

### Question Bank MEO CL-I

Sr. No	Questions
1	During bunkering of a ship at a foreign port, a substantial amount of oil spillage in water has taken place. Draw an emergency preparedness plan for such incidents and how best it could be encountered under the situation.
2	With reference to “emergency preparedness”, discuss (i) Search and Rescue (ii) Evacuation of critically injured personnel (iii) Helicopter operations (iv) Rescue from enclosed spaces (v) Abandon ship.
3	The vessel where you are posted as Chief Engineer is undergoing dry-docking and a serious fire occurs on the deck because of welding work. Illustrate the documented procedures to deal with such emergency and its advantage over non documented actions ? Explain the different ship related contingencies against which document procedures are maintained under emergency preparedness of ISM Codes. In case of a major pollution of oil from a ship how best the contingency plans in emergency preparedness help over other actions.(Oct-05)
4	Explain “Port State Control” (PSC) Inspection. Underline its authority for exercising and the basis of such inspections. Enumerate the relevant regulations article and annexes of SOLAS 74, LOAD LINES 66, MARPOL 73/78, STCW 78 and TONNAGE 69, which forms the provisions for PSC.
5	Illustrate the salient factors for “onboard training” and standard of competence as laid out in STCW 95 Chapter III. Underline the specific roles a Chief Engineer needs to perform towards satisfactory training of engine room personnel under the Regulation. What will be the criteria for evaluating competence for onboard training by a Chief Engineer ?
6	Detail the inspection that you as the new Chief Engineer of a passenger ship, would make on joining the ship with regard to (i) Stability (ii) Damage control (iii) Fire fighting (iv) Critical Machinery.
7	Stress is one of the factor effecting the performance of an individual. What are the primary strategies for coping with stress affected personnel ? How these elements can be best implemented in ships personnel motivating them for better team work ?
8	Socio- Cultural differences have been an accepted fact in major merchant ships around the globe. Explain how such differences generate inter personal conflict and affect safety management. How they can be resolved on board?
9	Give a brief background of ILO, its inception and its fields of mandate for Maritime Labour Development. Name three-conventions/ protocol of ILO concerning maritime labour, which has come in force in 1996.
10	List the amendments to the existing Conventions of IMO to come into force in the year 2005. Briefly describe the amendments. What changes are likely to be foreseen on ship operation worldwide on implementation of these amendments?

11	List the methods and aids to prevent pollution of the environment by ships under IMO Conventions and steps you can take for its successful implementation on a ship prior its voyage, where you have joined as Chief Engineer.
12	What is a general average act? Name the essential features of a general average act.
13	Differentiate between official logbook, deck and engine room log books. Highlight their salient features and difference. Also enlist the number of documents, which are handed over by relieved Chief Engineer during signing off from a vessel.
14	Differentiate between annual, intermediate, renewal, damage and repair surveys. What are the purposes of each survey onboard? Also, enlist all statutory certificates carried onboard, their issuing authority, and the IMO Convention under which they are issued.
15	A ship on which you have joined as Chief Engineer is scheduled to be put in active service after major lay-up and necessary repairs. State, the preparation and trials you would conduct prior offering the ship to the surveying authorities for survey and inspection.
16	Discuss the contribution of the following factors on ship in identification of proper training for a specific task performed (i) Internal Audits (ii) Emergency drills (iii) Previous training and experience (iv) Familiarization with new equipment.
17	A successful voyage for Chief Engineer is a combination of trouble free run of machineries, optimum use of fuel, minimum interpersonal conflicts and less intervention from shore authorities, Considering the ship as an Organization, give in detail how can this be best achieved.
18	Your vessel where you are posted as Chief Engineer is about to enter a dry dock. State the coordination and exchange of information necessary with the Master of the vessel for entering the dock. Also, list the necessary preparations required along with the delegation of responsibilities to the engineers of the vessel. Enlist the inspections and co-operations you will make with the dry dock authorities for undocking of the vessel.
19	For an ISM certification, explain the key clauses, which are needed to be complied with? State the factors and commitment from a Chief Engineer and company to have SMS implemented successful on board ship.
20	Explain the key features of the United Nations Convention On The Law of The Sea? Enumerate the various areas covered under this convention?
21	State the elements of strategies needed for improving performance from a team of engine room personnel looked upon as an Organization? Underline the steps taken to reduce mutual conflict and clarify their role / responsibility?
22	Illustrate ship repair management and its objectives. List the services under ship repair management and highlight the same with (i) Assessment of ship repair quotations (ii) Supervision during repairs (Coordination with classification society and flag Administration (iv) Necessary trials and testing (v) Full report on actual repairs effected for record purposes.
23	State the action, which will be taken by the Administration / Classification society towards handling of an ISM certificate in case; (a) When a major non-conformity is observed. (b) When corrective action has been taken to the non-conformities raised during external audit, within the time period. (c) What circumstances may lead to withdrawal of SMC / DOC (d) When a newly formed shipping company requests for interim DOC certificate.

24	Piracy and terrorism is a fearsome situation for shipboard personnel and frequent in present shipping activities. As a Chief Engineer onboard and as a member of SMS implementation team, draw an emergency preparedness plan to encounter such situations involving ships personnel. What measures shipboard personnel can take under contingency plan while the vessel is (i) in a port (ii) at sea?
25	(a) What are the various statutory Certificates carried on board oil tanker, and their validity? Mention the Conventions under which they are issued, giving the reference of their Conventions. (b) Explain Harmonization of Statutory Certificates under the SOLAS 74/88 Convention. If a period of a statutory Certificate has just expired and a port is having inadequate survey facility, state the actions you will take, as per the provision stated in the Protocol of 1998 relating to the International Convention for the Safety of Life at Sea, 1974.
26	Classification societies are Recognised Institutions (RO) and play an important role in implementation of national and international regulations. State the limitations of the RO highlighting them with reasons. List the statutory services undertaken by a classification body on behalf of Administration
27	On a ship where you are employed as Chief Engineer, the vessel has UMS system for controlling engine room and a central scanning and data logging system for monitoring. Explain the special attention you will pay to the specific data and formulate a chart for condition monitoring. Highlight the tools in computer application you will use for making graphical representation, salient points and trend analysis.
28	Explain the associated key factors and activities to ensure successful Planned Maintenance programme onboard ships under ISM Codes with the following terms (i) Corrective action process (ii) Developing and improving maintenance procedures (iii) Systematic approach to maintenance (iv) Maintenance intervals (v) Inspections
29	With reference to record keeping onboard, discuss (i) the necessity of proper filing (ii) efficient control of follow up and verification activities (iii) accident/incident investigation. Describe a situation onboard, which will highlight the importance of record keeping of above three cases.
30	STCW 95 has laid down minimum requirements for familiarization, basic safety training and instruction to all seafarers. Underline the importance of the role of Chief Engineer of a ship in enforcing these elements of STCW training.
31	As per MARPOL Annex VI 73/78, which came into force from 19 May, 2005, all bunker suppliers are required to be registered with the Administration and bunker supply is to be received from the registered bunker supplier only. Enumerate the salient features and the requirements set out in Regulation 14 and 18 of MARPOL Annex VI and the responsibilities of Chief Engineer with respect to retaining of bunker sample.