1 723 Ref: Watchstanding, Additional Personnel
Maritime Administration personnel may be allowed in the pilothouse upon the responsibility of the
__________.
A. Chief Officer  C. most senior person present from the Maritime Administration
B. Navigator   D. officer in charge of the watch

2 2330 Ref: Watchstanding, Anchor
You are on anchor watch. As an aid to preventing thievery on the vessel you should __________.
A. show running lights, anchor lights and deck lights
B. only show the required anchor lights and keep the rest of the vessel darkened
C. maintain water on deck with firehoses led out and all-purpose nozzles attached
D. show anchor lights, deck lights and cargo lights hung over the vessel’s side

3 2333 Ref: Watchstanding, Anchor
You are on watch and the pilot has just anchored the vessel. The next thing that you should do after the
anchor has been let go is to __________.
A. stop the engines
B. escort the pilot to the accommodation ladder
C. plot the vessel’s position on the chart
D. make a round of the weather decks

4 2335 Ref: Watchstanding, Anchor
You are on watch at night in clear visibility and the vessel has just been anchored. The first thing that you
should do after the anchor has been let go is to __________.
A. stop the engines
B. take bearings to obtain ship’s position
C. turn off the running lights and turn on the anchor lights
D. lower the accommodation ladder and illuminate it

5 2337 Ref: Watchstanding, Fire
You are on watch at sea at night and a fire breaks out in #3 hold. What should be done IMMEDIATELY?
A. Shut down the cargo hold ventilation.
B. Proceed to the space and determine the extent of the fire.
C. Flood the space with CO2 from the fixed fire fighting system.
D. Cool the deck to contain the fire.

6 2338 Ref: Watchstanding, Fire
You are on watch at sea at night when a fire breaks out in #3 hold just forward of the bridge. You would
NOT __________.
A. call the Master
B. proceed to the space and inspect the extent of the fire
C. shut down the cargo hold ventilation
D. sound the fire alarm signal to roust out all hands

7 4 Ref: Watchstanding, Helmsman
"Ease the rudder" means to __________.
A. move the rudder slowly in the direction of the most recent rudder command
B. bring the rudder amidships
C. decrease the rudder angle
D. steer the course which is your present heading

8 7 Ref: Watchstanding, Helmsman
"Hard right rudder" means __________.
A. put the rudder over to the right all the way       C. meet a swing to the right, then return to amidships
B. jam the rudder against the stops               D. put the rudder over quickly to 15° right rudder
1. **What is a correct reply to a pilot's request, "How's your head"?**

   A. "Steady"  
   B. "Checked"  
   C. "Passing 200°"  
   D. "Eased to 10° rudder"

2. **What is a CORRECT reply to a pilot's request, "How's your head"?**

   A. "Steady"  
   B. "Checked"  
   C. "Passing 50°"  
   D. "Eased to 10° rudder"

3. **When a helmsman receives the command "Right 15 degrees rudder," the helmsman's immediate reply should be.**

   A. "Right 15 degrees rudder"  
   B. "Aye Aye Sir"  
   C. "Rudder is right 15 degrees"  
   D. No reply is necessary, just carry out the order.

4. **When relieving the helm, the new helmsman should find it handy to know the amount of helm carried for a steady course.**

   A. amount of helm carried for a steady course  
   B. variation in the area  
   C. leeway  
   D. deviation on that heading

5. **When relieving the helm, the new helmsman should find it handy to know the variation in the area.**

   A. amount of helm carried for a steady course  
   B. variation in the area  
   C. leeway  
   D. deviation on that heading

6. **When steering a vessel, a good helmsman does NOT consider steering a vessel a highly responsible job.**

   A. consider steering a vessel a highly responsible job  
   B. use as much rudder as possible to keep the vessel on course  
   C. use as little rudder as possible to keep the vessel on course  
   D. advise his relief of the course being steered

7. **When steering a vessel, a good helmsman will.**

   A. use as much rudder as possible to keep the vessel on course  
   B. apply rudder to move the compass card towards the lubbers line when off course  
   C. repeat back to the watch officer any rudder commands before executing them  
   D. keep the rudder amidships except when changing course

8. **Which is a correct reply to a Pilot's request, "How's your head"?**

   A. "Passing 040°"  
   B. "Steady"  
   C. "Checked"  
   D. "Eased to 15° rudder"

9. **You are standing the wheelwatch when you hear the cry, "Man overboard starboard side". You should instinctively.**

   A. give full left rudder  
   B. give full right rudder  
   C. put the rudder amidships  
   D. throw a life ring to mark the spot
19  868  Ref: Watchstanding, Iron Mike  D
The "iron mike" is a(n) __________.
A. pilot  C. standby wheel
B. speaker  D. automatic pilot

20  1130  Ref: Watchstanding, Knowledge  D
The owner or Master of a towing vessel must ensure that each person that directs and controls the movement of the vessel knows all of the following EXCEPT _________.
A. the effects of maneuvering on the vessel and its tow
B. the speed and direction of any current for the area being transited
C. how to apply variation and deviation to readings from a magnetic compass
D. the ownership of the vessel(s) being towed

21  1132  Ref: Watchstanding, Knowledge  C
The owner or Master of a towing vessel shall ensure that each person that directs and controls the movement of the vessel can accomplish all of the following EXCEPT _________.
A. evaluate the danger of each closing visual or radar contact
B. adjust speed with due regard for the weather and visibility
C. reduce speed only where local speed limits are posted
D. enter all required test and inspection results in the vessel's log or other record carried on board

22  1133  Ref: Watchstanding, Knowledge  B
The owner or Master of a towing vessel shall ensure that each person that directs and controls the movement of the vessel can accurately fix the vessel's position using all of the following EXCEPT _____.
A. installed navigational equipment  C. all available aids to navigation
B. buoys alone  D. depths soundings and hydrographic contour lines

23  1640  Ref: Watchstanding, logbook, bell book  A
When a vessel is entering or leaving a port, a record of engine speeds is kept in the _________.
A. bell book  C. Official Logbook
B. deck rough log  D. engine rough log

24  1646  Ref: Watchstanding, logbook, compass deviation log  C
When an azimuth of the Sun has been taken and the deviation of the standard magnetic compass computed, the watch officer should record the results _________.
A. in the vessel's Official Logbook  C. in the compass deviation log
B. on the compass deviation card  D. on a Napier diagram

25  112  Ref: Watchstanding, logbook, deck rough log  B
A journal kept by the officer of the watch in which day to day happenings are recorded regarding the deck department is the _________.
A. cargo record book  C. bell book
B. deck rough log  D. Official Logbook

26  587  Ref: Watchstanding, logbook, smooth logbook  B
If a drill required by regulations is not completed, the Master or person in charge must _________.
A. report this immediately to the Commandant of the Coast Guard
B. log the reason for not completing the drill
C. conduct two of the required drills at the next opportunity
D. All of the above

27  693  Ref: Watchstanding, logbook, smooth logbook  A
In writing up the logbook at the end of your watch, you make an error in writing an entry. What is the proper means of correcting this error?
A. Cross out the error with a single line, and write the correct entry, then initial it.
B. Carefully and neatly erase the entry and rewrite it correctly.
C. Remove this page of the log book, and rewrite all entries on a clean page.
D. Blot out the error completely and rewrite the entry correctly.
28  1166  Ref: Watchstanding, logbook, smooth logbook
The proper way to correct a mistake in the logbook is to _________.
A.  erase the entry and rewrite
B.  draw a line through the entry, rewrite, and initial the correction
C.  draw several lines through the entry, rewrite, and initial the correction
D.  completely black out the entry, rewrite, and initial the correction

29  130   Ref: Watchstanding, Lookout
A look-out at the bow sights an object on your port side. How many bell strokes should he sound?
A. One  C. Three
B. Two    D. Four

30  131   Ref: Watchstanding, Lookout
A lookout can leave his station __________.
A. only when properly relieved  C. 15 minutes before the end of the watch
B. at the end of the watch    D. at any time

31  132   Ref: Watchstanding, Lookout
A lookout can leave his station __________.
A. at the end of the watch  C. ONLY when properly relieved
B. at any time       D. 15 minutes before the end of the watch

32  133   Ref: Watchstanding, Lookout
A look-out should report objects sighted using __________.
A. true bearings  C. gyro bearings
B. magnetic bearings  D. relative bearings

33  173   Ref: Watchstanding, Lookout
A proper look-out must be kept __________.
A. only in fog  C. only when entering and leaving port
B. only between the hours of sunset and sunrise  D. at all times

34  312   Ref: Watchstanding, Lookout
A vessel spotted at 45° relative can be reported as __________.
A. on the starboard beam  C. 4 points forward of starboard bow
B. broad on the starboard bow    D. 4 points abaft the starboard beam

35  405   Ref: Watchstanding, Lookout
As look-out, you spot an object 45° off your port bow. You should report the object as __________.
A. broad on the port bow  C. 3 points forward of the port beam
B. 3 points on the port bow    D. on the port beam

36  1063  Ref: Watchstanding, Lookout
The lookout sights a vessel dead ahead. This should be reported on the bell with __________.
A. one bell  C. three bells
B. two bells  D. four bells

37  1596  Ref: Watchstanding, Lookout
What should look-outs report?
A. Discolored water  C. Floating objects
B. Shoals  D. All of the above

38  1863  Ref: Watchstanding, Lookout
Which is NOT a duty of a look-out?
A. Refuse to talk to others, except as required by duty.
B. Remain standing during your watch.
C. Report every sighting.
D. Supervise any deck work going on in the area.
39  2161  Ref: Watchstanding, Lookout
While on duty as a look-out, which other duty may you perform?
A. Sweep down the forecastle
B. Paint any area near your station
C. Overhaul a block, as long as it is at your look-out station
D. None of the above

40  2162  Ref: Watchstanding, Lookout
While on watch at sea you must maintain a proper lookout at all times. On a 700-foot cargo vessel being hand-steered during daylight hours in good visibility and clear of any navigational hazards, the lookout may be _________.
A. the helmsman  C. Either A or B
B. the mate on watch  D. Neither A nor B

41  2163  Ref: Watchstanding, Lookout
While on watch at sea you must maintain a proper lookout at all times. You are on a 200-foot cargo vessel with an unobstructed view astern from the steering position. The vessel is being hand-steered during daylight hours in good visibility and clear of any navigational hazards. The lookout may be _________.
A. the helmsman  C. Either A or B
B. the officer on watch  D. Neither A nor B

42  2164  Ref: Watchstanding, Lookout
While standing look-out at night, a dim light on the horizon will be seen quickest by looking __________.
A. a little above the horizon
B. directly towards the light
C. a little below the horizon
D. quickly above then quickly below the horizon

43  2388  Ref: Watchstanding, Lookout
You are standing look-out duty at night. A dim light on the horizon will be seen quickest by looking __________.
A. at an area just a little below the horizon
B. at the horizon, where the sky and water appear to meet
C. a little above the horizon
D. well below the horizon

44  288  Ref: Watchstanding, Pilot
A vessel is entering port "A" for the first time and has a Pilot conning the vessel. The Master is unsure that the Pilot is taking sufficient action to prevent a collision. What should the Master do?
A. Nothing; The Pilot is required by law and is solely responsible for the safety of the vessel.
B. State his concerns to the Pilot but do not interfere with the handling of the vessel.
C. Direct the Pilot to stop the vessel and anchor if necessary until the situation clears.
D. Recommend an alternative action and if not followed relieve the Pilot.

45  289  Ref: Watchstanding, Pilot
A vessel is entering port and has a Pilot conning the vessel. The Master is unsure that the Pilot is taking sufficient action to prevent a collision. What should the Master do?
A. Nothing; the Pilot is required by law and is solely responsible for the safety of the vessel.
B. State his concerns to the Pilot but do not interfere with the handling of the vessel.
C. Recommend an alternative action and if not followed relieve the Pilot.
D. Direct the Pilot to stop the vessel and anchor if necessary until the situation clears.

46  424  Ref: Watchstanding, Pilot
Before a Master relieves a Pilot of the conn, the __________.
A. Master should foresee any danger to the vessel on the present course
B. vessel must be in extremis
C. Master should agree to sign a release of liability form
D. Master must first request the Pilot to take corrective action
47 1766 Ref: Watchstanding, Pilot
When the pilot is embarked he or she __________.
A. relieves the officer of the watch
B. relieves the Master of his duties
C. is solely responsible for the safe navigation of the vessel
D. is a specialist hired for his or her local navigational knowledge

48 2167 Ref: Watchstanding, Pilot
While the Pilot is maneuvering the vessel to a dock, what is the primary responsibility of the watch officer?
A. Judge the appropriateness of the Pilot's orders and countermand them if necessary
B. Insure that helm and throttle orders given by the Pilot are correctly executed
C. Record the bells and their times in the bell book
D. Supervise the signaling and flag etiquette

49 2177 Ref: Watchstanding, Pilot
While you are on watch entering port, the Master gives the helmsman a rudder command which conflicts with a rudder command from the Pilot. You should make sure the helmsman __________.
A. brings the rudder to a point midway between the two conflicting positions
B. obeys the Pilot
C. asks you for instructions
D. obeys the Master

50 2306 Ref: Watchstanding, Pilot
You are on a large merchant vessel entering a U.S. port. There is a Pilot on board and he has the conn. Which statement is TRUE?
A. The Pilot is solely responsible for the safe maneuvering of the ship only if he is required to be on board by law.
B. The Master is responsible for the safe navigation of the ship and the Pilot is employed for his local knowledge.
C. The Pilot is solely responsible for the internal working of the ship.
D. The Pilot becomes solely responsible for the safe navigation of the vessel only if the Master relinquishes the conn.

51 2307 Ref: Watchstanding, Pilot
You are on a large merchant vessel entering a U.S. port. There is a Pilot onboard and he has the conn. Which statement is TRUE?
A. The Pilot becomes solely responsible for the safe navigation of the vessel only if the Master relinquishes the conn.
B. The Pilot is solely responsible for the internal working of the ship.
C. The Pilot is solely responsible for the safe maneuvering of the ship only if he is required to be on board by law.
D. The Master is responsible for the safe navigation of the ship and the Pilot is employed for his local knowledge.

52 2334 Ref: Watchstanding, Pilot
You are on watch and the Pilot has the conn. The Master has temporarily gone below. The Pilot orders a course change which you are certain will put the vessel into imminent danger. Your first action should be to __________.
A. countermand the order and immediately notify the Master
B. make an appropriate entry in the deck log concerning the Pilot's order
C. immediately call the Master and await further orders from him
D. immediately sound a short ring on the general alarm
53 2389 Ref: Watchstanding, Pilot
You are standing the wheel watch on entering port and the Master gives you a rudder command which conflicts with a rudder command from the Pilot. What should you do?
A. Ask the Pilot if he relinquishes control.
B. Obey the Pilot.
C. Obey the Master.
D. Bring the rudder to a position midway between the two conflicting positions.

54 2391 Ref: Watchstanding, Pilot
You are standing watch on entering port and the Master gives a rudder command which conflicts with a rudder command from the Pilot. You should ensure the helmsman __________.
A. obeys the Master
B. obeys the Pilot
C. brings the rudder to a position midway between the two conflicting positions
D. asks the Pilot if he has relinquished control

55 2494 Ref: Watchstanding, Pilot
Your enrolled vessel is bound from Baltimore, MD, to Norfolk, VA, via Chesapeake Bay. Which statement about the required Pilot is TRUE?
A. The Pilot must be licensed by Virginia and Maryland.
B. The Pilot must be licensed by either Virginia or Maryland.
C. The Pilot need only be licensed by the Coast Guard.
D. The Pilot must be licensed by Virginia, Maryland and the Coast Guard.

56 2336 Ref: Watchstanding, Relieve The Conn
You are on watch at sea and find it prudent to call the Master to the bridge due to traffic congestion. The moment that the Master officially relieves you of the conn is whenever __________.
A. a watchstander announces "Captain's on the bridge"
B. you call the Captain to the bridge in a traffic situation
C. the Master specifically informs you that he has the conn
D. the Captain states the course being steered

57 1004 Ref: Watchstanding, Rudder Orders
The helm command "Check her" means __________.
A. test the steering control
B. read the compass heading
C. stop the swing using hard over rudder
D. slow the swing using moderate rudder

58 1005 Ref: Watchstanding, Rudder Orders
The helm command "Left twenty" means __________.
A. change course twenty degrees to the left
B. put the rudder left twenty degrees
C. put the rudder hard left for the first twenty degrees of swing
D. put the rudder left twenty degrees and then ease back as the vessel starts swinging

59 1006 Ref: Watchstanding, Rudder Orders
The helm command "meet her" means __________.
A. use rudder to check the swing
B. decrease the rudder angle which is on
C. steer more carefully
D. note the course and steady on that heading

60 1007 Ref: Watchstanding, Rudder Orders
The helm command "Nothing to the left" means do NOT __________.
A. use left rudder
B. steer left of the ordered course
C. steer right of the ordered course
D. leave any buoys on the port side
The helm command "Steady as you go" means __________.
A. steer the course you are on now  C. maintain the rate of swing
B. steer the course when the swing stops  D. don't allow the vessel to swing off course so much

What does the helm command "shift the rudder" mean?
A. Put the rudder over to the opposite side, the same number of degrees it is now.
B. Put the rudder amidships and hold the heading steady as she goes.
C. Shift the rudder control to the alternate steering method.
D. Stop the swing of the ship.

The "Mode" selector switch can be positioned and select all of the following EXCEPT __________.
A. weather adjustments  C. automatic gyro
B. hand-electric steering  D. non-followup control

The "Mode" selector switch on the autopilot steering stand is used to select any of the following with the EXCEPTION of __________.
A. automatic pilot steering  C. non-followup steering
B. hand-electric steering  D. rudder adjustment

The "Port-Off-Stbd" selector switch on an autopilot steering stand is used to __________.
A. change from hand electric steering to automatic gyro
B. change over one steering system to the other
C. change over hand electric steering to non-followup
D. change over the port to the starboard bow thruster

The "rudder adjustment" control on an autopilot steering stand is used to __________.
A. align the rudder angle indicator with the true rudder angle
B. set the number of degrees of rudder per degree of course error
C. set the departure from base course before actuating the rudder
D. set the rate at which the rudder responds

The "weather adjustment" control on an autopilot steering stand is used to __________.
A. allow leeway according to the weather conditions
B. proportionally set the number of degrees of rudder response per degree of course error
C. set the null band or dead zone signal before actuating the rudder
D. set the speed at which the rudder responds

When a vessel is on autopilot steering, the "weather" control is adjusted to compensate for which severe weather effect on a vessel?
A. Yaw  C. Pitch
B. Roll  D. Leeway

When steering by hand, which of the following may be a functional input to the steering gear as a result of turning the wheel?
A. Non-followup  C. Weather adjustment
B. Rudder adjustment  D. All the above may be activated
70 1752 Ref: Watchstanding, Steering  A
When steering on autopilot which of the following input conditions may NOT have an effect on the control of the steering gear?
A. Non-followup  C. Weather adjustment
B. Rudder adjustment  D. All the above may be activated

71 1763 Ref: Watchstanding, Steering  D
When the gyro-pilot is used for steering, what control is adjusted to compensate for varying sea conditions?
A. Rudder control  C. Lost motion adjustment
B. Sea control  D. Weather adjustment

72 2165 Ref: Watchstanding, Steering  C
While steering by autopilot you notice that the vessel has deviated 15 degrees from course and there is no corrective rudder being applied. As a standard operating procedure you should first __________.
A. check the setting of the rudder adjustment  C. switch to hand steering
B. check the setting of the weather adjustment  D. immediately engage the trick wheel

73 2166 Ref: Watchstanding, Steering  A
While steering by autopilot you notice that the vessel is deviating from the given course and there is no follow up with corrective rudder action to return to the proper heading. The emergency operating procedure should require you to immediately change operation from __________.
A. "gyro" to "hand"  C. "gyro" to "control"
B. "hand" to "gyro"  D. "control" to "hand"

74 2458 Ref: Watchstanding, Steering  A
You have the "conn" at the time the helmsman who is steering by hand reports that the rudder is not responding to the wheel. Your FIRST action should be to __________.
A. shift the conn at the time the helmsman who is steering by hand reports that the rudder is not responding to the wheel  C. call the engine room
B. signal the engine room to stop the engines  D. call the Master

75 2459 Ref: Watchstanding, Steering  C
You have the "conn" at the time the helmsman who is steering by hand reports that the rudder is not responding to the wheel. Your FIRST action should be to __________.
A. call the engine room and report that you have lost steering  C. shift the selector switch to the other steering system
B. signal the engine room to stop the engines  D. call the Master

76 2515 Ref: Watchstanding, Steering  A
Your ship is steaming at night with the gyro-pilot engaged when you notice that the vessel's course is slowly changing to the right. What action should you take FIRST?
A. switch to hand steering  C. call the Master
B. shift steering to the emergency steering station  D. notify the engine room

77 2340 Ref: Watchstanding, Steering Commands  A
You are on watch while your vessel is entering port with a pilot conning. The pilot gave a steering command to the helmsman who failed to acknowledge it by repeating the order. You have now enunciated the pilot's order to the helmsman and there is still no response. If the helmsman continues on the original course, you should immediately __________.
A. take the helm and expedite the maneuver that the pilot ordered  C. tell the helmsman to ask the Pilot to repeat any command that he fails to hear or understand
B. ask the Pilot to repeat the command since the helmsman failed to hear it  D. repeat the Pilot's command a second time and notify the Master
78  2341    Ref: Watchstanding, Steering Commands
You are on watch while your vessel is entering port with a pilot conning. The pilot gives a steering command to the helmsman who fails to acknowledge it by repeating the command. You should immediately __________.
A. notify the Master
B. ask the Pilot to repeat the command since the helmsman failed to hear it
C. tell the helmsman to ask the Pilot to repeat any command that he fails to hear or understand
D. repeat the Pilot's command and ensure that the helmsman repeats it exactly

79  2210    Ref: Watchstanding, Take Over
You are a watchstanding mate and have come to the bridge to relieve the watch while underway at sea. The watch should not be transferred __________.
A. during an engine speed change
B. during a navigational course change
C. unless the helm is in the "hand" mode
D. All of the above

80  2211    Ref: Watchstanding, Take Over
You are a watchstanding mate and have come to the bridge to relieve the watch. After reviewing the chart and having been briefed by the off-going mate, you are now ready to effect the relief. The watch is officially transferred to you after __________.
A. you state the vessel's charted position, present course and port of destination
B. the mate being relieved tells you the vessel's course and speed and states that you have the watch
C. you say, "I relieve you" and you state the course per gyro and magnetic compasses
D. the mate being relieved says, "You have the conn" and you state the ship's course

81  2212    Ref: Watchstanding, Take Over
You are a watchstanding mate and have come to the bridge to relieve the watch. After reviewing the chart and having been briefed by the off-going mate, you are now ready to effect the relief. Which of the following is exemplary of the statement that would officially transfer the watch?
A. You say to the mate going off watch, "Destination New York, course 283°, speed 16 knots."
B. The mate being relieved says, "You now have the watch, course 147°, speed 15 knots."
C. The mate being relieved says, "All in apparent good order, course 068° per gyro, 075° per standard."
D. You say to the mate going off watch, "I relieve you, course 321° per gyro, 316° per standard."

82  2353    Ref: Watchstanding, Take Over
You are preparing to relieve the mate on watch while underway at sea. The watch should not be transferred __________.
A. during an engine speed change
B. while the Master is on the bridge
C. during a collision avoidance maneuver
D. All of the above

83  2168    Ref: Watchstanding, Watch Officer Responsibility
While the Pilot is maneuvering the vessel to a dock, what is the PRIMARY responsibility of the watch officer?
A. Supervise the signaling and flag etiquette.
B. Record the bells and their times in the bell book.
C. Insure that helm and throttle orders given by the Pilot are correctly executed.
D. Judge the appropriateness of the Pilot's orders and countermand them if necessary.

84  2169    Ref: Watchstanding, Watch Officer Responsibility
While the Pilot is maneuvering the vessel to a dock, what is the PRIMARY responsibility of the watch officer?
A. Supervise the signaling and flag etiquette.
B. Record the bells and their times in the bell book.
C. Judge the appropriateness of the Pilot's orders and countermand them if necessary.
D. Insure that helm and throttle orders given by the Pilot are correctly executed.