| **ENGINEER OFFICER FAMILIARISATION**  **(including Chief Engineers)** | | | |
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| **QUESTIONNAIRE** | **YES** | **NO** | **N/A** |
| **1. PROPULSION ENGINE PARTICULARS** | | | |
| 1.1. Manufacturer: John Brown (Clydebank)  Type: All impulse HP turbine and impulse/reaction LP turbine.  No. of turbine: Two ahead HP & LP and two astern HP & LP turbines.  No. reduction gear: Two. One for each machinery. |  | | |
| 1.2. THE MAIN ENGINE MAY BE STARTED:  - Locally  - From the Main Control Station  - From the Bridge | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1.3. THE MAIN ENGINE CANNOT BE STARTED IF:  - The turning gear is engaged  - No Main Engine lube oil pump is started  - No condensate vacuum | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1.4. THE MAIN ENGINE AUTOMATICALLY SHUT-DOWN IN THE EVENT OF:  - Main Engine bearings very low oil pressure  - Reduction gear bearings very low lube oil pressure  - Over speed | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1.5. THE SYSTEM CAUSING THE AUTOMATIC SHUT-DOWN OF THE ENGINE IS POWERED:  - By electric power  - By hydraulic power | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| **2. BILGE SYSTEM** | Cap. | Head | |
| 2.1. SPECIFY: MAX CAPACITY (TPH) AND HEAD OF BILGE PUMPS (FT):  - Pump No. 1  - Pump No. 2  - Pump No. 3  - Pump No. 4 (Emergency) | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| 2.2. THE VALVES FITTED ON SUCTION PIPING FROM DIFFERENT COMPARTMENTS ARE OF TYPE:  - Semiautomatic  - Automatic  - Manually by hand | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 2.3. THE FOLLOWING NUMBERS OF SUCTION BRANCHES APPLY TO VESSEL SYSTEM  - No. 5  - No. 8  - N. (....., ....., .....) | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 2.4. STABILISER ROOM BILGES SUCTION VALVES ARE LOCATED IN:  - Engine Room on (what side?: ...........)  - Boiler Room on (what side?: ...........)  - Stabiliser Room on (what side?: ...........) | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 2.5. ENGINE ROOM WATERS MAY BE TRANSFERRED TO:  - Dedicated Engine Room Tank(s)  - Reception ashore facilities or to barge, using a dedicated pump and piping system  - Directly overboard  - Overboard through a 15 ppm bilge water separator system fitted with an alarm, on allowed areas | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ |
| **3. BALLAST SYSTEM** | | | |
| 3.1. BALLAST TANKS BILGE VALVES ARE LOCATED IN:  - Engine Room (what side?: ...........)  - Bow Thruster (what side?: ...........)  - Boiler Room (what side?: ...........) | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.2. SPECIFY NUMBER, MAX CAPACITY AND HEAD OF BALLAST PUMPS:  - No. 1  - No. 2: P & S  - No. 3  - No. 4 | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.3. THE FORE PEAK IS USED FOR BALLAST | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 3.4. THE AFTER PEAK IS USED FOR BALLAST | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 3.5. WHICH DOUBLE BOTTOMS ARE INTENDED FOR BALLAST:  - No. 1C  - No. 2 P & S  - No. 3C | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.6. WHICH DOUBLE BOTTOMS ARE INTENDED FOR BALLAST OR BUNKER TANKS:  - No. 4 Across  - No. 5 Across  - No. 6 Across | \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.7. SPECIFY WHAT BALLAST COMPARTMENTS ARE NORMALLY HANDLED BY ENGINE ROOM STAFF:  - No. 4 Across  - No. 5 Across | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| **4.0. SEA INLETS** | | | |
| 4.1. THE CONTROL OF THE MAIN LOW AND HIGH SEA INLET ARE LOCATED:  - Below the Engine Room floor  - Just above the Engine Room platform  - On the Engine Room tween deck No. (........) | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **5. 0. FUEL OIL SYSTEM** | | | |
| 5.1. THE FOLLOWING VALVES OF HEAVY FUEL AND DIESEL OIL TANKS MAY ALSO BE REMOTELY CONTROLLED BY:  - Valve on suction piping  - Valves on filling pipe | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 5.2. OVERFLOW PIPING APPLY TO FOLLOWING TANKS:  - Heavy Fuel Tanks  - Light Fuel Tanks | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| **6.0. WATER FIRE-EXTINGUISHING SYSTEM** | Cap. | Head | |
| 6.1. SPECIFY CAPACITY AND HEAD OF FIRE PUMPS:  - Pump No. 1  - Pump No. 2  - Pump No. 3  - Main Fire Emergency Pump | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| 6.2. LOCATIONS OF THE VALVES ON FIRE PIPING DIVIDING THE PART OF THE FIREFIGHTING SYSTEM, WHICH PROTECTS THE ENGINE ROOM FROM THE PART WHICH PROTECTS THE OTHER VESSEL'S AREAS: |  | | |
| 6.3. EMERGENCY FIRE PUMP  - Is located in the Boiler Room  - If electrical, is supplied by the Emergency Switchboard  - The sea inlet valve is located in Boiler Room  - The sea inlet valve is located in Stabiliser Room | \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 6.4. FIXED WATER-BASED LOCAL APPLICATION SYSTEMS IN MACHINERY SPACES  - Specific use  - Simultaneous operations  - Operating modes (auto/manual)  - Activating detectors  - Limitations | \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **7.0. FIXED FIRE EXTINGUISHING SYSTEM** |  |  |  |
| 7.1. CO2 SYSTEM  a) CO2 system protect following vessel's spaces:  - The Boiler Room  - The Emergency Generator Room  - The Bow Thruster Room  b) Controls of Boiler's Room CO2 are located:  - Engine Fire Station on Venus Deck  c) CO2 release in the Boiler Room is noticed first by sounding of a pre-alarm siren of type:  - Electrical  - Pneumatic  - CO2 driven  d) The pre-alarm siren sounding must be of duration at least of:  - 30 seconds  - 120 seconds  - 300 seconds  e) Release of CO2 in the boiler room is carried out:  - Manually: one bottles of gas at time  - Manually: all gas bottles simultaneously  - Manually: groups of gas bottles simultaneously and then one bottle at time | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 7.2. HALON SYSTEM  Halon System protect following spaces of the vessel:  - Bow Thruster area  - Engine Room Fins area | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 7.3. SPRINKLER SYSTEM  a) The system protect the following areas:  - Accommodation spaces  b) Maximum capacity and head of the sprinkler system pump:  - Capacity: .......... Head: ..........  c) The system tank and associated piping are filled with:  - Fresh water  - Sea water | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ |
| **8.0. ELECTRIC POWER STATION** | | | |
| 8.1. THE POWER OF EACH OF THE MAIN GENERATOR IS:  No. 1 Diesel/Generators: .......... KW  No. 4 Turbo/Generators: ...........KW | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 8.2. IS THE AUTOMATIC PARALLEL BETWEEN GENERATORS POSSIBLE? | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 8.3. IN THE EVENT OF BLACK OUT THERE IS THE AUTOMATIC STARTING OF:  - A main stand-by generator  - An emergency generator | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 8.4. IN THE EVENT OF BLACK OUT THE MAIN SWITCHBOARD/ EMERGENCY SWITCHBOARD CONNECTION OPENS: | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 8.5. THE TURBO/GENERATORS AUTOMATICALLY STOP IN THE EVENT OF:  - Very low lube oil pressure  - Over speed | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 8.6. THE TURBO/GENERATORS MAY BE STARTED:  - Locally  - From the Engine Control Room  - From the main switchboard | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **9.0. WATERTIGHT DOOR SYSTEM** | | | |
| Following watertight doors are located in the Engine Room:  - 18 sliding doors  - 0 hinged doors | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 9.1. THE WATERTIGHT DOORS MAY BE OPERATED:  - From the navigating bridge  - From local control  - From damage control room | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 9.2. POWER OPERATED WATERTIGHT DOORS ARE ACTUATED BY:  - Electric power  - Hydraulic power | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 9.3. ARE THERE ANY VISUAL AND AUDIBLE ALARM IN WAY OF WATERTIGHT DOORS WHEN BEING OPERATED? | \_\_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_ |
| **10.0. ENGINEERS ALARM SYSTEM** | | | |
| THE ALARM SYSTEM IS FOR:  - Chief Engineer cabin, Staff Engineer cabin, Engineers cabins  - Chief Electrician cabin | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 10.1. THE SYSTEM IS OPERATED:  - Manually from the Engine Room | \_\_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_ |
| 10.2. A POWER SUPPLY FAILURE TO THE SYSTEM ACTIVATES:  - An alarm | \_\_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_ |
| **11.0. ELECTRIC POWER SUPPLY FAILURE TO THE ENGINE ROOM TELEGRAPH ACTIVATES:**  - An alarm  ................................................. | \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_ |
| **12.0. LOCATION OF THE FOLLOWING CONTROLS TO BE OPERATED IN THE EVENT OF AN ENGINE ROOM FIRE:**  - To stop ventilation/exhaust fans: bridge, engine room, Venus Deck, Lido Deck  - To shut fire dampers on ventilation ducts on Sun Deck  - To stop fuel oil pumps located on: bridge, engine room, Venus Deck, Lido Deck  - To shut valves under fuel oil head: engine room  - To close skylights: Lido Deck | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **13.0. POLLUTION PREVENTION APPLIANCES MANUFACTURER AND TYPE OF BILGE WATER SEPARATOR:**  - Victor Oil Separator Type MS | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 13.1. CHARACTERISTICS OF BILGE WATER SEPARATOR:  - 15 PPM (FOR OVERBOARD DISCHARGE)  - 100 PPM (IF IN A CASCADE SYSTEM)  WHEN THE OIL CONTENT WITHOUT DILUTION BEING DISCHARGED AT SEA EXCEEDS 15/1 000 000:  - An alarm is given  - The sea discharge valve is automatically closed  - In the event of power supply power to the oily water content meter an alarm is given | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 13.2. WHERE IS COLLECTED THE SEPARATED OIL AFTER THE PROCESS THROUGH THE OIL WATER SEPARATOR:  - Collect tank IWO Boiler Room | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 13.3. THE PUMP OF THE BILGE WATER SEPARATOR TAKING SUCTION FROM:  - Bilge water tank C8  - Directly from Engine Room bilge wells | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 13.4. MAINTENANCE OF OILY BILGE WATER SEPARATOR FILTERS IS TO BE CARRIED OUT:  - Every three months  - Every three months but if in doubt about cleanness then more frequently as deemed necessary | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 13.5. WATER FLUSHING TO OCM HAS MEANS OF CONTROLLED USE TO PREVENT OPENING DURING OVERBOARD DISCHARGE OF OWS |  |  |  |
| **14.0. ENGINE ROOM AUTOMATION SYSTEM** | | | |
| 14.1. THE ENGINE ROOM BILGE LEVEL IS MONITORED BY:  - Oiler on duty during his watch | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 14.2. MAIN BOILERS ARE AUTOMATICALLY STOPPED IN THE EVENT OF:  - Very low water level in the header  - Very high water level in the header  - Flame absence  - Very high fuel oil temperature  - Very high steam pressure | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 14.3. ELECTRIC POWER STATION:  A) IN THE EVENT OF A BLACK OUT:  - A main generator is automatically started and linked to the main switchboard  - After the connection to the main switchboard of the main generator, the main electrically driven pumps of the propulsion plant are started  B) A battery supplier/charger and batteries supply the power to drive the following systems:  - Alarm system  - Electrical power station management  - Alarm transfer system to engineers cabins  - Engineers alarm system  - Emergency light | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_ |
| **15.0. HYDRAULIC STEERING GEAR** | | | |
| 15.1. STEERING GEAR CONTROL  - From the navigation bridge  - From steering gear room  REMARK IF ANY: | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 15.2. PROCEDURES TO BE FOLLOWED FOR STEERING LOCALLY FROM STEERING GEAR RM: | | | |
| 15.3 DOUBLE STEERING GEAR:  - The two power actuating systems are independent  - Loss of hydraulic fluid from a power actuating system is detected and the defective circuit is automatically by-passed  - The isolation of hydraulic circuits can also be manually  - The isolation of hydraulic system requires also the opening of the actuator's by-pass  - When the failed power actuating system is again available, the actuator's by-pass is to be closed | YES  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | YES  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | YES  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 15.4. STEERING GEAR POWER SUPPLY:  - The steering gear is powered directly fm the main switchboard  - The steering gear is powered directly fm the emergency switchboard  - The steering gear is powered from the switchboard through a substation | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ |
| 15.5. STEERING MACHINERY LUBRICATION:  A) THE LUBRICATING SYSTEM APPLIES TO:  - The main power units and leverages  - The carrier bearing  - The rudder stock  B) THE LUBRICATING SYSTEM IS:  - Manual  - Automatic  - Oil type  - Grease type | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **16.0.** **ENGINE ROOM EMERGENCY DIRECT BILGE SUCTIONS:**  - What pump is fitted with this possibility?:      - Where is located the relevant opening/closing valve?: | | | |
| **17.0. DAMAGE CONTROL ARRANGEMENTS AND EQUIPMENT:**  - Assigned valves in piping  - Hatches or cross levelling valves  - Damage control locker | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ |
| **18.0. DAMAGE CONTROL ACTIONS AND COUNTERMEASURES:**  - boundaries of the watertight compartments \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  - the openings therein with the means of closure and position of any controls thereof \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_    - actions to be taken in various damage control conditions \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  - available equipment to be used as countermeasures \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | |

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| Date of questionnaire given to joining Engineer Officer |  |
| Date of questionnaire returned to the Chief Engineer |  |
| Officer's rank |  |
| Signature of Officer |  |
| Date and signature of Chief Engineer |  |
| REMARK:  1 - The questionnaire is to be completed, signed and returned to the Chief Engineer within two weeks.  2 - Chief Engineer or Staff Engineer must monitor the results of this questionnaire and discuss with the Officer any deficiencies noted. | |