



**LAW AND ADMINISTRATIVE PROCEDURES (LAP)**

**CAYMAN ISLANDS REGISTERED  
VESSELS**

**LAP QUESTIONS AND ANSWERS**

(FIRST EDITION 2011)

## **QUESTIONS ON CAYMAN ISLANDS MARITIME LAWS AND PROCEDURES**

### **INTRODUCTION**

1. These questions are all taken from information contained within the Maritime Authority of the Cayman Islands (MACI) Laws and Procedures (LAP) Manual and any of the questions within this document may be asked in the Cayman Islands LAP Examination. It is therefore essential that you examine this document and the LAP Manual closely prior to undertaking the LAP Examination. The questions essentially follow the structure of the LAP Manual and the Merchant Shipping Law 2008 Revision (MSL 2008).
2. The questions are divided into 19 sections or Modules, as per the Sections in the LAP Manual, each addressing a particular aspect of the knowledge required. Questions for a given examination are randomly selected and not all Modules will necessarily be covered in every examination. Nevertheless, a candidate clearly should be well enough prepared to be able to answer questions over the whole range given the random nature of question selection.
3. There are, basically, two levels of examination, one for the Master level and one for the Senior Officer level. Some of the questions may be asked at both levels whilst some are asked at the Master's level only. The Table below indicates which questions fall into these two categories.
4. In addition there are a number of questions at each level which are high priority questions and these are marked above the question. These questions have a higher pass mark and failure to correctly answer these questions, which are considered to be particularly important, could result in failing the LAP Examination. These are also indicated in the Table below.
5. The LAP Questions may be changed or added to at any time and where there are any substantive changes a revised edition of the LAP Questions and Answers will be issued. Questions will however always be based on the information contained in the LAP Manual or on the information related to each Question within this publication.

TABLE SHOWING THE CATEGORISATION OF THE QUESTIONS AND WHICH ARE HIGH PRIORITY

SECTION No.	SUBJECT	TOTAL QUESTIONS IN SECTION	QUESTIONS WHICH MAY BE SET FOR BOTH MASTER AND SENIOR OFFICER	QUESTIONS WHICH MAY BE SET AT THE MASTER LEVEL ONLY	HIGH PRIORITY QUESTIONS
1	<a href="#">Registration of ships</a>	14	2, 10-11; 14.	1;3-9; 12-13.	2, 3; 6; 10, 14.
2	<a href="#">National Character and Flag</a>	2	All.	--	1.
3	<a href="#">Masters and Seafarers, Log Books and Documents</a>	74	9-39;42-51; 53-57; 61-63; 66-73.	1-8;40-41; 52;58-60; 64-65; 74.	2,5;11-16; 22; 24-25;27; 34; 35,38;40-41; 65, 67, 74.
4	<a href="#">Prevention of Collisions and Safety of Navigation</a>	25	All.	--	1,8, 12; 16, 17; 21-22.
5	<a href="#">International Safety Management (ISM) Code</a>	11	All.	--	None.
6	<a href="#">International Ship and Port Facility Security (ISPS) Code</a>	14	All	--	None.
7	<a href="#">Safety of Life at Sea and Maritime Security</a>	8	7-8.	1-6.	None.
8	<a href="#">Load Lines</a>	8	1-6.	7-8.	None.
9	<a href="#">Carriage of Dangerous Goods and Bulk Cargoes</a>	5	--	All.	None.
10	<a href="#">Unsafe Ships</a>	3	--	All.	None.
11	<a href="#">Wreck and Salvage</a>	3	--	All.	None.
12	<a href="#">Control of Persons on Ships</a>	5	1,3-5.	2.	None.
13	<a href="#">Liability and Compensation for Oil Pollution Damage</a>	5	All.	--	None.
14	<a href="#">Liability and compensation for Bunker Oil Pollution Damage</a>	5	All.	--	None.
15	<a href="#">Prevention of Oil spills and action in the event of a spill</a>	5	All.	--	None.
16	<a href="#">Piracy and Hijack</a>	4	All.	--	None.
17	<a href="#">Limitation and Division of Liability</a>	2	--	All	None.
18	<a href="#">Casualty Investigations</a>	10	1-9.	10.	3-5; 7-10
19	<a href="#">Port State Control and Flag State Inspection</a>	5	All.	--	1.
	<b>TOTAL QUESTIONS</b>	<b>208</b>			

## LIST OF ALL QUESTIONS CURRENTLY IN THE QUESTION BANK

### 1. REGISTRATION OF SHIPS - PART II OF MERCHANT SHIPPING LAW (2008 REVISION) (MSL 2008)

#### 1-1. MASTERS ONLY.

<p>To register as a Cayman Islands vessel must the vessel have all the relevant safety and operational Certificates in advance of registration?</p> <p> <input type="radio"/> No.  <input type="radio"/> Yes.  <input type="radio"/> No, but must do so before operating.  <input type="radio"/> No, but he must do so within three months of registration.         </p>	<p><b>Answer:</b>  <i>No, but must do so before operating.</i></p> <p>For Commercial Vessels (merchant ships and commercial yachts) there is a set of parallel activities (i.e. parallel to the registration process) consisting of safety and operational compliance involving the issue by a Cayman Surveyor/auditor (or by one of the seven Classification Societies<sup>1</sup> authorised to act on behalf of Cayman) of the relevant Convention or statutory Certificates. The absence of such Certificates does not necessarily prevent a ship from being registered (e.g. the ship may legitimately be laid up at the time of changing to the Cayman flag or may not yet be ready to sail for whatever reason) but a Commercial Vessel cannot operate commercially without them. Under normal circumstances, the surveys and audits for these Convention and statutory Certificates are dealt with during the registration process so the vessel can continue operating as soon as registration is completed.</p>
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<sup>1</sup> American Bureau of Shipping (ABS), Bureau Veritas (BV), Det Norske Veritas (DNV), Germanischer Lloyd (GL), Lloyds Register (LR), Nippon Kaiji Kyokai (Class NK), and Registro Italiano Navale (RINA Class).

**1-2. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>What is the prime use of the Certificate of British Registry?</p> <ul style="list-style-type: none"> <li><input type="radio"/> To enable the vessel to lawfully operate on international voyages.</li> <li><input type="radio"/> To prove ownership of the vessel.</li> <li><input type="radio"/> To prove the vessel exists.</li> <li><input type="radio"/> None of the above.</li> </ul>	<p><b>Answer:</b> <i>To enable the vessel to lawfully operate on international voyages.</i></p> <p>A Certificate of British Registry (COBR) is a most important document which is required, among other things, to enable the ship to enter or clear a foreign port. It also authenticates for relevant officials the legitimacy of the vessel's registration. The COBR may be viewed as being equivalent to the ship's "passport".</p>
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**1-3. HIGH PRIORITY. MASTERS ONLY.**

<p>What is the penalty for using an illegal Certificate of British Registry?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A fine.</li> <li><input type="radio"/> Detention of the ship.</li> <li><input type="radio"/> Forfeiture of the ship.</li> <li><input type="radio"/> Imprisonment.</li> </ul>	<p><b>Answer:</b> <i>Forfeiture of the ship.</i></p> <p>If the Master or Owner of a ship uses or attempts to use a COBR not legally granted in respect of the ship, he is guilty of an offence and the ship is subject to forfeiture under Cayman Islands Law.</p>
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**1-4. MASTERS ONLY.**

<p>Who will be the operational Flag State for a vessel that demise charters into the Cayman Islands?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Cayman Islands.</li> <li><input type="radio"/> The underlying registry.</li> <li><input type="radio"/> Another registry.</li> <li><input type="radio"/> It becomes an unregistered ship.</li> </ul>	<p><b>Answer:</b> <i>The Cayman Islands.</i></p> <p>Demise or bareboat charter is a private agreement between two parties, individual or body corporate, whereby the Shipowner leases an entire ship to the charterer for a particular reason (e.g. conveyance of goods). The Shipowner effectively gives the whole possession, operation and control of the ship over to the charterer. The charterer then becomes, for the agreed period, the virtual Owner of the vessel. If the demise charter then so wishes, he may register the ship under any Flag where that State has provisions for such registrations and providing the "original" register also allows for bareboat chartering out. Cayman has such bareboat, or demise charter registration provisions. Therefore if a ship is registered in, for example,</p>
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	<p>Germany and a demise charter agreement is signed the charterer can choose (provided he meets the conditions of operating under our flag) to have the Cayman Islands as his flag. This means that all laws, procedures, conventions etc, other than those pertaining to the proprietary interests of the ship, that prevail for Cayman Islands ships, crew, Owners etc, are, for the period of the demise charter those that apply to the vessel. Any registered mortgages remain with the original or underlying register.</p>
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### 1-5. MASTERS ONLY.

<p>(Not including pleasure vessels) How is a newly registered Cayman Islands ship required to be marked?</p> <p>(a) Its name shall be marked on each of its bows, and its name and the name of its port of registry shall be marked on its stern, in letters of a contrasting colour so as to be clearly visible, such letters to be of a length not less than one decimetre, and of proportionate breadth.</p> <p>(b) Her official number and net tonnage shall be permanently marked on a main part of the ship's permanent structure that is readily visible and accessible in such manner as may be specified by a surveyor of ships.</p> <p>(c) A scale of decimetres, or of metres and decimetres, denoting a draught of water shall be marked on each side of its stem and its stern post in figures at two-decimetre intervals and at intervening two decimetre intervals, if the scale is in metres and decimetres.</p> <p><input type="radio"/> Parts (a) and (b).</p> <p><input type="radio"/> Parts (a) and (c).</p> <p><input type="radio"/> Parts (a), (b) and (c).</p> <p><input type="radio"/> None of the above.</p>	<p><b>Answer:</b> <i>Parts (a), (b) and (c).</i></p> <p>Every ship other than a pleasure vessel under twenty-four metres shall, before registration, be marked permanently and conspicuously as follows-</p> <p>(a) its name shall be marked on each of its bows, and its name and the name of its port of registry shall be marked on its stern, in letters of a contrasting colour so as to be clearly visible, such letters to be of a length not less than one decimetre, and of proportionate breadth;</p> <p>(b) her official number and net tonnage shall be permanently marked on a main part of the ship's permanent structure that is readily visible and accessible in such manner as may be specified by a surveyor of ships;</p> <p>(c) for every ship built before the 1st May, 1988, a scale of feet denoting its draught of water shall be marked on each side of its stem and of its stern post in Roman capital numerals or in figures, not less than six inches in length, but it may instead comply with the provisions of paragraph (d);</p> <p>(d) for every ship built after the 1st May, 1988, a scale of decimetres (10cm), or of metres and decimetres, denoting a draught of water shall be marked on each side of its stem and its stern post in figures at 20cm intervals and at</p>
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	<p>intervening 20cm intervals.</p> <p>A pleasure vessel of twenty-four metres in length or over is considered to be in compliance if its' name and the name of its port of registry is marked on its stern.</p> <p>If the scale showing the ship's draught of water is in any respect inaccurate, so as to be likely to mislead, the Owner of the ship is guilty of an offence. Any marks must be permanently continued, and no alteration shall be made unless allowed by Cayman Islands law.</p> <p>If an Owner or Master neglects to keep his ship marked as required, or if anyone alters or removes the markings, the Owner, Master or person is guilty of an offence and the ship may be detained until the insufficiency or inaccuracy has been remedied.</p>
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**1-6. HIGH PRIORITY. MASTERS ONLY.**

<p>Must the Registrar of Shipping be informed if any alterations are done that increase the tonnage of the ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Always.</li> <li><input type="radio"/> Only if the modifications include enclosed areas.</li> <li><input type="radio"/> Only if the modifications increase the Gross Tonnage by more than 5%.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b> <i>Always.</i></p> <p>When a ship is altered in a way that materially changes its tonnage or description contained in the register, then the Owner is required to notify the Registrar of Shipping. A CISR surveyor or other certified person would then survey the ship to verify the alterations and advise the Registrar accordingly. The Registrar would then either register the alteration or direct that the ship be registered anew. It is an offence to not report such alterations.</p>
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**1-7. MASTERS ONLY.**

<p>Must the Registrar of Shipping be informed if any alterations are done that would change the description of the ship in the register?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Only if the alteration is externally visible.</li> <li><input type="radio"/> Only if the alteration is a major one.</li> </ul>	<p><b>Answer:</b> Yes.</p> <p>When a ship is altered in a way that materially changes its tonnage or description contained in the register, then the Owner is required to notify the Registrar of Shipping. A CISR surveyor or other certified person would then survey the ship to verify the alterations and advise the Registrar accordingly. The Registrar would then either register the alteration or direct that the ship be registered anew. It is an offence to not report such alterations.</p>
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**1-8. MASTERS ONLY.**

<p>(Not including pleasure vessels under 24m) Can a vessel's draft marks be marked using the imperial (feet and inches) system?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, but only vessels built prior to 1<sup>st</sup> May 1988.</li> <li><input type="radio"/> Never.</li> <li><input type="radio"/> Only if the drawings are in imperial units.</li> </ul>	<p><b>Answer:</b> <i>Yes, but only vessels built prior to 1st May 1988.</i></p> <p>Every ship built before the 1st May, 1988, a scale of feet denoting its draught of water shall be marked on each side of its stem and of its stern post in Roman capital numerals or in figures, not less than six inches in length.</p>
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**1-9. MASTERS ONLY.**

<p>What Certificate indicating the ships tonnage does a vessel of under 24 metres require?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A National Tonnage Certificate.</li> <li><input type="radio"/> An International Tonnage Certificate.</li> <li><input type="radio"/> Both Certificates.</li> <li><input type="radio"/> No Certificate.</li> </ul>	<p><b>Answer:</b> <i>A National Tonnage Certificate.</i></p> <p>National Tonnage Certificates are issued to vessels under 24 metres and for these vessels there is only one tonnage given which is the tonnage ascertained is both the gross and net tonnages which is shown on the Tonnage Certificate as the Register Tonnage.</p>
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**1-10. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>What Certificate indicating the ships tonnage does a vessel of 24 metres or above require?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A National Tonnage Certificate.</li> <li><input type="radio"/> An International Tonnage Certificate.</li> <li><input type="radio"/> Both Certificates.</li> <li><input type="radio"/> No Certificate.</li> </ul>	<p><b>Answer:</b> <i>An International Tonnage Certificate.</i></p> <p>International Tonnage Certificates are issued to vessels 24 metres and over, as required by the International Tonnage Convention (1969) which the UK has extended to the Cayman Islands. This certificate will be issued by the CISR.</p>
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**1-11. MASTERS AND SENIOR OFFICERS.**

<p>What length is referred to in an International Tonnage Certificate?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Length Overall.</li> <li><input type="radio"/> The greater of- <ul style="list-style-type: none"> <li>(a) the distance between the fore side of the stem and the axis of the rudder stock; or</li> <li>(b) the distance measured from the fore side of the stem, being 96 per cent of the distance between that point and the aft side of the stern.</li> </ul> </li> <li><input type="radio"/> The length at the deepest draft waterline.</li> <li><input type="radio"/> It depends on the type of ship.</li> </ul>	<p><b>Answer:</b> <i>The greater of-</i></p> <ul style="list-style-type: none"> <li>(a) <i>the distance between the fore side of the stem and the axis of the rudder stock; or</i></li> <li>(b) <i>the distance measured from the fore side of the stem, being 96 per cent of the distance between that point and the aft side of the stern.</i></li> </ul> <p>The length is as defined in the Merchant Shipping (Tonnage) Regulations, 2002 (Regulation 2), which is derived from the International Tonnage Convention 1966.</p> <p>This length is central to deciding if a ship is to be measured under the Tonnage Convention or under national regulations for ships under 24 metres in length as defined in the Convention.</p>
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**1-12. MASTERS ONLY.**

<p>Which of the following would mean that a new International Tonnage Certificate must be required?</p> <ul style="list-style-type: none"> <li>(a) Whenever alterations increase the net or gross tonnage of the vessel.</li> <li>(b) When a ship registers onto the Cayman Islands register.</li> <li>(c) When alterations require the alteration of the assigned load line.</li> <li>(d) Alterations which do not change the tonnage of the vessel.</li> </ul>	<p><b>Answer:</b> <i>(a) and (b).</i></p> <p>The Certificate will become invalid and a new International Tonnage Certificate will be issued when alterations result in changes to the net or gross or register tonnage. In some circumstances changes to the assignment of the ships load line will result in the need to issue a new International Tonnage Certificate. Where a Tonnage</p>
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<ul style="list-style-type: none"> <li><input type="radio"/> (a), (b) and (c).</li> <li><input type="radio"/> (a) and (b).</li> <li><input type="radio"/> (a), (b), (c) and (d).</li> <li><input type="radio"/> None of the above.</li> </ul>	<p>Certificate becomes invalid it is an offence not to deliver up the Certificate to the CISR immediately.</p>
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### 1-13. MASTERS ONLY.

<p>For how long does a COBR remain valid after it has been issued?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Five years.</li> <li><input type="radio"/> 10 years.</li> <li><input type="radio"/> Indefinitely, unless some period of validity is specified by the Registrar.</li> <li><input type="radio"/> It depends on the vessel's range of operation.</li> </ul>	<p><b>Answer:</b> <i>Indefinitely, unless some period of validity is specified by the Registrar.</i></p> <p>A COBR may remain valid (unless otherwise invalidated or canceled) for an indefinite period or for a specified period at the discretion of the Registrar of Shipping.</p> <p>Where a COBR is issued for a specified period it may be extended or re-issued at the end of such period for a further specified period, or replaced with a COBR valid for an indefinite period, at the Registrar's discretion. A COBR issued for a specified period, or extended or renewed for a further specified period shall become invalid at the end of such period unless further extended or renewed and, upon the COBR becoming invalid, the registration of the ship is deemed to be terminated unless otherwise indicated.</p>
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### 1-14. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.

<p>Which Cayman Islands vessels must carry proof of maintenance of third party insurance?</p> <ul style="list-style-type: none"> <li><input type="radio"/> All Vessels.</li> <li><input type="radio"/> Only cargo vessels.</li> <li><input type="radio"/> Only vessels of 1000 gross tonnage and above.</li> <li><input type="radio"/> Only vessels carrying over 2000 tonnes of oil.</li> </ul>	<p><b>Answer:</b> <i>All vessels.</i></p> <p>Every ship must carry insurance cover against risks of loss or damage to third parties, and in particular in respect to:</p> <ul style="list-style-type: none"> <li>(a) the Shipowner's liabilities to a crew member;</li> <li>(b) claims for loss or damage caused by any cargo carried on board the ship (this is without prejudice to that required by the 1992 Civil Liability or the 2001 Bunkers Conventions);</li> <li>(c) wreck removal expenses in an amount satisfactory to the Receiver of Wreck</li> </ul>
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	<p>when within Cayman Islands waters.</p> <p>The type of insurance to be used should be provided by a financially sound insurance company such as the International Group of P&amp;I Clubs or a financial guarantee. The minimum amount of insurance or other financial security required to be held is to be calculated in accordance with the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims (LLMC).</p>
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## 2. NATIONAL CHARACTER AND FLAG - PART III OF MSL 2008:

Both Questions in this section may be set for both Masters and Senior Officers

### 2-1. HIGH PRIORITY.

<p>What is the correct type of Ensign for Cayman Islands Ships?</p> <p>(a) </p> <p>(b) </p> <p>(c) </p> <p>(d) </p> <p> <input type="radio"/> (a) and (b).  <input type="radio"/> (a) and (c).  <input type="radio"/> (a), (b) and (c).  <input type="radio"/> (b) and (c).         </p>	<p><b>Answer:</b> <i>(a), (b) and (c).</i></p> <p>The undefaced red ensign or the red ensign bearing the Cayman Islands coat of arms are the proper national colours for all Cayman Islands ships. The shore-based Cayman Islands Blue Ensign is not permitted to be flown. Other specific Ensigns may be flown under warrant from Her Majesty or the Admiralty, for example the Royal Yacht Club can fly a Blue Ensign under warrant. Section 69 of the MSL 2008 provides for penalties for any person hoisting improper colours on board a Cayman Islands ship.</p> <p><i>Note:</i> Some Cayman Islands Red Ensigns currently in use have the crest on a white disc whilst other have the crest without the disc. The newest version is without the disc but those with the white disc may continue to be used until they need replacing.</p>
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### 2-2.

<p>When must a ship hoist its national colours?</p> <p> <input type="radio"/> On a signal being made to it by one of Her Majesty's ships (including any vessel under the command of an officer of Her Majesty's navy on full pay).  <input type="radio"/> On entering or leaving any foreign port.         </p>	<p><b>Answer:</b> <i>All of the above.</i></p> <p>(a) A Cayman Islands ship is required to hoist the national colours-</p> <p>(i) on a signal being made to it by one of Her Majesty's ships (including any vessel under the</p>
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<ul style="list-style-type: none"> <li>○ On entering or leaving a port in the Islands.</li> <li>○ All of the above.</li> </ul>	<p style="text-align: right;">command of an officer of Her Majesty's navy on full pay);</p> <ul style="list-style-type: none"> <li>(ii) on entering or leaving any foreign port; and</li> <li>(iii) if of fifty gross tonnage or upwards, on entering or leaving a port in the Islands.</li> </ul> <p>There are various customs and protocols established for proper times to hoist and lower the national colours, however in general the proper time for hoisting the flag is 08.00 or sunrise if later and for lowering the flag 21.00 or sunset if earlier. If the master or Owner does anything, or permits anything to be done, for the purpose of concealing the nationality of the ship, the ship is liable to forfeiture and each of the Master, Owner (including demise charterer), is guilty of an offence.</p>
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### 3. MASTERS AND SEAFARERS, LOG BOOKS AND DOCUMENTS - PART V OF MSL 2008:

#### 3-1. MASTERS ONLY.

<p>Which ships must carry a valid Crew Agreement?</p> <ul style="list-style-type: none"> <li><input type="radio"/> All ships.</li> <li><input type="radio"/> All ships with paid seafarers.</li> <li><input type="radio"/> All ships apart from certain exceptions.</li> <li><input type="radio"/> All pleasure yachts.</li> </ul>	<p><b>Answer:</b> <i>All ships apart from certain exceptions.</i></p> <p>The Merchant Shipping (Crew Agreements, list of crew and Discharge of seamen) Regulations, 1992, and ILO Convention No.22 require that every Cayman Islands ship and crewmember thereof, other than the ships and descriptions of seamen listed in Regulation 4 must have a Crew Agreement in writing between each person employed and the person employing him in a form approved by MACI. These official Crew Agreements are additional to and separate from any company contract or similar document and any conditions of employment outside the scope of the Crew Agreement are to be included in a separate company contract or similar. Failure to keep an approved Crew Agreement constitutes an offence.</p>
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#### 3-2 MASTERS ONLY. HIGH PRIORITY.

<p>Where should the ship's Crew Agreement be displayed?</p> <ul style="list-style-type: none"> <li><input type="radio"/> It does not need to be displayed.</li> <li><input type="radio"/> In every part of the ship.</li> <li><input type="radio"/> In the Master's office.</li> <li><input type="radio"/> In a conspicuous place onboard the ship.</li> </ul>	<p><b>Answer:</b> <i>In a conspicuous place onboard the ship.</i></p> <p>The Master must ensure a copy of any Crew Agreement relating to the ship; or an extract containing the terms of that agreement applicable to all seafarers employed under it is posted in a conspicuous place on board the ship. The Master must ensure it is kept posted and legible so long as any seafarer is employed in the ship under the Crew Agreement. Failure of the Master to comply with this is an offence.</p>
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**3-3. MASTERS ONLY.**

<p>Can a seafarer request a copy of the Crew Agreement?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Only if he has a concern with his employment.</li> <li><input type="radio"/> Only when it is terminated.</li> </ul>	<p><b>Answer:</b> <i>Yes.</i></p> <p>If a seafarer requests a copy of the Crew Agreement or such extracts thereof as are necessary to show the terms on which he is employed or any document referred to in the agreement the Master or Owner must comply within a reasonable time. Failure of the employer or Master to comply is an offence.</p>
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**3-4. MASTERS ONLY.**

<p>Who should the Master provide a copy of the Crew Agreement to immediately following opening?</p> <ul style="list-style-type: none"> <li><input type="radio"/> MACI.</li> <li><input type="radio"/> The Port authorities for each and every port of call.</li> <li><input type="radio"/> The authorities of all the States from which the crew have residency.</li> <li><input type="radio"/> The Operator or manager of the ship.</li> </ul>	<p><b>Answer:</b> <i>The Operator or manager of the ship.</i></p> <p>It is important, that the managers' are able to provide details of crew on board each Cayman Islands vessel; therefore a copy of the list of crew is to be maintained ashore by the ship's managers or the Owner as the case may be. Any changes to the crew list must be recorded on the ship immediately and notified to and recorded in the shore-based copy within 3 days of the change. It is imperative that any changes in the List of Crew are lodged ashore prior to the vessel leaving any port where there have been changes in the crew.</p>
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**3-5. MASTERS ONLY. HIGH PRIORITY.**

<p>When the Crew Agreement is closed which of the following must the Master do?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Inform the Operator or manager that the agreement has been terminated.</li> <li><input type="radio"/> Inform MACI that the agreement has been terminated.</li> <li><input type="radio"/> Ensure that section (b) of the final column has been signed by all the crew and that all of the shaded boxes have been completed by the Master.</li> <li><input type="radio"/> Lodge the closed Agreement with the Owner or Operator of the vessel.</li> </ul>	<p><b>Answer:</b> <i>Ensure that section (b) of the final column has been signed by all the crew and that he has completed all of the shaded boxes.</i></p> <p>At the end of the Crew Agreement it must be closed and all persons on it who have not already done so must sign off. The entry for 'Date and Place of leaving the ship' should be left blank if the crew member is to sign on another Crew Agreement immediately and is not therefore leaving the ship and the reason for discharge in this case will be</p>
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	<p>“agreement terminated”.</p> <p>The closed Agreement should be retained by the Owner/Operator of the ship for 3 years and must be available to MACI during this time if so required.</p>
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### 3-6. MASTERS ONLY.

<p>When must a seafarer receive an account of his wages?</p> <p>(a) Within two weeks of being discharged.</p> <p>(b) 24 hours prior to the seafarer being discharged, where it is known in advance that he is to be discharged.</p> <p>(c) When the Company is able to issue the account.</p> <p>(d) At the time of the seafarer’s discharge, where he is discharged with less than 24 hours notice.</p> <p><input type="radio"/> (a) and (b).</p> <p><input type="radio"/> (a) and (c).</p> <p><input type="radio"/> (b) and (d).</p> <p><input type="radio"/> (a), (b), (c) and (d).</p>	<p><b>Answer:</b> <i>(b) and (d).</i></p> <p>In accordance with section 94(2) of MSL 2008, Masters must deliver an account of wages to a seafarer not later than twenty-four hours before the time of discharge or, if the seafarer is discharged without notice or at less than twenty-four hours’ notice, at the time of discharge.</p> <p>The account must indicate that the amounts may be subject to later adjustment. If the amounts require adjustment, the employer must provide a further account stating the adjusted amounts no later than the time at which the balance of his wages is payable to the seafarer. Anyone who fails to comply with these conditions without reasonable excuse is guilty of an offence.</p>
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### 3-7. MASTERS ONLY.

<p>If wages are not paid in time what is the penalty?</p> <p><input type="radio"/> No penalty.</p> <p><input type="radio"/> Interest must be paid on the balance at 10%.</p> <p><input type="radio"/> Interest must be paid on the balance at 20%.</p> <p><input type="radio"/> The Master and employer are guilty of an offence.</p>	<p><b>Answer:</b> <i>Interest must be paid on the balance at 20%.</i></p> <p>Any outstanding amounts will attract 20% interest per annum unless this is due to a mistake, dispute, act or default of the seafarer.</p>
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**3-8. MASTERS ONLY.**

<p>Who may impose a settlement in a dispute over wages?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The employer.</li> <li><input type="radio"/> The Master.</li> <li><input type="radio"/> A Shipping Master if all parties to the dispute agree.</li> <li><input type="radio"/> An employment tribunal.</li> </ul>	<p><b>Answer:</b>  <i>A Shipping Master if all parties to the dispute agree.</i></p> <p>Any dispute relating to the amount payable to a seafarer employed under a Crew Agreement may be submitted to the Shipping Master (or proper officer) for decision by the parties concerned. In this regard it should be noted that both, or all, parties to the dispute must agree to the matter being put to the Shipping Master. The Shipping Master is not bound to accept the submission or, if he has accepted it, to decide the dispute, if he believes it ought not to be decided by him. Any decision of the Shipping Master shall be final.</p>
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**3-9. MASTERS AND SENIOR OFFICERS.**

<p>Can seafarer's under 18 years old work onboard Cayman Islands vessels?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> Yes, but with conditions.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Only with parental consent.</li> </ul>	<p><b>Answer:</b>  <i>Yes but with conditions.</i></p> <p>The Merchant Shipping (Certification, safe manning, hours of work and Watchkeeping) regulations 2004 revision provide that no person under sixteen years of age can be employed on a Cayman Islands Ship. They also provide that no person under 18-</p> <ul style="list-style-type: none"> <li>(a) can be employed as a trimmer or stoker, and</li> <li>(b) may work at night which means they must have a period of nine hours off including midnight to 5am.</li> </ul> <p>Failure to abide with any of these conditions is an offence.</p>
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**3-10. MASTERS AND SENIOR OFFICERS.**

<p>Can seafarer's under 18 years old work on board the ship at night?</p> <p><input type="radio"/> Yes.</p> <p><input type="radio"/> Yes, but with conditions.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> Only with parental consent.</p>	<p><b>Answer:</b> <i>No.</i></p> <p>(a) No person under 18 can be employed as a trimmer or stoker, and</p> <p>(b) No person under 18 may work at night which means they must have a period of nine hours off including midnight to 5am.</p> <p>Failure to abide with any of these conditions is an offence.</p>
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**3-11. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>How often must inspections of the crew accommodation to ensure cleanliness etc take place?</p> <p><input type="radio"/> Weekly.</p> <p><input type="radio"/> Every Fortnight.</p> <p><input type="radio"/> Upon receiving a complaint from a member of crew.</p> <p><input type="radio"/> When the Master's time permits.</p>	<p><b>Answer:</b> <i>Weekly.</i></p> <p>The Merchant Shipping (Crew Accommodation)(Cayman Islands) Regulations, 1988, require that an inspection of the crew accommodation is carried out every seven days to ensure that it is being kept clean and that all the requirements of the crew accommodation regulations are being followed.</p>
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**3-12. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Who must carry out inspections of the crew accommodation to ensure cleanliness etc?</p> <p><input type="radio"/> The Master only.</p> <p><input type="radio"/> The Master's designated officer only.</p> <p><input type="radio"/> A crewmember designated by the Master.</p> <p><input type="radio"/> The Master and a crewmember.</p>	<p><b>Answer:</b> <i>The Master and a crewmember.</i></p> <p>The inspection must be carried out by the Master and he must be accompanied by one other member of the crew.</p>
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**3-13. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Who must sign entries in the Official Log Book to record inspections of crew accommodation?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Master only.</li> <li><input type="radio"/> A crewmember designated by the Master.</li> <li><input type="radio"/> The Master and the crewmember attending the inspection with the Master.</li> <li><input type="radio"/> The Master and any crewmember.</li> </ul>	<p><b>Answer:</b> <i>The Master and the crewmember attending the inspection with the Master.</i></p> <p>The inspections must be recorded in the Official Log Book and must be signed by the Master and a member of the crew, who will normally be the same person who accompanies the Master on the inspection. The Master may delegate responsibility for inspections to department heads or other competent persons.</p>
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**3-14. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>How often must inspections of food hygiene and water supply take place?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Daily.</li> <li><input type="radio"/> Weekly.</li> <li><input type="radio"/> Every Fortnight.</li> <li><input type="radio"/> Upon receiving a complaint from a member of crew.</li> </ul>	<p><b>Answer:</b> <i>Weekly.</i></p> <p>Inspections to ensure that the food and water meet these requirements should be carried out at intervals of not more than 7 days.</p>
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**3-15. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Who must carry out inspections of the food hygiene and water supply?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Master only.</li> <li><input type="radio"/> The Master's designated officer only.</li> <li><input type="radio"/> The Master and a crewmember.</li> <li><input type="radio"/> A crewmember designated by the Master.</li> </ul>	<p><b>Answer:</b> <i>The Master and a crewmember.</i></p> <p>The inspections must be made by the Master and a member of the crew</p>
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**3-16. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>If a seafarer complains about food and water onboard what must the Master do?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Nothing.</li> <li><input type="radio"/> Inform the owners to investigate and resolve.</li> <li><input type="radio"/> Investigate the complaint himself.</li> <li><input type="radio"/> Wait until arrival at the next port of call.</li> </ul>	<p><b>Answer:</b> <i>Investigate the complaint himself.</i></p> <p>If three or more seafarers consider that the provisions or water provided for the seafarers employed onboard are not in accordance with the requirements of Cayman Islands Laws and Regulations, whether because of bad quality, unfitness</p>
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	for use or deficiency in quantity, they may complain to the Master, who must investigate the complaint.
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### 3-17. MASTERS AND SENIOR OFFICERS.

<p>If a seafarer is dissatisfied with any action taken by the Master regarding the food and water onboard what may he do?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Nothing.</li> <li><input type="radio"/> Complain to the owners.</li> <li><input type="radio"/> Complain to a Shipping Master or other officer of MACI.</li> <li><input type="radio"/> Buy his own supplies and charge the company.</li> </ul>	<p><b>Answer:</b> <i>Complain to a Shipping Master or officer of MACI.</i></p> <p>If three or more seafarers consider that the provisions or water provided for the seafarers employed onboard are not in accordance with the requirements of Cayman Islands Laws and Regulations, whether because of bad quality, unfitness for use or deficiency in quantity, they may complain to the Master, who must investigate the complaint.</p>
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### 3-18. MASTERS AND SENIOR OFFICERS.

<p>Who must sign entries in the official log book to record inspections of the food hygiene and water supply?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Master only.</li> <li><input type="radio"/> The Master and the crewmember attending the inspection with the Master.</li> <li><input type="radio"/> A crewmember designated by the Master.</li> <li><input type="radio"/> The Master and any crewmember.</li> </ul>	<p><b>Answer:</b> <i>The Master and the crewmember attending the inspection with the Master.</i></p> <p>The inspections must be recorded in the Official Log Book must be signed by the Master and by the member of the crew making the inspection.</p>
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### 3-19. MASTERS AND SENIOR OFFICERS.

<p>Are vessels allowed to sail with manning levels below that stated in the Minimum Safe Manning Document?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, until the next convenient port.</li> <li><input type="radio"/> Yes but only for a short period in exceptional circumstances.</li> <li><input type="radio"/> Yes, if the voyage is not longer than 200 nautical miles.</li> <li><input type="radio"/> Never.</li> </ul>	<p><b>Answer:</b> <i>Yes but only for a short period in exceptional circumstances.</i></p> <p>The Minimum Safe Manning Document (MSMD) will state the numbers, capacities and STCW qualifications of officers and crew members that are required to be onboard. If a ship goes to sea or attempts to go to sea without carrying such officers and other seafarers as it is required to carry by the MSMD, the Owner or Master is guilty of an offence and the ship, may be detained, except in the exceptional circumstances permitted by Regulation 25</p>
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	of the Merchant Shipping (Certification, Safe Manning, Hours of Work and Watchkeeping) Regulations, 2004.
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### 3-20. MASTERS AND SENIOR OFFICERS.

<p>Regulations allow for ships to operate short-handed for a limited period in exceptional circumstances. Who has the final decision to proceed short-handed?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Operator.</li> <li><input type="radio"/> The Master.</li> <li><input type="radio"/> The Operator and Master in co-operation.</li> <li><input type="radio"/> MACI.</li> </ul>	<p><b>Answer:</b> <i>The Master.</i></p> <p>Regulation 25 of the Merchant Shipping (Certification, Safe Manning, Hours of Work and Watchkeeping) Regulations, 2004 revision, provides for a vessel to operate short-handed for a limited period in exceptional circumstances. For example should a member of the crew specified in the MSMD be incapacitated through accident or sudden illness or is unable to sail due to disciplinary action or in any other unforeseen circumstances causing the available complement on the ship to be less than that prescribed in the MSMD. The final decision as to whether the ship should proceed to sea shall rest with the Master. Prior to making a decision to proceed to sea, the Master shall ensure that:</p> <ul style="list-style-type: none"> <li>(a) the duration of the voyage is no more than 21 days and usually limited only to the next port of call, however, sometimes if legitimate and reasonable it can be extended to a later port of call if for example the next port is Lagos and following that Rotterdam and the replacement crewmember is in Europe;</li> <li>(a) subject to regulation 31, suitable watchkeeping arrangements can be maintained throughout the voyage for the safe operation of the ship and the protection of the environment, having due regard to the requirements of regulations 28, 29 and 30 with respect to hours of work and rest;</li> <li>(b) necessary adjustments can be made to the muster list to meet any emergency situation</li> <li>(c) the replacement seafarer would be available to join the ship at the next port of call;</li> <li>(d) the Chief Executive Officer of MACI is kept fully informed of the</li> </ul>
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	<p>circumstance; and</p> <p>(e) appropriate entries are made in the ship's official log book, relating to the circumstances.</p>
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### 3-21. MASTERS AND SENIOR OFFICERS.

<p>What Certificates of Competency may Officers serving on Cayman Islands' registered vessels hold?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Officers do not need Certificates of Competency.</li> <li><input type="radio"/> Those issued by any State on the IMO STCW White List.</li> <li><input type="radio"/> Those issued by a State on the IMO STCW White List, which are also accepted by the Cayman Islands for service on its ships.</li> <li><input type="radio"/> Only those issued by MACI.</li> </ul>	<p><b>Answer:</b> <i>Those issued by a State on the IMO STCW White List, which are also accepted by the Cayman Islands for service in its ships.</i></p> <p>Officers on Cayman registered vessels may hold Certificates of Competency issued by any of the STCW 1995 white list countries recognised by the CISR. However, such Officers must hold a "Recognition Endorsement" issued by the Cayman Islands in accordance with the provisions of STCW 95.</p>
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### 3-22. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.

<p>Is it the Master's responsibility to ensure that all officers hold Cayman Islands' Endorsements?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> No it is only the Operators responsibility.</li> <li><input type="radio"/> No it is MACI's responsibility.</li> <li><input type="radio"/> No it is the responsibility of the officer himself.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>The Master must ensure that all the officers who require Cayman Islands Recognition Endorsements hold them and that they also hold their original national Certificate of Competency.</p>
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### 3-23. MASTERS AND SENIOR OFFICERS.

<p>What should the Master do if an officer does not hold Cayman Islands' Endorsements when joining the ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Refuse to allow the officer to join the crew.</li> <li><input type="radio"/> Report it to the Operator.</li> <li><input type="radio"/> Check that an application has been made to MACI and a Confirmation of Receipt of Application (CRA) issued.</li> <li><input type="radio"/> Wait and see if the Endorsements arrive.</li> </ul>	<p><b>Answer:</b> <i>Check that an application has been made to MACI and a Confirmation of Receipt of Application (CRA) issued.</i></p> <p>An officer may join his ship and serve for up to three months without holding the appropriate Recognition Endorsement provided that application (<a href="#">Endorsement Application Form TCOFMENDA</a>) has been made to MACI for the issue of the Endorsement and a Receipt of Application (CRA) has been issued and is retained on board. Applications for Recognition</p>
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	Endorsements should be made by the Company employing the officer.
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### 3-24. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.

<p>If an application has been made for endorsements how long can an officer sail without a Cayman Islands' Endorsement?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He cannot sail.</li> <li><input type="radio"/> Three Months provided that a Confirmation of Receipt of Application (CRA) has been issued by MACI.</li> <li><input type="radio"/> Six months.</li> <li><input type="radio"/> Indefinitely provided an application has been made.</li> </ul>	<p><b>Answer:</b> <i>Three Months provided that a Confirmation of Receipt of Application (CRA) has been issued by MACI.</i></p> <p>An officer may join his ship and serve for up to three months without holding the appropriate Recognition Endorsement provided that application (<a href="#">Endorsement Application Form TCOFMENDA</a>) has been made to MACI for the issue of the Endorsement and a Receipt of Application (CRA) has been issued and is retained on board. Applications for Recognition Endorsements should be made by the Company employing the officer.</p>
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### 3-25. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.

<p>What is to be the working language for bridge to bridge and bridge to shore safety communications?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The local language in the area.</li> <li><input type="radio"/> The Master's spoken language.</li> <li><input type="radio"/> English.</li> <li><input type="radio"/> The language of the majority of the crew.</li> </ul>	<p><b>Answer:</b> <i>English.</i></p> <p>English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel unless those directly involved in the communication speak a common language other than English.</p>
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### 3-26. MASTERS AND SENIOR OFFICERS.

<p>If an officer permitted to inspect the ship believes that the crew does not understand sufficient English to understand orders or onboard arrangements are insufficient to enable such orders to be understood what can he do?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Lodge a formal complaint to the Master and Owner.</li> <li><input type="radio"/> Fine the Master and Owner.</li> <li><input type="radio"/> Detain the ship.</li> <li><input type="radio"/> Demand surrender of the Certificate of British Registry.</li> </ul>	<p><b>Answer:</b> <i>Detain the ship.</i></p> <p>A ship may be detained where the crew consists of or includes persons who do not understand orders given to them in the course of their duty because of their insufficient knowledge of English and because of the absence of adequate arrangements for transmitting the orders in</p>
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	a language of which they have sufficient knowledge.
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**3-27. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>What is the maximum amount of time a seafarer is permitted to work in any 24 hour period?</p> <p><input type="radio"/> If needed he can work nonstop.</p> <p><input type="radio"/> 18 hours.</p> <p><input type="radio"/> 14 hours.</p> <p><input type="radio"/> There are no regulations it is up to the Master and what he thinks is reasonable.</p>	<p><b>Answer:</b> <i>14 hours.</i></p> <p>Every seafarer must be provided with not less than 10 hours rest in total in any 24 hour period provided that:</p> <p>(a) the 10 hour period may be divided into not more than two periods one of which shall be not less than 6 hours; and</p> <p>(b) the interval between consecutive periods of rest shall not exceed 14 hours; and</p> <p>(c) the minimum hours of rest shall not be less than 77 hours in any 7 day period.</p>
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**3-28. MASTERS AND SENIOR OFFICERS.**

<p>What is the maximum amount of time a seafarer must wait between two rest periods?</p> <p><input type="radio"/> There is no maximum it is up to the Master.</p> <p><input type="radio"/> 24 hours.</p> <p><input type="radio"/> 18 hours.</p> <p><input type="radio"/> 14 hours.</p>	<p><b>Answer:</b> <i>14 hours.</i></p> <p>The interval between consecutive periods of rest shall never exceed 14 hours.</p>
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**3-29. MASTERS AND SENIOR OFFICERS.**

<p>What is the minimum amount of rest a seafarer should be given in a 7 day period?</p> <p><input type="radio"/> There is no minimum it is up to the Master.</p> <p><input type="radio"/> 56 hours.</p> <p><input type="radio"/> 70 hours.</p> <p><input type="radio"/> 77 hours.</p>	<p><b>Answer:</b> <i>77 hours.</i></p> <p>The minimum hours of rest shall not be less than 77 hours in any 7 day period.</p>
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**3-30. MASTERS AND SENIOR OFFICERS.**

<p>If the Master disturbs a period of rest of a seafarer should that rest be compensated?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, but only by further rest.</li> <li><input type="radio"/> Yes, but the compensation could be financial.</li> <li><input type="radio"/> No, it is part of the job.</li> <li><input type="radio"/> It depends on how long the disturbance is for</li> </ul>	<p><b>Answer:</b> <i>Yes, but only by further rest.</i></p> <p>Situations where a seafarer is on call but is free to sleep may be counted as rest, but if at any time the normal period of rest is disturbed by call-outs to work the Master, or a person authorised by him, has to ensure that the seafarer is provided with an adequate compensatory period of rest.</p>
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**3-31. MASTERS AND SENIOR OFFICERS.**

<p>Who is responsible for drawing up the “Hours of Rest Schedule”?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Master.</li> <li><input type="radio"/> The Master and Operator.</li> <li><input type="radio"/> The Operator.</li> <li><input type="radio"/> The seafarer.</li> </ul>	<p><b>Answer:</b> <i>The Master and Operator.</i></p> <p>Each ship should have an “Hours of Rest Schedule”. This is a document, or a computer display, that has been drawn up by the Operator in conjunction with the Master.</p>
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**3-32. MASTERS AND SENIOR OFFICERS.**

<p>Can the Operator change the “Hours of Rest Schedule”?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, whenever he likes.</li> <li><input type="radio"/> Yes, but only following consultation with the Master.</li> <li><input type="radio"/> No, only the Master can do this.</li> <li><input type="radio"/> No, never.</li> </ul>	<p><b>Answer:</b> <i>Yes, but only following consultation with the Master.</i></p> <p>The operator cannot change this document without consulting with the Master. The operator has a duty to ensure that sufficient personnel are provided so that the rest periods can be complied with.</p>
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**3-33. MASTERS AND SENIOR OFFICERS.**

<p>Should the Master allow the “Hours of Rest Schedule” to be made available to Port State Control Officers and Surveyors?</p> <p><input type="radio"/> Only if the Port State Control Officer has grounds for concern.</p> <p><input type="radio"/> Yes.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> Only if the Flag State permits it.</p>	<p><b>Answer:</b> <i>Yes.</i></p> <p>The hours of rest schedule should be made available to Port State Control Officers and Surveyors when requested.</p>
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**3-34. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Who should hold records of seafarers’ hours of rest?</p> <p><input type="radio"/> The Master alone.</p> <p><input type="radio"/> The seafarer alone.</p> <p><input type="radio"/> The Master and seafarer should both hold copies.</p> <p><input type="radio"/> The Operator.</p>	<p><b>Answer:</b> <i>The Master and seafarer should both hold copies.</i></p> <p>Accurate records of hours of rest should be maintained. One copy should be held by the Master and a copy given to the seafarer. Any deviations from the hours of rest in the schedule must be recorded with an explanation of why the deviation occurred. Should records show repetitive or regular deviations from the required rest periods then such deviations should be notified to the company and responsible action taken as provided within the vessel Safety Management System (SMS).</p>
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**3-35. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Does the Master have a duty to ensure that all watchkeeping crew are properly rested?</p> <p><input type="radio"/> Only if the schedule allows.</p> <p><input type="radio"/> Yes.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> No it is the Operators responsibility.</p>	<p><b>Answer:</b> <i>Yes.</i></p> <p>Our laws place a duty on the Master to ensure that all crew involved in watch keeping are properly rested and that arrangements are adequate to maintain a safe watch at all times.</p>
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**3-36. MASTERS AND SENIOR OFFICERS.**

<p>What is not an exceptional circumstance permitting crewmembers to miss their minimum rest?</p> <ul style="list-style-type: none"> <li>○ Musters and drills.</li> <li>○ Essential work on board which cannot be delayed for safety or environmental protection reasons.</li> <li>○ Factors beyond the control of the master or the operator other than commercial needs.</li> <li>○ Departing early so that the operator may minimise port dues.</li> </ul>	<p><b>Answer:</b>  <i>Departing early so that the operator may minimise port dues.</i></p> <p>There will obviously be times such as:</p> <ul style="list-style-type: none"> <li>(a) emergencies and situations likely to become emergencies unless action is taken,</li> <li>(b) Musters and Drills,</li> <li>(c) essential work on board which cannot be delayed for safety or environmental protection reasons; and</li> <li>(d) factors beyond the control of the Master or the operator other than commercial needs.</li> </ul> <p>It may therefore not be possible, under these exceptional circumstances, for crew members who are involved to miss be given their minimum rest as stated in the hours of rest schedule. The Master has the authority to permit this but must record the reason for the exceptions. This provision is to be invoked responsibly and should never be taken as a means of evading the hours of work and rest requirements.</p> <p>In deciding what factors might come within “factors outside the control of the Master or the operator other than commercial needs” the Master must take into account all the circumstances. For example, an exceptional situation could be when a Port Authority requires at short notice that the ship vacates the berth or shifts berth early, and such a demand cannot be postponed because of safety related considerations,. On the other hand a request by the charterer to sail earlier so that he The company's SMS should provide guidance on the keeping of appropriate records and the means of reporting of repeated periods where the statutory minimum rest periods are exceeded. Where repeated infringements of the hours of work and rest provisions occur this may well mean that the crew complement will have to be increased to enable better compliance.</p>
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**3-37. MASTERS AND SENIOR OFFICERS.**

<p>Who has responsibility for Health and Safety on board a Cayman Islands' Ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Operator.</li> <li><input type="radio"/> The Master.</li> <li><input type="radio"/> The Master and heads of department.</li> <li><input type="radio"/> Everyone on board.</li> </ul>	<p><b>Answer:</b> <i>Everyone on board.</i></p> <p>Every person on board a ship has a responsibility for safety. The UK publishes the Code of Safe Working Practices (CSWP) which advises on specific responsibilities with respect to Health and Safety and requires the appointment of onboard Safety Officials having designated duties to ensure the safety of those on the ship. A ship's safety culture is dependent upon the strong support and encouragement from the ship's senior management and therefore MACI strongly recommends that all Cayman Islands ships follow the Code at all times.</p>
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**3-38. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Under what circumstances is it recommended that a ship has a designated Safety Official appointed by the Operator?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Operator never needs to appoint a Safety Official as this is the Master's responsibility.</li> <li><input type="radio"/> A Safety Official is always required.</li> <li><input type="radio"/> When a ship has more than five crew.</li> <li><input type="radio"/> When a ship has more than ten crew.</li> </ul>	<p><b>Answer:</b> <i>When a ship has more than five crew.</i></p> <p>The Code of Safe Working Practices provides guidance as set out below. In every ship in which five or more persons are employed the Owner or the manager should appoint a Safety Official.</p>
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**3-39. MASTERS AND SENIOR OFFICERS.**

<p>What is the minimum experience at sea required by a Safety Representative?</p> <ul style="list-style-type: none"> <li><input type="radio"/> There is no minimum.</li> <li><input type="radio"/> Two years.</li> <li><input type="radio"/> Two years since the age of 18.</li> <li><input type="radio"/> Five years.</li> </ul>	<p><b>Answer:</b> <i>Two years since the age of 18.</i></p> <p>The Code of Safe Working Practices provides guidance as set out below.</p> <p>A Safety Representative should be someone who has at least 2 years sea service since he was 18. If the ship is a tanker he also needs at least 6 months service in tankers (oil, gas, or chemicals as appropriate).</p>
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**3-40. HIGH PRIORITY. MASTERS ONLY.**

<p>What is the Master's role in the Safety Committee?</p> <ul style="list-style-type: none"> <li>○ He has no role.</li> <li>○ He appoints the Committee and then takes no further role.</li> <li>○ He appoints the Committee and acts as the Chairman of the Committee.</li> <li>○ He will be a member of the Committee but the Chairman is always the Safety Official.</li> </ul>	<p><b>Answer:</b>  <i>He appoints the Committee and acts as the Chairman of the Committee.</i></p> <p>The Code of Safe Working Practices provides guidance as set out below.</p> <p>Once the Safety Official has been appointed or elected the Master should appoint a Safety Committee which includes the Safety Official and each safety representative. The Master is also on the Safety Committee as Chairman and the creation of this committee should be recorded in the Official Log Book. The Safety Committee should meet whenever it chooses as long as the intervals between meetings are not greater than 6 weeks.</p> <p>It is very important that the Master takes a close interest in the work of the Safety Officials, checking that the Safety Official is fulfilling his responsibilities effectively, while giving support and encouragement. The Master is the best person to ensure that the Safety Committee works successfully by encouraging all crew members to participate in the ship's safety culture.</p>
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**3-41. HIGH PRIORITY. MASTERS ONLY.**

<p>When must the Master carry out a risk assessment?</p> <ul style="list-style-type: none"> <li>○ Risk assessments are never required.</li> <li>○ Upon joining the ship and then never again.</li> <li>○ For all activities where there is a realistic risk of harm to personnel.</li> <li>○ Only after an incident has occurred causing harm to personnel.</li> </ul>	<p><b>Answer:</b>  <i>For all activities where there is a realistic risk of harm to personnel.</i></p> <p>The Master should ensure that a risk assessment has been carried out to cover all work activities on board where there is a realistic risk of harm to personnel. Refer to the <a href="#">Code of Safe Working Practices Chapter 1</a> and to paragraph 1.2.2 of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code).</p> <p>The aim of risk assessments is to minimise accidents and ill health on board. Masters should ensure that not only are risk assessments prepared, but work activities</p>
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	are carried out in accordance with the findings of the risk assessments.
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### 3-42. MASTERS AND SENIOR OFFICERS.

<p>Which of the following Medical Supplies are required to be kept onboard the ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Analgesics (such as Paracetamol).</li> <li><input type="radio"/> Medicines for gastric and duodenal disorders.</li> <li><input type="radio"/> Antibiotics.</li> <li><input type="radio"/> All of the above.</li> </ul>	<p><b>Answer:</b> <i>All of the above.</i></p> <p>A full list of medical equipment that must be carried on Cayman Islands ships is contained in the UK's <a href="#">MSN 1768</a>.</p>
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### 3-43. MASTERS AND SENIOR OFFICERS.

<p>If a ship does not have a doctor onboard who is responsible for administering medical attention?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The ship cannot sail.</li> <li><input type="radio"/> The Master or someone under the Master's supervision.</li> <li><input type="radio"/> Anyone onboard.</li> <li><input type="radio"/> The medical attention would be administered at the next port of call.</li> </ul>	<p><b>Answer:</b> <i>The Master or someone under the Master's supervision.</i></p> <p>Where a Cayman Islands ship does not carry a doctor, the Master must make arrangements for securing that any medical attention on board the ship is given either by him or under his supervision by a person appointed by him for the purpose.</p>
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### 3-44. MASTERS AND SENIOR OFFICERS.

<p>What training must a person designated to take charge of medical care onboard have received?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He must be a doctor.</li> <li><input type="radio"/> He must have successfully taken an approved medical care training programme during his career.</li> <li><input type="radio"/> He must have successfully taken an approved medical care training programme during the last five years.</li> <li><input type="radio"/> He does not require any training.</li> </ul>	<p><b>Answer:</b> <i>He must have successfully taken an approved medical care training programme during the last five years.</i></p> <p>Any person designated to take charge of or provide medical care on board ship, must have successfully completed an approved Medical Care training programme meeting the standards laid down in STCW Code A-VI/4-2 within the preceding 5 years.</p>
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**3-45. MASTERS AND SENIOR OFFICERS.**

<p>Can a seafarer serve without a valid Medical Fitness Certificate?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No, except for short periods in certain circumstances.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Only if the master is satisfied that he is fit.</li> </ul>	<p><b>Answer:</b> <i>No, except for short periods in certain circumstances.</i></p> <p>The Merchant Shipping (Medical Examination) Regulations, 2002, apply to sea-going Cayman Islands ships of 1,600 gross tonnage or over other than fishing vessels, pleasure vessels and offshore installations.</p> <p>Under the above Regulations a seafarer may not be employed unless he is the holder of a valid Medical Fitness Certificate (MFC) which must have been issued within the last five years.</p>
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**3-46. MASTERS AND SENIOR OFFICERS.**

<p>What is the maximum period a seafarer can continue to serve if his Medical Fitness Certificate expires on board ship and it is not practicable to undertake an approved medical examination at that time?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He must leave the ship at the next possible opportunity.</li> <li><input type="radio"/> Six month after expiry of the certificate.</li> <li><input type="radio"/> Three months after expiry of the certificate.</li> <li><input type="radio"/> Until the scheduled voyage ends.</li> </ul>	<p><b>Answer:</b> <i>Three months after expiry of the certificate.</i></p> <p>Where a Medical Fitness Certificate (MFC) expires while a seafarer is on board ship in a location where a medical examination in accordance with the Regulations is not practicable he may continue to be employed in the ship for a period not exceeding three months from the date of expiry of his MFC or until such time as he is able to undergo the medical examination for the renewal of his MFC, whichever is the sooner.</p>
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**3-47. MASTERS AND SENIOR OFFICERS.**

<p>How often must seafarers of under 18 years renew their Medical Fitness Certificates?</p> <ul style="list-style-type: none"> <li><input type="radio"/> They do not require a Medical Fitness Certificate.</li> <li><input type="radio"/> Every 12 months.</li> <li><input type="radio"/> Every 18 months.</li> <li><input type="radio"/> Every two years.</li> </ul>	<p><b>Answer:</b> <i>Every 12 months.</i></p> <p>Seafarers under 18 years of age may not be employed on any ship type unless that seafarer is the holder of a valid Medical Fitness Certificate (MFC) issued within the previous 12 months.</p>
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**3-48. MASTERS AND SENIOR OFFICERS.**

<p>How often must seafarers of forty years and over renew their Medical Fitness Certificates?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Every five years.</li> <li><input type="radio"/> Every two years.</li> <li><input type="radio"/> Every 12 months.</li> <li><input type="radio"/> They no longer require a Certificate.</li> </ul>	<p><b>Answer:</b> <i>Every two years.</i></p> <p>Seafarers aged forty years or more are required to undergo a medical examination at intervals not exceeding two years.</p>
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**3-49. MASTERS AND SENIOR OFFICERS.**

<p>Does MACI recognise Medical Fitness Certificates from other administrations?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, if they are in English.</li> <li><input type="radio"/> Yes, if they are in accordance with ILO Conventions.</li> <li><input type="radio"/> Yes, if they are in English and in accordance with ILO Conventions.</li> <li><input type="radio"/> On a case-by-case basis.</li> </ul>	<p><b>Answer:</b> <i>Yes, if they are in English and in accordance with ILO Conventions.</i></p> <p>Medical Fitness Certificates (MFCs) issued to seafarers by countries in accordance with the requirements of ILO Convention No.147 or No.73 are acceptable for employment on Cayman Islands vessels. The MFC must be provided in English.</p>
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**3-50. MASTERS AND SENIOR OFFICERS.**

<p>Is the Owner responsible for the return of a seafarer left behind or shipwrecked?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Not if the seafarer is dismissed for misconduct.</li> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Not if the seafarer is to blame for being left behind.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>The Owner of a Cayman Islands ship must, as soon as practicable, after a seafarer is left behind or brought ashore after shipwreck, make such provision as is necessary for his repatriation to his place of return. An Owner who fails to comply with this obligation commits an offence.</p>
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**3-51. MASTERS AND SENIOR OFFICERS.**

<p>Is the Owner responsible for the providing food, lodging and other relief to a seafarer left behind or shipwrecked?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Not if the seafarer is dismissed for misconduct.</li> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Not if the seafarer is to blame for being left behind.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>From the time when the seafarer is left behind or brought ashore after a shipwreck until he is repatriated or until the employer's obligation ceases, the Owner must make such provision for food and lodging and such other relief and</p>
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	<p>maintenance as may be necessary having regard to the seafarer's personal circumstances. Any provision for relief and maintenance should include:</p> <ul style="list-style-type: none"> <li>(a) clothing, toilet and other personal necessities</li> <li>(b) surgical or medical treatment and such dental or optical treatment (including the repair or replacement of any appliance) as cannot be postponed without impairing efficiency</li> <li>(c) sufficient money to meet any minor ancillary expenses necessarily incurred or likely to be so incurred by the seafarer for his relief and maintenance.</li> <li>(d) the repayment of expenses incurred in bringing a shipwrecked seafarer ashore and maintaining him until he is brought ashore; and</li> <li>(e) the payment of the expenses of the burial or cremation of a seafarer who dies before he can be repatriated.</li> </ul>
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### 3-52. MASTERS ONLY.

<p>What is the Master required to do after a seafarer is discovered to have been left behind?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Report it to the Owner.</li> <li><input type="radio"/> Make an entry in the Official Log Book.</li> <li><input type="radio"/> Make an entry in the list of crew.</li> <li><input type="radio"/> Make an entry in the Official Log Book and in the list of crew.</li> </ul>	<p><b>Answer:</b>  <i>Make an entry in the Official Log Book and in the list of crew.</i></p> <p>The Master shall record in the Official Log Book (OLB) and in the list of crew-</p> <ul style="list-style-type: none"> <li>(a) the date and place where the seafarer was left behind and the reason, if known; and</li> <li>(b) any provisions which he has made on the Owner's behalf to ensure that the Shipping Master or proper officer are informed.</li> </ul> <p>It is an offence for the Master or Owner to not comply with these requirements.</p>
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**3-53. MASTERS AND SENIOR OFFICERS.**

<p>Where must a seafarer who is left behind, or shipwrecked, be returned to?</p> <ul style="list-style-type: none"> <li><input type="radio"/> To any place which may be agreed between the seafarer and Owner.</li> <li><input type="radio"/> To a place in the country in which he is resident.</li> <li><input type="radio"/> To any place which may be agreed between the seafarer and Owner, or to a country in which he is resident.</li> <li><input type="radio"/> There is no requirement to return him.</li> </ul>	<p><b>Answer:</b>  <i>To any place which may be agreed between the seafarer and Owner, or to a country in which he is resident.</i></p> <p>A seafarer who is left behind or shipwrecked shall be returned-</p> <ul style="list-style-type: none"> <li>(a) to a place in the country in which he is resident;</li> <li>(b) to any other place which may be agreed between the seafarer and Owner.</li> </ul>
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**3-54. MASTERS AND SENIOR OFFICERS.**

<p>Is it an offence to commit any act likely to cause loss or destruction of the ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, unless there is reasonable excuse.</li> <li><input type="radio"/> Yes, but only for the Master.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b>  <i>Yes, unless there is reasonable excuse.</i></p> <p>A Master or seafarer is guilty of an offence if (without reasonable excuse), while on board his ship or in its immediate vicinity-</p> <ul style="list-style-type: none"> <li>(a) he does any act which causes or is likely to cause the loss or destruction of or serious damage to his ship or its equipment; or the loss or destruction of or serious damage to any other ship or any structure; or the death of or serious injury to any person; or</li> <li>(b) he omits to do anything required to preserve his ship or its machinery, from being lost, destroyed or seriously damaged; or to preserve any person on board his ship from death or serious injury; or to prevent the ship from causing the loss or destruction of, or serious damage to, any other ship or any structure, or the death of or serious injury to any person not on board his ship.</li> </ul>
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**3-55. MASTERS AND SENIOR OFFICERS.**

<p>Is it an offence to commit any act likely to cause loss or destruction of the ship, or any of its equipment, or the loss or destruction of any other ship, or death or injury?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, unless there is reasonable excuse.</li> <li><input type="radio"/> Only for the Master.</li> <li><input type="radio"/> Only if it affects another ship.</li> <li><input type="radio"/> Only if it results in death or injury.</li> </ul>	<p><b>Answer:</b> <i>Yes, unless there is reasonable excuse.</i></p> <p>A Master or seafarer is guilty of an offence if (without reasonable excuse), while on board his ship or in its immediate vicinity-</p> <ul style="list-style-type: none"> <li>(a) he does any act which causes or is likely to cause the loss or destruction of or serious damage to his ship or its equipment; or the loss or destruction of or serious damage to any other ship or any structure; or the death of or serious injury to any person; or</li> <li>(b) he omits to do anything required to preserve his ship or its machinery, from being lost, destroyed or seriously damaged; or to preserve any person on board his ship from death or serious injury; or to prevent the ship from causing the loss or destruction of, or serious damage to, any other ship or any structure, or the death of or serious injury to any person not on board his ship.</li> </ul>
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**3-56. MASTERS AND SENIOR OFFICERS.**

<p>Is it an offence to fail to prevent any act likely to cause loss or destruction of the ship, or any of its equipment, or the loss or destruction of any other ship, or death or injury?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, unless there is reasonable excuse.</li> <li><input type="radio"/> Only for the Master.</li> <li><input type="radio"/> Only if it affects another ship.</li> <li><input type="radio"/> Only if it results in death or injury.</li> </ul>	<p><b>Answer:</b> <i>Yes, unless there is reasonable excuse.</i></p> <p>A Master or seafarer is guilty of an offence if (without reasonable excuse), while on board his ship or in its immediate vicinity-</p> <ul style="list-style-type: none"> <li>(a) he does any act which causes or is likely to cause the loss or destruction of or serious damage to his ship or its equipment; or the loss or destruction of or serious damage to any other ship or any structure; or the death of or serious injury to any person; or</li> <li>(b) he omits to do anything required to preserve his ship or its machinery, from being lost, destroyed or seriously damaged; or to preserve any person on board his ship from death or serious injury; or to prevent the ship from causing the loss or destruction of, or</li> </ul>
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	serious damage to, any other ship or any structure, or the death of or serious injury to any person not on board his ship.
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**3-57. MASTERS AND SENIOR OFFICERS.**

<p>Is it an offence for a seafarer to disobey lawful orders?</p> <p><input type="radio"/> Yes, always.</p> <p><input type="radio"/> Yes, if he does it regularly.</p> <p><input type="radio"/> Yes, if he combines with other seafarers on the ship.</p> <p><input type="radio"/> Only if it results in death or injury.</p>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>A seafarer is guilty of an offence if he either individually or in combination with other seafarers employed in that ship-</p> <p>(a) disobeys lawful commands which are required to be obeyed at a time while the ship is at sea;</p> <p>(b) neglects any duty which is required to be discharged at a time while the ship is at sea; or</p> <p>(c) impedes, at a time while the ship is at sea, the progress of a voyage or the navigation of the ship.</p>
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**3-58. MASTERS ONLY.**

<p>Is a seafarer financially liable for the costs incurred as a result of him being absent without leave?</p> <p><input type="radio"/> Yes always.</p> <p><input type="radio"/> Yes, unless there is reasonable excuse for his absence.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> It depends how long he is absent.</p>	<p><b>Answer:</b> <i>Yes, unless there is reasonable excuse for his absence.</i></p> <p>A seafarer is liable for damages arising through his being absent from the ship whilst he is required to be on board unless he proves that his absence was due to an accident, mistake or some other cause beyond his control and that he took all reasonable precautions to avoid being absent.</p>
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**3-59. MASTERS ONLY.**

<p>Is a seafarer financially liable for any costs incurred arising from an act of smuggling he is proved to have taken part in?</p> <p><input type="radio"/> Yes.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> It depends on what is being smuggled.</p> <p><input type="radio"/> Only if such acts are illegal in the country being visited.</p>	<p><b>Answer:</b> <i>Yes.</i></p> <p>If a seafarer found in civil proceedings before a court in the Islands to have committed an act of smuggling, he shall be liable for any loss or expense that the act has caused.</p>
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**3-60. MASTERS ONLY.**

<p>Is a seafarer financially liable if, whilst absent without leave in any foreign country, he incurs any immigration fines levied against his employers?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, unless there is reasonable excuse for his absence.</li> <li><input type="radio"/> Never.</li> <li><input type="radio"/> No, the Operator must pay.</li> </ul>	<p><b>Answer:</b> <i>Yes, unless there is reasonable excuse for his absence.</i></p> <p>Under section 135 of MSL 2008, if a seafarer employed in the ship is absent without leave and present in a country in contravention of that country's laws, and if a penalty is incurred under those laws by the persons employing the seafarer, the penalty shall be treated as being attributable to his absence without leave and may be recovered from him. Under section however, the amount recoverable is limited to between CI\$300 and CI\$500, depending on the nature of the damages incurred.</p>
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**3-61. MASTERS AND SENIOR OFFICERS.**

<p>Under what circumstances can MACI undertake an inquiry into whether an officer is fit to serve in a Cayman Islands ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Misconduct.</li> <li><input type="radio"/> Serious Negligence of any kind.</li> <li><input type="radio"/> Failure to provide assistance following a collision.</li> <li><input type="radio"/> All of the above.</li> </ul>	<p><b>Answer:</b> <i>All of the above.</i></p> <p>If it appears that an officer is unfit to discharge his duties, whether by reason of incompetence or misconduct, or has been seriously negligent in the discharge of his duties, or has failed to provide assistance following a collision, an inquiry may be held, which will include one or more assessors with maritime expertise, to determine if the allegations are founded.</p> <p>The inquiry may suspend, pending the outcome of the inquiry, any Cayman Islands Recognition Endorsement issued to the officer and require that the officer deliver up the Endorsement to MACI. In the event that it is found the allegations are upheld, MACI may permanently cancel the Endorsement or extend the period of suspension.</p> <p>MACI cannot deal with the underlying Certificate of Competency since this was issued by another (Issuing) State, but a full</p>
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	report on the inquiry would be forward to the Issuing State for its consideration.
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### 3-62. MASTERS AND SENIOR OFFICERS.

<p>If an inquiry into the fitness of an officer to serve finds that he is unfit to serve what must the officer do?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Surrender any Endorsement issued by MACI immediately to MACI.</li> <li><input type="radio"/> Surrender any Endorsement issued by MACI within three months to MACI.</li> <li><input type="radio"/> Appeal and continue working whilst the appeal is considered.</li> <li><input type="radio"/> Surrender any Endorsement issued by MACI at the next port of call.</li> </ul>	<p><b>Answer:</b> <i>Surrender any Endorsement issued by MACI immediately to MACI.</i></p> <p>If as a result of the inquiry the officer is deemed to be unfit to hold a Certificate then any Recognition Endorsement issued by MACI will be cancelled or suspended, and the officer must deliver it to MACI immediately.</p>
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### 3-63. MASTERS AND SENIOR OFFICERS.

<p>When must a seafarer who is left behind, or shipwrecked, be paid?</p> <ul style="list-style-type: none"> <li><input type="radio"/> In full upon discovery of being left behind.</li> <li><input type="radio"/> In full within 28 days.</li> <li><input type="radio"/> In full within 28 days, less any expenses incurred in returning the seafarer to his place of return.</li> <li><input type="radio"/> There is no time limit.</li> </ul>	<p><b>Answer:</b> <i>In full within 28 days.</i></p> <p>In the case of a seafarer left behind in any country the wages due under a Crew Agreement to a seafarer (except when he leaves the ship upon being discharged) should be paid to him in full by the person employing him (or the Master acting on the employers behalf) within 28 days from the time when he was returned to his place of return. When the Owner's obligation to return a seafarer ceases the wages shall be paid within 28 days from the date the obligation ceased. If the employer does not know the seafarer's current address, an account and notice that the wages may be had on application to the employer shall be sent to the seafarer's last known address.</p>
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**3-64. MASTERS ONLY.**

<p>Who is responsible for the expenses incurred in the repatriation of a seafarer from a port abroad?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The seafarer.</li> <li><input type="radio"/> The employer.</li> <li><input type="radio"/> The employer, unless the seafarer has breached his contract.</li> <li><input type="radio"/> The authorities of the State where the expenses were incurred.</li> </ul>	<p><b>Answer:</b> <i>The employer.</i></p> <p>Section 136 of the MSL 2008 addresses the repatriation of seafarers. Essentially the employer remains responsible for repatriation costs.</p> <p>Where a seafarer dies before he is repatriated the employer is responsible for the payment of the expenses of the burial or cremation of a seafarer who dies before he can be returned.</p>
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**3-65. HIGH PRIORITY. MASTERS ONLY.**

<p>Can the Official Log Book or extracts from it be submitted as evidence in court?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Only if it is incorrectly completed.</li> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> It depends on the nature of the court investigation.</li> </ul>	<p><b>Answer:</b> <i>Yes.</i></p> <p>The Official Log book or extracts from it may be submitted as evidence in the courts of the Cayman Islands.</p>
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**3-66. MASTERS AND SENIOR OFFICERS.**

<p>Can the Master delegate responsibility for making entries to the Official Log Book?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, but only for entries that do not specifically require an entry by the Master in person.</li> <li><input type="radio"/> Yes, but only to the Chief Mate.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b> <i>Yes, but only for entries that do not specifically require an entry by the Master in person.</i></p> <p>The Master is permitted to delegate the making of certain entries to an officer so authorised by him. No delegation of authority may be granted where the schedule shows that the Master in person must sign the entry and only duly Certificated officers may be authorised by the Master to act in his stead. Where an officer is so authorised an entry should be made in the narrative section of OLB.</p>
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**3-67. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>What is the procedure for amending or cancelling an entry in the Official Log Book?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Delete or remove the original entry in its entirety.</li> <li><input type="radio"/> Amend the entry to correct the error.</li> <li><input type="radio"/> Make a further entry, without altering the original entry.</li> <li><input type="radio"/> Draw a line through the original entry.</li> </ul>	<p><b>Answer:</b> <i>Make a further entry, without altering the original entry.</i></p> <p>If it is necessary to amend or cancel an entry in the OLB this must be done by a further entry, not by altering the original entry. Any person, who intentionally destroys, mutilates or renders illegible any entry in any log book, is guilty of an offence.</p>
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**3-68. MASTERS AND SENIOR OFFICERS.**

<p>Which date format should be used for entries into the Official Log Book?</p> <ul style="list-style-type: none"> <li><input type="radio"/> DD/MM/YYYY.</li> <li><input type="radio"/> MM/DD/YYYY.</li> <li><input type="radio"/> It does not matter, as long as the same format is used at all times.</li> <li><input type="radio"/> Any format the Master wishes.</li> </ul>	<p><b>Answer:</b> <i>DD/MM/YYYY.</i></p> <p>The date format for entries in Official Log Books for Cayman Islands Registered ships is DD/MM/YYYY e.g. 01/04/2010.</p>
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**3-69. MASTERS AND SENIOR OFFICERS.**

<p>From where should the details of the ship's particulars for the cover sheet of the Official Log Book be taken?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Information provided by the operator.</li> <li><input type="radio"/> The Ship's Certificate of British Registry.</li> <li><input type="radio"/> The Design Specification.</li> <li><input type="radio"/> The Class Certificate.</li> </ul>	<p><b>Answer:</b> <i>The Ship's Certificate of British Registry.</i></p> <p>The first entries are simply the details of the ship, name, Port of Registry, official number, gross tonnage, and net tonnage. The details should be taken from the ship's Certificate of British Registry.</p>
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**3-70. MASTERS AND SENIOR OFFICERS.**

<p>Which of the following Radio Installation tests need NOT be carried out daily?</p> <ul style="list-style-type: none"> <li>○ The proper functioning of the Digital Selective Calling (DSC) facilities without radiation of signals.</li> <li>○ The condition of batteries providing a source of energy for any part of the radio installations to ensure, where necessary, they are brought up to the fully charged condition.</li> <li>○ The checking of Printer(s) to ensure there is an adequate supply of paper.</li> <li>○ The functioning of the reserve source of energy if the reserve source of energy is not a battery (for example, a motor generator).</li> </ul>	<p><b>Answer:</b>  <i>The functioning of the reserve source of energy if the reserve source of energy is not a battery (for example, a motor generator).</i></p> <p>Daily tests are required of-</p> <ul style="list-style-type: none"> <li>(a) The proper functioning of the Digital Selective Calling (DSC) facilities shall be tested at least once each day, without radiation of signals, by use of the means provided on the equipment.</li> <li>(b) Batteries providing a source of energy for any part of the radio installations shall be tested daily, and where necessary, brought up to the fully charged condition.</li> <li>(c) Printer(s) shall be checked daily to ensure there is an adequate supply of paper.</li> </ul>
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**3-71. MASTERS AND SENIOR OFFICERS.**

<p>Which of the following Radio Installation tests should be carried out more regularly than weekly?</p> <ul style="list-style-type: none"> <li>○ The proper operation of the DSC facilities shall be tested by means of a test call when within communication range of a coast station fitted with DSC equipment.</li> <li>○ Printer(s) shall be checked to ensure there is an adequate supply of paper.</li> <li>○ The reserve source of energy if the reserve source of energy is not a battery (for example, a motor generator).</li> <li>○ No tests are required to be carried out more often than weekly.</li> </ul>	<p><b>Answer:</b>  <i>Printer(s) shall be checked to ensure there is an adequate supply of paper.</i></p> <p>Weekly tests are required of-</p> <ul style="list-style-type: none"> <li>(a) the proper operation of the DSC facilities shall be tested at least once a week by means of a test call when within communication range of a coast station fitted with DSC equipment. Where a ship has been out of communication range of a coast station fitted with DSC equipment for a period of longer than one week, a test call shall be made on the first opportunity that the ship is within communication range such as a coast station.</li> <li>(b) where the reserve source of energy is not a battery (for example, a motor generator), the reserve source of energy shall be tested weekly.</li> </ul>
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**3-72. MASTERS AND SENIOR OFFICERS.**

<p>Which of the following Radio Installation tests should be carried out more regularly than monthly?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Each Search and Rescue (SAR) radar transponder shall be tested and checked for security and signs of damage.</li> <li><input type="radio"/> The proper operation of the DSC facilities shall be tested by means of a test call when within communication range of a coast station fitted with DSC equipment.</li> <li><input type="radio"/> The conditions of all aerials and insulators.</li> <li><input type="radio"/> Each survival craft two-way VHF equipment.</li> </ul>	<p><b>Answer:</b>  <i>The proper operation of the DSC facilities shall be tested by means of a test call when within communication range of a coast station fitted with DSC equipment.</i></p> <p>Monthly tests are required of-</p> <ul style="list-style-type: none"> <li>(a) each Emergency position indicating radio beacon (EPIRB) and satellite EPIRB shall be tested at least once a month to determine its capability to operate properly using the means provided on the device and without using the satellite system.</li> <li>(b) each search and rescue (SAR) radar transponder shall be checked at least once a month using the in-built test facility and checked for security and signs of damage.</li> <li>(c) a check shall be made at least once a month on the security and condition of all batteries providing a source of energy for any part of a radio installation. The battery connections and compartment shall also be checked.</li> <li>(d) a check shall be made at least once a month on the conditions of all aerials and insulators.</li> <li>(e) each survival craft two-way VHF equipment shall be tested at least once a month on a frequency other than 156.8 MHz (VHF Channel 16).</li> </ul>
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**3-73. MASTERS AND SENIOR OFFICERS.**

<p>Other than the Official Log Book and the GMDSS Log Book are any other log or record books required to be carried onboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> None, as long as you record everything in the Official Log Book.</li> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Only if the ship is over 1000 gross tonnage.</li> </ul>	<p><b>Answer:</b>  <i>Yes.</i></p> <p>Section 140(6) of the MSL 2008 requires that Deck Log Book and Engine Room Log book are kept on every Cayman Islands Ship. Other record / Log Books to be carried on board Cayman Islands Registered vessels vary depending on the type and size of vessel and may include Oil Record Books, Garbage Record Books and Cargo Record Books as well as the GMDSS Log Book.</p>
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**3-74. HIGH PRIORITY. MASTERS ONLY.**

<p>When the Master hands over command to an incoming Master to whom must he give the documents relating to the ship and crew?</p> <ul style="list-style-type: none"><li><input type="radio"/> The Owner / Operator.</li><li><input type="radio"/> The first officer.</li><li><input type="radio"/> The incoming Master.</li><li><input type="radio"/> MACI.</li></ul>	<p><b>Answer:</b> <i>The incoming Master.</i></p> <p>If the Master ceases to be Master of the ship during a voyage of the ship he shall deliver to his successor the documents relating to the ship or its crew which are in his custody. If, without reasonable excuse, the Master fails to comply then he is guilty of an offence.</p>
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#### 4. PREVENTION OF COLLISIONS AND SAFETY OF NAVIGATION - PART VI OF MSL 2008:

All questions within this section may be set for both Masters and Senior Officers.

##### 4-1. HIGH PRIORITY.

<p>Is it essential that the International Regulations for Preventing Collisions at Sea are complied with whilst upon the high seas?</p> <p><input type="radio"/> Yes, always.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> Yes, except in extreme circumstances.</p> <p><input type="radio"/> Only if it is necessary for the voyage.</p>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>The UK has extended the Convention on International Regulations for Preventing Collisions at Sea 1972, as amended (COLREG 72) to the Cayman Islands therefore all Owners and Masters must follow these International Regulations which are implemented by the Merchant Shipping (Safety of Navigation) Regulations, 2004 and Merchant Shipping (Prevention of Collisions and Use of Distress Signals) Regulations, 2003. Failure to comply with these Regulations is an offence and the penalty may incur two years imprisonment.</p>
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##### 4-2.

<p>Must vessels comply with the provisions of Rule 10 of Regulations for Preventing Collisions at Sea whilst in a Traffic Separation Scheme adopted by the IMO?</p> <p><input type="radio"/> Yes, always.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> Yes, except in certain circumstances.</p> <p><input type="radio"/> Only if other ships are around.</p>	<p><b>Answer:</b> <i>Yes, except in certain circumstances.</i></p> <p>All Cayman Islands vessels using a Traffic Separation Scheme must comply with all relevant requirements relating to such use unless exempted under Rule 10(k) and (l) of COLREG 72 (vessels restricted in their ability to manoeuvre).</p>
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##### 4-3.

<p>Which of the following vessels may be exempt from complying with Traffic Separation Scheme (TSS) requirements?</p> <p>(a) Fishing Vessels.</p> <p>(b) Vessels laying or picking up a submarine cable.</p> <p>(c) Pleasure vessels under 24m.</p> <p>(d) Vessels maintaining aids to navigation within the</p>	<p><b>Answer:</b> <i>(b) and (d).</i></p> <p>Vessels restricted in their ability to manoeuvre due to carrying out maintenance of safety of navigation in a Traffic Separation Scheme (TSS), or when engaged in an operation for the laying,</p>
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<p>TSS.</p> <ul style="list-style-type: none"> <li><input type="radio"/> None of the above.</li> <li><input type="radio"/> Only (c).</li> <li><input type="radio"/> All of the above.</li> <li><input type="radio"/> (b) and (d).</li> </ul>	<p>servicing or picking up of a submarine cable within a TSS, are exempt to the extent necessary.</p>
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**4-4.**

<p>Who is liable if a collision occurs between two vessels?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Both are equally liable.</li> <li><input type="radio"/> Neither is liable.</li> <li><input type="radio"/> Liability depends on degree of fault by each vessel.</li> <li><input type="radio"/> It depends on which vessel sustains the worse damage.</li> </ul>	<p><b>Answer:</b> <i>Liability depends on degree of fault by each vessel.</i></p> <p>In cases where liability arises for collision damage, including damage to vessels, cargo, property of the crew, passengers or other persons on board, or to third parties, the courts will apportion liability according to the degree of fault of each ship involved. Where it is not possible to determine the degree of fault of each vessel, or if it appears that the faults are equal, liability would be apportioned equally. There should be no presumption of fault against a ship for a contravention of the collision regulations without proof of fault or negligence. If the collision is accidental or caused by force majeure the damages would be borne by those who have suffered them even if any of the vessels were at anchor at the time of the collision.</p> <p>If the collision is caused by the fault of one of the vessels, liability to make good the damage should normally attach to the one which has committed the fault. In respect of death or personal injury, the vessels at fault shall be jointly and severally liable to third parties.</p> <p>It should also be noted that these provisions regarding liability apply even where the collision is caused by the fault of a pilot on board the vessel, whether in a compulsory pilotage area or otherwise.</p>
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## 4-5.

<p>What must the Master do upon receiving a distress signal of any kind?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He is not obliged to do anything.</li> <li><input type="radio"/> Report the signal to the nearest authorities.</li> <li><input type="radio"/> Provide assistance, unless it is unreasonable or unnecessary.</li> <li><input type="radio"/> Provide assistance under all circumstances.</li> </ul>	<p><b>Answer:</b> <i>Provide assistance, unless it is unreasonable or unnecessary.</i></p> <p>The Master of a Cayman Islands ship must, without serious danger to his own ship, render assistance to anyone in danger of being lost at sea.</p> <p>If the Master receives a signal from any source that a ship (or aircraft or liferaft) is in distress, he must provide assistance to anyone in distress, informing them, if possible, that he is doing so.</p>
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## 4-6.

<p>If the Master decides it is unreasonable or unnecessary to provide assistance following a distress signal what must he do?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Call the operator.</li> <li><input type="radio"/> He is not obliged to do anything.</li> <li><input type="radio"/> Report the signal to the nearest authorities.</li> <li><input type="radio"/> Make an entry in the Official Log Book, explaining why he didn't respond and inform the appropriate Search and Rescue authorities.</li> </ul>	<p><b>Answer:</b> <i>Make an entry in the Official Log Book explaining why he didn't respond and inform the appropriate Search and Rescue authorities.</i></p> <p>If the master considers it unreasonable or unnecessary to proceed to their assistance, he must enter the reasons in the OLB and inform the appropriate Search and Rescue authorities.</p>
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## 4-7.

<p>If the Master discovers that other ships have responded to a distress signal does he still have to respond?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> Not if the vessel is "released" by the Search and Rescue authorities, or the Master of the ship in distress.</li> <li><input type="radio"/> Yes, but only if his ship is nearest.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b> <i>Not if the vessel is "released" by the Search and Rescue authorities or the Master of the ship in distress.</i></p> <p>SOLAS 74, Chapter V, Regulation 33, provides that if the Master is informed by the Search and Rescue authorities or the Master of the ship in distress that one or more other ships have responded to the distress call then he is released from the requirement to comply. Under Cayman Islands law, these requirements apply to Cayman Islands ships wherever they may be and to all other ships whilst they are within Cayman Islands waters.</p>
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**4-8. HIGH PRIORITY.**

<p>When should an incident or casualty resulting in the total loss or abandonment of the vessel be reported to MACI?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> As soon as practicable, but within 24 hours.</li> <li><input type="radio"/> Within 72 hours.</li> </ul>	<p><b>Answer:</b> <i>Immediately upon discovery.</i></p> <p>Any incident resulting in the loss or abandonment of the vessel must be reported by the Owner to MACI immediately upon the Owner becoming aware of the incident.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-9.**

<p>When should you report to MACI an incident or casualty resulting in collision?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> As soon as practicable, but within 24 hours</li> <li><input type="radio"/> Within 72 hours.</li> </ul>	<p><b>Answer:</b> <i>As soon as practicable, but within 24 hours.</i></p> <p>When a vessel is involved in any collision the Owner and the Master should inform MACI as soon as practicable but not more than 24 hours after the collision.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-10.**

<p>When should you report to MACI an incident or casualty resulting in a fire or explosion onboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> As soon as practicable.</li> <li><input type="radio"/> Within 72 hours.</li> </ul>	<p><b>Answer:</b> <i>As soon as practicable.</i></p> <p>When a fire or explosion occurs onboard the Owner and the Master should inform MACI as soon as is practicable.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-11.**

<p>When should you report to MACI an incident or casualty resulting in the grounding of a vessel?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> As soon as practicable.</li> <li><input type="radio"/> Within 48 hours.</li> </ul>	<p><b>Answer:</b> <i>As soon as practicable, but within 24 hours.</i></p> <p>When a vessel runs aground the Master and Owner should inform MACI as soon as is practicable even if the vessel is successfully refloated.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-12. HIGH PRIORITY.**

<p>When should you report to MACI an incident or casualty resulting in death or serious injury to a crewmember or a passenger?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> As soon as practicable, but within 24 hours.</li> <li><input type="radio"/> Within 72 hours.</li> </ul>	<p><b>Answer:</b> <i>Immediately upon discovery.</i></p> <p>When an accident results in a death or serious injury to a crew member or passenger onboard, ashore or elsewhere the Owner and Master must report this to MACI immediately.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-13.**

<p>When should an incident or casualty resulting in injury to a crewmember which results in the crewmember being unfit to discharge their duties for more than 72 hours be reported to MACI?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> Within 24 hours.</li> <li><input type="radio"/> Within a week of the accident.</li> </ul>	<p><b>Answer:</b> <i>Within 24 hours.</i></p> <p>Any accident that results in a crew member being unfit to discharge their duties for more than 72 hours should be reported to MACI within 24 hours.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-14.**

<p>When should you report to MACI an incident or casualty resulting in injury to a crewmember which results in the crewmember being unfit to discharge their duties for more than 24 hours but less than 72 hours?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Immediately upon discovery.</li> <li><input type="radio"/> When the Master's time permits.</li> <li><input type="radio"/> Within 24 hours.</li> <li><input type="radio"/> Within a week of the accident.</li> </ul>	<p><b>Answer:</b> <i>Within a week of the accident.</i></p> <p>Any accident that results in a crew member being unfit to discharge their duties for more than 24 but less than 72 hours should be reported to MACI within seven days of the incident.</p> <p>For all incidents a report of the accident or damage should be submitted by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**4-15.**

<p>When reporting an accident to MACI what minimum information must be provided?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The place where the ship is located.</li> <li><input type="radio"/> The circumstances in which the accident or damage occurred.</li> <li><input type="radio"/> The probable cause of the accident or damage.</li> <li><input type="radio"/> All of the above.</li> </ul>	<p><b>Answer:</b> <i>All of the above.</i></p> <p>Every report of accident or damage shall be signed by the Owner or Master of the ship, and shall state-</p> <ul style="list-style-type: none"> <li>(a) the name of the ship, the port to which the ship belongs, the official number, if any, of the ship and the place where the ship is located;</li> <li>(b) the nature and extent of the accident or damage incurred;</li> <li>(c) the circumstances in which the accident or damage occurred; and</li> <li>(d) the probable cause of the accident or damage.</li> </ul> <p>Whoever who fails to report an accident and follow the correct procedures is guilty of an offence.</p>
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**4-16. HIGH PRIORITY.**

<p>How often must lifeboat drills be conducted on cargo ships?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Monthly.</li> <li><input type="radio"/> Never.</li> <li><input type="radio"/> Every two months.</li> <li><input type="radio"/> Every three months.</li> </ul>	<p><b>Answer:</b> <i>Monthly.</i></p> <p>Lifeboat and fire drills are to be conducted at least every week on passenger ships and at least monthly on cargo ships. The Master must enter a statement in the official log book on every occasion when a drill is practised on board, and when the</p>
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	appliances and equipment required to be carried are examined to see whether they are fit and ready for use, including the result of any such examination.
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**4-17. HIGH PRIORITY.**

<p>How often must fire drills take place on a cargo ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Monthly.</li> <li><input type="radio"/> Never.</li> <li><input type="radio"/> Every two months.</li> <li><input type="radio"/> Every three months.</li> </ul>	<p><b>Answer:</b> <i>Monthly.</i></p> <p>Lifeboat and fire drills are to be conducted at least every week on passenger ships and at least monthly on cargo ships. The Master must enter a statement in the official log book on every occasion when a drill is practised on board, and when the appliances and equipment required to be carried are examined to see whether they are fit and ready for use, including the result of any such examination.</p>
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**4-18.**

<p>If a fire drill or lifeboat test is postponed, when must a test take place?</p> <ul style="list-style-type: none"> <li><input type="radio"/> At the next suitable opportunity.</li> <li><input type="radio"/> When the next drill would have been due.</li> <li><input type="radio"/> It cannot be postponed.</li> <li><input type="radio"/> Within two weeks.</li> </ul>	<p><b>Answer:</b> <i>At the next suitable opportunity.</i></p> <p>If a drill is postponed or cancelled then it should take place at the next suitable opportunity.</p>
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**4-19.**

<p>On a ship over 1000 gross tonnage, how often must drills take place simulating a rescue from a dangerous space?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Monthly.</li> <li><input type="radio"/> Every two months.</li> <li><input type="radio"/> Every three months.</li> <li><input type="radio"/> Never.</li> </ul>	<p><b>Answer:</b> <i>Every two months.</i></p> <p>Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations, 2004, requires that the Master of any tanker or gas carrier of 500 gross tonnage and above, and any other ship of 1000 gross tonnage and above, must ensure that drills simulating the rescue of a crew member from a dangerous space are held at intervals not exceeding two months, and that a record of each such drill is entered in the Official Log Book.</p>
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**4-20.**

<p>Who must sign the record of musters, boat drills etc in the Official Log Book?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Master only.</li> <li><input type="radio"/> The Master's designated officer only.</li> <li><input type="radio"/> The Master and one other crewmember.</li> <li><input type="radio"/> The Master's designated office and one other crewmember.</li> </ul>	<p><b>Answer:</b> <i>The Master and one other crewmember.</i></p> <p>Every entry in the Official Log Book (OLB) must be signed by the Master and by one other crew member. If it is not signed by both, the entry is invalid and will not be accepted as proof that the drills have been carried out.</p>
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**4-21. HIGH PRIORITY.**

<p>How often must the emergency steering systems be tested?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Once a month.</li> <li><input type="radio"/> Once every three months.</li> <li><input type="radio"/> Every six months.</li> <li><input type="radio"/> Never.</li> </ul>	<p><b>Answer:</b> <i>Once every three months.</i></p> <p>Cayman Islands Laws require that emergency steering systems to be tested every 3 months.</p>
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**4-22. HIGH PRIORITY.**

<p>What is the maximum period prior to departure in which the steering gear must be tested?</p> <ul style="list-style-type: none"> <li><input type="radio"/> 48 hours prior to departure.</li> <li><input type="radio"/> 24 hours prior to departure.</li> <li><input type="radio"/> 12 hours prior to departure.</li> <li><input type="radio"/> Immediately prior to departure.</li> </ul>	<p><b>Answer:</b> <i>12 hours prior to departure.</i></p> <p>Chapter V of SOLAS 74 requires that within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew.</p>
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**4-23.**

<p>Who is responsible for signing entries in the Official Log Book, regarding records of test drills and inspections of steering gear?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Master only.</li> <li><input type="radio"/> The Master and an officer.</li> <li><input type="radio"/> An officer only.</li> <li><input type="radio"/> The Safety Official.</li> </ul>	<p><b>Answer:</b> <i>The Master and an officer.</i></p> <p>All entries regarding records of test drills and inspections of steering gear must be signed by the Master and an officer to be valid.</p>
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## 4-24.

<p>Which if the following should be tested under a SOLAS steering gear test?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The auxiliary steering gear.</li> <li><input type="radio"/> The rudder angle indicators, in relation to the actual position of the rudder.</li> <li><input type="radio"/> The remote steering gear control system power failure alarms.</li> <li><input type="radio"/> All of the above.</li> </ul>	<p><b>Answer:</b> <i>All of the above.</i></p> <p>The test procedure shall include, where applicable, the operation of the following-</p> <ul style="list-style-type: none"> <li>(a) the main steering gear;</li> <li>(b) the auxiliary steering gear;</li> <li>(c) the remote steering gear control systems;</li> <li>(d) the steering positions located on the navigation bridge;</li> <li>(e) the emergency power supply;</li> <li>(f) the rudder angle indicators in relation to the actual position of the rudder;</li> <li>(g) the remote steering gear control system power failure alarms;</li> <li>(h) the steering gear power unit failure alarms; and</li> <li>(i) automatic isolating arrangements and other automatic equipment.</li> </ul>
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## 4-25.

<p>What Nautical Publications must be carried on board? (not yachts)</p> <ul style="list-style-type: none"> <li><input type="radio"/> There are no requirements.</li> <li><input type="radio"/> All the publications, in the most recent edition, as required by the 2002 Nautical Publications Regulations.</li> <li><input type="radio"/> Versions of all the publications, as required by the 2002 Nautical Publications Regulations.</li> <li><input type="radio"/> The publications required by the 2002 Nautical Publications Regulations, that the Master and Operator deem appropriate for the vessel.</li> </ul>	<p><b>Answer:</b> <i>All the publications, in the recent edition as required by the 2002 Nautical Publications Regulations.</i></p> <p><a href="#">Shipping Notice 13/2004</a> states the current statutory and other requirements for publications, log books and manuals on Cayman Islands vessels to be carried by Cayman Islands ships. The Carriage of Nautical Publications Regulations, 2002, requires all ships, except those less than 12m in registered length and pleasure vessels, to carry the Nautical Publications as specified in those Regulations. It is to be noted that some Publications are required to be carried regardless of the vessel's type or scope of voyage, whilst others are to be carried as appropriate for the intended voyage. In all cases the Publications should be the latest obtainable edition and incorporate the latest relevant supplements and corrections. Pleasure vessels are not required by law to carry any of the prescribed documents. However,</p>
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	MACI policy is to recommend carriage of <u>all</u> relevant documents, subject to applicable tonnage requirements, in the interests of safe, proper and professional operation of the vessel.
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## 5. INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE - SECTION 183 OF MSL 2008:

All questions within this section may be set for both Masters and Senior Officers.

### 5-1.

<p>What is the ISM Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The International Management Code for the Safe Operation of Ships and for Pollution Prevention.</li> <li><input type="radio"/> A Code to enhance the security of ships and port facilities.</li> <li><input type="radio"/> The International Code for the Safe Manning of Ships.</li> <li><input type="radio"/> A Code for the independent survey and monitoring of ships.</li> </ul>	<p><b>Answer:</b>  <i>The International Management Code for the Safe Operation of Ships and for Pollution Prevention.</i></p> <p>The purpose of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (<a href="#">ISM Code</a>) is to provide an international standard for the safe management and operation of ships and for pollution prevention.</p>
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### 5-2.

<p>Must Cayman Islands ships abide by the ISM Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Only cargo ships over 500 gross tonnage (subject to SOLAS).</li> <li><input type="radio"/> Only passenger ships (subject to SOLAS).</li> <li><input type="radio"/> Only cargo ships over 500 gross tonnage and passenger ships (subject to SOLAS).</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b>  <i>Only cargo ships over 500 gross tonnage and passenger ships (subject to SOLAS).</i></p> <p>All Cayman Islands registered commercial ships over 500 gross tonnage, on international voyages and passenger ships and such other ships whilst in Cayman Islands waters must adhere to the Code.</p>
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### 5-3.

<p>When is an interim verification under the ISM Code required?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Upon initial registration.</li> <li><input type="radio"/> After the first six months of operation.</li> <li><input type="radio"/> Between the 2<sup>nd</sup> and 3<sup>rd</sup> year of operation.</li> <li><input type="radio"/> Before any verification or audit conducted by MACI.</li> </ul>	<p><b>Answer:</b>  <i>Upon initial registration.</i></p> <p>On initial registration a Cayman Islands ship undergoes an “interim” verification to ascertain that a Safety Management System (SMS) is in place. Following this interim assessment, which may exceptionally be delegated to Class, an interim Safety Management Certificate (SMC), valid for up to six months, will be issued. Towards the end of the period of validity of the interim SMC an initial audit will be</p>
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	conducted by MACI to ascertain that the SMS is being operated satisfactorily.
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**5-4.**

<p>When must an intermediate shipboard verification for the ISM Code take place?</p> <p><input type="radio"/> After six months.</p> <p><input type="radio"/> Between the 2<sup>nd</sup> and 3<sup>rd</sup> anniversary of the Safety Management Certificate (SMC).</p> <p><input type="radio"/> After five years.</p> <p><input type="radio"/> None of the above.</p>	<p><b>Answer:</b> <i>Between the 2<sup>nd</sup> and 3<sup>rd</sup> anniversary of the Safety Management Certificate (SMC).</i></p> <p>An intermediate shipboard verification is required and it should take place between the second and third anniversary of the SMC.</p>
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**5-5.**

<p>How long is a full Safety Management Certificate (SMC) valid for?</p> <p><input type="radio"/> Six months.</p> <p><input type="radio"/> For up to 2 years.</p> <p><input type="radio"/> For up to 3 years.</p> <p><input type="radio"/> For up to 5 years.</p>	<p><b>Answer:</b> <i>For up to 5 years.</i></p> <p>Following successful audit, the ship will be issued with a full time International SMC, where it meets all requisite provisions, valid for up to five years.</p>
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**5-6.**

<p>How long may a DOC be valid for?</p> <p><input type="radio"/> Six months.</p> <p><input type="radio"/> For up to 2 years.</p> <p><input type="radio"/> For up to 3 years.</p> <p><input type="radio"/> For up to 5 years.</p>	<p><b>Answer:</b> <i>For up to 5 years.</i></p> <p>A Document of Compliance (DOC) will be issued to the Company following satisfactory audit to ensure compliance with the Code by the Company. A DOC is issued with a period of validity of up to five years after which it must be renewed. The DOC is subject to annual verification.</p>
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**5-7.**

<p>What documents must be carried onboard to comply with the ISM Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A copy of the SMC Certificate and a copy of the DOC.</li> <li><input type="radio"/> The original SMC Certificate and a copy of the DOC.</li> <li><input type="radio"/> A copy of the SMC Certificate and the original DOC.</li> <li><input type="radio"/> The original SMC Certificate and the original DOC.</li> </ul>	<p><b>Answer:</b> <i>The original SMC Certificate and a copy of the DOC.</i></p> <p>The original SMC issued to the ship must be carried onboard and available for inspection at all times, along with a copy of the DOC. It is an offence to attempt to proceed to sea without these Certificates onboard and the ship is subject to detention.</p>
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**5-8.**

<p>Who should carry out the shipboard audit for compliance with the International Safety Management (ISM) Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Operator.</li> <li><input type="radio"/> Your Classification Society.</li> <li><input type="radio"/> MACI.</li> <li><input type="radio"/> None of the above.</li> </ul>	<p><b>Answer:</b> <i>MACI.</i></p> <p>In most cases all shipboard audits for the ISM Code will be carried out by CISR Surveyors. ISM shipboard audits should be arranged in plenty of time through contact with the CISR.</p>
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**5-9.**

<p>In complying with the ISM Code what must the Owner and Master ensure?</p> <ul style="list-style-type: none"> <li>(a) The condition of the ship, including its structure, machinery and equipment, is maintained so as to comply with the relevant provisions of the ISM Code applicable to the ship and that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board.</li> <li>(b) After any survey required by the ISM Code has been completed, no material change is made to the structure, machinery and equipment of the ship which was subject to the survey without the approval of a surveyor, except by direct replacement.</li> <li>(c) Whenever an accident occurs to a ship or a defect is discovered either of which affects the safety of the ship or the efficiency or completeness of the ship, including its structure, machinery and equipment it is reported.</li> </ul>	<p><b>Answer:</b> <i>(a), (b) and (c).</i></p> <p>The Owner and Master shall ensure that-</p> <ul style="list-style-type: none"> <li>(a) the condition of the ship, including its structure, machinery and equipment, is maintained so as to comply with the relevant provisions of the ISM Code applicable to the ship and that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board;</li> <li>(b) after any survey required by the ISM Code has been completed, no material change is made to the structure, machinery and equipment of the ship which was subject to the survey without the approval of a surveyor, except by direct replacement; and</li> <li>(c) whenever an accident occurs to a ship or a defect is discovered either of</li> </ul>
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<ul style="list-style-type: none"> <li><input type="radio"/> (a), (b) and (c).</li> <li><input type="radio"/> (a) and (b).</li> <li><input type="radio"/> (a) and (c).</li> <li><input type="radio"/> (b) and (c).</li> </ul>	<p>which affects the safety of the ship or the efficiency or completeness of the ship, including its structure, machinery and equipment-</p> <ul style="list-style-type: none"> <li>(i) it is reported at the earliest opportunity to a surveyor or a proper officer; and</li> <li>(ii) if a Cayman Islands ship is, in such a case, in a port outside the Islands, it is also reported to the appropriate authorities of the country in which the port is situated.</li> </ul>
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**5-10.**

<p>When an accident occurs to a ship or a defect is discovered which affects the safety of the ship who should it be reported to?</p> <ul style="list-style-type: none"> <li><input type="radio"/> To a MACI Surveyor or a proper officer at the earliest opportunity and, if in a port outside the Islands, it should also be reported to the authorities of the country in which the port is situated.</li> <li><input type="radio"/> Only to a MACI Surveyor or a proper Officer at the earliest opportunity regardless of the location.</li> <li><input type="radio"/> Only to the authorities of the country in which the port is situated.</li> <li><input type="radio"/> To the Classification Society.</li> </ul>	<p><b>Answer:</b> <i>To a MACI surveyor or a proper officer at the earliest opportunity and, if in a port outside the Islands, it should also be reported to the authorities of the country in which the port is situated.</i></p> <p>Whenever an accident occurs to a ship or a defect is discovered either of which affects the safety of the ship or the efficiency or completeness of the ship, including its structure, machinery and equipment-</p> <ul style="list-style-type: none"> <li>(a) it is reported at the earliest opportunity to a surveyor or a proper officer; and</li> <li>(b) if a Cayman Islands ship is in such a case in a port outside the Islands, it is also reported to the appropriate authorities of the country in which the port is situated.</li> </ul>
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**5-11.**

<p>Does every Shipping Company require a Designated Person Ashore (DPA)?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Not if the Master is able to assume the role.</li> <li><input type="radio"/> Only for certain ships.</li> </ul>	<p><b>Answer:</b> <i>Yes.</i></p> <p>To ensure that there is an effective link between the Company and those onboard ship every Company must appoint a Designated Person or Persons Ashore (DPA) having direct access to the highest levels of management within the Company.</p>
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	<p>The responsibility and role of the DPA includes the monitoring of the operation of each ship with respect to safety and pollution prevention and ensuring that adequate resource and shore based support are readily available to the ship as required.</p>
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**6. INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) CODE - SECTIONS 206 TO 211 OF MSL 2008:**

All questions within this section may be set for both Masters and Senior Officers.

**6-1.**

<p>What is the ISPS Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The International Salvage of Property from Ships Code.</li> <li><input type="radio"/> The International Ship and Port Facility Security Code.</li> <li><input type="radio"/> The International Management Code for the Safe Operation of Ships and for Pollution Prevention.</li> <li><input type="radio"/> The International Special Purpose Ships Code.</li> </ul>	<p><b>Answer:</b>  <i>The International Ship and Port Facility Security Code.</i></p> <p>The International Ship and Port Facility Security Code (<a href="#">ISPS Code</a>) contains a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States. The ISPS Code is implemented through chapter XI-2 of the (<a href="#">SOLAS 74</a>) - Special Measures to Enhance Maritime Security. The Code has two parts, one mandatory and one recommendatory.</p> <p>In essence, the Code takes the approach that ensuring the security of ships and port facilities is a risk management activity and that, to determine what security measures are appropriate, an assessment of the risks must be made in each particular case. The purpose of the Code is to provide a standardised, consistent framework for evaluating risk, thus enabling Governments to offset changes in threat with changes in vulnerability levels for ships and port facilities through determination of appropriate security levels and corresponding security measures.</p>
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**6-2.**

<p>Which Cayman Islands ships must comply with the ISPS Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Only cargo ships over 500 gross tonnage (subject to SOLAS).</li> <li><input type="radio"/> Only passenger ships (subject to SOLAS).</li> <li><input type="radio"/> Only cargo ships over 500 gross tonnage and passenger ships (subject to SOLAS).</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b>  <i>Only cargo ships over 500 gross tonnage and passenger ships (subject to SOLAS).</i></p> <p>The ISPS Code is part of SOLAS 74 and so compliance is mandatory for the Contracting Parties. The UK has extended its ratification of SOLAS 74 to the Cayman Islands and therefore all Cayman Islands registered commercial ships over 500 gross tonnage, and all passenger ships, on international voyages, must adhere to the Code.</p>
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**6-3.**

<p>When is an interim verification under the ISPS Code required?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Upon initial registration.</li> <li><input type="radio"/> After the first six months of operation.</li> <li><input type="radio"/> Between the 2<sup>nd</sup> and 3<sup>rd</sup> year of operation.</li> <li><input type="radio"/> Before any verification or audit conducted by MACI.</li> </ul>	<p><b>Answer:</b>  <i>Upon initial registration.</i></p> <p>All Cayman Islands registered commercial ships over 500 gross tonnage, and passenger ships, on international voyages, shall, on initial registration, undergo an “interim” assessment for compliance with the Code. Following this interim assessment, which may be delegated to Class, an interim International Ship Security Certificate (SSC), valid for up to six months, will be issued.</p>
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**6-4.**

<p>When must an intermediate shipboard verification under the ISPS Code take place?</p> <ul style="list-style-type: none"> <li><input type="radio"/> After six months.</li> <li><input type="radio"/> Between the 2<sup>nd</sup> and 3<sup>rd</sup> anniversary of the International Ship Security Certificate (SSC).</li> <li><input type="radio"/> After five years.</li> <li><input type="radio"/> None of the above.</li> </ul>	<p><b>Answer:</b>  <i>Between the 2<sup>nd</sup> and 3<sup>rd</sup> anniversary of the International Ship Security Certificate (SSC).</i></p> <p>An intermediate shipboard verification is required and it should take place between the second and third anniversary of the International Ship Security Certificate (SSC).</p>
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**6-5.**

<p>How long may a full International Ship Security Certificate (SSC) be valid for?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Six months.</li> <li><input type="radio"/> For up to 2 years.</li> <li><input type="radio"/> For up to 3 years.</li> <li><input type="radio"/> For up to 5 years.</li> </ul>	<p><b>Answer:</b> <i>For up to 5 years.</i></p> <p>Following successful initial audit, the ship will be issued with a full time International Ship Security Certificate (SSC) where it meets all requisite provisions, valid for up to five years.</p>
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**6-6.**

<p>What documents must be carried onboard to comply with the ISPS Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> None, compliance is voluntary.</li> <li><input type="radio"/> A copy of the International Ship Security Certificate (SSC).</li> <li><input type="radio"/> The original International Ship Security Certificate (SSC).</li> <li><input type="radio"/> A copy of the Document of Compliance (DOC) and International Ship Security Certificate.</li> </ul>	<p><b>Answer:</b> <i>The original International Ship Security Certificate (SSC).</i></p> <p>Following successful initial audit, the ship will be issued with a full time International Ship Security Certificate (SSC) where it meets all requisite provisions, valid for up to five years. The original International SSC should be carried onboard at all times.</p>
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**6-7.**

<p>Who should carry out the shipboard audit for compliance with the ISPS Code?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Operator.</li> <li><input type="radio"/> An authorised Classification Society.</li> <li><input type="radio"/> MACI.</li> <li><input type="radio"/> An approved security consultant.</li> </ul>	<p><b>Answer:</b> <i>MACI.</i></p> <p>In most cases all shipboard audits for the ISPS Code will be carried out by MACI Surveyors, normally at the same time as the ISM audit.</p>
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**6-8.**

<p>What is Ship Security Level 1?</p> <ul style="list-style-type: none"> <li>○ The level for which minimum appropriate protective security measures are to be maintained at all times.</li> <li>○ The level at which appropriate additional protective security measures shall be maintained during a period of heightened security risk.</li> <li>○ The level for which further specific protective security measures are maintained, for a limited time when a security incident is probable or imminent, even though it may not be possible to identify the specific target.</li> <li>○ None of the above.</li> </ul>	<p><b>Answer:</b>  <i>The level for which minimum appropriate protective security measures are to be maintained at all times.</i></p> <p>Ship Security level 1: the level for which minimum appropriate protective security measures are to be maintained at all times.</p> <p>The ship must always match the security level applicable in the port (which are similar to ship security levels) but a ship can be at a higher level, but never at a lower level than the port. For each level of security the relevant tasks and procedures as set out in the Ship Security Plan should be put in place.</p>
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**6-9.**

<p>What is Ship Security Level 2?</p> <ul style="list-style-type: none"> <li>○ The level for which minimum appropriate protective security measures are to be maintained at all times.</li> <li>○ The level at which appropriate additional protective security measures shall be maintained during a period of heightened security risk.</li> <li>○ The level for which further specific protective security measures are maintained, for a limited time when a security incident is probable or imminent, even though it may not be possible to identify the specific target.</li> <li>○ None of the above.</li> </ul>	<p><b>Answer:</b>  <i>The level at which appropriate additional protective security measures shall be maintained during a period of heightened security risk.</i></p> <p>Ship Security level 2: the level at which appropriate additional protective security measures shall be maintained during a period of heightened security risk.</p> <p>The ship must always match the security level in the port (which are similar to ship security levels) but a ship can be at a higher level, but never at a lower level than the port. For each level of security the relevant tasks and procedures as set out in the Ship Security Plan should be put in place.</p>
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**6-10.**

<p>What is Ship Security Level 3?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The level for which minimum appropriate protective security measures are to be maintained at all times</li> <li><input type="radio"/> The level at which appropriate additional protective security measures shall be maintained during a period of heightened security risk</li> <li><input type="radio"/> The level for which further specific protective security measures are maintained, for a limited time when a security incident is probable or imminent, even though it may not be possible to identify the specific target.</li> <li><input type="radio"/> None of the above</li> </ul>	<p><b>Answer:</b>  <i>The level for which further specific protective security measures are maintained, for a limited time when a security incident is probable or imminent, even though it may not be possible to identify the specific target.</i></p> <p>Ship Security level 3: the level for which further specific protective security measures are maintained for a limited time when a security incident is probable or imminent even though it may not be possible to identify the specific target.</p> <p>The ship must always match the security level in the port (which are similar to ship security levels) but a ship can be at a higher level, but never at a lower level than the port. For each level of security the relevant tasks and procedures as set out in the Ship Security Plan should be put in place.</p>
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**6-11.**

<p>Must all relevant ships have a Ship Security Plan?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> It is only recommended.</li> <li><input type="radio"/> Only if there is a perceived security risk.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b>  <i>Yes, always.</i></p> <p>The Merchant Shipping (Maritime Security) Regulations 2007 made under section 208 of MSL 2008 require that all relevant Cayman Islands ships must maintain an approved Ship Security Plan (SSP) which should indicate the operational and physical security measures the ship itself should take to ensure it always operates at security level 1. The SSP should also indicate the additional, or intensified, security measures and actions the ship should take to move to or operate at security level 2 or 3 when instructed to do so.</p>
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**6-12.**

<p>Can a Port State request to see a Ship Security Plan?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Only if the port is at Security level 2 or higher.</li> <li><input type="radio"/> No, except in specific circumstances and only with the agreement of the Master and / or MACI.</li> <li><input type="radio"/> No, never.</li> </ul>	<p><b>Answer:</b>  <i>No, except in specific circumstances and only with the agreement of the Master and / or MACI.</i></p> <p>Ships using any port facilities may be subject to Port State Control inspections and additional control measures. The authorities may request information regarding the ship, cargo, passengers and personnel prior to entry into port. There may be circumstances in which entry into port could be denied. However, the authorities should not make a request to examine the Ship Security Plan.</p>
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**6-13.**

<p>Must a ship subject to the ISPS Code have a Ship Security Officer?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, except in certain circumstances.</li> <li><input type="radio"/> Only if there is a perceived security risk.</li> <li><input type="radio"/> It is only recommended.</li> </ul>	<p><b>Answer:</b>  <i>Yes, always.</i></p> <p>All ships shall have a designated Ship Security Officer (SSO) and his duties and responsibilities include-</p> <ul style="list-style-type: none"> <li>(a) Undertaking regular security inspections of the ship to ensure the appropriate security measures are maintained;</li> <li>(b) Maintaining and supervising the implementation of the ships security plan and any amendments;</li> <li>(c) Ensuring all security aspects of the cargo, stores, personnel, and luggage are co-ordinated with the security officer in the port;</li> <li>(d) Proposing any modifications to the security plans;</li> <li>(e) Reporting deficiencies to the Company Security Officer;</li> <li>(f) Enhancing security awareness among the crew;</li> <li>(g) Ensuring adequate training is given to shipboard personnel;</li> <li>(h) Reporting of all security incidents;</li> <li>(i) Implementing the security plan at the appropriate level; and</li> <li>(j) Ensuring all security equipment is functioning.</li> </ul>
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**6-14.**

<p>How often must the Ship Security Alarm System (SSAS) be tested</p> <ul style="list-style-type: none"> <li><input type="radio"/> Never.</li> <li><input type="radio"/> Every three months.</li> <li><input type="radio"/> When the crew changes.</li> <li><input type="radio"/> Every three months or when the crew changes.</li> </ul>	<p><b>Answer:</b> <i>Every three months or when the crew changes.</i></p> <p>To ensure the effective implementation of the Ship Security Plans on relevant Cayman Islands vessels, drills for the Ship Security Alarm System (SSAS) must be carried out at three month intervals, or more frequently upon changes of crew. Drills should take into account the ship type, personnel changes, facilities and countries to be visited in the future. Records of the drills and any deficiencies found must be kept in an appropriate form (which may include electronic format) to prove to Port State Control that the ship is in compliance with the Code.</p>
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**7. SAFETY OF LIFE AT SEA AND MARITIME SECURITY - PART VII OF MSL 2008:**

**7-1. MASTERS ONLY.**

<p>Where must any Certificate issued under the SOLAS regime be posted on the ship?</p> <p><input type="radio"/> It doesn't need to be posted on the ship.</p> <p><input type="radio"/> Anywhere.</p> <p><input type="radio"/> In the Master's office.</p> <p><input type="radio"/> In a prominent and accessible place.</p>	<p><b>Answer:</b> <i>In a prominent and accessible place.</i></p> <p>The Owner and Master of every ship issued with a Certificate under the SOLAS regime (including those for the ISM and ISPS Codes) must ensure that it is posted up in a prominent and accessible place in the ship.</p>
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**7-2. MASTERS ONLY.**

<p>Can a Cayman Islands vessel proceed to sea without being surveyed and issued with the appropriate Certificates?</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> Yes.</p> <p><input type="radio"/> Only if the voyage is urgent.</p> <p><input type="radio"/> Only if an exemption is granted.</p>	<p><b>Answer:</b> <i>No.</i></p> <p>No Cayman Islands ship shall proceed to sea unless it has been surveyed and holds, as appropriate the following Certificates-</p> <p>(a) in the case of a passenger ship engaged on international voyages, a Passenger Ship Safety Certificate, or, if the ship is only engaged on short international voyages, a short international Voyage Passenger Ship Safety Certificate;</p> <p>(b) in the case of a cargo ship of three hundred tons or over engaged on international voyages, a Cargo Ship Safety Radio Certificate;</p> <p>(c) in the case of a cargo ship of five hundred tons or over engaged on international voyages, a Cargo Ship Safety Equipment Certificate; or</p> <p>(d) in the case of a cargo ship of five hundred tons or over engaged on international voyages, a Cargo Ship Safety Construction Certificate.</p>
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**7-3. MASTERS ONLY**

<p>What Certificate must the ship have received and hold on board the ship if it is a passenger ship engaged on international voyages?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A Passenger Ship Safety Certificate.</li> <li><input type="radio"/> A short international Voyage Passenger Ship Safety Certificate.</li> <li><input type="radio"/> A Cargo Ship Safety Radio Certificate.</li> <li><input type="radio"/> A Cargo Ship Safety Construction Certificate.</li> </ul>	<p><b>Answer:</b> <i>A Passenger Ship Safety Certificate.</i></p> <p>A passenger ship engaged on international voyages requires a Passenger Ship Safety Certificate.</p>
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**7-4. MASTERS ONLY.**

<p>What Certificate must the ship have received and hold on board the ship if it is a cargo ship of three hundred tons or over engaged on international voyages?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A Cargo Ship Safety Radio Certificate.</li> <li><input type="radio"/> A Cargo Ship Safety Equipment Certificate.</li> <li><input type="radio"/> A Cargo Ship Safety Construction Certificate.</li> <li><input type="radio"/> A Cayman Islands Cargo Ship Safety Construction Certificate.</li> </ul>	<p><b>Answer:</b> <i>A Cargo Ship Safety Radio Certificate.</i></p> <p>A cargo ship of three hundred tons or over engaged on international voyages requires a Cargo Ship Safety Radio Certificate.</p>
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**7-5. MASTERS ONLY.**

<p>Which of the following Certificates must the ship have received and hold on board the ship if it is a cargo ship of five hundred tons or over engaged on international voyages?</p> <ul style="list-style-type: none"> <li>(a) a Cargo Ship Safety Radio Certificate.</li> <li>(b) a Cargo Ship Safety Equipment Certificate.</li> <li>(c) a Cargo Ship Safety Construction Certificate.</li> <li><input type="radio"/> (a) and (c).</li> <li><input type="radio"/> (a) and (b).</li> <li><input type="radio"/> (b) and (c).</li> <li><input type="radio"/> (a), (b) and (c).</li> </ul>	<p><b>Answer:</b> <i>(a), (b) and (c).</i></p> <p>A cargo ship of five hundred tons or over engaged on international voyages requires a Cargo Ship Safety Equipment Certificate.</p> <p>A cargo ship of five hundred tons or over engaged on international voyages requires a Cargo Ship Safety Construction Certificate.</p> <p>No cargo ship of five hundred tons and over not engaged on international voyages shall proceed to sea unless it has been surveyed and there is in force a Cayman Islands Cargo Ship Safety Construction Certificate.</p>
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**7-6. MASTERS ONLY.**

<p>If demanded by port authorities must the Master show any and all documentation prior to leaving a port?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Only if the flag state permits.</li> <li><input type="radio"/> Yes, other than the Ship Security Plan.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> Not unless the Port State Control Officer has grounds to demand.</li> </ul>	<p><b>Answer:</b> <i>Yes, other than the Ship Security Plan.</i></p> <p>The Master must produce such Certificates or documentation (other than the Ship Security Plan) on demand to port authorities in order for the vessel to clear into or depart from a port. They must also be produced to a Port State Control Inspector if requested. In addition, any person authorised by MACI to inspect Cayman islands ships may require the production of any of the Certificates issued to the ship or its complement.</p>
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**7-7. MASTERS AND SENIOR OFFICERS.**

<p>If a Certificate required by SOLAS expires whilst the ship is not in the Cayman Islands or in a port where it can be surveyed can the Certificate be extended?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes always.</li> <li><input type="radio"/> Yes but only so the ship can complete a voyage to the Cayman Islands or to a port where it can be surveyed.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> No, but the vessel can sail for three months after expiry.</li> </ul>	<p><b>Answer:</b> <i>Yes but only so the ship can complete a voyage to the Cayman Islands or to a port where it can be surveyed.</i></p> <p>If any of the Certificates required by the SOLAS 74 regime expire whilst the ship is not in a port in the Cayman Islands or in a port in which it is not possible to be surveyed, MACI may extend the period of validity of the Certificate, but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to a port in the Islands or a port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so.</p>
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**7-8. MASTERS AND SENIOR OFFICERS.**

<p>If a Certificate required by SOLAS expires whilst the ship is not in the Cayman Islands or in a port where it can be surveyed for how long can the Certificate be extended?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Until the following Certificate is required (i.e. no inspection is required on this instance).</li> <li><input type="radio"/> Until the voyage is completed however long that may take.</li> <li><input type="radio"/> So it can complete the voyage to a port where the survey can be carried out but in any case for not more than three months.</li> <li><input type="radio"/> It cannot be extended.</li> </ul>	<p><b>Answer:</b>  <i>So it can complete the voyage to a port where the survey can be carried out but in any case for not more than three months.</i></p> <p>No Certificate shall be extended for a period longer than three months, and a ship to which the extension is granted shall not, on its arrival in a port in the Islands or the port in which it is to be surveyed, be entitled by virtue of the extension to leave that port or the Islands without having obtained a new Certificate.</p>
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## 8. LOAD LINES - PART IX OF MSL 2008:

### 8-1. MASTERS AND SENIOR OFFICERS.

<p>Do Cayman Islands ships need to comply with the Load Lines Convention?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No, never.</li> <li><input type="radio"/> Yes, but only cargo ships.</li> <li><input type="radio"/> Yes, but only vessels over 24m in length that are engaged in commercial activities.</li> <li><input type="radio"/> Yes, always.</li> </ul>	<p><b>Answer:</b> <i>Yes, but only vessels over 24m in length that are engaged in commercial activities.</i></p> <p>The International Convention on Load Lines, 1966, as amended, (LL 66) applies to all commercial vessels including charter and commercially registered yachts over 24 metres in length. The UK has extended its ratification of the Convention to the Cayman Islands and therefore all such vessels must comply with the Convention and carry an International Load Line (ILL) Certificate. The ILL Certificate is issued to indicate compliance with the requirements of LL 66.</p> <p>LL 66 essentially covers water-tight and weather-tight integrity, protection of personnel on deck, and the marking of freeboards to prevent overloading. The freeboard is broadly defined as the distance between the freeboard deck and waterline, and the freeboard may vary according to seasonal zones and the salinity of the water.</p>
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### 8-2. MASTERS AND SENIOR OFFICERS.

<p>Can a vessel subject to the Load Line regulations proceed to sea without a Load Line Certificate?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No, never.</li> <li><input type="radio"/> If one has been applied for and has not yet been issued.</li> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> Only if an exemption has been granted.</li> </ul>	<p><b>Answer:</b> <i>No, never.</i></p> <p>No ship shall proceed or attempt to proceed to sea unless a Load Line Certificate is in force for the ship.</p> <p>The Load Line Certificate may need to be produced to appropriate officials in order to clear the vessel into or out of port</p>
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**8-3. MASTERS AND SENIOR OFFICERS.**

<p>Where must a Load Line Certificate be posted onboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> It doesn't need to be posted on the ship.</li> <li><input type="radio"/> Anywhere.</li> <li><input type="radio"/> In the Master's office.</li> <li><input type="radio"/> In a conspicuous place.</li> </ul>	<p><b>Answer:</b> <i>In a conspicuous place.</i></p> <p>The Load Line Certificate must be posted up in a conspicuous place onboard ship and kept so posted for the period of its validity.</p>
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**8-4. MASTERS AND SENIOR OFFICERS.**

<p>Can a ship be put to sea and loaded so that-</p> <p>(a) if the ship is in salt water and has no list, the appropriate load line on each side of the ship is submerged; or</p> <p>(b) in any other case, the appropriate load line on each side of the ship would be submerged if the ship were in salt water and had no list.</p> <ul style="list-style-type: none"> <li><input type="radio"/> No.</li> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> Only if the ships stability is satisfactory.</li> <li><input type="radio"/> Only if an exemption is granted.</li> </ul>	<p><b>Answer:</b> <i>No.</i></p> <p>A ship shall not be put to sea or arrives in port and be loaded so that-</p> <p>(a) if the ship is in salt water and has no list, the appropriate load line on each side of the ship is submerged; or</p> <p>(b) in any other case, the appropriate load line on each side of the ship would be submerged if the ship were in salt water and had no list.</p> <p>If the appropriate load line is submerged then the Owner and Master are each guilty of an offence and the ship may be detained. If the Master of a ship takes the ship to sea when it is illegally loaded then without prejudice to the offence of being illegally loaded he is also guilty of an offence in the context of sending an unsafe ship to sea.</p>
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**8-5. MASTERS AND SENIOR OFFICERS.**

<p>What must the Master do regarding the draft and freeboard of the ship before leaving port?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He must note the details in the Official Log Book.</li> <li><input type="radio"/> He must provide the information to the port authorities.</li> <li><input type="radio"/> He must note the details in the Official Log Book and post them up in a conspicuous place on board using the appropriate LL Form.</li> <li><input type="radio"/> He must post the notice in a conspicuous place onboard.</li> </ul>	<p><b>Answer:</b> <i>He must note the details in the Official Log Book and post them up in a conspicuous place on board using the appropriate LL Form.</i></p> <p>Section 34 of Merchant Shipping (Load Line) Regulations, 2002, requires that with respect to any Cayman Islands ship which has been assigned freeboards in accordance with the requirements of the Regulations that the Master must ensure that a notice (Form FRE 13) is posted in a conspicuous place in the ship signed by the Master and</p>
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	an officer detailing the particulars of loading, including the drafts and freeboard of the ship, before proceeding to sea. The details must be entered in the OLB at the same time and signed by the Master and an officer.
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**8-6. MASTERS AND SENIOR OFFICERS.**

<p>How must the Deck Lines and Load Lines be marked?</p> <ul style="list-style-type: none"> <li><input type="radio"/> In accordance with the information on the Load Line Certificate.</li> <li><input type="radio"/> In accordance with business needs.</li> <li><input type="radio"/> As long as the ship is marked it does not matter.</li> <li><input type="radio"/> In accordance with the ships Certificate of British Registry.</li> </ul>	<p><b>Answer:</b> <i>In accordance with the information on the Load Line Certificate.</i></p> <p>The actual positions of deck line and load lines must be marked and maintained in accordance with the information on the Load Line Certificate. If the Owner or Master of the ship fails without reasonable excuse to keep the ship marked as required or alters, or permits a person under his control to alter, any mark with which the ship is so marked, he is guilty of an offence.</p>
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**8-7. MASTERS ONLY.**

<p>When should the Master insert the information required regarding the Load Lines in the Load Lines section of the Official Log Book?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He does not have to complete it.</li> <li><input type="radio"/> Each time he departs from a port.</li> <li><input type="radio"/> Upon opening the log book.</li> <li><input type="radio"/> On arrival in a new port.</li> </ul>	<p><b>Answer:</b> <i>Upon opening the log book.</i></p> <p>The information should be completed by the Master at the same time as the OLB is opened.</p>
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**8-8. MASTERS ONLY.**

<p>When should the Master insert in the Official Log Book the information required about the draft and freeboards of the ship on leaving a port?</p> <ul style="list-style-type: none"> <li><input type="radio"/> He does not have to complete it.</li> <li><input type="radio"/> Prior to the vessel leaving each port and proceeding to sea.</li> <li><input type="radio"/> Upon opening the log book.</li> <li><input type="radio"/> On arrival in a new port.</li> </ul>	<p><b>Answer:</b> <i>Prior to the vessel leaving each port and proceeding to sea.</i></p> <p>The information should be completed by the master each time he departs from a port.</p>
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## 9. CARRIAGE OF DANGEROUS GOODS AND BULK CARGOES - PART X OF MSL 2008:

All questions within this section may be set for Masters only.

### 9-1.

<p>How must Dangerous Goods be carried onboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> According to business needs.</li> <li><input type="radio"/> They cannot be carried.</li> <li><input type="radio"/> According to International Regulations.</li> <li><input type="radio"/> None of the above.</li> </ul>	<p><b>Answer:</b> <i>According to International Regulations.</i></p> <p>The carriage of Dangerous Goods is to be in accordance with SOLAS 74 and the related International Maritime Dangerous Goods (IMDG) Code and any Regulations giving effect to these requirements. Contravention of these requirements is an offence which may invoke a fine of up to \$20,000. In addition, the ship shall be deemed to be unsafe by reason of improper loading.</p> <p>Where any Dangerous Goods have been sent by or carried in any ship in a manner contravening international requirements or any requirements in Cayman Islands law, this constitutes an offence and the Court may order the goods, and any packaging or container thereof, to be forfeited.</p>
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### 9-2.

<p>When grain is carried what special measures, if any, are be taken?</p> <ul style="list-style-type: none"> <li><input type="radio"/> It depends on the type of grain.</li> <li><input type="radio"/> Precautions to prevent the grain from shifting.</li> <li><input type="radio"/> None.</li> <li><input type="radio"/> Precautions against shifting unless an Exemption has been issued.</li> </ul>	<p><b>Answer:</b> <i>Precautions to prevent the grain from shifting.</i></p> <p>Where grain is loaded on board any ship all necessary and reasonable precautions must be taken to prevent the grain from shifting, and if such precautions are not taken the Owner or the Master of the ship is guilty of an offence and the ship will be deemed to be unsafe by reason of improper loading.</p>
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**9-3.**

<p>If the Master suspects a parcel or package to be dangerous can he refuse to take it onboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, but only if it is unmarked and discovered by opening.</li> <li><input type="radio"/> No, he must accept the goods on the bill of lading.</li> <li><input type="radio"/> Only in certain circumstances.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>The Master or Owner of any ship may refuse to take on board any package or parcel that he suspects might contain any Dangerous Goods and may require the package to be opened to ascertain its nature.</p>
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**9-4.**

<p>If the Master finds unmarked dangerous goods can he have them thrown overboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Yes, but only with agreement from the Owner of the ship.</li> <li><input type="radio"/> Yes, but only with agreement from the owner of the goods.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b> <i>Yes always.</i></p> <p>When any Dangerous Goods, or any goods that, in the opinion of the Master or Owner of the ship, are Dangerous Goods, have been sent on board any ship without being so marked, the Master or Owner of the ship may have the goods thrown overboard without penalty.</p> <p>Where any Dangerous Goods have been sent by or carried in any ship in a manner contravening international requirements or any requirements in Cayman law, this constitutes an offence and the Court may order the goods, and any packaging or container thereof, to be forfeited.</p>
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**9-5.**

<p>How should bulk cargoes be loaded and carried?</p> <ul style="list-style-type: none"> <li><input type="radio"/> According to business needs.</li> <li><input type="radio"/> They cannot be carried.</li> <li><input type="radio"/> According to International Regulations.</li> <li><input type="radio"/> None of the above.</li> </ul>	<p><b>Answer:</b> <i>According to International Regulations.</i></p> <p>Bulk cargoes are to be loaded and carried in accordance with the Code of Safe Practice for Bulk Cargoes issued by the International Maritime Organization (IMO).</p>
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**10. UNSAFE SHIPS - PART XI OF MSL 2008:**

All questions within this section may be set for Masters only.

**10-1.**

<p>Which of the following could result in a ship being considered unsafe?</p> <p>(a) Poor condition or unsuitability of the ship, its machinery, or equipment or any part thereof.</p> <p>(b) Undermanning.</p> <p>(c) Overloading or unsafe or improper loading.</p> <p>(d) Any other matter relevant to the safety of the ship.</p> <p><input type="radio"/> None of the above.</p> <p><input type="radio"/> (a), (b), (c) and (d).</p> <p><input type="radio"/> (a), (b) and (c).</p> <p><input type="radio"/> (a) and (b).</p>	<p><b>Answer:</b> <i>(a), (b), (c) and (d).</i></p> <p>An unsafe ship is one which is unfit to remain at sea or proceed to sea without serious danger to human life. The following conditions are among those which can give rise to a ship being unsafe-</p> <p>(a) Poor condition or unsuitability of the ship, its machinery, or equipment or any part thereof;</p> <p>(b) Undermanning;</p> <p>(c) Overloading or unsafe or improper loading; and</p> <p>(d) Any other matter relevant to the safety of the ship.</p>
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**10-2.**

<p>Who is liable if a Cayman Islands ship is considered to be unsafe?</p> <p><input type="radio"/> The Master.</p> <p><input type="radio"/> The Owner.</p> <p><input type="radio"/> The Owner and Master.</p> <p><input type="radio"/> None of the above.</p>	<p><b>Answer:</b> <i>The Owner and Master.</i></p> <p>If a ship is considered to be unsafe under Cayman islands law, then the Master and the Owner of the ship are guilty of an offence and liable to a fine of up to \$20,000 and imprisonment for up to six months, unless there is reasonable excuse.</p>
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**10-3.**

<p>Who is liable if a Cayman Islands ship is considered to be operating in an unsafe way?</p> <p><input type="radio"/> The Master.</p> <p><input type="radio"/> The Owner.</p> <p><input type="radio"/> The Owner and Master.</p> <p><input type="radio"/> None of the above.</p>	<p><b>Answer:</b> <i>The Owner.</i></p> <p>It is the duty of the Owners of a ship to take all reasonable steps to ensure that the ship is operated in a safe manner. If the Owner (or demise charterer) fails to do so then he is guilty of an offence and liable to a fine of up to \$20,000 and imprisonment for up to six months.</p>
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**11. WRECK AND SALVAGE - PART XII OF MSL 2008:**

All questions within this section may be set for Masters only.

**11-1.**

<p>Which of the following constitutes wreck?</p> <ul style="list-style-type: none"> <li>(a) A sunken vessel.</li> <li>(b) Flotsam.</li> <li>(c) Jetsam.</li> <li>(d) Lagan.</li> <li>(e) Derelict.</li> </ul> <ul style="list-style-type: none"> <li><input type="radio"/> (a) and (b).</li> <li><input type="radio"/> (a), (b) and (c).</li> <li><input type="radio"/> (a), (b), (c) and (d).</li> <li><input type="radio"/> (a), (b), (c), (d) and (e).</li> </ul>	<p><b>Answer:</b> <i>(a), (b), (c), (d) and (e).</i></p> <p>A Wreck is a sunken vessel but it also includes-</p> <ul style="list-style-type: none"> <li>(a) flotsam and jetsam, which are terms used to describe cargo or goods which is floating in the water, Flotsam describes goods (including cargo) that are floating on the water without having been thrown in deliberately, often after a shipwreck, while jetsam is cargo that has been voluntarily cast into the sea (jettisoned) in an emergency by the crew of a ship, for example in order to lighten the ship in an emergency;</li> <li>(b) lagan, which describes goods or cargo that have put off the ship at sea but have been buoyed otherwise marked so that it may later be recovered; and</li> <li>(c) derelict, which is property which has been abandoned and deserted at sea, by those who were in charge, without any hope of recovering it.</li> </ul>
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**11-2.**

<p>To whom must finding of Wreck material found in Cayman Islands waters be reported?</p> <ul style="list-style-type: none"> <li><input type="radio"/> You do not need to report.</li> <li><input type="radio"/> The Shipping Master.</li> <li><input type="radio"/> The Receiver of Wreck.</li> <li><input type="radio"/> The Owner.</li> </ul>	<p><b>Answer:</b> <i>The Receiver of Wreck.</i></p> <p>Any wreck material found in Cayman Islands territorial waters, or outside the Cayman Islands and brought within Cayman Islands territorial waters, must by law be reported to the Receiver of Wreck (ROW) under section 279 of the MSL 2008. Once a report has been received, the ROW will investigate Ownership of the wreck items.</p>
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**11-3.**

<p>Under what circumstances may special compensation be paid to a salvor under the Article 14 of the Salvage Convention, 1989?</p> <ul style="list-style-type: none"> <li><input type="radio"/> It never is.</li> <li><input type="radio"/> Always.</li> <li><input type="radio"/> If the salvor has prevented or minimised damage to the environment.</li> <li><input type="radio"/> If the salvor has prevented or minimised damage to the ship.</li> </ul>	<p><b>Answer:</b>  <i>If the salvor has prevented or minimised damage to the environment.</i></p> <p>The “Special Compensation P &amp; I Clause” (SCOPIC) created under Article 14 of the 1989 Salvage Convention provides an alternative regime for dealing with claims by a salvor for "special compensation" and is intended to enable such claims to be settled outside the ambit of Lloyds Open Form (LOF), principally by reference to agreed tariffs for tugs, personnel and equipment. Where a salvor has carried out salvage operations in respect of a vessel or cargo which threatened damage to the environment and has failed to earn a reward equivalent at least to the special compensation assessable he shall be entitled to special compensation from the Owner of that vessel equivalent to his expenses. If the salvor has prevented or minimised damage to the environment, the special compensation payable by the Owner to the salvor may be increased up to a maximum of thirty per cent of the expenses incurred by the salvor, and the Court or person determining the award may, where it or he deems it fair and just, increase such special compensation further but in no event shall the total increase be more than one hundred per cent of the expenses incurred by the salvor. In fixing a salvage reward and assessing special compensation, the Court or arbitrator is under no duty to fix a reward, up to the maximum saved value of the vessel and other property, before assessing the special compensation.</p>
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**12. CONTROL OF PERSONS ON SHIPS - PART XIII OF MSL 2008:****12-1. MASTERS AND SENIOR OFFICERS.**

<p>Where must an inquiry take place into the cause of any death on board a vessel take place?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Always at the next port of call.</li> <li><input type="radio"/> At the end of the planned voyage.</li> <li><input type="radio"/> By returning to the port of embarkation.</li> <li><input type="radio"/> At the next port of call or where directed by MACI.</li> </ul>	<p><b>Answer:</b> <i>At the next port of call or where directed by MACI.</i></p> <p>Section 434 of the MSL 2008 requires that an inquiry into the cause of death be held by the Shipping Master or proper officer at the next port where the ship calls after the death or at such other place as may be directed by MACI.</p>
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**12-2. MASTERS ONLY.**

<p>What action should the Master take in regard to records following a death on board a Cayman Islands ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Make an entry in the Official Log Book.</li> <li><input type="radio"/> Complete Return of Deaths Form SMAFMRD1.</li> <li><input type="radio"/> Complete Return of Deaths Form SMAFMRD1 and make an entry in the Official Log Book.</li> <li><input type="radio"/> None of the above.</li> </ul>	<p><b>Answer:</b> <i>Complete Return of Deaths Form SMAFMRD1 and make an entry in the Official Log Book.</i></p> <p>At the first opportunity the Master should also inform MACI with details of estimated time of arrival and his agents in the next port and send a copy of Return of Deaths Form SMAFMRD1 and statements to MACI.</p> <p>The cabin and personal belongings of the deceased should be secured. The Master should obtain signed and dated witness statements from witnesses, duty officers, co-workers and supervising personnel of the deceased regarding the circumstances surrounding the death.</p> <p>The Master should complete Return of Deaths Form SMAFMD1 along with the appropriate pages of the Official Log Book. The notes in the official log book provide the instructions as to how and what entries should be made in the Official Log Book. The attending proper officer will check entries.</p> <p>The Master should ensure that no crewmember leaves the vessel until the</p>
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	<p>formalities of the death inquiry are complete. In the case of a death occurring while the vessel is in port a copy of the doctors or coroner's report should be attached to the Return of Deaths Form SMAFMRD1. In the case of a death occurring on a passenger ship, or where a qualified ship's doctor is otherwise carried, the ship's doctor should attach a medical statement to the Return of Deaths Form SMAFMRD1 stating the circumstances of the death on board.</p>
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### 12-3. MASTERS AND SENIOR OFFICERS.

<p>Can any crewmember leave the vessel prior to the completion of death inquiry formalities?</p> <p><input type="radio"/> Yes, if he feels he has nothing to offer the investigation.</p> <p><input type="radio"/> Yes.</p> <p><input type="radio"/> No.</p> <p><input type="radio"/> Only in certain circumstances.</p>	<p><b>Answer:</b> <i>No.</i></p> <p>The Master should ensure that no crewmember leaves the vessel until the formalities of the death inquiry are complete.</p>
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### 12-4. MASTERS AND SENIOR OFFICERS.

<p>Who can the Master arrest onboard ship?</p> <p><input type="radio"/> No-one.</p> <p><input type="radio"/> Only seafarers, not officers.</p> <p><input type="radio"/> Only officers.</p> <p><input type="radio"/> Anyone onboard.</p>	<p><b>Answer:</b> <i>Anyone onboard.</i></p> <p>The Master may cause any person on board the ship to be put under restraint for so long as it appears to him necessary or expedient if, in the interest of safety or for the preservation of good order or discipline on board the ship, the Master deems this to be necessary.</p>
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**12-5. MASTERS AND SENIOR OFFICERS.**

<p>Is it an offence to go to sea in a Cayman Islands ship without the prior approval of the Master?</p> <ul style="list-style-type: none"><li><input type="radio"/> No.</li><li><input type="radio"/> Yes.</li><li><input type="radio"/> Yes, unless the Flag State permits.</li><li><input type="radio"/> Not if the person is invited by the Owner.</li></ul>	<p><b>Answer:</b> <i>Yes.</i></p> <p>Where a person goes to sea in a ship without the consent of the Master or of any other person authorised to give such consent, the person going to sea shall be subject to the offences in sections 121 and 122 of MSL 2008 as if he were a seafarer employed in the ship.</p>
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### 13. LIABILITY AND COMPENSATION FOR OIL POLLUTION DAMAGE - PART XIV OF MSL 2008:

All questions within this section may be set for both Masters and Senior Officers.

#### 13-1.

<p>Which ships must carry a valid Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No-one.</li> <li><input type="radio"/> All ships.</li> <li><input type="radio"/> All ships over 1000 gross tonnage.</li> <li><input type="radio"/> All ships carrying 2000 tonnes or above of Oil as cargo.</li> </ul>	<p><b>Answer:</b> <i>All ships carrying 2000 tonnes or above of Oil as cargo.</i></p> <p>All Cayman Islands ships carrying in bulk cargo 2000 tonnes or above of oil (as defined by the Convention) require a State issued Certificate attesting to the maintenance of insurance to cover the ships liabilities under the Civil Liability Convention to operate in a port or terminal in any State Party to the Convention. The Certificate must be carried on board the vessel at all times. This certificate must be backed up by third party protection and indemnity insurance (P&amp;I) of the type issued by the International Group of P&amp;I Clubs or a financial guarantee.</p>
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#### 13-2.

<p>Who must issue a Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention to Cayman Islands Ships?</p> <ul style="list-style-type: none"> <li><input type="radio"/> MACI.</li> <li><input type="radio"/> Any authority of any State Party to the Convention.</li> <li><input type="radio"/> The Shipowner.</li> <li><input type="radio"/> The insurer.</li> </ul>	<p><b>Answer:</b> <i>MACI.</i></p> <p>The Certificate is issued by and under the authority of MACI and will need to be reapplied for annually prior to the insurance expiration (in January / February in most cases where the insurer is a member of the International Group) please contact the George Town office.</p>
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**13-3.**

<p>When must a Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention be carried?</p> <ul style="list-style-type: none"> <li><input type="radio"/> It is not required.</li> <li><input type="radio"/> At all times.</li> <li><input type="radio"/> It is required, but does not need to be carried on board.</li> <li><input type="radio"/> It depends whether the port of call is a State Party to the Convention.</li> </ul>	<p><b>Answer:</b> <i>At all times.</i></p> <p>All Cayman Islands ships carrying in bulk cargo 2000 tonnes or above of oil (as defined by the convention) require a State Certificate attesting to the maintenance of insurance to cover the ships liabilities under the Civil Liability Convention and the Certificate must be carried on board the vessel at all times.</p>
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**13-4.**

<p>What is the penalty for entering or leaving a port without there being in force a Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention?</p> <ul style="list-style-type: none"> <li><input type="radio"/> There is no penalty.</li> <li><input type="radio"/> The Master will be guilty of an offence with a substantial fine as penalty.</li> <li><input type="radio"/> The Master or Registered Owner will be guilty of an offence with a substantial fine as penalty and the ship will be liable to detention.</li> <li><input type="radio"/> The Master is liable to summary dismissal.</li> </ul>	<p><b>Answer:</b> <i>The Master or Registered Owner will be guilty of an offence with a substantial fine as penalty and the ship will be liable to detention.</i></p> <p>Section 348 of MSL 2008 provides that-</p> <ul style="list-style-type: none"> <li>(a) if a ship enters or leaves, or attempts to enter or leave, a port or arrives at or leaves, or attempts to arrive at or leave, a terminal without there being in force a Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention, the Master or Owner is guilty of an offence and liable on summary conviction to a fine of fifty thousand dollars;</li> <li>(b) if a ship fails to carry, or the Master of a ship fails to produce, a Certificate as required in paragraph (a) above, the master is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.</li> </ul> <p>Any contravention regarding the Certificate being in force or being carried or produced will also subject the ship to detention.</p>
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**13-5.**

<p>What is the penalty for entering or leaving a port without having on board, or failing to produce, a Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention, even though the Certificate may have been issued?</p> <ul style="list-style-type: none"> <li><input type="radio"/> There is no penalty.</li> <li><input type="radio"/> The Master will be guilty of an offence, with a fine as penalty and the ship will be liable to detention.</li> <li><input type="radio"/> The Master will be guilty of an offence, with a fine as penalty.</li> <li><input type="radio"/> The Master will be subject to severe reprimand.</li> </ul>	<p><b>Answer:</b>  <i>The Master will be guilty of an offence with a fine as penalty and the ship will be liable to detention.</i></p> <p>Section 348 of MSL 2008 provides that-</p> <ul style="list-style-type: none"> <li>(a) if a ship enters or leaves, or attempts to enter or leave, a port or arrives at or leaves, or attempts to arrive at or leave, a terminal without there being in force a Certificate attesting to the maintenance of insurance as required by the 1992 Civil Liability Convention, the Master or Owner is guilty of an offence and liable on summary conviction to a fine of fifty thousand dollars;</li> <li>(b) if a ship fails to carry, or the Master of a ship fails to produce, a Certificate as required in paragraph (a) above, the Master is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.</li> </ul> <p>Any contravention regarding the Certificate being in force or being carried or produced will also subject the ship to detention.</p>
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## 14. LIABILITY AND COMPENSATION FOR BUNKER OIL POLLUTION DAMAGE - 2010 AMENDMENTS TO MSL 2008 (MSL 2010 AMENDMENTS):

All questions within this section may be set for both Masters and Senior Officers.

### 14-1.

<p>Which ships must maintain a Certificate attesting to the maintenance of insurance as required by the 2001 Bunkers Convention?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No-one.</li> <li><input type="radio"/> All Ships.</li> <li><input type="radio"/> All Ships over 1000 gross tonnage.</li> <li><input type="radio"/> All ships carrying 2000 tonnes or above of Oil as cargo.</li> </ul>	<p><b>Answer:</b> <i>All Ships over 1000 gross tonnage.</i></p> <p>All Cayman Islands ships of 1000 gross tonnage or above require a Bunkers CLC attesting to the maintenance of insurance to cover the ships liabilities under the Bunkers Convention to operate in a port or terminal in any State Party to the Convention. The Certificate must be carried on board the vessel at all times. This Certificate must be backed up by third party protection and indemnity insurance (P&amp;I) of the type issued by the International Group of P&amp;I Clubs or a financial guarantee.</p> <p>Whilst all shipowners are liable for pollution damage under the Bunkers Convention, only those operating vessels of 1000 gross tonnage and over will be required to maintain insurance to cover their liability.</p>
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### 14-2.

<p>Who must issue a Certificate attesting to the maintenance of insurance as required by the 2001 Bunkers Convention to Cayman Islands Ships?</p> <ul style="list-style-type: none"> <li><input type="radio"/> MACI.</li> <li><input type="radio"/> Any authority of any State Party to the Convention.</li> <li><input type="radio"/> The Shipowner.</li> <li><input type="radio"/> The insurer.</li> </ul>	<p><b>Answer:</b> <i>MACI.</i></p> <p>The Bunkers CLC is issued by and under the authority of MACI and will need to be reapplied for annually prior to the insurance expiration (in January / February in most cases where the insurer is a member of the International Group) please contact the European Regional Office.</p>
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**14-3.**

<p>When must a Certificate attesting to the maintenance of insurance as required by the 2001 Bunkers Convention be carried?</p> <ul style="list-style-type: none"> <li><input type="radio"/> It is not required.</li> <li><input type="radio"/> At all times.</li> <li><input type="radio"/> It is required, but does not need to be carried on board.</li> <li><input type="radio"/> It depends whether the port of call is a State Party to the Convention.</li> </ul>	<p><b>Answer:</b> <i>At all times.</i></p> <p>All Cayman Islands ships over 1000 gross tonnage require a Bunkers CLC attesting to the maintenance of insurance to cover the ships liabilities under the Bunkers Convention and the certificate must be carried on board the vessel at all times.</p>
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**14-4.**

<p>What is the penalty for entering or leaving a port without there being in force a Certificate attesting to the maintenance of insurance as required by the 2001 Bunkers Convention?</p> <ul style="list-style-type: none"> <li><input type="radio"/> There is no penalty.</li> <li><input type="radio"/> The Master will be guilty of an offence with a fine as penalty.</li> <li><input type="radio"/> The Master or Registered Owner will be guilty of an offence with a substantial fine as penalty and the ship will be liable to detention.</li> <li><input type="radio"/> The Master will be subject to summary dismissal.</li> </ul>	<p><b>Answer:</b> <i>The Master or Registered Owner will be guilty of an offence with a substantial fine as penalty and the ship will be liable to detention.</i></p> <p>Under provisions contained in section 20 the Merchant Shipping (Amendment Law), 2010, which incorporates a new section 348A into MSL 2008-</p> <ul style="list-style-type: none"> <li>(a) if a ship enters or leaves, or attempts to enter or leave a port or arrives at or leaves, or attempts to arrive at or leave, a terminal without there being in force a Certificate attesting to the maintenance of insurance as required by the 2001 Bunkers Convention, the Master or Owner is guilty of an offence and liable on summary conviction to a fine of fifty thousand dollars;</li> <li>(b) if a ship fails to carry, or the Master of a ship fails to produce, a Certificate as required in paragraph (a) above, the Master is guilty of an offence and liable on summary conviction to a fine not exceeding level 5 on the standard scale.</li> </ul> <p>Any contravention regarding the Certificate being in force or being carried or produced will also subject the ship to detention.</p>
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**14-5.**

<p>What is the penalty for entering or leaving a port without having on board, or failing to produce, a Certificate attesting to the maintenance of insurance as required by the 2001 Bunkers Convention, even if the Certificate has been issued?</p> <ul style="list-style-type: none"> <li><input type="radio"/> There is no penalty.</li> <li><input type="radio"/> The Master will be guilty of an offence with a fine as penalty.</li> <li><input type="radio"/> The Master will be guilty of an offence with a fine as penalty and the ship will be liable to detention.</li> <li><input type="radio"/> The Master will be subject to severe reprimand.</li> </ul>	<p><b>Answer:</b>  <i>The Master will be guilty of an offence with a fine as penalty and the ship will be liable to detention.</i></p> <p>Under provisions contained in section 20 the Merchant Shipping (Amendment Law), 2010, which incorporates a new section 348A into MSL 2008-</p> <ul style="list-style-type: none"> <li>(a) If a ship enters or leaves, or attempts to enter or leave a port or arrives at or leaves, or attempts to arrive at or leave, a terminal in contravention of subsection (2), the master or registered owner commits an offence and is liable on summary conviction to a fine of fifty thousand dollars.</li> <li>(b) if a ship fails to carry, or the Master of a ship fails to produce, a Bunkers CLC as required, the Master is guilty of an offence.</li> </ul> <p>Any contravention regarding the Bunkers CLC being in force or being carried or produced will also subject the ship to detention.</p>
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## 15. PREVENTION OF OIL SPILLS AND ACTION IN THE EVENT OF A SPILL:

All questions within this section may be set for both Masters and Senior Officers.

### 15-1.

<p>What ships must carry on board a Shipboard Oil Pollution Emergency Plan (SOPEP) or a Shipboard Marine Pollution Emergency Plan (SMPEP)?</p> <ul style="list-style-type: none"> <li><input type="radio"/> All oil tankers over 150 gross tonnage.</li> <li><input type="radio"/> All ships over 400 gross tonnage.</li> <li><input type="radio"/> All oil tankers over 150 gross tonnage and all Merchant Ships over 400 gross tonnage.</li> <li><input type="radio"/> All oil tankers over 150 gross tonnage and all Ships over 400 gross tonnage.</li> </ul>	<p><b>Answer:</b>  <i>All oil tankers over 150 gross tonnage and all ships over 400 gross tonnage.</i></p> <p><a href="#">Shipping Notice 01/1995</a> provides information on Shipboard Oil Pollution Emergency Plans (SOPEPs). It is a statutory requirement under MARPOL 73/78 that every Cayman Islands oil tanker of 150 gross tonnage and above and every ship other than an oil tanker (including pleasure vessels) of 400 gross tonnage and above shall carry on board a SOPEP approved by MACI and that the Plan be in accordance with guidelines developed by IMO. The SOPEP must be retained on board and be made available to MACI or Port State Surveyors as requested.</p> <p>Chemical tankers and certain Offshore Supply Vessels are required to carry a Shipboard Marine Pollution Emergency Plan (SMPEP). Where the SMPEP also meets any SOPEP requirements applicable to a particular ship then there is no need to carry a separate SOPEP.</p>
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### 15-2.

<p>What ships must carry an International Oil Pollution Prevention (IOPP) Certificate onboard?</p> <ul style="list-style-type: none"> <li><input type="radio"/> All oil tankers over 150 gross tonnage.</li> <li><input type="radio"/> All ships over 400 gross tonnage.</li> <li><input type="radio"/> All oil tankers over 150 gross tonnage and all Merchant Ships over 400 gross tonnage.</li> <li><input type="radio"/> All oil tankers over 150 gross tonnage and all Ships over 400 gross tonnage.</li> </ul>	<p><b>Answer:</b>  <i>All oil tankers over 150 gross tonnage and all Ships over 400 gross tonnage.</i></p> <p>It is a statutory requirement under MARPOL 73/78 that every Cayman Islands oil tanker of 150 gross tonnage and above and every ship other than an oil tanker (<u>including pleasure vessels</u>) of 400 gross tonnage and above shall require an International Oil Pollution Prevention (IOPP) Certificate issued by the MACI. This Certificate is issued to indicate</p>
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	<p>compliance with Annex I of the International Convention for Prevention of Pollution from Ships, MARPOL 1973, as amended (MARPOL 73/78). Annex I introduces measures to control the risk of environmental damage specifically caused by oil. The Annex provides for the retention onboard of oil contaminated water or the controlled discharge overboard of such water after suitable filtering and separation to reduce the oil content to a specified minimum (normally 15ppm but less in designated Special Areas). Where contaminated oily water in excess of this minimum is retained onboard it must be discharged to approved reception facilities ashore.</p>
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**15-3.**

<p>What is the maximum period an International Oil Pollution Prevention (IOPP) Certificate may be valid for?</p> <ul style="list-style-type: none"> <li><input type="radio"/> One year.</li> <li><input type="radio"/> The IOPP Certificate remains valid until the ship changes flag.</li> <li><input type="radio"/> Up to three years.</li> <li><input type="radio"/> Up to five years.</li> </ul>	<p><b>Answer:</b> <i>Up to five years.</i></p> <p>The International Oil Pollution Prevention (IOPP) Certificate is valid for up to five years, however to ensure that the vessel meets the requirements of the Certificate the onboard oil pollution prevention equipment and arrangements must be surveyed annually.</p>
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**15-4.**

<p>How often must the onboard oil pollution prevention equipment and arrangements be surveyed?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Annually.</li> <li><input type="radio"/> Upon changing flag.</li> <li><input type="radio"/> Every three years.</li> <li><input type="radio"/> Every five years.</li> </ul>	<p><b>Answer:</b> <i>Annually.</i></p> <p>The International Oil Pollution Prevention (IOPP) Certificate needs to be renewed every five years, however to ensure that the vessel meets the requirements of the certificate the onboard oil pollution prevention equipment and arrangements must be surveyed annually.</p>
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**15-5.**

<p>When should any discharge of oil be reported to MACI?</p> <ul style="list-style-type: none"><li><input type="radio"/> You do not need to report.</li><li><input type="radio"/> Immediately upon discovery.</li><li><input type="radio"/> As soon as practicable but within 24 hours.</li><li><input type="radio"/> Within 48 hours.</li></ul>	<p><b>Answer:</b> <i>Immediately upon discovery.</i></p> <p>Immediately upon discovering any discharge of oil whether intentional or not, the Master and Owner should immediately notify MACI by email to <a href="mailto:survey@cishipping.com">survey@cishipping.com</a>.</p>
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**16. PIRACY AND HIJACK - SECTIONS 366 – 369 OF MSL 2008:**

All questions within this section may be set for both Masters and Senior Officers.

**16-1.**

<p>Under international law what constitutes piracy?</p> <p>(a) Any illegal act of violence  (b) Any illegal act of detention.  (c) Any act of depredation.  (d) Any voluntary act of participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft.  (e) Any act of inciting or intentionally facilitating any such acts.</p> <p><input type="radio"/> (a) and (b).  <input type="radio"/> (a), (b) and (c).  <input type="radio"/> (a), (b), (c) and (d).  <input type="radio"/> (a), (b), (c), (d) and (e).</p>	<p><b>Answer:</b>  (a), (b), (c), (d) and (e).</p> <p>“Piracy” means-</p> <p>(a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or private aircraft, and directed-</p> <p>(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft; or  (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;</p> <p>(b) any voluntary act of participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft; or  (c) any act of inciting or intentionally facilitating such acts described in (a) or (b).</p>
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**16-2**

<p>Does the use of force or threats of any kind to seize or take control of a ship constitute hijacking?</p> <p><input type="radio"/> No.  <input type="radio"/> Yes.  <input type="radio"/> Only in certain circumstances.  <input type="radio"/> Not when the hijackers have permission.</p>	<p><b>Answer:</b>  Yes.</p> <p>Section 367(1) of MSL 2008 provides that, subject to some limited exceptions, a person who unlawfully, by the use of force or by threats of any kind, seizes a ship or exercises control of it commits the offence of hijacking a ship.</p> <p>In addition it is an offence to destroy or damage or seriously to interfere with the operation of any property used for the provision of maritime navigation facilities, including any land, building or ship, and</p>
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	including any apparatus or equipment, whether it is on board a ship or elsewhere, where the destruction, damage or interference is likely to endanger the safe navigation of any ship.
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**16-3.**

<p>Which of the following is an offence?</p> <p>(a) An act that destroys a ship.</p> <p>(b) An act that damages a ship or its cargo so as to endanger, or to be likely to endanger the safe navigation of the ship.</p> <p>(c) An act of violence which is likely to endanger the safe navigation of the ship.</p> <p>(d) The placing on a ship any device or substance which is likely to destroy the ship or is likely so to damage it or its cargo as to endanger its safe navigation.</p> <p><input type="radio"/> (a).</p> <p><input type="radio"/> (a) and (b).</p> <p><input type="radio"/> (a), (b) and (c).</p> <p><input type="radio"/> (a), (b), (c) and (d).</p>	<p><b>Answer:</b> <i>(a), (b), (c) and (d).</i></p> <p>Section 367(2) of MSL 2008 describes as follows what constitutes an offence, for which the penalty is imprisonment for life-</p> <p>A person commits an offence if he unlawfully and intentionally-</p> <p>(a) destroys a ship;</p> <p>(b) damages a ship or its cargo so as to endanger, or to be likely to endanger the safe navigation of the ship;</p> <p>(c) commits on board a ship an act of violence which is likely to endanger the safe navigation of the ship; or</p> <p>(d) places or causes to be placed on a ship any device or substance which is likely to destroy the ship or is likely so to damage it or its cargo as to endanger its safe navigation.</p>
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**16-4.**

<p>Which of the following is an offence?</p> <p>(a) to destroy or damage or seriously to interfere with the operation, any property used for the provision of maritime navigation facilities, including any land, building or ship, and including any apparatus or equipment, whether it is on board a ship or elsewhere where the destruction, damage or interference is likely to endanger the safe navigation of any ship.</p> <p>(b) to compel any other person to do or abstain from doing any act, he threatens that he or some other person will do such an act and the making of that threat is likely to endanger the safe navigation of any ship.</p> <p>(c) in order to compel any other person to do or abstain from doing any act, he threatens that he or some other person will do in relation to any ship an act of</p>	<p><b>Answer:</b> <i>(a), (b) and (c).</i></p> <p>All of the acts mentioned are offences under section 368 (1), (5) and (6) of MSL 2008 unless the act is committed by a warship (or similar). The penalty is life imprisonment.</p>
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<p>hijack or willful damage to the ship, and the making of that threat is likely to endanger the safe navigation of the ship.</p> <ul style="list-style-type: none"><li><input type="radio"/> (a) and (b).</li><li><input type="radio"/> (a) and (c).</li><li><input type="radio"/> (b) and (c).</li><li><input type="radio"/> (a), (b) and (c).</li></ul>	
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**17. LIMITATION AND DIVISION OF LIABILITY - SECTIONS 394 – 418 OF MSL 2008:**

All questions within this section may be set for Masters Only.

**17-1.**

<p>Which of the following is a maritime claim subject to limitation under the LLMC Convention as amended?</p> <p>(a) Claims in respect of loss of life or personal injury or loss of or damage to property, including damage to harbour works, basins and waterways and aids to navigation, occurring on board or in direct connection with the operation of the ship or with salvage operations, and any consequential loss.</p> <p>(b) Claims in respect of loss resulting from delay in the carriage by sea of cargo, passengers or their luggage.</p> <p>(c) Claims in respect of other loss resulting from infringement of rights other than contractual rights, occurring in direct connection with the operation of the ship or salvage operations.</p> <p>(d) Claims of a person other than the person liable in respect of measures taken in order to avert or minimise loss for which the person liable may limit his liability, and any further loss caused such measures may cause.</p> <p><input type="radio"/> All of the above.</p> <p><input type="radio"/> None of the above.</p> <p><input type="radio"/> Some of the above.</p> <p><input type="radio"/> Claims cannot be limited on Cayman Islands ships.</p>	<p><b>Answer:</b> <i>All of the above.</i></p> <p>The claims which are subject to limitation of liability under the LLMC Convention regime are contained in section 396(1) of MSL 2008, and are summarised as follows-</p> <p>Claims in respect of-</p> <p>(a) loss of life or personal injury or loss of or damage to property, including damage to harbour works, basins and waterways and aids to navigation, occurring on board or in direct connection with the operation of the ship or with salvage operations, and consequential loss resulting therefrom;</p> <p>(b) loss resulting from delay in the carriage by sea of cargo, passengers or their luggage;</p> <p>(c) other loss resulting from infringement of rights other than contractual rights, occurring in direct connection with the operation of the ship or salvage operations;</p> <p>(d) the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship;</p> <p>(e) the removal, destruction or the rendering harmless of the cargo of the ship; and</p> <p>(f) claims of a person other than the person liable in respect of measures taken in order to avert or minimise loss for which the person liable may limit his liability in accordance with this Chapter, and further loss caused by such measures.</p>
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**17-2.**

<p>Which of the following claims are excepted from limitation under the LLMC Convention as amended?</p> <p>(a) Claims for salvage and corresponding claims under a contract.</p> <p>(b) For contribution in general average.</p> <p>(c) For oil pollution damage in respect of any liability incurred under section 338 and 338A of the Merchant Shipping Law (2008 Revision).</p> <p>(d) For nuclear damage, subject to any law applicable in the Cayman Islands governing or prohibiting limitation of liability for this damage.</p> <p>(e) Against the shipowner of a nuclear ship for nuclear damage.</p> <p><input type="radio"/> (a) and (b).</p> <p><input type="radio"/> (a), (b) and (c).</p> <p><input type="radio"/> (a), (b), (c) and (d).</p> <p><input type="radio"/> (a), (b), (c), (d) and (e).</p>	<p><b>Answer:</b> <i>(a), (b), (c), (d) and (e).</i></p> <p>Claims excepted from liability under the LLMC regime are enumerated in section 398 of MSL 2008 as amended by the Merchant Shipping (Amendment) Law, 2010. These are summarised below-</p> <p>(a) for salvage under section 307 and corresponding claims under a contract;</p> <p>(b) for contribution in general average;</p> <p>(c) by servants of the shipowner or salvor whose duties are connected with the ship or the salvage operations, including claims of their heirs, dependants or other persons entitled to make such claims, if, under the contract of service between the shipowner or salvor and such servants, the shipowner or salvor is not entitled to limit his liability in respect of such claims, or if he is under such contract only permitted to limit his liability to an amount greater than that provided for in section 401;</p> <p>(d) for oil pollution damage in respect of any liability incurred under section 338 (such liability is however limited under the CLC regime for cargo oil pollution);</p> <p>(e) subject to any law applicable in the Islands governing or prohibiting limitation of liability for nuclear damage; or</p> <p>(f) against the shipowner of a nuclear ship for nuclear damage.</p>
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**18. CASUALTY INVESTIGATIONS - PARTS XVII & XVIII OF MSL 2008:****18-1. MASTERS AND SENIOR OFFICERS.**

<p>Who would undertake a Formal Investigation into a Marine Casualty occurring on board a Cayman Islands vessel?</p> <ul style="list-style-type: none"> <li><input type="radio"/> A specially appointed Casualty Investigation Officer.</li> <li><input type="radio"/> The International Maritime Organization (IMO).</li> <li><input type="radio"/> A Board appointed for that purpose.</li> <li><input type="radio"/> A Casualty Investigation Inspector from the nearest Coastal State.</li> </ul>	<p><b>Answer:</b> <i>A Board appointed for that purpose.</i></p> <p>Section 431 of the MSL 2008 provides for a Board to be appointed to hold a Formal Investigation (FI) into a shipping casualty, which shall consist of a judge of the Court or a magistrate who shall be assisted by one or more assessors appointed by the Minister; such assessors being persons with requisite skills and knowledge in maritime matters.</p>
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**18-2. MASTERS AND SENIOR OFFICERS.**

<p>Who has the responsibility for carrying out casualty investigations on Cayman Islands' vessels?</p> <ul style="list-style-type: none"> <li><input type="radio"/> MACI only.</li> <li><input type="radio"/> MACI and the Coastal State (if the incident occurs in the Territorial Waters of another State).</li> <li><input type="radio"/> The Coastal State or the nearest Coastal State if the incident occurs outside the Territorial Waters of a coastal State.</li> <li><input type="radio"/> The International Maritime Organization.</li> </ul>	<p><b>Answer:</b> <i>MACI and the Coastal State (if the incident occurs in the Territorial Waters of another State).</i></p> <p>MACI, under obligations contained in section 430 of the MSL 2008 and mandatory IMO instruments has a responsibility to investigate casualties and accidents occurring onboard Cayman Islands registered ships wherever they may be and on foreign ships while in Cayman Islands waters.</p> <p>In parallel with this, if the casualty occurs within the jurisdiction of another State (i.e. within the Territorial Waters of that State) then that Coastal should undertake its own investigation, which may be coordinated with any investigation being undertaken by MACI.</p>
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**18-3. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Can an Inspector of Casualties enter any premises or board any ship, at any time?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No, never.</li> <li><input type="radio"/> Yes, but only at a convenient time for the Master and Owner.</li> <li><input type="radio"/> Yes, always.</li> <li><input type="radio"/> Only if the master of Designated Person Ashore allows it.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>An Inspector may at any reasonable time, or, in a situation which in his opinion is or may be dangerous, at any time, enter any premises or board any ship, if he has reason to believe that it is necessary for him to do so.</p>
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**18-4. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Can an Inspector of Casualties remove, test or dismantle an article or substance on board a ship?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No, never.</li> <li><input type="radio"/> Yes, but only if agreed by the Master and Owner.</li> <li><input type="radio"/> Yes, but only if agreed by the owner of the article or substance.</li> <li><input type="radio"/> Yes, always.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>An inspector may take samples of any articles or substances found in the premises or ship and of the atmosphere in or in the vicinity of the premises or ship; in the case of any article or substance which he finds in the premises or ship and which appears to him to have caused or to be likely to cause danger to health or safety, cause it to be dismantled or subjected to any process or test, but not so as to damage or destroy it unless that is, in the circumstances, necessary; in the case of any such article or substance take possession of it and detain it for so long as is necessary to-</p> <ul style="list-style-type: none"> <li>(a) examine it and do to it anything which he has power to do under that paragraph;</li> <li>(b) ensure that it is not tampered with before his examination of it is completed; and</li> <li>(c) ensure that it is available for use as evidence in any proceedings for an offence under the MSL 2008 or related Regulations or any instrument made under it.</li> </ul>
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**18-5. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>Can an Inspector of Casualties require that any person he believes can provide any information relating to an investigation shall answer his questions?</p> <ul style="list-style-type: none"> <li><input type="radio"/> No, never.</li> <li><input type="radio"/> Yes, but only if agreed by the Master and Owner.</li> <li><input type="radio"/> Yes, but only if agreed by the Owner or his representatives.</li> <li><input type="radio"/> Yes, always.</li> </ul>	<p><b>Answer:</b> <i>Yes, always.</i></p> <p>An inspector may require a person who he has reasonable cause to believe is able to give any information relevant to any examination or investigation under sections 420 to 422 of the MSL 2008-</p> <ul style="list-style-type: none"> <li>(a) to attend at a place and time specified by the inspector;</li> <li>(b) to answer, in the absence of persons other than any persons whom the Inspector may allow to be present and a person nominated to be present by the person on whom the requirement is imposed, such questions as the Inspector thinks fit to ask; and</li> <li>(c) to sign a declaration of the truth of his answer.</li> </ul>
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**18-6. MASTERS AND SENIOR OFFICERS.**

<p>In relation to Casualty Investigation, when would a vessel be within the jurisdiction of a Coastal State?</p> <ul style="list-style-type: none"> <li><input type="radio"/> When it is in a Port or Harbour of that Coastal State.</li> <li><input type="radio"/> When it is within the Exclusive Economic Zone of that Coastal State.</li> <li><input type="radio"/> When it is within the Territorial Waters of that Coastal State.</li> <li><input type="radio"/> Only when it is moored alongside in that Coastal State.</li> </ul>	<p><b>Answer:</b> <i>When it is within the Territorial Waters of that Coastal State.</i></p> <p>Under the United Nations Convention on the Law of the Sea (UNCLOS), a coastal State may establish its various areas of jurisdiction around its coasts. Full jurisdiction of the State concerned is applied over any vessels within the Territorial Waters of a State, which, under UNCLOS, extend up to 12 miles to seaward of the coastal base lines which are also established in accordance with UNCLOS.</p> <p>Cayman Islands Territorial Waters extend 12 miles from its base lines. See the Cayman Islands (Territorial Sea) Order, 1989 - UK Statutory Instrument No. 2397 of 1989).</p>
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**18-7. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>If a Formal Investigation (FI) into a Marine Casualty decides to cancel or suspend an officers Recognition Endorsement issued by MACI, must the officer deliver it up immediately?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> He has to surrender the Recognition Endorsement within three months to MACI.</li> <li><input type="radio"/> He can appeal and continue working whilst the appeal is considered.</li> <li><input type="radio"/> No.</li> </ul>	<p><b>Answer:</b> Yes.</p> <p>A FI Board will deal with any issues regarding the suspension or cancellation of Recognition Endorsements.</p> <p>Under section 430 (3) and (4) of the MSL 2008, if, as a result of the Investigation, the Board is satisfied, with respect to any officer, that he caused or contributed to the accident, then any Endorsement issued by MACI may be cancelled or suspended and the officer concerned must deliver up the Certificate to MACI forthwith.</p> <p>Whoever fails to deliver an Endorsement certificate as required above is guilty of an offence and liable on summary conviction to a fine.</p> <p><i>Note:</i> Although MSL 2008 refers to the suspension or Cancellation of Certificates (of Competency), MACI can only deal with any such Certificates issued by the Cayman Islands, and in this regard Cayman issues Recognition Endorsements and not Certificates of Competency. MACI would advise the State issuing the underlying Certificate of Competency but only that State has the power to deal with Certificates issued by it.</p>
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**18-8. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>What documents / information are required to be provided to the Investigator of an accident?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Any documents / information he requests.</li> <li><input type="radio"/> Those documents the Master and Owner believe are appropriate to the investigations.</li> <li><input type="radio"/> None.</li> <li><input type="radio"/> Only the Official Log Book.</li> </ul>	<p><b>Answer:</b> <i>Any documents / information he requests.</i></p> <p>The Investigator has very wide powers in this regard and in essence may request whatever information, documents or other records he regards to be necessary for the investigation and it is an offence to refuse such a request</p>
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**18-9. HIGH PRIORITY. MASTERS AND SENIOR OFFICERS.**

<p>What protection does a witness have regarding evidence he gives to an Inspector with regard to a marine casualty investigation?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The witness can refuse to give evidence.</li> <li><input type="radio"/> The witness can give only the information that he wishes to.</li> <li><input type="radio"/> Any information given by the witness cannot be used in evidence against him or his spouse.</li> <li><input type="radio"/> The witness can later retract what he has said.</li> </ul>	<p><b>Answer:</b> <i>Any information given by the witness cannot be used in evidence against him or his spouse.</i></p> <p>No answer given by a person under the requirement to provide any information relevant to any examination or investigation shall be admissible in evidence against that person or witness, or the spouse of that person in any proceedings except where a statement or declaration to the Inspector is known to be false.</p>
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**18-10. HIGH PRIORITY. MASTERS ONLY.**

<p>When a maritime accident occurs is the Master required to note this in the Official Log Book?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Yes.</li> <li><input type="radio"/> No.</li> <li><input type="radio"/> It depends on the nature of the accident.</li> <li><input type="radio"/> Only if the ship is delayed.</li> </ul>	<p><b>Answer:</b> <i>Yes.</i></p> <p>When any maritime accident occurs on board a Cayman Islands ship, an entry is required to be entered in the Official Log Book (OLB) and the record should include a description of the casualty and the place where, or the position of the ship when, it occurred.</p> <p>This does not preclude appropriate entries also being made in the Deck or Engine Room Log Books, as appropriate, as per normal practice and indeed such entries, made during the actual accident or incident, are often used to formulate an appropriate entry in the OLB.</p>
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**19. PORT STATE CONTROL AND FLAG STATE INSPECTION:**

All questions within this section may be set for both Masters and Senior Officers.

**19-1. HIGH PRIORITY.**

<p>Who must be informed if your ship is detained during a Port State Control inspection?</p> <ul style="list-style-type: none"> <li><input type="radio"/> The Operator.</li> <li><input type="radio"/> MACI.</li> <li><input type="radio"/> The Operator and MACI.</li> <li><input type="radio"/> No-one.</li> </ul>	<p><b>Answer:</b> <i>The Operator and MACI.</i></p> <p>When a Cayman Islands ship is detained it is essential that MACI is informed immediately with the basic facts, including, where possible, photographs of all detainable deficiencies, particularly in cases where the detention appears unreasonable. Such photographs should in any case be retained for use by MACI.</p>
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**19-2.**

<p>When might an Improvement Notice be issued?</p> <ul style="list-style-type: none"> <li><input type="radio"/> Never.</li> <li><input type="radio"/> If an Inspector is of the opinion that a person is contravening one or more of the relevant statutory provisions, or has contravened one or more of those provisions, that in the opinion of the Inspector make it likely that the contravention will be repeated.</li> <li><input type="radio"/> If an Inspector is of the opinion that activities are being, or are likely to be, carried out on board any ship and he feels these activities will involve the risk of serious personal injury to any person.</li> <li><input type="radio"/> If the ship is operating fine but the Inspector thinks improvements can be made.</li> </ul>	<p><b>Answer:</b> <i>If an Inspector is of the opinion that a person is contravening one or more of the relevant statutory provisions, or has contravened one or more of those provisions, that in the opinion of the Inspector make it likely that the contravention will be repeated.</i></p> <p>If an Inspector or Surveyor is of the opinion that a person is contravening one or more relevant statutory provisions (those for safety and protection of the marine environment) or has contravened one or more of those provisions such that, in the opinion of the Inspector or Surveyor, it is likely that the contravention will be repeated, he may serve an "Improvement Notice". The Notice will state the concerns that the Inspector or Surveyor has, specifying the provision or provisions which he thinks are being contravened and why.</p>
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**19-3.**

<p>What must be done when an Improvement Notice is issued?</p> <ul style="list-style-type: none"> <li>○ Agree to remedy the contravention or conditions leading to it.</li> <li>○ Remedy the contravention or conditions leading to it within a period specified by the Inspector.</li> <li>○ Agree that such activities or issues are no longer carried out.</li> <li>○ The ship cannot go to sea until such activities are halted and contraventions of any provisions listed are remedied.</li> </ul>	<p><b>Answer:</b>  <i>Remedy the contravention or conditions matters leading to it within a period specified by the Inspector.</i></p> <p>The Notice will require the person to remedy the contravention or conditions leading to it within a period specified by the Inspector or Surveyor. An Improvement Notice may include directions as to the measures to be taken to remedy any contravention or matter to which it relates. A Notice should not require any measures to be taken that are more onerous than those necessary to secure compliance with that provision. Whoever contravenes any requirement imposed by an Improvement Notice is guilty of an offence unless he proves that he exercised all due diligence to avoid a contravention of the requirement.</p>
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**19-4.**

<p>When might a Prohibition Notice be issued?</p> <ul style="list-style-type: none"> <li>○ Never</li> <li>○ If an Inspector is of the opinion that a person is contravening, or has contravened one or more statutory provisions, that in the opinion of the inspector make it likely that the contravention will be repeated</li> <li>○ If an Inspector is of the opinion that activities are being, or are likely to be, carried out on board any ship and he feels these activities will involve the risk of serious personal injury to any person</li> <li>○ The Inspector can issue a Prohibition Notice for any reason he wants</li> </ul>	<p><b>Answer:</b>  <i>If an Inspector is of the opinion that a person is contravening, or has contravened one or more statutory provisions, that in the opinion of the Inspector make it likely that the contravention will be repeated.</i></p> <p>If an Inspector or Surveyor is of the opinion that activities are being, or are likely to be, carried out on board any ship such that, the opinion of the Inspector or Surveyor, those activities will involve the risk of serious personal injury to any person, whether on board the ship or not, or that the activities are in serious contravention of the relevant statutory provisions for safety of the ship or protection of the marine environment, he may serve a "Prohibition Notice". The Notice will state the risk and concerns that the Inspector or Surveyor has which give rise to the risk, and will also specify any provision or provisions which the Inspector or Surveyor thinks are being contravened and why.</p>
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**19-5.**

<p>When a Prohibition Notice is issued what action must be taken to comply with it?</p> <p>(a) Agree to remedy the contravention or conditions leading to it as soon as possible.</p> <p>(b) Remedy the contravention or conditions leading to it within a period specified by the Inspector.</p> <p>(c) Immediately cease the activity or activities giving rise to the contravention and according to the terms of the Notice.</p> <p>(d) Do not proceed to sea until the prohibited activities have been ceased.</p> <p><input type="radio"/> (a).</p> <p><input type="radio"/> (a) and (d).</p> <p><input type="radio"/> (c) and (d).</p> <p><input type="radio"/> (b) and (d).</p>	<p><b>Answer:</b> <i>(c) and (d).</i></p> <p>The notice will direct that any such activities or contraventions are to cease immediately and that, where relevant, the ship cannot go to sea until such activities are halted and contraventions of any provisions listed are remedied. A Prohibition Notice may include directions as to the measures to be taken to remedy any contravention or matter to which it relates. Any Notice should not require any measures to be taken that are more onerous than those necessary to secure compliance with that provision.</p>
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