| **FAMILIARISATION QUESTIONNAIRE FOR JOINING ENGINEER OFFICERS**  **(including Chief Engineers)** | | | | |
| --- | --- | --- | --- | --- |
| **QUESTIONNAIRE No. 1** | | YES | NO | N/A |
| **1.0. PROPULSION ENGINE PARTICULARS** | | | | |
| 1.1. Manufacturer: WARTSILA-PIELSTICK  Type: 8PC 2.6/2E  2 engines 3460 KW 520 RPM  (Total 6920 KW) | |  |  |  |
| 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 | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 1.4. THE MAIN ENGINE CLUTCHES CANNOT BE ENGAGED IF:  - No main gearbox oil pump is started | | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 1.5. THE SYSTEM CAUSING THE AUTOMATIC SHUT DOWN OF THE ENGINE IS POWERED:  - By electric power  - By pneumatic power | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **2.0. BILGE SYSTEM** | | Cap. | Head | |
| 2.1. SPECIFY: MAX CAPACITY (TPH) AND HEAD OF BILGE PUMPS (FT):  - Pump No. 1 : Piston pump in cu.m./h  - Pump No. 2 : Oily Water Separator in cu.m./h  - Pump No. 3 : (Emergency) in cu.m./h | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| 2.2. THE VALVES FITTED ON SUCTION PIPING FROM DIFFERENT COMPARTMENTS ARE OF TYPE:  - Pneumatic  - Manually with special tool | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 2.3. ENGINE ROOM WATERS MAY BE TRANSFERRED TO:  - Dedicated Engine Room Tank(s) (No. 2004)  - 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 | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **3.0. BALLAST SYSTEM** | | | | |
| 3.1. BALLAST TANKS BILGE VALVES ARE LOCATED:  Where ? \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | |
| 3.2. WHICH PUMPS ARE USED FOR TRANSFERRING BALLAST  SPECIFY MAX CAPACITY AND HEAD  - No. 1 in cu.m./hr  - No. 2 in cu.m./hr | | Cap  \_\_\_\_\_\_  \_\_\_\_\_\_ | Head  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| 3.3. THE FORE PEAK IS USED FOR BALLAST | | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 3.4. THE AFTER PEAK IS USED FOR BALLAST | | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 3.5. WHICH DOUBLE BOTTOM TANKS ARE USED FOR BALLAST:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | |
| **4.0. SEA INLETS** | | | | |
| 4.1. MAIN SEA WATER HIGH AND LOW INLETS ARE LOCATED:  - Engine room port fwd  - Engine room stbd fwd | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 4.2. SEA WATER HIGH & LOW INLETS FOR GENERATOR COOLING ARE LOCATED:  - Generator room port fwd  - Generator room stbd fwd | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **5.0. FUEL OIL SYSTEM** | | | | |
| 5.1. WHICH TANK DO BUNKER TANKS OVERFLOW TO:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | |
| **6.0. WATER FIRE-EXTINGUISHING SYSTEM** | | Cap. | Head | |
| 6.1. SPECIFY CAPACITY AND HEAD OF FIRE PUMPS:  - Pump No. 1 in cu.m./hr  - Pump No. 3 in cu.m./hr  - Emergency Fire Pump in cu.m./hr | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| 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 Air Cond. Compressor Room  - Is supplied from the Emergency Switchboard  - The sea inlet valve is located in Generator Room  - The sea inlet valve is located in the Air Cond. Compressor 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. CO2 FIXED FIRE EXTINGUISHING SYSTEM** | | | | |
| 7.1. CO2 system protects the following spaces:  - Main Engine & Auxiliary Engine Rooms  - Boiler Room  - Air Cond. Compressor Room  - Incinerator Room  - Galley Exhaust Fan Trunking | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 7.2 Controls of Engine CO2 are located:  - Funnel Deck  - Which side STBD | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 7.3 A pre-alarm of the following type precedes the release of CO2 to the ER :  - Electric siren  - Pneumatic siren  - CO2 driven siren | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 7.4 The pre-alarm siren sounding must be of duration at least of:  - 30 seconds  - 120 seconds  - 300 seconds | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 7.5 Release of CO2 in the engine room is carried out:  - Manually: one bottles of gas at time  - Manually: all gas bottles simultaneously  - Manually: groups of gas bottles together | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **8.0. ELECTRIC POWER STATION** | | | | |
| 8.1. THE POWER OF EACH GENERATOR IS:  No. 1 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ KW  No. 2 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ KW  No. 3 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ KW  Emergency generator \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 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 GENERATORS AUTOMATICALLY STOP IN THE EVENT OF:  - Very low lube oil pressure  - Very high cooling water temperature  - Over speed | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 8.6. THE 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:  - No. 1 DB  - No. 2 DB  - No. 3 and 4 DB | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 9.1. THE WATERTIGHT DOORS MAY BE OPERATED:  - From the navigating bridge  - From local control  - From E/M pump 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. ELECTRIC POWER SUPPLY FAILURE TO THE ENGINE ROOM TELEGRAPH ACTIVATES:**  - An alarm ................................................................................... | | ­­­\_\_\_\_\_\_ | ­­­\_\_\_\_\_\_ | ­­­\_\_\_\_\_\_ |
| **11.0. LOCATION OF THE FOLLOWING CONTROLS TO BE OPERATED IN THE EVENT OF AN ENGINE ROOM FIRE:**  - To stop ventilation & exhaust fans: engine control  room, B-deck remote control station 1  - To shut fire dampers on ventilation ducts: LOCAL  - To stop fuel oil pumps: engine control room, B-deck remote control station 1  - To shut off main engine fuel tank: B-deck crew alleyway stbd, near engine room door  - To shut valves under fuel oil head: B-deck remote control station 2  - To close skylights: Sun deck | | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ |
| **12.0. POLLUTION PREVENTION APPLIANCES MANUFACTURER AND TYPE OF BILGE WATER SEPARATOR:**  **-** Howaldtswerke Deutsche Werft, type Turbo Entoler TE10 | | **\_\_\_\_\_\_** | **\_\_\_\_\_\_** | **\_\_\_\_\_\_** |
| 12.1. 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 | | \_\_\_\_\_\_  \_\_\_\_\_\_    \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_    \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_    \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 12.2. WHERE IS THE SEPARATED OIL COLLECTED AFTER PROCESS THROUGH THE OILY WATER SEPARATOR:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  |  |  |
| 12.3. THE PUMP OF THE BILGE WATER SEPARATOR TAKING SUCTION FROM:  - Bilge water tank 2004  - Directly from Engine Room bilge wells | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 12.4. 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 | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 12.5. WATER FLUSHING TO OCM HAS MEANS OF CONTROLLED USE TO PREVENT OPENING DURING OVERBOARD DISCHARGE OF OWS | |  |  |  |
| **13.0. ENGINE ROOM AUTOMATION SYSTEM** | | | | |
| 13.1. THE ENGINE ROOM BILGE LEVEL IS MONITORED BY:  - Oiler on duty during his watch | | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 13.2. ELECTRIC POWER STATION - IN THE EVENT OF A BLACK OUT :  - The emergency generator starts automatically and is linked to the emergency switchboard  - If the emergency generator fails to start automatically, it can be started using compressed air or ‘Hansa’ device | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 13.3 The emergency generator will supply power to the following systems:  - Emergency lights  - Emergency fire pump  - Navigation equipment  - Fire doors  - Fire alarms  - Telephones  - Steering gear pump | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **14.0. HYDRAULIC STEERING GEAR** | | | | |
| 14.1. STEERING GEAR CONTROL  - From the navigation bridge  - From steering gear room  REMARK IF ANY: | | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 15.2. 14.2. PROCEDURES TO BE FOLLOWED FOR STEERING LOCALLY FROM STEERING GEAR RM:  PLACE MAIN SWITCH IN LOCAL POSITION AND START THE OIL PUMP - WITH PILOT VALVE IN  MANUAL POSITION WE CAN MANOEUVRE. WITH E/VALVE IN LOCAL POSITION WE CAN  MANOEUVRE BY E/VALVES SYTEM. | | | | |
| 14.3. STEERING GEAR:  - The two hydraulic pump units can be operated independently  - Each hydraulic unit can be isolated manually  - Loss of hydraulic oil will activate an alarm in the engine control room  - Where is the hydraulic oil header tank ?  STEERING GEAR ROOM | | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ |
| 14.4. 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 | | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ |
| 14.5. 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 MULTIFAR EP2 | | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **16.0. 15.0. ENGINE ROOM EMERGENCY DIRECT BILGE SUCTIONS:**  - What pump is fitted with this possibility?:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  - Where is located the relevant opening/closing valve?:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | |
| **16.0. DAMAGE CONTROL ARRANGEMENTS AND EQUIPMENT:**  - Assigned valves in piping  - Hatches or cross levelling valves  - Damage control locker | | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ | \_\_\_\_\_  \_\_\_\_\_  \_\_\_\_\_ |
| **17.0. 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 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | |
| Date questionnaire given to the joining Engineer Officer |  | | | |
| Officer's rank |  | | | |
| Signature of Officer |  | | | |
| Date questionnaire returned to the Chief Engineer |  | | | |
| Signature of Chief Engineer |  | | | |
| REMARK:  1. The questionnaire is to be completed, signed and returned to the Chief Engineer within two weeks.  2. The Chief Engineer or Staff Engineer must monitor the results of this questionnaire and discuss with the Officer any deficiencies noted. | | | | |