1  2219  Ref: SAR, Approach Disabled Vessel
You are approaching a disabled vessel in order to remove survivors from it. If your vessel drifts faster
than the disabled vessel, how should you make your approach?
A. To windward of the disabled vessel
B. To leeward of the disabled vessel
C. Directly astern of the disabled vessel
D. At three times the drifting speed of the disabled vessel

2  2415  Ref: SAR, Approach Disabled Vessel
You are trying to rescue survivors from a wrecked vessel on fire. You should approach __________.
A. to leeward of the wrecked vessel
B. at a speed of at most one-half that of the wrecked vessel
C. at a speed of at least that of the wrecked vessel
D. to windward of the wrecked vessel

3  1379  Ref: SAR, Approach Distress Site
Upon receipt of a distress message, a merchant vessel is bound to proceed to the scene of the distress.
Under which of the following cases would this NOT be true?
A. The vessel would arrive at the distress scene more than 36 hours after the receipt of the initial
distress message.
B. There are vessels closer to the distress scene that are proceeding to assist.
C. The Master of the vessel in distress has requisitioned another vessel, and that vessel has accepted
the requisition.
D. You are on a tank vessel and the distress involves a major fire on board the other vessel.

4  2359  Ref: SAR, Approach Distress Site
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
survivors.
B. If the survivors are in inflatable rafts you should approach from windward to create a lee for the
survivors.
C. An inflatable liferaft secured alongside can be an effective boarding station for transfer of survivors
from the boats.
D. Survivors in the water should never be permitted alongside due to the possibility of injury from the
vessel.

5  2360  Ref: SAR, Approach Distress Site
You are proceeding to a distress site where the survivors are in liferafts. Which action will assist in
making your vessel more visible to the survivors?
A. Steering a zigzag course with 5 to 10 minutes on each leg
B. Steering a sinuous course
C. Dumping debris over the side to make a trail to your vessel
D. Making smoke in daylight

6  2361  Ref: SAR, Approach Distress Site
You are proceeding to a distress site. The survivors are in liferafts. What will make your ship more visible
to the survivors?
A. Steering a sinuous course
B. Steering a zig-zag course
C. Turning on all available deck lights at night
D. Dumping debris over the side to make a trail to your vessel
7 Ref: SAR, Approach Man Overboard
A person has fallen overboard and is being picked up with a lifeboat. If the person appears in danger of drowning, the lifeboat should make __________.
A. an approach from leeward C. the most direct approach
B. an approach from windward D. an approach across the wind

8 Ref: SAR, Approach Man Overboard
When a man who is conscious has fallen overboard is being picked up by a lifeboat, the boat should approach with the wind __________.
A. astern and the victim just off the bow C. just off the bow and the victim to windward
B. ahead and the victim just off the bow D. just off the bow and the victim to leeward

9 Ref: SAR, Approach Man Overboard
You are on a 165 foot (50.3 meters) long vessel with a draft of 9 feet (2.7 meters) and twin screws. Which statement about rescuing a survivor in the water with ship pickup is TRUE?
A. You should stop to windward of the man and drift down on him.
B. You should stop with the man on your weather beam and twist the ship up to him.
C. A pickup off the weather bow gives maximum maneuverability with the least possibility of injury to the man.
D. Ship pick up should never be used with a shallow draft vessel.

10 Ref: SAR, Approach Man Overboard
You are picking up an unconscious person that has fallen overboard in a fresh breeze. For safety reasons a small craft should approach with the __________.
A. victim to leeward C. wind on your port side
B. victim to windward D. wind on your starboard side

11 Ref: SAR, CSS
Several merchant ships are arriving at the scene of a distress incident. One of them must assume the duties of the Coordinator Surface Search (CSS). Which of the following statements is TRUE?
A. CSS duties are always assumed by passenger vessels, dry cargo vessels, or tankers in that order of precedence.
B. The CSS must be established by mutual agreement between the ships concerned.
C. A tank vessel should never be assigned CSS duties unless only tank vessels are present.
D. The first vessel to arrive at the distress incident is designated as the CSS.

12 Ref: SAR, CSS
The Coordinator Surface Search (CSS) in a SAR situation should display by night __________.
A. deck lights forward and aft C. a red light, white light, and blue light in a vertical line
B. a white light over two red lights D. a distinctive signal promulgated by the CSS

13 Ref: SAR, CSS
The Coordinator Surface Search in a SAR situation should display by day __________.
A. the code flags FR C. code flag Quebec over a black ball
B. a black ball over a black diamond shape D. two black diamond shapes in a vertical line

14 Ref: SAR, Helicopter
A rescue helicopter's hoist area should have a radius of at least __________.
A. 6 feet of clear deck C. 25 feet of clear deck
B. 10 feet of clear deck D. 50 feet of clear deck
When evacuating a seaman by helicopter lift, the vessel should be _________.
A. stopped with the wind dead ahead
B. stopped with the wind on the beam
C. underway with the wind 30° on the bow
D. underway on a course to provide no apparent wind

When evacuating a seaman by helicopter lift, which course should the ship take?
A. Downwind so that the apparent wind is close to nil.
B. A course that will keep a free flow of air, clear of smoke, over the hoist area.
C. A course that will have the hoist area in the lee of the superstructure.
D. With the wind dead ahead because the helicopter is more maneuverable when going into the wind.

When evacuating a seaman by helicopter lift, which statement is TRUE?
A. The vessel should be stopped with the wind dead ahead during the hoisting operation.
B. Flags should be flown to provide a visual reference as to the direction of the apparent wind.
C. The drop line should be grounded first then secured as close to the hoist point as possible.
D. The hoist area should be located as far aft as possible so the pilot will have a visual reference while approaching.

When evacuating a seaman by helicopter lift, which statement is TRUE?
A. Evacuation should be from an area forward of the bridge.
B. The vessel should be slowed to bare steerageway.
C. If the hoist is at the stern, booms extending aft at the stern should be cradled with the topping lifts hove taut.
D. The litter should not be touched until it has been grounded.

You must evacuate a seaman by helicopter lift. Which statement is TRUE?
A. The ship should be stopped with the wind off the beam while the helicopter is hovering overhead.
B. The basket or stretcher must not be allowed to touch the deck.
C. The hoist line should be slack before the basket or stretcher is hooked on.
D. The hoist line should be slack before the basket or stretcher is hooked on.

You must medevac a critically injured seaman by helicopter hoist. Which statement is TRUE?
A. The ship’s relative wind should be from dead ahead at 10 to 30 knots.
B. The deck crew at the hoist point should not wear baseball hats.
C. The helicopter's drop line should be secured to the ship not more than 15 feet from the hoist position.
D. When using a "horse collar", the bight of the loop should be around the chest of the injured seaman.

A crew member has just fallen overboard off your port side. Which action should you take?
A. Immediately put the rudder over hard right.
B. Immediately put the rudder over hard left.
C. Immediately put the engines astern.
D. Wait until the stern is well clear of the man and then put the rudder over hard right.
22 166  Ref: SAR, Man Overboard  A
A person who sees someone fall overboard should __________.
A. call for help and keep the individual in sight
B. run to the radio room to send an emergency message
C. immediately jump in the water to assist the individual
D. go to the bridge for the distress flares

23 760  Ref: SAR, Man Overboard  B
On a small boat, if someone fell overboard and you did not know over which side the person fell, you should __________.
A. immediately reverse the engines
B. stop the propellers from turning and throw a ring buoy over the side
C. increase speed to full to get the vessel away from the person
D. first put the rudder hard over in either direction

24 797  Ref: SAR, Man Overboard  B
One of your crew members falls overboard from the starboard side. You should IMMEDIATELY __________.
A. apply left rudder
B. throw the crew member a life preserver
C. begin backing your engines
D. position your vessel to windward and begin recovery

25 1024  Ref: SAR, Man Overboard  C
The key to rescuing a man overboard is __________.
A. good equipment
B. a dedicated crew
C. well-conducted drills
D. good communication

26 1025  Ref: SAR, Man Overboard  D
The key to rescuing a man overboard is __________.
A. good communication
B. a dedicated crew
C. good equipment
D. well-conducted drills

27 2175  Ref: SAR, Search Pattern  B
A man was sighted as he fell overboard. After completing a Williamson turn, the man is not sighted. What type of search should be conducted?
A. Expanding circle
B. Sector search
C. Parallel track pattern
D. Datum-drift search

28 2331  Ref: SAR, Man Overboard  B
You are on watch and receive word that a person has fallen overboard from the starboard side. What should your first action be?
A. notify the Master
B. put the wheel hard right
C. put the engines full astern
D. sound the man overboard alarm

29 138  Ref: SAR, Search Pattern  B
A man was sighted as he fell overboard. After completing a Williamson turn, the man is not sighted. What type of search should be conducted?
A. Expanding circle
B. Sector search
C. Parallel track pattern
D. Datum-drift search

30 1101  Ref: SAR, Search Pattern  A
The most probable position of the object of a search at any given time is the __________.
A. datum position
B. incident position
C. reported position
D. dead-reckoning position
31. 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 drift
B. In the opposite direction of the anticipated drift
C. Perpendicular to the line of anticipated drift
D. Downwind

32. You are proceeding to the area of reported distress. When you arrive at the reported position, the vessel in distress is not sighted. What type of search should be conducted?
A. Sector search
B. Expanding square
C. Track crawl
D. Parallel track search

33. You should conduct a sector search under which of the following circumstances?
A. The search target is sighted and then lost.
B. More than one vessel is available for a search.
C. The search object is a target that will be readily detected by radar.
D. An aircraft is available to assist a surface vessel.

34. A situation has occurred in which your vessel must be towed. When the towing vessel passes the towing line to you, you should secure the line __________.
A. to the base of the foremast
B. to the forward-most bitts
C. to the forward part of the deckhouse
D. at the stern

35. 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 boat
C. Shift weight to the stern
D. Throw excess weight overboard

36. You have taken another vessel in tow at sea. You can tell that the towing speed is too fast when the __________.
A. vessels are not in step
B. tow line feels like it is "jumping" when touched
C. catenary comes clear of the water
D. towed vessel goes "in irons"

37. A racetrack turn would be better than a Williamson turn in recovering a man overboard if __________.
A. the man has been missing for a period of time
B. the sea water is very cold and the man is visible
C. there is thick fog
D. the wind was from astern on the original course

38. In a racetrack turn, to recover a man overboard, the vessel is steadied for the SECOND time after a turn of how many degrees from the original heading?
A. 60°
B. 135°
C. 180°
D. 360°

39. You are using a racetrack turn to recover a man overboard. The vessel is first steadied when how many degrees away from the original heading?
A. 60° to 70°
B. 90°
C. 135°
D. 180°
40  794  Ref: SAR, Turn, Round Turn  A
One major advantage of the round turn maneuver in a man overboard situation is that it __________.
A. is the fastest method  
B. is easy for a single-screw vessel to perform  
C. requires the least shiphandling skills to perform  
D. can be used in reduced visibility

41  1080  Ref: SAR, Turn, Round Turn  B
The maneuver which will return your vessel in the shortest time to a person who has fallen overboard is __________.
A. engine(s) crash astern, no turn  
B. a single turn with hard rudder  
C. a Williamson Turn  
D. two 180° turns

42  1081  Ref: SAR, Turn, Round Turn  C
The maneuver which will return your vessel to a person who has fallen overboard in the shortest time is __________.
A. a Williamson Turn  
B. engine(s) crash astern, no turn  
C. a single turn with hard rudder  
D. two 180° turns

43  1219  Ref: SAR, Turn, Round Turn  B
The single turn method of returning to a man overboard should be used ONLY if __________.
A. the man is reported missing rather than immediately seen as he falls overboard  
B. the vessel is very maneuverable  
C. the conning officer is inexperienced  
D. a boat will be used to recover the man

44  432  Ref: SAR, Turn, Scharnow Turn  A
Besides saving distance along the track line, another advantage of the Scharnow Turn over the Williamson Turn in a man overboard situation is because __________.
A. it is faster  
B. it can be used in both the immediate action and the delayed action situations  
C. in fog, if the turn is started as soon as the man goes over, the vessel will be at the point where he went over when the turn is completed  
D. it returns the vessel to the original track line on a reciprocal course

45  1193  Ref: SAR, Turn, Scharnow Turn  C
The Scharnow turn should be used in a man overboard situation only when __________.
A. the man can be kept in sight from the bridge while maneuvering  
B. the turn is started immediately when the man goes over  
C. there has been sufficient time elapsed since the man went over to complete the maneuver  
D. the vessel has twin screws to assist in making the turn

46  1704  Ref: SAR, Turn, Scharnow Turn  C
When making a Scharnow turn, the __________.
A. rudder must be put over towards the side the man went over  
B. initial turn direction is away from the side the man went over  
C. rudder is put hard over and the initial turn is maintained until about 240° from the original course  
D. man overboard must be not more than 300 feet astern when starting the turn

47  2178  Ref: SAR, Turn, Scharnow Turn  B
While you are on watch, you learn that a crewman has not been seen on board for the past three hours. Which type of turn is best in this man-overboard situation?
A. Round  
B. Scharnow  
C. Racetrack  
D. Single turn of 180°
48  2332  Ref: SAR, Turn, Scharnow Turn  A
You are on watch and see a man fall overboard. Which man overboard turn should NOT be used in this
situation?
A. Scharnow  C. Racetrack
B. Single turn  D. Williamson

49  190  Ref: SAR, Turn, Williamson Turn  A
A seaman is reported missing in the morning and was last seen after coming off the mid-watch. Which
type of turn would you use to return to the track-line steamed during the night?
A. Williamson  C. 180° turn
B. Racetrack  D. Anderson

50  635  Ref: SAR, Turn, Williamson Turn  B
In a Williamson turn, the rudder is put over full until the __________.
A. vessel has turned 90° from her original course  C. vessel is on a reciprocal course
B. vessel has turned 60° from her original course  D. emergency turn signal sounds

51  2024  Ref: SAR, Turn, Williamson Turn  A
Which statement about the Williamson turn is FALSE?
A. It requires the highest degree of shiphandling skills to accomplish.
B. It is the slowest of the methods used in turning the vessel.
C. It is the best turn to use when the victim is not in sight due to reduced visibility.
D. It returns the vessel to the original track-line on a reciprocal course.

52  2049  Ref: SAR, Turn, Williamson Turn  D
Which statement is FALSE, concerning the Williamson turn?
A. In a large vessel (VLCC) much of the headway will be lost thereby requiring little astern maneuvering.
B. When the turn is completed, the vessel will be on a reciprocal course and nearly on the original track
   line.
C. The initial actions are taken at well defined points and reduce the need for individual judgment.
D. The turn will return the vessel to the man's location in the shortest possible time.

53  2249  Ref: SAR, Turn, Williamson Turn  C
You are doing a Williamson turn. Your vessel has swung about 60° from the original course heading. You
should __________.
A. put the rudder amidships and check the swing
B. stop the engines and prepare to maneuver to pick up the man in the water
C. shift your rudder
D. increase to maximum speed

54  2339  Ref: SAR, Turn, Williamson Turn  A
You are on watch at sea on course 090°T. A man falls overboard on your starboard side. You
immediately start a Williamson Turn. Which action is NOT a part of a Williamson Turn?
A. Stop the engines until clear of the man.
B. Come right full rudder until the vessel heads 150°T.
C. Shift the helm to left full rudder.
D. Continue with left rudder until on course 270°T.

55  2481  Ref: SAR, Turn, Williamson Turn  A
You suspect that a crewmember has fallen overboard during the night and immediately execute a
Williamson turn. What is the primary advantage of this maneuver under these circumstances?
A. You will be on a reciprocal course and nearly on the track-line run during the night.
B. The turn provides the maximum coverage of the area to be searched.
C. The turn enables you to reverse course in the shortest possible time.
D. You have extra time to maneuver in attempting to close in on the man for rescue.