GUÍA DE ESTUDIOS - CAPITÁN						
Q. Number	**Question**		**A**	**B**	**C**	**D**
		CARGO WORK				
1	In terms of flashpoint, what defines if a container carrying a flammable liquid must carry this sign?		Required for a flashpoint of 55 degrees C or below.	Required for a flashpoint of 100 degrees C or above.	Required for any flammable liquid regardless of the flashpoint.	Required for a flashpoint of 80 degrees F and above.
2	During cargo operations, winch operators should....		have a clear view of the work area.	take orders from one controller.	have a portable radio.	be able to communicate with one another.
3	Bale capacity compared to grain capacity is....		less.	more.	the same.	dependent on the stowage factor.
4	When loading vehicles as cargo, the fuel tanks should be.....		empty.	full.	carrying a minimum of fuel.	open to the atmosphere.
5	Prior to preparing and cleaning holds in preparation for bulk cargo it is important to.....		isolate fire lines.	increase ventilation.	maximize the GM.	consult the IMO Code of Practice.
6	A cargo plan would NOT include....		the position of all cargo.	the identity of cargo discharge ports.	the location of dangerous goods.	loading and discharge equipment details.
7	Guideline requirements for the carriage of bulk grain state that.....		following a cargo shift, the maximum heel must be no more than 12°.	The ship can sail with a maximum of 5° heel.	grain must always be overstowed.	grain must never be overstowed.
8	Bulk grain cargo should be carried as directed under the rules of.....		the IMDG Code.	the SOLAS (IMO) Grain Rules.	the ISM Code..	the IAMSAR Manual.
9	How much space would 300 tonnes of tea with a stowage factor of 3.0 take up, if it had a broken stowage factor of 10%?		90 cubic metres	990 cubic metres	330 cubic metres	3,330 cubic metres
10	For general cargo, thorough hold preparation is required. This is mainly to ensure that.....		bilges are clean and working.	all dunnage is renewed.	the next cargo is carried efficiently and safely.	the previous cargo value is realized.
11	After a partial discharge and prior to sailing, it is important to.....		secure & shore the remaining cargo.	thoroughly ventilate.	redo the cargo plan.	carry out a cargo survey.
12	The cargo Stowage Factor is the.....		volume per unit of weight.	number of types of cargo per hold.	weight allowed for deck loading.	weight per unit.
13	Which one of the following is not a primary purpose for using dunnage?		To protect cargo from the effects of sweat	To provide ventilation circulation	To provide cargo segregation	To prevent chafage on cargo

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14	While loading dangerous goods, a package is dropped. Despite damaging the packaging the product can be clearly seen and is not damaged. What should be done?		Repair the packaging	Reject the package	Make an entry in the Log Book	Advise the Master
15	Dangerous cargo on a pallet should be stowed.....		below deck for'd.	in a secure container.	below deck aft.	on deck.
16	Portable lights should be removed from cargo work areas after use. The most important reason is to.....		prevent stealing.	reduce power consumption.	reduce the safety hazard.	meet SOLAS requirements.
17	When timber deck cargo has been loaded, the stowage should be such that.....		there is unrestricted access between stowage.	there is a mixture of heavy with light cargo.	access is maintained to the hatches.	there is solid stowage to prevent water from flowing on deck.
18	When crew members are working in confined spaces that have been cleared of hazardous materials, ventilation should be provided.....		at least every 30 minutes.	continuously.	if oxygen levels fall.	if the TLV is exceeded.
19	When operating union purchase cargo lifts.....		angles between married runners should never exceed 120°.	the safe working load relates to the single derrick limit.	angles between married runners should exceed 90°.	preventer guys and slewing guys must share pad eyes.
20	When planning to load a coal bulk cargo, you should.....		treat it as potentially dangerous.	blank off the hold ventilation system.	rig fire hoses to every hold.	reject the cargo unless there is sufficient moisture content.
21	When planning to load an iron ore bulk cargo.....		no other cargo may be in the same hold.	there is a need to cover it once loaded.	there may be a need to brace the adjacent structure.	sea water flooding must be available.
22	Ballast lines to deep tanks should be.....		flooded to keep pumps primed.	ultrasonically tested annually.	flushed weekly.	blanked prior to loading dry cargo in them.
23	Railway Iron as far as possible should be stowed.....		on deck.	athwart-ships.	bedded on softer cargo.	fore & aft.
24	The IMO regulations for timber deck cargoes require.....		a taut lifeline on the ship's centreline.	lifelines to be rigged on the port and starboard sides.	lifelines to be made available if required.	lifelines to be of manila.
25	When carrying refrigerated cargo, while on passage the most important monitoring is		for CO_2 build up.	recording cargo samples daily.	checking cargo packaging daily.	checking temperature regularly.
26	Cargoes referenced within the IMDG code may be anticipated to be.....		a spontaneous combustion risk.	of a high flash point.	needing underdeck stowage.	of a hazardous nature.
27	When rigging a Jumbo Derrick for a heavy lift, which of the following is standard practice?		To put winches in double gear	To ensure an aft trim	To discharge ballast	To slacken preventer backstays

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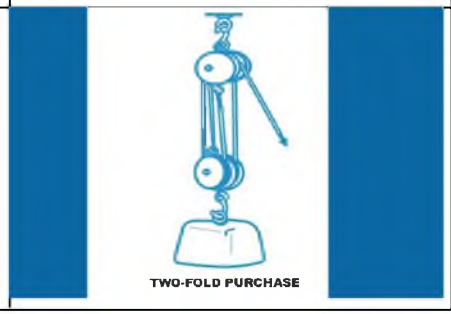
28	In which document will full references and details relating to dangerous goods be found?		ISM Guidelines	'M' Notices	The IMDG Code	The stowage plan
29	The weight a vessel can carry is called the.....		load displacement.	gross tonnage.	registered tonnage.	deadweight.
30	While loading dangerous goods, the documentation is incomplete regarding stowage and classification details. The deck officer should.....		request the missing details before sailing.	accept the cargo but make a log entry.	obtain full documentation before loading.	reject the cargo altogether.
31	The principal reason for cargo segregation is to.....		maintain stability.	allow ventilation.	keep apart cargo that should not be mixed.	allow space for additional cargo.
32	Cargo containers may NOT contain:		military equipment	motor cars	livestock	dangerous cargo
33	When deck cargo is loaded it is important to.....		load the heaviest cargo on deck.	maintain access to moorings.	allow for ice accretion.	ensure that access is maintained to the hatches.
34	Possible shifts of grain cargo may be controlled by.....		"saucers" filled with bagged grain.	overstowing with heavy cargo.	fitting canvas dividers.	maintaining a low GM.
35	Deck cargo stowage should.....		allow an unobstructed view from the Bridge.	not require temporary walkways.	not be placed on dunnage.	ensure that access is maintained to the hatches.
36	Cargo containers on deck are secured.....		if heavy weather is forecast.	up to the second stack.	with twistlocks, rods and chains.	only if containing cargo.
37	Freeboard is the vertical distance measured from the.....		waterline to the keel.	main deck to the waterline.	main deck to the keel.	top of the bulwarks to the waterline.
38	Which of the following refrigerated cargoes is not compatible for carriage in the same conditions as the others listed?		Apples	Butter	Asparagus	Pears
39	What is the IMDG Code?		The International Code for the carriage of livestock	The International Maritime Distress Code	The International Maritime Dangerous Goods Code	The Maritime Industry guidance document for the carriage of Dangerous Goods
40	The picture shows a tackle being used to lift a load. What is the velocity ratio of this tackle as it is being used?		2	3	4	5

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CARGO WORK	
ANSWERS	
1	A
2	B
3	A
4	C
5	D
6	D
7	A
8	B
9	B
10	C
11	A
12	A
13	C
14	D
15	D
16	C
17	D
18	B
19	A
20	A
21	C
22	D
23	D
24	A
25	D
26	D
27	A
28	C
29	D
30	C
31	C

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CARGO WORK	
ANSWERS	
32	C
33	B
34	A
35	A
36	C
37	B
38	B
39	C
40	C