

# WMSL In-Port Engineer Officer of the Watch (EOW) Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

**Copyright © 2025 by Examzify - A Kaluba Technologies Inc. product.**

**ALL RIGHTS RESERVED.**

**No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.**

**Notice: Examzify makes every reasonable effort to obtain from reliable sources accurate, complete, and timely information about this product.**

**SAMPLE**

## **Questions**

SAMPLE

- 1. What is an appropriate response to a potential toxic gas casualty?**
  - A. Cover the area**
  - B. Set boundaries**
  - C. Assist the individual immediately**
  - D. Ignore the situation**
- 2. What type of documentation is required after conducting repairs in the engine room?**
  - A. A written report for the crew's records**
  - B. A completed maintenance record log detailing the work performed and any parts replaced**
  - C. A verbal briefing to the bridge**
  - D. No documentation is necessary**
- 3. What are the EOW's responsibilities when handling chemicals onboard?**
  - A. Dispose of chemicals without safety measures**
  - B. Follow the Material Safety Data Sheets and ensure proper handling**
  - C. Store chemicals in any available space**
  - D. Mix chemicals to reduce storage requirements**
- 4. What must be done to reset the reefers?**
  - A. Adjust the thermostat**
  - B. High pressure switch, reset, start, and bypass**
  - C. Check fuel levels**
  - D. Inspect the vent system**
- 5. What does "Emergency Shutdown on MCMS" refer to in the case of a leak?**
  - A. A manual override of controls**
  - B. A full cessation of operations**
  - C. A systematic closing of all systems**
  - D. A set of emergency protocols to follow**

- 6. How should the EOW respond to a flooding incident in the engine room?**
- A. Turn off all pumps immediately**
  - B. Activate bilge pumps and notify the bridge**
  - C. Panic and evacuate the engine room**
  - D. Delay action until more information is available**
- 7. What is involved in managing watchstanders and contractors as an In-Port Engineer Officer of the Watch?**
- A. Supervising construction projects**
  - B. Training personnel on firefighting**
  - C. Overseeing engineering-related work**
  - D. Coordinating vessel berthing schedules**
- 8. What is the proper procedure to operate an emergency generator?**
- A. Start it without any pre-checks**
  - B. Ensure all pre-start checks are conducted before starting it**
  - C. Run it only during emergencies**
  - D. Check the oil level without any other checks**
- 9. Who would you feel comfortable sending over to another cutter at 2am if they suffered a casualty in a 9 man crew?**
- A. 1 Investigator**
  - B. 2 Investigators**
  - C. A Medical Officer**
  - D. A Boundary Man**
- 10. Which of the following is NOT a consideration for in-port safety?**
- A. Structural integrity of the vessel**
  - B. Weather conditions during the docking process**
  - C. The crew's vacation schedules**
  - D. Presence of hazardous materials onboard**

## **Answers**

SAMPLE

1. B
2. B
3. B
4. B
5. C
6. B
7. C
8. B
9. B
10. C

SAMPLE

## **Explanations**

SAMPLE

**1. What is an appropriate response to a potential toxic gas casualty?**

- A. Cover the area**
- B. Set boundaries**
- C. Assist the individual immediately**
- D. Ignore the situation**

Setting boundaries is crucial in response to a potential toxic gas casualty because it helps to ensure the safety of both the affected individual and others nearby. Establishing boundaries prevents additional exposure to the toxic gas and keeps bystanders at a safe distance, minimizing the risk of more casualties. This approach allows for a controlled environment where emergency procedures can be put into place without further harm. While immediate assistance to the individual may seem like a helpful response, it can put the rescuer at risk if the gas is still present and active. Covering the area or ignoring the situation are not appropriate actions as they do not address the immediate risks associated with toxic gas exposure. Setting clear boundaries allows trained personnel to assess the situation and respond effectively while also protecting others from potential hazards.

**2. What type of documentation is required after conducting repairs in the engine room?**

- A. A written report for the crew's records**
- B. A completed maintenance record log detailing the work performed and any parts replaced**
- C. A verbal briefing to the bridge**
- D. No documentation is necessary**

The requirement for a completed maintenance record log detailing the work performed and any parts replaced is essential for ensuring accountability and traceability of repairs made in the engine room. This documentation serves multiple purposes: it provides a historical record of maintenance activities, helps in tracking the condition of machinery and systems, and assists in compliance with safety and regulatory standards. Maintaining such records is crucial not only for the vessel's operational continuity but also for future reference, particularly in the event of recurring issues or during inspections by regulatory bodies. A thorough log ensures that all crew members are aware of the specifics of the work done, which can be critical during subsequent operations or emergency scenarios. Moreover, while other types of documentation and briefings have their merits, the comprehensive nature of a maintenance record log stands out as the most formal and useful documentation following repairs in the engine room.

### 3. What are the EOW's responsibilities when handling chemicals onboard?

- A. Dispose of chemicals without safety measures
- B. Follow the Material Safety Data Sheets and ensure proper handling**
- C. Store chemicals in any available space
- D. Mix chemicals to reduce storage requirements

The responsibilities of the Engineer Officer of the Watch (EOW) when handling chemicals onboard are critical for maintaining safety and compliance with regulations. Following the Material Safety Data Sheets (MSDS) is an essential practice because these documents provide vital information on the properties of each chemical, including hazards, handling procedures, and emergency measures. By adhering to the instructions outlined in the MSDS, the EOW ensures that chemicals are managed safely and that all personnel are informed about the potential risks associated with specific substances. In addition to providing safety protocols, the MSDS outlines the necessary personal protective equipment (PPE) that should be used when handling certain chemicals, ensuring that the crew minimizes exposure to hazardous materials. This diligent approach not only protects individual crew members but also helps in maintaining the overall safety of the vessel. The other choices pose significant risks to safety and regulatory compliance. For instance, disposing of chemicals without safety measures can result in environmental hazards and legal repercussions. Similarly, storing chemicals in any available space without regard to compatibility and safety guidelines could lead to dangerous reactions or spills. Mixing chemicals to reduce storage requirements can create unexpected hazardous reactions, jeopardizing the safety of the crew and the vessel. Thus, the correct answer highlights the importance of proper chemical handling as a fundamental

### 4. What must be done to reset the reefers?

- A. Adjust the thermostat
- B. High pressure switch, reset, start, and bypass**
- C. Check fuel levels
- D. Inspect the vent system

To reset the reefers, it's essential to follow a specific procedure that often involves addressing the high pressure switch. When a reefer unit experiences a critical situation, such as a high pressure fault, the system will shut down to prevent damage. The correct approach is to reset the high pressure switch, start the unit again, and potentially bypass any safety features if necessary, depending on the circumstances. This procedure is crucial because by resetting the high pressure switch, you are effectively reinitializing the unit and allowing it to operate safely once conditions are deemed normal. Other factors, such as adjusting the thermostat or checking fuel levels, play important roles in overall reefer performance but do not directly pertain to the reset process. Inspecting the vent system is also a valid maintenance task but does not specifically relate to the immediate need for resetting the units in this context.

**5. What does “Emergency Shutdown on MCMS” refer to in the case of a leak?**

- A. A manual override of controls**
- B. A full cessation of operations**
- C. A systematic closing of all systems**
- D. A set of emergency protocols to follow**

"Emergency Shutdown on MCMS" in the context of a leak refers to a systematic closing of all systems to mitigate any further risks associated with the leak. The purpose of such a shutdown is to ensure the safety of personnel, prevent environmental damage, and protect the integrity of the vessel and its operations. This systematic approach ensures that all relevant systems are effectively and efficiently shut down in an orderly fashion, reducing the possibility of an escalation of the emergency situation. This defensive action typically involves coordinating the shutdown of various subsystems in a specific sequence to prevent unintended consequences, like pressure build-up or equipment damage. It is critical that personnel follow set procedures as part of the emergency protocols to ensure the overall safety and effectiveness of the emergency response.

**6. How should the EOW respond to a flooding incident in the engine room?**

- A. Turn off all pumps immediately**
- B. Activate bilge pumps and notify the bridge**
- C. Panic and evacuate the engine room**
- D. Delay action until more information is available**

The appropriate response to a flooding incident in the engine room involves a proactive approach to managing the situation while ensuring safety. Activating the bilge pumps is a critical first step, as these pumps are designed to remove water that accumulates in the engine room. By efficiently removing the water, the EOW can help mitigate the flooding, reduce damage, and maintain operational integrity. Notifying the bridge is equally important, as it ensures that all necessary personnel are informed of the situation. This allows for coordinated efforts in managing the incident, such as preparing for potential evacuation or implementing additional emergency procedures if necessary. Rapid communication with the bridge enables a timely assessment of the vessel's overall status and navigational safety. Other responses may lead to increased risk. For instance, turning off all pumps could exacerbate flooding rather than control it. Panic and evacuation could result in confusion and jeopardize safety protocols, while delaying action risks allowing the flooding to worsen, potentially compromising the vessel's stability and safety.

**7. What is involved in managing watchstanders and contractors as an In-Port Engineer Officer of the Watch?**

- A. Supervising construction projects**
- B. Training personnel on firefighting**
- C. Overseeing engineering-related work**
- D. Coordinating vessel berthing schedules**

Managing watchstanders and contractors as an In-Port Engineer Officer of the Watch primarily involves overseeing engineering-related work. This role encompasses ensuring that all engineering operations are conducted safely, efficiently, and in accordance with established protocols and safety standards. It includes directing maintenance, repair activities, and inspections on board, as well as coordinating with contractors who may be engaged in specific engineering tasks. In this position, the officer must also manage watchstanders effectively, providing guidance and support to ensure that engineering systems remain operational and that any issues are addressed promptly. This management role is crucial in maintaining the vessel's readiness and safety while it is at port, which is why overseeing engineering-related work is central to the responsibilities of an In-Port Engineer Officer of the Watch.

**8. What is the proper procedure to operate an emergency generator?**

- A. Start it without any pre-checks**
- B. Ensure all pre-start checks are conducted before starting it**
- C. Run it only during emergencies**
- D. Check the oil level without any other checks**

The proper procedure to operate an emergency generator includes ensuring that all pre-start checks are conducted before starting it. This step is vital to ensure the generator is in optimal working condition. Pre-start checks typically include verifying fuel levels, oil levels, coolant levels, battery condition, and the state of any emergency systems. These checks help identify any potential issues that could impede its operation during an emergency, thus ensuring reliability and safety. Performing these pre-checks is critically important in a maritime environment where power loss can lead to dire consequences. By confirming that the generator is ready to run and all associated systems are functional, the operator can minimize risks during its use. This thorough preparation helps ensure the generator will perform as required in emergencies.

**9. Who would you feel comfortable sending over to another cutter at 2am if they suffered a casualty in a 9 man crew?**

- A. 1 Investigator**
- B. 2 Investigators**
- C. A Medical Officer**
- D. A Boundary Man**

When considering the scenario of sending personnel from a cutter that has suffered a casualty, choosing to send two investigators provides a more comprehensive approach to addressing any incident effectively, especially in a small crew of nine where resources are limited. Sending two investigators ensures that there are enough personnel to conduct a thorough investigation or assist effectively, allowing one to focus on gathering information and another to support or provide additional assistance as needed. This teamwork is critical in responding during the challenging hours of the night when visibility may be low and circumstances can be chaotic. While sending a single investigator might limit the scope of the investigation, it can also place the responsibility on one person, potentially overwhelming them, especially in high-stress situations. A medical officer could be vital in a health crisis, but if the requirement is specifically for investigation purposes, an investigator aligns more closely with the task. The boundary man, typically focused on safety and preventing the spread of hazards, might not possess the investigative skills needed for a casualty assessment. In summary, dispatching two investigators not only enhances the capability to assess the situation timely and accurately but also ensures that there is enough manpower to respond effectively to any developments during the investigation process.

**10. Which of the following is NOT a consideration for in-port safety?**

- A. Structural integrity of the vessel**
- B. Weather conditions during the docking process**
- C. The crew's vacation schedules**
- D. Presence of hazardous materials onboard**

The consideration that is not relevant to in-port safety is the crew's vacation schedules. While managing crew availability is important for operational efficiency, it does not directly impact the safety of the vessel or the people onboard during docking or while in port. In-port safety primarily focuses on the physical conditions and potential hazards that could affect the vessel's stability and the safety of the crew and port personnel. On the other hand, elements such as the structural integrity of the vessel are critical as they influence the vessel's ability to operate safely and remain stable while docked. Weather conditions significantly affect docking operations and necessitate careful monitoring to avoid hazardous situations. Additionally, the presence of hazardous materials onboard must be managed to prevent accidents, spills, or exposure that could endanger crew and environmental safety. These considerations are all integral to ensuring a safe in-port environment, whereas crew schedules are an operational matter rather than a safety concern.