GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
1	You intend to berth your vessel port side to. There is no wind and no tide present, what angle of approach is best	An angle of 30 to 40 degrees	A narrow angle	An angle parallel to the berth	An angle of approximately 60 degrees
2	You intend to berth your vessel starboard side to. There is no wind and no tide present. How will you approach the berth	At an angle parallel to the berth	At a narrow angle with minimum headway	At an angle of 30 - 40 degrees	At a narrow angle at a medium speed
3	You are required to berth your vessel alongside a fragile berth - which anchor would you use to minimise any impact while berthing	The inshore anchor	Any anchor	The offshore anchor	I would not use an anchor
4	You intend to berth with a strong tide running, how will you position your vessel in relation to the tide	I would not consider berthing with a strong tide running	With the head outward	With the tide astern	With the head to the tide
5	If you are berthing a conventional ship with no bow thruster in an onshore wind, how will you control the rate of drift of the bow	By altering the angle of approach	By using the offshore anchor	By approaching the berth at a narrow angle	By approaching the berth at a wide angle and using the engines
6	You are required to berth your vessel with a strong offshore wind blowing, what angle of approach is required	A broad angle of approach	A narrow angle of approach	At an angle recommended by rhe pilot	At an angle parallel to the berth
7	When berthing with a strong head wind - which rope should you deploy first	Any available	Forward backspring	Forward breastline	Headline
8	Under normal circmstances how is it recommended to berth with a strong stern wind	Approach at slow speed with engines on stand by	This manoevre is not recommended	It is recommended to drag both anchors	It is recommended to use the offshore anchor as a brake
9	When unberthng a conventional ship port side to with no wind and tide present, which line will you single up to	Forward breastline	Any line	Forward spring line	Forward head line
10	When unberthng a conventional ship port side to with no wind and tide present, what will be your first engine and rudder movements	Midships / dead slow ahd	Dead slow ahead / hard to port	Dead slow ahead / hard to starboard	Half ahead / hard to starboard

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
11	When unberthing a conventional vessel starboard side to with no wind or tide present, what will you single up to	Forward headline	Headline and stern line	Sternline and forward breastline	Forward spring and an aft breast line
12	When unberthing a conventional vessel starboard side to with no wind or tide present, what line will you let go last	Headline	Sternline	Aft breast line	Forward breast line
13	When unberthing with a strong onshore wind port side to - what will be your initial movements	Single up to a fwd spring - engine dead slow ahd rudder hard to starboard	Single up to back spring - engine dead slow astern - rudder hard to port	Single up to fwd spring around the bow - engine dead slow ahead - rudder hard to port	Single up to backspring - rudder hard to starboard - dead slow astern
14	You are unberthing port side to with a strong head tide running , what line will you let go last	Headline	Forward breast line	Aft spring	Forward spring line
15	You are berthed with a strong offshre wind blowing - which of the following manoevres would be recommended	Single up to a fwd spring - engine dead slow ahd- rudder hard to port	Single up to aft spring - dead slow ahd - rudder midships	Single up to a fwd spring - engine dead slow ahd - rudder hard to starboard	Single up to breasts fwd and aft _ slack off ropes allow wind to blow vessel off the berth
16	Your vessel is approaching a sharp bend against the tide - where should you position your vessel	On the inside of the bend	In the middle of the channel	On the outside of the bend	Any of the above
17	Your vessel is approaching a sharp bend with the tide astern - where should you position your vessel	On the inside of the bend	In the middle of the channel	On the outside of the bend	Any of the above
18	When moored between 2 buoys -one forward one aft, with the wind and tide astern , what will be your first action	Let go head lines	Slack off stern line to see if stern cants away from bouy	Slack off head line to see if vessel cants off	Let go stern line
19	When moored between 2 buoys -one forward one aft, with the wind and tide ahead , what will be your first action	Release the sternline - rudder to port - dead slow ahead	Release the headline	Slack off head line and half ahead	Release the sternline - rudder to starboard - dead slow ahead
20	When turning in a river with a following tide - which anchor will you use	Upstream	Downstream	Either	Both
21	When unberthing in calm weather and with no current - what will be the last line you let go	Sternline	Back spring	Forward spring line	Headline

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
	MANOEUVRING AND EMERGENCY ACTION				
22	Your vessel has a left handed propellor - what direction does it turn in when going astern	Clockwise	Anti clockwise	0	0
23	Your vessel has a right handed propellor - what direction does it turn when going astern	Clockwise	Anti clockwise	0	0
24	How soon after departure from a port where more than 25% of the crew has been changed must you hold an abandon ship drill	12 hours	24 hours	48 hours	36 hours
25	How often should a crew member participate in a fire drill and an abandonment drill	Once a week	Twice a month	Once during an International voyage	Once a Month
26	You are planning a fire drill - what is the minimum number of fire extinquishers that should be discharged	At least one.	At least two.	One of each type	At least three
27	What language should be used in the SOLAS training manual	English	A common language understood by the crew	French	Spanish
28	Where must records of emergency and abandon ship drills be kept	In the Official log book	In the Safety Officers log	In the Deck log	In the SOLAS manual
29	In vessels over 500 grt where must there be a copy of the Solas training manual	On the bridge	With the safety officer	In the crew mess / recreation room	At the gangway
30	Where will you find information on sources of radio medical aid.	On the internet	ALRS vol 1	In the SOLAS manual	In the International code of signals
31	You have to abandon your vessel -how soon after abandonment will you issue water to survivors	Immmediately	after 6 hours	After 12 hours	After 24 hours
32	How often should an EPIRB hydrostatic release be serviced	Annually	Every 2 years	Every 4 years	Every 3 years
33	How would you conteract an angle of loll following a collision	Ballast on the high side	I would not counteract it	Ballast Amidships	Ballast on the low side
34	What is the main advantage of a 406 mhz EPIRB	It is easily transportable	It has a hydrostatic release	It provides worldwide coverage	It requires less battery power
35	Where must the ships fire control plans be kept	At the gangway	On the bridge	With the master	With the Safety Officer

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
36	you experience a steering gear failure , how will you alert other vessels in the vicinity	By continuous sounding of ships whistle	By exhibiting signal flag D	Exhibit NUC signals and broadcast urgency signal	Exhibit visual signal of ball - diamond - ball or white - red - white all round lights
37	You receive a distress signal on 2187.5 khz in Area 2 - what will be your actions	tune to 2182 khz and listen for distress communications	Call the distress vessel on 2187.5 khz	Tune to VHF ch 16 and listen for distress communications	Call nearest coast radio station on 2187.5 khz
38	You are proceeding to a distress which publication should you consult	ALRS Vol 1	IAMSAR Vol 3	ALRS Vol 5	IAMSAR Vol 2
39	Which emergency party would you expect to operate the fire pumps in the event of a fire	Emergency Party	Back up party	Engine room party	Bridge team
40	You have a fire onboard your vessel in port - where wil you find updated stability information to give to shore authorities	In the Fire wallet	In the SOLAS manual	In the vessels stability booklet	From the OOW
41	How frequently must all lifesaving appliances be inspected	Weekly	Monthly	Quarterly	Annually
42	How many fire pumps must a cargo vessel of over 1000 grt have	At least one.	At least 3	At least 2	Number not specified
43	How frequently must portable fire extinguishers be hydraulically tested	Every 10 years	Every 5 years	Annually	Every 3 years
44	How often would you expect a full inventory to be made of the fire fighting equipment lockers	Every month	Once a voyage	Every 3 months	Annually
45	What is the duration of an Emergency Escape Breathing Device	At least 5 minutes	At least 10 mins	At least 15 minutes	12 minutes
46	How often would you expect the International shore connection to be checked and servicable	Monthly	Before each port visit	6 monthly	Quarterly
47	You are involved in a collision what will be your initial actions	Exchange details with other vessel	Broadcast urgency signal	call master	Sound general emergency signal
48	Which organisations publish the IAMSAR manual	IMO and International civil aviation organisation	hamber of shipping	International pilotage authority	Intertanko and Nautical institute
49	How many volumes of the IAMSAR are there	7	5	3	1

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
50	What does IAMSAR mean	International maritime search and resue manual	International Aeronautical & Maritime search and rescue	International Airport and marine rescue manual	International aeroplane and marine search and rescue
51	Which volume of IAMSAR contains information about search and rescue operations	Vol 1	Vol 3	Vol 2	Vol 4
52	Which volume of IAMSAR is it compulsory to carry onboard ships	Vol 1	Vol 3	Vol 2	Vol 4
53	Where is the International shore connection kept	At the gangway	On the bridge	In the Safety gear locker	In the Engine room control room
54	You have a fire onboard in port - how is stability information passed on to the fire services	Verbally by the chief Officer	It is contained in the vessels Solas manual	Verbally by the OOW	It is contained in the fire walllet
55	Which of the following will not be contained in the vessels fire wallet	Current stability information	General arrangement plan	Current muster list	Emergency contact details
56	How many fire extinguishers should be used in an emergency drill	At least one.	At least two	At least one of each type carried	The number is not specified
57	What is the emergency signal for a man overboard	One prolonged blast	3 short blasts	One prolonged blast followed by two short blasts	3 prolonged blasts
58	In the event of a man overboard which of the following actions would not be in your initial response	Release lifebouy and smoke signal	Sound 3 prolonged blasts	Update GMDSS information	Put wheel over on side of casualty
59	Under what circumstances would you use a single turn during a man overboard incident	If you are informed a person is missing suspected overboard	In an immediate situation to bring ship around in quickest time	To bring the vesel around to its reciprocal heading	To stop the vessel in the water
60	When might you send a distress on behalf of another vessel	When you do not hear a response	When the vessel itself cannot send the distress	When requested to do so by a coast radio station	When mayday relay is required
61	Which frequencies are used in EPIRBS	121.5 or 406 mhz	2182.5 knz	2187.5 khz	501 mhz
62	Your engines have broken down -The master asks you to transmit a warning - what type of message will you broadcast	Mayday	Securite	Pan Pan	Mayday relay
63	What is the urgency signal	Securite	Mayday	mayday relay	Pan Pan

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
64	You have a man overboard what signal will you broadcast	PAN PAN	Pan medico	Mayday	Securite
65	You have a serious medical injury on board what type of message will you broadcast	All stations, please observe radio silence on 2182 kHz due to distress traffic!	Pan Pan medico	Securite	Mayday
66	Your vessel is sinking what message will you send	PAN PAN	Securite	Mayday relay	Mayday
67	You detect flooding in a cargo hold on passage what should be your first reaction	Contact bridge	Call master	Sound the general alarm signal	Call Engine room
68	You witness a man falling overboard - what will be your first action	Call master	Put engines on stand by	Send urgency signal	Release lifebouy and smoke signal
69	You are involved in a collision what will be your first action	Sound general alarm signal	Call master	Send urgency signal	Contact other vessel on VHF
70	Which search pattern does the IAMSAR manual recommend for a single vessel	Creeping line search	Parallel sweep search	Expanding square search	Sector search
71	You receive a distress message on VHF ch 70 in area 1 - what will be your reaction	Tune to CH 16 and listen for distress communications	Call the distress vessel on CH 16	Call the distress vessel on 2182 khz	Keep listening to CH 70
72	You are towing an offshore rig how will you inform other vessels	Securite	Pan Pan	All stations	Mayday
73	Below what sea temperature should abandonment suits be worn	Below 10 dec celcius	Below 16 deg celcius	Below 5 deg celcius	Below 12 deg celcius
74	Which vessels must be fitted with Emergency towing equipment	Offshore supply vessels	Tankers over 20 000 dwt	Tankers over 10 000 dwt	All vessels on International voyages over 500 grt
75	In an emergency with risk for total loss of the ship, the Master orders the support party to lower the life boats to embarkation level and prepare them in readiness to abandon ship. When should abandonment be undertaken?	As soon as your instinct tells you that fire fighting is no longer effective.	As a first priority on hearing the alarm.	As a last resort on orders from the Master.	Immediately after all persons have reported to their muster stations.

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
76	Why should the Master remain at the control centre at all times during an emergency?	As the person with the greatest overview and authority, the Master must be at the control centre to receive information and to give orders.	The Master's place on board is always on the bridge.	The Master need not remain at the control centre as long as he retains good communication with the emergency response parties.	The Master should lead from the front and be at the emergency site to ensure that correct action is being taken.
77	What is the best strategy for fighting a fire in a general cargo hold?	Have water hoses ready for immediate use and open the hatch to determine the seat of the fire.	Open the small personnel entry hatch & get the Breathing Apparatus team in ASAP to determine the seat of the fire. Based on BA Team findings, act!	Open the small personnel entry hatch, and by applying water hoses flood the hold until at least two feet of water covers the double-bottom tank tops.	Keep hatches battened down and control the fire with smothering gas until the nearest port is reached. Boundary cool and monitor temperatures.
78	If there is an isolated incident on the poop deck, where should the Master take control from?	The incident site so that rational decisions can be taken w/o delay. To see the situation for himself and like a good general "lead from the front".	The ship's office where he can assemble his team and give clear instructions.	The emergency headquarters/store where he can select the correct response equipment and dispatch the best trained and fittest people to the site.	The bridge, using this facility as a control and communications centre.

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
79	What is needed for a successful response to an emergency situation?	A well constructed ship which has been equipped with fire fighting equipment prescribed by the SOLAS Convention.	An effectively trained emergency party led by an experienced senior officer with the necessary STCW Advanced Fire Fighting certificate.	A small close-knit group working together as a team w/ effective leadership & understanding the importance of: Co-ordination, Communication & Control.	An experienced Master who holds valid Advanced Fire Fighting course certificates.
80	Why are accommodation fires difficult to contain?	The vertical distance of fire hoses from the emergency fire pump makes it difficult to bring sufficient water pressure to bear on the fire.	Access to the various decks by narrow staircases makes it difficult for the fire fighters to reach the seat of the fire.	The question is not correct, accommodation fires are relatively easy to tackle.	Ventilation systems, open alleyways, and stairwells can aid the spread of fire.
81	An EPIRB is used on life boats after abandoning ship, what is the EPIRB?	Electronic Positioning Instrument and Receiving Device.	It is a smoke generator used to indicate the position of a vessel on fire.	Emergency Position-Indicating Radio Beacon.	Emergency Receiving Beacon.
82	What is the best strategy for the Master to follow after receiving the initial information of a fire on board?	Call an urgent meeting of senior officers to discuss a comprehensive plan of attack.	Immediate response and rapid attack by the emergency party.	Put the engineers on stand-by with orders to run the fire pumps, emergency pump, and other vital auxiliary engine room facilities.	Prepare the ship's hospital for treatment of casualties.

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
83	In case of fire on board, what do you think is the primary consideration of the Master?	To follow instructions as given in the emergency response manual prepared in compliance with the International Safety Management (ISM) Code.	The safety of the crew.	To liaise with the head office and shore authorities.	To save the ship.
84	What is the responsibility of the Master and the emergency organisation when an incident arises?	To check that all fire fighting equipment is in good working order and that the crew are fully trained in emergency response to the incident.	To establish reliable communication links.	To review the emergency response plan.	To assess, with minimum delay, the best possible action to take when the incident arises.
85	What action should be taken immediately after a fire has been extinguished?	Hold a de-briefing of the incident with all officers and fire fighters present.	Establish a continuous watch at the fire area against re-ignition and remove any smouldering material.	Report the incident to the vessel operator and flag state authorities.	Write a non-conformance report in compliance with chapter 9 of the International Safety Management Code.

GUÍA DE ESTUDIOS - CAPITÁN DE ALTURA					
Q. Number	**Question**	**A**	**B**	**C**	**D**
MANOEUVRING AND EMERGENCY ACTION					
86	After a fire the Master will need to take several actions. Which item below does NOT belong?	Report casualties and arrange for their treatment.	Hold an inquiry involving all relevant personnel.	Examine and document the cause of the fire and whether it could have been prevented.	Establish who is to blame.
87	Once the fire is contained, the Master needs to evaluate the best strategy for the next stage. This might include a number of actions. In your opinion which action does NOT belong?	Keeping the fire contained.	The use of fixed installations to put it out.	Re-introducing air circulation by opening up fire dampers and other openings.	Other means of control.

GUÍA DE ESTUDIO CAPITÁN DE ALTURA	
MANOEUVRING AND EMERGENCY ACTION	
ANSWERS	
1	A
2	B
3	C
4	D
5	B
6	A
7	D
8	B
9	C
10	B
11	D
12	C
13	B
14	C
15	D
16	C
17	A
18	B
19	D
20	A
21	C
22	A
23	B
24	B
25	D
26	A
27	B
28	A
29	C
30	B
31	D
32	B

GUÍA DE ESTUDIO CAPITÁN DE ALTURA	
MANOEUVRING AND EMERGENCY ACTION	
ANSWERS	
33	D
34	C
35	A
36	C
37	A
38	B
39	C
40	A
41	B
42	C
43	A
44	C
45	B
46	D
47	D
48	A
49	C
50	B
51	C
52	B
53	A
54	D
55	C
56	A
57	D
58	C
59	B
60	B
61	A
62	C
63	D
64	C

GUÍA DE ESTUDIO CAPITÁN DE ALTURA	
MANOEUVRING AND EMERGENCY ACTION	
ANSWERS	
65	**B**
66	**D**
67	**C**
68	**D**
69	**A**
70	**C**
71	**A**
72	**A**
73	**B**
74	**B**
75	**C**
76	**A**
77	**D**
78	**D**
79	**C**
80	**D**
81	**C**
82	**B**
83	**B**
84	**D**
85	**B**
86	**D**
87	**C**

GUÍA DE ESTUDIO CAPITÁN DE ALTURA
MANOEUVRING AND EMERGENCY ACTION
ANSWERS