Passage Planning

What is the reference for heights on a chart?

- Lowest Astronomical Tide
- Mean High Water Springs
- Highest Astronomical Tide
- Mean High Water Neaps

return submit

progress

Passage Planning

You see a symbol you do not recognise on the chart in use. Which publication could you use to help you find out what the symbol means?

- BA Chart 5011
- Tidal Stream Atlas
- Nories Tables
- Bridge Procedures Guide

return next

progress

Passage Planning

When is the only time you can fully rely on an Admiralty Chart?

- When it has been corrected up to date
- When it has just been delivered by the Superintendent
- When it has been inspected by the Master
- When it is brand new

return next

progress

Passage Planning

Which publication would you consult for information on: times of sunrise and sunset, eclipses of the sun, phases of the moon, tabular data for sun, moon, planets and stars?

- Nautical Almanac
- Tidal Stream Atlas
- Ocean Passages for the World
- BA Chart 5011

return next

progress

Passage Planning

What is the reference used for charted depths?

- Chart Datum
- Mean High Water Springs
- Mean Low Water Springs
- Highest Astronomical Tide

return next

progress

Watchkeeping

What is the difference between True and Magnetic North?

- Variation
- Depression
- Deviation
- Navigation error

return next

progress

Watchkeeping

You are heading North by magnetic compass. What is the difference between Magnetic North, and the actual reading of a magnetic compass called?

- Deviation
- Variation
- Diversion
- Precession

return next

progress

Watchkeeping

Three of these factors are VERY relevant when considering squat. Which of these is the LEAST relevant factor when considering the onset of squat?

- Direction of the tidal stream
- Block coefficient of the vessel
- Speed
- Water depth

return next

progress

Watchkeeping

In a narrow channel, you think that your vessel may be experiencing shallow water effect. What is the correct action to take?

- Make a large speed reduction
- Reverse course immediately
- Continue while you confirm the speed required to make ETA
- Continue, but start an additional steering motor

return next

progress

COLREGS Descriptions

Referring to the rules, which of these best defines safe speed for a vessel? '..so she can take proper and effective action to avoid collision, and..

- ...be stopped within a distance appropriate to the prevailing circumstances and conditions.
- ...be stopped in such a manner as best to avoid a collision.
- ...be stopped within a distance equal to half the visibility.
- ...be stopped within a distance appropriate to the observance of good seamanship.

return next

progress

COLREGS Descriptions

What do the rules say is the purpose of maintaining a proper lookout?

- So as to make a full appraisal of the situation and of the risk of collision.
- So as to continually assess the range of visibility.
- So as to check the effectiveness of any manoeuvre.
- So as to confirm that other vessels are passing at a safe distance.

<< return next >>

progress

COLREGS Descriptions

The term 'Not under command' refers to a vessel which...

- is unable to manoeuvre due to exceptional circumstances.
- has no communication with her management office.
- is unable to maintain a proper lookout.
- has an intermittent remote engine control system fault.

<< return next >>

progress

COLREGS Descriptions

Three of these vessels are considered Restricted in their Ability to Manoeuvre. Which of the following is NOT a vessel Restricted in her Ability to Manoeuvre?

- A vessel which, through some exceptional circumstances is unable to manoeuvre as required by the rules and therefore unable to keep out the way of another vessel.
- A vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline.
- A vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.
- A vessel engaged in dredging, surveying, or underwater operations.

<< return next >>

progress

COLREGS Descriptions

Complete this part of Rule 8, concerning Action to Avoid Collision. "If necessary to avoid collision or to allow more time to assess the situation, a vessel shall....

- ...slacken her speed or take all way off...
- ...consider the speed required in the charter party...
- ...not adjust speed unless visibility is restricted...
- ...immediately reverse her means of propulsion...

<< return next >>

progress

COLREGS Descriptions

You are in doubt as to whether you are overtaking another vessel. What do the rules direct you to do?

- Assume an overtaking situation does exist, and act accordingly.
- Manoeuvre as though it was a crossing situation.
- Avoid crossing ahead of the other vessel.
- Reduce speed and proceed more slowly than the other vessel.

return next

progress

Watchkeeping

What paper charts should be selected to execute the passage?

- The largest scale paper charts available should be used, fully corrected.
- The paper charts selected don't matter as long as they are supplied by an approved hydrographic authority.
- Smaller scale paper charts are best as they only show relevant details.
- Smaller scale paper charts are encouraged as their use means less impact on the environment.

return next

progress

Watchkeeping

Which statement about the use of electronic charts is TRUE?

- Any errors from original survey will still be present.
- Since all ENC refer to the WGS84 Datum surveying errors are not relevant.
- If GPS is using the correct datum then there is no need to worry about surveying errors.
- There are no errors in electronic charts.

return next

progress

Watchkeeping

Which of these methods should NOT be used for checking compass error?

- Checking the visual bearing when 2 buoys are in transit.
- Checking the bearing of the sun at sunset.
- Checking the bearing of a distant conspicuous object while alongside.
- Checking the bearing of a lighthouse and a radio mast when they are in transit.

return next

progress

Radar

Which of these statements about radar parallel indexing is TRUE?

- A radar parallel index can allow continuous monitoring of whether the vessel is on track or not.
- All of these options are true.
- A radar parallel index should not be used when ECDIS is operating correctly.
- A radar parallel index should not be used if visibility is good.

return next

progress

Radar

Which of these statements about ARPA is CORRECT?

- Caution should always be exercised when relying on ARPA for CPA information, especially large targets at close range.
- Because ARPA automatically tracks radar targets, the information it provides should always be trusted.
- ARPA is extremely reliable in every situation.
- ARPA calculations should always be trusted as modern auto-tracking software is perfect.

return next

progress

Radar

Which of these statements about ECDIS Navigation is correct?

- ECDIS provides a useful tool to present navigation information.
- Because all ENC refer to WGS 84 Datum there are no errors in ECDIS Navigation.
- Cross checking ECDIS with other information sources in not required due to GPS accuracy.
- Because ECDIS is highly automatic there is no need to train the Master how to use it.

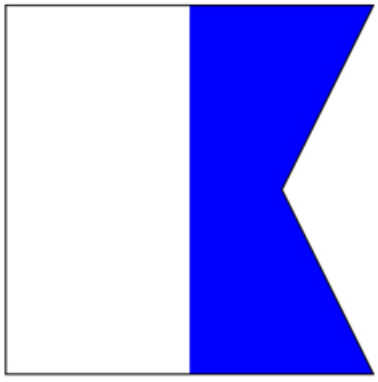
return next

progress

Flags

Choose the correct option

- This flag indicates a diver below
- This flag indicates a vessel carrying dangerous cargo
- This flag indicates a vessel undertaking helicopter operations



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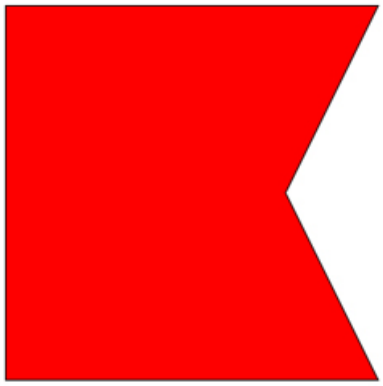
Flags

Choose the correct option

- This flag indicates a vessel loading, carrying or discharging dangerous cargo
- This flag indicates a vessel which requires a pilot
- This flag indicates a vessel with a pilot on board



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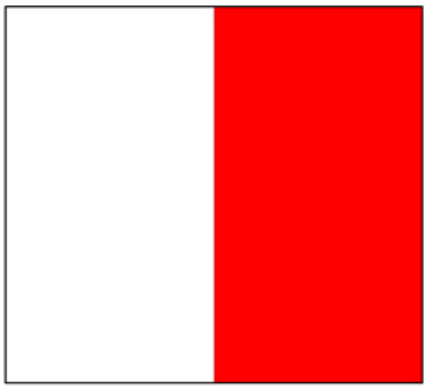
Flags

Choose the correct option

- This flag indicates a vessel with a pilot on board
- This flag indicates a vessel which is undertaking helicopter operations
- This flag indicates a vessel is involved in discharge of dangerous cargo



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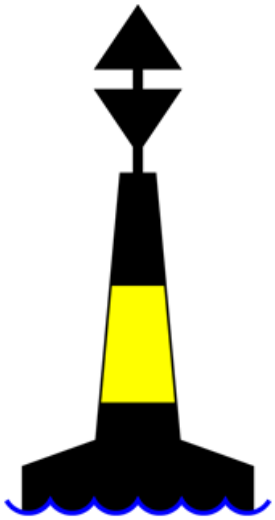
Bouyage

Choose the correct option

- Easterly Cardinal
- Southerly Cardinal
- Westerly Cardinal



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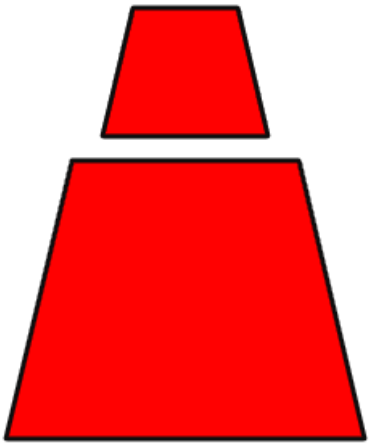
Bouyage

Choose the correct option

- Port Lateral (IALA A)
- Starboard Lateral (IALA A)
- Port Lateral (IALA B)



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Bouyage

Choose the correct option

- Light Characteristics of Northerly Cardinal
- Light Characteristics of Westerly Cardinal
- Light Characteristics of Southerly Cardinal

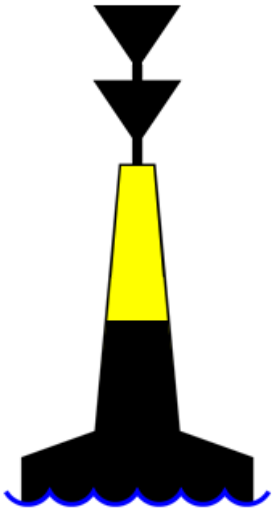
<< return next >>

progress

Bouyage

Choose the correct option

- Southerly Cardinal
- Easterly Cardinal
- Northerly Cardinal



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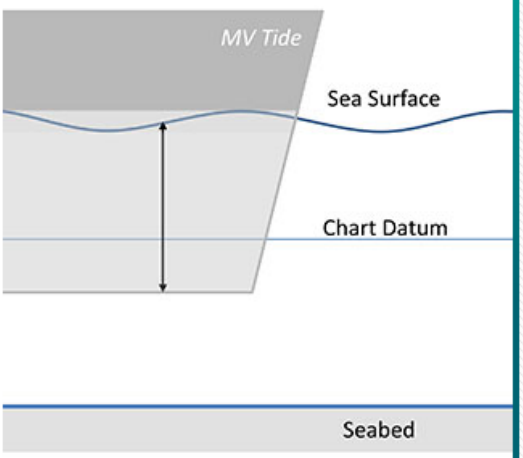
progress

Tidal Problems

Choose the correct option

- The arrow shows Under Keel Clearance
- The arrow shows Charted Depth
- The arrow shows Vessel Draft



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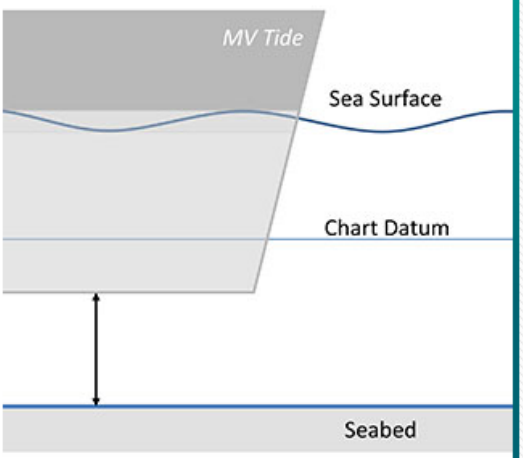
Tidal Problems

Choose the correct option

- The arrow shows Under Keel Clearance
- The arrow shows Charted Depth
- The arrow shows Vessel Draft



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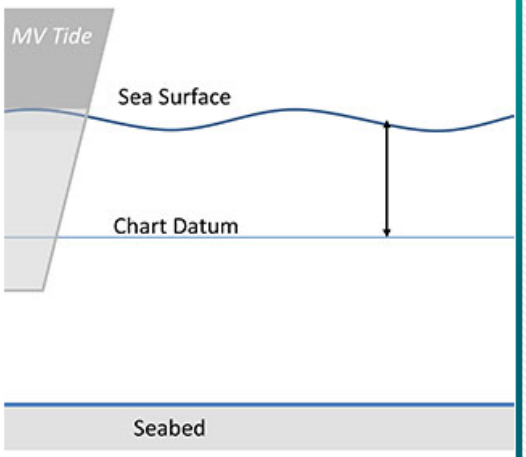
Tidal Problems

Choose the correct option

- The arrow shows Height of Tide
- The arrow shows Charted Depth
- The arrow shows Vessel Draft



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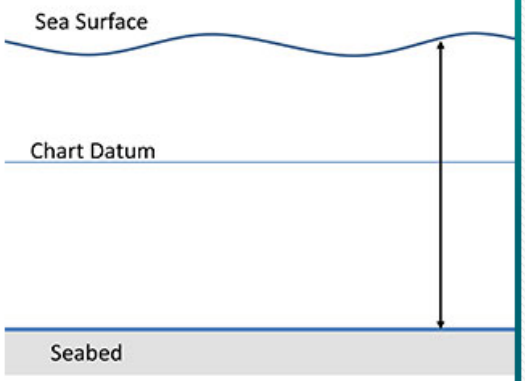
progress

Tidal Problems

Choose the correct option

- The arrow shows Under Keel Clearance
- The arrow shows Height of Tide
- The arrow shows Actual Water Depth



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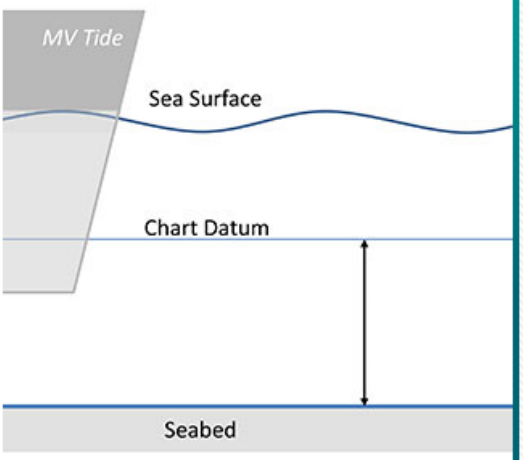
progress

Tidal Problems

Choose the correct option

- The arrow shows Under Keel Clearance
- The arrow shows the Charted Depth
- The arrow shows the Vessel Draft



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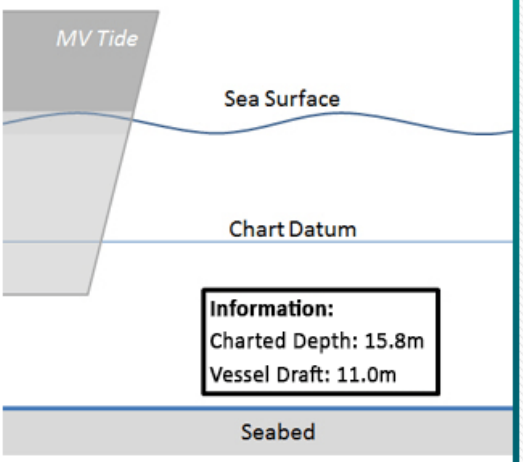
progress

Tidal Problems

Choose the correct option

- The UKC will be 7m when the height of the tide is 2.2m
- The UKC will be 7m when the height of the tide is 9.2m
- The UKC will be 7m when the height of the tide is 11m



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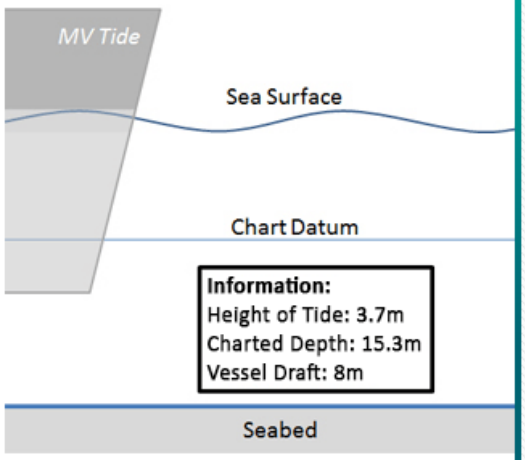
Tidal Problems

Choose the correct option

- The UKC is 11m
- The UKC is 19m
- The UKC is 5.3m



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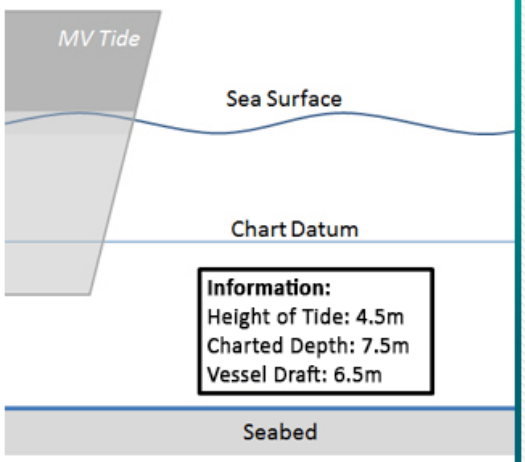
Tidal Problems

Choose the correct option

- The UKC is 5.5m
- The UKC is 1.8m
- The UKC is 12m



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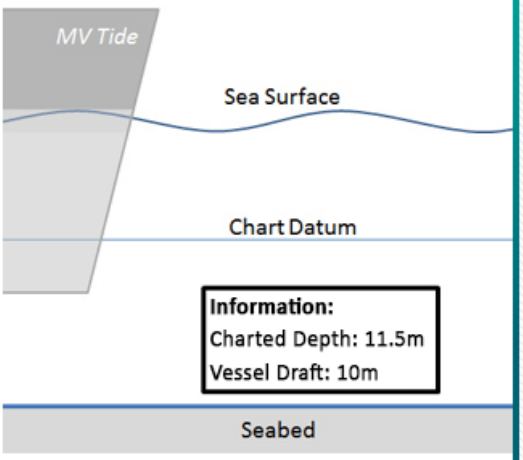
progress

Tidal Problems

Choose the correct option

- The UKC will be 4m when the height of the tide is 2.5m
- The UKC will be 4m when the height of the tide is 4m
- The UKC will be 4m when the height of the tide is 6.5m



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progress

COLREGS Sailing

Choose the correct option

- Vessel A should keep out of the way of Vessel B
- Vessel B must call Vessel A on VHF to tell her to manoeuvre
- Vessel B must reduce speed so Vessel A can pass ahead

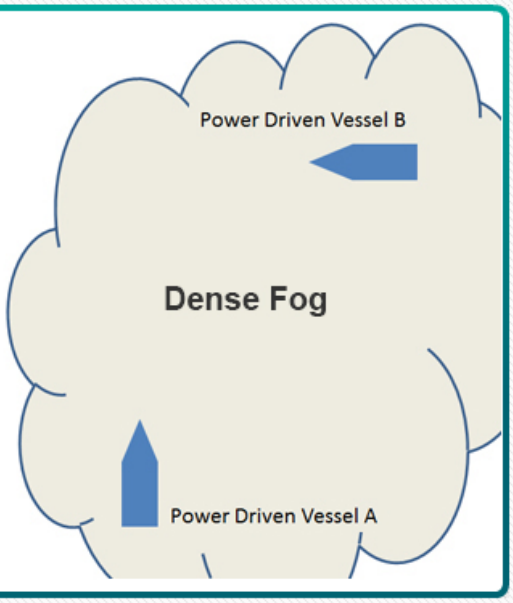
<< return next >>

progress

COLREGS Sailing

Choose the correct option

- Vessels detected by radar alone. Both vessels should take avoiding action in ample time.
- Vessels detected by radar alone. Vessel B must maintain course and speed.
- Vessels detected by radar alone. The best way to avoid a collision is to listen for fog signals.



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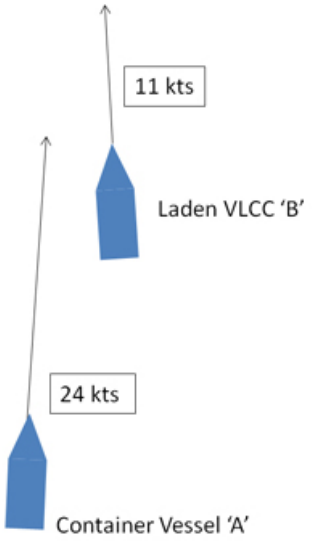
progress

COLREGS Sailing

Choose the correct option

- Vessel A is overtaking and should keep out the way of Vessel B
- Vessel A is faster and so has right of way
- Vessel B must immediately alter course to starboard to give room to Vessel A



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progress

COLREGS Sailing

Choose the correct option

- This is a head-on situation so Vessel A and Vessel B should both manoeuvre to starboard
- Vessel A is in doubt that this is head-on so must call Vessel B on VHF
- Vessel B is in doubt that this is head-on so must call Vessel A on VHF

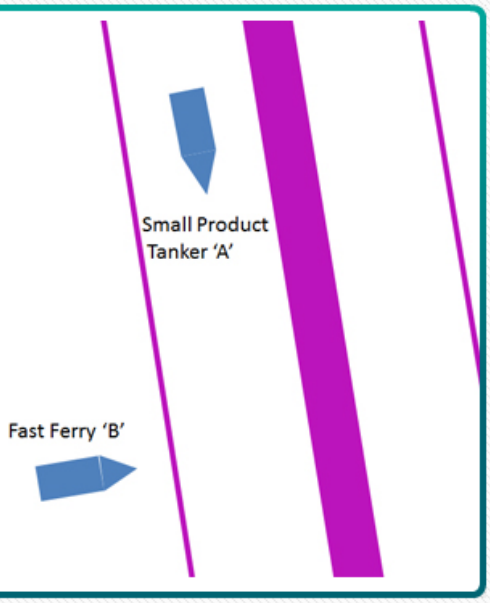
<< return next >>

progress

COLREGS Sailing

Choose the correct option

- This is a crossing situation and Vessel A should manoeuvre to keep out of the way, avoiding passing ahead
- Vessel A is using the TSS so has right of way. Vessel B should keep out of the way
- Vessel B must wait until Vessel A is clear before entering the TSS



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progress

COLREGS Sailing

Choose the correct option

Which word completes this rule?

'A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her _____ side as is safe and practicable.'

- Starboard
- Shallowest
- Northerly

return next

progress

COLREGS Sailing

Choose the correct option

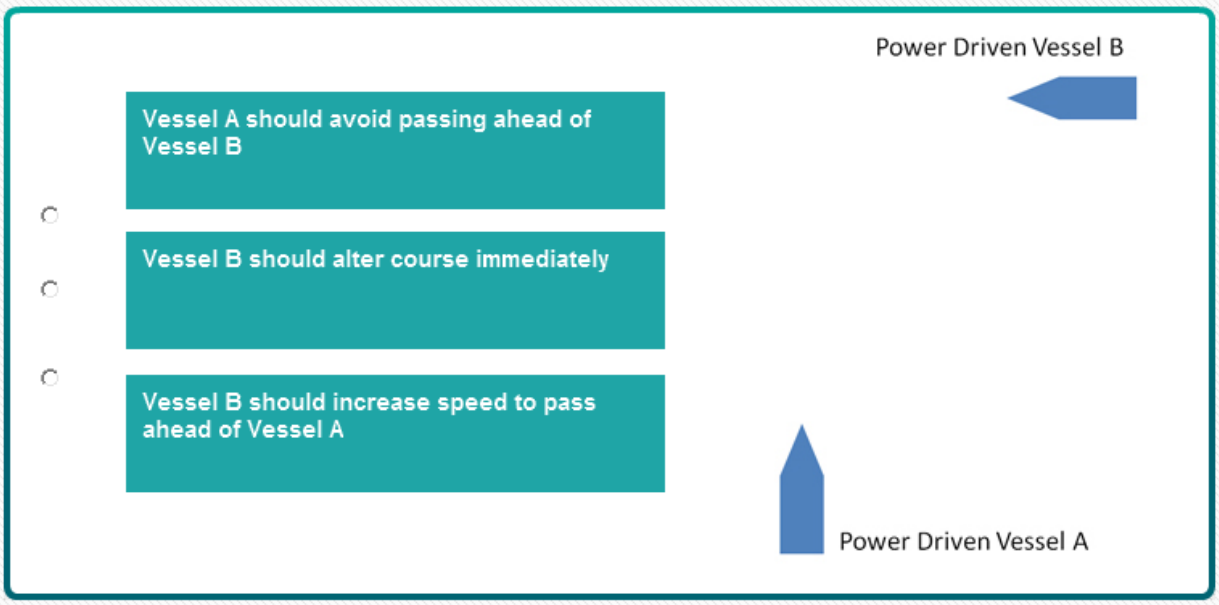
- If a risk of collision exists Vessel A should give way to Vessel B
- If a risk of collision exists Vessel B should give way to Vessel A
- If a risk of collision exists both Vessels must give way

return next

progress

COLREGS Sailing

Choose the correct option



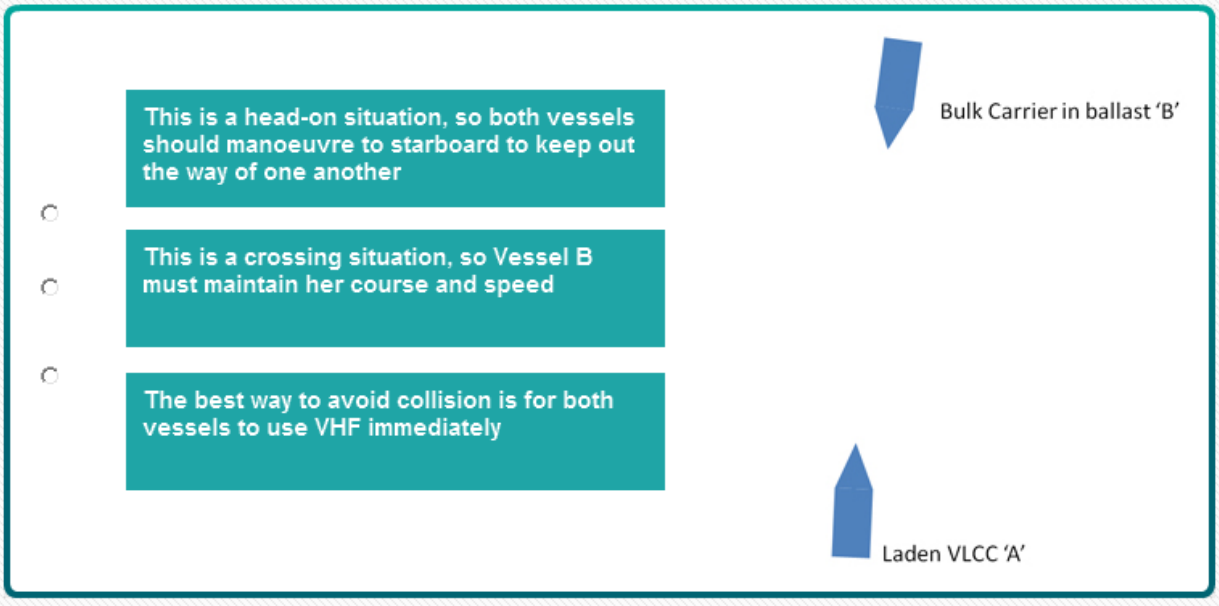
- Vessel A should avoid passing ahead of Vessel B
- Vessel B should alter course immediately
- Vessel B should increase speed to pass ahead of Vessel A

return next

progress

COLREGS Sailing

Choose the correct option



- This is a head-on situation, so both vessels should manoeuvre to starboard to keep out the way of one another
- This is a crossing situation, so Vessel B must maintain her course and speed
- The best way to avoid collision is for both vessels to use VHF immediately

return next

progress

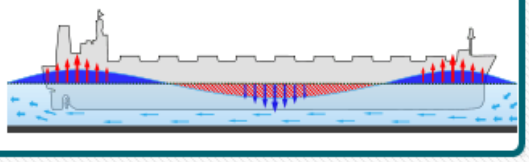
COLREGS Sailing

Choose the correct option

Your vessel is experiencing squat while proceeding at 12 knots.

What will happen to the squat if you increase speed to 15 knots?

- Squat will increase
- Squat will reduce
- Squat will remain the same



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COLREGS Sailing

Choose the correct option

What do the rules say about using VHF to help avoid collision?

- Using VHF is not specifically mentioned in the rules
- VHF only adds to confusion and must never be used
- Because VHF is not fitted to every vessel it is dangerous to rely on it

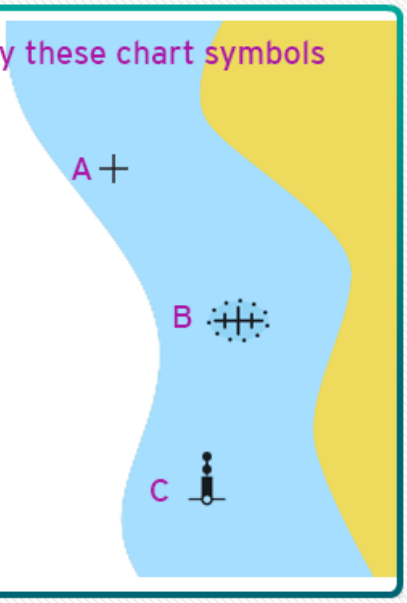
return next

progress

Chart Symbols

Choose the correct option

Identify these chart symbols



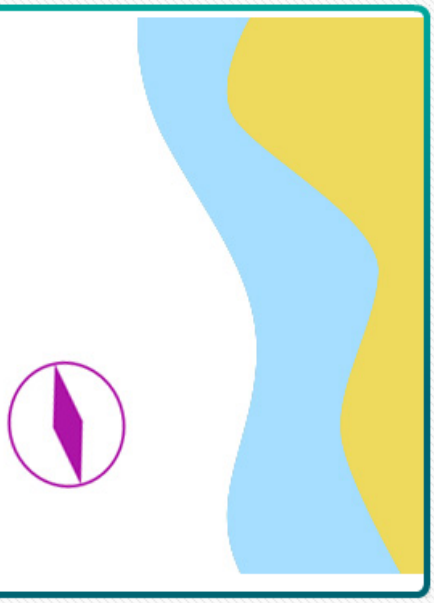
- A) Rock
  B) Wreck
  C) Beacon
- A) Wreck
  B) Beacon
  C) Rock
- A) Wreck
  B) Rock
  C) Beacon

return next

progress

Chart Symbols

Choose the correct option



- Pilot boarding place
- Local magnetic anomaly
- Tidal information source

return next

progress

Chart Symbols

Choose the correct option

- Radio reporting point (2 directions)
- Local magnetic anomaly
- Dredger dumping ground

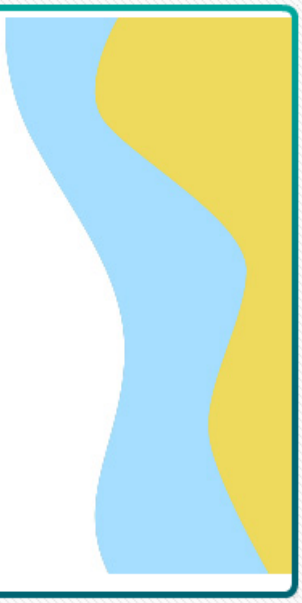


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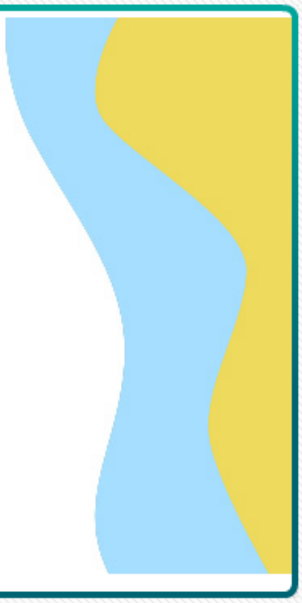
Chart Symbols

Choose the correct option

- General direction of bouyage
- Pilot boarding place
- Radio reporting point



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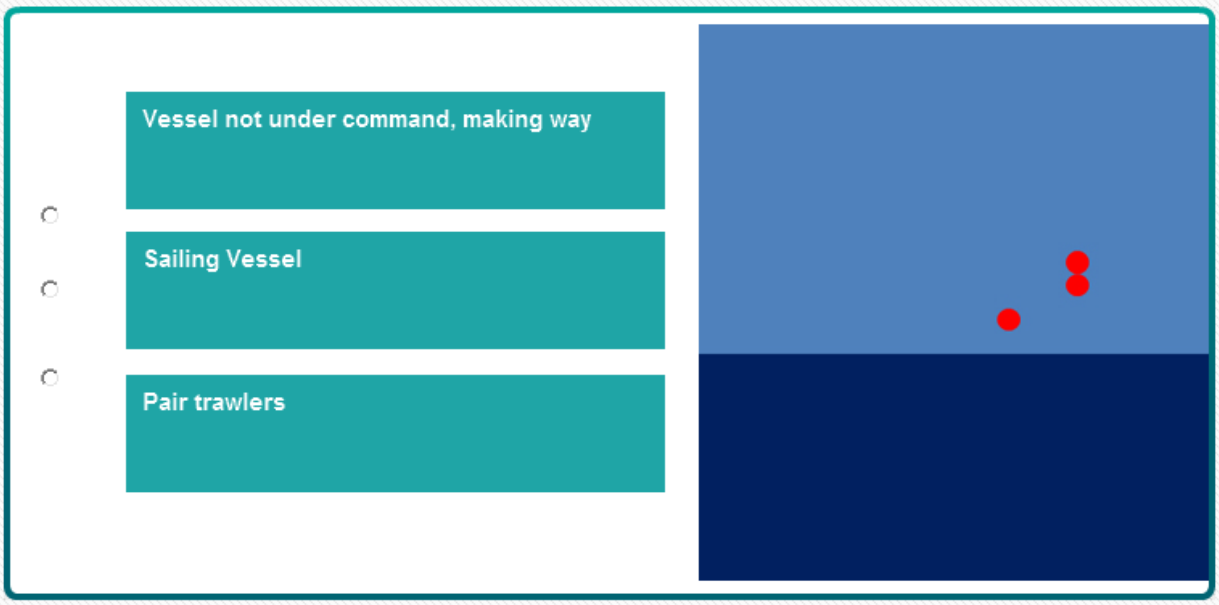
COLREGS Lights and Shapes

Choose the correct option



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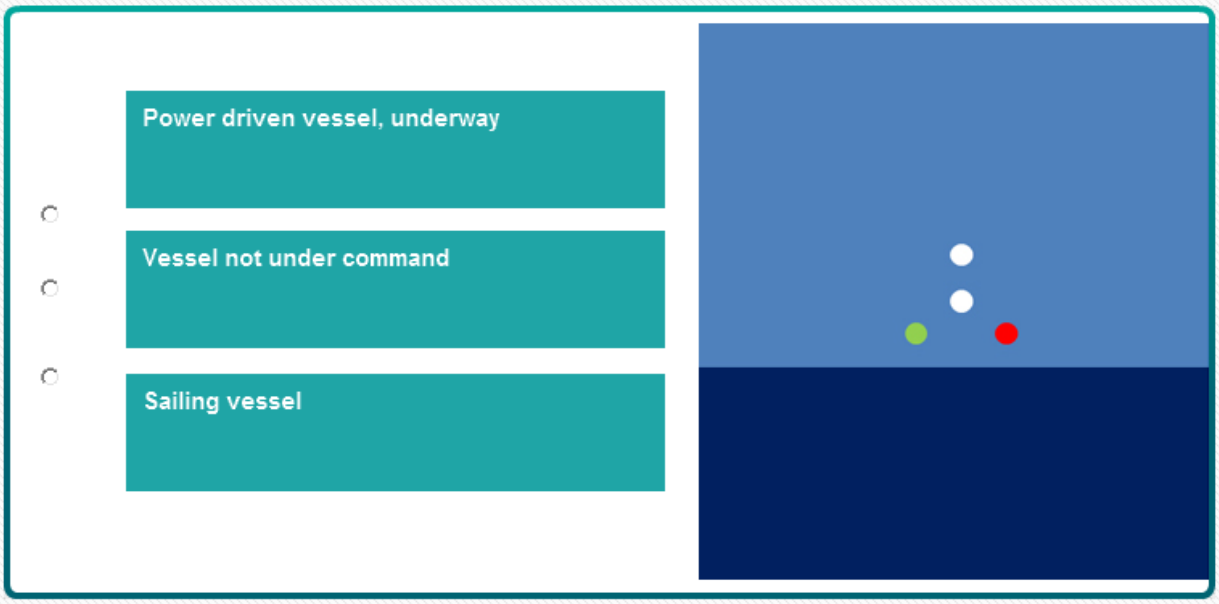
COLREGS Lights and Shapes

Choose the correct option



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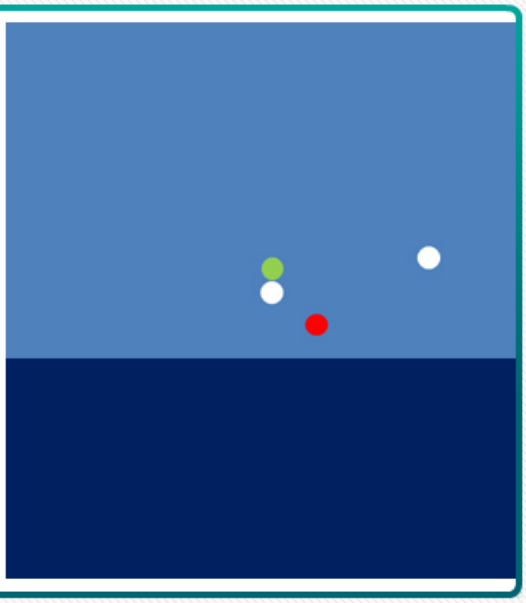
COLREGS Lights and Shapes

Choose the correct option

- Vessel engaged in trawling
- Vessel engaged in pilotage duties
- Power driven vessel, may be more than 50m in length, underway



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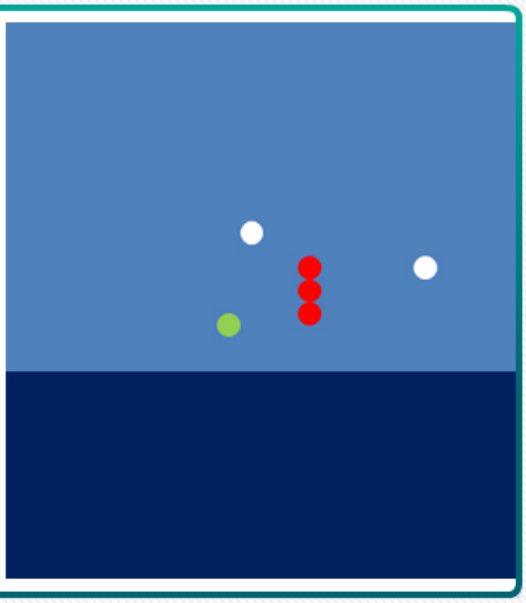
progress

COLREGS Lights and Shapes

Choose the correct option

- Vessel constrained by draft
- Fishing vessel, nets fast on obstruction
- Vessel carrying dangerous cargo



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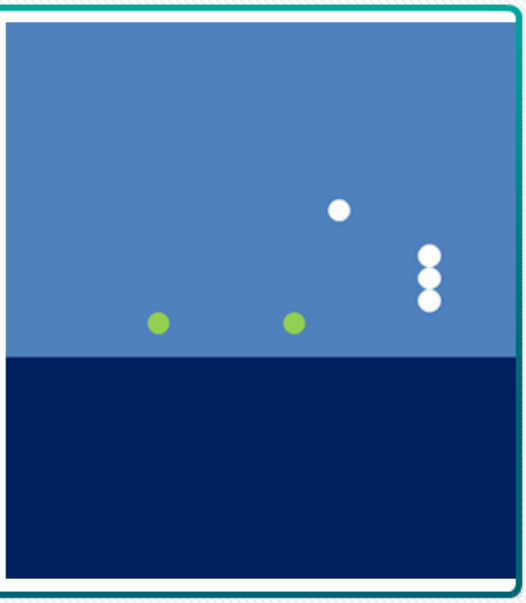
COLREGS Lights and Shapes

Choose the correct option

- Vessel engaged in towing, length of tow exceeds 200m
- Sailing vessel
- Vessels engaged in fishing, pair trawling



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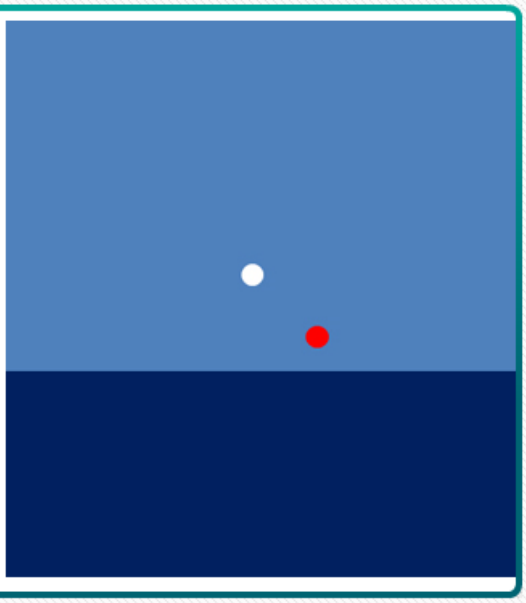
COLREGS Lights and Shapes

Choose the correct option

- Power-driven vessel of less than 50m in length, making way
- Sailing vessel
- Pilot vessel



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COLREGS Lights and Shapes

Choose the correct option

- These shapes mean that the vessel is restricted in ability to manoeuvre
- These shapes mean that the vessel is a seaplane
- These shapes mean that the vessel is not under command

return next

progress

COLREGS Lights and Shapes

Choose the correct option

- This shape means that the vessel is constrained by her draft
- These shapes mean that the vessel is engaged in fishing
- When this shape is exhibited by a power driven vessel this means that the vessel is not under command

return next

progress

COLREGS Lights and Shapes

Choose the correct option

- When this shape is exhibited by a power driven vessel this means that the vessel is aground
- These shapes mean that the vessel is pair trawling
- These shapes mean that the vessel is constrained by her draft

return next

progress

COLREGS Lights and Shapes

Choose the correct option

- These shapes mean that the vessel is engaged in fishing
- These shapes mean that the vessel is restricted in ability to manoeuvre
- These shapes mean that the vessel is aground

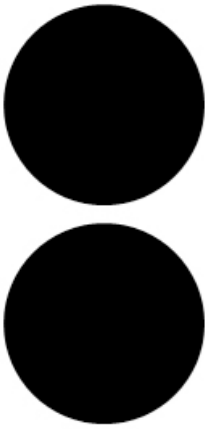
return next

progress

COLREGS Lights and Shapes

Choose the correct option

- These shapes mean that the vessel is not under command
- These shapes mean that the vessel is engaged in pair trawling
- When this shape is exhibited by a power driven vessel this means that the vessel is engaged in pilotage duties



return next

progress

Results Summary

You have finished the assessment and scored

You can review the questions you got wrong before closing the buttons below.

finish

To retake this test, close this window and tick the 'Start new attempt' check box.