# Cruise Ship NCOE

## Foreign Passenger Vessel Examination – Refresher

## Study Guide

# Cruise Ship National Center of Expertise

# Foreign Passenger Examination – Refresher

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**Purpose of the FPV Examination - Refresher Study Guide:** Through a series of questions, designed to measure knowledge, judgment and decision making ability, this study guide will assist Foreign Passenger Vessel Examiners (FPVE) stay current with FPV examination requirements..

**The candidate**: A successful candidate should be proficient and confident enough to articulate the minimum regulatory job tasks and understand those tasks in sufficient detail so that supervisors have a comfort level that the candidate is able to conduct these examinations without supervision, yet recognize when they need back-up for unusual or complex circumstances. .

- This guide assumes a candidate possesses the FPVE competency.
- A list of applicable references is listed with each study guide question.
- The questions provided in this guide represent a sampling of the requirements to complete a FPV examination are intend to be a refresher for those individuals that need to maintain a level of recency. Real learning and development of proficiency occurs with each FPV examination.

**Questions or comments may be directed to:**

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***Note:*** *The technical content of this document was created through the collaboration of the Cruise Ship National Center of Expertise (CSNCOE) in Ft. Lauderdale, FL, including LCDR Eric Allen, LT Michael Metz, Mr. .Brad Schoenwald, Mr. Scott Elphison, Mr. James Garzon and Mr. Jason Yets. Final review and consultation provided by the National Centers of Expertise Training Support Staff, Yorktown, VA.*

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| **Q.1** | During an annual examination of a cruise ship, you notice the PSSC certificate expires in 2 months. You should:<br>a. Complete another annual exam in 2 months<br>b. Detain the vessel until a new PSSC is issued.<br>c. Issue a new Certificate of Compliance when the new PSSC is issued<br>d. Request a copy of the new PSSC when it is issued and update information in MISLE |
| A.1 | *Ref: NVIC 03-08*<br>d. Request a copy of the new PSSC when it is issued and update information in MISLE |
| **Q.2** | The correct action to take when you observe the P1 subdivision mark is submerged is _____.<br>a. Investigate the situation because the subdivision mark should never be submerged.<br>b. Not be concerned as cruise ships should have a C1 mark not a P1 mark.<br>c. Not be concerned as cruise ship in not beyond the boundary line.<br>d. Not be concerned if the cruise ship is engaged in cargo operations. |
| A.2 | *Ref: 74 SOLAS II-I 18.5*<br>a. Investigate the situation because the subdivision mark should never be submerged. |
| **Q.3** | The correct sequence when accepting alternatives to a vital system requirements are _____<br>a. Acceptance by the USCG Port State Control Examiner (PSCE), approval by the Captain of the Port, acceptance by the Flag Administration.<br>b. Approval by the Flag Administration, proposal by the ship, acceptance by the Captain of the Port.<br>c. Proposal by the ship, approval by the Captain of the Port, and acceptance by the Flag Administration or Class Society on behalf of the Flag Administration.<br>d. Proposal by the ship, approval by the Flag Administration or Class society on behalf of the Flag Administration, and acceptance by the Captain of the Port. |
| A.3. | *Ref: NVIC 03-08*<br>*d.* Proposal by the ship, approval by the Flag Administration or Class society on behalf of the Flag Administration, and acceptance by the Captain of the Port |

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| **Q.4** | The appropriate action to take when observing a passenger open a door to the machinery compartment is _____.<br>a. demand full access to the cruise ship's approved security plan.<br>b. find the passenger and turn him/her over to the local police.<br>c. investigate the matter because the machinery compartment is a restricted space.<br>d. not be concerned because passengers are allowed to walk about the cruise ship unimpeded. |
| A.4 | *Ref: ISPS Code*<br>*c. Investigate the matter because the machinery compartment is a restricted space.* |
| Q.5 | Examination of records for proper disposal of dry cleaning chemicals is part of the _____ type of waste stream.<br>a. black water.<br>b. gray water<br>c. hazardous waste<br>d. oil pollution handling |
| A.5. | *Ref: NVIC 04-04*<br>*c. hazardous waste* |
| Q.6 | An acceptable means of examining a water suppression system on an Annual Examination shall include:<br>a. breaking a designated high fog head to check the sequence of the high fog pumps.<br>b. emptying the sprinkler pressure tank; verifying the operation of the low level alarm, checking system throughout the ship fully charged with water from the fire pump.<br>c. emptying the water mist pressure tank and observing system is fully pressurized using nitrogen gas.<br>d. testing the sequence of the water mist system pumps locally. |
| A.6 | *Ref: NVIC 03-08*<br>d. *Testing the sequence of the water mist system pumps locally.* |

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| Q.7 | Drills for the operating of watertight doors, side scuttles, valves and closing mechanisms of scuppers, ash-chutes shall take place _____.<br>a. daily<br>b. monthly<br>c. semi-annually<br>d. weekly |
| A.7 | *Ref: 74 SOLAS II-I/21.1*<br>*d. Weekly* |
| Q.8 | On a cruise ship, an abandon ship and fire drill should take place every _____.<br><br>On a cruise ship, each crew member should participate in an abandon ship and fire drill every _____.<br>a. Daily, monthly<br>b. Monthly, quarterly<br>c. Weekly, annually<br>d. Weekly, monthly |
| A.8. | *Ref: 74 SOLAS III/30*<br>*d. Weekly, monthly* |
| Q.9 | On a cruise ship, fire control plans must clearly indicate _____.<br>a. location of each crew member<br>b. method/systems of fire detection and extinction<br>c. the name of each crew member and the task that they will execute in fire extinction<br>d. the number of passengers aboard the cruise ship. |
| A.9 | *Ref: 74 SOLAS II-2/15.2.4.1*<br>*b. Method/systems of fire detection and extinction.* |

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| Q.10 | On a cruise ship, the means of escape, including stairways and exits, shall be marked by _____.<br>a. lighting indicators located on the deck300 mm from the bulkhead<br>b. lighting or photo luminescent strip indicators 300 mm above the deck<br>c. lighting or photo luminescent strip indicators on the deck 400 mm from the bulkhead<br>d. photo luminescent strip indicators located on the deck 300 mm from the bulkhead |
| A.10 | *Ref: 74 SOLAS II-2/13.2.5.1*<br>b. Lighting or photo luminescent strip indicators 300 mm above the deck. |
| Q.11 | The proper sequence for watertight doors operating under transitional power is _____.<br>a. close/open/close<br>b. close/open/close/open<br>c. open/close/open<br>d. open/close/open/close |
| A.11 | Ref: 74 SOLAS II-I/13.7.3<br>**a.** Close/open/close |
| Q.12 | Direct access into a stairway is allowed from _____.<br>a. public spaces, corridors, lifts, public toilets, lockers for storage of non-combustible safety gear<br>b. public spaces, corridors, lifts, public toilets, small storage rooms if fitted with sprinklers<br>c. public spaces, corridors, public toilets, and cabins<br>d. public spaces, public toilets, open reception areas, and machinery spaces |
| A.12 | *Ref: 74 SOLAS II-2/13.3.2.3*<br>*a.* Public spaces, corridors, lifts, public toilets, lockers for storage of non-combustible safety gear |
| Q.13 | On a cruise ship, the capacity of survival craft engaged on an international voyage can be _____.<br>a. 30% life boats, and 70% life rafts served by a launching appliance on each side of the ship<br>b. 75% life boats, 25% life rafts served by a launching appliance equally distributed on each of the ship<br>c. 100% life boats, and 25% life rafts served by a launching appliance on each side of the ship<br>d. both b & c.<br>e. |
| A.13 | *Ref: 74 SOLAS III/21.1*<br>d. Both b & c. |

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| Q.14 | The transitional source of emergency electrical power shall operate without recharging while maintaining the voltage of the battery throughout the discharge within _____ % above its nominal voltage.<br>a. 10<br>b. 12<br>c. 15<br>d. 18 |
| A.14 | *Ref: 74 SOLAS II-I/42.4*<br>*b. 12* |
| Q.15 | For a period of 36 hours, the emergency source of power shall be capable of supplying power simultaneously to the following services _____.<br>a. all fire pumps<br>b. elevators<br>c. fire detection, fire alarm systems, and fire door holding and release systems<br>**d.** steering gear |
| A.15 | *Ref: 74 SOLAS II-I/42.2*<br>c. fire detection, fire alarm systems, and fire door holding and release systems |
| Q.16 | Fire dampers located in the galley ventilation on new ships are _____.<br>a. located in the lower end duct only<br>b. located in the upper end duct and lower end ducts<br>c. not required<br>d. only required if used in a grease trap |
| A.16 | *Ref: 74 SOLAS II-2/9.7.5.1*<br>b. Located in the upper end duct and lower end ducts |

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| Q.17 | The Administration determines that (at a minimum) the Marine Evacuation System (MES) should be deployed from the ship every _____ years.<br>a. 1<br>b. 2<br>c. 4<br>d. 6 |
| A.17 | *Ref: 74 SOLAS III/20.8.2*<br>d. 6 |
| Q.18 | Actions for non-conforming survival craft include temporary _____.<br>a. addition of davit launched life rafts for life boats as long as the new life boat capacity is not less than 75 percent.<br>b. addition of life rafts for life boats with percentages not a factor<br>c. addition of non-davit launched life boats<br>d. reduction of the total persons onboard by the life boat capacity lost on both sides of the ship. |
| A.18 | *Ref: NVIC 03-08*<br>a. Addition of davit launched life rafts for life boats as long as the new life boat capacity is not less than 75 percent. |
| Q.19 | Smoke extraction systems in atriums shall be activated by the required _____ detection system and be capable of _____ control. The fan(s) shall be sized such that the entire volume of smoke within the space can be exhausted in _____ or less.<br>a. Fire, local, six minutes<br>b. Fire, remote, fifteen minutes<br>c. Smoke, manual, ten minutes<br>*d.* Smoke, remote, six minutes |
| A.19 | *Ref: 74 SOLAS II-2/8.5.*<br>c. Smoke, manual, ten minutes |

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| Q.20 | According to 74 SOLAS Un-amended, ship design objectives for fire safety do not include _____.<br>a. contain, control, and suppress fire and explosion in the compartment of origin and provide readily accessible means of escape.<br>b. prevent the occurrence of fire and explosion<br>c. reduce the risk of damage to vital circuits due to an overloads to the emergency generator<br>d. reduce the risk to life caused by fire |
| A.20 | *Ref: 74 SOLAS II-2/2.1*<br>c. Reduce the risk of damage to vital circuits due to an overloads to the emergency generator |
| Q.21 | "A" Class divisions are constructed of _____ or other equivalent material, suitably _____, and constructed o prevent the passage of _____ and _____ to the end of the _____ Standard Fire test.<br>a. aluminum, secured, heat, fire, one-hour<br>b. aluminum, welded, heat, flame, two-hour<br>c. steel, stiffened, smoke, flame, one-hour<br>d. steel, stiffened, water, flame, one-hour |
| A.21 | *Ref: 74 SOLAS II-2/3.2*<br>*c. Steel, stiffened, smoke, flame, one-hour* |
| Q.22 | While examining a sprinkler section, you observe the stop valve is not mechanically locked open. Is this a problem?<br>a. no, because the valve should be locked closed at all times<br>b. no, if the cabinet to the sprinkler section is lockable<br>c. no, if there is an alarm that will give a valve closed indication on the bridge<br>d. both b & c are correct |
| A.22 | Ref: FSS Code 8.2.4.2.2<br>d. Both b & c. |

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| Q.23 | An acceptable means of escape below the bulkhead deck is _____.<br>a. one escape in a vertical direction and independent of the water tight door, and one escape through a water tight door<br>b. one water tight door if it leads into a stairway<br>c. two water tight doors if one door is on the port side, and the other door is on the starboard side<br>d. both b & c |
| A.23 | *Ref: 74 SOLAS II-2/13.3.2.1.1*<br>a. one escape in a vertical direction and independent of the water tight door, and one escape through a water tight door |
| Q.24 | Draft stops when filled shall be constructed of _____ and located every _____.<br>a. 2 millimeter veneer, 40 meters<br>b. non-combustible material, 9.5 meters<br>c. non-combustible material, 14 meters<br>d. steel, 20 meters |
| A.24 | *Ref: 74 SOLAS II-2/8.4*<br>c. non-combustible material, 14 meters |
| Q.25 | A public address system or other effective means of communication shall be available throughout the accommodation spaces, service space, control stations, and open deck.<br>a. True<br>b. False |
| A.25 | *Ref: 74 SOLAS III/5*<br>a. True |

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| Q.26 | (Bonus) Based on the following scenario, list the discrepancies and give an explanation for your answer(s) (1 point each) on the back of your answer sheet.<br><br>During the document verification on an Annual Foreign Passenger exam on a ship that will be embarking U.S. passengers after the exam, you note several members of the entertainment staff do not have crowd control and crisis management training, and some crew members who reported one week ago have not completed crew familiarization training. Based upon this observation, you decide to focus more on crew training and knowledge during emergency drills. While questioning the stairway guides during emergency drills, a few crew members respond that they do not speak English. You proceed to the muster stations and find someone who does speak English, and you ask, "who is the second in charge?" and they respond "we figure that out based upon who is available." You continue to walk up the stairs, and you observe two crew members cleaning a public rest room, and you ask them why they aren't participating in the drill, and they answer their supervisor told them to continue cleaning. On the embarkation deck, no one is preparing the life boats for embarkation. You are told the life boat preparation occurs after the abandon ship signal is given, and is completed by the first ten deck personnel that arrive on scene. Your teammate observes the Master does not use the decision support system during the emergency drills. He is told by the Master the decision support system will be available after the computer system is re-booted. Finally, the life boats are lowered, all at the same time, and you observe not all life boats have radios in them. The crew is communicating with hand signals and by shouting. The boats are tested and recovered and you make your way to the bridge to discuss your observations with your team. |
| A.26 | **(1)** Crew members must be able to communicate with passengers **(STCW A-V/3.1)**<br>**(2)** The muster list shall specify substitutes for key persons who may become disabled , taking into account that different emergencies may call for different actions **(SOLAS III/37.5)**<br>**(3)** The muster list shall show the duties assigned to the different members of the crew including (.3) preparation and launching of survival craft **(SOLAS III/37.3.3)**<br>**(4)** In addition to the printed emergency plan or plans, the Administration may also accept the use of a computer-based decision support system on the navigation bridge… **(SOLAS III/29.6 and 29.3)** |
| Q.27 | During a security drill the Chief Security officer (not Captain) claims that all is going well, but you notice key security crew members are not familiar with their responsibilities. What actions should you take do? |
| A.27 | • Document all observations / Discuss training requirements<br>• Ask about training records / program<br>• Determine crew ability to meet plan requirements.<br>• Cite ISPS 9.4.9 procedures for training, drills and exercises associated with the plan. |

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| Q.28 | You receive a call that passengers boarded the vessel without being screened. Their bags went unchecked. What action should you take? |
| A.28 | • Identify number of unscreened passengers.<br>• Identify reason passengers were boarded<br>• Cite ISPS 7.1.3 controlling embarkation of persons |
| Q.29 | During the document check you observe that security threats and incidents have not been documented. What action(s) should you take? |
| A.29 | • Identify ship procedures for maintaining required log book / Identify Administration requirement for keeping records / Cite ISPS 10.1 Records. |
| Q.30 | You observe several crew members walk through the metal detector by the crew gangway. The metal detector alarm goes off, but it is ignored by the security personnel. What action(s) should you take? |
| A.30 | • Identify the ships procedure for security alarms.<br>• Identify existing training requirements for security personnel.<br>• Cite ISPS 9.4.1 measures designed to prevent weapons, dangerous substances and devices intended for use against persons, ships ports and carriage of which is not authorized from being taken on board the ship. |
| Q.31 | You receive a report that a stowaway was found on board the ship. She gained access from a third party tender which transited to the ship at the anchorage via the opening set up for passengers participating in excursions. What action(s) should you take? |
| A.31 | • Identify ship security plan / port stowaway procedures<br>• Cite ISPS code 9.9 Access to the ship. |

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| Q.32 | You receive a report from a vessel that they are concerned their ship may not be allowed into port because they do not have peepholes in their cabin doors. What action(s) should you take? |
| A.32 | • Cruise Vessel Security and Safety Act – Identify applicable date for compliance. |
| Q.33 | As you are walking through the machinery spaces, you open the door to the air conditioning room, and you observe it is being used as storage. What action(s) should you take? |
| A.33 | • Identify the category of space; determine if the space is being used in accordance with its designation. If it is, there is not a problem. If the space is being used for other than its designation, issue a requirement to have the combustibles removed and or have space officially re-categorized by flag state. |
| Q.34 | Every time you test a smoke detector, the general alarm sounds and you cannot confirm if the person on the bridge knows which smoke detectors were tested. What action(s) should you take? |
| A.34 | • The detection system shall initiate audible and visual alarms distinct in both respects from alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigation bridge and by a responsible engineer officer. Such units shall indicate in which section served by the system a fire has occurred and shall be centralized on the navigation bridge or in the continuously manned central control station. FSS Chapter 9 2.5.2.1. alarm and indication. |
| Q.35 | You are checking signage on a cruise ship, and you leave from a passenger cabin and transit along and escape route into a stairway to embarkation deck. As you open the door to go onto the embarkation deck, you observe the door is made of wood. Is there a problem? |
| A.35 | SOLAS Chapter II-2 Reg 9 4.1.16 Stairway enclosure doors need not meet this requirement. |
| Q.36 | While checking double leaf fire door on a cruise ship, you notice several do not close all the way. Upon further investigation, you note there appears to be differences in the height of carpeting from one side of the door compared to the other side. What are your concerns? |
| A.36 | • Fire Screen Doors must close all the way; the difference in carpeting height from one side to the other could potentially be ship wide. Identify all Fire Doors that do not close and write requirement to ensure deficiency is corrected. |

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| Q.37 | While walking through the fitness area, you note a sauna has been installed. No one mentioned this when you asked about modifications to the ship. What are your concerns? How do you know it is an approved installation? What systems should also be installed and tested with the sauna including fire detection and / or suppression? |
| A.37 | • SOLAS II-2 Reg 9 2.2.3.4.1 The perimeter of the sauna shall be of "A" class boundaries, the sauna shall be insulated to A-60 standard against other spaces except those inside of the perimeter and spaces of categories. Fire detection and suppression shall be installed. Electrically heated ovens shall be provided with a timer. P199 |
| Q.38 | You receive a passenger complaint stating there was smoke coming through a bulkhead by a wire run. When the passenger saw the smoke he immediately pulled the manual call point, but did not hear an alarm. What are the concerns? |
| A.38 | • Is this a bulkhead integrity penetration issue? The manual call point does not sound off locally. |

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| Q.39 | While conducting an exam on the cruise ship SEA EUPHORIA, you discover that the emergency generator set will only provide power to one side of the emergency switchboard. The Chief Engineer acknowledges that main relay is broken and that they have ordered new parts and should have them in 10 days. He states that this is not an issue since the vessel has two main generators that can power the other half of the switchboard in the event of an emergency. |
| A.39 | • SOLAS II-1/42.1: A self-contained emergency source of power is required. SOLAS II-1/42.2: This source of power shall be sufficient to supply all services essential for safety in an emergency.<br>Questions to ask:<br>• How long has this condition been in place?<br>• Has class been notified of the failure and if so is there a condition of class issued?<br>• Was this condition reported on the NOA and was the port notified prior to entry?<br>• What would be an acceptable short term solution?<br>• Detain the vessel until correction action is taken or an equivalency is agreed upon by the Flag State and the OCMI.<br>• Action taken on Form B – 30 Ship detained. |
| Q.40 | While conducting an exam on the cruise ship SEA RAPTURE, you discover oil leaking from the port Azipod slewing bearing seal. The Chief Engineer informs you that the seal started to leak during the transatlantic voyage and they have yet to receive the repair parts. The port Azipod has been locked in a position for propulsion thrust. During the operational tests on the starboard Azipod you are informed by your team members on the bridge that the starboard bridge wing indicator shows an error of 6-8 degrees when operating to the port side. The indicator located at the main steering position shows an error of 12 degrees when operating to starboard. Each error was confirmed with the findings from the steering gear room. Prior to the completion of the exam the Chief Engineer informs you that the rudder angle indicators have been corrected. |
| A.40 | • SOLAS II-1/3.2: capable of putting rudder over from 35 on one side to 35 on the other.<br>• SOLAS II-1/29.11.2: The angular position of the rudder.<br>Questions to ask**:**<br>Is the required testing in SOLAS V/26 being conducted?<br>• Is the vessel following their SMS procedures<br>• Is class aware of the situation?<br>• Are there any maneuvering limitations to the vessel?<br>• Was this condition reported on the NOA and was the port notified prior to entry?<br>• What is the expected time frame for completion of repairs?<br>• Action taken on Form B – 70c Rectify deficiencies to next US port after sailing foreign (Oil leak)<br>• Action taken on Form B – 10 Deficiency rectified (Rudder angle indicators) |

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| Q.41 | While conducting an exam on the cruise ship SEA HARMONY, you discover the fire main topping off pump has been taken out of service. The reason given is that there is a leak in the system and the crew is in the process of locating it. The leak is causing the system's head tank to lose pressure and the top off pump is running all the time. The Chief Engineer informs you that the vessel has three fire pumps and they can be started from the bridge and Engine Control Room in the event of an emergency and that this condition is not of a concern until repairs are made. |
| A.41 | • SOLAS II-2/10.2.1.2.1: Arrangements for the ready availability of water supply.<br>Questions to ask**:**<br>• How long does it take to get pressure to the top hydrant in this situation?<br>• How long does the head tank hold the pressure?<br>• Will the main fire pump provide pressure to the system automatically?<br>• Is class aware of the situation?<br>• Can the topping off pump run for extended periods if required?<br>• What is the expected time frame for completion of repairs?<br>• Action taken on Form B – 15b Rectify deficiencies by next port if within a reasonable time frame or,<br>40b Rectify deficiency within 7 days prior to departure to the satisfaction of the Administration |
| Q.42 | While conducting an exam on the cruise ship SEA GLEE, having just arrived for the first time in a U.S. port, you discover that when conducting an exam of the sprinkler system, it is discovered that the system connection to the emergency switchboard was incomplete, providing an open circuit, preventing the sprinkler system from functioning automatically from the emergency source of power. The Chief Electrician informs you that this happened on the transatlantic journey and that it is a warranty item with the yard. The vessel has assigned an electrician to man the emergency switchboard and he can manually energize the circuit in the event of an emergency. |
| A.42 | • FSS Chapter 8/2.2.1: One supply for the pump shall be taken from the main switchboard, and one from the emergency switchboard by separate feeders reserved solely for that purpose. The feeders shall be run to an automatic changeover switch situated near the sprinkler pump. This switch shall permit the supply of power from the main switchboard so long as a supply is available there from, and be so designed that upon failure of that supply it will automatically change over to the supply from the emergency switchboard<br>Questions to ask:<br>• Was the system operational during the ICVE and if not are there any outstanding work list items?<br>• Is class aware of the situation?<br>• What is the expected time frame for completion of repairs?<br>• What additional provisions are in place if passengers are aboard?<br>• Has this affected the structural fire protection of the vessel?<br>Action taken on Form B – 17b Rectify deficiency prior to departure to the satisfaction of the Administration |

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| Q.43 | During your exam on the cruise ship SEA BLISS, while in the purifier rooms you notice that the protective lagging for the purifier units are heavily saturated in diesel oil and there are catch buckets half full of diesel oil under the piping. The Assistant Engineer informs you that this is normal but only happens when the purifiers are in operation because the oil is heated and it seeps from the fittings. He informs you that the watch stander empties the buckets twice a watch so they cannot drain into the bilges. |
| A.43 | • SOLAS II-2/4.1: Means to control leaks of flammable liquids. SOLAS II-2/4.4.3: Insulation surfaces shall be protected against oil penetration. |
| Q.44 | During the course of your exam you request to test emergency shutdowns. During the test the remote shutdown for the #2 diesel oil purifier failed to shutdown. The Assistant Engineer informed you that this of no concern since the purifier can be secured locally if needed. |
| A.44 | • SOLAS II-2/5.2.2.3, SOLAS II-2/5.2.2.4: Means of control shall be provided for stopping thermal oil circulating pumps. The means of securing the circulating pumps shall be located outside the space.<br>Questions to ask:<br>• When was the last test of the shutdowns completed?<br>• Is the surrounding area clean and free of leaks or is there evidence of poor housekeeping?<br>• Do the remaining remote shutdowns work?<br>• Action taken on Form B – 17b Rectify deficiency prior to departure to the satisfaction of the Administration |
| Q.45 | While conducting an exam on the cruise ship SEA DELIGHT, you discover that the forward watertight door in the main engine room could not be operated locally or remotely, due to an apparent hydraulic problem. You are informed that the WTD hydraulic motor is burnt out and a replacement is ordered. The Third Engineer informed you the door is able to close manually you that the Control Room watch stander is instructed to close the door in the event of an emergency. |
| A.45 | • SOLAS II-1/13.5.1Requires WTDs to be power operated. SOLAS II-1/13.7.1.4 requires that each door be provided with an individual hand operated mechanism.<br>Questions to ask:<br>• Is the vessel following their SMS procedures for testing WTDs?<br>• Has class been notified of the failure of the door and if so is there a condition of class issued?<br>• Can the door be operated in a manual mode only and if so how is its operation effected by emergency conditions?<br>• What would be an equivalent means of safety?<br>• Test all remaining WTDs to ensure no additional failures.<br>• Action taken on Form B – 17b Rectify deficiency prior to departure to the satisfaction of the Administration. |

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| Q.46 | While the ship you are examining is recovering the life boats, one of the boats surges forward and rams the ship. The ship does not suffer any damage; however the life boat is rendered inop. What are your options? Aside from lifesaving, are there other considerations such as training or SMS? While checking the life boat equipment, you observe the food and pyros are expired. What are your concerns? |
| A.46 | • Lower the passenger count or overall persons allowed by 150 and make sure you do not go below 75% total life boat capacity. Review required STCW for life boat operators further. Check records regarding life boat equipment. Hold ship accountable, expand the exam, and require an audit if absolutely necessary. |
| Q.47 | While witnessing the ship's emergency drills you observe the following: the life raft lowering crew was confused and arguing with each other and accidentally inflated the life raft while it was still on deck. What are the issues? Should you detain the ship? |
| A.47 | • Crew members should be familiar with their duties. In the case of life rafts they must have onboard training of davit launched life rafts every 4 months. Check the working language of the crew, and training records. Issue a deficiency at the least. Have another team launch a life raft to see if the problem is pervasive. The ship may propose additional training or to embark a training team. |
| Q.48 | You just received word via the company representative, the ship you are scheduled to examine will be arriving about 10 hours late because of delays in the shipyard. You will probably not be able to get on the ship until about 1700, and the ship intends on sailing by 2200. Do you need additional personnel or do you have to change your exam plan. During the exam, you notice the ship is in disarray with debris, carpeting, and other objects blocking egress routes. Most of the crew is new, and they barely pass their emergency drills. What steps should you take? |
| A.48 | • I would definitely bring additional qualified personnel with me. I would communicate with the ship regarding exam preparations, and also explain the time it may take to complete the exam is dependent on the ship's condition and readiness. I would issue deficiencies regarding all egress route obstructions and require a plan to deal with the issue prior to sailing. I would issue a deficiency to see the drills at the next U.S. port. |

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| Q.49 | While examining the life boat which is also used as a tender boat (launch boat) you note the radar, public address, running lights are inop, life jackets are missing under the seats, and the fixed fire extinguishing system is overdue for maintenance. What should you do? Do you have to lower the passenger count? |
| A.49 | • Expand the exam and check all the systems on the other tender boats. If they are in compliance, then issue the COC for tenders and issue a deficiency for the one that is not in compliance. If there are problems with the others do not issue the COC for tenders, and issue deficiencies for all the tenders and make a note the vessel is not allowed to tender in the U.S. Only reduce lifesaving if the tender lifeboat cannot meet the requirements as a lifeboat. |
| Q.50 | While testing the high density water mist section valves, you observe the flow alarms do not work, and the isolation alarms are also inop? It is already after 1300, and most passengers have already embarked. Do you accept equivalents? |
| A.50 | • First the ship should try to do everything in its power to correct the situation. A proposal I could accept would include having a contractor onboard to sail with the vessel to start trouble shooting, and add many additional fire patrolmen. |
| Q.51 | During the annual exam, every time you test a smoke detector, the general alarm rings, and the address for the individual detector is not identified. Additionally, several fire doors open all the way when the safety bar is activated during closing. What are your concerns? What equivalents might you accept? |
| A.51 | • The smoke alarms must be addressable individually or for a section of spaces as per the FSS code page 21. There is definitely something wrong if the general alarms rings as soon as the smoke alarm is activated see FSS code 2.5.1.1 page 22. The ship may propose the addition of several fire patrolmen. There may not be anything wrong with the door if you activated the safety bar before it was opened more than 1.2m. If they are not operating properly then they must repair and prior to departure if there are several. If they cannot then they will have to have people assigned to ensure they close properly. Also, check into SMS to see if they have been testing properly and on time. |