



Deck General – Safety

Ship's Business

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On an inspected vessel, which abbreviation refers to the horizontal distance between perpendiculars taken at the forward-most and the after-most points on the waterline at her deepest operating draft?

LBP

Illustrations: PRINCIPAL_DIMENSIONS

See REF525

Your vessel has the symbol shown in illustration D022DG below inscribed on the side. Which statement concerning this symbol is TRUE?

The applicable gross and net tonnage of the ship will change if this mark is submerged and the load line mark is visible.

Illustrations: D022DG_WM_012814

What is the name of the mark indicated by the letter D in illustration D003DG below?

Tropical load line

Illustrations: D003DG_WM_113021

What is the name of the mark indicated by the letter F in illustration D003DG below?

Winter load line

Illustrations: D003DG_WM_113021

In addition to the load lines indicated in illustration D003DG below, some vessels have a Winter North Atlantic line. Which statement about this load line mark is TRUE?

It applies only to vessels not exceeding 328 ft. navigating in the Winter North Atlantic zones.

Illustrations: D003DG_WM_113021

What is the group of markings shown in illustration D003DG below is called?

load line mark

Illustrations: D003DG_WM_113021

What is the name of the mark indicated by the letter B in illustration D003DG below?

Tropical fresh water load line

Illustrations: D003DG_WM_113021

What is the name of the mark indicated by the letter A in illustration D003DG below?

Deck line

Illustrations: D003DG_WM_113021

What is the name of the mark indicated by the letter C in illustration D003DG below?

Fresh water line

Illustrations: D003DG_WM_113021

What is the name of the mark indicated by the letter E in illustration D003DG below?

Summer water line

Illustrations: D003DG_WM_113021

The damage to a vessel is over \$25,000. Who must notify the nearest Coast Guard Marine Safety or Marine Inspection Office as soon as possible?

The Master of the vessel

The owner of the vessel

The person in charge of the vessel at the time of casualty

Any one of the above.

In which casualty case is it UNNECESSARY to notify the local Coast Guard Marine Safety Office?

Your vessel strikes a pier and does \$1,500 damage to the pier but no damage to the vessel.

The owner, agent, Master or person-in-charge of a "T-Boat" involved in a marine casualty causing injury that requires professional medical treatment must _____.

keep all voyage records and make them available to Coast Guard investigators

file a written report (CG2692) of the casualty within five days

immediately notify the nearest USCG MSO, MIO, or Group Office

All of the above.

Which entry on a dangerous cargo manifest concerning the classification of a cargo is correct?

Class 8

The S.S. Ossel Hitch arrives in Capetown, South Africa, and the Master affects a note of protest with the U.S. Consul. Why would the Master affect this document?

Suspicion of heavy weather damage to vessel or cargo

See REF482

A mariner whose credential has been revoked shall not be issued another credential without which of the following?

approval of the Commandant

The annual survey for endorsement of a Load Line Certificate must be held within _____.

three months either way of the certificate's anniversary date

See REF486

A seaman may not make an allotment to his _____.

mother-in-law

A complaint of unseaworthiness by a majority of crew members to the American Consul is found to be justified after a survey is completed. Who must pay the cost of the survey?

Master

Each crewmember has an assigned firefighting station. This assignment is shown on the _____.

muster list

See REF496

When several salvors are on-scene at the same time to assist a vessel that has not been abandoned, which principal governs the decision as to which one's services will be accepted?

The Master of the ship needing assistance has the absolute right to decide.

A copy of the Articles of Agreement, less the signatures, is required to be posted. What is this document called?

Forecastle Card

On a sea going towing vessel of 150 gross tons, there are six (6) seamen in the deck crew. How many certificated able seamen are required if the voyage is over 600 miles?

4

Considering the manning requirements for U.S. vessels, your three watch cargo vessel has a deck crew of 20 people, exclusive of the officers. How many of these people do the manning regulations require to be Able Seamen?

13

A vessel has been surveyed in a foreign port and found unseaworthy as a result of neglect. A seaman on this vessel is entitled to discharge and _____.

one month's pay or transportation to the nearest U.S. port, whichever is the greater amount

Which statement is FALSE regarding certificates of discharge?

The mariner only signs the original copy of the discharge

The number of able seamen required on board is stated in the _____.

Certificate of Inspection

The owners of the S.S. Short Haul agree to a charter with the Long splice Steamship Company. The owners stipulate in the charter party that they must approve the Master of the vessel for the entire life of the contract. Which charter has been affected?

Bareboat

A vessel's Classification Certificate is issued by the _____.

American Bureau of Shipping

You are the Chief Mate of a 30,000-DWT tankship. The vessel is engaged in trade with another country signatory to MARPOL 73/78. Which statement is TRUE?

The IOPP Certificate for an inspected vessel is valid for 5 years.

A vessel has been damaged by fire. The survey shows the cost of repairs will exceed the value of the repaired vessel. How would this Marine Loss be classified?

Constructive total loss

Which item do you NOT have to provide for the Coast Guard representative at the time of a stability test?

A stability letter.

The proper way to correct a mistake in the logbook is to _____.

draw a line through the entry, rewrite, and initial the correction

See REF476

Which is NOT a required entry in the ship's Official Logbook?

Dry docking of the vessel

See REF476

The Oil Record Book for all fixed or floating drilling rigs is the property of the _____.

U.S. government

See REF529

The official number of a documented vessel is _____.

required to be permanently marked on the vessel's structure

What accident situation is considered a Serious Marine Incident?

Damage to property in excess of \$100,000

An injury to a crewmember that renders that person unfit to continue working on the vessel

A discharge of 10,000 gallons or more of oil into navigable waters of the U.S.

All of the above.

What is considered a Serious Marine Incident?

an injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid

According to U.S. regulations, when estimating the cost of collision damage to a tank vessel after a marine accident, which of the following should NOT be included in the repair cost estimate?

Cost to gas-free the cargo tanks

Cost to off-load the current cargo

Cost to drydock the vessel

All of the above.

The dangerous cargo manifest does NOT indicate _____.

the net weight of each hazardous cargo

The document that establishes the facts of a casualty and is the prima facie relief from liability for the damage is the _____.

Master's protest

Which lien against a vessel would be settled FIRST?

Salvage lien

You are loading in a port governed by the tropical load line mark for a voyage to a port governed by the winter mark. The fresh water allowance is 5 inches, and the hydrometer reads 1.005. Which statement is TRUE?

You must load so that each zone mark will not be submerged upon entering the zone.

Your vessel is issued a load line certificate dated 27 May 1992. What is NOT an acceptable date for one of the surveys for endorsements?

1993-11-27 00:00:00

See REF486

A seaman may have all or part of his wages deposited by allotment to a bank or savings institution. Which of the following is NOT a requirement for this type of allotment?

The account must be either a checking or savings account.

What would be prima facie evidence of unseaworthiness?

Overloading

All self-propelled vessels on an international voyage must be equipped with how many Emergency Position Indicating Radio beacons (EPIRB)?

One approved Category 1 EPIRB

See REF112

Your vessel is disabled and in imminent danger of grounding on a lee shore. The Master agrees to salvage services using Lloyd's Open Form of Salvage Agreement. Which is TRUE?

The salvage service is on a "no cure-no pay" basis.

Which statement about the forecastle card is TRUE?

Is an exact copy of shipping articles.

See REF505

You are the credentialed Master of a towing vessel operating between New York and Tampa, FL. If you carry four deckhands onboard, how many must be able seamen?

three

Deckhands onboard towing vessels shall be divided into 3 watches when on a trip exceeding _____.
600 miles

When the vessel is on coastwise articles, the original certificate of the seaman's certificate of discharge is _____.
given to the seaman

Which U.S. agency issues a Certificate of Financial Responsibility?
Coast Guard

You are operating a 150 GT towing vessel. What is NOT required on the vessel?
Certificate of Inspection

Your vessel is chartered under a time charter party. Under this type of charter party, your responsibility is _____.
to the owner for vessel administration and to the charterer for cargo operations and schedule
See REF521

Which certificate is NOT issued by the Coast Guard?
Classification of Hull and Machinery

A 30,000 DWT tankship is required to have an IOPP certificate when _____.
calling at ports in another country signatory to MARPOL 73/78

An underwriter is liable for _____.
loss caused by heavy weather

The basic shipping paper that forms an agreement between a shipowner and a charterer is a _____.
Charter Party

A journal kept by the officer of the watch in which day to day happenings are recorded regarding the deck department is the _____.
deck rough log
See REF476

As operator of a 199 GT towing vessel sailing foreign, it shall be your duty to enter in the Official Logbook or other permanent record _____.
the barges load line and draft readings
See REF476

Who is the legal owner of the Oil Record Book for a fixed or floating drilling rig?
The U.S. government
See REF529

The name and hailing port of a documented commercial vessel is _____.
required to be marked on the stern with the name of the vessel marked on both bows

As Master or person in charge, you must notify the U.S. Coast Guard if an injury leaves a crewman unfit to perform routine duties for more than _____.
Any amount of time

Which situation requires you to furnish a notice of marine casualty to the Coast Guard?
Your vessel is at anchor and grounds at low tide with no apparent damage.

A cargo exception would appear on _____.
a Bill of Lading

Which statement about the dangerous cargo manifest is FALSE?

Shipments of hazardous and non-hazardous cargoes may be listed on the manifest if they are destined for the same consignee.

See REF091

A document used to indicate suspected cargo damage caused by rough weather would be the _____.

Master's Note of Protest

A maritime lien may be placed against _____.

a vessel, cargo, or freight

A load line certificate is valid for how many years?

5

See REF486

A seaman deserts the vessel in a foreign port. What should the Master do with any of the deserter's personal effects remaining on board?

Transfer them to the appropriate district court of the U.S. at the end of the voyage.

When anyone voluntarily deposits his/her Merchant Mariner Credential with a Coast Guard investigating officer, which of the following is TRUE?

it may be for reasons of mental or physical incompetence

The international body responsible for drafting the convention prohibiting marine pollution (MARPOL) is the _____.

International Maritime Organization

What is NOT true regarding a Lloyd's Open Form (LOF) Salvage Agreement?

The LOF is subject to the law of the country the two parties agree upon

See REF501

Which statement is true regarding the forecastle card?

advises the crew of the conditions of employment

See REF506

You are the credentialed operator of a 100 GT towing vessel sailing coastwise. What percentage of the deck crew must be able to understand the language commonly used onboard the vessel?

75 (%)

Deckhands onboard towing vessels shall be divided into 3 watches when the trip exceeds _____.

600 miles

If there are any changes in the crew in a foreign port, the changes will be made by _____.

the Master on the Shipping Articles

What does a Certificate of Financial Responsibility attest to?

has financial backing to meet any liability resulting from the discharge of oil

What will NOT be found on the Certificate of Inspection of an ocean going tankship?

Minimum freeboard permitted

On a voyage charter, when a vessel is ready to load cargo, the Master should render to the charterer a _____.

Notice of Readiness

The document on a vessel, annually endorsed by an American Bureau of Shipping surveyor, is called the _____.

Load Line Certificate

See REF486

An IOPP Certificate on an inspected vessel is valid for what period of time?

5 years

A ballasted vessel sinks enroute to a dry dock. Under these circumstances, the vessel's owner can claim _____.
actual total loss

Which term defines the basic shipping paper that forms an agreement between the owner of the vessel and a charterer?

Charter Party

All entries in the Official Logbook must be signed by the Master and _____.

one other crew member

See REF476

A seaman dies during a voyage. What is NOT required to be entered into the Official Log?

Statement that the Master has taken custody of the deceased's MMD and passport

See REF476

According to Pollution Prevention Regulations (33CFR), each completed page in the Oil Record Book is to be signed by

the master

See REF529

The number or name of a tank barge shall be _____.

displayed at the highest point of the barge's hull such that it can be seen from either side

When underway with a tow, you are required to notify the Coast Guard in which casualty situation?

Accidental stranding or grounding

Under federal regulations, what minimum level of Blood Alcohol Content (BAC) constitutes a violation of the laws prohibiting Boating Under the Influence of Alcohol (BUI) on commercial vessels?

.04% BAC

If there is a discrepancy in the cargo totals, between the cargo onboard the vessel and the cargo listed in the cargo manifest, the more accurate account of cargo totals can be found in the _____.

Bill of Lading

Which statement about the dangerous cargo manifest, carried on a ship, is TRUE?

The manifest must be kept in a designated holder on or near the bridge.

See REF091

The declaration made by the Master when he anticipates hull and/or cargo damage due to unusual weather conditions is a

Note of Protest

The Certificate of Freeboard is the _____.

Load Line Certificate

See REF486

You are bound from port A governed by the summer load line mark to port B also governed by the summer mark. The great circle track will take you into a zone governed by the winter mark. Which statement is TRUE?

You must be at the winter mark when you enter the winter zone and cannot exceed the summer mark upon departing port A.

Load lines for U.S. vessels are assigned by _____.

the American Bureau of Shipping

See REF490

Your vessel is required to have a slop chest. Which of the following articles is NOT required by law to be carried in the slop chest?

Candy

See REF493

Anyone voluntarily surrendering their Merchant Mariner Credential to a U.S. Coast Guard investigating officer signs a statement indicating which of the following?

their rights to a hearing are waived

Annex V to MARPOL 73/78 contains requirements pertaining to the discharge into the marine environment of _____.

garbage

What statement is true regarding a Contract Salvage Agreement?

The cost of the salvage is set at a fixed price

When can the US citizenship requirement for the Master of a US-flag uninspected towing vessel be waived?

Never, under any circumstances

See REF507

Who is responsible for establishing watches aboard a U.S. vessel?

The Master of the vessel

See REF509

You are signing on a crew. You can determine the minimum number and qualifications of the crew that you are required to carry by consulting which document?

Certificate of Inspection

When paying off seamen in a foreign port, where a United States consul is not available, the release must be executed by the seamen and the _____.

Master of the vessel

You are moving a gas free tank barge to dry dock for repairs. The barge must have onboard a valid _____.

Certificate of Inspection

See REF516

The number of certificated able seamen and lifeboatmen required on board is listed in the _____.

Certificate of Inspection

The Master of a vessel may tender a Notice of Readiness to the charterer when the vessel _____.

is in all respects ready to load

A vessel operating "in class" has met all the requirements of the _____.

ABS or similar society

After an IOPP Certificate is issued to an inspected vessel, how many other surveys of the vessel's pollution prevention equipment are conducted during the period of validity of the certificate?

Three

What is an example of the term "Restraint of Rulers, Princes, or Peoples" in a marine insurance policy?

A prohibition from loading a cargo from a country's government interference.

Which type of carrier accepts without discrimination all legal cargoes of a shipper?

Common

Every entry required to be made in the Official Logbook shall be signed by the _____.

Master and Chief Mate or other member of the crew

See REF476

If a drill required by regulations is not completed, the Master or person in charge must _____.

log the reason for not completing the drill

See REF476

The Master must maintain the Oil Record Book on board for at least _____.

36 months

See REF529

What is the minimum size required before a vessel can be documented?

5 net tons

You are the Master of a 500-gross ton passenger vessel operating on rivers. Your vessel accidentally runs aground. Under the regulations for passenger vessels, you must notify the _____.

nearest Coast Guard Marine Safety or Marine Inspection Office as soon as possible

Following a Serious Marine Incident, a mariner involved in the incident is prohibited from consuming alcohol until after being tested or _____.

8 hours following the incident

The original Bill of Lading, once signed by the Master, is NOT _____.

surrendered to the customs agency of the country where the cargo is discharged

Which cargo would require a dangerous cargo manifest?

Cotton

A Master should file a marine note of protest if _____.

the vessel encountered heavy weather which might have caused cargo damage

Which certificate is issued by the American Bureau of Shipping?

Load Line Certificate

See REF486

The agency which assigns load lines and issues Load Line Certificates is the _____.

American Bureau of Shipping

See REF486

You are Master of a vessel that is sold in a foreign country after discharge of cargo. What is your responsibility to the crew in regards to return to the United States?

You must provide passage to the port of original engagement.

Which act would be considered barratry?

A criminal act committed by the ship Master in violation of his duty to the shipowner

See REF494

The Safety of Life at Sea Convention was developed by the _____.

International Maritime Organization

While assigned to a 120 GRT vessel, you are required to sign "foreign" articles on a voyage from New York City to which port?

Long Beach, California

See REF502

You are the credentialed Master of a 199 GT uninspected towing vessel making a 500 mile coastwise trip. You carry a deck crew of six (6). Which statement is TRUE?

Only the able seamen require Merchant Mariner Credentials.

There must be at least 5 able seamen among the deck crew.

There must be 3 separate watches stood.

None of the above

A holder of a credential as Master of towing vessels may work each 24 hours for a period not to exceed _____.

12 hours

You are signing on crew members. The minimum number of people required aboard, and the qualifications of each, is listed on the _____.

Certificate of Inspection

In a foreign port with a consulate, the U.S. Consul may excuse the Master from personally appearing before him to consent to the mutual release of an injured seaman, when the _____.

injury requires immediate inpatient hospitalization of the seaman

Your vessel has completed an inspection for certification and is issued a temporary certificate. This _____.

has the full force of a regular Certificate of Inspection

What is NOT required on an uninspected towing vessel?

Certificate of Inspection

A Contract of Affreightment covering the movement of a particular cargo from one designated port to another at a specified rate for each ton of goods loaded is called a _____.

voyage charter party

A vessel arrives in San Francisco from a foreign voyage. When MUST the Master make formal entry at the custom house?

Within 48 hours after arrival, Sundays and holidays excepted

In which case is the IOPP Certificate of an inspected vessel NOT invalidated?

The required oily-water separator malfunctions.

See REF522

Which condition would NOT entitle a vessel to carry goods on deck?

The cargo will damage other cargoes by tainting or contamination

See REF242

The type of carrier required to file a copy of freight tariffs would be the _____.

common carrier

All entries in the Official Logbook must be signed by the Master and _____.

one other crew member

See REF476

Which logbook is required to be submitted to the Coast Guard?

Official Log

See REF476

The Oil Record Book on a vessel NOT engaged on a foreign voyage shall be maintained on board for not less than

36 months

See REF529

An International Tonnage Certificate will be issued to a vessel when it meets several requirements, one of which is that the vessel must _____.

be 79 or more feet in length

See REF024

A vessel is involved in a casualty. The cost of property damage includes the _____.

cost of labor and material to restore the vessel to the service condition which existed before the casualty

You are the operator of an uninspected vessel which is involved in an accident. You are not required to assist people affected by the accident if _____.

it would cause serious danger to your vessel

A vessel loads 5000 tons of manganese ore. The railroad cars that brought the ore to the vessel were previously loaded with iron ore so the ore is contaminated. The agent requests the Master to sign a Clean Bill of Lading and in return the shipper will give him a Letter of Indemnity. What is the best procedure to follow?

Refuse to sign a Clean Bill of Lading.

See REF478

What is NOT accepted as the required shipping papers on a manned and loaded tank barge?

Logbook entry

The S.S. Sheet Bend arrives in New York after encountering heavy weather on a voyage from Cape Town. Who will note the maritime protest for the Master?

Notary Public

See REF482

Your load line certificate expires on 27 May 1988. The vessel is surveyed on that date and is found satisfactory. You are sailing foreign the same day. Which statement is TRUE?

The existing certificate is extended for a period of up to 150 days.

See REF486

The primary purpose of a load line is to establish required _____.

minimum freeboard

What is the period of validity of a Safety Management Certificate?

60 months

See REF491

A crew has signed on for a 3-month voyage. Fourteen days into the voyage a seaman is improperly discharged at the first port of call. How much pay is he entitled to receive?

14 days and one month's extra

Who cannot commit the crime of barratry?

Ship owner

See REF495

What is the period of validity of a Cargo Ship Safety Radio Certificate?

60 months

See REF497

While assigned to a 90 GRT vessel, you are required to sign "foreign" articles on a voyage from Philadelphia to which port?

San Francisco, CA

See REF502

You are the Master of an uninspected diesel towing vessel of 190 GT operating on a regular run from New York to the Gulf of Mexico. Which statement is TRUE?

All crew members must have a Merchant Mariner Credential

Who may perform as a lookout?

A member of the navigational watch

You are signing on crew members. The minimum number of people required aboard, and the qualifications of each, is listed on the _____.

Certificate of Inspection

When may a seaman on a vessel engaged in foreign trade be paid before earning the wages?

The seaman may only draw an advance on earned wages.

Which document shows the minimum required crew a vessel must have to navigate from one port in the United States to another?

Certificate of Inspection

Temporary Certificates of Inspection are effective until the _____.

permanent Certificate of Inspection is issued

The S.S. Hollowpoint has a charter party in which the charterer assumes no responsibility for the operation of the vessel but pays stevedoring expenses. What is the name of the charter party?

Voyage

A vessel has arrived in a U.S. port from a foreign voyage. Preliminary entry has been made. Formal entry at the U.S. Custom House must be made within how many hours after arrival (Sundays and holidays excepted)?

48

The supplement to the IOPP Certificate contains what type of data?

A checklist of the equipment installed for controlling the discharge of oil.

Before arriving at the first U.S. port from foreign, you must fill out a Crewman's Landing Permit for each _____.

nonresident alien crewmember

Uncleared crew curios remaining on board during a domestic coastwise voyage after returning from foreign should be _____.

noted in the Traveling Curio Manifest

Your vessel (185 GT) is on a voyage between New York and San Francisco. Which statement is TRUE?

An Official Logbook must be maintained.

See REF476

The responsibility for maintaining the Official Logbook on voyages between the Atlantic and Pacific coasts of the United States rests with the _____.

Master of the vessel

See REF476

According to Pollution Prevention Regulations (33CFR), who is to sign the Oil Record Book after every designated operation?

person(s) in charge of the operation

See REF529

What is the difference between net tonnage and gross tonnage?

Net tonnage is the gross tonnage less certain deductible spaces.

See REF024

In which casualty case is it UNNECESSARY to notify the local Coast Guard Marine Safety Office?

Your vessel strikes a pier and does \$1,500 damage to the pier but none to the vessel.

The operator of an uninspected vessel MUST assist people affected by an accident if he or she can do so without _____.

serious danger to his or her own vessel

A vessel loads 100 tons of glass jars. The mate on watch discovers that some of the cartons have been damaged and has an exception made on the Bill of Lading. What is this document called?

Unclean Bill of Lading

See REF478

What will be accepted as the shipping papers for an unmanned tank barge but will not be accepted if the tank barge is manned?

Logbook entry

You are in charge of a towing vessel that operates exclusively on inland waters. You regularly tow barges that provide services (cargo lighters, fuel barges, etc.) to foreign flag vessels in port. What will be accepted as proper credentials for you and your crew?

Merchant Mariner Credential

Periodic surveys to renew the load line assignment must be made at intervals NOT exceeding _____.

five years

See REF487

Keeping the draft at or below the load line mark will insure that the vessel has adequate _____.

reserve buoyancy

The American Consul has asked the Master of a vessel bound for a port in the U.S. to transport a destitute seaman back to the U.S. Which action may the Master take?

He is normally required to take the seaman.

He may refuse to take the seaman if the seaman has a contagious disease.

He may refuse to take the seaman if it will violate the Certificate of Inspection.

All of the above.

See REF492

Wages due a seaman may be attached by the court for the _____.

support of a spouse

By law, a user of marijuana shall be subject to which of the following?

revocation of Merchant Mariner Credential

The Safety of Life at Sea Convention was developed by the _____.

International Maritime Organization

While assigned to a 106 GRT vessel, you are required to sign "foreign" articles on a voyage from San Francisco to which port?

New York, NY

See REF502

On which vessels may credentialed individuals be required to stand watch under the two-watch system, on voyages of more than 600 miles in length?

Uninspected towing vessels

In terms of vessel manning, a watch is the _____.

direct performance of deck or engine operations in a scheduled and fixed rotation

See REF510

A U.S. or foreign flag vessel that does not comply with the Officers Competency Certificates Convention of 1936 may be detained by certain designated officials. These officials include all of the following EXCEPT a/an _____.

State Police officer

A seaman lost his continuous discharge book during the voyage. Upon discharge from Articles, he should be issued a _____.

Certificate of Discharge with the white copy forwarded to the Commandant

Fire fighting equipment requirements for a particular vessel may be found on the _____.

Certificate of Inspection

See REF517

The Certificate of Inspection for a containership _____.

must be posted under transparent material in a conspicuous place

A vessel has a charter party for one voyage to carry a full load of manganese from Durban, South Africa, to Baltimore, Maryland, at a stipulated rate per ton. Which type of contract is involved?

Voyage charter party

A vessel arrives at the port of San Francisco from Yokohama, Japan. The passengers fill out the Baggage Declaration and Entry form. A passenger has baggage arriving on another vessel. How must this baggage be handled for U.S. Customs purposes?

It must be declared on the same form and marked "Unaccompanied Baggage".

You are on a 30,000 DWT tankship engaged in trade to another country signatory to MARPOL 73/78. Which statement is TRUE?

The IOPP Certificate is valid for 5 years.

See REF522

If an alien stowaway is discovered aboard your vessel, his name must be placed on the _____.

separate Passenger List marked stowaways

When clearing customs for a foreign voyage, which of the following is processed at the custom's house and returned to the vessel?

Shipping Articles

Which vessel is required by regulations to have an Official Logbook?

A 100-gross ton tug on a trip between Baltimore, Maryland, and San Pedro, California.

See REF476

Which log includes a statement of the conduct, ability, and character of each crew member on the completion of a voyage?

Official Logbook

REF522

International Oil Pollution Prevention Certificate (IOPP Certificate) The IOPP certificate is issued to each new ship after an appointed surveyor has inspected it and found it to be in compliance with the MARPOL convention. The IOPP certificate gives details of all oily water separation and filtering equipment and also the associated monitoring equipment required under the convention.

REF523

General Average Definition: A principle of maritime law where in the event of emergency, if cargo is jettisoned or expenses incurred, the loss is shared proportionately by all parties with a financial interest in the voyage.

REF524

46 cfr Subpart s, 170.175 Stability test: General. The Commandant may allow the stability test of a vessel to be dispensed with provided basic stability data are available from the stability test of a sister vessel and it is shown to the satisfaction of the Commandant that reliable stability ... 170.175 Stability test: General. (a) Except as provided in paragraphs (c) and (d) of this section and in §170.200, the owner of a vessel must conduct a stability test of the vessel and calculate its vertical and longitudinal centers of gravity and its lightweight displacement. (b) An authorized Coast Guard representative must be present at each stability test conducted under this section. (c) The stability test may be dispensed with, or a deadweight survey may be substituted for the stability test, if the Coast Guard has a record of, or is provided with, the approved results of a stability test of a sister vessel. (d) The stability test of a vessel may be dispensed with if the Coast Guard determines that an accurate estimate of the vessel's lightweight characteristics can be made and that locating the precise position of the vessel's vertical center of gravity is not necessary to ensure that the vessel has adequate stability in all probable loading conditions.

REF525

Principal Dimensions The shapes shown in a lines plan delineate what is called the molded form of the vessel. The principal dimensions of a ship are length between perpendiculars, beam, draft, and depth. These quantities are shown in Figure 5 and are defined as: Length Between Perpendiculars (LBP or L): The horizontal distance between the forward and aft perpendiculars is called the length between perpendiculars. It is constant for a given ship and does not depend on the loading condition of the ship. Beam (B): The breadth of the ship at the broadest point is called the beam. Draft (T): The vertical distance between the waterline and the deepest part of the ship at any point along the length is the draft. Drafts are usually measured at the forward, T_f , and the aft, T_a , perpendiculars although they can also be defined at the fore and aft draft marks which may not coincide with the perpendiculars. The mean draft, T_m , is the average of the forward and aft drafts. Other Measurements In addition to the principal dimensions, the following, also shown in Figure 5, are also used in describing ships: Length Overall (LOA): The extreme length of the ship along the centerline is called the length overall. Length on Waterline (LWL): This is the length along the centerline at the waterline in the ship's design loaded condition. Freeboard (F): This is the distance between the waterline and the uppermost watertight deck at any location along the ship. Displacement Volume (V): The displacement volume is the total volume of the underwater hull at any given waterline. Displacement (W): The displacement is the weight of the water of the displaced volume of the ship; for static equilibrium it is the same as the weight of the ship and all cargo on board. Therefore, displacement is directly related to displacement volume and it can be found by multiplying the volume with the specific gravity of the water in any set of consistent units. For example if the volume is in cubic feet, we may divide it by 35 to get the displacement in long tons in seawater, or by 36 in fresh water. Buoyancy: Any ship partially or wholly immersed in water will experience an upward push called buoyancy. The force of buoyancy is equal to the weight of the volume of water the ship displaces. Reserve Buoyancy: The watertight volume between the waterline and the uppermost continuous watertight deck is the reserve buoyancy of the ship. It enables the ship to take on additional weight, and it is closely related to the ability of the ship to survive a damage. Moment of Inertia (I): For hydrostatic calculations we will always refer to the moment of inertia as the second moment of area unless specified otherwise. It is a measurement of a plane surface's resistance to rotation about an axis in the same plane. The magnitude of the moment of inertia depends upon the shape of the area and the location and orientation of the axis of rotation. The moment of inertia is measured in the fourth power of a linear unit, such as ft^4 , in^4 , or a combination. Tonnage: Tonnage is a description of the cargo capacity of a merchant ship. It is a volume measurement and does not directly indicate displacement Sheer: The difference between the design trim freeboard at any point and that of the midship section. The sheer line is the line of intersection of the main or weather deck with the side of the ship. Camber: This represents the curvature in an athwartship or transverse vertical plane; it is the height of the deck at the centerline above the height at the side. Tumble Home: The slant inward from the vertical of a transverse section of a hull above the design waterline. Tumble home is the opposite of flare. Flare: the slant upward and outward from the vertical of a transverse section of a hull above the design waterline. Deadrise: The athwartship rise of the bottom from the keel to the bilge.

REF526

Controlled Free Pratique means permission for a carrier to enter a U.S. port, disembark, and begin operation under certain stipulated conditions.

REF527

Bell Book, noun Nautical. A book in which all orders affecting the main engines of a ship are recorded. A logbook was originally a book for recording readings from the chip log, and is used to determine the distance a ship traveled within a certain amount of time. The readings of the log have been recorded in equal times to give the distance traveled with respect to a given start position. Today's ship's log has grown to contain many other types of information, and is a record of operational data relating to a ship or submarine, such as weather conditions, times of routine events and significant incidents, crew complement or what ports were docked at and when. It is essential to traditional navigation, and must be filled in at least daily. Most National shipping authorities and Admiralties specify that logbooks are kept to provide a record of events, and to help crews navigate should radio, radar or the GPS fail. Examination of the detail in a ship's log is often an important part of the investigative process for official maritime inquiries, in much the same way as a "black box" is used on airplanes (see *Mary Celeste*). Logbook entries are sometimes of great importance in legal cases involving maritime commercial disputes. The term logbook has spread to a wide variety of other endeavors, and logbooks are widely used for e.g. complex machines like nuclear plants or particle accelerators where one is more and more using a computer based electronic logbook. In military terms, a logbook is a series of official and legally binding documents. Each document (usually arranged by date) is marked with the time of an event or action of significance. Commercial ships and Naval vessels often keep a "rough log," - or "scrap log," - a preliminary draft of the ship's course, speed, location, and other data, which is then transcribed as the "smooth log," - or "official log" - the final version of the ship's record. Changes may be made to the rough log but the smooth log is considered permanent and no erasures are permitted. Alterations or corrections in an official logbook must be initialed by the authorized keeper of the logbook and the original data entries which have been cancelled or corrected must remain legible.

REF528

Subpart 78.37—Logbook Entries Marine Inspector or Inspector mean any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection (OCMI), or any other person as may be designated for the performance of duties with respect to the enforcement and administration of Subtitle II, Title 46, U.S. Code, Title 46 and Title 33, U.S. Code, and regulations issued under these statutes. A logbook was originally a book for recording readings from the chip log, and is used to determine the distance a ship traveled within a certain amount of time. The readings of the log have been recorded in equal times to give the distance traveled with respect to a given start position. Today's ship's log has grown to contain many other types of information, and is a record of operational data relating to a ship or submarine, such as weather conditions, times of routine events and significant incidents, crew complement or what ports were docked at and when. It is essential to traditional navigation, and must be filled in at least daily. Most National shipping authorities and Admiralties specify that logbooks are kept to provide a record of events, and to help crews navigate should radio, radar or the GPS fail. Examination of the detail in a ship's log is often an important part of the investigative process for official maritime inquiries, in much the same way as a "black box" is used on airplanes (see *Mary Celeste*). Logbook entries are sometimes of great importance in legal cases involving maritime commercial disputes. The term logbook has spread to a wide variety of other endeavors, and logbooks are widely used for e.g. complex machines like nuclear plants or particle accelerators where one is more and more using a computer based electronic logbook. In military terms, a logbook is a series of official and legally binding documents. Each document (usually arranged by date) is marked with the time of an event or action of significance. Commercial ships and Naval vessels often keep a "rough log," - or "scrap log," - a preliminary draft of the ship's course, speed, location, and other data, which is then transcribed as the "smooth log," - or "official log" - the final version of the ship's record. Changes may be made to the rough log but the smooth log is considered permanent and no erasures are permitted. Alterations or corrections in an official logbook must be initialed by the authorized keeper of the logbook and the original data entries which have been cancelled or corrected must remain legible.

REF529

33 CFR 151.25 Oil Record Book. (a) Each oil tanker of 150 gross tons and above, ship of 400 gross tons and above other than an oil tanker, and manned fixed or floating drilling rig or other platform shall maintain an Oil Record Book Part I (Machinery Space Operations). An oil tanker of 150 gross tons and above or a non oil tanker that carries 200 cubic meters or more of oil in bulk, shall also maintain an Oil Record Book Part II (Cargo/Ballast Operations). (b) An Oil Record Book printed by the U.S. Government is available to the masters or operators of all U.S. ships subject to this section, from any Coast Guard Sector Office, Marine Inspection Office, or Captain of the Port Office. (c) The ownership of the Oil Record Book of all U.S. ships remains with the U.S. Government. (d) Entries shall be made in the Oil Record Book on each occasion, on a tank to tank basis if appropriate, whenever any of the following machinery space operations take place on

any ship to which this section applies— (1) Ballasting or cleaning of fuel oil tanks; (2) Discharge of ballast containing an oily mixture or cleaning water from fuel oil tanks; (3) Disposal of oil residue; and (4) Discharge overboard or disposal otherwise of bilge water that has accumulated in machinery spaces. (e) Entries shall be made in the Oil Record Book on each occasion, on a tank to tank basis if appropriate, whenever any of the following cargo/ ballast operations take place on any oil tanker to which this section applies— (1) Loading of oil cargo; (2) Internal transfer of oil cargo during voyage; (3) Unloading of oil cargo; (4) Ballasting of cargo tanks and dedicated clean ballast tanks; (5) Cleaning of cargo tanks including crude oil washing; (6) Discharge of ballast except from segregated ballast tanks; (7) Discharge of water from slop tanks; (8) Closing of all applicable valves or similar devices after slop tank discharge operations; (9) Closing of valves necessary for isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations; and (10) Disposal of oil residue. (f) Entries shall be made in the Oil Record Book on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following operations take place on a fixed or floating drilling rig or other platform to which this section applies— (1) Discharge of ballast or cleaning water from fuel oil tanks; and (2) Discharge overboard of platform machinery space bilge water. (g) In the event of an emergency, accidental or other exceptional discharge of oil or oily mixture, a statement shall be made in the Oil Record Book of the circumstances of, and the reasons for, the discharge. (h) Each operation described in paragraphs (d), (e) and (f) of this section shall be fully recorded without delay in the Oil Record Book so that all the entries in the book appropriate to that operation are completed. Each completed operation shall be signed by the person or persons in charge of the operations concerned and each completed page shall be signed by the master or other person having charge of the ship. (i) The Oil Record Book shall be kept in such a place as to be readily available for inspection at all reasonable times and shall be kept on board the ship. (j) The master or other person having charge of a ship required to keep an Oil Record Book shall be responsible for the maintenance of such record. (k) The Oil Record Book for a U.S. ship shall be maintained on board for not less than three years. (l) This section does not apply to a barge or a fixed or floating drilling rig or other platform that is not equipped to discharge overboard any oil or oily mixture. (m) This section does not apply to a fixed or floating drilling rig or other platform that is operating in compliance with a valid National Pollutant Discharge Elimination System (NPDES) permit. (Approved by the Office of Management and Budget under control number 1625–0009) [CGD 75–124a, 48 FR 45709, Oct. 6, 1983; 48 FR 54977, Dec. 8, 1983, as amended by CGD 88– 002A, 55 FR 18582, May 2, 1990; USCG–2000– 7641, 66 FR 55571, Nov. 2, 2001; USCG–2006–25150, 71 FR 39209, July 12, 2006; USCG–2006–25556, 72 FR 36328, July 2, 2007]