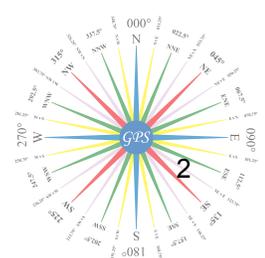


Deck General

Watchstanding

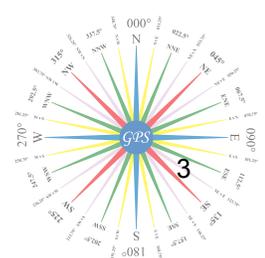
- 9 1439 Ref: Watchstanding, Helmsman C
What is a correct reply to a pilot's request, "How's your head"?
- A. "Steady" C. "Passing 200°"
B. "Checked" D. "Eased to 10° rudder"
- 10 1440 Ref: Watchstanding, Helmsman D
What is a CORRECT reply to a pilot's request, "How's your head"?
- A. "Steady" C. "Checked"
B. "Eased to 10° rudder" D. "Passing 50°"
- 11 1628 Ref: Watchstanding, Helmsman A
When a helmsman receives the command "Right 15 degrees rudder," the helmsman's immediate reply should be _____.
- A. "Right 15 degrees rudder" C. "Rudder is right 15 degrees"
B. "Aye Aye Sir" D. No reply is necessary, just carry out the order.
- 12 1733 Ref: Watchstanding, Helmsman A
When relieving the helm, the new helmsman should find it handy to know the _____.
- A. amount of helm carried for a steady course C. leeway
B. variation in the area D. deviation on that heading
- 13 1734 Ref: Watchstanding, Helmsman C
When relieving the helm, the new helmsman should find it handy to know the _____.
- A. leeway C. amount of helm carried for a steady course
B. variation in the area D. deviation on that heading
- 14 1735 Ref: Watchstanding, Helmsman A
When relieving the helm, the new helmsman should know the _____.
- A. course per magnetic steering compass C. variation
B. gyro error D. maximum rudder angle previously used
- 15 1750 Ref: Watchstanding, Helmsman B
When steering a vessel, a good helmsman does NOT _____.
- 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
- 16 1751 Ref: Watchstanding, Helmsman C
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
- 17 1854 Ref: Watchstanding, Helmsman A
Which is a correct reply to a Pilot's request, "How's your head"?
- A. "Passing 040°" C. "Checked"
B. "Steady" D. "Eased to 15° rudder"
- 18 2390 Ref: Watchstanding, Helmsman B
You are standing the wheelwatch when you hear the cry, "Man overboard starboard side". You should instinctively _____.
- A. give full left rudder C. put the rudder amidships
B. give full right rudder D. throw a life ring to mark the spot



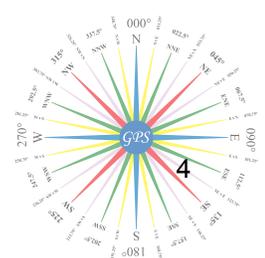
Deck General

Watchstanding

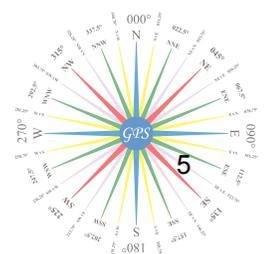
- 19 868 Ref: Watchstanding, Iron Mike D
The "iron mike" is a(n) _____.
A. pilot C. standby wheel
B. speaker D. automatic pilot
- 20 1130 Ref: Watchstanding, Knowledge D
The owner or Master of a towing vessel must ensure that each person that directs and controls the movement of the vessel knows all 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.
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.



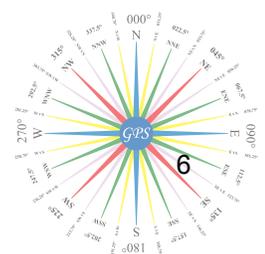
- 28 1166 Ref: Watchstanding, logbook, smooth logbook B
The proper way to correct a mistake in the logbook is to _____.
A. erase the entry and rewrite
B. draw a line through the entry, rewrite, and initial the correction
C. draw several lines through the entry, rewrite, and initial the correction
D. completely black out the entry, rewrite, and initial the correction
- 29 130 Ref: Watchstanding, Lookout B
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
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 C
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 D
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 D
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 B
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 A
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 C
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 D
What should look-outs report?
A. Discolored water C. Floating objects
B. Shoals D. All of the above
- 38 1863 Ref: Watchstanding, Lookout D
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.



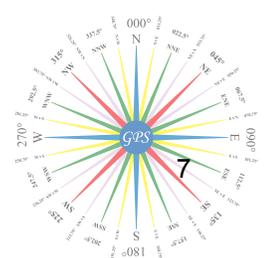
- 39 2161 Ref: Watchstanding, Lookout D
While on duty as a look-out, which other duty may you perform?
A. Sweep down the forecastle
B. Paint any area near your station
C. Overhaul a block, as long as it is at your look-out station
D. None of the above
- 40 2162 Ref: Watchstanding, Lookout B
While on 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 C
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 A
While standing look-out at night, a dim light on the horizon will be seen quickest by looking _____.
A. a little above the horizon C. a little below the horizon
B. directly towards the light D. quickly above then quickly below the horizon
- 43 2388 Ref: Watchstanding, Lookout C
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 D
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 C
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 A
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



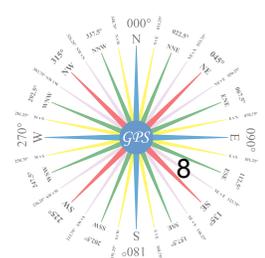
- 47 1766 Ref: Watchstanding, Pilot D
 When the pilot is embarked he or she _____.
 A. relieves the officer of the watch
 B. relieves the Master of his duties
 C. is solely responsible for the safe navigation of the vessel
 D. is a specialist hired for his or her local navigational knowledge
- 48 2167 Ref: Watchstanding, Pilot B
 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 D
 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 B
 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 D
 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 A
 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



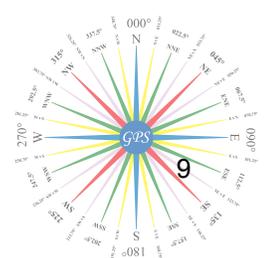
- 53 2389 Ref: Watchstanding, Pilot C
 You are standing the wheel watch on entering port and the Master gives you a rudder command which conflicts with a rudder command from the Pilot. What should you do?
 A. Ask the Pilot if he relinquishes control.
 B. Obey the Pilot.
 C. Obey the Master.
 D. Bring the rudder to a position midway between the two conflicting positions.
- 54 2391 Ref: Watchstanding, Pilot A
 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 C
 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 C
 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 D
 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 B
 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 A
 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 B
 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



- 61 1008 Ref: Watchstanding, Rudder Orders A
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
- 62 1429 Ref: Watchstanding, Rudder Orders A
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.
- 63 871 Ref: Watchstanding, Steering A
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
- 64 872 Ref: Watchstanding, Steering D
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
- 65 873 Ref: Watchstanding, Steering B
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
- 66 875 Ref: Watchstanding, Steering B
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
- 67 877 Ref: Watchstanding, Steering C
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
- 68 1641 Ref: Watchstanding, Steering A
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
- 69 1749 Ref: Watchstanding, Steering A
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 selector switch to the other steering pump 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
B. signal the engine room to stop the engines
C. shift the selector switch to the other steering system
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
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 a second time and notify the Master



- 78 2341 Ref: Watchstanding, Steering Commands D
 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 B
 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 C
 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 D
 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 C
 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 C
 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 D
 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.

