1. **What guidance do we use to designate a vessel to be inspected under Old I or T?\* (R)**
	1. NVIC 09-91: *Initial and Subsequent Inspection of Existing, Uncertificated Offshore Supply Vessels, Including Liftboats*
	2. CID Memo 5: *Inspection Policy for OSV Less Than 100 GT Inspections Under Subchapter T or I*
2. **What is the really big passenger number for L-Grande; damage stability purposes?\* (R)**
	1. 46 CFR 127.610(a)
		1. Each OSV that is authorized to carry more than 240 persons must comply with SOLAS as though the OSV is a passenger ship and the offshore workers are considered as passengers.
	2. SOLAS II-1
		1. B-1: Stability
		2. B-2: Subdivision, watertight and weathertight integrity
		3. B-4: Subdivision load line assignment for passenger ships
		4. 35-1: Bilge pumping arrangements
	3. Persons in addition to crew? MSM 2
3. **When does STCW apply?\* International? Domestic? (K)**
	1. STCW Art. III – Application
		1. The convention shall apply to seafarers on board seagoing ships entitled to fly the flag of a party except: warships, fishing vessels, pleasure yachts not eng. In trade, and wooden ships of primitive build
	2. All seagoing vessels 200GT and above
		1. 46CFR 10.107 Seagoing vessel is a vessel that operates beyond the boundary line (12nm in GOM).
	3. Exemptions:
		1. <200GT and <200NM (near coastal)
		2. Barges and non-self-propelled MODU
		3. Vessels operating exclusively on Great Lakes or Inland waters
	4. All large passenger vessels
4. **What is the boundary line in the Gulf of Mexico?\* (K)**
	1. 46 CFR 7.105
		1. 12 miles from a line which marks the seaward limits of the contiguous zone
			1. Contiguous zone: 12-24nm
5. **What is considered inland waters on an MMC?\* (R)**
	1. 46 CFR 10.107
		1. Shoreward of boundary line (12nm)
6. **Who approves the operating manual on L/B? Find the guidance\* (R)**
	1. CID Memo 6: *Instructions for Reviewing Liftboat Operation Manuals*
		1. Reviewed and approved by cognizant OCMI
7. **How often do you need to complete a function test for the GMDSS?\* (R)**
	1. Applicability @ 300gt
	2. Daily / pre departure
	3. Beginning of each watch nav officer checks GMDSS connectivity
8. **When you need a radio log?\* (R)**
	1. 46CFR 130.210 > 47CFR 80.409
	2. When you have an active FCC license
9. **When is a VDR required? Difference between a SVDR and VDR? Actual mounting? When is a float free required?\* (R) (IMO RES)**
	1. IMO Res. MSC.333(90)
		1. >3000GT ships constructed after 01 July, 2002
		2. SVDR omits certain data stored
	2. SOLAS V Reg 20
		1. Float free is required after 01 July, 2014
10. **What is a steering failure alarm? What would cause this alarm?\* (R)**
	1. SOLAS II-1 Reg 30
		1. Failure of any one of the phases in a 3 phase system
	2. 46CFR 58.25-25
		1. When actual position of rudder differs by more than 5\* from position ordered by FUC
11. **When are lifeboats required?\* Find the cite (K)**
	1. 46 CFR 199.261(d)
		1. 278’ / 85m
12. **What is the allowance for end for end? Where does it say change out every 30 months?\* (R)**
	1. 199.190(j)
		1. End for end at 30 months
		2. Replace at 5 years
		3. No end for end? Replace at 4 years or for cause
13. **If your vessel is under a certain length instead of life boats what can you have? Explain the life raft configuration.\* (K)**
	1. 46 CFR 199.261(d)
		1. <278’ can have inflatable life rafts if:
			1. Aggregate capacity on each side of vessel (100% x2)
				1. Stowed in position for easy side to side transfer at open deck level
			2. 150% aggregate each side
		2. In the event the largest survival craft on either side is lost or rendered inoperable, there must still be means to accommodate all persons onboard
	2. 46 CFR 133.110(c)
		1. GOM only can carry IBA / Lifefloat w/ aggregate capacity of all onboard
	3. 46 CFR 133.110(b)
		1. Liferafts for aggregate capacity of all onboard
			1. Stowed in position for easy side to side transfer at open deck level
			2. Total capacity on each side must be 100% of persons onboard
14. **What is the largest amount of persons you can have if you lost your biggest life raft?\* (R)**
	1. If you’re carrying 150 capacity in rafts of 25 person each: 125 persons total (150 – largest @ 25 = 125)
15. **What vessel needs fixed firefighting?\* applicability (K)**
	1. SOLAS 14 II-2/10.5
		1. Category A machinery spaces require fixed fire extinguishing systems
		2. >2000GT
		3. >500m3 req. water mist
	2. FSS Code
		1. 20” time delay
16. **When you need two additional fireman suits?\* (R)**
	1. SOLAS 14 II-2 10.2
		1. Ships shall carry 2 fire-fighter’s outfits
		2. In addition, in tankers, two (more) fire fighter’s outfits shall be provided
17. **Differences between I and SOLAS for fireman suits?\* (K)**
	1. 46 CFR 96.35-10
		1. SCBA, lifeline / harness, light, flame safety lamp, helmet, boots, gloves, protective clothing, fire ax
	2. SOLAS 14 II-2 14
		1. Radio
18. **How long does class 3 door have to alarm before it closes?\* (R)**
	1. ASTM 1197 11.5 Operating Requirements
		1. At least 5 but no more than 10 seconds
19. **How often do security exercises need to be conducted?\* (R)**
	1. 33 CFR 104.230 (c)
		1. Once each calendar year with no more than 18 months between exercises
20. **What specific blocks on the IOPP list the capacities?\* (K)**
	1. Form A
	2. Block 2.5.2 oily bilge water
	3. Block 3.1 sludge
	4. Block 3.3 oily bilge water
21. **What colors can your helo-deck landing pad?\* (K)**
	1. 46 CFR 108.653
		1. Contrasting color for unit ID and perimeter line
	2. Yellow and blue lights, green perimeter lights
	3. Yellow aiming circle
	4. White H in center
	5. Deck should be dark green
22. **What are the regulations for helo-deck?\* (R)**
	1. 46 CFR 108 in MODU regs
	2. CAP 437
23. **In accordance with the guidance, summarize the process of detaining a vessel, for vessels enrolled in the ACP and those that aren’t.**

**NON-ACP Detention Process**

If I was conducting an inspection on a vessel and throughout the inspection I found multiple deficiencies such as, inoperable fire pump & navigation lights, unsatisfactory drills (to the point where the crew would injure themselves in a real emergency), or any other detainable deficiency mentioned in Appendix 2 of the Procedures for Port State Control, IMO Res. A1119(30), I would be thinking of a possible vessel detention.

After I concluded the inspection and before I de-brief the master and vsl rep on the results of the inspection, I would call the CID and have a conversation about my recommendation of a detention due to the vsl’s inability to operate safely.

Once, I was giving the okay to detain the vessel from the CID, I would issue an 835 for “30 - Ship Detained” clear to the satisfaction of the CG. From here, I would follow the Procedures (CVC-PR-001(3)) on making the proper notifications. This would involve forwarding the CG-835V to the District, Area, and Commandant (CG-CVC). CVC should be notified within 4 hours and be sent to FlagStateControl@uscg.mil.

**ACP Detention Process**

If I was conducting an inspection on an ACP vessel, and I found the vessel detainable IAW Appendix 2 in the Procedures for Port State Control, IMO Res. A1119(30), I would immediately call back to the office after expanding on the scope of the inspection to give them a heads–up of a possible ACP detention. I would then call the RO IAW ACP TTP/ NVIC 02-95, CH-3. Depending on the situation (class was just out there two-days ago and endorsed the documents) it may be a possible Quality Case where I would reference “Quality Case” Serial CVC-WI-005(3). If it’s an SMS ISM Code issue I would refer to PR-17 & CVC-WI-003(3) for guidance.

After I reached out to the RO, briefed the CID&CPREV, as well as the Third Party Oversight Coordinator (TOPC), I would then issue an 835 for a “30- Ship Detained” clear to the RO. Once I got back to the office, I would begin the notification process which includes forwarding the 835V to District, Area and CVC.

I realize that just because the OCMI says the ship is detained, it does not necessarily mean the ship is detained. Therefore the 835 may be adjusted once other eyes (District, CVC) review the situation.

**Why did I use 30 instead of 17?**

\*\*\*I was going off note 6 in CVC-PR-001 which reads “the intent of placing a vessel under a “30-Flag State Detention” vs “17-recity deficiencies prior to departure is to provide more accurate data and eliminate the confusion created by the term “no-sail” which is used too broadly.\*\*

1. **When are rescue boat, lifeboat, and liferaft davits required to be serviced and who is allowed to conduct such servicing?**

An authorized service provider shall be certified in accordance with a recognized national, international or industry standard.

In accordance with NVIC 03-19, an authorized service provider or shipboard personnel under the direction of a senior ship’s officer shall conduct the routine maintenance, weekly and monthly inspections of the above.

Annual tests shall be conducted by a certified personnel of either the manufacturer or an authorized service provider.

Five-year overhaul shall be conducted by a certified personnel of either the manufacture or an authorized service provider.

Launching appliances shall be examined annually, and tested every 5 years.

Lifeboat, rescue boat release gear shall be examined and operationally tested annually as well as operationally tested under load every 5 years.

Davit-launched life rafts automatic release hooks shall be examined and tested annually and operationally tested under load every 5 years.

Reference: NVIC 03-19

1. **What document do we refer to when determining the authorized carriage of cargoes on an OSV?**

On the COI, it tells you the Liquid/Gas/Solid Cargo Authority/ Conditions. For example, whether Part 151 (Barges Carrying Bulk Liquid Hazardous Material Cargoes), Part 153 (Ships Carrying Bulk Liquid, Liquefied Gas, or compressed Gas Hazardous Materials) and Part 154 (Safety standards for self-propelled vessels carrying Bulk Liquefied Gases) are regulated. It will also tell you the highest grade cargo. For example if the Highest Grade Type Cargo is a “C”, C (flammable) will be listed on the COI. Furthermore, under the “Conditions of Carriage” section, there is further verbiage for the carriage of portable tanks containing hazardous material and the carriage of flammable or combustible liquids in Bulk.

Vessels like the STIM STAR III, that are carrying NLS need to have a Certificate of Fitness. On the Certificate of Fitness, you will find a table with the Product, Conditions of carriage (including tank numbers) and the pollution category (x,y,z). The ship would also have a P&A manual and Cargo Gear Record Book.

Reference: MARPOL II, NVIC 03-06, CG-522 Policy Letter

1. **Provide training on ISPS/MTSA describing the roles and responsibilities of the VSO, CSO, and crew, define a Declaration of Security and the security documentation requirements, identify the six security measures, and summarize the make-up of the Vessel Security Plan.**
2. **What are the roles and responsibilities of the Company Security Officer (CSO)?**

To start, the CSO may be designated to multiple ships or just one. However, the CSO must be clearly designated in writing on which ships they are responsible for, have a TWIC, be able to perform the duties of the Vessel Security Officer (VSO), and have training in MARSEC levels, security measures and equipment, emergency response and contingency planning.

Furthermore, referenced in ISPS Part A/B 11, and 33CFR104.210, the CSO is responsible for advising the level of threats to be encountered, ensuring that ship security assessments are conducted, ensuring Vessel Security Plan (VSP) is submitted, maintained, modified and accurate, arranging internal security audits and verifications, ensuring deficiencies and non-conformities are dealt with, security awareness, ensuring security training is being conducted with the VSO, ensuring proper communications between vessel security officer and port security officers, ensuring consistency between safety and security requirements, ensuring sister-ship or fleet security plans are accurate, ensuring that alternate or equivalent arrangements approved for a particular ship or group are maintained and implemented.

Reference: ISPS Part A 11, 33 CFR 104.210

1. **What are the roles and responsibilities of the VSO?**

The Vessel Security Officer (VSO) is responsible for the overall security of the vessel in accordance with the vessel VSP. The VSO must be the master or a member of the crew, and hold a valid TWIC. The duties and responsibilities of the VSO include, ensuring proper security measures and amendments to the VSP are maintained, proposing modifications to the VSP, coordinating the security aspects of the handling of cargo and ship stores, reporting to the CSO any discrepancies, non-conformities and security incidents, training the crew, and making sure all security equipment is maintained and operational.

Reference: ISPS Part A 12, 33 CFR 104.215,

Furthermore, the VSO is responsible for ensuring one security drill is conducted at least once every 3 months and records for training, drills and exercises, incidents and breaches of security, changes in MARSEC Levels, maintenance, calibration, and testing of security equipment, security threats and Declaration of Security (DoSs). These records must be kept for 2 years.

Reference: ISPS Part A 10, 33 CFR 104.235

1. **What are the security duties of the crew?**

All vessel crew responsible for security duties must have valid TWIC’s, training or equivalent in job experience in knowledge in security threats and patterns, detection of dangerous substances and devices, recognition of characteristics and behavioral patterns of persons who are likely to threaten security, techniques used to by-pass security measures, crowd management and control techniques, security related communications, knowledge of emergency procedures and contingency plans, operation of security equipment and systems, testing and calibration of security equipment and systems, testing and calibration of security equipment and their maintenance at sea, inspection, control, and monitoring techniques, provisions of the VSP, methods of physical screening of persons, personal effects, baggage, cargo, and ship stores, competent on MARSEC levels and the aspects of TWIC program.

Reference: 33CFR104.220

All other personal (contractor), must know about the VSP, MARSEC Levels, be able to recognize dangerous substances, behavioral patterns of persons who are likely to threaten security, techniques used to bypass security measures and the TWIC program.

Reference: 33CFR104.230

1. **Define a Declaration of Security.**

A Declaration of Security (DoS) is an agreement reached between a vessel and a facility, or vessel to vessel. It confirms security responsibilities between the two parties. For example, the agreement may be that the facility will monitor people coming from the gate, and the vessel will monitor people going on to the vessel.

Reference: 33CFR101.505

1. **When are you required to have a Dos/ Define security documentation requirements?**

In accordance with their security plan DoSs are required in the following scenarios:

Any cruise ship or manned vessel carrying certain dangerous cargoes in bulk during MARSEC Level 1

Any manned vessel during MARSEC Levels 2 and 3

When a ship is operating at a higher security level than the port facility or another ship it is interfacing with

When there is an agreement on a Declaration of Security between Contracting Governments covering certain international voyages or specific ships on those voyages;

When there has been a security threat or a security incident involving the ship or involving the port facility, as applicable

When the ship is at a port which is not required to have and implement an approved port facility security plan; or the ship is conducting ship to ship activities with another ship not required to have and implement an approved ship security plan.

Reference: ISPS A 2.7, 33 CFR 104.255

1. **Define security documentation requirements**

Since VSO’s may interface with the same facilities multiple times, they may implement continuing DoS for these facilities. However, it depends on their MARSEC level. For example, in MARSEC level 1 they can have a continuing DoSs as long as it doesn’t exceed 90 days from its effective period. For MARSEC level 2 they can have a continuing DoS up to 30 days from its effective period. If there is increase in MARSEC level beyond the level in the DoS, active DoS becomes void.

Reference: 33 CFR 104.240

1. **Identify the six security measures.**

At security level 1, the following security measures shall be carried out. Ensuring the performance of all ship security duties, controlling access to the ship, controlling the embarkation of persons and their effects, monitoring restricted areas to ensure that only authorized persons have access, monitoring of deck areas and areas surrounding the ship, supervising the handling of cargo and ships stores, ensuring that security communication is readily available. During security level 2 & 3, additional protective measures IAW with their Ship Security Plan must be implemented.

Reference: ISPS A 7.2

Furthermore, in 33 CFR 265-290, there are also security measures that have to be carried out IAW with VSP. These security measures are; security measures for access control (control access to vessel, check all ID’s, prevent unescorted individuals from entering secure areas), security measures for newly hired employees (VSO enters name into CG homeport), security measures for restricted areas (protect security and surveillance equipment of vessel, protect cargo and vessel stores from tampering) security measures for handling cargo (identify cargo, deter tampering), security measures for delivery of vessel stores and bunkers (don’t accept vessel stores, if not ordered, do not accept, check package integrity for tampering), and security measures for monitoring (must continuously monitor the vessel, restricted areas on board and the area surrounding the vessel through watch keepers, security guards and lighting).

1. **Summarize the make-up of the Vessel Security Plan.**

The VSP is usually in a binder in the master’s state room or in electronic format password protected on the bridge.  The VSP shall have the CSO and VSO name and provide 24-hr contact information. Inside the VSP you will find the security organization of the vessel, personnel training, drills and exercises, records and documentation, response to changes in MARSEC Levels, procedures for interfacing with facilities and other vessels, DoS, communications, security measures for access control, security measure for restricted areas, security measures for handling cargo, security measures for delivery of vessel stores and bunkers, security incident procedures, audits and a vessel security assessment.

Reference: 33 FR 104.405 / ISPS A 9

1. What is an OSV? R
2. What is L-Grande? R
3. What subchapters does OSV kick you to? L
4. What does it say specifically about 500 GT R
5. What other subchapters can OSV be under? R
6. If you had a 1982 OSV, what subchapter can it be under? R
7. What regulations do they follow? L
8. What are the OSV intervals for drydock? L
9. What is the guidance for OLD T and OSV I? L
10. What is OSV work? L
11. If a boat is doing under water welding repairs to pipe line is that OSV work? L
12. If a boat is multi-cert OSV, how does that work for MMC’s? L
13. What members of the crew have that OSV endorsement? L
14. What are the differences for personal in addition to the crew you will see, L vs I? L
15. What is an offshore worker? L
16. What is an industrial worker? L
17. How would you know what service they have been the last three months? R
18. How many offshore workers is a vsl allowed to carry? L
19. Doing a new COI for boat, where do you go in CFR to determine how many they can carry? L
20. Additionally, what does a vsl have to do to carry more than 36 passengers? L
21. Carrying more than 36 workers, who does that apply? L
22. When does STCW apply? L
23. What is the boundary line? R
24. Lets say you are on an OSV LC, captain has a license for inland water only, what’s the furthest he can go out? R
25. Manning question on board

OSV > 600

OSV < 600

1. When does chief engineer come in? L.
2. Where is guidance for manning? L
3. What volume for MSM is manning in? R
4. What are some ways we have reduce engineering manning? L
5. What does ABS do for manning?
6. Do we automatically reduce manning if we see notations for automation on their class certificate? L
7. \*\*\*\*What are additional requirements to be PUMS, vs ACCU? B
8. Does a deckhand have to have a twic? B
9. What are some FCC doc we are going to see? L
10. What is the LRIT document? L
11. Is there a renewal on the conformance test report? B
12. What if they changed something and had no clue how to initiate a conformance test report? B
13. When is GMDSS applicable? L
14. What makes up the GMDSS? L
15. What are you different sea areas? B
16. Why do we care about what sea areas they operate in? B
17. Do immersion suites change the sea area? B
18. What is the endorsement on the COI say for immersion suits? B
19. How do you know what sea area they are authorized for? B
20. So you look at it and it says “ A1, A2, A3, what are you paying attention to with that? B
21. What is the additional equipment? B
22. What about maintenance? B
23. What if they don’t have spare parts onboard? B
24. What are FCC type equipment? B
25. What gives off signaling emergency? B
26. What are the requirements of the VDR built after 2014? B
27. What int docs will you see and their applicability? L
28. When do they have to update IAFS? L
29. What do you look for at the IAPP? L
30. What’s another item you look at besides engines? L
31. What does if me if a CFC or HCFC is listed? L
32. What else goes into the IAPP survey? B
33. What other documents? B
34. Do they need to keep their bunker receipts? B
35. What about their fuel sample? B
36. What else do you look for on the IOPP? L
37. What form would you most likely see for our area? L
38. What about the OWS? L
39. What SOLAS docs will we see? L
40. What is the form with the Cargo ship safety radio certificate? B
41. What’s on the construction certificate? L
42. When do we endorse the construction certificate? L
43. When do we endorse the ships bottom? L
44. If the vessel is not ACP do we endorse the construction certificate? L
45. What certificate can combine all these documents?
46. \*\*\*\*\*\*\*\*\*\*When does the ISSC kick in? B
47. Tell me about the SMC? B
48. What is the difference between the audits of the DOC and SMC? L
49. You have a Lloyds boat, but SMC is ABS? What do you do? B
50. Give me a scenario where you would start questioning the SMC? L
51. Lets say you walk around and find a bunch of things wrong they are documenting but not fixing, what do you do? B
52. What’s another audit that can be done on ACP when you mark those SMS related items? L
53. What if the TPO is on leave? B
54. What does the ACP TTP say? B
55. How many changes to the NVIC 2-95? B
56. What are you going to see as far as how they are testing all their equipment in engine room? L
57. When are PSTP’s required? L
	1. All vsls?
58. What subchapters deal with automation? B
59. When do you kicked to F automation? B
60. When do PSTP’s need to be completed? B
61. Can they be done throughout the year? B
62. Can you do over speeds without CAT rep on there? B
63. What if they are testing something different than what the PSTP’s state? B
64. What is your 835 going to say? B
65. Differences between QFA, PSTPS, and DVTP? B
66. What if its ABS and they are doing FMEA’s? B
67. What are some automation tests you may want to see? L
68. They haven’t done their high jacket water temp in a while, how would you expect to have that tested? L
69. How would you test low oil pressure alarm? L
70. What procedures have you actually seen them do? L
71. What is required on a HELO DECK? L
72. What lights would you see for international? L
73. Is there specific specs for the net? B
74. What about drainage? B
75. What kind of firefighting will they have? L
76. \*\*\*\*What else are they verifying if they have AFFF? L
77. How many means of mistake? B
78. What is the deck covering have to be? B
79. When are lifeboats required? L
80. Do OSV’s need lifeboats? L
81. You have a mulit-cert OSV, problem with lifeboat, they want to do an L job, what are you actions? L
82. What kind of tests would you see on a lifeboat? B
83. Can you test davit if you shut off power? B
84. What percentage overload for davit test? L
85. How often do they have to run engine? L
86. Would you do an abandon ship drill with everyone loaded in the lifeboat? B
87. \*\*\*\*What is a fire protected lifeboat and do we ever see them? L
88. \*\*\*\*\*\* What does onload release in relation to the davit? B
89. What are you checking for on a DIVE boat? B
90. What regs do we use to cover commercial diving operations? B
91. What paper work are we verifying? B
92. What else should they have for the dive suite? B
93. What is the operations manual say for diving? B
94. What checklist would you bring if you knew you were going on a Dive boat? B
95. What reference do we have for PAMS? B
96. How do we know if a PAM has been previously inspected and approved? B
97. What if you are doing the PAM yourself? B
98. What if the PAM doesn’t have berthing? B
99. What are some of the tests you are going to do on a PAM? B
100. What does APC mean? L
101. What about electrical, what are you checking specifically? B
102. Would you do an overload test on the PAM? B
103. Can they put any size PAM they want on there? B
104. If you have an OSV-T, and they want to throw a PAM on the back? L
105. What is flowback for? L
106. What could drilling fuels be considered? L
107. What happens when you get a request for a flowback job? L
108. What will headquarters do? L
109. What do they have to do with specific cargo they are carrying? L
110. What does ENG do? L
111. When you arrive for flowback, what do you do have to do first when you arrive on the boat? L
112. \*\*\*\*\*\*\*\*\*\*\*\*Do you have any flowback guidance you’d go by? L
113. \*\*\*\*\*\*\*\*\*\*\*\*Do you know what is considered a NEW vsl when it is carrying NLS? L
114. Name of some IMO resolutions in accordance with NLS? L
115. What is the CG reference?
116. \*\*\*\*\*\*\*\*If you have an exit next to a tank, what do you have to do in addition with haz zones? L
117. Different SFP boundaries? B
118. What would an A boundary look like? B
119. What is a class A-machinery space? B
120. What does the A mean? B
121. What does the 60 mean? B
122. Is it a problem that you SFP damaged? B
123. What NVIC do we follow for structural fire protection? B
124. What are the piping standards for SFP? B
125. \*\*\*\*What is the distance for pipe lagging? B
126. Are hold backs allowed? B
127. \*\*\*\*\*What is the give way for hold backs? B
128. How often do shafts need to be pulled? L
129. What if it has oil lubricated bearings? L
130. Where would you take bearing clearances? B
131. What do they use to take bearing clearances? B
132. How do you know if they are good or bad? B
133. When are anodes required? B
134. What other types of propulsion would you see? B
135. Difference between azipod and z drive? L
136. What other type of propeller is there besides a fixed? B
137. How does a CPP work? L
138. Does the shaft speed ever change? L

46 CFR 15 – Manning, Subpart I – Equivalents

15.915 – Engineer Officer Endorsements

* A designated duty engineer (DDE) authorizes service as chief or assistant engineer on vessels of less than 500 GT in the following manners:
	+ DDE limited to vsl of less than 1000 HP or less than 4000 HP may serve only on near-coastal, Great Lakes, or inland waters
	+ DDE with no HP limitation man serve on any waters
	+ If STCW applies to vsl, appropriate STCW endorsement must also be held.
* Chief engineer (limited) license/endorsement authorizes service as Chief or assistant engineer on vls of:
	+ Any gross tons on inland waters,
	+ Less than 1600 GRT on ocean, near-coastal, or Great Lakes waters

American Bureau of Shipping (ABS) notations:

♣ Automatic Centralized Control (ACC): assigned to a vessel having the means to control and monitor the propulsion-machinery space from a continuously manned centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. (Equivalent to MUMS, sort of. 6 differences as outlined in Multi-cert Policy Letter 09-01)

♣ Automatic Centralized Control Unmanned (ACCU): assigned to a vessel having the means to control and monitor the propulsion machinery space from the navigation bridge and from a centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. (Equivalent to PUMS)

♣ Automatic Bridge Centralized Control Unmanned (ABCU): assigned to a self-propelled vessel which is fitted with the required automation and remote monitoring and control systems to enable the propulsion machinery space to be periodically unattended (similar to an ACCU classed vessel) and the propulsion control to be effected primarily from the navigation bridge. This notation is used on vessels that meet the ACCU due to the design of the system, but physically don’t have the space for a centralized control room near the engine room

1. If they are carrying more than 16 offshore workers, what do they need to follow?
	1. 46 CFR 174 – Subpart G – Special rules pertaining to OSV
	2. 174.205 - Additional damaged stability for OSVs carrying more than 16 offshore workers
		1. Lots of numbers and words here
		2. Extent of damage, collision penetration, transverse extent = 30 inches
			1. Basically double hull (tank/void outboard of spaces (engine room, etc)
2. What GT does they need a SMPEP?
	1. MARPOL II/17 – SMPEP for NLS
		1. Every ship 150 GT and above
3. Quality Case
	1. ACP TTP, Section C
		1. Work Instruction CVC-WI-005, Request for RO Internal QMS Review
4. What is a QFA?
	1. Qualitative Failure Analysis (CG requirements)
5. Do you know what FMEA is?
	1. Failure Mode and Effects Analysis (Class Society requirements)
6. When are oil-mist detectors required?
	1. II-1/Part E – Additional requirements for PUMS
	2. SOLAS 20 II-1/47 – Fire precautions
		1. Internal combustion engines of 2250 kW (3017 HP) and above OR having cylinders of more than 300 mm (11.8 in) bore shall be provided with crankcase oil mist detectors or engine bearing temperature monitors or equivalent devices
7. When are bearing temp monitors required?
	1. Part 62 – Vital system automation
	2. Table 62.35-50 – Minimum system monitoring and safety control requirements for specific systems

|  |  |  |  |
| --- | --- | --- | --- |
| System | Service | Instrumentation | Alarm |
| Main propulsion, shafting | Line shaft bearing | Temperature | High |
|  | Stern tube oil tank level | --- | low |

* 1. Applies to:
		1. Self propelled vsl 500 GT and over certificated under D, I, or U
		2. OSV of at least 6000 GT ITC (500 GRT)
1. When are explosion relief devices required?
	1. SOLAS 09 II-1/27 – Machinery
		1. Cylinder diameter of 200 mm or crankcase volume of .6 m3 and above
2. What kicked in, in 2019 regarding the SCBA air? Low SCBA alarm pressure.
	1. FSS Code, 2015, Chap 3/2.1.2.2 – Firefighter’s outfit
		1. Compressed air breathing apparatus shall be fitted with a audible alarm and visual or other device which will alert the user before the volume of air in the cylinder has been reduced to no less than 200 L.
3. What regulations and guidance do you use for dive boats? Review checklist and 197.
4. What does ENG-5 do for backloads?
	1. Hazardous Materials Division
	2. Bulk Liquids section handles the development of standards and regulations for the carriage of hazardous bulk liquid cargoes, such as oils and chemicals. This section also evaluates hazards of chemicals for bulk shipment by vessel.
	3. Review Marine Safety Bulletin and ENG Policy Letter for Backload
		1. MSIB 023-20 Carriage of NLS in bulk onboard OSV (MSU Houma)
		2. CG-ENG Policy Letter 03-12, CH-1
			1. Policy on the implementation of IMO Res. A.673(16), guidelines for the transport and handling of limited amounts of hazardous and NLS in bulk on OSV, for new and existing OSV
5. What is an OSV?
6. Expand upon that.
7. What is “L-Grande”?
8. Is it just 6000 ITC, or 500 GRT or is there something else?
9. Why else would they need to follow the “L-Grande” regulations besides the tonnage?
10. Is there a specific offshore worker number that you should be concerned with? Has to do with damage stability.
11. If they want to carry more than 240 offshore workers, what regulations kick in?
12. Is there anything else with stability and persons, when were are talking subchapter I?
13. Subchapter I doesn’t deal with stability much, so what regulations would you reference?
14. What kind of personnel do I vessels carry?
15. What is the difference between an Industrial worker and an Offshore worker?
16. What is an example of an Industrial worker?
17. If they are carrying more than 16 offshore workers, what do they need to follow?
18. What is an Old T or Old I OSV?
19. Does that mean they can do T work or I work?
20. What if you get a call and an OSV-I wants to do I work and OSV work?
21. What do they have to follow for tail shafts if they are an Old-T OSV?
22. What about dry dock dates?
23. What if you go on board an OSV-L for an annual, and they have been doing lightering operations?
24. What is the normal dry dock interval for OSV’s?
25. What about tail shafts?
26. What if they are a 99GT L vessel?
27. Do they ever have to pull rudders?
28. What are the plugs on the bottom of some rudders?
29. What is in there typically?
30. What if there is water in it?
31. You pressure it up, they fix it and put the plug back in, now how do you test that plug is good?
32. What are you pressing it up to?
33. What are your other NDT options, in general?
34. What types of welds would you use sheer wave on?
35. What are the intervals for lift boat leg testing and what are you doing?
36. What else is required at the 5 year?
37. What if they have a big leg with two racks?
38. Who typically does the clearances?
39. What are they doing with they pull the gears? What all are they looking at?
40. What about the rack itself? What are you visually looking for?
41. What is excessive?
42. What about the teeth themselves?
43. What is the next interval?
44. When does the 10 year interval start?
45. What can get them out of pulling their legs?
46. What is the giveaway for doing a 10 year leg interval?
47. What is very important when it comes to leg repair?
48. What is important with high strength steel?
49. How do you test for pre/post heat?
50. What do they do before they start jacking up when offshore?
51. What manual should they be referencing?
52. If you were asked to go out and review an operations manual, what would you call that type of inspection?
53. What additional things are you testing on a lift boat?
54. Is there a set requirement for lift boats?
55. What is the wind measuring tool called?
56. What is some additional equipment that is different on a lift boat?
57. Do they have to have a rescue boat?
58. When do you have to have a Chief Engineer?
59. When does STCW kick in?
60. Do you have to worry about boundary line changes if they want to go from here to the East coast?
61. What if a Captain has a license for inland waters only? How far can he go out?
62. What if you are on a multi-cert vessel and the Captains credential says OSV?
63. Is there another giveaway for Chief Engineer?
64. What other guidance do you look at for manning?
65. What do you have to think of for an OSV over 600 miles?
66. What about under 600 miles?
67. What about I?
68. What are some ways that we reduce engineering manning?
69. What is PUMS/MUMS?
70. What is the difference between the two?
71. Do they have to have an ECR?
72. What is ACC and what is ACCU?
73. How does that match up to ours?
74. What are the differences between CG and ABS ACCU? What is the guidance for that?
75. Does a deckhand have to have a TWIC?
76. How do you know if the crew is being overworked?
77. When is work/rest log required?
78. What regulation does the work/rest stuff come from?
79. Say you are doing a dry dock on a big SOLAS boat, what other document do we need to sign?
80. What is your supplement to the equipment safety certificate?
81. What is the supplement to the radio?
82. What FCC licenses do they need?
83. What goes with the LRIT?
84. What is a LRIT?
85. When would you require a conformance test?
86. What if they were laid up for 5 years and want to come back into service?
87. What is GMDSS?
88. How often do they have to do tests on the GMDSS?
89. What are sea areas and why do we care?
90. If I said maintenance requirements, what am I getting at?
91. Is GMDSS emergency power, allowed to be tied into the rest of the emergency power? Ex. With the E-generator?
92. What is an EPRIB?
93. When do they need SARTs?
94. Where would you look for SARTs?
95. What about a VDR? What is it?
96. What are the requirements of a VDR built after 2014?
97. Where do they normally install that?
98. What other international documents will you see?
99. Who is applicable to MARPOL?
100. What is going to be on the IAPP?
101. What are you checking when you do an IOPP survey?
102. What could you compare the bunker notes to in order to verify?
103. What is the EPA document called?
104. What if they did maintenance recently? What do you need to verify?
105. When do they have to update anti-fouling?
106. What are some other international documents?
107. Any type of international cargo certificates?
108. What about ISSC?
109. When does that kick in?
110. When does a SMPEP or SOPEP kick in?
111. What GT does they need a SMPEP?
112. What is the applicability for SOPEP?
113. Could they have SMPEP, SOPEP, VRP in one manual?
114. What guidance do we follow if they carry NLS?
115. What is a CSR?
116. What if they have sold the boats three times?
117. What if you go on a Lloyds boat and they have a safety certificate issued by ABS?
118. What if you are walking around the boat and you are finding all sorts of issues with lifesaving, automation etc. and the vessel rep says that he has put in to have all of these things fixed and getting nothing back. What would you do or what would that tell you?
119. Is there any type of audit that can be done?
120. Quality Case
121. When would you mark self-reported on an 835?
122. Would that be a SMC audit or a DOC audit?
123. Talk about automation on OSVs.
124. Where do you go that talks about OSVs?
125. What size vessels require automation?
126. When does automation come into play for L?
127. You are doing a multi-cert inspection, what regulation do they need to follow?
128. How often are they required to test PSTPs?
129. Who does those? Who can do those?
130. What is a QFA?
131. Do you know what FMEA is?
132. When are oil-mist detectors required?
133. When are bearing temp monitors required?
134. When are explosion relief devices required?
135. What is a Category A machinery space?
136. When is structural fire protection required?
137. When is water mist required?
138. How does that work if you have 4 engines and #3 is on fire?
139. How does water mist suppress a fire?
140. What type of fire suppression removes oxygen?
141. Say you have a big diesel electric and you have two nozzles pointing on the prime mover portion but not the generator portion?
142. When is CO2 required?
143. Could they just have water mist in the engine room for their firefighting method?
144. What are a few differences between the fireman’s outfits for domestics vs. international?
145. What kicked in, in 2019 regarding the SCBA air? Low SCBA alarm pressure.
146. What is the percentage of life rafts needed on board?
147. Why do we see some life rafts in the middle on an I boat?
148. What if they have a life boat?
149. Where would you go to find out if a piece of lifesaving equipment is exempt?
150. Example: Line throwing gun on a lift boat, Lakes, Bays, and Sounds.
151. Do you know the size of the pilot house ring buoy for a SOLAS vessel?
152. Can you put a bridge buoy on the deck, to serve as a deck buoy?
153. What else is required with that bridge buoy?
154. Can the smoke and light be in the same thing?
155. What if their smoke is a lanyard that is really short? Is there a length requirement?
156. You have a L boat on a SOLAS route, what type of line throwing gun are they going to have?
157. What about all the other types of vessels?
158. What additional equipment do you need with the shoulder line throwing gun?
159. How long is the auxiliary line?
160. Do they have to test the shoulder line throwing gun?
161. How often do they have to change out the falls on the rescue boat davit?
162. How often do they have to weight test the davit?
163. What is the weight that they use to conduct the weight test?
164. What is the B weight?
165. Where is the placard located?
166. What other approvals would you look at for that whole system?
167. When do they have to have a CO2 system in a paint locker?
168. What is the giveaway for paint lockers?
169. Tell us everything we need to know about Helo decks.
170. What are the markings required for a Helo deck?
171. Any specifications on the lights?
172. Where do we get our Helo deck guidance/regulations?
173. Is a foam system always required?
174. When are you required to have fire fighting for the helo deck?
175. What is the policy letter for PAMS?
176. What if they want to install a PAM that was previously used?
177. Do PAMs have to have all of the same stuff as overnight accommodations?
178. What if the PAM is a galley that they cook in?
179. What if they already have 4 PAMs on and want to add 2 more?
180. Is there a maximum amount of people you put in a PAM?
181. Is it a different amount for Industrial vs offshore personnel?
182. What if the PAM itself has a couple of different rooms in it?
183. Is it still considered a PAM if they are just using it as a tool room or storage?
184. What regulations and guidance do you use for dive boats? Review checklist and 197.
185. Where do you go for Benzene?
186. What do we do for backload?
187. What does ENG-5 do for backloads? Review Marine Safety Bulletin and ENG Policy Letter for Backload
188. What do we do once we get all of their information and classification from ENG-5?
189. What do we need to pay attention to in regards to haz zones?
190. Is it alright if the escape is 4 meters from the haz zone?
191. What if it is an ACP boat? Do we go out to those backlogs?
192. Have you heard of backload waivers?