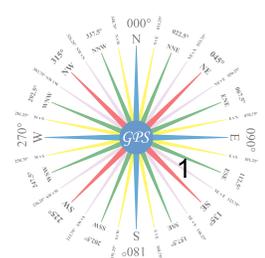
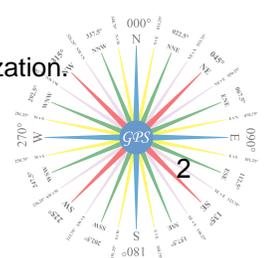


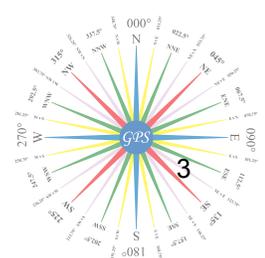
- 1 851 Ref: Cargo Operations, Cargo, Bulk, Coal B
Spontaneous heating of coal rapidly accelerates at the approximate minimum temperature of _____.
- 88°F
 - 100°F
 - 111°F
 - 119°F
- 2 2023 Ref: Cargo Operations, Cargo, Bulk, Coal D
Which statement about the ventilation of bulk coal is TRUE?
- Coal should not be ventilated; all oxygen should be excluded from the cargo.
 - Coal should be through-ventilated to remove methane and reduce the heat of spontaneous combustion.
 - Coal should be ventilated only if temperatures in the center of the cargo exceed 125°F.
 - Coal should be surface ventilated only.
- 3 2042 Ref: Cargo Operations, Cargo, Bulk, Coal A
Which statement is correct concerning the carriage of coal in bulk?
- Coal should be vented with surface ventilation only.
 - Because of its inherent vice, coal should not be loaded wet.
 - Dunnage should be placed against ship's sides and around stanchions.
 - Through ventilation, as well as surface ventilation, should be provided whenever possible.
- 4 1732 Ref: Cargo Operations, Cargo, Bulk, Flow State C
When referring to dry bulk cargoes, the term "flow state" _____.
- designates the state of a commodity when the ship is heeled past the angle of repose
 - relates to the suitability of loading a cargo by flowing down inclined chutes
 - refers to the saturation of a dry bulk product with water to the point where it acts as a liquid
 - relates to the minimum granule size of a particular product where it will flow like a liquid at an angle of 30°
- 5 101 Ref: Cargo Operations, Cargo, Bulk, Grain B
A Great Lakes vessel bound for Anticosti Island is exempt from the IMO Grain Regulations if the vessel meets all of the following standards EXCEPT _____.
- the metacentric height corrected for free surface must meet regulatory minimums throughout the voyage
 - slack surfaces should be in a mound
 - the longitudinal strength of the vessel must not be imperiled
 - the Master must ascertain the expected weather conditions enroute
- 6 431 Ref: Cargo Operations, Cargo, Bulk, Grain C
Before loading bulk grain, bilge wells must be covered to _____.
- add strength to the bilge well strainer
 - permit rapid flow of water to the bilge wells
 - prevent cargo sifting into the bilge wells
 - prevent oil, water, or other liquid from reaching the cargo
- 7 839 Ref: Cargo Operations, Cargo, Bulk, Grain B
Ship's officers should check every cargo compartment after it is filled with bulk grain to ensure _____.
- all lighting circuits are energized
 - all void spaces are filled
 - the correct grade of cargo has been loaded
 - the heavier grade is in the lower hold



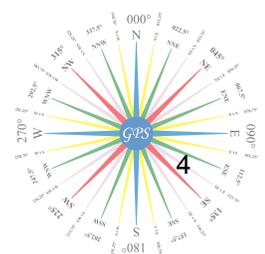
- 8 1573 Ref: Cargo Operations, Cargo, Bulk, Grain C
What is usually NOT required in preparing a hold for reception of a bulk grain cargo?
A. Remove residue of previous cargo.
B. Remove loose rust and scale.
C. Steam clean areas obstructed by structural members.
D. Spray or fumigate any insect colonies.
- 9 1679 Ref: Cargo Operations, Cargo, Bulk, Grain A
When considering a vessel's stability, which spaces in a general cargo vessel are the best locations for the carriage of bulk grain?
A. Deep tanks C. Lower holds at the ends of the vessel
B. Lower holds D. Tween-decks
- 10 2158 Ref: Cargo Operations, Cargo, Bulk, Grain B
While loading a cargo of grain, your vessel develops a list to starboard. This will be corrected by _____.
A. the compensating tanks on the high side
B. the list man changing the discharge location of the chutes
C. allowing the grain to level itself as the hold fills to the spar deck level
D. trimming the final loading cone by hand
- 11 1698 Ref: Cargo Operations, Cargo, Bulk, Longitudinal Stress C
When loading a cargo of taconite, proper sequencing of loading by hatch number is necessary to _____.
A. provide the proper trim C. prevent excessive longitudinal stresses
B. prevent negative stability from developing D. control list
- 12 100 Ref: Cargo Operations, Cargo, Bulk, Ore D
A Great Lakes bulk ore vessel would use an "Iron Deckhand" to assist in _____.
A. unloading bulk cargo C. making the vessel fast to a dock
B. steering the vessel D. removing hatch covers
- 13 1668 Ref: Cargo Operations, Cargo, Bulk, Ore C
When carrying a full or nearly full load of bulk ore in a general cargo type vessel which has engine spaces amidships, the cargo in each hold should be trimmed so that the bulk of the cargo lies _____.
A. along the centerline
B. toward the forward bulkhead of the forward holds and toward the after bulkhead of the after holds
C. toward the after bulkhead of the forward holds and the forward bulkhead of the after holds
D. toward the after bulkhead of all holds
- 14 437 Ref: Cargo Operations, Cargo, Characteristic, Bulk D
Bulk cargo refers to _____.
A. cargo which occupies a large volume of space
B. cargo which requires refrigeration
C. cargo which is very dense
D. homogeneous cargo not enclosed in a container
- 15 447 Ref: Cargo Operations, Cargo, Characteristic, Delicate B
Cargo that is highly susceptible to damage by tainting from odorous cargo is called _____.
A. clean cargo C. dry cargo
B. delicate cargo D. immune cargo
- 16 1482 Ref: Cargo Operations, Cargo, Characteristic, Filler A
What is NOT an advantage of filler cargo?
A. Overcarriage is reduced or eliminated. C. Voids in the cargo stow are filled.
B. Dunnage costs are reduced. D. The hold space has maximum utilization.



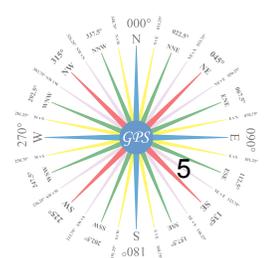
- 17 103 Ref: Cargo Operations, Cargo, Characteristic, Hygroscopic D
A heated bulkhead has the effect on a hygroscopic commodity of _____.
A. causing moisture to accumulate against the bulkhead
B. lowering the vapor pressure of the commodity
C. lowering the dew point of the air
D. raising the vapor pressure of the commodity
- 18 111 Ref: Cargo Operations, Cargo, Characteristic, Hygroscopic A
A hygroscopic cargo is defined as a cargo _____.
A. capable of absorbing moisture in the form of a gas
B. capable of giving off moisture in the form of a liquid
C. that is shipped in a liquid state
D. that will ignite in contact with water
- 19 582 Ref: Cargo Operations, Cargo, Characteristic, Hygroscopic A
Hygroscopic cargoes should be ventilated when _____.
A. going from a warm to a cold climate
B. the dew point of the outside air is greater than the dew point of the air in the hold
C. the dew point of the air in the hold is very low
D. the outside dew point is 60°F (16°C) and the cargo temperature is 54°F (12°C)
- 20 1859 Ref: Cargo Operations, Cargo, Characteristic, Inherent Vice B
Which is an example of cargo damage caused by inherent vice?
A. Sublimation of chemicals C. Stevedore damage
B. Heating of grain D. Wear and tear
- 21 446 Ref: Cargo Operations, Cargo, Characteristic, Odorous D
Cargo that gives off fumes that may contaminate other cargo is known as a(n) _____.
A. delicate cargo C. toxic cargo
B. dirty cargo D. odorous cargo
- 22 745 Ref: Cargo Operations, Cargo, Characteristic, Odorous D
Odorous cargoes are those that _____.
A. are susceptible to damage by tainting
B. are exceptionally dusty and leave a residue
C. are liquid, but in containers
D. give off fumes that may damage other cargoes
- 23 1861 Ref: Cargo Operations, Cargo, Characteristic, Special C
Which is characteristic of a "special cargo"?
A. The cargo gives off toxic gases when heated.
B. Periodic inspection is required while in transit to prevent spoilage.
C. It is of high value or easily pilferable.
D. It must be stowed on deck.
- 24 29 Ref: Cargo Operations, Cargo, Characteristic, Wet D
A "wet cargo" refers to _____.
A. a cargo that will be damaged if it gets wet C. cargoes that will cause condensation
B. bulk liquids D. liquids in containers
- 25 450 Ref: Cargo Operations, Cargo, Characteristic, Wet C
Cargoes that might leak from containers are known as _____.
A. dirty cargoes C. wet cargoes
B. caustic cargoes D. bulk cargoes



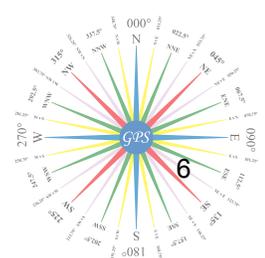
- 26 1445 Ref: Cargo Operations, Cargo, Characteristic, Wet B
What is a wet cargo?
A. A liquid cargo carried in the deep tanks
B. A canned or bottled liquid such as beer
C. A cargo that contains hygroscopic moisture
D. A cargo particularly susceptible to damage by moisture
- 27 1046 Ref: Cargo Operations, Cargo, Container, Secure B
The lashings on a stack of containers with interlocking fittings restrain the forces that cause _____.
A. toppling C. buckling
B. racking D. crushing
- 28 1197 Ref: Cargo Operations, Cargo, Container, Secure B
The securing systems for containers were developed to prevent container movement during which ship motion?
A. Surge C. Sway
B. Roll D. Yaw
- 29 1366 Ref: Cargo Operations, Cargo, Container, Secure A
Under normal weather and sea conditions when securing a stack of containers with non-locking fittings, lashings are required when the tier exceeds what height?
A. Lashings are always required C. Two containers
B. One container D. Three containers
- 30 1367 Ref: Cargo Operations, Cargo, Container, Secure C
Under normal weather and sea conditions when securing a stack of containers with twist locks, lashings are required when the tier exceeds what height?
A. Lashings are always required C. Two containers
B. One container D. Three containers
- 31 1476 Ref: Cargo Operations, Cargo, Container, Secure B
What is NOT a securing system used on a containership?
A. Lashing system C. Locking system
B. Stacking system D. Buttress system
- 32 1586 Ref: Cargo Operations, Cargo, Container, Secure D
What purpose does a bridge fitting serve when lashing containers?
A. Ties a container stack to the deck
B. Ties a container to the container below it
C. Restrains racking loads
D. Restrains the container against horizontal motion
- 33 2037 Ref: Cargo Operations, Cargo, Container, Secure A
Which statement concerning the lashings of containers with solid bar or wire rope lashings is TRUE?
A. Stack weights should be less when using a solid bar lashing as compared to a wire lashing.
B. Stack heights may be increased when using a solid bar lashing.
C. Stack heights should be reduced when using a solid bar lashing.
D. Solid bars should be used for lashing the first tier only, with wire lashings on the higher tier(s).
- 34 2205 Ref: Cargo Operations, Cargo, Container, Secure D
With the buttress securing system, containers of different heights must be stowed _____.
A. on the bottom tier on deck
B. in the hold
C. next to the buttress tower
D. on the top tier



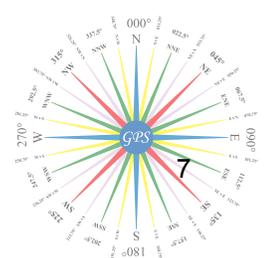
- 35 102 Ref: Cargo Operations, Cargo, Container C
A half-height container is used _____.
A. to carry cargoes of low density
B. when stowage space is limited
C. to carry cargoes such as steel products or drums
D. to double the stowage capacity of the vessel
- 36 106 Ref: Cargo Operations, Cargo, Container A
A high cube container is designed specifically to _____.
A. carry low density cargoes
B. protect fragile cargoes
C. stow cargoes with concentrated weights such as machinery
D. carry cargoes of very low stowage factors
- 37 107 Ref: Cargo Operations, Cargo, Container B
A high cube container would most likely be used to stow _____.
A. dense bulk cargoes C. fragile cargoes
B. household appliances D. heavy industrial machinery
- 38 423 Ref: Cargo Operations, Cargo, Container B
Because of the arrangement of the cell guides, the MOST important factor while loading containers is the _____.
A. contents of the container C. size of the shoreside crane
B. list of the vessel D. weight of the container
- 39 557 Ref: Cargo Operations, Cargo, Container B
How long is the standard container used to measure equivalent units?
A. 10 feet (3 meters) C. 35 feet (11 meters)
B. 20 feet (6 meters) D. 40 feet (12 meters)
- 40 778 Ref: Cargo Operations, Cargo, Container A
On the fully containerized ship, approximately one-third or more of the cargo is on deck above the rolling center. Top stowed containers are subject to _____.
A. accelerations greater than on conventional vessels
B. accelerations less than on conventional vessels
C. accelerations the same as on conventional vessels
D. no accelerations
- 41 1305 Ref: Cargo Operations, Cargo, Container A
The weight of the container and its contents is supported on deck by what part(s)?
A. Four lower corner castings C. Bottom flooring, side, and end rails
B. Bottom, side, and end rails D. Bottom flooring only
- 42 1480 Ref: Cargo Operations, Cargo, Container A
What is NOT an advantage of containership operations over conventional break-bulk operations?
A. Flexibility of operation C. Lower stevedoring costs
B. Greater operational safety D. Reduction of cargo damage
- 43 1585 Ref: Cargo Operations, Cargo, Container B
What provides the majority of strength to an aluminum-sided container?
A. Corner fittings
B. Framework, primarily the corner posts
C. Framework and siding acting as a girder
D. Aluminum side and end panels



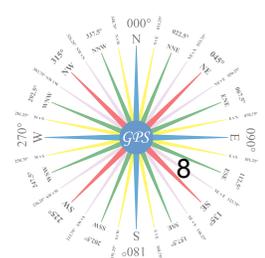
- 44 1676 Ref: Cargo Operations, Cargo, Container B
When commencing cargo operations on a container ship, one cell at a hatch is generally discharged completely (to the bottom of the ship) before removing any containers from the adjoining cells to _____.
- A. remove an existing list that would slow down cargo operations
B. initiate loading in conjunction with unloading at the hatch
C. improve stability during cargo operations
D. allow longshoremen easy access to the hatch
- 45 1699 Ref: Cargo Operations, Cargo, Container D
When loading a container vessel, the operation is basically that of vertical loading. The important factors to be considered when loading containers are port of discharge, _____.
- A. available dunnage, and chocking C. sweat, and weight
B. crushability, and inherent vice D. weight, and refrigeration
- 46 1702 Ref: Cargo Operations, Cargo, Container A
When loading containers into the cell guides in the hold of a container ship, which statement is TRUE?
- A. No further securing is usually required.
B. Containers must have vertical lashings if they do not have twist lock securing.
C. All containers must have vertical and horizontal lashings.
D. The container must be locked into the cell guide.
- 47 2035 Ref: Cargo Operations, Cargo, Container C
Which statement concerning the carriage of containers is TRUE?
- A. The Chief Mate and Master of a container ship should have the proposed stowage plan ready for the stevedore upon arrival in port.
B. When stowed on deck of a break bulk ship, the bottom of the container must be evenly supported throughout.
C. With tiered containers, a 40-foot container may be stowed on top of two 20-foot containers.
D. Deck load calculations must take into account the square footage of the entire container bottom.
- 48 1019 Ref: Cargo Operations, Cargo, Cubic, Bale C
The internal volume of a cargo hold measured from the inside faces of the cargo battens, the lower side of the deck beams, and the top of the tank top ceiling is known as the _____.
- A. gross tonnage C. bale cubic
B. deadweight space D. stowage area
- 49 1020 Ref: Cargo Operations, Cargo, Cubic, Grain D
The internal volume of a cargo hold measured from the inside of the side shell, the underside of the deck, and the tank top is known as the _____.
- A. gross tonnage C. measurement space
B. deadweight space D. grain cubic
- 50 476 Ref: Cargo Operations, Cargo, Damage, Contamination A
Damage to cargo caused by dust is known as _____.
- A. contamination C. tainting
B. oxidation D. vaporization
- 51 477 Ref: Cargo Operations, Cargo, Damage, Tainting C
Damage to cargo caused by fumes or vapors from liquids, gases or solids is known as _____.
- A. contamination C. tainting
B. oxidation D. vaporization
- 52 123 Ref: Cargo Operations, Cargo, List Signal D
A list man would expect to see any of the following light signals EXCEPT _____.
- A. two red lights C. one white light
B. one green light D. one amber light



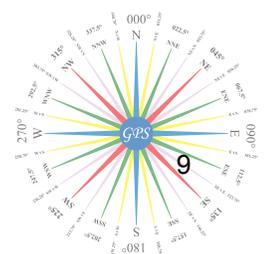
- 53 124 Ref: Cargo Operations, Cargo, List Signal B
A list signal of one white light indicates that the vessel is _____.
A. on an even keel
B. listing about 1° to the side the light is displayed on
C. listing over 5° with the light displayed on the high side
D. listing, and the chutes should be directed to the side where the light is displayed
- 54 2159 Ref: Cargo Operations, Cargo, List Signal A
While loading cargo, a white trimming light on the starboard side comes on. This indicates that _____.
A. the vessel has a list of about 1° to starboard
B. the chutes should be directed to the starboard side
C. the chutes in No. 1 hold should be directed to the starboard side
D. a severe list to starboard has developed and all loading should cease
- 55 664 Ref: Cargo Operations, Cargo, Reefer, Chilled C
In preparation for receiving chilled reefer cargo, the reefer space has been precooled for over twenty-four hours. Loading may begin when the space has been cooled to a temperature between _____.
A. -10°F (-23°C) and +10°F (-12°C) C. 28°F (-2°C) and 40°F (4°C)
B. 12°F (-11°C) and 20°F (-7°C) D. 42°F (6°C) and 55°F (13°C)
- 56 599 Ref: Cargo Operations, Cargo, Reefer, Clean A
If reefer spaces are not properly cleaned prior to loading cargo, it will most likely cause _____.
A. mold to develop on commodities C. contamination of the insulation in the space
B. malfunction of the refrigeration equipment D. All of the above
- 57 1821 Ref: Cargo Operations, Cargo, Reefer, Dunnage D
Which cargoes require strips of common building lathe as dunnage in order to carry away heat generated by the cargo?
A. Canned soups packaged in crates C. Paper products packaged in rolls
B. Cardboard cartons of shoes D. Refrigerated fruit that is ripening
- 58 611 Ref: Cargo Operations, Cargo, Reefer, Exception B
If you are loading fruit in reefer spaces and you notice that the fruit is beginning to mold, you should _____.
A. carry the cargo at a cooler temperature than originally planned
B. write up exceptions on the cargo
C. refuse to carry the cargo
D. discharge CO2 into the compartment after loading
- 59 1688 Ref: Cargo Operations, Cargo, Reefer, Fruit B
When fruit is carried as refrigerated cargo, the most frequent cause of its being infected at the discharge port is _____.
A. leaks in the ship's refrigeration system C. carriage at the wrong temperature
B. improper cleaning of the cargo spaces D. improper precooling of the cargo spaces
- 60 2262 Ref: Cargo Operations, Cargo, Reefer, Fruit B
You are in a tropical port. The refrigeration machinery on a container loaded with air-cooled fruit fails. It cannot be repaired for 18 to 24 hours. Which step should you take to reduce the temperature rise and spoilage of the fruit?
A. Discharge a cylinder of nitrogen into the container
B. Shade the container and periodically hose it down
C. Seal any ventilation openings and add dry ice
D. Spread ice over the top layer and in any voids within the container



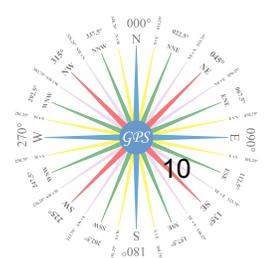
- 61 1967 Ref: Cargo Operations, Cargo, Reefer, Org. ABS C
Which organization would conduct a survey of the insulation in a reefer compartment prior to loading cargo?
A. U.S. Customs Service C. American Bureau of Shipping
B. OSHA D. National Cargo Bureau
- 62 223 Ref: Cargo Operations, Cargo, Reefer, Tomming D
A survey of refrigerated cargo, to certify that proper methods of stowage were utilized, can be conducted by the _____.
A. American Bureau of Shipping C. U.S. Coast Guard
B. Occupational Safety and Health Administration D. National Cargo Bureau
- 63 3 Ref: Cargo Operations, Cargo, Secure, Cribbing A
"Cribbing" is _____.
A. wooden blocks or dunnage placed between a deck load and the deck
B. the chains and shackles used to secure a deck cargo
C. a crate in which a deck cargo is packaged
D. cardboard separation pieces placed between deck loads to prevent chafing
- 64 679 Ref: Cargo Operations, Cargo, Secure, Cribbing A
In the stowage of deck cargo, "cribbing" is _____.
A. placed on deck to support the cargo
B. separation pieces used to keep cylinders upright and steady
C. shims for stowing baled cargo
D. nets placed across the hatch opening to keep the cargo from falling in the hatch
- 65 806 Ref: Cargo Operations, Cargo, Secure, Lashing A
Peck and Hale gear is used most commonly for securing _____.
A. automobiles C. large wooden crates
B. baled cargo D. palletized cargo
- 66 820 Ref: Cargo Operations, Cargo, Secure, Lashing B
Regulations concerning the stowage, lashing, and securing of timber deck cargoes aboard general cargo vessels may be found in the _____.
A. International Cargo Bureau Regulations
B. Load Line Regulations
C. Rules and Regulations for Cargo and Miscellaneous Vessels
D. vessel's classification society rules and regulations
- 67 1627 Ref: Cargo Operations, Cargo, Secure, Lashing A
When a deck cargo is secured with chain or wire lashings and grab (pear) links, which statement is FALSE?
A. The amount of take-up is limited by the length of the turnbuckle.
B. At the grab (pear) link, the slack end of chain should be led back and secured to the chain above the link.
C. The lashings should be inspected each day and any slack taken up.
D. The turnbuckle should be secured with a stick or lock nuts.
- 68 1906 Ref: Cargo Operations, Cargo, Secure, Lashing D
Which material should NOT be used to secure cargo on deck for a voyage?
A. Steel chain
B. Wire rope
C. Steel strapping
D. Fiber rope



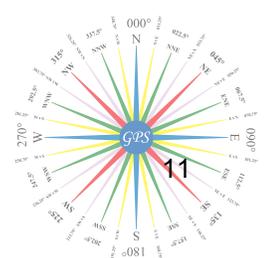
- 69 201 Ref: Cargo Operations, Cargo, Secure, Shoring A
A shore is a piece of securing dunnage that _____.
A. runs from a low supporting level up to the cargo at an angle
B. is also known as a "distance piece"
C. is placed on the deck under the cargo to distribute its weight evenly
D. is run horizontally from a support to the cargo
- 70 705 Ref: Cargo Operations, Cargo, Secure, Shoring D
It is possible, and sometimes necessary, to strengthen the deck of a vessel for carriage of deck cargo by _____.
A. placing bunker on the deck
B. building a stage on which to place the cargo
C. welding steel "feet" to the deck, on which the cargo is placed
D. erecting vertical pillars under the deck to support the cargo
- 71 830 Ref: Cargo Operations, Cargo, Secure, Shoring D
Securing cargo by running timbers from an upper support down to the cargo, either vertically or at an angle, is called _____.
A. braces C. shores
B. dunnage D. toms
- 72 1318 Ref: Cargo Operations, Cargo, Secure, Shoring B
To "shore up" the main deck for the stowage of deck cargo means to _____.
A. weld pad eyes on deck in proper position to secure the cargo
B. strengthen the main deck by placing pillars underneath it in the tween-decks
C. distribute the weight of the cargo by placing fore-and-aft planks on the main deck
D. package the cargo in wooden crates so it will not damage the deck
- 73 453 Ref: Cargo Operations, Cargo, Segregation A
Certain cargoes must be segregated because of their _____.
A. inherent characteristics C. destination
B. weight D. danger to humans
- 74 710 Ref: Cargo Operations, Cargo, Segregation B
Keeping certain cargoes separated because of their inherent characteristics is known as _____.
A. overstowage
B. segregation
C. spot loading
D. cargo typing
- 75 832 Ref: Cargo Operations, Cargo, Segregation A
Segregation of cargoes refers to _____.
A. separating cargoes so that the inherent characteristics of one cannot damage the other
B. separating cargoes by destination
C. classifying cargoes according to their toxicity
D. listing the cargoes in order of their flammability
- 76 1819 Ref: Cargo Operations, Cargo, Segregation C
Which can be prevented only by segregating two lots of cargo into separate holds?
A. Contamination of dry cargo by a wet cargo
B. Contamination of a clean cargo by a dirty cargo
C. Contamination of a food cargo by an odorous cargo
D. Overcarriage, overstowage, and short landing



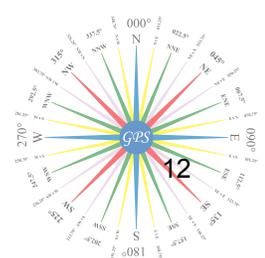
- 77 421 Ref: Cargo Operations, Cargo, Stowage, Battens B
Battens are fitted in cargo holds across the frames of the vessel from the turn of the bilge upward. The purpose of these cargo battens is _____.
- for securing a snatch block when snaking cargo into the wings of the hold
 - to prevent cargo from coming in contact with the vessel's frames or shell plating
 - to provide fittings to which cargo lashings may be secured
 - to support the dunnage floors which are laid down between tiers of cargo
- 78 1325 Ref: Cargo Operations, Cargo, Stowage, Deck Capacity B
To determine the weight capacity of a deck in a cargo hold, you would refer to the _____.
- deadweight scale
 - deck capacity plan
 - cubic capacity tables
 - general arrangement plan
- 79 488 Ref: Cargo Operations, Cargo, Stowage, Dunnage A
Dunnage may be used to protect a cargo from loss or damage by _____.
- ship's sweat
 - inherent vice
 - tainting
 - hygroscopic absorption
- 80 1511 Ref: Cargo Operations, Cargo, Stowage, Dunnage B
What is the main purpose of dunnage?
- To act as ballast for light vessels
 - To provide ventilation and drainage for cargo
 - To secure the tarpaulins in place
 - To support weakened bulkheads
- 81 2135 Ref: Cargo Operations, Cargo, Stowage, Full and Down C
Which vessel is most likely to be loaded full but not down?
- A bulk carrier loaded with heavy ore
 - A bulk carrier loaded with steel
 - A break bulk vessel loaded with palletized cargo
 - A tanker loaded with heavy grain
- 82 56 Ref: Cargo Operations, Cargo, Stowage, Marking Diagram D043DG A
A case received for shipment is marked as shown. The portion of the symbol indicated by the letter A is _____.
- a stowage sequence marking
 - the consignee's marking
 - a stowage mark, showing the top of the case
 - the symbol for toxic contents
- 83 280 Ref: Cargo Operations, Cargo, Stowage, On Deck D
A vessel has an amidships superstructure. Which location would be most suitable for main deck stowage of vehicles?
- On top of #1 hatch
 - Beside the hatches, forward of the amidships house
 - On top of the aftermost hatch on the vessel
 - On top of the hatch immediately aft of the amidships house
- 84 801 Ref: Cargo Operations, Cargo, Stowage, Overcarriage C
Overcarriage is best prevented by _____.
- assuring heavy cargo is stowed low in the vessel
 - checking the vessel's load line calculations carefully
 - inspection of the hold at completion of discharge
 - stowing the cargo which is to be discharged last on the bottom



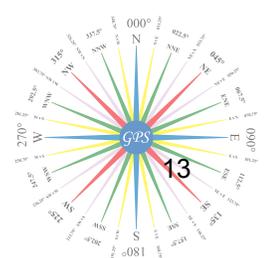
- 85 1451 Ref: Cargo Operations, Cargo, Stowage, Overcarriage D
What is an example of a fundamental objective of cargo stowage?
A. Load so the trim does not exceed 3 feet by the stern.
B. Make maximum use of existing dunnage.
C. Separate wet and dry cargoes into separate holds.
D. Prevent overcarriage by block stowage.
- 86 52 Ref: Cargo Operations, Cargo, Stowage, Stowage Factor B
A cargo that has a stowage factor over 40 is known as a _____.
A. hygroscopic cargo C. stowage cargo
B. measurement cargo D. weight cargo
- 87 1229 Ref: Cargo Operations, Cargo, Stowage, Stowage Factor C
The stowage factor for a cargo is based upon _____.
A. one short ton
B. one short metric ton
C. one long ton
D. one long metric ton
- 88 2098 Ref: Cargo Operations, Cargo, Stowage, Stowage Factor A
Which term describes goods having a stowage factor below 40?
A. "Deadweight" cargo
B. "Full-and-down" cargo
C. "Heavy-lift" cargo
D. "Measurement" cargo
- 89 2 Ref: Cargo Operations, Cargo, Stowage, Stowage, Block B
"Block stowage" means _____.
A. having the cargo on pallets
B. stowing all the cargo for a port in the same area
C. using port marks on the cargo
D. using separation cloths to separate different kinds of cargo
- 90 768 Ref: Cargo Operations, Cargo, Ventilation B
On a vessel proceeding from a very cold to a warm climate with a cargo of a nonhygroscopic nature in the holds, which is TRUE?
A. Danger of heavy ship sweat exists; constant and vigorous ventilation is required.
B. There is danger of heavy cargo sweat if outside air is introduced by ventilation.
C. There is little danger of ship's sweat, slight possibility of cargo sweat; moderate ventilation is needed.
D. The possibility of any sweat problem, either cargo or ship, is remote.
- 91 858 Ref: Cargo Operations, Cargo, Ventilation C
Sweat damage in a hatch full of canned goods in cartons will occur when the _____.
A. air temperature is higher than the temperature of the cargo
B. air temperature is lower than the temperature of the cargo
C. dew point is higher than the temperature of the cargo
D. dew point is lower than the temperature of the cargo
- 92 859 Ref: Cargo Operations, Cargo, Ventilation B
Sweat damage will occur in a cargo hold containing cased machinery when the _____.
A. air temperature of the hold is higher than the temperature of the outside air
B. dew point of the hold is higher than the temperature of the ship's skin
C. dew point of the outside air is lower than the temperature of the cargo
D. outside air temperature is colder than the temperature of the cargo



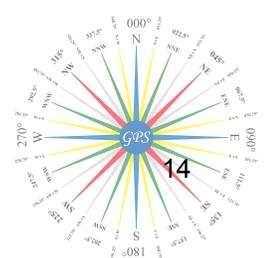
- 93 1097 Ref: Cargo Operations, Cargo, Ventilation B
The moisture equilibrium chart can be used to determine the _____.
- absolute moisture content of the air surrounding a hygroscopic cargo when moisture equilibrium exists
 - dew point temperature that the air surrounding a hygroscopic commodity will have when in moisture equilibrium with that commodity
 - enthalpy of the air surrounding a hygroscopic cargo which is in moisture equilibrium with the cargo
 - temperature at which moisture equilibrium will occur in a cargo hold containing a hygroscopic cargo
- 94 1761 Ref: Cargo Operations, Cargo, Ventilation C
When the dew point of the outside air is higher than the dew point of the air in the cargo hold, you should _____.
- energize the exhaust blowers
 - energize the intake blowers
 - not ventilate the cargo holds
 - ventilate the cargo holds
- 95 1762 Ref: Cargo Operations, Cargo, Ventilation D
When the dew point of the outside air is lower than or equal to the dew point of the air in the cargo hold, you should _____.
- secure all ventilation
 - shut down the exhaust blowers
 - shut down the intake blowers
 - ventilate the cargo holds
- 96 1828 Ref: Cargo Operations, Cargo, Ventilation D
Which data can NOT be found on a moisture equilibrium chart?
- Dry bulb temperature
 - Moisture content
 - Vapor pressure
 - Wet bulb temperature
- 97 1842 Ref: Cargo Operations, Cargo, Ventilation A
Which factor is MOST important in preventing sweat damage within a cargo hold?
- Dew point of the cargo hold
 - Dew point of the outside atmosphere
 - Outside air temperature
 - Temperature of the cargo
- 98 2034 Ref: Cargo Operations, Cargo, Ventilation C
Which statement concerning sweat damage in containers is TRUE?
- Sweat damage in containers is unusual due to the small enclosed volume of air.
 - In general, containerized hygroscopic cargoes are the only ones subject to sweat damage.
 - Containers should be ventilated, dehumidified, or the contents physically protected against sweat damage.
 - Sweat damage is not a problem except in insulated and refrigerated containers.
- 99 2550 Ref: Cargo Operations, Cargo, Ventilation A
Your vessel is going from a warm climate to a cold climate with a hygroscopic cargo. Which statement is TRUE?
- You must ventilate constantly and vigorously to combat ship sweat.
 - You should ventilate; there is little danger of ship sweat, but a possibility of cargo sweat.
 - There is danger of heavy cargo sweat if you ventilate.
 - There is little danger of any sweat problem.
- 100 2554 Ref: Cargo Operations, Cargo, Ventilation C
Your vessel is loaded with nonhygroscopic cargoes and is going from a cold to a warm climate. You should _____.
- start the exhaust blowers
 - start the intake blowers
 - not ventilate the cargo holds
 - ventilate the cargo holds



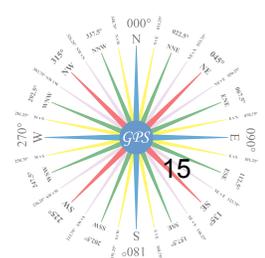
- 101 1070 Ref: Cargo Operations, Cargo Gear, Boom C
The main advantage and chief characteristic of a Steulchen boom is that it can be _____.
A. operated by one winchman C. swung from one hatch to the adjacent hatch
B. cradled on deck D. collared to the mast
- 102 1164 Ref: Cargo Operations, Cargo Gear, Boom C
The process of lowering a boom to a horizontal position and onto its deck support is called _____.
A. spotting a boom C. cradling a boom
B. collaring a boom D. toppling a boom
- 103 1968 Ref: Cargo Operations, Cargo Gear, Boom B
Which part of a cargo boom has the greatest diameter?
A. Head
B. Middle
C. Heel
D. It has the same diameter along its complete length
- 104 981 Ref: Cargo Operations, Cargo Gear, Gooseneck D
The fitting that allows a boom to move freely both vertically and laterally is called the _____.
A. swivel C. spider band
B. lizard D. gooseneck
- 105 1689 Ref: Cargo Operations, Cargo Gear, Guys C
When handling cargo, the majority of cargo gear breakdowns is due to _____.
A. compression bending of the boom C. guy failures
B. extension failure of the boom D. topping lift failures
- 106 2418 Ref: Cargo Operations, Cargo Gear, Gypsyhead C
You are using an automatic tension winch by yourself. If you get caught in the turns of the line as they lead into the gypsyhead _____.
A. the safety cutout will stop the winch before you're injured
B. the line will part and snap back
C. you may be pulled into the winch and injured or killed
D. None of the above are correct
- 107 1002 Ref: Cargo Operations, Cargo Gear, Head Block B
The head block is located _____.
A. at the base of the boom C. at the head of the mast
B. at the head of the boom D. on top of the jack staff
- 108 1003 Ref: Cargo Operations, Cargo Gear, Heel Block A
The heel block is located _____.
A. at the base of the boom C. near the amidships guy
B. at the cargo hook D. near the spider band
- 109 1189 Ref: Cargo Operations, Cargo Gear, Markings C
The safe working load for the assembled cargo gear and the minimum angle to the horizontal for which the gear is designed shall be marked on the _____.
A. deck C. heel of the boom
B. head of the boom D. mast or king post
- 110 1498 Ref: Cargo Operations, Cargo Gear, Markings C
What is required to be stenciled at the heel of a cargo boom?
A. Maximum angle of elevation permitted C. Safe working load
B. Date of the last quadrennial test D. Maximum load when doubled up



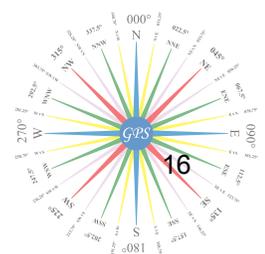
- 111 733 Ref: Cargo Operations, Cargo Gear, Mousing C
Mousing a cargo hook with marline or small line _____.
A. increases the lifting capacity of the hook
B. protects the hook from the sling ring
C. prevents the sling ring from coming out of the hook
D. All of the above
- 112 913 Ref: Cargo Operations, Cargo Gear, Pallet A
The best way to lift many small articles aboard your vessel is with a _____.
A. pallet C. spreader
B. barrel hook D. snotter
- 113 209 Ref: Cargo Operations, Cargo Gear, Sling A
A sling is a device used in _____.
A. hoisting cargo aboard a vessel C. securing a small boat to a large vessel
B. hoisting personnel aboard a vessel D. hoisting the anchor
- 114 37 Ref: Cargo Operations, Cargo Gear, Spider Band D
A band or collar on the top end of a boom to which the topping lift, midships guy, and outboard guys are secured, is called the _____.
A. collar band C. pad eye collar
B. guy band D. spider band
- 115 1459 Ref: Cargo Operations, Cargo Gear, Spotting B
What is meant by "spotting the boom"?
A. Lowering it into a cradle C. Spotting it with wash primer and red lead
B. Placing it in a desired position D. Two-blocking it
- 116 216 Ref: Cargo Operations, Cargo Gear, Spreader D
A spreader bar is used to _____.
A. increase the lifting capacity C. protect the slings
B. increase the lifting radius D. protect the upper part of a load
- 117 1464 Ref: Cargo Operations, Cargo Gear, Topping Lift B
What is meant by the term "topping the boom"?
A. Lowering the boom C. Spotting the boom over the deck
B. Raising the boom D. Swinging the boom athwartships
- 118 1623 Ref: Cargo Operations, Cargo Gear, Topping Lift C
What would you use to adjust the height of a cargo boom?
A. Lizard C. Topping lift
B. Spanner guy D. Working guy
- 119 1969 Ref: Cargo Operations, Cargo Gear, Topping Lift D
Which part of a conventional cargo gear rig provides for vertical control and positioning of a boom?
A. Cargo whip C. Spider band
B. Gooseneck fitting D. Topping lift
- 120 498 Ref: Cargo Operations, Cargo Gear, Winch A
Electric cargo winches have an overload safety device which normally cuts the current to the winch motor _____.
A. after torque causes line pull to exceed the rated capacity of the winch
B. before the line pull reaches the rated capacity of the winch
C. when the line pull reaches the breaking strength of the fall
D. before the safe working load of the fall is reached



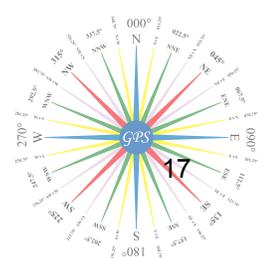
- 121 588 Ref: Cargo Operations, Cargo Gear, Winch A
If a hydraulic pump on a winch accidentally stops while hoisting, the load will stay suspended because _____.
- a check valve will close and prevent reverse circulation
 - a centrifugal counterweight counteracts the force of gravity.
 - the electric pump motor will cut out
 - the control lever will move to the stop position
- 122 595 Ref: Cargo Operations, Cargo Gear, Winch B
If an attempt is made to hoist a load that exceeds the capacity of an electric winch, an overload safety device causes a circuit breaker to cut off the current to the winch motor _____.
- when the line pull reaches the rated winch capacity
 - after the line pull exceeds the rated winch capacity
 - after a short build-up of torque
 - immediately
- 123 596 Ref: Cargo Operations, Cargo Gear, Winch B
If an electric cargo winch is being used to lift a draft of cargo and the engine room loses all power, which will occur?
- A pawl, forced by a spring mechanism, will engage the teeth of the bull gear and hold the load.
 - An electromagnetic brake will hold the load where it is suspended.
 - The load will fall rapidly to the deck unless the foot brake is engaged.
 - The load will slowly lower to the deck under control of the drag of the winch motor.
- 124 1829 Ref: Cargo Operations, Cargo Gear, Winch B
Which device is designed to automatically hold the load if power should fail to an electric winch?
- Pneumatic brake
 - Electromagnetic brake
 - Hand brake
 - Motor controller
- 125 704 Ref: Cargo Operations, Cargo Gear, Wire Rope B
It is permissible to place an eye splice in wire rope used as cargo gear providing the splice is made using _____.
- two tucks with whole strands and one tuck with one-half strand
 - three tucks with whole strands and two tucks with 1/2 the wire cut from the tucking strand
 - three tucks with whole strands
 - two tucks with whole strands and three tucks with half strands
- 126 1530 Ref: Cargo Operations, Cargo Gear, Wire Rope A
What is the minimum standard for making an eye splice in a wire to be used as cargo gear?
- Make three tucks with full strands, remove half the wires from each strand, and make two more tucks.
 - Make four tucks in each strand, cut away every other strand, and make two more tucks with each remaining strand.
 - Make four tucks with each full strand.
 - Make six tucks with each strand, removing a few wires from each strand as each additional tuck is made.
- 127 1837 Ref: Cargo Operations, Cargo Gear, Wire Rope B
Which ending is NOT acceptable in a wire rope that is free to rotate when hoisting?
- Poured socket
 - Liverpool eye splice
 - Eye formed with a pressure clamped sleeve
 - Eye formed by clips



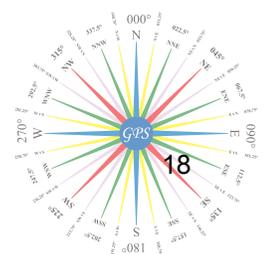
- 128 2193 Ref: Cargo Operations, Cargo Gear, Wire Rope A
Why is 6X19 class wire rope more commonly used for cargo runners than the more flexible 6X37 wire rope?
A. It resists abrasion better. C. It hugs the winch drum better.
B. It is longer. D. It is less expensive.
- 129 397 Ref: Cargo Operations, RoRo, Cargo, Vehicles B
Any vehicle to be loaded aboard a Ro-Ro vessel must _____.
A. weigh less than 22 tons
B. be provided with an effective braking system
C. have securing points with each aperture capable of accepting more than one lashing
D. All of the above
- 130 448 Ref: Cargo Operations, RoRo, Cargo, Vehicles D
Cargo that is suitable for carriage on Ro-Ro vessels includes _____.
A. trailers C. containers
B. rolling vehicles D. All of the above
- 131 1161 Ref: Cargo Operations, RoRo, Cargo, Vehicles C
The primary objective of a Ro-Ro vessel is to _____.
A. transfer containers without chassis C. transport vehicles
B. load the vessel with palletized cargo D. be loaded full and down to her marks
- 132 1645 Ref: Cargo Operations, RoRo, Cargo, Vehicles D
When accepting vehicles for shipment, the Master should ensure that _____.
A. all decks intended for the stowage of vehicles are, in so far as is practicable, free from oil and grease
B. the ship has on board an adequate supply of cargo securing gear, which is maintained in sound working condition
C. vehicles are in apparent good order and condition suitable for sea transport, particularly with regards to securing
D. All of the above
- 133 1923 Ref: Cargo Operations, RoRo, Cargo, Vehicles, Road D
Which of the following are considered to be "road vehicles" that can be carried on Ro-Ro vessels?
A. Semi-trailer C. Articulated train
B. Train D. All of the above
- 134 1924 Ref: Cargo Operations, RoRo, Cargo, Vehicles, Road A
Which of the following are considered to be "road vehicles" that can be carried on Ro-Ro vessels?
A. Semi-trailer C. Articulated road train
B. Road train D. All of the above
- 135 1413 Ref: Cargo Operations, RoRo, Characteristic, Freeboard B
What characterizes a Ro-Ro vessel?
A. May carry up to 24 passengers
B. High freeboard and sail area
C. Long port stays required for cargo securing
D. Lightweight securing equipment trailers
- 136 1929 Ref: Cargo Operations, RoRo, Characteristic, Loading D
Which of the following is not a loading or transfer feature aboard a Ro-Ro vessel?
A. Stern ramp and/or side ramp C. Hatch opening designed as a lift
B. Cargo lift D. Stuelcken boom



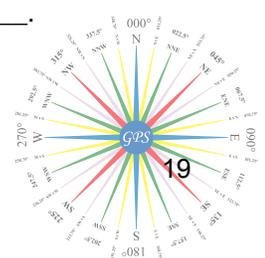
- 137 1926 Ref: Cargo Operations, RoRo, Characteristic, Port Stay Which of the following is a characteristic of a Ro-Ro vessel? C
- A. Passenger tours available upon docking
 B. Long port stays necessary to secure vehicles
 C. Short in port turnaround times
 D. Heavy vehicles only require lightweight securing equipment
- 138 1966 Ref: Cargo Operations, RoRo, Operations, Procedures Which operating procedure(s) should be adhered to on a Ro-Ro vessel? D
- A. One officer assigned to oversee the initial loading and lashing
 B. All lashings should be completed before leaving port
 C. Periodic inspection and retensioning of lashings during the voyage
 D. All of the above
- 139 2005 Ref: Cargo Operations, RoRo, Operations, Procedures Which standard operating procedure(s) should be adhered to on a Ro-Ro vessel? A
- A. Periodic inspection and retensioning of lashings as required during voyage
 B. Battery cables must be disconnected to prevent fire hazard
 C. One deck engine mechanic assigned to oversee the initial loading and lashing
 D. All of the above
- 140 1919 Ref: Cargo Operations, RoRo, Operations, Ramp - Door - Vent Which of the following actions are stated in the correct order prior to loading or discharging cargo on a Ro-Ro vessel? A
- A. Lower the stern ramp, raise/open the stern door, turn on ventilation for cargo holds
 B. Turn on ventilation for cargo holds, raise/open the stern door, lower the stern ramp
 C. Turn on ventilation for cargo holds, lower the stern ramp, raise/open the stern door
 D. Raise/open the stern door, lower the stern ramp, turn on ventilation for cargo holds
- 141 1920 Ref: Cargo Operations, RoRo, Operations, Ramp - Door - Vent Which of the following actions are stated in the correct order prior to loading or discharging cargo on a Ro-Ro vessel? B
- A. Raise/open stern door, lower the stern ramp, turn on ventilation for cargo holds
 B. Lower the stern ramp, raise/open stern door, turn on ventilation for cargo holds
 C. Turn on ventilation for cargo holds, lower the stern ramp, raise/open stern door
 D. Turn on ventilation for cargo holds, raise/open stern door, lower the stern ramp
- 142 1921 Ref: Cargo Operations, RoRo, Operations, Ramp - Door - Vent Which of the following actions are stated in the correct order prior to loading or discharging cargo on a Ro-Ro vessel? C
- A. Turn on ventilation for cargo holds, lower the stern ramp, raise/open the stern door
 B. Turn on ventilation for cargo holds, raise/open the stern door, lower the stern ramp
 C. Lower the stern ramp, raise/open the stern door, turn on ventilation for cargo holds
 D. Raise/open the stern door, lower the stern ramp, turn on ventilation for cargo holds
- 143 1922 Ref: Cargo Operations, RoRo, Operations, Ramp - Door - Vent Which of the following actions are stated in the correct order prior to loading or discharging cargo on a Ro-Ro vessel? D
- A. Raise/open stern door, lower the stern ramp, turn on ventilation for cargo holds
 B. Turn on ventilation for cargo holds raise/open the stern door, lower the stern ramp
 C. Turn on ventilation for cargo holds, lower the stern ramp, raise/open the stern door
 D. Lower the stern ramp, raise/open the stern door, turn on ventilation for cargo holds



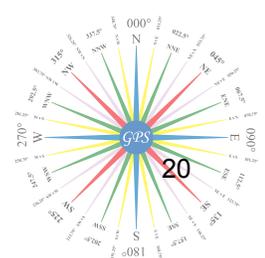
- 144 1932 Ref: Cargo Operations, RoRo, Operations, Ramp - Door - Vent C
Which of the following is the stated proper sequence before commencing cargo operations aboard Ro-Ro vessels?
A. Start ventilation, lower the ramp, notify engine room
B. Lower the ramp, start ventilation, notify engine room
C. Notify engine room, lower the ramp, start ventilation
D. Start ventilation, notify engine room, lower the ramp
- 145 1099 Ref: Cargo Operations, RoRo, Operations, Ventilation B
The most important safety consideration during loading or discharge aboard a Ro-Ro vessel is _____.
A. having all crewmembers and longshoremen wear hard hats
B. the thorough ventilation of all cargo spaces
C. ensuring that visitors cannot come aboard
D. having the outboard anchor down
- 146 1591 Ref: Cargo Operations, RoRo, Operations, Ventilation B
What should be done after putting down the ramp on a Ro-Ro vessel, prior to loading or discharging cargo?
A. Turn on red cargo light. C. Call out the deck department for all hands.
B. Turn on ventilation for cargo holds. D. None of the above
- 147 1592 Ref: Cargo Operations, RoRo, Operations, Ventilation C
What should be done before energizing the cargo hold ventilation on a Ro-Ro vessel, prior to loading or discharging cargo?
A. Call out the deck department for all hands. C. Notify the engine room.
B. Notify the boarding agent. D. All of the above
- 148 2160 Ref: Cargo Operations, RoRo, Operations, Ventilation A
While loading or discharging vehicles, which is the most important safety consideration aboard a Ro-Ro vessel?
A. Preventing the asphyxiation of personnel below decks
B. Notifying the engine room prior to completing operations
C. Calling out the deck department for all hands periodically
D. Ensuring that a fuel barge cannot come alongside
- 149 1593 Ref: Cargo Operations, RoRo, Operations D
What should be done immediately after putting down the stern ramp on a Ro-Ro vessel, prior to loading or discharging cargo?
A. Turn on the red cargo light. C. Call out the deck department for all hands.
B. Turn on pumproom ventilation. D. Raise/open the stern door.
- 150 1931 Ref: Cargo Operations, RoRo, Operations C
Which of the following is NOT necessary, prior to loading or discharging cargo on a Ro-Ro vessel?
A. Turn on ventilation for cargo holds.
B. Lower the stern ramp.
C. Turn on the red cargo light.
D. Raise/open the stern door.
- 151 1196 Ref: Cargo Operations, RoRo, Securing, Cars D
The securing of passenger cars on a Ro-Ro vessel requires _____.
A. simple and lightweight equipment
B. low labor intensive equipment
C. specially designed equipment to avoid vehicle damage
D. All of the above



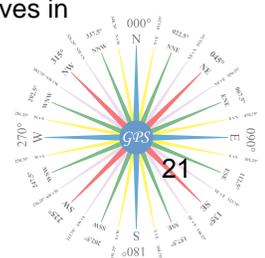
- 152 789 Ref: Cargo Operations, RoRo, Securing, Deck Socket A
Onboard a Ro-Ro vessel many decks are used for the carriage of both rolling and container cargoes, as such it is most useful if a deck socket accepts both _____.
A. twist-Locks and lashing hooks C. bridge fittings and lashing hooks
B. container locks and bridge fittings D. twist-locks and container locks
- 153 1928 Ref: Cargo Operations, RoRo, Securing, Equipment D
Which of the following is considered auxiliary securing equipment that provides extra reliability to lashing in Ro-Ro transport operations?
A. Trailer trestles C. Wheel chocks
B. Pedestals D. All of the above
- 154 88 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles C
A disadvantage of using chain lashing on heavy vehicles aboard Ro-Ro vessels is that _____.
A. it is easily damaged C. the links lose strength if placed over corners
B. it is affected by temperature D. it has high initial cost
- 155 89 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles D
A disadvantage of using chain lashing on heavy vehicles aboard Ro-Ro vessels is that _____.
A. can wrap around cargo C. is affected by temperature
B. is easily damaged D. does not absorb shock
- 156 90 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles A
A disadvantage of using chain lashing on heavy vehicles aboard Ro-Ro vessels is that it _____.
A. heavy C. affected by temperature
B. easily damaged D. costly relative to the strength ratio
- 157 372 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles A
An advantage of using chain lashing on heavy vehicles aboard Ro-Ro vessels is that it _____.
A. has long life C. absorbs shock
B. is light weight D. has fine adjustment
- 158 549 Ref: Cargo Operations, RoRo, Securing, Lashing D
How could lashing gear used aboard Ro-Ro vessels be stowed when not in use?
A. Drape along brackets C. Stow in bins at hatch coming side
B. Hang vertically in a sheltered area D. All of the above
- 159 882 Ref: Cargo Operations, RoRo, Securing, Lashing, Wire Rope D
The advantage(s) of using wire rope lashing on vehicles aboard Ro-Ro vessels is that it _____.
A. is Lighter than chain C. is not affected by temperature
B. has a good working life D. All of the above
- 160 955 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles D
The disadvantage(s) of using chain lashing on heavy vehicles aboard Ro-Ro vessels is that _____.
A. it is heavy C. it does not absorb shock
B. the links lose strength if placed over corners D. All of the above
- 161 956 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles D
The disadvantage(s) of using web lashing on light vehicles aboard Ro-Ro vessels is that _____.
A. deteriorates in sunlight C. is vulnerable to damage and pilferage
B. cuts on sharp edges D. All of the above
- 162 1047 Ref: Cargo Operations, RoRo, Securing, Lashing, Forces D
The lashings used on Ro-Ro vessels should be capable of withstanding the forces of _____.
A. rolling C. heaving
B. pitching D. All of the above



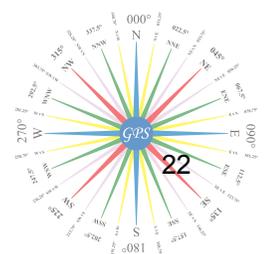
- 163 1570 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles D
What is used when securing heavy vehicles aboard Ro-Ro vessels?
A. Buckle or ratchet tensioner C. Manila rope
B. Webbing D. None of these
- 164 1571 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles A
What is used when securing light vehicles aboard Ro-Ro vessels?
A. Buckle or ratchet tensioner C. Wire
B. Chain D. Manila rope
- 165 1572 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles D
What is used when securing light vehicles aboard Ro-Ro vessels?
A. Chain lever or turnbuckle C. Wire
B. Chain D. None of these
- 166 1575 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles D
What is/are the advantage(s) of using web lashing on light vehicles aboard Ro-Ro vessels?
A. Good working life C. Flexible
B. Light and easy to handle D. All of the above
- 167 1577 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles C
What may NOT be used when securing heavy vehicles aboard Ro-Ro vessels?
A. Chain lever C. Webbing
B. Turnbuckle D. Chain
- 168 1598 Ref: Cargo Operations, RoRo, Securing, Lashing, CG B
What should you be concerned with when loading and securing vehicles aboard a Ro-Ro vessel?
A. That all fuel is drained from the vehicles' tanks to prevent fire hazard
B. The size, weight, and center of gravity of vehicle/cargo unit
C. The preferred stowage of vehicles is athwartships wherever possible
D. The vehicles' brakes should not be set to allow for adjusting the lashings
- 169 1599 Ref: Cargo Operations, RoRo, Securing, Lashing, Forces A
What should you be concerned with when loading and securing vehicles on a Ro-Ro?
A. Number, position and angle of lashes
B. Number of axles
C. Disconnecting the battery cables to prevent fire hazard
D. Minor air pressure changes in the tires
- 170 1836 Ref: Cargo Operations, RoRo, Securing, Lashing, Forces D
Which element(s) should be taken into account in the preparation of the "Cargo Securing Manual"?
A. Weight of the vehicles
B. Geographical area of the voyage
C. Dynamic forces under adverse weather conditions
D. All of the above
- 171 1846 Ref: Cargo Operations, RoRo, Securing, Lashing, Requirements A
Which factor(s) affect lashing requirements aboard Ro-Ro vessels?
A. Ship's characteristics and motion in a seaway
B. Trim of the vessel
C. Wide variations of air temperature
D. All of the above
- 172 1850 Ref: Cargo Operations, RoRo, Securing, Lashing, Requirements D
Which factor(s) should be considered when loading vehicles or trailers aboard Ro-Ro vessels?
A. Layout of decks C. Tie-down and lashing
B. Vertical clearances D. All of the above



- 173 1891 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles C
Which lashing device(s) would be used in securing heavy vehicles aboard Ro-Ro vessels?
A. Buckle or ratchet tensioner C. Chain
B. Webbing D. All of the above
- 174 1892 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles B
Which lashing gear used aboard Ro-Ro vessels should be painted or soaked in oil when not in use?
A. Wire rope. C. Webbing
B. Chain D. All of the above
- 175 1893 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles B
Which lashing material is preferred when securing new cars aboard Ro-Ro vessels?
A. Chain lever or turnbuckle C. Wire
B. Webbing D. None of the above
- 176 1894 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles B
Which lashing materials would be used in securing light vehicles aboard Ro-Ro vessels?
A. Chain lever or turnbuckle C. Chain
B. Webbing D. None of the above
- 177 1936 Ref: Cargo Operations, RoRo, Securing, Lashing, Requirements D
Which of the following is/are TRUE regarding lashing requirements to secure vehicles aboard Ro-Ro vessels?
A. The securing of cargo on flats and trailers and in containers must be adequate to withstand both road and sea motions
B. The generally recommended lash angle cannot be greater than 45 degrees relative to the deck in any direction.
C. It is necessary for an adequate number of securing points on the vehicles themselves in order that lashings may be properly and safely utilized.
D. All the above
- 178 1937 Ref: Cargo Operations, RoRo, Securing, Lashing D
Which of the following lashing gear used aboard Ro-Ro vessels should be maintained when not in use?
A. Chain C. Webbing
B. Wire rope D. All of the above
- 179 1938 Ref: Cargo Operations, RoRo, Securing, Lashing D
Which of the following lashing gear used aboard Ro-Ro vessels should be stowed when not in use?
A. Chain C. Webbing
B. Wire rope D. All of the above
- 180 1939 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles A
Which of the following lashing materials would be used in securing heavy vehicles aboard Ro-Ro vessels?
A. Chain lever or turnbuckle C. Buckle or ratchet tensioner
B. Webbing D. All of the above
- 181 1944 Ref: Cargo Operations, RoRo, Securing, Lashing, Requirements D
Which of the following statement(s) is/are TRUE regarding lashing requirements to secure vehicles aboard Ro-Ro vessels?
A. It is imperative that the securing of cargo on flats and trailers and in containers be adequate for both road and sea motions.
B. The movements experienced by road borne cargo differ significantly from the roll and sway movements of a ship at sea.
C. It is necessary for adequate number and strength of securing points on the vehicles themselves in order that lashings may be properly and safely utilized.
D. All the above



- 182 1952 Ref: Cargo Operations, RoRo, Securing, Lashing, Requirements B
Which of the following statements is TRUE regarding lashing requirements to secure vehicles aboard Ro-Ro vessels?
A. It is NOT imperative that the securing of cargo on flats and trailers and in containers be adequate for BOTH road and sea motions.
B. The generally recommended lash angle should not be greater than 45 degrees relative to the deck in any direction.
C. For effective securing vehicles should be stowed athwartships whenever possible.
D. It is not necessary to lash automobiles since setting the brakes is sufficient to keep them from moving.
- 183 1953 Ref: Cargo Operations, RoRo, Securing, Lashing, Requirements C
Which of the following statements is TRUE regarding lashing requirements to secure vehicles aboard Ro-Ro vessels?
A. The securing of cargo on flats and trailers must be adequate to withstand road motions only.
B. The movements experienced by road borne cargo are the same as the movements of a ship at sea.
C. The generally recommended lash angle is no greater than 45 degrees relative to the deck in any direction.
D. It is not necessary for an adequate number of securing points on the vehicles themselves since setting the brakes is sufficient.
- 184 1956 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles B
Which of the following tensioning devices is used with webbing to secure light vehicles aboard Ro-Ro vessels?
A. Chain lever C. Adjust-a-matic tensioner
B. Buckle tensioner D. Turnbuckle
- 185 2089 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles A
Which tensioning device is used with chain to secure heavy vehicles aboard Ro-Ro vessels?
A. Chain lever C. Adjust-a-matic tensioner
B. Buckle tensioner D. Ratchet tensioner
- 186 2090 Ref: Cargo Operations, RoRo, Securing, Lashing, Heavy Vehicles D
Which tensioning device is used with chain to secure heavy vehicles aboard Ro-Ro vessels?
A. Ratchet tensioner
B. Buckle tensioner
C. Adjust-a-matic tensioner
D. Turnbuckle
- 187 2091 Ref: Cargo Operations, RoRo, Securing, Lashing, Light Vehicles D
Which tensioning device is used with webbing to secure light vehicles aboard Ro-Ro vessels?
A. Chain lever C. Adjust-a-matic tensioner
B. Turnbuckle D. Ratchet tensioner
- 188 2092 Ref: Cargo Operations, RoRo, Securing, Lashing, Wire Rope B
Which tensioning device is used with wire rope lashing to secure vehicles aboard Ro-Ro vessels?
A. Chain lever C. Buckle tensioner
B. Adjust-a-matic tensioner D. Ratchet tensioner
- 189 2093 Ref: Cargo Operations, RoRo, Securing, Lashing, Wire Rope C
Which tensioning device is used with wire rope lashing to secure vehicles aboard Ro-Ro vessels?
A. Chain lever C. Adjust-a-matic tensioner
B. Buckle tensioner D. Ratchet tensioner



- 190 2131 Ref: Cargo Operations, RoRo, Securing, Lashing, Forces A
Which variable factor affects the initial lashing requirements aboard Ro-Ro vessels?
A. Number, position and angle of lashings C. Port of origin
B. Vessel's draft D. ABS requirements
- 191 2132 Ref: Cargo Operations, RoRo, Securing, Lashing, CG B
Which variable factor affects the initial lashing requirements aboard Ro-Ro vessels?
A. Age of vehicle or cargo unit
B. Size and weight of vehicle/cargo unit
C. Reputation of shipper concerning condition of cargo
D. Air pressure in the vehicles tires
- 192 2133 Ref: Cargo Operations, RoRo, Securing, Lashing, CG B
Which variable factor affects the initial lashing requirements aboard Ro-Ro vessels?
A. Vessel's draft C. Changes in humidity
B. Center of gravity of vehicle or cargo unit D. Age of vehicle or cargo unit
- 193 445 Ref: Cargo Operations, RoRo, Securing, Quick B
Cargo securing for Ro-Ro is based on the concept of _____.
A. solid packing C. vessel loaded full and down to her marks
B. rapid loading and discharge D. palletized cargo
- 194 499 Ref: Cargo Operations, RoRo, Securing, Record Book D
Entries should be made in a Ro-Ro vessel's cargo-securing device record book for _____.
A. procedures for accepting cargo securing devices
B. procedures for maintaining and repairing cargo-securing devices
C. record of cargo securing device inspections
D. All of the above
- 195 344 Ref: Cargo Operations, RoRo, Securing, Vehicles, Road - Three C
According to the IMO Code, what are the minimum number of securing points that should be on each side of a "road vehicle", whose gross vehicle mass is between 20 tons and 30 tons, when carried on Ro-Ro vessels?
A. One C. Three
B. Two D. None of the above
- 196 345 Ref: Cargo Operations, RoRo, Securing, Vehicles, Road - Two B
According to the IMO Code, what are the minimum number of securing points that should be on each side of a "road vehicle", whose gross vehicle mass is between 3.5 tons and 20 tons, when carried on Ro-Ro vessels?
A. One C. Three
B. Two D. None of the above
- 197 346 Ref: Cargo Operations, RoRo, Securing, Vehicles, Road - Two B
According to the IMO Code, what are the minimum number of securing points that should be on each side of a "road vehicle", whose gross vehicle mass is between 3.5 Tons and 20 Tons, when carried on Ro-Ro vessels?
A. One C. Three
B. Two D. Four
- 198 347 Ref: Cargo Operations, RoRo, Securing, Vehicles, Road - Four D
According to the IMO Code, what are the minimum number of securing points that should be on each side of a "road vehicle", whose gross vehicle mass is between 30 tons and 40 tons, when carried on Ro-Ro vessels?
A. One C. Three
B. Two D. Four

