第—章 航海图书资料

一、习题

1. Admiralty Sailing Directions are often referred to as .A. pilots B. admiralties C. sailings D. directions

2. Several shoals reported to exist in the area south-west of the Brothers.A. have B. have been C. has D. has been

3. *Admiralty Sailing Directions* published in England are kept up to date by .A. corrections B. publications C. supplements D. alterations

4. In *Admiralty Sailing Directions*, STRIPES is the word used to indicate marking.A. horizontal B. verticalC. diagonal D. vertical or diagonal

5. The navigational term SET OF CURRENT means .A. velocity of current in knots B. direction from which the current flowsC. estimated current D. direction toward which the current flows

6. When there are small differences between the heights of two successive high tides or two successive low tides, the tides are called .A. diurnal B. semi-diurnal C. solar D. mixed

7. At a spot where the charted depth is 15 m, and the tidal height is -1.3m, then the actual depth of the water is .A. 13.7 m B. 15 m C. 1.3 m D. 16.3 m

8. Place names used on board ships should be those .A. specified by international authorities B. specified by national authoritiesC. on standard map D. on the chart or *Sailing Directions* in use

9. The advice to masters in the Australian Pilot publication does not sufficiently the short­ comings of the Newcastle anchorage in adverse weather conditions.A. high B. light C. highlight D. lighthigh

10. For full information regarding the current circulation of the Indian Ocean, *Sailing Directions*, *Current Atlas*, etc.A. watch B. look for C. see D. regard

11. From the mariner can know the data of tide.A. the sea pilot B. the cargo plan C. the tide table D. the port list

12. The difference in height between consecutive high and low waters is the .A. height B. range C. stand D. fall

13. The flood stream here is at an average rate of 0. 8 .A. cables B. miles C. kilometers D. knots

14. is a UK maritime agency.A. MCA B. UKHO C. USCG D. MSA

15. The period at high or low water during which there is no apparent change of level is called .A. HEIGHT B. TANGE C. STAND D. FALL

16. Attention is the advice on the use of charts in *The Mariner’s Handbook* Chapter 3, Section 1.A. fixed to B. needed for C. pushed to D. drawn to

17. The arrangement of charts in the catalogue is .A. on a regional basis B. on a national basisC. shown orderly D. appeared from A to W

18. You would expect to find channels marked with the IALA-A Buoyage System in .A. the Philippines B. Australia C. the Republic of Korea D. Chile

19. You may find the time of slack water after low water in a certain port from .A. *Deadweight Scale* B. *Tide Tables* C. *Notices to Mariners* D. *Table of Azimuth*

20. The velocity of a rotary tidal current will be decreased when the moon is .A. at apogee B. new C. full D. all of the above

21. Navigational warnings are published according to .A. the designed area B. the designated areaC. the indicated area D. all areas over the world

22. Buoys which mark isolated dangers are painted with alternating .A. red and black bands B. green and black bandsC. red and white stripes D. green and white bands

23. A lighted preferred-channel buoy may show a .A. fixed red light B. Morse (A) white light C. composite group-flashing light D. yellow light

24. A light that has a light period shorter than its dark period is described as .A. flashing B. pulsating C. occulting D. alternating

25. The characteristic of a lighted cardinal mark may be .A. very quick flashing B. flashing C. fixed D. occulting

26. A buoy, being a shape of cylinder and with red group flashing, shows that it is .A. a left-side buoy B. a right-side buoyC. a buoy of safety D. a buoy of danger

27. The tide . It’s 2 hours before low water, and your present position you will be aground at low water.A. falls/in B. has been falling/on C. has fallen/at D. is falling/in

28. Conditions for crossing a rough bar are usually best at .A. low water slack B. high water slackC. high water ebb D. high water flood

29. The latest known details of lights are given in .A. *Admiralty List of Lights and Fog Signals* B. *Admiralty List of Radio Signals* C. *Admiralty Maritime Communications* D. NP 290

30. The PC-based program of Admiralty Digital List of Lights has been approved by .A. all maritime authorities in Europe, Africa and AsiaB. European channel portsC. UKHOD. MCA

31. In which source could you find the number of a chart for a certain geographic area? .A. Chart No. 1 B. Catalog of Charts C. IMO Practical Navigator D. IMO Light List

32. Data relating to the direction and velocity of rotary tidal currents can be found in the .A. *Mariner’s Guide* B. *Tidal Current Tables* C. *Nautical Almanac*  D. *Tide Tables*

33. is the average height of all high waters over a 19-year period.A. MLW B. MHW C. MHHW D. TCHHW

34. The Lists of Meteorological Observation Stations can be found in .A. ALRS B. ALL C. SHM D. ATT

35. An alternating light .A. shows a light with varying lengths of the lighted periodB. shows a light that changes colorC. marks an alternate lesser-used channelD. is used as a replacement for another light

36. How is the intensity of a light expressed in the *Light List* s? .A. Luminous range B. Geographic rangeC. Nominal range D. Meteorological range

37. The Coast Radio Stations are found in .A. *Admiralty List of Lights and Fog Signals*  B. *Admiralty Maritime Communications*C. *Admiralty List of Radio Signals* D. *Admiralty Digital List of Lights*

38. A cardinal mark showing an uninterrupted quick-flashing white light indicates the deepest water in the area is on the .A. north side of the mark B. west side of the markC. east side of the mark D. south side of the mark

39. Global Maritime Distress and Safety System (GMDSS) is contained in a volume of .A. *Admiralty List of Lights and Fog Signals* B. *Admiralty List of Radio Signals*C. *Admiralty Maritime Communications* D. *Admiralty Distance Tables*

40. Buoys which only mark the left or right side of the channel will never exhibit a light with which characteristic? .A. Flashing B. Quick flashing C. Composite group flashing D. Equal interval (isophase)

41. The latest known details of lights, light-structures, light-vessels, light-floats, lanbys and fog

signals are given in .A. *Admiralty List of Lights* B. *Admiralty List of Radio Signals*C. *Admiralty Digital List of Lights* D. *Tidal Stream Atlases*

42. The difference between the height of “high water” and the next succeeding or last preceding “low water” is . A. the height of the tide B. the rise of the tideC. the range of the tide D. the vertical distance

43. is the average level of the lower of the two low waters on the days of spring tides.A. Mean lower low water springs B. Indian spring low waterC. Lowest normal low water D. Tropic lower low water

44. An occulting light is one in which .A. the period of darkness exceeds the period of lightB. there is only a partial eclipse of the lightC. the periods of light and darkness are equalD. the period of light exceeds the period of darkness

45. Pilot Services, Vessel Traffic Services and Port Operations are contained in .A. *Admiralty Tide Tables* B. *Admiralty List of Radio SignalsC*. Navtex and SafetyNET information D. windows-based tidal prediction program

46. is/are NOT one volume of Admiralty List of Radio Signals.A. Global Maritime Distress and Safety SystemB. Maritime Safety Information ServicesC. Coast Radio StationsD. *Admiralty List of Lights and Fog Signals*

47. provide(s) a comprehensive source of information on all aspects of Maritime RadioCommunications.A. *Admiralty Digital List of Lights* B. *Admiralty List of Lights and Fog Signals*C. *Admiralty List of Radio Signals* D. *Admiralty Tide Tables*

48. Information on the operating times and characteristics of foreign radiobeacons can be found

in which publication? .A. *List of Lights* B. *Coast Pilot*C. *Sailing Directions* D. *List of Radiobeacons*

49. Tide is called diurnal when .A. only one high and one low water occur during a lunar dayB. the high tide is higher and the low tide is lower than usualC. the high tide and low tide are exactly six hours apartD. two high tides occur during a lunar day

50. Your vessel goes aground in soft mud. You would have the best chance of refloating it at next tide if it grounded at .A. low water neap B. low water spring C. high water neap D. high water spring

51. defines an object can be observed from a distance to be just rising above or just

plunging below the visible horizon.A. Dipping distance B. Geographical rangeC. Luminous range D. The range at which a light can be seen

52. Which statement is NOT true of the Uniform Lateral System of Buoyage? .A. It employs top marksB. Lighted buoys have the same shape as unlighted buoysC. The numbering or lettering of fairway buoys is optionalD. It is better than any other system

53. gives daily predictions of the times and heights of high and low waters for over 230 standard and 6,000 secondary ports in the world.A. *Admiralty Tide Tables*B. *Admiralty Tidal Stream Atlases*C. *Admiralty Manual of Tides* ( NP 120)D. *Admiralty Tidal Handbooks* (NP 122 1 -3)

54. A line on the earth parallel to the equator is a .A. gnomonic curve B. small circle C. meridian D. great circle

55. Charted depths by 2 meters due to state of the winds.A. is decreased B. decreased C. decreases D. are decreased

56. What information is NOT found in the chart title? .A. Survey information B. Scale C. Date of first edition D. Projection

57. The only cylindrical chart projection widely used for navigation is the .A. Lambert conformal B. Mercator C. azimuth D. gnomonic

58. For details of these and other lights the larger scale charts and Admiralty Lists shouldBe .A. considered B. consulted C. concluded D. commanded

59. chart 3994, positions read from this chart should be shifted 0. 03 minutes Northward.A. To consider B. To check C. To examine D. To agree with

60. The heights and soundings of Admiralty chart are expressed in Fathoms in

Meters.A. either/or B. neither/nor C. another/nor D. other/or

61. On a Mercator chart, 1 nautical mile is equal to .A. 1 minute of longitude B. 1 degree of longitudeC. 1 minute of latitude D. 1 degree of latitude

62. In revised editions of Admiralty charts, the are corrected first.A. smaller scales B. larger scalesC. smaller scales and larger scales D. moderate scales

63. Contour elevations on this chart refer to heights in feet above mean .A. lower low water B. high waterC. low water D. sea level

64. As these features are not all charted, special caution should be exercised vessels navigating in the vicinity.

A. by B. with C. on D. in

65. Lines on a chart which connect points of equal magnetic variation are called .A. magnetic latitudes B. magnetic declinations C. dip D. isogonic lines

66. A chart position enclosed by a semi-circle is a/an .A. fix B. estimated position C. dead reckoning position D. running fix

67. A plane that cuts the earth’s surface and passes through the poles will always form .A. the equator B. a loxodromic curve C. a small circle D. a meridian

68. Attention is called to the fact that in many cases charted depths may be decreased by up

to .A. one nautical mile B. two kilometersC. 5 cables only D. one fathom

69. The shortest distance between any two points on earth defines a .A. small circle B. great circle C. rhumb line D. hyperbola

70. is a digitized “picture” of a chart.A. Vector chart format B. Raster chart dataC. Pixel D. Electronic Nautical Chart

71. A is the intersection of the surface of a sphere and a plane passing through the Center of the sphere.A. great circle B. small circle C. large circle D. general circle

72. The alteration of depth contours or limits should be made with .A. erasures B. short double strokesC. typing correction fluids D. two or three pencil ticks

73. The distance between any two meridians measured along a parallel of latitude and expressed in miles is the .A. difference in longitude B. mid-longitudeC. departure D. meridian angle

74. Some of these shoals have been disproved and are not charted. Nevertheless mariners should with particular caution in this area.A. go B. proceed C. move D. remove

75. A position that is obtained by applying estimated current and wind to your vessel’s course and speed is a/an .A. dead reckoning position B. estimated position C. fix D. DR

76. The irregular black line around a charted light such as Race Rock Light indicates that it

is .A. unwatched B. surrounded by riprapC. a minor light D. constructed on an artificial island

77. Attention is called to the fact that in many cases pipelines are not and charted depths may be decreased by up to 2 meters.A. concealed B. buried C. existed D. built

78. A chart has extensive corrections to be made to it. When these are made and the chart is again printed, the chart issue is a .A. first edition B. new edition C. revised edition D. reprint

79. You should plot a dead reckoning position after every .A. course change B. speed change C. fix or running fix D. EP

80. The positions and characteristics of lights and buoys shown within the port area are A. untrue B. impossible C. suspectful D. unimportant

81. The system will accept a harbor map which is incorrect, therefore the operator must {exercise caution} in harbor selection.A. be considered B. be prudent C. be bold enough D. be careless

82. Chart legends which indicate a conspicuous landmark are printed in .A. capital letters B. italics C. boldface print D. underlined letters

83. At a scale of 1:600,000, a chart user who is capable of plotting to a precision of 0. 2 millimeters must appreciate that this represents approximately meters on the ground.A. 200 B. 120 C. 60 D. 20

84. A gnomonic projection is based on a/an .A. plane tangent at one pointB. cylinder tangent at the equatorC. cone tangent at one parallelD. infinite series of cones tangent at selected parallels

85. is normally responsible for maintaining records of corrections to navigational chartsAnd nautical publications.A. The chief officer B. The second officerC. The third officer D. The PSC officer

86. My position has been obtained by .A. astronomical observation B. hydrographic surveyC. weather prediction D. current sailing

87. Which position includes the effects of wind and current? .A. Dead reckoning position B. Leeway positionC. Estimated position D. Set position

88. objects are those which stand out clearly from the background or other objects and are easily identifiable from a few miles offshore in normal visibility.A. Conspicuous B. Permanent C. Preliminary D. Temporary

89. The two wavy magenta lines running to Green Hill Point represent .A. recommended approaches to Green Hill PointB. areas of unreliable loran readingsC. submarine cablesD. prohibited fishing areas

90. Which aid is NOT marked on a chart with a magenta circle? .A. Aero light B. Radar station C. Radar transponder beacon D. Radiobeacon

91. A polyconic projection is based on a .A. plane tangent at one pointB. cylinder tangent at one parallelC. cone tangent at one parallelD. series of cones tangent at selected parallels

92. You determine your vessel’s position by taking a range and bearing to a buoy. Your position will be plotted as a/ an .A. running fix B. fix C. dead reckoning position D. estimated position

93. Uncharted lights, fog signals and radar beacon transmissions may be near the station.A. encountered B. met C. contacted D. seen

94. The broken magenta line which runs parallel to the shore between Roanoke Point and Mattituck Inlet marks a .A. fish trap area B. pipeline C. demarcation line D. cable area

95. Magnetic information on a chart may be NOT .A. shown in the center(s) of the compass roseB. indicated by isogonic linesC. found in a note on the chartD. presented in the legend of a chart

96. A line of position is .A. a line connecting two charted objectsB. a line on some point of which the vessel may be presumed to be locatedC. the position of your vesselD. not used in a running fix

97. A Mercator chart is a .A. cylindrical projection B. simple conic projectionC. polyconic projection D. rectangular projection

98. The distances always have to be measured from the nearest scale on a Mercator chart, due to the fact that .A. it is the most efficient way B. it varies with the latitudeC. it varies with the longitude D. it is the most straight line

99. On either side of York River Entrance Channel, there are areas bounded by short-long magenta lines and marked by yellow buoys. These areas are .A. fish trap areas B. designated anchoragesC. spoil areas D. naval exercise areas

100. What is important to check when transferring a position from GPS to a chart? .A. Reading the position correctlyB. Plotting the position correctlyC. Make sure that the chart and the GPS use the same datumD. Make sure the map is updated

101. Blocks in NM are .A. notices adding detail to chartsB. notices deleting detail to chartsC. alterations to depth contours, deletion of depths which are not mentioned in notices as they have little navigational significanceD. reproductions of portions of charts

102. You have been informed that dredging operations may be underway in your vicinity. Which buoy indicates the dredging area? .A. White buoy with a green topB. White and international orange buoyC. Yellow buoyD. Yellow and black vertically-striped buoy

103. Many of the soundings shown on the chart are derived from . Undue reliance should not be placed upon them.A. complete and often very poor surveysB. correct and often very good surveysC. inadequate and often very old surveysD. adequate and present surveys

104. How is the annual rate of change for magnetic variation shown on a pilot chart? .A. Gray lines on the uppermost inset chartB. Red lines on the main body of the chartC. In parenthesis on the lines of equal magnetic variationD. Annual rate of change is not shown

105. Navigational charts are frequent changes, the important one of which are

promulgated by *Admiralty Notices to Mariners*.A. published with B. combined with C. in connection with D. subject to

106. All straight lines represent great circle tracks on a chart based on a/an .A. mercator projection B. polyconic projectionC. orthographic projection D. gnomonic projection

107. are changes on charts due to changes in hydrography, topography, construction,

removal or addition of dangers to navigation, etc.A. Breathing apparatus B. Emergency escapeC. Small corrections D. Source data

108. When is the rhumb line distance the same as the great circle distance? .A. Course 090°T in high latitudesB. Course 180°T when you cross the equatorC. Course 045 °T in low latitudesD. The rhumb line distance is always longer than the great circle distance

109. A great circle track provides the maximum saving in distance on .A. easterly courses in high latitudesB. southerly courses in high latitudesC. westerly courses in low latitudesD. easterly courses in low latitudes that cross the equator

110. is NOT contained in the Weekly NM.A. *Amendments to Admiralty Sailing Directions*B. *Amendments to Admiralty List of Lights and Fog Signals*C. *Amendments to Admiralty List of Radio Signals*D. *Supplement to Guide to Port Entry*

111. A position that is obtained by using two or more intersecting lines of position, taken at nearly the same time, is a/an .A. estimated position B. fix C. running fix D. dead reckoning position

112. You are navigating 1 mile north of Cape Henry Lighthouse at the southern entrance to Chesapeake Bay. You observe that this area is bounded on the chart by magenta bands. This indicates a/an .A. fish trap area B. explosive anchorage C. pilotage area D. danger zone

113. You are on watch and the pilot has just anchored the vessel. The next thing that you should do after the anchor has been let go is to .A. stop the enginesB. escort the pilot to the accommodation ladderC. plot the vessel’s position on the chartD. make a round of the weather decks

114. Areas enclosed by a long and short dashed magenta line indicate .A. cable areas B. dumping groundsC. fish trap areas D. precautionary areas

115. Admiralty Notices to Mariners are published . A. every day B. every week C. every month D. every year

116. Chart correction information is NOT disseminated through the .A. Summary of Corrections B. Local Notice to MarinersC. Daily Memorandum D. chart correction card

117. is/are NOT among the services provided by ANMO.A. Full-Color BlocksB. Annual Summary of Notices to MarinersC. Cumulative List of Admiralty Notices to MarinersD. World-wide Navigation Warnings

118. are published for the correction of Admiralty charts.A. Admiralty Sailing Directions B. Admiralty List of SignalsC. The Mariner’s Handbook D. Admiralty Notices to Mariners

119. Navigational warnings and weather bulletins for shipping from Singapore Radio.A. broadcast B. broadcasted C. are broadcast D. are broadcasted

120. The area of Dover Strait lies within the limits of the world-wide navigation warning

service.A. NAVAREA I B. NAVAREA II C. NAVAREA III D. NAVAREA IV

121. Whenever reference is made to a volume of *Sailing Directions*, of *Admiralty Notices to Mariners* should invariably be consulted.A. Section I B. Section II C. Section III D. Section IV

122. *Admiralty Notices to Mariners* can be obtained by Masters of vessels from anyAdmiralty Chart Agent.A. free of charge B. with no responsibilityC. without limitations of distribution D. with little charges

123. A star adjacent to the number of a notice indicates that the notice is based on .A. original information B. further guidanceC. sailing directions D. charts and associated publications

124. are contained in Section IV of Notice to Mariners weekly edition.A. Explanatory Notes, Indexes to Section IIB. Corrections to *Admiralty Sailing Directions*C. Reprints of Radio Navigational WarningsD. Corrections to *Admiralty List of Radio Signals*

125. The issue of *Notices to Mariners* of charts and these aids (Radar beacons) may be delayed until such time as they are assessed to be.A. temporary B. permanent C. occasional D. steady

126. On discovery of new dangers, of changes or defects in aids to navigation, Masters of vessels should immediately inform .A. their government B. their port of registryC. British government D. UK hydrographic office

127. amplify charted detail and contain information needed for safe navigation.A. *Admiralty Sailing Directions* B. *Admiralty List of Lights*C. *Admiralty List of Signals* D. *Admiralty Notices to Mariners*

128. Your chart indicates that there is an isolated rock and names the rock using vertical letters. This indicates the .A. rock is visible at low water springs onlyB. rock is a hazard to deep draft vessels onlyC. rock is dry at high waterD. exact position of the rock is doubtful

129. the incomplete nature of the survey, heavy draught vessels are warned not to navigate within the 10 fathom line.A. Because B. Owing to C. Having been D. Being

130. means the curve on the earth’s surface which cuts all the meridians at the sameAngle.A. Great circle B. Position line C. Rhumb line D. True bearing

131. refers to the angle between true north and the heading line of the vessel.A. True position B. True meridian C. True course D. True bearing

132. A buoy having red and green horizontal bands would have a light characteristic of .A. group occulting B. composite group flashingC. Morse letter A D. quick flashing

133. A buoy marking a wreck will show a/an .A. white light Fl(2) and a topmark of 2 black spheresB. occulting green light and may be letteredC. yellow light and will be numberedD. continuous quick white light and may be numbered

134. A celestial body will cross the prime vertical circle when the latitude is numerically .A. greater than the declination and both are of the same nameB. less than the declination and both are of the same nameC. greater than the declination and both are of contrary nameD. less than the declination and both are of contrary name

135. A chart projection depicting the poles and a small area on either side of a connecting meridian, sometimes used for star charts, is the\_\_\_\_\_\_\_.A. azimuthal gnomonic projection B. Lambert conformal projectionC. transverse Mercator projection D. polyconic projection

136. A chart with a natural scale of 1:160,000 is classified as a .A. sailing chart B. general chart C. coast chart D. harbor chart

137.A fairly accurate estimation of a ship’s position can be calculated by a technique knownAs .A. dead reckoning B. pilotage C. great circle sailing D. geographic navigation

138. A green pillar lightbuoy, FI (2) 5s, is to be substituted for the red conical lightbuoy close

S. W. of the stranded wreck. The above sentence mainly refers to .A. a red buoy is to be replaced by a green buoyB. a green buoy is to be replaced by a red buoyC. either a red buoy or a green buoy is to be replacedD. neither a red buy nor a green buoy is to be replaced

139. A large navigational buoy (LNB) is painted .A. redB. yellowC. with red and white vertical stripesD. with a distinct color and pattern unique to each buoy

140. A relative bearing is always measured from .A. true north B. magnetic north C. the vessel’s beam D. the vessel’s head

141. A revised print of a chart is made .A. after every major hydrographic survey of the area covered by the chartB. when there are numerous corrections to be made or the corrections are extensiveC. when a low-stock situation occurs and minor corrections are madeD. every two years to update the magnetic variation information

142. A SEA ROOM TO BE KEPT FOR SAFETY AROUND A VESSEL, ROCK, PLATFORM,

ETC. , OR THE PLACE ASSIGNED TO A VESSEL WHEN ANCHORED OR LYING ALONGSIDE A PIER, ETC. means .A. port B. commercial area C. berth D. roadstead

143. A SEAMARK, I. E. A BUOY, INDICATING THE NORTH, EAST, SOUTH OR WEST

FROM A FIXED POINT E. G. A WRECK is .A. entrance buoy B. new buoy C. port buoy D. cardinal buoy

144. A single line of position combined with a dead reckoning position results in a/an .A. running fix B. fix C. estimated position D. assumed position

145. You plot a fix using three lines of position and find they intersect in a triangle. The actual position of the vessel .A. is outside of the triangleB. may be anywhere in the triangleC. may be inside or outside of the triangleD. is the geometric center of the triangle

146. A true bearing of a charted object, when plotted on a chart, will establish a .A. fix B. line of position C. relative bearing D. range

147. A vessel’s position should be plotted using bearings of .A. fixed objects on shore B. buoys at a distanceC. buoys close by D. all of the above

148. Bearings are true reckoned in Admiralty charts.A. clockwise from 000 to 359 degrees B. clockwise from 359 to 000 degreesC. anti-clockwise from 000 to 359 degrees D. anti-clockwise from 359 to 000 degrees

149. Chart depth is the .A. vertical distance from the chart sounding datum to the ocean bottom, plus the height of tideB. vertical distance from the chart sounding datum to the ocean bottomC. average height of water over a specified period of timeD. average height of all low waters at a place

150. Current refers to the .A. vertical movement of the water B. horizontal movement of the waterC. density changes in the water D. none of the above

151. Currents are in rate and direction.A. vary B. variable C. variably D. variability

152. Date line passed eastbound, .A. jumping over today B. backing to yesterdayC. jumping over tomorrow D. backing to the day before yesterday

153. During daylight savings time the meridian used for determining the time is located

farther .A. west in west longitude and east in east longitudeB. east in west longitude and west in east longitudeC. westD. east

154. Every new supplement to the *Sailing Directions* the previous one.A. enforces B. cancels C. corrects D. replenishes

155. Which information is NOT provided in broadcasts by the National Institute of Standards and

Technology? .A. Storm warnings B. Time announcementsC. Omega status information D. NAVAREA warnings

156. Your dead reckoning position should be plotted .A. whenever an estimated position is plottedB. when it agrees with your loran positionC. when coming on or going off soundingsD. at least once every hour in the open waters of the sea

157. Generally, are used as the track charts on the high seas, are used for

harbors, inland waters and coastal areas.A. Mercator charts/loran charts B. Admiralty charts/routeing chartsC. large scale charts/small scale charts D. small scale charts/large scale charts

158. If several fixed navigational lights are visible at the same time, each one may be positively

identified by checking all of the following EXCEPT what against the Light List? .A. Rhythm B. Period C. Intensity D. Color

159. In *Admiralty Sailing Directions*, BANDS is the word used to indicate marking.A. horizontal B. vertical C. diagonal D. vertical or diagonal

160. In light characteristics expression,“ Oc (2 + 3)” means .A. occulting B. occasional flashing C. group occulting D. composite group occulting

161. In midocean, the characteristics of a wave are determined by three factors. What is NOT one of these factors? .A. Effect of the moon’s gravity B. FetchC. Wind velocity D. Length of time a wind has been blowing

162. In which voyage, between two points, is the rhumb line distance NOT approximately the same as the great circle distance? .A. The two points are in low latitudes in the same hemisphereB. The two points are in high latitudes in the same hemisphereC. The two points are near the equator, but in different hemispheresD. One point is near the equator, one point is in a high latitude, and both are near the 180th meridian

163. *Light Lists* for coastal waters are .A. published every year and require no correctionsB. published every second year and must be correctedC. published every five years and require no correctionsD. accurate thru NM number on title page and must be corrected

164. Many navigational warnings are of a temporary nature, but others remain in force for several months or may be succeeded by .A. *Notices to Mariners* B. *Sailing Directions*C. *List of Lights and Signals* D. *Guide to Port Entries*

165. Mariners are FIRST warned of serious defects or important changes to aids to navigation by

means of .A. marine broadcast Notice to Mariners B. *Weekly Notices to Mariners*C. corrected editions of charts D. *Light Lists*

166. Mean high water is the average height of .A. the higher high waters B. the lower high watersC. the lower of the two daily tides D. all high waters

167. Neap tides occurs .A. at the start of spring, when the sun is nearly over the equatorB. only when the sun and moon are on the same sides of the earth and are nearly in lineC. when the sun and moon are at approximately 90° to each other, as seen from the earthD. when the sun, moon, and earth are nearly in line, regardless of alignment order

168. No navigational aids are shown and the chart is not kept corrected for alterations in depths

inside the pecked lines. For more detailed information, the larger scale charts must be .A. referred to B. appreciated C. met with D. concerned

169. On a chart, the characteristic of the light on a lighthouse is shown as flashing white with a red sector. The red sector .A. indicates the limits of the navigable channelB. indicates a danger areaC. is used to identify the characteristics of the lightD. serves no significant purpose

170. On small scale charts of ocean areas where hydrographic information is, in many cases, still

sparse, charted shoals may be in error as regards .A. position B. position, depth and extentC. depth and extent D. position and extent

171. On this chart only the principle to navigation are shown.A. equipment’s B. tools C. apparatus D. aids

172. Owing to old data of the survey the positions and number of the beacons shown on this chart are NOT to be .A. considered B. insured C. relied upon D. suspected

173. Positions read from this chart should, to agree with chart 3949, be 0. 03 minutes

northwards and 0. 22 minutes westwards.A. shifted B. removed C. changed D. altered

174. Preferred channel buoys indicate the preferred channel to transit by .A. odd or even numbersB. the color of their top bandC. the location of the buoy in the channel junctionD. the buoy’s light rhythms

175. Spring tides occur .A. when the moon is new or fullB. when the moon and sun have declination of the same nameC. only when the moon and sun are on the same sides of the earthD. at the beginning of spring when the sun is over the equator

176. The buoy symbol printed on your chart is leaning to the northeast. This indicates .A. you should stay to the north or east of the buoyB. you should stay to the west or south of the buoyC. the buoy is a major lighted buoyD. nothing special for navigational purposes

177. The changes in the channel’s depths and buoys on this coast are this chart can not be considered as a safe guide of the channel.A. frequent B. so frequent C. frequent that D. so frequent that

178. The charts sold are of .A. newly edition with up-to-date correction and in reasonable pricesB. the current edition and incorporate the last *Notices to Mariners* correctionC. the current edition and incorporate the latest *Notices to Mariners* correction at the time of saleD. brand-new one with up to date correction and clean writing

179. The class of tide that prevails in the greatest number of important harbors on the Atlantic Coast is .A. interval B. mixed C. diurnal D. semidiurnal

180. The distance between the surface of the water and the tidal datum is the .A. height of tide B. charted depth C. actual water depth D. range of tide

181. The equator is .A. the primary great circle of the earth perpendicular to the axisB. the line to which all celestial observations are reducedC. the line from which a celestial body’s altitude is measuredD. all of the above

182. The error in the measurement of the altitude of a celestial body, caused by refraction, increases as the .A. horizontal parallax decreasesB. observer’s height above sea level increasesC. humidity of the atmosphere decreasesD. altitude of the body decreases

183. The IALA has decided that a single worldwide system of buoyage cannot be achieved at

present, but considers that the use of two alternative systems is practicable. The system A is termed as .A. lateral system onlyB. uniform lateral systemC. joint lateral systemD. combined cardinal and lateral system

184. The latest available information on the channel conditions above Baton Rouge that includes

recommended course and the latest buoy information is found in the .A. *Notices to Mariners* B. *Waterways Journal*C. *Sailing Directions* D. Corps of Engineers maps

185. The latest NM Weekly update is available from prior to the official publication date.A. 24.00 midnight (UK time) on the FridayB. 00.00 midnight (UK time) on the SundayC. 12.00 Noon (UK time) on the WednesdayD. 08. 00 Noon ( UK time) on the Monday

186. The Light List shows a lighted aid to navigation on the left bank. This means that the light can be seen on the starboard side of a vessel .A. ascending the river B. descending the riverC. crossing the river D. proceeding towards sea

187. The lighthouse if at night may be in trouble.A. invisible B. it is invisible C. isn’t visible D. unvisible

188. The luminous range of a light takes into account the .A. glare from background lighting B. existing visibility conditionsC. elevation of the light D. observer’s height of eye

189. The mariner must be the final judge of the reliance he can place on the information given in the Admiralty charts and other publications, since they .A. may always be complete and up-to-dateB. may not always be complete and up-to-dateC. may sometimes be complete and up-to-dateD. may not sometimes be complete and up-to-date

190. *The Mariner’s Handbook* general information affecting navigation and is Complementary to the Sailing Directions.A. giving B. give C. gives D. given

191. The maritime radio system consisting of a series of coast stations transmitting coastal warning is called .A. NAVTEX B. HYDROLANT/HYDROPAC C. NAVAREA D. SAFESEA

192. The movement of water away from the shore or downstream is called a/an .A. reversing current B. ebb current C. flood current D. slack current

193. The numeral in the center of a wind rose circle on a pilot chart indicates the .A. total number of observations B. average wind force on the Beaufort scaleC. average wind force in knots D. percentage of calms

194. The operation of which aids to navigation may be suspended during war or national emergency? .A. Navigational satellites B. Loran C. Omega D. All of the above

195. The pilotage-quarantine anchorage, between Damen Dao and Qingshan Dao, isDefined by the lines the given points.A. situated/connected B. situated/connectingC. situating/connected D. situating/connecting

196. The maximum difference between mean time and apparent time is .A. equal to the longitude expressed in time unitsB. about 16 minutesC. the difference between the GHA of mean sun and the first point of AriesD. 15° of arc

197. The principal advantage of NAVTEX radio warnings is that .A. they can be used by mariners who do not know Morse codeB. only an ordinary FM radio is necessary to receive these warningsC. information on a given topic is only broadcast at specified timesD. they cover a broad spectrum of the radio band allowing reception on almost any type of receiver

198. The shoreline shown on nautical charts of areas affected by large tidal fluctuations is usually the line of mean .A. lower low water B. low water C. tide level D. high water

199. You receive a call from the U. S. Coast Guard addressed to all stations. The call begins with

the words Pan-Pan (3 times). Which type of emergency signal would this be? .A. Safety signal B. Urgency signal C. Distress signal D. Red alert signal

200. The symbol which appears beside a light on a chart reads GpFl(2) R10sl60ftl9M. WhichCharacteristic describes the light? .A. It is visible 10 miles B. Its distinguishing number is 19M.C. It has a radar reflector D. None of the above

201. The time required for a lighted aid to complete a full cycle of light changes is listed in the *Light List* as the .A. set B. frequency C. period D. function

202. The two most effective generating forces of surface ocean currents are .A. temperature and salinity differences in the waterB. wind and density differences in the waterC. water depth and underwater topographyD. rotation of the earth and continental interference

203. You plot a fix using three lines of position and find they intersect in a triangle. You should plot the position of the vessel .A. outside of the triangleB. anywhere in the triangleC. on the line of position from the nearest object, between the other two lines of positionD. in the geometric center of the triangle

204. The velocity of the current in large coastal harbors is .A. predicted in Tidal Current Tables B. unpredictableC. generally constant D. generally too weak to be of concern

205. The velocity of the wind, its steady direction, and the amount of time it has blown determines a wind driven current’s .A. temperature B. density C. deflection D. speed

206. There is not depth of water around the area centered at the lighthouse.A. ample B. sufficient C. enormous D. incredible

207. There is sufficient anchorage for at all time around the No. 1 buoy and for smaller

vessels around the No. 4 buoy.A. deep laded vessels B. deeply load vesselsC. deep loading vessels D. deeply loaded vessels

208. There shall be two principal through the harbor for the passage of vessels of over 60 tons burden.A. straits B. channels C. canals D. roadsteads

209. This is an exercise area. Mariners are to navigate with caution.A. advised B. told C. informed D. asked

210. Under the IALA-A Buoyage System, a buoy used as a port hand mark would not show which light characteristic? .A. Isophase B. Quick flashing C. Long flashing D. Group flashing (2 + 1)

211. Under the IALA-A Buoyage System, a green spar buoy with a triangular topmark would

indicate that the buoy .A. should be left to port when heading out to seaB. may be left close aboard on either sideC. is on the north side of a point of interestD. is marking the preferred channel

212. Vessels are warned in the area enclosed by pecked lines owing to the existence of

numerous telegraph cables.A. anchor B. to anchor C. not to anchor D. not to anchoring

213. Weekly NMs are available without subscription from appointed .A. Admiralty DistributorsB. Admiralty Publication HouseC. United Kingdom Hydrographic Office (UKHO)D. UK Maritime & Coastguard Agency (MCA)

214. You are running parallel to the coast and take a running fix using bearings of the same object. If you are making less speed than used for the running fix, in relation to the position indicated by the fix, you will be .A. closer to the coast B. farther from the coastC. on the track line ahead of the fix D. on the track line behind the fix

215. What is a characteristic of cardinal marks? .A. Light rhythms indicating directional orientationB. Vertical stripesC. Square or triangular topmarksD. Number-letter combinations for identification

216. What is a lighted safe water mark fitted with to aid in its identification? .A. A spherical topmark B. Red and white retro reflective materialC. A sequential number D. A red and white octagon

217. What is NOT a characteristic of cardinal marks? .A. Yellow and black bands B. White lightsC. Square or triangular topmarks D. Directional orientation to a hazard

218. What is NOT an advantage of the rhumb line track over a great circle track? .A. Easily plotted on a Mercator chartB. Negligible increase in distance on east-west course near the equatorC. Does not require constant course changesD. Plots as a straight line on Lambert conformal charts

219. What is the characteristic of a quick light? .A. Shows groups of 2 or more flashes at regular intervalsB. Durations of light and darkness are equalC. Shows not less than 60 flashed per minuteD. Shows quick flashes for about 5 seconds followed by a 1 second dark period

220. What is the significance of the broken magenta lines which roughly parallel the shore between Roanoke Point and Orient Point on Long Island? .A. They mark the limits of breakers in that areaB. They warn the mariner of submerged rocksC. They mark the boundary lines of fish trap-’areasD. They warn the mariner ol -submerged pipelines

221. When making landfall at night.; the light from a powerful lighthouse may sometimes be seenBefore the lantern breaks the- horizon. This light is called the .A. diffusion B. backscatter C. loom D. elevation

222. When making landfall at night, you can determine if a light is a major light or an offshore buoy by .A. the intensity of the lightB. checking the period and characteristics; against the *Light List*C. the color, because use the buoy will have only a red or a green lightD. all of the above

223. When navigating a vessel , you . A. can always rely on a buoy to be on stationB. can always rely on a buoy to show prop\*r light characteristicsC. should assume a wreck buoy is directly over the wreckD. should never rely on a floating aid to maintain its exact position

224. When navigating in high latitudes and using a chart based on a Lambert conformal

projection, .A. a straight line drawn on the chart approximates a great circleB. the chart should not be used outside of the standard parallelsC. the course angle is measured at the mid-longitude of the track lineD. distance cannot be measured directly from the chart

225. Where would you obtain data on currents for areas of the world not covered by the National

Ocean Service? .A. In the *Coast Pilot* B. In the *Nautical Almanac*C***.*** In the *List of Lights* D. In the *Sailing Directions*

226. Which buoy will NOT display white retro reflective material? .A. Safe water mark B. Isolated danger markC. Preferred channel mark D. Daymark of no lateral significance

227. Which conic projection chart features straight lines which closely approximate a greatCircle? .A. Polyconic B. Lambert conformal C. Orthographic D. Stereographic

228. Which nautical charts are intended for coastwise navigation outside of outlying reefs and

shoals? .A. Approach charts B. General charts C. Sailing charts D. Coast charts

229. Which statement is CORRECT regarding the difference between currents and tidal

streams? . A. A current is seasonal and flows in the same direction for the season. The rate of flow may change with the season .B. Tidal streams flood and ebb, that is they flow in two directions while flooding and in most cases, though not necessarily, the opposite while ebbingC. Tidal streams are seasonal and flow in the same direction for the season. The rate of flow may change with the seasonD. A current flows in two directions. The rate of flow may change with the season

230. Which statement is TRUE concerningapogean tide? .A. They occur only at quadratureB. They occur when the moon is nearest the earthC. They cause diurnal tides to become mixedD. They have a decreased range from normal

231. Which statement is TRUE concerning equatorial tides? .A. They occur when the sun is at minimum declination north or southB. They occur when the moon is at maximum declination north or southC. The difference in height between consecutive high or low tides is at a minimumD. They are used as the basis for the vulgar establishment of the port

232. With respect to a reversing current, slack water occurs when there is .A. little or no horizontal motion of the waterB. little or no vertical motion of the waterC. a weak ebb or flood currentD. when winds cause water to back up in a river mouth

二、参考答案及解析

1. A。英版《航路指南》经常被称为引航员。pilot引航员，航行指南。

2. B。据报在Brother的西南区域存在几处浅滩。be reported据报，主语为several shoals,所以只能选 have been。

3. C。英版《航路指南》在英国出版，通过补篇来更新。

4. D。英版《航路指南》中STRIPES表示竖纹或斜纹。

5. D。洋流的方向指的是流去的方向。

6. B。每个潮汐日中有两个高潮和两个低潮，且两个高潮以及两个低潮之间的潮高差别不大的， 称为半日潮。

7. A。海图上一点水深为15米,潮高为-1.3米，则实际水深为13. 7米。实际水深=海图水深+潮高。

8. D。船上所使用的地理名称应该是《航路指南》和海图上所使用的地理名称。

9. C。在澳大利亚版的航路指南对船长的建议中没有详细说明纽卡斯尔锚地在不利天气下的缺 点。highlight详细说明。

10. C。关于印度洋洋流循环的详细信息，请查阅《航路指南》、《洋流图集》等。see查阅，参考。

11. C。航海人员可以从潮汐表中获取潮汐的数据。

12. B。相邻高潮和低潮之间的潮高差是潮差。

13. D。这里潮流的平均流速为0.8节。

14 A。英国海事局是英国的海事机构。MCA (Maritime Coastguard Agency)是英国海事局。

15. C。在高潮或低潮时，有一段时间没有明显的变化，用STAND(停潮）或SLACK(平潮）表示。

16. D。应特别注意《航海员手册》第三章第一部分关于海图使用的建议。draw attention to 为固 定搭配，意思是“引起注意。

17. A。航海图书总目录中是按地理顺序排列海图的。

18. B。澳大利亚属于国际浮标协会 A系统，而菲律宾、韩国、日本以及美洲属于B系统。

19. B。从潮汐表中可以找到某一港口停潮的时间。

20. A。当月亮位于远地点时,回转流的速度会降低。

21. A。航行警告是按指定的区域进行发布的。

22. A。孤立危险物标志被漆成红黑相间的横条纹。

23. C。推荐航道标的灯质为混合联闪(2 + 1)。

24. A。发光的时间短于不发光的时间称为闪光。

25. A。方位标的灯质为甚快闪。

26. A。罐形并显示红色闪光的浮标为左侧标。

27. D。现在是低潮前2小时，正在落潮，你在目前的位置低潮时将搁浅。

28. B。通过海底不平的浅滩的最好时机是高潮后的平潮期。rough bar海底不平的浅滩。

29. A。最新的、最详细的灯标信息在《灯标雾号表》中给出。

30. D。基于个人电脑程序的英版电子灯标表已经得到英国海事局的认可。

31. B。我们可以从《海图图书总目录》中找到特定区域的海图号码。

32. B。可以从潮流表中找到回转流的速度和方向。

33. B。平均高潮面是指19年以上所有高潮潮高的平均值。

34. A。气象观测站清单包含在《无线电信号表》第四卷中。

35. B。互光灯指的是光色交替变化的灯光。

36. C。luminous range光力射程,指灯光的发光强度;geographic range地理能见距离，指受地球曲率的影响，所能达到的最远距离;nominal range额定光力射程，列于《灯标表》或海图上；meteorological range气象能见距离，受能见度的影响，能够观察到灯光的最远距离。

37. C。海岸无线电台列在《无线电信号表》第一卷中。

38. A。方位标中显示不间断的闪光为北方位标，航海人员从其北边通过应该是安全的。

39. B。GMDSS包含在《无线电信号表》第五卷中。

40. C。表示航道左侧或右侧的侧面标不显示混合联闪的灯光，而显示除混合联闪之外的任何灯光;混合联闪为推荐航道标的专用灯光。

41. A。最新的关于灯标、灯塔、灯船、灯浮、大型自动导航浮标以及雾号都在《灯标表》中给出。

42. C。髙潮与相邻的之前或之后的低潮间的差值，称为潮差。

43. A。大潮期间每天两个低潮中较低的潮闹的平均值叫平均大潮低低潮高。mean lower low water springs平均大潮低低潮面，简称MLLWS。

44. D。发光时间比不发光吋间长的灯光称为明暗光occulting light明暗光。

45. B。引航服务、VTS服务以及港口操作服务都包含在《无线电信号书》第六卷中。

46. D。英版《灯标表》不是英版《无线电信号书》中的一册。

47. C。英版《无线电信号书》为海上无线电通信提供了全面信息。

48. A。关于不熟悉的无线电信标的信息，可以从《灯标表》中找到。

49. A。日潮是指一个潮汐日中只有一个高潮和一个低潮。

50. B。如果船舶在大潮低潮时搁浅，最容易脱浅，因为大潮低潮时水深最小。

51. A。dipping distance初隐初显距离，指的是物体处于看得见和看不见的临界位置。

52. D。关于统一侧面标系统，哪项描述不正确？它优于其他的标志系统。统一侧面标系统并不一定比其他系统优越。

53. A。《潮汐表》给出了全世界范围内的230多个主港以及6 000多个副港的潮汐信息。

54. B。纬度平行圈，除赤道外，其他均为小圆。

55. D。由于风浪的影响，海图水深减少了 2米。用被动语态。

56. C。海图的版本信息不在标题栏内，而在图框外。

57. B。广泛用于航海上的投影方式为墨卡托投影。

58. B。关于这些以及其他灯标的详细信息，应该査阅大比例尺海图和英版灯标表。consult参考,查阅。

59. D。为了与3994号海图保持一致，从这张海图上读取的位置应该向北移动0.03分。toAgree with 与…… 保持一致。

60. A。英版海图的高程和深度单位为拓或米。

61. C。墨卡托海图上,1海里等于1分纬度的长度。

62. B。修订英版海图时，大比例尺海图首先修订。

63. D。这张海图等高线的基准面为平均海平面。

64. A。这些特征没有标注在海图上，航行于其附近的船舶应特别谨慎。

65. D。海图上磁差相等点的连线称为等磁差线。isogonic lines等磁差线。

66. C。半圆标注的海图位置为积算船位。

67. D。一平面切割地球表面，且通过两极所形成的线叫子午线。 ‘

68. D。要注意到，在许多情况下海图水深减少最大可达1拓（即1.828 8米）。

69. B。地球上，任何两点之间的最短距离定义为大圆距离。

70. B。光栅海图是数字化的海图图像。

71. A。通过地球球心的平面切割地球表面形成大圆。

72. B。在等深线上画双短斜线表示取消。

73. C。在纬度圈上测量两条子午线之间的距离，单位用海里表示，称为东西距。departure东西距。

74. B。已经证实部分浅滩没有在海图上标注，因此航海人员在这一区域航行时应需特别谨慎。 proceed 航行。

75. B。利用本船的航速和航向并且考虑风流的影响，得到的船位为推算船位。dead reckoning position积算船位;estimated Position推算船位；fix定位；running fix移线定位。

76. B。在某一灯标周围有不规则的黑线，就祿像在Race Rock Light附近表示灯标周围的乱石堆。

77. B。海底管道没有被埋起来，船期航行时,必须留出更多富余水深以保证安全。

78. B。海图经过大量改正，重新印刷出版的海图为新版海图。

79. C。在每次定位或移线定位以后你都应该开始航迹推算。

80. A。港口区域屮灯标和浮筒的位置和灯质是不真实的。untrue不真实的。

81. B。系统可能接受不正确的海图，因此操作者在选择港图时需谨慎。 exercise caution 小心，谨慎;be prudent谨慎，考虑周到。

82. A。海图中，显著的物标用大写字母标注。

83. B。在比例尺为1:600 000的海图上,海图使用者能够标绘的精度为0.2毫米，表示地面上大约120米。

84. A。心射投影指的是平面与球面上的一点相切，从而产生的投影。

85. B。二副负责改正海图及其他图书出版物，并负责记录。

86. A。我船通过观测天体得到船位。

87. C。考虑风流影响而得到的船位为推算船位。

88. A。显著的物标指的是那些在背景中突出，或者在正常能见度下离岸数海里外容易识别的物标。conspicuous 显著的;permanent 永久的；preliminary 预告的;temporary 临时的。

89. C。海图上，粉红色的波浪线表示海底电缆。

90. A。航海标志用粉红色的圆圈标注，而航空标不是。

91. D。多圆锥投影是基于一系列的圆锥曲面与选定的平面相切而产生的。

92. D。测量浮筒的距离和方位所得的船位是推算船位。

93. A。附近可能会碰到海图上没有标注的灯标、雾号和雷达信标。encounter遭遇，一般为不好的事情。

94. A。海图上与Roanoke Point和Mattituck Inlet岸线平行的粉红色虚线是捕鱼区。

95. C。海图上的磁差信息不会在海图注释栏中出现,会用等磁差线、罗经花表示,也可能在海图的标题栏中提到。

96. B。位置线指船舶可能位置点的连线。

97. A。墨卡托海图是圆柱投影。

98. B。由于海图上存在纬度渐长率，所以在海图上量取长度时，应该从最邻近的纬度处量取。

99. A。在York River人口航道的任何一侧，由粉红色短长线围成,并有黄色浮筒作标记。这些区域为捕鱼区。

100. C。将GPS的位置移到海图上时，最重要的是要确保两者的坐标系一致。

101. D。block是某一部分海图的复印。block图贴。

102. C。已经接到通知，在你附近有疏竣作业进行,哪一个标志表示疏浚区域？黄色浮标是专用标志，故可用黄色浮标表示疏浚区域。

103. C。海图数据来源不充分且陈旧，航海人员不能过分信赖这样的海图。

104. A。航用海图上磁差的年变化率是如何表示的？航用海图的比例尺小，磁差用灰色的等磁差线表示。

105. D。海图有可能经常变动,重要的改变用《航海通告》改正。

106. D。在心射投影海图上所有的直线都代表大圆。Gnomonic projection 心射投影。

107. C。因水文、地形、结构以及航行危险物的出现或移除，海图需要进行小改正。

108. B。如果航向为180 度，恒向线航程等同于大圆航程。

109. A。在高纬海区航向为正东时，大圆航线最节省航程。

110. D。周版《航海通告》中不包括对《进港指南》的补充。

111. B。定位是指几乎在同一时间，两条或多条位置线交叉所得的船位。

112. C。你船航行在Cape Henry灯塔的北面1海里处，发现海图上这一区域被粉红色的横带所包围，表明该区

域是引航区。

113. C。引航员抛锚之后,值班驾驶员首先应该在海图上定出船舶的锚位。

114. C。海图上，粉红色的长短点画线所包围的区域为捕鱼区。

115. B。《航海通告》每周出版一次。

116. D。对海图的改正信息不通过海图改正卡发布。

117. D。ANMO (Admiralty Notices to Mariners On-line)英版航海通告网上服务不提供世界范围的航行警告。

118. D。出版航海通告是为了改正海图。

119. C。航行警告和航用天气预报从新加坡电台播发。broadcast的过去式、过去分词和原形相同。

120. A。多佛尔海峡位于世界范围内的航警I区。

121. D。《航海通告》的第四部分用于改正《航路指南》。

122. A。船长可以从英版海图代销商处免费获得英版《航海通告》。

123. A。《航海通告》后带有星号，表示此信息为原始信息。

124. B。《航海通告》第四部分用于改正《航路指南》。

125. B。《航海通告》中对海图和助航标志（雷达信标）的改正可能要推迟，直到认为这些改变是永久性的时候才发布。

126. D。一旦发现新的障航物、助航标志发生变化或存在缺陷，船长应立即通知英国水道测量局。

127. A。英版《航路指南》详细描述了海图上的资料，包含了安全航行所需要的信息。

128. C。海图上一个孤立危险标用竖直的字母命名，表示该孤立危险标在高潮时可见。

129. B。由于测量的不完整性，警告深吃水船舶不要在10拓等深线内航行。owing to= because of,由于。

130. C。恒向线表示在地球上与所有子午线相交成相同角度的线。

131. C。真航向是指船首向与真北之间的夹角。

132. B。一灯浮显示红绿相间的横条纹，表明其为推荐航道标志，其灯光为混合联闪(2+1)。

133. A。标志沉船的浮标为孤立危险标，其灯质是闪白光两次，顶标为两个黑球。.

134. A。当测者纬度大于天体赤玮且与赤纬同名时，天体会穿过东西圈。

135. C。一种投影描绘两极以及极区两侧与基准子午线相连的小块区域，有时也作索星图用，是横向墨卡托投影（高斯投影）。

136. B。比例尺为1:160 000的海图被划分为总图。

137. A。一种较精确计算所得船位的方法是航迹推算

138. A。一绿色柱形灯浮Fl（2）5s将代替位于沉船西南方向的红灯浮。substitute for替代。

139. A。大型助航浮标一般漆成红色。

140. D。相对方位通常从船首量起。

141. C。修订版的海图指当库存量不多且改正量也少时出版的海图。

142. C。为了保证安全，在船舶、岩石、平台等周围围起的一块水域，或指定给船舶锚泊或靠泊码头的地方，称为泊位。

143. D。表明距一个固定点（例如沉船）的东、南、西、北的方位的海上标志叫方位标。

144. C。单一位置线与积算船位相结合得到一推算船位。

145. C。定位时，三条位置线形成一三角形，实际船位可能位于三角形内或三角形外。

146. B。海图物体的真方位标注在海图上时.得到一条位置线。

147. A。应该使用岸上固定物标确定船位。浮标的位置是不确定的。

148. A。在英版海图上，方位是按顺时针方向从000到359计算的。

149. B。海图水深指的是海图深度基准面到海底的垂直距离。

150. B。洋流指海水的水平移动。

151. B。洋流的速度和方向可变。

152. B。向东通过日期变更线，日期重复一天。

153. D。夏令时期间，用于确定时间的子午线更向东一些。

154. B。《航路指南》中新的补篇取代了前面的补篇。

155. D。哪一个信息不是由 National Institute of Standards and Technology 播发的？航区警告。

156. D。在开敞水域中，至少每小时进行一次积算船位。

157. D。一般来说，大洋上航行用小比例尺海图，进港、沿岸水域航行用大比例尺海图。

158. C。如果数个灯标同时可见，航海人员可以通过检査除哪一项以外的来识别灯标？发光强度。频率、周期和颜色都可用来识别灯标。

159. A。在英版《航路指南》中，BANDS用于标示水平横纹。

160. D。在灯标的灯质中,Oc(2+3)表示混合联明暗光。

161. A。在大洋中，波浪的性质取决于三个要素。哪一个不属于这三个要素？月球引力。三要素为风时、风力、风区。

162. B。在两点间如何航行时，恒向线航程与大圆有明显的差异？同半球的高纬地区。

163. D。沿岸灯标表需通过《航海通告》保证其准确性，且需要改正。

164. A。许多航行警告有临时的性质，但某些能够持续数月有效或被《航海通告》所取代。

165. A。航海人员首先通过海上航海通告广播的方式得到关于助航标志严重缺陷或重大改变方面的警告。

166. D。平均髙潮面指所有高潮潮高的平均值。

167. C。小潮发生于从地球上看月亮与太阳和地球间夹角成90度时。

168.A。在海图上虚线范围内没冇显示助航标:志，丨丨.水深没有改正到最新。要了解详细信息，必须查阅大

例尺海图。refer to 查阅、参考。

169. B。在海图上,灯塔的灯光特性显示为白色和红色的扇形区。红扇形区表示危险区域。

170. B。在一些小比例尺的海图上某些区域的水文信息可能是很稀少的，图示的浅滩可能在

位置、水深以及范围方面有误。

171. D。在这张海图上只显示了主要的助航标志。aid to navigation助航标志。

172. C。由于测量数据陈旧，其上所显示的信标的位置和数目是不可靠的。

173. A。为了和海图3949保持一致，从这张海图上读取的位置应该向北移动0.03分，向西移动 0.22 分。

174. B。推荐航道标通过浮标顶部的横条纹颜色表示所推荐的航道。

175. A。新月或满月时发生大潮。

176. D。印刷在海图上的的浮标符号倾斜于东北方向，这对航海没有任何意义。

177. D。航道的水深和浮标变化如此频繁，以至于这张海图根本不能作为安全的导航图。so... that固定搭配。

178. C。出售的海图是最新的版本,且包含了最新《航海通告》改正。

179. D。大西洋沿岸的大部分重要港口为半日潮类型。

180. A。水面与潮汐基准面之间的距离称为潮高。

181. A。赤道是垂直于地轴的基准大圆。

182. D。因光线折射而引起的观察天体高度误差，随天体高度减小而增加。

183. D。国际航标协会决定采用单一的浮标系统在目前做不到的，采用两种不同的浮标系统是可行的。A系统结合了方位标和侧面标系统。

184. A。Baton Rouge上关于航道的最新情况，包括推荐航向和最新的浮标信息，都可以在《航海通告》中找到。

185. C。最新的周版《航海通告》可以在周三中午12: 00(英国时间）获得，这个时间要早于正式出版日期。

186. A。《灯标表》显示助航灯标位于左岸，它表示当船舶向上游航行时能够看到灯标在右侧。河道中顺流而下左手边为左岸，右手边的为右岸。

187. A。如果看不见灯塔可能会有麻烦。

188. B。灯标的光力射程应考虑现有的能见度条件。

189. B。由于海图和其他出版物并不总是完整的和最新的,航海人员是这些英版海图和其他出版物可信赖程度的最终判定者。

190. C。《航海员手册》提供了影响船舶航行的一般信息，且是对《航路指南》的补充。

191. A。由一系列发送沿海警告的岸台组成的海事无线电系统称为NAVTEX。

192. B。退潮是指潮流离岸或顺流而下。

193. D。在航用资料图中，风花中心的数字表示风平浪静的百分比。

194. D。战时或国家紧急期间，哪一类无线电助航设施可能会暂停？航用卫星、劳兰以及欧米茄等都可能暂停。

195. B。引航/检疫锚地，位于Damen Dao和Qingshan Dao之间，用给定点的连线界定。

196. B。视时和平时最大相差I6分钟24秒。

197. A。NAVTEX航警的优点在于其可以直接接打印出来，即使不懂莫尔斯编码的人员也可以使用。

198. D。对于受到较大潮汾影确的水域，海图上显示的海岸线通常为平均髙潮线。

199. C。你收到美国海岸警卫队向所有站点的呼叫，该呼叫以Pan-Pan开始，表示该呼叫是紧急信号。

200. D。一个灯标的旁边显示GpFl（2）R10sec160ft19M（混合联闪红光2次，周期10秒，灯高160英尺，射程19海里）。哪项表示该灯标的灯质？都不是。

201. C。灯光完成一个周期的变化所用的时间叫做灯标周期。

202. B。产生表面洋流的两个主要因素是风和海水密度的差异。

203. D。定位时，三条船位线交成一个三角形，你应该将船位标绘在三角形的中心。

204. A。在一些大的沿岸港口，《潮流表》中已经预报了海流的流速。

205. D。风速、风向和风吹的时间，确定了风生洋流的速度。

206. B。在以灯塔为中心的周围水域没有足够的水深。

207. D。在1号浮标附近有足够的锚地供重载船舶使用，在4号浮标附近有足够的锚地供小船使用。

208. B。这里应有两条穿越港口主要的航道供载重大于60吨的船舶通行。strait海峡;channel 航道;canal运河;roadstead港外锚地。

209. A。这里是演习区，建议航海人员谨慎驾驶。

210. D。在统一侧标系统的A系统中，左侧浮不可能显示什么灯质？混合联闪。混合联闪是推荐航道的专用灯光。

211. A。在统一侧标系统的A系统中，绿色带一个三角天形顶标的杆标离港时应置于左侧。

212. C。由于虚线包围的区域存在海底电缆，警告船舶不要在这个区域抛锚。

213. A。航海人员可以免费从海图分销商处获得周版《航海通告》。

214. A。你船平行于岸边航行，使用同一个岸标进行移线定位，你船的实际船速比移线所用的船速小，这样定出的船位更靠近岸边。

215. A。方位标的灯质是什么？灯光的节奏表明了可航水域的方位。

216. A。安全水域标上装备了什么样的识别标志？球形顶标。

217. C。哪项不是方位标的特点？方形和三角形顶标。

218. D。哪项不是恒向线航迹线相对于大圆航迹线的优势？在朗伯特海图（大圆海图）上表示为直线。

219. C。什么是快闪灯的灯光特点？每分钟闪光不少于60次。

220. C。在Long Island附近的Roanoke点和Orient点间大体平行于岸边的粉红色虚线有什么意义？表示捕鱼区的边界线。

221. C。当在夜间接近陆地时，强光灯塔的灯光在灯塔出水天线之前可能就能看到，这种灯光被叫隐显。

222. B。当在夜间接近陆地时，你能通过《灯标表》核对灯标的周期和灯质以判定该灯标是主要灯标还是近岸的浮筒。

223. D。在驾驶船舶时，你永远不能相信浮动的助航标志会保持在它的位置上。

224. A。在高纬地区航行且使用朗伯特投影图上画的直线接近大圆。

225. D。在国家海洋服务没有覆盖的区域，从何处可以获得洋流信息？从《航路指南》。

226. C。哪一种浮筒不显示白色的反光材料？推荐航道浮标。

227. B。哪一种圆锥形投影的海图特征是直线接近于大圆？兰伯特投影。

228. B。当船舶在最远端的礁石和浅滩外侧沿岸航行时，应使用水密海图？总图。

229. B。关于洋流和潮(汐)流的差异。哪项描述是正确的额？潮（汐）流分为涨潮流和落潮流，在大多数情况下（但不是必然的）涨潮流和落潮流的方向相反。

230. D。关于远地潮，哪项描述正确？远地潮的潮差比正常时小。

231. C。关于赤道潮，哪项描述正确？相邻两个高潮或相邻两个低潮之间相差最小。

232. A。关于往复流，平潮是指很少或没有水平运动。

第 二 章 航 海 仪 器

一、习题

1. By convention the north seeking ends of a compass’ s magnets are colored . A. black B. blue C. red D. white

2. Deviation changes with a change in .A. latitude B. heading C. longitude D. sea conditions

3. My gyro-compass error is .A. east two degrees B. two degrees east C. two east degrees D. two-degrees east

4. How is an uncoded Racon displayed on the PPI? .A. As a line B. As a dot C. As a small circle D. As a large circle

5. Compared with bearing accuracy, marine radar range accuracy is generally .A. lower B. higher C. unstable D. very low

6. Radar reflector consists of mutually perpendicular flat metal surfaces.A. one B. two C. three D. four

7. How to reduce beam width distortion? .A. Adjust centre B. Adjust brilliance C. Adjust heading marker D. Reduce gain

8. Chronometer error may be found by .A. radio time signalB. comparison with a timepiece of known errorC. applying the prevailing chronometer rate to previous readingsD. all of the above

9. Ship’s heading is the direction the vessel is .A. pointing B. traveling relative to landC. traveling relative to ground D. drifting

10. Spheres or Flinders bars which show signs of residual magnetism should be .A. hammered B. jarred C. degaussed D. annealed

11. Magnetic variation changes with a change in .A. the vessel’s heading B. sea conditionsC. seasons D. the vessel’s position

12. My radar is not working. I require shore based radar assistance. Is shore based radarAssistance ?A. used B. available C. in use D. can be used

13. the repeater compass with the master compass, please.A. Similize B. Clock C. Synchronize D. Position

14. The annual change in is 0.2 degrees.A. marine insurance B. magnetic variation C. maritime accident D. mean high water

15. There is a possibility that small vessel, ice and other floating objects may not be by

radar at an adequate range.A. reflect B. shown C. detected D. defected

16. Estimated time of arrival at destination of vessel can be broadcast by .A. GPS B. AIS C. ECDIS D. VDR

17. Isogonic lines are lines on a chart indicating .A. points of equal variation B. points of zero variationC. the magnetic latitude D. magnetic dip

18. The number of pulses of energy transmitted per second is called the .A. carrier frequency B. pulse repetition rateC. pulse length D. pulse repetition time

19. There is something wrong with our radar. All kinds of objects can’t be clearly within

the definite range.A. shown B. expressed C. appeared D. displayed

20. Deviation in a compass is caused by the .A. vessel’s geographic positionB. vessel’s headingC. earth’s magnetic fieldD. influence of the magnetic materials of the vessel

21. Which shipboard equipment will detect a signal from a SART? .A. S-Band Radar B. A DSC receiverC. X-Band Radar D. The auto alarm

22. The difference between magnetic heading and compass heading is called .A. variation B. deviationC. compass error D. drift

23. A compass card without north-seeking capability that is used for relative bearings is a/an .

A. bearing circle B. pelorus C. bearing bar D. Alidade

24. A F1CTIVE LINE DISPLAYED ON THE RADAR SCREEN SEPARATING THE FAIRWAY

FOR INBOUND AND OUTBOUND VESSELS SO THAT THEY CAN SAFELY PASS EACH OTHER defines .A. separated line B. divided line C. reference line D. segregated line

25. The principal purpose of adjustment of the magnetic compass is to eliminate as far as possible.A. variation B. compass errorC. deviation D. earth’s magnetic force

26. When hitting a solid object such as a ship or an airplane, the radar waves are reflected back they came.A. in the way B. the way C. by the way D. through the path

27. Your vessel is required to have a compass. It must also have a/an .A. deviation table B. radar reflector C. electronic position-fixing device D. copy of the *Sailing Directions*

28. Magnetic heading differs from compass heading by .A. compass error B. true heading C. variation D. deviation

29. A fine of position derived by radar range from an identified point on a coast will be a/An .A. straight line B. arcC. parabola D. line parallel to the coast

30. Before switching on gyro-compass, you should make sure that the power supply on board

is .A. high or low B. AC or DC C. strong or weak D. on or off

31. Permanent magnetism is found in .A. hard iron B. soft iron C. vertical iron only  D. horizontal iron only

32. Which one of the following does NOT limit the effective range of radar? .A. Pulse width B. Pulse repetition frequencyC. Peak power D. Target brightness

33. Before sailing, mariners on duty shall check the headings of magnetic compass by comparison with .A. ship’s clock B. engine movement recorderC. repeaters D. navigation lights

34. More exact assessment of visibility is achieved when is used to determine the range of vessel or other objects in the vicinity.A. radar B. omega C. satellite navigator D. GPS

35. What is the purpose of VRM control? . A. To measure distance accurately B. To measure bearing accuratelyC. To measure range accurately D. To adjust radar monitor

36. On an isomagnetics chart, the line of zero variation is the .A. non-variation line B. isogonic lineC. variation line D. agonic line

37. The fitting of an efficient radar reflector is likely to considerably increase the ship’s probability of .A. detection B. being detected C. the detective D. the detected

38. The officer of the watch should use radar when appropriate and at all times in waters.A. congesting B. congested C. congestion D. congest

39. A radar range to a small, charted object such as a light will provide a line of position in which form? .A. Straight line B. Arc C. Parabola D. Hyperbola

40. When your vessel is proceeding to the area of traffic density, is used to determine the exact ranges of other ships or objects in the vicinity.A. radar B. GPS C. AIS D. satellite navigator

41. What is the purpose of the radar reflector? .A. To make objects less visible B. To make echoes weaker on the radarC. To make large echoes smaller D. To make small objects better visible

42. At least radar transponder(s) should be carried on each side of every cargo ship of 500 gross tonnage and upwards. A. one B. two C. three D. four

43. How is variation indicated on a small-scale nautical chart? .A. Magnetic compass table B. Magnetic meridianC. Isogonic lines D. Variation is not indicated on small-scale nautical charts.

44. Compass error is equal to the .A. deviation minus variationB. variation plus compass course C. combined variation and deviationD. difference between true and magnetic headings

45. Error may not be introduced into a magnetic compass by .A. making a structural change to the vessel B. a short circuit near the compass C. belt buckles D. radar installation

46. The bridge is fitted two radars.A. before B. with C. from D. on

47. The correct method of switching off a marine radar is to turn power switch to position

first, then to position.A. off/standby B. standby/off C. standby/close D. close/standby

48. The radar component that generates the radio-frequency energy a term of short powerful pulses is which of the following? .A. Magnetron B. Receiver C. Indicator D. Modulator

49. AREAS WHICH CANNOT BE SCANNED BY THE RADAR OF THE VESSEL BECAUSE

THEY ARE SHIELDED BY PARTS OF ITS SUPERSTRUCTURE, MASTS, ETC. means .A. blind sectors B. sheltered area C. unseen area D. unscanable area

50. At the master gyrocompass, the compass card is attached to the .A. spider element B. sensitive element C. link arm D. pickup transformer

51. typically extends from close as 0.1 n mile out to 32 n mile.A. EBL B. VRM C. CRT D. Target tracking range

52. The ARPA may swap targets when automatically tracking if two targets .A. are tracked on reciprocal bearings B. are tracked at the same rangeC. are tracked on the same bearing D. pass close together

53. A radar display in which North is always at the top of the screen is a/an .A. unstabilized display B. Stabilized displayC. composition display D. relative display

54. The minimum range at winch a target tan be detected is basically determined by which of the following?

.A. Persistence B. pulse repetition rateC. Pulse length D. Rotation rate

55. What is a coded Racon? .A. A Racon which automatically activates itselfB. A Racon which only works at nightC. A Racon which displays a Morse code on-the radar screen D. A future Racon expected to be operational after Y2000

56. 20 targets can be tracked at one time. When maximum tracking capacity is reached, no further acquisitions are possible.A. As many as B. So many as C. As much as D. As more as

57. The transmission time duration of a single pulse of radio-frequency energy is a function of

the .A. persistence B. pulse repetition rate C. pulse length D. resolution

58. Variations will vary with .A. the earth’s magnetic field strengthB. the alignment of the ship in the earth’s magnetic field C. the ship’s construction D. deperming, excessive shocks, welding, and vibration of the ship

59. A reflection of electromagnetic waves from the antenna of radar appears as a bright spot

on .A. the vector B. the cathodeC. the oscilloscope tube D. tracked target

60. As for Racon, which statement is INCORRECT? .A. Racon is a radar transponderB. Racon is often installed on major waypointsC. When activated by a radar signal, the Racon reflects the signal back with an identifierD. Racon can be used to take place of radar

61. The radar component that produces the synchronizing signal and triggers the indicator sweep is .A. transmitter B. antenna system C. indicator D. modulator

62. is the scattering and absorption of the energy in the radar beam as it passes through the atmosphere. A. Attenuation B. Diffraction C. Refraction D. Orientation

63. You are using a radar in which your own ship is shown at the center, and the heading flashAlways points to 0°. If bearings are measured in relation to the flash, what type of bearings are produced? .A. Relative B. True C. Compass D. Magnetic

64. The abbreviation PPI in the Sperry Collision Avoidance System means .A. plan position indicator C. plain position indicatorC. plane position indication D. policy proof of interest

65. should be used during the poor visibility if the radar's screen shows heavy sea returns.A. Gain Control B. Brilliant controlC. Anti-clutter Sea Control D. Sweep Intercept

66. It may be found that, in certain circumstances, radar beacon emissions can cause with the normal radar display, particularly at close range.A. unwanted interference B. unexpected figuresC. abnormal data D. unwanted Information

67. The total magnetic effects which cause deviation of a vessel’s compass can be broken down into a series of components which are referred to as .A. divisional parts B. coefficients C. fractional parts D. equations

68. Radar beacons are transmitters designed to produce a on the screens of ship’s radar

sets.A. incorrect image B. distinctive imageC. pictorial image D. pictographic image

69. Gyrocompass repeaters reproduce the indications of the master gyrocompass. TheyAre .A. accurate only in the Polar regions B. accurate electronic servomechanismsC. hand operated D. accurate only if the vessel is underway

70. is a radar transponder which emits a characteristic signal when triggered by a ship’s

radar. A. Clutter B. Radar reflector C. Remark D. Racon

71. If a magnetic compass is not affected by any magnetic field other than the earth’s, which

statement is TRUE? .A. Compass error and variation are equal B. Compass north will be true northC. Variation will equal deviation D. There will be no compass error

72. If the acquisition symbol flashes three times when acquisition is attempted, it may be possible

that the acquisition symbol over the navigation mark.A. is not positioned properly B. is not a fixed positionC. is not at a position fixed D. is a wrong position

73. Heeling error is defined as the change of deviation for a heel of .A. 2° while the vessel is on an inter-cardinal headingB. 1° while the vessel is on a compass heading of 000° 1C. 2° and is constant on all headingsD. 1° while the vessel is on a compass heading of 180°

74. A ship has a combination of .A. existing permanent and induced magnetismB. sub-permanent magnetism and induced magnetismC. existing permanent and sub-permanent, magnetismD. permanent, sub-permanent, and induced magnetism

75. The receiver uses satellites(s) to compute latitude, longitude, altitude, and velocity.A. one B. two C. three D. four

76. is NOT a component of GPS.A. Space component B. Control componentC. User component D. Atomic clock

77. What will NOT induce errors into a Doppler sonar log? .A. Increased draft B. Pitch C. Roll D. Change in trim

78. MMSI number of vessel is broadcast every 6 minutes by .A. GPS B. AIS C. ECDIS D. VDR

79. Approach to waypoints and other critical points can be Warned by audible and visible signals

from . A. GPS B. AIS C. ECDIS D. VDR

80. When navigating using DGPS (Differential Global Positioning System) you may expect your

position to be accurate to within a radius of .A. 10 meters B. 20 meters C. 50 meters D. 100 meters^

81. automatically provides the ship’s nautical offers with important information about

nearby vessels or other relevant objects within VHF range.A. AIS B. ECDIS C. GPS D. VDR

82. ECDIS units incorporate Digital Chart Data Formats, which include .A. vector only B. raster only C. vector and raster D. imposed viewing

83. With respect to AIS, which information is required to be broadcast every 1 to 10

seconds? .A. Time stamp B. Destination C. Location of antenna D. IMO number

84. In coastal water GPS positions should be checked by .A. visual observations B. radar observationsC. buoys and seamarks D. visual and radar observations

85. What does a navigator who uses an ECDIS require? .A. Good navigational knowledge and a professional job attitude B. Good computer knowledgeC. Good system knowledgeD. Nothing special

86. Which data is NOT necessarily recorded by ECDIS at one’-minute intervals? .A. Position B. Electronic navigational chart sourceC. Course made good history D. Draft of the ship

87. A Doppler log in the volume reverberation mode indicates . A. speed being made good B. speed through the waterC. the set of the current D. the depthof the water

88. All echo-sounders can measure the .A. actual depth of waterB. actual depth of water below keel C. average depth from waterline to hard bottom D. average depth of water to soft bottom

89. The transmits own ship data cyclically via two defined VHF channels and receives the

same data of the other ships and objects that are equipped with AIS systems.A. AIS B. ECDIS C. GPS D. VDR

90. will ensure that a true account of what occurred in an accident can be obtained, thatAppropriate recommendations are made and important lessons can be learned.A. AIS B. ECDIS C. GPS D. VDR

91. sends a radio signal from the bottom of the ship to the sea-bed, from which it is

reflected.A. The marine sextant B. The chronometerC. The echo sounder D. The radar

92. What does NOT contribute to the commercial GPS receiver position error? .A. Satellite clock B. Ship’s speedC. Atmospheric/ionospheric propagation D. Receiver

93. The reaction of a gyrocompass to an applied force is known as .A. precession B. earth rateC. gyroscopic inertia D. gravity effect

94. A Class A AIS unit the information every 2 to 10 seconds while underway, and every

3 minutes while at anchor at a power level of 12.5 watts.A. broadcasts B. gives C. speaks D. tells

95. The vessel is fully with the necessary gear and equipment required for transiting the

St. Lawrence Seaway and Great Lakes.A. equipped B. had C. installed D. established

96. Which of the following is NOT a data-layer category to be displayed on ECDIS? .A. ECDIS warnings and messages B. Hydrographic Office dataC. Notice to Mariners information D. *Sailing Directions*

97. a number of home-made nautical instruments and foreign-made meters on the bridge.A. Have B. Has C. There is D. There are

98. An anemometer on a moving vessel measures .A. apparent wind speed onlyB. true wind speed and true wind directionC. true wind speed only D. apparent wind speed' and true wind

99. With respect to AIS, which of the lolloping information is broadcast every one to ten seconds?

.A. Vessel’s draft B. Air draftC. Navigational status D. Dimensions of vessel

100. A Doppler log in the bottom return mode indicates the .A. velocity of the current B. bottom characteristicsC. depth of the water D. speed over the ground

101. Defense plans may cause the operation of electronic aids to navigation to be suspended

with .A. no notice B. one day’s noticeC. a week’s notice D. thirty (30) days notice

102. is the integrated bridge system defined by IMO to comply with the up-to-date chartCarrying requirements of international law.A. GPS B. VDR C. AIS D. ECDIS

103. In more recent years, has been used by civilians in many new ways to determine

positions, such as in automobile and boat navigation, hiking, emergency rescue and precision agriculture and mining.A. GPS B. GMDSS C. AIS D. NAVTEX

104. is NOT an alarm required by IMO standards to be available on the ECDIS.A. Deviating from a planned routeB. Approach to waypoints and other critical pointsC. Lighthouse detectingD. Larger scale chart available

105. With respect to AIS, which information is required to be broadcast every 1 to 10

seconds? .A. Call sign and IMO number B. Course over ground and MMSIC. MMSI number and call sign D. Route Plan and navigational status

106. Which type of GPS receiver has at least four channels to process information from several

satellites simultaneously? .A. Sequential B. Continuous C. Multiplex D. Non-follow up

107. Which statement concerning GPS is TRUE? .A. It cannot be used in all parts of the worldB. There are 12 functioning GPS satellites at presentC. It may be suspended without warningD. Two position lines arc used to gm a 2D fix

108. While underway, a vessel-dyer 100.000 gross tons with an AlS is expected to broadcast all of

the following information every 1 to 10 seconds EXCEPT .A. rate of turn B. name of vesselC. navigational status D. ship's heading

109. is a radio receiver with ability to sense direction of the incoming radio waves.A. The echo sounder B. The radarC. The course recorder D. The direction finder

110. the vessel has no Safety Radiotelegraphy Certificate at the time of her delivery, she be held to be unseaworthy.A. If/may B. Will/shall C. Should/would D. Would/should

111. is NOT a basic component of the INMARSAT system.A. INMARSAT space segment B. LES or CESC. SES D. COMSAT

112. Beacons are aids to navigation which are .A. permanently fixed to the earth’s surfaceB. moored to the seabed by concrete sinkers with chain or synthetic rope mooringsC. floating on the surface of waterD. connected to the buoy body

113. When own ships position is wrongly input into ECDIS, what is the result? .A. NothingB. ECDIS will give warningC. ECDIS will automatically be switched offD. Position, range and bearing taken on the ECDIS will be wrong

114. is used for receiving maritime safety information which is automatically printed by

the receiver.A. NAVETEX receiverB. Search and rescue transponderC. Emergency position indicating radio beaconD. Digital selective calling

115. The is the most accurate position-fixing equipment.A. DGPS B. HiFix C. Trisponder D. Decca

116. Current IMO/IHO standards for ECDIS recognize .A. only the vector format of chart B. only the raster format of chartC. both raster and vector formats of chart D. neither raster nor vector formats of chart

117. At sea, all required GMDSS equipment (other than survival craft equipment) must be proven

operational by .A. daily testing or operational use of the equipment B. captain’s checking C. manufacturer’s insuranceD. testing at least every 48 hours

118. is an equipment used to detect the presence of ships, buoys, coast and many other

targets and to obtain range and bearing of these targets.A. The marine sextant B. The chronometerC. The echo sounder . D. The radar

119. The information received by AIS will be displayed on .A. DCU B. UTC C. ENC D. MENU

120. is used for calling and replying, and for transmitting acknowledging and relayingDistress alerts.A. NAVETEX receiverB. Search and rescue transponderC. Emergency position indicating radio beaconD. Digital selective calling

121. What often happens when using echo-sounder at river estuary where a layer of fresh water lies on the top of denser salt water? .A. A scattering layer appears B. Echo sounder stops workingC. Shallow water appears D. Nothing abnormal happens

122. Regarding the use of GPS, Which one of the following is INCORRECT? .A. GPS is the most accurate global system todayB. Its use is still under the US Department of Defense’s controlC. DGPS is more accurate than GPSD. GPS can provide a real-time position under any condition

123. What is important to remember when using AIS for collision avoidance? .A. AIS may not give a complete picture of the traffic situationB. AIS is more accurate than ARPAC. AIS is not as accurate as ARPAD. AIS is not allowed to be used for collision avoidance

124. An electronic depth finder operates on the principle that .A. radio signals reflect from a solid surfaceB. sound waves travel at a constant speed through waterC. radar signals travel at a constant speed through waterD. pressure increases with depth

125. ECDIS must be able to perform all of the following EXCEPT .A. determining true bearing and distance between two geographical pointsB. determining magnetic compass deviationC. transforming a local datum to the WGS-84 datumD. converting “graphical coordinates” to “display coordinate”

126. of a radar is governed by the horizontal beam width of the scanner which depends toA great extent on its physical size.A. Range discrimination B. Bearing discriminationC. Echo discrimination D. Target discrimination

127. A navigator fixing a vessel’s position by radar .A. should never use radar bearingsB. should only use radar bearings when the range exceeds the distance to the horizonC. can use radar information from one object to fix the positionD. must use information from targets forward of beam

128. A radar contact will remain stationary on a relative motion radar display only when it

is .A. on the same course as your vesselB. at the same speed as your vesselC. on the same course and speed as your vesselD. on a reciprocal course at the same speed as your vessel

129. A radar set produces radio waves and then gives them out in the space by means of

its .A. height of waves B. antennaC. high frequency D. radio X-ray

130. A radio medical advice service ships of all nationalities and no charge is made for

this service.A. is available to B. is available forC. are available to D. are available for

131. A single vertical magnet placed underneath the compass in the binnacle is used to compensate for .A. the horizontal component of the permanent magnetismB. deviation caused by the vessel’s inclination from the verticalC. induced magnetism in the horizontal soft ironD. induced magnetism in the vertical soft iron

132. Our ARPA has been tracking a target and has generated the targets course and speed. The radar did not receive a target echo on its last two scans due to the weather. What should you expect under these circumstances? .A. The ARPA will generate data as if the target was still being tracked by radarB. The ARPA will give an audible and/or visual lost target alarmC. The ARPA will generate data based on sea return echoes from the vicinity where the target was lostD. The ARPA has lost all memory of the target and must recompute the target data

133. All VHF marine band radios operate in simplex mode, which means that .A. only one person may talk at a timeB. only two person may talk at the same timeC. the radio only transmitsD. the radio only receives

134. Your radar is set on a true motion display. Which of the following will NOT appear to move across the PPI scope? .A. Echoes from a buoy B. Own ship’s marker C. Echo from a ship on the same course at the same speedD. Echo from a ship on a reciprocal course at the same speed

135. An oxygen indicator can be used to determine if there is .A. sufficient oxygen in a compartment to support lifeB. combustible gases presentC. hydrogen gases presentD. all of the above

136. Your radar displays your ship off center. As you proceed on your course, your ship’s marker

moves on the PPI scope while echoes from land masses remain stationary. What is this display called? .A. Off center B. True motion C. Stabilized D. Head up

137. While testing a cargo tank, your oxygen indicator reads 25% oxygen in the tank. You would

then .A. enter the tank safely B. suspect the accuracy of the readingC. ventilate the tank D. test for nitrogen

138. You have another ship overtaking you close aboard to starboard. You have 3 radar targetsBearing 090° relative at ranges of 0.5 mile, 1 mile, and 1.5 miles. In this case, the unwanted echoes are called .A. multiple echoes B. spokingC. indirect echoes D. side-lobe echoes

139. 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. You should .A. turn to portB. turn to starboardC. maintain course and speed and sound the danger signalD. maintain course and speed and sound no signal

140. Calibration Stations give special transmissions for the calibration of ship’s .A. gyrocompass B. marine radar C. DF D. navigational satellite

141. Combustible gas indicators measure the presence of combustible gas as a percentage of

The .

A. flash point B. upper explosive limitC. lower explosive limit D. fire point

142. Coral atolls, or a chain of island at right angles to the radar beam, may show as a long line

rather than as individual targets due to .A. the effects of beam width B. limitation on range resolutionC. the pulse length of the radar D. the multiple-target resolution factor

143. Deficient oxygen content inside a chain locker can be detected with .A. litmus paper B. a combustible gas indicatorC. an oxygen breathing apparatus  D. an oxygen indicator

144. Deviation is the angle between the .A. true meridian and the axis of the compass cardB. true meridian and the magnetic meridianC. magnetic meridian and the axis of the compass cardD. axis of the compass card and the degaussing meridian

145. Deviation which is maximum on intercardinal compass headings may be removed by

the .A. Hinders barB. transverse magnetsC. fore-and-aft magnetsD. soft iron spheres on the sides of the compass

146. Each vessel in ocean and coastwise service must have an approved EPIRB. An

EPIRB .A. must be stowed in a manner so that it will float free if the vessel sinksB. must be stowed where it is readily accessible for testing and useC. is a device that transmits a radio signalD. all of the above

147. How can a SART’s effective range be maximized? .A. The SART should be placed in water immediately upon activationB. The SART should be held as high as possibleC. Switch the SART into the “high” power positionD. If possible, the SART should be mounted horizontally so that its signal matches that of the

searching radar signal

148. How can the SART’s audible tone monitor be used? .A. It informs survivor that assistance may be nearbyB. It informs survivors when the battery’s charge condition has weakenedC. It informs survivors when the SART switches to the standby modeD. It informs survivors that a nearby vessel is signaling on DSC

149. If is shut down for an extended time optimum position fixing will take up to 2 hoursAfter power is reapplied.A. radar B. DFC. Satellite Navigator D. Automatic Omega Navigator

150. If a ship is proceeding towards the magnetic equator, the uncorrected deviation due to

permanent magnetism .A. increases  B. remains the sameC. decreases D. is unimportant and may be neglected

151. If the compass heading and magnetic heading are the same then .A. the deviation has been offset by the variationB. there is something wrong with the compassC. the compass is being influenced by nearby metalsD. there is no deviation on that heading

152. If the gyrocompass error is east, what describes the error and the correction to be made to

gyrocompass headings to obtain true headings? .A. The readings are too low (small numerically) and the amount of the error must be added to the gyrocompassB. The readings are too low and the amount of the error must be subtracted from

the gyrocompassC. The readings are too high (large numerically) and the amount of the error must be added to the gyrocompassD. The readings are too high and the amount of the error must be subtracted from

the gyrocompass

153. If the radio signal ground wave extends out for less distance than the minimum skywaveDistance, there is an area in which no signal is received. This is called the .A. skip zone B. blackout zone C. diffraction zone D. shadow zone

154. If you know that the vessel you are about to call on the VHF radio maintains a radio watch onBoth the working and the calling frequencies, which frequency should you call on? .A. Calling frequency B. Distress frequencyC. Urgency frequency D. Working frequency

155. In an electro-hydraulic steering system, rudder movement is maintained in close

synchronization with the steering wheel position by means of the .A. trick wheel B. follow-up control C. six-way valve D. Rapson slide

156. In order to insure that a Racon signal is displayed on the radar, you should .A. increase the brilliance of the PPI scopeB. turn off the interference controls on the radarC. use the maximum available range settingD. increase the radar signal output

157. In radar plotting CPA is the abbreviation of .A. closest point of approach B. close point to approachC. crossing point of approach D. fog or steady rain

158. It is dangerous for vessels without the use of radar the estuary.A. to get B. to approach C. to proceed D. to close

159. It may be found that, in certain circumstances, radar beacon can cause unwanted interference particularly .A. at close range B. at end on situationC. at head on situation D. at crossing situation

160. Magnetic compass deviation .A. varies depending upon the bearing usedB. is the angular difference between magnetic north and compass northC. is published on the compass rose on most nautical chartsD. is the angular difference between geographic and magnetic meridians

161. Magnetic dip is a measurement of the angle between the .A. geographic pole and the magnetic poleB. lubber’s line and true northC. horizontal and the magnetic line of forceD. compass heading and the magnetic heading

162. Magnetism which is present only when the material is under the influence of an external field is called .A. permanent magnetism B. induced magnetismC. residual magnetism D. terrestrial magnetism

163. Most logs use the doppler shift of the carrier phase to compute .A. latitude B. longitude C. speed D. time

164. My gyrocompass is two degrees east.A. trouble B. error C. wrong D. mistake

165. You are approaching a light fitted with a Racon. The light may be identified on the radarBy .A. a circle appearing on the scope surrounding the lightB. a coded signal appearing on the same bearing at a greater range than the lightC. an audience signal when the sweep crosser the lightD. a dashed line running from the center of the scope to the light

166. On a nautical chart, the inner ring of a compass rose indicates .A. true directions B. compass errorC. deviation D. magnetic directions

167. Radar makes the most accurate determination of the .A. direction of a target B. distance to a targetC. size of a target D. shape of a target

168. Radar reflectors are required for .A. all fishing vessels over 39 feet in length B. sail-propelled fishing vesselsC. all fishing vessels of less than 200 GTD. wooden hull fishing vessels with a poor radar echo

169. Red sectors of navigation lightbuoys warn mariners of .A. floating debris B. heavily trafficked areasC. recently sunken vessels D. shoals or nearby land

170. Shorter pulse lengths which may be repeated at a faster rate (higher pulse repetition frequency)on short ranges will give at those ranges.A. good bearing discrimination B. good range discriminationC. poor bearing discrimination D. poor range discrimination

171. You are making ship-to-shore telephone calls on VHF. You should use the .A. VHF-FM service B. coastal harbor serviceC. high seas service D. emergency broadcast service

172. SWEEP INT on radar panel is the abbreviation of .A. sweep introduction B. sweep interestC. sweep intention D. sweep intensity

173. The 10-cm radar as compared to a 3-cm radar of similar specifications will .A. be more suitable for river and harbor navigationB. provide better range performance on low lying targets during good weather and calm seasC. have a wider horizontal beam widthD. have more sea return during rough sea conditions

174. The 3-cm radar as compared to a 10-cm radar with similar specifications will .A. give better range performance in rain, hail, etcB. display small targets in a mass of dense sea clutter at a greater rangeC. have less sea return in choppy rough seasD. display a more maplike presentation for inshore navigation

175. You are making a telephone call ship-to-shore using the VHF-FM service. You can tell that the working channel is busy if you hear .A. speech B. signaling tonesC. a busy signal D. all of the above

176. The basic collision avoidance display presented by CASH is designed for easy interpretation and of possible collision threat situations.A. full confirmation B. precise appreciationC. immediate assessment D. timely recognition

177. The closest point of approach (CPA) of a contact on a relative motion radar may beDetermined .A. immediately when the contact is noted on radarB. only if the radar scope is watched constantlyC. after the contact has been marked at least twiceD. by an occasional glance at the radar

178. The compass rose on a nautical chart indicates both variation and .A. deviation B. annual rate of variation changeC. precession D. compass error

179. The depth a shallow patch, lying about 1. 3 miles southeastward of NanshanTou

Lighthouse reduces to about 6. 1 meters.A. above B. over C. up D. upon

180. The Emergency Position Indicating Radiobeacon on a cargo vessel must be stowed .A. in an inside passagewayB. in an approved bracketC. so that it is accessible from the bridge of the vesselD. so that it will float free if the vessel sinks

181. The Flinders bar and the quadrantal spheres should be tested for permanent magnetism at what interval? .A. They are not subject to permanent magnetism; no check is necessaryB. SemiannuallyC. AnnuallyD. Every five years

182. The Flinders bar on a magnetic compass compensates for the .A. induced magnetism in vertical soft ironB. induced magnetism in horizontal soft ironC. permanent magnetism in ship’s steelD. vessel's inclination from the vertical

183. The line which connects the points of zero magnetic dip is .A. an agonic line B. the magnetic equatorC. a magnetic meridian D. all of the above

184. The lubber’s line on a magnetic compass indicates .A. compass north B. the direction of the vessel’s headC. magnetic northD. a relative bearing taken with an azimuth circle

185. The magnetic compass magnets are acted on by the horizontal component of the earth's total

magnetic force. This magnetic force is GREATEST at the .A. north magnetic pole B. south magnetic poleC. magnetic prime vertical meridian D. magnetic equator

186. The magnetic compass operates on the principle that .A. like magnetic poles attractB. unlike magnetic poles repelC. unlike poles attractD. the poles of the compass line up with the geographic poles of the earth

187. The MOST important feature of the material used for making the binnacle of a standard

magnetic compass is that it is .A. nonmagneticB. weatherproofC. corrosion resistantD. capable of being permanently affixed to the vessel

188. The operator of the ship’s radiotelephone, if the radiotelephone is carried voluntarily, must

hold at least a .A. mate’s license B. restricted radiotelephone operator permitC. second-class radio operator’s license D. seaman’s document

189. The points on the earth’s surface where the magnetic dip is 90° are .A. along the magnetic equator B. connected by the isoclinal lineC. the isopors D. the magnetic poles

190. The portable radio apparatus means .A. the radio apparatus fitted on the portsideB. the radio with a portable equipmentC. the radio equipment which is easily movableD. the portable radio with some apparatus

191. The primary reason for placing covers over storage batteries is to .A. prevent the accumulation of explosive gasesB. protect the hull from leaking electrolyteC. prevent movement of the battery in rough watersD. protect against accidental shorting across terminals

192. The principal purpose of magnetic compass adjustment is to .A. reduce the variation as much as possibleB. reduce the deviation as much as possibleC. reduce the magnetic dip as much as possibleD. allow the compass bowl to swing freely on its gimbals

193. The quadrantal spheres are used to .A. remove deviation on the intercardinal headingsB. remove deviation on the cardinal compass headingsC. remove heeling errorD. compensate for induced magnetism in vertical soft iron

194. The radar control that reduces weak echoes out to a limited distance from the ship is

the .A. sensitivity time control (sea-clutter control)B. receiver gain controlC. brilliance controlD. fast time constant (differentiator)

195. The radar control that shortens all echoes on the display and reduces clutter caused by rain or snow is the .A. sensitivity time control (sea clutter control)B. receiver gain controlC. brilliance controlD. fast time constant (differentiator)

196. The radio waves used for radar are very short, only long.A. a few centimeters B. a few fathomsC. a few meters D. a few feet

197. The recording fathometer produces a graphic record of the .A. bottom contour only up to depths of 100 fathomsB. depth underneath the keel against a time baseC. contour of the bottom against a distance baseD. depth of water against a distance base

198. The required portable radio apparatus on an international voyage must be stowed in .A. the Master’s quartersB. the ship’s officeC. the radio room, bridge, or protected locationD. an unlocked cabinet next to the station bill

199. The required portable radio shall be stored in the proper location and be .A. equipped with an approved carrying caseB. equipped with spare batteriesC. readily accessible for transfer to a lifeboatD. in a waterproof enclosure

200. The true course between two points is 078°. Your gyrocompass has an error of 2°E. You make an allowance of 3° leeway for a north wind. What gyro-course should be steered to make the true course good? .A. 073° per gyrocompass B. 079° per gyrocompassC. 075° per gyrocompass D. 077° per gyrocompass

201. The vertical component of the earth’s magnetic field causes induced magnetism in vertical soft iron. This changes with latitude. What corrects for this coefficient of the deviation? .A. The flinders bar B. The heeling magnetC. Quadrantal soft iron spheres D. Bar magnets in the binnacle

202. To find a magnetic compass course from a true course you must apply .A. deviation and variation B. deviationC. variation D. magnetic anomalies (local disturbances)

203. To obtain accuracy in fixing by DF cross bearings, should be used.A. two stations, including one on the nearest coastB. two stations, including one on the nearer coastC. three stations, including one on the farthest coastD. three stations, including one on the nearest coast

204. To obtain accuracy in fixing by DF, and three stations should be used.A. parallel bearings B. long-range bearingsC. short-range bearings D. cross bearings

205. Variation is a compass error that you .A. can correct by adjusting the compass cardB. can correct by adjusting the compensating magnetsC. can correct by changing the vessel’s headingD. cannot correct

206. Vessel required to have an Automatic Radar Plotting Aid must have a device to indicate

the .A. speed of the vessel over the ground or through the waterB. distance to the next portC. time of the next navigational satellite passD. none of the above

207. Vessels in port may use for receiving typhoon warnings during the typhoon season.A. their transmitters B. their receivers C. their radars D. their lorans

208. We'll see the compasses are in good condition.A. if B. how C. when D. where

209. What are the only magnetic compass correctors that correct for both permanent and induced

effects of magnetism? .A. Quadrantal spheres B. Heeling magnetsC. Athwart-ships magnets D. Fore-and-aft magnets

210. What is an advantage of the magnetic compass aboard vessels? .A. Compass error is negligible at or near the earth’s magnetic polesB. It does not have to be checked as oftenC. It is reliable due to it’s essential simplicityD. All points on the compass rose are readily visible

211 .What is the best instrument for establishing a safe working area before welding in a confined

space? .A. An oxygen indicatorB. A combustible gas indicatorC. A combination combustible gas and oxygen indicatorD. A flame safety lamp

212. When using horizontal sextant angles of three objects to fix your position, an indeterminate

position will result in which situation? .A. The objects lie in a straight line B. The vessel is inside of a triangle formed by the objectsC. The vessel is outside of a triangle formed by the objectsD. A circle will pass through your position and the three objects

213. What publications should a GMDSS operator consult regarding the proper set-up and operation of vessel equipment? .A. ITU publicationsB. The manufacturer instruction manualsC. Part 90 of the FCC Rules and RegulationsD. Code of Federal Regulations, Title 47, Part 80, Subpart W

214. What will cause the ARPA to emit a visual alarm, audible alarm, or both? .A. An acquired target entering into a guard zoneB. A tracked target lost for one radar scanC. A tracked target entering your preset CPA-TCPA limitsD. A target being initially detected within a guard zone

215. When a buoy is in position only during a certain period of the year, where may the dates when

the buoy is in position be found? .A. *Light List* B. *Notice to Mariners* C. On the chart D. *Coast Pilot*

216. When crossing the magnetic equator the .A. Flinders bar should be invertedB. heeling magnet should be invertedC. quadrantal spheres should be rotated 180°D. Flinders bar should be moved to the opposite side of the binnacle

217. When making VFIF radio calls to nearby stations, what level of transmitting power should you

use? .A. Low power B. Medium power C. High power D. Extra high power

218. When operated over a muddy bottom, a fathometer may indicate .A. a shallow depth reading B. a zero depth readingC. no depth reading D. two depth readings

219. When the transmissions of a radio station or a Decca chain, etc. have broken down, switched

off or suspended, it is .A. unfunctional B. break down C. off power D. off air

220. When using radar in a unstabilized mode, fixes are determined most easily from .A. center bearings B. tangent bearingsC. ranges D. objects that are close aboard

221. When using a recording depth finder in the open ocean, what phenomena is most likely to

produce a continuous trace that may not be from the actual ocean bottom? .A. Echoes from a deep scattering layerB. Echoes from schools of fishC. Multiple returns reflected from the bottom to the surface and to the bottom againD. Poor placement of the transducer on the hull

222. Where is the GMDSS radio logbook kept aboard ship? .A. Attached to the Deck Logbook B. At the principal radio operating locationC. In the Chief Mate’s office D. In the Master’s office

223. Which action (s) should be taken on receipt of a GMDSS distress alert? .A. Read the display screen and/or printoutB. Silence the alarmC. Listen for any follow up voice/telex transmission on the appropriate frequencyD. All of the above

224. Which action should you take false sending a false distress alert on VHF? .A. Send a DSC cancellation message on Ch-70B. Make a voice announcement to cancel the alert on Ch-16C. Make a voice announcement to cancel the alert on Ch-13D. Make a voice announcement to cancel the alert on Ch-22A

225. Which ARPA data should you use in order to determine if a close quarters situation will develop with a target vessel? .A. Set and drift of the current B. Relative track informationC. Predicted time of CPA D. Initial range of acquisition

226. Which compensates for errors introduced when the vessel heels over? .A. The soft iron spheres on the arms of the binnacleB. Magnets placed in trays inside the binnacleC. A single vertical magnet beneath the compassD. The Flinders bar

227. Which device provides the main means in the GMDSS for locating ships in distress or their

survival craft? .A. Radio direction finder B. Satellite EPIRBsC. MF/HF DSC D. VHF homing device

228. Which equipment is the primary source of generating a locating signal? .A. DSC only B. DSC and EPIRBC. SART and DSC D. EPIRB and SART

229. Which general statement concerning radar is FALSE? .A. Raising the antenna height increases the radar rangeB. The ability of radar to detect objects is unaffected by weather conditionsC. Radar bearings are less accurate than radar rangesD. Radar should be checked regularly during clear weather to ensure that it is operating properly

230. Which magnetic compass correctors) can be set while the vessel is on a heading of magnetic north or magnetic south? .A. Quadrantal spheres B. Heeling magnetsC. Flinders bar D. Fore-and-aft magnets

231. Which message categories cannot be disabled by the GMDSS radio operator? .A. Navigational Warnings B. Meteorological WarningsC. Search and Rescue Information D. All of the above

232. Which of the following statements is NOT correct as to the use of autopiloting? .A. The autopiloting shall be checked by the duty officer every hourB. The manual piloting shall be tested at least once every watchC. The use of autopiloting is at the discretion of duty officers instead of the helmsmanD. The transferring of manual piloting and autopiloting shall be undertaken by the duty officer, or under his supervision

233. Which piece of required GMDSS equipment is the primary source of transmitting locating

signals? .A. Radio Direction Finder B. An EP1RB transmitting on 406 MHzC. Survival Craft Transceiver D. A SART transmitting on 406 MHz

234. Which statement about the Flinders bar of the magnetic compass is CORRECT? .A. It compensates for the error caused by the vertical component of the earth’s magnetic fieldB. It compensates for error caused by the heeling of a vesselC. It compensates for quadrantal deviationD. It is only needed in equatorial waters

235. Which statement about the gyrocompass is FALSE? .A. Its accuracy remains the same at all latitudesB. It seeks the true meridianC. It can be used near the earth’s magnetic polesD. If an error exists, it is the same on all headings

236. Which statement concerning locating signals in the GMDSS is FALSE? .A. Locating signals are transmitted by survival craft VHF transceiversB. Locating signals are transmitted by SARTsC. Locating signals are intended to facilitate the finding of a distressed vessel or its survivorsD. Locating signals are not transmitted by auto-alarm generators

237. Which statement is TRUE? .A. GMDSS radio logs are required to contain entries pertaining to all incidents connected to radio communication service which appear to be of importance to the safety of life at seaB. All distress communications must be entered in the GMDSS radio logC. Both of the aboveD. None of the above

238. Which statement is TRUE ? .A. Key letters or abbreviations may not be used in GMDSS radio logbooks under any circumstanceB. Urgent communications do not need to be entered in the GMDSS radio logC. Both of the aboveD. None of the above

239. Which towing vessel(s) is/are exempt from carrying radar? .A. A vessel used solely in a limited area, such as a barge fleeting areaB. A vessel exempted, in writing, by the Captain of the PortC. A vessel used solely for pollution response or assistance towingD. All of the above

二、参考答案及解析

1. C。习惯上，磁罗经找北的一端涂成红色

2. B。自差随着船舶的航向发生变化

3. B。我船陀螺罗经议差为2°东。 two degrees east 2°东。

4. A。未编码的雷康在平面位置显示器上如何显示？显示成一直线。

5. B。与雷达的测方位精度相比雷达的测距精度更高。

6. C。雷达反射器由三个互相垂直的金属平面组成。

7. D。如何降低波速宽度失真？减小增益。

8. D。天文钟的误差可以通过无线电对时信号，与已知误差的时钟相比，将目前的天文钟的误差

率与前一个计数相比较的方法来求得。

9. A。船首向指的是船头所指的方向。

10. C。软铁球或弗氏铁如果冇残留磁性必须消磁。degauss消磁。

11. D。磁差随着船舶所处的位置不同而改变。

12. B。我船雷达不能工作，我需要岸基雷达协助，岸基雷达可用吗？ be available可用。

13. C。请将分罗经和主罗经同步，synchronize使同步。

14. B。磁差的年变化率为0.2°。

15. C。雷达可能探测不到远距离的小船、海冰和其他的漂浮物体。reflect反射；shown出示； detect探测；defect缺陷。

16. B。预计到港时间可以通过AIS播发。

17. A 。海图上的等磁差线是指磁差相等的点的连线。isogonic line等磁差线

18. B。每秒发出的脉冲数量是脉冲的重复频率。

19. D。我船雷达有故障，在规定的量程内不能淸晰显示所有的物标。shown 出示；express表 达；appear 出现；display显示。

20. D。磁罗经自差是由船体的磁性物质引起的。

21. C。哪一种船用设备可以探测到SART的信号？ X波段即3厘米雷达。

22. B。罗航向和磁航向之间的差值为自差。

23. B。没有找北能力，只可以测量相对方位的罗经盘为哑罗经。pelorus哑罗经。

24. C。在雷达屏幕上的一条虚拟、用于隔开进港的船舶和出港的船舶，从而使它们能顺利地通过的线叫参照线

25. C。调节磁罗经的主要目的足尽可能地消除自差。

26. D。当撞到像船舶或飞机那样的固体物标时，雷达波会沿着原路反射回來。in the way挡在道上；by the way顺便说-下；on the way 在路上；through the path沿着路径。

27. A。船上要求配备磁罗经，同时必须有自差表。

28. D。磁航向和罗航向之间差值为自差。

29. B。雷达测量岸上一个物标距离所得到的船位线是一段圆弧线。

30. B。开启陀螺罗经之前，需确定船上电源是直流还是交流。

31. A。硬铁上可以发现永久磁性

32. D。 下列哪项不影响雷达的有效探测距离？物标亮度

33. C 。开航前，值班驾驶员应通过与分罗经的读数对比来核对磁罗经。repeater分罗经，罗经复示器

34. A。使用雷达测定附近船舶或物标的距离可以更精确地估计当时的能见度

35. A。活动距标圈的作用是什么？精确测量距离。 VRM ( Variable Range Marker)活动距标圈。

36. D。等磁力线图上，磁差为零的点是磁赤道。isomagnetics chart等磁力线图。

37. B。装备了雷达反射器可以大大增加物标被探测到的可能性,。

38. B。 在需要或在通航密集的水域，值班驾驶员应该始终使用雷达。Congested water通航密

集的水域

39. B。雷达测量一个图示的小物标的距离，例如一个灯塔，能得到一个什么形式的船位线？圆弧。

40. A。船舶进入通航密集的水域时，可以使用雷达来探测与其他船舶或物标的准确距离。

41. D。雷达反时器的作用是什么？使一些小物标能够被探测到。

42. A。每艘500总吨及以上的船舶在每一侧至少配备一个雷达反射器。

43. C。在小比例尺海图上,磁差如何表示？用等磁差线表示。

44. C。罗经差等于自差和磁差之和。

45. D。安装雷达不会引起磁罗经的误差。

46. B。驾驶台配有两部雷达。be fitted with配备。

47. B。关闭雷达的正确方法是：首先先到standby位置，然后到off位置。

48. A。雷达的组成部分中产生无线电短波脉冲的是下列哪一个？磁控管。magnetron磁控管； receiver 接收器；indicator 指示器；modulator 调制器。

49. A。由于被上层建筑、大桅等遮蔽雷达扫描不到的某些区域为肓区。

50. B。在主罗经上，罗经盘与敏感元件相连

51. D。物标的跟踪范围通常从0. 1海里到32海里。EBL (Electronic Bearing Line)电子方位线；VRM (Variable Range Marker)活动距标圈；CRT (Cathode Ray Tube)阴极射线货；Target Tracking Range目标跟踪范围。

52. D。ARPA自动跟踪时，如果两个物标近距离通过，可能会交换跟踪物标

53. B。真北总是位于雷达屏幕上方的显示式是稳定显示。

54. C。最小探测距离主要由什么来决定的？由脉冲长度决定。

55. C。什么是带有编码的雷康？在雷达屏幕上显示莫尔斯码的雷康。

56. A。ARPA 最多可同时跟踪20个物标。当达到最大跟踪能力时，就不能再捕获物标了，as many as最多，用于修饰可数名词。

57. C。单个脉冲持续的时间指脉冲长度。，

58. A。磁差随着地球磁场强度的变化而变化。

59. C。雷达天线接收反射回來的电磁波会在示波管上显示一亮斑。oscilloscope tube 示波管。

60. D。关于雷康，下列哪项不正确？雷康可以取代雷达。

61. D。下列哪一个雷达的元件产生同步信号，并且触发指示器扫描线？调制器。

62. A。雷达波速在穿过大气时，能的分散和吸收称为衰减。attenuation衰减；diffraction衍射，绕射；refraction 反射；orientation 定向性:，

63. A。你在使用雷达，本船位置显示在雷达中心，船首向总是指向0°。这时测量相对于闪光点的方位，能得到什么方位？相对方位。

64. A。缩略语PPI在Sperry避碰系统中表示平面位置显示器。PPI(Plan Position Indicator)平

面位置显示器。

65. C。能见度不良，当雷达屏幕显示大量的海浪回波时应使用海浪抑制钮。Anti-clutter Sea Control海浪抑制钮

66. A;。在某些特定情况下，雷达信标会在雷达屏幕上产生一些不想要的干扰，尤其是在近距离时。

67. B。引起船舶自差的磁力可以分解成一系列的磁力分量，通常称为磁力系数。coefficient磁力系数。

68. B。雷达信标会在雷达屏幕上产生独特的回波信号。

69. B。分罗经复制了主罗经的信号，它们是精确电子伺服机构servomechanism伺服机构。

70. D。雷康经雷达波触发后，可以发出独特的信号。

71. A。如果磁罗经只受地球磁场的影响，下列哪项正确？罗经差等于磁差

72. A。雷达标绘屮，尝试捕捉物标时，捕捉信号闪三次，说明捕捉信号没有恰当地放在航标的上方。

73. B。倾斜误差是指磁罗经航向为000°时，船舶倾斜1°，罗经自差的变化量。

74. D。船舶磁性是永久磁性、次永久磁性和感应磁性的结合。

75. D。GPS接收机利用4颗卫星计算纬度、经度、高度和速度。

76. D。原子时钟不是GPS的组成部分。GPS由空间、控制和用户三部分组成。

77. A。哪项不会引起多普勒计程仪的误差？吃水增加。

78. B。船舶MMSI编号由AIS每隔6分钟播发一次

79. C。ECDIS可以发出听觉和视觉上的信号以提醒航海人员接近转向点或其他关键点。

80. A。当使用DGPS导航时，其定位精度可达到10米

81. A。AIS向本船的驾驶员提供在VHF作用范围内附近船舶的信息和其他相关物标的信息。

82. C。ECDIS中包含数字海图的格式，它包含矢量海图和光栅海图。

83. A。关于A1S，什么信息毎隔1至10秒就需要播发一次？动态信息。

84. D。沿岸航行时，应通过视觉或雷达观察来核对GPS船位。

85. A。使用电子海图的航海人员需要什么？良好的航海知识和专业的工作态度。

86. C。ECDIS中哪项数据不需要每隔1分钟记录一次？船舶航向历程。

87. B。多普勒计程仪在相对示速工况下显示对水的速度。reverberation mode相对示速工况模式。

88. B。所有的回声测深仪都能测量龙骨下的实际水深。

89. A。AIS设备通过两个特定的VHF频率发送本船的信息，同时接收其他装有AIS的设备或船舶所发出的信息。

90. D。VDR可以确保记录事故发生的真实过程，提出合适的建议并可学习到重要的教训。

91. C。回声测深仪从船底发出信号到海底，海底再将信号反射回来。

92. D。哪项不会引起GPS接收机的定位误差？ GPS接收机。

93. A。陀螺罗经对所施加外力的反应，称为陀螺罗经的进动性。

94. A。 A类AIS设备在航时每隔2至10秒，抛锚时每隔3分钟，以12. 5瓦的功率播发信息。 broadcast 播发。

95. A。通过圣劳伦斯湾和五大湖区时，要求船舶完整地配备必要的索具和设备。be equipped with配备（设备）。

96. D。下列哪项不是ECDIS显示数据层的种类？《航路指南》。

97. D。驾驶台有许多国产的助航设备和外国产的助航仪器。

98. A。运动中的船舶上的风速仪可用来测量视风速。anemometer风速仪。

99. C。关于AIS，下列什么信息每隔1至10秒播发一次？航行状况信息。navigational status航行状况。

100.D。多普勒计程仪在绝对示速工况下显示对地的速度。bottom return mode绝对示速工况

模式。

101.A。国防演计划可造成电子助航设备在没有通知的情况下暂停丁作。

102.D。ECDIS是IMO所定义的综合驾驶台系统，符合国际公约中关于海图携带方面的要求。

103.A。最近几年，GPS用于很多民用领域的定位，例如航海、汽车、紧急救助、农业、采矿业等

很多领域。

104.C。IMO标准中，没有要求ECDIS在探测到灯塔时发出警报。

105.B。在AIS上，哪项信息要求每隔1至10秒播发一次？对地航向和MMSI编码信息。

106.B。哪种GPS接收器有不少于4个频道同时处理多颗卫星的信息？连续型GPS接收器。

107.C。下列关于GPS的描述，哪项正确？ GPS在没有警告的情况下，可能会中断。

108.B。100 000总吨以上的装有AIS的船舶在航，以每隔1至10秒的间隔发布除船名信息以

外的信息。船名每隔6分钟播发一次。

109.D。测向仪是能够测定无线电波来向的无线电接收机。direction finder测向仪。

110.C。如果在交船时没有无线电安全证书，那么船舶将被认为不适航。与一般事实相反的虚拟语气。

111.D。COMMAT不是INMARSAT的基本构成部分。INMARSAT包括LES (陆地地面站）、CES (海岸地面站）、SES (船舶地面站）。

112.A。信标是固定在地球表面上的助航标志。

113.D。假如输人到ECDIS中的船位有误，那么会发生什么情况？ ECDIS的定位、测距、测方位 都会出错。

114.A。NAVTEX接收机接收海事安全信息，且能自动打印。

115.A。DGPS是目前为止最精确的定位设备。

116.A。目前IMO/IHO对ECDIS的标准只认可矢量电子海图。

117.A。在海上，所有要求的GMDSS设备（救生艇筏上的除外）必须通过日常测试和操作使用证明其可用。

118.D。雷达是一种用于探测船舶、浮标、海岸和其他物标，并且测定这些物标的方位和距离的 设备。

119. A。AIS接收到的信息将显示在数据收集器（DCU，Data Collective Unit)上。

120. D。数字选择性呼叫用于呼叫、应答、发送确认和转发遇险信息。

121. A。在海水上方有一层淡水的河流人海处，使用回声测深仪时通常会发生什么情况？出现散射层。

122. D。关于使用GPS，下列哪项是错误的？ GPS在任何情况下都能提供实时船位。GPS在美国国防部控制之下，在特殊情况下不能提供实时船位。

123. A。当使用AIS避碰时，下列哪项是必须牢记的？ AIS不能提供交通情况的全景图。

124. B。电子回声测深仪的工作原理是声波在水中的传播速度为一定值。

125. B。ECDIS可以执行下列除测量磁罗经自差以外的功能。

126. B。雷达的方位分辨率决定于扫描线的水平波束宽度，在很大程度上取决于实际尺寸。

127. C。航海人员可以利用一个物标的方位、距离确定船位。

128. C。一个在相对运动显示方式的雷达屏幕上的回波保持静止的条件是物标和你船同向同速。

129. B。雷达装置产生无线电波并通过天线向外发射。

130. B。无线电医疗服务向任何国籍的船舶开放，且该项服务是免费的。

131. B。单个垂直磁棒放置于罗经盘下的罗经柜中，用于补偿船舶倾斜造成的自差。

132. A。ARPA跟踪一物标并得到物标的航向和速度，由于天气原因,雷达在最后两次扫描时没有扫描到该物标的冋波，在此种情况下，你认为会发生什么情况？ ARPA仍旧像跟踪到该物标 一样产生数据。

133. A。所有海事波段的无线电在单丁模式.T作表示每次只能一个人讲话。simplex mode单丁

模式。

134. A。你船雷达设置为真运动显示模式，下列哪项不会在平面位置显示器上移动？来自浮筒的回波。

135. A。氧气测试仪用于测量是否有足够的氧气以支持生命。

136. B。你船的雷达偏心显示。当你沿着现在的航向航行时，你船的标志在屏幕上移动,而来自 陆上的回波保持静止。这是何种显示方式？真运动显示方式。

137. B。当氧气测试仪指示舱内氧气含量为25%时，应该怀疑仪器读数的准确性。

138. A。有他船紧靠你船的右舷追越，有三个回波方位都是090°，距离分别为0.5海里、1.0海 里和1.5海里，这些干扰回波是多重反射回波。

139. B。仅凭雷达，你发现他船在与你船成碰撞的航向上,距离为3海里，雷达标绘显示两船呈对遇局面，你应向右转向。

140. C。校准站发出特殊的信号供船舶校正测向仪。

141. C。易燃气体指示器测量易燃气体浓度占其爆炸下限的百分比。

142. A。珊瑚环礁或正横处的一系列的小岛，由于波束宽度的影响在雷达屏幕上显示成一长线 而不是单独的物标。

143. D。锚链舱内氧气含量不足，可以通过氧气测试仪测出。

144. C。自差是磁子午线与罗盘轴线的夹角。

145. D。罗经在隅点方向的最大自差可以通过罗经盘两侧的软铁球来降低。

146. D。远洋或沿岸航行的船舶必须配备一台经认可的EPIRB，该EPIRB必须置于当船舶沉没时可以自由起浮的位置，必须存放于容易接近并可随时取得的位置以便测试和使用，是一 种发射无线电信号的设备。

147. D。如何使SART的有效作用范围最大？将它置于尽可能髙的位置。

148. A。SART的声响监听器有何作用？告诉幸存人员救援很快到达。

149. C。如果卫星导航仪长时间关闭，重新启动后需稳定2小时才能得到理想的船位。

150. C。如果驶向磁赤道，由永久磁性引起的、未经修正的自差将减小。

151. D。磁航向和罗航向相同，表明在此航向上不存在自差。

152. A。如果陀罗差为东，如何描述该误差以及如何修正陀罗航向以得到真航向？读数偏小 (数值偏小），陀罗差加陀罗航向得到真航向。

153. A。如果无线电波的地波作用范围小于天波的最小探测距离，有一区域内接收不到信号，这一区域称为静区。skip zone静区，跳跃区。

154. D。如果你知道即将呼叫的台站同时守听呼叫和工作频率，你应该呼叫哪个频率？工作频率。

155. B。在电动-液压操舵系统中,通过一个随动系统使舵的运动和舵轮保持同步。

156. B。为了确保雷康信号在雷达屏幕上显示，需关闭雷达上的干扰控制。

157. A。在雷达标绘中，缩略语CPA表示最近会遇点（closest point of approach)。

158. B。船舶未使用雷达，接近河口是危险的。

159. A。已经发现，在特定的情况下，雷康会产生一些干扰回波，特别是在近距离的时候。

160. B。磁罗经自差是磁北和罗北之间的夹角。

161. C。磁倾角是指磁力线与水平线之间的夹角。

162. B。材料只有在受外部磁场的影响下才出现的磁性叫感应磁性。

163. C。多数多普勒计程仪利用载波频移来计算速度。

164. B。我船陀罗差为 2东 。gyrocompass error陀罗差。

165. B。你正接近一个带雷康的灯浮，该灯浮可以通过显示在雷达屏幕上的编码信号来识别，该 编码信号与灯浮方位相N，但距离大于灯浮。

166. D。海图上，罗经花的内圈表示磁北方向。

167. B。雷达测量物标距离时精度更高。

168. D。需要在雷达信号反射能力较差的木质渔船上装雷达反射器。

169. D。助航灯浮的红色扇形区域表示附近有陆地或浅滩。

170. B。短脉冲在近距离的重复频率快，距离分辨率好。

171. A。你在进行船岸间的VHF呼叫。你应该使用VHF-FM服务。

172. D。雷达面板上的SWEEP INT是sweep intensity的缩略语。

173. C。与相同规格的3 cm雷达相比，10cm雷达的波束宽度大。

174. D。与相同规格的10cm雷达相比，3cm雷达在沿岸航行时能显示更像岸形的图像。

175. D。你正利用VHF-FM服务进行船岸间无线电通信。如果工作频道有人讲话、信号音或忙音时，你能判定这一频道繁忙。

176. C。CASII型自动避碰系统的主要目的是容易分析和立即评估可能面临的碰撞危险。

177. C。雷达相对运动方式下至少标绘两次物标才能计算出物标的最近会遇点。

178. B。航用海图上的罗经花上标示了磁差和磁差的年变化率。

179. B。位于南山头灯塔东南1.3海里的浅滩，其上的水深减少到大约6.1米。浅滩之上的水深用over。

180. D。应急无线电示位标（EPIRB)应置于船上可以自由起浮的位置。

181. C。弗氏铁和软铁球应每隔多长时间测定其永久磁性？每年。

182. A。磁罗经上的弗氏铁用于补偿的垂直软铁上的感应磁性。

183. B。连接所有磁倾角为零的点的连线是磁赤道。

184. B。磁罗经盘上粗线代表船首向。

185. D。磁赤道上，地磁场的水平分量作用于磁罗经。当船舶位于磁赤道时，对船舶磁罗经的影 响最大。

186. C。磁罗经的工作原理是同性磁极相斥，异性磁极相吸。

187. A。用于制作罗经柜的材料必须具有的最重要的特征是无磁性。binnacle罗经柜。

188. B。船上的无线电话操作员，如果是自愿配备的话，至少应持有受限的无线电操作证书

189. D。地球表面上磁倾角为90°的点是磁极。

190. C。便携式无线电设备指容易移动的无线电装置。portable便携式。

191. D。将蓄电池加防护罩的主要目的是防止两极意外短路。

192. B。调节磁罗经的主要目的是尽可能地降低自差。

193. A。象限球用于消除隅点航向上的自差。

194. A。雷达上用于抑制船舶周围一定距离内的弱小回波的旋钮是海浪回波抑制钮。sensitivity time control灵敏度时间抑制，海浪回波抑制。

195. D。雷达上用于缩短显示器上的所有回波、减少雨雪造成的干扰的旋钮是雨雪抑制钮。fast time constant 雨雪抑制。

196. A。雷达上使用的无线电电波波长非常短，只有几厘米长。

197. B。测深记录仪提供了不同时间龙骨下水深的图像记录。

198. C。远洋航次中所需要的无线电设备应该存放于报房、驾驶台或其他受保护的地方。

199. C。所需要的便携式无线电设备应该存放于适当的处所且能很容易地搬运至救生艇。

200. A。两点之间的真航向是078°，你船陀螺罗经有2°东的陀罗差，受到北风的影响，你预设了 3°的风压差补偿。为使船舶行驶在真航向上，你应该操多少度的陀罗航向？ 078-2-3 = 073。

201. A。地磁场的垂直分量在垂直软铁上产生感应磁性，且随着纬度而发生变化，如何校正此项 误差？弗氏铁。弗氏铁用于消除垂直软铁自差。

202. A。从真航向上得到磁航向你应该应用自差和磁差。

203. C。为得到准确的DF交叉方位，应使用三个岸站，包括最远的岸站。

204. D。为得到准确的DF方位，应使用交叉方位和三个岸站。

205. D。罗经差中的磁差不能校正。

206. A。要求配备自动雷达标绘仪的船舶必须配备一个仪器表明对地或对水速度。

207. B。台风季节在港内的船舶可以使用接收机接收台风警告。

208. A。我们查看磁罗经是否处于良好的状态。

209. B。哪一个磁罗经校正仪同时校正永久磁性和感应磁性？倾斜磁铁。

210. C。磁罗经用于船上的优势是什么？因为构造简单而可靠。

211. C。在受限的空间进行焊接操作前，应使用何种仪器确定安全的工作环境？易燃气体测试仪和氧气测试仪。

212. D。使用三物标水平夹角定位时，在什么情况下不能确定船位？你船与三物标共圆。

213. B。关于如何正确设置和操作船上设备,GMDSS操作员需参阅什么出版物？生产商提供的操作手册。

214. C。什么将使ARPA发出视觉、听觉或两者都有的警报？跟踪的物标进入设定的CPA- TCPA警戒区。

215. A。一个浮筒只在一年中的特定时间就位使用，从何处可以找到该浮筒就位使用的时间？

《灯标表》。

216. B。穿越磁赤道时应倒转倾斜磁铁。

217. A。使用VHF向附近的站台呼叫时，你应该使用什么样的发射功率？较低发射功率。

218. D。在软泥底质上面航行时，回声测深仪可能显示两个读数。

219. D。无线电台或台卡链等发生故障、停止或暂停发射，称为信号中断。off air信号中断。

220. C。当雷达采用不稳定显示方式时，测距定位更容易进行。

221. A。当在大洋中使用测深记录仪时，如果回波不是来自真正的海底，什么现象最有可能产生连续的航迹？回波来自散射层。

222. B。船舶上GMDSS无线电记录簿应该保存在何处？在主要的无线电设备操作间。

223. D。当收到GMDSS遇险报警时应采取什么行动？读取或打印屏幕上的遇险信息，保持无线电静默，守听其他频道上发出的下一步信息。

224. B。从VHF上发出的一个假遇险警报应如何处置？在16频道上用声音信号取消该假警报。

225. B。哪种ARPA数据可用于判断是否与来船构成紧迫局面？相对运动的轨迹。

226. C。当船舶倾斜时用什么来补偿所造成的误差？垂直磁铁。

227. B。在GMDSS中哪种设备提供了主要的定位遇险船舶或其救生艇筏的途径？ EPIRB。

228. D。什么设备提供了主要的定位信号？ EPIRB和SART。

229. B。关于雷达，下列哪项描述是错误的？雷达获取物标的能力不受天气影响。

230. B。当船航向为磁北或磁南时，可以设定哪一个磁罗经校正器？倾斜磁铁。

231. D。哪种类型的信息不能由GMDSS操作员消除？航行警告、气象警告以及搜救信息。

232. C。关于使用自动舵，下列哪项描述是不正确的？自动舵的使用应由驾驶员决定，而非舵工。

233. B。GMDSS上的哪一部分主要用于产生定位信号？在406兆赫兹上发射的EPIRB信号。

234. A。关于磁罗经上弗氏铁，哪项描述是正确的？它是用于补偿地球磁场垂直部分所引起的误差。

235. A。关于陀螺罗经，哪项描述是错误的？其精度在所有纬度相同。陀螺罗经精度会随纬度变化而变化。

236. A。关于GMDSS的定位信号，哪项描述是错误的？定位信号由救生艇筏上VHF发射机发出。应由SART发出。

237. C。哪项描述是正确的？ GMDSS无线电记录簿记录有关海上生命安全的所有无线电通信以及所有的遇险通信。

238. D。哪项描述是正确的？在任何情况下不得使用缩写或关键字母;紧急通信不必记录在无线电日志中。都不正确。

239. D。哪种拖船可以免予装备雷达？只在限制水域操纵的船舶（例如驳船船队），由港长书面签署可以免除的船舶以及只用于应对污染或协助拖带的船舶可以不装设雷达。

第三章 航海气象

一、习题

1. The southeast trade winds actually blow toward the .A. southeast B. south C. east D. northwest

2. Which of the following is NOT a frontal term? .A. Ridge B. Col C. Trough D. Bora

3. A boundary between two air masses is a/an .A. lapse rate B. isobar C. front D. continent

4. A weather forecast states that the wind will commence backing. In the Northern Hemisphere, this would indicate that it will .A. shift in a clockwise manner B. shift in a counterclockwise mannerC. continue blowing from the same direction D. decrease in velocity

5. A steep barometric gradient indicates .A. calms B. light winds C. strong winds D. precipitation

6. What is the primary source of the earth’s weather? . A. The oceans B. The moon C. The sun D. The solar system

7. Some goods are missing terrible weather.A. due B. because of C. because D. since

8. refers to the amount of water vapor in the air.A. Humidity B. Temperature C. Precipitation D. Wind

9. What is your latest tropical storm warning ?A. information B. news C. description D. signals

10. the way from Shanghai to Japan, the ship encountered heavy weather.A. On B. At C. During D. In

11. My vessel bad weather with winds reaching force 9 on her way home.A. encountered B. faced C. found D. met

12. My ship has been delayed poor visibility.A. because B. in reason of C. owing to D. for

13. High pressure ridge from Sevastopol to eastern Libya.A. reaching B. extending C. increasing D. upgrading

14. The strong wind will make us here for some days.A. to stay B. staying C. stay D. stayed

15. Weather conditions in the middle latitudes generally move .A. eastward B. westward C. northward D. southward

16. Isobars on a synoptic chart are useful in predicting .A. temperature B. dew point C. wind velocity D. relative humidity

17. The warm front is usually lifted up from the surface by .A. the cold B. heavy wind C. high pressure D. hurricane

18. My ship { met with } heavy weather during this voyage.A. received B. saw C. accepted D. encountered

19. Gale warnings are usually issued when winds of 8 -9 are expected.A. wind speed B. air force C. wind velocity D. Beaufort force

20. The doldrums are characterized by .A. steady, light to moderate winds B. frequent calmsC. clear skies D. low humidity

21. After the passage of a cold front the visibility .A. does not change B. improves rapidlyC. improves only slightly D. becomes poor

22. Clouds are classified according to their .A. size B. moisture contentC. altitude and how they were formed D. location in a front

23. The strongest winds and heaviest rains in a hurricane are found in the .A. outer bands B. eye C. cloud walls D. spiral rainbands

24. Safety NET services provide shipping with navigational and meteorological warnings and urgent information by automatic print-out from .A. an EGC receiver B. a dedicated receiverC. NAVTEX receiver D. automatic receiver

25. rain means it rains in some parts of the area.A. Squally B. Isolated C. Scattered D. Occasional

26. is/are not prevailing winds.A. Crachin B. Land and sea breezes C. Trades D. Monsoons

27. The set of the equatorial countercurrent is generally to the .A. north B. east C. southwest D. northwest

28. will not generally clear the fog.A. Wind speed increases B. Wind direction changesC. Temperature increases D. Pressure of the air

29. An occluded front is caused by a/an .A. low pressure area B. high pressure areaC. area of calm air D. cold front overtaking a warm front

30. The force resulting from the earth’s rotation that causes winds to the right in the Northern

Hemisphere and to the left in the Southern Hemisphere is called .A. pressure gradient B. ballistic deflectionC. Coriolis effect D. aurora borealis

31. An instrument useful in predicting fog is the .A. sling psychrometer B. microbarographC. anemometer D. aneroid barometer

32. A barometer showing falling pressure indicates the approach of a .A. high pressure system B. low pressure systemC. high dew point D. low dew point

33. Most high pressure areas are accompanied by .A. precipitation B. clear, cool weatherC. humid, sticky weather D. cool fogs

34. A sea with height 2 - 4 m is termed as according to the sea and swell scale.A. slight sea B. moderate sea C. rough sea D. high sea

35. In the Northern Hemisphere, an area of counterclockwise wind circulation surrounded by higher pressure is a .A. low B. high C. warm front D. cold front

36. When force of winds reaches 10-11 in Beaufort scale, we usually call such wind .A. gale B. storm C. hurricane D. typhoon

37. is a device used to measure atmospheric pressure.A. Barometer B. Thermometer C. Chronometer D. Speedometer

38. Cumulonimbus clouds are formed by .A. vertical air movements B. heavy rainstormsC. horizontal air movements D. any movement of moist air

39. Generally speaking, with the weather becomes cloudy or overcast with strong winds.A. high pressures B. low pressures C. weak pressures D. strong pressures

40. The region of high pressure extending around the earth at about 35° N latitude is called

The .A. prevailing westerlies B. horse latitudesC. troposphere D. doldrums

41. A generally circular low pressure area is called a/an .A. cyclone B. anticyclone C. cold front D. occluded front

42. You will cross the cold front of a low pressure system in about 24 hours. You should .A. expect to see cirrus clouds followed by altostratusB. alter course to remain in the navigable semicircleC. prepare for gusty winds, thunderstorms, and a sudden wind shiftD. expect clear weather, with steady winds and pressure, until the front passes

43. The “horse latitudes” are regions of .A. brisk prevailing winds B. light airs and calmsC. abundant blue sea grass vegetation D. none of the above

44. Wind direction may be determined by observing all of the following EXCEPT .A. low clouds B. waves C. whitecaps D. swells

45. Wind velocity varies .A. directly with the temperature of the air massB. directly with the pressure gradientC. inversely with the barometric pressureD. inversely with the absolute humidity

46. You can determine if your vessel’s position is in the dangerous or navigable semicircle of a

hurricane by .A. observing whether the wind is veering or backingB. plotting two or more recent storm positions from weather bulletinsC. both A and BD. neither A nor B

47. The atmosphere in the vicinity of a high pressure area is called a/an .A. anticyclone B. cold front C. occluded front D. cyclone

48. A sling psychrometer is used to measure .A. seawater temperature B. engine temperatureC. dry bulb and wet bulb temperatures D. barometric pressure

49. As the temperature for a given mass of air increases, the .A. dew point increases B. dew point decreasesC. relative humidity increases D. relative humidity decreases

50. Advection fog may be formed by warm air passing over a .A. colder sea surface B. warmer sea surfaceC. dry coastal plains D. high mountain or plateau

51. A line of clouds, sharp changes in wind direction, and squalls are most frequently associated

with a/an .A. occluded front B. warm front C. cold front D. warm sector

52. From which type of cloud can a tornado or waterspout develop? .A. Nimbostratus B. Altostratus C. Cumulonimbus D. Cirrus

53. The fog most commonly encountered at sea is called .A. conduction fog B. radiation fog C. frontal fog D. advection fog

54. causes strong winds and rough sea northwest Bay of Biscay.A. Strong low pressure B. Strong high pressureC. Steep pressure gradient D. Steep gradient pressure

55. Lines drawn through points on the earth having the same atmospheric pressure are knownAs .A. isothermal B. millibars C. isobars D. seismics

56. Apparent wind speed blowing across a vessel under tow can be measured by a/an .A. barometer B. wind vane C. anemometer D. thermometer

57. Which type of front forms when a cold front overtakes and forces a warm front upwards? .A. Cold front B. Occluded front C. Warm front D. Stationary front

58. Vessels in port may use for receiving typhoon warnings during the typhoon season.A. their transmitters B. their receivers C. their radars D. their typewriters

59. While on watch, you notice that the air temperature is dropping and is approaching the dew

point. Which type of weather should be forecasted? .A. Hail B. Heavy rain C. Sleet D. Fog

60. Clouds with the prefix “nimbo” in their name .A. are sheet or layer cloudsB. have undergone great vertical developmentC. are middle or high altitude cloudsD. are rain clouds

61. The most favourable condition for land and sea breezes are .A. anticyclonic B. gale C. gradient wind D. geostrophic wind

62. Which type of frontal passage is associated with a relatively narrow band of

precipitation? .A. Cold front B. Warm front C. Stationary front D. None of the above

63. is formed when the droplets or ice crystals in clouds have become sufficiently large to

fall to the ground.A. Humidity B. Temperature C. Precipitation D. Wind

64. Atmospheric may cause a light to be seen farther than under ordinary circumstances.A. advection B. deflection C. refraction D. diffraction

65. An air mass is termed warm if .A. it is above 70 °FB. the ground over which it moves is cooler than the airC. it originated in a high pressure areaD. it originated in a low pressure area

66. are clouds having their base between sea level and 2 km height.A. Low clouds B. High clouds C. Special low clouds D. Medium clouds

67. Recurvature of a hurricane’s track usually results in the forward speed .A. increasing B. decreasingC. remaining the same D. varying during the day

68. Atmospheric pressure may not be measured with a/an .A. barograph B. aneroid barometerC. mercurial barometer D. goniometer

69. As a cold front passes an observer, pressure .A. drops and winds become variable B. rises and winds become gustyC. drops and winds become gusty D. rises and winds become variable

70. Widely spaced isobars on a weather map indicate .A. high winds B. gentle breezesC. ice, snow or frozen rain D. probability of tornados

71. After a cold front passes the barometric pressure usually .A. fluctuatesB. remains the sameC. remains the same, with clouds forming rapidlyD. rises, often quite rapidly, with clearing skies

72. When visibility is 10 nautical miles, we say that visibility is .A. very good B. good C. poor D. moderate

73. Which current would you encounter on a direct passage from London, England, to Capetown,

South Africa? .A. Falkland current B. Brazil currentC. Norway current D. Benguela current

74. Which current would you encounter on a direct passage from southern Africa to Argentina,

South America? .A. South Atlantic current B. South Equatorial currentC. Agulhas current D. Guinea current

75. The Beaufort scale is used to estimate the .A. wind direction B. percentage of cloud coverC. wind speed D. barometric pressure

76. that kind of weather persist, it would be very likely that the two ships would touch

each other.A. If B. Provided that C. Should D. When

77. After a cold front passes, the barometric pressure .A. drops, and the temperature drops B. drops, and the temperature risesC. rises, and the temperature drops D. rises, and the temperature rises

78. Compared to a low pressure system, generally the air in a high is .A. warmer, less dense, and less stableB. cool, more dense, and drierC. muggy and cloudyD. extremely moist with high relative humidity

79. When warm moist air is blown over a colder surface, will happen.A. advection fog B. radiation fog C. dense fog D. thick fog

80. generally indicates the gale or storm is approaching.A. Falling barometric pressure B. Rising barometric pressureC. The circulations of winds D. The change of wind direction

81. Fog is likely to occur when there is little difference between the dew point and the .A. relative humidity B. air temperatureC. barometric pressure D. absolute humidity

82. In the relatively calm area near the hurricane center, the seas are .A. moderate but easily navigatedB. calmC. mountainous and confusedD. mountainous but fairly regular as far as direction is concerned

83. Cirrus clouds are composed primarily of .A. ice crystals B. water droplets C. snow crystals D. nitrogen

84. A katabatic wind blows .A. up an incline due to surface heatingB. in a circular patternC. down an incline due to cooling of the airD. horizontally between a high and a low pressure area

85. A is created by a pressure gradient or slope in the water level.A. gradient current B. density currentC. swift current D. torrent current

86. An occluded front is usually caused by a .A. cold front becoming stationary B. warm front becoming stationaryC. cold front overtaking a warm front D. warm front dissipating

87. A sling psychrometer is a/an .A. type of cargo gearB. instrument used in celestial navigationC. instrument used to measure relative humidityD. instrument used to measure specific gravity

88. Which current is responsible for the movement of icebergs into the North Atlantic shipping

lanes? .A. Iceland current B. Baltic currentC. Labrador current D. Baffin current

89. Please be advised that my vessel, MV *Honguki,* met with a heavy tropical storm the

present voyage from Singapore to Aden.A. on B. in C. at D. for

90. is a silvery cloud in the form of feathers or fibers seen high up against a blue sky.A. Cumulonimbus B. Cirrus C. Cirrocumulus D. Altostratus

91. is NOT the cause of the set of ocean current.A. Density differences of the water B. Rotation of the earthC. Direction of primary circulation of air D. Coriolis force

92. Which condition would NOT indicate the approach of a tropical storm? .A. Long, high swells B. Cirrus cloudsC. Halos about the sun or moon D. Decrease in wind velocity

93. When air is at its dew point it .A. will contain no additional moisture B. has the lowest relative humidityC. cannot keep up its moisture D. has a low absolute humidity

94. When a wind blows round clockwise, it is .A. variable B. changing C. backing D. veering

95. Which wind results from a land mass cooling more quickly at night than an adjacent water area? .A. Coastal breeze B. Sea breeze C. Land breeze D. Mistral

96. A sea breeze is a wind .A. that blows towards the sea at nightB. that blows towards an island during the dayC. caused by cold air descending a coastal inclineD. caused by the distant approach of a hurricane

97. A local wind which occurs during the daytime and is caused by the different rates of warming of land and water is a .A. foehn(焚风) B. Chinook（奇努克风） C. land breeze D. sea breeze

98. According to Buys Ballot’s law, when an observer in the Northern Hemisphere experiences a

northwest wind, the center of low pressure is located to the .A. northeast B. west-southwest C. northwest D. south-southeast

99. An aneroid barometer is an instrument .A. used to measure the speed of windB. in which the pressure of the air is measuredC. that tells which direction a storm is coming fromD. used to measure the height of waves

100. Which of the following is NOT a wind? .A. Growler B. Norther C. Levanter D. Mistral

101. Cloud formations are minimal when the .A. surface temperature and temperature aloft are equalB. surface temperature and temperature aloft differ greatlyC. barometric pressure is very lowD. relative humidity is very high

102. An instrument designed to maintain a continuous record of atmospheric pressure is a/An .A. mercurial barometer B. aneroid barometerC. barograph D. thermograph

103. A type of precipitation that occurs only in thunderstorms with strong convection currents thatConvey raindrops above and below the freezing level is known as .A. sleet B. hail C. freezing rain D. rime

104. Between 1638 and 1650 hours this day, strong gusty winds were by my vessel, inConsequence of which, the vessel’s four mooring lines were broken and her portside gangway severely damaged.A. gone B. done C. had D. experienced

105. A light, feathery deposit of ice caused by the sublimation of water vapor directly into theCrystalline form, on objects whose temperatures are below freezing, is called .A. dew B. frost C. glaze D. snow

106. Which weather element cannot be measured accurately while on board a moving

vessel? .A. Relative humidity B. TemperatureC. True wind speed D. Atmospheric pressure

107. The apparent wind can be zero when the true wind is from .A. ahead and equal to the ship’s speedB. astern and equal to the ship’s speedC. ahead and equal to twice the ship’s speedD. astern and equal to twice the ship’s speed

108. may be a warning for an approaching storm.A. The presence of cirrus clouds B. The low-hanging stratus cloudsC. The altocumulus clouds D. The massive cumulus clouds

109. Cumulonimbus clouds can produce .A. dense fog and high humidityB. gusty winds, thunder, rain or hail, and lightningC. clear skies with the approach of a cold frontD. a rapid drop in barometric pressure followed by darkness

110. In case of any sudden worsening of the weather and/or sea conditions, you shall .A. call the Master early onB. run plot of the ship’s positionC. relieve the conn of the officerD. make an announcement over the ship’s PA system

111. Fetch is the .A. distance a wave travels between formation and decayB. stretch of water over which a wave-forming wind blowsC. time in seconds required for two crests to pass a given pointD. measurement of a wave’s steepness

112. is caused by relatively warm air being cooled by flowing over a cooler sea surface.A. Advection fog B. Frontal or mixing fogC. Radiation fog D. Arctic sea smoke

113. You are steaming west in the North Atlantic in an extratropical cyclonic storm, and the wind isDead ahead. According to the law of Buys Ballot, the center of low pressure lies to the .A. north B. south C. east D. west

114. The primary wind belt which has the greatest effect on the set, drift, and depth of the

equatorial currents is the .A. doldrums B. horse latitudes C. trade winds D. prevailing westerlies

115. Cirrus clouds followed by cirrostratus then altostratus, stratus, and occasionally nimbostratus

indicate the approach of a/an .A. cold front B. warm front C. tropical front D. occluded front

116. Which of the following is associated with consistently high barometric pressure? .A. The horse latitudes B. The doldrumsC. The prevailing westerlies D. The trade winds

117. Advection fog is most commonly caused by .A. air being warmed above the dew pointB. saturation of cold air by rainC. a rapid cooling of the air near the surface of the earth at nightD. warm moist air being blown over a colder surface

118. May 3 , 2010, my ship met with bad weather there.A. In B. On C. During D. At

119. In the Northern Hemisphere, winds veering sharply to the west or northwest with increase speed are indications that a .A. cold front has passed B. low pressure center is approachingC. stationary front exists D. high pressure center has passed

120. Cumulus clouds that have undergone vertical development and have become cumulonimbus in form, indicate .A. clearing weather B. that a warm front has passedC. probable thunderstorm activity D. an approaching hurricane or typhoon

121. blow more or less constantly (except when monsoons prevail) throughout all seasonsAt a mean speed of around 14 knots and are generally strongest in the late winter.A. Trade winds B. Winds of the temperate zonesC. Monsoons D. Land and sea breezes

122. You are located within a stationary high pressure area. Your aneroid barometer is falling very

slowly. This indicates a/an .A. wind shift of 180° B. large increase in wind velocityC. decrease in the intensity of the system D. increase in the intensity of the system

123. If your weather bulletin shows the center of a low pressure area to be 100 miles due east of your position, what winds can you expect in the Northern Hemisphere? .A. East to northeast B. East to southeastC. North to northwest D. South to southeast

124. The wind flow from the horse latitudes to the doldrums is deflected due to .A. Coriolis force B. the mid-latitude, semi-permanent highC. differing atmospheric pressures D. the prevailing westerlies

125. are experienced in temperate latitudes during warm summer weather but rarely exceed

force 3 and may extend 10 to 15 miles on either side of the coastline.A. Trade winds B. Winds of the temperate zonesC. Monsoons D. Land and sea breezes

126. Prior to reading an aneroid barometer, you should tap the face lightly with your finger

to .A. expose any loose connections B. demagnetize the metal elementsC. bring the pointer to its true position D. contract and expand the glass face

127. Which statement is TRUE when comparing cold and warm fronts? .A. Cold fronts are more violent and of shorter durationB. Cold fronts are milder and last longerC. They are very similar with the exception of wind directionD. Warm fronts are more violent and of longer duration

128. MODERATE WAVES, TAKING A MORE PRONOUNCED LONG FORM; MANY WHITE

HORSES ARE FORMED. This sea condition is likely to be termed .A. moderate breeze B. fresh breeze C. strong breeze D. near gale

129. What enables you to estimate the bearing of a storm’s center? .A. Buys Ballot’s law B. An educated guessC. Pascal’s law D. The left-hand rule

130. A weather map is a synoptic data because it .A. summarizes a great deal of information B. can be interpreted accuratelyC. appears daily D. is prepared by the Weather Bureau

131. In reading a weather map, closely spaced pressure gradient lines would indicate.A. high winds B. high overcast cloudsC. calm or light winds D. fog or steady rain

132. Trough 25N 161W 16N 162W will remain and tropical cyclone 23N 139W .A. stationary/occluding B. occluding/stationaryC. stationary/stationery D. occluding/occluding

133. Hurricane warnings are issued when winds of force 12 or above are expected.A. in all parts of the world B. in some parts of the worldC. from all comers of the world D. from every comer of the world

134. Which condition suggests that your present position lies in the navigable semicircle of a tropical storm? .A. A backing windB. A veering windC. Sustained gale force windsD. A strong wind that maintains a constant speed and direction

135. A slow, gradual fall of the barometer indicates approaching .A. gale force winds within 12 hours B. blizzard conditionsC. deteriorating or unsettled weather D. heavy, wind driven rain

136. Cyclones tend to move .A. perpendicular to the isobars in their warm sectorsB. parallel to the isobars in their warm sectorsC. parallel to the line of the cold frontD. perpendicular to the line of the cold front

137. RYUKYU S TO SE 6 BEC 4-5. ISOL SHWRS. SEA 3 M BEC 2 M. SWELL SE 3 - 4 M.

This description is likely to be under the heading of .A. FORECAST B. GALE WARNINGC. SYNOPSIS D. STORM WARNING

138. Ascending and descending air masses with different temperatures is part of an important heat transmitting process in our atmosphere called .A. conduction B. radiationC. convection D. barometric inversion

139. A storm’s track is characterized by all of the following EXCEPT .A. the direction the storm has come fromB. the direction in which the storm is movingC. the speed at which the storm is movingD. the path taken by the storm

140. NANSHA VERELLA ST JACQUES ZENGMU ANSHA REEF CLOUDY TO OVERCAST

WITH SHOWERS WIND SW 17 TO 21 SEA MOD VIS GOOD TO MOD. The above- mentioned forecast is probably from .A. radio Dalian B. radio GuangzhouC. radio Singapore D. radio Bangkok

141. Little or no change in the barometric reading over a twelve hour period indicates .A. that stormy weather is imminentB. that present weather conditions will continueC. a defect in the barometerD. increasing wind strength

142. at 53N3 127E4 moving ely 12 kts with cold front from center passing 51N3 126E1 to

51N2 125E4 and warm front from 46N1 128E2 passing 40N2 125E2.A. Low 1002 hPa B. Low 1045 hPaC. High 1002 hPa D. High 1045 hPa

143. Where is the dangerous semicircle located on a hurricane in the Southern

Hemisphere? .A. To the left of the storm’s track B. To the right of the storm’s trackC. In the high pressure area D. On the south side

144. BASHI: E TO SE 9 - 10. 500 M IN HVY SQUALLY SHWRS AND TS. SEA 8 - 9 M.

SWELL SE 6 - 7 M. From the above forecast, the wind in Beaufort scale will be .A. STRONG GALE TO STORM B. GALE TO STRONG GALEC. NEAR GALE TO GALE D. STRONG BREEZE TO NEAR GALE

145. Above-normal tides near the center of a hurricane may be caused by the .A. high barometric pressure B. jet streamC. storm surge D. torrential rains

146. Complete information on weather broadcasts throughout the world is contained in .A. Selected Worldwide Marine Weather BroadcastsB. your local newspaperC. the Notice to MarinersD. the daily weather map

147. A decrease in barometric pressure is associated with all of the following EXCEPT .A. rising warm air B. proximity to a low pressure areaC. inward spiraling circulation D. clear dry weather

148. In the Northern Hemisphere, a wind that shifts counterclockwise is a .A. veering wind B. backing wind C. reverse wind D. chinook wind

149. A message giving warning of a hurricane should have which prefix when sent by

radiotelephone? .A. Pan-Pan (3 times) B. Securite Securite SecuriteC. TTT.TTT TIT D. No special prefix

150. You wish to communicate information that the swell in your area is 2. 5 -3. 0 m in height and

from the northeast. This swell, as defined in the International Code of Signals, would be described as .A. rough B. moderate C. high D. confused

151. Brief, violent showers frequently accompanied by thunder and lightning are usually associated with .A. passage of a warm frontB. passage of a cold frontC. winds shifting counterclockwise in the Northern HemisphereD. stationary high pressure systems

152. Early indications of the approach of a hurricane may be all of the following EXCEPT .A. short confused swellsB. gradually increasing white clouds (mare’s tails)C. pumping barometerD. continuous fine mist-like rain

153. If a weather bulletin shows the center of a low pressure system to be 100 miles due east of you, what winds can you expect in the Southern Hemisphere? .A. South-southwesterly B. North-northwesterlyC. South-southeasterly D. North-northeasterly

154. CAPE WEST WIND WEST TO SOUTHWEST 15 TO 20 KNOTS WEATHER SHOWERS.

This description is likely to be under the heading of .A. FORECAST B. STORM WARNINGC. GENERAL SITUATION D. MAP ANALYSIS

155. LOW AT 34N 135E ESLY SLWLY INTST NC. This description is most likely to be under the

heading of .A. GL WNG B. GEN SYN C. STM WNG D. TY WNG

156. On a weather map, a large letter “H” means .A. a high pressure area with cool, dry air, and fair weatherB. a high pressure area with warm, moist air, and inclement weatherC. horse latitudes, with rough seas and strong windsD. a heavy squall line near the “H”

157. A frontal thunderstorm is caused by .A. pronounced local heatingB. wind being pushed up a mountainC. a warm air mass rising over a cold air massD. an increased lapse rate caused by advection of warm surface air

158. Ocean currents are well defined and .A. create large waves in the direction of the currentB. change direction 360° during a 24 hour periodC. remain fairly constant in direction and velocity throughout the yearD. are characterized by a light green color

159. When a hurricane passes into high latitudes over colder water and the source of heat isDisrupted, the storm assumes the characteristics of .A. a high pressure area B. an extratropical cycloneC. a tropical storm D. an easterly wave

160. INTERTROPICAL CONVERGENCE ZONE OVER SOUTH PHILIPPINE PASSING OVER

MINDANAO NORTHERN SULU AND PALAWAN. This paragraph is likely to be under the heading of .A. GALE WARNING B. 24 HOURS FORECASTC. SYNOPSIS D. STORM WARNING

161. By plotting the analysis messages on weather charts, we are able to .A. prevent any possible accident at seaB. prepare a reasonable forecast of the wind and weatherC. help the mariner to fix an accurate ship’s positionD. aid the salvage of a ship in peril

162. A hurricane moving northeast out of the Gulf passes west of your position. You could expect all of the following EXCEPT .A. higher than normal swellsB. high windsC. winds veering from south, through west, to northwestD. light showers

163. MAINLY GOOD BECOMING MODERATE. This forecast probably refers to certain area.A. visibility B. winds C. sea D. fog

164. MAINLY VARIABLE 3 to 4 VEERING NELY 5 TOMORROW MORNING. This forecast

refers to in the designated area.A. visibility B. winds C. sea D. fog

165. MAINLY EAST 3 OR 4 PARTLY CLOUDY TO OVERCAST OCCASIONAL RAIN

SLOWLY SOUTH MODERATE OR GOOD.A. spreading B. proceeding C. bounding for D. going to

166. West backing south-west gale 8 locally storm 10 then rain or sleet mainly good.A. windy showers B. showers with windsC. wintry showers D. showery winds

167. moving rather quickly east expected 150 miles south of Cape Farewell 972 by 160000

GMT.A. Developed low B. Developing lowC. Being developed low D. Low to be developed

168. will reduce the visibility.A. Dust B. Sea water C. Land sand D. Wind

169. 12 HOURS GALE WARNING VALID FROM 1103990700 UTC. From this phrase, the

warning is expected to be valid from .A. 0700 UTC, MAR 11, 1999 B. 0700 UTC, NOV 03, 1999C. 0700 UTC, 1103 UTC, 1999 D. NOV MAR 1999 0700 UTC

170. A cloud of marked vertical development ( often anvil-shaped ) would be classifiedAs .A. cirrus B. cirrocumulus C. altocumulus D. cumulonimbus

171. A cyclone in its final stage of development is called a/an .A. tornado B. anticycloneC. occluded cyclone or occluded front D. polar cyclone

172. A low in a marine weather report is an air pressure system the pressure at the center of which is .A. the highest over the area B. the lowest over the areaC. higher than 1013 hPa D. lower than 1013 hPa

173. A mercurial barometer at sea is subject to rapid variations in height (pumping) due to the pitchAnd roll of the vessel. To avoid this error, measurements of atmospheric pressure at sea are usually measured with a/an .A. syphon barometer B. cistern barometerC. aneroid barometer D. fortin barometer

174. A microbarograph is a precision instrument that provides a .A. charted record of atmospheric temperature over timeB. charted record of atmospheric pressure over timeC. graphic record of combustible gases measured in an atmosphereD. graphic record of vapor pressure from a flammable/combustible liquid

175. A sign of thunderstorm development is a cumulus cloud .A. darkening, growing in size and forming an anvil topB. that shows extensive vertical developmentC. creating cold downdrafts that are felt (5^) on the groundD. all of the above

176. A tropical storm is building strength some distance from your ship. Waves are coming from the east, with periods increasing from 5 seconds to 15 seconds. The swell is from the east. Where was the storm when these new swells were generated? .A. To the north of you B. To the south of youC. To the east of you D. To the west of you

177. A tropical wave is located 200 miles due west of your position, which is north of the equator.

Where will the wave be in 24 hours? .A. Farther away to the west B. Farther away to the eastC. In the same place D. Closer and to the west

178. A tsunami is caused by a/an .A. tidal waveB. storm surge caused by a hurricane or tropical stormC. earthquake on the ocean’s floorD. tornado

179. A vessel entering the eye of a hurricane should expect .A. moderating winds and heavy confused seas to strike his vessel from all directionsB. the winds to increase to hurricane force and strike from a different direction as the eye passesC. the barometer to reach the lowest pointD. all of the above

180. A warm air mass is characterized by .A. stability B. instability C. gusty winds D. good visibility

181. After a cold front passes, the barometric pressure usually .A. fluctuatesB. remains the sameC. remains the same, with clouds forming rapidlyD. rises, often quite rapidly, with clearing skies

182. All of the following are associated with cumulonimbus clouds EXCEPT .A. steady rainfall B. hail stormsC. thunderstorms D. tornadoes or waterspouts

183. Altocumulus clouds are defined as .A. high clouds B. middle cloudsC. low clouds D. vertical development clouds

184. Which condition indicates that you are in a hurricane’s dangerous semicircle in the Northern

Hemisphere? .A. A backing wind B. A veering windC. A norther D.A strong, gusty wind

185. Anticyclones are usually characterized by .A. dry, fair weather B. high winds and cloudinessC. gustiness and continuous precipitation D. overcast skies

186. Barometer readings in weather reports are given in terms of pressure at .A. sea level B. China SeaC. the weather station D. the broadcasting station

187. For an accurate barometer check, you would .A. check it with a barometer on another vesselB. take readings from several barometers and average themC. check it with the barometer at the ship chandleryD. check it against radio or National Weather Service reports of the immediate vicinity

188. Generally speaking, you should expect to find low atmospheric pressure prevailing in the

earth’s .A. equatorial area B. polar regions C. mid-latitudes D. all of the above

189. Good weather is usually associated with a region of .A. low barometric pressure B. high barometric pressureC. falling barometric pressure D. pumping barometric pressure

190. High clouds, composed of small white flakes or scaly globular masses, and often banded

together to form a mackerel sky, would be classified as .A. cirrus B. cirrocumulus C. altostratus D. cumulonimbus

191. HIGH WAVES; DENSE STREAKS OF FOAM ALONG THE DIRECTION OF THE WIND;CRESTS OF WAVES BEGIN TO TOPPLE, TUMBLE AND ROLL OVER; SPRAYMAY AFFECT VISIBILITY. This condition is likely to be termed .A. strong breeze B. near gale C. gale D. strong gale

192. Hurricanes may move in any direction. However, it is rare and generally of short duration when a hurricane in the Northern Hemisphere moves toward the .A. west or northwest B. northeast C. southeast D. north

193. If a hurricane several hundred miles away is moving in your general direction your barometer

would .A. start to rise rapidlyB. start to fall graduallyC. rise slowly, begin “pumping” and then start a slow, steady fallD. remain steady

194. If the sky was clear, with the exception of a few cumulus clouds, it would indicate .A. rain B. hurricane weather C. fair weather D. fog setting in

195. If you are in the dangerous semicircle of a hurricane you can expect all of the following

EXCEPT .A. backing winds B. high seas C. high winds D. veering winds

196. In a weather report, POSITION GOOD means that the position is .A. a good one B. reliable C. easy to be fixed D. obtainable

197. In Beaufort scale, the wind force 7 with speed of 28 -33 knots is defined as .A. moderate gale B. near gale C. strong gale D. whole gale

198. In many areas atoll clouds (clouds of vertical development) are produced over small islands.

These are the result of .A. rising air currents produced by the warm islandsB. warm air from the sea rising over higher land areasC. cool land air mixing with warm sea airD. descending air over the islands

199. In the doldrums you can expect .A. steady, constant winds B. frequent rain showers and thunderstormsC. steep pressure gradients D. low relative humidity

200. In the doldrums you will NOT have .A. high relative humidity B. frequent showers and thunderstormC. steep pressure gradients D. frequent calms

201. In the Northern Hemisphere, a wind is said to veer when the wind .A. changes direction clockwise, as from north to east, etcB. changes direction violently and erraticallyC. remains constant in direction and speedD. changes direction counterclockwise, as from south to east, etc

202. In the Northern Hemisphere, gusty winds shifting clockwise, a rapid drop in temperature,

thunderstorms or rain squalls in summer (frequent rain/snow squalls in winter) then a rise in pressure followed by clearing skies indicate the passage of a/an .A. warm front B. tropical cyclone C. anticyclone D. cold front

203. In the Northern Hemisphere, if the center of a high pressure area is due west of you, what

wind direction would you expect? .A. South to west B. South to east C. North to west D. North to east

204. In the Northern Hemisphere, the largest waves or swells created by a typhoon or hurricane will be located .A. in the southeast quadrant of the stormB. directly behind the storm centerC. forward and to the right of its courseD. behind and to the left of its course

205. In the Northern Hemisphere, when the wind at your location is northerly, the low pressureCenter causing the wind is located to your .A. NNW B. WSW C. ESE D. SSW

206. In the Southern Hemisphere, the wind flow associated with a low pressure system will have

which of the following characteristics? .A. The wind velocity is least near the center of the systemB. The direction of the flow is counterclockwiseC. Both A and BD. Neither A nor B

207. In the Southern Hemisphere, winds in a low pressure system rotate in a .A. clockwise direction B. northeasterly directionC. northerly direction D. counterclockwise direction

208. LOW ABOUT 300 MILES SOUTHWEST OF LISBON 1004 MOVING SLWLY SOUTHEASTCOMMA FILLING 1006 BY MIDNIGHT. This phrase is likely to be under the heading of .A. GALE WARNING B. 24 HOURS FORECASTC. GENERAL SITUATION D. TROPICAL CYCLONE WARNING

209. Mechanical lifting of air by the upslope slant of the terrain is called .A. vertical lifting B. convective liftingC. advective lifting D. topographic lifting

210. Monsoons are characterized by .A. light, variable winds with little or no humidityB. strong, gusty winds that blow from the same general direction all yearC. steady winds that reverse direction semiannuallyD. strong, cyclonic winds that change direction to conform to the passage of an extreme low pressure system

211. Of the following, which one is NOT a term of Marine Weather Bulletin? .A. Complex low B. Depression C. High pressure D. Ambient pressure

212. PARACEL: N TO NE 6 AND UP TO 10 IN NE.4000 M IN FRQ SQUALLY SHWRS AND

TS. SEA 2 M AND UP TO 8—9 IN NE. SWELL E TO NE 4—5. From the above broadcast, the visibility will be .A. Poor B. moderate C. good D. very good

213. Pressure gradient is a measure of .A. a high-pressure areaB. pressure difference over horizontal distanceC. pressure difference over timeD. vertical pressure variation

214. Plain language is usually used on marine weather .A. forecasts B. observations C. analyses D. reports

215. Sometimes a tropical storm moves so slowly that a vessel, if astern of it, can it.A. cross B. approach C. proceed near D. run into

216. Swells that have outrun the storm are produced in the .A. left front quadrantB. right front quadrantC. rearD. directly ahead on the storms projected track

217. The appearance of nimbostratus clouds in the immediate vicinity of a ship at sea would beAccompanied by which of the following conditions? .A. Rain and poor visibilityB. Dropping barometric pressure and backing wind in the Northern HemisphereC. High winds and rising seaD. Severe thunderstorms

218. The area of strong westerly winds occurring between 40° S and 60° S latitude is called

the .A. polar easterlies B. prevailing westerlies C. roaring forties D. jet streams

219. The circulation around a low pressure center in the Northern Hemisphere is .A. counterclockwise B. variable C. clockwise D. anticyclonic

220. The eye of a hurricane is surrounded by dense black cumulonimbus clouds which areCalled .A. wall cloud B. nimbostratus cloud C. bar D. funnel

221. The eye of the hurricane has .A. very high barometric pressure B. average barometric pressureC. the lowest barometric pressure D. no change in barometric pressure

222. Which change in the condition of the seas could indicate the formation of a tropical storm or

hurricane several hundred miles from your location? .A. A long swell from an unusual directionB. A lengthy lull in the wind and seasC. Large seas coming from different directionsD. A brisk chop from the southeast

223. The set of the ocean current is caused by . A. density differences of the water B. rotation of the earthC. direction of primary circulation of air D. all of the above

224. The tropical cyclone at 15. 8N, 132. 4E has yesterday afternoon into a tropical storm

with max winds 70 knots near center.A. upgraded B. decreased C. become D. changed

225. The type of fog that occurs on clear nights with very light breezes and forms when the earthCools rapidly by radiation is known as .A. radiation fog B. frontal fog C. convection fog D. advection fog

226. The usual sequence of directions in which a tropical cyclone moves in the Southern Hemisphere is .A. northwest, west, and south B. southwest, south, and southeastC. north, northwest, and east D. west, northwest, and north

227. The West Wind Drift is located .A. near 60°SB. on each side of the Equatorial currentC. in the North Atlantic between Greenland and EuropeD. in the South Pacific near 5°S

228. The winds you would expect to encounter in the North Atlantic between latitudes 5° and 30° are known as the .A. doldrums B. westerlies C. trades D. easterlies

229. Tropical cyclones are classified by form and intensity. Which system does NOT have closed

isobars? .A. Hurricane B. Tropical disturbanceC. Tropical depression D. Cyclone

230. Two well-developed high pressure areas may be separated by a .A. hill of low pressure B. trough of low pressureC. valley of low pressure D. ridge of low pressure

231. TYPHOON 9209 KAREN FIXES SCHEDULED FOR 110400Z 111000Z AND 111600Z. The

statement indicates that at the designated times.A. the position of the typhoon will be determinedB. the position of the typhoon will be forecastC. the position of the typhoon has been determinedD. the position of the typhoon has been forecast

232. TYPHOON FORECAST MOVE 285 DEG 15 KNOT FIRST 12 HOURS THEN 280 DEG 17

KNOTS NEXT 12 HOURS. The movement of the typhoon is in quadrant.A. NE B. SE C. NW D. SW

233. Weather forecast messages are usually .A. given only to TV stationsB. transmitted only by commercial broadcast stationsC. broadcast in plain languageD. broadcast immediately on VHF Channel 16 and 2,182 kHz

234. Weather observations provided by each weather station include all of the following

EXCEPT .A. temperatureB. visibilityC. predicted weather for the next twelve hoursD. barometric pressure and change in the last three hours

235. What is the direction of rotation of tropical cyclones, tropical storms and hurricanes in the

Northern Hemisphere? .A. Clockwise and outward B. Counterclockwise and inwardC. Counterclockwise and outward D. Clockwise and inward

236. What is the first visible indication of the presence of a tropical cyclone or hurricane? .A. Stratocumulus clouds or strange birds B. Rain and increasing windsC. An exceptionally long swell D. Dark clouds and the “bar” of the storm

237. What kind of conditions would you observe as the eye of a storm passes over your ship’s

position? .A. Huge waves approaching from all directions, clearing skies, light winds, and an extremely low barometerB. Flat calm seas, heavy rain, light winds, and an extremely low barometerC. Flat calm seas, heavy rain, light winds, and high pressureD. Huge waves approaching from all directions, clearing skies, light winds, and high pressure

238. When an air mass moves near the equator, it would be .

(1) high in temperature (2) high in absolute humidityA. (1) only B. (2) only C. both (1) and (2) D. neither (1) nor (2)

239. When is the peak of the hurricane season in the western North Pacific? .A. January through March B. April through JuneC. July through October D. November through December

240. When observing a rapid rise in barometric pressure, you may expect .A. clear weather with no wind, but the possibility of rain or snow within 24 hoursB. deteriorating weather with rain or snowC. heavy rain or severe thundershowersD. clearing weather, possibly accompanied by high winds

241. When recording the wind direction in the weather log, you would report the .A. direction the wind is blowing toward B. direction the wind is blowing fromC. duration of the maximum gust of wind D. wind chill factor

242. When reporting wind direction, you should give the direction in .A. true direction B. magnetic compass degreesC. relative direction D. isobaric degrees

243. When your vessel is on or near the path of an approaching tropical storm the .A. wind direction remains steady B. wind speed increasesC. barometer falls D. all of the above

二、参考答案及解析

1. D。东南信风吹向西北方向。

2. D。下列哪一个不是锋面的术语？ bora是一种风。

3. C。两气团的交界面为锋面。

4. B。天气预报预测风将开始逆时针转。在北半球，风向将向逆时针方向改变。back逆时针旋转，左转（南半球相反）。

5. C。陡峭的气压梯度表明有大风。

6. C。地球上的天气现象主要源于太阳。

7. B。由于恶劣天气，一些货物灭失。because of后跟同组，because后跟句子。

8. A。湿度指的是空气中的水分含量。

9. A。你收到的最新的热带风暴警告信息是什么？ information信息;news新闻。

10. A。从上海到日本的途中，船舶遭遇了恶劣天气。on the way在 ……的途中。

11. A。在回航途中，船舶遭遇了恶劣天气，风力可达9级。encounter遭遇，一般为不好的事情。

12. C。因能见度不良，我船船期延误了。owing to后接名词。

13. B。高压脊从塞瓦斯托波尔向利比亚东部延伸。extend伸展;upgrade升级。

14. C。强风将使我们在这里停留几天。make后接动同原形。

15. A。中纬度的天气系统通常由西向东移动。

16. C。天气图上的等压线用于预报风速。等压线密集，风速大。

17. A。暖锋通常被冷锋抬离地面。

18. D。我船本航次遭遇恶劣天气。meet with遭遇，与encounter意思相同。

19. D。一般在风力达到蒲氏风级8 ~9级时发布大风警报。

20. B。赤道无风带的特点是通常无风。

21. B。冷锋过境，能见度迅速变好。

22. C。按照云的高度将云分类。按高度，云分为高云、中云和低云。

23. C。飓风中最强的风和最大的雨出现在云墙区。

24. C。安全网服务通过NAVTEX接收机自动打印的形式向船舶提供航行、气象警告和紧急信息。

25. C。零星有雨表示多个地区下雨。scattered分散的。

26. B。哪一个不是盛行风？海陆风。

27. B。赤道流的流向通常是从东向西。赤道逆流从西向东。

28. D。通常大气压力不会驱散雾。

29. D。锢闪锋由冷锋追上暖锋而形成。

30. C。由地球自转而产生在北半球使风向右（南半球向左）偏转的力叫科氏力。

31. A。用于预测雾的仪器是悬挂式干湿球温度计。Sling psychrometer悬挂式干湿球温度计。

32. B。气压计显示气压在下降说明一个低压系统在接近。

33. B。大部分高压区域伴随着晴朗、凉爽的天气。

34. C。按海浪等级表浪高2 ~4米属于rough sea。

35. A。北半球,低压区的风向为逆时针方向，且周围被高压所包围。

36. B。当风力达到蒲氏风级10 ~ 11级时，我们通常称这时的风为风暴。

37. A。气压计是用来测量大气压力的仪器。barometer气压计;thermometer温度计;chronometer 天文钟；speedometer速度仪。

38. A。积雨云由空气的垂直运动形成。

39. B。一般来说，低压区的天气为多云或阴天并伴有大风。

40. B。高压带延伸到北纬35°左右称为副热带无风带。

41. A。通常环绕在低压区的天气称为气旋。

42. C。你将在24小时内穿过一个低压系统中的冷锋，你能预见到船舶将遇到大风、雷暴和风向

突变。

43. B。“马纬度”（副热带无风带）通常是无风或小风。

44. D。风的方向可以通过观测下列除涌浪以外的各项来确定。

45. B。风速随着气压梯度的变化而变化。

46. C。你可以通过观测风向的变化是顺时针还是逆时针，或从最近的天气预报中标绘两个以上风暴的位置来判断你处于风暴的可航半圆还是危险半圆。

47. A。在高压区域附近的天气为反气旋。

48. C。悬挂式干湿球温度计用于测量干球温度和湿球温度。

49. B。给定气团的温度升高，相对湿度降低。

50. A。平流雾由暖空气流经冷的下垫面而形成。

51. C。一系列的云，风向急速改变，通常伴随有风飑，这些通常与冷锋有关。

52. C。陆龙卷或水龙卷可自哪种类型的云形成？积雨云。

53. D。在海上经常遇到的雾是平流雾。

54. C。在比斯开湾的西北部陡峭的气压梯度形成强风和大浪。

55. C。把地球上气压相等的点连接起来的线为等压线。isothermal等温线; millibar毫巴（气压单位）；isobar等压线；seismics地震探测法。

56. C。吹过被拖船的视风速可以通过风速仪测定。anemometer风速仪;wind vane风向标。

57. B。冷锋追上暖锋并将暖锋抬高可形成什么类型的锋？锢囚锋。

58. B。台风季节里，在港船舶可以利用它们的接收机来接收台风警报信息。

59. D。值班时你发现温度下降并接近露点，预计什么天气将形成？雾。

60. D。云的名字中有前缀nimbus表示是雨云。

61. A。最有利于形成海陆风的天气系统是反气旋。反气旋天气晴朗,有利于形成海陆风。

62. A。哪种类型的锋面过境伴随有相对狭窄的降雨带？冷锋。

63. C。云中的水滴或冰晶足够大时会降落到地面上形成降水。

64. C。大气折射可使灯光的能见距离大于正常情况。advection平流；deflection偏转；refraction 折射;diffraction衍射，绕射。

65. B。流经比自身冷的下垫面的气团被称为暖气团。

66. A。从水平面至2 km高度内的云为低云。

67. A。飓风转向通常导致前进速度增加。

68. D。大气的压力不能通过测角计测量。barograph气压记录仪，连续记录大气压力；aneroid barometer无液气压计；mercurial barometer水银气压计；goniometer测角计。

69. B。冷锋过境，气压上升，风力增加。

70. B。天气图上稀疏等压线表明风力较小。

71. D。冷锋过境，气压通常迅速升高，天气晴朗。

72. B。当能见度为10海里时，我们认为能见度良好。

73. D。从英国的伦敦直接驶向南非的开普敦，你船会遭遇什么流？本格拉流。

74. A。从南非直接驶向南美的阿根廷，你船会遭遇什么流？南大两洋流。

75. C。蒲氏风级用来估计风速。

76. C。倘若这样的天气持续，两艘船舶很可能撞到一起。should开头的虚拟语气。

77. C。冷锋过境后气压上升，气温下降。

78. B。与低压系统相比，高压系统中空气温度低、密度大且干燥。

79. A。暖湿空气流经冷的下垫面，形成平流雾。

80. A。气压降低表示大风或风暴的天气即将来临。

81. B。当露点温度和气温相差很小时很可能形成雾。

82. C。在靠近飓风中心风力相对较小的区域，海面上有大浪且不规则。

83. A。卷云通常主耍由冰晶组成。

84. C。山风是指空气变冷从山顶向下吹的风。katabatic wind山风，下吹风。

85. A。梯度流通常是由压力梯度或水位坡度形成。

86. C。锢闪锋通常是由冷锋追上暖锋而形成。

87. C。悬挂式干湿球温度计是一个用于测量相对湿度的仪器。

88. C。哪一种洋流把冰山带到北大西洋航线上？拉布拉多流。

89. A。请知悉我船Honguki,本航次从新加坡到亚丁的途中遭遇热带风暴。on the way在……

的途中。

90. B。卷云在蓝天的映衬下为银白色的云彩，呈羽毛状或纤维状。cumulonimbus积雨云;cirrus 卷云；cirrocumulus 卷积云；altostratus 高层云。

91. D。科氏力不是洋流形成的原因。

92. D。哪种迹象不表示热带风暴临近？风速降低。

93. A。当空气温度达到露点时不能吸收更多的水分。

94. D。风顺时针方向吹（风顺转），为veering。

95. C。哪一种风是由于晚上陆地空气比邻近海上的空气冷却速度快而形成的？陆风。

96. B。海风是白天由海洋吹向陆地的风。

97. D。白天，由于海、陆温度上升比率不同而引起的局部风叫海风。

98. A。按照白贝罗定律，北半球的测者遇到西北风，则低压的中心位于其东北方位。白贝罗定律是:北半球背风而立，高压在右后方，低压在左前方。

99. B。空盒气压计是一种用于测量大气压力的仪器。aneroid barometer空盒气压计。

100. A。下列哪一项不是风？冰岩。grower冰岩。

101. A。当空中温度和地面温度相等时，产生的云量最少。

102. C。一种用于对大气压力连续记录的仪器是气压记录仪。barograph气压记录仪。

103. B。发牛于雷暴天气情况中，并伴随有强对流，可以直接将雨滴温度降至冰点附近的降水类型，称为冰雹。

104. D。在今天的1638至1650之间，我船遭受强风袭击，所造成的后果是我船的四条缆绳断裂，左舷舷梯严重损坏。experience经历，遭受。

105. B。由水汽直接凝华为冰晶附着于温度低于冰点的物体上而形成的一种轻盈的、羽毛状的冰晶叫冰霜。frost冰霜;dew露点；glaze釉面，光面c

106. C。在移动的船上，哪一项天气要素不能精确测量？真风速。

107. B。当真风从船尾方向吹来且风速等于船速时，视风为零。

108. A。卷云可能是风暴来临前的一种警告信号。热带气旋临近，但尚未受其环流影响时，可看 到远处天边出现辐辏状卷云(马尾云）。

109. B。积雨云可产生大风、雷暴、冰雹和闪电等天气现象。

110. A。一旦天气或海况变坏，位立即叫船长上驾驶台。

111. B。风区是风吹过而形成波浪的一段水域。fetch为风浪三要素之一。

112. A。相对暖的气团流经冷的海平面形成平流雾。advection fog平流雾；frontal fog锋面雾； radiation fog 辅射雾；arctic sea smoke 北极蒸汽雾。

113. A。你在北大两洋一个温带气旋内叫叫航行，风来自正前方，根据贝罗定律，低压中心应该位于你的北部。白贝罗定律:北半球，背风而立，高压在右后，低压在左前方，可得低压中心在测者的北部。

114. C。对赤道流的流向、漂移和深度产生最大影响的风带是信风带。信风带与赤道最近，是造成赤道流的主要因素。

115. B。卷云后面伴随着卷层云、高层云、层云和雨层云，表示暖锋临近。

116. A。下列哪一个与稳定的髙压有关？副热带高压带。horse latitude副热带高压带。

117. D。平流雾通常由于暖、湿空气流过冷的下垫面形成。

118. B。2010年5月3日，我船遭遇了恶劣天气。具体每一天用介词on。

119. A。北半球风向快速左转到西风或西北风，风速增加表示冷锋经过。

120. C。积云经过垂直发展变成积雨云，表示可能会出现雷暴天气。

121. A。信风在每个季节几乎稳定在风速为14节左右（盛行季风的季节除外），且在冬季后期稍强一些。

122. C。你位于一个静止的高压区内，你的空盒式气压计读数在缓慢下降，表明高压系统在减弱。

123. C。如果天气预报显示低压中心位于你船正东100海里处，在北半球，可以预见你船将遭遇什么风？北到西北风。

124. A。从副热带高压吹向赤道无风带的风由于受到科氏力的影响而发生偏转。

125. D。海陆风会在中纬度地区遇到，风力一般很少超过3级，可到达沿岸两侧10 ~ 15海里的范围内。

126. C。读取无液气压计的读数之前，需用手指轻敲其表面，目的是使指针指到真实的位置。

127. A。关于冷锋和暖锋，下列哪一项是正确的？冷锋天气剧烈变化，持续时间短。相反，暖锋天气持续时间长，作用范围广。

128. B。中浪，呈现波长较长的波浪并形成许多白浪花，这种海况描述的是5级风的海况。

129. A。你可以利用什么去估计风暴的中心的位置？白贝罗定律。

130. A。天气图是大势数据，因为汇总了大量的气象信息。

131. A。在读天气图时，间隔很小的气压梯度线表示大风。

132. A。位于25N 161W 16N 162 W处的低压槽保持静止，位于23N 139W处的热带气旋锢囚。 静止用 stationary,，锢囚用 occluding。

133. B。在世界上某些区域，当预计风力达到12级及以上时，会发布飓风警报。

134. A。哪一种迹象表明你船处于热带气旋的可航半圆？风向逆转。北半球，风向逆时针方向旋转表明你船处于可航半圆。

135. C。气压计显示气压缓慢、逐渐下降，表明临近坏天气或不稳定天气。

136. B。气旋移动平行于等压线，且位于暖区一侧。

137. A。琉球群岛南风转东南风6级降至4〜5级，局部阵雨，海浪3米降至2米，涌浪3〜4米，, 该描述是在“预报”的标题之下。

138. C。不同温度的气团上升和下降是大气系统蚩要的热量交换过程，称为对流。conduction 传导；radiation 辐射；convection 对流；barometric inversion 气压逆变。

139. C。风暴的来向、去向和所经过的路径可以用来表示风暴的轨迹，但风暴的移动速度不能。

140. B。NANSHA VERELLA ST JACQUES ZENGMU ANSHA REEF 多云转阴，有阵雨，西南风

17〜21节，海面中浪能见度好到中等。NANSHA南沙，ZENGMU ANSHA曾母暗沙，均为南中国海地名。

141. B。如果气压持续12个小时以上没有变化或变化很小,表明目前的天气将会持续。

142. A。低压在53N3 127E4处向东移动，速度12节，冷锋中心经过51N3 126E1到51N2 125E4,暖锋中心从46N1 128E2经过40N2 125E2。同时有暖锋和冷锋的为锋面气旋，即低压。

143. A。南半球飓风的哪一侧是危险半圆？左半圆。

144. A。BASHI:东到东南风9 ~ 10级，能见度500米，大暴雨或雷暴雨，海浪8 ~ 9米，涌浪6 ~ 7米。从上述的预报中可知，该海区的风力为烈风到狂风。9级是烈风，10级是狂风。

145. C。飓风中心的异常潮汐是由于风暴潮引起的。

146. A。全世界天气播发的完整信息包含在全球海事天气广播中。

147. D。气压下降与下列各项有关，晴朗干燥天气除外。

148. B。北半球风向顺时针方向改变为veering。veering右转或顺时针方向旋转。

149. B。使用无线电话发布一个关于台风的警报应该有一个什么前缀词？ Security。天气信息是影响安全的因素，所以用Security。

150. A。你想传递一个信息，在你处东北涌浪高2.5〜3.0m。按国际信号规则中的定义，这样的海况为rough。

151. B。短暂的强降雨，伴随着雷暴和闪电，通常与冷锋有关。

152. A。下列除哪项外是飓风临近的早期迹象？短的混合涌。它表示飓风已经临近。

153. A。天气预报显示低压在你正东方100海里，南半球你船遇到什么风？南偏西南风。

154. A。海岬西面西到西南风15〜20节，阵雨天气。该描述在“预报”的标题之下。

155. B。低压位于34N135E处向东缓慢移动，强度不变。该描述在“大势”的标题之下。

156. A。天气图上大写字母“H”表示高压区，天气凉爽、干燥、晴朗。

157. C。锋面雷暴是由于暖气团移升到了冷气团上部而形成的。

158. C。洋流指常年流速、流向保持恒定的海流。

159. B。飓风进人高纬地区的冷水面上，其能量的来源中断，这时飓风会具有温带气旋的特征。 extratropical cyclone 温带气旋。

160. C。热带复合区位于菲律宾南部通过棉兰老岛到苏禄岛北部和巴拉望。这样的气象信息在 “大势”的标题之下。

161. B。通过分析天气图上的气象信息，可以合理预测未来的风和天气。

162. D。飓风向东北方向移动出海湾地区，经过你的西面，可以预测除小阵雨以外的天气现象。

163. A。能见度由良好变为中等。这句话是指该海区的能见度。

164. B。风向多变，3 ~4级，明天早上可右转至东北风5级。该预报是指该海区的风。

165. A。大部分地区东风3〜4级，多云转阴，偶有阵雨向南缓慢扩散，能见度中等或良好。降雨扩散用spread。

166. C。西风逆转至西南风8级，局部10级，冻雨随后雨或雨夹雪，能见度良好。wintry shower冻雨。

167. B。发展中的低压快速移动，预计160000 GMT到达Cape Farewell南150海里处，气 压 972。

168. A。灰尘会使能见度降低。

169. A。从1103990700 UTC起12小时有效的大风警报。1103990700 UTC指1999年3月11 日世界协调时0700。

170. D。垂直发展，云底为砧状的云通常为积雨云。

171. C。气旋最后发展阶段称为锢闪气旋或锢囚锋。

172. B。天气系统中的低压是指其系统中心的气压最低。

173. C。由于船舶的纵摇和横摇，船上使用水银气压计的读数会急剧变化。为避免这个误差，海

上测量气压通常使用空盒气压计。

174. B。微型气压记录仪是一个精密仪器，用于提供一段时间内大气压力的图表记录。

175. D。积云中产生雷暴的迹象包括云体变暗、尺寸变大、形成砧形;垂直发展;并在近地面形成冷下沉气流。

176. C。一个热带风暴在距离你一定距离的地方强度加大。波浪来自东方,周期从5秒增加到15 秒，当新的涌浪形成时，风暴位于何处？在你的正东方。波浪周期越长，说明离台风中心越远。

177. A。北半球，热带波位于你的正西方200海里，在赤道的北面。在以后的24小时内热带波位于何处？离你更远处的西方。北半球风暴向西或西北或北向移动。

178. C。海啸是由于海底地震引起的。tsunami海啸;tornado龙卷风。

179. D。船舶进入飓风中心可以预见到风、浪从四面八方撞击船体，过台风中心后风力增强，气 压达最低值。

180. A。暖气闭具有稳定的性质。

181. D。冷锋过境后，通常气压快速升高，天气转晴。

182. A。下列除哪项外均与积雨云有关？稳定的降雨。积雨云不产生稳定降雨。

183. B。高积云被定义为中云族。

184. B。北半球何种迹象表明你处于飓风的危险半圆？风向顺时针方向改变。北半球“三右”原则。

185. A。反气旋（高压系统）通常具有晴朗、干燥天气的特征。

186. A。天气报告中的气压读数一般指的是海平面的气压。

187. D。为精确校对气压，你可以与无线电信号或附近的国家气象服务报告进行对比。

188. A。一般来说，你可预见到低压系统在赤道地区盛行。

189. B。好天气通常与高压系统有关。

190. B。高云，由小白片或鳞状球团组成,通常聚集在一起形成鱼鳞天，叫卷积云。

191. D。大浪;沿风向形成密集的水沫，浪花翻滚破碎，且影响了能见度。这是烈风的海况，即 strong gale。

192. C。热带气旋可能向各个方向移动。在北半球向东南方向移动很罕见且时间短。

193. B。如果飓风距你数百海里且向你处移来，你处的气压会逐步下降。

194. C。天空晴朗只有少量积云，预示着好天气。

195. A。船舶进人台风的危险半圆，你能预计到下列除风向左转外的其他各项。

196. B。天气图上，POSITION GOOD表示位置可靠（飞机定位）。

197. B。蒲氏风级表中，7级风即风速为28 ~33节，定义为near gale。

198. A。在许多小岛的上空出现环礁状云，这是暖的小岛产生的上升气流的结果。

199. B。赤道无风带你能预见到频繁出现阵雨和雷暴现象。

200. C。赤道无风带不会出现陡的气压梯度。

201. A。北半球，当风向顺时针方向改变时，称为veer，例如从北风到东风。

202. D。北半球风向顺时针方向改变，温度快速降低，在夏天伴有雷暴和暴雨（冬天有雨或雪）， 随后气压上升，天气转晴，表明冷锋过境。

203. C。北半球，高压中心位于你的正西方，你能预见到是什么风？西北风。

204. C。北半球，由台风或飓风引起的最大浪在其右前方。

205. C。北半球，如果你处的风向为北风，则低压中心在你处的ESE方向。

206. D。南半球,与低压系统有关的风向具有什么性质？近中心处风速最大，风向顺时针方向改变。

207. A。南半球，低压系统的风向为顺时针方向改变。

208. C。低压位于里斯本西南方向300海里处，向东南方向缓慢移动，填充为1006百帕。这段话在“大势”的标题之下。

209. D。由于向上的斜坡而导致空气机械提升，称为地形提升。

210. C。季风具有风比较稳定，一般每半年改变一次方向的特点。

211. D。下列哪项不是海上气象预报中的术语？环境压力。

212. B。PARACEL:北风转东北风6级，后来在升至10级，能见度为4 000米，经常有阵雨和雷暴，海浪在东南方向由2米升高至8〜9米，涌浪为东转东南4 ~5米。从上面的预报中可知，能见度是中等。4 000米约2. 2海里。

213. B。气压梯度是指水平距离上气压的差值。

214. A。明语通常用于海事天气预报中。

215. D。有时，热带风暴移动缓慢，船舶如果跟在风暴的后面可能闯人其中。

216. B。在风暴的右前象限，涌浪速度大于风暴速度。

217. A。航行中船舶附近出现雨层云一般伴随着什么天气现象？雨或能见度不良。

218. B。南纬40°~60°出现较强的西风的区域，称为盛行西风带。

219. A。北半球，在低压中心周围的大气环流是逆时针方向。

220. A。台风中心被很厚的积雨云所包围,称为云墙区。

221. C。飓风中心气压最低。

222. A。哪种海况变化表明在距离你几百海里以外的地方有热带风暴或飓风正在形成？来自异常方向的长涌。

223. D。洋流是由海水密度、地球自转和大气环引起的。

224. A。位于15. 8N，132.4E处的热带气旋昨天下午升级为热带风暴，中心最大风力70节。升

级用 upgrade。

225. A。晴夜、微风，因地球辐射快速冷却而产生的雾为辐射雾。

226. B。南半球，热带气旋的通常移动方向的顺序为西南、南和东南。与北半球相反。

227. A。西风漂流带位于南纬60°处。

228. C。北大西洋，5°〜30°区域,你预计能碰到的风为（东北）信风。

229. B。热带气旋按照形成条件和强度分类。哪一种没有闭合等压线？热带扰动。

230. B。两个成熟的高压可能由一低压槽来分隔。

231. A。计划在110400Z 111000Z和111600Z为台风9209 KAREN进行定位。该描述表明将按

照指定的时间测定台风的位置。

232. C。预计台风在第一个12小时向285度方向移动，移速15节;在随后的12小时内向280 度方向移动，移速17节。台风在西北象限移动。

233. C。天气预报信息通常以明语播发。

234. C。每个气象观测站提供的观测数据都不包括对未来12小时的天气预测。

235. B。北半球，热带气旋、热带风暴或飓风沿什么方向旋转？逆时针方向向内。

236. C。什么迹象可以最早表明热带气旋或飓风的来临？异常的长涌。

237. A。当台风中心经过你船时，你能观测到什么样的天气现象？来自各个方向的大浪、晴空、微风、极度低压。

238. C。气团移近赤道，具有温度高和绝对湿度大的性质。

239. C。西北太平洋,飓风的高发季节为何时？ 7 ~ 10月。

240. D。当观测到气压急剧上升，你能预见到天气转好，可能伴随着大风。

241. B。天气记录簿上记录风向时，你应该报告风的来向。

242. A。报告风向时你应该用真风向。

243. D。如果你船位于正在来临的热带风暴的轨迹上或其附近，则风向不变、风力加大，气压下降。

第四章 船舶操纵

一、习题

1. Please tell your Captain that your anchor is .A. moving B. dragging C. dredging D. slipping

2. means rudder to be held in the fore and aft position.A. Steady B. Meet her C. Midships D. Stop engines

3. Please search and rescue.A. make command of B. take command ofC. get command of D. have command of

4. When paying out nylon line from around the bitts, you should .A. stand clear of the bitts and use two or more round turns under your figure eightsB. surge the line even with a single turnC. no extra turns are necessary since nylon has a high coefficient of frictionD. stand in the bight of the line

5. A tow that veers to the side on the end of the towline is said to .A. yaw B. surge C. sway D. swing

6. You’d better your course to port to avoid collision.A. to alter B. alter C. altering D. altered

7. is NOT a turn for MOB.A. Schanow turn B. Williamson turn C. Anderson turn D. Sharp turn

8. The launching ramp for the lifeboat is .A. the roller B. the skid C. the slide D. the davit

9. On a long ocean tow, the bridle should be made up of two equal lengths of .A. chain B. wire C. nylon D. manila

10. Vessels must not {exceed} a speed of 8 knots in this area.A. sail at B. expect C. proceed at D. steam over

11. is a point about which the ship rotates.A. Gravity center B. Floating centerC. Pivot point D. Center of buoyancy

12. A twin-screw ship going ahead on the starboard screw only tends to move .A. in a straight line B. to port C. from side to side D. to starboard

13. On no account proceed without pilot in this water area.A. the vessel B. shall not vesselC. the vessel should D. should vessel

14. To increase the distance to the vessel ahead by reducing one’s own speed means .A. fall back B. keep low speed C. running after D. drop back

15. While steaming slowly in the harbor, no ship is to exceed the speed limited.A. assumed B. appreciated C. promised D. permitted

16. Before entering an ice area, the ship should be .A. either trimmed by the head or the stemB. on an even keelC. trimmed down by the headD. trimmed down by the stem

17. An anchor windlass should be equipped with mechanical brakes capable of holding .A. half the breaking strength of the mooring lineB. the full breaking strength of the mooring lineC. the maximum expected tension of the mooring lineD. 50% over the working tension of the mooring line

18. The single letter G, sent by an icebreaker to an assisted vessel, means .A. I require a pilot B. longitude followsC. I am going ahead; follow me D. do not follow me

19. What does the term TO NAVIGATE WITH CAUTION mean? .A. To navigate intentionally B. To navigate intenselyC. To navigate carefully D. To navigate completely

20. On a vessel with a single propeller, transverse force has the most effect on the vessel when the engine is put .A. full ahead B. full astern C. half ahead D. slow astern

21. The forward movement of a ship in one revolution of its propeller is measured by .A. advance B. head reach C. pitch D. transfer

22. Vessel towing with the current shall tow more than two boats and they must be towedAlongside.A. at times B. at any time C. at no time D. at moment

23. We shall change course to starboard and with the coming ship.A. pass starboard to starboard B. pass port to portC. pass side by side D. pass side against side

24. Which emergency equipment should you keep near the towing bitts? .A. Self-contained breathing apparatus (SCBA)B. A boat hook and a spanner wrenchC. A fire axe and/or cutting torchD. A Stokes litter basket

25. Lateral movement of the vessel to leeward of its course defines .A. leeway B. leeside C. leeward D. lee moving

26. A towing vessel’s capability is BEST measured by horsepower, bollard pull, maneuverabilityAnd .A. displacement B.stability C. towrope pull D. propeller design

27. A single-screw vessel going ahead tends to turn more rapidly to port because of

propeller .A. discharge current B. suction current C. sidewise force D. thrust

28. A vessel proceeding along the bank of a river or channel has the tendency to .A. continue in line with the bank B. hug the bankC. sheer away from the bank D. increase speed

29. A vessel fitted with twin screws is easier in than a vessel with single screw.A. turning maneuver B. course setting C. position fixing D. regulating speed

30. The choice of length of tow bridle legs is governed by the .A. expected towing forces B. capability of retrieving gearC. freeboard of the unit being towed D. need to reduce yaw

31. If a vessel under tow starts jumping on its tow line, the most appropriate action to alleviate theCondition is to .A. change course B. slow down C. heave to D. adjust tow line length

32. When a tug is in irons, she .A. is made fast to the dock with engines securedB. is in dry dockC. may be in danger of being overrun by her towD. should pay out more towline

33. Please tell me to reverse your engine from full ahead to full astern.A. how length will it take B. how long it will takeC. how long will it get D. how much hours it will take

34. In order to back a right-handed, single-screw vessel in a straight line, you will probably need to

use .A. very little rudder B. some left rudderC. some right rudder D. full left rudder

35. What will NOT reduce yawing of a tow? .A. Increasing the length of the towing hawserB. Trimming the tow by the sternC. Stowing deck loads forwardD. Drogues put over the stern

36. You are heading into the sea during rough weather. Having too much weight forward can cause your small boat to .A. broach B. plunge into the waveC. rise rapidly over the wave D. list

37. A safe pilotage relies on greatly the following EXCEPT .A. lighting at night time B. the ship’s characteristicsC. the nationality of the vessel D. responsible officer in attendance

38. When a boat turns broadside to heavy seas and winds, thus exposing the boat to the danger of capsizing, the boat has .A. broached B. pitchpoled C. trimmed D. yawed

39. A enables the ship to proceed at a good speed over the ground with very little speed

on the engines.A. following current B. port-side currentC. starboard-side current D. head current

40. A loose tow may cause all of the following EXCEPT .A. loss of maneuverability B. lines to partC. damage to the towing vessel and tow D. a saving in the transit time

41. When the movement of engine is no longer required the pilot usually gives the order like

this .A. stop engine B. nothing to port C. finish engines D. finished with engines

42. What is the greatest danger of an overriding tow? .A. Fouling of the towing hawserB. Loss of steeringC. TrippingD. Collision between the tow and the stem of the towing vessel

43. If your propeller is racing in rough weather, you should .A. decrease your engine speedB. ignore itC. increase your engine speedD. stop your engine until the rough weather passes

44. The measurement of the amount of force a towing vessel is capable of applying to a motionless tow is called .A. shaft horsepower B. delivered horsepowerC. bollard pull D. towrope pull

45. In towing, chocks are used to .A. protect the towline from chafing B. secure the end of the towline on the tugC. stop off the towline while retrieving it D. absorb shock loading on the towline

46. When towing astern, one way to reduce yawing of the tow is to .A. trim the tow by the stem B. trim the tow by the headC. have the tow on an even keel D. list the low on the side it is yawing

47. A stretch where the channel changes from one side of the river to the other is called a .A. bifurcation B. transit C. crossing D. changeover

48. A stream of water immediately surrounding a moving vessel’s hull, flowing in the same direction as the vessel is known as .A. directional current B. forward currentC. propeller current D. wake current

49. A ship proceeding in shallow water with a speed of 10 knots and a mean draught of 10 meters,

the estimated squat is .A. 0.8 meters B. 5.0 meters C. 11.0 meters D. 10.6 meters

50. When being towed by one tug, the towing bridle should be connected to towing .A. bitts with figure eights B. pad eyes with pelican hooksC. pad eyes with safety hooks D. stoppers

51. The term BOLLARD PULL refers to a towing vessel’s .A. propulsion horsepower available B. pulling ability at cruise powerC. towing winch capability D. pulling ability under static conditions

52. is not necessarily exchanged between the master and the pilot before the pilotageCommences.A. The ship’s characteristics B. Local conditions and rulesC. Navigational procedures D. Number of crew on board

53. A wedge of water building up between the bow and nearer bank which forces the bow out andAway describes .A. bank cushion B. bank suction C. combined effect D. bend effect

54. You receive word that a person has fallen overboard from the starboard side. You should FIRST .A. notify the master B. put the wheel hard rightC. put the engines full astern D. sound the man overboard alarm

55. Your twin-screw vessel is moving ASTERN with rudders amidships. The starboard screw

suddenly stops turning. Your vessel’s head will .A. go to port B. go to starboardC. remain stationary D. suddenly drop down

56. A vessel is equipped with a single right-handed screw. With rudder amidships and calm wind,

the vessel will most likely back .A. straight astern B. to portC. to starboard D. in no particular direction

57. A vessel reduces speed without backing. The rate that her speed through the water decreasesDepends primarily on the .A. vessel’s horsepower B. sea stateC. number of propellers D. vessel’s displacement

58. HARD RIGHT RUDDER means .A. put the rudder over to the right all the wayB. jam the rudder against the stopsC. meet a swing to the right, then return to amidshipsD. put the rudder over quickly to 15° right rudder

59. You are backing on twin engines with rudders amidships, when your port engine stalls. ToContinue backing on course, you should .A. apply left rudder B. apply right rudderC. increase engine speed D. keep your rudder amidships

60. means the sufficiency of a vessel in materials, construction, equipment, crew, and

outfit for the trade or service in which it is employed.A. Seaworthiness B. Cargo-worthiness C. Readiness D. Proficiency

61. Under the forces of its own weight, the suspended length of line will fall into a shape known asA .A. polygon B. hyperbolic curve C. catenary curve D. parabolic curve

62. You are drifting in a locale where there is no current. As a rule, your vessel will lie .A. bow to the wind B. beam to the windC. stern to the wind D. with the wind on the quarter

63. A towing vessel is tripped when .A. it is overtaken by the towB. it is pulled sideways by the towC. the weight of the towing hawser causes loss of maneuverabilityD. the propeller is fouled by the towing hawser

64. You may BEST turn a twin-screw vessel about, to the right, in a narrow channel by

using .A. both engines ahead and helmB. one engine onlyC. port engine ahead and the starboard engine asternD. both engines astern and use helm

65. It’s all right to rig the pilot ladder on lee side .A. to allow port Authorities to board B. allowing port Authorities to boardC. to allow port Authorities boarding D. allowing port Authorities to be boarded

66. You are conning a twin-screw vessel going ahead with rudders amidships. If the port screw stops turning the bow will .A. go to port B. go to starboardC. not veer to either side D. go first to port and then to starboard

67. Your ship is in shallow water and the bow rides up on its bow wave while the stern sinks into aDepression of its transverse wave system. What is this called? .A. Broaching B. Fish tailing C. Squatting D. Parallel sinkage

68. While towing, sudden shock-loading caused during heavy weather can be reduced by .A. using a short tow hawser B. using a non-elastic type hawserC. using a heavier hawser D. decreasing the catenary in the hawser

69. You are standing the wheel-watch when you hear the cry “Man overboard starboard side”. You should instinctively .A. give full right rudder B. give full left rudderC. put the rudder amidships D. throw a life ring to mark the spot

70. In shallow water, waves that are too steep to be stable, causing the crests to move forward faster than the rest of the wave, are called .A. rollers B. breakers C. white caps D. surfers

71. In a following sea, a wave has overtaken your vessel and thrown the stern to starboard. ToContinue along your original course, you should .A. use more right rudder B. use more left rudderC. increase speed D. decrease speed

72. The amount of force a tug can exert on a stationary pull is called its .A. brake horsepower B. indicated horsepowerC. shaft horsepower D. bollard pull

73. A ship with accommodation block aft is moving ahead. The resultant force of wind will cause the ship’s head to .A. turn to the wind B. turn away from the windC. keep her heading in a fixed direction D. turn in a clockwise manner

74. Which standard man overboard manoeuvre is considered the best during bad visibility conditions? .A. The Anderson turn B. The single turn C. The one turn D. The Williamson turn

75. As a rule, ships of most configurations, when drifting in calm water with negligible current,

will lie .A. bow to the wind B. beam to the windC. stem to the wind D. with the wind on the quarter

76. A twin-screw vessel is easier to maneuver than a single-screw vessel because the twin-screw

vessel .A. permits the rudder to move faster B. generates more powerC. can turn without using her rudder D. can suck the water away from the rudder

77. High values of are associated with good course directional stability.A. B/T B. L/B C. block coefficient D. prismatic coefficient

78. Your ship is dead in the water with the rudder amidships. As the right-handed screw starts to turn ahead, the bow will tend to go .A. to starboard B. to portC. straight ahead D. as influenced by the tide and sea

79. When backing down with stemway, the pivot point of a vessel is .A. about one-quarter of the vessel’s length from the stemB. at the bowC. about one-third of the vessel’s length from the bowD. aft of the propellers

80. A deep draft VLCC navigating in a narrow channel or canal .A. draws more water than when underway in deep waterB. draws less water with an increase in speedC. requires less power for a given speedD. steers better under full power

81. When towing astern, increased catenary will .A. increase control of the towB. prevent the towing vessel from going in ironsC. make the towing vessel less maneuverableD. reduce shock stress on the towing hawser

82. Which will most likely occur when entering shallow water? .A. Rudder action will become more effective B. The vessel’s list will change C. The vessel’s trim will change D. An increase in speed will occur

83. You are maneuvering a vessel with a right-handed propeller with rudder is amidships. The vessel will generally back .A. to portB. to starboardC. in a straight line directly asternD. downstream, the stem going in the direction of the current

84. In twin-screw engine installations while going ahead, maneuvering qualities are most effective

when the tops of the propeller blades both turn .A. to starboard B. outboard from the centerC. to port D. inboard toward the center

85. A ship with accommodation block aft is stopped in water, she will settle in a heading .A. with the wind on her bow B. with the wind slightly aft of the beamC. with the wind slightly forward of the beam D. with the wind on her stem

86. The high risk of collision in Dover Straight is caused by .A. the strong tidal streams in the straitB. the density of vessel traffic on passage through the straitC. the gales and poor visibilityD. the fact that it is shallow and narrow

87. the duties and obligations of a pilot, the pilot’s presence on board does not relieve the

master or watchkeeping officer from their duties and obligations for the safety of the ship.A. In spite of B. As well as C. However D. Moreover

88. If the officer on watch is in any doubt as to the pilot’s actions, or intentions, he

should .A. notify the Captain as soon as possible B. seek clarification from the pilotC. take action by his own judgment D. cease the duty of pilot’s at once

89. With headway, the pivot point lies .A. between the stern and 1/4 of the ship’s length from the stemB. between 1/4 and 1/3 of the ship’s length from the stemC. in the middle of length of the shipD. between 1/4 and 1/3 of the ship’s length from the bow

90. Insufficient space between the hull and bottom in shallow water will prevent normal screwCurrents resulting in all of the following EXCEPT .A. waste of power B. sudden sheering to either sideC. sluggish rudder response D. proper trim for the area

91. The biggest problem you generally encounter while towing a single tow astern is .A. the catenary dragging on the bottom B. swamping of the towC. the tow tending to dive D. yaw

92. Most of your vessel’s superstructure is forward. How will the vessel lie when drifting with no

way on? .A. With the wind from ahead B. With the wind off the port beamC. With the wind off the starboard beam D. With the wind from abaft the beam

93. In practice, it is usual for the ship to be loaded to improve the vessel’s movement

through the water.A. a little deeper aft B. a little deeper forwardC. at the same draught between fore and aft D. a balance between two sides

94. If the towing bridle legs are not of equal length, is not likely to occur.A. excessive strain is placed on the shorter legB. the shorter leg may failC. the longer leg is slackD. the stability of the tug will increase

95. is NOT a factor to indicate that a towline should be removed from service.A. Visible damage to the towline, including fishhooksB. Measurements showing a decrease in diameterC. A surface condition of corrosion and discolorationD. Visible in the towline

96. While moving ahead, a twin-screw ship has an advantage over a single-screw shipBecause .A. correct trim will be obtained more easily B. drag effect will be cancelled outC. side forces will be eliminated D. speed will be increased

97. The effect of ocean current is usually more evident on a tug and tow than on a tug navigating

independently because the .A. speed of the tug and tow is less B. towline catches the currentC. current causes yawing D. current will offset the tow

98. To obtain better steering control when you are towing alongside, your vessel should be

positioned with its .A. bow extending forward of the tow B. stem amidships of the towC. stem extending aft of the tow D. bow even with the bow of the tow

99. Generally, you can best keep a vessel under steering control when the vessel has .A. headway B. sternwayC. no way on, with engines stopped D. no way on, with engines full ahead

100. In any case the draught of the vessel at the shall not be less than that which is

necessary to obtain full immersion of the propeller.A. forward perpendicular B. amidshipsC. longitudinal center of floatation D. after perpendicular

101. Changing direction by bringing the stern of the vessel through the eye of the wind is known asA. jibing B. running before the wind C. tacking D. reefing

102. A situation has occurred where it becomes necessary for you to be towed. What action should be taken to prevent your vessel from yawing? .A. Shift weight to the bow B. Shift weight to the center of the boatC. Shift weight to the stem D. Throw excess weight overboard

103. When you are steering on a pair of range lights and find the upper light is in line lower light,

you should .A. continue on the present courseB. come leftC. come rightD. wait until the lights are no longer in a vertical line

104. A chain bridle is used when towing astern because .A. it is easy to connectB. it provides an effective catenary and absorbs shock due to its weightC. it makes rigging a swivel unnecessaryD. it prevents the tow from yawing by the drag of the chains in a seaway

105. You notice that your speed has decreased, the stem of your vessel has settled into the water, and your rudder is sluggish in responding. The MOST likely cause is .A. mechanical problems with the steering gear B. shallow waterC. loss of lubricating oil in the engine D. current

106. When making way in heavy seas you notice that your vessel’s screw is being lifted clear of the water and racing. One way to correct this would be to .A. increase speedB. decrease speedC. move more weight forwardD. shift the rudder back and forth several times

107. To ensure the best results during the Mediterranean moor, the chains should .A. be crossed around the bow B. tend out at right angles to the bowC. tend aft 60° from each bow D. tend forward 30° on either bow

108. As a ship moves through the water, it causes a wake, which is also moving forward relative to

the sea. In addition to a fore and aft motion, this wake also has a/an .A. downward and inward flow B. downward and outward flowC. upward and inward flow D. upward and outward flow

109. While underway and towing an unmanned tank barge you are required to .A. maintain a strict watch on the barge from the towing vesselB. fly a red flag from the towing vesselC. open the tops of all empty tanks on the bargeD. take hourly soundings of any loaded tanks on the barge

110. As the propeller turns, voids are formed on the trailing and leading edges of the propellerBlades causing a loss of propulsive efficiency, pitting of the blades, and vibration. These voids are known as .A. advance B. cavitation C. edging D. slip

111. Which statement is TRUE concerning the vessel’s slipstream? .A. It has no effect on the steering of the vesselB. It has no effect on the rudder when the helm is amidshipsC. Its velocity is the same as that of the wakeD. The propeller gives it a helical motion

112. A vessel that is dead in the water on an even keel with most of her superstructure forward will

lay .A. with the wind abaft the beam or on the sternB. with the wind on the beamC. with the wind on the bowD. with the wind dead ahead

113. will NOT prevent anchors from running out.A. Brake B. Devil’s claw C. Pawls D. Studs

114. Mooing are placed on both banks of the Suez Canal about 200 m apart.A. bollards B. ballasts C. bands D. benefits

115. port anchor, one shackle in water.A. throw B. Heave in C. Cast off D. Let go

116. Our ship will get alongside .A. on this evening B. this evening C. today’s evening D. in this evening

117. My ship is No. 5 Berth for loading.A. onto the wharf B. moved astern C. into the dock D. moored alongside

118. Ships’ masters are requested to ensure that, while their vessels are calling at this port, allDischarge outlets are .A. opened B. kept half opened C. blocked up D. kept half closed

119. We at anchor in the roadstead till the evening.A. have to ride B. have to get C. have to put D. have to make

120. The part of an anchor which takes hold on the bottom is the .A. arm B. base C. fluke D. stock

121. Speed must be regulated no damage is done to the wharf.A. in order to B. so as C. so that D. such that

122. You are mooring to a buoy. You should approach the buoy with the current from .A. ahead B. broad on the bow C. abeam D. astern

123. ANCHOR IS ACROSS means that .A. anchor is crossing the bow B. anchor is in the ground MAINLY GOOC. anchor is foul D. anchor is dragging

124. Conventional anchors are least likely to hold in a bottom consisting of .A. soft clay B. hard mud C. sand D. rock

125. Generally speaking, the most favorable bottom for anchoring is .A. very soft mud B. rocky C. a mixture of mud and clay D. loose sand

126. If you shorten the scope of anchor cable, your anchor’s holding power .A. decreases B. increases C. remains the same D. has no relation to the scope

127. A bowline is used to .A. join lines of equal sizeB. form a temporary eye (loop) at the end of a lineC. be a stopperD. keep a line from fraying

128. A mooring line that checks forward motion of a vessel at a pier is a .A. bow line B. forward bow line C. stem line D. stem breast line

129. Which would you NOT use to report the amount of anchor chain out? Three shots .A. the water’s edge B. on deckC. on the bottom D. well in the water

130. Tripping defects in anchors frequently occur in .A. deep water B. shallow water C. stiff soils D. soft soils

131. The ship about 1/2 miles southward of the lighthouse.A. moors B. moor C. is moored D. mooring

132. A wooden float placed between a ship and a dock to prevent damage to both is calledA .A. camel B. dolphin C. rat guard D. wedge

133. A mooring line leading 45° to keel, used to check forward or astern movement of a vessel, isCalled a .A. spring line B. warp line C. bow line D. breast line

134. You have anchored in the wrong position obstructing other traffic. You must .A. pick up your anchor B. heave up your anchorC. drop your anchor D. drag your anchor

135. THE ANCHOR WAS HEAVED AWEIGH means . A. the anchor was weighted B. the anchor was let goC. the anchor was lost D. the anchor was clear of the bottom

136. How is the size of chain determined? .A. Length of link in inchesB. Diameter of metal in link in inches or centimetersC. Links per fathomD. Weight of stud cable in pounds

137. The sprocket teeth on a wildcat are known as the .A. pawls B. devil’s claws C. whelps D. pockets

138. The anchors on the bow are known as .A. bower anchors B. kedge anchors C. spare anchors D. stream anchors

139. Chafing gear should be placed .A. at all wearing points of mooring linesB. at the bitter ends of all standing riggingC. around running riggingD. on wire rope only

140. EASE THE STRAIN ON THE STERN LINE means .A. don’t take in the stem line B. take in the stem lineC. send out the stern line D. heave up the stem line

141. A deck fitting, used to secure line or wire rope, consisting of a single body with two protruding

horns is called a .A. bitt B. bollard C. capstan D. cleat

142. It is NOT advisable to use nylon for alongside towing because it .A. stretches too much B. is too difficult to make fastC. parts too readily D. is too susceptible to mildew

143. During a storm, the chance of fatigue failure of a mooring line will increase as .A. vessel motions increase B. mooring tensions decreaseC. KG increases D. KG decreases

144. If the ship is alongside the wharf, what kind of is used?A. pilot ladder B. rope ladder C. rod ladder D. accommodation ladder

145. A design modification of an anchor chain which prevents kinking is the .A. detachable link B. stud link C. Renter link D. connecting link

146. Radar is not only to obtain , but also to measure their distance away from you.A. brightness of objects B. color of targetsC. shape of targets D. bearing of objects

147. Installing tandem anchors on the same mooring line is referred to as .A. doubling B. pretensioning C. piggybacking D. paralleling

148. Increasing the area of the anchor flukes will .A. increase holding power B. decrease holding powerC. make penetration more complete D. not effect holding power

149. If your vessel is dragging her anchor in a strong wind, you should .A. shorten the scope of anchor cable B. increase the scope of anchor cableC. put over the sea anchor D. put over a stem anchor

150. Before letting the anchor go, you should ensure all of the following EXCEPT .A. chain is clear B. anchor is clear of obstructionsC. wildcat is disengaged D. the power for the windlass is off

151. Faking a line means to .A. arrange it on deck in long bights B. coil it down on deckC. put a whipping on it D. stow it below

152. A “Mediterranean moor” should be used .A. when anchoring in the Mediterranean B. when docking stem to a berthC. when docking bow to a berth D. when anchoring in a strong current

153. VSL NOW OUTSIDE CAPETOWN WTG BERTH ETB END SEPT / EARLY OCT ANY

FURTHER CHNG WL KEEP U INFMD. The vessel will probably get alongside on .A. 11 SEPT B. 21 SEPT C. 1 OCT D. 11 OCT

154. In order to pay out or slack a mooring line which is under strain, you should .A. sluice the line B. surge the line C. stopper the line D. slip the line

155. You are underway in heavy weather and your bow is into the seas. To prevent pounding, you

should .A. change course, in order to take the seas at an 85 degrees angle from the bowB. decrease speedC. increase speedD. secure all loose gear

156. When a line is laid down in loose, looping figure-eights, it is said to be .A. faked B. flemished C. coiled D. chined

157. Your vessel is docking, but not yet alongside. Which line will be the most useful when

maneuvering the vessel alongside the pier? .A. Bow breast line B. Bow spring lineC. Inshore head line D. Offshore head line

158. If a mooring line should part while you are tying up at a dock, you should make a temporary

eye by tying a .A. becket bend B. clove hitch C. bowline D. square knot

159. A vessel moored with two anchors, sometimes, at an exposed roadstead to .A. aid turning the ship B. obtain a fine bearingC. increase ship swings to wind or tide D. lighten the stress of anchor chains

160. What is normally used to pass a mooring line to a dock? .A. Distance line B. Gantline C. Heaving line D. Tag line

161. Which type of link is generally used to connect shots of anchor chain? .A. Detachable B. Open C. Pear shaped D. Stud link

162. On an anchor windlass, the wheel over which the anchor chain passes is called a .A. brake compressor wheel B. devil’s clawC. wildcat D. winch head

163. As soon as the ship is berthed, you should lower the gangway, stretch a net it, andAdjust it to the rise and fall of the tides so that personnel may embark or disembark in safety.A. over B. besides C. near D. underneath

164. An example of a modem anchor which has a stock is a/an .A. articulated anchor B. flipper Delta anchorC. Baldt anchor D. Danforth anchor

165. As the weather was worsening and wind force rising to 8, my vessel were yawing

within forty degrees of the compass.A. alongside the wharf B. grounded in the channelC. at buoys D. at anchor

166. When a combination chain and wire rope mooring line is used, the chain is deployed .A. at the anchor end of the lineB. at the wildcat end of the lineC. midway between the anchor and the wildcatD. through the anchor buoy

167. You want to double the strength of a mooring line by using two lines. To accomplish this, the

second line must .A. be 1-1/2 times the diameter of the first B. be married to the firstC. not cross the first D. be of the same length

168. is NOT a good manner to berthing alongside.A. Setting mooring lines as quickly as possibleB. Head to windC. Reducing to a minimum the time the wind is at a broad angle to the shipD. Keeping the wind on profile as long as possible

169. A storm is forecast for the area where your vessel is moored. For its safety you should

put .A. more slack in the mooring lines B. a strain on the mooring linesC. chafing gear on the mooring lines D. grease on the mooring lines

170. A permanent chain chasing system is used to .A. clean anchor chain as it’s hauled inB. recover anchors which have lost their buoysC. run and retrieve anchorsD. prepare anchor chain for inspection

171. In a river subject to tidal currents, the best time to dock a ship without the assistance of tugs is .A. at high water B. when there is a following currentC. at slack water D. at flood

172. When does a pilot say make all lines fast? He says it when .A. the ship is very close to the pier B. the ship is about to be in positionC. the ship is in position D. the ship is getting alongside the pier

173. All vessels should be cautious to anchor, trawl, lay cables, to conduct any

other similar type of operation because of residual danger from mines at the bottom.A. either/or B. not/nor C. not only/but also D. neither/nor

174. A chain stripper is used to .A. prevent chain from clinging to the wildcatB. clean the marine debris from the chainC. flake chain from a boat’s chain lockerD. clean chain prior to an X-ray inspection

175. By paying out more anchor cable, you .A. decrease the holding power of your anchorB. decrease the swing of your vessel while at anchorC. increase the holding power of your anchorD. increase the possibility that your vessel will drag anchor

176. The total berth time for a vessel can be reduced through a reduction .A. of working gangs B. of idle timeC. in productivity of the working shifts D. of working hours each working day

177. Chafing gear .A. reduces and prevents corrosion of standing riggingB. prevents corrosion of running riggingC. reduces and prevents wear caused by the rubbing of one object against anotherD. protects the body against extreme cold

178. Given the same water depth and line tension, the holding power of a 19 pound/foot wire rope

mooring system in comparison to the holding power of a 90 pound/foot chain mooring system will be .A. weaker B. equal C. greater D. indeterminable

179. ALL GEAR, SUCH AS PILOT LADDER, ACCOMMODATION LADDER, HOIST, ETC. ,

NECESSARY FOR A SAFE TRANSFER OF THE PILOT is known as .A. rigging B. gears C. boarding arrangements D. fittings

180. Anchor shackles should have a breaking strength that is .A. equal to the chains they are connectingB. 25% more than the chains they are connectingC. 50% more than the chains they are connectingD. 100% more than the chains they are connecting

181. Before entering the chain locker, you check all the followings EXCEPT .A. having someone standing byB. making sure there is sufficient air within the lockerC. de-energizing the windlassD. making sure fresh water is enough on board

182. In dense fog a vessel without operational radar may not be justified at all but shouldAnchor if it is safe and practicable for her to do so.A. to be underway B. on under way conditionC. to stop engine D. in being under way

183. In a combination chain and wire rope mooring system, the anchor chain is deployed at theAnchor end of the line to .A. increase fatigue life of the system B. reduce the time to retrieve the lineC. increase the holding power D. reduce the catenary

184. Vessels lying afloat at buoys for more than 24 hours should use anchor chain for and

insurance wire for .A. bow mooring/stem line B. forward spring/after springC. forward breast rope/forward spring D. slip rope/stem line

185. A vessel is tide rode when it is .A. carrying extra rudder to compensate for the currentB. necessary to adjust the course steered to allow for the currentC. at anchor and steaming the currentD. being forced off of a pier by the hydraulic effect of the current

186. An ideal mooring system would be .A. symmetrical and in equilibrium B. asymmetrical and in fluxC. distorted and in equilibrium D. concentric and in flux

187. When attempting to free an anchor jammed in the hawsepipe, the simplest method of freeing it may be .A. starting the disengaged windlass at high speedB. rigging a bull rope to pull it outC. to grease the hawsepipeD. to pry it loose with a short piece of pipe

188. It is sometimes necessary to moor bow and stem to two mooring buoys in order to .A. avoid any swing in a restricted space B. shelter the ship from strong windsC. prevent from touching with other vessels D. make a convenience of cargo discharging

189. Which is NOT a part of an anchor? .A. Bill B. Devil’s claw C. Palm D. Crown

190. If you do not wear goggles and helmet, your chances of being will be greater.A. beaten B. damaged C. hurt D. stricken

191. A vessel brought alongside should be fended off the towing vessel by .A. crew members using their armsB. crew members using the strong muscles of their legsC. fendersD. no fending materials

192. ANCHOR HAS ITS OWN CABLE TWISTED AROUND IT defines .A. foul of anchor B. dropping anchorC. weighing anchor D. walking back anchor

193. Which mooring line is likely to undergo the most strain when docking a ship under normalConditions? .A. Bow line B. Breast line C. Spring line D. Stem line

194. Most large anchors are manufactured with a .A. bow type shackle B. D-type shackle C. U-type shackle D. Renter shackle

195. Good anchorage may be obtained anywhere in this water area, the bottom being generally mud and sand, vessel may have .A. good getting ground B. good holding groundC. good grabbing ground D. good handling ground

196. A common means of connecting shots of anchor chain in the field is to use a .A. sprocket B. Renter link C. swivel D. end shackle

197. A vessel is wind rode when it is .A. at anchor and heading into the windB. backing into the windC. carrying lee rudderD. necessary to apply a leeway correction to the course

198. Connecting elements of a mooring system should be fabricated from .A. cast iron B. forged steel C. stainless steel D. cast steel

199. is the process by which the position of the vessel at any moment is found by applying

the last well-determined position to the run that has been made since, using for this purpose the ship’s course and the distance being those indicated by log.A. Dead reckoning B. Dead weight C. Dead slow ahead D. Dead slow astern

200. A drawbridge may use visual signals to acknowledge a vessel’s request to open the draw.

Which signal indicates that the draw will NOT be opened immediately? .A. A flashing amber light B. A fixed red lightC. A white flag raised and lowered vertically D. A flashing white light

201. get your engine ready before six tomorrow morning.A. You’d better B. You would betterC. You at least D. You at most

202. port anchor, one shackle in water.A. Throw B. Heave in C. Cut off D. Let go

203. “Full speed ahead” and “Full speed astern” are given by the officers or the pilots.A. sailing orders B. speed orders C. wheel orders D. telegraph orders

204. A “Mediterranean moor” should be used when .A. anchoring in the Mediterranean B. docking stem to a berthC. docking bow to a berth D. anchoring in a strong current

205. A channel is started as having a controlling depth of 38 feet. Which statement is

TRUE? .A. At least 80% of the channel is cleared to the charted depth.B. At least 50% of the channel is cleared to the charted depth.C. 100% of the channel depth is clear to 38 feet.D. The sides of the channel conform to at least 50% of the controlling depth.

206. A check line is .A. a safety line attached to a man working over the sideB. used to measure water depthC. used to slow the headway of a bargeD. used to measure the overhead height of a bridge

207. A helmsman receives the command RIGHT 15 DEGREES RUDDER. The helmsman’s

IMMEDIATE reply should be .A. AYE AYE SIRB. RIGHT 15 DEGREES RUDDERC. RUDDER IS RIGHT 15D. no reply is necessary, just carry out the order

208. A lashing used to secure two barges side by side, lashed in an X fashion, is calledA .A. backing wire B. scissor wire C. face wire D. breast wire

209. A METHOD OF TOWING VESSELS THROUGH POLAR ICE BY MEANS OF ICEBREAKING TUGS WITH A SPECIAL STERN NOTCH SUITED TO RECEIVE AND HOLD THE BOW OF THE VESSEL TO BE TOWED defines .A. towing operations B. rigid coupled towingC. close coupled towing D. hard coupled towing

210. A position obtained by crossing lines of position taken at different times and advanced to aCommon time is a/an .A. dead reckoning position B. running fix C. estimated position D. fix

211. A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure is known as .A. way point B. receiving point C. reporting point D. closest point

212. An emergency sea anchor may be constructed by using .A. a boat bucket B. an air tank filled with waterC. an oar and canvas weighted down D. all of the above

213. A right-handed propeller will cause the survival craft to .A. walk the stem to starboard in reverse B. walk the stem to port in reverseC. run faster than a left-handed propeller D. right itself if capsized

214. A solution to overcome tripping defects is an arrangement of special plates on either side of the flukes designed to set them in the correct tripping position. These special plates are called .A. trippers B. stocks C. stabilizers D. palms

215. A sufficient amount of chain must be veered when anchoring a vessel to ensure .A. the vessel has enough room to swing while at anchorB. the anchor flukes bite into ocean bottomC. there is a sufficient scope of chain to keep the anchor on the bottomD. there is more chain out than there is in the chain locker

216. A survival craft being used to pick up a person who has fallen overboard from a vessel shouldApproach the person .A. at a high rate of speed B. under oarsC. against the wind D. with the wind

217. A tug would NOT assist a ship to steer if the tug is made up to the large vessel .A. by a tow line ahead of the vesselB. forward on either bow of the vesselC. approximately amidships of the vesselD. on the vessel’s quarter

218. A twin screw vessel, making headway with both engines turning ahead, will turn more readily

to starboard if you .A. reverse port engine, apply right rudderB. reverse port engine, rudder amidshipsC. reverse starboard engine, apply right rudderD. reverse starboard engine, rudder amidships

219. A VLCC (100,000 DWT + ) with a 30,000 Shaft Horsepower Steam Turbine is slow to

respond to engine movements and has less stopping power than normal ships because it has a .A. bigger propeller B. smaller power weight ratioC. smaller propeller D. larger power weight ratio

220. After casting off moorings at a mooring buoy in calm weather, you should .A. go full ahead on the engine(s)B. back away a few lengths to clear the buoy and then go ahead on the enginesC. go half ahead on the engines and put the rudder hard rightD. go half ahead on the engines and pass upstream of the buoy

221. An ocean towing bridle whose legs are equal length, but too short, may .A. fail to provide spring in the hawserB. cause unequal distribution of the load to one legC. cause the bridle legs to jump clear of the chocks or fairleadsD. none of the above

222. CAN YOU BEACH means .A. can you go to the beachB. can you run the vessel upon a beach to prevent its sinking in deep waterC. can you handle the vessel along the beachD. can berth along the beach

223. Deep draught vessels may have to make use of the height of tide in order to have a safe under keel clearance in areas where depths are .A. sufficient B. normal C. abnormal D. critical

224. Every ship should hoist when approaching and entering ports.A. its flashing light B. the ship’s name C. its identification D. its signal letters

225. For determining the amount of chains used in anchoring operation, which one of the following

factors would not be considered? .A. Selection of landmarks B. Character of sea bottomC. Strength of current and wind force D. Radius of ship swing to wind or tide

226. For the deepest water when rounding a bend in a river, you should navigate your

Vessel .A. toward the inside of the bendB. toward the outside of the bendC. toward the center of the river just before the bend, then change course for the river’s center after the bendD. in the river’s center

227. You have sent a visual signal to an aircraft. The aircraft then flies over your position on a

straight course and level altitude. What should you do? .A. Repeat your signal B. Send any more signals necessaryC. Change course to follow the airplane D. Prepare for a helicopter pickup

228. How should you warm up a diesel engine that has not been run for some time? .A. Run it at minimum speed for a period of timeB. Run it at half speed for a period of timeC. Bring it to top speed immediatelyD. Inject ether into the air intake

229. How would you pass a red buoy in the maritime buoyage system “A”? .A. Keep the buoy on the vessel’s starboard side when approaching a port and on the vessel’s port side when leavingB. Keep the buoy on the vessel’s port side when approaching a port and on the vessel’s starboard side when leavingC. Keep the buoy on the vessel’s starboard side when approaching and leavingD. Keep the buoy on the vessel’s port side when approaching and leaving

230. In a twin screw ship going half-ahead, both screws turning outboard and the rudder amidships, no current or wind, the vessel will .A. move bodily to port B. move bodily to starboardC. move in a zig-zag motion D. steer a fairly straight course

231. In anchoring orders, WALK BACK THE CHAIN means .A. pay away the chain B. take in the chainC. check up the chain D. take a strain on the chain

232. In determining the scope of anchor line to pay out when anchoring a small boat, one mustConsider the .A. charted depth of water only B. depth of water, including tidal differencesC. time and date of anchoring D. type of anchor being used

233. In determining the scope of cable to be used when anchoring, what would NOT be considered? .A. Depth of the water B. Character of the holding groundC. Maintenance cost for the chain D. Type of anchor cable

234. In marine navigation, is a place where a ship anchors or may anchor.A. fairway B. channel C. separation zone D. roadstead

235. In order to reduce your wake in a narrow channel, you should .A. apply enough rudder to counter the effect of the currentB. change your course to a zig-zag courseC. reduce your speedD. shift the weight to the stem

236. In relation to the turning circle of a ship, the term ADVANCE means the distance .A. gained at right angles to the original courseB. gained in the direction to the original courseC. moved sidewise from the original course when the rudder is first put overD. around the circumference of the turning circle

237. In relation to the turning circle of a ship, the term KICK means the distance .A. around the circumference of the turning circleB. gained at right angles to the original courseC. gained in the direction to the original courseD. or throw of a vessel’s stem from her line of advance upon putting the helm hard over

238. In relation to the turning circle of a ship, the term TRANSFER means the distance .A. gained in the direction to the original courseB. gained at right angles to the original courseC. the ship moves sidewise from the original course away from the direction of the turn after the rudder is first put overD. around the circumference of the turning circle

239. In rough weather, when a ship is able to maneuver, it is best to launch a lifeboat .A. on the lee side B. on the windward sideC. with the wind dead ahead D. with the wind from astern

240. It takes about 12 seconds to reverse full speed ahead full speed astern.A. at/to B. to/from C. from/to D. at/ from

241. Knowing the compass heading that is 90° to the side of a ship will enable the operator of a

survival craft to initially steer .A. into the wind B. away in fire and smokeC. directly to the standby boat D. directly to the nearest land

242. Leeway is the .A. difference between the true course and the compass courseB. momentum of a vessel after her engines have been stoppedC. lateral movement of a vessel downwind of her intended courseD. displacement of a vessel multiplied by her speed

243. Lifting the anchor from the bottom is called .A. broaching the anchor B. shifting the anchorC. walking the anchor D. weighing the anchor

244. Horizontal fore or aft motion of a vessel is known as .A. surge B. roll C. pitch D. sway

245. One advantage of chain over wire rope for a low bridle is that chain .A. is better suited for inland towing B. resists damage from chafingC. handles more easily D. equalizes towing forces better

246. Pitching is angular motion of the vessel about what axis? .A. Longitudinal B. Transverse C. Vertical D. Centerline

247. The anchor chain should be kept moderately taught during a Mediterranean moor to .A. facilitate speed of recovery during the weighting processB. indicate the anchor’s location to passing or mooring shipsC. prevent damage to the stern in the event of a headwindD. provide a steady platform for the gangway between the fan tail and pier

248. The best method of determining if a vessel is dragging anchor is to note .A. the amount of line paid outB. how much the vessel sheers while at anchorC. any change in the tautness of the anchor chainD. changes in bearings of fixed objects onshore

249. The best method of protecting that portion of a fiber anchor line nearest the anchor from chafing on the bottom is by .A. using a small scope ratioB. replacing that portion with a short length of chainC. using a hockle to keep that portion of the anchor line off the bottomD. using a synthetic line

250. The best method to stop a vessel from dragging anchor in a sand bottom is to .A. reduce the length of the cableB. pay out more anchor cableC. back the enginesD. swing the rudder several times to work the anchor into the bottom

251. The best time to work a boat into a slip is .A. when the wind is against you B. with the current setting against youC. at slack water D. with a cross current

252. The bow thruster generally is ineffective .A. over 3 knots headway B. at any speed asternC. at any speed ahead D. over 1 knot sternway

253. The fluke angle of an anchor system is the angle between the .A. flukes and the shank B. shank and the sea bottomC. mooring line and the sea bottom D. flukes and the shackle

254. The length of chain between the anchor and the end of the pendant line is called the .A. pigtail chain B. thrash chain C. crown chain D. wear chain

255. The most doubtful and unpredictable factor in a mooring system is the .A. ability of the anchors to hold in a seabedB. anchor chain catenary lengthC. variability of the fairleadD. angle of the flukes

256. The purpose of the stripping bar on an anchor windlass is to .A. clean off any mud that may have accumulated on the chainB. engage or disengage the wildcatC. fairlead the chain from the hawse pipe to the wildcatD. prevent the chain from fouling the wildcat

257. The purpose of the tripping line on a sea anchor is to .A. aid in casting offB. direct the drift of the vesselC. aid in its recoveryD. maintain maximum resistance to broaching

258. The safest device used to secure the end of the pendant wire when it is initially passed to theAnchor handling vessel is a .A. pelican hook B. hydraulic deck stopper C. connecting link D. Shackle

259. The safety stopper that prevents the anchor cable from running free if the cable jumps the

wildcat is the .A. riding pawl B. devil’s claw C. buckler plate D. spill pipe

260. The ship is not very stable, please when making a turn.A. stop down B. speed down C. slow down D. down slow

261. The ship should anchor waiting for the boarding officer.A. at the waiting anchorage B. at the boarding officers anchorageC. in the necessary dredged channel D. in the designated quarantine anchorage

262. The tension on an anchor cable increases so that angle of the catenary to the seabed at theAnchor reaches 10°. How will this affect the anchor in sandy soil? .A. It will have no effect B. It will increase the holding powerC. It will reduce the holding power D. It will cause the anchor to snag

263. The vessel was drifted off from her due to strong wind.A. course B. track C. direction D. trend

264. To warp a vessel means to .A. anchor the vessel B. bring the head into the windC. clean the decks D. move the vessel by hauling on lines

265. Tugs sometimes shackle a length of chain in the towline in order to .A. take the wear should the towline drag bottomB. assure that if the towline is overstressed it will part close to the bridleC. prevent the towline from whipping should it partD. put spring in the towline

266. Vessels should not anchor or trawl in the vicinity of pipelines and are in the pipelineArea shown on the chart.A. prohibit to anchor B. prohibited to anchorC. prohibited from anchor D. prohibited from anchoring

267. What is meant by veering the anchor chain? .A. Bringing the anchor to short stayB. Heaving in all the chainC. Locking the windlass to prevent more chain from running outD. Paying out more chain

268. What is the advantage of a single streamlined fluke anchor over a double fluked anchor of

similar weight? .A. It has multiple fluke angle settings B. It has increased holding powerC. It holds well with either side down D. It is easier to handle on an anchor boat

269. What is the bow type anchor shackle primarily used for? .A. Chain to chain connections B. Chain to anchor connectionsC. Kenter link to anchor connections D. Wire rope connections

270. When anchoring, it is a common rule of thumb to use a length of chain .A. five to seven times the depth of waterB. seven to ten times the depth of waterC. twice the depth of waterD. twice the depth of water plus the rang of tide

271. When attempting an upstream landing while pushing empty barges ahead in a hard onshore

wind, the approach is best made .A. with bow out, stern inB. with bow in, stern outC. parallel to the dock, as close in as possibleD. parallel to the dock, as far out as possible

272. When being assisted by an ice-breaker it is important a continuous listening watch

on the appropriate radiotelephone frequency and a proper look-out for sound and

visual signals.A. keep/keep B. to keep/to keepC. keeping/keeping D. to keeping/to keeping

273. When dragging of an anchor occurs, you must back it up with a piggyback (backing) anchor

or .A. reduce the riser tension B. reposition it at a greater rangeC. change the winch D. change the anchor heading

274. When dropping anchor, you are stationed at the windlass brake. The most important piece(s)

of gear is/are .A. a hard hat B. a long sleeve shift C. gloves D. goggles

275. When lifting loads from a boat in heavy weather, the load should be taken when the boat .A. reaches the crest B. begins to fallC. begins to rise D. reaches the trough

276. When maneuvering from pull towing to breasted (alongside) towing, a twin-screw vessel is

more likely than a single-screw vessel of equal horsepower to .A. trip or capsize B. foul the towlineC. go into irons D. part the towing strap

277. When piggybacking anchors, the distance between the primary anchor and the secondary anchor is determined by .A. bottom conditions B. anchor typesC. water depth D. workboat winch capacity

278. When underway and proceeding ahead, as the speed increases, the pivot point tends

to .A. move aft B. move forward C. move lower D. remain stationary

279. When using two tugs to assist in mooring a large, deeply laden ship, the most powerful tug is usually placed .A. forward to control the bowB. amidships to move the entire vessel evenlyC. aft to assist the ship’s rudder and propellerD. anywhere, since the maneuverability of the tug governs the placement not the power

280. When weighing anchor in a rough sea, how would you avoid risk of damaging the bow

plating? .A. Heave it home as fast as you canB. Heave it home intermittently between swellsC. Leave the anchor under foot, until the vessel may be brought before the seaD. Wait for a calm spot between seas, then house it

281. Where is the most probable location of the remote shutdown station for cargo pumps on a tank barge carrying oil? .A. The loading dock B. The midpoint of the bargeC. Within 25 feet of the pump engine D. Above the forward rake end

282. Where is the pivot point of a towboat with a tow ahead? .A. One-third the length of the combined unit forward of the towboatB. One-third the length of the combined unit back from the headC. At the head of the towboatD. One-half the length of the combined unit

283. Which safety check(s) should be made before letting go the anchor? .A. See that the anchor is clear of obstructionsB. See that the chain is all clearC. See that the wildcat is disengagedD. All of the above

284. Which shallow water effect will increase dramatically if you increase your ship’s speed past itsCritical speed? .A. Squatting B. Smelling the bottom C. Sinkage D. Bank cushion

285. Which statement about tunnel bow thrusters fitted to large vessels is TRUE? .A. They are effective on most vessels at speeds up to 10 knotsB. Because of their location, most modem installations have as much power as a tugC. They are fully effective at all draftsD. When going astern at slow speed, they provide effective steering control

286. Which two components pass through the shank of an LWT anchor? .A. Anchor shackle and stock B. Tripping palm and flukesC. Crown and chocks D. Swivel and stabilizer bar

287. While off-loading from an offshore supply vessel with the crane, the wind increases in strength and changes direction significantly, you should .A. expedite off-loadingB. stop off-loading, but keep the offshore supply vessel in the present locationC. continue off-loading with no changesD. move the offshore supply vessel to the downwind side

288. Why are stem towing bitts placed well forward of the rudder when hawser towing? .A. To keep the hawser from fouling the rudderB. To keep the towing bitts as far away as possible from the tugs pivoting pointC. To allow the stem to swing more freely when using rudderD. To have as much of the towing hawser in use as possible

289. You in the wrong position obstructing other traffic. You must heave up your anchor.A. have anchored B. have placed your anchorC. have moored your anchor D. have maintained your anchor

290. You are anchoring in 16 fathoms of water. On a small to medium size vessel, the .A. anchor may be dropped from the hawse pipeB. anchor should be lowered to within 2 fathoms of the bottom before being droppedC. scope should always be at least ten times the depth of the waterD. scope should always be less than 5 times the depth of the water

291. You are anchoring in a river where the current is from one direction only. The best way to lay

out two anchors is to have them .A. directly in line with the bowB. side by side, with their lines on the port and starboard sideC. so that their lines form an angleD. on top of one another

292. You are approaching a pier and intend to use the port anchor to assist in docking port side to.

You would NOT use the anchor if .A. the current was setting you on the pierB. another vessel is berthed ahead of your positionC. the wind was blowing from the starboard sideD. there is shallow water en route to the berth

293. You are approaching the pilot station with the wind fine on the starboard bow and making about 3 knots. You can help to calm the seas by taking what action just before the pilot boat comes along on the port side? .A. Backing fullB. Stopping the enginesC. Giving right full rudderD. A short burst of ahead full with left full rudder

294. You are ascending a river and exchanging navigational information via radiotelephone with aDescending vessel. If the descending vessel advises you to “watch for the set” above point X, what would you expect to encounter above point X? .A. An increase in current velocity B. Slack waterC. Shallow water D. A sideways movement of your vessel

295. You are docking a vessel. If possible, you should .A. go in with the currentB. go in against the currentC. approach the dock at a 90° angle and swing toD. pass a mooring line to the dock with a heaving line and let the crew pull the vessel in

296. You are docking a vessel. Wind and current are most favorable when they are .A. crossing your course in the same directionB. crossing your course in opposite directionsC. parallel to the pier from aheadD. setting you on the pier

297. You are heading in a northerly direction when you come across an easterly current. Your vessel will .A. be pushed to starboard B. be pushed to portC. decrease in engine speed D. remain on course

298. You are landing a single-screw vessel, with a right-handed propeller, starboard side to theDock. When you have approached the berth and back the engine, you would expect the vessel to .A. lose headway without swingingB. turn her bow toward the dockC. turn her bow away from the dockD. head into the wind, regardless of the side the wind is on

299. You are making a sharp turn in a channel and using a buoy four points on the bow to gauge

your rate of turn. If you observe the buoy moving aft relative to you, what should you do? .A. Increase the rate of turn B. Decrease the rate of turnC. Maintain a constant rate of turn D. Decrease speed

300. You are on watch at sea a man falls overboard on the port side, forward near No. 1 hatch. What of the following should you do FIRST? .A. Call the masterB. Put the helm hard over toward the port sideC. Sound the alarm to arouse all handsD. Stop the engines

301. You are planning to anchor in an area where several anchors have been lost due to fouling. As a precaution, you should .A. anchor using both anchorsB. anchor with scope of 8 or more to 1C. use a stem anchorD. fit a crown strap and work wire to the anchor

302. You are proceeding at a slow speed with your starboard side near the right bank of a channel.

If your vessel suddenly sheers toward the opposite bank, the best maneuver would be .A. full ahead, hard left rudder B. full ahead, hard right rudderC. full astern, hard left rudder D. full astern, hard right rudder

303.You are proceeding to a distress site and expect large numbers of people in the water. Which

statement is TRUE? .A. You should stop to windward of the survivors in the water and only use the ship’s boats to recover the survivorsB. If the survivors are in inflatable rafts you should approach from windward to create a lee for the survivorsC. An inflatable liferaft secured alongside can be an effective boarding station for transfer of survivors from the boatsD. Survivors in the water should never be permitted alongside due to the possibility of injury from the vessel

304. You have anchored in a mud and clay bottom. The anchor appears to be dragging in a storm.

What action should you take? .A. Shorten the scope of the cableB. Veer cable to the anchorC. Drop the other anchor underfootD. Drop the second anchor, veer to a good scope, then weigh the first anchor

305. You have arrived at your anchorage location. You have put the engines astern prior to letting

go the anchor. How will you know when the vessel has stopped making way? .A. The ship’s Doppler log reads zeroB. The backwash of the propeller reaches amidshipsC. An azimuth bearing on the beam remains steadyD. All of the above

306. You have been towing astern and have just let go the tow. Your deckhands are pulling in and

faking the towline by hand on the stem. The most dangerous action to take is to .A. continue ahead at slow speed B. continue ahead at half speedC. stop your engines D. back down on your engines

307. You intend to overtake a vessel in a narrow channel. As you approach the other vessel’s

stern .A. you will gain speed B. both vessels will gain speedC. the vessels will drift together D. the vessels will drift apart

308. What provides little or no indication that a vessel is dragging anchor? .A. Increasing radar range to a fixed object aheadB. Drift lead with the line leading perpendicular to the centerlineC. Vibrations felt by placing a hand on the cableD. Changing bearings to distant fixed objects abeam

309. Your ship is steaming at night with the gyropilot engaged. You notice that the vessel’s course is slowly changing to the right. Which action should you take FIRST? .A. Notify the engine room of the steering malfunctionB. Change to hand steeringC. Call the MasterD. Send the Quartermaster to the emergency steering station

310. Your vessel is off a lee shore in heavy weather and laboring. Which action should you

take? .A. Put the sea and wind about two points on either bow and reduce speedB. Heave to in the trough of the seaC. Put the sea and wind on either quarter and proceed at increased speedD. Put the bow directly into the sea and proceed at full speed

311. Your vessel is port side to a pier with a spring line led aft from the bow. In calm weather,

putting the engines ahead with the rudder hard left should bring .A. the bow in and the stem out B. both the bow and stem inC. the bow out and the stem in D. both the bow and stem out

312. The catenary in a towline is .A. a short bridle B. the downward curvature of the hawserC. another name for a pelican hook D. used to hold it amidships

**二、参考答案及解析**

1. B。请告诉船长，你船正在走锚。drag走锚;dredge拖锚,疏浚。

2. C。正舵是指将舵置于前后位置。

3. B。请担任搜救行动的指挥。take command of担任 的指挥。

4. A。从缆桩上松出尼龙缆时，应远离缆桩，另一端应在缆桩上套两圈或多圈，然后再打8字结。

5. A。被拖船在拖缆的尾部向一侧偏转，称为偏荡。yaw偏荡。

6. B。你最好向左转向以避免碰撞。you’d better后加动词原形。

7. D。急转弯不是人员落水时的旋回方式。

8. B。救生艇降落的坡道为滑道。launching ramp降落坡道。

9. A。远洋拖带中，拖索应该由两根长度相同的铁链构成。

10. D。在这一域，船舶的航速不能超过8节。steam over超过，与exceed意思一致。

11. C。转心是一点，船舶绕该点转动。pivot point转心。

12. B。双螺旋桨船只有右桨向前推进，则船舶向左偏转。

13. D。在这一水域，船舶绝不可以在没有引航员的情况下航行。on no account位于句首，句子倒装，即将should提前。

14. D。通过自身降速，从而增加与前船的距离，称为drop back。

15. D。船舶港内低速航行时，不允许超过港速限制。

16. D。进人冰区之前，船舶应适当尾倾。

17. B。锚机的机械刹车能力要与锚链的破断强度相一致。

18. C。由破冰船发给被协助船的单字母G信号表示“我船正在前行，紧随我”。

19. C。术语“谨慎驾驶”表示什么意思？谨慎航行。to navigate with caution同to navigate carefully 一样，都是“谨慎航行”的意思。

20. B。对于单螺旋桨船舶，当船舶全速倒退时,横向力对船舶的影响最大。

21. C。船舶的螺旋桨旋转一周船舶前进的距离，即为螺距。pitch螺距。

22. C。顺流拖带绝不能拖带2条或以上的船，且必须采用傍拖。at no time绝不。

23. B。我们应该向右转向与来船左舷对左舷通过。

24. C。应该在拖船的缆桩附近放置何种应急设备？消防斧和/或切割器。

25. A。船舶向其航向的下风方向运动称为偏航。leeway偏航；leeside下风舷；leeward下风方向。

26. A。拖船的能力由马力、静止拉力、操纵和排水量四个量来确定。

27. C。单螺旋浆船舶前进时倾向于左偏是因为螺旋桨产生的横向力。

28. C。船舶沿着河岸或航道航行时（船首）有偏离岸壁的趋势。

29. A。双螺旋桨船舶比单螺旋桨船舶更容易进行旋回操纵。turning maneuver旋冋操纵。

30. D。拖缆长度的选择应该根据是否需要减轻被拖船的偏荡来调整。

31. D。拖带时如果拖索开始跳动，最恰当的缓和这种现象的方法是调整拖索长度。

32. C。如果拖船被束缚，它可能面临着被被拖船追上并撞击的危险。

33. B。请告诉我，你的主机从全速前进到全速后退需要多长时间。在宾语从句中，如果宾语为特殊疑问句，则用陈述句的语序。

34. C。为使一艘右旋单车船直线后退，你可能需要使用右舵。

35. C。下列哪项不能减轻被拖船的偏荡？向前移甲板货。

36. B。在恶劣天气下顶浪航行，如果前部重量过大会导致你的小船陷人波浪中。

37. C。安全引航不取决于船舶的国籍。

38. A。当船舶舷侧转向大风浪方向时，船舶有倾覆的危险，船舶打横。broach打横。

39. A。顺流航行使得船舶以较小的主机速度获得较好的对地速度。following current顺流； head current 顶流。

40. D。松散的拖带不会节省拖带时间。

41. D。当不再需要主机运转时，引航员通常会下达“完车”的命令。finished with engines表示不再使用主机。

42. D。超控拖带最大的危险是什么？被拖船与拖轮的船尾相撞。overriding tow超控拖带。

43. A。恶劣天气下螺旋桨发生飞车时，你应降低船速。

44. C。拖船作用于一个静止的被拖物上的力量，称为静拖力。bollard pull静拖力。

45. A。在拖带中导缆器用于减小缆绳摩擦。chock导缆器。

46. A。尾倾是减轻被拖船偏荡的一种方法。

47. C。一段河道，航道从一侧变化到另一侧，称为河道横淤。bifurcation分叉；transit过境； crossing (河道）横狱;changeover变换，转换。stretch河道的--段。

48. D。有一股水流包闱在船体四周，运动方向与船体相同，这股水流称为伴流。

49. A。船舶的速度10节，平均吃水10米，航行在浅水域中，预计的下沉量为0.8米。船体在浅水域的下沉量为吃水的1/10,或每5节速度下沉0.5米。

50. A。被拖带时，拖缆应用8字结连接于拖船的缆桩上。

51. D。静拖力指拖船在静止状态下的牵引能力。

52. D。在引航开始前，引航员与船长之间不需要交换关于船上人员数量的信息。

53. A。在船首与附近岸壁之间形成一楔形水体，使得船首向外偏转，运离岸壁，这种现象称为岸

推。bank cushion 岸推；bank suction 岸吸；combined effect 组合作用；bend effect弯矩作用。

54. B。听到有人从右舷落水的呼叫，你应该首先操右满舵。

55. A。双车船正舵倒车时，右桨突然停止工作，船首将左转。

56. B。船舶装备有右旋单螺旋。正舵时，在平静的海面上倒车，船尾左偏。

57. D。船舶不使用倒车而降速。对水速度下降的快慢取决于船舶的排水量。

58. A。HARD RIGHT RUDDER(右满舵)表示将舵向打到最右侧。

59. B。双车船倒车正舵，左桨停止工作。为保持船舶直线后退，应使用右舵。

60. A。适航指船舶在材料、构造、设备、船员和装备等满足要求其所从事的服务。seaworthiness 适航性;cargo-worthiness 适货性;readiness 准备就绪;proficiency 有效性。

61. C。在自身重力的作用下，悬空段的拖索会形成一弯曲的曲线，称为悬链线。

62. B。在无流的水域漂航，一般来说，船舶会处于横风状态。

63. B。 当拖船受被拖船的侧拉时，拖船发生侧倾。

64. C。在狭水道内使双车船向右旋转的最佳方法是左桨进车，右桨倒车。

65. A。在下风舷安装引航员软梯让港口官员登船是合适的。allow sb. to board允许某人登船。

66. A。你在指挥双车船正舵前进，如果左侧螺旋桨停止转动，船头将偏左。

67. C。你船在浅水水域中，船首由于首波而翘起，船尾在尾横波中下沉的现象称为下座。

68. C。拖带时，恶劣天气中所产生的突发冲击负载可以通过重的拖索而减轻。

69. A。值操舵班，岀听到有人喊“右舷有人落水”的呼叫时应本能地操右满舵。

70. B。 浅水中波浪太陡而不稳定，导致波峰移动速度比波的其他部分移动速度快，这种波浪叫碎浪花。

71. A。顺浪航行时，波浪超过你船并使你船船尾右偏。为继续沿着你的原航向行驶，你应该操右舵。

72. D。拖船作用在静止物体上的拉力的大小，称为静拉力。

73. A。上层建筑在船尾的船舶。风的合力将使船首迎风偏。

74. D。哪一个标准的人落水操纵被认为是在能见度不良时最佳的操纵方法？威廉姆斯旋回。

75. B。一般来说，常规布置的船舶在静水中和在可以不计流的水中漂航时，将处于正横受风的

位置。

76. C。双螺旋桨船对比单螺旋桨船更容易操纵是因为双螺旋桨船转向时可以不用舵。

77. B。船舶长宽比大，保向性好。

78. B。船舶正舵静止在水面上。如果右旋螺旋桨进车，则船首倾向于左偏。

79. A。船舶向后有退速时，其转心位于从船尾量起船长的1/4至1/3处。

80. A。深吃水VLCC航行于狭水道或航道时比在深水中带动更多的水一起运动。

81. D。尾拖时，增加悬链线可以减小拖缆上的冲击应力。

82. C。船舶进入浅水水域时，哪一项最有可能发生？吃水差将改变。

83. A。你操纵一个右旋螺旋桨的船舶，正舵。通常船舶倒车时船尾左偏。

84. B。双螺旋桨船的船舶前进时，当螺旋桨的顶部桨叶都向外旋时其操纵性能最佳。

85. C。上层建筑在船尾的船静止在水中，它将处于正横前受风的位置，即受风面积最大的位置。

86. B。Dover海峡的船舶密集是造成这一区域高碰撞危险性的原因。

87. A。尽管引航员有自己的责任和义务，但引航员的出现并不解除船长和值班驾驶员对于船舶安全航行的责任和义务。

88. B。如果值班驾驶员对引航员的行动表示怀疑，应要求引航员澄清。

89. D。船舶前进时，转心位于从船首量起，船长的1/4至1/3处。

90. D。在浅水域中，如果船体下的富余水深不足，将会阻止正常的螺旋桨排出流，从而导致浪费主机功率，可能使船舶向某一边突然转向，且舵效不好。

91. D。在进行尾拖时，通常遭遇到的问题是偏荡。

92. D。如果船舶的上层建筑在船首，则船舶不对水移动时，通常为正横后受风。

93. A。通常情况下，船舶适当的尾倾有利于拖带。

94. D。如果两条拖缆.的长度不等，则短的那条受力过大，且可能断裂,而长的那条不受力。

95. D。拖缆可见，不是拖缆不能继续使用的标志。

96. C。双螺旋桨的船舶相对于单螺旋桨船舶的优点是消除了横向力。

97. A。洋流对于拖带船组的作用力比较明显，是由于拖带船组的速度较慢。

98. C。旁拖时，拖船系于被拖船的尾部，且伸出被拖船一部分，可以获得良好的舵效，从而可以很好地操纵控制。

99. A。船舶在前进吋，舵效明显，可以很好地控制船舶。

100. D。船舶在尾垂线处的吃水必须不能小于螺旋桨完全浸没的水深。

101. A 改变航向，使船尾穿过风眼，称为jibing。jibing使船改变航向。

102. C。拖带时，将重物后移可以减轻偏荡。

103. A。航行时，发现叠标成一直线，这时应保持这个航向。

104. B。尾拖时，使用铁链作为拖缆，可以形成有效的悬链线，吸收突然的震动。

105. B。船舶进人浅水域，速度降低，船尾下沉，舵效变差。

106. B。在恶劣天气情况下航行，船舶螺旋浆抬离水面，出现飞车现象，这时应降速。

107. D。地中海式系泊，即船尾靠码头，抛锚时，应使锚链与船旨向成30°角，可以获得良好的系 泊效果。

108. C。通常尾迹流是向上向内流动的。

109. A。拖带一艘没有人员的被拖船时，拖船应安排一人员密切观察被拖船的情况。

110. B。随着螺旋桨的转动，在其导边和随边上出现一些气泡，造成推进效率降低，桨叶出现锈和震动，称为空穴现象。trailing edge随边；leading edge导边; cavitation空穴现象。

111. D。螺旋桨的排出流，呈螺旋运动状态。

112. A。上层建筑在船首的船舶，不对水移动时，通常为正横后来风或船尾来风。

113. D。brake刹车;devil’s claw锚链掣，制链器;pawls锚链棘爪；stud有档链环，不能用来制止

锚下滑。

114. A。缆桩置于苏伊十运河的两岸，大约200米的间距。bollard缆桩，多指岸上的大型缆桩。

115. D。抛下左锚，一节人水。抛锚用let go。

116. B。我船今天晚上靠泊。this evening前不用加介词。

117. D。我船靠5号码头，进行装货。船舶靠码头用moor alongside。

118. C。要求船长在挂靠本港期间，排水孔全部堵上。block up关闭，堵上。

119. A。我们必须在外描地抛锚，直到晚上。ride at anchor锚泊。

120. C。锚抓底的部位称为锚爪。fluke锚爪;arm锚臂;base锚基;stock锚杆。

121. C。靠码头时，船速必须限定，这样不会对码头造成损坏。so that后接句子，so as后接动词不定式。

122. A。系浮简时，应顶流靠近浮筒，这样有利于船舶操纵。

123. C。锚绞缠指锚链缠绕在锚上。across绞缠，同foul。

124. D。传统锚，对于岩石底质，抓底效果最差。

125. C。一般来说，抛锚区域最好为泥和黏土的混合底质。

126. A。减小锚链长度，锚抓力减小。holding power锚抓力。

127. B。bowline单套结，用于临时形成一眼环。

128. C。尾缆可以阻止船舶向前的运动。check阻止。

129. C。在锚令里，我们一般不说3节海底，因为我们看不到锚链在海底有几节。

130. D。锚脱底缺陷，通常发生在软泥底质中。tripping defect脱底缺陷。

131. C。船舶锚泊于灯塔南部大约1/2海里处。船舶锚泊用被动语态。

132. A。浮护木置于码头和船舶之间，防止两者之间造成损坏。camel浮护木，浮碰垫；dolphin 缆桩;rat guard挡鼠板；wedge楔子。

133. A。一缆绳与龙骨成45°角，用于阻止船舶前冲或后退，称为倒缆。spring line倒缆；warp line绞船缆，牵索；bow line首缆；breast line横缆。

134. B。你抛描于错误的位置，影响了其他的交通流，你必须起描。heave up anchor起锚。

135. D。锚离底，指锚离开海底，锚与海底清爽。heave aweigh锚离底。

136. B。铁链的尺寸由链环的直径决定。

137. C。持链轮上的链轮齿（sprocket teeth)称为链轮齿（whelp)。whelp链轮齿；pawls锚链棘爪；devil’s claws 描链掣；pockets 兜槽。sprocket teeth 链轮齿。

138. A。锚在船首，称为首锚。

139. A。防摩擦装置一般置于缆绳容易摩擦的地方。chafing gear防摩擦装置。

140. C。将尾缆上的受力减轻。ease减轻，放松。

141. D。甲板上一装置，用于系固缆绳或钢丝绳，由一主体和两个突出的角组成，称为羊角缆粧。bitt缆粧，一般指船上所用缆桩；bollard缆桩，一般指岸上所用的大型缆桩；capstan绞盘； cleat羊角缆粧。

142. A。由于尼龙缆绳有弹件，可以伸长，所以一般不建议使用尼龙绳做傍拖之用。

143. A。在风暴期间，由于船舶移动增加，从而导致缆绳疲劳断裂的可能性增加。

144. D。如果船舶靠码头，使用什么样的舷梯？ accommodation ladder舷梯，在船舶靠码头期间使用。

145. B。有档链环可以防止描链绞缠。detachable link 可拆卸链环；stud link有抖链环；Kenter link可拆卸链环，同detachable link; connecting link连接链环。

146. D。雷达不但可以测量物标的方位，还吋以测量物标的距离。

147. C。piggybacking指在一根锚链上系两个锚，两个描之间有一定的距离，这样可以增加描爪力，有效地减小船舶发生走锁的可能性，又称tandem anchors。

148. A。增加锚爪面积将会增加锚爪力。

149. B。若船舶在强风屮发生走锚，这时应增加锚链长度以增加锚爪力。

150. D。在抛锚之前，首先要确定锚和锚链清爽，锚机电源要打开。wildcat持链轮。

151. A。备缆表示将缆绳以扁长的形式置于甲板上。faking line备缆，目的是船舶在靠泊能时快速出缆。

152. B。地中海式系泊在船尾靠泊时使用。

153. C。目前船舶在CAPEETOWN外面等待泊位，预计靠泊时间为9月底或10月初，如有变化我们将及时地通知你。船舶很可能靠泊的时间为10月1日。

154. B。为使受力的缆绳松出，你应该慢慢地松缆绳。sluice the line冲淤管线；surge the line溜缆，慢慢地松缆绳；stopper line止缆索;slip line滑缆。

155. B。你船在恶劣天气下航行，船头陷人海浪中，为了减少海浪对船体的拍击，你应减速。

156. A。绳索以松散、环状的8字形置于甲板上，称为备缆。fake备缆; flemish螺旋盘绳。

157. B。船舶靠码头时，但未靠妥。在操纵船舶靠泊时哪一根缆绳最有效？首倒缆。

158. C。如果在靠码头期间缆绳断裂，你可以使用单套结制成临时眼环。becket bend单编节； clove hitch 丁香结；bowline 单套结；square knot 平结。

159. D。船舶有时在开敞锚地抛双锚是为了减轻锚链上的张力。

160. C。通常用什么将缆绳送到码头上？撇缆。heaving line撇缆。

161. A。哪一种类型的连接环常用于连接两节锚链？可拆卸链环。detachable link可拆卸链环。

162. C。在锚机系统中，锚链通过的轮子称为持链轮。devil’s claw锚链制；wildcat持链轮。

163. D。船舶靠妥码头后，你应该放下舷梯，在舷梯的下面安置安全网，并且随着潮汐的涨落调

节舷梯，这样人员可以安全地上船和下船。underneath在……的下面。

164. D。丹佛式锚是有杆现代锚的典型例子。Danforth anchor丹佛氏锚，是有杆锚；articulated anchor铰接锚；Flipper Delta anchor三角翼锚；Baldt anchor波尔特锚，无杆双掌锚的一种。

165. D。随着天气变坏，风力增加到8级，在锚泊中我船偏荡可达磁罗经方位40°。

166. A。链条与钢丝绳组合使用的锚泊系统中，锚链应与锚相连。

167. D。你想使用两根缆绳以使缆绳强度加倍。为实现这一目标，两根缆绳必须等长。

168. D。保持船舶侧面受风不是好的靠泊方式。快速系缆、船首受风以及尽可能减少船舶的大角度受风时间都是良好的靠泊操作。

169. C。预计风暴将到你船的系泊处。为安全起见，应在缆绳上放置防摩擦装置。

170. C。固定的锚链收放系统用于抛锚和起锚。chain chasing system锚链收放系统Q

171. C。在受到潮流影响处靠泊，在没有拖船协助的情况下最佳靠泊时间为平潮时。

172. C。引航员何时说绑牢所有缆绳？当船舶就位时。in position船舶就位。

173. D。由于海底有残余水雷的危险，所有船舶需特别谨慎，既不能抛锚、拖网、敷设电缆，也不

能进行类似的操作。Neither… nor…既不… 也不… 。

174. A。分链器用于防止锚链卡在持链轮上。chain stripper分链器。

175. C。通过松出更长的锚链将得到更大的锚抓力。

176. B。减小待时可以减小船舶总靠泊时间。idle time待时。

177. C。防摩擦装置用于降低或减小一个物体对另一个物体造成的摩擦。

178. A。给定相同的水深和缆绳张力，19磅/英尺的钢丝系泊系统的抓力比90磅/英尺的链条系泊系统抓力小。

179. C。所有器具，例如引航员软梯、舷梯、提升机等，用于安全转移引航员，称为登乘准备。 boarding arrangement 登乘准备。

180. A。锚卸扣应和与其相连的链环的破断强度相同。

181. D。进入锚链舱之前需要检查下列除淡水以外的事项。

182. D。浓雾中没有可操作雷达的话，船舶在航将被认为是不正确的，如果安全可行她应该抛锚。be justified in doing有理由做某事。

183. C。在锚链和钢丝绳组合的锚泊系统中，锚链应该连接在锚的一侧以增加抓力。

184. A。如果船舶系浮筒超过24小时应该使用锚链作为首缆，强度好的钢丝作为尾缆。

185. C。船舶顶流锚泊指船舶锚泊且船首顶流。tide ride顶流锚泊。

186. A。理想的系泊系统是两端对称和平衡的。symmetrical对称;equilibrium平衡。

187. A。要想使卡在锚链筒的锚松脱，最简单的方法是快速启动脱开离合器的锚机。hawsepipe锚链筒。

188. A。有时需要船首和船尾都系浮筒，目的是避免在受限水域中的摇摆。

189. B。什么不是锚的一部分？制链器。bill锚尖;devil’s claw制链器;palm锚爪;crown锚冠。

190. C。如果你没有戴护目镜和安全帽，则你受伤的机会将会增大。goggle护目镜；helmet头盔，安全帽。

191. C。船舶靠泊时应该使用碰垫将船舶和拖船挡开。fend off挡开;fender碰塾。

192. A。锚链缠绕在锚上，称为锚链绞缠。foul of anchor锚链绞缠。

193. C。在正常靠泊期间哪一根缆绳可能承受最大的张力？倒缆。bow line首缆;breast line横 缆；spring line 倒缆；stem line 尾缆u

194. B。大多数大型锚与D形卸扣连接。bow type shackle弓形卸扣；Kenter shackle肯特卸扣，

双半连接卸扣（可拆卸卸扣的一种）。

195. B。好锚地在这片海域随处可见，底质通常是泥沙，船舶可以有好的抓力。Good holding ground良好的抓底力。

196. B。各节锚链之间常见的连接方法是使用可拆卸链环。Kenter link肯特链环，可拆卸链环； sprocket teeth 链轮齿；swivel 转环;end shackle 接锚卸扣。

197. A。船舶顶风锚泊，指船舶描泊，且船首向迎风。wind ride顶风锚泊。

198. B。锚泊系统中的连接件常由锻钢制作。cast iron铸铁；forged steel锻钢；stainless steel不锈钢；cast steel铸钢。

199. A。航迹推算是一个过程，通过航迹推算船舶每一时刻的船位都能确定。从上一个确定的船位开始利用计程仪显示的航向和航程推算获得下一船位。

200. B。吊桥可能显示视觉信号以确认已经收到船舶要求打开吊桥的请求。哪一信号表示吊桥不会马上打开？ 一盏红色定光灯。

201. A。你最好明天早上六点之前备妥主机。you ’ d better你最好……，固定搭配。

202. D。抛下左锚，一节入水。.抛锚let go。

203. D。“全速前进”和“全速后退”是引航员或驾驶员给出的车钟令。telegraph orders车钟令； wheel orders 舵令。

204. B。当船尾靠泊吋应采用地中海式靠泊。

205. C。如果说一个航道的控制水深是38英尺。哪项描述正确？航道的每一处水深都不小于38英尺。

206. C。止进索是用于控制驳船向前冲的绳索。check line止进索。

207. B。舵工收到“右舵15度”的舵令时，他应该马上回复“右舵15度”。

208. B。一种用于边对边的绑扎固定驳船的方式，绑扎成X形状，叫剪刀绑。scissor剪刀。

209. C。通过极地冰区吋，破冰船尾部有一特殊槽口以容纳和固定被拖船的船首的拖带方式叫紧耦连接。close coupled towing紧耦连接。

210. B。不同时间所获得的两条位置线移线到相同的时间而得到船位叫移线定位。running fix

移线定位;dead reckoning position 积算船位;estimated position 推算船位;fix 定位。

211. B。船舶办理进人、通过或护航的程序的标志或地点叫受理点。way point转向点;receiving point 受理点；reporting point 报告点。

212. D。在紧急情况下，海锚可以由小桶、灌水的空气箱，或下系重物的桨或帆布制成。

213. B。右旋式螺旋桨反转时推救生艇筏的尾向左。

214. D。为了克服锚脱底的缺陷，在锚爪的两侧安装特殊的板材，这种板材称为锚掌。tripping defect脱泥，脱底缺陷；palm锚爪。

215. B。抛锚时应放出足够的锚链，以确保锚爪能够完全啮人海底。

216. C。使用救生艇筏救助从船上落水的人员时应从下风舷接近落水人员。

217. C。当拖船系在大船的船中时它不能协助大船操纵（改向）。

218. C。双车船前进时倒转右车并右满舵最容易向右转向。

219. B。 一艘VLCC(10万载重吨以上）配有轴功率为3万马力的蒸汽涡轮，与正常的船舶相比，机器运动反应慢，且停止功率小，因为其功率/载重量比值小。

220. B。平静的天气下解掉系浮筒的缆绳后，船舶应后退一段距离远离浮筒，然后再继续前进。

221. A。远洋拖带时两条拖索等长但都太短，这样的拖索不能提供弹性。

222. B。“你能冲滩吗”表示你能否将船驶上浅滩以免船舶沉没在深水中。beach冲滩。

223. D。在水深是临界值的水域，深吃水船舶必须利用潮汐以获得足够的富余水深。

224. D。当靠近或进港时每一船舶应悬挂其呼号。

225. A。锚泊时为确定出链长度，下列哪项不用考虑？所选择的陆标。

226. B。在河道的弯头水域，最深的水深位于弯头的外侧。

227. A。你船向飞机发出一见觉信号后，飞机以直线和固定的离度飞过你的头顶。你应如何做？重发你的信号。表示飞机没有注意到你船。

228. B。柴油机长时间没有使用，你应该如何给其暖机？半速运转一段吋间。

229. B。你应该如何通过一个海事浮标A系统的红浮简？进港时放在船舶的左舷，出口时放在右舷。

230. D。双车船正舵，无风无流，两螺旋桨同时外转，船舶将直线航行。

231. A。在锚令中，倒转绞盘表示送出锚链（锚机送链放锚）。

232. B。小船抛锚确定出链长度时应考虑水深，包括潮汐的情况。

233. C。抛锚时，确定出链长度时哪项不需要考虑？锚链的保养成本。

234. D。航海中，港外锚地是船舶抛锚或可能抛锚的地方。roadstead港外锚地。

235. C。狭水道中为了减少你船的伴流，你船应减速。

236. A。与船舶旋回圈有关的术语中，进距是指在船舶原航上前进的距离。advance进距。

237. D。与船舶旋回圈在关的术语中，反移量表示船舶满舵时船尾向相反的一侧移动的距离。

238. B。与船舶旋冋圈有关的术语中，横距表示船舶在与原航向成直角的方向上前进的距离。

239. A。在恶劣天气下假如船舶能够操纵的话，最好从下风舷放救生艇。

240. C。从全速前进到全速后退，需12秒的时间。

241. B。掌握罗经方向与大船的船舷成90度夹角，可以保证救生艇筏操作者驶离烟火区。

242. C。偏航是指船舶向计划航向的下风舷的侧运动。leeway偏航。

243. D。从海底将描提起叫起锚。weigh the anchor起锚。

244. A。船舶水平方向上的前后运动为纵荡。surge纵荡;roll横摇;pitch纵摇;sway横摇。

245. B。作为拖索，锚链相对于钢丝绳的优点之一是锚链抗磨损。

246. B。纵摇是船舶绕哪一个轴的运动？横轴。

247. C。采用地中海系泊法系泊时锚链应被保持中等受力是为在顶风时防止船尾受损。

248. D。判断船舶是否走锚的最好方法是记录岸上固定物标的方位变化。

249. B。近锚端，为了防止纤维绳与海底的摩擦，最好的方法是用锚链代替这段纤维绳。

250. B。阻止船舶在沙质海底上走锚的最佳方法是松出更多的锚链。

251. C。将新造船舶送上滑道的最佳时间为平潮的时候。

252. A。通常当船舶前进速度超过3节时首侧推无效果。

253. A。锚系统中的锚爪转角是指锚爪和锚干之间的夹角。fluke angle锚爪转角。

254. C。锚和端部下垂链之间的-段锚链称为锚冠链。

255. A。在系泊系统里通常最值得怀疑和不可预测的是锚的抓底能力。

256. D。锚机上的分链器的功能是防止锚链缠绕在持链轮上。stripping bar分链器。

257. C。海锚上的回收索用于协助冋收海锚。tripping line 回收索。

258. B。锚泊作业船用于系固悬挂索末端的最安全设备是液压甲板制链器。

259. A。如果锚链跳离持链轮，有一个用于防止锚链自由滑出的安全制动器是锚链棘爪。riding pawl锚链棘爪;devil’s claw制链器;buckler plate锚链盖板;spill pipe锚链孔。

260. C。船舶不是很稳定，旋回时请减速。

261. A。船舶应在等候锚地抛锚，等待官员登船。

262. C。锚链张力增加，悬链线与海底的夹角增加到10度，这对于在泥沙底锚泊的船舶而目会

有什么影响？锚抓力减小。 +

263. A。由于强风，船舶偏离了她的航向。

264. A。拖曳船舶指通过拖拉绳索移动船舶。warp a vessel拖曳船舶。

265. D。拖船有时在拖索中间绑上一段锚链，目的是给拖索提供弹性。

266. D。船舶不应在海底管道附近抛锚及拖网，禁止在图示的管道区域内锚泊。

267. D。送出描链是什么意思？ veer the anchor chain与pay out more chain同义，都是送出锚链

的意思。

268. B。流线型单爪锚对比相同重量的双爪锚的优势是什么？锚抓力大。

269. D。弓形锚卸扣的主要用途是什么？连接钢丝索。

270.A。 抛锚时，出链长度的经验方法是5 ~7倍水深。

271. A。在猛烈的向岸风中企图顶流顶推空驳船靠泊时，最好首向外，尾向内。

272. B。当船舶由破冰船协助时，保持连续无线电守听和保持对声响和视觉信号的正规瞭望都

是很重要的。be important to do sth. 做……是很重要的。

273. B。走锚发生时，你应该抛出另一只备用锚或重新抛锚并放出足够的锚链。

274. D。抛锚时，你站在锚机刹车旁。最重要的防护工具是护目镜。

275. A。恶劣天气下从船舶起吊一重物时应在船舶达到波峰时起吊。

276. B。当拖船由尾拖改为旁拖时，同等马力的双车船比单车船更容易绞缠缆绳。

277. C。当使用串联锚时，主锚和副锚之间的距离由水深决定。

278. B。在航并向前运动，当船舶速度增加时转心前移。

279. A。使用两条拖船协助大型满载船舶靠码头，最大马力的拖船应置于前面以控制船首。

280. C。大风浪中起锚，如何避免船首钢板受损的风险？首先将锚置于船舶的正下方直到可以将锚从海中提起。

281. B。在油驳船上，货油泵的遥控关闭装置最有可能位于何处？驳船中部。

282. B。顶推船组的转心位于何处？从被顶推船船首向后，顶推船组的三分之一长度处。

283. D。抛锚之前应做哪些安全检查？查看锚是否清爽，锚链是否清爽以及锚机是否脱开。

284. A。航速超过临界船速时船舶的哪项浅水效应会急剧增加？船体下蹲。

285. D。关于装于大船上的侧推，哪项描述是正确的？低速后退时，它们能够提供有效的操纵控制。

286. A。哪两个锚的部件会穿过轻质锚的锚干？卸扣和锚杆。

287. D。从近岸供给船上用克令吊卸货时，风速增加，风向明显变化，应该将补给船移至下风侧。

288. C。尾拖时为何将拖缆缆桩置于舵的前面？当使用舵时，允许船尾能够自由旋转，即舵效较好。

289. A。你在错误的位置抛锚阻碍了其他的交通流，你必须起锚。

290. B。你在16拓的水深中抛锚。在一个中小尺寸的船上，应将锚用锚机送到离海底2拓以内，然后再抛锚。

291. C。在水流只从一个方向来的河流中抛锚时,最好的办法是抛双锚且让它们成一夹角。

292. D。你靠近泊位并准备用左锚协助左舷靠码头。如果在移向码头的路径上有浅滩，则不能使用左锚协助靠码头。

293. D。你船接近引航站，风来自右舷船首，船速大约3节，在引航船靠上你船前你可以采用下列什么行动以协助平静海面？短促的全速进车并左满舵。

294. D。你在一个河道中向上游航行，和一个向下游航行的船舶交换信息，如果向下游航行的船舶建议你在X点以上“ watch for the set”（小心流的影响），在X点上面你能碰到什么？（流 造成的）船舶侧移动。

295. B。你在靠泊，如果可能的话应顶流靠泊。

296. C。你在靠泊，当风和流平行于码头且从船头方向来时，对船舶最有利。

297. A。船舶向北航行,遇东流，你船船首将被推向右舷。

298. B;。右旋式单螺旋桨船舶，右舷靠码头。当接近泊位时倒转主机，可以预见到船头向码头靠近，船尾偏离码头。

299. A。急转向时，使用船头四点处一浮筒来判断转舵速率，发现浮筒相对你船后移，说明转船速率较慢，应增加转船速率。

300. B。值班时，发现左舷1舱前人员落水,你应该首先做什么？立即操左满舵。

301. D。你计划在一个因绞缠造成多起丢锚事故发生的海区锚泊时，作为预防措施，你应该在锚冠处连一钢丝绳（起到辅助作用）。

302. B。低速航行，船舶右舷靠近右侧的岸壁。如果你船突然偏向相反的一侧，最佳的操纵方法是全速前进并操右满舵。

303. C。你驶向一个遇险场所，预计水中有大量幸存者。哪项描述是正确的？在船边系一救生筏能够作为一个有效的登船点供幸存者登船。

304. D。你在软泥和黏土混合的底质中抛锚。在风暴中船舶走锚，你应该如何应对？抛下另一只锚，并送出足够长的锚链，再收起第一只锚。

305. B。你已经到达抛锚的地点，抛锚前你已经倒车。如何知道船舶已经不对水移动？螺旋桨的倒车水花到达船中时。backwash倒车水花。

306. D。你船进行尾拖并刚刚解掉被拖船，甲板水手正在船尾回收并盘起拖缆，采取的最危险行动是倒车。倒车可能将拖缆绞人螺旋桨。

307. D。狭水道中你计划追越另一船。当你船接近他船船尾时，两船相斥分开。drift apart漂开。

308. B。哪项提供很小的迹象或没有迹象表示船舶正在走锚？漂流指示锤垂直于中心线。

309. B。晚上使用自动舵航行，你发现船舶的航向一直缓慢向右偏转。你应该先采取什么行动？ 改为手操舵。

310. A。恶劣天气下你船在岸的下风侧艰难行进，你应该采取何种行动？船首两个罗经点方向受风并减速（滞航）。

311. A。船舶左舷靠码头，倒缆从船首向后拉。在平静的天气下进车左满舵将使船首向岸靠，船尾离开岸。

312. B。拖缆中的悬链线指拖缆向下弯曲所形成的曲线。

第五章 船舶避碰

一、习题

1. The important provisions on the use of radar are contained in .A. COLREGs B. SOLAS C. STCW D. IMDG Code

2. As defined in the Rules, the term VESSEL includes .A. seaplanesB. non-displacement craftC. bargesD. seaplanes, barges and non-displacement craft

3. Is it clear traffic lane?A. my entering B. for my entering C. for me to enter D. I am entering

4. I am { disabled } ; communicate with me.A. in good order B. having no capacity C. out of control D. unavailable

5. A look-out should report objects sighted using .A. true bearings B. magnetic bearings C. gyro bearings D. relative bearings

6. You may traffic lane.A. enter B. enter in C. enter to D. enter into

7. Traffic separation schemes adopted by the IMO are listed in .A. NM B. ship’s routeing C. COLREGs D. SOLAS

8. A vessel being towed will show .A. a forward masthead light B. sidelights and a stemlightC. a towing light D. a red light

9. day, pilot flag should be displayed from main mast.A. From B. By C. On D. With

10. In determining if risk of collision exists the following considerations shall be among .A. these taken into calculation B. those taking into accountC. that taken into account D. those taken into account

11. A lookout can leave his station .A. at the end of the watch B. at any timeC. ONLY when properly relieved D. 15 minutes before the end of the watch

12. A vessel is when she is not at anchor, made fast to the shore, or aground.A. underway B. making way C. dead in the water D. on the way

13. A proper lookout must be kept .A. only in fogB. only between the hours of sunset and sunriseC. only when entering and leaving portD. at all times

14. A vessel showing a green light over a white light in a vertical line above the level of the

sidelights is .A. engaged in underwater construction B. under sail and powerC. a pilot vessel D. trawling

15. is a route established for convenience of ship navigation, often marked with center-

line buoys.A. Separation zone or line B. Recommended routeC. Roundabout D. Precautionary area

16. A power-driven vessel leaving a quay or wharf must sound what signal? .A. Three short blasts B. A long blastC. A prolonged blast D. No signal is required

17. A vessel using a traffic separation scheme shall normally join or leave a traffic lane at the

of the lane.A. end B. terminative C. termination D. side

18. Vessels wishing to communicate with the Port Health Officer should do on VHF Channel 14.A. so B. that C. this D. same

19. The ship which strikes any other vessel is called the .A. ship in the wrong B. responsible vesselC. vessel to be responsible D. wrong ship

20. A vessel not using a traffic separation scheme shall avoid it by as wide a as is

practicable.A. margin B. legend C. legion D. maiden

21.Any vessel shall, if the circumstances of the case admit, avoid in a narrow channel.A. anchor B. to anchor C. anchoring D. to anchoring

22. A towing light is a yellow light having the same characteristics as a/an .A. special flashing light B. anchor light C. stemlight D. masthead light

23. Vessel constrained by her draught is .A. a non-power driven vesselB. a sailing vesselC. a power-driven vesselD. a power-driven vessel or a non-power-driven vessel

24. A power-driven vessel not under command at night must show her sidelights when .A. making headway B. making no headway C. moored to a buoy D. at anchor

25. The International Regulations for Preventing Collisions at Sea while carrying out

search and rescue operation.A. apply fully B. apply half C. apply in part D. not apply

26. A vessel is considered to be restricted in her ability to maneuver under the Rules if she

is .A. at anchor B. mine-clearing C. engaged in fishing D. engaged in towing

27. A vessel shall so far as practicable avoid in a traffic separation scheme or in areas near

its terminations.A. sailing B. proceeding C. anchoring D. maneuvering

28. A pilot vessel on pilotage duty shall show identity lights .A. at any time while underway B. while at anchorC. while alongside a vessel D. at any time on pilotage duty

29. A vessel a crossing vessel, shall not normally enter a separation zone or cross a

separation line.A. including B. inclusive of C. except that D. other than

30. A vessel may be unable to take proper and effective action due to the speed too high

or, in some circumstances, too low.A. is B. is to be C. will be D. being

31. A vessel engaged in fishing must display a light in the direction of any gear that extends outward more than 150 meters. The color of this light is .A. white B. green C. red D. yellow

32. Your vessel is not underway when .A. her anchor is draggingB. her anchor is used in dockingC. she is dredging her anchorD. her anchor holds fast while she is swinging

33. A continuous sounding of a fog-signal apparatus indicates .A. the vessel is in distressB. the vessel has completed loading dangerous cargoC. it is safe to passD. the vessel is anchored

34. A light signal consisting of three flashes means .A. I am in doubt as to your actions B. my engines are full speed asternC. I desire to overtake you D. I am operating astern propulsion

35. Who may perform as a lookout? .A. A member of the engineering watch B. A member of the navigational watchC. A member of the Stewards Department D. A member of the Catering Department

36. A power-driven vessel underway shall keep out of the way of .A. a vessel restricted in her ability to maneuver B. a vessel under commandC. a passenger ship D. a seaplane on the water

37. A towing light is .A. shown below the stemlightB. white in colorC. displayed at the mastheadD. a yellow light having the same characteristics as the stemlight

38. is NOT a method to separate traffic at sea.A. Natural feature or defined object B. Separation zone or lineC. Provision of inshore traffic zones D. Convergence zone

39. If there is sufficient sea room, alteration of may be the most effective action to avoidClose-quarters situation.A. speed and course B. speed alone C. course alone D. speed or course

40. If the circumstances of the case admit, any vessel in a narrow channel.A. shall have the liberty to anchor B. shall avoid anchoringC. shall moor to a buoy when necessary D. shall keep anchoring

41. According to the Rules, a vessels length is her .A. length between the perpendiculars B. length along the waterlineC. length overall D. registered length

42. A vessel using a traffic separation scheme shall so far as practicable a traffic separation

line or separation zone.A. keep well clear B. keep very far C. keep clear of D. keep clear from

43. Who has the right of way in a Traffic Separation Scheme? .A. The inbound vesselB. The outbound vesselC. The vessel coming from the starboard sideD. The vessel coming from the port side

44. In determining a safe speed shall not be among those taken into account.A. the state of visibility B. the power of the vesselC. the traffic density D. the maneuverability of the vessel

45. A vessel being towed astern shall show at night, .A. the lights required for a power-driven vessel underwayB. only the required masthead lightsC. a stem light onlyD. sidelights and a stem light

46. A vessel required not to impede the passage of another vessel is not relieved the obligation taking collision-avoiding action.A. on B. of C. in D. for

47. When your vessel enters thick fog, she should sound every two minutes in accordance

with these Rules.A. one short blast B. one prolonged blast C. two short blasts D. three short blasts

48. A vessel will NOT show sidelights when .A. underway but not making way B. making way, not under commandC. not under command, not making way D. trolling underway

49. I can’t take any actions to avoid close quarters situation with you, because your navigation

lights .A. is not visible B. are not invisible C. are not visible D. can easily be seen

50. It has often been stressed in the Courts that the look-out man should, preferably, be stationed

forward, unless weather conditions make this .A. possible B. practicable C. impossible D. probably

51. Your vessel is crossing a narrow channel. A vessel to port is within the channel and crossing

your course. She is showing a black cylinder. What is your responsibility? .A. Hold your course and speedB. Sound the danger signalC. Begin an exchange of passing signalsD. Do not cross the channel if you might impede the other vessel

52. Any person maintaining a listening watch on a bridge to bridge radio-telephone must be able

to .A. speak English B. repair the unit C. speak Spanish D. send morse code

53. A vessel when underway shall so far as possible, keep out of the way of a vessel not

under command.A. having engaged in fishing B. engaging in fishingC. engaged in fish D. engaged in fishing

54. If the circumstances admit, of small alteration of course and speed shall not be taken

to avoid collision.A. depression B. oppression C. succession D. possession

55. In areas where {margins} of safety are very small, account will have to be taken of the time and space needed to bring the ship around to a new course.A. boundary B. allowance C. balance D. breath

56. While underway at night you observe a vessel’s range lights in line off your starboard beam. You

should .A. come right B. sound the danger signal C. continue on your course D. come left

57. COLREGs No. 10 applies to .A. vessels sailing in any condition of visibilityB. vessels sailing in reduced visibilityC. vessels sailing in good visibilityD. vessels sailing in separation schemes

58. Which vessel is underway according to the Rules? .A. A vessel made fast to a single point mooring buoyB. A purse seiner hauling her netsC. A pilot vessel at anchorD. A vessel which has run aground

59. A vessel engaged in trawling will show identification lights of .A. a red light over a white light B. a white light over a red lightC. a green light over a white light D. two red lights in a vertical line

60. A vessel engaged in fishing during the day would show .A. one black ball B. two cones with bases togetherC. a cone, apex downward D. two cones, apexes together

61. A signal of one prolonged, one short, one prolonged, and one short blast, in that order is givenBy a vessel .A. engaged on pilotage duty B. in distressC. at anchor D. being overtaken in a narrow channel

62. If a vessel of special construction cannot fully comply with the Rules, her degree of compliance

shall be determined by .A. IMO B. the owners of the vessel C. the government D. the builder

63. A vessel transferring cargo while underway is classified by the Rules as a vessel .A. restricted in her ability to maneuver B. in special circumstancesC. not under command D. constrained by her draft

64. A vessel restricted by its ability to manoeuvre by the nature of its work or its deep draft is .A. hampered vessel B. giving way vessel C. vessel not under control D. disabled vessel

65. Which vessel is “underway” under the Rules of the Road? .A. A vessel at anchor with the engine runningB. A vessel with a line led to a tree onshoreC. A vessel drifting with the engine offD. A vessel aground

66. Which vessel, when anchored at night, is NOT required to show anchor lights? .A. A power-driven vesselB. A vessel engaged on pilotage dutyC. A vessel dredgingD. A vessel restricted in her ability to maneuver

67. Every vessel shall at all times maintain a proper look-out .A. by sightB. by sight and hearingC. by sight and hearing as well as by all available means appropriate to the prevailing circumstancesD. by sight and hearing as well as by all available means except smelling

68. According to the Rules, when should lights be displayed? .A. During the hours of darknessB. At all times when underwayC. From sunset to sunrise and restricted visibilityD. From sunrise to sunset

69. While underway, in fog, you hear a whistle signal of one prolonged blast followed by two shortBlasts. This signal is sounded by a vessel .A. not under command B. being towed C. on pilotage duty D. aground

70. Your vessel is approaching a bend. You hear a prolonged blast from around the bend. You should

.A. back your engines B. stop your engines and driftC. answer with one prolonged blast D. sound the danger signal

71. A vessel engaged in mine clearance operations is called .A. a vessel restricted in her ability to maneuverB. a vessel not under commandC. a vessel constrained by her draughtD. a vessel not under way

72. The two vessels underway may collide with , if they don’t take immediate measures.A. one to another B. one the other C. each the other D. each other

73. Continuous sounding of a fog whistle by a vessel is a signal .A. that the vessel is anchoredB. to request the draw span of a bridge to be openedC. of distressD. that the vessel is broken down and drifting

74. You are underway in fog and you hear one prolonged blast followed by two short blasts. This isA vessel .A. towing B. engaged on pilotage dutyC. aground in a fairway D. stopped and making no way through

75. Which vessel would display a cone, apex downward? .A. A fishing vessel with outlying gearB. A vessel proceeding under sail and machineryC. A vessel engaged in diving operationsD. A vessel being towed

76. is a circular traffic lane used at junctions of several routes, within which traffic movesCounterclockwise around a separation point or zone.A. Traffic lane B. Roundabout C. Inshore traffic zone D. Two-way route

77. A pilot vessel on pilotage duty at night will show sidelights and a sternlight .A. when at anchorB. only when making wayC. at any time when underwayD. only when the identifying lights are not being shown

78. An anchored vessel on pilotage duty must show which light(s) at night? .A. A sternlight onlyB. Anchor lights onlyC. A white light over a red light onlyD. A white light over a red light and anchor lights

79. Which vessel may show three lights in a vertical line, the top and bottom being red and the

middle being white? .A. A vessel engaged in diving operations B. A pilot vesselC. A vessel trawling D. A towing vessel

80. A light used to signal passing intentions must be an .A. alternating red and yellow light B. alternating white and yellow lightC. all-round white or yellow light D. all-round white light only

81. An all-round flashing yellow light may be exhibited by a/an .A. vessel not under commandB. air cushion vessel in the non-displacement modeC. vessel towing a submerged objectD. vessel engaged in diving operations

82. A towing light .A. flashes at regular intervals of 50 - 70 flashes per minuteB. is yellow in colorC. shows an unbroken light over an arc of the horizon of neither less than 180° nor more than 225°D. is displayed from the highest place of the ship

83. Mariners proceeding across the main routes are recommended to do so at .A. as wide an angle as practicable B. as wide an angle so practicableC. like wide an angle as practicable D. like wide as angle so practicable

84. Any action collision shall, if the circumstances of me admit, made in ample time and

with due regard to the observance of good seamanship.A. taking to avoid B. taking to avoiding C. taken to avoid D. taken to avoiding

85. The term SHORT BLAST means .A. a blast of about three seconds’ duration B. a blast of about four seconds’ durationC. a blast of about two seconds’ duration D. a blast of about one second duration

86. A vessel being towed astern, where the length of the tow exceeds 200 meters, will

exhibit .A. two balls in a vertical line B. a diamond shape where it can best be seenC. a ball on each end of the tow D. no day shape

87. You are heading due east (090°) and observe a vessel’s red sidelight on your port beam. The

vessel may be heading .A. northwest (315°) B. north (000°) C. southeast (135°) D. southwest (225°)

88. I have steerage way. It is said that .A. I am underwayB. I am out of controlC. I am not making way through the waterD. I have the amount of movement forward which the ship need to be steered properly

89. Vessels, support vessels, should not enter the safety zone of a deepwater port unlessClearance has been obtained from the Vessel Traffic Supervisor.A. besides B. excepted C. otherwise D. other than

90. The use of the danger signal in collision avoidance .A. replaces directional signalsB. makes the other vessel the stand-on vesselC. indicates doubt as to another vessels actionD. is the same as a MAYDAY signal

91. A safe pilot transfer operation relies on greatly the following EXCEPT .A. lighting at night time B. lifebuoy with self-igniting lightC. VHF communication with bridge D. the number of the crewmembers

92. When a pushing vessel and a vessel being pushed are rigidly connected in a composite unit, they

shall be regarded as .A. a tugboatB. a sailing vesselC. a power-driven vesselD. a vessel propelled by machinery and under sail

93. A single towing light will be carried above a vessel’s sternlight .A. only if she is towing asternB. only if the tow exceeds 200 metersC. at any time when towingD. if the towing vessel is part of a composite unit

94. As look-out, you spot an object 45° off your port bow. You should report the object as .A. broad on the port bow B. 3 points on the port bowC. 3 points forward of the port beam D. on the port beam

95. In restricted visibility the speed of a vessel without operational radar may be enable

effective avoiding action to be taken on sighting another ship.A. too low to B. too high to C. too high for D. too low for

96. Vessel engaged in the launching or recovery of aircraft is called .A. a vessel restricted in her ability to maneuverB. a vessel not under commandC. a vessel constrained by her draughtD. a vessel not under way

97. A vessel using a traffic separation scheme is forbidden to .A. proceed through an inappropriate traffic laneB. engaged in fishing in the separation zoneC. cross a traffic laneD. enter the separation zone, even in a emergency

98. is/are NOT a condition of the atmosphere affecting the distance at which lights can be seen.A. Fog, haze, dust, smoke B. Precipitation C. Air refraction D. Winds

99. A vessel is in sight of another vessel when .A. she can be observed by radarB. she can be observed visually from the other vesselC. she can be plotted on radar well enough to determine her headingD. her fog signal can be heard

100. You hear the fog signal of another vessel forward of your beam. Risk of collision may exist.

You MUST .A. reduce speed to bare steerage way B. stop your enginesC. begin a radar plot D. reverse your engine

101. A vessel sounding a fog signal of one short, one prolonged, and one short blast is indicating

that the vessel is .A. fishing B. in distress C. at anchor D. not under command

102. An inconspicuous, partly submerged vessel or object being towed, where the length of tow is

100 meters, shall show .A. yellow lights at each end B. two red lights in a vertical lineC. a black ball D. a diamond shape

103. A vessel shall not impede the passage of any other vessel navigating within a narrowChannel or fairway.A. which is engaged in doing fishing workB. which is involved in fishing operationsC. engaged in fishingD. which is considered that she is doing fishing job at the moment

104. If obliged to cross traffic lanes, a vessel shall do so on a heading as nearly as practicable to the general direction of traffic flow.A. at small angle B. at large angle C. at right angle D. in same direction as

105. A tug is towing three manned barges in line in fog. The first vessel of the tow should

sound .A. no fog signalB. one short blastC. one prolonged and three short blastsD. one prolonged, one short, and one prolonged blast

106. A vessel aground at night is required to show two red lights in a vertical line as well as .A. not under command lights B. restricted in her ability to maneuver lightsC. anchor lights D. sidelights and a stemlight

107. You are approaching another vessel and are not sure whether danger of collision exists. You

must assume .A. there is a risk of collision B. you are the give-way vesselC. the other vessel is also in doubt D. there is no risk of collision

108. You see a vessel carrying a black diamond which indicates a .A. vessel towing asternB. barge pushed aheadC. vessel towing astern only when the length of her tow exceeds 200 metersD. this signal does not exist in international waters

109. A vessel may exhibit lights other than those prescribed by the Rules as long as the additional

lights .A. do not interfere with the keeping of a proper look-outB. are not the color of either sidelightC. have a lesser range than the prescribed lightsD. all-round light

110. The word VESSEL includes every description of water craft and seaplanes, used or capable as a means of transportation on water.A. of being used B. to be used C. to use D. of using

111. Underway vessels shall at all time maintain a proper look-out .A. by sight and hearing onlyB. by all available means besides sight and hearingC. by all available means except sight and hearingD. by means other than sight and hearing

112. All fog signals shall be sounded every two minutes with the exception of a vessel .A. underway or making wayB. under sail or under towC. anchored or agroundD. not under command or restricted in her ability to maneuver

113. A signal of intent must be sounded in international waters by .A. a vessel meeting another head-onB. a vessel overtaking another in a narrow channelC. a vessel crossing the course of anotherD. the give-way vessel in a crossing situation

114. A vessel being pushed ahead is required to carry which of the following lights? .A. Sidelights and a stem lightB. Sidelights onlyC. Sidelights and a small white light at each endD. A small white light at each end

115. Your vessel is fishing at anchor on the high seas. Which of the following day signals should she display if she has gear extending out over 150 meters horizontally from the vessel? .A. A black ball in the forepart of her vesselB. A black double frustum of a coneC. A basket where best seenD. A black cone point upwards

116. In restricted visibility a towed vessel must sound a fog signal when it is .A. the last vessel in the towB. the last vessel in the tow and it is carrying a crewC. manned, regardless of its position in the towD. carrying no crew

117. All of the following are engaged in fishing EXCEPT .A. a vessel trawling B. a vessel trollingC. a vessel setting nets D. a vessel tending lines

118. You sight a vessel showing a white light under a green light. This would indicate which of the

following? .A. A vessel fishing with netsB. A vessel engaged in underwater operationsC. A vessel surveyingD. A vessel trawling

119. A vessel is in sight of another vessel when she .A. can be observed by radarB. has determined that risk of collision existsC. is sounding a fog signal which can be heard on the other vesselD. can be observed visually from the other vessel

120. A vessel may enter a traffic separation zone .A. in an emergencyB. to engage in fishing within the zoneC. to cross the traffic separation schemeD. in emergency, fishing or crossing the lane

121. The term RESTRICTED VISIBILITY means any condition in which visibility is restricted by .A. fog, mistB. fog, mist, falling snowC. fog, mist, falling snow, heavy rainstormsD. fog, mist, falling snow, heavy rainstorms or any other similar causes

122. You are overtaking a vessel at night and you see a yellow light showing above the stemlight of

the overtaken vessel. The overtaken vessel is .A. underway and dredging B. pushing ahead or towing alongsideC. towing astern D. a pilot vessel

123. By night, you sight the lights of a vessel engaged in underwater operations. If an obstruction

exists on the port side of the vessel, it will be marked by .A. a floodlight B. two red lights in a vertical lineC. a single red light D. any visible lights

124. Any vessel any other shall keep out of the way of the vessel .A. overtaking/overtaken B. being overtake/being overtakenC. overtaking/being overtaken D. being overtaking/overtaken

125. A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the

limit of the channel or fairway which lies on her side as is safe and practicable.A. inner/port B. inner/starboard C. outer/port D. outer/starboard

126. At night you observe a vessel ahead show three flashes of a white light. This signal indicates

that the vessel ahead is .A. in distress B. approaching a bend in the channelC. operating astern propulsion D. intending to overtake another vessel

127. When you doubt the existence of risk of collision, .A. such risk shall be deemed to existB. such risk shall not be deemed to existC. you needn’ t take any action to avoid collision with any vesselD. you should accelerate your speed ahead

128. A power-driven vessel, when towing astern, shall show .A. two towing lights in a vertical lineB. a towing light in a vertical line above the stern lightC. two towing lights in addition to the stem lightD. a small white light in lieu of the stern light

129. When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to

involve risk of collision, they shall be deemed to be in .A. crossing situation B. head-on situationC. restricted visibility D. overtaking situation

130. In determining a safe speed shall NOT be among those taken into account.A. the presence of the background light at nightB. the state of wind, sea and currentC. the number of crew on boardD. the draught in relation to the available depth of water

131. Where one of two vessels is to keep out of the way the other .A. shall not keep her course but shall keep her speedB. shall not keep her course and speedC. shall keep her course but change her speedD. shall keep her course and speed

132. You are in restricted visibility and hear a fog signal forward of the beam. Nothing appears on

your radar screen. You must .A. stop your engines B. sound two prolonged blasts of the whistleC. sound the danger signal D. slow to bare steerageway

133. A 20-meter power-driven vessel pushing ahead or towing alongside will display .A. a single white light forwardB. two masthead lights in a vertical lineC. two towing lights in a vertical lineD. two all-round red lights where they can best be seen

134. is a defined area within which ships must use particular caution and should follow the

recommended direction of traffic flow.A. Recommended direction of traffic flow B. RoundaboutC. Separation zone or line D. Precautionary area

135. Which vessel is NOT regarded as being restricted in her ability to maneuver? .A. A vessel servicing an aid to navigationB. A vessel engaged in dredgingC. A towing vessel with tow unable to deviate from its courseD. A vessel constrained by her draft

136. At night, a vessel shall indicate that she is restricted in her ability to maneuver by showing in a

vertical line two .A. red lights B. red lights and two white lightsC. red lights with a white light in between D. white lights with a red light in between

137. A power-driven vessel shall have her engine ready for when the visibility is restricted.A. immediately stop B. immediately maneuveringC. immediately anchoring D. immediately going astern

138. You see another vessel approaching, and its compass bearing does not significantly change.

This would indicate that .A. you are the stand-on vessel B. risk of collision existsC. a special circumstances situation exists D. the other vessel is dead in the water

139. The term POWER-DRIVEN VESSEL means in these Rules.A. any sailing vessel with propelling machineryB. any vessel propelled by machineryC. any sailing vessel with or without machinery for propellingD. any sailing vessel with propelling machinery not in use

140. The length and breadth of vessel in COLREG mean her .A. length between perpendiculars and molded breadthB. length between perpendiculars and greatest breadthC. overall length and molded breadthD. overall length and greatest breadth

141. A vessel sounds one short blast. This signal indicates the vessel .A. intends to alter course to starboardB. intends to pass starboard to starboardC. is altering course to starboardD. intends to pass port to port

142. A vessel engaged in fishing underway sounds the same fog signal as a .A. power-driven vessel stopped and making no way through the waterB. vessel being towedC. vessel restricted in her ability to maneuver at anchorD. sailing vessel at anchor

143. The purpose of inboard screens on sidelights is to .A. protect the lights from wind or sea damageB. support the lights to prevent damage from vibrationC. prevent the lights from being seen across the bowD. increase the visibility range of the lights

144. A power-driven vessel when towing and the length of the tow exceeding 200 meters shall

exhibit during daylight hours where it can best be seen which of the following shapes? .A. A diamond shape B. Two cones, apexes togetherC. A black ball D. One cone, apex upward

145. A vessel conducting mine clearing operations will show .A. three balls in a vertical lineB. two balls in a vertical lineC. one ball near the foremast and one ball at each fore yardD. one diamond near the foremast head and one ball at each fore yard

146. A vessel the passage of which is not to be impeded to comply with this Rule when

the two vessels are approaching one another so as to involve risk of collision.A. remains fully obliged B. has no obligation C. is not necessarily D. is exempted

147. A towing vessel pushing a barge ahead and rigidly connected in a composite unit shall show the

lights of .A. a vessel towing by pushing ahead B. a power-driven vessel, not towingC. a barge being pushed ahead D. either A or B

148. A vessel shall be deemed to be overtaking when she can see at night.A. only the sternlight of the vesselB. a sidelight and one masthead light of the vesselC. only a sidelight of the vesselD. any lights except the masthead lights of the vessel

149. A vessel when joining or leaving from the side of a traffic separation scheme shall do so at as to the general direction of traffic flow as practicable.A. small an angle B. large an angleC. either small or large an angle D. neither small nor large an angle

150. Which of the following is the term meaning a situation where collision cannot be avoided byAction of the giving way vessel alone? .A. In personal B. In extremis C. Collision imminent D. Vis major

151. You are aboard the give-way vessel in a crossing situation. What should you NOT do in

obeying the Rules? .A. Cross ahead of the stand-on vessel B. Make a large course change to starboardC. Slow your vessel D. Back your vessel

152. Which vessel is to be regarded as a vessel “restricted in her ability to maneuver”? .A. A vessel fishing with trawlsB. A vessel which has lost the use of her steering gearC. A vessel with a draft of such depth that she cannot change her courseD. A vessel engaged in mine clearing

153. A vessel towing is showing three forward white masthead lights in a vertical line. This means

that the length of the .A. towing vessel is less than 50 meters B. towing vessel is greater than 50 metersC. tow is less than 200 meters D. tow is greater than 200 meters

154. At sea, on what occasion would you display two red lights at night or two black balls during

the day? .A. When vessel is on fireB. When vessel is not under commandC. When vessel is carrying dangerous cargoesD. When vessel is restricted in her ability to maneuver

155. Nothing in these Rules shall any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which

may be required by the ordinary practice of sea man, or by the special circumstances of the case.A. exonerate B. exhaust C. exercise D. examine

156. A head on situation shall be deemed to exist at night when a power-driven vessel sees another

power-driven vessel ahead and .A. one sidelight and the masthead light are visibleB. the vessels will pass closer than half a mileC. both vessels sound one prolonged blastD. both sidelights and masthead light (s) are visible

157. A stand-on vessel in a crossing situation is allowed to take action when . A. on a collision courseB. the vessels will pass within one mileC. it becomes apparent to her that the give-way vessel is not taking appropriate actionD. the relative speed of the vessels indicates collision in less than six minutes

158. A stand-on vessel is .A. required to give way in a crossing situationB. required to sound the first passing signal in a meeting situationC. free to maneuver in any crossing or meeting situation as it has the right-of-wayD. required to maintain course and speed in a crossing situation but may take action to avoid collision

159. A traffic separation zone is that part of a traffic separation scheme which .A. is between the scheme and the nearest landB. contains all the traffic moving in one directionC. is designated as an anchorage areaD. separates traffic proceeding in one direction from traffic proceeding in the opposite direction

160. A vessel approaching a narrow channel shall .A. avoid crossing the channel if it impedes another vessel navigating in the channelB. not overtake any vessels within the channelC. keep as close as possible to the edge of the channel on her port sideD. anchor only in the middle of the channel

161. A vessel engaged in fishing shall not impede the passage of following a traffic lane.

(1) a power-driven vessel (2) a sailing vessel (3) any vessel (4) a vessel of less than 20

meters in lengthA. (1) B. (1) & (2) C. (3) D. (4)

162. A vessel engaged in minesweeping on the high seas carries which of the following day signals? .A. Two green balls in a vertical lineB. Two black balls in a vertical lineC. A black ball at the foremast and yardarm endsD. A shape of two cones point to point

163. A vessel is approaching from dead ahead. Both of her sidelights are visible and her range lightsAre in line. Which of the following could you do first? .A. Sound one blast of the whistle B. Alter course to starboardC. Construct a radar plot D. Sound the danger signal

164. A vessel not under command sounds the same fog signal as a vessel .A. engaged in towing B. constrained by her draftC. under sail D. all of the above

165. A vessel proceeding along a narrow channel shall .A. avoid crossing the channel at right anglesB. not overtake any vessels within the channelC. keep as near as safe and practicable to the limit of the channel on her starboard sideD. when nearing a bend in the channel, sound a long blast of the whistle

166. A vessel restricted in her ability to maneuver is one which .A. through some exceptional circumstance is unable to maneuver as required by the RulesB. from the nature of her work is unable to maneuver as required by the RulesC. due to adverse weather conditions is unable to maneuver as required by the RulesD. has lost steering and is unable to maneuver

167. A vessel trawling would display .A. a black ball B. a basketC. a double cone, point to point D. none of the above

168. A vessel under sail, displaying a black conical shape, point down, is regarded as .A. power driven B. sailing C. not under command D. fishing

169. All vessels size shall, whether in a fairway or not, observe the International Regulations for Preventing Collisions at Sea.A. in spite of B. irrespective C. in respect D. in matter of

170. Concerning the identification signal for a pilot vessel, in fog, which statement is TRUE? .A. When at anchor, the pilot vessel is required to sound anchor signalsB. The identification signal must be sounded any time the pilot vessel is underwayC. The pilot vessel may only sound the identity signal when making wayD. All of the above

171. During the day, a dredge will indicate the side on which it is safe to pass by displaying .A. two balls in a vertical line B. two diamonds in a vertical lineC. a single black ball D. no shape is shown during the day

172. Every vessel should at all times proceed at a safe speed. Safe speed is defined as that speed

where .A. you can stop within your visibility rangeB. you can take proper and effective action to avoid collisionC. you are traveling slower than surrounding vesselsD. no wake comes from your vessel

173. Five or more short blasts on a vessel’s whistle indicates that she is .A. in doubt that another vessel is taking sufficient action to avoid a collisionB. altering course to starboardC. altering course to portD. the stand-on vessel and will maintain course and speed

174. For the purpose of the Rules, except where otherwise required, the term .A. vessel includes seaplanesB. seaplane includes non-displacement craftC. vessel engaged in fishing includes a vessel fishing with trolling linesD. vessel restricted in her ability to maneuver includes fishing vessels

175. If a sailing vessel with the wind on the port side sees a sailing vessel to windward and can

not tell whether the other vessel has the wind on the port or starboard side, she shall .A. hold course and speed B. sound the danger signalC. keep out of the way of the other vessel D. turn to port and come into the wind

176. If practical, when shall a manned vessel being towed sound her fog signal? .A. Immediately before the towing vessel sounds hersB. Immediately after the towing vessel sounds hersC. As close to the mid-cycle of the towing vessel’s signals as possibleD. At any time as long as the interval is correct

177. If the circumstance of the case admits, don’ t alter course to port for a vessel on you

own .A. starboard side B. port side C. stem D. head

178. If you do NOT understand the course or intention of an approaching vessel you should

sound .A. one short blast B. one prolonged blastC. not less than five short blasts D. not less than five prolonged blasts

179. If your vessel is the stand-on vessel in a crossing situation .A. you must keep your course and speedB. you may change course and speed as the other vessel must keep clearC. the other vessel must keep her course and speedD. both vessels must keep their course and speed

180. In a crossing situation on international waters, a short blast by the give-way vessel indicates

that the vessel .A. is holding course and speedB. is turning to starboardC. intends to pass port to portD. will keep out of the way of the stand-on vessel

181. In a crossing situation on open waters, a sailing vessel shall keep out of the way of all the

following vessels EXCEPT a vessel .A. not under command B. restricted in her ability to maneuverC. engaged in towing D. fishing

182. In a crossing situation, the vessel which has the other on her own starboard side

shall .A. if the circumstances of the case admit, avoid crossing ahead of the otherB. change course to port to keep out of the wayC. reduce her speedD. all of the above

183. In a narrow channel, a signal of intent which must be answered by the other vessel is sounded by a vessel .A. meeting another head-on B. crossing the course of anotherC. overtaking another D. all of the above

184. In determining if risk of collision exists, such risk may sometimes exist even when anAppreciable bearing change is evident, particularly when approaching .A. very large vessel B. a long towC. a vessel at close range D. all of the above

185. In determining a safe speed, the Rules list all of the following as factors which must be taken

into account EXCEPT the .A. limitations of radar equipment B. presence of background lights at nightC. maximum horsepower of your vessel D. maneuverability of your vessel

186. In fog you observe your radar and determine that risk of collision exists with a vessel which is

2 miles off your port bow. You should .A. stop your enginesB. sound the danger signal at two-minute intervalsC. hold course and speed until the other vessel is sightedD. take avoiding action as soon as possible

187. In order for a stand-on vessel to take action in a situation, she must determine that the other

vessel .A. is restricted in her ability to maneuverB. has sounded the danger signalC. is not taking appropriate actionD. has not changed course since risk of collision was determined

188. In restricted visibility, a vessel which detects by radar alone the presence of another vessel shall determine if a close quarters situation is developing or risk of collision exists. If so, she shall .A. sound the danger signalB. when taking action, make only course changesC. avoid altering course toward a vessel abaft the beamD. all of the above

189. In the daytime, you see a large sailing vessel on the beam. You know that she is also propelled by machinery if she shows .A. a basket B. a black ball C. a black cone D. two black cones

190. In which case would an overtaking vessel sound a whistle signal of two prolonged followed by

one short blast? .A. When overtaking in restricted visibilityB. When overtaking in a narrow channelC. When overtaking on open watersD. When no other vessels are in the immediate area

191. In which situation do the Rules require both vessels to change course? .A. Two power-driven vessels meeting head-onB. Two power-driven vessels crossing when it is apparent to the stand-on vessel that the give­way vessel is not taking appropriate actionC. Two sailing vessels crossing with the wind on the same sideD. All of the above

192. Mariners proceeding across the main routes are to do so at as wide an angle as

practicable.A. recommended B. reported C. applied D. complied

193. Navigation lights must be displayed in all weathers from sunset to sunrise. TheyAlso .A. must be displayed when day signals are being usedB. must be displayed when moored to a pierC. may be extinguished at night on open waters when no other vessels are in the areaD. may be displayed during daylight

194. On the high seas, a fog signal consisting of one prolonged blast followed by four short blasts

would indicate the presence of a .A. vessel being towedB. fishing vessel engaged in trawlingC. vessel at anchor warning you of her locationD. power-driven pilot vessel on station underway

195. One of the signals, other than a distress signal, that can be used by a rescue boat to attractAttention is a/an .A. red star shell B. searchlight C. burning barrel D. orange smoke signal

196. Risk of collision may exist .A. if the compass bearing of an approaching vessel does NOT appreciably changeB. even when an appreciable bearing change is evident, particularly when approaching a vessel at close rangeC. if you observe both sidelights of a vessel ahead for an extended period of timeD. all of the above

197. Rule 14 describes the action to be taken by vessels meeting head-on. Which of the followingConditions must exist in order for this rule to apply? .A. Both vessels must be power-drivenB. They must be meeting on reciprocal or nearly reciprocal coursesC. The situation must involve risk of collisionD. All of the above

198. Sailing vessels are stand-on over power-driven vessels EXCEPT .A. in a crossing situation B. in a meeting situationC. when they are the overtaking vessel D. on the inland waters of the PR China

199. Systems of inbound and outbound lanes to promote the safe flow of vessel traffic in certainAreas around the world are known as .A. merchant vessel reporting systems B. traffic separation schemesC. collision avoidance fairways D. restricted maneuverability channels

200. The degree of being seen under certain weather condition is called .A. front B. depression C. swell D. visibility

201. The International Rules of the Road apply .A. to all waters which are not inland watersB. only to waters outside the territorial waters of the PR ChinaC. only to waters where foreign vessels travelD. upon the high seas and connecting waters navigable by seagoing vessels

202. The Navigation Rules define a vessel not under command as a vessel which .A. from the nature of her work is unable to keep out of the way of another vesselB. does not have a proper lookoutC. by taking action contrary to the Rules has created a special circumstance situationD. through some exceptional circumstance is unable to maneuver as required by the Rules

203. The Navigation Rules state that a vessel shall be operated at a safe speed at all times so that she can be stopped within .A. the distance of visibilityB. 1/2 the distance of visibilityC. a distance appropriate to the existing circumstances and conditionsD. the distance that it would require for the propeller to go from full ahead to full astern

204. The officer shall be the marine environment when taking collision-avoiding action.A. aware of B. clear of C. in charge of D. interested with

205. The Rules state that a seaplane shall .A. not be regarded as a vesselB. in general, keep well clear of all vesselsC. proceed at a slower speed than surrounding vesselsD. when making way, show the lights for a vessel not under command

206. The Rules state that a vessel overtaking another vessel is relieved of her duty to keep clear when

.A. she is forward of the other vessel’s beamB. the overtaking situation becomes a crossing situationC. she is past and clear of the other vesselD. the other vessel is no longer in sight

207. The Rules state that certain factors are to be taken into account when determining safe speed.

One of the factors is the .A. radio communications that are available B. maximum speed of your vessel C. temperature D. current

208. The Rules state that certain factors are to be taken into account when determining safe speed.

Those factors include .A. state of wind, sea, current, and the proximity of navigational hazardsB. maximum attainable speed of your vesselC. temperatureD. aids to navigation that are available

209. The Rules state that vessels may depart from the requirements of the Rules when .A. there are no other vessels aroundB. operating in a narrow channelC. the Master enters it in the ship’s logD. necessary to avoid immediate danger

210. The steering and sailing rules for vessels in restricted visibility apply to vessels .A. in sight of one another in fogB. navigating in or near an area of restricted visibilityC. only if they are showing special purpose lightsD. only if they have operational radar

211. The term POWER-DRIVEN VESSEL refers to any vessel .A. with propelling machinery onboard whether in use or notB. making way against the currentC. with propelling machinery in useD. traveling at a speed greater than that of the current

212. The term RESTRICTED VISIBILITY, when used in the Rules, refers to .A. situations when you can see vessels on radar that you cannot see visuallyB. visibility of less than half a mileC. any condition where visibility is restrictedD. visibility where you cannot see shore

213. The vessel on opposite course will on your port side.A. pass B. overtake C. catch up D. run down

214. There are two classes of vessels which do not have to comply with the rule regarding

traffic separation schemes, to the extent necessary to carry out their work. One of those

is a vessel .A. towing another B. on pilotage dutyC. engaged in fishing D. servicing a navigational aid

215. To be considered engaged in fishing under the Rules, a vessel must be .A. power-drivenB. showing lights or shapes for a vessel restricted in its ability to maneuverC. using netsD. using fishing apparatus which restricts maneuverability

216. To determine if risk of collision exists, a vessel which is fitted with radar must use .A. radar scanning B. radar plotting C. compass bearings D. all of the above

217. Two barges are being pushed ahead by a tugboat. Which statement is TRUE concerning lights on the barges? .A. Each vessel should show sidelightsB. Each vessel should show at least one white lightC. The barges should be lighted as separate unitsD. The barges should be lighted as one vessel

218. Two vessels meeting in a head-on situation are directed by the Rules to .A. alter course to starboard and pass port to portB. alter course to port and pass starboard to starboardC. decide on which side the passage will occur by matching whistle signalsD. slow to bare steerageway

219. Under the Rules, any vessel may slacken her speed, stop, or reverse her engines to .A. create a crossing situation B. allow more time to assess the situationC. attract the attention of another vessel D. all of the above

220. Under which of the following circumstances should a vessel indicate, by whistle, signals that

its engines are going astern? .

(1) On visually sighting another vessel (2) On hearing the fog signal of another vesselA. (1) only B. (2)only C. Both(1) and (2) D. Neither (1) nor(2)

221. Underway at night you see the red sidelight of a vessel well off your port bow. Which statement is TRUE? .A. You are required to alter course to the rightB. You must stop enginesC. You are on a collision course with the other vesselD. You may maintain course and speed

222. Vessel A is overtaking vessel B. Vessel B .A. should change course to the rightB. should slow down until vessel A has passedC. should hold her course and speedD. may steer various courses and vessel A must keep clear

223. Vessel A is on course 000°T. Vessel B is on a head-on course and is bearing 355°T, 2 milesAway from vessel A. To ensure a safe passing, vessel A should .A. maintain courseB. alter course to portC. alter course to ensure a starboard to starboard passingD. maneuver to ensure a port to port passing

224. What is a requirement for any action taken to avoid collision? .A. When in sight of another vessel, any action taken must be accompanied by sound signalsB. The action taken must include changing the speed of the vesselC. The action must be positive and made in ample timeD. All of the above

225. What is a vessel restricted in her ability to maneuver? .A. A deep-draft vessel that can only navigate in a dredged channelB. A vessel fishing with a bottom trawl that must remain on courseC. A large tanker that is being towed as a dead ship to dry dockD. A vessel laying revetment mats to provide bank protection along a channel

226. What is NOT a vessel restricted in her ability to maneuver? .A. A vessel laying engaged in laying submarine cableB. A vessel towing with limited maneuverability due to a large unwieldy towC. A deep-draft vessel that can only navigate in a dredged channelD. A towing vessel underway with a fuel barge alongside and taking on fuel

227. What is required of a vessel navigating near an area of restricted visibility? .A. A power-driven vessel shall have her engines ready for immediate maneuverB. She must sound appropriate sound signalsC. If she detects another vessel by radar, she shall determine if risk of collision existsD. All of the above

228. What must be TRUE in order for a stand-on vessel to take action to avoid collision by her

maneuver alone? .A. She must be in sight of the give-way vesselB. There must be risk of collisionC. She must determine that the give-way vessel is not taking appropriate actionD. All of the above

229. What would be a “special circumstance” under the Rules? .A. Vessel at anchor B. Two vessels meetingC. Speed in fog D. More than two vessels crossing

230. What would be considered a vessel under the International Rules of the Road? .A. A jack-up rig under towB. A semi-submersible drilling rig under towC. A semi-submersible drilling rig drifting after breaking a tow lineD. All of the above

231. When a pushing vessel and a vessel ahead are rigidly connected in a composite unit

they shall be regarded as a power-driven vessel.A. is pushed B. being pushed C. was pushed D. be pushed

232. When a vessel is aground, .A. she is underwayB. she is not underwayC. whether she is underway cannot be determinedD. she might be or not be underway

233. When action to avoid a close quarters situation is taken, a course change alone may be the most

effective action provided that .A. it is done in a succession of small course changesB. it is not done too earlyC. it is a large course changeD. the course change is to starboard

234. When is a stand-on vessel FIRST allowed by the Rules to take action in order to avoid collision? .A. When the two vessels are less than half a mile from each otherB. When the give-way vessel is not taking appropriate action to avoid collisionC. When collision is imminentD. The stand-on vessel is never allowed to take action

235. When navigating in thick fog with the radar on, you should .A. station the lookout in the wheel house to keep a continuous watch on the radarB. secure the sounding of fog signals until a vessel closes within five milesC. station a lookout as low down and far forward as possibleD. keep the radar on the shortest available range for early detection of approaching vessels

236. When shall the stand-on vessel in a crossing situation take action to avoid colliding the other

vessel? .A. When a risk of collision existsB. When action by the give-way vessel alone will not prevent a collisionC. When the bearing to give-way vessel becomes steadyD. When the vessels become less than 1/2 mile apart

237. When towing more than one barge astern at night .A. only the last barge on the tow must be lightedB. only the first and the last barges in the tow must be lightedC. each barge in the tow must be lightedD. only manned barges must be lighted

238. When two power-driven vessels are crossing, the vessel which has the other to starboard must keep out of the way if .A. she is the faster vesselB. the situation involves risk of collisionC. the vessels will pass within half a mile of each otherD. whistle signals have been sounded

239. When two power-driven vessels are crossing, which vessel is the stand-on vessel? .A. The vessel which is to starboard of the other vesselB. The vessel which is to port of the other vesselC. The larger vesselD. The vessel that sounds the first whistle signal

240. When two vessels are in immediate danger of collision, the stand-on vessel must .A. abandon shipB. assist in taking whatever action is necessary to avoid collisionC. hold course and speedD. sound a distress signal

241. When two vessels are in sight of one another and NOT in or near an area of restricted visibility, any of the following signals may be given EXCEPT .A. a light signal of at least five short and rapid flashesB. one prolonged, one short, one prolonged, and one short whistle blastsC. four short whistle blastsD. two short whistle blasts

242. Which craft is a power-driven vessel under the Rules of the Road? .A. An auxiliary sailing vessel, using her engineB. A canoe propelled by a small outboard motorC. A trawler on her way to the fishing groundsD. All of the above

243. Which factor is listed in the Rules as one which must be taken into account when determining

safe speed? .A. The construction of the vessel B. The maneuverability of the vesselC. The experience of vessel personnel D. All of the above

244. Which of the following day signals should be carried by a vessel proceeding under sail and

power on the high seas? .A. One blank ball forward B. A cone point downwardsC. A basket where best seen D. No special signal is displayed

245. Which of the following day signals should be displayed by a vessel aground in international

waters? .A. Anchor balls forward and three black balls aftB. Anchor balls forward and two black balls aftC. Two black balls where best seenD. Three black balls where best seen

246. Which of the following is a correct definition of in extremis? .A. When collision cannot be avoided by action of the giving way vessel aloneB. When the compass bearing of one vessel from the other does not appreciably changeC. When collision has become unavoidable by an action of the vessels involvedD. There is no precise definition

247. Which of the following statements is/are correct regarding ship handling when in the vicinity of

traffic separation schemes? .

(1) A vessel shall, so far as practicable, avoid crossing traffic lanes (2) If obliged to cross traffic lanes, she shall do so as nearly as practicable at right angles to the general direction of traffic flowA. (1) only B. (2) only C. Both (1) and (2) D. Neither (1) nor (2)

248. Which statement about the Navigation Rules is TRUE? .A. The Rules require vessels to comply with Traffic Separation Scheme regulationsB. The Rules use the term safe speedC. The Rules permit a stand-on vessel to take action prior to being in extremis.D. All of the above

249. Which statement applies to a vessel constrained by her draft? .A. The term only applies to vessels in narrow channelsB. She is severely restricted in her ability to change her course because of her draft in relation to the available depth and width of navigable waterC. She is designated as a vessel restricted in her ability to maneuverD. The vessel must be over 100 meters in length

250. Which statement concerning an overtaking situation is correct? .A. The overtaking vessel is the stand-on vesselB. Neither vessel is the stand-on vesselC. The overtaking vessel must maintain course and speedD. The overtaking vessel must keep out of the way of the other

251. Which statement is true concerning a vessel constrained by her draft? .A. She must be a power-driven vessel B. She is not under commandC. She may be a vessel being towed D. She is hampered because of her work

252. Which statement is TRUE concerning a vessel engaged in fishing? .A. The vessel is classified as restricted in her ability to maneuverB. Her gear will not affect the vessel’s maneuverabilityC. The vessel may be using nets, lines, or trawlsD. She sounds the same fog signal as a vessel underway but stopped and making no way

253. Which statement is TRUE concerning risk of collision? .A. The stand-on vessel must keep out of the way of the other vessel when risk of collision existsB. Risk of collision always exists when two vessels pass within one mile of each otherC. Risk of collision always exists when the compass bearing of an approaching vessel changes appreciablyD. Risk of collision may exist when the compass bearing of an approaching vessel is changing appreciably

254. Which statement is TRUE concerning the light used to accompany whistle signals? .A. It is only used to supplement short blasts of the whistleB. It is mandatory to use such a lightC. The light shall have the same characteristics as a masthead lightD. All of the above

255. Which statement is TRUE concerning two sailing vessels approaching each other? .A. The vessel making the most speed is the give-way vesselB. A sailing vessel overtaking another is the give-way vesselC. A sailing vessel seeing another to leeward on an undetermined tack shall hold her courseD. All of the above

256. Which statement is TRUE in an overtaking situation? .A. One vessel is approaching another vessel from more than 20° abaft the beamB. It is the duty of the vessel being overtaken to get out of the wayC. Any later change of bearing between the two vessels shall not make the overtaking vessel a crossing vesselD. All of the above

257. Which vessel is NOT classified as “restricted in her ability to maneuver”? .A. A vessel picking up a navigation markB. A vessel transferring cargo while underwayC. A vessel whose anchor is fouledD. A vessel in a towing operation that restricts the ability of the vessel and her tow to change

their course

258. You are in charge of a stand-on vessel in a crossing situation. The other vessel is 1.5 miles to

port. You believe that risk of collision exists. You should .A. take avoiding action immediately upon determining that risk of collision existsB. immediately sound the danger signalC. take avoiding action only after providing the give-way vessel time to take action, and determining that her action is not appropriateD. hold course and speed until the point of extremis, and then sound the danger signal, taking whatever action will best avert collision

259. Which vessel is NOT regarded as being restricted in her ability to maneuver? .A. A vessel transferring provisions while underwayB. A pushing vessel and a vessel being pushed when connected in a composite unitC. A vessel servicing a navigation markD. A vessel launching aircraft

260. Which vessel is NOT to impede the passage of a vessel which can only navigate safety within a

narrow channel? .A. Any vessel less than 20 meters in length B. Any sailing vessel C. A vessel engaged in fishing D. All of the above

261. Which vessel is the stand-on vessel when two vessels crossing in fog are NOT in sight of oneAnother? .A. The vessel which has the other on her own starboard sideB. The vessel which has the other on her own port sideC. The one which hears the other’s fog signal firstD. Neither vessel is the stand-on vessel

262. Which vessel is underway within the meaning of the Rules? .A. A vessel at anchor with the engine turningB. A vessel tied to an offshore mooring buoyC. A vessel aground with the engine turningD. A vessel drifting with the engine stopped

263. Which vessel may sound the danger signal? .A. The stand-on vessel in a crossing situationB. The give-way vessel in a crossing situationC. A vessel at anchorD. All of the above

264. Which vessel shall avoid impeding the safe passage of a vessel constrained by her draft? .A. A vessel not under commandB. A fishing vesselC. A vessel restricted in her ability to maneuverD. All of the above

265. While navigating in restricted visibility, you hear one prolonged blast followed by two shortBlasts. It could be all of the following EXCEPT .A. a vessel out of command B. a vessel towing asternC. a vessel fishing D. a vessel towed

266. While streaming full ahead your engines break down at night. You would .

(1) immediately turn off your sidelights and stem light

(2) immediately turn off your range lights and display two red lightsA. (1) only B. (2) only C. both (1) and (2) D. neither (1) nor (2)

267. While underway at night your vessel suffers an engine failure. What lights should be displayed to indicate that it is not under command? .A. The anchor lights B. Three red lights in a vertical lineC. Two red lights in a vertical line D. The side lights and stem light only

268. While underway in a narrow channel, a vessel should stay .A. in the middle of the channelB. to the starboard side of the channelC. to the port side of the channelD. to the side of the channel that has the widest bends

269. You are a watch standing mate and have come to the bridge to relieve the watch while

underway at sea. The watch should not be transferred .A. during an engine speed changeB. during a navigational course changeC. unless the helm is in the “hand” modeD. all of the above

270. You are approaching a vessel dredging during the day and see two balls in a vertical line on the port side of the dredge. These shapes mean that .A. you should pass on the port side of the dredgeB. there is an obstruction on the port side of the dredgeC. the dredge is not under commandD. the dredge is moored

271. You are approaching another vessel and will pass starboard to starboard without danger if noCourse changes are made. You should .A. hold course and sound a two blast whistle signalB. hold course and sound no whistle signalC. change course to the right and sound one blastD. hold course and sound two prolonged and two short blasts

272. You are at anchor in fog on a 120 meter power-driven vessel. You hear the fog signal of a

vessel approaching off your port bow. You may sound .A. one short, one prolonged, and one short blastB. one prolonged, one short and one prolonged blastC. one prolonged blastD. one short blast

273.You are in charge of a power-driven vessel making way in dense fog. You observe whatAppears to be another vessel on radar half a mile distant on your port bow and closing. You must .A. sound the danger signalB. exchange passing signalsC. sound one prolonged blastD. sound one short, one prolonged, and one short blast

274. You are in charge of a power-driven vessel navigating at night. You sight the red sidelight ofAnother vessel on your port bow. The other vessel’s after masthead light is to the right of her forward masthead light. You should .A. hold course and speed B. alter course to portC. stop engines D. sound the danger signal

275. You are in sight of another vessel in a crossing situation, and the other vessel sounds one short blast. You are going to hold course and speed. You should .A. answer with one short blast B. answer with two short blastsC. sound the danger signal D. sound no whistle signal

276. You are on a power-driven vessel in fog. Your vessel is proceeding at a safe speed when you

hear a fog signal ahead of you. The Rules require you to navigate with caution and, if danger of collision exists, .A. slow to less than 2 knots B. reduce to bare steeragewayC. stop your engines D. initiate a radar plot

277. You are on international waters during a heavy rainstorm and hear a vessel sounding a

fog signal of one prolonged blast followed by two short blasts. Which of the following could

it be? .

(1) A vessel laying submarine cable making way (2) A pilot vessel on station at anchor A. (1) only B. (2) only C. Either (1) or (2) D. Neither (1) nor (2)

278. You are preparing to cross a narrow channel. You see a vessel that can only be navigated safely within the channel. You should .A. not cross the channel if you might impede the other vesselB. initiate an exchange of passing signalsC. sound the danger signalD. hold your course and speed

279. You are steaming in a dense fog and hear a whistle signal ahead consisting of a prolonged blast followed by three short blasts. It may be .A. a fishing vessel engaged in trawlingB. a vessel being towedC. a pilot vessel underway and making a special signalD. a vessel not under command

280. You are the stand-on vessel in a crossing situation. If you think the give-way vessel is NOT

taking sufficient action to avoid collision, you should sound .A. the danger signalB. two short blasts, alter to port, and pass asternC. no signal and maneuver at willD. one short blast and maintain course

281. You are the watch officer on a power-driven vessel and notice a large sailing vessel approaching from astern. You should .A. slow downB. sound one short blast and change course to starboardC. sound two short blasts and change course to portD. hold your course and speed

282. You are underway on the high seas during reduced visibility. You hear a vessel sounding a signal of one prolonged blast followed by two short blasts. Which of the following could it be?

(1) A pilot vessel on station underway (2) A power-driven vessel underway dead in the waterA. (1) only B. (2)only C. Either (1) or (2) D. Neither (1) nor(2)

283. You have a vessel astern of you and you desire to make a right turn. You should .A. sound one blast and come rightB. sound one blast and wait for his answerC. sound two blasts and come rightD. sound two blasts and wait for his answer

284. You have a vessel under sail and steam approaching off your port bow. You should .A. come left and pass asternB. stop your enginesC. come right to pass well clear aheadD. hold your course and speed

285. You see a vessel displaying a red light over a white light and a flare up light. Which of the

following is it? .A. A vessel engaged in fishing at anchorB. A power driven pilot vessel dead in the waterC. A vessel not under command trying to attract attentionD. A naval vessel engaged in launching aircraft

286. You see a vessel showing the day signal of two cones with points together, one above the

other. It would be .

(1) a vessel trawling (2) a vessel engaged in underwater operationsA. (1) only B. (2) only C. both (1) and (2) D. Neither (1) nor (2)

287. Your power-driven vessel is underway when you sight a sailing vessel on your port bow.

Which vessel is the stand-on vessel? .A. The sailboat, because it is to port of your vesselB. The sailboat, because it is under sailC. Your vessel, because it is a power-driven vesselD. Your vessel, because it is to starboard of the sailboat

288. Your vessel enters fog. You stop your engines, and the vessel is dead in the water. Which fog

signal should you sound? .A. One prolonged blast every two minutesB. Two prolonged blasts every two minutesC. Three short blasts every two minutesD. One prolonged and two short blasts every two minutes

289. Your vessel is aground in fog. In addition to the regular anchor signals, you will be

sounding .A. three strokes of the gong before and after the rapid ringing of the gongB. a blast on the whistleC. three strokes of the bell before and after the rapid ringing of the bellD. no additional signals

290. Your vessel is at anchor in fog while in international waters, The log signal of another vessel,Apparently underway, has been steadily growing louder and the danger of collision appears to exist. In addition to the normal fog signal, what signal may be used to indicate the presence of your vessel? .A. The danger signal: five or more short and rapid blasts on the whistleB. Three blasts on the whistle; one short, one prolonged and one shortC. Three blasts on the whistle-, one prolonged followed by two shortD. No special signal other than the normal fog signal

**二、参考答案及解析**

1. A。关于使用雷达的重要条款包含在国际海上避碰规则中。

2. D。规则定义，术语“船舶”包括水上飞机、驳船和非排水船筏。

3. C。我船进入分道通航制清爽吗？ traffic lane通航分道。

4. C。我船失控,请与我联系。disable失控,等同于out of control。

5. D。瞭望人员报告方位时，应报告所见物标的相对方位。

6. A。你可以进入通航分道。enter为及物动词，后直接接名词表示“进入”之意。

7. B。IMO所采纳的分道通航制列于船舶定线制中。NM (Notice to Mariners)航海通告;ship’s routeing船舶定线制;COLREGs国际海上避碰规则;SOLAS海上人命安全公约。

8. B。被拖船显示舷灯和艉灯。

9. B。白天，大桅上应显示引航旗。by day白天。

10. D。在确定是否存在碰撞危险时，下面那些因素应该被考虑。

11. C。瞭望人员只有在正式交班后才可离开岗位。

12. A。船舶在航是指船舶没有抛锚、系岸、搁浅。underway在航。

13. D。正规瞭望在任何时间都应保持。

14. D。一船在航灯之上的垂直向上显示上绿下白灯,表示拖网捕鱼船舶。trawling拖网捕鱼。

15. B。推荐航路是为方便船舶航行而设置的，通常中心线用浮筒标示。

16. D。机动船离开码头时，需要鸣放什么声号？不需要鸣放信号。

17. C。使用分道通航制的船舶通常应在通航分道的端部进入和离开。

18. A。想要与港口健康官员联系的船舶应该在VHF 14频道上联系。so这里代替to communicate with the Port Health Officer。

19. A。撞击到他船的船舶为肇事船舶。ship in the wrong肇事船舶。

20. A。不使用分道通航制的船舶应尽可能远离该区域。margin边缘，范围。

21. C。任何船舶，如果条件许可，应尽可能避免在狭水道拋锚。avoid后接动名词。

22. C。拖带灯是与艉灯灯质相同的黄灯。

23. C。限于吃水船是机动船。

24. A。当机动船晚上失控，对水移动时，显示舷灯和艉灯。

25. A。国际海上避碰规则完全适用于搜救操作。

26. B。按照规则，当船舶从事清除水雷作业时被认为其操纵能力受到限制。

27. C。船舶应尽可能避免在分道通航制区域内或其端部附近抛锚。

28. D。引航船在执行引航任务时应显示识别灯光。

29. D。除了穿越船，其他船舶不应进入分隔带或穿越分隔线。other than除了，不包含在内。

30. D。由于船速过高在某些情况下过低，船舶不能采取合理而有效的行动。due to后接名词或

动名词。

31. A。从事捕鱼的船舶，如果其渔具伸出长度超过150米，则应在其渔具伸出的方向显示一盏白灯。

32. D。锚抓住海底但在偏荡，表明船舶不在航。船舶处于锚泊状态。

33. A。连续鸣放雾号表明船舶遇险。

34. D。由三次闪光构成的灯光信号表示船舶正在倒转螺旋桨。

35. B。谁可以作为瞭望人员？从事驾驶台值班的人员。

36. A。在航机动船应给操纵能力受到限制的船舶让路。

37. D。拖带灯是和艉灯灯质相同;的黄灯。

38. D。热带辐合带不是海上分隔交通流的方法。convergence zone热带辐合带。

39. C。如果有足够的水域，单凭转向可能是避免紧迫局面的最有效的行动。close-quarters situation紧迫局面。

40. B。如果情况允许，任何船舶应避免在狭水道中抛锚。

41. C。根据国际海上避碰规则，船舶的长度是指全长。Rules指国际海上避碰规则。

42. C。使用分道通航制的船舶应尽可能远离分隔线和分隔带。

43. C。分道通航制中谁有直航权？本船右舷的来船。

44. B。在确定安全航速时，不需要考虑船舶的马力。

45. D。被拖船在晚上应该显示舷灯和艉灯。

46. B。被要求不应妨碍其他船舶通行的船舶并不解除其采取避免碰撞的行动的责任。relieve of解除。

47. B。船舶进人浓雾中，按照规则，每两分钟应鸣放一长声。

48. C。船舶失控不对水移动时不显示舷灯和艉灯。

49. C。由于你船的航行灯不可见，我不能采取任何行动来避免与你船形成紧迫局面。

50. C。我经常在法庭上强调瞭望人员应尽可能地、更好地靠前，除非当时天气不允许。

51. D。你穿越航道。航道内一艘向左航行的船舶和你的航向交叉,她显示一黑色圆柱体。你的责任是什么？如果妨碍他船的话，不应穿越航道。黑色圆柱体表示她是限于吃水船。

52. A。在驾驶台守听无线电话的人必须会讲英语。

53. D。从事捕鱼的船在航时应尽可能给失控船让路。engaged in fishing从事捕鱼。

54. C。如果情况允许，不应采取一连串小的航向或速度的改变来避免碰撞。

55. B。在安全余量很小的海区，应考虑将船舶转到新的航向所需要的时间和海域。margins of safety安全余量；allowance余量。

56. C。晚上在航，看到他船的前后桅灯在你船右正横成一直线，你应继续现在的航向。没有碰撞危险。

57. D。国际海上避碰规则第10条适用于按分道通航制航行的船舶。

58. B。按照国际海上避碰规则，哪条船是在航船？进行拖网的围网渔船。purse seiner围网渔船。

59. C。拖网渔船应显示的识别灯光是上绿下白。

60. D。从事捕鱼的船舶白天应显示两个圆锥体，尖对尖。

61. D。一长一短一长一短是被追越船在狭水道（同意追越）发出的信号。

62. C。如果特殊构造的船舶不能完全遵守规则的条款，其符合的程度应由船旗国政府确定。

63. A。在航途中转移货物的船舶按规则分类为操纵能力受限制的船舶。

64. A。由于其丁作性质或吃水使其操纵能力受到限制的船舶叫受限制的船。hampered vessel 受限制的船。

65. C。根据国际海上避碰规则，哪条船是在航船？主机停车漂航的船。

66. C。哪种船晚上抛锚时不需要显示锚灯？从事疏浚的船舶。

67. C。每一船舶在任何时候都应使用视觉、听觉以及适合当时情况的一切有效手段保持正规

瞭望。

68. C。按规则，何时显示号灯？从日落到日出以及能见度不良时应显示号灯。

69. A。雾航中，你听到一长两短的雾号。该雾号是由失控船发出的。

70. C。船舶接近弯头部分时，听到从弯头的另一侧发出的一长声，你应鸣放一长声。

71. A。从事清除水雷作业的船舶是操纵能力受到限制的船舶。

72. D。如果不采取立即行动，两艘在航的船舶可能彼此相撞。each other彼此。

73. C。船舶连续鸣放的雾号是遇险信号。

74. A。雾中在航，听到一长两短的雾号。该雾号是由拖带船发出的。

75. B。哪种船显示一个尖端朝下的锥体？机帆并用的船。

76. B。环形道为圆形通航分道，用于连接几个航路,在环形道内船舶绕一个分隔点或分隔带逆时针方向航行。

77. C。从事引航任务的船晚上在航时应显示舷灯和艉灯。

78. D。锚泊中从事引航任务的船应显示何种灯？上白下红灯和锚灯。

79. A。哪种船可显示垂直的红白红灯？从事潜水作业的船舶。

80. D。用于表示通过意图的灯应是环照白灯。

81. B。气垫船在非排水状态下应显示环照闪光黄灯。

82. B。拖带灯是黄色的灯。

83. A。航海人员在穿越主航道时应可能大角度穿越。as. ..as固定搭配。

84. C。所采取的任何避免碰撞的行动，如当时环境许可，应是及早的并适当符合良好船艺。

85. D。术语SHORT BLAST是指持续1秒左右的短声。

86. B。对于被尾拖的船舶，当拖带长度超过200米时，应在其最易见处显示一菱形体。

87. D。你船航向090°，测得他船的红舷灯在你船的左正横,那么他船的航向应是225°，在

180° 〜292. 5°之间。

88. D。我有舵效。它是说我有维持船舶适当操纵的前进动量。steerage way能够维持舵效的最

小航速。

89. D。除了供给船，其他船舶不应进人深水港的安全区,除非已经获得VTS的许可。besides x

除了 x之外，还有…… （包含x在内）；other than x除了 x (不包含x )。

90. C。在避碰中使用危险信号表示对他船的行动表示怀疑。

91. D。安全接送引航员不取决于船员的数量。

92. C。如果顶推船与被顶推船紧密结合成一牢固体，则认为它们是一艘机动船。

93. A。只有在尾拖时需要在拖船艉灯的上面显示一拖带灯。

94. A。作为一名瞭望人员，你发现你船左舷船首45°处有一物标。你应该向驾驶员报告物标在左斜首方向。broad on the port bow左斜首方向;port bow左舷船首;port beam左舷正横。

95. A。在能见度受限的情况下，没有雷达的船舶可能船速太低，以至于在看到他船时不能采取有效的避碰行动。too low to enable...速度太低，以至于不能……。

96. A。从事发射和回收飞行器的船舶为操纵能力受到限制的船舶。

97. A。使用分道通航制的船舶禁止沿相反的通航分道航行。

98. D。晚上，风不会影响灯光能被观察到的距离。

99. B。船舶互见是指以视觉的形式从他船看到本船。

100. A。听到他船的雾号在你正横之前，可能存在碰撞危险，你必须减速到能维持舵效的最小航速。

101. C。船舶鸣放一短一长一短信号表示船舶为锚泊船。

102. D。拖带一不明显、部分被淹没的船舶或物体，如果拖缆长度为100米，则应在其末端显示一菱形体。

103. C。从事捕鱼的船舶不应妨碍在狭水道或航道航行的任何船舶的通行。engaged in fishing 从事捕鱼。

104. C。如果不得不穿越通航分道，船舶应尽可能以与总交通流成直角的方式穿越。

105. A。雾中一艘拖船拖带了三艘有人的驳船。被拖的第一艘驳船不用鸣放信号。

106. C。搁浅船晚上应显示垂直两盏红灯和锚灯。

107. A。接近另一艘船舶但不能确定是否存在碰撞危险时，你应假定碰撞危险存在。

108. C。你看到他船挂一个黑色菱形体，它表示拖带长度超过200米。

109. A。船舶可以显示规则之外的其他灯光，只要这些灯光不影响正规瞭望。

110. A。船舶指用作或能够用作水上运输的工具，包括水上船筏和水上飞机。

111. B。在航船舶在任何时间都应该使用包括视觉和听觉在内的一切有效的手段保持正规的瞭望。

112. C。除锚泊船和搁浅船外，所有船舶每隔两分钟应该鸣放一次雾号。

113. B。船舶在狭水道中追越另一艘船舶时，应鸣放操纵意图信号。

114. B。被顶推的船只被要求显示下列什么灯？只有舷灯。

115. D。你船在公海上捕鱼。如果渔具水平伸出超过150米应显示什么样的号型？ 一尖端向上的黑色圆锥体。

116. B。在能见度不良时，被拖船的最后一艘只有有人时才鸣放雾号。

117. B。下列除利用曳绳钓捕鱼的船舶外都是从事捕鱼的船舶。troll曳绳钓。

118. D。你看到他船显示上绿下白的号灯，它表示该船是拖网渔船。

119. D。能自他船以视觉的形式看见本船，称为互见。

120. D。在紧急情况、捕鱼或穿越通航分道时，船舶可以进入分隔带。

121. D。能见度不良指由于雾、霾、降雪、暴雨或其他类似的天气而造成的能见度受到限制的情况。

122. C。晚上，你在追越他船，看到他船艉灯之上显示一黄灯，被追越船是尾拖船。

123. B。晚上，你看到从事水下作业船舶的灯光，如果该船的左舷存在障碍物，它将用垂直的两盏红灯表示。

124. C。任何船舶在追越其他船舶时，都应该给被追越船让路。

125. D。沿狭水道或航道行驶的船舶，只要安全可行，应尽可能靠近其右舷的该水道或航道的外缘行驶。

126. C。晚上，你看到前面的一条船的白灯闪3次，它表明前方的船舶正在倒转螺旋桨。

127. A。当你怀疑是否存在碰撞危险时，应当认为该危险是存在的。

128. B。机动船进行尾拖时，应在其艉灯的上方显示一拖带灯。

129. B。两艘机动船在相反或接近相反的航向上相遇，致有碰撞危险，这时为对遇局面。

130. C。在确定安全航速时,不用考虑船上的船员数量。

131. D。两艘船中的一艘为让路船，那么另一艘要保向保速。

132. D。在能见度不良的情况下，听到正横前有雾号，雷达屏幕上没有任何显示，你应该将船速降低到能够维持舵效的最小速度。

133. B。20米长的机动船从事顶推或傍拖作业时，应显示垂直两盏桅灯。

134. D。警戒区指船舶需特别谨慎航行的区域，这时船舶应按照推荐的交通流方向航行。

135. D。哪种船舶不被认为是操纵能力受到限制的船舶？限于吃水的船舶。

136. C。晚上，操纵能力受到限制的船舶应垂直显示红白红的号灯。

137. B。能见度不良时，机动船应将主机备妥以便随时操纵。

138. B。观察到另一艘船舶接近，而罗经方位没有明显的变化，表明有碰撞危险。

139. B。术语“机动船”在避碰规则中是指任何用机器推进的船舶。

140. D。避碰规则中的船长和船宽指船舶的总长和最大宽度。

141. C。船舶鸣放一短声,表示正在向右转向。

142. C。在航中从事捕鱼的船船鸣放一长两短的雾号，和锚泊操纵能力受到限制的船舶相同。

143. C。舷灯内板的作用是防止灯光越过船头。

144. A。机动船的拖带长度大于200米白天应该在最易见处显示下列什么号型？ 一菱形体。

145. C。从事清除水雷作业的船舶应在前桅顶和前桅桁两端各显示一个球体。

146. A。当两船相互接近致有碰撞危险时，不应被妨碍的船舶仍需要完全遵守避碰规则。

147. B。顶推船与被顶推船形成一紧固连接体时，应该按照一艘机动船来显示灯光。

148. A。晚上，船舶只能看到前方船舶的艉灯时，认为是在追越中。

149. A。船舶进入或离开通航分道时应与交通流向成尽可能小的角度。

150. B。下面哪个术语表示单凭让路船的行动不能避免碰撞的情况？紧迫危险。in extremis紧迫

危险。

151. A。你船为交叉相遇中的让路船，在遵守规则时你不应做什么？穿越直航船的船头。

152. D。哪一种船被认为是操纵能力受到限制的船？清除水雷作业的船。

153. D。一个拖船用垂直三盖桅灯代替一盏桅灯，表示拖带长度大于200米。

154. B。在什么情况下海上一船晚上显示两盏红灯A天显示两个黑球？船舶失控。

155. A。本规则条款并不免除任何船舶或其所有人、船长或船员由于遵守本规则条款的任何疏忽，或者按照海员通常做法或当时特殊情况所要求的任何戒备上的疏忽而产生的各种后果的责任。exonerate免除。

156. D。当一机动船看到另一机动船在船首方向并看到两侧舷灯和桅灯时，应认为存在对遇局面。

157. C。当让路船显然没有采取合适的行动时，允许交叉相遇局面的直航船采取避让行动。

158. D。直航船是在交叉相遇局面下被要求保持航向和航速，但也可能采取行动以避免碰撞的船。

159. D。分隔带是分道通航制的一部分，它将相反方向航行的船舶隔开。

160. A。接近狭水道的船舶，如果影响其他在狭水道内航行的船舶，应避免穿越航道。

161. C。从事捕鱼的船舶不应妨碍任何沿着通航分道航行的船舶。

162. C。白天，从事清除水雷作业的船舶应显示什么号型？前桅顶和前桅桁两端悬挂黑球。

163. B。一船自正前方接近，可见两盏舷灯和前后桅灯。应该先做什么？向右转向（对遇）。

164. D。失控船和从事拖带的船舶、限于吃水的船舶以及帆船鸣放相同的雾号:一长两短。

165. C。沿着狭水道航行的船舶，只要安全可行应尽可能靠近航道的右侧航行。

166. B。操纵能力受到限制的船舶是由于其工作性质不能按规则的要求进行操纵的船舶。

167. C。拖网渔船应显示尖端相对的两个圆锥体。

168. A。一帆船显示一黑色圆锥体，尖端朝下，被认为是机动船。

169. A。所有船舶，无论大小，是否在航道中，均应遵守国际海上避碰规则。

170. A。关于引航船在雾中的识别信号,下列哪项描述正确？在锚泊时应该鸣放锚泊信号。

171. B。白天，疏浚船舶可以安全通过的一舷应显示垂直两个菱形体。

172. B。船舶任何时候都应采用安全航速航行。安全航速是指可以采取适当而有效的避碰行动的

速度。

173. A。五短声或超过五短声表示对他船所采取的避免碰撞的行动表怀疑。

174. A。除非另有说明外，规则中“船舶”一词包括水上飞机。

175. C。假如一左舷受风的帆船看到一帆船在其上风，无法断定他船哪一舷受风，应给他船让路。

176. B。实践中，有人的驳船应在何时鸣放雾号？拖船鸣放雾号后。

177. B。假如当时环境情况许可，不要对在你左舷的船舶采取朝着她转向的避让行动。

178. C。如果对来船的航向和意图不理解，应鸣放不少于五短声的危险信号。

179. A。如果你是交叉相遇局面的直航船，应保速保向。

180. B。公海上的交叉相遇局面，让路船鸣放一短声表示该船正在向右转向。

181. C。开敞水域的交叉相遇局面，帆船应给除从事拖带作业船舶外的所有船舶让路。

182. A。交叉相遇局面，有他船在本船的右舷，如果环境许可，应避免穿越他船船头。

183. C。在狭水道中，追越船应鸣放意图追越的信号，并且需获得被追越船的应答。

184. D。在确定是否存在碰撞危险时，即使方位有明显的变化，这样的危险也可能存在，特别是接近一艘大船、一拖带船组或近距离接近其他的船舶时。

185. C。在确定安全航速时，规则列举了下列要求考虑的要素，不包括船的最大马力。

186. D。在雾中，你观测雷达并确定与在你左舷船首2海里处的船舶存在碰撞危险。你应尽可能及早地采取避碰行动。

187. C。直航船采取避碰行动，其必须判定让路船没有采取适当的行动。

188. C。在能见度不良的水域，一船仅通过雷达探测到附近另一船的存在，应判断是否正在形成紧迫局面或存在碰撞危险。如果是，则应避免向其正横后的船采取朝着她转向的行动。

189. C。白天看到你船正横处有一个大型帆船。如果她显示一个尖端向下的黑色锥体，则可知她同时也用机器推进。

190. B。在什么情况下一个追越船鸣放两长一短的信号？狭水道内企图（从右舷）追越。

191. A。在什么情况下规则要求两船都改变航向？两机动船对遇时。

192. A。穿越主航道时,推荐采用尽可能大的角度。

193. D。航行灯必须在日落至日出的任何时间内显示，也可在白天能见度不良的时候显示。

194. D。在大海上，一长四短的雾号由机动引航船在执行引航任务时发出。

195. B。一种信号不是遇险信号，但被救援船可以用于招引注意的是探照灯。

196. D。来船罗经方位没有明显变化或者即使有明显的方位变化，但是在特别近的距离驶近他船时，或者在较长一段时间内都能观测到船首方向上另一船的左右舷灯，都可能存在碰撞 危险。

197. D。规则第14条描述了对遇局面下两船应采取的行动。为使本条适用，下列哪种情况必须存在？两船同为机动船;两船的航向必须是相反或接近相反;必须有碰撞危险。

198. C。除帆船为追越船外，相对于机动船是直航船。

199. B。在世界上某些特定的区域设定进口航道和出口航道系统以促进船舶通航安全，称为分道通航制。

200. D。一定天气条件下，物体能够被看到的程度称为能见度。

201. D。国际海上避碰规则适用于公海以及连接于公海可供海船航行的一切水域中的一切船舶。

202. D。航行规则将失控船定义为由于异常情况而不能按照规则的要求进行操纵的船舶。

203. C。航行规则规定了船舶在任何时候均应使用安全航速行驶，以便能够在适合当时环境和情况的距离以内把船停住。

204. A。当船舶采取避碰行动时，驾驶员应知悉周围的环境。

205. B。规则规定水上飞机在一般情况下应宽裕地让清其他所有船舶。

206. C。规则规定追越他船的船舶驶过让清被追越船后解除其责任。

207. D。规则规定在确定安全航速时应考虑一些特定的因素。其中一项因素是洋流。

208. A。规则规定在确定安全航速时应考虑一些特定的因素。这些因素包括风、浪、流以及航行危险物的接近程度。

209. D。规则规定船舶在避免紧迫危险时可以背离规则的要求。

210. B。能见度不良的水域中的驾驶和航行规则适用于在能见度不良或其附近水域的船舶。

211. C。术语“机动船”是指任何用机器推进的船舶。

212. C。术语“能见度不良”在规则中使用时是指任何能见度受到限制的情形。

213. A。与你船航向相反的船舶将从你船左舷通过。

214. D。有两种船，在执行工作的必要程度内，不必遵守规则中关于分道通航制的要求。其中之一是敷设助航设备的船舶。

215. D。只有当一船所使用的渔具使得其操纵能力受到限制时才被认为是规则中的从事捕鱼的船舶。

216. D。为了判定是否存在碰撞危险，装配了雷达的船舶必须使用雷达扫描、标绘和罗经方位。

217. D。一艘拖船正在顶推两艘驳船，关于驳船上的号灯,哪项描述是正确的？这些驳船按一艘船

显号灯。

218. A。两船对遇按照规则的要求应该各自向右转向从左舷通过。

219. B。按照规则，任何船舶都可以采取减速、停车或倒车以获得更多时间去评估当时的局面。

220. A。在何种情况下一船应该使用号笛或信号显示她正在向后推进？①与他船互见;②听到他船的雾号。互见中的船舶才需要用声响信号表明其操纵意图。

221. D。晚上在你船的船首左舷看到他船的红舷灯。下列哪项描述正确？你可保向保速。你船为直航船。

222. C。A船追越B船，B船应保向保速。

223. D。A船真航向为000°。B船与A船成对遇的航向且相对方位355°距离2海里。为确保安全通过，A船应该改向以确保左舷对左舷通过。

224. C。对于为避免碰撞而采取的任何行动的要求是什么？是积极、主动且及时的。

225. D。什么船是操纵能力受到限制的船？正在沿航道敷设护岸垫以保护岸壁的船。

226. C。哪一个不是操纵能力受到限制的船？只能在人工航道内航行的深吃水船。

227. D。对在能见度不良水域附近航行的船舶有何要求？备车以便随时可以操纵，鸣放相应的雾号，如果雷达探测到他船的存在必须判断是否存在碰撞危险。

228. D。让路船可以单独采取行动以避免碰撞危险的前提条件是:必须能够以视觉看到让路船， 必须存在碰撞危险，必须确定让路船没有采取合适的避碰行动。

229. D。在规则中什么属于“特殊情况”？两条以上的船相遇。

230. D。按照国际海上避碰规则，什么可以被认作船舶？拖带中的钻井平台、拖带中的半潜式钻井架以及缆绳断裂后的半潜式钻井架都是船舶。

231. B。当顶推船和其前面的被顶推船连接成一个结合单元时，它们应被认为是一艘机动船。

232. B。搁浅时,船舶不在航。

233. C。采取避免紧迫局面的行动时，改向可能是最有效的行动，条件是大角度改向。

234. B。何时允许直航船采取行动以避免碰撞？当让路船没有采取合适的避碰行动时。

235. C。在浓雾中开启雷达航行时，你应该尽可能在船首前部较低处安置一名瞭望人员。

236. B。交叉局面下的直航船何时必须采取行动以避免碰撞？单凭让路船的行动不能避免碰撞时。

237. C。晚上尾拖多于一艘驳船时，每一艘驳船都应该点灯。

238. B。两艘机动船交叉相遇，如有碰撞危险,有他船在本船右舷的船舶应给他船让路。

239. A。两艘机动船交叉相遇，哪一条是直航船？在他船右舷的船舶。

240. B。当两机动船处于碰撞的紧迫危险中时，直航船应采取有助于避免碰撞的一切行动。

241. C。两船互见且不在能见度不良的水域中或其附近，可以给出除四短声外的下列信号。四短声是执行引航任务的船舶在能见度不良的情况下鸣放的。

242. D。按规则，什么船是机动船？使用机器推进的帆船，由外挂马达推进的小船以及开往渔区的拖网捕鱼船舶都是机动船。

243. B。按规则，确定安全航速时应考虑下列哪一因素？船舶的操纵性能。

244. B。机帆并用船应该显示何种信号？ 一尖端向下的圆锥体。

245. D。在国际水域内搁浅的船舶，白天应显示什么号型？三个黑球。

246. A。下列什么是紧迫危险的正确定义？单凭让路船的行动不能避免碰撞的局面。

247. C。关于船舶在通航分道附近航行，下列哪项描述是正确的？尽可能避免穿越通航分道，如果必须穿越，则尽可能以直角穿越。 .

248. D。关于航行规则，哪项描述正确？规则要求船舶遵守分道通航制，要求船舶使用安全航速，允许直航船在紧迫危险局面时采取行动。

249. B。下列哪项描述适用于限于吃水的船舶？由于吃水与可航水域的水深和宽度的关系致使船舶改变航向的能力受到严重的船舶限制。

250. D。关于追越局面，哪项描述是正确的？追越船必须给其他的船舶让路。

251. A。关于限于吃水船舶，哪项描述是正确的？必须是机动船。

252. C。关于从事捕鱼的船舶，哪项描述是正确的？船舶可能使用网具、绳钓或拖网。

253. D。关于碰撞危险，哪项描述是正确的？即使来船的罗经方位有明显的变化也可能存在碰撞

危险。

254. A。关于作为声号补充的灯光信号，哪项描述是正确的？灯光只是作为声响的补充。

255. B。当帆船接近他船时，哪项描述是正确的？帆船追越他船时，帆船是让路船。

256. C。关于追越局面，哪项描述是正确的？随后两船间方位的任何变化都不应把追越船变为交叉相遇船。

257. C。哪一种船舶不能被划分为“操纵能力受到限制的船”？锚链绞缠的船。

258. C。你船是交叉相遇局面的直航船，他船在你船左舷1.5海里处,你认为存在碰撞危险。你应该留出时间，使让路船先采取避碰行动，只有在确定他船所采取的行动不适当时才可采取避碰行动。

259. B。哪一艘船不能认为是操纵能力受到限制的船？顶推船与被顶推船形成一紧固连接体。

260. D。什么船不应妨碍只能在狭水道安全航行的其他船舶的航行？船长小于20米的船舶、帆船和从事捕鱼的船舶。

261. D。当两船不互见时，所有船是直航船？所有船都不是直航船。不互见时或雾航中没有让路船和直航船的区分。

262. D。按规则的意思，哪条船是在航船？停车漂航的船舶。

263. D。什么船可以鸣放危险信号？任何船舶都可以鸣放。

264. B。什么船不应妨碍限于吃水船的通行？从事捕鱼的船舶。

265. D。能见度不良的水域航行，你听到一长二短的雾号，它可以是除被拖船以外的其他船。被

拖船的雾号是一长三短。

266. B。晚上全速前进时，你船的主机发生故障。你应该马上显示两盏红灯关闭前后桅灯，显示失控船的号灯。

267. C。晚上在航时，你船主机发生故障。用什么号灯表示船舶失控？垂直的两盏红灯。

268. B。在狭水道内航行的船舶，应在航道的右侧行驶。

269. B。在航途中，你作为值班驾驶员上驾驶台去接替另一个驾驶员。在改向期间不应进行交接班。

270. B。白天，你接近一条从事疏浚的船，看到该船左舷垂直显示两个黑球。该号型表示左舷有碍航物。

271. B。两船接近，如果不改航向能够从各自的右舷安全通过。你应保向保速，不鸣放信号。

272. A。雾中，你在一艘120米长的锚泊机动船上。你听到来船的雾号位于本船的左舷船首，你

船可鸣放一短一长一短。

273. C。浓雾中，你在一艘机动船上值班。从雷达上你观测到他船在你船左舷船首0.5海里处

且距离在缩短。你应该鸣放一长声。

274. A。你船在夜间航行，在左舷看到他船的红色舷灯。他船的后桅灯位于前桅灯的右侧。你应保持航向和速度。

275. D。交叉局面中你看到他船，他船鸣放一长声，你计划保向保速。你不应该鸣放信号。

276. B。机动船在雾中航行。当听到他船的雾号在你船的前方时，你船采用安全航速航行。规则要求如果碰撞危险存在，你船谨慎航行和减速到能够维持舵效的最小速度。

277. A。大雨中，你船在国际水域航行，听到他船鸣放一长二短的雾号。他船是什么船？从事铺设海底电缆的船。

278. A。你船准备穿越航道，看到一艘仅能在航道中心安全航行的船舶。如果穿越会妨碍他船航行，你不应穿越航道。

279. B。浓雾中航行，你听到一长三短的雾号，可能是被拖带船鸣放的。

280. A。你是交叉相遇局面下的直航船。如果你认为让路船没有采取适当的避碰行动，你可以鸣放危险信号。

281. D。你是机动船的驾驶员，发现一艘大型帆船从船尾接近。你应该保向保速。你船是直航船。

282. D。能见度不良的情况下，你船在航。你听到他船鸣放一长两短的雾号。引航船在航和不对水移动的机动船都不鸣放一长两短的雾号。

283. A。有他船在你船船尾，你船打算向右转向。你应鸣放一短声并向右转向。

284. D。一机帆并用船从你船左舷船首接近你船。你应保向保速。

285. A。一船舶显示上红下白的灯光和闪光灯，这是艘什么船？锚泊中从事捕鱼的船。

286. A。你看到一船显示尖对尖两个圆锥体，该船是拖网渔船。

287. B。机动船在航时看到一艘帆船在船首方向。哪艘船是直航船？帆船。

288. B。你船进人雾中。停车船舶不对水移动。应该鸣放什么雾号？每两分钟鸣放两长声。

289. C。你船雾中，搁浅，除了鸣放常规的锚泊信号外，你还要在乱钟的前后各敲号钟三下。

290. B。雾中，你船在公海上锚泊。他船的雾号显示他船在航，且雾号越来越响，存在碰撞危险，

除了正常的雾号外，你还可以用什么信号表示你船的存在？鸣放一短一长一短的雾号。

第六章 船舶结构与设备

一、习题

1. is where delicious food is cooked.A. The funnel B. The messroom C. The galley D. The satellite antenna

2. Freeboard is measured from the upper edge of the .A. bulwark B. desk line C. gunwale bar D. sheer strake

3. Vessels are required to illuminate their to aid identification.A. funnels B. tunnels C. channels D. handles

4. The rudder acts as a .A. parabola B. hydrofoil C. conoid D. hyperbola

5. Lateral thrusters are usually fitted .A. in the bow B. in the stemC. at the middle D. in the bow or the stem

6. The collision bulkhead shall be of .A. water-tight B. air-tight C. fire-tight D. oil-tight

7. The tween deck has below the main deck.A. another B. two other decks C. no deck D. an additional deck

8. Forecastle deck is located in the ship’s .A. bow stem B. stern C. portside D. starboard side

9. The proper place the sling is made up is the square of the hatch.A. which B. where C. when D. how

10. A partial deck in a hold is called a/an .A. weather deck B. orlop deck C. helter deck D. main deck

11. Watertight compartments are separated by .A. longitudinal girder B. securing fittingsC. dunnages D. decks and bulkheads

12. Those ship’s tanks that are particularly important for trimming the ship are the .A. domestics B. settlers C. deeps D. peaks

13. Structural bulkheads on a ship are usually .A. continuous B. watertight C. transverse D. non-watertight

14. A vessel’s quarter is that section which is .A. abeam B. dead astern C. just aft of the how D. on either side of the stem

15. A continuous watertight bulkhead is normally also a/an .A. structural bulkhead B. exterior bulkheadC. centerline bulkhead D. joiner bulkhead

16. Frames to which the tank top and bottom shell are fastened are called .A. floors B. intercostals C. stringers D. tank top supports

17. The terms CEILING and MARGIN PI ATE are associated with the .A. crew’s quarters B. engine room C. main deck D. tank top

18. Bilge keels are more effective at dampening rolls as the .A. pitching increases B. list increases C. rolling increases D. draft decreases

19. The athwartship hull structural members of a ship are .A. stringers B. girders C. breasthooks D. deck beam

20. Strengthening damaged bulkheads by using wood or steel is called .A. bracing B. battening C. blocking D. shoring

21. Joiner bulkheads on a vessel provide .A. compartmentalization B. watertight integrityC. structural support D. tank boundaries

22. The sprocket wheel in a windlass, used for heaving in the anchor, is called a .A. capstan B. dog wheel C. fairlead D. wildcat

23. A gypsy or gypsyhead is a .A. punt used for painting over the side B. small, reciprocating steam engineC. spool-shaped drum fitted on a winch D. swinging derrick

24. Most propellers on merchant vessels are constructed of .A. manganese bronze B. cast ironC. mild steel D. improved plow steel

25. In vessel construction, beam brackets are triangular plates that join the deck beam to a .A. bulkhead B. frame C. stanchion D. deck longitudinal

26. Which term refers to a transverse curvature of the deck? .A. Deadrise B. Camber C. Freeboard D. Flare

27. The upward slope of a vessels bottom from the keel to the bilge is called .A. camber B. sheer C. rake D. rise of bottom

28. is/are NOT running rigging(s).A. The cargo boom B. The cargo hoisting wire rope or lineC. The tackle that raises and lowers the boom D. The stays and backstays at the mast

29. Which term indicates an inward curvature of the ship’s hull above the waterline? .A. Camber B. Tumble home C. Deadrise D. Flare

30. A DECK, SPACE, AREA, ETC. , NOT PERMITTED TO BE ENTERED FOR SAFETY

REASONS defines .A. restricted area B. closed area C. prohibited place D. forbidden place

31. Bilge keels are fitted on ships to .A. assist in dry dock alignmentB. improve the vessel’s stabilityC. protect the vessel from slamming against piersD. reduce the rolling of the vessel

32. Cracking at hatch comers will directly permit water to enter .A. topside tank B. bottom tank C. hopper tank D. cargo hold

33. Support of ship side plating is provided primarily by transverse .A. beams B. girders C. frames D. bulkheads

34. of the ship navigating in ice is least likely to suffer from icing.A. Leeward side of the bridgeB. StemC. Bulwark and bulwark railD. Windward side of the superstructure and deckhouses

35. In a longitudinally-framed ship, the longitudinal frames are held in place and supported byAthwartship members called .A. floors B. margin plates C. stringers D. web frames

36. A term applied to die bottom shell plating in a double-bottom ship is .A. bottom floor B. outer bottom C. shear plating D. tank top

37. Galvanizing would not be suitable for protecting wire rope which is used for .A. cargo runners B. mooring wire C. shrouds D. stays

38. The term STRAKE is used in reference to .A. rudder mountings B. anchor gear C. hull plating D. vessel framing

39. Which term indicates the rise in height of the bottom plating from the plane of the base

line? .A. Deadrise B. Camber C. Molded height D. Sheer

40. A vessel having continuous closely spaced transverse strength members is .A. longitudinally framed B. transversely framedC. cellular framed D. web framed

41. is the main center-line structural member, running fore and aft along the bottom of a

ship, sometimes referred to as the backbone.A. Frame B. Deckbeam C. Stringer D. Keel

42. The strake on each side of the keel is called a/an .A. sheer strake B. gatewood strake C. insulation strake D. garboard strake

43. The permanent dunnage attached to the frames of the ship that aids in ventilation is/are the .A. hatch boards B. tank top C. hatch beams D. sweat battens

44. What is the purpose of a Pedestal Roller? .A. To change the direction of lead on a mooring lineB. To secure a chainC. To secure the eye of a mooring lineD. To facilitate towing

45. A spanner is a .A. cross connection line between two main fire linesB. special wrench for the couplings in a fire hose lineC. tackle rigged to support a fire hoseD. special knife

46. are two vertical supports, usually steel, one each side of the centerline of the ship

used to support booms.A. Shrouds B. King posts C. Stays D. Tumbuckles

47. A block that can be opened at the hook or shackle end to receive a bight of the line is a .A. bight block B. gin block C. heel block D. snatch block

48. Compared to internal structural plating, the exterior hull plating on a vessel is usually .A. stronger B. thinnerC. more corrosion resistant D. a lower grade steel

49. Which is a part of a vessel’s standing rigging? .A. Sheet B. Backstay C. Topping lift D. Downhaul

50. is placed in the front of the ship under the water, which eases berthing or manoeuvering

sideways at slow speed.A. The bulbous bow B. The anchor C. The bow thruster D. The propeller

51. Bulkheads which form part of the tanks on a vessel are stiffened to withstand .A. deck loads from above B. dynamic forces while afloatC. hydrostatic pressure D. over-pressurization

52. Backstays are .A. running rigging leading aft from the mastsB. running rigging leading forward from the mastsC. standing rigging leading aft from the mastsD. standing rigging from the cross trees to the mast head

53. A Kort nozzle is a/an .A. hollow tube surrounding the propeller used to improve thrustB. nozzle attached to a firefighting hoseC. intake valve on a diesel engineD. piston cylinder on a diesel engine

54. is the length of ship measured from extreme points of the ship forward and aft.A. Length overall B. After perpendicularC. Amidships D. Extreme breadth

55. The tank tops are strengthened suitable for of bulk cargo.A. sling board, unloading B. grab dischargeC. elevator discharge D. net unloading

56. A device used to enlarge the size of an existing bore hole, having teeth arranged on its outsideCircumference to cut the formation as it rotates is a/an .A. enlarger bit B. casing bit C. hole opener D. casing opener

57. are NOT openings in the ship.A. Side scuttlesB. Weather-tight enclosures outside the deckhouseC. PortholesD. Skylights

58. What is the bow type anchor shackle primarily used for? .A. Chain to chain connections B. Chain to anchor connectionsC. Renter link to anchor connections D. Wire rope connections

59. is used for fresh water and water ballast.A. The space between the holds and the bottom of the hullB. SWSFC. Block hold loadingD. The structural configuration

60. is measured from the baseline to the summer load line at the midship section.A. Extreme draft B. Molded draft C. Extreme depth D. Molded depth

61. is taken from the lower most point of the keel to the summer load line.A. Extreme draft B. Molded draft C. Extreme depth D. Molded depth

62. is a round-shaped underwater part in the front of the ship. The purpose is to create less

friction with water so that the ship moves easily.A. The bulbous bow B. The anchorC. The bow thruster D. The propeller

63. A cofferdam is .A. any deck below the main deck and above the lowest deckB. a member that gives fore-and-aft strengthC. made by placing two bulkheads a few feet apartD. a heavy fore-and-aft beam under the deck

64. A splice that can be used in running rigging, where the line will pass through blocks, isA .A. short splice B. long splice C. back splice D. spindle splice

65. What standing rigging supports the mast in the fore-and-aft and athwartships directions? .A. Sheets and guys B. Guys and vangs C. Vangs and shrouds D.Shrouds and stays

66. is a point midway between the forward and the after perpendicular.A. Length overall B. After perpendicularC. Amidships D. Extreme breadth

67. Limit switches are used on which davits? .A. Sheath-screw davits B. Gravity davitsC. Radial davits D. Quadrantal davits

68. A vessel’s immediate protection in the event of a broken stem tube is a/an .A. aft collision bulkhead B. stern frame bulkheadC. after peak bulkhead D. aft machinery space watertight bulkhead

69. are known as decks.A. Those structures dividing up cargo spacesB. Vertical steel walls going across the ship and alongC. The walls of engine room, cargo space and a number of tanksD. Those structures dividing the hull horizontally

70. contains the wheel house with the control station, the chart room where charts, pilotBooks and publications are kept, and the radio room.A. The double bottom B. The cofferdamC. The navigating bridge D. The superstructure

71. What is the purpose of the girders in the tank? .A. They support the stiffenersB. They transfer all the sea forces acting on the platingC. They support the stiffeners and take up some of the sea forcesD. They support the weather deck

72. A chock is a .A. deck fitting used to secure mooring linesB. casting fitted at the side of a weather deck, used as a fairleadC. sharp block of wood used to support hygroscopic cargoD. smoke pipe for the galley stove

73. Any hatch beam or pontoon left in place next to an open hatch section being worked shall Be or otherwise secured, so that it cannot be accidentally displaced.A. tommed down B. braced C. locked D. chopped

74. The vessel to be with tweendeck hatch covers complete and so remain during theCurrency this Charter and the Owners to ensure that all tweendeck hatch boards are in

good condition.A. had B. equipped C. made D. contained

75. A fid is a .A. mallet used when splicing wire ropeB. sharp pointed crow bar used to unlay wire ropeC. tapered steel pin used to separate wire ropeD. tapered wooden pin used when splicing heavy rope

76. is a room on or near the bridge provided with the necessary fittings and furniture for

the handling and stowage of charts and where the chronometers are placed.A. Captain’s cabin B. Chief officer’s lockerC. Chart room D. Pilot’s cabin

77. Cribbing is .A. wooden blocks or dunnage placed between a deck load and the deckB. the chains and shackles used to secure a deck cargoC. a crate in which a deck cargo is packagedD. cardboard separation pieces placed between deck loads to prevent chafing

78. A is a block, ring, or strip of plank with holds, serving as a guide for the running

rigging or any rope to keep it from chafing and as a direct line to a source of power.A. fairlead B. bollard C. bitt D. runner

79. is a batten made of hardwood, or other material of equivalent properties, in one pieceAnd not less than 1.80 meters long.A. A step of pilot ladder B. A davit for launching liferaftsC. An equipment for life-saving appliances D. A valve fitted to serve each fire hose

80. A shore is a piece of securing dunnage that .A. runs from a low supporting level up to the cargo at an angleB. is also known as a distance pieceC. is placed on the deck under the cargo to distribute its weight evenlyD. is run horizontally from a support to the cargo

81. On a single-screw vessel the stem frame .A. furnishes support to the rudder, propeller shaft, and transom frameB. provides foundations for after mooring winchesC. provides foundations for the main propulsion enginesD. transfers the driving force of the propeller to the hull

82. A deck beam does NOT .A. act as a beam to support vertical deck loadsB. lessen the longitudinal stiffness of the vesselC. act as a tie to keep the sides of the ship in placeD. act as a web to prevent plate wrinkling due to twisting action on the vessel

83. : the vertical distance measured on the vessel’s side amidships from the load water line

to the upper side of the freeboard deck or a point corresponding to it.A. Buoyancy B. Freeboard C. Draft D. Displacement

84. is used for heaving up and slacking away the anchor and chain.A. A mooring winch B. A windlassC. A deck crane D. A lifeboat engine

85. A band or collar on top end of a boom to which the topping lift, midships guy, and outboard

guys are secured, is called the .A. collar band B. guy band C. pad eye collar D. spider band

86. A block and tackle is rove to advantage. This means that the .A. blocks have been overhauledB. hauling parts of two tackles are attachedC. hauling part leads through the movable blockD. hauling part leads through the standing block

87. A boom vang .A. holds the boom down and flattens the main sailB. draws the head of the sail to windwardC. tautens the standing riggingD. douses the gaff topsail

88. A carling is used aboard ship .A. as a connecting strap between the butted ends of platingB. to stiffen areas under points of great stress between beamsC. to prevent the anchor from fouling when the brake is releasedD. to provide an extra heavy fitting in a heavy lift cargo rig

89. A chain stripper is used to .A. prevent chain from clinging to the wildcat B. clean the marine debris from the chainC. flake chain from a boat’s chain locker D. clean chain prior to an X-ray inspection

90. A CLEARLY MARKED WAY IN THE VESSEL WHICH HAS TO BE FOLLOWED IN CASE

OF AN EMERGENCY defines .A. escape route B. alley way C. corridor D. embarking way

91. A common class of wire rope used for mooring is the 6 x 19 class. What does the 6

represent? .A. Factor of safety B. Number of wires per strandC. Number of strands per wire rope D. Number of wires in the core

92. A crack in the deck plating of a vessel may be temporarily prevented from increasing in

length by .A. cutting a square notch at each end of the crackB. drilling a hole at each end of the crackC. slot-welding the crackD. welding a doubler over the crack

93. A deck fitting, used to secure line or wire rope, consisting of a single body with two protruding

horns is called a .A. bitt B. bollard C. capstan D. cleat

94. A design modification of an anchor chain which prevents kinking is the .A. detachable link B. stud link C. Kenter link D. connecting link

95. A double male coupling is one that .A. has left hand twist B. has inside threads on both endsC. has outside threads on both ends D. takes two men to operate

96. A hook that will release quickly is a .A. longshore hook B. margin hookC. marginal hook D. pelican hook

97. A mooring line that prevents a vessel from moving sideways away from the dock is a .A. bow line B. breast line C. stern line D. spring line

98. A new coil of nylon line should be opened by .A. pulling the end up through the eye of the coilB. taking a strain on both endsC. uncoiling from the outside with the coil standing on endD. unreeling from a spool

99. A pelican hook .A. can be released while under strain B. is used for boat fallsC. is used for extra heavy loads D. is used for light loads only

100. A set of interior steps on a ship leading up to a deck from below is known as .A. a companion way B. tween-decks C. stairs D. all of the above

101. A sheave is a .A. grooved wheel in a blockB. line to hold a lifeboat next to the embarkation deckC. partial load of grainD. seaman’s knife

102. A simplified construction plan may be included in the ship construction portfolio provided itAdequately defines the .A. areas where special materials are used B. hazardous areasC. location of emergency repair equipment D. type and strength of materials used

103. A single fitting installed in a pipeline that either blanks off the pipe or allows a full flow

passage of a liquid through the pipe is referred to as a .A. blind flange B. pivot couplingC. quick-release coupling D. spectacle flange

104. A small light tackle with blocks of steel or wood that is used for miscellaneous small jobs isCalled a .A. snatch block B. threefold purchase C. handy-billy D. chockablock

105. A stay is .A. standing rigging B. a downhaul C. a halyard D. a jib

106. A stopper is .A. a short length of line used for temporarily holding another lineB. a snatch block for handling a topping liftC. an engine order telegraphD. the brake on a cargo winch

107. A stopper used in securing the ground tackle for sea that consists of a grab attached to a

turnbuckle is a .A. riding pawl B. buckler C. devil’s claw D. locking ring

108. A storm is forecast for area where your vessel is moored. For its safety you should put .A. more slack in the mooring lines B. a strain on the mooring linesC. chafing gear on the mooring lines D. grease on the mooring lines

109. A strong back refers to a .A. bar securing a cargo port B. centerline vertical bulkheadC. deep beam D. spanner stay

110. A wire rope that has been overstrained will show .A. a bulge in the wire where the strain occurredB. a decrease in diameter where the strain occurredC. a kink in the wire where the strain occurredD. no visible effects of an overstrain

111. A wobbling tail shaft is an indication of .A. shallow water B. an engine that is misfiringC. a tight tail shaft gland D. worn stem bearing or misalignment

112. Aboard ship, vertical flat plates running transversely and connecting the vertical keel to the

margin plates are called .A. floors B. intercostals C. girders D. stringers

113.After riveting is completed, the joints on the shell of a vessel are generally made watertight

by .A. faying B. caulking C. felt or canvas packing D. red lead

114. All wire rope used in shipboard cargo gear must be identified and described in a certificate. The certificate shall certify all of the following EXCEPT the .A. date of the testB. load at which a test sample brokeC. name of the vesselD. number of strands and of wires in each strand

115. An advantage of nylon rope over manila rope is that nylon rope .A. can be used in conjunction with wire or spring-lay ropeB. can be stored on decks exposed to sunlightC. can hold a load even when a considerable amount of the yams have been abradedD. gives audible warning of overstress whereas manila does not

116. Beams are cambered to .A. increase their strength B. provide drainage from the decksC. relieve deck stress D. all of the above

117. Before starting any diesel or gasoline engine, which of the following must be checked? .A. Oil level B. Flow of cooling waterC. Exhaust discharge D. all of the above

118. Before starting to hoist provisions, which should be checked? .A. Hoist rope is not kinkedB. Multiple part lines are not twisted around each otherC. The hook is centrally located over the loadD. All of the above

119. Buckler plates are .A. triangular-shaped plates connecting the bull chain to the topping liftB. metal plates secured over the tops of the hawsepipesC. faired shell plates with curvature in two directionsD. sheets of dunnage used to prevent heavy cargo from buckling the deck plates

120. Chafing gear is used to .A. anchor the boat B. pick up heavy loadsC. protect fiber rope from abrasion D. strengthen mooring lines

121. Diesel engines are considered safer than gasoline engines because .A. they are more heavily built B. the fuel used is less volatileC. they can be easily reversed D. they operate at a lower speed

122. For an upright vessel, draft is the vertical distance between the keel and the .A. waterline B. freeboard deck C. plimsoll mark D. amidships section

123. For any given pedestal crane, when the boom is lengthened, the lifting capacity is .A. unchanged B. increased C. eliminated D. decreased

124. Fracture damage to the end links of the anchor cable, or to the Jews’ harp may be

eliminated by .A. using a small diameter connecting shackleB. ensuring the swivel is well lubricated and free to turnC. installing the connecting shackle with the bow towards the anchorD. securing a piece of wood to the Jews’ harp

125. Frapping lines are fitted to lifeboat davits to .A. secure the lifeboat in the davits when in the stowed positionB. bring the life boat close along the rail in the embarkation positionC. give the occupants a safety line when the boat is being lowered from the embarkation levelD. reduce the swinging of the lifeboat at the embarkation level

126. Freeing ports on a vessel with solid bulwarks .A. prevent stress concentration in the bulwarkB. permit easy jettison of deck cargo in an emergencyC. provide openings through the bulwarks for mooring linesD. allow water shipped on deck to flow off rapidly

127. Gangway with pilot ladder on my starboard side.A. being rigged combined B. is rigged combiningC. rigs combining D. is rigged combined

128. Generally speaking, the fuel injected into a marine diesel engine combustion chamber is ignited by .A. spark plugs B. glow plugs C. heat of compression D. a magneto

129. If a hydraulic pump on a winch accidentally stops while hoisting, the load will stay suspendedBecause .A. a check valve will close that prevents reverse circulationB. a centrifugal counterweight counteracts the force of gravityC. the electric pump motor will cut outD. the control lever will move to the stop position

130. In a married falls rig at the after end of a hatch, a boom is rigged in a fore and aft line through

its heel. Stresses on the outboard guy will be LEAST if the guy is made fast at a point .A. abreast the heelB. at right angles to the boom when viewed from aboveC. aft of the heelD. forward of the spider band

131. In a transversely framed ship, the transverse frames are supported by all of the following

EXCEPT .A. girders B. longitudinals C. side stringers D. web plates

132. In the piping systems of a vessel, what type of valve gives the least resistance to fluid flow when fully open? .A. Globe valve B. Butterfly valveC. Gate valve D. Packless valve

133. In vessel construction, a greater number of watertight bulkheads results in .A. increased capacity to set flooding boundariesB. decreased capacity to set flooding boundariesC. reduced compartmentationD. greater deck load capacity

134. In vessel construction, beams are transverse girders which provide support to .A. bulkheads B. deckhouse structuresC. decks D. vertical frames

135. In vessel construction, the garboard slrake is .A. located next to and parallel to the keelB. located next to and parallel to the gunwaleC. another term for the bilge keelD. another term for the rub rail

136. In ship construction, keel scantlings should be the greatest .A. at each frame B. amidshipsC. one-third the distance from the bow D. one-third the distance from the stem

137. It is possible, and sometimes necessary, to strengthen the deck of a vessel for carriage of deck cargo by .A. placing bunker on the deckB. building a stage on which to place the cargoC. welding steel feet to the deck, on which the cargo is placedD. erecting vertical pillars under the deck to support the cargo

138. Lighter longitudinal stiffening frames on the vessel side plating are called .A. stringers B. side frames C. side stiffeners D. intercostals

139. LIMBER is a term associated with .A. emergency gear B. drainageC. deck cargo storage D. securing gear

140. Manila lines in which the strands are right-hand laid .A. should be coiled in a clockwise directionB. should be coiled in a counterclockwise directionC. may be coiled either clockwise or counterclockwiseD. should never be coiled

141. Most pedestal crane power is provided by .A. electro-hydraulic unitsB. steam unitsC. independent internal combustion power unitsD. all of the above

142. My ship is equipped automatic hatch covers.A. with B. by C. on D. in

143. On a crane, the boom indicator tells the operator what angle the boom angle is compared

to the .A. vertical position B. horizontal positionC. boom stop angle D. minimum radius angle

144. On a ship, a door that is required to be marked KEEP CLOSED is designed to .A. prevent the passage of flammable gasesB. prevent the passage of poisonous vaporsC. delay the spread of heat and flamesD. maintain watertight integrity

145. On a ship’s crane, the load chart relates the allowable load to the combination of the boom

length and .A. winch speed B. boom strength C. load radius D. cable strength

146. On cargo booms, preventers are .A. auxiliary guys B. extra fair leads C. steel bands D. stops

147. One advantage of the all-purpose nozzle is that it .A. can fit any size hoseB. converts a stream of water into a fogC. increases the amount of water reaching the fireD. can spray two streams of water at the same time

148. One function of a bulwark is to .A. help keep the deck dryB. prevent stress concentrations on the stringer plateC. protect against twisting forces exerted on the frame of the vesselD. reinforce the side stringers

149. Owing to the greater girth of a ship amidships than at the ends, certain strakes are dropped as they approach the bow and stem to reduce the amount of plating at the ends. These strakes are called .A. drop strakes B. stealers C. throughs D. voids

150. Pedestal cranes have limit switches to restrict the movement of which function? .A. Luff rate limits B. Slew travel limitsC. Swivel power limits D. Slew rate limits

151. Placing a lashing across a hook to prevent a fitting from slipping out of the hook is called .A. faking B. flemishing down C. mousing D. worming

152. Power operated cranes used on a ship must not be powered by .A. diesel engine B .chargeable batteriesC. electric motors D. gasoline engines

153. PUBLIC ADDRESS SYSTEM; LOUDSPEAKERS IN THE VESSEL’S CABINS, MESS

ROOMS, ETC. , AND ON DECK VIA WHICH IMPORTANT INFORMATION CAN BE BROADCAST FROM A CENTRAL POINT, MOSTLY FROM THE NAVIGATION BRIDGE defines .A. PP-system B. PA-system C. AP-system D. AA-system

154. Ropes of wires attached to derricks to prevent them from swinging during cargo handling

operations are .A. preventers B. side ropes C. stays D. guide lines

155. Roundline is a .A. four-stranded, left-or right-handed lineB. three-stranded, right-handed lineC. three - stranded, left-handed lineD. small tarred hemp line of three strands laid left-handed

156. Rudder position is shown on the bridge by the .A. rudder angle indicator B. follow-up gearC. telemotor position D. Rapson slide indicator

157. Stress on the topping lift of a swinging boom can be reduced by .A. rigging a back stayB. raising the boomC. increasing the mechanical advantage of the cargo purchaseD. taking all slack out of the preventer

158. Strips of timber fixed to the frames of a ship, either in a horizontal or vertical direction, which

keep cargo away from the sides of the ship, assisting ventilation and helping protect against a buildup of moisture or condensation are termed as .A. frames B. shell plates C. bilge plates D. cargo batten

159. The “Mode” selector switch on the autopilot steering stand is used to select any of the

following with the EXCEPTION of .A. automatic pilot steering B. hand-electric steeringC. non-follow-up steering D. rudder adjustment

160. The “Port-Off-Stbd” selector switch on an autopilot steering stand is used to .A. change from hand electric steering to automatic gyroB. change over one steering system to the otherC. change over hand electric steering to non-follow-upD. change over the port to the starboard bow thruster

161. The “rudder adjustment” control on an autopilot steering stand is used to .A. align the rudder angle indicator with the true rudder angleB. set the number of degrees of rudder per degree of course errorC. set the departure from base course before actuating the rudderD. set the rate at which the rudder responds

162. The air cylinder bottles in the survival craft should be refilled with .A. oxygen B. nitrogen C. compressed air D. nitrogen and oxygen

163. The best method for tying two lines of the same size together is by using a .A. becket bend B. two bowlines C. single carrick bend D. square knot

164. The carburetor is placed on the engine to .A. distribute the gasoline B. mix the fuel and airC. properly lubricate the engine D. assist in priming the cylinders

165. The circular steel structure installed around the propeller of a towboat is the .A. nozzle B. shroud C. strut D. hood

166. The connected joints of pipe, usually made of three joints of pipe approximately 90 feet long,

racked in the derrick when making a trip are called a .A. string B. stand C. joint D. standpipe

167. The electrical components for each single crane are installed in its .A. crane house B. machinery base C. turntable D. all of the above

168. The exhaust pipe must be gas tight throughout its entire length otherwise .A. bilge water may enter the exhaust pipeB. entry of air may cause vapor lockC. carbon monoxide may enter the interior of the vesselD. the joint gaskets may be blown

169. The follow-up gear on an electro-hydraulic steering gear .A. relieves excessive fluid pressureB. takes the pump off stroke when the desired rudder angle is attainedC. synchronizes wheel position with the rudder positionD. returns the rudder to mid-position when the wheel is released

170. The inner bottom is the .A. tank topB. compartment between the tank top and shell of the vesselC. inner side of the vessel’s shellD. space between two transverse bottom frames

171. The last shot of an anchor cable is usually painted .A. white B. international orange C. yellow D. red

172. The latch of a safety hook .A. increases the strength of the hookB. prevents the sling ring from coming out of the hook if the strain is abruptly easedC. prevents the sling ring from coming out of the hook if there is a strain on the sling ringD. all of the above

173. The lines led forward from the bow and aft from the stem when a vessel is moored to the dockAre .A. bow and stem lines B. breast lines C. halyards D. warps

174. The load chart of a ship crane enables the operator to combine the load radius with boom length to determine the .A. maximum counter weight required B. minimum horsepower requiredC. hoist rope strength D. allowable load

175. The machinery associated with heaving in and running out anchor chain is the .A. winch B. windlassC. draw works D. dynamic pay out system

176. The main advantage and chief characteristic of a Steulchen boom is that it can be .A. operated by one winchman B. cradled on deckC. swung from one hatch to the adjacent hatch D. collared to the mast

177. The MINIMUM acceptable size for a towing bridle would be that size in which the safe

working load (SWL) of each leg of the bridle is equal to .A. one-half the SWL of the main towing hawserB. three-fourths the SWL of the main towing hawserC. that of the main towing hawserD. twice that of the main towing hawser

178. The most common method of securing a line to a cleat is a .A. half hitch, then round turns B. round turn, then figure eightsC. figure eight, then round turns D. figure eight, then half hitches

179. The next-to-last shot of an anchor cable is usually painted .A. white B. international orange C. yellow D. red

180. The opening in the deck beneath the anchor windlass that leads to the chain locker is

the .A. hawse pipe B. fall pipe C. drop-pipe D. spill pipe

181. The piping that routes an oil cargo from the manifold to underdeck pipelines is known asA .A. cargo fill B. line drop C. transfer D. branch line

182. The principal action in changing from transit to survival draft in the event heavy weather

threatens is .A. ballasting B. deballasting C. disconnecting D. hanging off

183. The process of lowering a boom to a horizontal position and onto its deck support isCalled .A. spotting a boom B. collaring a boom C. cradling a boom D. toppling a boom

184. The purpose of a bilge well is to .A. afford access to the shell through the double bottomsB. collect water to be pumped outC. provide access to the pneumercatorD. provide a base line for sounding measurements

185. The purpose of inert gas systems aboard tank vessels is to .A. allow sufficient oxygen in the tank to sustain lifeB. prevent outside air from entering the tankC. provide increase in cargo discharge pressureD. comply with double hull pollution prevention regulations

186. The purpose of storm oil in a sea anchor is to .A. weigh down the anchor B. lubricate the anchorC. repel dangerous fish D. smooth the sea

187. The section of each end of a barge which is heavily reinforced to take the pressure of pushing is called the .A. headlog B. towhead C. collision bulkhead D. bullnose

188. The step of a pilot ladder which prevents the ladder from twisting is the .A. proof bar B. shifting bar C. long bar D. spreader

189. The strongest of the natural fiber ropes is .A. nylon B. dacron C. manila D. sisal

190. The two main types of load cells used in mooring tension gauges are .A. distortion and compression B. hydraulic and mechanicalC. magnetic and applied torque D. frictionless and hydraulic

191. The wildcat is linked to the central drive shaft on most windlasses by .A. an electromagnetic brakeB. a hydraulic couplingC. aligning the key ways on both and inserting a keyD. a mechanical coupling where lugs engage detents

192. The wire ropes and blocks, or pulleys, on a ship are called .A. the apparatus B. equipment C. rigging D. fittings

193. To determine the weight capacity of a deck in a cargo hold, you would refer to the .A. deadweight scale B. deck capacity planC. cubic capacity tables D. general arrangement plan

194. Ultrasonic testing is used to determine the thickness of a vessel’s shell plating and to .A. provide tailshaft clearancesB. test welds for subsurface defectsC. check the wear of the rudder carrier bearingD. test the links of the anchor cables while being ranged

195. Uncoiling manila line improperly can result in a/an .A. number of fishhooks B. kink in the lineC. 50% loss of efficiency of the line D. increase in deterioration of the line

196. Under identical load conditions, nylon, when compared with natural fiber line, will

stretch .A. less and have less strength B. more and have less strengthC. more and have greater strength D. less and have greater strength

197. Under normal operating conditions, the rudder is hydraulically locked unless .A. the manual trick wheel is engaged for steeringB. the variable stroke pump is off strokeC. a rudder order is given by the control systemD. an electric power system failure occurs at the steering gear

198. Upon completion of fueling a gasoline driven vessel it is necessary to .A. keep ports, doors, windows, and hatches closedB. start engines immediatelyC. ventilate before starting engineD. none of the above

199. What factor is essential to the proper operation of a radiator cooled engine? .A. Cooling water pressure B. Jacket water treatmentC. Air flow through the radiator D. Low heat of combustion

200. What happens to the pulling power of a winch when retrieving wire rope? .A. It increasesB. It decreasesC. It remains the sameD. It fluctuates, depending on the gearing system

201. What is a characteristic of all centrifugal cargo pumps? . A. They are self-primingB. Decreasing the speed of rotation will decrease the discharge pressureC. Opening the discharge valve wider will increase the discharge pressureD. All of the above

202. What is a spill pipe? .A. A drainage pipe that carries rain or spray from an upper deck to a lower deckB. A pipe under the anchor windlass leading to the chain lockerC. A chute, usually over the stem, to lead dumped garbage clear of the hullD. An opening in the deck leading outside the hull

203. What is a step in attaching a poured metal socket to a wire rope? .A. Etch the wire with acidB. Install a wire seizing on the wire that will be inside the socketC. Ensure the fiber core is well lubricatedD. Pour molten babbitt metal into the socket

204. What is acceptable flame screening? .A. A fitted single brass screen of 10 x 10 meshB. A fitted stainless steel screen of 30 x 30 meshC. A fitted single stainless steel screen of 15 x 15 meshD. Two fitted brass screens of 10 x 15 mesh spaced 1/2 inch apart

205. What is an advantage of a steam turbine over a diesel for the main propulsion? .A. Faster response from ahead to astern B. Less fuel consumptionC. Cheaper initial installation cost D. Less weight per unit of horsepower

206. What is an advantage of diesel over steam turbine propulsion? .A. Less fuel consumption per SHPB. Diesel fuel costs less than bunker C or its equivalentC. Less routine maintenance requiredD. Less weight per SHP

207. What is an advantage of having wire rope with a fiber core over that of a wire rope of the same size with a wire core? .A. Fiber core rope offers greater strengthB. Fiber core rope offers greater flexibilityC. Fiber core rope can be used at higher operating temperaturesD. Fiber core rope is the only type authorized for cargo runners

208. What is meant by the term “luffing the boom” of a crane? .A. Stopping the boom B. Topping or lowering the boomC. Moving the boom left or right D. All of the above

209. What is meant by the term “two-blocked”? .A. The bottom block touches the top block B. The line has jumped the sheaves C. There are turns in the fall D. You have two blocks

210. What is NOT an advantage of centrifugal pumps over reciprocating pumps? .A. They pump more cargo in less timeB. They are smaller for equivalent pumping abilityC. They are less expensiveD. They require priming for stripping

211. What is the function of an air receiver in the compressed air system on a ship? .A. To condense moisture B. To provide overpressure protectionC. To purify the air D. To act as an accumulator

212. What is the function of wearing rings found on some centrifugal pumps? .A. To absorb erosion of high velocity discharge streamB. To seal pump shaft against entry of airC. To isolate the outlet side from the inlet sideD. To dampen the turbulent discharge flow

213. What is the purpose of a check valve? .A. To pass air but not liquid B. To regulate liquid flowC. To permit flow in one direction only D. To pass liquid but not air

214. What is the purpose of limber holes? .A. To allow for air circulationB. To allow for stress and strain in rough watersC. To allow water in the boat to drain overboardD. To allow water in the bilge to get to the boat drain

215. What is the purpose of the equalizing beam aboard a crane vessel? .A. It allows for rotation of the hook in the single modeB. It is required to “twin-up” 30-ton pedestal cranesC. It is used to pick up light loadsD. It is used to rigidly connect two cranes

216. What is the purpose of the freeing ports on a vessel with solid bulwarks? .A. To allow water which may be shipped on deck to flow off rapidlyB. To permit easy jettisoning of deck cargo in an emergencyC. To prevent the formation of any unusual stress concentration pointsD. To lighten the above deck weight caused by a solid bulwark

217. What is the purpose of the intermediate spring? .A. To serve as a backup for the main tow hawser in case of failureB. To provide weight and flexibility to the total tow makeupC. To lengthen the main tow hawser to keep the tow in stepD. To distribute the towing load

218. What is the purpose of the limit switch on gravity davits? .A. To cut off the power when the davits hit the track safety stopsB. To stop the davits from going too fastC. To cut off the power when the davits are about 12 inches or more from the track safety stopsD. None of the above

219. What is/are the advantage(s) of cranes over conventional cargo booms? .A. Cranes are able to pick up and drop loads over a greater spotting areaB. Increased safety because the deck is clear of running and standing riggingC. Simplicity of operation of the crane by its operatorD. All of the above

220. What monitoring device best indicates the load being carried by a diesel engine? .A. Lube oil pressure gauge B. Jacket water temperature gaugeC. Tachometer D. Exhaust pyrometer

221. What should you do to a line to prevent fraying where it passes over the side of the

vessel? .A. Worm that part of the line B. Splice that part of the lineC. Cover it with chafing gear D. Install a cleat

222. What term indicates the midships portion of a vessel that has a constant cross section? .A. Half-length B. Amidships C. Middle body D. Molded length

223. When making a mooring wire fast to bitts it is recommended that you .A. use only figure eightsB. take 2 round turns around one bitt, then make figure eightsC. take 3 round turns around one bitt, then make figure eightsD. alternate round turns and figure eights around both bitts

224. When securing a hook to the end of a wire rope you should use .A. a bowline knot B. a long spliceC. an overhand knot with a wire rope clip D. wire rope clips with a thimble eye

225. When securing a wire to a bitt, the first round turn should be taken nearest the pull toAvoid .A. kinks B. jumping the bittC. overriding turns D. parbuckling the bitt

226. When you end for end a wire rope, you .A. cut off the free end and bitter end of the ropeB. splice two wire ropes togetherC. remove the wire rope from the drum and reverse it so that the free end becomes the Bitter endD. remove the wire rope from the drum and turn it over, so the wire bends in the

opposite direction

227. Where should the tops of vents from gasoline tanks terminate? .A. In open airB. Inside cabins near the overheadC. In the machinery space near the engine air intakeD. Underwater

228. Which action should be taken immediately by the operator of a pedestal crane, if crane control is lost? .A. Increase power to the crane to regain controlB. Place control levers in opposite positionsC. Let go of both control levers and return to the neutral positionsD. Check the circuit breakers

229. Which action(s) is/are included in crane operations? .A. Pre-operation of the anchor windlass B. Preparing steam on deckC. Luff, slew, and hoist operations D. All of the above

230. Which action(s) is/are included in crane operations? .A. Normal boom stowage and shutdown operationsB. Emergency shutdown operationC. Removing booms from stowageD. All of the above

231. Which action (s) should the operator of a pedestal crane take if crane control is lost? .A. Let go of both control levers and return to neutral positionB. Press the emergency stopC. Notify the mate on watchD. All of the above

232. Which characteristic is an advantage of a butterfly valve as compared to a gate valve? .A. Precise control over cargo flow B. Quick operationC. No resistance to cargo flow when open D. Less maintenance required

233. Which device is designed to automatically hold the load if power should fail to an electric

winch? .A. Pneumatic brake B. Electromagnetic brakeC. Hand brake D. Motor controller

234. Which ending is NOT acceptable in a wire rope that is free to rotate when hoisting? .A. Poured socket B. Liverpool eye spliceC. Eye formed with a pressure clamped sleeve D. Eye formed by clips

235. Which lashing gear used aboard Ro-Ro vessels should be painted or soaked in oil when not in use? .A. Chain B. Wire rope C. Webbing D. All of the above

236. Which lashing material is preferred when securing new cars aboard Ro-Ro vessels? .A. Chain lever or turnbuckle B. WebbingC. Wire D. None of the above

237. Which problem is virtually impossible to detect during an in-service inspection of used mooring/ chain? .A. Cracks B. Elongation C. Loose studs D. Fatigue

238. Which statement is TRUE about nylon line? .A. Manila line will usually last longer than nylon lineB. Nylon line is excellent for use in alongside towingC. A normal safe working load will stretch nylon line 50%D. Nylon stoppers should be used with nylon line

239. Which statement is TRUE concerning the gooseneck? .A. It is a sailing maneuver which brings the vessel’s head through the windB. It connects the boom to the mast and allows the boom to swing freelyC. It is a sailing condition where there is a loss of air flow over the sailsD. None of the above

240. Which statement is TRUE with respect to the elasticity of nylon mooring lines? .A. Nylon can stretch over forty percent without being in danger of partingB. Nylon can be elongated by one-hundred percent before it will partC. Nylon will part if it is stretched any more than twenty percentD. Under load, nylon will stretch and thin out but will return to normal size when free of tension

241. Which statement(s) is/are TRUE concerning crane cargo operations? .A. Do not exceed rated load capacity of crane and container spreader or slingsB. During any cargo handling operation, the safety of personnel is paramountC. Cargo handlers must be outfitted with adequate protection from personal injuryD. All of the above

242. Which step should normally be taken FIRST by those who have boarded a liferaft in an

emergency? .A. Ration food and water suppliesB. Take anti-seasickness pills, if availableC. Determine position and closest point of landD. Check pyrotechnic supplies

243. Which will cause a wire rope to fail? .A. Using a medium graphite grease as a lubricantB. Operating a winch too slowC. Using a sheave with an undersized throatD. A sheave diameter of 24 times the wire’s diameter

244. While in drydock your vessel will be belt-gauged. This process involves .A. measuring the thickness of the tail shaft linerB. taking the vessel’s offsets to check for hull deformationC. testing and examining the anchor cables for defective linksD. drilling or sonic-testing the hull to determine the plate thickness

245. Whose duty is it to examine and verify the vessel’s classification and technical state andCondition? .A. Tally man’s B. Marine Surveyor’sC. Cargo Surveyor’s D. Nautical inspector’s

246. Why does a centrifugal bilge pump require priming? .A. To lubricate shaft sealsB. Lack of ability to lift water level to impellersC. Head pressure must equal discharge pressureD. To overcome resistance of water in the discharge line

247. Why is 6 x 19 class wire rope more commonly used for cargo runners than the more flexible

6 x37 wire rope? .A. It resists abrasion better B. It is longerC. It hugs the winch drum better D. It is less expensive

248. Wildcat is a .A. deeply-grooved drum on the windlass with sprockets which engage the links of the

anchor chainB. winch that is running out of control due to a failure of the overspeed tripsC. line that has jumped off the gypsyhead while under strainD. nylon line that parts under strain and whips back in a hazardous manner

249. With a given load on the cargo hook, tension in a single span topping lift .A. increases as the boom’s angle to the horizontal increasesB. is at a maximum when the boom is at a 45° angle to the horizontalC. increases as the boom’s angle to the horizontal decreasesD. decreases as the boom’s angle to the horizontal decreases

250. With a given load on the cargo hook, the thrust on a cargo boom .A. increases as the angle to the horizontal increasesB. increases as the angle to the horizontal decreasesC. is greatest at an angle of 45° and decreases as the boom is raised or loweredD. is least at an angle of 45° and increases as the boom is raised or lowered

251.You are handling a mooring line and are instructed to check the line. What should youDo? .A. Ensure the bight is not fouled by taking up slackB. Pay out the line smartly and keep it free for runningC. Secure the line by adding more turnsD. Surge the line so it maintains a strain without parting

252. You are using an automatic tension winch by yourself. If you get caught in the turns of the lineAs they lead into the gypsyhead .A. the safety cutout will stop the winch before you’re injuredB. the line will part and snap backC. you may be pulled into the winch and injured or killedD. none of the above

253. You need to make a fixed loop at the end of a line in order to use the line as a mooring line. You have insufficient time to make a splice. Which knot should you use? .A. Clove hitch B. Fisherman’s bendC. Bowline D. Round-turn and two half hitches

254. You would properly secure a gantline to a bosun’s chair with a .A. fisherman’s bend B. bowlineC. double sheet bend D. double blackwall hitch

255. When inspecting wire rope that has been in use for some time, one must look for .A. fishhooks B. kinks C. worn spots D. all of the above

256. When natural fiber rope gets wet, the .A. overall strength of the line will decrease B. line shrinks in lengthC. line will become more elastic D. line will be easier to handle

257. When caring for natural-fiber line, you should NEVER .A. dry the line before stowing it B. lubricate the lineC. protect the line from weather D. slack off taut lines when it rains

258. What prevents water running along the shaft of a leaking centrifugal pump from entering the

shaft bearings? .A. Shaft seal B. Water flinger C. Drain hole D. Lantern ring

259. Which of the following tensioning devices is used with webbing to secure light vehicles aboard Ro-Ro vessels? .A. Chain lever B. Buckle tensionerC. Adjust-a-matic tensioner D. Turnbuckle

260. The main advantage of a Chinese stopper over the one line stopper is that it .A. will not jam on the mooring lineB. is strongerC. is easier to use when under heavy tensionD. is safer to use when under heavy tension

261. The most serious effect of air trapped in a diesel engine jacket water cooling system is that

it .A. causes colloid suspension in the cooling waterB. reduces the capability of the lubrication systemC. can form pockets which block the flow of coolant through the systemD. leads to the scuffing of cylinder walls

262. The carrick bend is used to .A. add strength to a weak spot in a line B. join two hawsersC. be a stopper to transfer a line under strain D. join lines of different sizes

263. When two lines are spliced together, .A. the size of the lines at the splice decreasesB. they are stronger than if knotted togetherC. the overall strength of each line is increasedD. the bitter ends will resist rotting

264. When using the term LIMBER SYSTEM one is referring to a .A. cleaning system B. drainage systemC. strengthening system D. weight reduction system

265. Which factor is most likely to impair the strength and durability of synthetic line?A. Dry rot B. Mildew C. Sunlight D. Washing with mild soap

266. Which method should be used to secure a manila line to bitts? .A. A round turn on the bitt farthest from the strain and then figure eightsB. A round turn on the bitt closest to the strain and then figure eightsC. Figure eights and then a round turn at the top of both bittsD. Only figure eights are necessary on both bitts

267. Which mooring line prevents sideways motion of a vessel moored to a pier? .A. A line led forward from the bowB. A line led aft from the bowC. A line led in the same direction as the keelD. A line led at a right angle to the keel

268. Which part of a conventional cargo gear rig provides for vertical control and positioning of aBoom? .A. Cargo whip B. Gooseneck fitting C. Spider band D. Topping lift

269. Which part provides for transverse control and positioning of a boom in a conventional yard and stay system? .A. Guy B. Shroud C. Spider D. Topping lift

270. as the chemical extinguisher agent, should be used for an electric fire.A. Dry chemical or foam B. Foam or soda acidC. Carbon dioxide or foam D. Carbon dioxide or dry chemical

271. is the most visible signal of distress from a lifeboat at sea in the daytime.A. Smoke signal B. Flash signalC. Fire signal D. Radio emergency transmission

272. A cabinet or space containing the controls or valves for the fixed firefighting system mustBe .A. posted with instructions on the operation of the systemB. ventilated and equipped with explosion-proof switchesC. painted with red and black diagonal stripesD. equipped with a battery powered source of emergency lighting

273. A carbon dioxide fire extinguisher should be recharged .A. at least annually B. whenever it is below its required weightC. only if the extinguisher has been used D. before every safety inspection

274. A certificated lifeboatman assigned to command the lifeboat must .A. be the first individual to board the craftB. drain the hydraulic pressure before lowering the craftC. have a list of the persons assigned to the lifeboatD. all of the above

275. A CO2 portable extinguisher is annually checked by .A. reading the gage pressure B. weighing the extinguisherC. discharging a small amount of CO2 D. seeing if the seal has been broken

276. A combination or all-purpose nozzle produces .A. low-velocity fog only B. a solid stream onlyC. a solid stream and foam D. a solid stream and fog

277. A documented vessel operating over 50 miles offshore must carry an inflatable liferaft

with a .A. SOLAS A pack B. SOLAS B pack C. coastal pack D. small vessel pack

278. A fire has broken out the stem of your vessel. You should maneuver your vessel so the

wind .A. blows the fire back toward the vessel B. comes over the bowC. comes over the stem D. comes over either beam

279. A fire hose with a nozzle attached must be connected to each hydrant except when exposed to heavy weather or when the .A. fire hose might be damaged by cargo operationsB. vessel is in portC. fire-man system is not chargedD. fire pumps are used for purposes other than supplying water to the fire main

280. A fire in the galley ALWAYS poses the additional threat of .A. contaminating food with extinguishing agentB. spreading through the engineering spaceC. causing loss of stabilityD. a grease fire in the ventilation system

281. A fire is discovered in the forepeak of a vessel at sea. The wind is from ahead at 35 knots.

You should .A. remain on course and hold speedB. change course and put the stem to the windC. change course to put the wind on either beam and increase speedD. remain on course but slack the speed

282. A fire of escaping liquefied flammable gas is best extinguished by .A. cooling the gas below the ignition point B. cutting off the supply of oxygenC. stopping the flow of gas D. interrupting the chain reaction

283. A fire pump may be used for other purposes if .A. the other services are ran off a reducing station with a pressure gageB. one of the required pumps is kept available for use on the fire main system at all timeC. no relief valves are installedD. all of the above

284. A fireman’s outfit shall consist of .

I. protective clothing II. a VHF set III. boots and gloves of electrically nonconducting material IV. an electric safety lamp (hand lantern) V. an axeA. I, II, III, IV B. I, II, IV, VC. II, III, IV, V D. I, III, IV, V

285. A flame screen .A. permits the passage of vapor but not of flameB. prevents the passage of flammable vaporC. prevents inert gas from leaving a tankD. permits vapors to exit but not enter a tank

286. A foam-type portable fire extinguisher would be most useful in combating a fire in .A. solid materials such as wood or bales of fiberB. flammable liquidsC. a piece of electrical equipmentD. combustible metallic solid

287. A galley grease fire on the stove may be extinguished using .A. water B. foamC. the range hood extinguishing system D. fire dampers

288. A hydrostatic release mechanism for a liferaft .A. must be wet before it will releaseB. should be kept in a watertight cover except in an emergencyC. will inflate the raft in its cradle if operated manuallyD. must be submerged to a certain depth to release automatically

289. A life line must be connected to the liferaft .A. at the bow B. at the stem C. in the middle D. all around

290. A life preserver or buoyant work vest is required to be worn on a ship when a person

is .A. working on the rig floor B. working over waterC. working on the pipe racks D. operating line throwing equipment

291. A portable dry chemical fire extinguisher discharges by .A. gravity when the extinguisher is turned upside downB. pressure from a small C02 cartridge on the extinguisherC. air pressure from the hand pump attached to the extinguisherD. pressure from the reaction when water is mixed with the chemical

292. A portable foam (stored-pressure type) fire extinguisher would be most useful in combating a

fire in .A. generators B. oil dramsC. the bridge controls D. combustible metals

293. Aboard a survival craft, ether can be used to .A. start the engine in cold weather B. aid in helping personnel breatheC. prime the sprinkler system D. prime the air supply

294. After extinguishing a fire with CO2, it is advisable to .A. use all CO2 available to cool the surrounding areaB. stand by with water or other agentsC. thoroughly ventilate the space of CO2D. jettison all burning materials

295. After putting on a self-contained breathing apparatus, you open the air supply and hear aContinuous ringing of a bell. What does this mean? .A. The unit is working properly B. The face mask is not sealed properlyC. The air bottle needs to be refilled D. The air supply hose has a leak

296. After using a CO2 portable extinguisher, it should be .A. put back in service if some CO2 remains B. hydrostatically tested C. retagged D. recharged

297. All inflatable liferafts have .A. safety straps from the overhead B. built in seatsC. releasing hooks at each end D. water stabilizing pockets

298. All portable fire extinguishers must be capable of being .A. carried by hand to a fire B. carried or rolled to a fireC. recharged in the field D. used on class “B” fire

299. All vessel personnel should be familiar with the survival craft’s .A. boarding and operating procedures B. maintenance scheduleC. navigational systems D. fuel consumption rates

300. An ABC dry chemical fire extinguisher would be LEAST effective against a fire in .A. a mattress B. spilled liquids such as oil or paintC. high voltage electrical gear D. a trash can

301. An advantage of a dry chemical over a carbon dioxide fire extinguisher is its .A. greater range B. effectiveness on all types of firesC. cleanliness D. all of the above

302. An advantage of an ABC dry chemical over a carbon dioxide fire extinguisher is .A. lack of toxicity B. the multipurpose extinguishing abilityC. bum-back protection D. cooling ability

303. An engine compartment gasoline fire requires which type of extinguisher? .A. Carbon dioxide B. Dry chemical C. Foam D. All of the above

304. An extinguishing agent which effectively cools, dilutes combustible vapors, removes

oxygen, and provides a heat and smoke screen is .A. carbon dioxide B. Halon 1301 C. dry chemical D. water fog

305. An immersion suit should be equipped with a/an .A. air bottle for breathingB. whistle and hand held flareC. whistle, strobe light and reflective tapeD. whistle, hand held flare and sea dye marker

306. An important step in fighting any electrical fire is to .A. stop ventilation B. stop the vesselC. de-energize the circuit D. apply water to extinguish the fire

307. An inflatable liferaft can be launched by .A. the float-free method ONLYB. breaking the weak link on the painterC. throwing the entire container overboard and then pulling on the operating cord to

inflate the raftD. removing the securing straps

308. An inflatable liferaft is hand-launched by .A. pulling a cord B. cutting the wire restraining bandsC. removing the rubber packing strip D. throwing the entire container overboard

309. An inflatable liferaft is thrown into the water from a sinking vessel. What occurs automatically after the painter trips the C02 bottles to inflate the raft? .A. The sea anchor deploys B. The floor inflatesC. If upside down, the craft rights itself D. The painter detaches from the raft

310. An inflatable liferaft should be lifted back aboard the ship by using .A. the single hook at the top of the raft B. two lines passed under the raftC. the towing bridle D. all of the above

311. An inflatable liferaft equipped with a SOLAS B pack must be stowed .A. so as to float free B. with the vessel’s emergency equipmentC. near the wheel house D. as far forward as possible

312. An on-load release system on a survival craft means the cable can be released .A. only when the load is taken off the cableB. only when there is a load on the cableC. only when activated by the controls at the lowering stationD. at any time

313. Any ship damaging a pipe could an immediate danger of fire.A. meet B. face C. be in font of D. follow

314. As a vessel sinks to a depth of 15 feet, the hydrostatic tip releases the liferaft container from its cradle by .A. breaking the weak link B. releasing the tie-down strapC. pulling the operating cord D. releasing the CO2 canister

315. As an extinguishing agent, foam .A. conducts electricityB. should be directed at the base of the fireC. is most effective on buring gases which are flowingD. extinguishes by cooling oil fires below ignition temperature

316. As compared to carbon dioxide, dry chemical has which advantage? .A. Cleaner B. Effective on metal firesC. Greater range D. More cooling effect

317. Before using a fixed CO2 system to fight an engine room fire, you must .A. secure the engine room ventilation B. secure the machinery in the engine roomC. evacuate all engine room personnel D. all of the above

318. Carbon dioxide as a fire fighting agent has which advantage over other agents? .A. It causes minimal damage B. It is safe for personnelC. It is cheaper D. It is most effective on a per unit basis

319. Convection spreads a fire by .A. heated gases flowing through ventilation systemsB. the transfer of heat across an unobstructed spaceC. burning liquids flowing into another spaceD. transmitting the heat of a fire through the ship’s metal

320. During the towing of a survival craft, a lookout should be on station to .A. release the towline in an emergency B. help the helmsman steerC. look for food and water D. check the water level in the bilge

321. Each fireman’s outfit and its spare equipment on a vessel must be stowed .A. in a locked cabinet in the machinery spaceB. in an unlocked cabinet in the machinery spaceC. in a separate and accessible locationD. at a fire hydrant location

322. Each hand portable fire extinguisher on MV *Utopia* must be marked with .A. the date that it was installed on the unitB. the name of the unit on which it is locatedC. an identification number different from other extinguishers on the unitD. the names of the individuals qualified to use it

323. Except in rare cases, it is impossible to extinguish a shipboard fire by .A. removing the heat B. removing the oxygenC. removing the fuel D. interrupting the chain reaction

324. Fighting a fire in the galley poses the additional threat of .A. contaminating food with extinguishing agentB. spreading through the engineering spaceC. loss of stabilityD. a grease fire in the ventilation system

325. Fire and abandon ship stations and duties may be found on the .A. crewman’s duty list B. Certificate of InspectionC. shipping articles D. muster list

326. Fire axes required on MV *MODU* must be stored in the enclosure for fire hoses with the

location marked .A. Fire Axe Location B. Hose Station No. . . .C. Fire Station No. . . . D. Firefighting Equipment

327. Fire hose couplings .A. are made of bronze brass, or soft alloy metalsB. should be painted red in order to identify hose lengthsC. are specially hardened to prevent crushingD. should be greased frequently

328. Fire may be spread by which means? .A. Conduction of heat to adjacent surfaces B. Direct radiationC. Convection D. All of the above

329. Firefighting foam is only effective when the foam .A. penetrates to the bottom of the fireB. is kept saturated with low-velocity water fogC. mixes with the burning fuel oilD. completely covers the top of the burning liquid

330. Fixed CO2 systems would NOT be used on crew’s quarters or .A. the paint locker B. spaces open to the atmosphereC. cargo holds D. the engine room

331. Flame screens are used to .A. contain flammable fumesB. protect firefighters from flamesC. prevent flames from entering tanksD. keep flame and sparks from getting out of an engine’s exhaust system

332. Foam extinguishes a fire by .A. shutting off the air supplyB. cooling the fuel to below ignition temperatureC. dispersing the fuelD. removing the source of ignition

333. Foam is a very effective smothering agent and .A. provides cooling as a secondary effectB. works well on extinguishing electrical firesC. can be used to combat combustible metal firesD. all of the above

334. Foam-type portable fire extinguishers are most useful in combating fires involving .A. solid materials such as wood or bales of fiberB. inflammable liquidsC. electrical equipmentD. metallic solids

335. Gas masks .A. should be worn while fighting a fireB. can be used in atmospheres deficient in oxygenC. filter contaminants from air that is to be breathedD. may be substituted for a self-contained breathing apparatus

336. Generally, the first action in extinguishing an LFG fire caused by escaping gas is to .A. sweep flames away with water spray B. shut off the leakC. use a chemical foam fire extinguisher D. call the local fire department

337. Generally, when lifting an inflatable life raft back aboard ship you would use the .A. towing bridle B. main weather coverC. external lifelines D. righting strap

338. Halon extinguishes a fire by .A. breaking the chain reactionB. smothering the fireC. cooling the fireD. coating the fuel with a nonflammable surface

339. Halon gas will decompose and may form very hazardous toxic fumes when discharged .A. directly on flames B. at room temperatureC. in an extremely cold climate D. none of the above

340. Hand holds or straps on the underside of an inflatable liferaft are provided .A. to right the raft if it capsizes B. to carry the raft around on deckC. for crewmen to hang on to D. to hang the raft for drying

341. How do you operate a portable CO2 fire extinguisher? .A. Point the horn down B. Turn cylinder upside-downC. Break the rupture disc D. Pull pin, squeeze grip

342. How does foam extinguish an oil fire? .A. By cooling the oil below the ignition temperatureB. By removing the fuel source from the fireC. By excluding the oxygen from the fireD. By increasing the weight of the oil

343. How many dry powder extinguishers has your ship exactly been ?A. produced B. provided with C. supplied by D. met with

344. If a davit-launched liferaft aboard a vessel cannot be launched because of damage to

the davit, you should .A. inflate the life raft on deck B. roll the liferaft over the sideC. go to another life raft station D. get a saw and cut the life raft free

345. If a firefighting situation calls for low-velocity fog you would .A. order the engine room to reduce pressure on the fire pumpB. put the lever on an all-purpose fire nozzle all the way forwardC. attach a low-velocity fog applicator with the nozzle shut downD. put the lever on an all-purpose fire nozzle all the way back

346. If a gasoline engine turns over freely but will not start, the cause is generally .A. a defective ignition system B. low lube oil levelC. weak valve springs D. too heavy a load

347. If heavy smoke is coming from the paint locker, the FIRST firefighting response should Be to .A. release the CO2 flooding systemB. open the door to evaluate the extent of the fireC. enter and use a portable extinguisherD. secure the ventilation

348. If not attached to the nozzle, each low-velocity spray applicator on a vessel must be

stowed .A. in a protected area on the main deckB. inside a machinery space near the entranceC. next to the fire hydrant to which the fire hose is attachedD. on a rack inside the quarters near the entrance

349. If the engine of a survival craft does not start, check to see .A. that the fuel valve is open B. if the air supply system is openC. if the water sprinkler system is open D. if the limit switch in on

350. If the liferaft capsizes, all personnel should leave the raft and .A. climb onto the bottom B. swim away from the raftC. right the raft using the righting strap D. inflate the righting bag

351. If the survival craft is not loaded to full capacity, the personnel should be .A. loaded more on the port side forwardB. loaded equally on both sides with more forwardC. loaded equally on both sides with more aftD. allowed to sit anywhere

352. If there’s a fire aboard your vessel, you should FIRST .A. notify the competent authorities B. sound the alarmC. have passengers put on life preservers D. cut off air supply to the fire

353. If you are unable to stop a diesel engine by any other means, you should .A. discharge a CO, extinguisher in the air inlet B. pull off the distributor capC. secure the jacket water D. secure the starting air supply valve

354. If you have to abandon ship, and enter a liferaft, your main course of action should be

to .A. remain in the vicinity of the sinking vessel B. head for the closest land C. head for the closest sea-lanes D. get a majority opinion

355. If you hear a continuous blast of the ship’s whistle for a period of not less than 10 second

supplemented by a continuous ringing of the general alarm bells for not less than 10 seconds,

you should go to your .A. boat station B. fire stationC. man overboard station D. collision station

356. If you hear more than six short blasts and one long blast of the whistle supplemented by the

same signal on the general alarm, you should .A. start the fire pump B. go to your man overboard stationC. go to your lifeboat station D. stand by for collision

357. In each inflatable rescue boat, what piece of equipment is provided to make quick, emergency, temporary repairs to a large hole in a raft? .A. No equipment is provided B. Glue and rubber patchesC. Several various-sized sealing clamps D. Self-adhesive rubberized canvas patches

358. In launching a lifeboat, when should the tricing pendants be released? .A. Before the boat is lowered from the stowage positionB. As soon as the boat-fall blocks clear the davit headC. After the limit switch is activatedD. After all people have been embarked

359. In order to discharge a CO2 portable fire extinguisher, the operator must FIRST .A. invert the CO2 extinguisher B. squeeze the two trigger handles togetherC. remove the locking pin D. open the discharge valve

360. In order to retrieve an inflatable liferaft and place it on deck, you should heave on the .A. lifelines B. righting strap C. sea anchor D. towing bridle

361. In painting a lifeboat following its overhaul, which parts must be painted bright red? .A. The top 2-1/2 inches of each side B. The releasing gear leverC. The fuel tanks D. The thwarts

362. Inspection of a Halon extinguisher involves checking the hose, handle, nozzle, and .A. sight glass B. weighing the extinguisherC. service technicians report D. last date it was charged

363. Kapok life jackets should NOT be .A. stowed near open flame or where smoking is permittedB. used as seats, pillows, or foot restsC. left on open decksD. all of the above

364. Large volumes of carbon dioxide are safe and effective for fighting fires in enclosed spaces,

such as in a pump room, provided that the .A. persons in the space wear gas masksB. persons in the space wear damp cloths over their mouths and nostrilsC. ventilation system is secured and all persons leave the spaceD. ventilation system is kept operating

365. Lifeboats are numbered . Odd numbers to starboard and even numbers to port.A. from forward to aft B. from aft to forwardC. at master’s option D. as per owner’s instruction

366. Lifesaving equipment shall be stowed so that it will be .A. locked upB. readily accessible for useC. inaccessible to passengersD. on the topmost deck of the vessel at all time

367. Line throwing equipment should not be operated .A. during a rain storm B. in an explosive atmosphereC. near a lifeboat station D. by other than licensed officers

368. Motor-propelled lifeboats are required to be fitted with which of the following? .A. Compartments for the storage of canned drinking waterB. Ballast tanks to prevent the boat from capsizingC. An air starter on the diesel engineD. Auxiliary mechanical propulsion (Fleming gear)

369. Mousing a cargo hook with marline or small line .A. increases the lifting capacity of the hookB. protects the hook from the sling ringC. prevents the sling ring from coming out of the hookD. all of the above

370. Of all the extinguishing agents listed below, which one has the greatest capacity for heatAbsorption? .A. Water fog B. Carbon dioxide C. Dry chemical D. Solid stream of water

371. Oil fires are best extinguished by .A. cutting off the supply of oxygen B. removing the fuelC. cooling below the ignition temperature D. spraying with water

372. On a rigid liferaft (SOLAS B pack) which is equipped with all of the required equipment you

may NOT find a .A. bailer B. sponge C. whistle D. fishing kit

373. On a ship, the locker or space containing the self-contained breathing apparatus must .A. be located in close proximity to the main control stationB. be equipped with battery powered emergency lightingC. be marked SELF-CONTAINED BREATHING APPARATUSD. all of the above

374. One of the first actions to be taken by survivors when they have boarded an inflatable liferaft is to .A. stream the sea anchor B. take an anti-seasickness pillC. open the pressure relief valve D. drink at least one can of water

375. One of the limitations of foam as an extinguishing agent is that foam .A. cannot be made with salt waterB. is heavier than oil and sinks below its surfaceC. is corrosive and a hazard to fire fightersD. conducts electricity

376. Operation of the valve control release on a fixed C02 system must immediately .A. release CO, to the protected spaceB. secure all mechanical ventilation in the protected spaceC. sound the rig’s general alarm signal for a fireD. sound an alarm in the ballast control room

377. Prior to entering a davit-launched liferaft, you should make sure that .A. the liferaft is well ventilated of excess carbon dioxideB. all personnel have removed their life preservers to facilitate boardingC. the door flap has been cut away and stowed inside the raftD. all of the above

378. Recharging a previously used cartridge operated dry chemical extinguisher is accomplishedBy .A. authorized fire equipment servicing personnel onlyB. replacing the propellant cartridge and refilling with powderC. puncturing the cartridge seal after installationD. recharging the cartridge and refilling it with powder

379. Self-contained breathing apparatus is used to .A. make underwater repairs to bargesB. determine if the air in a tank is safe for menC. enter areas that may contain dangerous fumes or lack oxygenD. resuscitate an unconscious person

380. The BEST method of applying foam to a fire is to .A. spray directly on the base of the fireB. flow the foam down a nearby vertical surfaceC. sweep the fire with the foamD. spray directly on the surface of the fire

381. The bypass valve on a self-contained breathing device should be opened if .A. you are entering a space contain poisonous vaporsB. you are entering a space contain explosive gasesC. the regulator of the breathing apparatus malfunctionsD. the face piece of the breathing device is too tight

382. The CO2 flooding system is actuated by a sequence of steps which are .A. break glass, pull valve, break glass, pull cylinder controlB. sound evacuation alarm, pull handleC. open bypass valve, break glass, pull handleD. open stop valve, open control valve, trip alarm

383. The control lever for the mechanical disengaging apparatus in a lifeboat shall .A. be painted bright redB. be secured to a permanent part of the lifeboat structureC. have the area surrounding the lever painted whiteD. all of the above

384. The emergency signal for fires is sounded on the ship’s whistle and general alarm as .A. a continuous ringing for 10 secondsB. one short ring followed by one long ringC. two long rings of at least 20 secondsD. a continuous ringing until the fire is extinguished

385. The external flotation bladder of an immersion suit should be inflated .A. only after two hours in the water B. only after four hours in the waterC. before entry into the water D. upon entry into the water

386. The function of the bypass valve on the self-contained breathing apparatus is to .A. control the pressure of the oxygen as it enters the bodyB. allow the wearer to manually give himself oxygenC. release excess heat which would otherwise cause the bottle to explodeD. allow exhaled gases to pass outside the bottle

387. The international shore connection .A. allows hook up of firefighting water from shore facilitiesB. satisfies pollution prevention requirementsC. allows emergency use of the fire main for deballastingD. permits discharge of waste oil to shore facilities

388. The jackknife stored on an inflatable liferaft will always be located .A. in one of the equipment bagsB. in a special pocket near the forward entranceC. on a cord hanging from the canopyD. in a pocket on the first aid kit

389. The lifeline which is part of a fireman’s outfit must be .A. made of steel or bronze wire rope B. corrosion resistantC. not less than 50 feet in length D. all of the above

390. The major use of water in fighting fires is to .A. suffocate the fire B. absorb the oxygen supporting the fireC. act as a cooling agent D. wash the fire away

391. The maximum speed of lowering for a lifeboat on gravity davits is controlled by the .A. limit switchesB. emergency disconnect switchC. governor brakeD. position of the counterweight on the brake handle

392. The minimum length of a boat painter for a lifeboat in ocean service is .A. 60 fathomsB. the distance from the main deck to the light waterlineC. twice the distance from the main deck to the light waterline or 50 feet whichever is greaterD. two times the distance from the boat deck to the light waterline or 50 feet whichever is greater

393. The most common type of davit found on merchant vessels today is the .A. radial B. sheath screw C. gravity D. quadrantal

394. The most effective cooling agent among those normally used to fight fires is .A. water fog or spray B. chemical foamC. mechanical foam D. carbon dioxide

395. The most effective extinguishing action of dry chemical is .A. breaking the chain reaction B. the CO2 that is formed by heatC. smothering D. shielding of radiant heat

396. The most effective way to apply a foam stream, if the fire is on deck or is a running fire, is toDirect the stream .A. onto the surface of the burning liquidB. ahead of the burning liquid and bounce it on the fireC. at the base of the burning liquid in a sweeping motionD. just above the surface of the burning liquid

397. The most frequent cause of fires aboard tankers is due to .A. improper gas freeing B. leaking of cargo pump glandsC. tobacco smoking D. spontaneous combustion

398. The most likely location for a liquid cargo fire to occur on a tanker would be .A. in the pump room B. at the vent headerC. at the main deck manifold D. the midships house

399. The No. 2 lifeboat on a tanker would be .A. forward most on the port side B. forwardmost on the starboard sideC. abaft No. 1 lifeboat port side D. abaft No. 1 lifeboat starboard side

400. The number of rowing oars that must be carried in a motor-propelled open lifeboat on a cargo

vessel is .A. determined by the Master B. specified by the Coast GuardC. specified by the manufacturer D. none

401. The purpose of a water spray system on a covered lifeboat is to .A. cool the lifeboat engineB. keep the lifeboat from reaching combustion temperature while operating in a fireC. keep the lifeboat warm in a cold climate by applying heated water spray from the engine

to the boatD. put out a fire inside the lifeboat

402. The purpose of air tanks in a lifeboat is to .A. make the boat float higher B. provide a stowage place for provisionsC. add strength to the boat D. keep the boat afloat if flooded

403. The purpose of storm oil in a storm sea is to .A. weigh down the anchor B. lubricate the anchorC. repel dangerous fish D. smooth the sea

404. The purpose of the tricing pendants is to .A. control the fore and aft motion of a lifeboat during loweringB. control the outboard swing of a lifeboart during loweringC. provide suspensions for the manropesD. hold a lifeboat next to the embarkation deck while loading

405. The remote control for a fixed fire extinguishing system should be .A. painted red and labeled B. concealed from the crewC. protected by plexiglass D. padlocked

406. The tricing pendants should be released .A. before the gripes are removed B. before loading the passengersC. after loading the passengers D. after the boat is afloat

407. The type of extinguisher which should be used for an electricity fire is .A. foam or soda acid B. dry chemical or foamC. carbon dioxide or dry chemical D. carbon dioxide or foam

408. To determine if a C02 fire extinguisher is fully charged, you would .A. operate the trigger valve B. weigh the extinguisherC. test with a pressure gauge D. read the date of last test

409. Vessels required to be equipped with an approved backfire flame arrester are .A. those with diesel engines B. all those with gasoline enginesC. those with large engines only D. none of the above

410. What is LEAST likely to cause ignition or fuel vapors? .A. Static electricity B. An open running electric motorC. Loose wiring D. Explosion proof lights

411. What is the correct procedure to follow when launching an inflatable liferaft by hand from an

OSV? .A. Connect the float free link to the vesselB. Pull the painter from the container and make it fast to the cleat providedC. Open the canopy relief valvesD. Remove the raft from the container to permit complete inflation

412. What is the minimum period of time that the air supply for a self-contained breathing apparatus is required to last? .A. 10 minutes B. 20 minutes C. 30 minutes D. 90 minutes

413. What method of extinguishing fire in a hatch is the best to minimize damages to theCargoes? .A. Foam B. CO2 C. Water D. All of the above

414. What must be carried out in order to manually launch an inflatable liferaft not designed for

float-free operation? .A. It will be easily launched by simply breaking the weak linkB. Depress the hydrostatic release buttonC. It is easily launched by cutting the container securing strapsD. It is only necessary to attach the weak link to the vessel

415. What should be used to steer an open lifeboat if the rudder becomes lost or damaged? .A. Sea anchor B. Steering oar C. Spare rudder D. Daggerboard

416. When choosing extinguishers to fight a Class “B” fire do NOT use .A. carbon dioxide B. dry chemicalC. foam (stored-pressure type) D. water (cartridge-operated)

417. When compared to a high-expansion foam, a low-expansion foam will .A. be dryer B. be lighterC. be less heat resistant D. not cling to vertical surfaces

418. When fighting a fire in a space containing an IMO class 1 hazardous cargo, the most effective

firefighting procedure is to .A. shut down the ventilation and exclude all air to smother the fireB. use water from fire hoses or a sprinkler systemC. activate the fixed C02 firefighting systemD. use high-expansion foam

419. When fighting a large fire on your vessel and attacking it from ABOVE the space on fire, it is

important to .A. rotate personnel, due to heat stressB. station personnel on the hot deck immediately above the fireC. stay low by crouching or kneeling on deckD. all of the above

420. When launching a lifeboat in the rough sea, the davit gears should be released .A. before the boat is lowered from the stowed positionB. as the boat fall blocks break clear of the davit headC. before the boat is lowered from the embarkation levelD. after the boat is released into the water

421. When lowering lifeboats in heavy seas, a good practice is to rig frapping lines .A. on only the forward fallsB. on only the after fallsC. with a lead of about 45 degrees to the boatD. from the falls to the main deck of the vessel

422. When operating gravity davits, the .A. gripes should be released after the boat is movingB. davits should always be hand cranked the last 12 inches into the final stowed positionC. boats are generally lowered by surging the falls around cruciform bittsD. tricing pendant should be tripped prior to releasing the gripes

423. Which action is routinely performed at the annual servicing and inspection of a dry-chemicalCartridge-operated portable fire extinguisher? .A. Test the pressure gauge for correct readingB. Weigh the cartridgeC. Replace the dry chemicalD. Pressure test the discharge hose

424. Which approved lifesaving device is required for each person on board a motor vessel carrying passengers? .A. Buoyant cushion B. Buoyant vest C. Life jacket D. Ring life buoy

425. Which data is NOT painted on the bow of a lifeboat? .A. Number of persons allowed B. Name of the vesselC. Weight of the boat D. Home port

426. Which document lists all the lifesaving equipment required for a vessel? .A. Certificate of InspectionB. American Bureau of Shipping Classification CertificateC. International Convention for the Safety of Life at Sea CertificateD. Certificate of Registry

427. Which document will describe lifesaving equipment located aboard your vessel? .A. Muster List B. Certificate of InspectionC. Forecastle Card D. Clearance Papers

428. Which extinguishing agent will cool down a heated bulkhead in the least amount of

time? .A. Water stream B. Water fog or spray C. Steam D. Dry chemical

429. Which firefighting method is an example of an indirect attack on a fire? .A. Bouncing a straight stream of water off the overhead to create spray effectB. Spraying foam on a bulkhead and letting it flow down and over a pool of burning oilC. Flooding a paint locker with C02 and sealing the compartmentD. Cooling adjacent bulkheads with water to prevent the spread of the fire by conduction

430. Which item is NOT required to be marked with the vessel’s name? .A. Hand-portable fire extinguisher B. Life preserverC. Immersion D. Lifeboat oar

431. Which of the following is/are (an) advantage(s) of a dry chemical extinguisher over a Carbon dioxide extinguisher? The dry chemical extinguisher .

(1) has a greater range (2) provide a heat shield for the operatorA. (1) only B. (2) only C. both (1) and (2) D. neither (1) nor (2)

432. Which of the following statements is FALSE concerning the regulations pertaining to theCylinder room of a fixed C02 fire extinguishing system? .A. The compartment must be properly ventilatedB. The temperature of the room should never exceed 130 °FC. The door must be kept unlockedD. The compartment shall be clearly marked and identifiable

433. Which statement is TRUE concerning the application of foam on an oil fire? .A. It cools the surface of the liquidB. It gives protection to firefighting personnel against the heat of the fireC. It forms a smothering blanket on the surface of the oilD. It should be used at the same time a solid stream of water is being applied

434. Which type of portable fire extinguishers are designed for use on electrical fires? .A. Dry chemical and carbon dioxide B. Foam(stored pressure) and soda-acidC. Carbon dioxide and foam (stored pressure) D. Dry chemical and soda-acid

435. While retrieving the survival craft, the engine should be stopped .A. when the craft clears the water B. when the cable has been attachedC. on approach to the platform D. at the embarkation deck

436. You are on watch at night in port and discover a fire in #1 hatch. Which action should you take FIRST? .A. Advise the Chief Mate and Master B. Release carbon dioxide into the hatchC. Sound the general alarm D. Lead a fire hose to the hatch

437. You are on watch at sea at night, and a fire breaks out in #3 hold. What should be done

IMMEDIATELY? .A. Shut down the cargo hold ventilationB. Proceed to the space and determine the extent of the fireC. Flood the space with C02 from the fixed fire fighting systemD. Cool the deck to contain the fire

438. You are on watch at sea at night, and a fire breaks out in #3 hold. What would you NOT Do immediately? .A. Shut down the cargo hold ventilationB. Sound the fire alarm signal to rouse out all handsC. Call the MasterD. Proceed to the space and inspect the extent of the fire

439. You board an inflatable liferaft that has been hand launched from a sinking vessel. What should you do FIRST after everyone is onboard the liferaft? .A. Cut the painter B. Operate the radio equipmentC. Open the equipment pack D. Ventilate the liferaft of C02

440. You can determine that a C02 fire extinguisher is fully charged by .A. looking at the gage B. checking the nameplate dataC. weighing by hand D. weighing on a properly calibrated scale

441. You have just abandoned ship and boarded a raft. After the raft is completely inflated you hear a whistling noise coming from a safety valve. You should .A. not become alarmed unless it continues for a long period of timeB. plug the safety valveC. unscrew the deflation plugsD. remove the safety valve and replace it with a soft patch

442. You hear the general alarm and ship’s whistle sound for over 10 seconds. Traditionally, this

is the signal for .A. abandon shipB. dismissal from fire and emergency stationsC. fire and emergencyD. man overboard

443. You notice smoke coming from an open laundry room doorway. After activating the fire alarm,

which of the following would you do FIRST?.A. Attempt to determine what is burningB. Acquire the nearest self-contained breathing apparatusC. Break out the nearest fire hoseD. Wait for the fire team to arrive and assist as directed

444. Your fireman’s outfit includes a/an .A. chemical protection face shield B. approved work vestC. self-contained breathing apparatus D. Marlinspike

445. Your vessel has lifeboats on both sides. Lifeboat No. 2 is located .A. forward of lifeboat No. 4 on the starboard sideB. forward of lifeboat No. 4 on the port sideC. aft of lifeboat No. 1 on the starboard sideD. all of the above

446. Your vessel is equipped with a fixed C02 system and a fire main system. In the event of An electrical fire in the engine room what is the correct procedure for fighting the fire? .A. Use the C02 system and evacuate the engine roomB. Use the fire main system and evacuate the engine roomC. Evacuate the engine room and use the C02 systemD. Evacuate the engine room and use the fire main system

447. Your vessel is equipped with totally enclosed lifeboats. Which statement is TRUE when theBoat is enveloped in flames? .A. The ventilators will automatically close by the action of fusible linksB. The motor takes its air supply from outside the lifeboat to prevent asphyxiation of the crewC. A water spray system to cool the outside of the boat is operated by a high volume manual pumpD. An air tank will provide about ten minutes of air for the survivors and the engine

448. Which statement is FALSE concerning the use of approved buoyant work vests on board uninspected towboats? .A. They may be substituted for up to 50% of the required life preserversB. They shall be of an approved typeC. They shall be stowed separately from required lifesaving equipmentD. They may be worn by crew members when working near or over the water

449. When using the hand crank on gravity davits, you should ALWAYS .A. make sure the hand brake is disengagedB. put the emergency disconnect switch in the off positionC. make sure the crank is in the locked positionD. disconnect the limit switch

450. When you stream a sea anchor, you should make sure that the holding line is .A. long enough to cause the pull to be more horizontal than downwardB. long enough to reach bottomC. short enough to cause the pull to be downwardD. short enough to avoid tangling

451. Which of the following would be of immediate concern after discovering a large fire in the

ship’s galley? .A. An adjacent storeroom, containing spare partsB. A storeroom directly above, containing combustible fluidsC. An adjacent storeroom, containing mattresses and linenD. An adjacent storeroom, marked “Stewards Stores”

452. All of the following are part of the fire triangle EXCEPT .A. electricity B. fuel C. oxygen D. heat

453. The canvas covering of fire hose is called the .A. casing B. outer hose C. line cover D. jacket

454. person(s) is/are needed to launch the free fall lifeboat.A. One B. Two C. Three D. Four

455. A fire out on the vessel under my command at about 0320 on 24th May ship’s time.A. broke B. set C. got D. made

456. Are your lifeboats fitted with ?A. cargo wires B. topping lift C. guiding lines D. tripping line

457. Fire will not be spread by .A. conduction of heat to adjacent surfaces B. direct radiationC. convection D. mixing

458. The engine in a covered lifeboat is fueled with .A. kerosene B. unleaded gasoline C. diesel oil D. liquefied gas

459. Backfire flame arrestors are installed on .A. fuel tanks B. spark plugs C. carburetors D. distributors

460. The fire-protected lifeboats are found .A. in satisfactorily condition B. satisfactorilyC. satisfactory D. satisfactoried

461. might be NOT subject to spontaneous combustion.A. Coal B. Scrap rubber C. Leather D. Talc powder

462. The most effective fire extinguishing agent to use on burning linen is .A. water B. carbon dioxide C. isn’t visible D. unvisible

463. For most products of oil the fire will die out when the oxygen content is reduced to .A. 10% B. 12% C. 15% D. 21%

464. Lifejackets should be stowed in .A. the forepeaks B. the pump roomC. readily accessible D. locked watertight containers

465. In the first 24 hours after abandoning a vessel, water should be given only to personnel

who are .A. thirsty B. sick or injured C. wet D. awake

466. After using a Halon extinguisher, it should be .A. put back in service if more than 50% of the charge remainsB. repaintedC. discardedD. recharged

467. A large oil fire on the deck of a ship can be fought most effectively with .A. dry chemical B. foamC. high-velocity fog D. water (cartridge-operated)

468. The lifeboats and liferafts were with the provisions of the regulations annexed to theConvention.A. put on board B. installed C. fitted D. equipped

469. Portable foam type fire extinguishers are most effective on .A. mattress fires B. oil fires C. wood fires D. all of the above

470. Accumulations of oily rags should be .A. kept in nonmetal containers B. discarded as soon as possibleC. cleaned thoroughly for reuse D. kept in the paint locker

471. The vessel is with CO2 system in all cargo compartments and suitable for the carriage

of a full cargo of cotton.A. fitted B. contained C. held D. made

472. If passengers are on board when an abandon ship drill is carried out, they should .A. take part B. watchC. go to their quarters D. stay out of the way and do what they want

473. Fire dampers prevent the spread of fire by .A. conduction B. convection C. radiation D. direct contact

474. A CO2, extinguisher on a ship which has lost 10% of its charge must be .A. used at the earliest opportunity B. hydro-testedC. recharged D. weighed again in one month

475. What is the BEST conductor of electricity? .A. Carbon dioxide B. Distilled water C. Fresh water D. Salt water

476. A safety feature provided on all inflatable liferafts is .A. overhead safety straps B. built in seatsC. internal releasing hooks D. water stabilizing pockets

477. If you wear extra clothing when entering the water after abandoning ship it will .A. weigh you down B. preserve body heatC. reduce your body heat D. make it more difficult to breathe

478. Never the lifeboat or liferaft disengaging locks or hydrostatic release gears because itCan cause them to fail to function.A. oil B. rig C. release D. paint

479. All inflatable liferafts have .A. safety straps from the overhead B. built in seatsC. releasing hooks at each end D. water stabilizing pockets

480. How do you operate a portable C02 fire extinguisher? .A. Point the horn down B. Turn cylinder upside-downC. Break the rupture disc D. Pull pin, squeeze grip

481. If you must swim through an oil fire, you should NOT .A. wear as much clothing as possibleB. enter the water feet firstC. swim with the windD. cover eyes with one hand when entering the water

482. Each hand portable, semi-portable and fixed fire extinguishing unit on a ship must be tested and inspected at least once every .A. six weeks B. six months C. twelve months D. two years

483. The water spray fire protection system of fire-protected lifeboats was tested every 3 months, the abandon ship drill.A. combining with B. combined with C. combining to D. combined to

484. According to IMO regulations, shall be posted outside lifeboat.A. the retro-reflective tapes B. the reflective tapesC. the flashing bands D. the anti-flashing bands

485. A spark arrestor .A. keeps sparks from falling into an open tankB. secures covers on ullage openingsC. prevents sparks from getting out of an engine’s exhaust systemD. grounds static electricity

486. Carbon dioxide as a firefighting agent has which advantage over other agents? .A. It causes minimal damage B. It is safer for personnelC. It is cheaper D. It is most effective on a per unit basis

487. You will find a limit switch on a .A. liferaft cradle B. radial davitC. sheath-screw davit D. gravity davit

488. After a liferaft is launched, the operating cord .A. serves as a sea painter B. detaches automaticallyC. is used to rig the boarding ladder D. is cut immediately as it is of no further use

489.In the event of a fire, the doors to a stair tower must be closed to prevent the spread of fire

by .A. convection B. conduction C. radiation D. ventilation

490. To turn over a liferaft that is floating upside down, you should pull on the .A. canopy B. manropes C. sea painter D. righting lines

491. Fuel oil tank vents are fitted with a screen which will stop .A. oil from flowing out of the tank ventB. air from entering the tank ventC. vapors from leaving the tank ventD. flames on deck from entering the tank vent

492. Each life preserver must be readily accessible to the person for whom it is intended while he or she is .A. at work B. in his or her berthing areaC. both at work and in his or her berthing area D. on main deck only

493. All self-propelled vessels on an international voyage must be equipped with how many EPIRBs? .A. One approved Category 1 EPIRB B. Three approved Category 1 EPIRBsC. One approved Class B EPIRB D. Two approved Class B EPIRBs

494. If you are forced to abandon ship in a liferaft, your course of action should be to .A. remain in the immediate vicinityB. head for the nearest landC. head for the closest sea-lanesD. let the persons in the boat vote on what to do

495. must be familiar with the Muster List and Emergency Instructions onboard.A. The captain onlyB. The officers onlyC. All crew members and other personnel onboardD. Passengers only

496. The backup system on an electric start survival craft is a .A. hydraulic system B. pneumatic systemC. spare battery D. hand crank

497. is/are NOT shown in general fire-control plans.A. The sprinkler installation B. The fire-extinguishing appliancesC. Means of access to different compartments D. Watertight spaces

498. After having activated the emergency position indicating radio beacon, you should .A. turn it off for 5 minutes every half-hour B. turn it off and on at 5 minute intervalsC. turn it off during daylight hours D. leave it on continuously

499. On which type davit does the davit head stay at the same height? .A. Radial B. Sheath-screw C. Quadrantal D. Gravity

500. If you have to jump in the water when abandoning a vessel, your legs should be .A. spread apart as far as possibleB. held as tightly against your chest as possibleC. in a kneeling positionD. extended straight down and crossed at the ankles

501. Where shall the key to CO2 room be kept? .A. In master’s cabinB. In third office’s cabinC. In a break-glass-type enclosure conspicuously located adjacent to the roomD. In a locked locker conspicuously located adjacent to the room

502. Regular foam can be used on all but which flammable liquid? .A. Motor gasoline B. Jet fuel C. Crude petroleum D. Alcohol

503. By regulation, life preservers aboard an uninspected towing vessel must be .A. readily accessible B. securely stowedC. stored in sealed containers D. stowed with the emergency provisions

504. Which statement is TRUE concerning life jackets which are severely damaged? .A. They should be replacedB. They must be tested for buoyancy before being continued in useC. They can be repaired by a reliable seamstressD. They can be used for children

505. A flooded lifeboat on board a vessel would adversely affect the vessel’s stability by .A. increasing the righting momentB. decreasing the vessel’s displacementC. increasing the reserve buoyancyD. shifting the CG (center of gravity) off center

506. A “fifteen-pound” C02 extinguisher is so called because .A. there are fifteen pounds of C02 in the containerB. the container, when full, weighs fifteen poundsC. the pressure at the discharge nozzle is 15 psiD. the empty container weighs fifteen pounds

507. All of the following are distress signals EXCEPT .A. the continuous sounding of any fog signal apparatusB. giving five or more short and rapid blasts of the whistleC. firing a gun at intervals of about a minuteD. a barrel with burning oil in it on deck

508. How many adult life jackets are required on board a ship? .A. Enough for 100 percent of the persons allowed on boardB. One for each work station and industrial work siteC. Enough for 150 percent of the persons allowed on boardD. Both A and B

509. Puncture leaks in the lower tubes or bottom of an inflatable liferaft should FIRST be stopped by using .A. sealing clamps B. repair tapeC. a tube patch D. sail twine and vulcanizing kit

510. What kind of information does the fire plan contain? .A. Fire alarm signal, fire instruction and your assignmentB. Location of firefighting equipment onboardC. How to use firefighting equipment onboardD. Information on how handle different types of fires

511. You are on a vessel that carries liquefied gasses in bulk. The person on watch is required to

have what information about the cargo easily accessible? .A. Port of loading B. Exact quantity on boardC. Name and address of consignee D. Firefighting procedures

512. Which type of davit is NOT considered to be a mechanical davit? .A. Sheath-screw boom B. Radial C. Crescent D. Quadrantal

513. Explosive and flammable gases are most likely to be encountered on a vessel .A. at any locationB. on the drill floor and liquid mud handling areasC. in bulk storage tanksD. in machinery spaces

514. If you have a fire in the engine room, your FIRST act should be to .A. discharge the fixed C02 system into the engine roomB. secure the fuel supply and ventilation to the engine roomC. maneuver your vessel into the windD. have all of your crew get into the liferaft

515. You have abandoned your vessel. You are in a liferaft and have cleared away from your vessel. One of your FIRST actions should be to .A. take measures to maintain morale B. prepare and use radio equipmentC. identify the person in charge of liferaft D. search for survivors

516. Fire in an engine compartment is best extinguished with carbon dioxide gas ( CO2) andBy .A. closing the compartment except for the ventilatorsB. completely closing the compartmentC. leaving the compartment open to the airD. increasing the air flow to the compartment by blowers

517. Each lifebuoy shall be marked in block capitals of the Roman alphabet with of the

ship.A. the call sign and name B. the official number and nameC. the port of registry and name D. the port of registry and official number

518. Halon fire extinguishers are NOT effective when used on which types of fires? .A. Fires in electrical equipment B. Flammable oils and greasesC. Class A fires in ordinary combustibles D. Materials containing their own oxygen

519. If help has not arrived in 10 - 12 hours after you abandon a vessel in a survival craft, you

should .A. go in one direction until the fuel runs outB. plot a course for the nearest landC. take a vote on which direction you should goD. shut down the engine(s) and set the sea anchor

520. It is necessary to secure the forced ventilation to a compartment where there is a fire

to .A. allow the exhaust fans to remove smokeB. extinguish the fire by carbon monoxide smotheringC. prevent additional oxygen from reaching the fireD. protect firefighting personnel from smoke

二、参考答案及解析

1. C。厨房是烹调美味的地方。

2. B。干舷是从甲板线上缘开始量起的。

3. A。船舶应该照亮它们的烟囱来协助识别。

4. B。舵起着水翼的作用。

5. D。侧推器装于船首或船尾。

6. A。防撞舱壁必须是水密的。

7. A。二层舱是在主甲板下面有其他的甲板。

8. A。艏楼甲板位于船首。

9. B。安置吊索的最佳地方是舱口围的下方。

10. B。部分甲板也是下层甲板。

11. D。水密舱壁是通过甲板和横舱壁来分隔的。

12. D。首尾部的舱室对调节吃水差最重要。

13. B。船舶的结构舱壁通常也是水密舱壁。

14. D。quarter是指船尾两舷的任意一侧。

15. A。连续的水密舱壁也是结构舱壁。

16. A。把舱底板和船底板固定在一起的肋板，称为列板。

17. D。术语“舱底铺板”和“内底边板”都与舱底板有关。

18. C。当横摇增加时，舭龙骨对减轻横摇最有效。

19. D。横向的船壳结构构件是甲板横梁。

20. D。使用木头或钢铁对受损的舱壁进行加固，称为支撑。

21. A。轻结构舱壁在船上提供分舱。

22. D。锚机上用于绞进链的链轮叫持链轮。

23. C。绞缆筒或绞绳筒是在指安装在绞缆机端部的卷筒。

24. A。大多数螺旋桨是黄铜做的。

25. B。在船舶结构中，横梁支架是三角形的钢板，用于连接甲板横梁和肋板。

26. B。哪一个术语表示甲板在横向上的变曲？梁拱。

27. D。船底从龙骨到舭部向上上升的斜坡是舭部升高。

28. D。大桅的前支索和后支索不是移动索具。

29. B。哪一个术语表示船壳在水线以上向内倾斜？船舷内倾。

30. A。一块甲板、空间或区间由于安全的原因未经许可不得进人，定义为限制区。

31. D。舭龙骨装于船上以减轻横摇。

32. D。舱口的裂缝能让水直接进人货舱。

33. C。舷侧船壳板主要由横向肋板提供支撑。

34. A。冰区航行的船舶驾驶台下风侧最不易结冰。

35. D。在纵骨架式船舶上，纵向肋板由横向构件固定并提供支撑。

36. B。一艘具有双层底的船舶，适用于外层船底板的术语是外底板。

37. A。镀锌保护不适用于保护用作吊货索的钢丝绳。

38. C。术语STRAKE(列板）是指船壳板c

39. A。哪一个术语表示从基线平面处船底板升高？底部升高。

40. B。有连续的、密集的横向结构构件的船舶是横骨架式船舶。

41. D。龙骨是中心线上主要的结构构件，位于船底部，贯穿于首尾，经常被称为脊柱。

42. D。龙骨旁边的列板是龙骨翼板。

43. D。永久性地固定于舱内肋板上，用于帮助货舱通风的板材，称为防汗湿垫板。

44. A。导向滚轮的作用是改变缆绳的方向。

45. B。spanner是皮龙箱中为连接皮龙带接头而准备的特殊扳手。

46. B。 大桅（将军柱）是两个垂直的支撑物，通常是由钢铁制成，分别位于船舶中心线的两侧以支撑吊杆。

47. D。在挂钩处或在卸扣的端部可以打开以接受绳股的滑车为开口滑车。

48. A。与内部船体的尺寸相比，外部船壳板通常强度更大。

49. B。什么是船舶固定索具的一部分？后支索。

50. C。前侧推位于船舶前部水下处，用于帮助船舶在低速靠码头时横向移动。

51. C。液舱的舱壁应加厚以承受液体压力。

52. C。后支索是从大桅向后拉的静索。

53. A。科特导流管是安装在螺旋桨的外围，用于增加推力和保护螺旋浆的。

54. A。船舶总长是指从船首最前部到船尾最后部的长度。

55. B。舱底板应加强（强度）以适应抓斗卸散货。

56. C。一个用于扩大已有镗孔的设备，它的四周设有齿轮，当它旋转时这些齿轮就切割镗孔内缘，这种设备叫扩孔器。

57. B。桅屋外面的水密室不是船舶开口。

58. D。船首处的弓形锚卸扣主要起什么作用？连接钢丝绳。

59. A。货舱和船底之间的空间用于装载淡水和压载水。

60. B。型吃水是在船中处从基线到夏季载重线的距离。

61. A。从龙骨的最低处至夏季吃水的距离是最大吃水。

62. A。球鼻首是在船舶的前部一个圆形的水下构件。它的作用是减少船体与水的摩擦阻力从而使船舶更容易移动。

63. C。油船隔离舱由相隔数英尺的两道横舱壁构成。

64. B。一个适用于活动索具（绳索将穿过滑车）的插接方法叫长插接。

65. D。哪一个固定索具在前后和左右方向上固定大桅？侧支索和前后支索。

66. C。船中是指首垂线和尾垂线中间的点。

67. B。在哪一种吊艇架上使用限位开关？重力式吊艇架。

68. C。一旦船尾轴管受损，给船舶提供直接保护的是尾尖舱舱壁。

69. D。用于对船体进行水平分割的结构称为甲板。

70. C。驾驶台包括装有船舶操制站的操舵室，用于保存海图、导航材料和出版物的海图室和无线电室。

71. C。液舱内的桁材的作用是什么？用于支撑舱内加强构件和承担部分海水的压力。

72. B。导缆钳是指安装的船舶露天甲板边缘的铸件，作为导缆器使用。

73. C。任何堆放于待卸货舱舱口附近的舱口横梁或舱盖板应被锁定或者用其他方法固定，从而保证它们不会意外移动。

74. B。配有完整二层盖的船舶，在租船合同期间同样保持完整，并且船东应确保所有的二层舱的舱盖板处于良好的下作状态。

75. D。木笔是锥形木针，在插接粗缆时使用。

76. C。海图室是在驾驶台内或驾驶台附近的一个房间，其内配有海图作业和存放海图所需的工具，天文钟也放于其间。

77. A。甲板垫料是指放在甲板和货物之间的木块或其他衬垫材料。

78. A。导缆器是带有底座的滑轮、环扣状或者条状的板块，用于引导动索或其他绳索，以防止它们磨损。

79. A。引航员软梯上的防扭杆用硬木或者其他类似特性的材料制成，每一根的长度都不小于1.8米。

80. A。撑木是从货物底面以一个斜角度向货物支撑和加固的垫料。

81. A。单桨船的尾肋板为舵、螺旋桨轴和尾架提供支撑。

82. B。横梁不会降低船舶的纵向强度。

83. B。船中部从载重水线垂直到干舷甲板上边缘或相应点的距离叫干舷。

84. B。锚机用于绞起或松出锚和锚链。

85. D。吊杆顶端用于固定千斤索、中稳索、向外的边稳索的箍或领圈，称为桅箍。

86. C。滑轮组有顺势拖拉的优点，这意味着牵引端穿过了动滑轮。

87. A。斜桁支索向下拉帆底并使帆处于拉平的状态。

88. B。在船上，短纵梁用于加强横梁之间受力较大的点。

89. A。锚链分离器用于防止链条贴附在持链轮上。

90. A。船上一清晰标明的路线,在紧急情况下，船员能够沿其逃生，称为逃生路线。

91. C。常见的用于系泊的钢丝绳是6x19,其中6代表每根钢丝绳的股数。

92. B。钢板上的裂缝可以通过在裂缝两端钻孔的方法临时阻止裂缝继续延长。

93. D。由单块物体和两个突出的角构成，用于系固缆绳或钢丝绳的甲板构件，称为羊角缆桩。

94. B。在锚链上的改进设计以防止锚链绞缠，是有档链环。

95. C。双凸构件两端都有突出的外螺旋结构。

96. D。能够快速释放的钩是速脱钩。

97. B。防止缆绳横向移动的系泊缆是横缆。

98. D。新的尼龙缆绳应该从卷轴处解开。

99. A。速脱钩能在受力的情况下解开。

100. A。船上从舱底延续到甲板的一系列的台阶，称为舱梯。

101. A。槽轮是滑车里有凹槽的轮子。

102. A。船舶的结构图纸夹中可能包含一张简化的船舶构造图，其中标示了使用特殊材料的区域。

103. D。安装在船舶管线上，或者允许管路完全流通或者切断整个管路的构件是断通阀。

104. C。一个由铁或木头组成的小滑轮组适用于多种小型工作，称为灵便滑车。

105. A。稳索是静索。

106. A。制缆索是用于临时拉住其他缆绳的一根短绳。

107. C。由一个抓钩和一个花篮螺丝构成的用于固定锚具的设备，是制链器。

108. C。据预报，在你船系泊的地方将有风暴，为安全起见，你应在缆绳上加装防摩擦装置。

109. A。强力背材指加强货舱舱口的横梁。

110. B。承受过大拉力的钢丝绳的直径将减小。

111. D。尾轴颤动是船尾轴承磨损或轴承偏心的迹象。

112. A。在船上，横向连续且连接垂直龙骨与内底边板的垂直平板，称为舱底板。

113. B。铆接完成后，船壳间的缝隙通常使用捻隙来保证其水密性。

114. C。在船上货物装卸索具上使用的钢丝绳必须通过证书识别和描述。该证书应该能够证明除船名以外的信息。

115. C。尼龙绳相对于马尼拉绳的优势是尼龙绳在多股受损的情况下仍能承受很大负荷。

116. B。甲板横梁被制成弧型是为了方便甲板排水。

117. A。在启动汽油机之前，下列哪项必须检查？油位。

118. D。在吊起伙食前，应该确定什么？起吊绳索没有绞缠;多条绳索彼此之间没有绞缠；吊钩位于负荷的中间。

119. B。锚链筒盖是系固在锚链筒上的金属材料。

120. C。防磨装置用于保护纤维缆绳防止磨损。

121. B。柴油机被认为比汽油机更安全，因为它使用的燃料挥发性较小。

122. A。对一艘正浮的船而言，吃水是龙骨和水线间的垂直距离。

123. D。对一个给定带基座的吊杆而言，当吊臂伸长时，起吊能力会降低。

124. D。可以通过在锚环上固定一块木头来消除锚链链接末端或锚环的断裂损坏。

125. D。安装于救生艇吊艇柱上的止荡索用于减少救生艇在登艇甲板时的摇晃。

126. D。甲板舷墙上的排水口是为了使甲板上浪的海水迅速流走。

127. B。由舷梯和引航员软梯构成的组合梯在我船右舷装妥。

128. C。通常喷入船用柴油机燃烧室内的燃料是通过压缩升温而点燃的。

129. A。假如起货机的液压泵在吊货时意外停止，则所吊的货物会保持悬空的状态，因为止回阀将关闭以防止液体倒流。

130. B。安装于货舱后部的双吊杆，一吊杆基座固定于首尾线上。当从空中观测稳索与吊杆成直角时，外舷稳索上的受力最小。

131. D。在横骨架式船上，横向肋板是由下列除加强板以外的构件支撑的。

132. C。在船舶的管路系统中，什么阀门在全部打开时对流动液体产生的阻力最小？门阀。

133. C。在船舶结构中，大量的水密舱壁导致分舱减小。

134. C。在船体结构中，横梁是给甲板提供支撑的横向构件。

135. A。在船体结构中，龙骨翼板是邻近和平行于龙骨的列板。

136. B。在船体构造屮，龙骨的尺寸在船中处最大。

137. D。在甲板底部竖起垂直的立柱以支撑装载甲板货的甲板是可行的，有时也是必要的。

138. A。在船壳边板上的轻质纵向加强肋骨为纵梁。

139. B。“污水沟”是一个与排水相关的术语。

140. A。右搓的马尼拉绳应该顺时针方向盘放。

141. A。许多基座式起重机是通过电动-液压单元提供动力的。

142. A。我船装备了自动舱盖。

143. B。在克令吊上，吊杆角度指示器指示了吊杆与水平位置的夹角。

144. D。在船上标有“保持关闭”的门是设计用于保持完整水密性的。

145. C。在克令吊上，负荷图是关于许用负荷与吊杆长度和旋回半径的图表。

146. A。在货物吊杆上, 边稳索是辅助稳索。

147. B。多功能喷头的一个优点是它能将水柱转换成水雾。

148. A。舷墙的一个功能是有助于保持甲板干燥。

149. A。由于船中的周长比两端大，某些船底板在接近首尾时逐步缩小，这些船底板叫作合并列板。

150. B。基座式克令吊有限制哪个方向旋转的限位开关？回转限位。

151. C。在吊货钩两端放置一绑索以防止货吊滑出吊货钩，称为盘口。

152. D。船上动力操作克令吊不能使用汽油机提供动力。

153. B。公共广播系统:在船舱、餐厅等和甲板上的扩音器，某些重要的信息可以自某个中心点通过它们发布出去，该中心点通常位于驾驶台，称为PA-system。

154. A。连接于吊杆，防止吊杆在装卸货期间摆动的钢丝绳称为辅稳索。

155. B。细圆绳是三股右旋绳。

156. A。在驾驶台上通过舵角指示器显示舵的位置。

157. B。旋转式吊臂上千斤索的拉力可通过升高吊臂而减小。

158. D。固定于船体肋板上，或者水平方向或者垂直方向，使货物不接触两侧的船体，协助通风并有利于防止潮湿和形成汗水的木条称为货舱封条。

159. D。自动舵上的“模式”选择按钮用于选择除舵角调节以外的功能。

160. B。自动舵上的“左-关闭-右”选择开关用于从一个操舵系统转换到另一个操舵系统。

161. B。自动舵上的“舵角调节”钮是用于调节每度航向误差所采用的舵角度数。

162. C。救生艇筏上的空气瓶应充满压缩空气。

163. D。把两条相同尺寸的绳子系在一起的最好方法是平结。

164. B。安装于机器上的化油器（雾化器）用于混合燃油和空气。

165. A。在拖轮上围绕螺旋桨安装的圆形钢质结构是导流管。

166. B。管道的接头，通常由三节90英尺左右长的管道构成，航行时用于固定吊杆的支架，称为

吊杆固定架。

167. D。每一个克令吊上的电器构件包括克令吊控制室、机械底座和转盘。

168. C。排气管在整个长度范围内必须气密，否则一氧化碳可能进人船舶内部。

169. B。在电动-液压操舵装置中的随动装置是指当舵操至需要的舵角时，泵可到达指定的冲程。

170. A。货舱的内底板是舱底板。

171. D。锚链的最后一节通常涂成红色。

172. B。安全钩的插销用于当压力突然消失时防止吊货索从吊货钩中滑出。

173. A。当船舶系泊于码头时，从船首向前和从船尾向后伸出的缆绳为首缆和尾缆。

174. D。船上的克令吊的负荷图可以使操作人员通过旋回半径确定许用负荷。

175. B。与绞进和松出锚链相关的机器是锚机。

176. C。Steulchen吊臂的主要优势和重要特点是能够从一个舱口旋转到邻近的舱口。

177. C。拖索的最小尺寸应该是使其每一段上的安全工作负荷都和主拖索的安全工作负荷相一致的尺寸。

178. B。最常用的将绳索连放于羊角桩上的方法是先绕一圈，再绕8字。

179.C。倒数第二节锚链通常漆成黄色。

180. D。从锚机的下方一直通到锚链舱的甲板开口是锚链孔。

181. B。从油管接头到甲板下管道的油管称为管路降线。

182. A。在恶劣天气状况下,船舶从航行吃水到求生吃水的主要行动是压载。

183. C。降低吊臂到水平位置并放在其甲板上的支座上，称为固定吊杆。

184. B。货舱污水井的作用是收集污水以便排出。

185. B。油船上惰性气体系统的作用是防止外面的空气进人货舱。

186. D。镇浪油的作用是使海面平静。

187. A。驳船上每一端用于承受推力的加强结构，称为headlog。

188. D。引航员软梯上防止梯子扭转的踏板，称为防扭杆。

189. C。强度最大的天然纤维绳是马尼拉绳。

190. A。缆绳受力仪表主要监视缆绳的扭曲和压力这两种受力情况。

191. D。在锚机上，持链轮与中央传动轴链通过离合器连接。

192. C。在船上,钢丝绳、滑车或滑轮都是索具。

193. B。为确认货舱内甲板的承重能力，你应该参考甲板负荷图。

194. B。超声波测试用来确定船体外壳的厚度和焊缝下有没有虚焊。

195. B。解开马尼拉缆绳的方法不当会导致绳子扭结。

196. C。在相同负荷的情况下，尼龙缆比天然纤维缆有更大的弹性和强度。

197. C。在正常工作情况下，舵被液压锁定，除非控制系统给舵令。

198. C。汽油机船加完燃料后，机器启动之前进行通风是有必要的。

199. C。对散热冷却的机器而言，哪项因素对正确操作机器是很重要的？空气流动。

200. B。回收钢丝绳使绞车的牵引力发生什么变化？降低。

201. B。离心泵有什么特点？降低旋转的速度将减小排放压力。

202. B。什么是锚链管？在锚机下边通往锚链舱的通道。

203. A。在钢丝缆绳上连接一浇铸金属块的方法是什么？用酸蚀刻钢丝绳。

204. B。哪一个是令人满意的防火网？不锈钢网孔30 x30。

205. D。作为主推进器，透平机与柴油机相比有什么优点？单位功率所需要的重量小。

206. A。柴油机与透平机相比在推动力方面有什么优点？单位功率油耗少。

207. B。一个纤维芯钢丝绳与相同尺寸的钢丝芯钢丝绳相比有什么优点？纤维芯钢丝绳柔籾性大。

208. B。关于克令吊的术语“luffing the boom”的意思是升起或降落吊臂。

209. A。术语“两个滑车卡在一起”是什么意思？下面的滑车碰到上面的滑车。

210. D。哪一个不是离心泵相对于往复泵的优点？需要加水启动。

211. D。在船舶的压缩空气系统中空气瓶的功能是什么？充当一个积聚器。

212. C。离心泵上止漏环的功能是什么？分隔出口和入口。

213. C。止回阀的作用是什么？只允许单向流动。

214. D。船舭部两侧的排水孔的作用是什么？使舭部的水流到污水井里。

215. B。起重吊上的平衡梁的作用是什么？给30吨的基座式吊机配重。

216. A。在船体舷墙上开口的作用是什么？使甲板上浪的水迅速排掉。

217. B。居间弹簧的作用是什么？给整个拖带组提供重量和灵活性。

218. C。重力式吊艇架上限位开关的作用是什么？当救生艇距离最终存放位置12英寸或更多时切断电源。

219. D。克令吊与常规吊杆相比有什么优点？克令吊可以在一个较大的区域内升起或落放负荷；由于甲板上不再需要移动和固定索具，从而安全性增加；克令吊操作员操作克令吊简便。

220. D。哪一种监控设备能够最好地监控柴油机的负荷状况？排气高温计。

221. C。对于通过船舷的缆绳应该采取什么措施来防止磨损？安置防摩擦装置。

222. C。哪一个术语表明船中部分有相等的截面?平行中体。

223. C。将缆绳系固在缆桩上时，建议你先绕单个缆桩3圈然后再绕8字结。

224. D。当钢丝绳末端固定于一个钩子上时，应该利用钢丝夹形成一眼环。

225. D。当将钢丝绳挽在系缆桩上时，第一圈应该紧靠底部以防止套拉索。

226. C。当你把钢丝绳掉头使用的时候，你应该先把钢丝绳从滚筒倒出再反向装上，使原先的自由端变成受力端。

227. A。汽油舱通风筒的端部应该位于何处？露天处。

228. C。如果克令吊的操纵失控,操作员应立即采取什么紧急行动？让所有的控制杆都回到中间位置。

229. C。克令吊操纵中包括哪些动作？吊臂的俯仰、旋转和吊货索的升降。

230. D。克令吊操纵中包括哪些动作？正常吊杆放置和关闭操作;紧急关闭操作;从放置位置处移动吊杆。

231. D。一旦基座式吊机的操纵失去控制，应采取哪些行动？松开控制杆，使其回到正常位置； 按下紧急停止按钮;通知值班驾驶员。

232. B。哪一个是蝶阀相对于门阀的优点？操作更快。

233. B。假如电动起货机的电源故障，什么装置可用于自动拉住负荷？电磁制动器。

234. B。哪一种端部因起吊时自由旋转而不能用作钢丝绳的端部？利物浦索眼。

235. A。滚装船上哪一类绑扎工具在不用时应该刷油漆或者浸泡在油中？铁链。

236. B。滚装船上绑扎新车时最好使用哪一类绑扎材料？钢带。

237. D。在检查使用中的锚链时，哪一项几乎是不可能发现的？疲劳度。

238. D。关于尼龙绳,下列哪项描述正确？尼龙绳应该使用尼龙制缆索。

239. B。关于鹅颈头，哪项描述正确？它将吊杆连接至大桅并且允许吊杆自由旋转。

240. D。关于尼龙缆的弹性，哪项描述正确？受力时尼龙缆将会伸长和变细，但当拉力消失后， 它们会自动冋复到原始尺寸。

241. D。有关起重机的装卸货操作，哪项描述正确？不能超过克令吊、集装箱吊臂或吊索的装载能力；货物操作期间，人员安全是最重要的；货物操作人员必须配有足够的保护装置，防止人员受伤。

242. B。紧急情况下登上救生筏，一般应该首先采取什么措施？可能的话，吃晕船药。

243. C。什么将导致钢丝绳损坏？使用的槽轮上有一道小口子。

244. D。在船坞内你船将被测厚。该程序包括钻探或者声波检验以确定船壳板的厚度。

245. B。检查和核实船舶的船级与技术状况和条件是谁的职责？船舶检验员。

246. B。为何离心泵要注水启动？离心泵没有将水位提升到叶轮平面的能力。

247. A。为何6x19的钢丝绳比柔韧性更好的6x37钢丝绳更广泛地用作吊货索？抗磨性好。

248. A。持链轮是锚机上一个带有链轮齿的深槽，用于啮合锚链。

249. C。对于给定负荷的吊货钩，单跨千斤索的张力随吊杆与水平面夹角的减少而增加。

250. A。对于给定负荷的吊货钩，吊货杆上的轴向力随吊杆与水平面夹角的减少而增加。

251. D。你正在系缆并被要求检查缆绳，你应该怎么做？滑出缆绳保持吃力而不断缆。

252. C。你正在使用自动绞缆机。如果你被卷进送往滚筒的绳圈，你可能被拉进绞车并受伤或死亡。

253. C。你需要在缆绳的一端制作一个眼环以便用作系泊缆。你没有足够时间来插接。你会使

用哪种绳结？单套结。

254. C。你应该用双编结将桅顶吊索绑到坐板上。

255. D。当检查已经使用了一段时间的钢丝绳时，你必须检查倒刺、扭结和破损的部分。

256. B。当天然纤维缆绳潮湿时，它的长度缩短。

257. B。保管天然纤维缆绳时,你绝不能给绳子加润滑油。

258. B。什么可以防止离心泵由于转渗漏使得水沿着轴杆是进人轴承中？水密圈。

259. B。滚装船上，下列哪一种紧固设备和钢带一起用于系固轻型车辆？搭钩张紧器。

260. A。中式制缆索与单绳止缆索相比，其优势是不会卡住缆绳。

261. D。柴油机的引擎外套水冷却系统气阻的最严重后果是导致刮伤气缸壁。

262. B。大绳接结用于连接两根较粗缆绳。

263. B。两个绳子插接在一起比它们打结在一起牢固。

264. B。术语“污水沟系统”是指排水系统。

265. C。哪一因素最可能削弱合成纤维缆绳的强度和耐久性？阳光照射。

266. B。应采用哪种方式将马尼拉缆绳系固在缆桩上？先绕单桩一圈并拉紧然后绕8字。

267. D。系泊于码头上船舶，哪一条缆绳用于阻止船舶横移？与龙骨成直角的缆绳。

268. D。常规的吊货索具中，哪一部分用于吊臂的垂向控制和定位？千斤索。

269. A。常规的吊杆系统中，哪一部分用于吊杆的横向控制和定位？稳索。

270. D。二氧化碳或干粉灭火器作为化学灭火器，可以用于灭电器火。

271. A。烟雾信号是白天从救生艇上发出的最容易看到的遇险信号。

272. A。装有固定灭火系统的控制器或阀门的橱柜或处所一定要张贴系统操作说明。

273. B。一旦二氧化碳灭火器的重量低于规定的重量，就必须重新充装。

274. C。一位指挥救生艇的持证艇员应该持有该艇的船员名单。

275. B。便携式二氧化碳灭火器使用称重法进行年度检验。

276. D。组合喷嘴或通用喷嘴可以产生水柱和水雾。

277. A。一艘注册船舶，其航区超过沿岸50海里的范围，其上的气胀式救生筏应配有

SOLAS A pack。

278. B。船尾起火，应操纵船舶使风从船首吹来。

279. A。除非暴露在恶劣天气中或可能被货物装卸所损坏，一带有喷头的消防皮龙带必须和消防栓

连接。

280. D。厨房发生火灾，一定会引起通风系统中油脂着火的风险。

281. B。在海上发现首尖舱着火，风速35节，从船首吹来，你应该转向，使船尾受风。

282. C。因液化可易液气体泄漏而引起的火灾，最佳扑救方法是止住泄漏。

283. B。如果所要求的一个消防泵随时都可用于主消防系统，另一个消防泵可用于其他目的。

284. D。消防员装备包括防护服、由绝缘材料制成的长靴和手套、一盏手提安全灯和一把消防斧。

285. A。防火网允许气体通过，但不允许火焰通过。

286. B。便携式泡沫灭火器扑灭易燃液体着火最有效。

287. C。厨房烤炉上发生的油脂火最好用作用距离较远的灭火系统扑灭。

288. D。救生筏上的静水压力释放装置必须在浸入一定水深后才能自动释放。

289. D。救生索必须环绕在救生筏四周。

290. B。在水面上方工作时，应当穿一套救生浮具或有浮力的工作背心。

291. B。便携式干粉灭火器通过内置的二氧化碳气瓶内的气体压力来释放。

292. B。便携式泡沫灭火器（内置压力式）最适宜扑灭油类火。

293. A。救生艇筏上，乙醚可用于在寒冷天气时启动机器。

294. B。利用二氧化碳灭火后，建议在旁边备好水或其他灭火剂。

295. C。穿上自给式呼吸器后，你打开气阀开关后听到连续的笛声，这意味着什么？气瓶需要充气。

296. D。便携式二氧化碳灭火器使用后，应重新充装。

297. D。所有气胀式救生筏都有稳定水袋。

298. A。所有便携式灭火器都必须能手提携带到火灾现场。

299. A。所有船员必须熟悉救生艇筏的登艇和操作程序。

300. A。ABC干粉灭火器在扑灭草垫着火时效果最差。

301. A。干粉灭火器相对于二氧化碳灭火器的优点之一是它的作用距离远。

302. B。ABC干粉灭火器相对于二氧化碳灭火器的优点之一是多种灭火功能。

303. D。机舱汽油着火需要哪一种灭火器？二氧化碳、干粉、泡沫。

304. D。一种能够有效地冷却、稀释可燃性气体，排出氧气并且提供热和烟保护层的灭火剂是水雾。

305. C。浸水服应该配备有口哨、闪光灯和反光带。

306. C。扑灭电器火的一个重要步骤是切断电源。

307. C。气胀式救生筏可以通过将整个筏体抛至舷外，随后拉救生筏的操作绳使之充气，从而手动释放。

308. D。气胀式救生筏手动释放是通过将整个筏体抛至船外而完成的。

309. A。将气胀式救生筏从一艘正在下沉的船上抛人水中，艇首索启动二氧化碳气瓶为救生筏充气后，哪项会自动发生？海锚展开。

310. C。应使用拖带索将气胀式救生筏吊回至船上。

311. A。配有SOLAS B pack的气胀式救生筏必须放置在能自由起浮的地方。

312. D。救生艇筏上的压力释放系统表示随时都可放艇。

313. B。任何管道破坏的船舶都会面临火灾的紧急危险。

314. B。船舶沉入水下15英寸，静水压力释放器通过松开绑扎带的方式释放救生筏。

315. A。泡沫作为一种灭火剂，可以导电。

316. C。干粉灭火剂与二氧化碳相比有什么优点？作用距离远。

317. D。使用固定式二氧化碳系统扑灭机舱火灾之前，你必须关闭机舱内的通风和机器并撤离所有人员。

318. A。二氧化碳灭火剂与其他灭火剂相比有什么优点？导致的损失最小。

319. A。对流传播火灾是通过热的气体经过通风系统进行传播的。

320. A。在拖带救生艇筏期间，瞭望人员应该站在紧急情况下能释放拖索的地点。

321. C。每套消防员装备及其备品必须存放在独立的，并容易取到的地方。

322. A。Utopia轮上的每一个便携式灭火器必须标有生产日期。

323. C。除罕见情况外，船上不可能通过卸下燃油来灭火。

324. D。厨房发生火灾时，有通风系统中油脂着火的额外风险。

325. D。消防、救生时的集合地点和职责可在应变部署表中找到。

326. C。M0DU轮的太平斧必须存放在标记有消防站号码的消防水龙带箱内。

327. A。消防水龙带的接头由青铜、黄铜或软合金制成。

328. D。火可以通过哪种方式传播？传导热量到邻近的表面、直接辐射和对流。

329. D。只有当泡沫完全覆盖了燃烧液体的表面时，灭火才有效。

330. B。固定二氧化碳灭火系统不能用于船员舱室和开敞的处所。

331. C。防火网用于防止火花进人液舱。

332. A。泡沫通过隔绝空气供给而灭火。

333. A。泡沫是一种非常有效的窒息剂，并且能提供冷却的副作用。

334. B。便携式泡沫灭火器对于扑灭含有易燃性液体的火灾最有效。

335. C。防毒面具可以过滤掉即将呼吸的空气中的污染物。

336. B。一般来说，在扑灭因LFG气体泄漏而引起的火灾时，第一步应是切断泄漏。

337. A。一般来说，吊起气胀式救生筏到船上时应该使用救生筏的拖带索。

338. A。海伦（卤代烃）通过打破（燃烧）反应链灭火。

339. A。将海伦（肉代烃）直接施放到火焰时，它将分解并可能产生非常有害的有毒气体。

340. A。气胀式救生筏底部的扶手绳或扶手带用于其倾覆时扶正救生筏。

341. D。你如何操作二氧化碳灭火器？拔出锁销，挤压把手。

342. C。泡沫是如何灭油类火的？通过隔绝氧气灭火。

343. B。你船到底配备了多少干粉灭火器？

344. B。如果因吊艇架损坏而不能释放船上的吊艇架释放式救生筏，你应将筏滚入海中。

345. C。如果灭火地点需要低速水雾，你应卸掉喷嘴，接上低压水雾喷嘴。

346. A。如果汽油机能够自由转动但不能发动，通常是点火系统故障。

347. D。假如浓烟从油漆间冒出，灭火的第一反应是关闭通风。

348. C。如果没有连接在喷嘴上，每一个低速喷嘴应存放在连接皮龙带的消防栓旁边。

349. A。如果救生艇筏的艇机无法启动，检查燃油阀是否打开。

350. C。如果救生筏倾覆，所有人员应离开救生筏并使用扶正带扶正救生筏。

351. C。假如救生艇筏没有满载，艇上的人员应在两舷均匀分布并尽量靠后。

352. B。如果你船起火，你应该首先发出警报。

353. A。如果没有其他任何办法停止柴油机，你应该向其进气口施放二氧化碳。

354. A。如果你不得不弃船并登上救生筏，你应停留在沉船附近。

355. B。如果你听到不少于10秒的连续汽笛后又有不少于10秒的全船通用警铃警报，你应该到你的消防集合点去。

356. C。如果你听到船舶汽笛鸣放至少六短声和一长声，并伴随着全船通用警报系统鸣放相同的信号，你应到你的艇甲板集合点去。

357. C。在每一气胀式救生筏上，提供了什么设备对筏体上大洞进行快速、应急和临时的修补？数个不同尺码的密封夹子。

358. D。在落放救生艇的过程中，何时解开止荡索？所有人员登艇后。

359. C。为了施放便携式二氧化碳灭火器，操作者首先应拔出插销。

360. D。为回收气胀式救生筏并置于甲板上，你应拉其拖索。

361. B。检修救生艇后刷漆，哪个部位应刷成鲜红色？释放手柄。

362. B。检查海伦（岗代烃）灭火器包括检查软管、把手、喷嘴和称重。

363. D。木棉救生衣不应存放在明火或烟雾通道的附近，不能用作坐垫、枕头或脚垫，不能置于露天甲板上。

364. C。对于扑灭密闭空间内（例如泵间）的火，大量的二氧化碳是非常有效的，条件是关闭通风系统，所有人员都撤离。

365. A。救生艇从前向后编号，右舷是单号，左舷是双号。

366. B。救生设备应放在容易拿到、方便使用的地方。

367. B。抛绳设备不能在爆炸性空气的环境中使用。

368. A。机动救生艇要求配置下列哪项设备？存放罐装饮用水的舱室。

369. C。用麻绳或细绳为吊货钩盘口是为了防止吊货索从吊货钩滑出。

370. A。在下列灭火剂中，哪一个具有最大的吸热能力？水雾。

371. A。油类火最好通过切断氧气供应来扑灭。

372. D。SOLAS B pack的刚性救生筏上按要求配备的设备中，你可能找不到捕鱼工具

373. C。在船上，存放有给式呼吸器的舱室或处所必须标记“ SELF-CONTAINED BREATHING APPARATUS” 的字样。

374. B。登上气胀式救生筏后，幸存者首先采取的行动之一是服用防晕船药。

375. D。作为一种灭火剂，泡沫的一个局限是导电性。

376. B。操作固定式二氧化碳系统的控制释放阀时，必须立即关闭处所内的所有机械通风。

377. A。在进人吊艇架落放式救生筏前，你应确保救生筏内已经彻底通风以排除过显的二氧化碳。

378. B。对气瓶驱动式化学干粉灭火器的重新充装，需更换驱动气瓶和充装粉末。

379. C。进人可能含有毒气体或氧气不足的区域时，应使用自给式呼吸器。

380. B。运用泡沫灭火的最佳方法是让泡沫从邻近的垂直表面流下来。

381. C。如果调节器出现故障，给式呼吸器上的旁通阀应该打开。

382. A。启动二氧化碳系统的顺序依次是:打碎玻璃，拉阀门，打碎玻璃，拉气瓶控制阀。

383. D。救生艇机械释放装置的控制杆应当刷成红色，固定成救生艇上的永久性构件，控制杆周围应刷成白色。

384. A。火灾紧急信号是通过船上汽笛和通用警报连续鸣放10秒而发出的。

385. D。浸水服上外置的充气气囊应在入水时充气。

386. B。自给式呼吸器上的旁通阀的功能是允许穿戴者手动获取氧气。

387. A。国际通岸接头可以与岸上的消防管路连接。

388. B。装于气胀式救生筏上的水手刀永远放在前面入口处的一个特殊的口袋中。

389. D。消防员装备里的救生绳必须是钢丝或铜丝，抗腐蚀，且长度不小于50英尺。

390. C。水在灭火时的主要作用是充当冷却剂。

391. C。重力吊艇架式救生艇的最大放艇速度是由调节制动器控制的。

392. D。远洋船上救生艇拖索的最小长度是艇甲板到水线的两倍或50英尺，两者取较大者。

393. C。商船上最常见的吊艇架是重力式的。

394. A。在常用的灭火剂中最有效的冷却剂是水雾或喷雾。

395. A。干粉灭火剂最有效的灭火功能是切断燃烧链。

396. B。如果火灾发生在甲板上或是流动的，使用泡沫流最有效的方法是将泡沫流喷到燃烧的液体前面并弹回到火中。

397. C。油船上最常见的火灾是由抽烟引起的。

398. A。油船上最容易发生火灾的场所是泵间。

399. A。在油船上2号救生艇位于左舷最前面。

400. C。货船上的开敞式机动救生艇应配备桨的数量由制造商决定。

401. B。封闭式救生艇上的洒水系统的功能是当艇在火中航行时，起到降温作用，防止艇达到其燃点。

402. D。在救生艇内空气箱的功能是使艇在进水后仍能保持漂浮状态。

403. D。在风暴中洒镇浪油的目的是使海面平静。

404. D。止荡索的用途是当船员登艇时保持救生登艇紧靠在登艇甲板的位置。

405. A。固定灭火系统的遥控装置应漆成红色并标记。

406. C。止荡索是当所有旅客登艇后解开的。

407. C。适用于灭由电引起火灾的灭火器是二氧化碳或干粉灭火器。

408. B。为确定二氧化碳灭火器是否充满，你应称灭火器的重量。

409. B。要求装备经认可的防回火火焰装置的船舶是那些汽油机船。

410. D。哪一个最不可能点燃油气？防爆灯。

411. B。按操作系统供应商的要求，手动释放气胀式救生筏时，应该遵守什么程序？从装筏的外部容器上拉艇首索，然后把它系牢在羊角缆粧上。

412. C。自给式呼吸器至少应能够持续供气多长时间？ 30分钟。

413. B。哪一种灭火的方法对货舱里内的货物损害最小？二氧化碳。

414. B。为了释放非自由起浮气胀式救生筏，必须进行哪一项操作？按压静水压力释放器按钮。

415. B。如果舵丢失或损坏，可以用于继续操纵开敞式救生艇的是什么？艇用浆。

416. D。选择灭B类火（易燃液体类火）的灭火器时不能使用水。

417. D。与高膨胀泡沫相比，低膨胀泡沫不会黏附于垂直的表面。

418. B。当扑灭装有IMO分类中第一类危险货物着火时，最有效的灭火程序是什么？使用消防管

中或者是喷水系统中的水。

419. A。当从你船大火的上部进行灭火时，由于热压力的影响，人员交替轮换很重要。

420. C。当在大风浪中释放救生艇时,在艇从登艇甲板的高度向下降时解开吊艇装置。

421. C。恶劣天气下落放救生艇时，良好的做法是将系固绳索与救生艇成45度夹角。

422. B。当操作重力式吊艇架的时候，当吊臂距离最后存放位置12英寸的时候，应该采用手摇的

方式。

423. B。在年度维护和检查气瓶驱动便携式干粉灭火器时，通常都会进行哪一项操作？称重。

424. C。在一艘载运旅客的机动船上，哪种类型的救生设备必须每人都配备？救生衣。

425. C。哪一项数据不标示在救生艇的首部？艇的重量。

426. A。哪一种文件是船上所有救生设备都有的？检验证书。

427. B。哪一种文件描述了你船所配备救生设备的情况？检查证书。

428. B。哪种灭火剂能够用最小的数量冷却受热的舱壁？水雾或者喷水。

429. C。哪种灭火方式是间接灭火的范例？施放二氧化碳来灭油漆间或者其他密封舱室的火灾。

430. A。哪一项不需要标注船名？便携式手提灭火器。

431. A。与二氧化碳灭火器相比，下列哪一项是干粉灭火器的优点？作用距离远，给操作者提供热保护。只有作用距离远正确。

432. C。按照规则，对存放同定式二氧化碳气瓶的舱室的要求，下列哪项是错误的？门必须保持不上锁的状态。

433. C。在油火中使用泡沫灭火剂，下列哪项描述是正确的？在油表面形成窒息层。

434. A。哪种便携式灭火器用于灭电器着火？干粉和二氧化碳灭火器。

435. A。当回收救生艇筏时，应在救生艇筏离开水面时关掉艇机。

436. C。晚上你在海上值班时，发现1舱着火，你应该先干什么？鸣放火警警报。

437. A。晚上你在海上值班时，发现3舱着火，你应该先干什么？关闭货舱通风。

438. D。晚上你在海上值班时，发现3舱起火，你不应立即做什么？前往该区域检查着火的范围。

439. A。你从一艘正在下沉的船上登上了手动释放的气胀式救生筏中，所有人员登筏后你首先应该割断系艇索。

440. D。你可以通过称重检查以确定二氧化碳灭火器是否充满。

441. A。你刚刚弃船并登上了救生筏，当救生筏充气结束后听到安全阀发出一响声，你不要认为是警报，除非它持续响一段时间。

442. C。你听到船舶汽笛和船舶警报响10秒以上，这是火警信号。

443. A。你发现洗衣房的走廊里冒出烟雾，在启动火警警报后，你首先应该做什么？试着去确定燃烧物。

444. C。你船的消防员装备应包括一个自给式呼吸器。

445. B。你船两舷都有救生艇，2号救生艇位于左舷4号艇的前面。

446. C。你船装备了固定式二氧化碳灭火系统和主消防系统。在灭机舱的电器火灾时，哪种灭火措施最好？先撤离机舱人员，然后施放二氧化碳。

447. D。你船装备了全封闭式救生艇，当救生艇被火包围时，下列哪项描述是正确的？气柜能给生存者和机器提供大约10分钟的空气。

448. A。在未经检验的拖船上，关于认可的带浮力的工作背心的使用情况，哪项描述是错误的？它们最多可以取代50%所要求的救生衣。

449. B。在重力式吊艇架上使用手摇曲柄时,你应该把紧急限位开关放在关闭的位置。

450. A。在操作海锚时，你应该确保海锚与船体的连接绳有足够的长度来产生比垂直方向大的水平分力。

451. B。发现厨房中着火时应立即考虑什么？其上方装有易燃液体的储藏室。

452. A。下列除电外是燃烧三要素。

453. D。包在消防管外面的帆布叫防护套。

454. B。落放自由降落式救生艇时需要2个人。

455. A。在我指挥下的船舶于24日船时0320发生火灾。

456. D。你的救生艇配有止荡索吗？

457. D。火不通过混合方式传播。

458. C。封闭式救生艇可以使用柴油作燃料。

459. C。防回火火花网安装在化油器上。

460. C。发现防火救生艇的状况良好。

461. D。滑石粉不会发生自燃。

462. A。对于燃烧的棉花，最佳的灭火剂是水。

463. B。对大多数油类制品着火而言，当氧气含量小于12%时，火就会熄灭。

464. C。救生衣应存放在容易取到的地方。

465. B。在弃船后的第1个24小时内，只有生病或受伤的船员才能喝水。

466. D。卤代烃灭火器使用后应重新充装。

467. B。在船舶甲板上大范围的油类着火可使用泡沫进行有效的灭火。

468. D。船舶按照公约的附录条款装备救生艇和救生筏。

469. B。便携式泡沫灭火器灭油类火时效果最好。

470. B。积累的含油抹布应该尽快处理掉。

471. A。船舶在每一个舱室都装备有二氧化碳灭火系统，适宜满载棉花类的货物。

472. A。当船舶进行弃船演习时有旅客在船，他们应该参加演习。

473. B。挡火板可以阻止对流传播火灾。

474. C。当二氧化碳灭火器的重量减少10%时就应该重新充装。

475.D。哪一项是电的最佳导体？盐水。

476. D。气胀式救生筏上的一个安全装置是稳定水袋。

477. B。弃船入水后你穿着了额外的服装，它将帮助你保存热量。

478. D。永远不要给救生艇或救生筏上的静水力释放装置涂油漆，因为这将导致它们失效。

479. D。所有气胀式救生筏都有稳定水袋。

480. D。如何操作便携式二氧化碳灭火器？拨出插销，挤压把手。

481. C。如果你必须游泳穿过油火区,你不能顺着风向游。

482.C。船上每一个便携式、半便携式或固定式的灭火器至少应该每隔12个月测试和检查一次。

483. B。防火救生艇的喷水防火系统每三个月测试一次，与弃船演习一并进行。

484. A。按照国际海事组织的规定，反光带应该贴在救生艇的外面。

485. C。防火星网防止火花从机器的排放系统排出。

486. A。二氧化碳灭火剂与其他灭火剂相比有什么优点？它造成的损坏最小。

487. D。你能在重力式吊艇架上找到限位开关。

488. A。当落放救生筏后，其牵引绳用作艇首索。

489. A。一旦着火，必须关闭楼梯间的门以防止火灾以对流方式传播。

490. D。要扶正一倾覆的救生筏，应该拉扶正带。

491. D。燃油舱的通风筒装有防火网阻止甲板上的火花进人通风筒。

492. C。每一救生浮具都应该能够让人们在他（她）的工作处所或生活处所容易拿到。

493. A。国际航线航行的自航船应该配备几个应急无线电示位标？ 一个。

494. A。如果你被迫弃船进入救生筏，你应停留沉船附近。

495. C。所有船员和在船的其他人员都应该熟悉船上的应变部署表和其他应急指示。

496. D。电启动救生艇筏上的备用系统是手摇曲柄。

497. C。通往各舱的通道不会在船舶防火控制总图上显示。

498. D。在触发了应急示位标后，你应该让它保持开启的状态。

499. A。哪一种类型吊艇架的顶部保持在相同的高度？旋转式吊艇架。

500. D。如果你在弃船时不得不跳人水中，你的双腿应该伸直并在踝处交叉。

501. C。二氧化碳间的钥匙应该放于何处？应该放在二氧化碳间的附近的一个“击碎玻璃就可以打开”的显眼的箱格中。

502. D。普通泡沫可用于扑灭除哪项外的火灾？酒精。

503. A。按规则，一个未经检验的拖船上的救生浮具应该存放于容易拿取的地方。

504. A。哪一个关于严重破损救生衣的描述是正确的？它们应该更换。

505. D。一个装满水的救生艇对船舶的稳性有什么不利的影响？使船舶重心偏离中心。

506. A。“15镑”二氧化碳灭火器指其容器内含有15磅的二氧化碳。

507. B。下列除什么外都是遇险信号？船舶汽笛上发出的不少于五短声的信号。

508. D。船舶应配备多少件成人救生衣？按定员数量每人一件,每一工作处所一件。

509. A。气胀式救生筏的底部或下部气管中穿孔渗漏应该首先通过封口夹进行堵漏。

510. B。防火控制图上包含有哪些信息？消防设备存放的位置。

511. D。你在一艘载运散装液化气的船上。当值人员应该能够很容易获取关于货物的什么信息？消防程序。

512. B。哪种类型的吊艇架不被认为是机械式吊艇架？旋转式吊艇架。

513. B。在船上，爆炸性或易燃性的气体最有可能会积聚在演习甲板处或在油泥处理处。

514. B。如果你船的机舱着火，你应该首先关闭油路和关闭机舱的通风。

515. D。你已经弃船。你在救生筏中并已经远离原船，你应该首先寻找其他幸存者。

516. B。机舱着火最好使用二氧化碳气体灭火并完全关闭所有的舱室。

517. C。每一个救生圈上应该用大写黑体的罗马字母标明其船籍港和船名。

518. D。卤代烃灭火器不能够有效地灭哪一类火灾？本身燃烧可以释放氧气的材料。

519. D。如果在你弃船进入救生艇筏后，救援人员在10 ~ 12小时还没有到达，你应该关闭发动机并放出海锚。

520. C。要阻止外部的氧气进人火场，关闭通往着火舱室的强制通风是非常必要的。

第七章 船舶货运技术

一、 习题

1. are to be used for dunnage if you load rice.A. Wooden planks B. Rush matsC. Steel bars D. Wooden planks and rush mats

2. it rain tomorrow morning, the loading .A. Should/will be postponed B. If/shall be postponedC. Should/would be postponed D. If/has to be postponed

3. means a unit in which goods are totally enclosed by sufficient strong boundaries such asA freight container, a tank or a vehicle unit with fabric sides or tops.A. UNIT B. CONTAINERC. VEHICLE D. CLOSED TYPE UNIT

4. will cause a vessel’s bottom to be subjected to tension stresses.A. Concentration of weight aftB. Concentration of weight forwardC. Concentration of weight amidshipsD. Concentration of weight at both ends of the vessel

5. is/are required on your cargo vessel when it has a refrigerated cargo space?

(1) A gas mask using a suitable canister to protect against the refrigerant

(2) A self-contained breathing apparatusA. (1) only B. Either (1) or(2) C. (2) only D. Neither (1) nor (2)

6. will be paid by shipowners after tallyman doing the tally work.A. Cargo-handling expenses B. Tally moneyC. Cargo-tallying dues D. Tally fees

7. cargoes chargeable at the same rate, part of one ton shall be taken as one ton.A. At B. For C. On D. About

8. is an angle at which a cargo settles in the hold of a ship, between the horizontal and the

slope made by a bulk cargo such as grain or iron ore.A. Angle of loll B. Angle of inclinationC. Angle of repose D. Angle of list

9. is one of four uprights comprising a cell, in a containership into which a container fits

exactly. These uprights hold the container in position.A. Stanchion B. Shore C. Cellular double bottom D. Cell guide

10. is the number of millimeters by which the mean draft changes when a ship passes from

salt water to fresh water, or *vice versa*, whilst floating at the loaded draft.A. TPC B. Fresh water allowanceC. Parallel sinking of the ship D. UKC

11. water is the water to keep the ship’s stability.A. Bilge B. Ballast C. Slop D. Sanitary

12. A bonding cable should be connected for cargo operations aboard a tank vessel as soon as

the .A cargo has been loaded or discharged B. cargo hose is connectedC. cargo, pumps are started D. vessel is ready to handle cargo

13. A cargo hose is marked with the .A. maximum working pressure B. bursting pressureC. safety relief valve setting D. maximum temperature

14. A cargo that has a stowage factor over 40 is known as a .A. hygroscopic cargo B. measurement cargoC. stowage cargo D. weight cargo

15. A container with high cube would most likely be used to stow .A. dense bulk cargoes B. household appliancesC. fragile cargoes D. heavy industrial machinery

16. A continual worsening of the list or trim indicates .A. negative GM B. progressive floodingC. structural failure D. an immediate need to ballast

17. A fire in a ballast pump room can be brought under control with minimal impact on stability By .A. cooling the outside bulkheads with waterB. shutting all sources of air into the compartmentC. closing the sea chestD. flooding the compartment with salt water

18. A floating vessel will behave as if all of its weight is acting downward through the .A. center of gravity B. center of buoyancyC. center of floatation D. Metacenter

19. A gas-free certificate would usually be issued by a/an .A. CCS marine surveyor B. certified marine chemistC. port engineer D. MSA marine inspector

20. A half-height container is used .A. to carry cargos of low densityB. when stowage space is limitedC. to carry cargos such as steel products or drumsD. to double the stowage capacity of the vessel

21. A heated bulkhead has the effect on a hygroscopic commodity of .A. causing moisture to accumulate against the bulkheadB. lowering the vapor pressure of the commodityC. lowering the dew point of the airD. raising the vapor pressure of the commodity

22. A high cube container is designed specifically to .A. carry low density cargoesB. protect fragile cargoesC. stow cargoes with concentrated weights such as machineryD. carry cargoes of very low stowage factors

23. A hydraulic accumulator aboard a ship is designed to .A. store fluid under pressure B. act as a fluid reservoirC. provide overpressure relief D. replenish fluid to a system

24. A hygroscopic cargo is defined as a cargo .A. capable of absorbing moisture in the form of a gasB. capable of giving off moisture in the form of a liquidC. that is shipped in a liquid stateD. that will ignite in contact with water

25. A negative metacentric height .A. will always cause a vessel to capsize B. should always be immediately correctedC. always results from off-center weights D. all of the above

26. A neutral equilibrium position for a vessel means that the metacenter is .A. lower than the keel B. at the same height as the center of gravityC. exactly at midships D. at the center of the waterplane area

27. A person may operate an air compressor in which of the following areas on board a tank barge? .A. Pump room B. Generator roomC. A space adjacent to a cargo tank D. A space two meters from a cargo valve

28. A pump room is suspected of accumulating gases after a ventilation machinery breakdown. Where should the combustible gas indicator case be placed when testing the pump roomAtmosphere for combustible gases? .A. In the lower level of the pump room B. In the middle level of the pump roomC. In the upper level of the pump room D. On the deck outside the pump room

29. A qualified deck officer should be the watch.A. in charge of B. arranged C. decided to D. the depth of

30. A quick and rapid motion of a vessel in a seaway is an indication of a/an .A. large GM B. high center of gravityC. excessive free surface D. small GZ

31. A spark-arrestor .A. keeps sparks from falling into an open tankB. secures covers on ullage openingsC. prevents sparks from getting out of an engine’s exhaust systemD. grounds static electricity

32. A spreader bar is used to .A. increase the lifting capacity B. increase the lifting radiusC. protect the slings D. protect the upper part of a load

33. A SYSTEM OF CLEANING THE TANKS BY WASHING THEM WITH THE CARGO OFCRUDE OIL WHILE IT IS BEING DISCHARGED is known as .A. COW B. LOT C. CBT D. cofferdam

34. A tank which is NOT completely full or empty is called .A. pressed B. slack C. inertial D. elemental

35. A tanker is cargo ship constructed or \_\_\_\_\_ for the carriage in bulk liquid cargoes of an inflammable nature.A. adapted B. adopted C. damp D. dump

36. A tanker loads at a terminal within the tropical zone. She will enter the summer zone 6 Days after departing the loading port. She will burn off about 45 tons/day and daily water consumption is 8 tons. How many tons may she load over that allowed by her? .A. 270 B. 278 C. 291 D. 318

37. A Venetian vent or rice ventilator is used in stowage of which cargo? .A. Bagged cargo B. Bulk grain C. Bulk rice D. Refrigerated goods

38. A vertical shift of weight to a position above the vessel’s center of gravity will .A. increase reserve buoyancy B. decrease the righting momentsC. decrease KG D. increase KM

39. A vessel aground may have negative GM since the .A. decrease in KM is equal to the loss of draftB. virtual rise of G is directly proportional to the remaining draftC. lost buoyancy method is used to calculate KM, and KB is reducedD. displacement lost acts at the point where the ship is aground

40. A vessel emitting harmful substances into the air or spilling oil into the sea is a .A. polluter B. emitter C. spiller D. oiler

41. A vessel has an amidships superstructure. Which location would be most suitable for on-deck

stowage of automobiles? .A. On top of No. 1 hatchB. Beside the hatches, forward of the midships houseC. On top of the hatch immediately forward of the midships houseD. On top of the hatch immediately aft of the midships house

42. A vessel may acquire a list if the center of gravity is .

(1) off the centerline (2) too high in the vesselA. (1) only B. (2) only C. either(1) or (2) D. neither (1) nor (2)

43. A vessel with a large GM will .A. have a small amplitude of roll in heavy weatherB. tend to ship water on deck in heavy weatherC. be subject to severe racking stressesD. be less likely to have cargo shift

44. A vessel’s bottom will be subjected to tension when weight is concentrated .A. amidships B. aftC. at both ends of the vessel D. forward

45. A vessel’s KG is determined by .A. dividing the total longitudinal moment summation by displacementB. dividing the total vertical moment summation by displacementC. multiplying the MTI by the longitudinal momentsD. subtracting LCF from LCB

46. A vessel’s LCG is determined by .A. dividing the total longitudinal moment summation by displacementB. dividing the total vertical moment summation by displacementC. multiplying the MTI by the longitudinal momentsD. subtracting LCF from LCB

47. A vessel’s maximum stability is closely associated with which of the following? .

(1) The angle of deck-edge immersion (2) The amount of freeboardA. (1) only B. (2) only C. Both (1) and (2) D. Neither (1) nor (2)

48. A virtual rise in the center of gravity may be caused by .A. filling a partially filled tankB. using an on board crane to lift a freely swinging heavy objectC. emptying a partially filled tankD. transferring ballast from the forepeak to the after peak

49. A wet cargo refers to .A. a cargo that will be damaged if it gets wet B. bulk liquidsC. cargoes that will cause condensation D. liquids in containers

50. Aboard a vessel, dividing the sum of the longitudinal moments by total weight yields the vessel’s .A. inclining momentsB. righting momentsC. vertical momentsD. longitudinal position of the center of gravity

51. Aboard a vessel, dividing the sum of the transverse moments by total weight yields the vessel’s .A. vertical moments B. transverse position of the center of gravityC. inclining moments D. righting moments

52. Aboard a vessel, dividing the sum of the vertical moments by total weight yields the

vessel’s .A. height of the center of gravity B. vertical momentsC. righting moments D. inclining moments

53. Aboard a vessel, multiplying a load’s weight by the distance of the load’s center of gravity from

the centerline results in the load’s .A. TCG B. transverse momentC. righting moment D. transverse free surface moment

54. Aboard a vessel, multiplying a load’s weight by the distance of the load’s center of gravity from

the mid-ship section results in the load’s .A. LCG B. longitudinal momentC. righting moment D. inclining moment

55. According to the customs of this port, the work of opening and closing hatch covers is done byA. the ship’s officers B. the foreman from the shoreC. the ship’s hands D. the tallyman

56. Addition of weight above the center of gravity of a vessel will ALWAYS .A. reduce initial stability B. increase righting momentsC. increase GM D. cannot be determined

57. Addition of weight to a vessel will ALWAYS .A. reduce reserve buoyancy B. increase righting momentsC. increase GM D. all of the above

58. After each reading of an oxygen indicator, the instrument should be purged with .A. CO2 B. fresh airC. the tested compartment’s air D. water

59. After the initial cleaning of flue gas in an inert gas system the gas is passed through what device for final cleaning? .A. Scrubber B. Demister C. Deck water seal D. Final filter

60. After transferring a weight forward on a vessel, the draft at the center of flotation

will .A. change, depending on the location of the LCGB. increaseC. decreaseD. remain constant

61. All dunnage planks and mats must be sent on board commencement of loading.A. prior to B. during C. in the period of D. afterwards

62. All electrical appliances aboard a vessel should be grounded to .A. prevent them from falling when the vessel rollsB. protect personnel from electrical shockC. increase their operating efficiencyD. prevent unauthorized personnel from operating them

63. All of the following can be determined by use of a stabilogauge EXCEPT .A. metacentric height B. mean draftC. moment to trim one inch D. deadweight

64. All the cargo holds must be cleaned out meet the requirements of the cargo surveyor.A. such/that B. so/that C. such/to D. so/as to

65. All the following EXCEPT are fittings for securing and lashing containers on board

ships.A. stackers B. twist lockC. bridge fittings D. containment booms

66. All the holds and other parts of the ship in which cargo is to be stowed should be for

the carriage.A. comfortable B. suitable C. stable D. favorable

67. All the holds to be loaded with grain must be swept *\_\_\_\_\_* commencement of loading.A. cleanly during B. clear meanwhileC. clean between D. clean prior to

68. All the holds which are to take cereals in bags must be so cleaned that they meet the

requirements of the .A. local agent B. cargo surveyorC. accident investigator D. general average adjuster

69. Although KG for a vessel in lightweight is relatively high, the vessel is stiff because .A. KM is small B. KM is high C. BL is small D. KB is large

70. An inert gas system is designed to reduce the possibility of tank explosions by .A. eliminating sparks and fire in the vicinity of cargo tanksB. removing all hydrocarbon gases from the cargo tanksC. blanketing cargo tanks with inert foamD. reducing the oxygen concentration below levels necessary for combustion

71. An unstable upright equilibrium position on a vessel means that the metacenter is .A. lower than the center of gravity B. at the same height as the center of gravityC. higher than the baseline D. on the longitudinal centerline

72. An upright vessel has negative GM. GM becomes positive at the angle of loll because

the .A. free surface effects are reduced due to pocketingB. KG is reduced as the vessel seeks the angle of lollC. effective beam is increased causing BM to increaseD. underwater volume of the hull is increased

73. As a general rule, tally clerks should make their tallying .A. in warehouses B. on deckC. ashore D. in the tally room

74. As the displacement of a vessel increases, the detrimental effect of free surface .A. increasesB. decreasesC. remains the sameD. may increase or decrease depending on the fineness of the vessel’s form

75. Assuming an even transverse distribution of weight in a vessel, which condition could cause A list? .A. Empty double-bottoms and lower holds, and a heavy deck cargoB. Flooding the forepeak to correct the vessel’s trimC. Having KG smaller than KMD. Having a small positive righting arm

76. At all angles of inclination, the metacenter is .A. vertically above the center of buoyancyB. vertically above the center of gravityC. at the intersection of the upright vertical centerline and the line of action of the buoyant forceD. at the geometric center of the underwater volume

77. Bags are usually stowed in between the bulk grain .A. to ventilate the hold B. to separate the cargoC. to replace shifting boards D. to facilitate stowage

78. Battens are fitted in cargo holds across the frames of the vessel from the turn of the bilge

upward. The purpose of these cargo battens is .A. to secure a snatch block when snaking cargo into the wings of the holdB. to prevent cargo from coming in contact with the vessel’s frames or shell platingC. to provide fittings to which cargo lashings may be securedD. to support the dunnage floors which are laid down between tiers of cargo

79. Because of the arrangement of the cell guides, the MOST important factor while loadingContainers is the .A. contents of the container B. list of the vesselC. size of the shoreside crane D. weight of the container

80. Before loading bulk grain, bilge wells must be covered to .A. add strength to the bilge well strainerB. permit rapid flow of water to the bilge wellsC. prevent cargo shifting into the bilge wellsD. prevent oil, water, or other liquid from reaching the cargo

81. Bilge soundings indicate .A. the amount of condensation in the hold B. whether the cargo is leaking or notC. whether the vessel is taking on water D. all of the above

82. Bonding cables are used during cargo transfer to .A. provide safe electrical power connection to barge equipmentB. keep the vessel from surging excessivelyC. prevent an accidental discharge of static electricityD. secure the cargo hose to a hatch when loading overall

83. Broken stowage must be reduced to .A. a minimum B. little amountC. a maximum D. great amount

84. Bulk cargo refers to .A. cargo which occupies a large volume of spaceB. cargo which requires refrigerationC. cargo which is very denseD. homogeneous cargo not enclosed in a container

85. Buoyancy is a measure of the ship’s .A. ability to float B. deadweightC. freeboard D. midships strength

86. By the stowage factor, when given a certain volume of space, we know .A. the space of the ship B. the space of one holdC. what kind of cargo can be stowed D. how much cargo can be stowed

87. Cargo contaminated due to failure to provide clean holds prior to loading is an example

of .A. lack of due diligence B. restraint of princesC. inherent vice D. latent defect

88. Cargo that gives off fumes that may contaminate other cargo is known as a/an .A. delicate cargo B. dirty cargo C. toxic cargo D. odorous cargo

89. Cargo that is highly susceptible to damage by tainting from odorous cargo is called .A. clean cargo B. delicate cargo C. dry cargo D. immune cargo

90. Cargo that might leak from containers are known as .A. dirty cargoes B. caustic cargoes C. wet cargoes D. bulk cargoes

91. Certain cargoes must be segregated because of their .A. inherent characteristics B. weightC. destination D. danger to humans

92. Chief foreman, you are requested to instruct all stevedores boarding the ship that no smoking is in the holds during loading.A. allowed B. forbidden C. approved D. disliked

93. Chief foreman, you are requested to instruct all stevedores that no smoking is allowed

on the main deck.A. boarding the ship B. reaching the shipC. through the ship D. disembarking from the ship

94. COMPATIBILITY OF GOODS states .A. the method for the proper stowage of a dangerous cargoB. the necessity of lashing, securing and piling of awkward or lengthy cargoC. whether different goods can be stowed together in one holdD. ventilation method for hydrous cargo

95. Concentrated heavy loads are involved in loading a LASH vessel. What does NOT requireClose attention due to such loads while working cargo? .A. GM—available and required B. Longitudinal stress numeralC. Tons per inch immersion numeral D. Draft

96. Damage to cargo caused by dust is known as .A. contamination B. oxidation C. tainting D. vaporization

97. Damage to ship’s fittings caused by stevedore’s negligence often happens. Therefore, the

stevedores the cost of the damage repaired afterwards.A. should hold responsible for B. should be held responsible forC. should be free of D. should be bearable of

98. Deballasting a double bottom has what effect on KG? .A. KG is increasedB. KG is decreasedC. KG is not affectedD. KG increases at light drafts and decreases at deep drafts

99. Displacement refers to the .A. cubic capacity of a vesselB. deadweight carrying capacity of a vesselC. gross tonnage of a vesselD. number of tons of water displaced by a vessel afloat

100. Dunnage may be used to protect a cargo from loss or damage by .A. ship’s sweat B. inherent viceC. tainting D. hygroscopic absorption

101. During loading or discharging, the tallymen must make contact with on duty so as to

solve problems in time.A. shipowner B. ship’s officers C. shippers D. consignors

102. During which condition should be operator of a pedestal crane shut down operations? .A. Bunkering B. High windsC. Potable water spill on deck D. More than 3° list

103. Each ship having an inert gas system must have a portable instruments to measure concentrations of hydrocarbon vapor in inert atmospheres and also to measure .A. nitrogen B. oxygen C. carbon dioxide D. water vapor

104. For a floating vessel, the center of buoyancy and the metacenter are in the line of action of the buoyant force .A. only when there is positive stabilityB. only when there is negative stabilityC. only when there is neutral stabilityD. at all times

105. For a floating vessel, the center of flotation is the point in the waterplane .A. about which the vessel lists and trimsB. which coincides with the center of buoyancyC. which, in the absence of external forces, is always vertically aligned with the center of gravityD. which is shown in the hydrostatic tables as VCB

106. For a floating vessel, the result of subtracting KG from KM is the .A. height of the metacenter B. height of the righting armC. height of the center of buoyancy D. metacentric height

107. For a floating vessel, true mean draft is always the .A. average of the observed draftsB. draft at the center of flotationC. draft corresponding to the calculated displacementD. mean of the calculated drafts

108. For a vessel inclined by the wind, multiplying the buoyant force by the horizontal distanceBetween the lines of action of the buoyant and gravity forces gives the .A. righting moment B. vertical momentC. longitudinal moment D. transverse moment

109. For a vessel with list, a decrease in GMT will cause the angle of inclination to .A. stabilize at angle of loll B. decreaseC. increase D. remain constant

110. For a vessel with longitudinal inclination, an increase in GML causes .A. list to stabilize at an angle of loll B. trim to stabilize at an angle of lollC. trim to increase D. trim to decrease

111. For a vessel with transverse inclination, an increase in GMT causes .A. list to stabilize at an angle of loll B. list to decreaseC. trim to decrease D. list to increase

112. For cargoes grain meal, coal, ventilation is needed to prevent them spontaneous.A. i. e./of B. for instance/away C. for example/off D. such as/from

113. For small angles of inclination, if the KG were equal to the KM, then the vessel would

have .A. position stability B. negative stabilityC. neutral stability D. maximum stability

114. Forces within a vessel have caused a difference between the starboard and port drafts. ThisDifference is called .A. list B. heel C. trim D. flotation

115. Foreman, the ship , please get the stevedores to fill the port wings with heavier packages.A. lists to starboard B. is shifting to starboardC. is inclined to starboard D. is listing to starboard

116. Freeboard is a measure of which of the following? .

(1) The amount of reserve buoyancy (2) The initial stability of the vesselA. (1) only B. (2) only C. Both (1) and (2) D. Neither (1) nor (2)

117. From the information concerning the tons per inch or centimeter immersion of a

vessel shall be usually found.A. stability curve B. deadweight scaleC. table of azimuth D. freeboard assignment

118. GM cannot be used as an indicator of stability at all angles of inclination because .A. M is not fixed at large angles B. there is no M at large anglesC. G is not fixed at large angles D. there is no G at large angles

119. GM is a measure of .

(1) the initial stability of a vessel (2) the rightness of the vesselA. (1) only B. (2) only C. both (1) and (2) D. neither (1) nor (2)

120. Goods stowed in containers without notice.A. shall be carried on deck B. shall be carried under deckC. may be carried on or under deck D. may not be carried on or under deck

121. How could lashing gear used aboard Ro-Ro vessels be stowed when not in use? .A. Drape along brackets B. Hang vertically in a sheltered areaC. Stow in bins at hatch coming side D. All of the above

122. If a ship will call at four ports for discharging, i. e. A, B, C and D consecutively, the cargo

for must generally be loaded first.A. Port A B. Port B C. Port C D. Port D

123. If a vessel lists to port, the center of buoyancy will .A. move to port B. move to starboardC. move directly down D. stay in the same position

124. If a vessel takes a sudden severe list or trim from an unknown cause, you should

FIRST .A. determine the cause before taking countermeasuresB. assume the shift is due to off-center loadingC. counterflood on the side opposite the list or trimD. assume the cause is environmental forces

125. If a void occurs in the cargo hold, it is better to to control the broken stowage.A. brace it with dunnage B. cover it with large piecesC. fill it with small pieces D. leave it as it is

126. If the metacentric height is large, a floating vessel will .A. be tender B. have a slow and easy motionC. be stiff D. have a tendency to yaw

127. If the result of loading a vessel is an increase in the height of the center of gravity, there willAlways be an increase in the .A. metacentric height B. righting armC. righting moment D. vertical moments

128. If the vertical center of gravity (VCG) of a ship rises 1.7 feet, the righting arm (GZ) for the

various angles of inclination will .A. decreaseB. increaseC. remain unchangedD. be changed by the amount of GG' x cosine of the angle

129. In practice, it is usual for ship to be loaded to improve the vessel’s movement

through the water.A. a little deeper aft B. a little deeper forwardC. at the same draught between fore and aft D. a balance between two sides

130. In relation to cargo gear, what does SWL mean? .A. Safe working load B. Ship’s working liftC. Starboard wing lift D. Stress, weight, load

131. In small angle stability, the metacentric height .A. is found in the hydrostatic tables for a level vesselB. multiplied by the displacement yields the righting momentC. is always positiveD. is calculated by subtracting KG from KM

132. In small angle stability, when external forces exist, the buoyant force is assumed to act

vertically upwards through the center of buoyancy and through the .A. center of gravity B. center of flotationC. metacenter D. metacentric height

133. In the presence of external forces, the center of buoyancy of an inclined vessel is verticallyAligned with the .A. center of gravity B. metacenter C. center of flotation D. keel

134. In the stowage of deck cargo, cribbing is .A. placed on deck to support the cargoB. separation pieces used to keep cylinders upright and steadyC. shims for stowing baled cargoD. nets placed across the hatch opening to keep the cargo from falling in the hatch

135. Increasing free surfaces has the effect of raising the .A. uncorrected KG B. virtual height of the center of gravityC. metacenter D. metacentric height

136. Increasing the number of slack liquid tanks has the effect of raising the .A. uncorrected KG B. maximum allowed KGC. virtual height of the center of gravity D. metacentric height

137. It is the responsibility of the crane operator to, at all times, be aware of the location of

the .A. load B. hook C. boom D. all of the above

138. It would be possible that part of the cargo got as great change in the weather during

the voyage caused heavy in the hold.A. damp/water B. dampness/sweaterC. wet/condensation D. wetness/dew

139. Jettisoning weight from topside .A. returns the vessel to an even keel B. reduces free surface effectC. lowers the center of gravity D. raises the center of buoyancy

140. Keeping certain cargoes separated because of their inherent characteristics is knownAs .A. overstowage B. segregation C. spot loading D. cargo typing

141. Large quantities of uncovered big iron or billets should not be carried in the upper tween- decks because .A. this does not eliminate the risk of cargo shiftingB. this will increase the metacentric height of the shipC. this will decrease the gravity height of the shipD. this will reduce the rolling period of the ship

142. Litmus paste is used in order to determine .A. innage B. thievage C. ullage D. the tank’s datum point

143. Mariners must ascertain that deck loads are stowed in such a manner as .A. to affect the vessel’s stability B. not to affect the vessel’s stabilityC. to keep the vessel on even keel D. not to keep the vessel on even keel

144. Metacentric height is a measure of .A. initial stability only B. stability through all anglesC. maximum righting arm D. all of the above

145. MV *Utopia* may conduct the following operations to stop listing EXCEPT .A. jettisoning cargo B. immobilizing the engineC. transferring cargo D. transferring bunkers

146. Of the following, the most important consideration for a tank vessel is .A. GM B. the vertical center of gravityC. the longitudinal center of gravity D. the stress on the hull

147. Of the general methods of stowing bagged cargo, which allows maximum ventilation?

.A. Brick method B. Cross tier methodC. Full-bag method D. Half-bag method

148. On a vessel, multiplying a load’s weight by the distance of the load’s center of gravity above

the baseline results in a/ an .A. transverse moment B. vertical momentC. righting moment D. inclining moment

149. On board container carriers, below-deck containers are stowed .A. in fixed cell guides B. under TFEUC. secured by portable lashing system D. in block

150. Planning to stow in the end lower holds will result in much broken stowage.A. large crates or cases B. small curved itemsC. drums D. filler cargo

151. Pump out No. 2 port ballast tank to .A. keep vessel afloating B. refloat vessel listing to starboardC. make vessel all-right D. bring vessel upright

152. Refrigeration machinery is often surveyed before loading reefer cargo. This survey is usually performed by the .A. MSA B. CCS C. CCIQ D. local port authority

153. Serious loss of reserve buoyancy resulting from flooding any compartment of a ship will always .A. increase the trim B. change the free surface effectC. cause a serious list D. decrease ship stability

154. The actual amount of cargo loaded depends upon .A. the broken stowage listed B. the broken stowage calculatedC. the broken stowage given D. the actual broken stowage

155. The amount of freeboard affects the .

(1) amount of reserve buoyancy of a vessel (2) range of stability of a vesselA. (1) only B. (2) only C. both (1) and (2) D. neither (1) nor (2)

156. The center of volume of the immersed portion of the hull is called the .A. center of buoyancy B. center of flotationC. center of gravity D. tipping center

157. The difference in tones between the displacement in salt water at summer load waterline and the light weight of the vessel is .A. deadweight B. gross tonnage C. net tonnage D. displacement

158. The disinfection of various compartments in a vessel by filling with a gaseous agent to destroy rats and all insects pests which act as germ carriers means .A. displacement B. fumigation C. discharging D. compensation

159. The explosive range of a fuel lies between the lower explosive limit and the .A. flash point B. ignition temperatureC. upper explosive limit D. fire point

160. The forward draft of your ship draft is 27'11" and the after is 29'03". The draft amidship is

28'05". Your vessel is .A. hogged B. sagged C. listed D. trimmed by the head

161. The geometric center of the waterplane area is called the .A. center of buoyancy B. center of gravityC. metacenter D. center of flotation

162. The KM for a vessel may be determined by which of the following? .A. Adding the KB and the BM B. Subtracting the KB from the BMC. Subtracting the GM from the KB D. Adding the GM and the KB

163. The lowest temperature at which a liquid will give off sufficient vapors to form a flammable

mixture with air is known as the .A. fire point B. flash pointC. lower explosive limit D. threshold limit value

164. The majority of cargo gear breakdowns are a result of .A. guy failures B. topping lift failuresC. bending of the boom from compression D. gooseneck failure

165. The maximum draft to which a vessel can legally be submerged is indicated by the .A. load line mark B. Certificate of InspectionC. Station Bill D. tonnage mark

166. The minimum temperature required to ignite gas or vapor without a spark or flame being present is called .A. flash point B. fire pointC. auto-ignition temperature D. lower explosive limit

167. The most important principle in the cargo stowage is .A. to avoid the rearrangement of the cargo load on boardB. to ensure the safety of the ship and cargoC. to reject the damaged cargo during loading operationD. to prevent the spontaneous combustion of the coal and grain

168. The net productivity per gang-hour can be improved through a decrease of .A. cranes/derricks B. crane/derrick cyclesC. crane/derrick cycle time D. weight per package

169. The objective of shoring a damaged bulkhead is to .A. force the warped, bulged, or deformed sections back into placeB. support and hold the area in the damaged positionC. withstand subsequent additional damageD. make a watertight seal at the damaged area

170. The productivity of working shifts can be improved through a decrease of .A. working hours B. gangs C. idle time D. weight per set

171. The safest procedure used to rig a guy and preventer is to have the guy .A. and preventer have equal stressB. stronger than the preventer to minimize the danger of separationC. take a lighter load than the preventer as a safety factorD. take the stress in case the preventer parts

172. The ship is now too much listing to portside. I suggest that you light cargo on

portside and heavy cargo on starboard side.A. will put B. would put C. put D. shall put

173. The ship will be responsible for the cargo loaded or unloaded .A. only when the cargo is within its railB. during the time when loading or unloading is going onC. after the cargo is checked by tallymenD. as soon as loading or discharging begins

174. The stowage factor should be calculated .A. before the stowage plan is made B. when the stowage plan is madeC. after the stowage plan is made D. before loading

175. The tallying of cargo refers to such kind of work that the amount and condition of all cargo

should be checked .A. after its arrival at the destinationB. during the ship’s voyage at seaC. before they come to the dockD. during the time when the loading or discharging is going on

176. The words PIPE, BUTT, TUN and PUNCHEON all refer to .A. the sizes of casks B. various lengths of timberC. structural shapes used in construction D. viscosities of liquid cargoes

177. There is another thing I want to let you know. The lighting in the hold is very poor, even

dark to work the cargo.A. if B. very C. too D. very much

178. To ensure the ship’s general stability, \_\_\_.A. she’s loaded a little deeper forwardB. she’s loaded a little deeper aftC. she has not any ballast at allD. the cargo is properly distributed throughout the ship

179. To improve your vessel’s stability in a hazardous situation, you should .A. ballast deep tanks if they are slackB. transfer ballast athwartshipsC. pump out double bottomsD. fill double bottoms from deep tanks

180. Under normal weather and sea conditions when securing a stack of containers with non-locking fitting lashings are required when the tier exceeds what height? .A. Lashings are always required B. Five containerC. Four containers D. Three containers

181. Vessel on her delivery shall be ready to receive cargo with clean-swept holds and in

every way fitted for ordinary cargo service.A. right, correct and safe B. sufficient, efficient and coefficientC. nice, tidy and in good working condition D. tight, staunch and strong

182. We are pleased to inform you that all the general cargoes are stowed and separatedBy mats.A. discharge B. discharging C. be discharged D. to be discharged

183. What is a cofferdam? .A. Tube fitted to an ullage holeB. Area the product is loaded intoC. Void or empty space separating two tanksD. Opening in the deck used for cleaning a tank

184. What is MTI? .A. The foot/tons needed to trim the vessel by 1 inchB. The foot/tons needed to trim the vessel by 1 footC. The moment needed to trim the vessel by 1 inchD. The amount of vessel will trim when loading 100 tons 100 feet from the tipping center

185. What is NOT a precaution to be taken when topping off? .A. Reduce the loading rateB. Notify the engine room of the procedureC. Maintain communications with the dock manD. Give the operation your undivided attention

186. What is NOT a securing system used on a containership? .A. Lashing system B. Stacking systemC. Locking system D. Buttress system

187. What is the difference between “Heel” and “List”? .A. The ship is said to be heeled when she is inclined by an external force; the ship is said to be listed when she is inclined by an force within the shipB. The ship is said to be heeled when she is inclined by an force within the ship; the ship is said to be listed when she is inclined by an external forceC. “Heel” refers to mainly large inclination while “List” refers to small inclinationD. “List” refers to mainly large inclination while “Heel” refers to small inclination

188. What is the main purpose of dunnage? .A. To act as ballast for light vesselsB. To provide ventilation and drainage for cargoC. To secure the tarpaulins in placeD. To support weakened bulkheads

189. What is/are the advantage(s) of using web lashing on light vehicles aboard Ro-Ro

vessels? .A. Good working life B. Light and easy to handleC. Flexible D. All of the above

190. When cargo is being worked using a Burton or married fall system, which part of the cargo

gear is most likely to fail? .A. Boom B. Gooseneck C. Guy tackle D. Topping lift

191. When cargo is shifted from the main deck into the lower hold of a vessel, .A. the metacenter will move downward B. the GM will increaseC. the center of buoyancy will move upward D. the list of the vessel will become great

192. When discharging an oil cargo, the first consideration is to .A. get the bow up B. discharge from the wings firstC. discharge from the centerline tanks first D. discharge from amidships first

193. When discharging cargo from a tank barge, in which case may the cargo pass through or over the towing vessel? .A. With permission from the person in charge of the towing vesselB. With permission from the person in charge of the shore facilityC. When off-loading grade C cargoD. In no case

194. When handling cargo, the majority of cargo gear breakdowns is due to .A. compression bend of the boom B. extension failure of the boomC. guy failures D. topping lift failures

195. When the is large, the ship is stiff; and when it is small, she is tender.A. GM B. free surfaceC. longitudinal center of gravity D. transverse center of gravity

196. When the vessel arrives, the cargo of machinery to be unloaded is .A. transported to the ship’s side B. transported into the shedC. lashed and secured D. delivered to the consignor

197. When working with lumber, wire and staples are not desirable to be used because .A. they are not subjected to cause troubleB. they are difficult to handle this kind of cargoC. the efficiency of separating is raisedD. the efficiency of loading is greater

198. Which is the summer load waterline on the load waterline mark? .A. The first line at the bottom B. The second line from the bottomC. The third line from the bottom D. The fourth line from the bottom

199. Which is the winter load waterline on the load waterline mark? .A. The line over the summer load waterlineB. The line above the tropical load waterlineC. The line below the tropical load waterlineD. The line between the summer and the winter North Atlantic load waterline

200. Which of the following best indicates how many tons of cargo a ship can carry? .A. Bale cubic B. Deadweight C. Gross tonnage D. Net tonnage

201. Which of the following is a characteristic of a Ro-Ro vessel? .A. Passenger tours available upon dockingB. Long port stays necessary to secure vehiclesC. Short in port turnaround timesD. Heavy vehicles only require lightweight securing equipment

202. Which of the following best indicates how many tons of cargo a vessel can carry? .A. Bale cubic B. Deadweight tonnage of cargoC. Loaded displacement D. Gross tonnage

203. Which space(s) is/are deducted from gross tonnage to derive net tonnage? .A. Companions and booby hatches B. Chart roomC. Open structures D. All of the above

204. Which statement about a centrifugal cargo pump is TRUE? .A. It is a positive displacement pumpB. It must have a positive suctionC. Increasing rotation speed will decrease discharge pressureD. All of the above

205. Which statement is TRUE of a stiff vessel? .A. She will have an unusually high center of gravityB. She will have a large metacentric heightC. She will pitch heavilyD. Her period of roll will be large due to her large metacentric height

206. Which statement is TRUE of centrifugal pumps aboard tankers? .A. They are positive displacement pumpB. They are gravity-fedC. They produce a pulsating flowD. They require more maintenance than a reciprocating pump

207. Which discharging a cargo, the stripping of the tanks falls behind schedule. This would

indicate the .A. main pumps are working at a high discharge pressureB. main pumps are leaving too much oil in the tanksC. stripping pump is not primedD. stripping line is cross-connected to the main line

208. While discharging a tanker, list can be controlled by .A. shoreside personnelB. using a center tank near the bow, discharging as necessaryC. using wine tanks near the longitudinal. discharging as necessaryD. using the after peak tank, loading as necessary

209. Who may serve as the person in charge of loading and discharge operations aboard a

tanker? .A. A licensed officer who holds a tankerman-PIC endorsementB. The pump who has a tankerman assistant endorsementC. The MasterD. The bosun

210. You are kindly requested to supply the necessary tallymen to do on board the shipDuring the discharging of the cargo.A. the tallymen work B. the lashing workC. the cleaning work D. the work of opening and closing hatches

211. You must shift a weight from the upper tween-deck to the lower hold. This shift

will .A. make the vessel more tender B. make the vessel stifferC. increase the rolling period D. decrease the metacentic height

212. You start a centrifugal cargo pump to discharge cargo. The pump works for a while and then

loses suction. This could NOT be caused by .A. leaking shaft seals B. air pockets in the liquidC. high cargo level in the tanks D. a leaking suction line

213. You start a centrifugal cargo pump to discharge cargo. The pump works for a while and then

loses suction. This could be caused by .A. the pump running backwards B. incomplete primingC. the discharge head being too high D. all of the above

214. Your tank vessel is loaded down to her marks, and you find that she has too much trim by the

stem. To adjust the trim, you may .A. add ballast forward B. load more cargo forwardC. shift bunkers forward D. all of the above

215. Your vessel has a midships engine room and the cargo is concentrated in the end holds. The

vessel is .A. sagging with tensile stress on main deckB. sagging with compressive stress on main deckC. hogging with tensile stress on main deckD. hogging with compressive stress on main deck

216. Your vessel has been in a collision. After assessing the damage, you begin down flooding. This will cause the KB to do what? .A. Fall B. Remain stationaryC. Rise D. Shift to the high side

217. Your vessel is going from a warm climate to a cold climate with a hygroscopic cargo. Which

statement is TRUE? .A. You must ventilate constantly and vigorously to combat ship sweatB. You should ventilate, there is little danger of ship sweat, but a possibility of cargo sweatC. There is danger of heavy cargo sweat if you ventilateD. There is little danger of any sweat problem

218. Your vessel is listing 4° to port and has a short rolling period. There is loose firefighting water

in the hull. The ship is trimmed down by the head with one foot of freeboard at the bow. Which action should you take first? .A. Press up the slack No. 1 starboard double bottom tankB. Pump out the forepeak tankC. Eliminate the water in the tweendecks aftD. Jettison stores out of the paint locker in the forecastle

219. Your vessel is listing because of a negative GM. To lower G below M, you should .A. deballast B. transfer weight to the high sideC. ballast on the high side D. add weight symmetrically below G

220. Your vessel is loaded with non-hygroscopic cargoes and is going from a cold to warm climate. You should .A. start the exhaust blowers B. start the intake blowersC. not ventilate the cargo holds D. ventilate the cargo holds

221. When loading bulk liquid cargo, what is the first action you should take if a cargo valve

jammed open? .A. Call the owner, operator, or terminal supervisorB. Unplug the deck scuppersC. Order the dock man to shut downD. Run out the vessel’s or terminal's fire hose

222. Which operation may cause the pressure in an inert tank to fall below the prescribed

limits? .A. Loading B. DischargingC. Crude oil washing D. Steaming tanks

223. What precaution should be taken when treating bums caused by contact with dry

lime? .A. Water should be applied in a fine sprayB. The burned area should be immersed in waterC. The entire bum area should be covered with ointmentD. Before washing, the lime should be brushed away gently

224. Which method should be used to warm up the pump turbines prior to discharge? .A. Lock the turbine rotor and slowly bleed in steam until operating temperature is reachedB. Run the pump at high speed with the discharge valves closedC. Run the turbine at slow speed with the pump disconnectedD. Shut the discharge valve and run the pump at slow speed

225. Whose duty is it to examine and verify the state and condition of the cargo carried onBoard? .A. Tallyman’s B. Marine Surveyor’sC. Cargo Surveyor’s D. Boarding Inspector’s

226. Why is a warning sign displayed at the gangway or access point of a barge during cargo

transfer? .A. To keep visitors away from the barge B. To prohibit smoking C. To prohibit open lights D. All of the above

227. You are on an inerted tanker. A low pressure alarm must be set to cause an audible and visual alarm if the pressure in the vessel reaches not less than .A. 4 water gauges B. 90% of the vacuum relief settingC. 90% of the pressure drop curve D. 90% of the vacuum assist fan

228. We have two kinds of cargo on board, but is dangerous.A. either B. neither C. none D. no

229. I’d like to know something about the cargo condition at the loading port detail.A. at B. by C. in D. on

230. Will it be convenient you to start unloading tomorrow?A. by B. for C. to D. with

231. We’ll put off until Friday.A. to discharge B. discharge C. discharging D. to be discharging

232. Tell them the cargo, please.A. not touch B. to not touch C. not to touch D. to touch not

233. Direct delivery and discharge can the handling operation.A. speed down B. quick C. slow down D. facilitate

234. How do you dispose the general cargo in the fore part of Hatch No. 5?A. at B. to C. of D. with

235. Timber can be stowed .A. only on deck B. only in holdsC. in forecastle, bridge and poop D. both on deck and in holds

236. A tackle by which the outer end of a boom is raised and lowered is the topping .A. boom B. lift C. raise D. tackle

237. are used as slings to lift heavy objects with sharp edges which would cut wire.A. Chains B. Weirs C. Ropes D. Lines

238. The stevedores have already stowed the porcelain ware up to the deckhead.A. routine radio B. closely C. heavily D. strongly

239. I’ve already put down the remarks DECK CARGO SHIPPER’S RISK in the Shipping

Order.A. IN B. ON C. AT D. FOR

240. The agent has probably already handed over you the stowage plan, ?A. isn’t he B. doesn’t he C. hasn’t he D. didn’t he

241. Can we change the location for the tung-oil that for the gum rosin?A. by B. for C. into D. with

242. Please tell the stevedores to load the cargo according to the respective figures.A. tightly B. closely C. securely D. strictly

243. Never stowed like this.A. optional cargo should be B. should optional cargo beC. should be optional cargo D. optional cargo must be

244. Peck and Hale gear is used most commonly for securing .A. automobiles B. baled cargoC. large wooden crates D. palletized cargo

245. The injured stevedore paid attention to the loading instructions.A. small B. little C. few D. a few

246. According to the stowage factor of the cargo, my ship will take 350 more metric tons

of cargo.A. could B. can C. be able to D. should

247. The necessity of the segregation of cargoes is determined by .A. experience from practice B. various types of cargoesC. different types of ships D. personal abilities

248. is used for lifting cargo.A. A mooring winch B. A windlassC. A deck crane D. A lifeboat engine

249. Gross tonnage indicates the vessel’s .A. displacement in metric tons B. total weight including cargoC. volume in cubic feet D. volume of the enclosed space

250. Because of , no separation is needed for the cargoes destined for New York.A. their different packing B. their same natureC. their different destinations D. their different natures

251. The master got permission to pump out 500 tons of clean sea water for .A. the purpose of trimming B. the approval for ballastC. the purpose of voyage D. the approval for operation

252. All deck cargo must be in addition to being shored, blocked, and braced.A. lashed B. carefully prestowedC. nested D. properly supervised

253. Making cargo plan for appropriate distribution of the cargo on board is duty.A. a ship’s officer’s B. a tallyman’sC. a port planner’s D. a foreman’s

254. RYT29 SWDRAFT FORE 31 FEET 8 INCHES AFT 31 FEET 10 INCHES. From this

sentence, the vessel’ s mean draft is .A. 31 FEET 8 INCHES B. 31 FEET 9 INCHESC. 31 FEET 10 INCHES D. 29 FEET

255. The Chief Checker reminded the Chief Officer the dried turnips on top of the

turpentine.A. to put not B. not to put C. of putting D. of not putting

256. Therefore you are requested to arrange {promptly} for the above-mentioned amount of additional cargo to be loaded on board.A. in due course B. on time C. in time D. swiftly

257. In order for combustion to occur inside a piping system such as a vapor collection header in a

marine emission control system, is NOT one of the three factors.A. fuel B. oxygen C. ignition D. nitrogen

258. Therefore you are requested to arrange soonest possible for the above-mentioned amount ofAdditional cargo on board.A. loading B. to load C. to ship D. to be loaded

259. A ship’s forward draft is 22'04" and its after draft is 23'00". The draft amidships is 23'04".

This indicates a concentration of weight .A. at the bow B. in the lower holds C. amidships D. at the ends

260. is the offense against navigational rules and will make the ship unseaworthy with the

shipowner responsible for all the consequences.A. Overloading B. Overtaking C. Overboarding D. Overlining

261. My vessel will be able to take another 200 metric tons of cargo the previous figure of

my declaration.A. in addition to B. in connection withC. in accordance with D. in relation to

262. Protection of cargo against tainting damage can best be obtained by .A. ventilating the spaceB. not ventilating the spaceC. proper use of paper separation and dunnageD. segregation of cargo by using different hatches

263. Precautionary measures must be taken to safer, of the stevedores, cargo and the

ship.A. insure B. ensure C. assure D. assume

264. are NOT considered as static loads.A. Actual weight of the ship’s structure, outfitting, equipment and machineryB. Cargo loadsC. Bunker and other consumable loadsD. Slamming and sloshing loads

265. In order to accelerate discharging of the main hatches, you are requested to arrange for two gangs of stevedores to work hatches Nos. 2 and 4 { round the clock}.A. 24 hrs a day B. 16 hrs a day C. 12 hrs a day D. 8 hrs a day

266. A DANGEROUS CARGO MANIFEST is needed for you to carry a combustible cargo. You

should obtain the shipping papers to make this MANIFEST from the .A. manufacturer B. ABS C. coast guard D shipper

267. During fueling, all doors, hatches, and ports .A. to windward should be opened and the ones to leeward should be closedB. to leeward should be opened and the ones to windward should be closedC. should be openedD. should be closed

268. What would be *prima facie* evidence of unseaworthiness? .A. Overloading B. Overstowage C. Overbooking D. Overcarriage

269. When arranging cargo for in the holds, we should give first consideration to ship’s

seaworthiness and her being in a good sea-going trim after loading.A. dunnage B. separation C. stowage D. operation

270. The use of between bags may lead to chafage and tearing of the bags.A. strips of burlap B. heavy paperC. dunnage boards D. strips of rope yam

271. It’s to stow optional cargo in the lower hold. You’d better give it block stowage in

the tweendecks, then it can be easily discharged either at Shanghai, or Dalian or Tianjin.A. possible B. impossible C. proper D. improper

272. A ship is responsible for the cargo loaded or unloaded .A. only when the cargo is within its railB. after the cargo is checked by tallymenC. as soon as the cargo loading or unloading beginsD. during the time when loading or unloading is going on

273. Generally speaking, the heavier cargo will go into the , distributing it evenly fore andAft, the lighter cargo will probably be placed in the .A. deep tanks/lower holds B. lower holds/tweendecksC. tweendecks/deep tanks D. deep tanks/tweendecks

274. A Forty-Foot Auto Frame (FAF) is a .A. cargo unit B. dangerous cargo containerC. Doppler speed log D. gyro-compass and autopilot

275. The most variable factor in the control of broken stowage is .A. the use of excessive amounts of dunnageB. the use of excessive amounts of filler cargoC. the failure to stow some items in neat and uniform rows and tiersD. the skill, industry and interest of the longshoremen

276. INCLINATION OF THE VESSEL TO PORT SIDE OR STARBOARD SIDE defines .A. tip B. capsize C. list D. trim

277. is NOT a means of securing cargo.A. SHORING B. BLOCKINGC. TOMMING DOWN D. NESTING OF CARGO

278. water is the water in the hold to keep the ship’s stability.A. Bilge B. Ballast C. Slop D. Sanitary

279. A ship with the TCG off the longitudinal centerline inclines to an angle of .A. list B. heel C. trim D. loll

280. If the weights are moved away from the midship section, will happen on board.A. hogging B. sagging C. stiff D. tender

281. The ship will backward if Hatch No. 4 and No. 5 are over stowed.A. dent B. list C. lean D. bend

282. A semi-submersible with a negative GM flops to an angle of .A. heel B. trim C. list D. loll

283. Topside icing decreases vessel stability because it increases .A. displacement B. free surface C. draft D. KG

284. At an angle of loll, the righting arm (GZ) is .A. maximum B. negativeC. positive, but reflexive D. zero

285. Initial stability refers to stability .A. at small angles of inclination B. when loaded with minimum deck loadC. when at transit draft D. when GZ is zero

286. Before counter-flooding to correct a list, you must be sure the list is due to .A. negative GM B. floodingC. off-center weight D. reserve buoyancy

287. Keeping the draft at or below the load line mark will insure that the vessel hasAdequate .A. ballast B. reserve buoyancyC. displacement D. rolling periods

288. Aboard damaged vessels, the MOST important consideration is preserving .A. bilge pumping capacity B. reserve buoyancyC. level attitude D. instability

289. Damage stability is the stability .A. which exists when the wind speed is less than 50 knotsB. before collisionC. after floodingD. at the maximum load

290. A slow and easy motion of a vessel in a seaway is an indication of a .A. small GM B. low center of gravityC. stiff vessel D. large GZ

291. Movement of liquid in a tank when a vessel inclines causes an increase in .A. righting arm B. metacentric heightC. height of the uncorrected KG D. natural rolling period

292. A load line of a ship is assigned by .A. Minerals Management ServiceB. Department of EnergyC. Corps of EngineersD. a recognized classification society approved

293. If the buoyant force on a ship’s hull is equal to the displacement tonnage, the ship

Will .A. require ballast B. be down by the head C. sink D. float

294. When liquid is free to move transversely in a tank, the effect is called .A. free communication B. free densityC. free surface D. negative GM

295. A ship is inclined at an angle of loll. In the absence of external forces, the righting arm (GZ)

is .A. positive B. negative C. zero D. vertical

296. is NOT indicated by bilge soundings.A. The amount of condensation in the hold B. Whether the cargo is leaking or notC. Whether the vessel is taking on water D. GM

297. Load line regulations are designed to insure that a vessel has adequate structural strength and sufficient .A. lifesaving equipment B. stabilityC. mooring tension D. riser tension

298. Which statement is TRUE of a tender vessel? .A. It has a large GM B. Its period of roll is longC. It has a very low center of gravity D. It has a good transverse stability

299. Your vessel has taken a slight list from off-center loading of material on deck. The .A. list should be easily removed B. mean draft is affectedC. vessel may flop D. vessel is trimmed

300. A vessel may acquire a list if the center of gravity is .A. off the centerline B. too high in the vesselC. too low in the vessel D. too much toward the stem or the stem

301. If your vessel will list with equal readiness to either side, the list is most likely causedBy .A. negative GM B. off-center weightC. pocketing of free surface D. excessive freeboard

302. When a vessel is stationary and in a hogging condition, the main deck is under .A. compression stress B. tension stressC. shear stress D. racking stress

303. A vessel has a strong wind on the port beam. This has the same affect on stabilityAs .A. weight that is off-center to starboard B. increasing the draftC. reducing the freeboard D. increasing the trim

304. Which is an indication of reserve buoyancy? .A. Metacentric height B. Righting momentC. Rolling period D. Freeboard

305. A semi-submersible which will not remain upright and will assume a list either to port or star­board is likely to have .A. a large TCG B. a negative GMC. excessive ballast D. insufficient deck load

306. In the absence of external forces, the center of gravity of a floating vessel is located directlyAbove the .A. metacenter B. amidshipsC. center of flotation D. geometric center of the displaced volume

307. The Plimsoll mark on a vessel is used to .A. align the vessel’s tail shaft B. determine the vessel’s trimC. determine the vessel’s freeboard D. locate the vessel’s centerline

308. A vessel behaves as if all of its weight is acting downward through the center of gravity, andAll its support is acting upward through the .A. keel B. center of buoyancy C. tipping center D. amidships section

309. A disk with a horizontal line through its center, equivalent to the summer load line, is called

the .A. deadrise mark B. maximum allowable draft markC. Plimsoll mark D. tonnage mark

310. Which will be a result of removing on-deck containers? .A. KG will increase B. Metacentric height will increaseC. KB will increase D. Reserve buoyancy will decrease

311. At the final departure condition, the SWSF and SWBM along the ship’s length are within the

permissible .A. harbor limitsB. seagoing limitsC. reasonable limitsD. the limits determined by the master in his discretion

312. Which one of the following factors does NOT reduce the effect of free surface? .A. Minimum number of daily service tanks in useB. Where possible, tanks either full or emptyC. GZmax at minimum 25°D. Bilges pumped out

313. With no environmental forces acting on the vessel, the center of gravity of an inclined vessel is vertically aligned with the .A. longitudinal centerline B. center of flotationC. original vertical centerline D. metacenter

314. The ship’s draught forward is slightly deeper than the draught aft. This condition is Called in shipping terms.A. trim by the head B. trim by the stem C. even keel D. drafts different

315. When loading a cargo of taconite, proper sequencing of loading by hatch number is necessary to .A. provide the proper trim B. prevent negative stability from developingC. prevent excessive longitudinal stresses D. control list

316. will NOT improve VSL’s initial stability.A. Removing loose waterB. Adding weight low in the vesselC. Closing crossover valves between partly filled double bottom tanksD. Deducting weight low from the vessel

317. is the tendency of a vessel to return to its original position after it is displaced

therefrom.A. Inclining moment B. StabilityC. Shearing force D. Bending moment

318. A vessel with a small GM will .A. have a large amplitude of rollB. provide a comfortable ride for the crew and passengersC. have drier decks in heavy weatherD. be likely to have cargo shift in heavy weather

319. the vessel been afforded a safe refuge, protected from the wave bending momentsAnd dynamic forces experienced in the open ocean, it would have remained intact and afloat for a sustained period.A. Had B. Should C. Would D. Might

320. What is reserve buoyancy? .A. The amount of buoyancy measured in foot/tonsB. The vertical distance above the waterline inside the hullC. The volume of space that is filled with waterD. The volume of intact space above the waterline

321. An inclined semi-submersible with a very short rolling period about a constant angle of list is

likely to have .A. an off-center TCG B. an LCG greater than level vessel LCBC. a negative GM D. excessive free surfaces

322. Which of the following is more important in determining the amount of free surface that will be

produced? .A. The breadth of the tankB. The length of the tankC. The amount of liquid in the tankD. The position of the tank in relation to the center line of the vessel

323. A vessel continually lists to one side and has a normal rolling period. Which statement is

TRUE? .A. The vessel has negative GMB. The center of gravity is on the centerlineC. The list can be corrected by reducing KMD. The vessel has asymmetrical weight distribution

324. Which technique could be used to give a more comfortable roll to a stiff vessel? .A. Concentrate weights in the upper tween-deck wingsB. Add weight near the centerline of the lower holdC. Move weights lower in the shipD. Ballast the peak tanks

325. The transportation of dangerous cargo in packages is governed by .A. IBC code B. BC code C. 1MDG code D. IGC code

326. Be careful mix the inflammable cargo with that kind.A. do not B. will not C. shall not D. not to

327. Which cargo would require a dangerous cargo manifest? .A. Cotton B. Wheat C. Sugar D. Lumber

328. A ship lists and trims about the .A. center of gravity B. center of buoyancyC center of flotation D. center of the underwater volume

329. Loading cargo operation in Hold No. 3 stopped owing to .A. gangs employed B. windlass troubleC. gangs unavailable D. shortage of navigational charts

330. Hatch No. 1 must be cleaned up to meet the of the cargo surveyors.A. necessity B. responsibility C. requirement D. stipulation

331. Most very large ocean going vessels, such as bulk carriers and large tankers, tend to

squat .A. by the bow B. by the stemC. at the end nearest the bottom D. evenly fore and aft

332. I hereby declare that my vessel has a 15 ,400 metric tons.A. bale capacity B. grain capacityC. cargo capacity D. DWTC

333. Chemical Tankers are generally referred to the cargo ships constructed or adapted and used for the carriage of .A. liquid chemicals in bulk B. solid chemicals in bulkC. chemicals in bulk D. cargoes in bulk

334. is known as a long hatch during loading operation.A. The largest hatch of a shipB. The hatch that is double riggedC. The hatch where a disproportionate amount of cargo is stowedD. The hatch where the most cargo is stowed

335. is NOT one of the potential problems in the solid bulk cargo operations.A. High loading ratesB. Lack of effective ship/shore communicationC. Exceeding the assigned load line marksD. Proper planning and controlling cargo and ballasting operations

336. On the cargo manifest, the gross weight of a box containing cargo is the weight of

the .A. cargo B. box C. cargo and box D. rate weight

337. the general cargo is to be loaded in No. 1 tweendeck both wings, where to put theContainers?A. Whether B. Suppose C. In cast D. How about

338. After each container has been stuffed, responsible personnel will ensure that the doors

have been securely closed and are watertight and a has been placed on the container.A. real B. deal C. seal D. meal

339. are NOT used to handling containers.A. Dockside container cranesB. Shipboard container cranesC. Straddle trucksD. Burlaps which are often made up in rolls or squares

340. The use of containers will make the cargo-handling safer if that the man-hours of

exposure to risk will decrease.A. for the other reason B. for the other reason thanC. not for the reason D. only for the reason

二、参考答案及解析

1. D。装载大米时用木板和席子做衬垫材料。

2. C。如果明天早晨下雨,装货将推迟。

3. D。密闭货件单元表示货物全部密闭在有足够强度的边框之内，例如货运集装箱、油柜或者带纤维边/顶的车辆。

4. C。重量集中在船体中部，导致船底受拉应力。

5. C。当船舶有冷藏舱室时要配备什么？①使用适当针对制冷剂滤毒罐的防毒面具;②自给式呼吸器。只有②对。

6. D。理货人员在做理货工作后，船东将支付他们理货费。

7. B。对于相同运费率的货物，不足1吨的货物按1吨计费。

8. C。静止角是散装货物（例如散粮或铁矿）在舱内堆放时形成的斜坡与水平面的夹角。

9. D。格栅由4个垂直向上的支柱构成，在集装箱船上每个格栅内恰好能装一个集装箱，这些垂直支柱保持集装箱的位置不变。

10. B。淡水超额量表示当船舶满载吃水时由海水进人淡水或由淡水进人海水时,平均吃水改变的毫米数。

11. B。压载水是用于保持船舶稳性的。

12. D。对于油船，只要船舶准备进行货物操作，就该将屏蔽电缆接好。

13. A。输油软管上应标示最大工作压力。

14. B。积载因数超过40的货物称为容积货。

15. B。具有较大容积的集装箱常用于装载家具。

16. B。连续增大的横倾和纵倾表示船舶正在进水。

17. B。压载水泵间着火可以通过关闭所有进入泵间的通风使火势得到控制且对稳性的影响最小。

18. A。整艘漂浮船舶的重力通过重心，垂直向下。

19. B。除气证书通常由持证的海事检验师签发。

20. C。半高集装箱用于装载像钢铁制品或桶装的货物。

21. D。热的舱壁会使装载吸湿性货物舱内的水汽压力升高。

22. A。大容积集装箱是设计用于装载低密度货物的。

23. A。船上的液压蓄能器用于储存一定压力下的液体。

24. A。吸湿性货物被定义为能够吸附气态水分的货物。

25. B。负的初稳性高度应该立即予以纠正。

26. B。船舶随遇平衡状态是指船舶稳心和重心高度相同时的状态。

27. B。船员可以在油驳船上的哪个地方操作空气压缩机？发电机间。

28. D。在泵间通风系统故障后，怀疑泵间积聚了一些可燃气体。测试泵间空气中可燃气体含量时，应将易燃气体测试仪放于何处？泵间外面的甲板上。

29. A。一位合格的驾驶员应该负责值班。

30. A。在海上，船舶横摇运动速度快表明船舶初稳性大。

31. C。防火星网防止火花从机器的排气系统中排出。

32. D。撑杆用于保护货物的上层部分。

33. A。卸货时使用原油清洗货舱的系统叫原油洗舱系统。

34. B。没有完全装满或清空的液舱为部分装载舱。

35. A。油船是指建造或改装成适合装运具有易燃性散装液体的货船。

36. D。一油船在热带载重线区域的港口装货。离港6天后进入夏季载重线区域，它每天消耗燃油45吨，淡水8吨，允许它比夏季载重线多装多少吨货？ 318吨。

37. A。威尼斯式通风孔或稻米气窗适用于堆放何种货物？袋装货物。

38. B。重量垂向移动至船舶的重心之上，将会降低船舶的复原力矩。

39. D。搁浅的船舶可能具有负的GM值，因为船舶在搁浅位置点处损失了排水量。

40. A。一艘向空气中散发有害气体或向海中溢油的船舶称为污染源。

41. D。一艘上层建筑位于中部的船。甲板上什么位置最适宜堆放汽车？船中上层建筑后舱盖上方。

42. A。船舶重心偏离船中可能导致横倾。

43. C。具有较大GM值的船舶将受到严重的扭变压力。

44. A。重量集中于船舶中部，船底受拉力。

45. B。船舶的重心高度由船舶垂向力矩总和除以水量求得。

46. A。船舶重心的纵向位置由其纵向力矩总和除以其排水量求得。

47. C。船舶的最大稳性与什么密切相关？①甲板边缘浸水角;②干舷大小。

48. B。使用船吊吊起自由移动的重物可能导致实际重心高度升高。

49. D。湿货指装于容器内的液体。

50. D。在船上，纵向力矩总和除以排水量得到重心的纵向位置。

51. B。在船上，横向力矩总和除以排水量得到重心的横向位置。

52. A。在船上，垂向力矩总和除以排水量得到重心高度。

53. B。在船上，载荷重心距中心线的距离乘以载荷重量得到横向力矩。

54. B。在船上，载荷重心距船中的距离乘以载荷重量得到纵向力矩。

55. C。根据本港的习惯，开关舱盖的工作由船员完成。

56. A。在船舶重心以上增加重量将会减小初稳性高度。

57. A。船舶加装货物将会减小储备浮力。

58. B。每次读取测氧仪的读数后，应用新鲜的空气清洗测氧仪。

59. B。惰性气体系统中的锅炉废气经过初始清洗后需经过哪个设备做最后清洗？除尘器。

60. D。向船前部转移重量，漂心处的吃水将保持不变。

61. A。所有衬垫材料和草席必须在装货开始前送到船上。

62. B。船上所有电器设备都应接地以防止人员遭电击。

63. C。下列选项中，除英寸纵倾力矩外均能由稳性测量仪确定。

64. D。所有货舱必须彻底清扫以满足货物检验员的要求。

65. D。下列除围油栏外都是船上用于集装箱绑扎和系固的索具。

66. B。所有货舱以及其他用于堆码货物的区域必须适合海上运输。

67. D。所有待装散粮的货舱必须在装货开始之前清扫干净。

68. B。 所有待装袋装谷物的货舱必须清扫以符合货物检验员的要求。

69. B。虽然空船的KG值比较大，但是船舶稳性大是因为KM值大。

70. D。油船上的惰性气体系统是通过降低舱内氧气浓度到支持燃烧所需浓度以下，从而降低油舱爆炸的可能性。

71. A。正浮船舶的不稳定平衡状态意味着横稳心高度低于重心高度。

72. C。船舶正浮时GM值为负。在静平衡倾角时GM变为正是因为水线面上舱宽增加而导致 BM增加。

73. B。一般来说,理货员应该在甲板上理货。

74. B。当船舶排水量增加时，自由液面产生的不利影响将减小。

75. A。假设重量在船上横向均匀分配，什么情况将导致船舶横倾？双层底和底舱是空的，有重甲板货。

76. A。对于所有横倾角，横稳心点都在浮心的垂直上方。

77. C。通常在散装谷物之间放置袋装货以代替止移板。

78. B。货舱板条是从舭部转弯处向上装于舱内横跨肋骨间的。这些货舱板条的作用是防止货 物接触船肋骨或船壳板。

79. B。由于设置了格栅，装箱时最主要考虑的因素是船舶横倾。

80. C。装载散装谷物前，必须盖上货舱内的污水并以防止货物掉人其中。

81. D。测量货舱内的污水能显示舱内汗水的数量,货物是否泄漏，船舶是否进水。

82. C。在装卸货期间，通岸电缆用于防止事故性静电释放。

83. A。亏舱必须降低到最小。

84. D。散货是指没有装于容器内的均质货。

85. A。浮力是衡量一艘船舶漂浮的能力。

86. D。当舱容确定时，我们通过积载因数就知道能装载多少货物。

87. A。因为装货前没有提供一个清洁的货舱而导致货物被污染是没有恪尽职守的实例。

88. D。能放出污染其他货物的气味的货物，称为气味货。

89. B。非常容易受气味货影响而受损的货物，称为清洁货。

90. C。能从容器内渗漏的货物，称为湿货。

91. A。某些货物因为其固有特性而必须隔离。

92. A。工头，兹要求你通知所有在船的工人装卸货期间不允许在货舱内吸烟。

93. A。工头，兹要求你通知所有在船的工人不允许在主甲板上吸烟。

94. C。货物的相容性是指不同种类的货物能否装在同一个货舱内。

95. C。在一艘LASH船上装载重大件货。在这类装货操作中哪一项是不需要特别关注的？英寸吃水吨数。

96. A。因粉尘而引起的货损称为粉尘污染。

97. B。因装卸工人的疏忽而导致船舶索具损坏事故经常发生。因此，装卸工人应该负责修理的费用。

98. A。从双层底中排出压载水对KG有何影响？ KG增加。

99. D。排水量指漂浮的船舶所排开水的重量。

100. A。垫舱材料可用于防止货物因船体出汗而导致的损坏。

101. B。在装卸货期间，理货员应当和当值班驾驶员联系以便及时解决问题。

102. B。在何种情况下基座式克令吊的操作员应停止作业？大风。

103. B。每一艘装有惰性气体系统的船舶必须配备一个便携式测量惰化气体中碳氢化合物气体浓度和氧气浓度的仪器。

104. D。对于漂浮的船舶，浮心和横稳心永远都位于浮力作用线上。

105. A。对于漂浮的船舶，漂心是水线面上的一点，船舶绕该点横倾或纵倾。

106. D。对于漂浮的船舶，从KM中减去KG得到初稳性高度。

107. B。对于漂浮的船舶，真正的平均吃水总是指漂心处的吃水。

10 8. A。对于风致倾斜的船舶，浮力乘以浮力作用线到重力作用线之间的水平距离得到复原力矩。

109. C。对于有横倾的船舶，横稳性高度降低，横倾角增大。

110. D。对于有纵倾的船舶而言，纵稳性高度增加，吃水差减小。

111. B。对于有横倾的船舶而言，横稳性高度增加，横倾角减小。

112. D。对于谷糠、煤之类的货物,需要通风以防止它们自燃。

113. C。对于小角度横倾，如果KG和KM相等，船舶处于随遇平衡状态。

114. A。船舶因内力而产生左右舷吃水不同，称为横倾。

115. D。工头，船舶正向右倾斜，请安排装卸工人在左翼装较重的货。

116. A。干舷是用于表征下列哪项？①储备浮力;②船舶的初稳性。只有①对。

117. B。在载重表尺中通常可以发现英寸吃水吨数或厘米吃水吨数。

118. A。GM值不能用于表征船舶在所有横倾角下的稳性是因为大倾角时M点不固定。

119. A。GM是用于表征下列哪项？①船舶的初稳性;②船舶的正浮状态。只有①对。

120. C。对于集装箱内的货物可装在甲板或舱内而无须预先通知。

121. D。滚装船上绑扎工具在不用的时候应如何堆放？悬挂在支架上，垂直悬挂在遮蔽的区域， 堆放在舱口边上的小柜内。

122. D。如果船舶要挂靠四个港口卸货，例如A、B、C、D连续四港，通常D港的货应先装。

123. A。如果船舶左倾，浮心将移至左边。

124. A。如果不知何种原因船舶突然横倾或纵倾，应先查找原因后再采取措施。

125. C。如果货舱出现空档，最好用小件货物填充以控制亏舱。

126. C。如果船舶初稳性高度大，船舶将“僵硬”。

127. D。如果装货后船舶重心升高，船舶垂向力矩将会增加。

128. A。如果船舶的垂向重心高度增加1.7英尺,在各倾角时的复原力矩值将减少。

129. A。在实践中，通常将船舶装载成尾吃水稍大一些以改善船舶对水的移动。

130. A。对于装卸设备，SWL表示安全工作负荷。

131. D。在小倾角稳性中，初稳性高度由KM减KG得到。

132. C。在小倾角稳性中，当外力存在时，浮力通过浮心和稳心垂直向上。

133. B。当外力存在时，倾斜船舶的浮心和稳心垂直共线。

134. A。堆装甲板货时，甲板垫料放在甲板上支撑货物。

135. B。增加自由液面的效果等同于增加重心高度。

136. C。增加部分装载液舱的数量的效果等同于增加重心高度。

137. D。随时知悉货物、吊杆和吊钩的位置是克令吊操作员的责任。

138. C。航次中天气变化较大从而导致舱内出汗，部分货物可能已经水湿。

139. C。抛弃上层的货物会降低船舶重心。

140. B。因货物的固有特性而把特定的货物分隔开，称为隔票。

141. A。大量无遮盖的生铁或钢坯不应装运在上二层舱内，因为这样不能消除货物移动的危险。

142. B。试水膏用于测定舱底垫水。

143. B。航海人员必须确认该甲板装载方式不会影响船舶的稳性。

144. A。初稳性高度仅用于表征船舶的初稳性。

145. B。机动船Utopia采取了除拆检主机以外的下列措施以阻止横倾。

146. D。下列事项中，液货船最关心的是船壳受力。

147. C。袋装货物的常用堆码方法中，哪一种最有利于通风？垂直堆码。

148. B。在船上，货物的重量乘以该重量距基线的垂直距离得到垂直力矩。

149. A。在集装箱船上，舱内集装箱装在固定的格栅内。

150. A。在尾部底舱配装大的板条箱或纸箱将会产生很多亏舱。

151. D。排空2号左压载舱使船舶正浮。

152. B。装载冷藏货前通常需要对制冷机进行捡验。这种检验通常由中国船级社来完成。

153. D。船舶的任何舱室进水导致的储备浮力严重丧失将会降低船舶的稳性。

154. D。实际装货重量取决于实际亏舱。

155. C。干舷的大小影响了船舶储备浮力和船舶稳性作用范围。

156. A。船壳浸入水中体积的中心称为浮心。

157. A。船舶夏季载重线吃水时海水中的排水量与空船重量的差值为总载重量。

158. B。向各舱内注入气体药剂以消灭老鼠和所有能携带病毒的有害昆虫，称为熏舱。

159. C。燃油的爆炸范围位于爆炸下限和爆炸上限之间。

160. A。你船首吃水27'11"，尾吃水29'03"，船中吃水28'05"，你船中拱。

161. D。水线面的几何中心称为漂心。

162. A。船舶的KM可以通过哪一种方式确定？ KB加BM。

163. B。液体散发出足够的蒸气与空气形成易燃气体混合物的最低温度是闪点。

164. D。装卸设备的故障大多是由鹅颈头损坏导致的。

165. A。船舶最大吃水通过载重线标志表明。

166. A。不用火花或火焰就能点燃气体或蒸气的最低温度是闪点。

167. B。货物积载中的最重要的原则是确保船舶和货物的安全。

168. C。每工班小时的净生产率可通过降低吊杆旋回周期来提高。

169. B。斜撑受损舱壁的目的是支撑和维持受损舱壁。

170. C。工班的生产率可以通过降低待时来提高。

171. A。布置边稳索和中稳索时最安全的做法是使边稳索与中稳索受力相等。

172. C。现在船体左倾过大。我建议你左舷装轻货，右舷装重货。

173. A。船舶只对在其船舷内货物的装或卸负责。

174. A。积载因数应在制定货物配载图前计算。

175. D。理货是指在装货或卸货期间核对货物状态和数量的工作。

176. A。单词PIPE, BUTT，TUN和PUNCHEON是指不同尺寸的酒桶。

177. C。我想告诉你另一件事。舱内的照明太暗甚至不能装卸货物。

178. D。为确保船舶稳性，货物应在全船范围内合理分配。

179. A。在危险状态下为改善稳性你应向深舱内打压载水，如果深舱是空的话。

180. A。在正常天气和海况下，堆装不带锁定装置的集装箱超过多高时需要绑扎？总是需要绑扎。

181. D。交船时船舶应做好装货的准备，干净的货舱和在各个方面牢固、结实和稳定，适合常见的货物的运输。

182. D。我们很高兴地通知你所有待卸的杂货都用席垫分隔堆装。

183. C。什么是隔离舱？两个液舱之间的空隙或空舱。

184. C。MTI是什么？吃水差改变一英寸时所需要的力矩。

185. B。平舱的时候不需要采取下列哪项预防措施？将该操作通知机舱。

186. B。哪一个不是集装箱船上的绑扎系统？堆码系统。

187. A。“Heel”和“List”有什么不同？ “Heel”是船舶受外力而产生的横倾；“List”是船舶因

内力产生的横倾。

188. B。衬垫的主要目的是什么？给货物提供通风和排水。

189. D。用网状物在滚装船上系固小汽车有何优点？使用寿命长;重量轻，容易操作;灵活性好。

190. B。当使用小型滑车和双联吊杆系统进行装卸货时，装卸索具的哪一部分最容易损坏？鹅

颈头。

191. B。货物从主甲板移到底舱，其GM值增大。

192. A。卸油类货物时首先应考虑使船首翘起。

193. D。当从油驳船上卸货时，在哪种情况下油管可以穿过或通过拖船上方？绝对不可以。

194. C。装卸货物时大多数装货索具损坏是由于稳索损坏。

195. A。GM值大，船舶是“僵硬的”；GM值小,船舶是“脆弱的”。

196. C。船舶抵达时，待卸的机械制品处于系固和绑扎状态。

197. B。在木材作业中，不宜使用钢丝绳和环钩，因为它们很难操作这一类货物。

198. C。哪一条是夏季载重线？自底往上第三条线。

199. D。载重线标记上哪一条是冬季载重线？位于夏季载重线和北大西洋冬季载重线之间的线。

200. B。下列哪项能最好地说明船舶能装载多少吨货物？载重量。

201. C。下列哪项是滚装船的特点？停港时间短。

202. B。下列哪项能最好地说明船舶能装载货物的数量？载重量。

203. B。从总吨位中扣除什么体积得到净吨位？海图室。

204. B。关于离心泵，哪项描述是正确的？它需要正吸力。

205. B。关于“僵硬的”的船,哪项描述是正确的？她有大的横稳性高度。

206. B。关于油船上的离心泵，哪项描述是正确的？它们是重力给水式的。

207. B。卸货时，扫舱比预期多用了时间。它表明主泵遗留了过多的油在舱里。

208. C。油船卸货时使用中部的翼舱（按需要卸载）以控制横倾。

209. A。在油船上装卸货物时，谁可担任装卸货的主管人员？持有油船船员PIC背书的持证驾驶员。

210. A。卸货期间，兹要求你安排必要的理货员上船做理货工作。

211. B。你需要从上二层舱移动货物到底舱。此项移动将增加船舶稳性。

212. C。你启动离心泵卸货。泵工作一会儿后失去吸力，这不可能因货舱内油位太高引起。

213. B。你启动离心泵卸货。泵工作一会儿后失去吸力，这可能是由于不充分引流而造成的。

214. C。油船装到其载重线，你发现尾倾过大。为调整吃水差，你可以向前转移燃油。

215. C。你船机舱在船中且货物集中装在船舶首尾部，船舶中拱，主甲板受拉力。

216. C。你船发生碰撞，在评估损坏后你船开始进水，这将引起KB如何变化？增加。

217. A。你船装载吸湿性货物从温暖地区驶向寒冷地区。哪项描述是正确的？你必须连续且旺盛通风以防止船体出汗。

218. B。你船左倾4°且横摇周期很小，船体内有自由移动的消防水，船舶首倾且首部干舷1英寸，应该首先米取哪项行动？泵出首尖舱内的水。

219. D。你船因GM是负值而横倾。为降低G点到M点以下，你应该在G点以下均匀加载重量。

220. C。你船装载不吸湿的货物自寒冷地区驶往温暖地区。货舱不应通风。

221. C。在装载液体散货时，假如阀门被卡住，你首先应采用什么行动？命令码头工人关闭阀门。

222. B。哪项操作可导致液舱内惰性气体的压力低于设定的界限？卸货。

223. D。在处理由接触生石灰而引起的烧伤时，你应该注意哪些事项？应该在冲洗之前轻轻地将生石灰刷掉。

224. D。卸货之前应用哪种方式预热泵机？关闭排出阀并低速运转泵。

225. C。谁负责检查和核实船载货物的状况和条件？货物检验员。

226. D。为什么在装卸货时应在舷梯口或登船点显示警告信号？为了防止人员靠近驳船；为了禁止吸烟；为了禁止明灯。

227. A。你在一艘已经惰化的油船上，应该设定一个当压力低于4水尺时就发出视觉和听觉警报信号的低压报警。

228. B。我们船上有两种货物，都不是危险货物。

229. C。我想知道货物在装货港的详细信息。

230. B。明天开始卸货方便吗？

231. C。我们将推迟到周五卸货。

232. C。请告诉他们不要接触货物。

233. D。直接交付和卸货可以加速货物操作。

234. C。你如何处理5舱前部的杂货？

235. D。原木既可以放在甲板上也可以放在货舱里。

236. B。吊臂上用于提升或降低吊杆的索具是千斤索。

237. A。铁链作为吊索用于起吊那些有能割断钢丝缆的尖锐棱角的重大件货。

238. B。装卸工人已经将瓷器堆装在紧靠货舱舱顶的位置。

239. C。我已经在装货单上加有批注“甲板货由托运人承担风险”。

240. C。代理可能已经把配载图给你了，没有吗？

241. D。我们可以把桐油和松香的积载位置对调一下吗？

242. D。请告诉装货工人严格按照相关数据装货。

243. B。绝不能这样积载选港货。

244. A。叠架捆货法通常用于绑扎汽车。

245. B。受伤工人几乎没有留意装货指示。

246. C。根据货物的积载因数，我船可以多装载350公吨的货物。

247. B。不同类型的货物决定了隔索的必要性。

248. C。克令吊用于起吊货物。

249. D。总吨位表示船舶密闭处所的容积。

250. A。由于包装不同，目的港是纽约的货物不需要隔票。

251. A。船长获准排放500吨清洁压载海水以调整吃水差。

252. A。所有的甲板货除了要进行斜撑、支垫和用绑扎带固定外，还要用索具绑扎。

253. A。制作适当分配货物的船舶配载图是大副的职责。

254. B。参你29日电，船首吃水31英尺8英寸，船尾吃水31英尺10英寸。从上面的句子中可知，船舶的平均吃水是31英尺9英寸。

255. D。理货长提醒大副不要把干芜菁放在松节油的上面。

256. D。因此兹要求你尽快地安排上述数量的加装货物装上船。promptly和swiftly都是“迅速地”的意思。

257. D。为了使一个管道系统（例如一个废气控制系统的蒸汽收集装置）内发生燃烧，氮气不是燃烧的三要素之一。燃烧的三要素是燃料、着火点和氧气。

258. D。因此兹要求你尽快安排上述数量的加装货物装上船。to be +过去分词，表示将要发生的事，“待”的意思。

259. C。船首吃水22'04"，船尾吃水23',船中吃水23'04"。船体中垂，表明船体重量集中在船中。

260. A。船舶超载违背了航行规则并使船舶不适航，船东必须对因超载而造成的后果负责。

261. A。我船除先前宣载的货物外还能再装200吨货。in addition to除……之外。

262. D。防止货物被其他货物气味污染最好的方法是装在不同的货舱内。

263. B。应当采取预防措施以确保工人、货物和船舶的安全。assure向…保证,ensure确保。

264. D。浪击和（液体的）撞击不是静态的负荷。slamming指浪击,sloshing指舱内液体对船体的撞击。

265. A。为加速卸重点舱，兹要求你安排两个工班每天不间断卸2舱和4舱。round the clock表示一天24个小时。

266. D。运输危险货物时危险货物舱单是必需的，应该从托运人处获得单证来制作舱单。

267. D。加油期间，所有的门、舱口和开口都应该关上。port开口。

268. A。什么是不适航的初步证据？超载。

269. C。在安排货物在舱内积载的时候，应考虑船舶的适航性和保证船舶在装载后有适当的尾倾。

270. C。袋装货之间放垫舱隔板会磨损和撕裂袋子。

271. D。把选港货放在底舱是不恰当的。我们最好把它们放在二层舱内，这样我们很容易地在上海或大连或天津卸载它们。

272. A。船舶对在船舷以内的货物装卸负责。rail船舷。

273. B。一般说来，重货应放在底舱，并在前后方向上均勻分配，较轻的货物放在二层舱。

274. A。装汽车的框架是一个装货单元。

275. D。控制亏舱时最大的可变因素就是码头工人的技术、工艺和兴趣。

276. C。船舶向左舷或右舷倾斜是横倾。

277. D。镶嵌货物不是系固货物的方法。

278. B。压载水是在舱内保持船舶稳性的海水。

279. A。船舶重心的横向位置不在纵向中心线上，船舶将横倾。

280. A。从船中部移走货物，船舶将会发生中拱。

281. C。如果4舱和5舱装载较多的货物，船舶将尾倾。

282. D。GM值为负的半潜船横倾至失稳角。

283. D。顶层结冰会降低船舶的稳性，因为它增加了 KG值。

284. D。在失稳角处，船舶的复原力臂为零。

285. A。初稳性指的是船舶在小角度倾斜时的稳性。

286. C。反向打进压载水纠正横倾之前，一定要确保这种横倾是由于重心偏离了中心线造成的。

287. B。保持船舶吃水在载重线处或以下能够保证船舶有足够的储备浮力。

288. B。对于受损的船舶，最重要的是保存其储备浮力。

289. C。破舱稳性指的是船舶进水后的稳性。

290. A。在海上，船舶容易发生缓慢的摇摆，表明船舶GM值偏小。

291. D。船舶倾斜时液舱内液体的移动会增加船舶的横摇周期。

292. D。船舶载重线是由公认的船级社来确定的。

293. D。当作用于船壳的浮力等于它排开水的重量时，船舶处于漂浮状态。

294. C。液体在液货舱中自由地横向移动，这种效果叫自由液面。

295. C。船舶倾斜至失稳角时，复原力臂为零。

296. D。船舶的GM值不能通过测量污水井得到。

297. B。载重线公约的目的是确保船舶具有足够的强度和稳性。

298. B。稳性小的船,横摇周期长。

299. A。由于不是在中心线上装载重物而引起的横倾应该尽快纠正。

300. A。如果重心偏离中心线，船舶会横倾。

301. A。如果船舶能够很轻易地向左或向右倾斜，这种倾斜通常是由于稳性为负值造成的。

302. B。船舶静止并处于中拱状态，船舶主甲板受拉应力。

303. A。船舶左正横受强风。它对稳性的影响与重量偏右舷效果相同。

304. D。哪项用于表征储备浮力的大小？干舷高度。

305. B。半潜船不能保持在正浮的位置并容易向左或向右舷倾斜可能是因为初稳性高度为负值造成的。

306. D。如果没有外力存在，船舶的重心位于船舶水下排水体积的几何中心（浮心）以上。 geometric center of the displaced volume 排水体积的几何中心，即浮心。

307. C。在船上，载重线标志是用于确定船舶干舷的。

308. B。船舶的重心垂直向下，通过其重心;船舶的浮力垂直向上，通过其浮心。

309. C。一个圆圈，中间有一水平线穿过其中心且其高度和夏季载重线相同，是载重线标圈。

310. B。卸载装于甲板上的集装箱的后果是什么？初稳性高度增加。

311. B。在最终离港时，沿着船长方向上的海水剪力和海水弯矩处于海上航行的充许限度以内。 SWSF海水剪力，SWBM海水弯矩。

312. C。下列哪项不会降低自由液面对船舶的影响？在最小倾角25°时，GZ的最大值。

313. D。如果有环境外力作用在船体上，倾斜船舶的重心和其浮心垂直共线。

314. A。船首吃水稍大于船尾吃水，这种状态称为首倾。trim by the head首倾。

315. C。装载铁矿石时要求在各舱间制定适当的装货顺序以防止在船体上产生过大的纵向应力。taconite铁矿石。

316. D。从船体低处卸载重量不会提高船舶的初稳性。

317. B。稳性是发生移位后船舶返回初始位置的趋势。

318. B。GM高度小的船舶将给船员和旅客提供舒适的航行。

319. A。如果给船舶提供一个安全的庇护区域，防止船舶受到海浪的拍击,那么船舶将会在很长一段时间内继续保持完整和漂浮的状态。had. .. would...虚拟语气。

320. D。什么是储备浮力？水线以上密闭空间的体积。

321. A。半潜船具有很短的横摇周期和一个固定的横倾角，说明重心可能偏离了中心线。

322. A。在确定自由液面对船舶的影响时哪项是最重要的？液货舱的宽度。

323. D。船舶有一固定横倾角但横摇周期正常，下列哪项描述是正确的？货物分配不均匀。

324. A。在GM值大的船上，哪项措施能给船员提供舒适的航行？在上二层甲板两翼装重货。

325. C。运输包装危险货物应符合国际危规的要求。

326. D。小心不要把易燃货物和那种货物混淆。

327. A。哪种货物需要危险货物舱单？棉花。

328. C。船舶绕漂心纵倾和横倾。

329. C。由于没有工班，3舱的装货工作停止。

330. C。1舱必须彻底清扫以满足货物检验员的要求。

331. A。许多大型船舶，例如散货船和油船，倾向于船首下沉（深水中）。

332. D。兹宣布我船的总载重量为15 400公吨。DWT总载重量。

333. A。化学品船通常是指建造或改装的用于装运散装液体化学品的船舶。

334. D。装货最多的那个舱称为重点舱。long hatch重点舱。

335. D。合理计划和控制货物、压载水操作不是固体散货操作中潜在的问题。

336. C。在载货清单中，装有货物的箱子的总重是指箱子和货物的重量之和。gross weight 总重。

337. B。如果把杂货装在1舱二层舱的两翼，何处装集装箱呢？ suppose假设，如果。

338. C。集装箱装货后，负责人员应确保箱门关闭和保持水密，以及箱门已铅封。seal铅封。

339. D。卷状或方形的布匹不能用于装卸集装箱。

340. C。集装箱的使用如果不是为了减少暴露于危险中人/时数，那么就是为了使货物操作更安全。

第八章 国际海事公约

一、 习题

1. is NOT a process of weathering of the oil spilled in the sea water.A. Biodegradation B. DissolutionC. Cleaning up by crew with skimmers D. Oxidation including photooxidation

2. is NOT a process of weathering of the oil spilled in the sea water.A. Emulsification B. Sedimentation/SinkingC. Oxidation including photooxidation D. Burning organized by RCC

3. is NOT a process of weathering of the oil spilled in the sea water.A. Evaporation B. Dispersion C. Emulsification D. Drifting

4. A security level, for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident is defined As .A. security level 1 B. security level 2C. security level 3 D. security level 4

5. A ship which is required to carry an Oil Record Book must log in the book .A. discharge of ballast or cleaning water from fuel tanksB. sounding levels of all fuel tanks on a daily basisC. the grade and specific gravity of all fuel oil carriedD. fuel consumption rates on a weekly basis

6. A vessel is described as a two compartment vessel when it .A. has no more than two compartmentsB. has two compartments in addition to the engine roomC. will sink if any two compartments are floodedD. will float if any two adjacent compartments are flooded

7. A vessel to which Annex V to MARPOL 73/78 applies is 24 nautical miles from the nearest land.

Which type of garbage is prohibited from being discharged? .A. Glass B. Crockery C. Metal D. Dunnage

8. A vessel to which Annex V to MARPOL 73/78 applies is located in a MARPOL designated

special area, 14 nautical miles from nearest land. What type of garbage is permitted to be discharged? .A. Paper products B. Glass ground to less than 1C. Metal ground to less than 1 D. Food waste

9. A VESSEL, OTHER THAN A RESCUE UNIT, DESIGNATED TO CO-ORDINATE SURFACE

SEARCH AND RESCUE OPERATION WITHIN A SPECIFIED AREA is known as .A. salving vessel B. co-ordinator surface searchC. MERSAR D. the vessel being salved

10. ACCIDENTAL ESCAPE OF OIL OUT OF A TANK WHEN IT GETS TOO FULL BECAUSE

PUMPING WAS NOT STOPPED IN TIME defines .A. overloading B. over discharging C. overflow D. overtaking

11. After abandoning a vessel, water that is consumed within the first 24 hours will .A. pass through the body with little absorbed by the systemB. help to prevent fatigueC. help to prevent seasicknessD. quench thirst for only 2 hours

12. AN APPOINTMENT BETWEEN VESSELS NORMALLY MADE ON RADIO TO MEET IN ACERTAIN AREA OR POSITION defines .A. bona fide B. rendezvous C. prima facie D. action in personam

13. An uncontrolled flow of gas, oil, or other well fluids into the atmosphere is called a .A. flow B. breakout C. kick D. blowout

14. Annex V to MARPOL 73/78 contains requirements pertaining to the discharge into the marine

environment of .A. oil B. garbageC. noxious liquid substances D. none of the above

15. Any vessel in need of carrying out deck washing must be by the department concernedBeforehand.A. requested B. allowed C. approved D. inquired

16. Application for a waiver of any requirements of the regulations for oil transfer operations must be submitted to the .A. District Commander B. CommandantC. Captain of the Port D. nearest MSA office

17. As oil pipe line connections were broken, quantity of oil was caused to spill onto the

wharf and into the dock water.A. a not knowing B. an unknowing C. an unknown D. a not know

18. Biodegradation of the oil slick in sea water is assisted by all the following marine microorganisms which are capable of metabolising oil compounds EXCEPT .A. bacteria B. moulds C. yeasts D. seals

19. Fueling results in the collection of waste oil in drip pans and containers. Which is an approved

method of disposing of the waste oil? .A. Draining it overboard when the vessel gets underwayB. Placing it in proper disposal facilitiesC. Adding sinking agents and discharging it into the waterD. Mixing it with dispersants before draining it overboard

20. Gasoline fumes tend to .A. settle near the bottom of the bilgeB. settle near the top of the bilgeC. settle evenly throughout all levels of the bilge by mixing with airD. disperse to atmosphere

21. Gasoline vapor tends to collect .A. above the floor plates of the bilges B. above the carburetor levelC. at the lowest point of the bilge areas D. at no particular level

22. Heavy fuel oils when spilled are .A. more harmful to sea life than lighter oilsB. easier to clean up than lighter refined oilsC. less harmful to sea life than lighter oilsD. not a real threat to marine life

23. How many GMDSS operators are needed/required on board according to the provisions of the

International Convention for the Safety of Life at Sea, 1974? .A. 4 operators B. 3 operators C. 2 operators D. 1 operator

24. If Annex V to MARPOL 73/78 applies to your vessel, you will not be able to discharge .A. plastic B. metal C. glass D. paper

25. If you came into contact with nitrobenzene while disconnecting the cargo hose, you should beAware that it is .A. highly toxic when absorbed through the skin B. a blood poison C. a nerve poison D. all of the above

26. In accordance with SOLAS, the batteries that power interior lighting in inflatable liferafts can be

made to last longer by .A. unscrewing the bulb during the daylightB. switching the light on only when necessaryC. taking no action as there is no way on saving powerD. taking no action as they shut off automatically in daylight

27. In reference to accidental oil pollution, the most critical time during bunkering is when .A. you first start to receive fuel B. hoses are being blown downC. final topping off is occurring D. hoses are being disconnected

28. In which case is the IOPP Certificate of an inspected vessel NOT invalidated? .A. The required oily-water separator malfunctionsB. The ship is transferred to Liberian registryC. An annual survey is conducted fifteen months after the date of certificate issuanceD. A 15 ppm oily-water separator is replaced by a 100 ppm oily-water separator

29. In Convention, a vessel which carries more than 12 passengers shall be deemed as a

passenger ship.A. COSCO B. STCW C. SOLAS D. MARPOL

30. International distress signal in VHF calling for help is .A. Help, Help, Help B. Mayday, Mayday, MaydayC. Save, Save, Save D. Rescue, Rescue, Rescue

31. It is desirable to have screens on the vents of potable water tanks to .A. filter the incoming air B. prevent explosionsC. prevent backups D. stop insects from entering

32. Life jackets should be marked with the .A. maximum weight allowed B. stowage space assignedC. vessel’s home port D. vessel’s name

33. Life preservers must be marked with the .A. stowage space assigned B. vessel’s nameC. vessel’s home port D. maximum weight allowed

34. No oil or mixture containing oil into Singapore waters from any vessel.A. shall not be discharged B. shall be dischargedC. shall be filled D. shall not be filled

35. Oil may NOT be transferred unless .A. there are two certificated tankermen on each vesselB. the vessel is equipped with constant-tension winchesC. discharge containment equipment (i. e. drip pans) are in placeD. all of the above

36. Oil slick caused by spillage of oil from tanker ship is .A. a drop of oilB. the emulsion of oil at sea surfaceC. the weathered oilD. the oil floating on the surface of the sea water

37. On which vessels is GMDSS required? .A. All vessels capable of international voyagesB. Vessels operating outside of the range of VHF coastal radio stationsC. SOLAS Convention ships of 300 gross tonnage or moreD. Coastal vessels of less than 300 gross tons

38. Which one of the following is integral part of ship security plan? .A. Internal and external communication B. Restricted areasC. Access to ship D. All of the above

39. One of the two systems established by GMDSS for the transmission and automatic receipt of

Maritime Safety Information is .A. Initial Distress Alerts service B. Navigational Warning serviceC. INMARSAT Safety Net service D. Meteorological Warning service

40. PLACE ON DECK, IN MESS ROOMS. ETC. , ASSIGNED TO CREW AND PASSENGERS

WHERE THEY HAVE TO MEET ACCORDING TO THE MUSTER LIST WHEN THE CORRESPONDING ALARM IS RELEASED OR ANNOUNCEMENT MADE means .A. deck area B. dining room on boardC. assembly station D. hold

41. Pollution of the waterways may result from the discharge of .A. sewage B. the galley trash canC. an oily mixture of one part per million D. all of the above

42. Proper GMDSS watchkeeping includes .A. monitoring all required frequencies in the proper modeB. reading all displays and/or printouts after silencing an alarmC. notifying the Master of any distress alertsD. all of the above

43. Providing you are not sailing in the Red Sea or another special area as listed in ANNEX V of

MARPOL, how many miles from land must you be to throw garbage including bottles, rags, and glass that has not been ground up into the sea? .A. 3 nm B. 6 nm C. 12 nm D. 25 nm

44. Refer to STCW 95 : Despite the duties and obligations of pilots, their presence on board does not relieve in charge of the navigational watch from their duties and obligations for the

safety of the ship.A. the master B. the master or officer C. quarter master D. helmsman

45. Ship security officer is .A. the guard posted on the vesselB. a person responsible for implementation of international ship and port security code on board shipC. the master of the vesselD. all the above

46. Ships’ masters are requested to ensure that during their call at this port, all discharging outlets are { blocked }.A. blockaded B. opened C. closed D. Enclosed

47. The approval period for a shipboard Oil Pollution Emergency Plan expires after .A. two years B. three years C. four years D. five years

48. The dumping of refuse in a lock is permitted .A. when approved by the lockmaster B. she locking downboundC. at no time D. during high water only

49. The International Oil Pollution Prevention (IOPP) Certificate required by MARPOL is issued toCHINA flag ships by the .A. International Maritime Organization B. MSA OF CHINAC. CCS D. Environmental Protection Agency

50. The most probable position of the object of a search at any given time is the .A. datum B. estimated position C. search point D. initial point

51. The oil residues which cannot be discharged into the sea in compliance with MARPOL 73/78 shall be .A. discharged to into special areaB. discharged into national watersC. discharged into the designated zoneD. retained on board or discharged to reception facilities

52. The scuppers had been plugged as required at the time an oil spill occurs on deck. After shutting down the transfer, the engine room should first be informed and then .A. rig a fire hose and call for water on deckB. spread an absorbent material, such as sawdustC. remove the plugs from the scuppersD. sound the general alarm

53. The use of sinking and dispersing chemical agents for removal of surface oil is .A. the most common method used in the United StatesB. too expensive for common useC. generally safe to sea lifeD. authorized only with prior approval of the Federal On-Scene Coordinator

54. The vessel is a bulk carrier which is permitted to carry grain in bulk without requiringAny fittings under the Rules of the 1974 International Safety of Life at Sea Convention.A. self-loading B. self-trimmingC. self-unloading D. self-discharging

55. TRANSVERSE MOVEMENT OF CARGO, ESPECIALLY BULK, CAUSED BY ROLLING

OR A HEAVY defines .A. shifting cargo B. moving cargo C. removing cargo D. trimming cargo

56. Under the Pollution Regulations, garbage disposal records must be kept .A. two years B. one yearC. until the next Coast Guard inspection D. until the end of the voyage

57. Under the Pollution Regulations, when you dump garbage in to the sea you must .A. notify Coast Guard or MSAB. make an entry in the Official LogbookC. keep a record for two yearsD. no action is required if you are more than 25 miles from land and no plastic materials are dumped

58. Vessels carrying must not willfully wash decks or holds.A. general cargo B. steel products C. harmful cargo D. machinery

59. Vessels to which Annex V to MARPOL 73/78 applies may discharge garbage containing plastics .A. 5 nautical miles from nearest land B. 12 nautical miles from nearest landC. 25 nautical miles from nearest land D. none of the above

60. What is the basic concept of GMDSS? .A. Search and rescue authorities ashore can be alerted to a distress situationB. Shipping in the immediate vicinity of a ship in distress will be rapidly alertedC. Shoreside authorities and vessels can assist in a coordinated SAR operation with minimum delayD. All of the above

61. When oil is accidentally discharged into the water, what should you do after reporting theDischarge? .A. Contain the oil and remove as much of it as possible from the waterB. Throw chemical agents on the water to disperse the oilC. Throw sand on the water to sink the oilD. Obtain your permit from the Corps of Engineers

62. When oil is discharged overboard, an entry is required in the \_\_ .A. engine rough log B. Oil Record BookC. Official Logbook D. deck rough log

63. When oily ballast has been pumped overboard, an entry must be made in the .A. Oil Record Book B. Official LogbookC. deck rough log D. engine rough log

64. Which is a mandatory section of the shipboard Oil Pollution Emergency Plan? .A. Reporting requirements B. Removal equipment listC. Planned exercises D. List of individuals required to respond

65. Which is an exception to the garbage discharge requirements in Annex V to MARPOL 73/

78? .A. The garbage to be discharged will sinkB. Garbage accumulation on board has exceeded storage spaceC. A person falls overboard, and a plastic ice chest is thrown for flotationD. The destination port or terminal cannot receive garbages

66. Which is NOT a mandatory part of the shipboard Oil Pollution Emergency Plan? .A. Reporting requirements B. DiagramsC. Steps to control a discharge D. National and local coordination

67. Which statement is TRUE concerning gasoline vapors on board a vessel? .A. They are heavier than air and will settle in the lowest part of the vesselB. They are lighter than air and will settle in the highest part of the vesselC. They should be vented into the engine to improve combustionD. They should be vented into the wheel house

68. Which statement is TRUE concerning the placard entitled Discharge of Oil Prohibited? .A. It is required on all vesselsB. It may be located in a conspicuous place in the wheel houseC. It may be located at the bilge and ballast pump control stationD. All of the above

69. Which statement is TRUE of a gasoline spill? .A. It is visible for a shorter time than a fuel oil spillB. It is not covered by the pollution lawsC. It does little harm to marine lifeD. It will sink more rapidly than crude oil

70. Which statement is TRUE? .A. You need not keep a record of ground garbage dumped into the sea more than 25 miles offshoreB. You must keep a record of garbage discharged in port to a shore facilityC. You need not keep a record of garbage incinerated on the shipD. You must keep a record of the approximate weight of the garbage dumped

71. Which substance is NOT considered to be oil under the pollution prevention

regulations? .A. Petroleum and fuel oil B. SludgeC. Oil mixed with dredge spoil D. Oil refuse and oil mixed with wastes

72. Which vessel in ocean service is not subject to Annex V of MARPOL 73/78? .A. A 20-foot sailing vessel B. A 26-foot tug and towC. An uninspected 35-foot passenger vessel D. A Navy Destroyer

73. While loading bulk oil in a barge, you notice oil on the water alongside. What should you do

first? .A. Search the vessel for leaks B. Notify the terminal superintendentC. Stop loading D. Notify the Coast Guard

74. While operating your oceangoing vessel you must keep a record of any discharge or disposal of garbage. These entries shall be made .A. before the end of the voyageB. before arriving at your next portC. no later than 24 hours after disposal of the garbageD. at the time the garbage was disposed

75. You are fueling your vessel when you notice oil in the water around your vessel. You should

immediately stop fueling and .A. begin cleanup operations B. notify the U. S. Coast GuardC. leave the area D. notify the Corps of Engineers

76. You are keeping the required garbage disposal records. The amount of garbage disposed must be stated in .A. cubic meters B. both cubic meters and cubic feetC. both kilos and pounds D. barrels of 55 gallon capacity

77. You are operating a ship greater than 400 gross tons. You are NOT permitted to carry oil or

hazardous materials in a/an .A. forepeak tank B. afterpeak tankC. deep tank D. on-deck portable tank

78. You are preparing to contain an oil spill. You must first receive approval from the Federal On-

Scene Coordinator (OSC) prior to .A. employing a boom B. using suction equipmentC. applying chemical agents D. deploying skimmers

79. You are transferring a cargo of ethyl chloride and a small amount spills into the water around

your vessel. The Chemical Data Guide indicates that the solubility of ethyl chloride in water will be .A. negligible B. slight C. moderate D. complete

80. You have berthed in a port area with other tank vessels. What signal is displayed by a vessel to

indicate it is transferring flammable or combustible liquid cargo? .A. A flashing yellow lightB. A red light visible all around the horizonC. A green light visible all around the horizonD. An illuminated red and yellow caution flag

81. You intend to discharge medical or hazardous wastes ashore. MARPOL Annex V requires you to notify a receiving port or terminal in advance. How much advance notice is required? .A. 12 hours B. 24 hoursC. 48 hours D. Advance notification is not required

82. Your oceangoing vessel is required to have a waste management plan. This plan must be in

writing and describe procedures for .A. collecting and discharging garbageB. disposing waste from marine sanitation devicesC. reducing the amount of shipboard wasteD. segregating the different types of shipboard waste

83. Your vessel is at a dock taking bunkers through a pipe laid down on the dock. If oil begins to

flow out of a tank vent, what should you do FIRST? .A. Open the intake valve to an adjacent tankB. Set out drip pans and sawdust and begin to mop up the spillC. Signal the shore control point to shut downD. Close the valve on the tank vent line

84. Your vessel is taking on cargo oil when a small leak develops in the hose. You order the

pumping stopped. Before you resume pumping, you should .A. notify the terminal superintendentB. place a large drip pan under the leak and plug the scuppersC. repair the hose with a patchD. replace the hose

85. The strictest load line regulations apply to .A. gas carriers B. freighters (break-bulk)C. passenger D. tankers

86. Of the following, deals with fire-fighting arrangements.A. MARPOL B. SOLASC. Load Line Convention D. Tonnage Convention

87. Each EPIRB required on an OSV shall be tested using the integrated test circuit and output

indicator every .A. week B. two weeks C. month D. two months

88. The survey that the ship complied with the requirements of the regulations annexed to

the said Convention.A. showed B. expressed C. described D. stated

89. Before assuming command of a vessel, the new OOW must discuss with the one being , all important operational features of the ship.A. received B. retrieved C. relieved D. Resumed

90. On the 27th, a small oil was reported near Puerto Villamil in southern Isabela.A. slick B. membrane C. sheet D. layer

91. In China, oil spills must be reported to the .A. MOT B. MSA C. local police D. local fire department

92. It is generally NOT allowed to clean up an oil spill by using .A. a boom B. suction equipment C. chemical agents D. skimmers

93. The captain ordered the dangerous cargo on deck to lighten the ship and minimize the

risk at sea.A. be jettisoned B. be dropped C. be dived D. be abandoned

94. Which oil is NOT the most suitable for use as storm oil? .A. Fish oil B. Vegetable oil C. Mineral oil D. Animal oil

95. By the sole fact of using the Canal Waters, Masters and Owners of vessels themselves

to accept all the conditions of the present Rules of Navigation.A. lash B. fasten C. bind D. tie

96. If you must pump bilges while a vessel is in port, you should pump only .A. if discharge is led to a shore tank or barge B. during the hours of darkness C. on the outgoing tide D. as much as is necessary

97. An oil tanker operating with dedicated clean ballast tanks shall be equipped with .A. slop tank B. an inert gas systemC. crude oil washing systems D. an oil content meter

98. You discover a leak in the fuel line to the engine. You should FIRST .A. activate the C02 systemB. make a temporary repair with canvas or tapeC. start the bilge pumpD. close the fuel valve at the tank

99. You detect oil around your tanker while discharging. The FIRST thing to do is .A. try to find out where the oil is coming fromB. call the MasterC. have the pump man check the discharge pipingD. shut down operations

100. is NOT one of the most important environmental factors that influence hydrocarbonBiodegradation.A. Temperature B. Concentration of nutrientsC. Nitrogen D. Oxygen

101. A new tanker, which is carrying oil of 450,000 tons plus 30,000 tons residue is allowed toDischarge oil or oily mixtures into sea while en route.A. 16 tons B. 15 tons C. 32 tons D. 30 tons

102. A fuel line breaks, sprays fuel on the hot exhaust manifold, and catches fire. Your FIRSTAction should be to .A. batten down the engine room B. start the fire pumpC. apply carbon dioxide to the fire D. shut off the fuel supply

103. An oil tanker with dedicated clean ballast tanks shall have adequate tank capacity dedicated

solely to the carriage of as defined.A. clean ballast B. crude oil C. fresh water D. fuel oil

104. For the purpose of tank or hold washings or bilge water from any vessel, anApplication shall be made to Harbor Authorities for approval.A. discharging B. recircling C. loading D. taking in

105. If a spill occurs, where would you log it? .A. Oil Record Book B. Bell bookC. Smooth logbook D. Official Logbook

106. Every new crude oil tanker of 20,000 tons deadweight and above shall be fitted with a cargo

tank cleaning system using .A. hot water B. cold water C. chemicals D. crude oil washing

107. After an occurrence of oil pollution, what shall be done first by a vessel in Chinese port? .A. Use oil dispersion agent and wait for investigationB. Try to collect the oil on deck or in waterC. Report to Harbor MasterD. Both B and C

108. In the case of new crude oil tankers, the additional ballast permitted shall be carried in cargo

tanks only if such tanks have been before departure from an oil unloading port or terminal.A. inerted B. crude oil washed C. diluted D. cleaned

109. Every oil tanker of 150 GT and above and every other ship of 400 GT and above must nowCarry on board a .A. UKHO B. MRCC C. SOPEP D. MCA

110. After an oil spillage, the water-in-oil “Chocolate mousses” formed in sea water is the result of .A. evaporation B. dispersion C. emulsification D. sedimentation

111. Pollution regulations require that each scupper in an enclosed deck area have a . A. wooden plug B. soft rubber plugC. two-piece soft patch D. mechanical means of closing

112. Every oil tanker operating with dedicated clean ballast tanks shall be with a DedicatedClean Ballast Tank Operation Manual detailing the system and specifying operational procedures.A. complied B. replied C. divided D. provided

113. In the medical fitness standards for seafarers, is considered the particularly important

factor.A. smelling B. speed and fitnessC. eyesight and hearing D. height and weight

114. How many hours of rest is the minimum required in a normal day? .A. 14 hoursB. 10 hoursC. 6 hoursD. It does not matter as long as my overtime is paid for

115. Vessels should be manned duly qualified officers and crew adequate ensure

the safety of navigation.A. by/to B. with/to C. with/for D. from/for

116. shall be conducted in a manner that minimizes the disturbance of rest periods andDoes not induce fatigue.A. All work on board the ship B. Engine watchkeepingC. Bridge watchkeeping D. Musters, fire-fighting and lifeboat drills

二、参考答案及解析

1. C。船员用撇油器清洁海面不是溢油在海水中的风化过程。

2. D。由海上搜救协调中心组织焚烧溢油不是溢油在海水中的风化过程。

3. D。漂流不是溢油在海水中的风化过程。

4. B。一个保安等级，由于在一段时间内保安事件的风险增加而需要维持相应的附加保护措施，定义为保安等级2。

5. A。要求携带油类记录簿的船舶应该在油类记录簿上记载压载水或油舱洗舱水的排放。

6. D。两舱不沉制船舶是任意两个相邻的舱室进水也不会沉没的船舶。

7. D。一艘适用MARPOL 73/78公约附录五的船舶距最近陆地24海里，哪一类垃圾是禁止向海中排放的？垫舱材料。

8. D。一艘适用MARPOL 73/78公约附录五的船舶位于公约定义的特殊区域内，距最近陆地14海里，哪一类垃圾允许向海中排放？食物残渣。

9. B。一艘不是救援船但被指定在特定水域内协调搜索和救助的船舶是海面搜救协调船。

10. C。由于没有及时关闭油泵导致油舱太满而发生的意外溢油，称为溢漏。

11. A。弃船后的第1个24小时内所喝人的水分除一小部分被吸收外，其余大部分都将被排出体外。

12. B。通常，船舶间通过无线电约定的在一特定区域或位置集合，称为会遇。

13. A。一股失去控制的气体、油或其他液体流入大气中，称为溢出。

14. B。MARPOL73/78公约附录五中包含了向海洋中排放垃圾方面的要求。

15. C。任何船舶在进行甲板冲洗时必须事先得到有关部门的批准。

16. C。关于不遵守油类转运操作规则的申请必须递交给港长。

17. C。由于油管的连接头断裂，导致不明数量的油溢漏到码头上和港内水域中。

18. D。海面浮油的生物降解由下列除海豹外的海洋微生物协助分解油类成分的。

19. B。对于加油时在滴盘和容器内收集的废油，哪一项是许可的处理方法？放到适当的处置设施里。

20. A。汽油气体易于在船底的污水井处积聚。

21. C。汽油气体易于在污水井的最低点积聚。

22. C。溢漏的重油对海洋生物的危害小于轻油。

23. D。按1974年SOLAS公约，船舶必须配备几个GMDSS操作员？ 一个操作员。

24. A。如果MARP0L 73/78公约附录5适用于你船，你不能将塑料制品排入大海。

25. D。拆解装货软管时接触过硝基苯，你应该明它是经皮肤吸收的剧毒，会导致血液中毒、神经中毒的物质。

26. B。按照海上人命安全公约，气胀式救生筏内部照明电池可以通过仅在需要时才打开的方法延长其使用时间。

27. C。关于事故性的油污，在加油过程中什么时候是最危险的？最后平舱的时候。

28. A。在下列哪种情况下，一艘船舶的国际防油污证书失效？所需要的油水分离器发生故障。

29. C。在SOLAS公约中，任何载运超过12名旅客的船舶都被视为客船。

30. B。在VHF上求救的国际遇险信号是Mayday,Mayday,Mayday。

31. D。在饮用水柜的通风筒上加装一个防护网以防止昆虫进入是可取的。

32. D。救生衣必须标注船名。

33. B。救生浮具必须标注船名。

34. B。不允许将油类或者含油的物质从船上排放到新加坡水域中。

35. C。不得进行油类装卸作业，除非排放控制设备（例如滴盘）已经就位。

36. D。由油轮溢油而造成的油膜是指漂浮在海面上的浮油。

37. C。哪些船舶需要配备GMDSS? SOLAS公约中300总吨及以上的船舶。

38. D。下列哪项是保安计划的组成部分？内部和外部通信、限制区、登船许可。

39. C。在GMDSS设立的两个系统中，用于发送和自动接收海上安全信息的系统是 INMARSAT安全网服务。

40. C。船员和旅客在警报响起或发布通告时按照应变部署表在甲板、餐厅等区域集合的地点，称为集合站。

41. D。下水道内的污水、厨房生活垃圾、百万分之一的油水混合物的排放可能是导致航道污染的原因。

42. D。正规的GMDSS值守包括用适当方式监听要求的频率，在静默警报后阅读所有显示和/或打印的数据,将所有遇险警报通知船长。

43. C。假如你没有航行在红海或MARPOL公约附录五列举的其他特殊区域内，在距离陆地多少海里的地方你可以将含有未被碾碎的瓶子、破布和玻璃制品等垃圾扔到海中？ 12海里。

44. B。参照STCW 95公约:不考虑引航员的职责和义务，他们上船后并不解除船长或驾驶员负

责航行值班以确保船舶安全的职责和义务。

45. B。船舶保安员是在船上负责执行船舶和港口保安规则的人。

46. C。要求船长确保在船舶挂靠本港期间所有的排放口都被堵上。

47. D。船舶油污应急计划的有效期是5年。

48. C。绝不能向船闸内倾倒垃圾。

49. B。按MARPOL公约所要求的签发给悬挂中国旗的船舶国际防油污证书是由中国海事局颁发的。

50. A。任意指定时间，所搜寻物标的最可能位置是在基准点。

51. D。依照MARPOL 73/78公约，不能排放入海的残油应该保留在船上或者排放到接收设施里。

52. B。甲板溢油发生时所有的排水孔都已被堵塞。在停止装卸后，应该首先通知轮机部门，然后使用吸油的材料，例如锯末。

53. D。在使用使油沉淀和分解的化学剂以清除水面油污时，必须事先得到联邦现场协调员的批准。

54. B。这是一艘内动平舱的散货船，按照1974年国际海上人命安全公约它可以装载散装谷物而不需要其他装置。

55. A。货物（尤其是散装货物）由船舶横摇或恶劣天气引起的横向运动是货物移位。

56. A。按照防污染规则，垃圾处理记录必须保存2年。

57. C。按照防污染规则，向海里排放垃圾的记录必须保存2年。

58. C。装运有害货物的船舶不能随意冲洗甲板或货舱。

59. D。适用MARPOL 73/78公约附录五的船舶在任何地点都不能排放包含塑料的垃圾。

60. D。GMDSS的基本概念是什么？搜救当局可以获得遇险情况的警报;在遇险船舶附近航行的其他船舶可以快速收到报警；岸上当局和船方可以相互协助，以最小的延迟协调搜救操作。

61. A。发生溢油事故后，在向当局报告后应做什么？尽可能多地从水中收集和清理溢油。

62. B。当油被排放到舷外时，应该在油类记录簿中记录。

63. A。当含油的压载水被泵至舷外时，必须在油类记录簿中记录。

64. A。哪一个是船舶油污应急计划中强制的部分？报告要求。

65. C。哪一种情况是MARPOL 73/78公约附录五中关于排放垃圾的例外？ 一人落水，为了使其漂浮在水面上，扔给他一个塑料冷藏箱。

66. B。哪一个不是船舶油污应急计划中的强制部分？图表。

67. A。关于船舶上的汽油蒸气,哪项描述是正确的？它们比空气重并积聚在船舶的最低处。

68. C。关于禁止排油的告示牌，哪项描述是正确的？它们可能会张贴在污水泵和压载泵的控制站。

69. A。关于汽油溢油，哪项描述是正确的？比燃油溢油可察觉的时间短。

70. B。哪项描述是正确的？你必须保留向岸上接收设施排放垃圾的记录。

71. C。在防污染规则中哪一类物质不被认为是油类？混在疏浚淤泥中的油。

72. D。哪类远洋船舶不要求遵守MARPOL 73/78公约附录五的规定？海军驱逐舰。

73. C。在驳船上装散装油时，你发现船边水中有油，你首先应做什么？停止装货。

74. D。在远洋船上工作期间你必须保持关于处理垃圾的记录。这些记录应在处理垃圾时进行。

75. B。加燃油时发现船四周的水屮有油，你应立即停止加油并通知美国海岸警卫队。

76. A。你保存了规定的垃圾记录簿，垃圾处理的数量必须以立方米为单位记录。

77. A。你在一艘大于 400总吨的船上工作。不允许在首尖舱内装载油货或有害物质。

78. C。你正准备收集溢油，在使用化学清油剂之前你必须得到联邦现场协调员的批准。

79. B。你船正在装卸氯乙烷且有少量溢漏到你船四周的水中。《化学数据指南》中表明该物质在水中是微溶。

80. B。你已靠妥在周围是油船的码头。船舶示什么样倍号表明正在装卸易燃或可燃液体货物？ 一盏环照红灯。

81. B。你打算向岸上卸下医疗废弃物或有害废物。MARPOL公约附求五要求你提前通知接收港口或码头，你应提前多长时间 ？24小时。

82. A。你所工作的远洋船按规定持冇垃圾管理计划，这个计划必须是书面的，并且说明垃圾收集和排放的程序。

83. C。你船正在使用铺设于码头上的输油管加燃油。如果油开始从油舱通风筒屮流出，首先应该做什么？通知岸上停止加油。

84. D。加装货油时你发现油管少量漏油，你命令停泵。在你重新启动泵前应该更换油管。

85. C。最严格的载重线控制适用于客轮。

86. B。在下列公约中，SOLAS公约中涉及消防设备布置方面的事项。

87. C。近岸补给船上所必配的应急无线电示位标每个月都应该使用集成测试电路和输出指示器进行检测。

88. A。检验显示该轮符合上述公约附录的要求。

89. C。在承担值班之前，新的接班驾驶员应该和交班驾驶员进行讨论，包括船舶所有重要的操作特性。

90. A。据报27日在Puerto Villamil附近和Isabela的南面发现小片浮油。

91. B。在中国，溢油事故必须向中国海事局报告。

92. C。通常情况下不允许使用化学剂清除溢油。

93. A。船长命令将甲板上的危险货物抛入海中以减轻船舶的重量和降低海上风险。

94. C。哪一种油不适合做镇浪油？矿物油。

95. C。基于使用运河这一唯一事实，船长和船东应该约束自己接受现行航行规则中的所有条款。

96. C。船舶在港期间如果你想排出污水，只能排至岸上的液柜中或者驳船上

97. C。设有专用清洁压载舱的油船应该配备原油洗舱系统。

98. D。你发现通往机舱的油管有一处渗漏，你应首先关闭油舱处的燃油阀。

99. D。卸货时你发现你所在的油轮周围有油污，你要做的第一件事就是停止卸货作业。

100. C。氮不是影响碳氢化合物生物降解的重要环境因素之一。

101. A。一个载运45万吨油和3万吨废油的新油轮允许在航行途中向海屮排放油或油类的混合物16吨。

102. D。一油管破裂，油喷到热的排气管上并着火，你采取的第一个行动应该是关闭供油管。

103. A。按规定，一艘设有专用清洁压载舱的新油轮应该具有足够的液舱舱容专门用于装载清洁压载水。

104. D。任何船舶想要排放液舱或货舱的洗舱水或船底污水，都应该向港口当局递交一份申请以获批准。

105. D。如果发生溢油事故，你应该在何处记载？在船舶志上记载。

106. D。每一艘载重吨在2万吨及以上的新油轮应该配备原油洗舱的货舱清洁系统。

107. D。当油污发生后，在中国港口内的船舶应该首先做什么？尽量收集甲板和水中的溢油，向港长报告。

108. B。就新原油油船而言，只有经过原油洗舱的舱室才允许在离开卸货港口或泊位前加载额外的压载水。

109. C。每一艘150总吨及以上的油轮以及400总吨及以上的其他船舶必须在船上携带一份油污应急计划。

110. C。溢油发生后，在水中的溢油变成“巧克力奶油状”是由于油类乳化的作用所致。

111. D。防污染公约要求船上封闭甲板内的每一排水孔都配有机械关闭装置。

112. D。每一艘设有专用清洁压载舱的油船都应该有一本详细说明系统和描述操作程序的专用清洁压载舱操作手册。

113. C。在船员的身体健康标准中，视力和听力被认为是最重要的因素。

114. B。船员通常每天应该最少休息多少小时？ 10个小时。

115. B。船舶应该配备合格的驾驶员和足够数量的船员以确保安全航行。

116. A。所有船上的工作都应该以不影响休息和不导致疲劳的方式进行。

第九章 船舶安全管理

一、习题

1. \_\_\_\_ the people know more of how to cope with cold water in the sinking of SS *Titanic* in

1912 countless lives .A. Have/could have been saved B. Have/could have savedC. Had/could has saved D. Had/could have been saved

2. A fire starting by spontaneous combustion can be expected in which condition? .A. Paints, varnish, or other liquid flammables are stowed in a dry stores lockerB. Inert cargoes such as pig iron are loaded in a wet conditionC. Oily rags are stowed in a metal pailD. Clean mattresses are stored in contact with an electric light bulb

3. A group of crew members standing by in case of an emergency in order to assist other teams in action if necessary is a .A. fire team B. rescue teamC. emergency team D. control team

4. A GROUP OF CREW MEMBERS TRAINED FOR FIGHTING FLOODING IN THE VESSELAre known as .A. fire party B. deck cadetsC. research team D. damage control team

5. A pattern according to which vessels and/or aircraft may conduct a co-ordinated search isA .A. research pattern B. research modeC. search pattern D. search and rescue mode

6. A person who sees someone fall overboard should .A. call for help and keep the individual in sightB. run to the radio room to send an emergency messageC. immediately jump in the water to assist the individualD. go to the bridge to report the captain

7. A protective suit which reduces the body heat-loss of a person wearing it in cold water isCalled .A. water suit B. diving suit C. immersion suit D. swimming suit

8. A RADIO SIGNAL FROM A DISTRESSED VESSEL AUTOMATICALLY DIRECTED TO A

RCC GIVING POSITION, IDENTIFICATION, COURSE AND SPEED OF THE VESSEL AS WELL AS THE NATURE OF DISTRESS is known as .A. distress alert B. safety alertC. emergency alert D. general alert

9. A ROUND THROUGH THE VESSEL CARRIED OUT BY A CREW MEMBER OF THE

WATCH AT CERTAIN INTERVALS SO THAT AN OUTBREAK OF FIRE MAY BE PROMPTLY DETECTED defines .A. fire patrol B. fire control C. smoke detection D. fire drill

10. A ship that, at any time, operates seaward of the outermost boundary of the territorial sea is

required to prepare, submit, and maintain a/an .A. synthetic plastic discharge plan B. oil discharge planC. shipboard oil pollution emergency plan D. vapor recovery procedures plan

11. A sound signal of seven short blasts and one long blast given with the vessel’s sound system

is .A. safety alarm B. distress alarmC. fire drill alarm D. general emergency alarm

12. A vessel in distress should send by radio telephone the two tone alarm signal followed

immediately by the .A. distress positionB. spoken words “Mayday, Mayday, Mayday”C. ship’s nameD. ship’s call letters

13. All handling and stowage of packaged hazardous materials on board a domestic vessel engaged in foreign trade shall be done under the supervision of .A. a MSA Marine Inspector B. an officer assigned to the vessel by MSAC. an officer from CCS D. the National Cargo Bureau

14. ALL PASSENGERS OF DECK NO. 2 ARE REQUESTED TO FOLLOW THE CREW

MEMBERS WHO WILL ESCORT YOU TO YOUR ASSEMBLY STATIONS. From this sentence you can concluded that the vessel is in .A. immediate danger to collide with another vesselB. a situation in which more passengers will embark on boardC. berth and ready to disembark her passengersD. distress

15. AN ILLNESS PREFERABLY OF AN INFECTIOUS NATURE SEIZING MORE THAN TWO

PERSONS ON BOARD AT THE SAME TIME defines .A. disease of crew B. crew illness C. group illness D. mass disease

16. AS SOON AS I HAVE FURTHER INFORMATION I WILL MAKE ANOTHERANNOUNCEMENT. I ASK YOU KINDLY TO REMAIN CALM. THERE IS NO DANGER AT THIS TIME. These words are likely from .A. the captain of a vessel in distressB. representative of ship ownersC. an officer from port authoritiesD. the pilot of a vessel entering a port in foreign country

17. At an occasional survey has been carried out.A. the remind of the master B. the refer of the masterC. the render of the master D. the request of the master

18. Before welding can be done in a tank that has carried petroleum products, a certificate must be obtained from .A. the customs B. the Register Bureau of shippingC. the shipyard fire department D. a certified gas chemist

19. By regulation, cargo tanks must be inert before and during what operation? .A. Stripping B. Loading C. Cleaning D. Crude oil washing

20. CASE OF DEATH OR SERIOUS INJURY TO A PERSON IN AN ACCIDENT OR SHIPPINGDISASTER is .A. salvage B. operations of the salvage C. casualty D. injury

21. Course directed by the OSC or CSS to be steered at the beginning of a search is .A. original course B. initial course C. final course D. designated course

22. DO NOT RETURN TO YOUR CABIN TO COLLECT YOUR PROPERTY. This sentence is

properly used when .A. allocating/directing crew to assembly stations to escapeB. exercising evacuation and boat drillC. taking protective measures to control the oil pollutionsD. holding course and sounding signals to avoid collision with other vessels

23. Do not the watch to the relieving officer until he has verbally expressed his acknowledgment of the information which has been passed by the officer handing over.A. turn over B. hand over C. take over D. hands off

24. How should cargo tank hatches be protected when the ullage opening is open and the tank NOT gas free? .A. With gooseneck vents B. With warning signsC. With flame screens D. With pressure-vacuum relief valves

25. If one hydraulic pump of an electro-hydraulic steering unit fails, the vessel’s steering can be

initially and best maintained by using the .A. trick wheel B. accumulator C. standby pump D. telemotor

26. If the PSCO from general impressions or observations on board has for believing that

the ship, its equipment or its crew do not substantially meet the requirements, the PSCO should proceed to a more detailed inspection.A. clean report B. serious deficienciesC. clear grounds D. detention report

27. If your passenger vessel is fitted with a loudspeaker system, it must be tested at least

once .A. every week | B. a dayC. every tripD. a watch or once a trip, whichever is shorter

28. If your radiotelephone fails while underway, .A. you must visually signal oncoming vesselsB. you must immediately tie up in the nearest port until the radiotelephone is repairedC. you must anchor until the radiotelephone is repairedD. the loss of the radiotelephone must be considered in navigating the vessel

29. In terms of vessel manning, a watch is the .A. direct performance of deck or engine operations in a scheduled and fixed rotationB. performance of maintenance work necessary for the vessel’s safe operation, on a daily basisC. performance of lookout dutiesD. direct performance of cargo loading and discharge operations only

30. Instructions on how to conduct search and rescue are given in the which is primarilyDesigned for use by merchant ship.A. MARPOL B. IRPCS C. SOLAS D. MERSAR

31. It should be noted the use of synthetic mooring ropes able to produce sparks by their

manipulation is absolutely forbidden on board petroleum tankers and LPG or LNG carriers, or any vessels carrying inflammable substances.A. that B. which C. who D. these

32. Masters are solely responsible for all damages or accidents of whatever kind resulting

from the navigating or handing of their vessels by day or by night.A. hold B. holded C. held D. Holding

33. Paints and solvents on a vessel should be .A. stored safely at the work site until work is completedB. returned to the paint locker after each useC. covered at all times to protect from ignition sourcesD. stored in a suitable gear locker

34. PAN-PAN is to be used to announce .A. a distress message B. an urgency messageC. a safety message D. a massage of SMCP

35. PAN-PAN repeated three times over the radiotelephone indicates which type of message will

follow? .A. Distress B. Safety C. All clear D. Urgency

36. Persons engaged in the transport of dangerous goods shall training in the contents ofDangerous goods requirements commensurate with their responsibilities.A. have B. make C. take D. Receive

37. The “urgent” priority should be used for messages .A. concerning the Safety of Life at Sea (SOLAS)B. detaining important navigational warningsC. containing information concerning the safety of a mobile unit or personD. concerning on-scene communications

38. The ISM Code is included into the of the SOLAS.A. chapter 7 B. chapter 8 C. chapter 9 D. chapter 10

39. The manual piloting shall be tested at least at interval of when using the auto piloting.A. once every shift B. twice every shiftC. once every hour D. twice every hour

40. The Master may require part of the crew to work when needed for .A. maneuvering, shifting berth, mooring and unmooringB. performing work necessary for the safety of the vessel, its passengers, crew or cargoC. performing fire, lifeboat or other drills in port or at seaD. all of the above

41. The Muster List shows each person’s lifeboat station, duties during abandonment, basic

instructions, and .A. all emergency signals B. instructions for lowering the lifeboatsC. the time each weekly drill will be held D. work schedule

42. The number of able seamen required on board is stated in the .A. American Bureau of Shipping code B. SOLAS CertificateC. Classification Certificate D. Certificate of Inspection

43. The officer responsible for the sanitary condition of the engineering department is the .A. Master B. Chief Mate C. Chief Engineer D. First Assistant

44. The PSCO would be justified in making a detailed inspection of all lifesaving appliances, if he

sees that .A. the survival craft launching equipment have never been usedB. the pivot points are seizedC. the lashing or stowing of deck cargo is improperD. all of the above

45. The radiotelegraph alarm signal is .A. SOS sent three timesB. ten one-second dashes with a four-second interval between themC. twelve four-second dashes with a one-second interval between themD. twelve one-second dashes with a short interval between them

46. The SMS should provide for specific measures aimed at promoting the of equipment or

systems the sudden operational failure of which may result in hazardous situations.A. visibility B. ability C. reliability D. capability

47. THE SPEED OF A VESSEL ADJUSTED TO THAT OF A PILOT BOAT AT WHICH THE

PILOT CAN SAFELY EMBARK is .A. ground speed B. boarding speedC. relative speed D. speed of the vessel

48. The term LEE SIDE refers to the .A. side of the vessel exposed to the wind B. side of the vessel sheltered from the windC. port side D. starboard side

49. The term FLOOD CURRENT refers to that time when the water .A. is flowing towards the land B. is moving towards the oceanC. level is not changing D. level is rising because of heavy rains

50. The term of LANDFALL means .A. land first sighted when vessel approaching from seawardB. land last sighted when vessel leaving from a portC. in sight of one another when vessel underwayD. in sight of an island during a ship on her voyage

51. The Third Officer’s duty is to when vessel is commanded under the pilot or Captain.A. operate the wheel and stand byB. keep a lookout and operate steering gearC. enter telegraph orders in the bell bookD. operate the telegraph and enter telegraph orders in the bell book

52. The urgency signal concerning the illness of persons on board ship is .A. MAYDAY B. PAN C. SECURITE D. ATTENTION

53. The wheel order STEADY means .A. the steering gear is very stableB. the rudder is to be held in the fore and aft positionC. reducing swing as rapidly as possibleD. reducing amount of rudder angle to certain degrees

54. THROWING OVERBOARD OF GOODS IN ORDER TO LIGHTEN THE VESSEL OR

IMPROVE ITS STABILITY IN CASE OF AN EMERGENCY defines .A. dropping off B. jettison C. throwing away D. taking off

55. To assess the potential for progressive flooding aboard a damaged ship, you must know

the .A. integrity of the watertight boundariesB. capacity of the water sprinkler systemsC. operation of the machinery space bilge level alarmsD. all of the above

56. To determine the number of able seamen required on an inspected vessel, you should check theA. Load Line Certificate B. Operations ManualC. Safety of Life at Sea Certificate D. Certificate of Inspection

57. To determine the number of inflatable liferafts required on an inspected vessel, you should check the .A. Load Line Certificate B. SOLAS CertificateC. Stability Letter D. Certificate of Inspection

58. TO EVACUATE A VESSEL FROM CREW AND PASSENGERS FOLLOWING A DISTRESS

means .A. to abandon vessel B. to adrift C. to beach D. to assembly station

59. TO SECURE A VESSEL IN A PARTICULAR PLACE BY MEANS OF CHAINS OR ROPES

MADE FAST TO THE SHORE, TO ANCHORS, OR TO ANCHORED MOORING BUOYS, OR TO RIDE WITH BOTH ANCHORS DOWN defines \_\_\_.A. to moor B. to berth C. to anchor D. to ride at anchor

60. Vessel must be duly qualified officers and crew.A. supplied with B. equipped by C. manned with D. fitted with

61. Vessel shall possess International Cargo Gear Certificates duration of Charter Party

showing winches and derricks in order.A. validity in B. valid for C. effective at D. effectiveness for

62. What represents poor sanitary procedures? .A. Keep and use a separate filling hose for potable (drinking) waterB. Locate potable (drinking) water tanks as low as possible in the bilgeC. Eliminate enclosed spaces in which trash, food particles dirt may gatherD. After washing dishes with soap and warm water, sterilize them in water of at least 170°F

63. What should you inspect to be sure that it is safe to go aloft in a bosun's chair? .A. The gantline B. The tail blockC. The chair and bridle D. All of the above

64. Which of the following statements is INCORRECT regarding a fire and boat drill on board yourCargo vessel? .A. At least one fire and boat drill shall be held within 24 hours of leaving a port where more than 25 percent of the crew has been replacedB. The Master is responsible in seeing that each lifeboat is lowered to the water at least once in each 6 monthsC. Lifeboat equipment shall be examined at least once each month to insure that it is completeD. An entry shall be made in the vessel’s Official Logbook relative to each fire and boat drill

65. Which signal is recognized as a distress signal? .A. Directing the beam of a searchlight at another vesselB. A smoke signal giving off orange colored smokeC. A whistle signal of one prolonged and three short blastsD. International Code Signal PAN spoken over the radiotelephone

66. Who is responsible for properly manning a vessel in accordance with all applicable laws,

regulations and international conventions? .A. The (USCG) Officer in Charge of Marine InspectionB. The (USCG) Captain of the PortC. The owner or operator of the vesselD. The Master of the vessel

67. Who must ensure that the emergency lighting and power systems on cargo vessels are operated at least weekly? .A. Master B. Chief EngineerC. Deck officer assigned D. Engineering officer assigned

68. Why is it necessary to extend ventilators of gasoline powered vessels to the bilges? .A. To keep them dry, and thus easier to cleanB. To remove fuel vapors which are heavier than airC. To provide adequate air to the enginesD. To cool the machinery areas

69. You are monitoring VHF Channel 16 when you receive a call to your vessel, *TEXAS PRIDE.*

What is the proper way to answer this call? .A. This is TEXAS PRIDE. Pick a channelB. This is TEXAS PRIDE on Channel 16. Come backC. This is TEXAS PRIDE, WSR 1234, reply Channel 10D. Please stand by. We’re busy right now

70. You are offloading garbage to another ship. Your records must identify that ship by name and

show her .A. home port B. next port-of-call C. official number D. Master

71. You are requisitioning stores for your tank vessel. What type of matches are permittedAboard? .A. Phosphorous B. Safety C. Self-extinguishing D. Wooden

72. You are standing wheel watch on entering port, and the Master gives you a rudder command that conflicts with a rudder command from the Pilot. What should you do? .A. Obey the Pilot B. Obey the MasterC. Ask the Pilot for guidance D. Bring the rudder to midships

73. You are using VHF channel 16 (156. 8 MHz) or 2,182 kHz. You need help but are not inDanger. You should use the urgent signal .A. ASSISTANCE NEEDED B. PAN-PAN C. MAYDAY D. SECURITE

74. You have abandoned ship in tropical waters. Which procedure (s) should be used during a

prolonged period in a raft? .A. Wet clothes during the day to decrease perspirationB. Get plenty of restC. Keep the entrance curtains openD. All of the above

75. You must in this area unless you have messages about the casualty.A. keep radio silence B. keep radio silentC. keep radio be silent D. keep silent the radio

76. You must ensure that lifesaving equipment is .A. locked upB. readily accessible for useC. inaccessible to passengersD. on the topmost deck of the vessel at all times

77. When using a hand held smoke signal from a lifeboat, you should activate the signal .A. on the downwind side B. on the upwind sideC. inside the boat D. at the stem

78. Vessel shall possess valid for duration of charter Party showing winches and derricks in

order.A. International Cargo Gear CertificateB. International Load Line CertificateC. International Safety Construction CertificateD. International Seaman Identification

79. When Contracting Governments exercise controls all possible efforts be to avoid a shipBeing unduly detained or delayed.A. made B. taken C. done D. had

80. If the officer of the watch must leave the voyage plan, he should .A. make a note in the logbook B. inform the materC. no special action necessary D. check the new plan

81. The Company where necessary shall to your local authorities/police if you are found

guilty by the Company of having encouraged or having taken part in theft/sale of any cargo/ property belong to the vessel.A. inform B. tell C. ask D. report

82. A casualty report of an intentional grounding is required under what condition? .A. Under any condition B. If the grounding lasts over 24 hoursC. If it creates a hazard to the environment D. At the owner’s discretion

83. Who is responsible for the development of the ship security plan? .A. The company security officer B. The classification societyC. The port facility security officer D. The ship security officer

84. Who is responsible for the regular security inspections of the ship? .A. The company security officer B. The classification societyC. The port facility security officer D. The ship security officer

85. is the level applying for as long as there is a heightened risk of a security incident,

requiring additional security measures.A. Security level 0 B. Security level 1 C. Security level 2 D. Security level 3

86. Of the following, is NOT a control measure that may be imposed upon a ship.A. installation improvementB. delaying the ship or detention of the shipC. restriction of operations including movement within the portD. expulsion of the ship from port

87. is NOT the purpose of the warning sign displayed at the gangway or access point of aBarge during cargo transfer.A. To keep visitors away from the barge B. To prohibit smokingC. To prohibit open lights D. To keep all these areas free of gas

二、参考答案及解析

1. D。如果那些人懂得更多应对冷水的方法，那么1912年泰坦尼克号沉没事件中无数的生命将会获救。与过去事实相反的虚拟语气。

2. C。哪种情况下会发生自燃起火现象？含油抹布堆放在金属桶内。

3. B。紧急情况下处于'待命状态，以便在需要的时候帮助其他团队的一组船员，为救援队。

4. D。接受船舶堵漏训练的一组船员，称为堵漏队。

5. C。一种船舶和/或航空器可以进行协调搜寻的模式为海空联合搜救模式。

6. A。一人看到他人落水时应大声呼救并保持落水者在其视线范围之内。

7. C。在冷水中人员穿着的能够降低体内热量散失的保护性服装是防寒服。

8. A。遇险船舶自动发给搜救协调中心的包含船位、识別码、航向、航速以及遇险性质的无线电信号叫遇险警报„

9. A。由当值的船员按照固定的时间间隔巡视船舶一周以便能及时发现火情，称为消防巡逻。

10. C。任何时候船舶向领海的最外缘航行时必须准备、递交和保留份船舶油污应急计划。

11. D。船舶发出的由7短1 长声响信号是船舶通用紧急警报。

12. B,。遇险船舶在语音呼叫“Mayday, Mayday, Mayday”后发送双音无线电话警报c

13. B。从事国际运输的国内船上所存包装危险货物的装卸和堆码应在海事局指定官员的监督下进行。

14. D。要求2号甲板的所有旅客都听从船员的指示，船员将护送你们到集合地点。从这句话你能推断出该轮遇险了。

15. D。在船上两名以上的船员同吋感染的一种可能具有传染性质的疾病，称为群疫。

16. A。只要有进一步的消息我将做另一个声明。我需要你们保持冷静，目前没有危险。这句话很可能出自遇险船的船长。

17. D。在船长的清求下进行了一次临时检验。

18. D。装载成品油的货舱在进行电焊以前，应该获得一张由注册气体检验师签发的证书。

19. D。按照规则，油舱在进行什么操作之前和操作过程中必须惰化？原油洗舱。

20. C。一名人员在事故或航运灾难中严重受伤或死亡的事例，称为伤亡。

21. B。在搜索开始时由OSC或CSS指导的航向是初搜航向。

22. A。不要回到你的房间去收集你的个人物品。这句话在指引（引导）船员到集合点准备弃船时说比较合适。

23. B。直到接班驾驶员可以清楚确认交班驾驶员所传递的信息后，才可以交班给他。

24. C。当油舱液位监视测孔打开且油舱没有除气时，应如何保护油舱？用防火网。

25. C。如果电动-液压操舵装置的一台液压泵故障，船舶可以马上使用备用泵适当地保持航向。

26. C。如果PSCO从对船舶的整体印象和初步观察结果中有明显的理由认为船舶、其设施或船员不满足要求，PSCO将进行进一步的详细检查。

27. A。如果你所工作的客轮配备了公共广播系统，应至少每周测试一次。

28. D。如果你船的无线电话在航行途中发生故障，必须考虑到没有无线电话而产生的影响。

29. A。就船舶配员而言，“值班”是指按预定的或固定的循环次序从事甲板或机舱操作的行为。

30. D。在《商船搜寻和救助手册》中关于如何进行搜寻和救助的说明主要是为商船设计的

31. A。应该注意到，合成纤维缆绳在操作过程中可能引起火花，在液化石油气船或液化天然气船或者任何载运易燃货物的船上是绝对禁止使用的。

32. C。船长是唯一对所有白天或晚上仟何由于航行或操纵船舶而引起的损坏和事故负责任的人。

33. B。船上的油漆和稀释剂在每次使用后都应放回油漆间。

34. D。PAN-PAN用于发布一个紧急信息。

35. D。PAN-PAN在无线电话上重复三次表示随后发布的信息是紧急信息。

36. A。从事危险品运输的人员应该受到与他们的职责内容相关的培训。

37. C。“紧急”优先级应适用于那些与移动式平台或人员安全相关的信息。

38. C。ISM规则包含在SOLAS公约第九章中。

39. B。使用自动舵时，每班至少应检查手动舵两次。

40. D。在下列情况下，船长可以要求部分船员工作:船舶操纵、移泊、离泊需要时;为了船舶及其旅客、船员或货物的安全而进行工作;在港内或海上进行的消防、艇筏和其他演习。

41. A。应变部署表说明了每个人的艇筏位置、弃船期间的职责、基本指令和所有应急信号。

42. D。船舶上应配备的一级水手的数量应在检验证书中载明。

43. C。对轮机部卫生状况负责的人员是轮机长。

44. D。如果港口国检查官员看到救生艇筏的释放装置从没有使用过，枢纽插锁锈死，甲板货的绑扎和堆码不恰当，他有理由对所有的救生器具作详细检查。

45. C。无线电警报信号是12个持续4秒的信号，它们之间间隔1秒。

46. C。安全管理体系应该提供提高设备可靠性的特殊措施,否则系统运转的突然故障可能导致危险局面。

47. B。船舶速度调整到能使引航员从引航船安全登船的速度，称为登船速度。

48. B。术语“下风舷”指船舶遮蔽风的那一侧。

49. A。术语“涨潮流”指在这段时间内潮流向着陆地流动。

50. A。术语“初见陆地”指船舶从海上接近陆地时第一次看到陆地。

51. D。当船长或引航员指挥船舶时，三副的职责是操纵车钟并记录车钟记录簿。

52. B。关于船上有人生病的紧急信息是PAN-PAN。

53. C。舵令“把定”的意思是尽快降低船舶的偏转。

54. B。紧急情况下为了减轻船舶重量或改善船舶稳性而将货物抛入海中，称为抛货。

55. A。为了评估一艘破舱船舶持续进水的潜在风险，你必须了解完整水密舱壁的界限。

56. D。为了确定被检查的船舶上所需要的一水数量，你应该核对检验证书。

51 D。为了确定被检查的船舶上所需要的气胀式救生筏的数量，你应该核对检验证书。

58. A。发出遇险信号，紧接着旅客和船员从这艘船上撤离，称为弃船。

59. A。通过锚链或缆绳将船舶系于岸上、锚地、浮筒，或者抛双锚系泊将船舶固定在一个特定的地点，称为系泊。

60. C。船舶必须配备合格的驾驶员和船员。

61. B。在租用期间船舶应持有有效的国际货物装卸设备证书以显示起货机和吊杆状况良好。

62. B。什么表示不好的卫生程序？将饮用水柜放在肶部的最低处。

63. D。为了确保在座板上安全进行高空作业，你应该检查和确认什么？滑车索、尾部滑车、座板和吊索。

64. B。关于船上进行的消防和救生演习，哪项描述是不正确的？船长负责每艘救生艇每六个月至少降到水面一次。

65. B。哪种信号被认为是遇险信号？橘黄色的烟雾信号。

66. D。按照相关法律、规章和国际公约，谁负责船舶配员？船长。

67. A。在货船上谁必须确保应急照明灯和电源系统每周至少测试一次？船长。

68. B。为什么在汽油机船上有必要把通风筒延伸到舭部？排出那些比空气重的油气。

69. C。你在值守16频道时听到他船呼叫你船(TEXAS PRIDE)，什么是正确回答本次呼叫的方法？我是TEXAS PRIDE，WSR1234，10频道回复。

70. C。你船正向另一船卸载垃圾,你的记录簿上应该记载该船的船名和船旗国登记号码。

71. B。你正在为一艘油船申请物料，哪一类火柴是船上允许的？安全型的。

72. B。进港时你在驾驶台值班操舵，船长给你的舵令和引航员给的舵令不一致。你应该如何做？服从船长的命令。

73. B。你正在使用16频道或2 182 kHz。你需要帮助，但没有紧迫危险时应使用PAN-PAN紧

急信号。

74. D。你在热带水域弃船，如果在救生筏内的时间较长，应采取哪些措施？白天弄湿衣服以减少排汗，充分休息，保持人口处的帘子敞开。

75. B。你必须保持无线电静默，除非你有关于伤亡事故的报文。

76. B。必须确保救生设备易于使用。

77. A。在救生艇上使用手持式烟雾信号时，你应该从下风侧激活。

78. A。在租用期间船舶应持有效的国际货物装卸设备证书以显示起货机和吊杆状况良好。

79. A。缔约国政府应采取一切措施以避免船舶受到不正当的滞留或延滞。

80. B。如果值班驾驶员必须偏离计划航线，他必须通知船长。

81. D。如果你被公司发现有罪或参与偷盗、倒卖船上的货物或财产，公司在必要的时候应该向地方当局或公安机关报案。

82. C。故意搁浅在什么情况下应该递交事故报告？如果事故对环境造成危害。

83. A。谁负责制作船舶的保安计划？公司保安员。

84. D。谁负责船舶的定期保安检查？船舶保安员。

85. C。保安等级2适用于因为保安事故的风险增加，需要额外保安措施的保安等级。

86. A。下列事项中，设备改进不是强加于船舶的控制措施。

87. D。“保持这些区域没有气体”不是在货物装卸期伺显示在舷梯口或驳船的登船处的警示信 号。不让访客接近驳船、禁止吸烟、禁止明灯都是。

第十章 航海英语写作

一、 习题

1. is a full nautical record of a ship’s voyage, written up at the end of each watch by the

officer of the watch.A. Sea Protest B. Deck Log C. Accident Report D. Seaman's Book

2. Which of the following need NOT be entered in the official logbook? .A. The testing of the internal combustion engine driven emergency generators at least once each month the vessel is navigatedB. The testing of storage batteries for emergency lighting and power systems once each 6 months the vessel is navigatedC. The actual draft when the vessel arrives in salt water after departing a portD. The testing of the line throwing appliance once every 3 months

3. the abstracts of deck logbook covering the said accident.A. Attached herewith are B. Attached is herewithC. Attached are hereby D. Hereby are attached

4. Yokohama, we’ll also call at some other Japanese ports.A. Beside B. Besides C. Except D. Excepting

5. “Figure eight” knot is used to .A. be a stopper B. shorten a lineC. join lines of equal size D. keep a line from passing through a sheave

6. A clause in the charter party requires a vessel’s owner to pay dispatch money when the

vessel .A. changes berths to expedite loading or dischargingB. does not load and discharge its cargo in the time specifiedC. is not ready to load or discharge cargoD. loads and discharges its cargo in less time than specified

7. A correction for augmentation is included in the Nautical Almanac corrections for .A. the sun B. the moon C. Venus D. none of the above

8. A crew member has suffered frostbite to the toes of the right foot. Which is NOT an acceptable

first aid measure? .A. Rub the toes brisklyB. Elevate the foot slightlyC. Rewarm rapidlyD. Give aspirin or other medication for pain if necessary

9. A journal kept by the officer of the watch in which day to day happenings are recorded regarding the deck department is the .A. cargo record book B. deck rough logC. bell book D. official logbook

10. A line of position from a celestial observation is a segment of a .A. circle of equal altitude B. parallel of declinationC. parallel of altitude D. vertical circle

11. A master would be well advised to note a sea protest if .A. portions of his vessel’s cargo were illegally impoundedB. longshoreman went on strike against the overtimeC. the vessel encountered heavy weather which might have caused some damages to herD. a wreck of fishing boat was located on the voyage

12. A mean sun is used as the reference for solar time for three reasons. Which reason is NOT aCause for use of a mean sun? .A. The motion of the apparent sun is along the eclipticB. Measurement of time is along the celestial equatorC. The speed of the earth’s revolution is not constantD. There are variations in the earth’s rotational speed

13. A mooring line is described as being 6 x24, 1-3/4 inch wire rope. What do the above numbers

refer to? .A. Strands, yams, circumference B. Strands, wires, diameterC. Wires, yams, diameter D. Strands, circumference, wires

14. A shipmate suffers a heart attack and stops breathing. You must .A. administer oxygenB. immediately check his pulse and start CPRC. make the victim comfortable in a bunkD. immediately give a stimulant, by force if necessary

15. A shipper of cargo aboard your vessel offers a letter of indemnity for the cargo. This is done in

order to obtain a/an .A. Clean Bill of Lading B. Order Bill of LadingC. Straight Bill of Lading D. Through Bill of Lading

16. A stage should only be rigged .A. over the bow or stern of a vessel B. over the flat sides of a vesselC. over the open water D. over the dockside

17. A synthetic mooring line is being heaved on a capstan. There is moderate strain on the line. The line begins to slip. Which of the following should be done? .

(1)Stop the capstan and take extra turns (2) Have more than one seaman keep a substantial strain on the line and continue heaving easyA. (1) only B. (2) only C. Both (1) and (2) D. Neither (1) nor (2)

18. A V-shaped ripple with the point of the V pointing upstream in a river may indicate a .A. submerged rock, not dangerous to navigationB. broken wreck, not dangerous to navigationC. towed-under buoyD. all of the above

19. AFTER DROPPING THE PILOT means .A. after boarding the pilot B. after the pilot leaving the shipC. after the pilot going on board D. after taking the pilot

20. Aircraft made forced near position 23°32'N, 110°13'E.A. striking B. landing C. grounding D. stranding

21. All accidents and damage to ship, equipment or personnel, must be in the vessel deck

log.A. entered into B. entered C. entered with D. entered in

22. All casualties such as personnel injuries or illness, oil spills, accidental fire, collision,

stranding, and unusually severe weather damage, whether at sea, in port, or in shipyard, must be promptly to the company.A. spoken B. said C. told D. communicated

23. All entries in the official logbook must be signed by the Master and .A. the Union Representative B. the person about whom the entry concernsC. no one else D. one other crew member

24. All events relating to the voyage, such as ship’s position, speed and details of the weather, Are recorded in .A. logbook B. bell book C. oil record book D. compass error book

25. All of the following records are usually maintained by the watch-standing officers aboard a vessel EXCEPT the .A. deck logbook B. official logbookC. compass record book D. chronometer error book

26. All removals to be reassembled in order of repairs.A. upon commencement B. on completionC. before ending D. after beginning

27. All the damage and shortage, those incurred after discharge and before delivery to

receivers, should be noted in the discharging report.A. including B. besides C. except D. in addition to

28. Allow me to put some evidence for your further consideration.A. up B. on C. into D. forward

29. An accident came my mind when I saw the broken case.A. in B. on C. to D. with

30. An example of a messenger is a .A. fairlead B. heaving line C. stay D. warp

31. An unconscious person should NOT be .A. placed in a position with the head lower than the bodyB. given an inhalation stimulantC. given something to drinkD. treated for injuries until conscious

32. Argon is classified as a .A. corrosive B. flammable gasC. flammable liquid D. nonflammable gas

33.At about 1330 hours today, my vessel’s propeller was hit by a steel lighter lying astern, following damages.A. as a result B. resulting' from C. as a result of D. resulting in

34. At last, the palm trees that fringe the natural harbor of Port Aloahoa come into view on the

horizon lit by the setting sun. The meaning of this sentence is that .A. a vessel arrives at a port in an evening B. a vessel leaves a port in an eveningC. a vessel arrives at a port in an morning D. a vessel leaves a port in a morning

35. At the required fire drill conducted aboard a vessel, all persons must report to their stations andDemonstrate their ability to perform the duties assigned to them .A. by the tool pusher B. in the station billC. by the person conducting the drill D. at the previous safety meeting

36. Basic emergency care for third degree electrical bum is to .A. flood the burned area with warm water for two minutesB. brush away the charred skin and wrap the burned areaC. cover the burned area with a clean cloth and transport the patient to a medical facilityD. apply ointment or spray to the burned area and wrap with a clean cloth

37. Before CPR is started, you should .A. establish an open airway B. treat any bleeding woundsC. insure the victim is conscious D. make the victim comfortable

38. Before personnel are lifted from a vessel in a personnel basket, the vessel should be .A. directly under the boom B. moving away from the boomC. stopped dead in the water D. tied the boom

39. Before sailing for a foreign port, what document must you get? .A. The Policy of insurance B. The Report of EntranceC. The Clearance D. The Pratique

40. Bleeding from a vein may be ordinarily controlled by .A. applying direct pressure to the wound B. heavy application of a disinfectantC. pouring ice water directly onto the wound D. pinching the wound closed

41. Blood flowing from a cut artery appears .A. dark red with a steady flow B. bright red with a steady flowC. bright red and in spurts D. dark red and in spurts

42. By the time charter, a shipowner agrees to place his vessel at the disposal of a charterer

for .A. a period B. atrip C. a voyage D. a journey

43. Chemical bums are caused by the skin coming in contact with .A. acids or alkalies B. diesel oilC. acids, but not alkalies D. alkalies, but not acids

44. Diesel engines obtain combustion air through turbo chargers, blowers, or .A. air starters B. carburetors C. natural aspiration D. air receivers

45. Do you require any further assistance? My ship is safe now and no assistance is necessary. This VHF communication generally takes place during .A. salvage operation B. cargo dischargingC. bunkering D. towing operation

46. Dual electro-hydraulic steering units usually operate .A. with both pumps on line at the same timeB. with one pump on standbyC. with the follow-up gear disconnectedD. only when the rudder is moved amidships

47. During a fire drill on a vessel, what action is required? .A. Start each fire pump B. Launch and run a lifeboatC. Inventory rescue and fire equipment D. Inspect fire hoses

48. During the period of March and April each year salmon fishery is carried on drift nets

within 10 miles of the coast of Gotland.A. with B. by C. under D. use

49. During the voyage from Dalian to Singapore, my vessel heavy damages to the deck fittings.A. maintained B. sustained C. pertained D. Contained

50. During this season each year, the visibility in the above mentioned area is .A. poor B. small C. little D. trifle

51. El Abbasa (Sweet Water) Canal from River Nile at Cairo to Suez Canal at Ismailia.A. extend B. extending C. extends D. are extending

52. Especially in adverse weather, risk of collision with an offshore supply vessel increases when the vessel is moored to what side of the unit? .A. Upwind B. Downwind C. Crosswind D. Downcurrent

53. ETA/PILOT REVERTING means .A. ETA pilot station has been givenB. ETA pilot station will be given afterwardsC. ETA pilot station was not givenD. ETA pilot station is given

54. Every entry required to be made in the official logbook shall be signed by the .A. Mate on watchB. Master and Chief Mate or other member of the crewC. Master onlyD. Purser, one of the Mates, and some other member of the crew

55. Failure to comply with the above may action being taken against the vessel.A. resulted in B. result in C. resulting in D. to result in

56. Failure to comply with the clauses of charter party may result in action against the

vessel.A. be making B. being taken C. be taking D. being made

57. Fishing stake, the position of which frequently , exist in the area covered by thisChart.A. removed B. altered C. corrected D. converted

58. FLOATING, CAUSED BY WINDS AND CURRENT WITH A DETERMINABLEDIRECTION defines .A. floating B. sailing C. drifting D. running into danger

59. Get searchlight for transiting the canal at night.A. on B. already C. ready D. almost

60. Go and your shipper to my cabin.A. take B. bring C. fetch D. carry

61. HANGING A BARGE OFF means to .A. moor a damaged barge to the bank and leaveB. remove and deliver a loaded barge from a multipleC. remove a barge while locking throughD. tow an empty barge astern

62. He didn’t mention anything about the party, the date.A. either even B. even neither C. even nor D. not even

63. Heat exhaustion is caused by excessive .A. loss of body temperatureB. loss of water and salt from the bodyC. gain in body temperatureD. intake of water when working or exercising

64. How long must the GMDSS radio log be retained on board? .A. At least two years after the last entry B. At least one year after the last entryC. At least 90 days after the last entry D. At least 30 days after the last entry

65. How should you signal the crane operator to dog everything? .A. Place both fists in front of your body with thumbs pointing toward each otherB. Clasp hands in front of your bodyC. Extend arm with the palm down and hold this position rigidlyD. Extend arm with the thumb pointing up, and flex the fingers in and out

66. How should you signal the crane operator to lower the boom? .A. With arm extended and fingers closed, point thumb downwardB. With arm extended downwards and forefinger pointing down, move hand in small horizontal circlesC. Extend arm with the palm down, and hold this position rigidlyD. With hands clasped in front of your body

67. How should you signal the crane operator to raise the boom? .A. Extend arm with the thumb pointing up and flex the fingers in and outB. Place both fists in front of the body with the thumbs pointing upwardC. With forearm vertical and forefinger pointing up, move hand in small horizontal circlesD. Extend arm with fingers closed and point thumb upward

68. How should you signal the crane operator to stop in an emergency? .A. Extend arm with the palm down and hold this position rigidlyB. Placed clasped hands in front of your bodyC. Extend arm and move hand rapidly right and left with the palm downD. Place both fists in front of your body with thumbs pointing outward

69. How should you signal the crane operator to stop? .A. Place both fists in front of your body with thumbs pointing pointing outwardB. With both arms extended out and palms down, move arms back and forthC. Extend arm with the palm down and hold this position rigidlyD. Clasp hands in front of your body

70. I AM MAKING WATER means .A. my vessel is leaking B. my vessel is producing fresh waterC. my vessel is producing sea water D. sea water is de-salted on board my vessel

71. I HAVE DANGEROUS LIST means .A. I have some dangerous cargo on board B. my cargo is dangerousC. my vessel is inclined D. my vessel has not been trimmed properly

72. I have pleasure in informing you that all safety equipment is in working order.A. full B. care C. intentional D. reasonable

73. I hereby declare that MV *Ameber* has a summer deadweight tonnage of cargo of 12,453 etric

tons or a bale capacity of 18 ,987 cu. meters. This is a sentence from .A. Sea Protest B. Declaration of DWTCC. Stability Information D. Cargo Surveyor’s Report

74. I hereby request permission the ship’s main engine for routine maintenance.A. immobilize B. to immobilize C. immobilization D. immobilizing

75. I look forward to for this at your earliest convenience.A. having your approval B. approved by youC. get your answer D. know your opinion

76. I must hold for any damage which may result from the accidents you have caused.A. your responsible B. you responsibleC. you are responsible D. your are responsible

77. I strongly protest against your verbal instruction you intend berthing a Greek ship

outside of my own.A. where B. that C. this D. which

78. I wish to inform you that as a result of negligence on the part of the lighter *Susan* when shiftingAt 0910 hrs this morning, the lower platform of the gangway was .A. break B. broke C. breaked D. broken

79. I would be very much if you could arrange for a radio technician to come on board as

soon as possible for my radar repair.A. obliged B. obliging C. oblige D. being obliged

80. I’d like to know the full of the accident.A. particular B. particulars C. in particular D. in particulars

81. I ’ m on fire and have dangerous cargo on board. The most emergent assistance in this case

would be .A. lifeboat B. helicopter C. firefighting D. Medicine

82. If a crew member is exposed to phenol by way of skin or eye contact, you should

IMMEDIATELY .A. administer oxygen B. treat victim for shockC. flush skin and eyes with water D. give victim stimulant

83. If kinking results while wire rope is being coiled clockwise, you should .A. coil it counterclockwise B. not coil itC. take a turn under D. twist out the kinks under a strain

84. If two mooring lines are to be placed on the same bollard, which method is BEST? .A. Place the eye from the forward line on the bollard and then place the eye from the second line directly over the firstB. It makes no difference how the lines are placedC. Place the eye from either line on the bollard, and then bring the eye of the other line up through the eye of the first, and place it on the bollardD. Place both eyes on the bollard, in any manner, but lead both lines to the same winch head on the vessel and secure them on the winch

85. If you must enter water on which there is an oil fire, you should .A. protect your life preserver by holding it above your headB. enter the water on the windward side of the vesselC. keep both hands in front of your face to break the water surface when diving head firstD. wear very light clothing

86. If you receive the signal over radiotelephone of Romeo Papa Tango while using the International Code of Signals, you should .A. report to the callerB. repeat your last transmissionC. continue since he received your last transmissionD. end the transmission

87. If you see anybody fall overboard, act as follows EXCEPT .A. tell an officer/crew the person’s position in the water, or telephone the bridge immediatelyB. throw lifebuoys overboardC. call out “man overboard” and keep your eyes on the person in the waterD. try to find medicine for the person to use when he is rescued

88. If you wished to transmit a message by voice concerning the safety of navigation, you would

preface it by the word .A. Mayday B. Pan-Pan C. Securite D. Safety

89. If, during helicopter refueling operations, fuel is spilled on clothing, the person should

first .A. see the medic immediately B. spray himself with foam or CO2C. complete his task and then see the medic D. remove the clothing and wash

90. I’ll have the damaged parts repaired in Hongkong and send you in due course the amount of

expenses .A. incurred B. happened C. spent D. paying out

91. In 1979 an extensive program was in progress throughout Suez Canal.A. dredge and widen B. dredged and widenedC. dredging and widening D. being dredging and widening

92. In case of accidents the risk of sinking, all effective measures shall be taken to steerClear of the fairway to avoid the traffic.A. involving/impeding B. involved/to impedeC. involving/to impede D. involved/impeding

93. In case of your steering gear failed, should be exhibited in shapes or lights.A. not under command B. restricted in her ability to manoeuverC. restrained by her draught D. underway

94. In order to correctly open a new coil of manila line, you should .A. pull the tagged end from the top of the coilB. pull the tagged end through the eye of the coilC. secure the outside end and unroll the coilD. unreel the coil from a spool

95. In order to detect rot in manila lines, you should .A. feel the surface of the line for broken fibersB. measure the reduction in circumference of the lineC. observe any mildew on the outer surfaceD. open the strands and examine the inner fibers

96. In order to help protect a natural fiber rope from rotting, the line must be .A. dried, and stowed in a place with adequate ventilationB. stowed in a hot, moist compartmentC. stowed on deck at all timesD. stowed in any compartment

97. In reviving a person who has been overcome by gas fumes, what would you AVOIDDoing? .A. Giving stimulantsB. Prompt removal of the patient from the suffocating atmosphereC. Applying artificial respiration and massageD. Keeping the patient warm and comfortable

98. In telex abbreviations, CFM and INFM refer to and respectively.A. confirm/inform B. confide/inflowC. conform/infuse D. confessed/inflame

99. In the Master’s Note of Sea Protest, I reserve the right to extend same at time and placeConvenient. What’s the meaning of the “same”? .A. Same time B. Sea protest C. Report D. Accident

100. In this port, it is regulated that will be broadcast every one hour on VHF Channel 6.A. VHF News B. Channel RulesC. Visibility Time D. Navigational Warnings

101. In writing up the logbook at the end of your watch, you make an error. Which of the following

is the way to correct the error? .A. Carefully and neatly erase the entry and rewrite it correctlyB. Remove this page of the log book and rewrite all entries on a clean pageC. Cross out the error with a single line and rewrite the entry correctlyD. Blot out the error completely and rewrite the entry correctly

102. Individuals who have consumed alcohol within 24 hours of exposure to H2S can

tolerate .A. unusually large concentrations of H2SB. smaller than normal concentrations of H2SC. moderate concentrations of H2S without the usual reactionsD. longer exposure to H2S concentrations

103. Information on shipping movements can be by radio from Dover Port Control.A. got B. made C. obtained D. taken

104. It is predicted that heavy rains are to flood the harbor and its vicinity in a few days.A. frightening B. threatening C. scattering D. warning

105. It is usually unnecessary, and indeed often impossible, every printed clause.A. to give rise to B. giving give rise toC. given give full effect to D. to give full effect to

106. It was essential that the application forms back before the deadline.A. must be sent B. be sent C. would be sent D. were sent

107. LAND-BASED AUTHORITY CONDUCTING AND CO-ORDINATING SEARCH AND

RESCUE OPERATIONS IN A DESIGNATED AREA defines .A. RCC B. OSC C. CSS D. GPS

108. Laying out a line in successive circles flat on deck with the bitter end in the center is known As .A. coiling B. faking C. flemishing D. lining

109. Lifeboat winches on a ship are required to be inspected and an entry made in the logbook. What should this entry include? .A. The time required to lower a lifeboatB. The time required to raise a lifeboatC. The date of inspection and condition of the winchD. All of the above

110. Lifesaving regulations require that a fire drill include .A. staring the fire pumpsB. checking the operation of watertight doorsC. checking arrangements for abandon shipD. all of the above

111. Logbooks are used to record the events occurring when .A. the ship is in a harbor B. the ship is at anchorageC. the ship is underway D. all of the above

112. Lubricating oil should be changed on a heavy duty diesel engine when .A. it gets dark in colorB. a sample rubbed between fingers feels thinC. it has been in use for a specified intervalD. it no longer supports combustion

113. Manifest and cargo plan are the two most important shipping papers required for .A. discharging planning B. safety inspectionC. entry report D. provision order

114. Many new will be opened up at sea in the future for those with a university education.A. opportunities B. realities C. necessities D. probabilities

115. Many of the lights on this coast are placed so high as to be frequently obscured by .A. power B. tower C. cover D. low clouds

116. Molded depth is measured from the .A. inside of the shell B. outside of the shellC. top of the center vertical keel D. top of the garboard stake

117. Mooring lines should be turned end-for-end occasionally. This is because .A. a line is weakened by constantly pulling on it in one directionB. normal wear on the line is thus distributed to different areasC. it prevents the line from kinking or unlayingD. it prevents permanent misalignment of the line’s internal strands

118. MOVING OF AN ANCHOR OVER THE SEA BOTTOM INVOLUNTARILY BECAUSE IT

IS NO LONGER PREVENTING THE MOVEMENT OF THE VESSEL defines .A. dredging (of anchor) B. dragging (of anchor)C. weighing anchor D. walking out anchor

119. MOVING OF AN ANCHOR OVER THE SEA BOTTOM TO CONTROL THE MOVEMENT

OF THE VESSEL defines .A. dredging (of anchor) B. dragging (of anchor)C. weighing anchor D. walking out anchor

120. My ship sailed port of Shanghai, bound Rotterdam.A. from/for B. for/on C. on/at D. at/from

121. My ship’s engine responds well to telegraph orders and takes about 80 seconds to reverse from full speed ahead to full speed astern. This sentence .A. indicates the engine’s particulars B. tells the engine’s functionC. shows the engine’s type D. refers to the engine’s information

122. Never make comment, estimate or guess in your logbook, but only.A. the specifications B. the factsC. the descriptions D. the details

123. No damage of any kind aids to navigation or navigation facilities.A. should be done to B. should not be done toC. must be done with D. must not be done with

124. On a tanker, sanitary inspections of the crew’s quarters are the responsibility of the .A. Master and Second Mate B. Master and Chief EngineerC. Master and union delegate D. Master and Chief Mate

125. On a vessel, a CO2 extinguisher is checked by .A. reading the gage pressure B. weighing the extinguisherC. discharging a small amount of CO2 D. seeing if the seal has been broken

126. On no account to be exceeded.A. is the SWL of the crane B. are the SWL of the craneC. the SWL of the crane is D. the SWL of the crane are

127. On no account can they cut it it be fouled.A. would B. shall C. should D. do

128. Once you have established the daily ration of drinking water in a survival situation, how should you drink it? .A. Small sips at regular intervals during the dayB. The complete daily ration at one time during the dayC. One-third the daily ration three times dailyD. Small sips only after sunset

129. One of the principal dangers inherent in liquefied petroleum gas is .A. as it warms up it becomes heavier than airB. the way it reacts with sea waterC. the strong odor it producesD. its low temperature causes frostbite or freezing

130. One of your crew members falls overboard from the starboard side. You should

IMMEDIATELY .A. apply left rudderB. throw the crew member a life preserverC. begin backing your enginesD. position your vessel to windward and begin recovery

131. Orders of the Master to the officer of the watch which is he must comply with are .A. night orders B. standing ordersC. commands by master D. requirements by master

132. Ordnance exercise is .A. naval firing practice B. fire drills C. crew drills D. survival drills

133. Our starboard derrick boom of Hatch No. 4 is badly cracked that it has become

entirely useless.A. at its goose neck to such a extent B. at it’s goose to such an extentC. at it’s goose neck for such a extent D. at its goose neck to such an extent

134. Overspeed of the diesel engine driving an electric generator could cause .A. low voltage trip B. reverse power tripC. damage to windings D. excessive exhaust temperatures

135. Owing to the big draft, the ship is not permitted to go alongside until the time of .A. ebb tide B. flood tide C. spring tide D. slack water

136. Passage through the Suez Canal is operated on a system.A. convey B. convoy C. escort D. Conform

137. Permission is kindly about 1,000 tons of clean sea water ballast, as and when

required for trimming purposes.A. requested to pump out B. requested pumping outC. requesting to pump out D. requesting pumping out

138. Permission is kindly requested to in celebration of our National Day.A. dress my ship overall B. raise my ship overallC. hoist my ship overall D. display my ship from stem to stem

139. Permission is requested to pump out about 200 tons of clean sea ballast water for

purposes.A. safe manning B. trimming C. avoiding collision D. preventing pollution

140. Pilot ladder is on port side.A. equipped B. rigged C. put on D. put off

141. Please arrange a cleaning gang to sweep out all the ship’s cargo holds to enable her

to receive cargo at this port.A. to B. with C. by D. for

142. Please arrange for the workers to do the work during loading the trucks and heavyCargo on the ship, and also supply the necessary materials for the work.A. lashing B. shifting C. lifting D. tallying

143. Please have the damage on gangway as soon as possible for account of the StevedoreCompany.A. repaired B. repair C. repairing D. repairs

144. Please supply us with 250 tons of fresh water. You are requested to deliver it onBoard .A. till Friday B. on Friday at the latestC. until Friday afterwards D. at Friday soonest

145. Point out which one of the following items is not in the charge of Chief Officer in repairing

operation. .A. Hull cleaning B. Derusting and paintingC. The maintenance of boiler D. Docking and undocking

146. Prior to burning or welding on a fuel tank on a ship, regulations require that an inspection be

made. An entry in the unofficial logbook is required if this inspection is made by .A. a marine chemistB. the Officer in Charge, Marine InspectionC. the Master or person in charge of the shipD. the National Fire Protection Association

147. Protection and Indemnity Associations in short term in shipping circle is called as .A. PIA B. Associations C. P and I Clubs D. the Clubs

148. PULL THE STRINGS AROUND YOUR WAIST AND TIE IN FRONT. This description is

likely used in .A. firefighting operations B. salvage operationsC. cargo operations D. manoeuvering operations

149. Repair of vital machinery and services on a ship should be accomplished .A. after control of fire, flooding, and structural repairsB. immediatelyC. after control of fire, but before control of floodingD. after stability is restored

150. RESULT OF SEARCH NEGATIVE means . A. the search has found nothing B. the derelict has been foundC. the derelict has been located D. the derelict has been sighted

151. Several shoals reported to exist in the area southwest of the Brothers.A. have B. have been C. has D. has been

152. SINGLE UP FORWARD TO HEAD LINE AND SPRING means .A. let go all the lines forward including head line and springB. let go the head line and spring onlyC. let go all the lines except a head line and springD. let go the head line and spring including all the lines

153. Some sea water came into the wheel house during the voyage due to the window

thereof.A. not close B. not closing C. we didn ’ t close D. not to be closed

154. Sound, visual or other signal to a team ordering it to return to its base is .A. come-back signal B. go-back signalC. return signal D. retreat signal

155. Stop the derrick at once, the gooseneck is bent.A. to use B. to operate C. maneuvering D. using

156. Symptoms of sea sickness include .A. fever and thirst B. nausea and dizzinessC. stomach cramps and diarrhea D. reddening of skin and hives

157. Symptoms of sugar diabetes include .A. increased appetite and thirst B. decreased appetite and thirstC. gain in weight D. elevated temperature

158. The abbreviation RYC in a marine cable generally stands for .A. referring to your crew B. reference for your captainC. return to your cabin D. received your cable

159. THE ACT OF CHECKING WHO OF THE PASSENGERS AND CREW MEMBERS ARE

PRESENT, E. G. AT ASSEMBLY STATIONS, BY READING ALOUD A LIST OF THEIR NAMES defines .A. roll call B. call out C. point out D. call names

160. The advantage of using wire rope lashing on vehicles aboard Ro-Ro vessels is that is

it .A. is lighter than chain B. has a good working lifeC. is not affected by temperature D. all of the above

161. The agent promised to keep me of how our business was going on.A. to be informed B. informed C. on informing D. informing

162. The American Petroleum Institute recommends magnetic particle inspection for .A. anchor chain B. wire rope C. connecting links D. pendant wires

163. The American Petroleum Institute recommends that connecting links and anchor shackles be

inspected using .A. visual examinations B. magnetic particle inspectionC. dye penetrant inspection D. X-ray inspection

164. The approach to the roads and harbor from the entails no difficulty.A. eastern B. easterly C. eastward D. eastwards

165. The Authority reserves the right not to accept for pilots by vessels in anchorages if

the vessels have not reported their anchored position.A. bookings B. commands C. orders D. reports

166. The bank in the vicinity on Cambodia Pt. and Obi Pt. considerably seaward.A. extending B. has extended C. have extended D. were extended

167. The bearing of a position shall, according to the SMCP, be in the 360 degrees notation from

true north and shall be that of the position the mark.A. to B. against C. from D. on

168. The best treatment for preventing traumatic shock after an accident is to .A. have the victim exercise to increase circulationB. keep the victim from electrical equipmentC. keep the victim warm and dry while lying downD. apply ice packs and avoid excitement

169. The broadcast will normally be made on the two listed frequencies simultaneously except during transmitter maintenance periods when the broadcast will be made on the two frequencies .A. at the same time B. exclusivelyC. within the same period D. consecutively

170. The charterers shall have the privilege to ship dangerous cargo in accordance with Code or any competent authorities’ regulations, as applicable.A. IMDG B. Hague C. SOLAS D. MARPOL

171. The command MEET HER means the helmsman should .A. decrease the rudder angleB. steer more carefullyC. use rudder to slow the vessel’s swingD. note the course and steady on that heading

172. The commander of a rescue unit designated to co-ordinate search and rescue operations within a specified area is the .A. general commander B. commander generalC. search commander D. on-scene commander

173. The deck control valve to be after being repaired.A. moved and fitted again B. removed and refittedC. reproduced and put on again D. returned and attached again

174. The depth over a shallow patch, about 1. 5 miles southeastward of Nanshan Tou

lighthouse reduces to about 8 meters.A. lay B. lies C. being lain D. lying

175. The document on a vessel, annually endorsed by an American Bureau of Shipping surveyor is called the .A. Certificate of Inspection B. Classification CertificateC. Load Line Certificate D. Seaworthy Certificate

176. The document that certifies the correctness of the load line marks on a ship is called

the .A. Certificate of Inspection B. Load Line CertificateC. Certificate of Documentation D. SOLAS Certificate

177. The engine smoke and steam.A. gives up B. gives away C. gives in D. gives off

178. The exact and complete identification of all cargo on board must be found on the . A. Cargo Manifest B. Mate’s ReceiptC. Hatch Report D. Loading List

179. The FIRST treatment for a surface burn is to .A. wash the burned area with a warm soap and water solutionB. flood, bathe, or immerse the burned area in cold waterC. cover the burned area with talcum powder and bandag it cover the burned area with talcum powder and bandage it tightlyD. leave the burned area exposed to the atmosphere

180. The FIRST treatment given to a person overcome by benzene vapor should be to .A. remove them to fresh airB. flush their face with water for about 5 minutesC. stand them up and walk them aroundD. remove their clothing and wrap them in blankets

181. The FIRST treatment of a person suspected of having airway bums is to .A. move him to a cool location B. maintain an open airwayC. apply a cool damp dressing to his neck D. have him drink cool liquids

182. The fishing boat upset and sank to the of the sea.A. base B. under part C. bottom D. down place

183. Which of the following is a standard phrase? .A. WARNING. You are running into dangerB. You are possibly running into dangerC. You could be in the case of running into dangerD. You could, I think, be running into danger

184. Which of the following is a standard phrase? .A. You should anchor in anchorage B3B. ADVICE. Anchor in anchorage B3C. You could anchor in anchorage B3D. You could, I think, anchor in anchorage B3

185. The foreman says that the stevedores stopped working owing to the of the winch.A. breakdown B. break down C. broken down D. broke down

186. The full utilization of berths can be achieved if .A. ships arrive at randomB. cargo-handling time varies greatlyC. ships have to queue to get onto berthsD. ships do not have to wait to get onto berths

187. The generators on your ship have shut down, leaving you without navigation lights. Which emergency signal would you transmit over the VHF radio to alert vessels in the area of your

predicament? .A. Mayday, Mayday, Mayday B. Pan, Pan, PanC. Security, Security, Security D. Lights out, Lights out, Lights out

188. The Greek ship drifted and struck the portside of a Chinese ship, which the bulwalkAnd Stanchions.A. caused damage to B. had collision withC. was damaging D. was causing damage to

189. The key to rescuing a man overboard is .A. good communication B. a dedicated crewC. good equipment D. well conducted drill

190. The knot at the end of the heaving line used to pass the towing hawser is called a .A. monkey’s fist B. ball or baseball knotC. heaving knot D. three strand Turk’s head

191. The lifeboat releasing gear lever should be marked with the words .A. DANGER, DO NOT TOUCH B. DANGER, BOAT MAY DROPC. DANGER, LEVER RELEASES BOAT D. DANGER, LEVER DROPS BOAT

192. The life-saving signal indicated by a horizontal motion of a white light or white flare

means .A. landing here highly dangerous B. negativeC. avast hauling D. all of the above

193. The light vessel is reported .A. to be destroyed B. to be demolished C. to be ruined D. to be spoiled

194. The lockmaster has given you permission to tie off on the lower guide wall to wait your turn to

lock through. What should you be most concerned with? .A. A downbound vesselB. An upbound vesselC. Current reaction when the lock chamber is being emptiedD. Current reaction when the lock chamber is being filled

195. The man directing and supervising the work of stevedores is the .A. local agent B. watchman C. docker D. foreman

196. The Master of MV *Utopia,* owners, hereby declares general average and require allBenefited interests to provide general average security.A. on behalf of B. in behalf of C. in behalf with D. on behalf with

197. The Master or person in charge of a ship is required to log .A. the names of all persons on boardB. only the names of the crew members on boardC. only the names of passengers on boardD. information on emergency training drills

198. The Master or person in charge of a ship shall ensure the crane record book shows

the .A. date and description of each failureB. average load in pounds for each usageC. total number of lifts for each usageD. all of the above

199. The Master or person in charge of a ship shall ensure the crane record book shows .A. the name of the crane operatorB. an entry each time the crane is usedC. the date and result of each rated load testD. the time of day of the test

200. The Master to prosecute all voyages with the utmost and to render customaryAssistance with the vessel’s crew.A. fastness B. speeding C. swiftness D. despatch

201. The most effective first aid treatment for chemical bums is to immediately .A. apply ointment to the burned area B. flood the affected area with waterC. wrap the bum with sterile dressing D. apply an ice pack to the burned area

202. The most effective treatment for warming a crew member suffering from hypothermia

is .A. running or jumping to increase circulationB. raising body temperature rapidly by placing hands and feet in hot waterC. bundling the body in blankets to rewarm graduallyD. laying prone under heat lamps to rewarm rapidly

203. The principal personnel hazard unique to Halon extinguishers is .A. displacement of oxygen B. skin irritationC. inhaling toxic vapors D. eye irritation

204. The MOST important element in administering CPR is .A. having the proper equipment for the process B. starting the treatment quickly C. administering of oxygen D. treating for traumatic

205. The operator of each vessel subject to the pollution regulations is NOT required to keep written records of .A. the name of each person designated as a person in chargeB. the date and results of the most recent equipment inspectionC. cargoes carried and dates delivered, including destinationsD. hose information not marked on the hose

206. The order to enter the lifeboats will be given from the .A. bridgeB. forward stationC. aft stationD. any hold in which the stevedores are working

207. The patches where rust have been removed should be wiped clean before paint is .A. applied B. supplied C. replied D. complied

208. The pilot said he our vessel directly to the berth.A. will take B. took C. is taking D. would take

209. The pilot will your ship at 0800 hours tomorrow morning. Please keep stand by onChannel 12.A. get B. board C. go D. come

210. The pivot pin at the base of a sheath-screw boom davit must be .A. inserted each time before the booms are cranked outB. periodically removed for inspection and lubricatedC. replaced at each inspection for certificationD. in the locked position after the boat is cradled and griped down

211. The port clearance for a ship should be granted the completion of loading ofDischarging in the port.A. before B. when C. after D. during

212. The present voyage of my ship began at the port of Shanghai after loading 8,000 tons of cargo on board and ended after discharging the cargo at the port of Hong Kong, which was .A. the port of destination B. the next port of callC. the port of arrival D. the last port of call

213. The proper way to correct a mistake in the logbook is to .A. erase the entry and rewriteB. draw several lines through the entry, rewrite, and initial the correctionC. completely black out the entry, rewrite, and initial the correctionD. draw one line through the entry, rewrite, and initial the correction

214. The purpose of the voyage and passage plan is to ensure that navigation is planned in adequate detail with contingency plans where appropriate to ensure safety navigation throughout the intended voyage from .A. anchorage to anchorage B. pilot station to pilot stationC. berth to berth D. berth to pilot station

215. The responsibility for maintaining the official logbook on voyages between the Atlantic and

Pacific coasts of the United States rests with the .A. Chief Mate of the vesselB. Master of the vesselC. Deck Officer of the watch at the time of the occurrenceD. Purser of the vessel

216. The Schamow turn should be used in a man overboard situation only when .A. the man can be kept in sight from the bridge while maneuveringB. the turn is started immediately when the man goes overC. there has been sufficient time elapsed since the man went over to complete the maneuverD. the vessel has twin screws to assist in making the turn

217. The ship on a low rock was broken in two by the waves.A. that had been driven B. had been drivenC. have been driven D. which to have been driven

218. The ship can leave the port the joint inspection.A. before B. after C. at D. from

219. The ship is rolling and pitching violently, and shipping a large quantity of sea water on deck {at times }.A. from time to time B. at this timeC. at one time D. infrequently

220. The ship the Atlantic to America next week.A. shall cross B. shall cross to C. cross D. sail cross

221. The ship’s officers must checking on the stowage of all the cargoes loaded on board.A. do B. be interested in C. have relation to D. be troubled with

222. The sign used to caution persons approaching the gangway of a tank barge during cargo transfer reads .A. Warning, Keep Off, Stay ClearB. Danger, Do Not BoardC. Warning, No Smoking, No Open Lights, No VisitorsD. Dangerous Cargo Being Transferred

223. The symptoms of heat exhaustion are .A. slow and strong pulse B. flushed and dry skinC. slow and deep breathing D. pale and clammy skin

224. The telegram AFTER UNLOADING PROCEED MANILA IN BALLAST indicates that the

ship will proceed to Manila .A. with dangerous cargo B. for dischargingC. with no cargo on board D. for taking ballast

225. The telegram AMENDED ETA 1900/4TH OWING STRONG WIND says that .A. ETA is received B. ETA is changedC. ETA is earlier D. ETA remains unchanged

226. The three conditions which cause engine shutdown are overspeed, low lube oil pressure,And .A. high lube oil pressure B. high jacket water pressureC. high jacket water temperature D. low jacket water pressure

227. The two courses of action if the underwater hull is severely damaged are to plug the openings or to .A. establish and maintain flooding boundaries B. dewater the compartmentC. secure power to the compartment D. ballast to maintain even keel

228. The usual method of arranging a line on deck so that it will run out easily without kinking or

fouling is .A. coiling the line B. faking down the lineC. flemishing the line D. racking the line

229. THE VESSEL CLEARED THE PORT means .A. the vessel left the port properlyB. the vessel was clear of the port shortlyC. the vessel departed from the port slowlyD. the vessel was clear out the port suddenly

230. The vessel is supposed for Italy last week.A. to have left B. to leaveC. to be leaving D. to have been left

231. The vessel *Utopia* is getting ready to sail from Newharbor to Avonport, the first {leg } of a voyage that is going to take her half way round the world.A. part B. time C. number D. order

232. There numerous platforms, wellheads, other obstructions and flares in the centralAnd southern portions of the Gulf of Suez.A. is B. was C. are D. have

233. There has been a collision in sea area of Fork. .A. Stand by to give assistance B. Stand by to alter courseC. Stand by to stop engine D. Stand by to go astern

234. There is a drifting mine in position 21 degrees 31 minutes North 124 degrees 20

minutes East.A. report B. reports C. reported D. reporting

235. There is a vessel in position 24. 5N 120. 0E on course 120° and speed 12. 5 knots is

not complying with traffic regulations.A. this B. who C. which D. it

236. They have no information about that tropical storm, and .A. I know nothing about that tropical storm, tooB. I haven’t any information about that as wellC. I haven’t any information about that eitherD. I also know a little about that tropical storm

237. They in the engine room in spite of the extremely difficult conditions.A. carried out B. carried on C. carried off D. carried forward

238. This notice will you of the problem.A. use to remind B. use to tell C. serve to remind D. be served to talk

239. To become an officer on board you must obtain .A. the officer’s license B. the officer’s identity cardC. the seaman’s book D. the mariner’s handbook

240. Treatment of frostbite includes .A. rubbing affected area with ice or snowB. rubbing affected area briskly to restore circulationC. wrapping area tightly in warm clothsD. warming exposed parts rapidly

241. Treatment of sunstroke consists principally of .A. cooling, removing to shaded area, and laying downB. bathing with rubbing alcoholC. drinking ice waterD. all of the above

242. Treatment of heat exhaustion consists of .A. moving to a shaded area and laying downB. bathing with rubbing alcoholC. placing the patient in a tub of cold waterD. all of the above

243. Under the Carriage of Goods by Sea Act of 1936, a vessel will be liable for damage to a cargo

when the damage arises from .A. unseaworthiness when sailing B. insufficient packingC. quarantine delays D. mismanagement of the vessel

244. Upon underwater by drivers, there are no apparent \_\_\_\_\_ on the bottom plates of

the said vessel.A. detection/defects B. defection/defectsC. defects/defection D. defects/detection

245. Vessels are required to {communicate} with Singapore Port Operations Service when passing the points indicated.A. get in touch with B. link with C. report with D. connect with

246. Vessels transiting Suez Canal are charged according to their .A. Gross Tonnage B. Suez Canal Tonnage’sC. Net Tonnage’s D. Panama Canal Tonnage’s

247. VHF Channel 6 is used exclusively for what kind of communications? .A. Radio checks and time checks B. Inter-vessel safety and search and rescueC. Working with helicopters D. Radio direction finding

248. We had the winch last year.A. to overhaul B. overhauling C. overhauled D. overhaul

249.We have placed around the big oil slick on the water surface to prevent the spilt oil

from further spreading out.A. oil dispersants B. saw dust C. booms D. synthetic scoop

250. What is/are symptom(s) of a ruptured appendix? .A. Dilated pupils and shallow breathingB. Diarrhea and frequent urinationC. Muscle tenseness in almost the entire abdomenD. Extreme sweating and reddening skin

251. What are the symptoms of sun stroke? .A. Temperature falls below normal, pulse is rapid and feeble, skin is cold and clammyB. Temperature is high, pulse is strong and rapid, skin is hot and dryC. Temperature is high, pulse is slow and feeble, skin is clammyD. Temperature falls below normal, pulse is rapid, skin is clammy

252. What does MBDD mean on the load waterline mark? .A. Timber tropical load waterlineB. Timber summer load waterlineC. Timber winter load waterlineD. Timber winter North Atlantic load waterline

253. What equipment is customarily used when seamen are working on a stage rigged over the side of a vessel? .A. Jacob’s ladder B. Manropes C. Heaving lines D. All of the above

254. What is a treatment for traumatic shock? .A. Administer CPR B. Administer fluidsC. Open clothing to allow cooling of the body D. Keep the victim in a sitting position

255. What is NOT a requirement for testing the line throwing appliance on a vessel? .A. The appliance should be tested every three monthsB. A regular service line should be used when testingC. A regular projectile should be used when testingD. An entry about the test must be made in the official logbook

256. What is NOT a treatment for traumatic shock? .A. Keep the patient warm but not hotB. Have the injured person lie downC. Massage the arms and legs to restore circulationD. Relieve the pain of the injury

257. What is NOT accepted as the required shipping papers on a manned and loaded tankBarge? .A. Bill of Lading B. Manifest C. Shipping document D. Logbook entry

258. What is NOT an item that requires the vessel to be dry-docked? .A. Inspection of tail shaft liner B. Repacking and grinding of skin valvesC. Verification of load line measurements D. Belt gauging

259. What is one effect of running a diesel engine at too cool a temperature? .A. Buildup of sluge in the lubricating system B. Excessive fuel consumptionC. Severe heat stresses on mechanical parts D. Foaming of the lubricating oil

260. What is NOT required to be entered into the official logbook? .A. Opening a sideport at sea to renew a gasketB. The annual required stripping and cleaning of the lifeboatsC. The biennial weight test of the lifeboats and fallsD. The drafts on entering port

261. What is required to be stenciled at the heel of a cargo boom? .A. Maximum angle of elevation permitted B. Date of the last quadrennial testC. Safe working load D. Maximum load when doubled up

262. What is the effect of heated intake air on a diesel engine? .A. Increasing efficiency B. Increasing engine horsepowerC. Increasing engine life D. Reducing engine horsepower

263. What is the main reason to slush a wire rope? .A. Keep the wire soft and manageableB. Lubricate the inner wires and prevent wearC. Prevent kinkingD. Prevent rotting

264. What is the purpose of the intake/exhaust valves in a diesel engine? .A. They regulate the combustion cycleB. They supply cooling waterC. They synchronize the ignition sparkD. They supply and regulate the lubricant flow

265. What is your tropical storm warning information?A. latest B. lately C. last D. nowadays

266. What term indicates the length measured along the summer load line from the intersection of

that load line with the foreside of the stem and the intersection of that load line with the after side of the rudder post? .A. Length overall B. Register lengthC. Length between perpendiculars D. Length on the waterline

267. What will be accepted as the shipping papers for an unmanned tank barge but will not beAccepted if the tank barge is manned? .A. Bill of lading B. Logbook entry C. Manifest D. Shipping document

268. What would white exhaust smoke from a diesel engine probably mean? .A. Late fuel injection B. Excess combustion airC. Dribbling injector tips D. Excessive lube oil consumption

269. What you have done is the Master’s orders.A. attached to B. resistant to C. responsible to D. contrary to

270. When , the provisions of the bill of lading will be used as a basis for settlement.A. an event is in connection with the marine peril at seaB. a matter is linked to a person injuryC. a fact is being contacted by Charter PartyD. a case is related to dispute about cargo

271. When an INSTRUCTION ( e. g. by a VTS Station, naval vessel or other fully authorized

personnel ) or an ADVICE is given, you are to respond in the affirmative by “ ”.A. I will/can. . . B. I may. . . C. I might. . . D. I should. . .

272. When are fore and aft draft reading required to be entered in the unofficial logbook of a

ship? .A. Once a dayB. Once a weekC. Prior to getting underwayD. Only when entering waters of different density

273. When carrying out a parallel track search pattern, the course of the search units should normally be which of the following? .A. In the same direction as the anticipated driftB. In the opposite direction of the anticipated driftC. Perpendicular to the line of anticipated driftD. Downwind

274. When collecting condensation for drinking water, .A. a sponge used to mop up and store condensation must be kept salt freeB. only condensation on the bottom of canopy should be collectedC. it should be strained through a finely woven clothD. chlorine tablets should be used to make it drinkable

275. When completed their duty, pilots want the master of the vessel to fill in .A. their yellow books B. their pilotage formsC. their identification cards D. their pilotage licenses

276. When cutting regular-lay wire rope, what is the minimum number of seizing to be placed on

each side of the cut? .A. OneB. Two, and three on rope diameters over one inchC. Three, and more on larger diameter wire ropesD. Four

277. When cutting wire rope, seizing are put on each side of the cut. The seizings prevent the wire

from unlaying and also .A. maintain the original balance of the tension in the wires and strandsB. prevent moisture from entering between the wires at the cut endC. force lubricant from the core to protect the raw, cut endD. all of the above

278. When giving first aid, you should understand how to conduct primary and secondary surveysAnd know .A. which medications to prescribeB. how to diagnose an illness from symptomsC. the limits of your capabilitiesD. how to set broken bones

279. When H2S is burned (flared) on a ship, what can you expect to occur? .A. All of the H2S will be converted to S02B. All of the H2S will be converted to hydrogen and free sulfurC. Only 80% of the H2S will be converted to S02 or free sulfurD. The H2S not converted will not be dangerous.

280. When instructing a crew member concerning the right way to lift a weight, you would instruct

him to .A. arch the back to add strength to the musclesB. bend his knees and lift with his legsC. bend his back and stoopD. bend his back and stoop with arms straight

281. When it is advisable to change to another VHF channel, for example channel 15, you should

say: .A. Advise (you) change to VHF frequency 15B. Advise (you) change to VHF channel 15C. Change to VHF channel 15 is advisedD. Change to VHF frequency 15 is advised

282. When latitude and longitude are used, these shall be expressed in (and decimals of a

minute if necessary) , north or south of the Equator and east or west of Greenwich.A. fathoms and meters B. miles and kilometersC. arc and degrees D. degrees and minutes

283. When must the Master of a vessel log the position of load line marks in relation to the surface

of the water in the official logbook? .A. Once a day B. At the change of every watchC. Only when in fresh or brackish water D. Prior to getting underway

284. When my ship arrived there, their ship .A. has left already B. left already C. had left already D. would left already

285. When providing first aid to a victim of gas poisoning, the MOST important symptom to check

for is .A. suspension of breathing B. unconsciousnessC. slow and weak pulse D. cold and moist skin

286. When relieving the helm, the new helmsman should find it handy to know the .A. amount of helm carried for a steady courseB. gyro errorC. variationD. maximum rudder angle previously used

287. When the captain wants to use no engines after ship’s got alongside, he usually

orders .A. finish engines B. finish with enginesC. engines finished D. finished with engines

288. When there is not a chief officer on board, should keep and write up the ship’s

logbook.A. the assistant officer B. the captain C. the officer on duty D. the third officer

289. When within the entrance, the vessel should Surf Islet.A. navigate B. arrive at C. steer for D. maneuver for

290. Where must the master or person in charge of a ship record the date of each test of emergency lighting and power systems and the condition and performance of the

equipment? .A. On the Certificate of Inspection B. On the station billC. In the Operations Manual D. In either the official or unofficial log

291. Where must you record the date of each emergency training drill conducted on a

ship? .A. In the logbook B. In the Operations ManualC. On the Certificate of Inspection D. On the muster list

292. Where there are multiple accident victims, which condition should be the first to receive

emergency treatment? .A. Back injuries B. Major multiple fracturesC. Suspension of breathing D. Bums

293. Where there are multiple accident victims, which injuries should be the FIRST to receive

emergency treatment? .A. Major multiple fractures B. Eye injuriesC. Back injuries with spinal-cord damage D. Airway and breathing difficulties

294. Which entry is NOT required in the official logbook? .A. Steering gear testsB. Position of the load line and freeboard upon sailingC. Commencement and termination of cargo operationsD. Closure of hatches and side ports upon sailing

295. Which is NOT a required entry in the ship’s official logbook? .A. Sale of effects of a deceased crew member B. Medical treatment of an injuryC. Inspections of cargo gear D. Dry docking of the vessel

296. Which item must be entered in the official log? .A. All engine orders B. Drafts upon leaving portC. Names of night mates and engineers D. Number of cargo gangs on board

297. Which log includes a statement of the conduct, ability, and character of each crew member on the completion of a voyage? .A. Official logbook B. Department logbookC. Crew logbook D. Smooth logbook

298. Which of the following documents is NOT required for Quarantine Authorities? .A. Quarantine QuestionnaireB. Deratization CertificateC. Clearance from the last portD. Declaration of E Form for cargo on board in transit

299. Which of the following steps should normally be taken first by those who have boarded a

liferaft in an emergency situation? .A. Ration food and water supplies B. Search for survivorsC. Determine position and closest point of land D. Check pyrotechnic supplies

300. Which procedure should be followed when individuals are rescued in cold climates and suffer

from hypothermia? .A. Give them brandyB. Keep them in motionC. Immerse them in a warm bath (40 t)D. Cover them with an electric blanket set for maximum temperature

301. Which space(s) is/are deducted from gross tonnage to derive net tonnage? .A. Companions and booby hatchesB. Open structuresC. Spaces for the exclusive use of the officers or crewD. Water ballast spaces

302. Which space(s) is/are deducted from gross tonnage to derive net tonnage? .A. Galley fitted with range or oven B. Open structuresC. Passenger spaces D. Boatswain’s stores

303. Which topic is NOT required to be discussed at the pre-transfer conference? .A. Identity of the product to be transferredB. Details of transferring and receiving systemsC. Emergency shutdown proceduresD. Estimated time of finishing cargo

304. While providing assistance to a victim of an epileptic seizure, it is most important

to .A. give artificial respirationB. prevent patient from hurting himselfC. keep the patient awake and make him/her walk if necessary to keep him/her awakeD. remove any soiled clothing and put the patient in a clean bed

305. Wire rope is galvanized to .A. protect it from corrosion due to contact with saltwaterB. make it bend more easilyC. increase its strengthD. increase its circumference

306. Wire rope should be renewed when the .A. outer wires are rustedB. outer wires are worn to half their original diameterC. inner core appears dryD. certification period expires

307. Would you please ask the Officer to issue 30 sheets of landing permits for our crew-

members to go ashore.A. Quarantine B. Immigration C. Customs D. Harbor

308. You are administering chest compressions during CPR. Where on the victim’s body should the pressure be applied? .A. Lower half of the sternum B. Tip of the sternumC. Top half of the sternum D. Left chest over the heart

309. You are approaching a vertical lift bridge. You know the span is fully open when .A. three white lights in a vertical line are litB. a red light starts to flash at about 60 times a minuteC. a yellow light is illuminated on the bridge pierD. there is a range of green lights under the lift span

310. You are getting closer to the vessel , which is on the same course as you.A. head B. ahead C. headed D. heading

311. You are kindly to issue the landing permits to the crew.A. request B. requesting C. requested D. be request

312. You are proceeding closer to the vessel , which is on the same course as you.A. astern B. ahead C. sternward D. Headward

313. You can safely step in the bight of a line .A. when it is not under command B. if both ends are made fastC. in an emergency D. at no time

314. You should do a check to all of the cargo before shipment.A. though B. through C. thorough D. thoroughly

315. You should log all barometer readings taken at sea .A. regularlyB. at least once during each watchC. more often under changeable weather conditionsD. all of the above

316. It’s also essential that we cannot any marks mixed or damage to the cargo.A. agree B. adopt C. check D. accept

317. How about deducting 10 bundles, is to say 50 bundles partly rusty?A. it B. this C. that D. which

318. The merchant shall have the goods properly and accurately and clearly before shipment.A. packing/marking B. pack/mark C. packed/marked D. be packed/be marked

319. Filler cargo refers to .A. durable packagesB. small piecesC. the cargo in which the voids appearD. the cargo suitable for stowage in void spaces

320. Lay days to commence after the expiry of a specified time after the giving of the

notice of readiness to load or discharge.A. is B. are C. will be D. shall be

321. As matter of fact, the damage to the winches was due to .A. insufficiency of packaging B. inherent vice of the cargoC. improper stowage D. rough handling

322. Chain slings are suitable for heavy slender articles, such as .A. timber or steel rails B. locomotives or boilersC. railway passenger coaches D. motor vehicles

323. We usually choose cargo-handling equipment according to .A. the ship type B. the port’s organizationC. the cargo’s nature D. the docker sability

324. The damaged cargo is not allowed to export without .A. repairing or replacing B. to repair or to replaceC. being repaired or replaced D. to be repaired or replaced

325. With respect to live animals, the carrier is not liable for loss, damage or delay resulting

any special risks inherent in that kind of carriage.A. in B. from C. by D. with

326. Cargoes which an explosive, inflammable, poisonous and corrosive nature are calledDangerous goods.A. is B. are of C. is of D. are

327. is/are NOT the hazard in holds that can be controlled by shipboard ventilation systems.A. Airborne contaminants B. Excessive beatC. Fires and/or explosions D. Dust emissions

328. A disadvantage of using chain lashing on heavy vehicles aboard Ro-Ro vessels is that it

is .A. heavy B. easily damagedC. affected by temperature D. costly relative to the strength ratio

329. After the accident, the damaged Glass Goods marked “DEF” destined to Huangpu

were .A. reloaded on board the ship B. discharged from the shipC. admitted for reshipment D. remained on board for repair

330. Any damages/compensation shall be strictly limited to a refund of the price paid to the Vendor

for .A. the effected goods B. the affected goodsC. the imperfect goods D. the selected goods

331. are liable to be stolen, pilfered or may be damaged due to improper handling or stowage.A. Fragile or expensive cargoes B. Raw materialsC. Finished metallic products D. Manufactured goods of large size

332. The case for dangerous goods in question was badly crushed and was returned to dock shed and .A. short-landed B. short-shipped C. short-discharged D. short-operated

333. The watches and the camera materials were not stowed in the poop cabin. They were stowed in the Chief Officer’s cabin .A. instead B. instead of C. replace D. replace of

334. It is essential for to give a complete description and shortage in the discharging

report.A. the office staff B. the terminal staffC. the ship’s crew D. the insurance company

335. Where the loss or damage is , the notice of loss or damage should be given within 15Consecutive days after the day when the goods were handed over to the consignee.A. apparent B. readily detectable C. not apparent D. serious

336. PORT A BIT SLUGGISH means that port rudder .A. answers very well B. rudder answers all rightC. answers slow D. answers fast

337. When a vessel is entering or leaving a port, a record of engine speeds is kept in the .A. bell book B. deck rough logC. official logbook D. engine rough log

338. Logbooks are not used to record the events occurring when .A. the ship is in a harbor B. the ship is at anchorageC. the ship is underway D. the ship is under repair at dock

339. In case your vessel is involved in a casualty, you are required to make your logbooks, bellBooks, etc. , available to .A. attorneys for opposition parties B. marine surveyorsC. MSA officers D. shippers and owners

340. A wise Captain gives clear direction in his for the officers on watch to call him if inAny doubt whatsoever.A. deck logbook B. master’s noteC. bell book D. master’s standing orders

341. During the voyage he encountered boisterous winds and heavy weather during which time the vessel heavily and to such an extent that at times it was necessary to change course.A. moved B. labored C. drove D. went

342. FINE, SEA MOD, ROUNDS MADE & ALL’s WELL. DR 50-00. 2N 001-40. 0W. LOG

67'. 2. This remark is likely made by the OOW .A. at the beginning of his watch B. during his watchC. at the end of his watch D. in his cargo watch on deck

343. Tested & inspected the steering systems & other navigational equipments & found them in good condition. 1 ’ dg & unl’ dg finished. This remark is likely made by the OOW .A. at the beginning of his watch B. during his watchC. at the end of his watch D. in his cargo watch on deck

344. For the purpose of training and drills, if reasonable and practicable, rescue boats on board must be launched with their assigned crew .A. once a week B. once a month C. once a year D. twice

345. Cleaning, painting and repairing work is known as .A. maintenance work B. lashing workC. tallying work D. overtime work

346. When chipping rust on a vessel, the MOST important piece of safety gear is .A. a hard hat B. gloves C. goggles D. a long sleeve shirt

347. Safety goggles or glasses are NOT normally worn when .A. using a rotary grinder with an installed shieldB. letting go the anchorC . handling wire rope or natural fiber lineD. painting with a spray gun

348. Sudden unloading of a diesel engine can cause .A. decreased fuel efficiency B. increased exhaust temperatureC. black smoke D. overspeed trip

349. Serving is .A. marline or ratline wound along the grooves of a ropeB. narrow strips of light canvas or cotton cloth spiral-wrapped along the ropeC. marline tightly wound on the rope by means of a board or malletD. a splice made by laying the strand of one rope into the vacated grooves of another rope

二、参考答案及解析

1. B。航海日志详细记录了航次的情况，由值班驾驶员在每次值班结束后填写。

2. A。以下哪项不需要记入船舶志中？航行中的船舶每月至少检测一次由内燃机驱动的应急发电机。

3. A。在此附上关于上述事故的航海日志摘录。

4. B。除了横滨，我们还将挂靠其他日本港口。

5. D。8字结用于防止绳索穿过滑轮。

6. D。租船合同中的一项条款要求当实际装货时间少于规定装货时间时，船东支付速遣费用。

7. B。在航海天文历中盈亏改正是对月亮的改正。

8. A。一名船员的右脚脚趾冻伤。哪个不是恰当的急救措施？快速摩擦脚趾。

9. B。由值班驾驶员保管的记录甲板部每天发生事情的记录本是航海日志草本。

10. A。观测天体所得到的船位线是等高度圈的一部

11. C。如果船舶遭遇了恶劣天气并有可能导致损坏，建议船长发表一份海事声明。

12. C。用平太阳作为太阳时的参照物有三个原因，哪一个不是使用平太阳的原因？地球公转速度不是恒定的。

13. B。系泊缆绳被描述为6x24, 1-3/4英寸的钢丝绳。以上数字代表什么？股数、每一股中的丝数、直径。

14. B。一名船员心脏病发作并停止呼吸，你必须立即检查他的脉搏并开始人工呼吸。

15. A。一名货物托运人登上你船提供了一份货物保函，这样做是为了获得清洁提单。

16. C。舷外工作板应安装在舷外水面的上方。

17. A。缆车的绞盘正在绞进一根合成纤维绳。缆绳中等受力并开始滑动。你应该如何操作？ ①停止绞盘并增加缆绳的匝数;②更多的人拉缆绳并继续绞进。只有①对。缆绳受力很大， 人是拉不住的。

18. C。河流中一个尖头指向上游的V形涟漪,表明水下系着浮筒。

19. B。AFTER DROPPING THE PILOT的意思是引航员离船后。

20. B。飞机紧急降落在23°32'N,110°13'E处。

21. B。所有关于船体、设备损坏和人员伤害的事故都必须记录在航海日志中。

22. D。所有人员受伤或生病、溢油、意外火灾、碰撞、搁浅、人员伤亡、异常恶劣天气的损坏，无论在海上、港口或船厂，必须及时向公司通报。

23. D。船舶志中的所有记录必须由船长和另外一名船员签字。

24. A。所有与航次有关的事件，诸如船位、航速和气象的详细资料，都应记录在航海日志中。

25. B。下列记录除船舶志外通常都由船舶值班驾驶员保管。

26. C。所有拆下的部件在修理结束前重新装妥。

27. A。所有损坏和短缺，包括卸货后和交付收货人员之前产生的，必须记录在卸货报告中。

28. D。请允许我提供一些证据给你，帮助你做进一步的考虑。

29. C。当我看到破箱时，我想起了一个事故。

30. B。撇缆是引缆的一个例子。

31. C。一个失去知觉的人不应该给他喝东西。

32. D。氩气被划分为不燃气体。

33. D。大约在今天1330时我船螺旋桨被位于船尾的钢质驳船撞到了，并导致了如下的损坏。

34. A。终于，在落日余晖映照下，由棕榈树点缀的天然港口 Port Aloahoa进人眼帘。这句话表示船舶晚上到达港口。

35. B。在船舶所要求的消防演习中，所有人员必须报告他们的位置并且表明他们有能力按照应变部署表的要求履行职责。

36. C。三度电灼伤的紧急处置方法是用清洁的布包裹烧伤区域，并运送病人到医疗设施处。

37. A。在进行人工呼吸前，你应该保证呼吸道通畅。

38. A。当人员在从吊篮中起吊前，船舶应该位于吊臂的正下方。

39. C。在开往外国港口前，你必须获得什么文件？结关证书。

40. A。静脉出血一般可以通过按压伤口以控制出血。

41. C。从动脉破口处流出的血是鲜红色的。

42. A。按照定期租船合同，船东同意将他的船交由租船人支配一段时间。

43. A。化学烧伤是皮肤接触酸或碱而引起的。

44. C。柴油机通过涡轮增压、鼓风机或自然吸风获得助燃空气。

45. A。你需要更多帮助吗？我船现在是安全的，不需要帮助。这样的VHF对话通常发生在救助期间。

46. B。双重电动-液压操舵设备通常将一个泵作为备用。

47. A。在船上的消防演习中，哪项行动是必须进行的？启动每一台消防泵。

48. A。每年三四月间，在Gotland沿岸10海里以内的水域中使用漂网捕捉鲑鱼。

49. B。从大连到新加坡的途中，我船甲板索具遭到严重损坏。

50. A。在每年的这个季节里，上述区域能见度不良。

51. C。El Abbasa运河自开罗的尼罗河延伸到Ismailia的苏伊士运河。

52. A。尤其在不利的天气中，平台与系泊于哪一舷的近岸补给船的碰撞风险增大？上风舷。

53. B。ETA/PILOT REVERTING的意思是预计到达引航站的时间以后再通告。

54. B。每一项需要记载到船舶志的记录必须由船长、大副或其他船员签字。

55. B。没有遵守上述（规定）可能导致针对船舶的诉讼。

56. B。没有遵守租船合同的条款可能会导致针对船舶的诉讼。

57. B。本海图所覆盖区域屮的鱼栅的位置经常变动。

58. C。由风和流引起的向着一个确定方向的漂移，称为漂流。

59. C。为通过运河备妥探照灯。

60. B。把你的托运人带到我房间来。

61. A。“将驳船挂靠”的意思是将受损的驳船系岸并弃用。

62. D。他没有提到任何关于聚会的事情，更不用说日期了。

63. B。轻度中暑是由体内的水和盐分大量流失引起的。

64. A。GMDSS记录簿应在船上保留多久？最后一次记录后最少2年。

65. B。如何指示起货机操作员挂货兜？握紧双手抱在胸前。

66. A。如何指示起货机操作员落放吊杆？伸展手臂四指弯曲并拢,大拇指向下。

67. D。如何指示起货机操作员提升吊杆？伸展手臂四指弯曲并拢,大拇指向上。

68. C。如何指示起货机操作员急停？伸展手臂，掌心向下，左右方向快速挥动。

69. C。如何指示起货机操作员停止操作？伸展手臂，掌心向下并保持这个位置。

70. A。“我正在进水”的意思是我船正在有水进入。

71. C。“我有危险横倾”的意思是我船已经倾斜。

72. A。我很高兴地告诉你所有安全设备都处于完全正常运转状态。

73. B。兹声明：机动船Ameber夏季净载最12 453公吨，包装容积是18 987立方米。这是宣

布净载重量的句子。

74. B。兹请求拆检主机做日常保养。

75. A。我期待能尽早得到你的批准。

76. B。我必须要求你对由你而引起的任何损坏负责。

77. B。我强烈抗议你打算把一艘希腊籍船靠在我船外挡的口头指示。

78. D。我在此通知你，今天早上0910时移泊时由于驳船Susan方面的过失，导致我船舷梯的下平台损坏。

79. A。如果你能够尽快安排一名无线电技师上船修理雷达，我将不胜感谢。

80. B。我想了解事故的详细细节。

81. C。我船着火并且船上有危险货物。在这种情况下最急需的援助是灭火。

82. C。一名船员的皮肤或者眼睛接触到了苯酚，应立即用水冲洗皮肤或者眼睛。

83. C。当顺时针盘绕钢丝绳时扭结，你应在下方逆时针盘旋一圈。

84. C。如果两条缆绳套在同一个缆桩上，哪种方法最好？第一根缆绳系妥后，将第二根缆绳的眼环从第一个缆绳的眼环穿过后套在缆桩上。

85. B。如果你必须跳入水面有油火的水域，你应从上风舷人水。

86. B。你使用国际信号代码进行无线电通话，如果收到RPT时，你应重复你上一条内容。

87. D。如果你发现有人落水,采取下列除寻找当人员获救后所需的药品以外的行动。

88. C。你想通过语音发布一条关于航行安全的信息，你应在信息前面加Securite。

89. D。在直升机加油操作中，如果有燃油溅到衣服上，应首先把衣服脱掉并清洗。

90. A。我将在香港修理损坏的部件并在合适的时候将由此而产生的费用清单发给你。

91. C。1979年一个全面的疏浚和拓宽工程在整个Suez运河进行。

92. A。一旦事故中船舶有沉没危险，应采取所有有效的措施驶离航道以避免妨碍交通。

93. A。一旦舵机失灵，应显示失控船的号灯或号型。

94. B。为正确地打开一卷马尼拉绳，你应该从有标志的卷心端向外拉。

95. D。为检测马尼拉绳的腐烂情况，你应掰开绳股并检查里面的纤维。

96. A。为防止天然纤维缆绳腐烂，缆绳必须干燥并放置于良好通风处。

97. A。在使一个被烟气熏倒的人苏醒的过程中，你要避免做什么？给他刺激物。

98. A。在电传缩写中，CFM和INFM分别代表confirm和inform。

99. B。在船长的海事声明书中，我保留在方便的时间和地点对海事声明进行延伸的权力。same在此处是什么意思？海事声明。

100. D。在这个港口，规定航行警告每小时在甚髙频6频道上播发。

101. C。你值班结束后填写航海日志时犯了一个错误，以下哪个是改正这项错误的方法？用单线划去错误的记录并写上正确的。

102. B。喝了酒的人在24小时以内暴露在H2S中，能够忍受的H2S浓度低于正常浓度。

103. C。有关船舶动态信息可以从Dover港口管制处获得。

104. B。据预报，数天后的大雨将有淹没港口及邻近的地区的威胁。

105. D。让每一项印刷条款都生效通常是不必要的，甚至是不可能的。

106. B。在截止日期前送回申请书是必要的。

107. A。由岸上当局引导和协调的,在某一特定区域内进行的搜救行动，称为RCC。

108. C。将缆绳以连续向外的圆圈平放在甲板上，受力端放于中心的盘绳法，称为弗拉芒式盘绳法。

109. C。船上的救生艇的绞车必须进行检查并记录在航海日志中，此项记录应该包括哪些？检查日期和绞车的情况。

110. D。救生规则要求每一次消防演习包括启动消防泵、检查水密门的操作、检查弃船的准备。

111. D。航海日志用于记录船舶在港、锚泊和在航时所发生的事件。

112. C。重柴油机应该每隔一段特定的时间更换润滑油。

113. A。舱单和货物积载图是制作卸货计划时两份最重要的货运单证。

114. A。有很多新的海上就业机会将提供给那些接受过大学教育的人。

115. D。沿岸的许多灯标安置得如此之高使得其经常被低云遮盖。

116. A。型深是从船壳板的内缘量起。

117. B。缆绳应不定期掉头使用，因为不同的区域的磨损不同。

118. B。锚因为不能再阻止船舶移动而在海底不由自主地移动称为走锚。

119. A。通过锚在海底移动以控制船舶的运动称为拖锚。

120. A。我船来自上海，驶向鹿特丹。

121. A。我船主机对车钟令反应灵敏，自全速前进到全速后退大约需要80秒。这个句子表明了主机的参数。

122. B。在航海日志中永远不要做评论、估计和猜测，只记载事实。

123. A。不能对助航设施或助航设备造成任何形式的损坏。

124. B。在油船上，船员生活区的卫生检查是船长和轮机长的职责。

125. B。在船上，二氧化碳灭火器是通过称重来检查的。

126. A。绝不能超过吊杆的安全工作负荷。

127. C。假如被缠绕的话，绝不能割断缠绕物。

128. C。在求生的条件下，一旦每天的饮水量确定，你应如何饮用？每日三次，每次三分之一日

饮量。

129. D。液化石油气主要的潜在危险是它的低温能导致冻伤或结冰。

130. B。你船的-一名船员从右舷落水，你应该马上向他抛出一个救生浮具。

131. B。船长向值班驾驶员下达且值班驾驶员必须遵守的命令是常规命令。

132. A。军事演习是指海军射击演习。

133. D。我船4舱右舷吊杆的鹅颈头裂缝如此严重以致使它彻底无法使用。

134. C。柴油机驱动的发电机超速可能引起线圈的损坏。

135. C。因吃水大，船舶只有在大潮时才能靠泊。

136. B。通过苏伊士运河时采用编队方式。

137. A。兹申请在需要调整吃水差的时候排出大约1 000吨清洁压载水。

138. A。兹申请全船挂满旗以庆祝我们的国庆节。

139. B。兹申请排出大概200吨的清洁压载水调整吃水差。

140. B。引航员软梯安置在左舷。

141. D。请事先安排一支清洁队打扫所有货舱，以确保她能在此港装货。

142. A。在装载卡车和重件货物期间，请安排工人做绑扎工作，同时提供工作所需的材料。

143. A。请尽快修理损坏的舷梯，由装卸公司付账。

144. B。请给我们提供250吨淡水，最迟在周五送到我船。

145. C。指出下列哪一项不是大副在修理期间负责的项目?锅炉维修。

146. C。对船上油舱进行电焊之前，规则要求进行一项检查。如果检查是由船长或主管船舶的人员进行的，则要求记录在船舶志上。

147. C。保护和赔偿协会在航运界称为船东互保协会。

148. B。拉细绳绕过你的腰部并在前面打结。这段描述在救援时使用。

149. A。在控制火灾、进水和结构修理完成之后再修理船舶重要机械。

150. A。“搜寻的结果是否定的”表示没有搜寻到任何东西。

151. B。据报Brothers西南方向的区域内存在数个浅滩。

152. C。“船首单绑头缆和倒缆”表示是除各留一根头缆和倒缆以外，所有的缆绳解掉。

153. B。由于没有关闭窗户，航行途中一些海水进入了驾驶室。

154. D。针对搜寻队发出的声响、视觉或其他信号，要求其返回到基点的是撤回信号。

155. D。鹅颈头弯曲，立即停止使用吊杆。

156. B。晕船的症状包括呕吐和眩晕。

157. A。糖尿病的症状包括食欲增加和口渴。

158. D。在航用电报中，缩写RYC通常代表收到你的电报。

159. A。在集合地点通过大声叫出他们的名字以核对到场的船员和旅客，称为点名。

160. D。滚装船上使用钢丝绳绑扎的优点是它比铁链更轻便，工作年限长，不受温度影响。

161. B。代理承诺随时告诉我关于业务的进展情况。

162. C。美国石油组织推荐对连接环进行磁粒子探伤检查。

163. B。美国石油组织推荐连接环和锚卸扣进行磁粒子探伤检验。

164. C。从东面接近锚地和港口没有困难。

165. C。如果船舶没有报告她们的锚位，管理机构将保留不接受预定引航员的权力。

166. B。Cambodia港和Obi港附近的沿岸已经向海中延伸了很多。

167. C。根据标准航海用语，某一位置点的方位从真北或从标志位置点起量，以圆周360°标记。

168. C。事故发生后，防止创伤性休克的最佳处理方法是让患者躺卧，保持温暖和干燥。

169. D。广播通常在所列出的两个频率上同时进行，除了在发射器维护期间，在两个频率上连续广播。

170. A。承租人有权按照IMDG规则或其他主管机关制定的规则装运危险货物。

171. C。舵令“MEET HER”的意思是用舵减小船舶偏转。

172. D。被任命为在特定区域内进行协调救助的指挥员是现场指挥。

173. B。甲板控制阀拆下并在修理后装妥。

174. D。位于Nanshan Tou灯塔东南方大约1.5海里的浅滩上方的水深减小到8米左右。

175. B。船舶的文件中每年被美国船级社检验人员背书的证书为船级证书。

176. B。在船上证明载重线标记正确位置的证书为载重线证书。

177. D。机器发出烟雾和蒸汽。

178. A。船上所有货物的准确和完整的识别信息必须能在舱单上找到。

179. B。皮肤烧伤的急救措施是用冷水浸没、冲洗烧伤处。

180. A。被苯熏倒的人的急救措施是将其移到有新鲜空气处。

181. B。对疑似呼吸道烧伤病人的急救措施是维持呼吸道通畅。

182. C。渔船倾覆并沉到海底。

183. A。“警告，你正在驶向危险”是标准用语。

184. B。“建议 ，在 B3锚地抛锚”是标准用语。

185. A。工头说由于起货机故障，工人停止丁作。

186. C。船舶排队等候泊位是充分利用泊位的体现。

187. C。船上的发电机停了，使你无法显示航行灯，你通过VHF发布什么类型的警告将你的困境告知附近的船舶？ Security, Security, Security。

188. A。希腊籍船漂航并撞到一艘中国籍船的左舷，造成该船舷墙和立柱损坏。

189. D。成功救助落水者的关键是良好的演习。

190. A。用在撇缆的末端以传递缆绳的绳结是撇缆活结。

191. D。救生艇的释放杆应标记“危险，释放杆能放下救生艇”。

192. D。用一个白灯或白色闪光灯水平移动来表示降落在这儿危险，表示否定或停止拖拉。

193. D。据报灯船已被毁坏。

194. C。船闸工作人员允许你系靠在船闸导流墙的下方以等待通过船闸。此时你最关心的是什么？当船闸的水流出时的作用力。

195. D。指导和监督码头工人工作的人是工头。

196. A。Utopia轮船长代表船东宣布共同海损，并要求所有获益方提供共同海损担保。

197. D。船长或船舶主管人员必须记录应急演习的情况。

198. A。船长或船舶主管人员应确保克令吊记录簿显示每次故障的日期和性质。

199. C。船长或船舶主管人员应确保克令吊记录簿显示每一次额定负荷测试的时间和结果。

200. D。船长应合理速遣完成所有航次，并和船员一起提供合理的协助。

201. B。对于化学烧伤，最有效的急救措施是立即用水冲洗烧伤处。

202. C。治疗一个体温过低的船员，最有效的方法是用毛毯裹住身体逐渐升温。

203. C。海伦灭火器对人体的主要危害是会吸人有害气体。

204. B。实施心肺复苏法最重要的是快速开始人工呼吸。

205. C。每一艘遵守防污染公约的船舶的操作者不需要对所装载的货物和交货日期以及目的港进行书面记录。

206. A。进入救生艇的指令将由驾驶台给出。

207. A。除锈部位的船体在刷油漆前应该擦拭干净。

208. D。引航员说他将引领我船直接靠泊。

209. B。引航员将于明早0800时登船。请保持12频道守听。

210. B。推动螺杆吊艇柱根部的枢轴插销必须定期拆下来检修并加油润滑。

211. C。船舶出港许可应在完成港内装卸货后签发。 '

212. A。本航次自上海装货8 000吨开始并在目的港香港卸货后结束，香港是目的港。

213. D。纠正航海日志记载错误的正确方法是在错误的记录上画一横线,重写并用姓名的首字母签名。

214. C。航次计划的目的是使船舶按照足够详细的计划航行，从而确保从泊位到泊位的整个航

次都是安全的。

215. B。在大西洋和美国太平洋沿岸之间的航次中，船长负责保管船舶志。

216. C。史乔那旋回仅适用人落水很长一段时间后（人员失踪）的搜救。

217. A。搁浅在礁石上的船在风浪中断成了两段。

218. B。联合检查后船舶可以离开港口。

219. A。船舶剧烈横摇和纵摇，甲板不时大量上浪。

220. A。船将在下周穿越大西洋到美国。

221. A。船舶驾驶员必须核对所有装在船上的货物的积载情况。

222. C。在油驳装卸货期间，用于警告接近舷梯人员的标志应为“禁止吸烟，禁止明火,禁止参观”。

223. D。中暑人的症状是脸色苍白和皮肤湿冷。

224. C。电报“卸货后压载驶向马尼拉”表明船舶将空船驶往马尼拉。

225. B。电报“因强风ETA改到1900/4TH”表明ETA改变了。

226. C。三种导致机器停转的情况包括超速、没有滑油压力和冷却水温高。

227. A。水下船体严重受损后的两个措施是把缺口堵上或建立并维持进水的边界。

228. B。将缆绳放在甲板上以便能容易送出而不扭结或缠绕的常用方法是备缆。

229. A。船舶办理了所有的离港手续意味着船舶可以合理地离开港口。

230. A。据推测船舶上周已经离开了意大利。

231. A。Utopia轮已经准备好从Newharbor驶到Avonport，这是她环球航行的第一段航程。

232. C。在苏伊士湾的中部和南部有许多平台、井口、其他碍航物和火焰。

233. A。在Fork水域发生一起碰撞事故，准备给予援助。

234. C。据报在21°31’N，124°20'E处有一漂雷。

235. C。一艘位于24. 5°N,120. 0°E处 航 向120°,航速12. 5节的船舶没有遵守交通规则。

236. C。他们没有关于热带风暴的信息，我也没有。

237. B。他们不顾极其艰苦的条件继续在机舱工作。

238. C。该通知将提醒你记起那个问题。

239. A。要成为一名船舶驾驶员必须取得驾驶员证书。

240. D。治疗冻伤的措施包括快速温暖裸露的部位。

241. A。治疗（中度）中暑主要包括降温、移到阴凉处并平躺。

242. A。治疗（轻度）中暑包括移到阴凉处并平躺。

243. A。根据1963年海上货物运输法案，船舶将对开航时不适航而引起的货损负责。

244. A。经过水下检测，上述船舶的船底板没有明显缺陷。

245. A。要求船舶经过标明的点时与新加坡港口部门联系。 .

246. B。船舶通过苏伊士运河时是按照苏伊士运梅吨位进行收费的。

247. C。VHF 6频道专门用于什么类型的通信？与直升机间的通信。

248. C。去年我们拆检了起货机。

249. C。我们在浮油的四周放置围油栏以防止浮油进一步扩散。

250. C。阑尾穿孔的症状是什么？整个腹部的肌肉绞痛。

251. B。中暑的症状是什么？体温高，脉搏强而快，皮肤又热又干。

252. D。载重线标志MBDD是什么意思？木材船北大西洋冬季载重线。

253. D。船员在安装于舷侧的平台上工作时通常需要哪些设备？软梯、安全绳、撇缆。

254. B。如何治疗创伤性休克？输液。

255. B。哪项不是船上抛绳设备测试的要求？测试时使用日常用的抛绳。

256. C。哪项不是治疗创伤性休克的方法？按摩胳膊和腿以促进血液循环。

257. D。在一个有船员的载货驳船上哪项不被认为是航运单证？航海日志上的记载。

258. C。哪项不是船舶进坞时所要求的项目？核实载重线尺寸。

259. A。哪项是在很低温度中运转柴油机的后果？滑油系统中形成油渣。

260. A。哪项不需要记录在船舶志中？海上打开舷窗，更换垫圈。

261. C。哪项需要刻印在吊臂的基座上？安全工作负荷。

262. D。柴油机吸入热空气的后果是什么？降低机器的功率。

263. B。给钢丝绳抹油的主要原因是什么？润滑内部的钢丝并防磨损。

264. A。柴油机进气和排气阀的作用是什么？控制燃烧循环。

265. A。你的最新热带风暴信息是什么？

266. C。哪个术语表示沿着夏季载重线由船舶首柱的前缘量到舵柱后缘的长度？两柱间长。

267. B。在有人的驳船上不被认为是航运单证而在无人的驳船上却被认为是航运单证的是什么？航海日志上的记载。

268. A。柴油机中排出白烟可能意味着什么？燃油注入延后。

269. D。你所做的与船长的命令正相反。

270. D。当出现有关货物的争议时,提单上的条款将被作为解决争议的基础。

271. A。当收到一个（例如通过VTS岸台、军舰或其他充分授权的人员的）指示或建议时，你将通过“我将/我能……”的方式肯定地回应他。

272. C。什么时候需要在船舶志上记载船舶首尾吃水？开航之前。

273. A。当采用平行搜索模式时，搜救单元通常应该采用下列哪种航向？和预期漂流方向相同的航向。

274.A。当收集冷凝水做饮用水时，用海绵吸附冷凝水，冷凝水应放在无盐分的地方。

275. B。当引航员完成他的职责后，要求船长填写引航单。

276. D。当切断普通钢丝绳时，应在切断处的两侧绑多少道固定绳？四道。

277. A。当切断普通钢丝绳时，在切断处的两侧都绑固定绳，固定绳会防止钢丝绳散股并保持钢丝绳和绳股间原来的平衡张力。

278. C。当进行急救时，你应该懂得如何进行初步和第二步检查，并知道你的能力范围。

279.C。当硫化氢在船上燃烧时,你预计会发生什么？只有80%的硫化氢转化为二氧化硫或游

离态的硫。

280. B。当指示一名船员正确地提起重物时，你应该指示他弯曲膝盖使用腿部力量。

281. B。当建议改到另一个VHF频道，例如改到15频道，你应该说:“建议你改到15频道。”

282. D。当使用经纬度时，用度、分(需要时加小数）赤道以北或南，格林经线以东或以西表达。

283. D。何时船长必须在船舶志上记载和载重线标志有关的船舶水线（是否超载）？开航前。

284. C。当我轮到达那里的时候，他们的船舶早已离开。

285. A。对气体中毒的人进行急救时，最重要的是检查是否呼吸暂停。

286. A。当舵工接班时，接班舵工应该很容易知道把定在一航向上所需的舵角。

287. D。当靠妥码头后船长不再使用主机时，他通常命令:完车。

288. B。当没有大副在船时，船长应该保存和填写航海日志。

289. C。当位于入口以内时,船舶应该向着Surf岛航行。

290. D。船长或船舶负责人应该将每次测试应急灯和电源系统和设备的性能记载于何处？船舶志或其他日志中。

291. A。船舶每次进行的应急演习应记录于何处？航海日志上。

292. C。假如有多种事故受害者，哪种类型的伤者应首先接受急救？呼吸暂停者。

293. D。假如有多种事故受害者，哪种类型的伤者应首先接受急救？呼吸道受伤或呼吸困难者。

294. C。哪项不要求记载在船舶志中？货物装卸开始和结束的时间。

295. D。哪项不要求记载在船舶志中？船舶进坞。

296. B。哪项必须记载在船舶志中？离港时的吃水。

297. A。完成一个航次后，哪种记录中应该包括每名船员履行职责的情况、能力和性格？船舶志上的记录。

298. D。下列哪一种文件不是检疫机构要求的？船载货物的E格式声明。

299. B。紧急情况下先登上救生筏的人通常第一步应该做什么？搜寻幸存者。

300. C。从冷的环境中救回体温降低的人员后应该进行什么程序？浸泡在40°C的温水中。

301. C。从总吨中扣除什么空间将得到净吨？专供高级船员或其他船员使用的空间。

302. D。从总吨中扣除什么空间将得到净吨？水手长的储藏室。

303. D。航前会议的议题不包括哪项？预计装完货的时间。

304. B。当给一个癫痫发作的病人提供帮助时，防止病人造成自身伤害是很重要的。

305. A。钢丝绳镀锌是为了防止因接触海水而产生腐蚀。

306. B。钢丝绳什么时候更换？当钢丝绳磨损到初始直径一半时。

307. B。你能向移民局官员申请签发30张登陆许可证以便我轮船员上岸吗？

308. A。实施心肺复苏术时你负责按压胸部，应该按压伤者的哪个部位？胸骨的下半部分。

309. D。你接近一个垂直提升吊桥。当升降式桥孔下显示一排绿灯时你知道吊桥已全部打开。

310. B。你与你正前方的同向船舶越来越近。

311. C。兹请求你给我轮船员签发登陆许可。

312. B。你与你正前方的那艘船越来越近，她与你同向。

313. D。在任何时候你都不能安全地踏入缆绳的绳圈中。

314. C。装货前你应该做一次彻底的检查。

315. D。在海上你应该定期记录气压读数，每班至少一次,坏天气下应更频繁地记录气压读数。

316. D。我们不能接受任何关于货物混淆或货损的批注,这一点是很重要的。

317. C。减去10捆如何？也就是说50捆部分生锈。

318. C。装船前货方必须对货物进行适当地包装，并准确而清晰地标记。

319. D。填充货是指那些适合在空档内堆码的货物。

320. B。受载期是从递交准备装/卸通知书后规定的时间届满后开始计算的。

321. D。事实上绞车的损坏是由于野蛮操作所致。

322. A。铁链吊索适合于重而细长的货物，例如木材和铁轨。

323. C。我们通常按照货物的性质选择装卸索具。

324. C。损坏的货物未经修理或更换是不允许出口的。

325. B。关于活动物，承运人对此类货物的固有特殊风险而引起的灭失、损坏或延误不负责任。

326. B。具有爆炸、易燃、毒性和腐蚀性的货物，称为危险货物。

327. D。灰尘飞扬不是货舱内的危险,可以由通风系统加以控制。

328. A。在滚装船上使用铁链进行绑扎的一个缺点是铁链重。

329. B。事故发生后，标有“DEF”，目的港是黄浦的受损玻璃制品被卸下船。

330. B。任何事故的损坏/补偿都必须严格限制在所涉货物支付给零售商的价格范围内。

331. A。易碎货物或贵重货物容易因为不适当的操作或堆码而被偷盗或损坏。

332. B。争议中的装有危险货物的箱子被严重挤压，返回码头仓库中，而造成短装。

333. A。手表和相机没有堆装在船尾楼舱室，而是装在大副的房间。

334. B。码头工作人员在卸货港给出一个关于货物短缺的完整描述是很重要的。

335. C。假如货物的灭失或损坏不是明显的，货物灭失或损坏通知应该在货物交付给收货人后

的15个连续日内给出。 .

336. C。左舵有一点迟缓表示左舵应舵慢。

337. A。当船舶进出港时，对船舶主机转速的记录都应该保存在车钟记录簿中。

338. D。航海日志不用于记载船舶在进坞修理时发生的事情。

339. C。如果你轮涉及一起事故,你的航海日志、车钟记录簿等应可供海事局官员查阅。

340. D。一位明智的船长在常规命令中明确地指示当值驾驶员如果有任何疑问时随时叫他。

341. B。在航次途中船舶遭遇了狂风和恶浪，在此期间船舶艰难前行,在某种程度下，船舶需经常改变航向。

342.C。晴天，中浪，巡视全船，一切正常，积算船位: 50-00. 2N 001-40. 0W，计程仪读数67'. 2。

这是由当值驾驶员在值班结束后记录的。

343. B。检查和测试操舵系统以及其他助航设备，一 切正常。装卸货结束。这是由当值驾驶员在值班过程中记录的。

344. B。为了训练和演习的目的，如果合理可行的话，船上的救助艇应载有指定的船员每月落放一次。

345. A。清洁、油漆和修理工作，称为日常保养工作。

346. C。在船上敲锈的时候，最重要的安全防护工具是护目镜。

347. C。当进行钢丝绳和天然纤维绳操作时，通常是不戴安全护目镜或眼镜的。

348. D。柴油机负荷突然卸掉叮能导致机器因超速而停

349. C。用木槌卷缠是使用木槌将细索紧紧地缠绕在缆绳上面。

第十一章 关联题

1. 习题

PASSAGE 1Attacks on vessels by armed thieves can take place in international waters as piracy or, more commonly, as armed robbery in the territorial waters of a coastal state. There has been a recent (2002) increase of vessels being hijacked for ransom.

Ships may be attacked whilst at anchor off a port or whilst underway. Ships underway are usually approached from the stem, but also the sides if the ship has a low freeboard. However, vessels with a high freeboard and travelling in excess of 17 kn have been boarded. Attacks usually take place under cover of darkness, most often between 2200 hours and 0600 hours.

For further information, including recommended precautions and reporting details, see *The Mariner’s Handbook* and “Piracy and Armed Robbery—Reports” in *Admiralty List of Radio Signals* Volume 1(1).

1. When navigating in international waters, you may be NOT attacked by .A. armed thieves B. armed robbery C. armed pirate D. marine police

2. Which ship is likely attacked by armed pirate mostly? . A. High speed vessel with high freeboard B. High speed vessel with low freeboardC. Low speed vessel with high freeboard D. Low speed vessel with low freeboard

3. What time do the attacks take place most possibly? .A. 0200 B. 0800 C. 1600 D. 2000

4. You will find all the following information EXCEPT in *The Mariner’s Handbook* and

“Piracy and Armed Robbery—Reports” in *Admiralty List of Radio Signals* Volume 1 (1)?A. further information about attacks B. precautions to be takenC. armed escort information D. reporting details

PASSAGE 2

The information in *Sailing Directions* is intended primarily for use by mariners in vessels of 150 GT or more. It may, however, like the information on charts, be useful to those in any vessel, but does not take into account the special needs of. hovercraft, submarines under water, deep draught tows and other special vessels.

Of the vast amount of information needed to keep charts up-to-date in every detail, only the most important items can be used to update the charts by *Notices to Mariners.* Some less important information may not reach the chart until its next edition, but may nevertheless be included in New Editions. It is therefore possible that in some less important detail, *Sailing Directions* may be more up-to-date than the chart.Depths, heights, elevations and short distances are given in metric units. Where the reference chart quoted is in fathoms and feet, the depths and dimensions from the chart are given in brackets after the metric depth to simplify comparison between the chart and the book. Distances at sea are given in sea miles and cables, and on land in kilometers.

1. The information contained in the Sailing Directions is most useful for .A. any vessel including the sailing vessel B. any vessel excluding the special vesselC. sailing vessel D. vessels of 150 gross tonnage and above

2. Should a discrepancy between the sailing direction and BA Charts, which one will prevail? .A. *Sailing Directions* B. BA ChartC. *Notices to Mariners* D. not mentioned

3. The unit used in *Sailing Directions* to measure the distance excluding .A. nautical miles B. cables C. meters D. knots

4. Of the following items, which is correct in accordance with this passage? .A. The timeliness of *Sailing Directions* is same as that of chartsB. Charts may be more up-to-date than New EditionsC. *Sailing Directions* may contain some information which is not included in charts of present editionD. NP 70 is involved in *Notices to Mariners*

PASSAGE 3Admiralty TotalTide (DP 550) is a PC-based tidal prediction program which uses the same prediction algorithms and Harmonic Constants as the *Admiralty Tide Tables*, and has been designed to meet SOLAS carriage requirements.

Tidal heights for both Standard and Secondary Ports are displayed in graphical and tabular form. Tidal Stream rates are presented on a chart-based diagram.

TotalTide permits the mariner to select and simultaneously calculate tidal heights for multiple ports for up to seven days. Output from the system also includes periods of daylight and nautical twilight, moon phases and a springs and neaps indicator. Underkeel and overhead clearance can be displayed in a graphic form to aid passage planning.

TotalTide is supplied in the form of a single CD which contains the calculation program and the seven geographic Area Data Sets (ADS) providing global coverage. A permit system then provides access to the areas required. Annual updates for TotalTide are available from Admiralty Chart Agents, and are recommended.

1. The Admiralty TotalTide (DP 550) is .A. an article abstracted from SOLASB. a book known as *Admiralty Tide Tables*C. an Admiralty Chart AgentD. a PC-based tidal prediction program

2. is NOT an item contained in the output of the Admiralty TotalTide.A. Periods of daylight and nautical twilightB. Moon phasesC. An indicator of springs and neapsD. The seven geographic Area Data Sets

3. Underkeel and overhead clearances are used to .A. calculate tidal heights for multiple portsB. select recommended sailing directionsC. display in graphical and tabular form of Tidal Stream ratesD. aid passage planning

4. It is inferred that the prediction algorithms are used for .A. displaying in graphical and tabular form of the tidal heightsB. updating of the Admiralty TotalTideC. the calculation of the program and the seven geographic Area Data SetsD. the determination of tides and currents for certain area concerned

PASSAGE 4

In the S part of the area covered by this volume are Maldives and Lakshadweep, two large groups of coral atolls having numerous islands and islets situated on barrier reefs encircling lagoons. These lagoons are in some cases extensive and contain numerous coral islets and reefs.Depths over coral reefs may alter rapidly as the coral of which they are composed grows towards the surface. In some cases this process, combining with the accumulation of coral debris, may produce a very rapid decrease in depths; as much as 0 - 3 m in a year has been recorded.

Navigation in coral waters demands caution and consideration of the following factors; conditions of light; clarity of water; ruffling of the sea surface; cloud cover and the height of eye of the observer.

For further details of navigation amongst coral reefs, rates of coral growth and erosion; see admiralty publication NP 100.

1. This passage is extracted from .A. *Admiralty Sailing Directions* B. *The Mariner's Handbook*C. *Admiralty Notices to Mariners* D. *The Tide Table*

2. You must be caution and consideration of the following factors EXCEPT when

navigating in coral waters.A. conditions of light B. clarity of waterC. local buoyage system D. the weather

3. If you want to get further details of navigation you should refer to .A. *Admiralty Sailing Directions* B. *The Mariner’s Handbook*C. *Admiralty Notices to Mariners* D. *The Tide Table*

4. Which of the following statements is NOT true? .A. Coral atolls are a very serious navigational dangerB. Accumulation of coral debris will be result in decrease in depthsC. Depths over coral reefs always not sufficient for navigationD. It is reported that the depths over coral reefs may be decreased as much as 3 meters

PASSAGE 5

Section IV of *Weekly Editions of Admiralty Notices to Mariners* contains amendments to *Sailing Directions* that cannot wait until the next new edition. These amendments will normally be restricted to those deemed navigationally significant, and information required to be published as a result of changes to national legislation affecting shipping, and to port regulations. Information that is made clear by a chart updating Notice will not always be repeated in a Section IV Notice unless it requires elaboration in *Sailing Directions.*

Extant amendments published in Section IV of *Weekly Editions of Admiralty Notices to Mariners* are listed in a Notice published quarterly in that Section. Those in force at the end of the year are reprinted in full in *Annual Notices to Mariners* Part 2—Amendments to Sailing Directions.

It is recommended that amendments are cut out and pasted into the parent book. Mariners may, however, prefer to keep amendments in a separate file, and annotate the text of the book in the margin to indicate the existence of an amendment. This latter method is preferred in volumes which still have Supplements, and may be more appropriate in some other volumes where significant numbers of amendments, sometimes overlapping, may make the cut-and-paste method unwieldy and confusing.

1. What section of *Admiralty Notice to Mariners* contains the amendments to *Sailing* *Direction*? .A. Section III B. Section IV C. Section V D. Section VI

2. How often is a list of amendments of *Sailing Directions* published? .A. Every month B. Every three month C. Every half of year D. Every year

3. Regarding to latest edition of *Admiralty Sailing Directions*, the author suggests updating *Admiralty* *Sailing Directions* by method.A. separate file B. noted in the preface pageC. cut-and-past D. overlapping

4. If the volumes contain Supplements, the author recommends to update the volumes by

methods.A. separate file B. noted in the preface pageC. cut-and-past D. overlapping

PASSAGE 6

For the mariner planning an ocean passage, *Ocean Passages for the World* (NP 136) provides a selection of commonly used routes with their distances between principal ports and important positions. It contains details of weather, currents and ice hazards appropriate to the routes, and so links the volumes of *Sailing Directions.* It also gives other useful information on Load Line Rules, Weather Routeing, etc.

The volume is in two parts; Part I gives routes for powered vessels; Part II gives routes used in the past by sailing ships, edited from former editions to bring names up-to-date, and with certain notes added. The book is updated by Section IV of *Admiralty Notices to Mariners,* Weekly Editions, and periodically by Supplements.

1. is NOT contained in *Ocean Passages for the World* (NP 136).A. Details of weather B. Currents appropriate to the routesC. Ice hazards appropriate to the routes D. Tonnage measurement

2. *Ocean Passages for the World* (NP 136) is updated by .A. Weekly NM B. Weather RouteingC. circulars from IMO D- certain notes

3. Part I of *Ocean Passages for the World* gives .A. routes used in the past by sailing shipsB. routes for powered vesselsC. supplementsD. useful information on Load Line Rules, Weather Routeing, etc

4. Contained in the *Ocean Passages for the World* ( NP 136) is also the information linking the volumes of .A. *Admiralty Notices to Mariners* B. *Sailing Directions* C. Load Line Rules D. Weather Routeing

PASSAGE 7

The United States publishes two different light lists. The U. S. Coast Guard publishes the *Light List* for lights in U. S. territorial waters; NIMA publishes the *List of Lights* for lights in foreign waters. *Light Lists* furnish detailed information about navigation lights and other navigation aids, supplementing the charts, *Coast Pilots,* and *Sailing Directions.* Consult the chart for the location and light characteristics of all navigation aids; consult the *Light Lists* to determine their detailed description.

The *Notice to Mariners* corrects both lists. Corrections which have accumulated since the print date are included in the *Notice to Mariners* as a Summary of Corrections. All of these summary corrections, and any corrections published subsequently, should be noted in the “ Record of Corrections. ”

1. The word “furnish” in this passage can be replaced by .A. provide B. furniture C. add D. afford

2. For U. S. domestic trade vessels they shall keep *Light List* published by on board.A. U. S. Coast Guard B. NIMAC. United States government D. Florida state government

3. The position for one light can be best got from .A. charts B. *Light List*C. *Admiralty Notices to Mariners* D. Record of Corrections

4. The best way for correct *Light List* published by NIMA is .A. keep in a separate files B. “cut and past” methodC. not mentioned D. depend on the shipmaster

PASSAGE 8

The navigator uses many textual information sources when planning and conducting a voyage. These sources include *Notices to Mariners, Summary of Corrections, Sailing Directions, Light Lists, Tide Tables, Sight Reduction Tables,* and almanacs. Historically, this information has been contained in paper or so-called “hardcopy” publications. But electronic methods of production and distribution of textual material are now commonplace, and will soon replace many of the navigator’s familiar books. This volume’s CD-ROM version is only one of many. Regardless of how technologically advanced we become, the printed word will always be an important method of communication. Only the means of access will change.

While it is still possible to obtain hard-copy printed publications, increasingly these texts are found on-line or in the form of Compact Disc-Read Only Memory (CD-ROM). CD-ROMs are much less expensive than printed publications to reproduce and distribute, and on-line publications have no reproduction costs at all for the producer, and only minor costs to the user, if he chooses to print them at all. Also, a few CD-ROMs can hold entire libraries of information, making both distribution and on-board storage much easier.

1. For the publications, which kind of edition will be prevailing in near future? .A. Paper edition B. Hardcopy editionC. Electronic publication D. Textual version

2. It is referred that the printed word will be .A. useless in the futureB. already uselessC. fully superseded by the electronic methods of productionD. still have some value

3. Of the following, which one is cheapest for user? .A. On-line publication B. Hard-copy printed publicationC. Paper edition D. CD-ROM version

4. The place used for on-board to store publication will .A. the same as before B. less than beforeC. more than before D. not mentioned

PASSAGE 9

The advantages of electronic publications go beyond their cost savings. They can be updated easier and more often, making it possible for mariners to have frequent or even continuous access to a maintained publications database instead of receiving new editions at infrequent intervals and entering hand corrections periodically. Generally, digital publications also provide links and search engines to quickly access related information. Navigational publications are available from many sources. Military customers automatically receive or requisition most publications. The civilian navigator obtains his publications from a publisher’s agent. Larger agents representing many publishers can completely supply a ship’s chart and publication library. On-line publications produced by the U. S. government are available on the Web.

1. Which of the following is NOT the advantage of electronic publications? .A. Cheap B. Updated easierC. Update in time D. More accurate

2. It is inferred that the electronic publications .A. do not need correction B. do not need updateC. do not need hand corrections D. do not need subscription

3. The civilian navigator can purchase publication library from .A. flag administration B. ship’s agentC. publisher’s agent D. publisher’s representative

4. Civilian navigator can quickly access related information for publications.A. paper edition B. digital publicationsC. textual version D. hardcopy edition

PASSAGE 10

*The Nautical Almanac* tabulates all data for the year required for the practice of astronomical navigation at sea.

It is compiled jointly by HM Nautical Almanac Office, Space Science and Technology Department, Rutherford Appleton Laboratory, Chilton, Didcot, United Kingdom, and the Nautical Almanac Office, United States Naval Observatory, and published annually by HM Stationery Office. It is obtainable through Admiralty Chart Agents and HM Stationery Office Bookshops, but not from the Hydrographic Office.

Star Finder and Identifier (NP 323) consists of diagrams on which are plotted the 57 stars listed on the daily pages of *The Nautical Almanac*, and on which the positions of the planets and other stars can be added. For a given Local Hour Angle (Aries) and latitude the elevation and true bearing of a star can be obtained by inspection.

1. *The Nautical Almanac* is published annually by .A. HM Stationery Office B. United States Naval ObservatoryC. Rutherford Appleton Laboratory D. Space Science and Technology Department

2. *The Nautical Almanac* is obtainable through .A. Admiralty Chart Agents B. Hydrographic OfficeC. Rutherford Appleton Laboratory D. Space Science and Technology Department

3. Aries means .A. astronomical navigation B. Local Hour AngleC. space science and technology D. the elevation and true bearing of a star

4. The earth is a .A. shop B. body C. planet D. star

passage 11Corrections to *Sailing Directions* are given in Section IV. Those in force at the end of the year are reprinted in the *Annual Summary of Notices to Mariners.* A list of corrections in force is published in Section IV of the Weekly Edition for the last week of each month.

It is recommended that corrections be kept in a file with the latest list of corrections in force on top. The list should be consulted when using the parent book to see if any corrections affecting the area under consideration are in force.

It is not recommended that corrections be stuck in the parent book or current supplement, but, if this is done, when a new supplement is received care must be taken to retain those corrections issued after the date of the new supplement, which may be several months before its receipt on board.

1. Corrections to *Sailing Directions* are contained in .A. the Weekly Edition for the last week of each monthB. the *Annual Summary of Notices to Mariners*C. the new supplementD. the Weekly Editions

2. The parent book is .A. the *Sailing Directions*B. the corrections to *Sailing Directions* in forceC. the *Annual Summary of Notices to Mariners*D. the Weekly Edition

3. It is recommended that corrections to *Sailing Directions* be .A. made by handB. consulted with at the last week of each monthC. stuck in the parent book or current supplementD. kept in a file with the latest list of corrections in force on top

4. If the corrections be stuck in the parent book or current supplement , .A. when a new supplement is received, those corrections issued after the date of the new supplement must be retainedB. the parent book must be consultedC. the current supplement must be consultedD. the *Annual Summary of Notices to Mariners* must be used

PASSAGE 12

The nature and importance of the area concerned govern the thoroughness with which the area must be examined and therefore the selection of the scale of the survey. Ports and harbours are usually surveyed on a scale of between 1:12,500 and 1:5 ,000, and anchorages on a scale of only 1: 25,000.A general survey of a coast which vessels only pass in proceeding from one place to another is seldom made on a scale larger than 1 :50,000. In such general surveys of coasts or little frequented anchorages, the surveyor does not contemplate that ships will approach the shore without taking special precautions.Charts may be published on a smaller scale than the surveys on which they are based, though modem large scale charts are often published on the same scale as the original surveys. With an older chart it would be unwise to assume the original survey was on a larger scale than that of the chart itself.

1. Anchorages are usually surveyed on a scale of .A. 1:12,500 B. 1:5,000 C. 1:25 ,000 D. 1:50,000

2. Older charts were usually published on the surveys on which they are based.A. a smaller scale thanB. a larger scale thanC. the same scale asD. a scale that cannot be determined compared with

3. Of the following, are most poorly surveyed.A. ports B. anchorages C. harbours D. coasts

4. The thoroughness with which the area must be examined and therefore the selection of the scale of the survey of a sea water area is determined by the consideration of .A. the nature and importance of the area concernedB. the assumption of the original surveyC. the scale of the chart itselfD. special precautions to be taken

PASSAGE 13

On receipt of a *Weekly Edition of Admiralty Notices to Mariners,* check that the serial number of the Weekly Edition is in sequence with Editions already received, then: From the Index of Charts Affected, enter in the Log the numbers of the Notices affecting the charts held. Turn to the end of Section II to see if any Temporary or Preliminary Notices have been published or cancelled. If they

have been, add to or amend the entries in the Log against the charts accordingly.

Examine the “ Admiralty Publications ” Notice to see if any relevant New Charts or New Editions have been published, or charts withdrawn. If they have, take action.Detach and use Sections III to VI as follows;

Section III. Check printed text of messages against any signaled versions. File Section, or note down messages by their areas, and bring up-to-date previous information on the file and any notations made on charts; Section IV: Add to file or list; Section V: Cut up and use to amend *Admiralty List of Lights*; Section VI: Cut up and use to amend *Admiralty List of Radio Signals*; Re­secure chart updating blocks to Section II.

1. When received *Weekly Edition of Admiralty Notices to Mariners*, the first step to do is .A. check whether all necessary NM has receivedB. check whether the serial number is correctC. log the numbers in concern bookD. add to file or list

2. When received *Weekly Edition of Admiralty Notices to Mariners,* the second step to do

is .A. check whether all necessary NM has receivedB. record the serial number in logC. log the NM number which affected our vessel’s chartD. add to file or list

3. Section VI is used to correct .A. Admiralty PublicationsB. *Admiralty List of Lights*C. *Admiralty List of Radio Signals*D. re-secure chart updating blocks to Section II

4. The word “withdrawn” can be replaced by . A. drawn back B. cancelled C. superseded D. revised

PASSAGE 14

Some older charts of waters around the British Isles are still referred to OSGB36. There has been a programme in place since 2000 to update all these charts to a WGS84 compatible datum, and much of this work is now complete. The charts which have yet to be updated cover some of the waters of the Western Isles of Scotland and the Irish coast.

Inevitably, this means that some adjoining charts in these areas will be referred to different datums until the programme is complete. Positions between the two can differ by as much as 130 m. For the duration of the conversion programme, when transferring positions between adjoiningCharts on different datums, mariners should take care to ensure that any corrections applied to a position prior to transfer are applied in the correct direction.

1. OSGB36 is a kind of .A. reference coordinate system B. position fix deviceC. navigational aids D. chart compile system

2. Regarding charts for Irish coast, which of the following statements is correct? .A. They have already full updated to latest datumB. They still not full updated to latest datumC. The resource will be updatedD. The new technology will be applied in compiling chart

3. Within the waters around the British Isles, positions between the two datum can differBy . A. hundreds of fathoms B. 1 cableC. more than half cable D. less than half cable

4. For conversion period, mariner shall pay more attention on .A. chart plotting system B. chart projection systemC. chart compiling technology D. none of the above

PASSAGE15

NAVTEX is the system for the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy. The International NAVTEX Service is part of an internationally co-ordinated system and broadcasts are on 518 kHz in English. National NAVTEX Services may be established by maritime authorities to meet particular national requirements. These broadcasts may be on 490 kHz, 4,209. 5 kHz or a nationally allocated frequency and may be in either English or the appropriate national language. For details, see *Admiralty List of Radio Signals Volume* 5.

On charts affected, information received by Radio Navigational Warnings should be noted in pencil and expunged when the relevant messages are cancelled or superseded by *Notices to Mariners.* Charts quoted in messages are only the most convenient charts; other charts may be affected.

1. The International NAVTEX broadcasts on .A. 490 kHz B. 4,209.5 kHz C. 518 kHz D. nationally allocated frequency

2. When the relevant messages are cancelled or superseded by *Notices to Mariners,* the noted

information received by Radio Navigational Warnings should be .A. expunged B. affected C. allocated D. renoted

3. Of the following, is NOT correct concerning the information provided by NAVTEX.A. it is a broadcast maritime safety informationB. it is received by means of narrow-band direct-printing telegraphyC. it will be cancelled or superseded by *Notices to Mariners* sooner or laterD. it is an automatic reception of maritime safety information

4. It is inferred that .A. there are charts which are affected by Radio Navigational Warnings but not quoted in the messages thereofB. some charts are quoted in the messages but not affected by Radio Navigational WarningsC. all charts which are affected by Radio Navigational Warnings will be quoted in the messageD. no charts will be quoted in the message even they are affected by Radio Navigational Warnings

PASSAGE 16

Whilst every effort is made to ensure the accuracy of the information on Admiralty charts and in other publications, it should be appreciated that the information may not always be complete, up-to- date or positioned to modem surveying standards and that information announced by Navigational Warnings or *Admiralty Notices to Mariners* because of its immediate importance cannot always be verified before promulgation. Furthermore, it is sometimes necessary to defer the promulgation of certain less important information.

No chart is infallible. Every chart is liable to be incomplete, either through imperfections in the survey on which it is based, or through subsequent alterations to the topography or sea floor. However, in the vicinity of recognized shipping lanes charts may be used with confidence for normal navigational needs. The mariner must be the final judge of the reliance he can place on the information given, bearing in mind his particular circumstances, safe and prudent navigation, local pilotage guidance and the judicious use of available navigational aids.

1. Which is NOT the reason that the information on Admiralty charts or in other publication is notAlways accurate? .A. The information may not always be completeB. The information may not always up-to-dateC. The information may not be always positioned to modem surveying standardsD. The information may not be always compiled with new technology

2. Which word or phrase can replace “appreciated” in the second line of the paragraph? .A. Impassioned B. Enjoyed C. Realized D. Pay more attention to

3. Why is the chart fallible according to the passage? .A. The chart is based on modem standard surveyB. Sea floor has no alterationsC. The topography may be alterations in advanceD. The chart is likely to be incomplete

4. Who must determine the reliability of charts finally? .A. Shipowner B. Pilot C. Mariner D. Designed person

PASSAGE 17

Some Notices are accompanied by reproductions of portions of charts (known as “Blocks”). When updating charts from blocks, the following points should be borne in mind. A block may not only indicate the insertion of new information, but also the omission of matter previously shown. The text of the accompanying Notice should invariably be read carefully. The limiting lines of a block are determined for convenience of reproduction. They need not be strictly adhered to when cutting out for pasting on the chart, provided that the preceding paragraph is taken into consideration.

Owing to distortion the blocks do not always fit the chart exactly. When pasting a block on a chart, therefore, care should be taken that the more important navigational features fit as closely as possible. This is best done by fitting the block while it is dry and making two or three pencil ticks round the edges for use as fitting marks after the paste is applied to the chart.

1. According to the passage, the block is used to .A. insert new information B. cancel previous informationC. omit some part of charts D. stick on the chart

2. When updating the charts from blocks, the mariner shall .A. read the charts carefully B. read the text of NM carefullyC. read the related notice carefully D. read the block carefully

3. The block are not fit the chart exactly due to .A. misrepresentation of block B. deformation of blockC. alteration of the block D. modification of the block

4. The best title of this passage shall be .A. how to use block in correct charts B. NMs and blocksC. the advantage of use block D. how to correct charts

PASSAGE 18

While every effort is made to ensure that the data provided through the *Notices to Mariners* service is accurate, the user needs to be aware of the risks of corruption to data. It is important that

the user should only use the data on suitable equipment and that other applications should not be running on the user’s machine at the same time. Users should exercise their professional judgment in the use of data and also consult *The Mariner’s Handbook* (NP 100) for further details.

The user needs to be aware that there is a possibility that data could be corrupted during transmission, or in the process of display or printing on the user’s equipment, or if converted to other software formats, and is accordingly advised that the UKHO cannot accept responsibility for any such change, or any modifications or unauthorized changes, made by licensees, or other parties.

1. The data may become corrupted in any of the following process EXCEPT .A. during transmissionB. in the display or printing on the user’s equipmentC. in converting to other software formatsD. during transportation

2. The user of the data is advised to see for further details.A. *The Mariner’s Handbook* B. *Sailing Directions*C. *Guide to Port Entry* D. *Notice to Mariners*

3. Which of the following items will NOT cause corruption to data? .A. Changes in the process of display or printingB. Unauthorized changes made by licenses or other paritiesC. Modifications made by licensees or other partiesD. Professional judgment

4. It is implied that .A. the data are incorrectB. the data is to be corrected intensivelyC. although the data are accurate enough, you are still advised to use it with cautionD. not to use the data if you have not enough time or proper equipment to effect necessary correction

PASSAGE 19

The location of the aerial above all obstructions is not a simple matter. The height at which the aerial is sited is inevitably a compromise. There are benefits and drawbacks to sitting the aerial as high as possible. In favor of a high aerial sitting is the fact that the distance to the radar horizon, and hence the theoretical maximum detection range of targets, increases with aerial height. However, a serious penalty incurred by the sitting of the aerial at a great height is the effect on the amplitude and range of sea clutter response. The amplitude of sea clutter echoes and the maximum range at which they are detectable increases with aerial height. These responses produce a pattern of echoes around the origin which can mask even very strong targets. The danger of targets being lost in sea clutter

returns represents one of the most serious limitations of marine radar.

1. One of serious drawbacks of sitting of aerial of radar as high as possible is .A. the maximum detection range of targets B. the loss of small targets in sea clutterC. increasing the short range accuracy D. casting big shadow areas fore and aft

2. The higher aerial, the sea clutter response will be .A. more B. the same C. less D. none of the above

3. Which of following is INCORRECT with lower aerial? .A. Larger shadow areas fore and aft B. Reduce detection range of targetsC. Reduce accuracy at short range D. Increase accuracy at short range

4. “Drawbacks” in this passage can be replaced by .A. disadvantages B. retreat C. went back D. withdrawn

PASSAGE 20

The most accurate radar fixes result from measuring and plotting ranges to two or more objects. Record the ranges to the navigation aids used and lay the resulting range arcs down on the chart. Theoretically, these lines of position should intersect at a point coincident with the ship’s position at the time of the fix. However, the inherent inaccuracy of the radar coupled with the relatively large scale of most piloting charts usually precludes such a point fix. In this case, the navigator must carefully interpret the resulting fix. Check the echo sounder with the charted depth where the fix lies. If both soundings consistently correlate, that is an indication that the fixes are accurate. If there is disparity in the sounding data, then that is an indication that either the radar ranges were inaccurate or that the piloting party has misplotted them.

1. When using radar to measure the range to one object, she get . A. straight line B. para curve C. part of a circle D. hyperbola

2. Check vessel’s position via echo sounder, it can .A. render a more accurate position fixingB. check and verify the crew’s competent abilityC. monitor crew watch keepingD. check and verify the accuracy of fixing

3. The incorrect fixing cannot result from .A. inherent inaccuracy of the radar B. crew’s misplottedC. limitation from chart scale D. restricted water area

4. It is inferred that the lines of position (from radar) at the time of the fix normally .A. intersect at a pointB. do not at ship’s positionC. are coincident with ship’s positionD. depend on the selected aids to navigation

PASSAGE 21

Marine radars are used to measure the bearing and distance of ships to prevent collision with other ships, to navigate and to fix their position at sea when within range of shore or other fixed references such as islands, buoys, and lightships. In port or in harbour, Vessel Traffic Service radar systems are used to monitor and regulate ship movements in busy waters.As required by COLREG, all ships shall maintain a proper radar lookout if it is available onboard to obtain early warning of risk of collision. Radar plotting or ARPA should be used to get the information of movement and the risk of collision (bearing, distance, CPA, TCPA) of other ships in the vicinity.

Marine radars have performance adjustment controls for brightness and contrast, gain, tuning, sea clutter and rain clutter suppression, and other interference reduction. Other common controls consist of range scale, bearing cursor, fix/variable range marker or bearing/distance cursor.

1. Which of the following is NOT the use of marine radars? .A. Detecting the presence of other ship B. Fixing ship positionC. Monitoring vessel movement D. Monitoring crew’s behavior

2. According to this passage, radar plotting can provide the following information EXCEPT .A. bearing from the target B. sharp of the targetC. closest point of approach to the target D. assist collision prevention

3. The adjustment control of sea clutter .A. is to increase the amount of displayB. is to decrease the amount of displayC. does not affect the amount of displayD. is to suspend the amount of display

4. “Regulate” in this passage can be replaced by .A. speed up B. adjust C. put in order D. forbid

PASSAGE 22

Geographical positions refer to the horizontal datum of the current edition of each affected chart which is stated in the notice alongside the appropriate chart number. Positions are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older-style charts. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward. Symbols referred to are those shown on Chart 5011. Depths and heights are given in metres or fathoms and/or feet as appropriate for the chart being updated (abbreviated where necessary to m, fm and ft respectively). Blocks and notes accompanying notices in Section II are placed towards the end of the section.

1. Which of the following is NOT a unit of depths and/or heights? .A. m B. fm C. ft D. kn

2. Blocks are placed .A. on Chart 5011 B. towards the end of Section IIC. on some older-style charts D. towards the standard nautical charts

3. may be occasionally quoted for convenience when plotting from the graduation of some

older-style charts.A. Degrees B. Minutes C. Decimals of a minute D. Seconds

4. Geographical positions shall be plotted on .A. the current edition of each affected chart B. Chart 5011C. some older-style charts D. blocks

PASSAGE 23

Though the IMO crafted the resolution that will make ECDIS mandatory on steadily more commercial ships over the next few years, the IMO has no power to enforce compliance to it. The role of enforcement falls upon national governments and/or international or regional governing bodies. Once a government has become a signatory to an IMO convention, the rules in that convention are adopted as national laws and regulations, which impact any ship carrying that nation’s flag or any ship visiting that government’s ports. These are then enforced during flag state and port state inspections, usually carried out under the national maritime administration.

The Tokyo MOU region carried out in late 2008 a concentrated inspection campaign on safety of navigation. The most notable deficiency found during this campaign was related to lack of adequate charts and publications (57. 39 per cent).

1. Which of the following has no power to enforce requirements for ECDIS? .A. National governments B. IMOC. International governing bodies D. Regional governing bodies

2. Once a government become a government to an IMO convention, the rules in thatConvention will be adopted as national laws and regulations;A. valid B. exclusive C. contracting D. non-contracting

3. Which of the following is the most notable deficiency found by Tokyo MOU? .A. Unfamiliar with FFAB. Lack of adequate paper charts and publicationsC. Unfamiliar with ECIDS systemD. Unfamiliar with LSA

4. Once a government is a signatory to an IMO convention, the rules in that convention are

NOT .A. adopted as her national lawsB. effective on any vessel registered at her countryC. effective on any vessel call at her portsD. effective on any vessel built at her shipyard

PASSAGE 24

GPS was conceived as a navigation system. By knowing the positions of the satellites and measuring the distance between its antenna and four or more satellites, a single GPS receiver can compute its three dimensional position, speed, and direction of travel. Errors inherent in the system dilute the repeatable horizontal accuracy of the computed position to a level of 20 to 100 meters. That is, your actual position will be somewhere within a circle which has a radius measuring from 20 to 100 meters. Vertical accuracy is not as good, and is reckoned to be 2 to 2. 5 times worse than horizontal accuracy. In addition to the standard error budget, the U. S. government is introducing artificial errors into the system under a program which is obscurely titled Selective Availability or SA. With SA in effect, 100 meter accuracy is the best you can expect at this time for an autonomous GPS receiver. Fortunately, there are ways to greatly reduce the standard error budget and errors imposed by SA.

1. Theoretically, at least satellites are needed to ascertain a position of 3 dimension.A.4 B. 3 C. 2 D. 5

2. According to the passage, which accuracy is the best? .A. Horizontal accuracy B. Vertical accuracyC. Longitudinal accuracy D. Diagonal accuracy

3. With Selective Availability, the accuracy of the GPS can be expected to be .A. within 100 meters B. more than 100 metersC. between 20 to 100 meters D. around 60 meters

4. It is inferred that the U. S. government GPS system.A. reduces the accuracy of B. improves the accuracy ofC. has no relationship with D. keeps the accuracy of

PASSAGE 25

The signal of AIS is broadcast and open to anyone with an appropriate receiver. These cost no more than a few hundred dollars and their wide availability has led to concerns that pirates or terrorists could monitor transmissions to select or track targets. It is undoubtedly a risk. However, although there has been some suspicion that this might have taken place off Nigeria, incidents have not been confirmed there or anywhere else. Nonetheless, the possibility has led a significant number of masters to exercise their right to turn off their AIS equipment when traveling through piracy-prone areas or anchored in ports where they feel threatened. Over and above this specific concern, somewhat more widespread misgivings have arisen as a consequence of the maritime industry’s traditional reticence and need for discretion.

1. According to the passage, which of the following is a disadvantage of AIS?.A. It improve maritime safetyB. Pirates can know vessel movementC. The coastal authority may easily monitor shipsD. Ship may receive concern information

2. In piracy-prone areas ship master may .A. turn off their AIS equipment for exercising their rightB. keep their AIS equipment onC. turn off their AIS equipment for security reasonD. keep their AIS on stand-by mode for immediate use

3. The signal of AIS is to anyone with an appropriate receiver.A. a few hundred dollars B. free C. a little cost D. partly free

4. It can inferred that at Nigeria .A. many vessels suffer collision accident thereB. many vessels met with piracy thereC. many vessels lost their anchorD. many vessels lost their way

PASSAGE 26

Nautical charts are indispensable to mariners. They, however, are subject to frequent changes, such as those of navigational aids, of waterways due to the dredging and construction, of depths of water, and of removal or appearance of wrecks. In order to keep up-to-date and reliable, nautical charts have to undergo correction. Changes of importance are generally promulgated by *Weekly* *Edition of Notices to Mariners*, which enable mariners to correct the charts by hand. If major changes make it impracticable to do so, the Notices will provide a reproduction of a small area, which is also called block, to be pasted onto the chart in its correct position.

1. Nautical charts need correction because .A. navigational aids are sometimes indispensableB. there are always some mistakesC. wrecks may appear or be removedD. they could never be reprinted

2. Correction to charts are made by crew members in accordance with .A. *Notices to Mariners* B. *Sailing Directions*C. *Guide to Port Entry* D. Supplement

3. In the passage, blocks are .A. large scale charts B. representations of chartsC. reproductions of portions of charts D. small scale charts

4. The purpose of correction to charts is to .A. keep them up-to-dateB. make the charts brand-newC. keep the charts available to all mariners in the worldD. keep the charts free from mistakes

PASSAGE 27

The detailed amendment to the *List of Lights* is given in Section V and may be published in an earlier edition than the chart-updating notice. The entire entry for each light amended will be printed and an asterisk ( \* ) will denote which column contains an amendment. In the case of a new light, or where a new sequence is added below the main light, an asterisk ( \* ) will appear under all columns. All Section V entries are intended to be cut out and pasted into the book. It is emphasized that the *List of Lights* is the primary source of information on lights and that many alterations, especially those of a temporary but operational nature, are promulgated only as corrections to the *List of Lights.* Light positions should be regarded as approximate and are intended to indicate the relative positions of lights only. Charts should be consulted for a more authoritative position. The range of a light is normally the nominal range, except when the responsible authority quotes luminous or geographical range.

1. The range of a light is normally .A. the nominal range B. the luminous rangeC. the geographical range D. the real range

2. is NOT indicated by the asterisk ( \* ) in the Notice.A. The column containing an amendmentB. The column of a new lightC. The column of a new sequenceD. The column in which the positions should be regarded as approximate

3. All Section V entries are intended to be .A. cut out and pasted into the book B. regarded as approximateC. amended D. printed

4. The detailed amendment to the *List of Lights* is given in .A. Section VI B. Section V C. Section IV D. Section III

PASSAGE28Call the Master when encountering reduced visibility, busy ship traffic, fishing fleets, ice, problems with ships navigation gear or machinery. Call the Master if a distress message in the ships operating area is received or a distress signal is observed. If the vessel pounds excessively due to sea conditions, reduce RPM and inform the Master what new RPM is being used.

Guidelines for CPAs with other vessels while underway are: In open waters maintain 2. 0 mile CPA. In coastal waters maintain greater than 1.0 mile CPA. If in a traffic separation zone, “Stay in your lane”. It is realized that this may not be practical in all situations. In these situations, CPAs of closer than 1.0 miles must show a consistent course and speed or be dead in the water. The CPA and relative motion of these targets are to be monitored closely by the watch. CPAs of less than 0. 5 miles are not authorized without notifying the Master. Call the Master if in doubt.

Slow, stop, back down or reverse course to avoid an In Extremis Situation.

1. In coastal waters CPA shall be maintained .A. about 1.0 mile B. less than 1.0 mileC. greater than 1.0 mile D. as large as possible

2. EXTREMIS SITUATION means .A. close quarters B. immediate danger situationC. very danger situation D. the situation that you shall call the Master

3. CPAs of are NOT authorized without notifying the Master.A. less than 0. 5 miles B. less than 1.0 milesC. less than 2. 0 miles D. greater than 2. 0 miles

4. You need not to call the Master in case of .A. the vessel pounds excessively due to sea conditionsB. encountering reduced visibility, busy ship traffic, fishing fleets, ice, problems with ships navigation gear or machineryC. a distress message in the ships operating area is received or a distress signal is observedD. in doubt

PASSAGE 29COLD FRONT WILL PASS BOHAI SEA BOHAI STRAITS NORTH AND CENTRAL HUANGHAI SEA CAUSING N TO NW WINDS FORCE 8 TO 9 TOMORROW AFTERNOON AND EVENING STOP

SYNOPTIC SITUATION 111800Z

HIGH 1065 HPA AT 50N 95E STATIONARY HIGH 1042 HPA AT 38N 110E MOVING SE 10 KTS COLD FRONT FROM 40N 135E PASSING 36N 125E TO 37N 115E STOP

24 HOURS WEATHER FORECAST FROM 120000ZBOHAI SEA BOHAI STRAITS NORTH AND CENTRAL HUANGHAI SEA PARTLY CLOUDY BECOMING CLOUDY WITH LOCAL SHOWERS N WINDS FORCE 6 DECREASING TO 5 TONIGHT SEA MOD TO ROUGH STOP

1. Which one is NOT mentioned in this passage? .A. Cold front B. Wind C. Sea D. Visibility

2. HIGH 1065 HPA lies of HIGH 1042 HPA.A. NW B. SE C. NE D. SW

3. What is the wind force tomorrow evening? .A. Near gale to gale B. Gale to strong galeC. Strong to storm D. Storm to violent storm

4. What is the height of the sea tonight? .A. 0.5-1.0m B.1.0-1.5m C. 1.5-3.0m D.4.0-6. 0m

PASSAGE 30

130500 KINGDOM OF SAUDI ARABIA PRESIDENCY OF METEOROLOGY AND ENVIRONMENT—PME MARINE WEATHER BULLETIN FOR THE RED SEA AND GULF OF ADEN 13 SEPTEMBER 2010

PART ONE = WARNING; NIL

PART TWO = SYNOPSIS AT 130000 UTC. HIGH PRESSURE: OVER NORTHERN AND CENTERAL PARTS OF THE RED SEA. LOW PRESSURE; OVER SOUTHERN OF THE RED SEA, GULF OF ADEN AND APPROACHES

PART THREE = FORECAST VALID FROM 130500 TO 140500 UTC RED SEA NORTH OF 20N; WIND NORTHERLY TO NORTHWESTERLY 12-25 KTS SEA 03 -07 FT

GULF OF AQABA WIND; NORTHERLY TO NORTHWESTERLY 12-25 KTS SEA 03 -06

FT

RED SEA SOUTH OF 20N INCLUDING BAB AL-MANDAB WIND; WESTERLY TO NORTHWESTERLY 12-25 KTS WITH CHANCE OF THUNDER ACTIVITY SEA 03 -07 FT

GULF OF ADEN AND APPROACHES; WIND WESTERLY TO SOUTHWESTERLY 12-25 KTS WITH CHANCE OF THUNDER ACTIVITY SEA 04 -08 FT

1. How long does the forecast provide in this passage? .A. 12 h B. 24 h C. 36 h D. 48 h

2. What is the direction of wind in the Red Sea north of 20N? .A. Clockwise B. Anticlockwise C. Veering D. Not mentioned

3. What does the passage mainly talk about? .A. Sea B. Wind C. Swell D. Visibility

4. What is the meaning of NIL in second paragraph? .A. Nothing B. Less C. Not mentioned D. Lot

PASSAGE 31

VIKING NORTH UTSIRE SOUTH UTSIRE FORTIES CROMARTY SOUTH 5 OR 6 INCREASING 7 OR GALE 8, VEERING WEST 7 TO SEVERE GALE 9 LATER EXCEPT IN SOUTH UTSIRE, PERHAPS STORM 10 LATER IN VIKING AND NORTH UTSIRE. RAIN THEN SHOWERS. MODERATE OR GOOD

FORTH TYNE SOUTH OR SOUTHWEST 4 INCREASING 5 TO 7 THEN VEERING WEST, PERHAPS GALE 8 LATER IN FORTH. RAIN LATER. MAINLY GOODDOGGER FISHER GERMAN BIGHT HUMBER WEST 4 INCREASING 5 TO 7, BUT NORTHWEST 5 AT FIRST IN GERMAN BIGHT. RAIN OR SHOWERS. MODERATE OR GOOD

THAMES DOVER WIGHT PORTLAND PLYMOUTH WEST OR SOUTHWEST 3 OR 4, OCCASIONALLY 5 IN THAMES AND DOVER. SHOWERS. MODERATE OR GOODBISCAY FITZROY EAST OR SOUTHEAST 3 OR 4, BUT 5 OR 6 AT FIRST IN SOUTH. SHOWERS IN NORTH. GOOD

1. Which area will experience the strongest wind? .A. Viking B. Forth Tyne C. Thames D. Dover

2. This passage is likely under the heading of .A. FORECAST B. GALE WARNINGC. STORM WARNING D. SYNOPSIS

3. The visibility in German Bight is .A. very poor B. poor C. moderate or good D. very good

4. Which statement is INCORRECT according to the passage? .A. SOUTH 5 OR 6 INCREASING 7 OR GALE 8 IN SOUTH UTSIREB. FORTH TYNE WILL BE RAINC. WEST 4 INCREASING 5 TO 7 IN DOGGER FISHERD. THE VISIBILITY OF BISCAY FITZRO IS MODERATE

PASSAGE 32

FM WX MELBOURNE TO ALL SHIPS NAVY FORECAST FOR BROADCAST ISSUED AT 0130GMT 20/8/2010

FORECAST FOR SHIPPING IN WATERS SOUTHEAST OF AUSTRALIA

SEVERE TROPICAL STORM UPGRADED INTO A TYPHOON AND AT 1800Z 13 AUGUST IT WAS ESTIMATED BASED ON SURFACE REPORTS AT ONE FIVE POINT NINE SOUTH ONE THREE FOUR POINT NINE EAST VERY ROUGH TO VERY HIGH SEAS WITHIN TWO FIVE ZERO MILES OF CENTER MAXIMUM WINDS SIX FIVE KNOTS NEAR CENTER FIVE ZERO KNOTS WITHIN FIVE ZERO MILES TWO SIX KNOTS WITHIN TWO FIVE ZERO MILES OF CENTER

FORECAST TO REMAIN STATIONARY IN THE NEXT TWELVE HOURS THEN MOVE SOUTHWESTERLY AT ZERO FIVE KNOTS FORECAST POSITION AT 140600Z ONE FIVE POINT NINE SOUTH ONE THREE FOUR POINT NINE EAST AND AT 141800Z ONE SIX POINT EIGHT SOUTH ONE THREE FOUR POINT TWO EASTALL SHIPS WITHIN TYPHOON AREA ARE REQUESTED TO SENT THREE HOURLY WEATHER REPORTS TO WEATHER SYDNEY

1. This forecast is useful for ships in .A. east of Australia B. north of AustraliaC. south of Australia D. southeast of Australia

2. The wind in this area will be .A. increasing B. decreasing C. no change D. constantly

3. The wind in the center can reach Beaufort scale .A. 9 B. 10 C. 11 D. 12

4. In what interval are all ships requested in typhoon area to send weather report? .A. 1 h B. 3 h C. 6 h D. 12 h

PASSAGE 33Advection fog forms when warm, moist air moves horizontally over a relatively cooler surface. During such contact, the layer of air near the surface may cool to below its dew point to formAdvection fog. Because advection fog can form at any time, it can be very persistent. It is common along coastlines where moist air moves from over a water surface to a cooler coastal land mass.Advection fog can also occur if an already cool air mass moves over a still colder surface (e. g. snow) , so that even the reduced levels of moisture in the cold air can condense into fog as the surface continues to cool the air mass. Advection-radiation fog forms when warm, moist air moves over a cold surface that is cold as a result of radiation cooling. When warm, humid air moves over cold water, a sea fog may form.

1. How did advection fog form? .A. Warm, moist air moves over a relatively cooler surfaceB. Cool, dry air moves over a relatively warmer surfaceC. Warm, moist air moves over a relatively warmer surfaceD. Cool, dry air moves over a relatively cooler surface

2. Which of following fogs can last for a long time? .A. Advection fog B. Radiation fogC. Advection-radiation fog D. Other fog

3. When the temperature of air cool down to its , fog may form.A. flash point B. fire point C. boiling point D. dew point

4. Which of following is INCORRECT? .A. Advection fog can form at any timeB. Advection fog can be very persistentC. Air temperature may cool to below its dew point to form advection fogD. Advection fog is common on land

PASSAGE 34

Every ship navigating in an area subject to tropical storms during the season of their occurrence should be constantly on the alert for any sign of their approach so that steps can be taken to avoid the danger zone while there is still time and sea-room.

In accordance with the International Convention for Safety of Life at Sea it is the duty of every ship which suspects the presence or formation of a tropical revolving storm immediately to inform other vessels and shore authorities with all the means at her disposal.

Weather reports should be made by radio at frequent intervals, giving as much information as possible, especially barometer readings.

More detailed information regarding oceanic winds and weather can be found in the *Atlases of Monthly Meteorological Charts,* while detailed information relating to specific localities is given in the *Admiralty Sailing Directions.*

1. According to , every ship should inform other vessels about the tropical storm immediately.A. SAR Convention B. STCW C. SOLAS D. MARPOL

2. If a vessel navigates in Northern hemisphere, is dangerous semi-circle.A. north semi-circle B. south semi-circleC. left semi-circle D. right semi-circle

3. Which one of the following is the most important information for predicting tropical storm? .A. Temperature B. Visibility C. Wind speed D. Air pressure

4. For more detailed information regarding specific locality, will be referred to.A. *Atlases of Monthly Meteorological Charts*B. *Admiralty Sailing Directions*C. *Notices to Mariners*D. *Admiralty List of Radio Signals*

PASSAGE 35

The prevailing winds of the oceans conform to the main flow of isobars for the season and follow Buys Ballot’s Law. The winds, especially in the southern hemisphere, show a similarity to those described for the uniform globe. They are, however, only mean winds and considerable variations can be expected locally from time to time. Ignoring, for the moment, the prevailing winds of the Indian Ocean, there is a definite clockwise circulation round the highs of the North Pacific and North Atlantic, and an anticlockwise circulation in the South Pacific and South Atlantic. The surface outflow of air from these highs produces the N. E. Trades on their equatorial sides; westerly winds prevail on the poleward sides. In the central areas of these anticyclones light variable winds and calms with fine, clear weather generally persist. Vessels which are dependent only on sail for their propulsion can be delayed for long periods in these regions.

1. What will the prevailing winds of the oceans conform to? .A. Main flow of isobars B. Uniform globeC. Clockwise circulation D. Anticlockwise circulation

2. We can only expect of the oceans.A. max wind B. min wind C. average wind D. constant wind

3. The prevail on the poleward sides.A. clockwise wind B. anticlockwise windC. westerly wind D. northeasterly trades wind

4. Sailing vessel will delay for long periods in .A. equatorial sides B. poleward sidesC. central areas of anticyclones D. central areas of cyclones

PASSAGE 36

The mass of water vapor in a given volume of moist air compared with the maximum mass that could be hidden at that temperature. It is expressed as a percentage. The air temperature rises more quickly than the absolute humidity during the forenoon. It falls more quickly at night. Maximum relative humidity occurs at sunrise, and minimum in the afternoon.

The temperature to the atmosphere, when not already saturated, must fall before condensation can take place, if the air is saturated or is already at its dew point.

The knowledge of the dew point is important at sea.A. For ventilation of dry cargo holds. If the temperature of the hold is below the dew point of the outside air, or if the outside temperature is below the dew point of the air in the holds, then ventilation should be restricted.B. For forecasting fog. Fog is likely to occur when the sea temperature is below the dew point of the air.

1. If the temperature of a given volume of air mass increases, the relative humidity of such air mass will be .A. increasing B. decreasing C. constant D. not mentioned

2. The maximum relative humidity appears .A. at twilight B. in the afternoon C. at night D. at sunrise

3. What may happen if the air temperature is below the dew point? .A. Wind B. Fog C. Rail D. Squall

4. If outside temperature is below the dew point of the air in the holds, for preventCondensation in the hold.A. ventilate constantly and vigorously B. no ventilate is neededC. exhaust ventilate is needed D. forced ventilate is needed

PASSAGE 37

The axial thrust of the propeller is the force working in a fore and aft direction. This force causes the ship to move ahead through the water or to go astern. Because of her shape, a ship will move ahead through the water more easily than going astern.

The transverse thrust is the sideways force of the propeller as it rotates. The transverse effect of the propeller blades at the top near the surface of the water is not strong enough to counteract the opposite effect of the lower blades. For right-handed propellers this cants the ship’s stem to starboard and her bow to port, when the ship is going ahead. The effect is small and can be corrected by the rudder. When the engines are put astern, the effect is the opposite and the stem cants to port. This effect is stronger and cannot easily be corrected. Vessels with left-handed propellers behave in the opposite way.

1. The force that causes the ship to move ahead through the water or to go astern is knownAs .A. the axial thrustB. the transverse thrustC. the transverse effect of the propeller blades at the top near the surface of the waterD. the transverse effect of the lower blades of the propeller near the bottom of the water

2. A left-handed propellers, when the ship is going ahead, will cant ship’s stem to .A. starboard B. port C. move ahead D. move astern

3. The transverse thrust of the propeller is stronger when the ship is .A. going astern B. going aheadC. stopped D. making no way through the water

4. The transverse thrust of the propeller can mainly be overcome by .A. the rudder B. the propeller itselfC. the nautical instrument D. the wind and tide

PASSAGE 38

The officer in charge of the navigational watch shall take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision and bear in mind that such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large ship or a tow or when approaching a ship at close range. The officer in charge of the navigational watch shall also take early and positive action in compliance with the applicable International Regulations for Preventing Collisions at Sea, 1972 and subsequently check that such action is having the desired effect.

In clear weather, whenever possible, the officer in charge of the navigational watch shall carry out radar practice.

1. When approaching with a risk of collision, the bearing is most likely to remain unchanging.A. a very large shipB. a towC. a ship at close rangeD. a general cargo ship at a range of about 6 nautical miles

2. Of the following, is NOT an action taken to avoid collision.A. detecting of risk of collision in advanceB. taking early & positive action in compliance with the applicable RegulationsC. checking that such action is having the desired effectD. reporting immediately the risk of collision to the master of ship

3. Collision is most likely to occur when the bearing of an object is .A. changing with its distance reducingB. not changing with its distance reducingC. changing with its distance not reducingD. not changing with its distance not reducing

4. It is implied that .A. even in clear weather radar should be usedB. radar should be used only in clear weatherC. when approaching a very large ship or a tow or when approaching a ship at close range radar should not be usedD. in modem times, radar has little use for navigation

PASSAGE 39Despite the duties and obligations of pilots, their presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the ship’s characteristics. The master and/or the officer in charge of the navigational watch shall co-operate closely with the pilot and maintain an accurate check on the ship’s position and movement.

If in any doubt as to the pilot’s actions or intentions, the officer in charge of the navigational watch shall seek clarification from the pilot and, if doubt still exists, shall notify the master immediately and take whatever action is necessary before the master arrives.

1. In accordance with this passage, the master and/or the officer in charge of the navigational watch is NOT required to .A. co-operate closely with the pilotB. maintain an accurate check on the ship’s positionC. maintain an accurate check on the ship’s movementD. exchange their duties and obligations

2. Whenever the pilot is on board, in charge of the navigational watch will beAutomatically relieved from their duties and obligations for the safety of the ship.A. neither the master nor the officer B. the masterC. the officer D. both the master and the officer

3. Of the following, is NOT considered as the information that shall be exchangedBetween the master and the pilot.A. navigation procedures B. local conditionsC. the ship’s characteristics D. their duties and obligations

4. If the officer in charge of the navigational watch is in any doubt as to the pilot’s actions or

intentions, he shall first .A. take reasonable actions B. seek clarification from the pilotC. take whatever action is necessary D. notify the master immediately

PASSAGE 40

Wind has special significance in the handling of high-sided vessels such as car carriers. The effect will vary with the relative wind direction and the speed of the ship. Although wind force and direction can be estimated from information obtained from a variety of sources, such as weather forecasts, VTS information, the ship’s own wind instrumentation and personal observation, local conditions can change rapidly and with little warning. Control of a ship can be easily lost during the passage of a squall. There is an obvious need to understand how wind will affect your ship, and how this effect can be difficult to predict. For example, it might appear logical that the effect of wind on a tanker stopped in the water would cause the bow to swing towards the wind. However, experience shows that a tanker stopped in the water will usually lie with the wind forward of the beam rather than fine on the bow.

1. In practice, a tanker stopped in the water will lie .A. with the wind forward of the beamB. with the wind fine on the bowC. with bow swinging towards the windD. with bow swinging away from the wind

2. is NOT a source of information for the estimation of wind force and direction.A. The ship’s own wind instrumentation B. Personal observationC. Local conditions D. Weather forecasts

3. The prediction of wind effect on the ship is .A. easy B. difficult C. logical D. fine

4. The effect of wind depends on all the following factors EXCEPT .A. the speed of the ship B. the relative wind directionC. the height of the side of the ship D. the car loaded in the ship

PASSAGE 41

When approaching a shallow water area, a vessel may initially be attracted to the shelving or the obstruction. However, as pressure builds up between the hull and the sea bottom, the vessel may experience a sudden and decisive sheer to one side or the other. Rudder effect may also be reduced by turbulence caused by a reaction from the sea bottom. Squat may occur by the head or by the stem. If the LCB is aft of the centre of flotation, a squat by the stem would be expected; and if the LCB is forward of the centre of flotation, the vessel would be expected to settle by the head.

1. In water depth under keel is not sufficient, the rudder effect may .A. decrease B. increase C. remain the same D. cannot decide

2. The LCB is this paragraph means .A. longitudinal center of bilge B. longitudinal center of buoyancyC. limited capacity of adjust D. line control block

3. If a vessel enters shallow water and her LCB is forward of LCF, her trim will .A. decrease B. increaseC. remain the same D. depend on the actual water depth

4. When entering a shallow water, the pressure between the hull and the sea bottom .A. decreases B. increases C. remains the same D. cannot decide

PASSAGE 42

Influencing Factors on ship's Squat in shallow water area as following; The speed of the vessel; the rpm in relation to the “canal speed”; the type of bow construction, which will affect the bow wave and distribution of pressure; the position of the longitudinal centre of buoyancy (LCB) , near or through which the downward force of squat will probably act.

The strongest influence on the amount of squat will be the speed of the vessel. As a general guide, squat is proportional to the square of the speed. A reduction in speed will lead to a corresponding reduction in squat.

1. The meaning of word “squat” in the first paragraph is .A. change in ship’s stability B. change in ship’s strengthC. change in ship’s draft D. change in ship’s maneuverability

2. Which of following will affect the ship’s squat more? .A. Ship’s speedB. The revolution per minute of ship’s main engineC. The shape of ship’s quarterD. The shape of ship’s bow

3. Which of following will NOT affect the amount of squat? .A. Ship’s speed B. The RPM of her main engineC. The longitudinal centre of metacentric D. The longitudinal centre of buoyancy

4. Suppose that the ship’s speed is doubled, the amount of ship’s squat will be as before.A. two times B. three times C. four times D. the same

PASSAGE 43

When preparing to anchor, it is necessary to take to the forecastle a hammer, an oil can and some goggles. Before going to the forecastle, ask the engine room for power and water on deck. First, take off the covers from the hawse pipes and clear the spurling pipes. Then, make sure that the windlass is out of gear and the brakes are on. Next, turn the windlass over slowly. While you are doing this, oil all the moving parts. On a steam windlass, the drain cocks must be opened and the water drained off before the cocks are closed again. After seeing that the gears are free to engage, put the windlass into gear. Then remove the devil’s claw and the compressor bar. On receiving the order to lower away, lower the anchor until it is clear of the hawse pipe. When you are sure that the weight of the anchor is held by the brake, take the windlass out of gear. When the order to let go the anchor is received, release the brake. As each shackle (27. 5 metres) goes out, the forecastle bell is rung (1 ring for 1 shackle, 2 rings for 2 shackles etc. ) When the anchor reaches the bottom, hoist the anchor ball or turn on the anchor light. When enough cable has been paid out, apply the brake and put on the compressor bar. Then inform the engine room that power and water are finished with. Finally return all the gear.

1. When the order to let go the anchor is received you should .A. make sure that the windlass is out of gear and the brakes are onB. turn the windlass over slowlyC. release the brakeD. put the windlass into gear

2. When enough cable has been paid out you should .A. take the windlass out of gearB. ring the forecastle bellC. remove the devil’s claw and the compressor barD. apply the brake and put on the compressor bar

3. You should hoist the anchor ball or turn on the anchor light when .A. the order to let go the anchor is received B. the anchor reaches the bottomC. the anchor is clear of the hawse pipe D. enough cable has been paid out

4. The anchor is dropped into sea .A. by its weight B. driven by the powerC. driven by the water D. driven by the steam

PASSAGE 44

The effectiveness of an anchor depends largely on the material that constitutes the sea or estuary bottom, normally determined by the hydrographers who have surveyed the sea and identified it for the convenience of mariners on the chart. When preparing to anchor, the ship’s Master needs to know, besides the water depth, the quality of the bottom whether it is of sand or mud, or rocky. The Master will try and avoid foul ground which may have underwater hazards that may snag the anchor, and will be happier where the bottom is of mud or sand, that will enable the flukes of the anchor to dig in and hold the ship fast. The holding quality is also helped by having plenty of cable out to lie on the bottom, which itself acts as a brake on movement.

1. That whether the anchor can hold the vessel in position are mainly determined by .A. the fluke of the anchor B. the stud lying on the bottomC. the chains hanging in the water D. the characteristic of the sea bottom

2. The total holding forces of an anchor come from .A. the force from the flukes of the anchorB. the quality of the bottom and anchor chains lying on the bottomC. the brake and the cables lying on the bottomD. the force from dig in flukes and the force from anchor chains lying on the bottom

3. If a vessel anchors at foul ground, the biggest risk she may face will be .A. proper holding ground B. losing anchorC. reducing holding power D. losing the anchor chain

4. At the favorite anchorage, the anchor .A. chains can smoothly lay out B. flukes can dig into bottomC. rotations are prevented at certain angle D. chains are piled up on the anchor

PASSAGE 45During an anchoring operation, a vessel’s anchor was run out under gravity to 6 shackles, checked and finally adjusted to 9 shackles on deck. A crew member who was on the forecastle but

not directly involved with the anchoring operation, was enveloped by the resulting dust/debris cloud and later complained of irritation to his eyes requiring treatment from the shore doctor to alleviate it.

When engaged in anchoring, there is always a hazard from dust and debris flying off the anchor cable. With this in mind, all persons in the vicinity should be wearing suitable personal protection including eye protection. The chief officer in charge must always ensure that neither himself nor any other crew member stands in line with the anchor cable either in front or behind the cable lifter, as there have been fatalities in the past caused by cables which have gone out of control.

If there is any doubt as to the efficiency of the brake, anchors should always be lowered in gear, using the windlass motor and never allowed to run so fast as to overheat the brake.

1. According to the first paragraph, the injured crew .A. was engaged in anchoring operation B. was enveloped by anchor chainsC. was injured by anchor chains D. had foreign material in his eyes

2. When engaged in anchoring, what shall NOT be done? .A. Stand behind the windlass B. Wear gogglesC. Wear personal protection D. Check the efficiency of the brake

3. Which one of the followings is NOT mentioned in the passage? .A. Anchor can be lowered under gravityB. During anchoring, dust and debris may flying offC. The chief officer should ensure the safety of those who engaged in anchoringD. The brake is always overheated during anchoring

4. The word “alleviate” in this passage means .A. take away B. washing C. take out D. remedy

PASSAGE 46

Tides or winds may affect the safety of an anchorage and the officers of the watch need to watch the position of the ship carefully, lest the anchor drags and the ship be washed ashore. Visual compass bearings of shore marks can provide a GOOD indication of any untoward movement, although care must be taken not to confuse an anchor dragging with the normal swinging around the mooring as the tide or wind changes.

While merchant ships tend to use a convention anchor with two flukes that can be housed in a tubular hawse pipe when recovered aboard ship, specialist anchors have been devised for different types of craft. Drilling rigs, for instance, have anchors that are optimal for the particular sea bottom, and a big semi-submersible will lie to a pattern of perhaps eight anchors, laid out by anchor handling supply boats which are in attendance when the rig is moved. Permanent moorings, for navigational buoys may use screw anchors which are screwed into the sea bottom, while light vessels often employ very heavy anchors shaped like a mushroom.

1. According to this passage, if the duty officer finds that the ship’s position changes, it means

that .A. dragging anchor has been done already B. dredging anchor has been done alreadyC. the anchor has been lost already D. the anchor position may be remained

2. The change of ship’s position can be caused by the following EXCEPT .A. main engine failure B. the movement of the air changeC. the movement of the water change D. anchor dragging

3. The term “dragging anchor” means .A. the vessel swinging around by the tide or windB. an uncontrolled movement of the anchorC. the vessel being washed ashoreD. the vessel being surged by the wind

4. Which of the following often adopt very heavy anchors? .A. Drilling rigs B. Light vessels C. Light buoy D. Lighthouse

PASSAGE 47

The stockless anchor’s greatest advantage is its close stowing properties and is easily housed in the hawse pipe when not in use. It is easily handled for all anchor operations, and made anchor beds obsolete. The overall size of these anchors will vary between individual ship’s needs but the head must be at least three-fifths of the total weight of the anchor. Holding power varies depending on the nature of the bottom but, as a rule of thumb, it may be considered to be up to three times its own weight. The mariner should be aware that the rotation action of the moving arm may cause the anchor to become choked when on the sea bed so that the arms/flukes are not angled to the full amount and therefore losing the holding power effect.

1. Normally we can estimate that the maximum holding power of a anchor is around .A. double of anchor’s weight B. triple of anchor’s weightC. fourfold of anchor weight D. quintupling of anchor weight

2. If a vessel is fitted with stockless anchors, she needs .A. one anchor bed B. two anchor bedsC. no anchor bed D. depend on the vessel construction

3. The anchor may lose holding power if .A. anchor arms are angled to the bottomB. anchor flukes are fully on the groundC. anchor flukes are partly immersed under the mudD. the vessel is swung by tide current

4. The anchor head can occupy weight of the whole weigh of the anchor.A. less than 80% B. more than 60%C. less than 60% D. more than 30%

PASSAGE 48

The navigator should assemble a kit containing equipment for emergency navigation. Even with no expectation of danger, it is good practice to have such a kit permanently located in the chart room or on the bridge so that it can be quickly broken out if needed. It can be used on the bridge in the event of destruction or failure of regular navigation systems, or taken to a lifeboat if the “abandon ship” call is made. If practical, full navigational equipment should be provided in the emergency kit. Pencils, erasers, a straightedge, protractor or plotter, dividers and compasses, and a knife or pencil sharpener should be included.

1. The straightedge is .A. a navigator B. a kind of emergency kitC. a piece of navigational equipment D. an instrument in lifeboat

2. The emergency kit shall be placed .A. on the bridge B. in a store roomC. on the abandoned ship D. in the lifeboat

3. The emergency kit is prepared for use in all the following events EXCEPT .A. failure of regular navigation systemsB. destruction of regular navigation systemsC. abandoning shipD. maintaining regular navigation

4. It is recommended in this passage that .A. even full navigational equipment is expected to fail, it is not necessary to have an emergency kit preparedB. in regular navigation, an emergency kit is unnecessaryC. even no danger is expected in near future, an emergency kit should be prepared and placed on the bridge for immediate useD. if full navigational equipment is expected to fail in near future, you should have an emergency kit prepared and placed in the chart room or on the bridge for immediate use

PASSAGE 49Depressions usually have two or more fronts extending from their centers, each front representing a belt of bad weather. During its existence a depression has a warm front and a cold

front, the area between the two being known as the warm sector. The cold front moves faster than the warm front and gradually overtakes it, causing the warm to be lifted up from the surface. When this happens the depression is said to be occluded, and the fronts have merged into a single front, known as occlusion.

1. According to this passage, .A. the cold front represents a belt of bad weatherB. the warm front represents a belt of bad weatherC. both warm front and cold front represent a belt of bad weatherD. neither warm front nor cold front represents a belt of bad weather

2. What causes the warm to be lifted up from the surface? .A. The cold front overtaking the warm B. The warm front following the coldC. The depression extending from its center D. The formation of bad weather belt

3. Occlusion occurs when .A. the cold front catches the warm frontB. the warm front catches the cold frontC. the cold front departs from the warm frontD. the warm front departs from the cold front

4. It is implied that a depression extending from its center.A. has only one front B. has only two frontsC. has up to two fronts D. may have several fronts

PASSAGE 50

The task of a helmsman is to steer the ship precisely according to the instructions of the officer of the watch. On passage, these instructions dike the form of a course to be held, regardless of wind, sea or other sources of deviation. At other times, the instructions will call for the ship to be turned to port or starboard, or to be prevented from turning, or to be lined up on a particular heading.A good helmsman uses the least rudder deflection to maintain a steady course. He must learn quickly at the beginning of each trick whether the ship is carrying port or starboard helm.

Most ships now set and steer courses on the full scale of 0 -360 degs. This system replaces the traditional use of the compass scale divided into cardinals and points. Nevertheless, every seaman and navigator must be familiar with the older system, since the necessary for obtaining certain qualifications (e. g. the Certificate of Efficiency as lifeboatmen) ; points are also used for indication of wind direction.

1. Nowadays, the helmsman is onboard.A. ordinary seaman B. bosun C. able seaman D. carpenter

2. In traditional navigation were used for indication of the ship’s course.A. degrees on the full scale of 0 -360 B. cardinals and pointsC. deviations D. port and starboard

3. is/are the main source(s) of deviation.A. Wind and seaB. Course to be heldC. Certain qualificationsD. That the ship is carrying port or starboard helm

4. If the ship is carrying port helm, shall be used to line up on a particular heading with

no current and wind.A. midships rudderB. some starboard rudderC. some port rudderD. either some starboard or some port rudder

PASSAGE 51

With one possible exception, activity in the Dover Strait during the closing hours of 5 May 1998 was normal. It was a dark clear night, the wind was west-south-west force 5 to 6 and traffic was moving easily both ways in the traffic separation scheme. As so often happens a “rogue ship was heading north-east on the northern edge of the south-west bound lane. It was not identified.

The only additional, but by no means unusual, activity that night was a cross channel survey by the 1,774 GT survey vessel *STM Atria.* She was traversing the channel between a position off St Margaret’s Bay and the Belgian coast. She was showing the lights of a vessel restricted in her ability to manoeuvre, red white and red all round lights, and also displaying an orange flashing light. Regular traffic information about her activities was broadcast by the CNIS every hour. She was making GOOD between 4 and 5 knots.

1. The traffic separation scheme in the Dover Strait.A. was not established B. will be establishedC. was in operation D. was removed

2. *STM Atria* was .A. a “rogue” ship B. a survey vessel C. CNIS D. Dover Strait

3. The speed of the survey vessel is between knots.A. 4 and 5 B. 5 and 6 C. 6 and 7 D. 7 and 8

4. The ship heading north-east .A. was in the wrong lane of the traffic separation schemeB. was carrying out survey operationsC. did not carry any cargo on boardD. was a pirate boat

PSSAGE 52At about 0355 , the second mate ended his radio conversation and went to the chart table to write up the log. With the second mate apparently busy, the seaman on watch attempted to identify the lights on the other vessel. When he returned to the bridge front, he suddenly saw a mast, with lights on it, passing extremely close to the starboard side and called out in alarm to the second mate. The second mate immediately engaged manual steering and applied 15° of port rudder. The seaman went to the starboard bridge wing from where he saw a vessel about two ship lengths astern. The second mate and the seaman had apparently not heard or felt any impact and they assumed that the other vessel had passed clear. The second mate heard the fishing vessel’s calls to the ship on VHF, but he did not acknowledge them. He also heard its communications with Brisbane Radio, but he did not respond. About 0750, the agent of the ship had been informed by the Brisbane harbour master that the ship had been in a collision with the fishing vessel.

1. There was/were person(s) on the bridge when the accident occurred.A.1 B. 2 C. 3 D. 4

2. It is inferred that the 2/O was when the close quarter situation was developing.A. talking over VHF with the fishing shipB. not keeping a proper lookout, and allowed himself to be distracted by his radio conversation with his friendC. engaging himself in other things which are more urgent at the momentD. keeping a proper lookout but failed to identify the fishing ship

3. It can be concluded that .A. the two ships did not collided each otherB. the two ships collided each other, but neither of them acknowledged the accidentC. only the fishing ship acknowledged the accident at the momentD. only the big ship acknowledged the accident at the moment

4. Of the following, is NOT likely to be the contributing factor of the accident.A. the second mate was not keeping a proper look out at the momentB. the seaman did not report to 2/0 what he sawC. the fishing ship was not keeping a proper look out at the momentD. in the night it was too dark or too difficult for the crew members to identify each other

PASSAGE 53

*NEW AND AMENDED TRAFFIC SEPARATION SCHEMES*

*OFF TUSKAR ROCK(amended scheme)*

(*Reference chart*: *British Admiralty* 1787, 2004 *edition. )*D**escription of the traffic separation scheme**

(a) A separation zone, two miles wide, is centred upon the following geographical positions;

(1) 52°14'.0 N, 6°00'. 8 W

(2) 52°08'. 5 N, 6°03'. 8 W

(3) 52°04'. 7 N, 6°H'.5 W

(b) A traffic lane, three miles wide, is established on each side of the separation zone.

**Inshore traffic zone**

The area bounded between the landward boundary of the traffic separation scheme and lines connecting Tuskar Rock Lighthouse (52°12\2N, 6°12'.4W) and the following geographical positions is designated an inshore traffic zone:

(4) 52°15'.2 N, 6°57'.0 W (northerly comer of the scheme)

(5) 52°07'.8 N, 6°15'.6 W (westerly comer of the scheme).

1. The distance between the seaward boundary and landward boundary in the traffic separation

scheme is miles.A. 2 B. 3 C. 5 D. 8

2. The traffic separation scheme consists of traffic lanes.A. 2 B. 3 C. 4 D. 5

3. Tuskar Rock Lighthouse is located nearby the .A. westerly comer of the scheme B. northerly comer of the schemeC. middle of the scheme D. outside of the scheme

4. The traffic separation scheme is probably leading in direction.A. NW-SE B. N-S C. E-W D. NE-SW

PASSAGE 54

Sudden steering system failure of an oil tanker led to collision with a passing bulk carrier in the Baltic Sea. The collision resulted in serious damage to both vessels and spillage of 2,700 tonnes of fuel oil from the tanker.

The cause of the sudden steering failure could not be established. Small passing distance (0. 5 miles) between the two vessels precluded effective avoidance action being taken on both vessels. Both vessels unnecessarily restricted their passing distance by choosing the deepwater route although their relatively shallow draft permitted them to use the recommended directions of traffic flow outside the deepwater route.

Vessels should avoid using deepwater routes when their draft permits them to use a traffic separation scheme. OOW should remain at heightened alert when passing another vessel at close range and should be vigilant for equipment failure and unexpected response from own or other vessel including interaction between vessels passing each other at close distances.

1. What happened in this passage? .A. An oil tanker grounded and spilled a large quantity of oilB. A bulk carrier collided with a sunken rock and spilled some fuel oilC. An oil tanker collided with a bulk carrier and spilled some fuel oilD. A bulk carrier collided with an oil tanker and spilled some fuel oil

2. Which of the following statements is true? .A. Improper maintenance led to the steering system failureB. Both vessels took effective avoidance actionC. There was not sufficient depth of water in the channelD. Both vessels chose the deepwater route

3. Which of the following statements is NOT true? .A. Vessels shall never use deepwater routesB. OOW shall always keep a sharp lookoutC. OOW shall be watchful for the equipment failureD. OOW shall be careful at the response from other vessel

4. Which of the following may be the cause of the accident? .A. Sudden steering failure B. Restricted passing distancesC. Both A and B D. Neither A nor B

PASSAGE 55

On September, 5th at 0800 hrs local time (UTC +3) south bound Ro-Ro vessel MS *ERDENZ* collides with west bound Aframax tanker MT *NAME* fully loaded with a cargo of crude oil 12 nautical miles off Kdz Ereli coasts.At the collision the oil tanker is severely damaged in the cargo area and an explosion initiates a fire on board and in risk of sinking. Therefore, the master decides to abandon ship. Meanwhile, the incident results in the leakage of an undefined volume of cargo oil.

The incident is reported by distress messages from both ships via VHF Channel 16 and DSC Channel 70. Both ships also activate their EPIRBS.

The Main Search and Rescue Centre (MSRCC/ANKARA) immediately designate the Maritime Rescue and Coordination Centre ( MRCC) [ Turkish Coast Guard Command ] as SAR MissionCoordinator (SMC). The MRCC assigns patrol boats and SAR aircraft in order to carry out a SAR operation.

1. The explosion occurred on board of .A. MT *NAME* B. MS *ERDENZ* C. patrol boats D. SAR aircraft

2. is appointed as SMC.A. ANKARA B. Kdz Ereli C. MSRCC D. MRCC

3. MSRCC/ANKARA learnt the accident from .A. VHF B. EPIRBS C. DSC D. all of the above

4. It is inferred that the collision occurred in a/an situation.A. head-on B. overtaking C. crossing D. end-on

PASSAGE 56

The vessel proceeding along the course of a narrow channel or fairway is obliged to keep “ as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable”. The same Rule obliges a vessel of less than 20 m in length or a sailing vessel not to impede the passage of a vessel “ which can safely navigate only within a narrow channel or fairway . The Rule also forbids ships to cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway ”. A new paragraph was added, stressing that a vessel which was required not to impede the passage of another vessel should take early action to allow sufficient sea room for the safe passage of the other vessel. Such vessel was obliged to fulfill this obligation also when taking avoiding action in accordance with the steering and sailing rules when risk of collision exists.

1. The length of the vessel in this passage refers to .A. LPP B. LOAC. length of her designed waterline D. her registered length

2. It is required that proceeding along the course of a narrow channel or fairway is obliged

to keep “as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable”.A. the vessel of less than 20 m in lengthB. sailing vesselC. the vessel of other than those of less than 20 m in length or sailing vesselsD. any vessel

3. It is forbidden that to cross a narrow channel or fairway “ if such crossing impedes the

passage of a vessel which can safely navigate only within such channel or fairway .A. the vessel of less than 20 m in lengthB. sailing vesselC. the vessel of other than those of less than 20 m in length or sailing vesselsD. any vessel

4. It is implied in the passage that a vessel is obliged to take early action to allow

sufficient sea room for the safe passage of the other vessel.A. when proceeding along the course of a narrow channel or fairwayB. when taking avoiding action in accordance with the steering and sailing rulesC. when navigating within a narrow channel or fairwayD. when impeding the passage of another vesse

PASSAGE 57

If necessary to attract the attention of another vessel any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in the Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel. Any light to attract the attention of another vessel shall be such that it cannot be mistaken for any aid to navigation. For the purpose of this Rule the use of high intensity intermittent or revolving lights, such as strobe lights, shall be avoided.

1. The item of is NOT among the lights that shall be avoided to attract the attention of

other vessels.A. high intensity intermittent B. strobe lightsC. revolving lights D. searchlights

2. When using searchlight to attract the attention of other vessels, you .A. should ensure that the other vessel is embarrassedB. may direct the beam of the searchlight in the direction of the dangerC. should ensure that the other vessel is on your beamD. should be sure that the other vessel is in danger

3. is NOT recommended to attract the attention of other vessels.A. Light or sound signal that cannot be mistaken for any authorized signalB. SearchlightC. Light that cannot be mistaken for any aid to navigationD. High intensity intermittent or revolving light

4. This passage is possibly extracted from .A. COLREGs B. IMDG code C. SOLAS D. *Guide to Port Entry*

PASSAGE 58

The ship is built as a single-screw container ship with the main propulsion machinery and the accommodation with navigating bridge situated aft of amidships. The hull is of all welded construction. The upper deck is continuous from stem to stern with no sheer and camber. The ship has bulbous bow and transom stem, bow and stem thrusters and fin stabilizers.

The forward part of the hull above the waterline is raked and flared to obtain the best possible water fending-off properties and to achieve maximum protection of the deck containers. Strong breakwaters on the forecastle deck also serve the purpose of protecting the deck cargo. The lines of the aft body have been shaped to minimize vibrations and to suit the propeller characteristics required. In general, comprehensive measures have been taken to ensure that undue vibration and noise in hull, engine room and accommodation will not occur in all conditions of loading.

1. Where is her wheel house located? .A. Forecastle of the vessel B. Aft peak tank of the vesselC. Above poop deck D. None of the above

2. Which of following is NOT a feature of forward part of the hull above waterline? .A. Fending-off water B. Protecting deck containerC. Raked and flared D. Protecting bridge

3. Undue vibration and noise may occur in the when loading cargo.A . engine room B. hull C. accommodation D. shore crane

4. Which structure does NOT belong to this ship? .A. Stem thrusters B. Bulbous C. Forecastle deck D. Double-screws

PASSAGE 59

The accommodation is arranged on seven decks and is air conditioned throughout. A lift capable of carrying six persons serves all accommodation decks and three levels in the engine room. The accommodation is divided into vertical fire zones by fireproof class A bulkheads, and also to prevent the spread of fire. The stairways within the accommodation are enclosed by A class bulkheads with fire doors, with automatic releasing magnetic holders in connection with the fire alarm system. Accommodation partition bulkheads are constructed according to the Rockwool system which has particularly good insulating value against fire and noise.

Single cabins are provided for a total of forty persons. The captain, chief engineer, chief officer, first engineer and chief steward have suites, which comprising dayroom, bedroom, office and bathroom for the captain and chief engineer and dayroom, bedroom and bathroom for the three other officers. Single cabin with bathroom is arranged for the second and third officers, second and

third engineers, radio officer, electrician, junior engineer, cook and cook mate, stewardesses, apprentices, seamen and motormen. Accommodation as above is also arranged for repairmen, customs officers and pilot.

1. There are totally floors including accommodation and engine room.A. 3 B. 7 C. 10 D. 40

2. What will NOT happen if there is a fire in the accommodation stairways? .A. The fire will spread B. The fire will extinguished automaticallyC. Bulkheads can prevent fire spread D. The fire will activate fire alarm

3. If you are the C/O, you don’t have .A. dayroom B. bedroom C. galley D. bathroom

4. As a pilot, you will live in .A. suites B. dayroom C. office D. single cabin with bathroom

PASSAGE 60

The ship is provided with two bower anchors and one spare anchor of the stockless patent type. There are two separate low pressure hydraulic type windlasses, each combined with an automatic tension mooring winch with two mooring drums, each with a static holding power of minimum 45 tons for mooring ropes. Each windlass is able to lift anchor and 60 fathoms of chain cable hanging freely from the bow at a speed of 12 m/sec.

The mooring arrangement includes four 15 tons low pressure hydraulic type winches, three aft and one forward, with a static holding power of minimum 45 tons, each winch having two drums and one warping end. All mooring winches are provided with fixed storage drums, and the winches can be operated by remote control from the bulwarks.

1. How many anchor( s) are there on the ship? .A. 1 B. 2 C. 3 D. 4

2. What type of windlass does the ship provided? .A. Stockless patent type B. Low pressure hydraulicC. Automatic tension D. Combined

3. What is excluded in the mooring arrangement? .A. Winch B. Drum C. Warping end D. Wildcat

4. Which statement is INCORRECT? .A. The ship’s spare anchor is stockless patent typeB. The windlass combined with a static holding power maximum 45 ton for mooring ropesC. There is a 15 ton low pressure hydraulic type winch in the forward of the shipD. The winch is provided remote control device

PASSAGE 61

The deck control room is situated on the main deck on the starboard side of the house. Ballast, bunkering and fire-fighting equipment, quick closing valves for fuel oil tanks, stop of ventilation, start/stop of fire pumps, etc. , is remotely operated and monitored from this room by one officer. There is also monitoring panel for reefer containers, heeling system, emergency draining from machinery spaces and a number of alarm panels. Draught indicating equipment with visual indicators for draughts forward, amidships starboard and port, and aft is provided and there are also trim and stress calculating instruments and remote sounding of ballast and bunker tanks.

1. Where is the deck control room located on the main deck? .A. Forward of the house B. Stem of the houseC. Portside of the house D. Starboard side of the house

2. The deck control room can’t operate and monitor .A. start of fire pumps B. cargo loadingC. stop of ventilation D. fire-fighting equipment

3. Where can we obtain portside draught? .A. From heeling system B. From emergency draining systemC. From draught indicating system D. From trim and stress calculating system

4. Which of following is INCORRECT? .A. The deck control can be operated by one officerB. There are some alarm panels in the deck control roomC. Draught can read out from this deck control roomD. You can adjust bunkering rate in the deck control room

PASSAGE 62

Every existing crude oil tanker of 40,000 tons deadweight and above shall be provided with segregated ballast tanks and shall comply with the requirements of this regulation from the date of entry into force of the present Convention.

Existing crude oil tankers may, in lieu of being provided with segregated ballast tanks, operate with a cargo tank cleaning procedure using crude oil washing in accordance with Regulation 13B of this Annex unless the crude oil tanker is intended to carry crude oil which is not suitable for crude oil washing.

Existing crude oil tankers referred to in this Regulation may, in lieu of being provided with segregated ballast tanks or operating with a cargo tank cleaning procedure using crude oil washing, operate with dedicated clean ballast tanks in accordance with the provision of Regulation 13 A of this Annex for the following period; For crude oil tankers of 70,000 tons deadweight and above, until two years after the date of entry into force of the present Convention; and For crude oil tankers of 40,000 tons deadweight and above but below 70,000 tons deadweight, until four years after the date of entry into force of the present Convention.

1. According to this passage, an existing crude oil tanker of deadweight is permitted to

operate with dedicated clean ballast tanks until four years after the date of entry into force of the present Convention.A. 90,000 tons B. 70,000 tons C. 50,000 tons D. 30,000 tons

2. is the best procedure for protection of marine environment.A. Cargo tank cleaning B. Dedicated clean ballast tankC. Crude oil washing D. Segregated ballast tank

3. An existing crude oil tanker carrying crude oil which is not suitable for crude oil washing shall for next two years after the date of entry into force of the present Convention.A. be provided with segregated ballast tanksB. operate with dedicated clean ballast tanksC. be provided with chemical washing equipmentD. be withdrawn from the trade

4. This passage is most likely extracted from .A. *Guide to Port Entry* B. *Notices to Mariners*C. SOLAS D. MARPOL

PASSAGE 63

The ship is equipped with a comprehensive fire protection and fire fighting installation including water and C02 high pressure systems, and portable fire extinguishers are provided throughout the accommodation. On deck and in the engine room there are lockers with self-contained breathing apparatus and other fireman’s outfit.

In connection with the C02 installation there are smoke detectors for the cargo holds. The fire pumps for water are placed in the engine room and the emergency fire pump in the shaft tunnel. There is a special fire detection system fitted for the engine room and an alarm system which operates both audible and visible signals at the control stations.

Fire resisting and fire retarding materials have been used to the greatest possible extent in the accommodation. In the starboard side of the house there is arranged a specially protected fire section in connection with the deck control room. In this section there is remote control for fire pumps, shutting down of fuel oil pumps and ventilating fans, closing of valves on fuel oil tanks and fire doors, injection of C02 and activating fire alarms and for closing of fire dampers in machinery

spaces, etc.

1. is NOT provided throughout the accommodation.A. Water B. CO2 high pressure systemC. High expanding foam system D. Portable fire extinguisher

2. Which of the following is NOT in the engine room? .A. A special fire detection system B. Fire pumpC. Emergency fire pump D. Self-contained breathing apparatus

3. will prevent fire to spread in the accommodation.A. Fire resisting materials B. Fireman’s outfitC. Fire alarm system D. Fire detection system

4. is NOT provided in the specially protected fire section.A. Fire detection system B. Activating fire alarmsC. Closing of valves on fire doors D. Shutting down of fuel ventilating fans

PASSAGE 64

The lifeboat is usually secured for sea in the davits. As a safety measure, wire preventers connected to the davit heads may be attached to the boat’s hoisting eyes, and the preventers must be cast off before lowering. They are equipped with pelican hooks which can be tripped to transfer the boat’s weight back to the falls. The lifeboat has its sea painter and steadying lines already rigged, and the manropes from the span are coiled down clear for running. To keep it from swinging, the lifeboat is gripped against a pair of soft paddings on a heavy spar called a strongback, securely lashed between the davits. Canvas-covered lines running in a V-shape from the strongback around the boat to the deck are the gripes in this instance. They are brought down hard to the deck by means of a turnbuckle, with a pelican hook for quick releasing. The strongback is not always used. A set of inboard gripes, similar to those outboard, is used instead.

1. If the pelican hooks are tripped, .A. the wire preventers will be connected to the davit headsB. the preventers will be cast offC. the manropes from the span will be coiled downD. the boat’s weight will be transferred back to the falls

2. The strongback is .A. a wire B. a heavy spar C. a hook D. a turnbuckle

3. The sea painter is .A. a hoisting eye B. a pair of soft paddings C. a hook D. a line

4. must be cast off before lowering the lifeboat.A. Pelican hooks B. Turnbuckles C. Preventers D. Manropes

PASSAGE 65At about 0750 on 13 February 2001, the crew were performing a lifeboat launching drill. While attempting to return the port lifeboat, with 7 crew members in it, from the boat deck level to its stow position, the wire parted, the davit arms and lifeboat fell outboard. The lifeboat did not pass free of the boat deck as it normally would, but landed on the edge of the boat deck with the davit arms on top of it. The boat teetered there momentarily and then rolled over the edge, falling some 16 m to the sea and landing upside down.

The lifeboat self-righted and remained attached to the ship by its painter. Ambulances were called by radio. The port company pilot boat was nearby and assisted to take medics to the lifeboat. The lifeboat crew were transferred to the pilot launch, taken over to waiting ambulances and sent to hospital for treatment.

1. The are NOT rigging of lifeboat.A. wire falls B. painters C. davit arms D. medics

2. The lifeboat .A. fell into the sea directlyB. fell on the top of the davit armsC. fell some 16 m into the sea from about its stow positionD. dropped on the edge of boat deck and then rolled over into the sea

3. It is inferred that the . A. the lifeboat will always fall into the sea in an upright positionB. even dropped into sea upside down the lifeboat will automatically turn uprightC. the lifeboat will normally drop onto boat deck, teetered there momentarily and then rolled over

into seaD. the lifeboat fell often, normally freely, from its stowing position into sea

4. Of the following, should be considered as the lesson of this accident.A. in this circumstance and condition the crew should be removed from the lifeboat before attempting to bring it back to its stow positionB. when performing a lifeboat launching drill, the responsible officer should call ambulances to standby at ship sidesC. the painter should be unfastened when the lifeboat is attempted to bring back to its stow positionD. the lifeboat crew should learn more nautical terms such as davit arms, wire falls, and painters

PASSAGE 66A fire in dry-dock, with the ship connected to the shore water mains, can be a problem for firefighting. I was the chief mate on an old dry cargo ship in a British dry-dock when, during the lunch hour, a welder decided to work on the starboard lifeboat davit. He warned nobody of his intentions and climbed up into the lifeboat and started burning on the after davit. The lifeboat was made of wood and had a petrol engine, which had obviously been oozing out over the years onto the thwarts and bottom boards. A spark sent the whole thing up like a rocket and the welder only just managed to escape with his life.

There was no fire watch, either by the dockyard or the ship because nobody realized he was working through. We put the fire out before the fire brigade arrived, despite the lack of water pressure. By its very location, the fire in the boat was isolated from the rest of the ship so nothing else caught fire from it. The lifeboat itself was a write-off, though.

1. How did the fire break out? .A. A welder set on fireB. A splashing spark made the oozing petrol on fireC. A rocket in the boat set it on fireD. The lack of water pressure resulted in the fire

2. On the fire, the welder .A. set everything up with a rocket, then escapedB. wanted to escape, but failedC. escaped successfullyD. did his best to put out the fire but failed, then he escaped

3. The consequence of the fire is that . A. the lifeboat was completely damagedB. little damage was caused to the boatC. nothing else was damaged except the after davit and engineD. the shore water mains were lack of pressure

4. Of the following, is INCORRECT.A. nobody knew the welder’s intentionB. it is the boat’s position stowed that saved the rest of shipC. the fire was put out in spite of lack of water pressureD. even informed, neither the dockyard nor the ship would send a fire watch

PASSAGE 67At approximately 0320 local time a fire broke out in the engine room of the crude oil tanker *CASPER TRADER.* The fire blocked the escape of the Second Engineer and the oiler on watch, and prevented access to the engine room fire pump. The emergency fire pump was not operated successfully, though several attempts were made to start it and keep it running. Without water pressure on the fire main, the crew was unable to combat the fire effectively.

The crew was unable to gain access to the engine room due to the extreme heat, and could not fight the fire with water or foam as neither was available. Only portable extinguishers were usable for fire-fighting, and these had little effect.At about 0600 rescue vessels began to arrive on the scene, responding to an SOS sent by the radio officer shortly after the fire was discovered.

1. At the time of fire, the Second Engineer and the oiler on watch was .A. in the engine room B. attempting to start the fire pumpC. in an access to the engine room D. operating the emergency fire pump

2. The only available fire fighting means on the tanker at the time of fire was .A. emergency fire pump B. engine room fire pumpC. water and/or foam D. portable extinguishers

3. The emergency fire pump was .A. tried several times B. tried only one timeC. not tried at all D. not installed in the tanker

4. It is inferred that SOS was sent A. prior to the fire breakout B. as soon as the fire startsC. immediately when the fire was reported D. shortly after the fire was discovered

PASSAGE 68

Marine firefighting is the active or emergency responsible to fires aboard ships or fires associated with waterborne vessels. This could be anywhere a fire distressed vessel can be located; at sea, at anchor or at dock where the ship’s crew need to be expertly trained in marine fire fighting procedures of all the disasters which can befall a vessel at sea. Fire is the most devastating.

Marine fire incidents are both very dangerous and very destructive and historically have been responsible for the loss of many lives. Ship fires are second only to shipwrecks when calculating casualties and total loss.

On land, someone in a burning building can rely on a rescue by the local fire brigade who should arrive within minutes of raising the fire alarm. Conversely, a ship at sea must be selfContained in its own on board firefighting capabilities. It must be familiar with specific marine fire fighting procedures. Land based fire fighters dread attending ship fires because of their complexity and difficulty of access.

1. Where cannot the ship be located when there is a fire on board? .A. At sea B. At anchor C. Under fire protection D. At dock

2. The largest numbers of casualties and total loss have been caused by .A. shipwrecks B. fires aboard shipsC. lack of preparedness for fire on board D. grounding

3. If a fire is on board, can rely upon.A. fire brigade on land B. favourite weatherC. their own firefighting capabilities D. act of God

4. It is implied that combating with the fire in the vessel is combating with fire ashore.A. more difficult than B. the same asC. easier than D. more expensive than

PASSAGE 69Crewmembers and other personnel onboard must familiarize themselves with the Muster List and Emergency Instructions posted up in the crew’s quarters and other conspicuous places.

The Muster List specifies details of the general emergency alarm signal and also action to be taken by crew and passengers when this alarm is sounded; specifies how the order to abandon ship shall be given; shows the duties assigned to the different members of the crew in connection with the closing of various doors and mechanisms, the equipping of the lifeboats and buoyant apparatus, the general preparation of any other boats, buoyant apparatus, inflatable liferafts and all other matters, and the extinction of fire; specifies which officers are assigned to ensure that life-saving and fire­fighting appliances are maintained in good conditions and are ready for immediate use; specifies definite signals for calling all members of the crew to their boat and fire stations and shall give full particulars of these signals.

1. is NOT specified in the Muster List and Emergency Instructions.A. How to order to abandon shipB. How to assemble the crew and passengersC. The apparatus used to release various alarmsD. The action of a crewmember onboard when in emergencies

2. do NOT belong to lifesaving appliances.A. Buoyant apparatusB. Inflatable liferaftsC. LifeboatsD. Details of the general emergency alarm signal

3. The crewmembers shall .A. be educated and trained by the captain to be familiar with the Muster ListB. study and remember the Muster List by themselvesC. prepare the Muster List by themselvesD. ask the captain for full particulars of the Muster List

4. Of the following, is FALSE.A. Muster List shows officers’ duties onlyB. Muster List is posted up in the crew’s quarters and other conspicuous placesC. Muster List specifies which officers are in charge of the maintenance of life-saving and fire-

fighting appliancesD. Muster List specifies actions to be taken by crew and passengers in emergency

PASSAGE 70Dear Sir,A fire broke out on the vessel under my command at about 0320 on 24th May 1984 ship’s time. The Second Engineer and Oiler were on watch in the engine room. The Second Mate and Quartermaster were on the bridge.

The first the Second Mate knew of the fire was the sounding of the emergency alarm, which had been activated from the engine room. Shortly after the emergency alarm was sounded, the main engine stopped. At about the same time there was a blackout and the emergency power supply came on. The emergency alarm was disconnected to preserve power.By about 0600, shortly after dawn, rescue vessels had begun arriving on the scene in response to an SOS sent by the Radio Operator shortly after the fire was discovered. By this time most, if not all, of the fire extinguishers had been discharged.

In mid-morning the fire was still contained in the engine room, although smoke had begun to emerge from the pump room immediately forward of the engine room. Shortly after midday flames could be seen emerging from the top of the accommodation and I, together with the Italian crew members then left the vessel at about 1230.

MT *Casper Trader* was towed to Singapore for damage surveys. She arrived at Singapore at about 2340 24th May 1984.

Yours faithfully,

Master of MT *Casper Trader* A. Christie

1. When the emergency power supply came on at the emergency, the alarm .A. was intentionally turned off B. accidently stoppedC. automatically switched off D. was continuing alarming

2. The vessel was abandoned at .A. 0320 B. 0600 C. 1230 D. 2340

3. The SOS signal was sent by .A. 3/E B. 2/O C. C/O D. R/O

4. It is inferred that the fire was when the tanker was abandoned.A. under control B. decreasing C. increasing D. distinguished

PASSAGE 71

When the senders of goods have large shipment to make, and especially when bulk cargo is concerned, it is advisable that they have some ships at their disposal. Some of the big companies set up a fleet of their own, but the rest may find it more profitable to hire instead of building or buying ships. This is called “chartering”. The chartering of the ship is usually done through the intermediary of brokers, who, when hired, will go through all the necessary formalities on behalf of the charterer. In London there is a special center “the Baltic Exchange” , where the brokers operate in much the same way as stock and share brokers on a stock exchange. But it is easy for home shippers to hire Chinese or foreign ships through China National Chartering Corporation, which takes care of chartering business on orders from various import and export corporations.

1. When large shipment is concerned, is NOT the way for the sender to have ships at theirDisposal.A. to charter ships B. to build ships C. to buy ships D. to scrape ships

2. In chartering all the necessary formalities are performed through .A. the intermediary of agents B. the intermediary of brokersC. the charterers D. “the Baltic Exchange”

3. The function of “the Baltic Exchange” is .A. to deal with stocks B. to exchange cargoesC. to operate on shares D. to charter ships

4. China National Chartering Corporation takes care of chartering business for home shippers. Here “take care of” means .A. to pay attention to B. to be concerned withC. to be liable for D. to take charge of

PASSAGE 72

The ship loaded with general cargo had parcels of steel pipes of 13 inch diameter stowed 6 tiers high in the aft end of the tween decks. Two lengths of 2. 25 inch steel wire were laid athwartships across the top of the third tier of pipes, taken back over the top of the sixth tier on completion of stowage and tightened by bottle screws secured to the ship’s framing. In very heavy weather the steel pipes broke adrift and extensive damage resulted to framing, bulkheads, air and sounding pipes, etc. The wire lashings and bottle screws were completely destroyed.

1. The diameter of the steel pipes is inches.A. not mentioned B. 13 C. 6 D. 2.25

2. The steel pipes were stowed in tiers.A. 2 B. 3 C. 5 D. 6

3. The steel pipes did NOT cause damage to .A. framing B. bulkheads C. air and sounding pipes D. stanchion

4. The steel pipes were lashed with wires.A. 2 B. 3 C. 4 D. 5

PASSAGE 73At 2200 on 23 August 1997, the self-discharging bulk cement carrier *Goliath* was alongside in the port of Devonport, Tasmania, loading a cargo of bulk cement for discharge in Melbourne and Sydney. At about 2202, the ship’s fire alarms sounded throughout the accommodation.Cargo operations were suspended and the Chief and 1st Engineers made their way to the central control station. The ship’s fire detection system indicated the alarm had been activated from the transformer room, adjacent to the main switchboard room. Joined by the 3rd Mate they went to the engine room where they could smell burning electrical insulation. The Chief and 1st Engineers entered the switchboard room then the transformer room to investigate, while the 3rd Mate waited in.Although the transformer room was filled with quite dense smoke, the two engineers entered, but then noticed that the smoke was coming from the main switchboard room behind them. The smoke was accumulating rapidly and the men were forced to leave the transformer room almost immediately, before they could locate the source of the smoke.

In the engine room the 3rd Mate relayed the Chief Engineer’s assessment to the Master, confirming a large fire and requesting the assistance of the Tasmanian Fire Service. The 1st Engineer, wearing breathing apparatus, went back into the switchboard room and found the seat of the fire in the main switchboard, in the cubicle containing No. 2 generator air circuit breaker.A team from the Tasmanian Fire Service arrived at 2216 and by 2235 the firemen had extinguished the fire using C02 and dry powder extinguishers. Wearing BA, the Chief and 1 st Engineers removed the circuit breaker from its cubicle and cooled it with a water hose. The circuit breaker was damaged beyond repair and heat had caused considerable damage to the adjacent cubicles either side of No. 2 circuit breaker.

1. The fire starts from .A. the transformer room B. the main switchboardC. the engine room D. the accommodation

2. The source of the fire was firstly confirmed by .A. the Master B. the 3rd MateC. the Chief Engineer D. the 1 st Engineer

3. The fire was put out by .A. the Chief Engineer B. the firemen C. the 1st Engineer D. the 3rd Mate

4. The accident lasts about .A. an hour B. half an hour C. 20 minutes D. 10 minutes

PASSAGE 74

To prevent water damage, bagged commodities, such as cement, should be stowed away from moist cargo or cargo that sweats. Bags also must be protected from any direct contact with metal. Use mats, paper, or other protective material to protect the cargo from moisture running down the ladders, frames, stanchions, and so forth. When bagged cargo is loaded aboard a vessel on which no dunnage is used between the bags and wooden cargo battens, the bags should be stowed on their ends in the wings of the ship. This will prevent them from protruding over the battens and coming in contact with the moist metal of the hull plating. Do not allow the bags to overlap the stringer plates of beams or similar obstructions in the hold. If the bags are allowed to overlap, vessel motion could cut them. Vertical dunnage placed against ladders and hatch battens will normally protect the bags from falling or chafing. Cargo handlers should never use handbooks to handle paper-bagged cargo.

1. In order to prevent water damage, bagged commodities should be stowed away from .A. moist cargo B. dry cargo C. clean cargo D. odorous cargo

2. If bagged commodities overlap the stringer plates of beams or similar obstructions in the

hold .A. the stringer plates are easy to contaminate the cargoB. the stringer plates may obstruct the cargo stowageC. vessel motion may damage the cargoD. vessel movement could hinder the cargo shift

3. Bags must be protected from moisture running down the ladders, frames, stanchions by using the following protective materials EXCEPT .A. mats B. cardboard C. paper D. paint

4. In the following descriptions, is NOT correct.A. bags cargo must be protected from any direct contact with metalB. vertical dunnage placed against ladders and hatch battens will normally protect the bags from falling or chafingC. cargo handlers should use handbooks to handle paper-bagged cargoD. if no dunnage is used between the bags and wooden cargo battens, the bags should be stowed on their ends in the wings of the ship

PASSAGE 75

Ventilation procedures approved by the Administration may be used to remove cargo residues from a tank. Such procedures shall be based upon standards developed by the Organization. If subsequent washing of the tank is necessary, the discharge into the sea of the resulting tank washings shall be made in accordance with this Regulation.

The discharge into the sea of substances which have not been categorized, provisionally assessed, or evaluated as referred to in Regulation 4(1) of this Annex, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited.

Nothing in this regulation shall prohibit a ship from retaining on board the residues from a Category A, B or C cargo and discharging such residues into the sea outside a special area in accordance with this Regulation.

1. is NOT a proper procedure for the disposal of the harmful materials.A. Discharging into air by ventilationB. Discharging into sea or into port facilities in accordance with this RegulationC. Retaining on boardD. Burning at sea

2. The procedures to be used to remove cargo residues from a tank shall be developed by

the Organization.A. ventilation B. discharging into seaC. discharging into port facilities D. retaining on board

3. shall be discharged into the sea outside a special area in accordance with this

Regulation.A. The uncategorized substancesB. The unevaluated substancesC. The substances which have not provisionally been assessedD. The residues from a Category A, B or C cargo

4. It is inferred that .A. substances which have not been categorized are the most harmfulB. ballast water, tank washings, or other residues or mixtures containing such substances are the most harmfulC. the residues from a Category A, B or C cargo are the most harmfulD. it cannot tell which of the above are the most harmful

PASSAGE 76

The weather deck is used to stow cargo that is too large to go through the hatches, or when there is no room below deck for storage. Whatever the reason, deck cargo is loaded last and discharged first. This prevents cargo from being lifted high to pass it over the deck cargo, and to give the handling personnel a clear view of the operations area. Cargo handlers should protect cargo loaded on deck as much as possible from damage by seawater. Strips of dunnage are laid on deck to receive cargo, to allow removal of slings, and to protect cargo from water on deck. When a large quantity of cargo is to be stowed on deck, personnel must avoid blocking off equipment. It is good practice to outline the equipment in chalk, to draw attention to it. This equipment includes;

(1) Bitts and chocks.

(2) Sounding pipes to the bilges and the ballast tanks.

(3) Handles of valves controlling the operation of watertight bulkheads or piping systems.

(4) Any other equipment essential to the safe operation of the vessel.

1. is NOT the reason to stow cargo on the weather deck.A. Cargo is too large to go through the hatchesB. There is no room below deck for storageC. Cargo has odourD. Dangerous cargo should be stowed on deck as per IMDG code

2. Deck cargo normally should be .A. loaded and discharged first B. loaded and discharged lastC. loaded first and discharged last D. loaded last and discharged first

3. is NOT the function of strips of dunnage laid on deck.A. To increase deck strength B. To receive cargoC. To allow removal of slings D. To protect cargo from water

4. When a large quantity of cargo is to be stowed on deck, personnel must avoid .A. being close to equipment B. choking off equipmentC. being blocked by equipment D. damaging equipment

PASSAGE 77

For cargoes such as coal or grain the ship would have all holds filled with the cargo (homogeneous loading condition) and be down to maximum draught. If heavy cargoes, with a stowage rate of about one third of that for coal were to be carried in the homogeneous condition each hold would only be about one third full. In that condition the ship would have a large metacentric height and a low centre of gravity resulting in a very “ stiff” ship. Modem bulk carriers, intended for the carriage of ore, are designed for the carriage of ore cargoes in alternate holds and in larger ships only the odd numbered holds are loaded with ore. The advantages in this are that it is easier to achieve a satisfactory trim on the ship and a reduced time spent in port. However, the disadvantages are that the alternate hold loading pattern greatly increases the stresses in the double bottom structure and the shear forces in the side shell.

1. The homogeneous loading condition refers to loading pattern that .A. all cargo holds are fully loaded to the maximum of both volume and weight capacitiesB. each hold would only be about one third fullC. only the odd numbered holds are loadedD. all cargo holds are loaded with cargoes

2. “Stiff” ship is the condition that .A. she has a large metacentric height B. she has a high centre of gravityC. her metacenter above baseline is high D. her centre of gravity is low

3. When vessel uses alternate hold loading patterns, Hold No. 2 is .A. loaded with full cargo B. partly loaded with cargoC. without cargo D. used as ballast

4. The disadvantage of the alternate hold loading pattern is that .A. it is easier to achieve a satisfactory trim on the shipB. it increases the stresses in the double bottom structure and the shear forces in the side shellC. it is easier to achieve a reduced time spent in portD. the double bottom and hopper tanks are often inter-connected, by vertical trunks or pipes, with the topside tanks

PASSAGE 78A small Danish tanker, “EDITH TERKOL” , having GZ-curves complying with the IMO recommendations capsized in the Baltic Sea near the Swedish island of Goland. She was on a ballast journey and steamed south in a stem quartering sea. In between she rolled rather heavily and suddenly she capsized. The weather had strength of Beaufort *6-1.* Only two persons survived. After model tests and different numerical considerations the final hypothesis concludes that the ship was rolling moderately in stem quartering seas. The GZ-curve was varying as the waves overtook the ship in a non-harmonic way causing the particular motion from one side to the other which should | end up as the ship’s ultimate half roll to have much reduced righting levers. This caused a continuous lagging of the roll motion behind the sway and yaw motion. The lagging disturbed the balance between the large wave exciting moment and the large sway acceleration moment existing in the harmonic motion, where they almost completely cancelled each other out. The new resultant of these two, outweighs the remaining righting levers and accelerates the roll motion into capsize.

1. The small Danish tanker in the Baltic Sea near the Swedish island of Goland.A. sank B. exploded C. turned upside down D. stranded

2. When the accident happened, which of following is UNTRUE? .A. The ship was south boundB. The ship had no cargo on boardC. The ship rolled heavilyD. Her right arm did not meet concerning requirement

3. In this accident, totally was/were rescued.A. no crew member B.1 crew memberC. 2 crew members D. 3 crew members

4. is NOT the factor leading to the accident.A. The GM was too small to recover the shipB. The GZ-curve was varing as the waves overtook the ship in a non-harmonic wayC. Reduced righting levers caused a continuous lagging of the roll motionD. The balance between the large wave exciting moment and the large sway acceleration moment was broken

PASSAGE 79A post-panamax container ship eastbound in the north Pacific from Kaohsiung to Seattle, was overtaken by a severe storm. She carried a deck stow of some 1,300 containers. As encounter with the storm became inevitable, the master hove to ride out the rough seas and winds. About 450 containers were lost overboard and another 350 collapsed or crushed during these motions. During the period of severest motions, port and starboard rolling of as much as 35 to 40 degrees was reported simultaneously with extreme pitching. An extensive investigation was undertaken to determine whether head-sea parametric rolling could have been the cause of the vessel s extreme motions.

1. Due to encounter with the storm, containers remain in sound condition in this accident.A. 1,300 B. 450 C. 350 D. 500

2. When the accident happened, the course of the storm is approximately .A. 000 degree B. 090 degrees C. 180 degrees D. 270 degrees

3. Which of following is NOT a reason for such accident? .A. Insufficient metacentric height B. Ship rollingC. Ship pitching D. Rough seas and winds

4. We can conclude that when the accident happens the metacentric height of the vessel is .A. large B. small C. neutral D. weak

PASSAGE 80A general cargo ship sank in front of the Catalonia Coast ( Spain) after two hours of her departure, the weather conditions being excellent. The accident was investigated by both port authorities and the service company involved. Studies on ship buoyancy and stability were performed, in order to determine the causes of the capsizing, and the conditions in the moment of the loss. Some of the conclusions reached, pointed to the loading condition and the stability situation of the ship as the main hypothesis of the capsizing.

The information given by the port authorities revealed that the ship was overloaded at her departure, with an extra weight of 370 T, and that she arrived at the port with ballast, which made her trim aft. Both the ballast water formerly carried and the extra weight on board made the ship leave port overloaded and she did not reach the minimum stability criteria established by the IMO. These studies showed the deficiency of stability as the main reason for the loss of the ship.

The studies concluded that the ship did not have enough reserve of stability to confront a cruise and therefore could not recover from a small heel, which made her heel over completely until she sunk.

1. The general cargo ship sank in front of the Catalonia Coast .A. before her reaching the port B. during her transit to the portC. after leaving the port for a while D. right after entering the port

2. When the accident happened, the weather was .A. boisterous B. severe C. not so good D. favourable

3. The port authorities stated that when the ship arrived, she is .A. full loaded and trimmed by the head B. without cargo and trimmed by the stemC. with ballast on even keel D. with ballast and trimmed forward

4. It can be concluded that the main reason for the loss of the ship is .

A. excessive free surface B. rough maneuver

C. uneven distribute of cargo D. in sufficient metacentric height

PASSAGE 81

Whilst proper care must be taken with the stowage of all iron and steel cargoes of pig iron steel billets round bars and pipes are particularly difficult to secure effectively. In the upper tween decks of many two and three deck ships the absence of hatch coamings more than a few inches high adds to the difficulty of securing pig iron and billets carried abreast the hatchways and there appears to be a greater risk of cargo shifting in these spaces than in the lower holds. The most effective way to secure these cargoes is to level them and over stow them with other suitable cargo. The over stow should have sufficient rigidity or weight to act as a positive preventative to movement of pig iron steel billets bars, etc. Large quantities of uncovered pig iron or billets should not be carried in the upper-tween decks with the intention of obtaining an unduly low metacentric height since this does not eliminate the risk of cargo shifting and may endanger the ship if it does shift.

1. Where the pig iron, steel billets, round bars and pipes are stowed in of a ship, their risk of shifting is the greatest.

A. the upper tween deck B. the lower tween deck

C. the lower hold D. in any tween deck without hatch coamings

2. The most effective way to stow such cargoes as pig iron, steel billets, round bars and pipes is

to .

1. place them in the upper tween deck
2. overstow them with sufficient rigidity or weight to act as a positive preventative to the movement
3. lower the metacenter of the ship
4. obtain an unduly low metacentric height

3. It will endanger the ship if the pig iron, steel billets, round bars and pipe .

A. have no risk of shifting

B. are overstowed with other cargoes of sufficient rigidity or weight

C. are stowed in lower hold

D. shift

4. This passage is likely extracted from .A．a B/L B. Gencon C. Baltime D. Cargo Operation Manual

PASSAGE 82At sea, wet and dry bulb ambient temperatures should be taken and compared regularly with hold temperatures as a matter of routine to gauge whether ventilation is necessary. If a falling ambient temperature causes the temperature of the ship’s structure to drop below the dew point of the air in the hold, condensation will form on the hold frames and plating. These accumulations, known as ship’s sweat, may subsequently drip or run on to the cargo. By monitoring both hold and ambient temperatures this situation can be predicted, and the development of ship’s sweat may be prevented or minimized by timely ventilation.

Should the steel be loaded in conditions where the ambient temperature is lower than might be encountered later on in the voyage, the hold should not be ventilated. If the cargo is exposed to warmer air having a dew point higher than the temperature of the steel, “cargo sweat” will form on the surface of the goods. Since much, if not all, of the steel in the hold will be affected in such circumstances, the consequences of cargo sweat are potentially more damaging than the effects of ship’s sweat.

1. Cargo sweat will form when .A. cargo temperature is lower then the dew point of her nearby airB. cargo temperature is lower then the temperature of her nearby airC. temperature in cargo hold high the dew point of the air in the holdD. temperature inside cargo hold higher than that of the outside

2. Ventilation is not necessary for steel cargo if inside temperature is later on in the voyage.A. higher than the dew point outsideB. lower than the dew point outsideC. equal to the dew point outsideD. higher than the temperature outside

3. If a falling ambient temperature causes the temperature of the ship’s structure to drop below theDew point of the air in the hold, is likely to form.A. cargo sweat B. ship’s sweat C. dew point D. accumulation of free moisture

4. It is inferred that most of the rust of steel cargo loaded on board ships is caused by .A. cargo sweatB. ship’s sweatC. low dew point of the air in the holdD. unnecessary ventilation carried out by crew

PASSAGE 83Cargo ships can be divided into two basic types. One type carries dry cargo, the other carries liquid cargo; however, an OBO ship is designed to carry both. A traditional dry cargo ship is the multi-deck vessel. Her holds are divided horizontally by one or two tween decks, because these make stowage of individual packages easier. Dry bulk cargo is carried in bulk carriers. These do not have tween decks as cargo is carried loose. The most modem type of dry cargo carrier is the container ship. They carry containers of standard dimensions, consequently stowage is easier. Fruit, meat and dairy produce are carried in refrigerated ships. Oil tankers are the most common type of liquid cargo carrier. They are often very large, because huge quantities of oil need to be transported and one large vessel is more economical to operate than two smaller ones. Two other types of liquid bulk carrier of growing importance are the liquefied natural gas carrier and the chemical carrier, although chemical can also be carried in drums in general cargo ships.

1. There are types of liquid bulk carrier.A. 2 B. 3 C. 4 D. 5

2. A multi-deck vessel has tween decks.A. has many B. no C. only one D. up to two

3. Fruit, meat and dairy produce are carried in .A. containers carriers B. traditional shipsC. OBO ships D. refrigerated ships

4. The types of dry cargo carriers mentioned in the passage are .A. tween deckers, OBO shipsB. traditional dry cargo ship and multi-deck vesselC. OBO ships, oil tankers, chemical tankers and LNG carriersD. dry cargo ship, dry bulk cargo carrier, container carriers and refrigerated ships

PASSAGE 84

The container vessel stowage plan is a diagram of the structure of the container spaces and the cargo on board. The stowage plan is divided into a series of numbered bay plans that show the container spaces for one bay at a time. Each bay plan shows the cell and tier numbers for each container space and provides space for container codes and weight information. The container codes help to identify the container in that space. The weight information helps the planner distribute the weight of the containers. Once familiar with the container codes used in the bay plan, personnel will be able to read the bay plans to locate and identify the containers in them. Container codes consist of a port code, a container serial number, loading sequence code, and the container weight.

1. The container vessel stowage plan is .A. a photo of the containers cargo on boardB. a drawing of the containers structureC. a picture of the container vessel layoutD. a document showing the layout of the container spaces and cargo on board

2. The bay plan of container vessel shows the containers distribution .A. from forward to the aft B. along the ship transverseC. along the ship vertical D. inside the ship’s hold

3. In the bay plans could NOT be found.A. the cell and tiers numbers B. container codesC. container owner D. container weight

4. does NOT belong to the components of the container codes.A. A port code B. Container type C. Container weight D. Container serial number

PASSAGE 85

The ship’s configuration is basically the same for most container ships. They are constructed to handle containers of standard size. Although containers vary in size (20-, 35-, and 40-foot), today’s container vessels can handle these containers with little alteration in the container handling gear. Compartments designed to stow containers differ considerably from the compartment designed to stow general cargo. Container compartments do not have tween decks. Usually they do have two or three transverse (crosswise) hatches which serve one hold. The transverse row of container cells is referred to as a bay. A hatch on a container vessel is just the same as the hatch on a general cargo ship. It is the opening through which cargo may be loaded or unloaded. In most cases, there are two bays of containers per hold: the forward bay and the aft bay.

1. The configuration of most container ships .A. vary in size B. is fundamentally the sameC. is different D. changes considerably

2. According to the passage, the professional container handling gear .A. varies with the containers sizeB. could be used for handling different size containersC. has no any change when handling different size containersD. always alter a little by the size of containers

3. Compared container ship with general cargo ship, the compartments design is .A. the same B. very similar C. a little different D. evidently different

4. Which of the following is correct? .A. General cargo ship has no tween decksB. Container compartments normally have no transverse hatchesC. The transverse row of container is referred to as a bayD. The hatch on a container ship is different from the hatch on a general cargo ship

PASSAGE 86Container stowage follows a basic pattern. Except in the case of refrigerated containers, the doors of containers stowed on deck should face aft. This protects the doors from direct exposure to the weather and the sea. While the direction of the door may be immaterial below deck, it is best to follow a set pattern to prevent possible mistakes when on-deck loading commences. Reefer containers usually must be stowed with the reefer unit facing aft and the doors forward, since the electrical power unit on the reefer container is highly susceptible to water damage and short circuiting. The electrical outlets on the vessel are usually located aft of the hatches to permit easy access for plugging in the containers.

1. The doors of containers stowed on deck normally should face .A. forward B. aft C. port side D. starboard side

2. The reefer container usually should be stowed with the door facing .A. forward B. aft C. port side D. starboard side

3. The direction of the container door inside the hold .A. should face aftB. should face forwardC. has no particular requirementD. should follow the set pattern of on deck stowage

4. The reefer containers usually must be stowed with the reefer unit facing aft .A. in order to protect the doors from direct exposure to the weather and the seaB. since the electrical outlets are usually located forward of the hatchesC. because the electrical power unit is easy to water damage and short circuitingD. to permit easy access for inspecting the containers

PASSAGE 87

Recommended routes across the North Atlantic have been followed since 1898, when the risk of collision between increasing numbers of ships became too great, particularly at junction points. The International Convention for the Safety of Life at Sea (SOLAS) codifies the use of certain routes. These routes vary with the seasons, with winter and summer tracks chosen so as to avoid icebergprone areas. These routes are often shown on charts, particularly small scale ones, and are generally used to calculate distances between ports in tables.

Recommended routes consists of single tracks, either one-way or two-way. Two-way routes show the best water through confined areas such as inland routes among islands and reefs. Ships following these routes can expect to meet other vessels head-on and engage in normal passings. One­way routes are generally found in areas where many ships are on similar or opposing courses. They are intended to separate opposing traffic so that most maneuvers are overtaking situations instead of the more dangerous meeting situation.

1. Head-on situation is mostly expected on .A. single tracks B. one-way routesC. two-way routes D. recommended routes

2. Recommended routes vary with .A. tracks B. seasons C. charts D. tables

3. Ships should follow .A. single tracks B. one-way routes C. two-way routes D. recommended routes

4. It is inferred that risk of collision is reduced to minimum on .A. single tracks B. one-way routes C. two-way routes D. recommended routes

PASSAGE 88

The Officer on Watch (OOW) should ensure that the SOLAS requirements for the operation and testing of the steering gear are observed. Steering control of the ship will comprise manual steering, probably supplemented by an automatic pilot. At each steering position there should be a gyro repeater and rudder angle indicator and emergency back-up steering position, usually in the steering gear flat, is also required. If an autopilot is fitted, a steering mode selector switch for changing between automatic and manual steering, and a manual override control to allow the OOW to gain instant manual control of the steering, will be required. When operating an autopilot, the course to steer will need to be manually set on the autopilot and the autopilot will steer that course until a new course is entered.An Automatic Identification System, or AIS for short is device that transmits information about your ship and receives the same from other ships. The SOLAS Convention already states that an AIS must be fitted on ships over a period of time, ranging from 2002 to 2008 depending on ship type and tonnage. An example of information transmitted would be: call sign, ship’s name, the ship’s speed, its course and destination. The AIS is an important tool for coastal states to monitor ship traffic and to detect possible threats. Coast stations can also receive this information.

1. will allow the OOW to gain instant manual control of the steering.A. The steering mode selector switch B. The manual override controlC. The back-up steering position D. The autopilot

2. AIS is a device that can be installed .A. on board ships B. in coast stationsC. in AIS transmission center D. both on board ships and in coast stations

3. is NOT transmitted by AIS.A. Ship’s name B. Call sign C. Ship’s speed D. Captain’s name

4. It is implied that is/are the most important device(s) on board ships.A. gyro repeater and rudder angle indicator B. AISC. autopilot D. all of the above

PASSAGE 89

The basic concept of the GMDSS is that on-shore Search and Rescue authorities, in addition to shipping in the immediate vicinity of a ship in distress, will be alerted rapidly to an incident so that they can assist in co-ordinating a search and rescue operation with the minimum of delay.

The system will also provide for urgency and safety communications, and the dissemination of Maritime Safety Information (MSI) including Navigational Warnings and Weather Messages.

GMDSS applies to all ships of 300 GRT or larger, to all passenger ships and all ships on international voyages, which are subject to the SOLAS Convention 1974, as amended 1988.

GMDSS has been adopted by the IMO.

1. The dissemination of is NOT provided by GMDSS.A. MSI B. Navigational WarningsC. Weather Messages D. Search and Rescue authorities

2. will NOT be provided by GMDSS.A. Alerting on-shore Search and Rescue authoritiesB. Urgency and safety communicationsC. Alerting ships in the vicinity of a ship in distressD. Alerting all ships of 300 GRT or larger

3. GMDSS applies to .A. all ships of 300 GRT and over B. all passenger shipsC. all ships on international voyages D. all ships

4. It is implied that on board ships GMDSS is used in .A. all operationsB. search and rescue operation onlyC. urgency and safety communications onlyD. the dissemination of MSI, Navigational Warnings and Weather Messages only

PASSAGE 90

Means shall be provided to ensure safe and convenient passage onto or into and off the ship between the head of the pilot ladder or of any accommodation ladder or other appliance provided and the ship’s deck. Where such passage is by means of a gateway in the rails or bulwark, adequate handholds shall be provided. Where such passage is by means of a bulwark ladder, such ladder shall be securely attached to the bulwark rail or platform and two handhold stanchions shall be fitted at the point of boarding or leaving the ship not less than 0. 70 metre nor more than 0. 80 metre apart. Each stanchion shall be rigidly secured to the ship’s structure at or near its base and also at a higher point, shall be not less than 40 mm in diameter and shall extend not less than 1.20 metres above the top of the bulwark.

1. is NOT a proper distance between the two handhold stanchions at the head of the pilot

ladder.A. 0.70 metre B. 0.75 metre C. 0.80 metre D. 1.20 metres

2. Each stanchion shall be rigidly secured to the ship’ s structure at points.A. 2 B. 3 C. 4 D. 5

3. refers to the ladder connecting the bulwark and the deck.A. Gateway B. Accommodation ladder C. Pilot ladder D. Bulwark ladder

4. It is inferred that the length of stanchion is .A. more than 2 metres B. 1.20 metresC. around 0.70 metre D. 0. 80 metre

PASSAGE 91

It has been noted that a number of fatal accidents to crew and dockworkers have involved falls from the top of containers during container securing and unsecuring operations. Although fall protection and fall arrest systems and equipment are available for use whenever container top work is involved, they are cumbersome and reduce the speed of loading and unloading operations of a ship, and thus of limited use and effect.

The conventional means of securing containers in non-cellular deck spaces are heavy and difficult to handle, resulting in accidents and non-fatal physical injuries. Newly developed equipment such as semi-automatic and dual function twist locks are only partially effective in eliminating danger. They depend on the stacking height of containers on deck not exceeding four and require a safe work place on the quayside for their application or removal.A safer environment for personnel involved in the securing of containers can be achieved by shipowners and ship designers focusing on the safety of container securement at the initial stages of the building of a ship, rather than relying on operational methods for this purpose after the ship is built.

1. It is implied that fall protection and fall arrest systems are .A. easy to operate B. difficult to operateC. speed up the loading rate D. widely used

2. Regarding semi-automatic and dual function twist locks, which of the following is correct? .A. They can eliminate all dangerB. They are useful in safe lashing containerC. They can reduce the number of accidentsD. They can result in accidents and non-fatal physical injuries

3. The best way to prevent crew falls-accidents is .A. to build up a safer environment at design stageB. to use more semi-automatic and dual function twist lockC. to use more fall arrest systems and equipmentD. to improve operational methods

4. It can conclude that currently the means of securing containers is .A. awkward and difficult B. awkward and easyC. light and difficult D. light and easy

PASSAGE 92

The National Transportation Safety Board (NTSB) has released its official report regarding their investigation of last year’s enormous oil spill following the collision of an oil tanker and a tugboat in Port Arthur, Texas. The January 2010 collision, which took place in the Sabine-Neches Ship Channel between the Eagle Otome and towboat Dixie Vengeance, was primarily caused by pilot distractions, fatigue, and poor communication. More specifically, the report found that the tanker s pilot had an odd work schedule and an untreated sleep disorder that made him too fatigued to properly control his ship. In addition, he was reading a newspaper as he navigated the large vessel through the narrow passage. The investigation noted that the unusual design of the tanker’s steering equipment increased the chances of a mistake, such as accidentally speeding the boat up instead of slowing it down. While visibility was low, winds were high, and currents were strong, none of these factors are believed to have been significantly involved in the wreck, which spilled 462,000 gallons of oil in the ocean off of Texas’ coast. The Texas oilrig accident investigators also commended the cleanup efforts, which they noted were very efficient and superbly coordinated— facts which they believe saved the fragile ocean ecosystem from further harm.

1. Among the following items, is NOT one of the primary reasons of this collision accident.A. low visibility B. fatigue C. poor communication D. pilot distractions

2. The cleanup activities .A. was ineffective B. was well coordinatedC. made no effect to the ecosystem D. harm further to the ecosystem

3. When the tanker’s pilot navigated the tanker, he was .A. vigorous B. disheartened C. tired D. obnubilation

4. The fragile ocean ecosystem means the ocean ecosystem is .A. easy to recover B. uncompromising C. vulnerable D. gullible

PASSAGE 93A 4,700 GT chemical tanker collided with the stem of a 1,009 GT cargo vessel in the south­west lane of the Dover Traffic Separation Scheme in daylight and good visibility. The officer of the watch on the chemical tanker had not seen the cargo vessel he was overtaking, despite it being right ahead or nearly right ahead for up to an hour before the collision. The chief officer, who was the OOW on the cargo vessel, had seen the chemical tanker approaching, but in the period immediately before the collision he had been distracted by an incoming telephone call, which he took in a position where he could not look out astern. In the event, neither vessel took any action before the collision. It was, quite clearly, the first responsibility of the chemical tanker to keep out of the way, but the chief officer on the cargo vessel should have done more to alert the tanker to the danger. A designated lookout on either vessel would have helped prevent the accident.

1. When accident happens, the steering course of the chemical tanker is degree.A. about 135 B. about 63 C. approximately 220 D. about 300

2. Before the collision happened, the chief officer of the cargo vessel .A. was drawn by another approaching vessel B. was keeping watch in the bridgeC. did not keep lookout D. was answer a phone call

3. It was very clear that is/are the burden vessel.A. the chemical tanker B. the cargo vesselC. neither A nor B D. both A and B

4. According to the concerning rules, which vessel(s) shall responsible for this accident? .A. The chemical tanker B. The cargo vesselC. Neither A nor B D. Both A and B

PASSAGE 94

The Deck Department includes a Boatswain (Bosun) and a Carpenter, both petty officers, and a number of ratings. These made up of Able Seamen (AB) , Ordinary Seamen (OS) and a middle grade known as Efficient Deck Hands (EDH).

The Chief Engineer is head of the Engine Department. He is assisted by a Second, Third, Fourth and sometimes Fifth Engineer. An Electrical Officer may also be carried. The engine room petty officers are the Storekeeper and Donkeyman. On tankers there is also a Pumpman. He is also a petty officer. The engine room ratings are Firemen and Greasers. There may also be Engineer Cadets.

The Catering Department is under the Chief Steward. It is divided into a saloon and galley section. The former is headed by the Second Steward, the latter by the Ship’s Cook. They are both usually petty officers. They are assisted by several stewards and cooks, and by a number of junior ratings.

The Radio Department often consists of only one man: the Radio Officer. On ships where continuous radio watches are kept there may be three radio officers; a Chief, Second and Third.

1. is NOT a petty officer.A. Boatswain B. Second Steward C. Radio Officer D. Storekeeper

2. EDH ranks higher than .A. Second Steward B. AB C. OS D. Chief Engineer

3. Electrical Officer belongs to .A. Deck Dept B. Engine Dept C. Catering Dept D. Radio Dept

4. There are departments on board a big ship according to the passage.A. two B. three C. four D. five

PASSAGE 95During the watch the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure the ship follows the planned course. The officer in charge of the navigational watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the ship and shall be aware and take account of the operating limitations of such equipment. The officer in charge of the navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship. Officers of the navigational watch shall make the most effective use of all navigational equipment at their disposal. When using radar, the officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the International Regulations for Preventing Collisions at Sea, in force.

1. The purpose of checking the course steered, position and speed at sufficiently frequent intervals is .A. to keep the ship using available navigational aidsB. to reduce ship’s yawingC. to avoid ship deviating from the planned courseD. to ensure the ship follows the current

2. Concerning all safety and navigational equipment, the officer in charge of the navigational watch

is NOT required to .A. have full knowledge of the location B. know how to operate themC. take account of the operating limitations D. be aware of its maintenance cost

3. Navigational watch officers shall make use of all navigational equipment .A. handle by them personally B. at captain’s decisionC. at their decision D. mixed together

4. The officer in charge of the navigational watch shall NOT .A. be assigned for lookoutB. undertake radar plottingC. join search and rescue operationD. undertake any duties which would interfere with watchkeeping

PASSAGE 96During a recent call to the US, crew members aboard a Gard entered vessel were served with Grand Jury Subpoenas for the purpose of criminal law investigations of shipboard garbage management practices. In addition to crew testimony, records were demanded pertaining to the storage and disposal of rubbish, refuse, plastics and waste.

Violations of MARPOL in the United States can result in criminal fines and penalties against the vessel operator of up to USD 500,000 each violation and up to USD 250,000 and/or a jail term for individuals. There are also additional criminal provisions under US law for illegal discharges within US territorial waters, including the exclusive economic zone.

The USCG and Justice Department are increasingly investigating and prosecuting environmental crimes and MARPOL violations. Members should anticipate inspection of all vessel waste management practices during port state control inspections in the United States, including waste oils as well as garbage. Members should ensure that vessels are not dumping food waste contained in plastic bags.

1. According to this passage, “crew members aboard a Gard entered vessel”, the “Gard” here

means .A. class society B. registered flag C. P and I club D. hull underwrite

2. If a vessel illegally discharges refuse at United States, the result will be a fine of for crew members.A. USD 500,000 B. USD 250,000 C. USD 50,000 D. USD 5,000,000

3. It is inferred that vessels are expected to undergo more inspections of waste management practices by .A. Gard B. Justice Department C. Grand Jury D. PSCO

4. The punishment for the vessel’s operator due to Violations of MARPOL does NOT include .A. criminal fine B. penalty C. a jail term D. all of the above

PASSAGE 97Annex V of the MARPOL Convention is an International Convention providing for a cleaner, safer marine environment. It is therefore illegal for any vessel to dump plastic garbage including synthetic ropes, fishing nets and plastic garbage bags anywhere in the oceans or navigable waters.

Violations of these requirements may result civil penalties being imposed upon offenders in the form of fines and/or imprisonment, as determined by current National Legislation. Garbage must be disposed of as described in the ships garbage management plan and details of all garbage disposals must be kept in the garbage record book.

In the special areas listed below. It is illegal to discharge garbage of any kind. Expect for food waste, ground to less than 25 mm, which may be discharged beyond 12 miles offshore. (The Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the Gulfs area, the North Sea area, the Antarctic area, and the Wider Caribbean area. )Additionally further local regulations may apply in various National Waters. For example: the Great Lakes area, certain areas around the United Kingdom and the North Eastern coast of Australia.

1. In the special areas the vessel can discharge food waste beyond 12 miles from the .A. nearest shore B. nearest island C. nearest coastline D. nearest port

2. For the purposes of this Annex, the special areas exclude .A. Mediterranean Sea B. Black Sea C. Antarctic area D. Great Lakes area

3. Food waste ground to less than is allowed to discharge into special areas.A. 25 cm B. 2. 5 cm C. 250 cm D. none of the above

4. Vessel may dispose his garbage according the .A. garbage record book B. garbage management planC. ballast management plan D. all of the above

PASSAGE 98

Emergency preparedness should form part of the ship’s Safety Management System as required by the ISM Code. Prepared information can reduce errors during a spillage emergency. Therefore, it is recommended that the EmS Schedule (s) be identified and included within the Dangerous Goods Manifest and Stowage Plan, so directly connected to the stowage position of the cargo. This will enable key members of the crew to know in advance which emergency procedures would be necessary. In the event of a spillage, the allocation of a specific EmS SPILLAGE SCHEDULE via identification of the cargo via the UN Number takes time and is open to error, especially in mixed cargoes in one container. Furthermore, some spillage response procedures may require specific use of material which could be hampered by an inaccessible stowage location. After locating the spillage area, the advice given in the EmS SPILLAGE SCHEDULE should be directly available from the Dangerous Goods Manifest and Stowage Plan.

1. The key members of the crew refer to .A. deck ratings B. engine ratings C. engineer officers D. deck officers

2. The emergency procedures for a spillage should be designed in accordance with .A. the specific EmS SPILLAGE SCHEDULEB. the Dangerous Goods Manifest and Stowage PlanC. the UN Number of the cargoD. the identification of the cargo

3. The stowage position of the cargo should be identified in advance because .A. the EmS SPILLAGE SCHEDULE is determined by the position of the cargoB. in the event of a spillage it takes time to allocate the position of the cargoC. sometimes it is not directly available from the Dangerous Goods Manifest and Stowage PlanD. some materials to be used could be hampered by an inaccessible stowage location

4. It is implied that .A. the allocation of a specific EmS SPILLAGE SCHEDULE should be made in advance in order

to response as quickly as possible and avoid errorB. in the event of a spillage, it is easy to allocate the specific EmS SPILLAGE SCHEDULE via identification of the cargo via the UN NumberC. in most cases emergency preparedness is unnecessary since all these schedules are contained in IMDG CodeD. no specific EmS SPILLAGE SCHEDULE should be included within the Dangerous Goods Manifest or Stowage Plan

PASSAGE 99As the total amount of oil spilled from an oil tanker in the accident is estimated to 12 thousand metric tons and is assumed to be beyond the capacity of the Turkish National Oil Spill Response Organization, Ukrainian Maritime Agency (UMA) and Ministry of Environment and Forestry, in consultation with the relevant National Authorities, decide to request assistance from other Black Sea States by means of a POLFAC.

Late in the afternoon UMA receive replies with offers for assistance from other Black Sea States. The offers indicate the assistance and salvage vessels are expected to arrive in time.

Some offers are made by cargo owner for additional support from oil industry resources. In addition, cargo owner has mobilised its international Oil Spill Response Team for possible assistance. The owner of the oil tanker has requested immediate assistance from Directorate General Coastal Safety to carry out salvage of tanker and remaining cargo. Further, the ship owner has requested technical assistances from its Classification Societies, its Hull and Machinery Insurers and its P&I Insurance Club and invited an expert from ITOPF to the scene of incident to offer technical advice on oil pollution response.

Late in the afternoon, according to air surveillance reports and metrological conditions at the area the clean-up teams, deployments and equipments are mobilized for the protection of shoreline.

1. means pollution facilities dealing with matters related to assistance.A. ITOPF B. POLFACC. Directorate General Coastal Safety D. Ministry of Environment and Forestry

2. The assistance from other Black Sea States includes .A an expert B. an international Oil Spill Response TeamC salvage vessels D. Directorate General Coastal Safety

3. is NOT an assistance offered by the shipowner.A. Requesting immediate assistance from Directorate General Coastal Safety to carry out salvage of tanker and remaining cargoB. Inviting an expert from UMA to give technical advice on oil pollution responseC. Requesting technical assistances from its Classification Societies, Insurers and P&I

Insurance ClubD. Mobilizing an international Oil Spill Response Team for possible assistance

4. The oil spilled from the oil tanker in the accident is caused by .A. explosion or fire B. grounding C. collision D. an accident not specified

PASSAGE 100

The discharge into sea of substances in Category A as defined in Regulation 3 of this Annex or of those provisionally assessed as such or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited. If tanks containing such substances or mixtures are to be washed, the resulting residues shall be discharged to a reception facility until the concentration of the substance in the effluent to such facility is at or below the residues concentration prescribed for that substance in column III of Appendix II to this Annex and until the tank is empty. Provided that the residue then remaining in the tank is subsequently diluted by the addition of a volume of water of not less than 5 per cent of the total volume of the tank , it may be discharged into the sea when all the following conditions are also satisfied;

The ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;

The discharge is made below the waterline, taking into account the location of the seawater intakes; and

The discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 meters.

1. The discharge into sea of is prohibited.A. ballast water B. tank washingsC. residues or mixtures D. substances in Category A

2. When the concentration of Category A in a tank is lower and is permitted to discharge into the

sea, it shall be discharged .A. below the waterline B. 25 meters under the waterlineC. 12 meters under the waterline D. from the seawater intakes

3. It is implied in the passage that substances in Category A are .A. highly pollutive B. endanger ship’s stabilityC. hazardous to human health D. harmful to ship building industries

4. It is inferred that .A. only a very small amount of substances in Category A can be discharged into seaB. some residues or mixtures containing substances in Category A are permitted to discharge into seaC. tank washings containing substances in Category A are absolutely prohibited from discharging into seaD. residues or mixtures containing substances in Category A are allowed to discharge into sea at crew’s disposal

PASSAGE 101

With respect to requirements for hospital accommodation, ships carrying 15 or more seafarers and engaged in a voyage of more than three days’ duration shall provide separate hospital accommodation to be used exclusively for medical purposes; the competent authority may relax this requirement for ships engaged in coastal trade; in approving on-board hospital accommodation, the competent authority shall ensure that the accommodation will, in all weathers, be easy of access, provide comfortable housing for the occupants and be conducive to their receiving prompt and proper attention.

1. The word “exclusively” in this passage can be replaced by .A. specially B. excluded C. included D. made public

2. Which one is NOT the requirement for hospital accommodation? .A. For medical purposes only B. Convenient to reachC. Comfortable housing D. Sufficient decorated

3. For coastal trade vessels, the standard for carry hospital accommodation can be .A. the same as ocean going vessel B. high than ocean going vesselC. lower than ocean going vessel D. decided by the ship master

4. The hospital accommodation can be used .A. when no cabin is available B. by shipowner onlyC. by local pilot only D. by patient only

PASSAGE 102

For the purpose of calculating wages, the normal hours of work at sea and in port should not exceed eight hours per day; for the purpose of calculating overtime, the number of normal hours per week covered by the basic pay or wages should be prescribed by national laws or regulations, if not determined by collective agreements, but should not exceed 48 hours per week; collective agreements may provide for a different but not less favourable treatment; the rate or rates of compensation for overtime, which should be not less than one and one-quarter times the basic pay or wages per hour, should be prescribed by national laws or regulations or by collective agreements, if applicable; and records of all overtime worked should be maintained by the master, or a person assigned by the master, and endorsed by the seafarer at no greater than monthly intervals.

1. The rates of compensation for overtime should be not less than wages per hour.A. 2 B. 3 C. 1.25 D. 1.5

2. The records of all overtime worked shall be by signed by seafarer at least .

A. every week B. every month

C. every quarter D. every contract period

3. For the purpose of calculating wages, maximum hours of work in port is .

A. 10 hours B. 14 hours C. 8 hours D.12 hours

4. This passage is extracted from Convention.

A. SOLAS B. MARPOL C. STCW D. MLC

PASSAGE 103

The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters subfreezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all the means at his disposal to ships in the vicinity, and also to the competent authorities at the first point on the coast with which he can communicate. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the international Code of Signals. It should be broadcast to all ships in the vicinity and sent to the first point on the coast to which communication can be made, with a request that it be transmitted to the appropriate authorities.

Each Contracting Government will take all steps necessary to ensure that when intelligence of any of the dangers specified in the above paragraph of this regulation is received, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.

1. The word “intelligence” in this passage means .A. wit B. mentality C. wisdom D. information

2. The information of dangerous circumstances and conditions specified in the passage shall be transmitted in the passage under the title of .A. urgency B. safety C. distress D. immediate danger

3. This passage is most likely extracted from .A. Hague Rules B. MARPOL 73/78 C. SOLAS D. IMDG Code

4. It is not essential for the master of a ship which meets with winds of force to communicate the information by all the means at his disposal to ships in the vicinity, and to the competent authorities at the first point on the coast with which he can communicate.A. 9 B.10 C.11 D.12

PASSAGE 104

The Company should establish a safety and environmental protection policy which describes how the objectives will be achieved. The Company should ensure that the policy is implemented and maintained at all levels of the organization both ship based as well as shore based.

If the entity who is responsible for the operation of the ship is other than the owner, the owner must report the full name and details of such entity to the Administration. The Company should define and document the responsibility, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting safety and pollution prevention. The Company is responsible for ensuring that adequate resources and shore based support are provided to enable the designated person or persons to carry out their functions.

1. According to this passage, the Company should establish a policy on .A. safety of the vessel B. environmental investigationC. economic operation D. marine cargo operation

2. The safety and environmental protection policy shall be implemented and maintained at all levels of the organization .A. ship based not shore based B. ship based and shore basedC. ship based or shore based D. ship based and/or shore based

3. If a vessel is not operated by shipowner, the owner needs .A. authorize other CompanyB. disclose full detail of ship Management Company to the crewC. report the full name and details of Operation Company to the AdministrationD. providing a link between the Company and the Administration

4. This passage is probably extracted from .A. IMDG Code B. ISM Code C. SOLAS D. MARPOL

PASSAGE 105

To ensure the safe operation of each ship and to provide a link between the Company and those on board, every Company, as appropriate, should designate a person or persons ashore having direct access to the highest level of management. The responsibility and authority of the designated person or persons should include monitoring the safety and pollution prevention aspects of the operation of each ship and to ensure that adequate resources and shore based support are applied, as required.

The Company should clearly define and document the master’s responsibility with regard to: implementing the safety and environmental protection policy of the Company; motivating the crew in the observation of that policy; issuing appropriate orders and instructions in a clear and simple

manner; verifying that specified requirements are observed; and reviewing the SMS and reporting its deficiencies to the shore based management. The Company should establish in the SMS that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company’s assistance as may be necessary.

1. The Company may have .A. one designated person B. two designated personsC. depend on the administration D. one or more designated persons

2. The ship master does not have overriding authority on .A. safety B. pollution preventionC. request the Company’s assistance D. ship repairing and docking

3. is/are NOT the master’s responsibility defined and documented by the Company.A. Reviewing the SMS and reporting its deficiencies to the shore based managementB. Motivating the crew in the observation of the safety and environmental protection policy of the CompanyC. Issuing appropriate orders and instructions in a clear and simple manner and verifying that specified requirements are observedD. Providing a link between the Company and those on board

4. It is ship master’s responsibility on reviewing the SMS and reporting its deficiencies to

the .A. shore based management B. AdministrationC. construction of the Company D. charterer of this vessel

PASSAGE 106

Permit to work system are an extension of the formalized risk assessment approach to managing safety. They involve a formal procedure being established whereby an officer on board will take responsibility for particular hazardous work activity, and issue the “Permit to Work” which will include a checklist of criteria that must be satisfied before the task can commenced.

There are particular work activities that will be identified as bringing exposure to significant hazards and which should be subjected to a risk analysis. Examples of such activities include entry into enclosed space, conducting hot work or work aloft.

The results of the risk analysis will have identified a range of risk reduction measures which must be applied before the job can proceed. These risk reduction measures are usually recorded in a checklist, which can be used by other carrying out the same activity in the future. This formalizes the process and removes the need to start from scratch with a new risk assessment every time the activity is undertaken. However, it must always be remembered that an identical set of circumstances is unlikely to be repeated, and changes in circumstance must always be taken into account and fully considered.

1. The work in enclosed spaces may be dangerous, because of the following EXCEPT .A. it may contain toxic gasesB. its atmosphere may be explosiveC. the air inside may not be suitable for breathing due to lack of oxygenD. most people are afraid of darkness

2. According to work schedule, an aloft work shall be finished on deck during her anchorage in

morning, and is the person that shall examine the items of, and sign, “Permit to Work”.A. 3/O B. 2/O C. C/O D. Master

3. After the officer issuing the “Permit to Work”, shall be responsible for the particular

hazardous work activity.A. the MasterB. the officerC. the operatorsD. the crew members designed to watch the safety of operators

4. According to last paragraph, before the operation of the said work, .A. scratch plan for risk assessment shall be carried outB. the old checklist including the risk reduction measures shall be directly put in useC. the checklist and corresponding risk reduction measures shall always be kept updated due to the changes of any identified work circumstanceD. operators shall remember that an identical set of circumstances is unlikely to be repeated

PASSAGE 107

The key aspect of a safety culture is changing the behavior of seafarers and shore based managers so that they believe in safety, think safely and always seek further improvements.

The introduction of a genuine safety culture based on the concept of continual improvement, and personal commitment and responsibility on the part of everyone in the company, is a long term process and involves a lot of hard work. To a certain extent, experience gained through the introduction of Safety Management Systems required by the ISM Code should result in a change in behavior. It should be recognized, however, that companies can take additional steps to encourage the change from a culture of compliance with regulations to that of a culture based on individual commitment to safety.At one extreme, companies may wish to conduct detailed “ behavioral assessment programs, using outside expertise, in order to work out the best way to move forward. The assistance of outside consultants may then be used to oversee the change to the company’s safety culture. For many companies, however, a less ambitious approach may be more appropriate.A starting point is making sure that employees fully understand why they are following the procedures required by adherence to safety management system. They need to understand that the purpose is not simply to satisfy ISM Code auditors but to bring about actual improvements in safety.

1. The introduction of a genuine safety culture based on the concept of continual improvement, term process and involves a lot of hard work. According to this passage, the main reason is .A. the punishment is not heavy enough otherwise the personnel responsible for the accident will learn a lessonB. the personnel engaged in shipping industry are not those well educatedC. most shipping companies do not carry out safety training regularlyD. you cannot make a crab walk straight

2. The last sentence of paragraph 2 implies .A. compliance with regulations does not always mean safetyB. some regulations are just basic requirements for safetyC. the achievement of a total safety culture goes beyond the compliance with the letter of regulationsD. Master shall always be responsible for safety of ship even if she meets regulations in all means

3. In order to foster a safety culture, some companies have introduced the “behavioral assessment” programs. The author may think it .A. suitable B. unsuitable C. acceptable D. inappropriate

4. According to the passage, employees shall .A. not only meet the requirements of regulations but also believe in safety, think safely and always seek further improvementsB. fully understand Safety Management SystemC. meet the requirements of ISM auditorsD. absolutely follow Master’s orders

PASSAGE 108

The International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) addresses the responsibilities of the people who manage and operate ships and provides an international standard for the safe management and operation of ships and for pollution prevention.

The application of the ISM Code should support and encourage the development of a safety culture in shipping. Success factors for the development of a safety culture include; commitment,

values and beliefs.

The Code establishes safety-management objectives and requires a safety management system ( SMS) to be established by “the Company” , which is defined as the shipowner or any person, such as the manager or bareboat charterer, who has assumed responsibility for operating the ship. The Company is then required to establish and implement a policy for achieving these objectives. This includes providing the necessary resources and shore-based support.

1. Of the following, is NOT one of the success factors for the development of a safetyCulture.A. commitment B. values C. beliefs D. objectives

2. The Company refers to any of the following items EXCEPT .A. the shipownerB. the managerC. the bareboat chartererD. any person who has made claims against owners

3. The Company is required to establish and implement to ensure safety at sea, prevention

of human injury or loss of life, and avoidance of damage to the environment, in particular, to the marine environment, and to property.A. objective B. policy C. safety culture D. resource

4. is the best title of this passage.A. Safety-Management Objectives B. A Shipping PolicyC. Safety Culture in Shipping D. What the ISM Code Is

PASSAGE 109As an Ex Ship Inspector for a leading P&I Club, I have seen more than my fair share of SMS and associated paperwork. Since the demise of the Radio Officer, that traditional stalwart who assisted with the Master’s paperwork, time constraints and the burden of additional duties & responsibilities have left minimum time for the Master & Officers to adequately fulfill their duties in a timely manner.

I have seen some sharp practice with required paperwork for the SMS but it is humanly understandable to see how it arises. Boarding a vessel as soon as the gangway was lowered in Rotterdam, I climbed to the bridge and awaited there: the Master was busy to finish his operations concerning SMS; the C/E and C/O were with theirs; the 2/0 was on the bridge calmly completing the pre-sailing checklist. No actions were actually taken, just the necessary boxes ticked off with such mundane items as steering gear testing!

There are many of you out there who have probably seen similar, if not worse activities. Well I now believe the time is right to have technology assist the Master & Officers to complete their duties and responsibilities in keeping the paperwork up to date.

1. The Ex Ship Inspector about SMS and associated paperwork.A. has seen many things B. has seen something that he should not seeC. has seen some unfair things D. has to share the things he has seen

2. It is implied that .A. without R/O, the Master & Officers are much busier than beforeB. the R/O keeps the Master & Officers much busier than beforeC. the R/O is a burden for the Master & OfficersD. the R/O has left minimum time for the Master & Officers to adequately fulfill their duties in a timely manner

3. When the Ex Ship Inspector climbed to the bridge, the Master & Officers .A. did not see him because they were busy with their own things about SMSB. did not welcome him because he came to inspect the shipC. pretended not having seen himD. ignored him because they think paperwork was more important

4. The Ex Ship Inspector has the idea that .A. he is going to invent a technology to assist the Master & Officers to complete their duties and responsibilitiesB. the paperwork would substantially create safety and qualityC. SMS makes him see more thingsD. SMS has raised too much paperwork

PASSAGE 110

While I agree that training is a good idea, I think it is also important to identify the person who actually wants to carry out the important role; one volunteer is worth a thousand pressed men. My recent experience with appraising ISM systems is that there are many DPAs (Designated Person Ashore) who have fallen into this role but in many cases are less than enthusiastic about it.

Recently I found one company with the DPA wearing dual hats of Technical Superintendent and DP A. You may appreciate there could be a conflict of interest but more importantly in this case the Technical Superintendent had no interest in being a DPA; unsurprisingly ISM in this company was in need of some fairly major restructuring.

I feel that we have spent enough time concentrating on the standards of the seafarers and it is about time the industry started to look at the standards of its shore management.

1. In the company referred to in the passage, .A. the Technical Superintendent changed his job to work as DPAB. DPA changed his job to work as the Technical SuperintendentC. the Technical Superintendent and DPA is the same personD. both the Technical Superintendent and DPA are wearing the same hat

2. In the author’s opinion, .A. training plays a more important role B. enthusiasm plays a more important roleC. both training and enthusiasm are important D. enthusiasm can be raised through training

3. It is implied that their job.A. no DPAs are interested in B. few DPAs are interested inC. all DPAs are interested in D. some of DPAs do not like

4. In accordance with this passage, is NOT an implied suggestion.A. we have placed too much concentration on the standards of the seafarersB. the standards of shore management were ignored to certain extentC. we shall use more efforts to reinforce shore managementD. the standards of shore management were high enough to support maritime industries

PASSAGE 111A detained ship master will only be released once the PSCO is satisfied that the deficiencies found have been properly rectified. In cases where some repairs cannot be carried out in the port of detention, the PSCO may allow the ship master to proceed to a repair yard as long as adequate temporary repairs are made and it is safe for the ship master to make the voyage. If the vessel does not comply with conditions of the release, it will be liable to be refused to access to all Tokyo MOU ports. In order to lift the ban, the vessel needs to be re-inspected to confirm that the ship master complies with conventions. The banning provision has also been extended to cover ship masters, which are required to comply with ISM Code. A ship master without ISM Certificate on board must be detained. However, if no other deficiencies warranting detention are found, the detention may be lifted to avoid port congestion.

1. In cases where some repairs cannot be carried out in the port of detention, the ship master .A. must be detainedB. must be released to avoid port congestionC. may be allowed to proceed to another repair yardD. may be allowed to request reinspection

2. If no other deficiencies warranting detention except carrying no ISM Certificate on board, .A. the detention may be lifted to avoid port congestionB. the ship master shall proceed to a repair yardC. the ship master must be detainedD. the ship shall he repaired

3. In order to lift the ban the vessel needs to be .A. detainedB. scrapedC. confirmedD. re-inspected to confirm that the ship master complies with conventions

4. It is inferred that if a ship is refused by one port, .A. she will not be allowed to proceed to a repair yardB. she shall be scrapedC. other Tokyo MOU ports are liable to accept herD. all other Tokyo MOU ports will not accept her

PASSAGE 112

The role of the PSCO, in deciding the detentions of the ship master, is very delicate. The decision to detain a vessel is based on the professional judgment of the PSCO. If deficiencies are revealed on a PSCO inspection, which are clearly “hazardous to safety and environment” the PSCO must ensure that those deficiencies are removed before the vessel is allowed to sail. The authority may, in practice will, detain the vessel in order to ensure that deficiencies are rectified. Despite the guidelines provided to assist PSCO to make that judgment there is a subjective element in a PSCO’s judgment that deficiencies are so clearly hazardous to warrant a detention. A PSCO may detain a vessel if there is one deficiency of such serious nature that it warrants the vessel’s detention, or if there is a combination of deficiencies, which may not warrant detention if viewed individually but when viewed together with other .deficiencies, they are seriously sufficient to warrant a vessel’s detention.

1. A vessel may be detained due to .A. a deficiency of serious nature that it warrants the vessel’s detentionB. a revealed deficiencyC. a rectified deficiencyD. a removed deficiency

2. If deficiencies are clearly “hazardous to safety and environment”, the vessel shall be .A. detained B. removed C. viewed D. revealed

3. is an influencing factor in a PSCO’s judgment.A. Adjective element B. Subjective elementC. Projective element D. Objective element

4. It is inferred that if a vessel has deficiencies which, viewed individually, do not warrantDetention, she .A. should proceed to a repair yard B. should be releasedC. is allowed to sail D. may still be detained

PASSAGE 113As the detention of a ship is a serious matter involving many issues, it may be in the interest of the PSCO to act with other interested parties. For example, the Officer may request the owner s representative to provide proposals for correcting the situation. The PSCO may also consider co­operating with the Flag State Administration’s representative or recognized organization responsible for issuing the relevant certificates, and consulting them regarding their acceptance of the owner’s proposals and their possible additional requirements. Without limiting the PSCO’s discretion in any way, the involvement of other parties could result in a safer ship, avoid subsequent arguments relating to the circumstances of the detention, and prove advantageous in case of litigation involving “undue delay”.

1. PSCO requesting the owner’s representative to provide proposals for correcting the situation

is .A. a limit of the PSCO’s discretionB. a consideration of co-operating with the Flag State Administration’s representativeC. a consideration of co-operating with the recognized organizationD. a consideration of co-operating with the owner

2. is NOT an interested party involved in the matter of the detention of a ship.A. The owner B. The Flag State AdministrationC. The recognized organization D. The port state

3. It is implied that the PSCO’s discretion should not be .A. made involving owner’s representatives B. made involving “undue delayC. limited in any way D. considered

4. is NOT the consequence of involvement of other parties in making the decision for shipDetention.A. Resulting in a safer shipB. Avoidance of subsequent arguments relating to the circumstances of the detentionC. Proving advantageous in case of litigation involving “undue delay”D. Limiting the PSCO’s discretion in any way

PASSAGE 114

0400 Notify E. R. S/B M/E.

0500 M/E ready, half ah’d.

0530 St’d anchor ready, stopped eng.

0536 Arrived at outer road *&* dropped st’d anchor, AP ACE L. H. 078° (T), 3’. 2 off, turned on anchor light and deck lights, turn off nav. lights. Depth 13.5 m, hdg 325° (T).

0542 Brought up, 6 shackles in water, F. W. E. , waiting for port entry formalities.

0630 Sunrise, switch off deck lights and anchor light, hoist anchor ball.

0800 Q’ tine officers boarded, check anchor position, normal.

0950 Granted pratique.

…

1442 POB, start heave up anchor, stationed F&A for alongside.

1. Pilot boarding time was .A. 0635 B. 0800 C. 0950 D. 1442

2. The vessel gets approval to enter port at .A. 0635 B. 0800 C. 0950 D. 1435

3. The ship anchored just .A. before sunset B. before sunrise C. after sunset D. after sunrise

4. After vessel is permit to enter port, she still need waiting about at road.A. 2 hours B. 5 hours C. 7 hours D. 4 hours

PASSAGE 115

0800 Opened hatch cover No. 3&5.

0815 2 gangs boarded &com’ced loading hold No. 3&5.

0935 One drum of cargo marked “TMV” slipped off the sling platform through the fault of stevedores and fell to main deck and rolls to sea.

1130 Loading suspended for lunch.

1200 Cloudy, moderate breeze, round made, all’s well.

1300 Resumed loading at hold No. 3&5.

1420 Suspend loading due to rainfall, close hatch all cover.

1650 Rain stopped, open hatch cover No.3&5, loading resumed.

1. The lunch time was .A. half an hour B. one hour C. One and a half hours D. two hours

2. Loading stopped due to rain total .A. half an hour B. one hour C. two and a half hours D. two hours

3. The cargo which marked with “TMV” first fall down to the .A. hold bottom B. weather deck C. pier of the berth D. sea

4. It is inferred that when the accident happened, the drum is .A. within the ship’s rail B. above the cargo holdC. outside the ship’s rail D. not mentioned

PASSAGE 116

0530 N/F E/R S/B M/E.

0620 M/E ready.

0650 POB, singled up F&A, take T1 and T2 on starboard bow and quarter respectively.

0705 Let go all lines, left berth under assistance of 2 tugs.

0743 Let go F&A tug.

0745 Slow-ah’d, proceed to sea under pilot’s instructions, course and speed var.

0800 Dead slow ah’ d. tug T1 take pilot off.

0805 Passed Buoy No. 3 , full ah’d.

0830 R.F Ace cape 212°(T), 5' off, s/c on 145°(T), 145°. 2(G), 138°(M), R/U M/E.

1. Crew standby main engine use minutes.A. 30 B. 40 C. 50 D. 60

2. DOP time for this voyage is .A. 0650 B. 0705 C. 0800 D. 0830

3. The vessel gets M/E ready in . minutes prior to pilot onboard.A. 30 B. 40 C. 50 D. 60

4. Before vessel rung up her main engine, she determined her position by .A. GPS B. radar C. direction finder D. Omega

PASSAGE 117

1625 Sent out alarm for Abandon ship drill.

1627 All crew members mustered at boat station.

1628 C/O have a roll call.

1629 C/O and 3/0 check crew donning life-jackets, lights and whistles and find OK; boat plugs plugged in position.

1635 Swung lifeboat No. 1 out to boarding level, crew embarked, fastened safety belts, startAnd running boat engine ahead and astern for about 3 minutes, satisfactory.

1640 Lower boat to water surface; test SART and EPIRB, found OK.

1642 Released boat hook and maneuver around the vessel.

1712 Start retrieve No. 1 lifeboat.

1715 Secured lifeboat in position.

1717 Abandon ship drill finish.

Non-conformities:

(1) 3/0 failed to bring GMDSS TWO way VHF, SART; and

(2) The new-joined crewmembers failed to bring immersion suit to boat deck.

1. In this drill, all crew collected at .A. main deck B. boat deck C. muster station D. lifeboat

2. In this drill, which side lifeboat are lowered to water surface? .A. Starboard B. Port C. Both A and B D. Not mentioned

3. Who screws the boat plugs in position? .A. C/O B. 3/O C. Duty AB D. Not mentioned

4. Regarding the performance of fresh crew, captain with them.A. is satisfied B. is unsatisfied C. is pleased D. not mentioned

PASSAGE 118

1340 Send general alarm and announce damage control drill by PA and informed E/R for standby.

1342 All crew members mustered at main deck and C/O brief the damage condition; assume that vessel is damage and down by head now.

1345 Reduce ship s speed, check ship’s position, and sound all tanks and bilges to monitor condition.

1347 C/O report to master that found one crack at FPT by unknown reason, sea water flood in; inform E/R commence pumping out water; Engine Dcp. crew monitor M/E, G/E, shaft system; close watertight doors and unnecessary valves as per C/E’s instruction.

1348 Evaluate the damage situation as per ship damage stability plan, and prepare for beach if necessary and permit.

1350 Seek assistance from the nearby vessel if necessary.

1400 Send damage reported to company and seek for guidance, and initial notification to relevant parties if necessary.

1410 Evaluate the drill.

1412 Finish damage control drill.

Non-conformities:

(1) During damage control drill, damage control plan not fully complied;

(2) The safety message not sent by VHF.

1. In this drill, captain summon all crew at the .A. main deck B. boat deck C. bridge D. lifeboat

2. In this drill, which one is NOT among emergency action? .A. Reduce speed B. Sound bilgeC. Pump out water D. Open FPT manhole

3. In this drill, the ship’s crew assume the vessel’s trim .A. increases B. decreases C. doesn’t change D. not mentioned

4. During this drill, chief office find leakage at vessel’s part.

A. fore B. aft C. port side D. starboard side

PASSAGE 119

1500 Sound fire-fighting drill alarm and followed by oil spill drill announcement via PA, and mock engine room on fire.

1502 Crew mustered at engine room, C/E have a roll call and brief fire situation, stop engine and secure all engine room ventilator.

1504 Start emergency fire pump and connect hoses for standby.

1507 Fireman detected fire at incinerator area and report to C/E and C/O.

1510 C/E report to Master, Master order use fixed foam system to extinguish the fire.

1511 C/E order evacuate engine room and have a roll call to ensure no crew remain at engine room.

1513 Release the fixed foam system to engine room as fire control plan.

1518 Keep all ventilators close and monitor the fire situation.

1530 Fireman re-detect the fire, ensure fire extinguished.

1531 Ventilate all engine room.

1545 Evaluate fire-fighting drill; train crew on how to release fixed foam system.

1548 Finish drill, crew dismissed.

Non-conformities;

(1) When the emergency fire pump started, the flange of emergency fire pump leaking water, and the leakage flange was repaired later; and

(2) The new-joined crew did not familiar with remote control of fire pump.

1. Crew mustered at designed area with minute(s) after the drill signal is send out.A. 1 B. 2 C. 3 D. 4

2. Fireman detect fire time( s).A. 1 B. 2 C. 3 D. 4

3. It is inferred that the vessel is equipped with for fire fighting at engine room.A. fixed carbon dioxide B. fixed foam systemC. portable carbon dioxide D. fixed dry powder

4. who gives crew training on how to release fixed foam system? .A. Captain B. C/E C. C/O D. Not mentioned

PASSAGE 120

1720 Simulate man overboard on port deck, the finder throw a lifebuoy to him; call out “Man Overboard” ask for help at loud voice, report to bridge.

1721 Master sound general alarm, broadcast man overboard drill through the public addresser, push MOB button on GPS.

1722 Master start Williamson turn to search the overboard crew.

1723 Crew mustered on station, C/O have a roll call, brief man overboard situation and check the condition of donning life jacket.

1736 Swung out rescue boat to boat deck and crew embarked with SART and portable VHF; start and test boat engine found satisfactory.

1738 Located overboard crew at sea and keep in sight, and launch rescue boat as required. 1748 Rescue boat take crew back from water; give first aid on boat deck.

1750 Restore rescue boat in position; secure rescue boat.

1751 Evaluate man overboard drill.

1752 Finish man overboard drill.

Non-conformity:

(1) OOW forgot throw the smoke signal (simulate only) from bridge.

1. The main purpose of “MOB button” at GPS is to .A. alert the crew B. alert ship management companyC. log man overboard position D. record man overboard time

2. When crew collected at muster station, they with their lifejacket.A. bring by hand B. dressed C. put aside D. not mentioned

3. It is inferred that the first wheel order the Master gives to quartermaster is .A. mid ship B. hard port C. hard starboard D. steady

4. They maneuver rescue boat on sea surface about minutes.A. 10 B. 15 C. 12 D. 20

二、参考答案

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| 1 | DDAC | 31 | AACD | 61 | DBCD | 91 | BCAD |
| 2 | DADC | 32 | DADB | 62 | CDBD | 92 | ABCC |
| 3 | DDDD | 33 | AADD | 63 | CCAA | 93 | CDAD |
| 4 | ACBC | 34 | CDDB | 64 | DBDC | 94 | CCBC |
| 5 | BBCA | 35 | ACCC | 65 | DDBA | 95 | CDCD |
| 6 | DABB | 36 | BDBC | 66 | BCAD | 96 | CBDC |
| 7 | AAAC | 37 | ABAA | 67 | ADAD | 97 | ADBB |
| 8 | CDAB | 38 | DDBA | 68 | CACA | 98 | DABA |
| 9 | DCCB | 39 | DADB | 69 | CDBA | 99 | BCBD |
| 10 | AABB | 40 | ACBD | 70 | ACDC | 100 | DAAA |
| 11 | DADA | 41 | ABBB | 71 | DBDD | 101 | ADCD |
| 12 | CBDA | 42 | CACC | 72 | BDDA | 102 | CBCD |
| 13 | ACCB | 43 | CCBA | 73 | BDBB | 103 | DBCA |
| 14 | ABCD | 44 | DDBB | 74 | ACDC | 104 | ABCB |
| 15 | CACA | 45 | DADD | 75 | DACD | 105 | DDDA |
| 16 | DCDC | 46 | DABB | 76 | CDAB | 106 | DCBC |
| 17 | BACA | 47 | BCBB | 77 | DACB | 107 | DCDA |
| 18 | DADC | 48 | CADC | 78 | CDCA | 108 | DDBD |
| 19 | BACA | 49 | CABD | 79 | DBAA | 109 | AAAD |
| 20 | CDDB | 50 | CBAB | 80 | CDBD | 110 | CCDD |
| 21 | DBBB | 51 | CBAA | 81 | ABDD | 111 | CADD |
| 22 | DBDA | 52 | BBCD | 82 | ABBA | 112 | AABC |
| 23 | BCBD | 53 | DACD | 83 | BDDD | 113 | ADCD |
| 24 | AABA | 54 | CDAC | 84 | DACB | 114 | DCBB |
| 25 | BCBB | 55 | ADAC | 85 | BBDC | 115 | CCBA |
| 26 | CACA | 56 | BDDB | 86 | BACC | 116 | CCAB |
| 27 | ADAB | 57 | DBDA | 87 | CBDB | 117 | DADB |
| 28 | CBAA | 58 | DDDD | 88 | BDDD | 118 | ADAA |
| 29 | DABC | 59 | CBCD | 89 | DDAA | 119 | BBBD |
| 30 | BBBA | 60 | CBDB | 90 | DADA | 120 | CBBA |