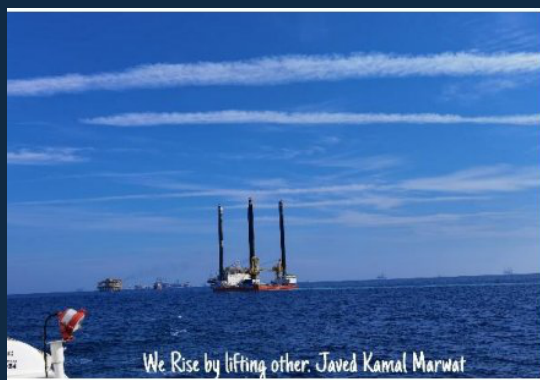


ROYAL QHSE INSTITUTE OFFSHORE HSE ADVISOR INTERVIEW PREPARATION BOOK

24 Practical Interview Questions & Model Answers



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Offshore HSE • Marine Operations • Emergency Response • Lifting •
Scaffolding

How to Use This Interview Book

This book is based on the 24-question offshore HSE advisor interview list provided in the source document. The original page includes offshore vessel and jack-up barge images and the 24 interview topics. The answers below expand those topics into practical interview-ready responses. Always adapt the answer to your actual experience and the specific client, vessel, installation and company procedure.

1. Answer confidently, but never claim experience you do not have.
2. For emergencies, start with life safety, alarm, communication, muster and the approved emergency plan.
3. For lifting and marine operations, mention competent personnel, certification, exclusion zones and communication.
4. For scaffolding and work at height, mention competent persons, inspection, tagging, fall protection and load control.
5. For offshore operations, show awareness of SIMOPS, weather, marine movement, line-of-fire and dropped-object hazards.
6. If a company term such as 'GI number' has a project-specific meaning, confirm it instead of guessing.

Source reference

The supplied source is a one-page document titled 'OFFSHORE HSE advisor interview' containing 24 questions, prepared by Javed Kamal Marwat for offshore interview preparation. [filecite\turn0file0\L2-L3](#)

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QUESTION 01

Different types of emergencies in offshore

MODEL INTERVIEW ANSWER

1. Common offshore emergencies include fire, explosion, gas release, H2S exposure, medical emergency and man overboard.
2. Other major scenarios include structural damage, collision, vessel incident, loss of stability, severe weather and loss of power.
3. The emergency type determines the alarm, immediate actions, muster location and emergency response team required.
4. I would follow the installation or vessel Emergency Response Plan and immediately report the situation to the control room or responsible person.
5. Personnel must stop unsafe work, raise the alarm, proceed to the designated muster station and follow instructions from the emergency team.
6. The exact response must always follow the approved client, vessel, flag-state and company procedures, including the installation-specific muster plan.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 02

Emergency equipment available offshore

MODEL INTERVIEW ANSWER

1. Typical emergency equipment includes fire extinguishers, fire hoses, hydrants, fixed fire-fighting systems and fire detection and alarm systems.
2. Life-saving equipment includes lifeboats, life rafts, life jackets, immersion suits, lifebuoys, EPIRBs and emergency position-indicating equipment where applicable.
3. Gas detection equipment may include fixed and portable detectors for H₂S, LEL, oxygen and other hazardous gases.
4. Emergency breathing equipment such as SCBA or escape sets may be provided according to the hazard and emergency plan.
5. First-aid kits, stretchers, rescue equipment, emergency showers and eye-wash stations are also important offshore controls.
6. As an HSE professional, I verify that equipment is accessible, inspected, maintained, clearly identified and included in drills.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 03

What is a vessel and a barge, and what do port side and starboard mean?

MODEL INTERVIEW ANSWER

1. A vessel is a watercraft designed to operate on water for transportation, support, construction, supply or other marine activities.
2. A barge is generally a flat-bottomed marine structure used for cargo, equipment, construction work or offshore support, and may be self-propelled or towed.
3. Port side means the left-hand side of the vessel when facing forward toward the bow.
4. Starboard means the right-hand side when facing forward toward the bow.
5. Clear use of marine terminology is important because it prevents confusion during lifting, transfer, navigation and emergency communication.
6. Before working onboard, I also check the vessel orientation, access routes, muster stations and marine safety arrangements during the induction.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 04

Do you know about vessel inspection?

MODEL INTERVIEW ANSWER

1. Yes. Vessel inspection is a systematic check of the vessel, equipment, documentation and safety arrangements to confirm that requirements are being met.
2. Inspection areas can include navigation, lifesaving appliances, fire protection, lifting equipment, electrical systems, housekeeping, access and emergency equipment.
3. I would review certificates, inspection records, maintenance status, defects and any open findings that could affect safe operation.
4. During a physical inspection, I would look for damaged equipment, unsafe access, poor housekeeping, leaks, corrosion, missing guards and other hazards.
5. Any critical finding should be controlled immediately, communicated to the responsible person and recorded through the approved reporting system.
6. The inspection scope and acceptance criteria should always be based on applicable regulations, vessel procedures, class requirements and client standards.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 05

Which type of offshore work do you do?

MODEL INTERVIEW ANSWER

1. Sample interview answer: I have worked in HSE activities supporting offshore construction, marine operations and worksite safety.
2. My responsibilities include site inspections, risk assessment, toolbox talks, permit-to-work monitoring and verification of critical controls.
3. I also coordinate with supervisors and marine personnel to identify hazards before lifting, transfer, scaffolding and other high-risk activities.
4. I monitor compliance with PPE requirements, emergency arrangements, housekeeping, access, lifting controls and environmental requirements.
5. I participate in incident reporting, emergency drills and corrective-action follow-up to improve safety performance.
6. I would then explain my actual project, vessel or platform experience honestly and relate it to the specific offshore position.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 06

Who is the responsible person onboard?

MODEL INTERVIEW ANSWER

1. The Master or Captain is normally the overall authority responsible for safe operation of a vessel, subject to the applicable marine requirements.
2. On an offshore installation, the Offshore Installation Manager or equivalent person may have overall responsibility for the installation.
3. Different departments also have designated responsible persons such as the Marine Superintendent, Chief Officer, HSE personnel and department supervisors.
4. The exact title and authority structure depend on whether the workplace is a vessel, jack-up, fixed platform or another offshore facility.
5. As an HSE professional, I follow the chain of command and immediately communicate significant hazards or emergencies to the designated responsible person.
6. During induction, I confirm who has overall command, who controls permits, who leads emergencies and who must be contacted for specific activities.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 07

What is a DP vessel and a non-DP vessel?

MODEL INTERVIEW ANSWER

1. DP means Dynamic Positioning, a computerized system that uses thrusters and propulsion to maintain a vessel's position and heading.
2. A DP vessel can automatically compensate for wind, waves and current within the capability of its equipment and operating limits.
3. Non-DP vessels normally rely on anchors, mooring arrangements, tugs or other methods to maintain their required position.
4. DP operations require competent personnel, defined operating limits, redundancy and careful control of simultaneous operations.
5. A DP failure or loss of position can create serious risks, especially near platforms, subsea equipment, cranes and other vessels.
6. The HSE role is to understand the operational limits, exclusion zones, alarms, emergency procedures and communication requirements without interfering with the marine command.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 08

How does a jack-up barge work?

MODEL INTERVIEW ANSWER

1. A jack-up barge is a mobile offshore unit fitted with legs that can be lowered to the seabed to support the unit above the water.
2. During positioning, the marine team confirms location, seabed conditions, water depth, weather and the approved jacking or preloading procedure.
3. The legs are lowered and the unit is progressively raised using its jacking system after the required checks and controls are satisfied.
4. Preloading may be carried out to confirm that the foundation and legs can safely support the intended operating condition.
5. Once stable, the working deck is elevated above the required water level to provide a stable platform for offshore operations.
6. Jacking, preloading and moving operations are critical activities and must be controlled by competent marine personnel under the approved procedure.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 09

How is offshore waste segregated and how is food waste disposed?

MODEL INTERVIEW ANSWER

1. Offshore waste should be segregated at the point of generation using clearly identified and suitable containers.
2. Typical categories can include general waste, recyclable material, metal, oily waste, hazardous waste, chemical containers and food waste.
3. Food waste is normally collected separately and managed according to the installation's environmental plan and applicable marine or local requirements.
4. Hazardous or oily waste must never be mixed with general waste because it can create environmental, fire and handling risks.
5. Waste containers should be closed, labelled where required, stored safely and transferred through approved waste-handling arrangements.
6. The final disposal route depends on the client procedure, vessel or installation waste plan, applicable regulations and approved shore-side facilities.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 10

Explain offshore installation of jacket, TP and GOSP

MODEL INTERVIEW ANSWER

1. A jacket is the large steel substructure installed on the seabed to support an offshore platform's topsides.
2. A topside is installed on the jacket and contains equipment, utilities, accommodation or process facilities depending on the project.
3. TP commonly refers to a transition or platform component, but the exact meaning should be confirmed from the project's drawings and terminology.
4. GOSP commonly means Gas Oil Separation Plant, where produced fluids are processed to separate oil, gas and water before further handling.
5. Offshore installation can involve heavy lifts, marine spread, barges, cranes, temporary works, lifting plans, SIMOPS and strict weather limitations.
6. From an HSE perspective, I focus on lifting controls, dropped-object prevention, exclusion zones, PTW, line-of-fire controls, marine coordination and emergency readiness.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 11

What is a DSV and what are the main jobs done by a DSV?

MODEL INTERVIEW ANSWER

1. DSV means Diving Support Vessel, a vessel specially equipped to support subsea diving operations.
2. A DSV may support inspection, maintenance, repair, construction, subsea installation and other underwater activities.
3. Typical equipment can include a diving system, decompression facilities, cranes, ROV systems, communication systems and specialist subsea tools.
4. DSV operations require strict control of diving plans, weather, sea state, vessel position, communication and emergency arrangements.
5. The work can involve divers, saturation systems, ROV personnel, marine crew and specialist technicians working together.
6. The HSE focus includes diving safety, dropped objects, lifting, pressure hazards, SIMOPS, emergency response and clear communication between marine and project teams.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 12

How do offshore pipelines and power lines operate?

MODEL INTERVIEW ANSWER

1. Offshore pipelines transport products such as oil, gas, produced water or other fluids between subsea facilities, platforms and shore facilities.
2. Pipelines are designed with suitable materials, pressure ratings, protection and monitoring systems based on the service and environment.
3. Subsea power cables transmit electrical power or signals between offshore installations, subsea equipment and shore facilities.
4. Both pipelines and cables may be protected by burial, rock placement, concrete mattresses or other engineered protection systems.
5. Work near pipelines or cables requires approved drawings, route information, permits, exclusion zones and careful control of excavation, anchoring and lifting.
6. Before any activity, I verify the latest approved information and ensure the work team understands the location, hazards, emergency controls and authorization requirements.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 13

What is special scaffolding and how many types are there?

MODEL INTERVIEW ANSWER

1. Special scaffolding refers to scaffold arrangements designed for unusual locations, complex access or specific industrial tasks where standard arrangements are not sufficient.
2. Examples can include hanging scaffolds, suspended scaffolds, cantilever arrangements, birdcage scaffolds and scaffold systems built around complex structures.
3. The number and names of scaffold types vary by standard, manufacturer and company procedure, so I would not give one fixed number without the applicable standard.
4. Special scaffolds should be designed or approved by a competent person when required, with suitable load calculations and structural controls.
5. They require proper foundations or support, safe access, guardrails, toe boards, tagging and inspection before use.
6. Offshore conditions such as wind, corrosion, movement, limited access and dropped-object exposure must be considered in the scaffold risk assessment.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 14

How many types of reporting are used offshore?

MODEL INTERVIEW ANSWER

1. Offshore reporting normally includes incident reports, near-miss reports, hazard observations and unsafe-act or unsafe-condition reports.
2. It may also include environmental incidents, spills, equipment damage, medical cases, property damage and emergency reports.
3. Daily or weekly HSE reports can summarize inspections, toolbox talks, permits, observations, incidents, training and corrective actions.
4. The exact categories vary by company and client reporting system, so I follow the approved classification and reporting procedure.
5. Serious incidents must be escalated immediately through the emergency or management notification process rather than waiting for a routine report.
6. A good report should be factual, timely and clear, describing what happened, immediate controls, consequences or potential consequences, and required corrective actions.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 15

What is a gangway and how do you inspect a gangway to the platform?

MODEL INTERVIEW ANSWER

1. A gangway is a controlled access bridge used to transfer personnel between a vessel, barge or other marine unit and an offshore installation.
2. Before use, I check the gangway structure, handrails, walking surface, access points, lighting and any safety devices required by the system.
3. I verify that the gangway is properly connected, secured and operated within its designed movement and environmental limits.
4. The landing area should be clear, stable and protected from pinch points, falling objects and other transfer hazards.
5. Weather, wave motion, vessel movement and communication arrangements must be considered before and during personnel transfer.
6. Only trained and authorized personnel should operate or supervise the gangway, and any defect must be reported and controlled before use.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 16

What is the T-card system in offshore?

MODEL INTERVIEW ANSWER

1. The T-card system is commonly used as a personnel accountability system to help track who is onboard and, during an emergency, who has reported to the muster area.
2. Each person may have an assigned card or identification method linked to their location, department or muster station.
3. During a muster, the responsible team checks the cards or equivalent records against the personnel list.
4. Missing personnel can then be identified and communicated to the emergency command team for search and rescue action.
5. The system only works effectively when personnel follow the required check-in, check-out and transfer procedures.
6. Because systems differ between clients, I would always follow the specific installation's T-card or electronic personnel-accountability procedure.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 17

Tell me about the GI number in marine crane operation

MODEL INTERVIEW ANSWER

1. The term 'GI number' can have different meanings in different client or marine systems, so I would confirm the exact terminology used on the project.
2. For crane operations, the crane identification number is normally used to link the crane to its certificates, inspection records, maintenance history and operating documentation.
3. Before lifting, the operator and lifting team should confirm the crane's status, certification, SWL or rated capacity and any applicable operating limitations.
4. Lifting accessories should also have clear identification and valid inspection or certification as required by the lifting procedure.
5. The lifting plan should consider load weight, radius, sea conditions, vessel movement, exclusion zones and communication arrangements.
6. In an interview, I would clearly state the project-specific GI or identification system rather than guessing a number or definition that is not confirmed by the client.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 18

How do you conduct an H2S drill offshore?

MODEL INTERVIEW ANSWER

1. First, I review the H2S emergency procedure, alarm signals, detector locations, muster points, escape routes and responsibilities of the emergency response team.
2. Before the drill, participants are briefed that it is an exercise and the drill is coordinated with the control room and responsible offshore management.
3. When the simulated alarm is activated, personnel stop work, use the required escape route and proceed to the designated muster point.
4. Personnel accountability is completed, and any simulated missing person or affected area is communicated according to the emergency plan.
5. The exercise should test communication, detector response, PPE or escape equipment readiness, muster discipline and emergency decision-making.
6. After the drill, I conduct a debrief, record observations and assign corrective actions with responsible persons and target dates.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 19

How does the marine crew transfer project crew to a barge using a basket?

MODEL INTERVIEW ANSWER

1. Personnel transfer by basket is a high-risk marine activity and must be carried out only when approved by the client and under the applicable procedure.
2. Before transfer, the marine crew checks weather, sea state, vessel movement, basket condition, lifting equipment, communications and the approved transfer method.
3. The crane, lifting appliance and basket must have the required certification and inspection status, and the lifting zone must be controlled.
4. Personnel wear the required PPE and personal flotation device and follow instructions from the designated banksman or transfer supervisor.
5. The basket should be loaded only within its rated capacity, with personnel positioned as instructed and clear of pinch points and suspended-load hazards.
6. If weather, vessel motion, equipment condition or communication becomes unsafe, the transfer should be stopped until the responsible person confirms that it is safe to continue.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 20

Difference between a lifeboat and a life raft

MODEL INTERVIEW ANSWER

1. A lifeboat is a rigid survival craft designed to carry personnel away from a casualty and provide greater protection and maneuverability.
2. A life raft is normally an inflatable or rigid survival craft intended to provide emergency survival capacity when evacuation is required.
3. Lifeboats may have propulsion, steering, weather protection and dedicated emergency equipment depending on their design.
4. Life rafts are generally more compact and may be deployed from a container or launching arrangement according to the installation or vessel system.
5. Both are lifesaving appliances and must be inspected, maintained, certified and available in accordance with the applicable requirements.
6. During an emergency, personnel should follow the vessel or installation muster instructions and board the assigned survival craft under the direction of trained crew.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 21

Scaffolding activity offshore: requirements for the scaffolder/craftsman

MODEL INTERVIEW ANSWER

1. The scaffolder should be trained, competent and authorized according to the applicable company and project requirements.
2. The person should understand scaffold erection, alteration and dismantling, safe access, load limits, bracing, ties and the applicable scaffold standard.
3. Required PPE normally includes a suitable helmet, safety footwear, gloves and fall protection where required by the task and risk assessment.
4. Offshore conditions require additional attention to wind, vessel movement, corrosion, limited work areas, dropped objects and interaction with marine operations.
5. The scaffold must be inspected by a competent person before use and after significant alteration, adverse conditions or other events specified by the procedure.
6. Scaffold tagging, safe access, guardrails, toe boards, platform condition and load capacity must be maintained throughout the work.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 22

Scenario-based questions: how should you answer?

MODEL INTERVIEW ANSWER

1. For scenario questions, I would first identify the immediate danger and make the situation safe without creating additional risk.
2. I would stop or suspend the affected activity when necessary and establish an exclusion zone or other immediate control.
3. I would inform the supervisor, control room or responsible offshore person using the required communication channel.
4. I would follow the relevant emergency, PTW, lifting, working-at-height or marine procedure rather than improvising.
5. After the immediate response, I would preserve relevant information, report the event and support the investigation or corrective-action process.
6. A strong interview answer should show calm decision-making, communication, control of the hazard and compliance with the approved emergency plan.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 23

If a boom truck appears at your site, what will you do?

MODEL INTERVIEW ANSWER

1. First, I would stop and assess whether the boom truck is authorized to enter the work area and whether its activity is covered by the approved plan.
2. I would verify the vehicle, operator competency, inspection status, access authorization and required permits or lifting documentation.
3. I would establish or confirm a safe exclusion zone around the vehicle and boom, especially where there is a suspended-load or line-of-fire risk.
4. I would check overhead obstructions, nearby structures, electrical hazards, underground or deck hazards and interaction with other operations.
5. If the activity is not authorized or the controls are inadequate, I would stop the operation and inform the responsible supervisor.
6. The work would resume only after the required risk assessment, permit, lifting plan, communication and safety controls are confirmed.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

QUESTION 24

If a person falls from height, how will you report the emergency?

MODEL INTERVIEW ANSWER

1. I would immediately raise the alarm and call for emergency assistance using the approved offshore communication system.
2. I would not rush into the area if there is a continuing fall, suspended-load, electrical or structural hazard; first I would control the scene.
3. I would inform the control room, supervisor and emergency response team and direct trained rescuers to the location.
4. The casualty would be treated by competent first-aid or rescue personnel according to the emergency plan, while the area is kept controlled.
5. After the immediate emergency, I would make sure the incident is reported through the required notification and incident-reporting system.
6. The report should record factual information, immediate actions, witnesses and conditions, while the formal investigation determines causes and corrective actions.

Interview tip: Keep your answer practical. Mention the approved procedure, competent persons, risk assessment, communication and emergency response where relevant.

Final Offshore Interview Checklist

1. Know your vessel or installation type and explain your actual role clearly.
2. Revise emergency alarms, muster arrangements, lifesaving appliances and emergency response procedures.
3. Understand port, starboard, bow, stern, gangway, DP and non-DP terminology.
4. Be ready to discuss PTW, JSA/JHA, toolbox talks, SIMOPS and line-of-fire controls.
5. Revise lifting operations, crane checks, lifting accessories, exclusion zones and dropped-object prevention.
6. Know scaffolding inspection, tagging, competent-person requirements and work-at-height controls.
7. Understand H2S response, gas detection, escape routes and emergency drills.
8. For scenario questions, stay calm and explain the sequence: identify hazard, stop/control, communicate, respond, report and follow up.
9. Always answer according to the actual client and company procedure when requirements differ.

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