

**SCOTTISH QUALIFICATIONS AUTHORITY**  
**MARKERS REPORT FORM**  
**PART I**

SUBJECT: 060-01. S.V. Marine Diesels

DATE: 23<sup>rd</sup> October 2020.

General Comments on Examination Paper

An average set of responses. Candidates are reminded not to write in the margins, these are for markers use only. One candidate did not attempt four questions and scored zero in another three. One candidate did not attempt three questions. Candidates should start each new question on a new side of the answer booklet.

General Comments of Specific Examination Questions

Q1. Marks were lost by several candidates who failed to explain the **EFFECTS** and concentrated on detailed accounts of the causes.

Q2. Generally, well answered although several failed to mention dew point or corrosion issues.

Q3. Most candidates resorted to simply draining the pressure which only proves the trip wiring and sensor. Few candidates mentioned a dedicated test kit or pressure calibrator. No marks are awarded for simply stating “*follow the manufactures procedure*”. The question asks for the procedure. There is also no need to spend over half the answer on risk assessments. A line stating “*once the engine is available and a Permit to Work using a safe system of work as described in the Code of Safe Working Practices is in place*” will suffice unless the question specifically states “including all safety considerations”.

Q4. Generally, well answered, however several candidates struggled to describe the function of the Helix and the covering / uncovering of the **spill port**. Freeing ports are fitted on decks. One candidate scored full marks. The function of the delivery valve was not known by several candidates, especially regarding the non - return function.

Q5. No comments.

Q6. Many candidates failed to gain good marks by omitting a description as asked in part (a).

Q7. No comments.

Q8. Generally, well answered. Many candidates did not mention pre-lub or hand cranking prior to first run in part (b).

Q9. Drawings ranged from superb to the illegible.

Q10. Candidates will gain more marks by concentrating on why the gears should be lubricated **before** first turn rather than just listing possible defects. Some candidates are clearly mixing up scuffing, scoring and pitting defects. The higher scoring part (b) responses often lacked condition monitoring techniques such as vibration analysis, mag chip analysis or even trends of operating temperatures and pressures. Inspection is but one.