

## Passage Planning

When is the only time you can fully rely on an Admiralty Chart?

- When it has been corrected up to date
- When it has just been delivered by the Superintendent
- When it has been inspected by the Master
- When it is brand new

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## Passage Planning

Which publication would you consult for information on: times of sunrise and sunset, eclipses of the sun, phases of the moon, tabular data for sun, moon, planets and stars?

- Nautical Almanac
- Tidal Stream Atlas
- Ocean Passages for the World
- BA Chart 5011

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## Watchkeeping

You are heading North by magnetic compass. What is the difference between Magnetic North, and the actual reading of a magnetic compass called?

- Deviation
- Variation
- Diversion
- Precession

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## Watchkeeping

Three of these factors are VERY relevant when considering squat. Which of these is the LEAST relevant factor when considering the onset of squat?

- Direction of the tidal stream
- Block coefficient of the vessel
- Speed
- Water depth

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## COLREGS Descriptions

What do the rules say is the purpose of maintaining a proper lookout?

- So as to make a full appraisal of the situation and of the risk of collision.
- So as to continually assess the range of visibility.
- So as to check the effectiveness of any manoeuvre.
- So as to confirm that other vessels are passing at a safe distance.

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## COLREGS Descriptions

The term 'Not under command' refers to a vessel which...

- is unable to manoeuvre due to exceptional circumstances.
- has no communication with her management office.
- is unable to maintain a proper lookout.
- has an intermittent remote engine control system fault.

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You are in doubt as to whether you are overtaking another vessel. What do the rules direct you to do?

- Assume an overtaking situation does exist, and act accordingly.
- Manoeuvre as though it was a crossing situation.
- Avoid crossing ahead of the other vessel.
- Reduce speed and proceed more slowly than the other vessel.

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## Watchkeeping

What paper charts should be selected to execute the passage?

- The largest scale paper charts available should be used, fully corrected.
- The paper charts selected don't matter as long as they are supplied by an approved hydrographic authority.
- Smaller scale paper charts are best as they only show relevant details.
- Smaller scale paper charts are encouraged as their use means less impact on the environment.

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## Radar

Which of these statements about radar parallel indexing is TRUE?

- A radar parallel index can allow continuous monitoring of whether the vessel is on track or not.
- All of these options are true.
- A radar parallel index should not be used when ECDIS is operating correctly.
- A radar parallel index should not be used if visibility is good.

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## Radar

Which of these statements about ARPA is CORRECT?

- Caution should always be exercised when relying on ARPA for CPA information, especially large targets at close range.
- Because ARPA automatically tracks radar targets, the information it provides should always be trusted.
- ARPA is extremely reliable in every situation.
- ARPA calculations should always be trusted as modern auto-tracking software is perfect.

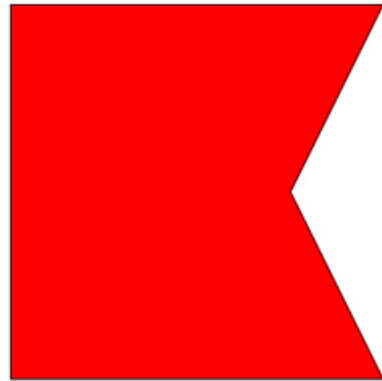
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# Flags

Choose the correct option

- This flag indicates a vessel loading, carrying or discharging dangerous cargo
- This flag indicates a vessel which requires a pilot
- This flag indicates a vessel with a pilot on board



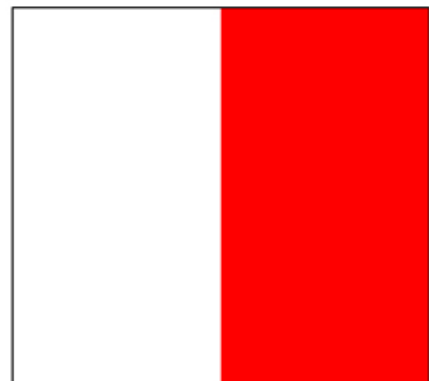
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# Flags

Choose the correct option

- This flag indicates a vessel with a pilot on board
- This flag indicates a vessel which is undertaking helicopter operations
- This flag indicates a vessel is involved in discharge of dangerous cargo



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# Bouyage

Choose the correct option

- Light Characteristics of Northerly Cardinal
- Light Characteristics of Westerly Cardinal
- Light Characteristics of Southerly Cardinal



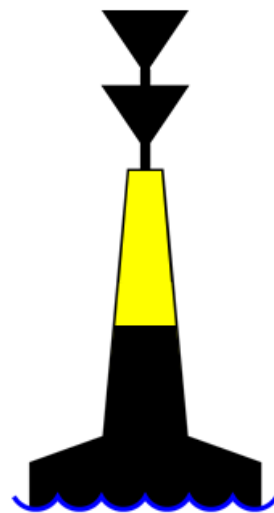
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# Bouyage

Choose the correct option

- Southerly Cardinal
- Easterly Cardinal
- Northerly Cardinal



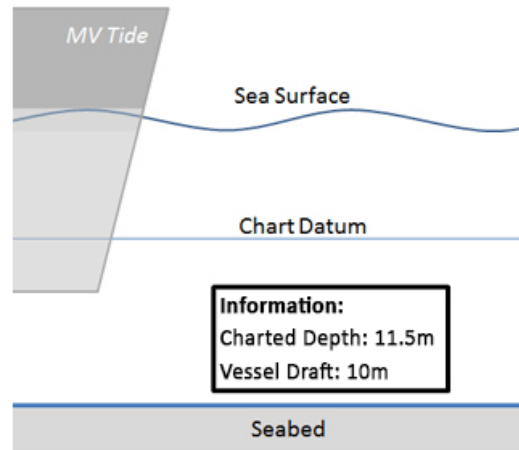
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# Tidal Problems

Choose the correct option

- The UKC will be 4m when the height of the tide is 2.5m
- The UKC will be 4m when the height of the tide is 4m
- The UKC will be 4m when the height of the tide is 6.5m



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# COLREGS Sailing

Choose the correct option

- Vessel A should keep out of the way of Vessel B
- Vessel B must call Vessel A on VHF to tell her to manoeuvre
- Vessel B must reduce speed so Vessel A can pass ahead



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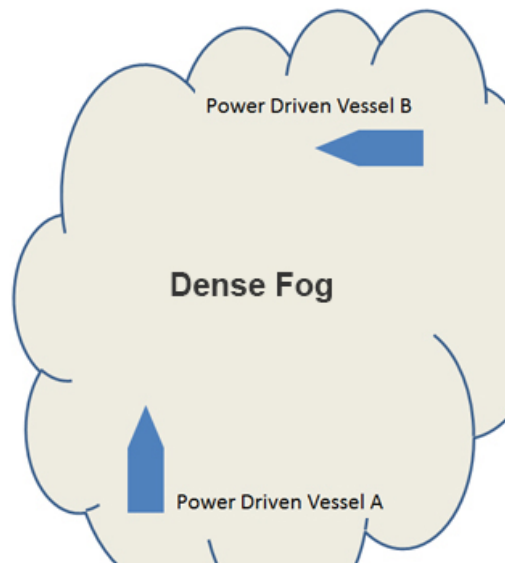
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# COLREGS Sailing

## Choose the correct option

- Vessels detected by radar alone. Both vessels should take avoiding action in ample time.
- Vessels detected by radar alone. Vessel B must maintain course and speed.
- Vessels detected by radar alone. The best way to avoid a collision is to listen for fog signals.



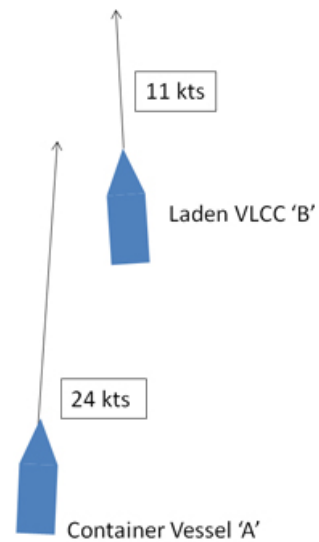
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# COLREGS Sailing

## Choose the correct option

- Vessel A is overtaking and should keep out the way of Vessel B
- Vessel A is faster and so has right of way
- Vessel B must immediately alter course to starboard to give room to Vessel A



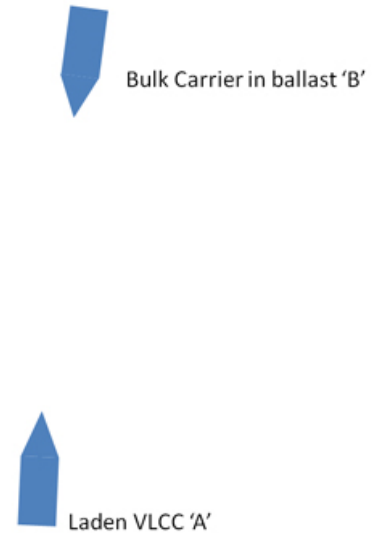
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# COLREGS Sailing

## Choose the correct option

- This is a head-on situation so Vessel A and Vessel B should both manoeuvre to starboard
- Vessel A is in doubt that this is head-on so must call Vessel B on VHF
- Vessel B is in doubt that this is head-on so must call Vessel A on VHF



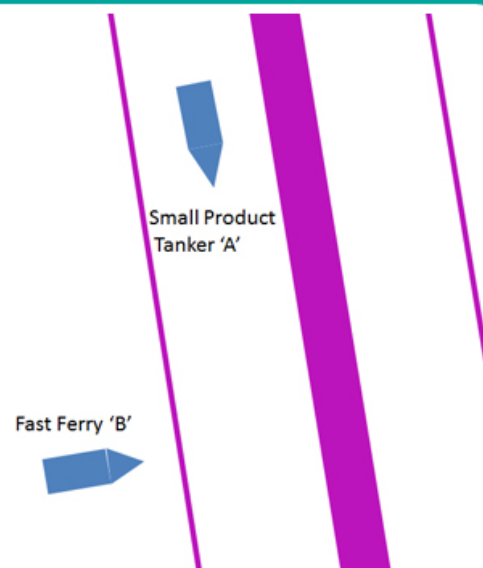
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# COLREGS Sailing

## Choose the correct option

- This is a crossing situation and Vessel A should manoeuvre to keep out of the way, avoiding passing ahead
- Vessel A is using the TSS so has right of way. Vessel B should keep out of the way
- Vessel B must wait until Vessel A is clear before entering the TSS



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# COLREGS Sailing

Choose the correct option

- Starboard
- Shallowest
- Northerly

Which word completes this rule?

'A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her \_\_\_\_\_ side as is safe and practicable.'



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# COLREGS Sailing

Choose the correct option

- If a risk of collision exists Vessel A should give way to Vessel B
- If a risk of collision exists Vessel B should give way to Vessel A
- If a risk of collision exists both Vessels must give way

Power Driven Vessel B



Power Driven Vessel A

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## COLREGS Sailing

Choose the correct option

- Vessel A should avoid passing ahead of Vessel B
- Vessel B should alter course immediately
- Vessel B should increase speed to pass ahead of Vessel A

Power Driven Vessel B



Power Driven Vessel A

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## COLREGS Sailing

Choose the correct option

- This is a head-on situation, so both vessels should manoeuvre to starboard to keep out the way of one another
- This is a crossing situation, so Vessel B must maintain her course and speed
- The best way to avoid collision is for both vessels to use VHF immediately



Bulk Carrier in ballast 'B'



Laden VLCC 'A'

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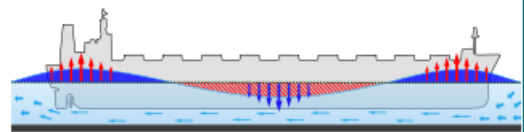
# COLREGS Sailing

Choose the correct option

- Squat will increase
- Squat will reduce
- Squat will remain the same

Your vessel is experiencing squat while proceeding at 12 knots.

What will happen to the squat if you increase speed to 15 knots?



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# COLREGS Sailing

Choose the correct option

- Using VHF is not specifically mentioned in the rules
- VHF only adds to confusion and must never be used
- Because VHF is not fitted to every vessel it is dangerous to rely on it

What do the rules say about using VHF to help avoid collision?



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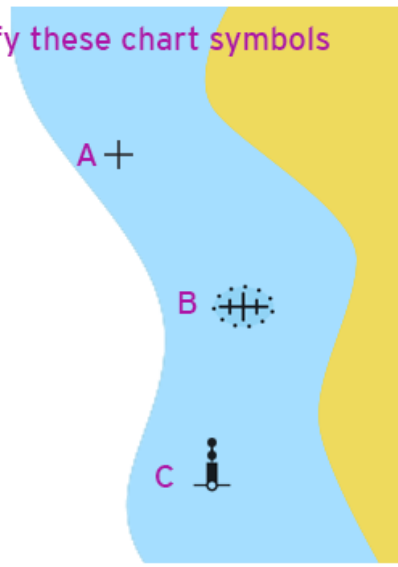
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# Chart Symbols

Choose the correct option

- A) Rock  
B) Wreck  
C) Beacon
- A) Wreck  
B) Beacon  
C) Rock
- A) Wreck  
B) Rock  
C) Beacon

Identify these chart symbols



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# Chart Symbols

Choose the correct option

- Pilot boarding place
- Local magnetic anomaly
- Tidal information source



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# Chart Symbols

Choose the correct option

Radio reporting point (2 directions)

Local magnetic anomaly

Dredger dumping ground



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# Chart Symbols

Choose the correct option

General direction of bouyage

Pilot boarding place

Radio reporting point



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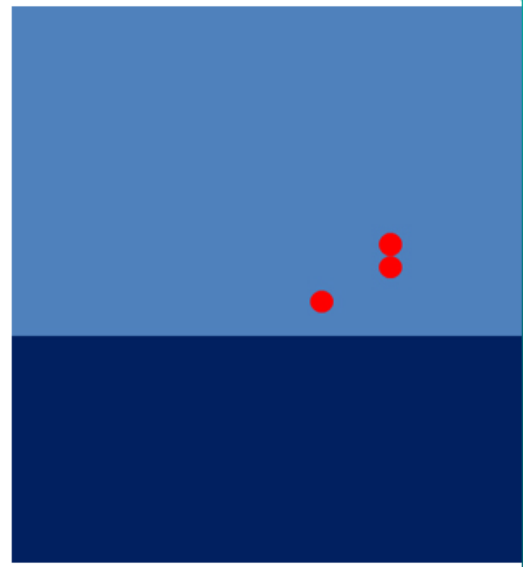
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# COLREGS Lights and Shapes

Choose the correct option

- Vessel not under command, making way
- Sailing Vessel
- Pair trawlers



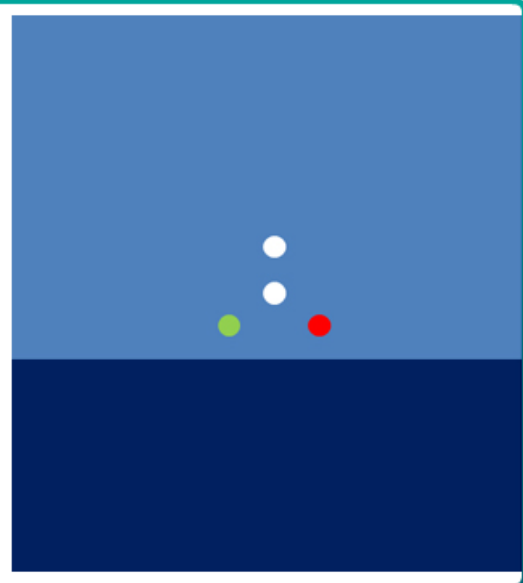
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# COLREGS Lights and Shapes

Choose the correct option

- Power driven vessel, underway
- Vessel not under command
- Sailing vessel



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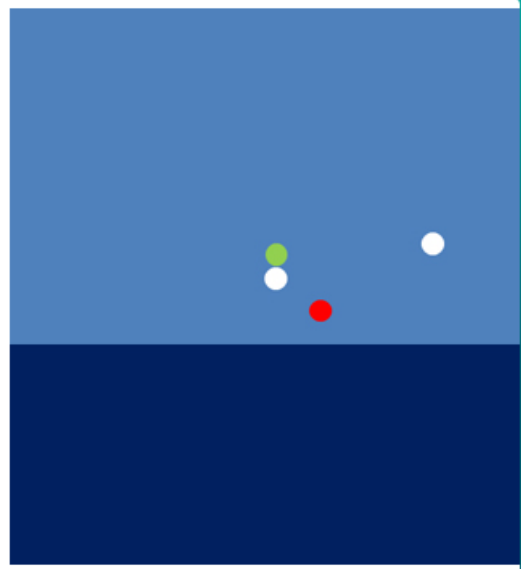
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# COLREGS Lights and Shapes

Choose the correct option

- Vessel engaged in trawling
- Vessel engaged in pilotage duties
- Power driven vessel, may be more than 50m in length, underway



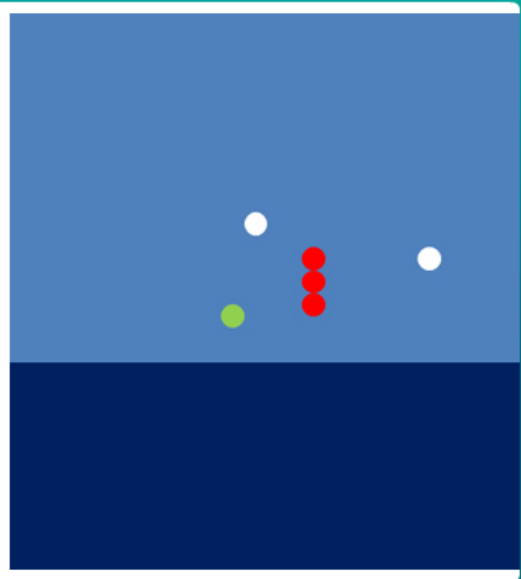
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# COLREGS Lights and Shapes

Choose the correct option

- Vessel constrained by draft
- Fishing vessel, nets fast on obstruction
- Vessel carrying dangerous cargo



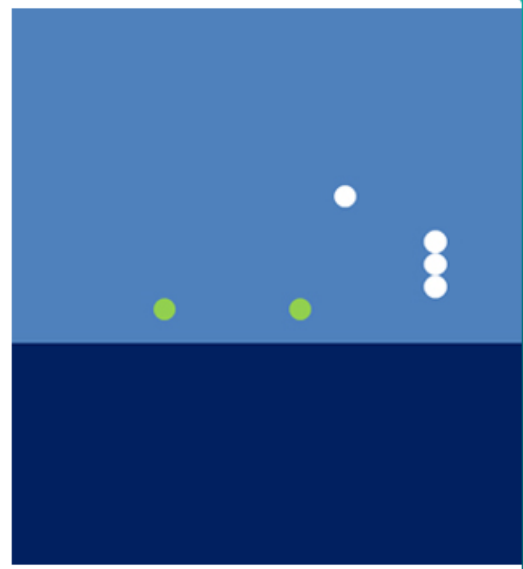
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# COLREGS Lights and Shapes

Choose the correct option

- Vessel engaged in towing, length of tow exceeds 200m
- Sailing vessel
- Vessels engaged in fishing, pair trawling



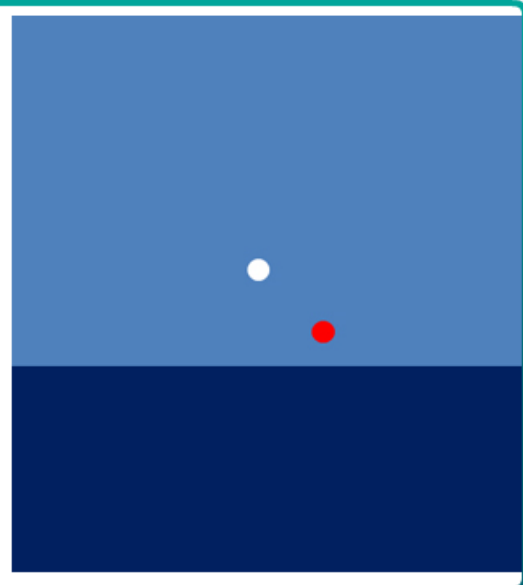
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# COLREGS Lights and Shapes

Choose the correct option

- Power-driven vessel of less than 50m in length, making way
- Sailing vessel
- Pilot vessel



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