| **ENGINEER OFFICER FAMILIARISATION**  **(including Chief Engineers)** | | | |
| --- | --- | --- | --- |
| **QUESTIONNAIRE** | **YES** | **NO** | **N/A** |
| **1.0 PROPULSION ENGINE PARTICULARS** | | | |
| 1.1. Manufacturer: WARTSILA  Type: DTMSZ 2561-16YS of 8.5 MW each- 152-Nominal RPM  Syncroconverter SIEMENS type (LCI) SINAMICS GL 150. |  | | |
| 1.2. **THE PROPULSION ELECTRIC MOTOR MAY BE STARTED**:  - Locally  - From the Engine Control Room  - From the Bridge | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1.3. **THE PROPULSION ELECTRIC MOTOR CANNOT BE STARTED IF**:  - The turning gear of propeller shafts are engaged  - No Main Bearings lube oil pump are started  - High conductivity of converter’s cooling water | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1.4. **THE PROPULSION ELECTRIC MOTOR AUTOMATICALLY SHUT-DOWN IN THE EVENT OF**:  - Main propeller shaft bearings very low oil pressure  - Propulsion thrust bearing very low lube oil pressure  - Other ………………………………………………. | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1.5. **THE SYSTEM CAUSING THE AUTOMATIC SHUT-DOWN OF THE ENGINE IS POWERED**:  - By electric power  - By hydraulic power | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| **2.0 BILGE SYSTEM** | Cap. | Head | |
| 2.1. **SPECIFY**: **MAX CAPACITY (TPH) AND HEAD OF BILGE PUMPS (FT):**  - Pump No. 1-Rule bilge centrifugal pump-YA/412 B  - Pump No. 2- Rule bilge centrifugal pump-YA/412 A  - Pump No. 3-Emergency bilge piston pump YA/405  - Pump No. 4-Daily bilge pump-YA/415 A  - Pump No. 5 -Daily bilge pump-YA/415 B | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| 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**  - Rule Bilge  - Daily Bilge  - Void Spaces | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 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 BILGE 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 | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **3.0 BALLAST SYSTEM** | | | |
| 3.1. **CONNECTION VALVES BALLAST-BILGE ARE LOCATED IN:**  - Engine Room Forward /aft  - A/C Compressor room aft  - A/C Compressor room fwd | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.2. **SPECIFY NUMBER, MAX CAPACITY AND HEAD OF BALLAST PUMPS:**  - Pump No. 1-Ballast centrifugal pump YA/414  - Pump No. 2-Rule bilge/ballast centrifugal pump YA/401 | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 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. 3 C, 5 C  - No. 6 P, C & S, 7 S  - No. 8 P & S,10 C, 11 S, 12 P&S, 13 C, 14 C | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.6. **THE HEELING TANKS ARE LOCATED (WHICH POSITION):**  - AFT  - FWD  - CENTRAL | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.7**. THE BALLAST WATER TREATMENT SYSTEM IS IT USING:**  - Chemical treatment  - UV lamps  - Filters and chlorine dioxide  - Cavitation, UV and hypochlorite | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| 3.8 **THE BALLAST WATER TREATMENT SYSTEM COULD BE**  **OPERATED FROM:**  - Bridge  - ECR  - Locally | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 3.9 **THE HEELING SYSTEM COULD BE OPERATED**:   * Manual * Automatic * Semiautomatic | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **4.0. SEA INLETS** | | | |
| 4.1. **THE CONTROL OF THE MAIN LOW AND HIGH SEA INLET ARE LOCATED:**  - On Deck 1, Aft Engine room & Fwd Engine room  - On Deck 1, incinerator room, engine room forward  - On Deck 1, Fwd AC compressors room, port and starboard | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **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**:  - HFO Tanks ……………………………………………  - MGO 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  - Topping-up 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 ARE ON DECK** : |  | | |
| 6.3. **EMERGENCY FIRE PUMP**  - Is located in the Bow thrusters room, Reverse Osmosis room, Boiler room aft  - If electrical, is supplied by the Emergency Switchboard (Which pump?)  - The sea inlet valve is located in Bow thrusters room  - The sea inlet valve is located in AC compressors room  - The sea inlet valve is located in Shaft room port | \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **7.0. FIXED FIRE EXTINGUISHING SYSTEM** |  |  |  |
| 7.1. **WATER MIST SYSTEM**  a) Indicate which areas of the vessel are not protected by water mist?  - ……………………………………………………….  - ………………………………………………………..  - ………………………………………………………..  b) Where the pumps unit are located:  - …………………………………………  - ………………………………………  c) Which areas are protected by WATER MIST using the pre action valves:  - ……………………………  - ……………………………  - ……………………………  - ……………………………  - ……………………………  - ……………………………  d) Which areas are protected by WATER MIST using the “Local protection release units” and from where you can activate manually:  - ……………………………  - ……………………………  - ……………………………  - ……………………………  - ……………………………  - …………………………… |  |  |  |
| 7.2. **WATER MIST PUMPS UNITS:**    a) Maximum capacity of the water tanks:  - Aft: .......... Fwd: ..........  b) The system tank and associated piping are filled with:  - Fresh water  - Sea water  c) Explain when will activate the “back-up cylinders”:  ………………………………………………………………………  ………………………………………………………………………  ……………………………………………………………………… | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **8.0. ELECTRIC POWER STATION** | | | |
| 8.1. THE POWER OF EACH OF THE MAIN GENERATOR IS:  No. 1 Diesel/Generators: ……. KW  No. 2 Diesel/Generators: ……. KW  No. 3 Diesel/Generators: …… KW  No. 4 Diesel/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**: | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| **9.0. WATERTIGHT DOOR SYSTEM** | | | |
| Following watertight doors are located in the Engine Room:  - …………………………………………  - Sliding doors- Nr ……………………  - Hinged doors- Nr …………………… | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 9.1. **THE WATERTIGHT DOORS MAY BE OPERATED:**  - From the navigating bridge  - From local control  - From Emergency stations | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 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, Officer mess, Bridge | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 10.1. **THE SYSTEM IS OPERATED**:  -Manually from the Engine Room  - Automatic | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 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,  - To shut fire dampers on ventilation  - To stop fuel oil pumps: local, on bridge, engine control room,  - To shut-off the quick closing valves | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **13.0. POLLUTION PREVENTION APPLIANCES MANUFACTURER AND TYPE OF BILGE WATER SEPARATOR:**  - SKIT SDEB 5,0 m3/h | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 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:**  - Sludge tank-7 P | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 13.3. **THE PUMP OF THE BILGE WATER SEPARATOR TAKING SUCTION FROM**:  - Bilge tank 7 Stbd  - 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  - Annually | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_ |
| 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  - Automatically by Valmarine automation | \_\_\_\_\_\_ | \_\_\_\_\_\_ | \_\_\_\_\_\_ |
| 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  - Local 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 electric power of one pump is detected and automatically will activate the st-by pump.  - The two pumps can be also operated manually | 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 | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_ |
| 16.0 **STABILIZERS** |  |  |  |
| 16.1 **STABILIZERS COULD BE OPERATED:**  - FROM BRIDGE  - ECR  - LOCALLY | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 16.2 **ON EMERGENCY, THE STABILIZERS COULD BE OPERATED:**  - FROM BRIDGE  - FROM ECR  - FROM STABILIZER PORT  - FROM STABILIZER STARBOARD | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **17.0.** **ENGINE ROOM EMERGENCY DIRECT BILGE SUCTIONS:**  - What pump is fitted with this possibility?      - Where are located the relevant opening/closing valve? | | | |
| **18.0. DAMAGE CONTROL ARRANGEMENTS AND EQUIPMENT:**  - Assigned valves (Fuel oil, Grey water, Ballast water, Lube oil and Bilge fluids system) in piping  - Cross levelling valves  - Damage control locker | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ | \_\_\_\_\_\_  \_\_\_\_\_\_  \_\_\_\_\_\_ |
| **19.0. DAMAGE CONTROL ACTIONS AND COUNTERMEASURES:**  - boundaries of the watertight compartments \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  - the openings therein with the means of closure and position of any controls there of \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  - actions to be taken in various damage control conditions \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  - available equipment to be used as countermeasures \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | |
| **20.0. SRtP- What is the purpose of the SRtP?** | | | |

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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. | |