**DECK OFFICER FAMILIARISATION CHECK LIST No. 1A**

**EMERGENCY DUTIES**

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| **FAMILIARISE YOURSELF WITH THE FOLLOWING** | | **REMARKS & REFERENCES** | **INITIAL** |
| 1 | Assigned emergency duties and responsibilities. | Muster Bill & SEO |  |
| 2 | Damage Control Procedures | Damage Control Plan and Booklets |  |
| 3 | Fire Lockers positions and contents. | Fire Control Plan |  |
| 4 | Lifeboat, rescueboat and liferaft preparation and launching | Life Saving Appliances Plan |  |
| 5 | Starting of engines in all boats | Maker’s Instructions |  |
| 6 | Man over board routine and equipment, including Recovery of Persons from the Water Plan | Muster Bill and SEO, RPWP |  |
| 7  .1  .2  .3  .4  .5  .6  .7  .8 | Location of the following systems & their local and remote operation :  Fire Alarm system  Fire screen doors and zone system  Watertight door operation and procedures  Water Mist System  Machinery Stops and Emer. Control Prop. Pitch Ahead & Astern  Ventilation, dampers and flaps controls  Emergency Generator and Fire Pumps  Emergency Steering | Fire Control Plan  Fire Control Plan  VMS: Watertight Doors & Damage Control Plan (DCP)  Fire Control Plan  Fire Control Plan and Equipment Manual  Fire Control Plan  Fire Control Plan  Steering gear flat and Bridge console |  |
| 8  .1  .2 | Procedure and precautions in the event of :  Collision - Grounding - Steering Gear Failure  Fire at sea and in port | VMS: Operations > Ship Operations > Marine Operations > Navigational Operations VMS: Fire Precautions and Fire Fighting  ECP, SEO & DCP |  |
| 9 | Emergency Towing Booklet | VMS: Operations > Ship Contingency Procedures > Emergency Procedures > 9 - Emergency Towing |  |
| 10 | In port manning | VMS: Ship Contingency Procedures > IMP |  |
| 11 | Any vessel specific Risk Assessments relevant to the above | VMS: Operations > Risk Management > Operational Risk Assessment  VMS: Operations > Safety Management > Occupational Health and Safety (OHSAS18001) |  |
| Date Check List No. 1A handed to Deck Officer\* | |  | |
| Officer's\* name and rank | |  | |
| Signature of officer\* | |  | |
| Date Check List No. 1A returned to Staff Captain\*\* | |  | |
| Signature of Staff Captain\*\* | |  | |
| REMARK: Refer VMS: Operations > Ship Operations > Marine Operations > Master and Deck Officer Familiarisation Programme, Check List No. 1A must be handed to the Deck Officer\* upon joining and should be completed, signed and returned to the Staff Captain\*\* prior to taking over operational duties.  The Staff Captain\*\* must check and verify the proper completion of the questionnaire by the Officer and if it is satisfactorily completed and without any omissions only then date and sign this form for filing. The Staff Captain shall also attach a list with the Vessel Specific Risk Assessments the Deck Officer is to be familiarized with.  If in doubt re any subject the Officer\* should consult with the Staff Captain and / or Captain.  *\*\*\*In case of a Captain’s familiarization ALL the SAF121 checklists herewith are to be returned to the DPA within a month* | | | |

**DECK OFFICER FAMILIARISATION CHECK LIST No. 1B**

**BRIDGE & DECK OPERATIONS, EQUIPMENT AND SYSTEMS**

| **FAMILIARISE YOURSELF WITH THE FOLLOWING**  **(as fitted and applicable)** | **REMARKS & REFERENCES** | **INITIAL** |
| --- | --- | --- |
| For Bridge Team Officers– the Voyage Plan(s) for the cruise incl. assurance of the plans’ quality |  |  |
| Design & operational limitations (inc. stability, loading and cargo manuals) | STCW A-V/3.2 |  |
| Procedure for steering and control of steering motors including operational modes and synchronization with bridge wings | Bridge consoles, steering flat, manuals |  |
| Hand /NFU / Emergency steering systems & procedures | Manuals and control panels |  |
| Auto Pilot operation, settings, alarms and limitations | Manuals and control panels |  |
| All radars incl. their frequency / wave length, pulse, speed input and modes (ie stabilized / non –stabilized options) including ARPA and limitations thereof, radars/scanner changeover methods; ppi and trial manoeuvre techniques |  |  |
| Satellite navigation systems including Differential GPS |  |  |
| ECDIS (Electronic Chart Display Information System) – modes, operation and any limitations – see also and attach herewith checklist form SAF100 “ECDIS type specific training” |  |  |
| Chart plotter |  |  |
| BNWAS (Bridge Navigation Watch Alarm System) |  |  |
| Track pilot incl. modes, operation and limitations |  |  |
| Other Integrated Bridge modules and their relation and operation (ie docking display, radar displays integration with AIS, ECDIS, SatNav etc) |  |  |
| AIS and LRIT – setting up and monitoring |  |  |
| BNWAS - operational modes required, dormant period, three alarm stages |  |  |
| Gyro and Magnetic compass (s), operation, repeaters, checks, deviation table |  |  |
| Engine, telegraph and thruster controls (incl. indicators) and any limitations |  |  |
| Speed Electro magnetic / Doppler speed log and modes of operation and limitations |  |  |
| Echo sounder – modes, display, operations, alarms, recording, repeaters, location of transponder |  |  |
| Course and engine recorders |  |  |
| Navigation (primary and emergency) lights and deck lighting including any automated searchlights and ALDIS |  |  |
| Sound signals – whistles / bells /gongs |  |  |
| Navigational / COLREG Daylight Shapes |  |  |
| Operation of stabilisers and any limitatons |  |  |
| Ship’s whistle control system including COLREG gong and bell |  |  |
| Emergency communication systems |  |  |
| PA system |  |  |
| Internal telephone system |  |  |
| Portable Bridge Radios (UHF/VHF, Aero, GMDSS) |  |  |
| GMDSS panels and equipment (including Inmarsats, DSC, telex, voice radios, and printers) and alarms |  |  |
| Battery Chargers (ie GMDSS, radios) and UPS devices |  |  |
| Watertight doors operation including testing and override bridge master switch |  |  |
| Securing and operation of shell opening, gangways and ramps |  |  |
| Operation of fire screen doors and zone system |  |  |
| Operation and indication of fire alarms and sprinkler systems |  |  |
| Fire doors operation |  |  |
| Ventilation operation – operations by zones and locations |  |  |
| Low Location Lighting Operation |  |  |
| Persons onboard accounting system |  |  |
| Bridge CCTV system |  |  |
| Ship Security Alert System (location and operation) |  |  |
| Voyage Data Recorder and operation including how to download information |  |  |
| Bridge functions of any Bridge-Engine equipment/ machinery automation system – including tanks remote gauging, valves operation, healing system etc) |  |  |
| Weather and Navigational warning information systems (Weather PC, Fax, Navtex etc) |  |  |
| Other Bridge Console /Panel Indicators (Wind, RPM, Steering/rudder angle, Rate of Turn, List), variable pitch and Repeaters |  |  |
| Change over from bridge central control station to bridge wings/consoles |  |  |
| Master clock – operation/ synchronisation |  |  |
| Wipers, defrosters, clear views, sunshades, heaters and other windows improved visibility devices |  |  |
| Recognition and action in the event of any bridge alarm / signal |  |  |
| Bridge LSA (lifejackets, pyrotechnics, line throwing devices, SART, EPIRB) |  |  |
| Stability Computer – location, information display, abilities, main operation |  |  |
| Emergency Response Service- contact numbers notification details |  |  |
| Anchoring operations - procedures and arrangements |  |  |
| Mooring operations & procedures - ford & aft mooring arrangements |  |  |
| Gangway operations - procedures and arrangements |  |  |
| Wheelhouse poster and vessel’s manoeuvring characteristics |  |  |
| Vessel Specific Risk Assessments (listed in Shipsure or SAF67 ) as relevant to the above operations |  |  |
| Date Check List No. 1B handed to Deck Officer\* |  | |
| Officer's\* name and rank |  | |
| Signature of officer\* |  | |
| Date Check List No. 1B returned to Staff Captain\*\* |  | |
| Signature of Staff Captain\*\* |  | |
| REMARK: Refer to VMS: Operations > Ship Operations > Marine Operations > Master and Deck Officer Familiarisation Programme, Check List No. 1B must be handed to the Deck Officer\* upon joining and should be completed, signed and returned to the Staff Captain\*\* prior to taking over operational duties.  The Staff Captain\*\* must check and verify the proper completion of the questionnaire by the Officer and if it is satisfactorily completed and without any omissions only then date and sign this form for filing. The Staff Captain shall also attach a list with the Vessel Specific Risk Assessments the Deck Officer is to be familiarized with.  If in doubt re any subject the Officer\* should consult with the Staff Captain and / or Captain.  *\*\*\*In case of a Captain’s familiarization ALL the SAF121 checklists herewith are to be returned to the DPA within a month* | | |

**DECK OFFICER FAMILIARISATION CHECK LIST No. 2**

**PREVENTION OF POLLUTION**

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| **FAMILIARISE YOURSELF WITH THE FOLLOWING** | | **REMARKS & REFERENCES** | **INITIAL** |
| 1 | Shipboard Waste incl. Garbage and Haz Waste Management. | VMS: Operations > Environmental Management > Garbage Management Plan (MARPOL Annex V) |  |
| 2 | Bunkering and Oil Spill Procedures. | VMS: Operations > Environmental Management > Shipboard Oily Waste Pollution Prevention Plan > 11 - Accidental Oil Spillage - Action, Remedy and Reporting of Incidents  VMS: Operations > Ship Operations > Ship Technical Operations > Bunkering Procedures  SOPEP |  |
| 3 | Air Emissions Pollution Prevention Procedures. | VMS: Operations > Environmental Management > Air Pollution (MARPOL Annex VI) |  |
| 4 | Wastewater (Grey and Black/Sewage) Discharge Procedures. | VMS: Operations > Environmental Management > Wastewater Management (MARPOL Annex IV) |  |
| 5 | Bilge Oily Water Discharge Procedures. | VMS: Operations > Environmental Management > Shipboard Oily Waste Pollution Prevention Plan |  |
| 6 | Ballast Water Management Procedures /Plan and training received | VMS: Operations > Environmental Management > Ballast Water Management Plan  [Noticeboard](http://srv-glas301:82/Leisure/content/parent%20category%20topics/notice%20board.htm) > Bulletins Bulletin 9 |  |
| 7 | Shipboard Energy Efficiency management Plan (SEEMP) | VMS: Operations > Environmental Management > Energy Efficiency |  |
| 8 | Local Environmental Requirements | VMS: Operations > Environmental Management > Waste Stream Management Practices and Procedures  [Noticeboard](http://srv-glas301:82/Leisure/content/parent%20category%20topics/notice%20board.htm) > Bulletins VSL Bulletin 25 form SAF77  VMS: Operations > Environmental Management > Vessel General Permit (VGP) |  |
| 9 | Vessel Specific Risk Assessments (listed in Shipsure or SAF67 ) as relevant to the above pollution prevention activities | VMS: Operations > Risk Management > Operational Risk Assessment  VMS: Operations > Safety Management > Occupational Health and Safety (OHSAS18001) |  |
| Date Check List No. 2 handed to Deck Officer\* | |  | |
| Officer's \* name and rank | |  | |
| Signature of officer\* | |  | |
| Date Check List No. 2 returned to Staff Captain\*\* | |  | |
| Signature of Staff Captain\*\* | |  | |
| REMARK: Refer to VMS: Operations > Ship Operations > Marine Operations > Master and Deck Officer Familiarisation Programme, Check List No. 2 must be handed to the Deck Officer\* upon joining and should be completed, signed and returned to the Staff Captain\*\* within one week.  The Staff Captain\*\* must check and verify the proper completion of the questionnaire by the Officer and if it is satisfactorily completed and without any omissions only then date and sign this form for filing. The Staff Captain shall also attach a list with the Vessel Specific Risk Assessments the Deck Officer is to be familiarized with.  If in doubt re any subject the Officer\* should consult with the Staff Captain and / or Captain.  *\*\*\*In case of a Captain’s familiarization ALL the SAF121 checklists herewith are to be returned to the DPA within a month* | | | |

**DECK OFFICER FAMILIARISATION CHECK LIST No. 3**

**COMPANY POLICY, PROCEDURES & INSTRUCTIONS AND OTHER MANUALS AND DOCUMENTS**

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| **FAMILIARISE YOURSELF WITH THE FOLLOWING**  **(as fitted and applicable)** | | **REMARKS & REFERENCES** | **INITIAL** |
| 1 | Job Description and Deck Department Organization | VMS: Operations > Ship Operations > Shipboard Duties & Responsibilities > Masters Responsibilities  VMS: Operations > Ship Operations > Shipboard Duties & Responsibilities > Onboard Responsibilities > 1 - Deck Department Responsibilities |  |
| 2 | Safety Management Manual & Fleet Operations Manuals | Staff Captain & Bridge |  |
| 3 | Muster List (& if customized for a vessel - Ship Emergency Organisation (SEO) ) | Staff Captain & Bridge |  |
| 4 | Training Manual (SOLAS Chapt. III, Reg. 35) | Bridge and Officer’s Dayroom |  |
| 5 | Captain's & Staff Captain’s Standing Orders | VMS: Operations > Ship Operations > Marine Operations > Standing Orders  SAF33 |  |
| 6 | Shipboard Training Package | Staff Captain |  |
| 7 | Applicable legislation, codes and agreements |  |  |
| 8 | Use of Shipsure (the Company’s Proprietary software management suite) | Dedicated Local Work Instruction and Shipsure Manuals and help file |  |
| 9 | Use of a computerized Planned Maintenance System | Manuals and help file |  |
| 10. | Emergency Response Service (ERS) notification and procedures | Dedicated ERS Service provider file and exercise files |  |
| 11. | Stability Manual | Including calculations |  |
| 12. | Stability software and training received | Manual and software help file; all officers to be able of calculating departure/ arrival /daily stability |  |
| 13 | Navigational policies (CPA/TCPA, Under-keel and Overhead Clearances, Position Fixing, Safe Speed, Communication, Distractions, Bridge Conditions ) | VMS: Operations > Ship Operations > Marine Operations > Navigational Safety - Bridge Team and Resource Management |  |
| 14. | Code of Safe Working Practices for Merchant Seamen, Local Work Instruction #60 Shipboard Health and Safety Organization, Vessel Specific Risk Assessments as applicable for the Officer’s responsibilities | VMS: Operations > Safety Management > Occupational Health and Safety (OHSAS18001)  VMS: Operations > Risk Management > Operational Risk Assessment |  |
| Date Check List No. 3 handed to Deck Officer\* | |  | |
| Officer's\* name and rank | |  | |
| Signature of officer\* | |  | |
| Date Check List No. 3 returned to Staff Captain\*\* | |  | |
| Signature of Staff Captain\*\* | |  | |
| REMARK: Refer to VMS: Operations > Ship Operations > Marine Operations > Master and Deck Officer Familiarisation Programme, Check List No. 3 must be handed to the Deck Officer \*upon joining and should be completed, signed and returned to the Staff Captain\*\* within one month.  The Staff Captain\*\* must check and verify the proper completion of the questionnaire by the Officer and if it is satisfactorily completed and without any omissions only then date and sign this form for filing. The Staff Captain shall also attach a list with the Vessel Specific Risk Assessments the Deck Officer is to be familiarized with.  If in doubt re any subject the Officer\* should consult with the Staff Captain and / or Captain.  *\*\*\*In case of a Captain’s familiarization ALL the SAF121 checklists herewith are to be returned to the DPA within a month* | | | |

| **FAMILIARISATION QUESTIONNAIRE FOR JOINING DECK OFFICERS** | |
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| **QUESTIONNAIRE** | |
| This questionnaire shall be filled in after you have made yourself familiar with the location and function of all safety devices, then this form shall be handed over to the Staff Captain\*\* within 15 days after completion of Check List No. 3.  The Staff Captain must check and verify the proper completion of the questionnaire by the Officer and if it is satisfactorily completed and without any omissions only then date and sign this form for filing.  REMEMBER: IT IS YOUR DUTY TO ATTEND AND PARTICIPATE IN ALL MUSTERS AND DRILLS AND SAFETY TRAINING. | |
| **PART A** | |
|  | What information does the muster list contain?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What signals / code / calls are enforced on your vessel and meaning of it (i.e. seven or more short blasts followed by one long blast, code blue, etc.)?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What damage control arrangements (ie cross-flooding, valve locations etc) and equipment is available onboard? Explain about the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof and the arrangements for the correction of any list due to flooding Describe briefly the actions to be taken in various damage control conditions with any counter-measures to be taken.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What type is the lifeboats launching system? Describe briefly operation to launch a lifeboat including starting the engine?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Describe the sequence of action to be taken when a man overboard is called in operation.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | You receive a fire alarm on the Bridge – what action(s) will you take?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | How many water mist sections are in your ship – where can you find the areas covered by a specific section? Describe operation to test the system.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 7.1 | How is the water mist activated in one area?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 7.2 | Can you activate and control the water mist from the Bridge?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Is it any fire extinguishing system existing on your ship other than the water mist system? If yes, briefly describe system, location and area covered.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Indicate location of ventilation stops  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Indicate location of emergency generator and fire pumps. Describe steps to start the emergency generator  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Where can information be found relating to emergency situations and controlling of the same?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | You are on duty on the Bridge when suddenly a black out occurs: what action will you take?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What is the purpose of port manning?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **PART B** | |
|  | Describe procedures for change over from auto to manual steering and vice-versa, and emergency steering procedure.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What particular checks are you doing while preparing a passage plan for this ship?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Describe sequence to extend the stabilizers and to recover it.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Do you have on board a stability system? What do you have to check for safe navigation? Indicate which tanks are assigned to respective products: fuel oil, lube oil, potable water, ballast water, etc. What about ballast water exchange issue?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Are there any blind areas for VHF / UHF transmission on board your vessel?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Indicate steps to close watertight doors from bridge panel and locally. Are there any other station(s) to close / operate the watertight doors?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | How many zones is the vessel divided into? How can fire screen doors be closed?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What alarms do you have on the Bridge? Is there an equivalent in ECR or other location of the vessel?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What checks must be done when at anchor and the tender service is running?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Gangway procedure: what checks have to be done to ensure gangway is always in safe position?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Gangway security: what equipment do you have available on your vessel?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What and who are the DPA, CSO and SSO?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **PART C** | |
|  | a) Briefly describe garbage separation and hazardous waste.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  b) What equipment do you have on your vessel and location of it.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Briefly describe the waste and wastewaters discharge procedures and policies- what type of waste / wastewaters can be discharged at sea and under what conditions - distance from land/shore, min speed, special /local rule areas if the ship’s itinerary is fairly constant?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Oil bunkering – what checks need to be done before and during bunkering operation?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Oil spill – where is the oil spill equipment located on your vessel and what does it consist of?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Oil spill procedure – in case of an oil spill, indicate immediate actions to be taken and parties to be notified.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Oily water discharge procedures – what checks to be done before giving authorization before starting?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Where is the dedicated fresh water bunkering? What precautions have to be taken before and while bunkering fresh water?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **PART D** | |
|  | Where can you read the Safety Management System manuals and documentation? What are they used for?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Where can you find the Company Policy posted?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What subjects are included in the Captain’s Standing Orders.  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What is hazardous occurrence? What are the different types of hazardous occurrences?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | What is the public health self-inspection and what does it cover? (in brief)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Do you have the Company’s proprietary software management suite Shipsure installed onboard? Describe briefly your involvement and assigned work with it?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | Do you have a computerized Planned Maintenance System installed onboard? Describe briefly your involvement and assigned work with it?  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |