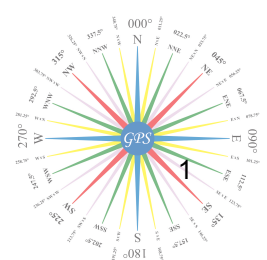
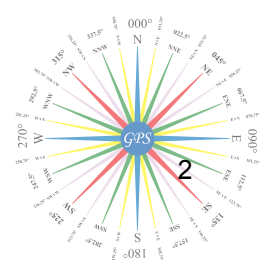


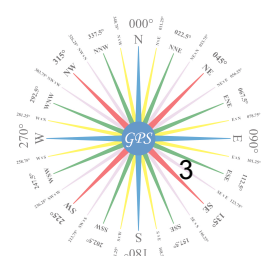
- 1 2219 Ref: SAR, Approach Disabled Vessel A
 You are approaching a disabled vessel in order to remove survivors from it. If your vessel drifts faster than the disabled vessel, how should you make your approach?
 A. To windward of the disabled vessel
 B. To leeward of the disabled vessel
 C. Directly astern of the disabled vessel
 D. At three times the drifting speed of the disabled vessel
- 2 2415 Ref: SAR, Approach Disabled Vessel D
 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 C
 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 C
 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 D
 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 C
 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



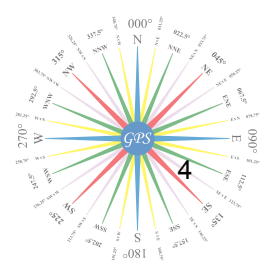
- 7 164 Ref: SAR, Approach Man Overboard C
A person has fallen overboard and is being picked up with a lifeboat. If the person appears in danger of drowning, the lifeboat should make _____.
A. an approach from leeward C. the most direct approach
B. an approach from windward D. an approach across the wind
- 8 1632 Ref: SAR, Approach Man Overboard D
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 2298 Ref: SAR, Approach Man Overboard C
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 2347 Ref: SAR, Approach Man Overboard B
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
- 11 835 Ref: SAR, CSS B
Several merchant ships are arriving at the scene of a distress incident. One of the 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.
- 12 940 Ref: SAR, CSS D
The Coordinator Surface Search (CSS) in a SAR situation should display by night _____.
A. deck lights forward and aft
B. a white light over two red lights
C. a red light, white light, and blue light in a vertical line
D. a distinctive signal promulgated by the CSS
- 13 941 Ref: SAR, CSS A
The Coordinator Surface Search in a SAR situation should display by day _____.
A. the code flags FR
B. a black ball over a black diamond shape
C. code flag Quebec over a black ball
D. two black diamond shapes in a vertical line
- 14 177 Ref: SAR, Helicopter D
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



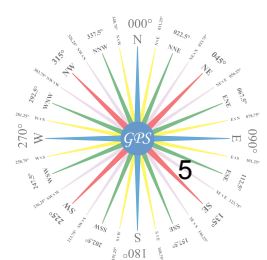
- 15 1684 Ref: SAR, Helicopter C
When evacuating a seaman by helicopter lift, the vessel should be _____.
A. stopped with the wind dead ahead
B. stopped with the wind on the beam
C. underway with the wind 30° on the bow
D. underway on a course to provide no apparent wind
- 16 1685 Ref: SAR, Helicopter B
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.
- 17 1686 Ref: SAR, Helicopter B
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.
- 18 1687 Ref: SAR, Helicopter D
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.
- 19 2465 Ref: SAR, Helicopter D
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 tending line of the litter basket should be secured to the ship beyond the radius of the helicopter blades.
D. The hoist line should be slack before the basket or stretcher is hooked on.
- 20 2468 Ref: SAR, Helicopter B
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.
- 21 78 Ref: SAR, Man Overboard B
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.



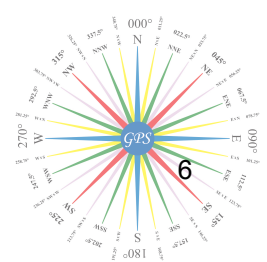
- 22 166 Ref: SAR, Man Overboard A
A person who sees someone fall overboard should _____.
A. call for help and keep the individual in sight
B. run to the radio room to send an emergency message
C. immediately jump in the water to assist the individual
D. go to the bridge for the distress flares
- 23 760 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 recovery
C. begin backing your engines
D. position your vessel to windward and begin
- 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, Man Overboard D
While underway in thick fog you are on watch and hear the cry "man overboard". Which type of maneuver should you make?
A. figure eight turn
B. Round turn
C. Racetrack turn
D. Williamson turn
- 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 1669 Ref: SAR, Search Pattern A
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 2362 Ref: SAR, Search Pattern B
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 C. Track crawl
B. Expanding square D. Parallel track search
- 33 2477 Ref: SAR, Search Pattern A
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.
- 34 206 Ref: SAR, Towing B
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 C. to the forward part of the deckhouse
B. to the forward-most bitts D. at the stern
- 35 207 Ref: SAR, Towing C
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 C. Shift weight to the stern
B. Shift weight to the center of the boat D. Throw excess weight overboard
- 36 2457 Ref: SAR, Towing C
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 C. catenary comes clear of the water
B. tow line feels like it is "jumping" when touched D. towed vessel goes "in irons"
- 37 174 Ref: SAR, Turn, Racetrack Turn B
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
- 38 632 Ref: SAR, Turn, Racetrack Turn D
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° C. 180°
B. 135° D. 360°
- 39 2417 Ref: SAR, Turn, Racetrack Turn D
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° C. 135°
B. 90° 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 C. requires the least shiphandling skills to perform
B. is easy for a single-screw vessel 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 C. a Williamson Turn
B. a single turn with hard rudder 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 C. a single turn with hard rudder
B. engine(s) crash astern, no turn 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 C. Racetrack
B. Scharnow 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 shiphhandling 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.

