



Deck General – Safety

Watch Duties

This Study Guide Generated For

Preview Only. Download the

complete studyguide Here.

<https://cgexams.seasources.net>

DO NOT DISTRIBUTE

The lookout sights a vessel dead ahead. This should be reported on the bell with _____.
three bells

Illustrations: REPORTING BERRINGS

See REF846

Bilge soundings indicate _____.
whether the vessel is taking on water
the amount of condensation in the hold
whether the cargo is leaking or not
All of the above.

You are on watch at sea and find it prudent to call the Master to the bridge due to traffic congestion. The moment that the Master officially relieves you of the conn is whenever _____.
the Master specifically informs you that he has the conn

The helm command "Nothing to the left" means do NOT _____.
steer left of the ordered course

See REF845

When a helmsman receives the command "Right 15 degrees rudder," What should the helmsman's immediate reply be ?
"Right 15 degrees rudder"

See REF844

While on watch at sea you must maintain a proper lookout at all times. You are on a 200-foot cargo vessel with an unobstructed view astern from the steering position. The vessel is being hand-steered during daylight hours in good visibility and clear of any navigational hazards. The lookout may be _____.

the helmsman
the officer on watch
Either A or B

While the Pilot is maneuvering the vessel to a dock, what is the PRIMARY responsibility of the watch officer?
Insure that helm and throttle orders given by the Pilot are correctly executed.

What does the helm command "Left twenty" mean?

put the rudder left twenty degrees

See REF844

What is a CORRECT reply to a pilot's request, "How's your head"?

"Passing 50°"

See REF845

You are on watch at sea at night and a fire breaks out in #3 hold. What should be done IMMEDIATELY?

Shut down the cargo hold ventilation.

While the Pilot is maneuvering the vessel to a dock, what is the primary responsibility of the watch officer?

Insure that helm and throttle orders given by the Pilot are correctly executed

What does the helm command "Check her" mean?

slow the swing using moderate rudder

See REF844

When being relieved of the helm, the new helmsman would find it handy to know which of the following?

amount of helm carried for a steady course

See REF845

Your ship is steaming at night with the gyro-pilot engaged when you notice that the vessel's course is slowly changing to the right. What action should you take FIRST?

switch to hand steering

When the pilot is embarked he or she _____.

is a specialist hired for his or her local navigational knowledge

What does the helm command "Steady as you go" mean?

steer the course you are on now

See REF844

When relieving the helm, the new helmsman should know which of the following before assuming the watch?

course per magnetic steering compass

See REF845

The "rudder adjustment" control on an autopilot steering stand is used to _____.

set the number of degrees of rudder per degree of course error

A vessel is entering port and has a Pilot conning the vessel. The Master is unsure that the Pilot is taking sufficient action to prevent a collision. What should the Master do?

Recommend an alternative action and if not followed relieve the Pilot.

What is the "iron mike"?

automatic pilot

The "weather adjustment" control on an autopilot steering stand is used to _____.

set the null band or dead zone signal before actuating the rudder

You are on a large merchant vessel entering a U.S. port. There is a Pilot on board and he has the conn. Which statement is TRUE?

The Master is responsible for the safe navigation of the ship and the Pilot is employed for his local knowledge.

A look-out at the bow sights an object on your port side. How many bell strokes should he sound?

Two

See REF845

You are standing the wheel watch on entering port and the Master gives you a rudder command which conflicts with a rudder command from the Pilot. What should you do?

Obey the Master.

See REF845

The "Port-Off-Stbd" selector switch on an autopilot steering stand is used to _____.

change over one steering system to the other

Before a Master relieves a Pilot of the conn, the _____.

Master should foresee any danger to the vessel on the present course

While on duty as a look-out, which other duty may you perform?

Paint any area near your station

Overhaul a block, as long as it is at your look-out station

Sweep down the fo'c'sle

None of the above

See REF845

When steering a vessel, which of the following will an effective helmsman do?

repeat back to the watch officer any rudder commands before executing them

See REF847

When a vessel is on autopilot steering, the "weather" control is adjusted to compensate for which severe weather effect on a vessel?

Yaw

You are standing watch on entering port and the Master gives a rudder command which conflicts with a rudder command from the Pilot. You should ensure the helmsman _____.

obeys the Master

When must a proper look-out be kept?

at all times

See REF845

You are standing the wheelwatch when you hear the cry, "Man overboard starboard side". What immediate action should you take?

give full right rudder

See REF845

The "Mode" selector switch can be positioned and select all of the following EXCEPT _____.

weather adjustments

You are on watch while your vessel is entering port with a pilot conning. The pilot gave a steering command to the helmsman who failed to acknowledge it by repeating the order. You have now enunciated the pilot's order to the helmsman and there is still no response. If the helmsman continues on the original course, you should immediately _____.

take the helm and expedite the maneuver that the pilot ordered

While standing look-out at night, a dim light on the horizon will be seen quickest by looking.

a little above the horizon

See REF845

You have the "conn" at the time the helmsman who is steering by hand reports that the rudder is not responding to the wheel. Your FIRST action should be to _____.

shift the selector switch to the other steering pump

You are on watch while your vessel is entering port with a pilot conning. The pilot gives a steering command to the helmsman who fails to acknowledge it by repeating the command. You should immediately _____.

repeat the Pilot's command and ensure that the helmsman repeats it exactly

When is a lookout permitted to leave his station?

only when properly relieved

See REF845

You are on watch at night in clear visibility and the vessel has just been anchored. What is the first thing that you should do after the anchor has been let go?

take bearings to obtain ship's position

See REF842

When steering by hand, which of the following may be a functional input to the steering gear as a result of turning the wheel?

Non-followup

You are on watch and the Pilot has the conn. The Master has temporarily gone below. The Pilot orders a course change which you are certain will put the vessel into imminent danger. Your first action should be to _____.
countermand the order and immediately notify the Master

What should look-outs report?

Discolored water

Floating objects

Shoals

All of the above.

See REF845

You are on watch and the pilot has just anchored the vessel. The next thing that you should do after the anchor has been let go is to _____.
plot the vessel's position on the chart

When steering on autopilot which of the following input conditions may NOT have an effect on the control of the steering gear?

Non-followup

While you are on watch entering port, the Master gives the helmsman a rudder command which conflicts with a rudder command from the Pilot. You should make sure the helmsman _____.
obeys the Master

As look-out, you spot an object 45° off your port bow. You should report the object as _____.
broad on the port bow
See REF845

You are on anchor watch. As an aid to preventing thievery on the vessel you should _____.
show anchor lights, deck lights and cargo lights hung over the vessel's side

You are a watchstanding mate and have come to the bridge to relieve the watch. After reviewing the chart and having been briefed by the off-going mate, you are now ready to effect the relief. The watch is officially transferred to you after _____.
you say, "I relieve you" and you state the course per gyro and magnetic compasses

While your vessel is docked port side to a wharf, a sudden gale force wind causes the vessel's bow lines to part. The bow begins to fall away from the dock, and no tugs are immediately available. Which measure(s) should you take FIRST?
Let go the starboard anchor.

A vessel spotted at 45° relative can be reported as _____.
broad on the starboard bow
See REF845

Rudder position is shown on the bridge by the _____.
rudder angle indicator
See REF843

You are a watchstanding mate and have come to the bridge to relieve the watch while underway at sea. The watch should not be transferred _____.
during a navigational course change

While your vessel is docked port side to a wharf, a sudden gale force wind causes the vessel's stern lines to part. The stern begins to fall away from the dock, and no tugs are immediately available. Which measure(s) should you take FIRST?
Shut down any cargo transfer that's in progress.

A look-out should report objects sighted using _____.

relative bearings

See REF845

When the gyro-pilot is used for steering, what control is adjusted to compensate for varying sea conditions?

Weather adjustment

You are preparing to relieve the mate on watch while underway at sea. The watch should not be transferred _____.

during a collision avoidance maneuver

What does the helm command "shift the rudder" mean?

Put the rudder over to the opposite side, the same number of degrees it is now.

See REF844

What does the command "Hard right rudder" mean?

put the rudder over to the right all the way

See REF845

While on watch at sea you must maintain a proper lookout at all times. On a 700-foot cargo vessel being hand-steered during daylight hours in good visibility and clear of any navigational hazards, the lookout may be _____.

the mate on watch

You are a watchstanding mate and have come to the bridge to relieve the watch. After reviewing the chart and having been briefed by the off-going mate, you are now ready to effect the relief. Which of the following is exemplary of the statement that would officially transfer the watch?

You say to the mate going off watch, "I relieve you, course 321° per gyro, 316° per standard."

What does the helm command "meet her" mean?

use rudder to check the swing

See REF844

What action should the helmsman take when hearing the command "ease the rudder"?

decrease the rudder angle

See REF844

REF842

The Merchant Marine Officers Handbook states: "Take bearings as soon as anchored, turn out running lights, turn on deck lights, and be sure the anchor lights are burning. Check your anchor bearings frequently." It is important to immediately establish your position so that you will be able to recognize if your anchor is dragging and appropriate action can be taken.

REF843

The rudder is prevented from over-traveling the helm command (i.e., the bridge signal) by the follow-up gear. The position of the rudder is displayed on the vessel's bridge by a Rudder Angle Indicator (RAI).

REF844

Helm orders or commands fall into two categories: rudder commands and heading commands. A rudder command dictates changing the angle of the rudder, which is a single-event action. Whereas steering a heading is a comparatively long event and will require ongoing or continuous rudder adjustments. The following are helm orders used in the United States Navy and United States Coast Guard: Rudder Midships (Bring rudder angle to 0 degrees) Check your swing (Counter steer to stop the movement or swing of the ship's bow) Hard rudder (Used infrequently, such as emergencies, when maximum rudder is required) Port or starboard standard rudder (~20 degrees. Varies per ship) Shift your rudder (Steer the same number of degrees but opposite rudder angle) Heading Steady as she goes (Steer as needed to continue current heading) Steady on a course (Steer as needed to bring ship on desired course)

REF845

LOOKOUT DUTY Too much emphasis can never be placed upon the importance of the lookout on shipboard. This is particularly true in time of war. Many accidents at sea could have been avoided if the lookout had been alert and attentive. If you are on lookout you must report anything that comes into sight. This includes other ships, lights, land, shoals, discolored water, buoys, floating objects, periscopes, and wreckage. In short, report anything that might be of interest to the bridge, even garbage or refuse. Lookouts are stationed on the forecandle head in the crow's nest and in time of war frequently on the stern and other parts of the vessel. The report when on the forecandle head is usually made by the striking of the ship's bell (on some vessels it is made by speaking tube or telephone). One bell signifies an object is sighted to the starboard. Two bells implies that an object is sighted to the port. Three bells indicates an object dead ahead of your ship. This report will be acknowledged by the officer on the bridge. If no acknowledgement is made, repeat the signal until understood and acknowledged. COLREGS Rule 5 says it all in one sentence: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. Helm orders or commands fall into two categories: rudder commands and heading commands. A rudder command dictates changing the angle of the rudder, which is a single-event action. Whereas steering a heading is a comparatively long event and will require ongoing or continuous rudder adjustments. The following are helm orders used in the United States Navy and United States Coast Guard: Rudder: Midships (Bring rudder angle to 0 degrees) Check your swing (Counter steer to stop the movement or swing of the ship's bow) Hard rudder (Used infrequently, such as emergencies, when maximum rudder is required) Port or starboard standard rudder (~20 degrees. Varies per ship) Shift your rudder (Steer the same number of degrees but opposite rudder angle) Heading: Steady as she goes (Steer as needed to continue current heading) Steady on a course (Steer as needed to bring ship on desired course)

REF846

LOOKOUT DUTY: Too much emphasis can never be placed upon the importance of the lookout on shipboard. This is particularly true in time of war. Many accidents at sea could have been avoided if the lookout had been alert and attentive. If you are on lookout you must report anything that comes into sight. This includes other ships, lights, land, shoals, discolored water, buoys, floating objects, periscopes, and wreckage. In short, report anything that might be of interest to the bridge, even garbage or refuse. Lookouts are stationed on the forecandle head in the crow's nest and in time of war frequently on the stern and other parts of the vessel. The report when on the forecandle head is usually made by the striking of the ship's bell (on some vessels it is made by speaking tube or telephone). One bell signifies an object is sighted to the starboard. Two bells implies that an object is sighted to the port. Three bells indicates an object dead ahead of your ship. This report will be acknowledged by the officer on the bridge. If no acknowledgement is made, repeat the signal until understood and acknowledged.

REF847

Helm orders or commands fall into two categories: rudder commands and heading commands. A rudder command dictates changing the angle of the rudder, which is a single-event action. Whereas steering a heading is a comparatively long event and will require ongoing or continuous rudder adjustments. The following are helm orders used in the United States Navy and United States Coast Guard: Rudder Midships (Bring rudder angle to 0 degrees) Check your swing

(Counter steer to stop the movement or swing of the ship's bow) Hard rudder (Used infrequently, such as emergencies, when maximum rudder is required) Port or starboard standard rudder (~20 degrees. Varies per ship) Shift your rudder (Steer the same number of degrees but opposite rudder angle) Heading Steady as she goes (Steer as needed to continue current heading) Steady on a course (Steer as needed to bring ship on desired course) LOOKOUT DUTY Too much emphasis can never be placed upon the importance of the lookout on shipboard. This is particularly true in time of war. Many accidents at sea could have been avoided if the lookout had been alert and attentive. If you are on lookout you must report anything that comes into sight. This includes other ships, lights, land, shoals, discolored water, buoys, floating objects, periscopes, and wreckage. In short, report anything that might be of interest to the bridge, even garbage or refuse. Lookouts are stationed on the forecastle head in the crow's nest and in time of war frequently on the stern and other parts of the vessel. The report when on the forecastle head is usually made by the striking of the ship's bell (on some vessels it is made by speaking tube or telephone). One bell signifies an object is sighted to the starboard. Two bells implies that an object is sighted to the port. Three bells indicates an object dead ahead of your ship. This report will be acknowledged by the officer on the bridge. If no acknowledgement is made, repeat the signal until understood and acknowledged. COLREGS Rule 5 says it all in one sentence: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. Helm orders or commands fall into two categories: rudder commands and heading commands. A rudder command dictates changing the angle of the rudder, which is a single-event action. Whereas steering a heading is a comparatively long event and will require ongoing or continuous rudder adjustments. The following are helm orders used in the United States Navy and United States Coast Guard: Rudder: Midships (Bring rudder angle to 0 degrees) Check your swing (Counter steer to stop the movement or swing of the ship's bow) Hard rudder (Used infrequently, such as emergencies, when maximum rudder is required) Port or starboard standard rudder (~20 degrees. Varies per ship) Shift your rudder (Steer the same number of degrees but opposite rudder angle) Heading: Steady as she goes (Steer as needed to continue current heading) Steady on a course (Steer as needed to bring ship on desired course)