

Seagull CES Test Reviewer for ColReg

A bearing is taken of an approaching vessel and shortly afterwards another observation is made of the same vessel. The bearing is changing slowly, but under what circumstances (as defined in the Rules) could there still be a risk of a collision in this situation?

- All of the suggested answers. ✓
- When approaching a very large vessel.
- When approaching a vessel at close range.
- When approaching a vessel engaged in towing.

A power driven vessel is sighted coming towards own ship from 45° on the port side and the bearing is not changing and it is getting closer and appears to be taking no action. You have sounded five or more short and rapid blasts and it still appears to be taking no action. As “stand-on” vessel can you take action under the rules at this time?

- Your vessel may take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to you, that the vessel required to keep out of the way is not taking appropriate action. ✓
- You must take substantial action altering your course to the port and give two short blasts.
- You must take substantial action and give one short blast and change your course to the starboard.
- You must take substantial action and give two short blasts and change your course to the starboard.

A power driven vessel is sighted coming towards own ship from 45° on the port side at a distance of 5 *nautical miles* and the bearing is not changing. What is the initial action you should take?

- There is a risk of close quarter situation, but the other ship is the “give way” ship, so I should maintain my course and speed, but monitor the situation. ✓
- There is a risk of a close quarter situation, but I am the “give way” vessel and therefore I shall keep well clear of the other ship.
- There is no risk of a close quarter situation and therefore I should maintain my speed and course.
- There is a risk of a close quarter situation and therefore both vessels should give way to the other.

A power driven vessel is sighted coming towards own ship from 45° on the port side at a distance of 2 *nautical miles* and the bearing is still not changing. What is the first action you should take?

- There is a close quarter situation developing and the other vessel is not keeping clear therefore I would sound at least 5 short and rapid blasts to indicate my concern and monitor the situation. ✓
- There is a close quarter situation developing, but I am the “give way” vessel and therefore I shall keep well clear of the other ship.
- There is a close quarter situation developing and the other vessel is the “keep clear” vessel, therefore I should maintain my speed and course.
- There is a close quarter situation developing and under the Rules both vessels should give way to the other.

A power driven vessel sees the two masthead lights in line and both side lights of another power driven vessel 15° on her starboard bow. Should the vessel assume this is a “*head-on*” situation and expect both vessels to alter to starboard?

- No, but because there is doubt, it can be assumed a head-on situation.
- Yes, but a small alteration to port would avoid a close quarter situation.
- Yes, it is a head-on situation.
- No, it is a crossing vessel and not a head-on situation. ✓

A vessel is observed approaching from the port side showing two black balls. A series of bearings indicate, that a close quarter situation is likely to occur. As Officer of the Watch, indicate what action should be taken within the meaning of the Rules:

- Take early and substantial action to keep well clear. ✓
- It would be expected, that the vessel will be slowing down and therefore no action should be necessary.
- Give two short blasts on the whistle and alter course to port.
- Maintain your course and speed.

A vessel is observed approaching from the port side showing two red lights and also a green side light. A series of bearings indicate, that a close quarter situation is likely to occur. As Officer of the Watch, indicate what action should be taken within the meaning of the Rules:

- Take early and substantial action to keep well clear. ✓
- It would be expected, that the vessel will be slowing down and therefore no action should be necessary.
- Give two short blasts on the whistle and alter course to port.
- Maintain your course and speed.

A vessel is proceeding along a narrow channel and hears the following signal: “*two long blasts and two short blasts on a whistle*” from astern. How should the vessel respond?

- The response should be one long, one short, one long and one short blast on the whistle, if in agreement to be overtaken. ✓
- The response should be two long blasts and two short blasts on the whistle if in agreement to be overtaken on the port side.
- The response should be one long, one short, one long and one short blast on the whistle.
- The response is one long blast on the whistle if not in agreement to be overtaken.

A vessel is seen showing a black ball in the fore part of the vessel. What does this day time signal indicate?

- It is a cable-laying vessel.
- It is a ship at anchor. ✓
- It is a vessel that has run aground.
- It is a ship that it is showing that it is "under way", but not making any way through the water.

A vessel is seen showing a rigid replica of international code flag A. What does this day time signal indicate?

- The boat has engine failure and is calling for help.
- The flag is a signal shown by certain vessels involved in a diving operation. ✓
- The flag is a signal, that the vessel has a pilot on board.
- The flag has no particular meaning under these Rules.

A vessel is seen showing a white light in the fore part of the vessel. What does this night time signal indicate?

- It is a cable-laying vessel.
- It is a ship at anchor, under 50 metres in length. ✓
- It is a vessel, that has run aground under 100 metres in length.
- It is a ship, that it is showing that it is "under way", but not making any way through the water.

A vessel is seen showing three black balls in a triangle at the head of the fore mast of the vessel, and another single black ball forward. What does this day time signal indicate?

- A ship involved in mine clearance operation at anchor. ✓
- A ship, that is dredging where the dredging equipment extending more, than 150 metres in the direction of the single black ball.
- A ship involved in underwater operation.
- A ship involved in compass adjustment.

A vessel is seen showing three black balls. What does this day time signal indicate?

- It is the signal for a ship, that has run aground. ✓
- It is the signal of a ship involved in an underwater operation.
- It is the signal for a ship, that is taking provision.
- It is the ship at anchor.

A vessel is seen showing three green lights in a triangle at the head of the fore mast of the vessel, and another single white light forward. What does this night time signal indicate?

- A ship involved in mine clearance operation at anchor. ✓
- A ship, that is dredging where the dredging equipment extending more, than 150 metres in the direction of the single black ball.
- A ship involved in underwater operation.
- A ship involved in compass adjustment.

A vessel is seen showing three lights in a vertical line; the top and bottom ones are red and the middle one is white in the fore part of the vessel. What does this night time signal indicate?

- It is a vessel restricted in her ability to manoeuvre, underway but not making way. ✓
- It is a ship dredging.
- It is a ship at anchor.
- It is a ship engaged in a mine clearance operation.

A vessel is seen showing three shapes in a vertical line; the top and bottom ones are black balls and the middle one is a black diamond in the fore part of the vessel. What does this day time signal indicate?

- It is a vessel restricted in her ability to manoeuvre. ✓
- It is a ship dredging.
- It is a ship at anchor.
- It is a ship engaged in a mine clearance operation.

A vessel is seen showing two black balls on one side; two black diamonds on *“the other side of the vessel and also three shapes in a vertical line, the upper”* and lower black balls and the middle one a diamond. What does this day time signal indicate?

- It is a vessel engaged in dredging or underwater operations, which is restricted its ability manoeuvre – showing the side, where the obstruction exists and the side it is safe to pass. ✓
- It is a vessel engaged in mine clearance operations, which is restricting its ability to manoeuvre – showing the side, where the obstruction exists.
- It is a vessel engaged in towing, which is restricting its ability to manoeuvre – showing the side, where the tow exists.
- It is power driven vessel not under command, due to damaged steering gear, which is restricting its ability to manoeuvre.

A vessel is seen showing two black balls on one side; two black diamonds on the other side of the vessel and also three shapes in a vertical line, the upper and lower black balls and the middle one a diamond. Which is the correct side to pass this vessel?

- The side, which displays the two diamond shapes is the side it is safe to pass. ✓
- The side, which displays the two balls is the side it is safe to pass.
- Other vessels should pass well clear of either side, and avoid passing within 100 metres of the other vessel.
- It doesn't matter on which side a vessel passes the vessel as long, as it is done at a slow safe speed.

A vessel is seen showing two black cones points together and another cone point upwards on one side of the vessel. What does this day time signal indicate?

- It is a vessel engaged in fishing (other than trawling) where outlying gear extends more than 150 metres horizontally from the vessel. ✓
- It is a vessel engaged in fishing (other than trawling) where outlying gear extends more than 100 metres horizontally from the vessel.
- It is a vessel engaged in trawling where outlying gear extends more than 100 metres horizontally from the vessel.
- It is a vessel engaged in trawling where outlying gear extends less than 100 metres horizontally from the vessel.

A vessel is seen showing two black cones points together. What does this day time signal indicate?

- It vessel engaged in underwater operations.
- It is a vessel engaged in trawling only.
- It is a vessel engaged in fishing, but not trawling.
- It is a vessel engaged in any type of fishing. ✓

A vessel is seen showing two red lights in a vertical line and also a white light forward and another white light aft. What does this night time signal indicate?

- It is the ship at anchor.
- It is the signal for a ship that is taking provision.
- It is the signal of a ship involved in an underwater operation.
- It is the signal for a ship that has run aground. ✓

A vessel is seen showing two red lights on one side; two green lights on the other side of the vessel and also three lights in a vertical line, the upper and lower red and the middle one white. What does this night time signal indicate?

- It is power driven vessel not under command due to damaged steering gear which is restricting its ability to manoeuvre – under way but not making way.
- It is vessel engaged in towing which is restricting its ability to manoeuvre, showing the side where the tow exists – under way but not making way.
- It is a vessel engaged in mine clearance operations, which is restricting its ability to manoeuvre, showing the side where the obstruction exists – under way but not making way.
- It is a vessel engaged in dredging or underwater operations which is restricted in its ability to manoeuvre, showing the side where the obstruction exists and the side it is safe to pass – under way but not making way. ✓

A vessel is seen showing two red lights on one side; two green lights on the other side of the vessel and also three lights in a vertical line, the upper and lower red and the middle one white. Which is the correct side to pass this vessel?

- The side, which displays the two green lights is the side it is safe to pass. ✓
- The side, which displays the two red lights is the side it is safe to pass.
- Other vessels should pass well clear of either side and avoid passing within 100 metres of the other vessel.
- It doesn't matter on which side a vessel passes the vessel as long, as it is done at a slow safe speed.

Another vessel is observed dead ahead streaming in the opposite direction. What action would the Officer of the Watch expect from the other vessel?

- Expect the other vessel to alter its course to the starboard. ✓
- Expect the other vessel to alter its course to the port.
- Expect the other vessel to maintain his course and speed.
- Expect the other vessel to slow down.

Are there any particular rules for sailing vessels and vessels less, than 20 metres in length, when they are proceeding in a narrow channel?

- They should not impede the passage of a vessel, that can only safely navigate within a narrow channel of fairway. ✓
- They should always stop and allow larger vessels to pass in the narrow channel.
- They should always keep to the port side in a narrow channel.
- They should not pass a vessel, that can only safely navigate within a narrow channel of fairway.

As Officer of the Watch you sight another power driven vessel on the port side approaching your vessel on a collision course. Which of the following answers is the correct action under the Rules if the other vessel appears to be taking no action to avoid a close quarter situation?

- You give a signal to the approaching vessel consisting of, at least five short and rapid blasts combined with a light signal and keep monitoring the situation. ✓
- You give a signal to the approaching vessel consisting of two short blasts combined with a light signal and altering your course to the port.
- You give a signal to the approaching vessel consisting of one short blast combined with a light signal and altering your course to the starboard.
- You slow down and let the other vessel pass ahead.

As Officer of the Watch you sight another power driven vessel on the port side approaching your vessel on a collision course. Which of the following answers is the correct initial responsibility under the Rules?

- Your vessel is obliged to keep out of the way of the other vessel, therefore you alter your course to the starboard.
- Your vessel should maintain its speed and course. ✓
- Your vessel is obliged to keep out of the way of the other vessel, therefore you alter your course to the port.
- Your vessel is obliged to keep out the way of the other vessel, therefore you should slow down and allow the other vessel to pass ahead.

As Officer of the Watch you sight another power driven vessel on the starboard side approaching your vessel on a collision course. Which of the following answers is the correct initial action to be taken under the Rules?

- Maintain your course and speed.
- Take early and substantial action to keep well clear. ✓
- Sound two short blasts on the whistle and alter course to port.
- Make an early and substantial alteration of course to starboard.

As Officer of the Watch of a power driven vessel, what should you take into consideration when entering a narrow channel?

- Reduce speed to a speed just to maintain steerage.
- Proceed at a safe speed, keeping to the starboard side of the fairway. ✓
- Be prepared to reduce your speed and keep to the starboard side of the fairway.
- Proceed with great care and keep to the port side of the fairway.

Could any of the following vessels be considered as “constrained by her draught” when the vessel is navigating in a wide channel?

- A vessel with draught of 8 metres in the channel where depth of water is 16 metres.
- A vessel with draught of 8 metres in the channel where depth of water is 12 metres. ✓
- A vessel with draught of 8 metres in the channel where depth of water is 20 metres.
- None of the vessels specified.

How should a vessel cross a Traffic Separation Scheme?

- Should cross with a heading as near to right angles to the general direction of traffic flow. ✓
- Should cross making good a course at right angles to the general direction of traffic flow.
- Should never cross the Separation Lanes at any point other than specified crossing areas or at the end of the scheme.
- Should cross the scheme gradually on a heading only a small angle to the general direction of traffic flow.

If two power driven vessels are crossing in clear visibility so as to be involved in a possible collision, which vessel has to keep out of the way of the other?

- The vessel, which has the other on her own starboard side shall keep out of the way. ✓
- The vessel, which has the other on her own port side shall keep out of the way.
- Both vessels have an obligation to keep clear of each other.
- Both vessels should alter course to starboard and avoid passing ahead of the other vessel.

The Rules clearly define the term “underway” and some, or all, of the following vessels comply with that definition. Which if any would not be considered as “underway”?

- Vessel lying at anchor. ✓
- Power driven vessel stopped in the water.
- Vessel with engines broken down and Not Under Command.
- A vessel stopped and picking up a pilot.

The Officer of the Watch is suspicious of the range of visibility, when sailing in open water. At what distance would the first visual sighting of another vessel be considered “*Restricted Visibility*” under these Rules?

- The range of visibility representing “*Restricted Visibility*” is partly dependant on the size and manoeuvrability of the vessels.
- First visual sighting of each other at 2 miles.
- First visual sighting of each other at 5 miles.
- First visual sighting of each other at 7 miles.

The two white mast head lights of a vessel are seen by another ship, what is the length of this vessel?

- The vessel is under 100 metres in length.
- The vessel is over 100 metres in length.
- Two masthead lights indicate the length is over 50 metres.
- Any length – the length is unknown.

The visibility is about one mile and as Officer of the Watch you visually see a vessel dead ahead on a reciprocal course coming out of the fog towards you. What should be the action to take?

- Maintain your course and speed.
- Alter course to starboard and continue sounding the fog signal, but do not sound one short blast as this is for clear visibility only.
- Stop your vessel and change the fog signal to two long blasts every two minutes until the vessel has past.
- Give one short blast and make a substantial alteration of course to starboard.

Two ships are seen close to each other and both are showing a black diamond in the fore part of the vessel. What does this day time signal indicate?

- One ship is towing the other and the length of the tow is more, than 200 metres.
- Both ships are engaged in towing another vessel or craft, where the length of tow in both cases is under 200 metres.
- One ship is towing the other.
- The ships are trawling together as a single unit.

Under what circumstances should a vessel consider itself to be an overtaking vessel within the meaning of the Rules?

- A vessel is overtaking when coming up with another vessel from a direction more, than 22,5° abaft her beam or, if in any doubt she shall assume, that she is. ✓
- When you are faster, than the other vessel.
- When you are overtaking the other vessel from a direction more, than 20° abaft her beam.
- When you are overtaking the other vessel from abaft her beam.

What action is required by the “stand-on” vessel under these rules?

- All of the other options. ✓
- The stand-on vessel must maintain her course and speed, but continually monitor the other vessel.
- The stand-on vessel may take action to avoid collision by her manoeuvre alone, when it becomes apparent, that the vessel is not taking appropriate action.
- The stand-on vessel must take suitable action when the two vessels are very close and any action by the give-way vessel won't be sufficient on its own.

What fog signal should be sounded by a power driven vessel underway and making way through the water, when in reduced visibility?

- Two long blasts on the whistle every two minutes.
- One long blast on the whistle every two minutes. ✓
- One long and two short blasts on the whistle every two minutes.
- Four short blasts every two minutes.

What fog signal should be sounded by a power driven vessel underway, but stopped and making no way through the water, when in reduced visibility?

- Two long blasts on the whistle every two minutes. ✓
- One long blast on the whistle every two minutes.
- One long and two short blasts on the whistle every two minutes.
- Four short blasts every two minutes.

What is the clearance distance required by a ship when navigating in the vicinity of a vessel engaged in a mine clearance operation?

- 1 000 metres. ✓
- 500 metres.
- 2 000 metres.
- 1 500 metres.

What is the daytime signal of a vessel aground?

- Three black balls in a vertical line, where they can best be seen. ✓
- Two black balls in a vertical line, where they can best be seen and in addition, the anchor ball forward.
- The black cylinder where it can best be seen.
- The anchor lights for a vessel of its size and also two all-round red lights, where they can best be seen.

What is the fog signal for a 150 metre-long power driven vessel when at anchor in reduced visibility?

- Sound the bell for about 5 seconds and in the after end of the vessel immediately after the bell, a gong for about 5 seconds every minute. ✓
- Sound the bell for about 10 seconds and after that sound the gong for 10 seconds in the aft part of the vessel every two minutes.
- Sound the bell for 5 seconds and after that sound a gong for 5 seconds every minute.
- Sound the bell for about 5 seconds and after that sound the gong for about 5 seconds in the aft part of the vessel every two minutes.

What is the fog signal for a power driven vessel engaged in pushing another vessel ahead, but not as a composite unit?

- Two short blasts followed by one long blast every two minutes.
- One long blast every two minutes.
- Two short blasts and one long every one minute.
- One long blast followed by two short blasts every two minutes. ✓

What is the fog signal for a power driven vessel engaged in towing another vessel?

- Two short blasts followed by one long blast every two minutes.
- One long blast every two minutes.
- Two short blasts and one long every one minute.
- One long blast followed by two short blasts every two minutes. ✓

What is the fog signal of a fishing vessel not engaged in fishing?

- The fog signal one long blast followed by four short blasts.
- The fog signal one blast followed by three short blasts.
- The fog signal one blast followed by two short blasts.
- The normal fog signal for a power driven vessel of her size. ✓

What is the fog signal to be sounded by a 150 *metre*-long power driven vessel when aground in reduced visibility?

- Every minute a ringing of the bell for about 5 *seconds* and in addition three distinct strokes before and after the ringing of the bell and at the after end of the vessel immediately after the bell, a gong for about 5 *seconds*. ✓
- Sound the bell for about 10 *seconds*, plus three distinct strokes before and after the bell and in the after end of the vessel the gong for about 10 *seconds* every minute.
- Sound three blasts on the whistle, namely one long blast followed by two short blasts every two minutes.
- Sound the bell for about 5 *seconds*, plus three distinct strokes before and after the bell and in the after end of the vessel the gong for about 5 *seconds* every 2 *minutes*.

What is the night time signal, that may be displayed by a vessel to indicate she is constrained by her draught?

- Normal steaming lights of a power driven vessel of her size and in addition three all-round red lights in a vertical line where they can best be seen. ✓
- Normal steaming lights of a power driven vessel of her size and in addition two all-round red lights in a vertical line where they can best be seen.
- Normal steaming lights of a power driven vessel of her size and in addition a black cylinder, where it can best be seen.
- Normal steaming lights of a power driven vessel of her size and in addition three all-round lights, the upper and lower red and the middle one white, in a vertical line where they can best be seen.

What is understood by the term “*prolonged blast*”?

- A blast of about three seconds in duration.
- A blast of about two seconds in duration.
- A blast of about one second in duration.
- A blast of from four to six seconds in duration. ✓

What is understood by the term “*short blast*”?

- A blast of about three seconds in duration.
- A blast of about two seconds in duration.
- A blast of about one second in duration. ✓
- A blast of from four to six seconds in duration.

What manoeuvring signal would a power-driven vessel give to another vessel when they are in sight of each other, when altering course to port?

- Two short blasts. ✓
- One short blast.
- Three short blasts.
- A minimum of five short blasts.

What manoeuvring signal would a power-driven vessel give to another vessel when they are in sight of each other, when altering course to starboard?

- Two short blasts.
- One short blast. ✓
- Three short blasts.
- A minimum of five short blasts.

What manoeuvring signal would a power-driven vessel give to another vessel when they are in sight of each other, when going astern on the engines?

- Three short blasts on the whistle. ✓
- One short blast on the whistle.
- Two short blasts on the whistle.
- Five short and rapid blasts on the whistle.

When can the compass bearing of another vessel be altering, but risk of collision still exists?

- If the other vessel is a large one and close. ✓
- If the other vessel is a fishing vessel.
- If the other vessel is a fixed shore object.
- All of these options.

Which fog signal should a power driven pilot vessel under way and making way through the water on pilotage duty, sound in reduced visibility?

- If the other vessel is a large one and close. ✓
- If the other vessel is a fishing vessel.
- If the other vessel is a fixed shore object.
- All of these options.

Which fog signal should a power driven vessel constrained by her draught sound in reduced visibility?

- One long followed by two short blasts on the whistle every two minutes. ✓
- One long blast on the whistle every two minutes.
- Two long blasts on the whistle every two minutes.
- Four short blasts on the whistle every two minutes.

Which fog signal should a sailing vessel sound in reduced visibility?

- One long followed by two short blasts on the whistle every two minutes. ✓
- One long blast on the whistle every two minutes.
- Two long blasts on the whistle every two minutes.
- Four short blasts on the whistle every two minutes.

Which fog signal should a vessel engaged in fishing sound in reduced visibility?

- One long followed by two short blasts on the whistle every two minutes. ✓
- One long blast on the whistle every two minutes.
- Two long blasts on the whistle every two minutes.
- Four short blasts on the whistle every two minutes.

Which fog signal should a vessel engaged in towing or pushing another vessel sound in reduced visibility?

- One long followed by two short blasts on the whistle every two minutes. ✓
- One long blast on the whistle every two minutes.
- Two long blasts on the whistle every two minutes.
- Four short blasts on the whistle every two minutes.

Which fog signal should a vessel not under command sound in reduced visibility?

- One long followed by two short blasts on the whistle every two minutes. ✓
- One long blast on the whistle every two minutes.
- Two long blasts on the whistle every two minutes.
- Four short blasts on the whistle every two minutes.

Which of the following answers could be considered the correct immediate actions taken by bridge Officer of the Watch when the vessel enters an area of reduced visibility?

- Call the Master, sound the fog signal and put the engines on Standby. ✓
- Start the fog signal and reduce the speed to a safe speed.
- Call the Master and wait for his arrival on the bridge.
- Start the fog signal and call the Master.

Which of the following statements is correct within the Rules?

- You are not allowed to fish in a traffic separation area.
- You can enter a traffic separation only at the end points.
- It is important that all vessels in a traffic separation system keep the same speed.
- You should join a traffic separation system at as small angle to the general direction of traffic flow as practicable. ✓

Which of the following vessels is considered “*restricted in her ability to manoeuvre*”?

- A vessel stopped and making no way through the water.
- A vessel engaged in towing and showing only the conventional towing lights.
- A vessel sailing in a Traffic Separation Scheme.
- A vessel engaged in fishing. ✓

Which of the following vessels should keep out of the way of a large vessel, which is proceeding up a narrow channel?

- A sailing vessel.
- A ferry crossing the channel from starboard to port of the large vessel.
- A fishing vessel.
- All of the specified vessels. ✓

Which vessels are allowed to use an inshore traffic lane of a Traffic Separation Scheme?

- Vessels engaged in fishing.
- Sailing vessels.
- A vessel shorter than 20 metres.
- All of the suggested options. ✓

Would a “safe speed” in restricted visibility always be considered faster when a vessel has an operational ARPA radar, than with a vessel without a radar?

- Yes, always faster on a vessel with an ARPA.
- Not always, it may even be slower. ✓
- The speed should be the same in both cases.
- It would never be faster just because the ship has an ARPA.

You are Officer of the Watch and see another vessel displaying two cones points together and a cone point up on one side, this vessel is sighted dead ahead and the bearing is not altering. What actions should be taken?

- You give it right of way and alter your course to best keep to your track.
- Take early and substantial action to keep well clear of the other vessel. ✓
- The other vessel should give way to your vessel.
- Sound not less, than five short and rapid blasts on the whistle.

You are Officer of the Watch and you are approaching a bend in a narrow channel, where you cannot see round the bend. What action should you take?

- You should give one long blast on the whistle. ✓
- You should give one short blast on the whistle.
- You should give two short blasts on the whistle.
- You should give three short blasts on the whistle.

You are Officer of the Watch of a power driven vessel and your vessel is proceeding in fog, when you hear the fog signal of another power driven somewhere ahead of you. The signals seem to be getting closer, but nothing is detected on the radar. How should you proceed within the meaning of these rules?

- Reduce the speed to lowest manoeuvring speed and, if necessary, take all the way off and proceed with extreme caution.
- Slow down the speed and proceed with caution.
- Slow down the speed, keep a sharp lookout and change the fog signal to two long blasts.
- Stop the vessel and sound one long blast followed by two short blasts.

You are Officer of the Watch of a power driven vessel when your vessel encounters fog during your watch, what are the important initial actions, that should be taken under these Rules?

- All of the suggested answers.
- Call the Master.
- Ring Standby on the engines and reduce the speed to a safe speed as soon as possible.
- Start sounding the appropriate fog signal.

You are Officer of the Watch on a power driven vessel in a Traffic Separation Scheme, and sight a fishing vessel engaged in fishing inside the Traffic Separation Scheme. Who has the responsibility to keep clear?

- A vessel engaged in fishing shall not impede the passage of any vessel following a traffic line.
- A power driven vessel should keep clear of a vessel engaged in fishing.
- A fishing vessel is not allowed to fish within the Traffic Separation Scheme and should be forced to leave the area.
- Your vessel is in the Traffic Separation Scheme and therefore does not need to keep clear of other vessels.

You are Officer of the Watch on a vessel meeting another vessel in clear visibility on a collision course and you are the “give way” vessel. Under the Rules what action should you take to avoid a close quarter situation?

- You should take early and substantial action to keep well clear.
- You take whatever action is necessary to avoid a collision.
- You should avoid a collision by sounding one short blast and altering course to starboard.
- You should avoid a collision by altering course to port and giving two short blasts, under these Rules.

You are Officer of the Watch on a vessel when you observe another two vessels crossing from port, and both of these vessels are showing a black diamond and one is also showing three shapes, the highest and lowest are black balls, and the middle one a black diamond. What would be the most suitable initial action to be taken by your vessel under these Rules, if the bearing of the nearest vessel is only changing slowly?

- Slow down your vessel and allow the two vessels to pass ahead. ✓
- Maintain your course and speed as the vessels are crossing from port.
- Sound one short blast and make a series of small alterations of course to starboard.
- Maintain your course and speed until you are close to the other vessel, in case it makes an alteration of course.

You are Officer of the Watch on a vessel when you observe another two vessels crossing from port and both of these vessels are showing a black diamond. What would be the correct initial action to be taken by your vessel under these Rules, if the bearing of the nearest vessel is only changing slowly?

- Maintain your course and speed, and continually monitor the situation. ✓
- Slow down your vessel and allow the two vessels to pass ahead.
- Sound one short blast and alter your course to the starboard.
- Sound two short blasts and alter course to port.

You are Officer of the Watch on a vessel when you observe another vessel under full sail showing a black cone apex downwards and on a constant bearing of about 50° on your port bow. What would be the correct initial action to be taken by your vessel?

- Maintain your course and speed. ✓
- Alter your course to the port and sound two short blast on the whistle.
- Alter your course to the starboard and sound one short blast on the whistle.
- Reduce your speed until the other vessel has passed ahead.

You are Officer of the Watch proceeding in fog and hear one long blast every two minutes coming from ahead by a vessel approaching, which you have been tracking on your ARPA, and know, that there a risk of a close quarter situation. What would be considered the best action to take?

- You reduce your speed to a minimum manoeuvring speed, navigate with extreme caution and keep your engines ready to stop.
- You should take avoiding action in ample time avoiding an alteration to port. ✓
- You alter your course 15° to the starboard.
- You should make a series of small alterations to starboard.

You are Officer of the Watch proceeding on your voyage in bad visibility; you have plotted a target on the radar screen and see, that it is a ship on a collision course. What are the recommended actions to be taken in this situation?

- Avoid an alteration of course towards a vessel abeam or abaft the beam.
- Avoid an alteration to port for a vessel forward of the beam, other than for a vessel being overtaken.
- Take action in ample time and avoid a series of small alterations.
- All of the suggested answers. ✓

You are Officer of the Watch and observe another vessel approaching from the port side across your course line and showing a red light over a white light, and another white light on its starboard side, and also a green side light. What would be the correct action to be taken by your vessel, if a close quarter situation is developing?

- Sound two short blasts and alter course to starboard.
- Sound one short blast and alter course to port.
- Maintain your course and speed for a crossing vessel from port.
- Take early and substantial action to keep well clear. ✓

You are Officer of the Watch and observe another vessel approaching from the port side across your course line and showing two black cones points together and a cone point upwards on its starboard side. What would be the correct action to be taken by your vessel, if a close quarter situation is developing?

- Sound two short blasts and alter course to starboard.
- Sound one short blast and alter course to port.
- Maintain your course and speed for a crossing vessel from port.
- Take early and substantial action to keep well clear. ✓

You are bridge Officer of the Watch in poor visibility, and plot another vessel on the radar, approaching your ship from the port side, so as to involve a close quarter situation. Which of the following is the most suitable action required under these Rules?

- Make a small reduction in speed to allow the other vessel to pass ahead.
- Maintain your course and speed as the "stand-on" vessel.
- Make an early and substantial alteration of course to port.
- Make an early and substantial alteration of course to starboard. ✓

You are Officer of the Watch, and you are approaching a bend in a narrow channel, where you cannot see round the bend, and you sound one long blast on the whistle. What action would you expect an approaching vessel on the other side of the bend to answer to your signal?

- It should answer with one long one short one long and one short blast on the whistle.
- It should answer with two short blasts on the whistle.
- It should answer with one short blast on the whistle.
- It should answer with one long blast on the whistle. ✓

You are Officer of the Watch of a power driven vessel proceeding in a narrow channel, and hear two long blasts, followed by one short blast coming from astern of your vessel. What is the meaning of this signal?

- It is a pilot vessel coming up from the stern.
- It is a ship, that is intending to pass you on your port side.
- It is a ship, that is intending to pass you on your starboard side.
- It is a ship, that is intending to pass you on your starboard side, where you need to take some action to allow this manoeuvre. ✓

You are Officer of the Watch of a power driven vessel, proceeding in narrow channel, and hear two long blasts, following by one short blast coming from astern of your vessel. What should you give in response to this signal, if you feel doubtful of the safety of their intended manoeuvre?

- At least five short and rapid blasts. ✓
- One short blast.
- One long blast.
- One long one short one long and one short blast.

You are Officer of the Watch of a power driven vessel proceeding in a narrow channel, and hear two long blasts, followed by one short blast coming from astern of your vessel. What should you give in response to this signal?

- If in agreement to being overtaken – one long one short one long and one short blast, and take the appropriate action to allow passing. ✓
- One short blast.
- One long blast.
- If in agreement to being overtaken – one long one short one long and one short blast.

You are on a power driven vessel approaching the vessel illustrated (showing one black ball), directly ahead on your course line. What is the correct action to be taken by your vessel?

- Taking into account any navigational hazards, take early and substantial action to keep well clear. ✓
- Taking into account any navigational hazards, you should adjust your course to avoid passing ahead of the other vessel.
- Taking into account any navigational hazards alter course to starboard.
- Slow down and allow the other vessel to pass clear of your vessel.

You are on a power driven vessel, approaching the vessel illustrated (showing two white lights), directly ahead on your course line. What is the correct action to be taken by your vessel?

- Taking into account any navigational hazards, take early and substantial action to keep well clear. ✓
- Taking into account any navigational hazards, you should adjust your course to avoid passing ahead of the other vessel.
- Taking into account any navigational hazards alter course to starboard.
- Slow down and allow the other vessel to pass clear of your vessel.

You are on a vessel approaching a Traffic Separation Scheme, and wish to enter a port within the inshore traffic zone on the side of the Scheme, which is used by vessels coming in the opposite direction. What is the correct approach to safely gain entry into the destination port in compliance with the Rules?

- Take the "inshore traffic zone" and keep out of the main lanes of the scheme. ✓
- Enter the scheme in the correct main lane, and at the appropriate position alter hard over and cross the other lane on a course at right angles to the main traffic.
- Enter the scheme into correct main lane, and cross over the scheme at, as small angle as possible, to the general direction of traffic flow.

Your vessel is a deep draught vessel, and is approaching the entrance to a narrow channel. Which of the following answers provide the most appropriate instructions on how you should proceed?

- Reduce to a safe speed, keep a sharp lookout and keep to the starboard side of the fairway. ✓
- Reduce the speed and keep in the centre of the channel for maximum depth.
- Reduce your speed and keep a sharp lookout.
- Engines on standby ready to reduce your speed when required, and stay to the starboard side of the fairway.

Your vessel is approaching a bend in a narrow channel with an obstructed view ahead. How should you proceed?

- All of the suggested answers. ✓
- Proceed at a safe speed.
- Sound one long blast.
- Keep to the starboard side of the fairway.