1 2038 Ref: Ice Navigation, Anchoring D

Which statement concerning the navigation of a vessel in ice is FALSE?

A. Anchoring in the presence of ice is not recommended except in an emergency.
B. Towing a vessel through an ice field is not recommended except in an emergency.
C. The "Free and Proceed" system of escorting a beset vessel cuts down on the number of freeing operations.
D. When anchoring in ice, it is advisable to increase the scope of the chain over what is normally used for non-icing conditions.

2 348 Ref: Ice Navigation, Horsepower C

Adequate horsepower is of great importance when a ship is navigating independently in ice. Adequate horsepower is generally considered to exist when the horsepower to length ratio is at least _____.

A. 4 to 1 or better
B. 5 to 1 or better
C. 6 to 1 or better
D. 8 to 1 or better

3 2074 Ref: Ice Navigation, Horsepower B

Which statement is TRUE with respect to shiphandling procedures in ice?

A. Never go "full astern" at any time while in ice.
B. Go astern in ice with extreme care - always with rudder amidships.
C. Enter ice at medium speeds to reduce impact.
D. The presence of a snow cover on the ice assists a vessel's progress through an ice field.

4 553 Ref: Ice Navigation, Icebreaker B

How does an icebreaker normally free a ship which has become beset while navigating independently?

A. By backing down the track and cutting out ice on either bow
B. By approaching from the stern and crossing ahead at an angle of 20° to 30° to the beset ship's course
C. By overtaking the beset ship, running ahead and then backing down the track to the beset vessel
D. By approaching the vessel from astern and towing the beset vessel stern first

5 1468 Ref: Ice Navigation, Icebreaker C

What is NOT a basic shiphandling rule for navigating in ice concentrations on the Great Lakes?

A. Keep moving - even very slowly, but keep moving.
B. Work with the ice movement, not against.
C. Transit ice along pressure ridges when possible.
D. Excessive speed means ice damage.

6 2329 Ref: Ice Navigation, Icebreaker D

You are on an ice-reinforced vessel about to enter pack ice. You should _____.

A. enter the pack on the windward side where there is a well defined ice edge
B. trim to an even keel or slightly down by the bow to take maximum benefit of the ice reinforcement
C. take maximum advantage of coastal leads caused by offshore winds
D. look for areas of rotten ice and enter perpendicular to the ice edge

7 463 Ref: Ice Navigation, Icebreaker, Ice Sarnia B

Commercial ships or other persons or agencies requiring the assistance of Canadian Coast Guard icebreakers should first contact _____.

A. the Canadian Coast Guard
B. Ice Sarnia
C. the Ice Navigation Center
D. the icebreaker assigned to the area

8 586 Ref: Ice Navigation, Icebreaker, Season C

Ice is often strong enough to halt navigation through the St. Lawrence Seaway by mid- _____.

A. October
B. November
C. December
D. January

9 428 Ref: Ice Navigation, Operations D

Before entering an ice area, the ship should be _____.

A. either trimmed by the head or the stern
B. on an even keel
C. trimmed down by the head
D. trimmed down by the stern

10 518 Ref: Ice Navigation, Operations C

For operations in pack ice, a vessel should _____.

A. be on an even keel
B. be trimmed slightly by the head
C. have a drag of not more than 2 to 3 feet
D. be ballasted so the forefoot is near the surface

11 2014 Ref: Ice Navigation, Operations B

Which statement about ships operating in ice is FALSE?

A. Light and partly loaded ships should be ballasted as deeply as possible.
B. In brash-filled channels, operating with a shallow draft forward is most effective.
C. Traditionally, operating ships light in the ice has been effective in the spring.
D. Good searchlights should be available in the event of night navigation with or without icebreaker escort.

12 2514 Ref: Ice Navigation, Operations C

Your ship is navigating independently in heavy ice when it becomes beset. Which statement is FALSE?

A. The vessel will most likely require an icebreaker to free her.
B. The vessel may be able to free herself by pumping ballast from side to side.
C. The propeller is more susceptible to ice damage when turning slowly than when stopped.
D. It is advisable to clear the rudder area of ice by using ahead turns before backing down.

13 2137 Ref: Ice Navigation, Shiphandling D

Which vessel, if navigating independently in ice, is more likely to become beset due to inadequate horsepower?

A. A 254 ft. Whaleback tanker with 1800 H.P.
B. A 309 ft. cement carrier with 2000 H.P.
C. A 385 ft. shallow draft tanker with 2400 H.P.
D. A 630 ft. bulk ore carrier with 3500 H.P.