleme.** Hep ileriye bak.

- > I learned a lot on my last vessel, but the equipment was quite basic.
- > I want to work on more advanced systems — dynamic positioning, high voltage,
- > more automation. Offshore is where I can develop, and that is why I am here.

A5. Have you worked offshore before?

Daha önce açık denizde (offshore) çalıştın mı?

Çalıştıysan: gemi tipini, DP sınıfını, operasyonu söyle.

Çalışmadıysan — dürüst ol, sonra köprü kur:

- > Not offshore, no — my experience has been on [gemi tipi]. But the electrical
- > systems are very similar: generators, switchboards, automation, and the same
- > maintenance discipline. I know offshore has extra requirements, especially
- > around DP and redundancy, and I am ready to learn those quickly.

A6. How do you cope with being away from home for long periods?

Uzun süre evden uzak kalmaya nasıl dayanıyorsun?

- > I am used to it — I have been doing [X] month contracts for [Y] years.
- > I keep a routine on board: work, exercise, rest, and I call my family when
- > the internet allows. It is part of the job and I am comfortable with it.

3. BÖLÜM B — TEKNİK SORULAR (en kritik bölüm)

B1. Talk me through an insulation resistance test on a main generator. What reading would worry you?

Ana jeneratörde izolasyon direnci testini nasıl yaparsın? Hangi değer seni endişelendirir?

Söylenecek adımlar:

- > First, safety. I would get a permit to work, isolate the generator, lock out
- > and tag out the breaker, and prove it is dead. I would also discharge the
- > windings to earth before I start.
- >
- > Then I disconnect or bypass any sensitive electronics — the AVR, the space
- > heater supply, and any electronic protection — because the test voltage can
- > damage them.
- >
- > For a 440 volt machine I use a 500 volt megger; for high voltage I use a

- > 5 kV megger. I test each phase to earth, and record the reading after one
- > minute. I also check the winding temperature, because insulation resistance
- > changes a lot with temperature — readings are corrected to 40 degrees.
- >
- > For a machine below 1 kV, the guideline is a minimum of about 5 megohms at
- > 40 degrees. But the number alone is not the whole story — what matters most is
- > the **trend**. If it was 100 megohms last month and it is 20 today, that is a
- > problem even though 20 is still acceptable.
- >
- > If the reading is very low I would check for moisture first — that is the most
- > common cause. Space heaters not working, or the machine standing idle in a
- > humid space. Drying out often brings it back.
- >
- > Anything below 1 megohm I treat as urgent, and I would not start the machine.
- > Finally I discharge the winding again, reconnect everything, and record the
- > result in the maintenance system.

Bonus (etkiler): *polarization index* — 10 dakika / 1 dakika oranı; 2'nin üstü sağlıklı. Bunu söylersen "bu adam kitabı okumuş" dedirtirsin.

B2. Earth fault alarm on the 440 V main switchboard at 03:00. Step by step?

Gece 3'te ana panoda toprak kaçağı alarmı. Adım adım ne yaparsın?

□ Bu sorunun püf noktası: **440 V gemi sistemi topraksızdır (IT sistem).**

Tek toprak kaçağı devreyi kesmez, sadece alarm verir. **İkinci** bir faz toprağa kaçarsa kısa devre olur ve blackout gelir. Bunu söylemen şart.

- > First, I would not switch anything randomly. On a 440 volt marine system the
- > neutral is insulated, so one earth fault does not trip anything — it is an
- > alarm. But the danger is a second earth fault on another phase, which becomes
- > a short circuit and can cause a blackout.
- >
- > So step one: I inform the duty engineer and, if we are on DP or in a critical
- > operation, the bridge — because any switching could risk a blackout, and the
- > DP operator needs to know before I touch anything.
- >

> Step two: I look at the earth fault indication and identify which phase is

- > faulty, and check the log — was anything recently energised, was there work
- > done, has there been heavy weather or washing on deck? Water ingress is the
- > most common cause.
- >
- > Step three: with permission, I isolate non-essential circuits one at a time,
- > starting with the most likely — deck equipment, exposed areas, galley,
- > laundry, heaters. After each one I check whether the earth fault indication
- > clears. When it clears, the fault is on that branch.
- >
- > Then I trace inside that branch, megger the circuit, and look for the usual
- > causes: water in a junction box, a damaged cable gland, a wet motor, or a
- > failed space heater.
- >
- > I repair or isolate the faulty item, record everything, and report it to the
- > chief engineer in the morning.
- >
- > One thing I would never do is isolate a DP critical circuit without the
- > bridge's permission and an agreed low-risk window.

B3. What is your experience with high voltage? Do you hold an HV certificate?

Yüksek gerilim deneyimin var mı? Sertifikan var mı?

Varsa: sertifikayı, gerilim seviyesini, yaptığın switching işlemlerini söyle.

Yoksa — dürüst ol + doğru bilgiyi göster:

- > I have not worked on a high voltage vessel yet, and I do not hold an HV
- > switching certificate — but I understand the discipline it requires: an
- > authorised person, a written switching schedule, permit to work, isolate,
- > lock out, earth down, and prove dead with an approved tester using the
- > prove-test-prove method. Full arc flash PPE, and never working alone.
- > I am ready to do the HV course if the company requires it.

B4. How does a power management system decide to start a standby generator?

Güç yönetim sistemi (PMS) yedek jeneratörü nasıl devreye alır?

- > The PMS watches the load on the running generators. When the load goes above
- > the set point — usually around 80 to 85 percent — for a set time delay, it

- > sends a start command to the next generator in the priority sequence.
- >
- > The generator starts, runs up to speed, and the synchroniser matches
- > frequency, voltage and phase angle before closing the breaker. After that the
- > PMS balances the load — kilowatts through the governors, and reactive load
- > through the AVRs.
- >
- > It also starts a standby generator on other conditions: a heavy consumer
- > request — for example a thruster start needs blocking until enough power is
- > available — low frequency, or a generator trip. And if the load gets too high
- > it will do a preferential trip and shed non-essential consumers to protect
- > the remaining generators.
- >
- > On a DP two vessel the redundancy is usually already running with a split bus,
- > so we do not depend on a start-up to stay in position.

B5. On a DP2 vessel, what equipment would you be responsible for as ETO?

DP2 gemide ETO olarak hangi ekipmandan sorumlusun?

- > The DP control system itself and its operator stations, the position reference
- > systems — DGPS, the acoustic system, laser or radar based references, taut
- > wire — the gyro compasses, the motion reference units, the wind sensors, the
- > UPS units that feed all of it, the network switches, and the thruster control
- > and drives.
- >
- > I would also be involved in the annual DP trials and in keeping the FMEA
- > requirements satisfied — making sure redundancy is real, not just on paper.
- > And I would maintain the DP alarm and event logging, because that is the first
- > thing anyone looks at after an incident.

B6. Tell me about a VFD fault you diagnosed.

Kendi teşhis ettiğin bir frekans konvertörü arızasını anlat.

Kendi gerçek örneğini anlat. Yoksa bu iskeleti kendi yaşadığın bir arızaya uyarla:

- > We had a [pompa/vinç/itici] drive tripping on overcurrent, but only under
- > load. I started with the fault log on the drive to get the exact fault code
- > and the time. Then I checked the simple things first — cooling fans, dirty

- > filters, and the panel temperature, because a hot drive derates and trips.
- >
- > Then I measured the motor insulation and the cable, checked the terminals for
- > loose connections and signs of heating, and compared the readings with the
- > sister unit. [Sebeup neydi — geuřek klemens, tıklalı filtre, kablo nemi, rulman].
- >
- > After the repair I logged it in the maintenance system and added [önlem] to
- > the planned maintenance so it would not happen again.

Anlatım kalıbı: *belirti → ne kontrol ettim → sebeup → tamir → tekrarı önlemek için ne yaptım.*

Bu dörtlü her teknik hikâyede işe yarar.

B7. How do you troubleshoot with no drawings and no manual?

Çizim ve kılavuz yokken arızaya nasıl yaklaşırın?

- > I start from the symptom, not from the equipment. First I check the supply —
- > is there power, are the fuses good, is the breaker in. Then I use my senses:
- > smell for burning, feel for heat, look for water and corrosion.
- >
- > Then I work by half splitting: I test in the middle of the circuit to see
- > which half the problem is in, and keep dividing until I find it.
- >
- > I also compare with a sister unit if there is one, and I measure before I
- > touch anything, so I do not lose the evidence. When I finish, I draw the
- > circuit myself and put it in the file, so the next person has a drawing.

B8. What experience do you have with PLCs? Which brands?

PLC deneyimin? Hangi markalar?

- > I have worked with [Siemens S7 / Allen-Bradley / Schneider / Omron / ABB].
- > Mostly monitoring and fault finding — reading the program to follow a signal,
- > checking input and output cards, forcing an output during testing, and
- > replacing modules. I am careful about program changes: I always back up first
- > and I do not modify logic without the maker's or the office's approval.

B9. Which planned maintenance system have you used?

Hangi planlı bakım yazılımını kullandın?

- > I have used [AMOS / ShipManager / TM Master / BASSnet / NS5]. I keep my jobs

- > up to date weekly rather than leaving them to the end of the month, I attach
- > readings and photos to the job when I close it, and I raise a defect
- > immediately when something is not right, so the office can order the parts
- > in time.

B10. Critical spare not on board, two weeks from port. What do you do?

Kritik yedek parça yok, en yakın limana iki hafta var. Ne yaparsın?

- > First I assess how critical it really is — is there redundancy, can we run
- > safely without it, does it affect class or safety equipment. Then I inform the
- > chief engineer straight away and the superintendent, because the office needs
- > the maximum time to arrange delivery.
- >
- > Meanwhile I look for options on board: is there a spare on a non-critical
- > unit I can take temporarily, or can I make a safe temporary repair. Anything
- > temporary goes through a risk assessment and a permit, and it is recorded.
- >
- > If it affects a class item, class and flag have to be informed. And I put it
- > in the maintenance system as a defect with the mitigation, so nothing is
- > hidden and the next person knows.

4. BÖLÜM C — DAVRANIŞSAL VE EMNİYET SORULARI

□ Bu sorularda **hikâye** isterler. Kalıp: **durum** → **görev** → **ne yaptım** → **sonuç**.

C1. Tell me about a time you disagreed with the chief engineer.

Baş mühendisle anlaşmazlığa düştüğün bir anı anlat.

- > On [gemi], we had [arıza]. The chief wanted to [onun yaklaşımı] and I thought
- > [senin yaklaşımın] would be safer, because [teknik sebep].
- >
- > I did not argue in front of the crew. I waited, then I explained my reasoning
- > privately and showed him the readings I had taken. We agreed to
- > [sonuç — onun yolu / benim yolum / ortası].
- >
- > At the end of the day he is the senior officer and it is his decision. My job
- > is to give him the correct technical information so he can decide. The only

- > time I would insist is if something is unsafe — then I would raise it
- > formally and, if necessary, use stop work authority.

C2. Give me an example of when you stopped a job for safety.

Emniyet gerekçesiyle bir işi durdurduğün bir örnek.

□ Offshore mülakatlarının **en önemli sorusu** budur. Hazırlıksız yakalanma.

- > Yes. On [gemi], we were about to [iş]. I noticed [tehlike — yanlış izolasyon,
- > eksik etiket, kilitlenmemiş breaker, ıslak zemin, yanlış alet].
- >
- > I stopped the job, told the team why, and we went back and did it properly —
- > re-isolated, locked out, tagged, and proved dead before we continued.
- >
- > Nobody complained. On every vessel I have worked on, everyone has stop work
- > authority and nobody is punished for using it. Losing twenty minutes is
- > nothing compared to someone getting hurt.

C3. Describe a mistake you made on board.

Gemide yaptığın bir hatayı anlat. □ "Hiç hata yapmadım" **kötü cevaptır.**

- > Early in my career I [küçük ama gerçek hata — yanlış klemensi söktüm, kaydı
- > geç girdim, yedek parçayı geç bildirdim]. The result was [küçük sonuç].
- >
- > I reported it myself straight away rather than hiding it. Since then I always
- > [aldığın ders — çift kontrol, fotoğraf çekmek, etiketlemek, işi bitirmeden
- > kaydı girmek]. It taught me that reporting a mistake early is always cheaper
- > than covering it.

C4. How do you find working with a multinational crew?

Çok uluslu ekiple çalışmak nasıl?

- > Good. I have worked with [milletler]. English is the working language, so I
- > keep my instructions short and clear, and I repeat back what I understood to
- > make sure we agree. If I do not understand someone, I ask again — that is much
- > better than guessing on a technical job.

5. BÖLÜM D — SÖZLEŞME VE LOJİSTİK

Soru	Türkçesi	Cevap
Four weeks on, four weeks off — comfortable?	Dört hafta gemi, dört hafta izin — uyar mı?	Yes, that suits me very well.
When would you be available to join?	Ne zaman gemiye çıkabilirsin?	I could join from [tarih]. I would need about [X] days' notice for travel and documents.
Are all your certificates in date?	Belgelerin geçerli mi?	Yes. My [belge] is valid until [tarih], my medical until [tarih], and my STCW courses until [tarih].
What are your salary expectations?	Maaş beklentin?	□ Aşağıya bak

Maaş sorusu — dikkatli oyna:

> I am looking for a package in line with the market for an ETO on this type of
> vessel. Could you tell me the range you have budgeted for this position?

Rakam vermeye zorlarsan **aralık** ver, tek rakam verme:

*"Based on what I know for a DP two vessel, I would be looking at somewhere
between [X] and [Y] US dollars per month, but I am open to discussing it."*

6. SANA SORULACAK: "Do you have any questions for me?"

□ **"Hayır, teşekkürler" DEME.** En kötü cevap budur. En az 3 soru sor.

1. What type of vessel is she, and what is her current contract?
2. What is the electrical setup on board — what voltage, how many generators, and is there any high voltage?
3. Is there another ETO or an electrician on board, or would I be the only one?
4. Which planned maintenance system do you use?
5. How is the handover arranged — do I overlap with the off-signer?
6. What were the main challenges the last ETO had on this vessel?
7. What training does the company provide — HV, DP, maker courses?
8. What is the next step in the process, and when should I expect to hear back?

Son soruyu **mutlaka** sor. Hem profesyonel durur hem de bekleyiş belirsiz kalmaz.

7. HAYAT KURTARAN KALIPLAR

Bunları ezberle. Anlamadığında donup kalmak yerine bunları söyle — **mülakatçı
bunu normal karşılar**, ana dili İngilizce olmayan herkes kullanır.

İngilizce	Ne zaman
Sorry, could you repeat that, please?	Anlamadın
Could you speak a little slower, please? English is not my first language.	Hızlı konuşuyor
Do you mean ... ?	Emin değilsin, teyit et
Let me think for a second.	Zaman kazan
That is a good question.	Zaman kazan (doğal durur)
Could you rephrase that, please?	Soruyu hiç anlamadın
Just to make sure I understood — you are asking about ... ?	Yanlış soruyu cevaplama
In my experience on board ...	Cevaba başlama kalıbı
On my last vessel, we ...	Örnek verme kalıbı
I have not done exactly that, but I have done something similar.	Deneyimin yoksa
I do not know that one, but I would find out by ...	Bilmiyorsan — **uydurmaktan iyidir**

□ **En önemli kural: bilmediğin şeyi uydurma.** Denizcilikte yalan söyleyen aday gemide yakalanır. "Bilmiyorum ama şöyle öğrenirim" cevabı, yanlış cevaptan kat kat iyidir.

8. TELAFFUZU ZOR KELİMELER

Kelime	Okunuşu
switchboard	SVİÇ-board
insulation	in-syu-LEY-şın
resistance	ri-ZİS-tıns
earth fault	ÖRTH FOLT
circuit breaker	SÖR-kit BREY-kır
generator	CE-nı-rey-tır
alternator	OL-tır-ney-tır
thruster	THRAS-tır
maintenance	MEYN-tı-nıns
schedule	ŞE-dyul (İngiliz) / SKE-cül (Amerikan)
frequency	FRI-kwın-si
voltage	VOL-tic

equipment	i-KWİP-mınt
procedure	pri-Sİ-cır
certificate	sır-Tİ-fi-kıt
available	ı-VEY-lı-bıl
responsibility	ris-pon-si-Bİ-li-ti
immediately	i-Mİ-di-it-li
vessel	VE-sıl (WEsıl değil)
diagnose	DAY-ıg-nouz

9. MÜLAKATTAN 10 DAKİKA ÖNCE — KONTROL LİSTESİ

- [] **Kablolu internet** varsa kullan, wifi'den güvenilir
- [] Kulaklık tak — hoparlör yankı yapar, karşı taraf rahatsız olur
- [] Kamerayı test et: yüzün aydınlık, arkan sade, kamera göz hizasında
- [] Telefonu sessize al, bildirimleri kapat
- [] **ARGUS Tercüman'ı aç:** argussees.com/terc/
- [] Tercüman'da **Profilim**'i doldur ve kaydet (cevap önerileri kişiselleşir)
- [] Görüşme başlayınca **Toplantı Sesini Bağla** → Chrome Sekmesi → görüşme sekmesi → **"Sekme sesini de paylaş" İŞARETLE**
- [] Tercüman penceresini ikinci ekrana ya da yan tarafa al — **kameraya bakmayı unutma**
- [] Yanında kâğıt kalem, bu dosyanın çıktısı, sertifikaların
- [] Su içerek başla, ağzın kurumasın

□ **Göz teması:** Tercüman'a bakarken kameradan kopma. Ara ara kameraya bak.

Sürekli yana bakan aday dikkat çeker.

10. SON SÖZ

Mülakatı geçiren şey kusursuz İngilizce değil — ****doğru teknik cevap ve dürüstlük.**** Karşıdaki adam senin gramerini değil, gemide bir arızayı çözüp çözemeyeceğini ölçüyor.

Yavaş konuş. Anlamadığında sor. Bilmediğine bilmiyorum de.

Kolay gelsin abi.

— ARGUS

