Block 2

Enhancing Maritime Training Through Feedback

Modern maritime operations demand precise understanding and application of navigational rules, particularly the International Regulations for Preventing Collisions at Sea (COLREGs). This study investigates effective ways of delivering feedback to improve crew knowledge and training outcomes.
As part of this survey, you will:

1. Complete a **10-question assessment** based on COLREGs.
2. Receive a via email, tailored to your answers.
3. Evaluate the usefulness, clarity, and quality of the feedback provided.

This research aims to identify the most effective methods for providing performance-based feedback in maritime training environments.

Study Context

This questionnaire is part of a doctoral research project within the Department of Naval Architecture, Ocean, and Marine Engineering (NAOME) at the University of Strathclyde, Glasgow, United Kingdom. The project has been approved by the university's ethics committee.

Email Collection: You will be asked to provide your email address at the end of the survey. This is necessary so we can send you your personalized feedback report. Your email will be stored securely, accessible only to the research team, and will not be shared or used for any other purpose.

All collected data will be stored on university-approved secure systems. Data will be kept until the end of the research project, then permanently deleted. Survey results may be published in academic journals, but no personal information will be disclosed. If you wish to withdraw your data or have any questions, you may contact the researcher directly at furkan.tornaci@strath.ac.uk.

Voluntary Participation & Time Commitment

Your participation is entirely voluntary, and you can exit the survey at any time by closing your browser. The survey is anonymous unless you provide your email address for feedback delivery.

Estimated Time to Complete: 10–15 minutes

Thank you for supporting this research. Your input will help us improve how feedback is delivered in maritime education and training.

Block 4

Please Enter Your Email Adress

Please Enter Your Age

To which gender identity do you most identify?

- Male

- ○ Female
- ○ Other

How many years of sea experience do you have?

Please enter the number of years, including fractions (e.g., 1.5 years, 0.25 years for a few months). If you have less than one year, please use a decimal (e.g., 0.5 for six months).

Which department do you belong to?

- ○ Deck
- ○ Engine
- ○ Electrical
- ○ Catering / Steward
- ○ Other

What is your nationality?

Nationality

Default Question Block

The term "power-driven vessel" refers to any vessel _ _ _ _ _ _ _ _ _ _.

- with propelling machinery onboard whether in use or not
- traveling at a speed greater than that of the current
- with propelling machinery in use
- making way against the current

A vessel "restricted in her ability to maneuver" is one which _ _ _ _ _ _ _ _ _ _.

- from the nature of her work is unable to maneuver as required by the rules
- due to adverse weather conditions is unable to maneuver as required by the rules
- through some exceptional circumstance is unable to maneuver as required by the rules
- has lost steering and is unable to maneuver

Which statement is TRUE, according to the Rules?

- A vessel engaged in fishing while underway shall, so far as possible, keep out of the way of a vessel restricted in her ability to maneuver.
- A vessel constrained by her draft shall keep out of the way of a vessel engaged in fishing.
- A vessel not under command shall avoid impeding the safe passage of a vessel constrained by her draft.
- A vessel not under command shall keep out of the way of a vessel restricted in her ability to maneuver.

When two power-driven vessels are meeting head-on and there is a risk of collision, which action is required to be taken?

- Sound at least five short and rapid blasts
- Back down
- Both vessels alter course to starboard
- Both vessels shall stop their engines

Which describes a head-on situation?

- Seeing two forward white towing lights in a vertical line on a towing vessel directly ahead
- Seeing one red light of a vessel directly ahead
- Seeing both sidelights of a vessel directly ahead
- Seeing both sidelights of a vessel directly off your starboard beam

Your vessel is underway in reduced visibility. You hear the fog signal of another vessel about 30° on your starboard bow. If danger of collision exists, which action(s) are you required to take?

- Reduce your speed to the minimum at which it can be kept on course
- Slow your engines and let the other vessel pass ahead of you
- Alter course to port and pass the other vessel on its port side
- Alter course to starboard to pass around the other vessel's stern

You have sighted three red lights in a vertical line on another vessel dead ahead at night. Which vessel would display these lights?

- A vessel aground
- A vessel dredging
- A vessel moored over a wreck
- A vessel constrained by her draft

By radar alone, you detect a vessel ahead on a collision course, about 3 miles distant. Your radar plot shows this to be a meeting situation. Which action should you take?

- Turn the vessel to starboard
- Maintain course and speed and do not sound any whistle signals
- Maintain course and speed and sound at least five short blasts of the whistle

- Turn the vessel to port

A vessel may exhibit lights other than those prescribed by the Rules as long as the additional lights meet which requirement(s)?

- do not impair the visibility or distinctive character of the prescribed lights
- have a lesser range of visibility than the prescribed lights
- are not the same color as either sidelight
- All of the above

Which signal should be used to indicate that your vessel is in distress?

- Sounding four or more short rapid blasts on the whistle
- Displaying a large red flag
- Displaying three black balls in a vertical line
- Continuously sounding the fog whistle