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**CÁC BẠN HÃY ĐỌC VÀ
TRẢ LỜI BẰNG TIẾNG ANH CÁC CÂU HỎI DƯỚI ĐÂY
SẼ GIÚP ÍCH RẤT NHIỀU ĐỂ HỌC THUỘC COLREGS**

 **Rules of the Road (Questions and Answers)**

The following questions/answers came from candidates right after they had finished their oral exam - these are the questions that the captain had asked them about the Rules of the Road

Rule 2 Responsibilities

(Q) Define Rule 2-Responsibilities?

(a) That everybody is responsible for any action taken aboard a vessel, and if involved in a collision then both parties are at fault, because the stand-on vessel did not use rule 7 risk of collision and rule 8 Action to avoid collision.

(Q) What is the responsibilities of a skipper on the vessel?

(a) To make sure the vessel is a safe and healthy working environment

(Q) What are the responsibilities of individuals aboard your vessel?

(a) To make sure their health is good and if they see any dangers then to report them to the skipper

Rule 3 General Definitions

(Q) Describe the term "not under command"?

(a) Means a vessel through some exceptional circumstances is unable to deviate from the course she is following.

(Q) Describe the term "vessel restricted in her ability to manoeuvre"?

(a) Is a vessel through the nature of her work; she is unable to deviate from her course she is following.

(Q) Describe a "vessel constrained by her draught"?

(a) Is a power-driven vessel, because of her draught in relation to the depth of water she is in, cannot deviate from the course she is following

(Q) Describe the word "Underway"?

(a) When a vessel is not at anchor, aground or made fast to the shore, and is only going through the water by tide and/or wind.

(Q) Describe the word "Makingway"?

(a) When a vessel is being propelled through the water by engine propulsion, sails or oars.

(Q) In the Rules of the road, in some rules the word "vessel" comes up, but what would you say a vessel is?

(a) Any type of watercraft than can carry personnel.

(Q) Describe a power-driven vessel?

(a) Any vessel that has an engine to propel herself through the water

(Q) Describe a sailing vessel?

(a) A vessel using sails & not using engine propulsion to push her through the sea.

(Q) Describe the word "seaplane"?

(a) Any aircraft that can land on water.

(Q) You asked about the "Length & Breadth" of your vessel, what is this?

(a) The longest length of your vessel and the widest part of the vessel, you'll get this from your "Stability book" and the "Record of particulars"

(Q) The term "when vls are in sight of one another" what does this mean?

(a) When you can see the vl visually by the naked eye during daylight or at night, Rule 34 explains the sound signals used "When vessels are in sight of one another"

Rule 5 Look-out.

(Q) Describe rule 5 look-out?

(a) By keeping a good look-out using eyes, ears and by using all navigation aids including radios for listening out for nav. warnings, so you can appraise any situation ahead of you.

Rule 6 Safe Speed.

(Q) Describe a safe speed by all vessels?

(a) Every vessel shall go at a safe speed so that you can stop your vessel in half the distance you can see and use the other half to manoeuvre away from danger, taking the following factors into account: - **By all**

vessels:-

- (i) the state of visibility
- (ii) density of traffic
- (iii) how manoeuvrable your vessel is, and how quick you can stop your vessel
- (iv) the glare of your lights or light from the shore, you might not see the harbour entrance
- (v) weather, sea state and any navigation hazards
- (vi) the draught of your own vessel

(Q) Describe a safe speed by vessels with operational radar?

- (i) the limitations of your radar
- (ii) the scale in use (too small a scale could be hiding targets)
- (iii) weather, sea and rain clutter (target could be hiding in clutter)
- (iv) ice, small vessels not detected by radar
- (v) vessels detected by radar

(vi) determine the range of other vessels

Rule 7 Risk of Collision.

(Q) What would you use to determine a risk of collision?

(a) Compass, radar and visual bearings (visual bearings being the most reliable)

(Q) What scale is your radar(s) on?

(a) 6 and 12 miles.

(Q) Why is your radar on the 12 miles scale?

(a) For early detection of targets.

(Q) You've taken 1 radar plot of a target, would you alter with this plot?

(a) No.

(Q) You've taken a 2nd radar plot of a target, would you alter with this plot?

(a) No.

(Q) Why would you not alter with 1 and 2 plots?

(a) Rule 7 part (c) says not to rely on scanty info, especially scanty radar info.

(Q) What are the dangers with radar plotting?

(a) Time is being wasted and could put your vessel into a collision course

(Q) If the bearings are steady, is there a risk of collision?

(a) Yes.

(Q) If the bearings are not steady, could there still be a risk of collision?

(a) Yes.

(Q) What situations?

(a) With a large vessel, a long tow or a close quarter situation.

(Q) If plotting a vessel towing a vessel towing another vessel with the length of tow being 2 miles long, what are you going to take bearings of?

(a) The stem of the towing vessel and the stern of the vessel being towed, everything in between is a risk of collision.

Rule 8 Action to avoid collision.

(Q) What 4 actions can you take to avoid a collision?

(i) an early and bold alteration of course, as long as you do not put your vessel into another close quarter situation/risk of collision with another vessel

(ii) slow your vessel down

(iii) stop your vessel

(iv) come astern with your vessel

(Q) Why are you always making an alteration of course, why do you not stop your vessel?

(a) To make sure the risk of collision/close quarter situation is taken out, also the other vessel will see the change of aspect of your vessel (Visually and by radar)

(Q) If you make an alteration of course, what have you to watch out for?

(a) That you do not put yourself into a close quarter situation with another vessel.

(Q) If you make an alteration of course, why is it dangerous to make a series of small alterations?

(a) Because you could go into a close quarters situation/risk of collision

(Q) If you're unsure about what to do in a situation, what's the best thing to do?

(a) Slow your vessel down, best to stop your vessel altogether.

Rule 9 Narrow Channels.

(Q) What side of the narrow channel would you keep?

(a) The starboard side of the narrow channel as long as your vessel is in safe water.

(Q) What would you sound to overtake a vessel's starboard side?

(a) (Morse "G") (2 prolonged blasts followed by 1 short blast on the whistle)

(Q) What would you sound to overtake a vessel's port side?

(a) (Morse "Z") (2 prolonged blasts followed by 2 short blasts on the whistle)

(Q) What would you sound if you agree to be overtaken in a narrow channel?

(a) (Morse "C") (1 prolonged, 1 short, 1 prolonged, 1 short blast on the whistle)

(Q) What would you sound if you disagree to be overtaken in a narrow channel?

(a) (5 or more short and rapid blasts on the whistle)

(Q) What would you sound coming up to a bend in a narrow channel?

(a) (1 prolonged blast on the whistle)

(Q) If there is another vessel coming around the bend and he heard your warning signal, what would he sound?

(a) (1 prolonged blast on the whistle to let you know he is there)

(Q) What 3 vessels do not impede any other vessels using a narrow channel?

(a) A fishing vessel, sailing vessel and vessels under 20 metres

(Q) Are you allowed to cross a narrow channel?

(a) Yes, as long as you do not impede any vessel using the narrow channel

(Q) If you were in a narrow channel, and there is a vessel crossing a narrow channel, what would you sound to get him to stop & let you pass?

(a) 5 or more short & rapid blasts on the whistle to indicate that you're unsure of his intentions.

Rule 10 Traffic Separation Schemes.

(Q) How do you join a lane?

(a) At the start of a lane or at a small angle as possible to the lane.

(Q) How do you leave a lane?

(a) At the end of a lane or at a small an angle as possible to the lane.

(Q) How do you cross the lanes?

(a) At 90 degrees to the lane.

(Q) Why 90 degrees?

(a) Because it's the quickest way across, and vessels in the lane can see the aspect of your vessel.

(Q) If crossing a lane, what 3 vessels do not impede any vl using a lane?

(a) A fishing vessel, a sailing vessel and a power-driven vessel under 20metres.

(Q) What vessels can use the inshore zone?

(a) A power-driven vessel under 20 metres, sailing vessels, fishing vessels, vessels going to or from a port, going from port to port in the scheme, going into anchor to do emergency repairs, to avoid immediate danger, to lay submarine cables or to do repairs to buoys within the scheme.

(Q) What vessels can use the traffic separation zone?

(a) Fishing vls, anchor for emergency repairs, crossing vessels, to avoid immediate danger, to lay submarine cables or to do repairs to buoys within the scheme.

(Q) Where can you anchor in a scheme?

(a) Anywhere, as long as it's to do emergency repairs, try and avoid anchoring in the lanes and at the terminations.

(Q) What would you do if you had to stop your main engine to do emergency repairs in a lane and had to anchor?

(a) Call up the port and advise them, also put out a security warning other vessels that you're at anchor, put up anchor lights and daytime signal.

(Q) Where can you fish in the scheme?

(a) Anywhere, but if fishing in a lane then go with the flow of traffic, and try and avoid fishing at the terminations.

(Q) Would you fish in a traffic separation scheme?

(a) This is a personnel question, there is a lot of large traffic there; you would be putting your crew and vessel into dangerous situations.

(Q) Could a supertanker leave a lane at 90 degrees come into the inshore zone to a pilot station, pick up a pilot and then cross to the opposite inshore zone at 90 degrees?

(a) No, he would have to leave the lane at a small an angle as possible to the lanes.

(Q) If you're in a power-driven vessel, crossing a scheme and on your port bow is another power-driven vessel in a lane, the bearing are steady and the distance is closing, what are you going to do?

(a) First find out length of vessel you are in.

(Q) Does it matter what size the power-driven vessel is that you're in?

(a) Yes, if under 20 metres and crossing a lane, then you would have to give way to every vessel in the lane.

(Q) Your in a 30 metres power-driven vessel crossing a lane, and there is a power-driven vessel on your port bow in a lane, the bearings are steady and the distance is closing, what are you going

to do?

(a) Stand-on with caution, maintaining your course and speed.

(Q) How would the power-driven vessel leave the lane?

(a) He would make an early and bold alteration to starboard sounding 1 short blast on the whistle indicating he is altering to starboard.

(Q) Would he line up your stern and go around it?

(a) No, this would be a close quarter situation and could make you alter your course and put into a collision course with another vessel.

(Q) After the vessel came around your stern, how would he get back into the lane?

(a) At a small angle as possible to the general flow of traffic.

(Q) If you were in any vl, just outside the scheme, would you manoeuvre here?

(a) No, it says if not using the scheme, then to give it a wide a margin as possible.

(Q) If you're fishing in a lane, and there is a power-driven vessel overtaking you, what are you going to do?

(a) Stand-on with caution, you have to use rule 13 Overtaking.

(Q) If you're crossing a lane in a fishing vl & any vessel is on your port bow in a lane, the bearings are steady & the distance is closing, what are you going to do?

(a) If you're crossing & the bearings are steady, then you have to give-way to all vls in a lane.

Short cut to remember which vessels use the inshore zone & the separation zone

Vessels that can use Inshore Zone	Vessels that can use the Separation Zone
3 boats + P.P.AID	FACID
Fishing Sailing PDV under 20 metres Boats going from Port to Port Boats anchoring Boats leaving the lane to avoid immediate danger Also Vessels restricted in her ability to manoeuvre laying cables/buoys	Fishing Vessels Vessels going into Anchor Crossing vessels Boats leaving the lane to avoid immediate danger Also Vessels restricted in her ability to manoeuvre laying cables/buoys

Rule 12 Sailing vessels**(Q) On a sailing vessel, what is deemed as the windward side?**

(a) Opposite side to which the main sail is carried, windward side is usually the port side of the vessel.

Rule 13 Overtaking.**(Q) What's classed as an overtaking vessel?**

(a) When you're coming up on another vl MORE than 22.5 degrees abaft the

beam.

(Q) What light will you see at night if you're overtaking another vessel?

(a) The sternlight of the other vessel.

(Q) What are your priorities when overtaking another vessel?

(a) To keep well clear of the vessel being overtaken until well past and clear.

(Q) What distance would you say is well past and clear?

(a) At least 4 miles.

(Q) If you're overtaking another vessel and now you're abeam of the other vessel are you overtaking or crossing?

(a) You're still an overtaking vessel until well past and clear

(Q) If you're in any vl & any vl is overtaking you what would you do?

(a) Stand-on with caution keeping your course and speed.

(Q) If you're coming up on a vessel at 22.5 degrees abaft the beam, are you a crossing vessel or overtaking vessel?

(a) You're a crossing vessel, the word MORE is missing.

(Q) If you're overtaking a vessel, you're on his starboard quarter and the other vessel is on your stem, what action will you take?

(a) Take the shortest course, sound 2 short blasts on the whistle and make an early and bold alteration to port and go around the other vessel's stern.

(Q) If you're overtaking a vessel, you're on his port quarter and the other vessel is on your stem, what action will you take?

(a) Take the shortest course, sound 1 short blast on the whistle and make an early and bold alteration to starboard and go around the other vessel's stern.

(Q) If you're coming up on a vessel, and one minute you're seeing his sternlight, then his sidelight, then his sternlight, is this a crossing situation or an overtaking situation?

(a) This is an overtaking situation.

Rule 14 Head-on Situations.

(Q) According to the rule, what types of vessels do you need?

(a) 2 power-driven vessels.

(Q) In a head-on situation between 2 power-driven vessels, how do you know it's a head-on situation at night?

(a) Because you would see his masthead light in between his sidelights.

(Q) What action will you take with 2 P-driven vls in a head-on situation?

(a) Both vessels will sound 1 short blast on the whistle and make an early and bold alteration to starboard.

(Q) What action will you take if you're in a power-driven vl, & in a head-on situation with a fishing vl, also what action would the fishing vessel take?

(a) You will sound 1 short blast on the whistle and make an early & bold alteration to stb'd, the fishing vl will stand-on with caution because he is most hampered.

Rule 15 Crossing Situations.

(Q) What type of vessels do you need for this rule?

(a) 2 power-driven vessels.

(Q) How do you know who is the giveaway vessel in a crossing

situation?

(a) You're the giveaway vl if you have another power-driven vl on your stb'd side.

Rule 16. Action by Giveaway Vessels.**(Q) If you were the Giveaway vessel, what action would you take?**

(a) Make an early and bold alteration of course, you could slow down, stop your vessel or come astern, but if plenty of distance, an alteration is the best means to avoid a collision.

Rule 17. Action by Stand-on Vessels.**(Q) If you're the stand-on vessel, what action will you take?**

(a) Stand-on with caution, keeping your course and speed.

(Q) If the Giveaway vl were standing on, what warning signal would you give him?

(a) 5 or more short & rapid blasts on the whistle, to indicate that you are unsure of his intentions.

(Q) If you're in a power-driven vessel, and on your port bow there is another power-driven vessel, who is standing-on, collision course, you've gave him 5 or more short and rapid blasts on the whistle, you got no response from him, what action will you take now?

(a) Make an early and bold alteration away from him, in this case, 1 short blast on the whistle & an early & bold alteration to starboard and show him your sternlight.

(Q) If you're in a fishing vessel, & on your starboard bow is a sailing vessel, who is standing-on, collision course, you've gave him 5 or more short and rapid blasts on the whistle, you got no response from him, what action will you take now?

(a) Make an early and bold alteration away from him, in this case, 2 short blasts on the whistle and make an early and bold alteration to port.

(Q) What actions for the stand-on vessel if the giveaway vessel stands-on?

(a) If the giveaway vl stands on; the stand-on vl may alter course (outside 4 miles)

(inside 4 miles) If in a close quarter situation and the giveaway vessel stands on; the stand-on vessel shall alter course

Rule 18. Responsibilities between vessels.**(Q) If you are in a power-driven vessel, there are 6 vessels that you should give way to, name them?**

(a) A power-driven vessel on your starboard bow.

(b) A sailing vessel

(c) A fishing vessel

(d) A vessel not under command

(e) A vessel restricted in her ability to manoeuvre

(f) If the circumstances of the case admit, a vessel constrained by her draught.

(Q) If you are in a fishing vl, then you've to give way to 4 vls, name them?

- (a) A fishing vessel on your starboard bow
- (b) A vessel not under command
- (c) A vessel restricted in her ability to manoeuvre
- (d) If the circumstances of the case admit, a vessel constrained by her draught.

(Q) If you're in a power-driven vessel, or fishing vessel, would you stand-on or give way to a vessel constrained by her draught?

- (a) Your best to Give way to a vessel constrained by her draught.

(Q) Is there any rule that says you should try to avoid impeding the safe passage of a vessel constrained by her draught?

- (a) Yes, Rule 18d part (1) says any vessel other than a vessel not under command or a vl restricted in her ability to manoeuvre, shall if the circumstances of the case admit avoid impeding the safe passage of a vessel constrained by her draught.

(Q) Usually what type of vessel would a vl constrained by her draught be?

- (a) Very large supertanker carrying crude oil.

(Q) So what would happen if you stood-on to a vessel constrained by her draught?

- (a) She could easily go aground and tear the bottom out of her hull, causing a major ecological disaster, killing all seabirds, covering the coastline with oil, pollution at its worst.

A power-driven vessel gives way to.....

A fishing vessel gives way to....

<p>3 Big 2 small 1 awkward</p>	<p>Restricted in her ability to manoeuvre Not under command Constrained by her draught</p> <p>Sailing Fishing</p> <p>A power-driven vessel on your own starboard side</p>	<p>3 Big 1 awkward</p>	<p>Restricted in her ability to manoeuvre Not under command Constrained by her draught A fishing vessel on your own starboard side</p>
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Rule 19. Conduct of vessels in Restricted Visibility.

(Q) What does Rule 19 mean to you?

- (a) This Rule applies to all vessels in or near an area of Restricted Visibility.

IN OTHER WORDS: -

(THERE ARE NO STAND_ON VESSELS IN RESTRICTED VISIBILITY)

(Q) What would you say a safe speed was in Restricted visibility?

(a) A speed that you could stop your vessel in half the visible distance you could see, so you could alter using Rule 19 (d) parts (i) and (ii)

(Q) What does part (a) say?

(a) This Rule Applies to all vessels in or near an area of restricted visibility

(Q) What does part (b) say?

(a) Go at a safe speed and have your engines ready for immediate manoeuvres

(Q) What does part (c) say?

(a) Have Due regards to the prevailing condition

Rule 18 Responsibilities tips

A Power-driven vessel Givesway to 6 vessels;

**(3 Big) Not Under Command
Restricted in her ability to manoeuvre
If the Circumstances of the case admit a vessel
Constrained by her draught**

**(2 Small) A Fishing vessel
A Sailing vessel**

(1 Awkward) A Power-driven vessel showing you a port side light

A Fishing vessel Givesway to 4 vessels;

**(3 Big) Not Under Command
Restricted in her ability to manoeuvre
If the Circumstances of the case admit a vessel
Constrained by her draught**

(1 Awkward) A Fishing vessel showing you a port side light

In both the above tables both vessels givesway to;

**Not under command.
Restricted in her ability to manoeuvre.
Constrained by her draught.**

Questions about vessels;

(Q) Define a vessel not under command?

(a) A vessel through some exceptional circumstances is unable to deviate from the course she is following.

(Q) Define some exceptional circumstances?

(a) Engine failure, lost rudder, lost steering, crew all have food poisoning, vessel sinking, fatigued crew but this should never happen, radio communication lost.

(Q) Mis-use of not under command lights is a common thing, so why do vls do it?

(a) To keep other vessels away from them.

(Q) If you saw a vessel mis-using not under command lights what would you do?

(a) Report the vessel to the coastguard.

(Q) A vessel constrained by her draught, usually what type of vessel is she?

(a) A Super-tanker.

(Q) What cargo could she be carrying?

(a) Crude oil.

(Q) What would happen if you stood on to a vessel constrained by her draught?

(a) Nothing should happen, the captain of the vl constrained by her draught should be navigating with particular caution because of his special condition.

(Q) What would happen to the tanker if he could not stop his vessel quick enough because you stood on?

(a) He could easily go aground and rip his tanks open.

(Q) What damage would happen to the sea and coast?

(a) There would be an ecological disaster, all sea life would perish and the beaches would take forever to clean up.

(Q) So it would be best to stay clear of a vessel constrained by her draught if possible?

(a) Yes.

(Q) What 2 vessels can stand-on for a vessel constrained by her draught?

(a) A vessel not under command and a vessel restricted in her ability to manoeuvre.

(Q) Define a vessel restricted in her ability to manoeuvre?

(a) A vessel through the nature of his work cannot deviate from his course he is following.

(Q) What types of vessels can be restricted in her ability to manoeuvre?

(a) A seismic vessel, a minesweeper, a vessel towing something, someone being transferred between 2 vessels, an aircraft carrier.

Overtaking Situations

(1) What is deemed as an overtaking vessel? *(a) When your coming up on another vessel more than 22.5 degrees abaft the beam*

(2) What light will you see at night if you're overtaking? *(a) Only the sternlight*

(3) You're overtaking another vessel, now you're abeam of him, are you a crossing or overtaking vessel now? *(a) Once you begin to overtake a vessel you remain an overtaking vessel until well past and clear*

(4) You have passed the vessel you're overtaking, you're about a mile past him, can you alter course now? *(a) As a Rule Of Thumb, Make a Close Quarter Situation 4 miles out in the open sea, so No this is not enough distance clear of the vessel being overtaking*

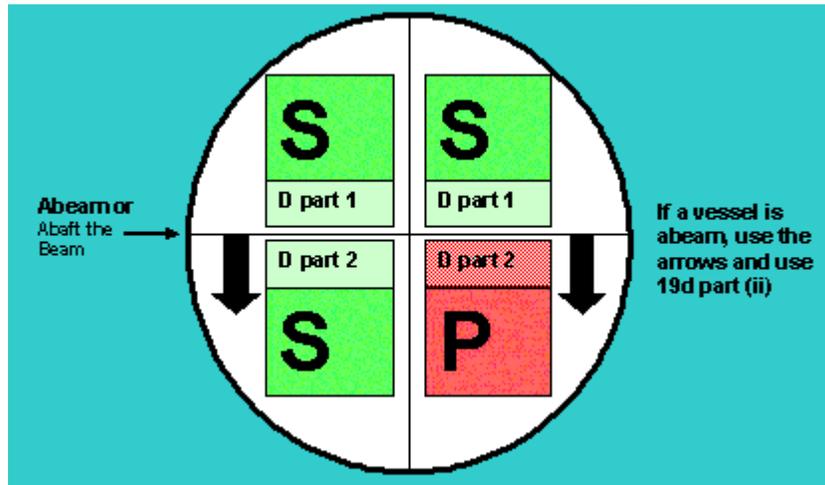
(5) You're overtaking another vessel, when can you become a crossing vessel? *(a) Once you're well passed and clear (at least 4 miles)*

(6) You're coming up on a vessel at 22.5 degrees abaft his beam, are you a crossing or overtaking vessel now? *(a) You're a crossing vessel, you have to be more than 22.5 degrees abaft his beam to be overtaking (22.6 degrees is overtaking) (The word MORE is missing)*

(7) You're coming up on another vessel at 22.5 degrees abaft the beam, what light will you see at night, the sidelight or the sternlight? *(a) The sidelight, you won't see the sternlight till you're more than 22.5 degrees abaft the beam*

- (8) Your overtaking another vessel, your vessel is sheering, one minute you see a sternlight then a sidelight then a sternlight then a sidelight, are you a crossing or overtaking vessel?
(a) If in doubt you make yourself an overtaking vessel and go around the stern of the vessel your overtaking
-
- (9) A vessel Not Under Command is overtaking you, will you stand-on or give way to this vessel, he is having major problems steering?
(a) He is duty bound to keep clear of you, so you will stand-on with caution (BE VERY CAUTIOUS WITH THIS VESSEL OVERTAKING YOU)
-
- (10) You're in a power-driven vessel in a traffic lane and any vessel is overtaking you, what are you going to do?
(a) Stand-on with caution, maintaing your course and speed
-
- (11) You're in a sailing vessel in a traffic lane and any vessel is overtaking you, what are you going to do?
(a) Stand-on with caution, maintaing your course and speed
-
- (12) You're in a fishing vessel in a traffic lane and any vessel is overtaking you, what are you going to do?
(a) Stand-on with caution, maintaing your course and speed
-
- (13) In restricted visibility, your overtaking another vessel, will you stand-on or give way?
(a) There are no stand-on vessels in restricted visibility, any situation in restricted visibility everyone givesway
-
- (14) In restricted visibility you're overtaking another vessel, how ill you decide on the best way to pass him?
(a) Take the quickest way past him so you can get back onto your original course, go around the vessel being overtaken's stern, (Never pass ahead of him)
-
- (15) What does it say in Rule 19 Restricted Visibility about overtaking vessels (Rule 19d part (i) ?
(a) Avoid an alteration to port for a vessel forward of the beam, other than for a vessel being overtaken (in other words - UNLESS YOUR AN OVERTAKING VESSEL)

RULE 19 - Restricted Visibility & Fog Related Questions Question - Answers and Tips



Imagine That the image above is your Radar Screen and your vessel is in the middle of the screen, we then split the radar screen into four quarters

With the Diagram above:

If there is an "S" then you would make an early and bold alteration to Starboard

If there is a "P" then you would make an early and bold alteration to Port

if there is a vessel dead astern of you and he's overtaking you then you can alter either way

If there's a vessel on your starboard beam, then alter hard to Port

If you're overtaking a vessel "Take the shortest possible route" to get back onto your original course and go around his stern (Avoid as much as possible crossing ahead of the vessel your overtaking, this is a very dangerous manoeuvre)

Questions and Answers with tips

(Q) What Does Rule 19 mean to you?

(a) The Conduct of vessels in or near an area of restricted visibility

(Q) What is a safe speed in restricted visibility?

(a) A speed that you can stop in half the visible distance you can see, so you can manoeuvre out of danger in the other half (if the visibility is zero, then minimum speed that you can keep your course)

(Q) What does Rule 19 part (a) say?

(a) This Rule applies to ALL vessels in or near an area of Restricted visibility

(so if you're in a power-driven vessel and the other vessel is "Not Under Command", both vessels have to use Rule 19 and both have to give way

(Q) What does Rule 19 part (b) say?

(a) Every vessel shall go at a safe speed & have her engines ready for immediate manoeuvre

(Q) What does Rule 19 part (c) say?

(a) Every vessel shall have due regards to the prevailing conditions and circumstances of restricted visibility

(What it means)

(i) Keep an eye on the weather,

(ii) Get the skipper up and double up the watch,

(iii) Open the windows and listen for fog signals,

(iv) Start to sound your own fog signal

(v) Man the radar's

(vi) Have your engines ready to stop or come astern

(vii) Be ready to switch the autopilot off and go onto manual steering

(viii) Close all watertight doors - in case of a collision

(Q) What does Rule 19 (d) say?

(a) Take a series of Radar Bearings to see if a risk of collision/close quarters situation exists and if so then the following should be avoided (d parts i & ii)

(Q) What does Rule 19 (d) part (i) say?

(a) Avoid an alteration to PORT for a vessel forward of the beam - unless your overtaking

(Q) What does Rule 19 (d) part (ii) say?

(a) Avoid an alteration towards a vessel abeam or abaft the beam

(Q) What does Rule 19 part (e) say?

(a) If you hear a fog signal but can't detect him on radar or cannot avoid a close quarter situation, then slow down your vessel and if still unsure stop your vessel until the danger is finally past and clear

(Q) In restricted visibility- you've detected a vessel, but what does detect mean?

(a) That you can see the target on your radar screen

(Q) If you plot a vessel on radar and the 3 bearings are steady what does this mean?

(a) That you are on a collision course

(Q) If you plot a vessel on radar and the 3 bearings are nearly steady, what does this mean?

(a) That you are going into a close quarter situation/collision course

(Q) You have just one plot of a target on screen, what are you going to do with this?

(a) Keep plotting him, this is scanty radar information & can't be relied upon

(Q) You have two plots of a target on screen, what are you going to do with this?

(a) Keep plotting him, this is scanty radar information & can't be relied upon

(Q) You have 3 plots of a target on your starboard bow bearings steady - what are you going to do?

(a) Make an early and bold alteration to Starboard - other vessel should do the same (Rule 19 d part (i) for you)

(Q) What manoeuvring signal will you make for that manoeuvre?

(a) None, manoeuvring signals are only used when "VESSELS ARE IN SIGHT OF ONE ANOTHER"

(Q) You have 3 plots of a target on your port bow-bearings steady-what are you going to do?

(a) Make an early and bold alteration to Starboard - other vessel should do the same (Rule 19 d part (i) for you)

(Q) You have 3 plots of a target on your port beam - bearings steady - what are you going to do?

(a) Make an early and bold alteration to Starboard - other vessel should do the same (Rule 19 d part (ii) for you)

(Q) You have 3 plots of a target on your port quarter - bearings steady - what are you going to do?

(a) Make an early and bold alteration to Starboard - other vessel can go to port/starboard if he is overtaking you (Rule 19 d part (ii) for you)

(Q) You have 3 plots of a target dead astern - bearings steady - what are you going to do?

(a) Make an early and bold alteration to Starboard/Port - other vessel can go to port/starboard if he is overtaking you (Rule 19 d part (ii) for you)

(Q) You have 3 plots of a target on your Starboard quarter - bearings steady -

what are you going to do?

(a) Make an early and bold alteration to Port - other vessel can go to port/starboard if he is overtaking you (Rule 19 d part (ii) for you)

(Q) You have 3 plots of a target on your Starboard beam - bearings steady - what are you going to do?

(a) Make an early and bold alteration to Port - other vessel should go to starboard (Rule 19 d part (ii) for you)

(Q) You have taken 2 plots of a vessel on your starboard bow and about to take a third plot when you blew a fuse on your radar, the engineer is trying to find a fuse, what are you going to do?

(a) Stop your vl & change your fog signal if in a power-driven vl to 2 prolonged blasts on the ships whistle, if in a hampered vl then leave the fog signal as 1 prolonged blast followed by 2 short blasts on the ships whistle

(Q) What distance would you say is a close quarter situation?

(a) Out in the open sea - 4 miles

(Q) Your engineer has fixed the radar but in the time it took him to find a fuse you have landed in a close quarter situation, what are you going to do?

(a) Come full astern with the vessel and hopefully miss the oncoming vessel, if there was a collision then you would lessen the damage

(Q) What is the fog Signal for a fishing vessel - Underway or Making way?

(a) One prolonged blast followed by two short blasts on the ships whistle at intervals not exceeding two minutes

(Q) What is the fog signal for a power-driven vl - Underway or Makingway?

(a) ONE prolonged blast if Makingway and TWO prolonged blasts if Underway on the ships whistle at intervals not exceeding two minutes

(Q) What is the fog signal for the following?

(i) A Sailing vessel

(ii) A fishing vessel

(iii) A vessel Not Under Command

(iv) A vessel Restricted in her ability to manoeuvre

(v) A vessel Constrained by her Draught

(vi) A vessel engaged in towing something

(vii) A minesweeper

(viii) A dredger

(a) One prolonged blast followed by two short blasts on the ships whistle at intervals not exceeding two minutes

(Q) What is the fog signal for the following?

(i) A pilot vessel

(ii) A supertanker

(iii) A ferry

(iv) A passenger liner

(v) A hovercraft

(vi) A sailing vessel with a cone apex down

(vii) A fishing vessel with his fishing gear still on the vessel

(a) If Makingway - ONE prolonged blast and if Underway TWO prolonged blasts on the ships whistle at intervals not exceeding 2 minutes

(Q) What is the fog signal for a vessel towing a manned vessel?

(a) One prolonged blast followed by two short blasts by the towing vessel and the vessel being towed will sound One prolonged blast followed by three short blasts on the ships whistle at intervals not exceeding 2 minutes

The towing vessel sound his signal immediaty after the towing vessels signal

(Q) What is the Pilots identity signal?

(a) He may if he want sound an identity signal of 4 short blasts on the ships whistle

(There is no Time limit with the pilots identity signal)

(Q) What is the fog signal of a Pilot vessel underway - then Makingway?

(a) When UNDERWAY - 2 prolonged blasts on the ships whistle followed by 4 short blasts to indicate he has a pilot onboard

When MAKINGWAY - 1 prolonged blast on the ships whistle followed by 4 short blasts to indicate he has a pilot onboard

(Q) A vessel at Anchor under 100 metres - what is his fog signal?

(a) (5) TIPS - remember the number

A rapid ringing on the bell for 5 seconds at intervals not exceeding 1 minute

(Q) A vessel at anchor over 100 metres - what is his fog signal?

(a) (5 - 5) TIPS - remember the numbers

A rapid ringing on the bell for 5 seconds followed by

A rapid ringing on the gong aft for 5 sec at intervals not exceeding ONE minute

(Q) What is the warning signal a vessel may sound if he is at anchor to alert others they are on a collision course or coming to close to him?

(a) Morse "R" which is - 1 short - 1 Long - 1 short blast on the ships whistle

(Q) A Pilot onboard a vessel at anchor under 100 m - what is the fog signal?

(a) (5 - 4) TIPS - Remember the numbers

A rapid ringing on the bell for 5 seconds at intervals not exceeding ONE minute and if he wants he may sound 4 short blast to indicate there is a Pilot onboard (No time limit for pilots identity signal)

(Q) A Pilot onboard a vessel at anchor over 100 m - what is the fog signal?

(a) (5 - 5 - 4) TIPS

A rapid ringing on the bell for 5 seconds followed by

A rapid ringing on the gong aft for 5 sec at intervals not exceeding 1 minute

He may if he wants sound the pilots identity signal of 4 short blasts on the ships whistle (No time limit for the Pilots identity signal)

(Q) A vessel aground under 100 metres - what is his fog signal?

(a) (3 - 5 - 3) TIPS - remember the numbers

3 distinct strokes on the bell

rapid ringing on the bell for 5 seconds

3 distinct strokes on the bell

at intervals not exceeding ONE minute

(Q) A vessel aground over 100 metres - what is his fog signal?

(a) (3 - 5 - 3 - 5) TIPS - remember the numbers

3 distinct strokes on the bell

rapid ringing on the bell for 5 seconds

3 distinct strokes on the bell

rapid ringing on the gong aft for 5 seconds

at intervals not exceeding ONE minute

(Q) You heard a fog signal - can you tell where this fog signal is coming from, you can't see nothing on radar?

(a) No, the sound in restricted visibility deceives the human ear

(Q) You heard a fog signal - you're unsure where it's coming from - what are you going to do with your vessel?

(a) Slow down to a minimum speed & if still unsure - stop your vl until the danger is past

(Q) A small sailing vessel is a very bad radar target, the echo passes over the vessel, how can he improve his chances of being detected on radar?

(a) By putting up a radar reflector as high up his mast as possible

(Q) Autopilots - do you use them while in restricted visibility - if so why do you use them then?

(a) Because using an autopilot in restricted visibility gives you more time to study the radar and listen out for fog signals, as long as you can switch the autopilot off very quickly and go onto manual steering

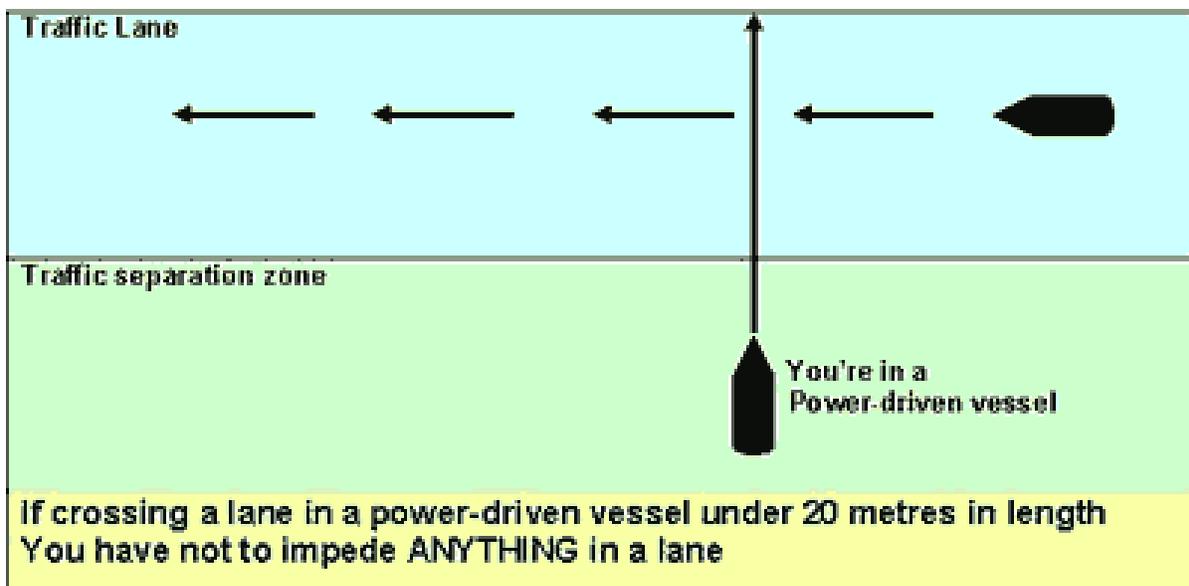
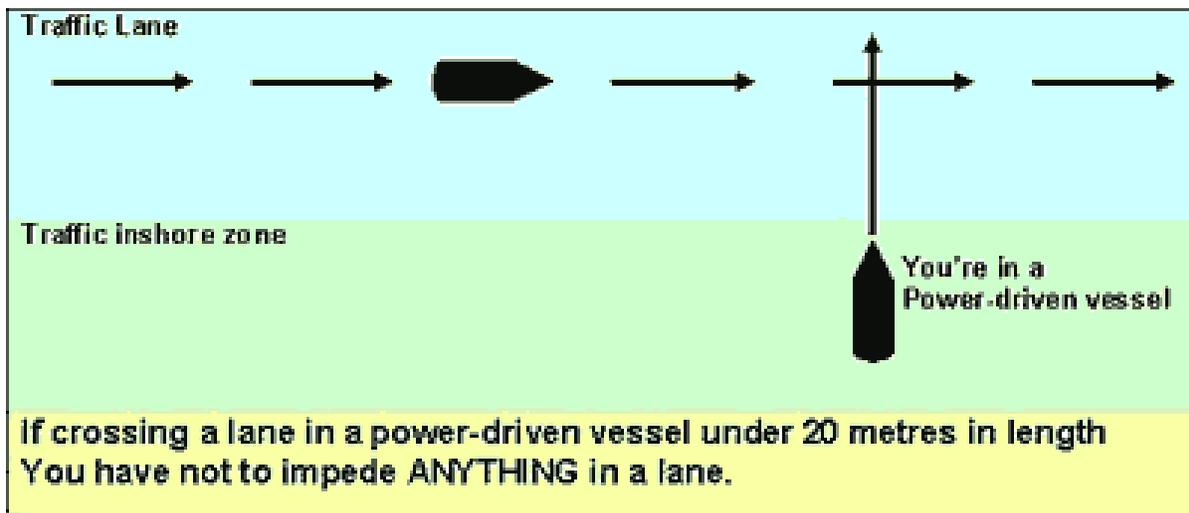
(Q) Autopilot - what is the maximum time allowed by the rules to switch them off to go onto manual steering?

(a) Maximum is 30 seconds - I personally think this is too long

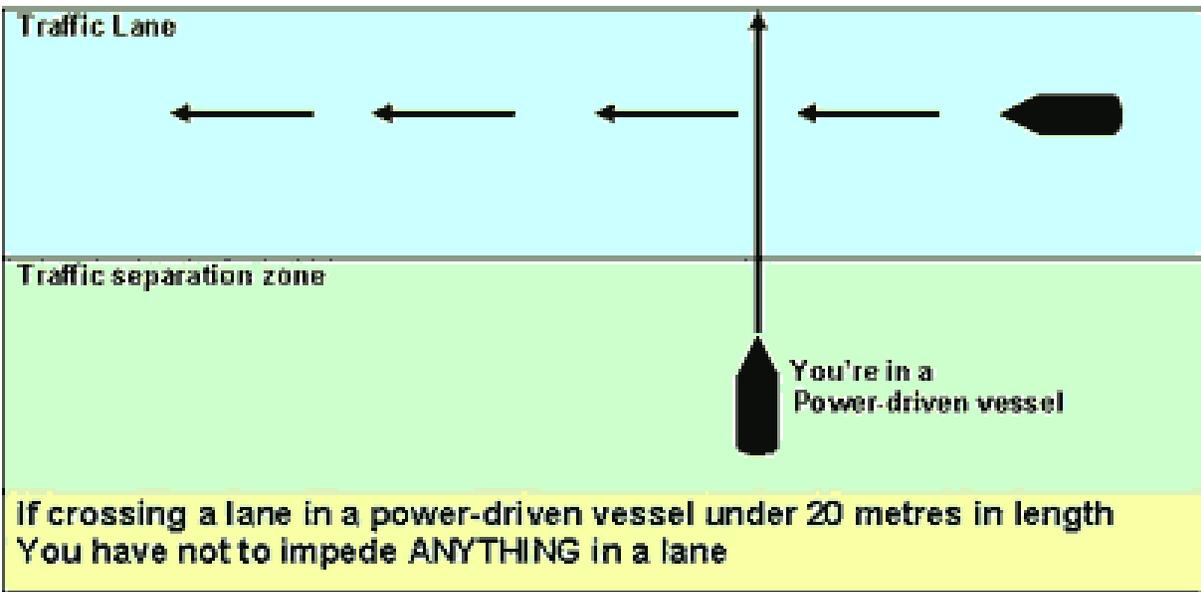
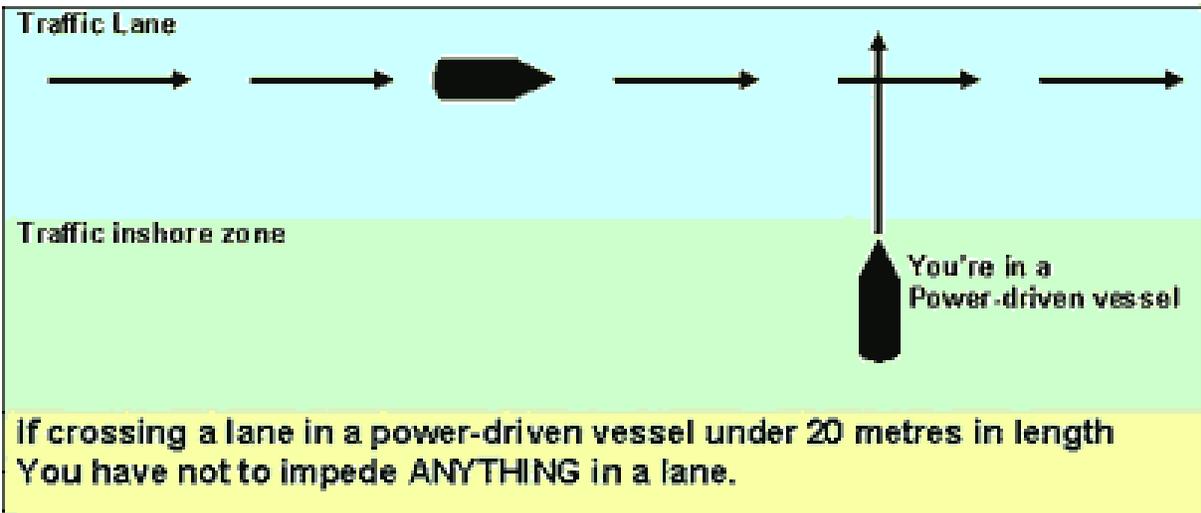
Traffic Separation Schemes (Alteration Tips)

Situations with you crossing a lane

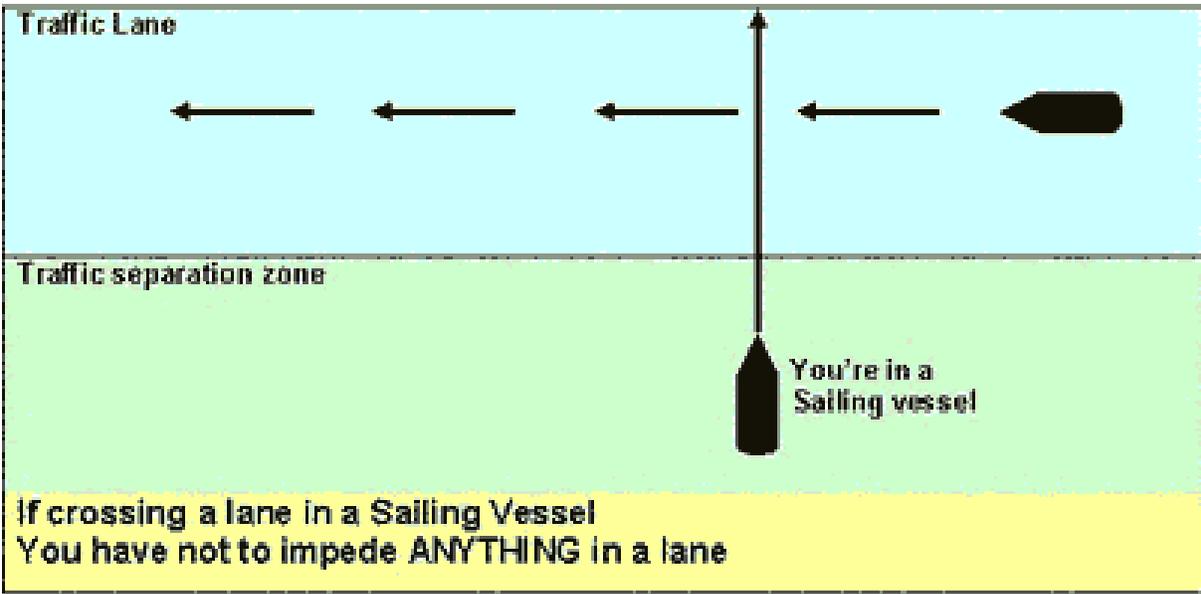
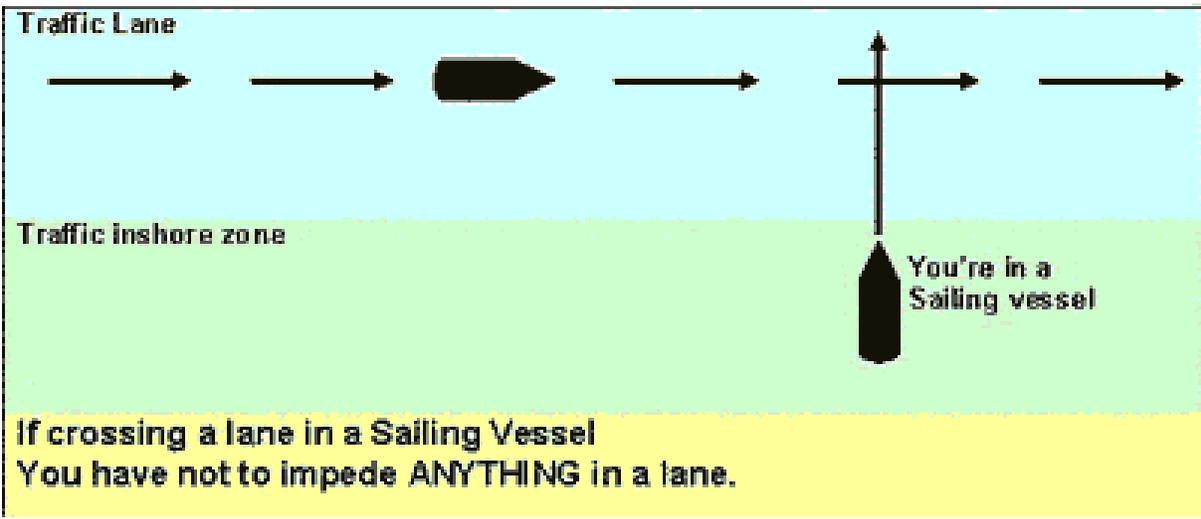
You're crossing in a PDV over 20 metres



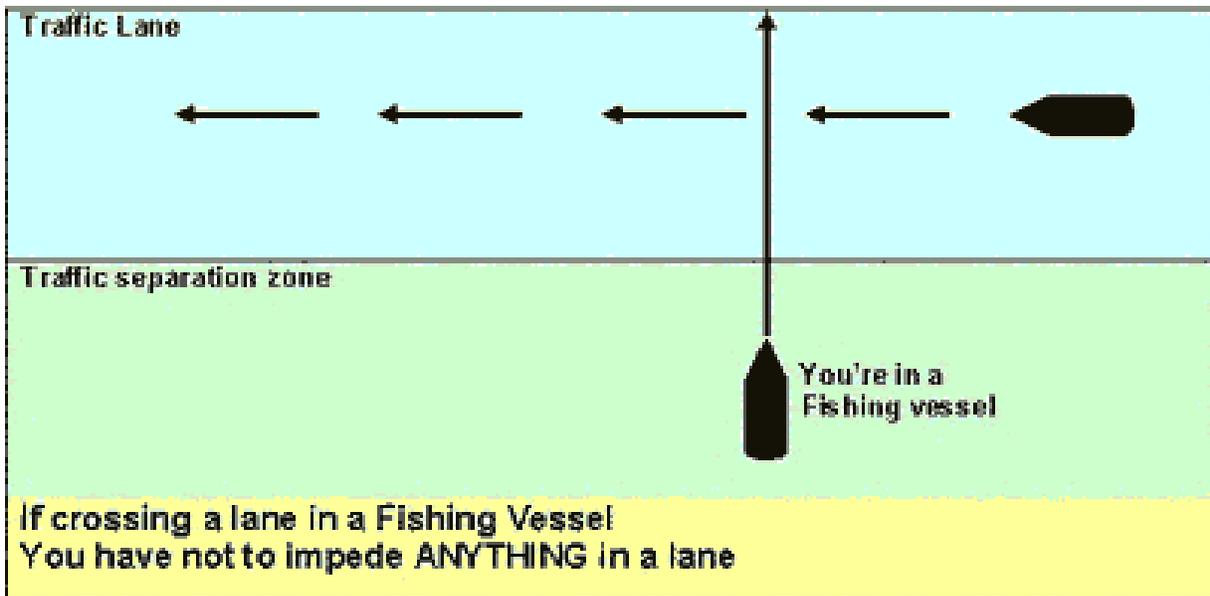
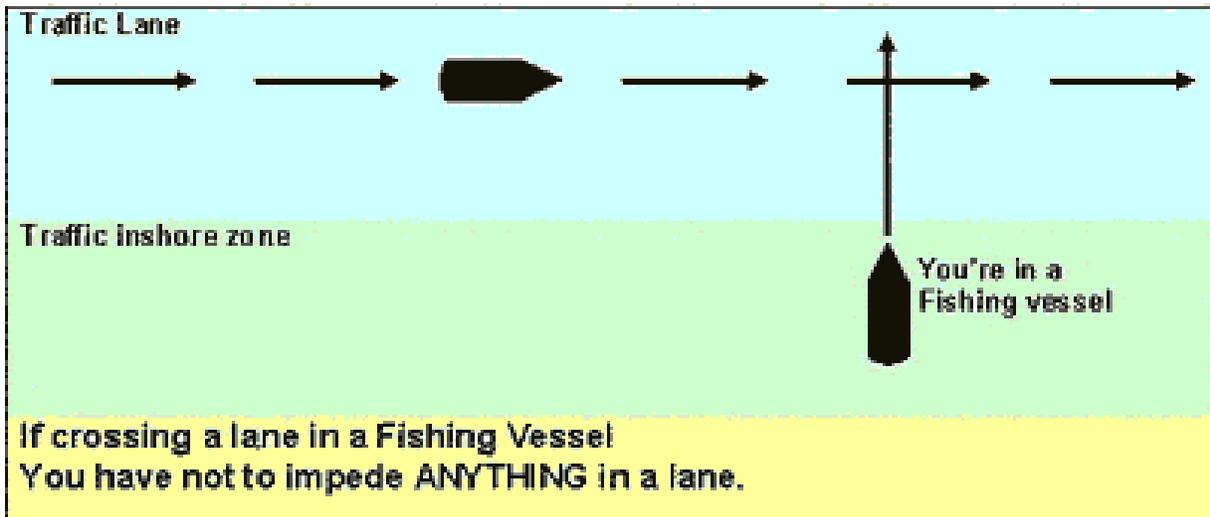
You're crossing a lane in a PDV under 20 metres



You're Crossing a lane in a sailing vessel



You're Crossing a lane in a fishing vessel



Now You're in a lane

(Q) You're in a traffic lane in a Power-driven Vessel (Any Size)

(Q) You're in the Traffic Lane in a Sailing vessel

(a) Stand-on to the 3 vessels that are not allowed to impede you and a power-driven vessel on both sides

the 3 vessels that are not allowed to impede you are

(1) A fishing vessel

(2) A sailing vessel

(3) A power-driven vessel under 20 metres in length

(Q) You're in the Traffic Lane in a fishing vessel

(a) Stand-on to the 3 vessels that are not allowed to impede you and a power-driven vessel on both sides

the 3 vessels that are not allowed to impede you are

(1) A fishing vessel

(2) A sailing vessel

(3) A power-driven vessel under 20 metres in length

Restricted Visibility

(Q) You're in the Inshore Zone about to cross a Traffic lane in Restricted Visibility (Target in lane & Bearings are steady)

(a) Make an early and bold alteration to starboard using Rule 19d part 1

other vessel should do the same

(Q) You're in the Separation Zone about to cross a Traffic lane in Restricted Visibility (Target in lane & Bearings are steady)

(a) Make an early and bold alteration to starboard using Rule 19d part 1

other vessel should do the same

(Q) You're in the Traffic Lane in restricted visibility and there are targets on your port and starboard bow (bearing steady on both targets)

**(a) Make an early and bold alteration to starboard using Rule 19d part 1
other vessels should do the same**

Unusual Circumstances

(Q) You're in the Traffic Lane in a fishing vessel about to be overtaken by a supertanker, what will you do?

**(a) Stand-on with caution maintaining your course and speed
Any vessel overtaking any other shall keep out of the way of the vessel being overtaken**

(Q) You're in a traffic lane and in a head-on situation with another vessel who's in the lane coming the wrong way, what are you going to do?

(a) Sound One short blast and make a bold alteration to starboard and get away from this vessel

Remember to report this vessel to the port authorities who should be tracking both your vessel and the other vessel, also make an entry into your official log book and fill out an I.R.F. (Incident Report Form) and send this to the M.A.I.B.

Traffic Separation Scheme Alteration Tips

If you're in a POWER-DRIVEN VESSEL OVER 20 METRES IN LENGTH crossing a scheme

Then Normal Rules apply

Figure out who is most hampered, and then who is the giveaway vessel

If you're in a Fishing vessel, Sailing Vessel or a power-driven vessel under 20 metres in length crossing a Scheme

Then You do not impede any vessel using a lane

If you're in a power-driven vessel (Any Size), a fishing vessel or a sailing vessel in a lane

Then Normal rules apply

Watch for the 3 VESSELS THAT DON'T IMPEDE YOU IN A LANE

If you're in a FISHING VESSEL in a lane

Then Normal rules apply

Watch for the 3 VESSELS THAT DON'T IMPEDE YOU IN A LANE

Action to Avoid Collision

If you are going to make an alteration of course make sure its an early and bold alteration as long as you have plenty sea room

Every alteration must be big enough so the other vl can see it on his radar

A series of small alterations should be avoided

When making an alteration of course, make sure you don't place your vessel into a close quarter situation/risk of collision with another vessel

When taking action to avoid collision you can do one of 4 things

- (1) Make an early and bold alteration of course
- (2) slow your vessel down
- (3) stop your vessel
- (4) come astern with your vessel

If you are ever in doubt your best thing to do is stop your vl until the risk of collision is past (also gives you more thinking time as to what you can do)

After making an alteration of course, take more bearings to make sure the risk of collision/close quarter situation is past

If in a collision course

If you're the stand-on vessel you may alter course as long as your not in a close quarters situation, but if in a close quarters situation you shall alter course (Never get into a close quarter situation if you can help it)

Rule of thumb

From 8 to 12 miles - this is your plotting distance to find out if risk of collision/close quarters situation exists

From 4 to 8 miles - this is your/other vessels action area

below 4 miles - close quarters situation (out in the open sea, you should have no vessel within 4 miles)

What you have to do in any sitation.

- (1) Take a series of compass, radar and visual bearing to see if a "Risk of Collision/close quarters situation exists"
- (2) Figure out who the giveaway/stand-on vessel is
- (3) If your the stand-on vessel then use **(A)** below
- (4) If your the giveaway vessel then use **(B)** below
- (5) If the giveaway vessel is standing on then sound 5 or more short and rapid blasts on the ships whistle or flash your masthead light rapidly 5

or more times, if you get no response then use **(C)** below

- (A)** Stand-on with caution, maintaining your course and speed, keep taking bearings to make sure the give-way vessel gives way
As long as there is plenty sea-room, make an early and bold alteration
 - (B)** towards the give-way vessel, give him plenty sea-room, if not a lot of sea-room stop your vessel and let him pass
 - (C)** Make an bold alteration away from this vessel (he could be a pirate vessel)
- !!! Never alter towards the give-way vessel !!!



Close Quarters situation

This should not have happened if you had been watching and keeping a safewatch

If you get into a close quarter situation with another vessel and your the stand-on vessel, you have to get away from him at all costs

Make a very large alteration away from the other vessel as long as your not putting yourself into a close quarter situation with another vessel (maybe another vessel overtaking you at the same time)

The way I see it Rule 8 has to be the most important Rule of the Road, by Using it and taking action to avoid collision you can save life, this Rule is vital to learn, using Rule 8 "Action to Avoid collision" means you can break any Rule of the Road to avoid collision, Break a rule to save a life (You and your Crews as well as the other vessels crew)

Get hold of this vessel on the VHF or take the vessels name and number and port and report him to the coastguard

you can also call him up on VHF 16 and say

According to the Rules and regulations regarding collision avoidance it states that you're the give-way vessel

I will give you one minute to alter course

Then if he does not alter course

Get in contact with the MCA and report him

Fill in an IRF form and send it to the MAIB

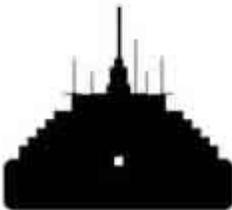
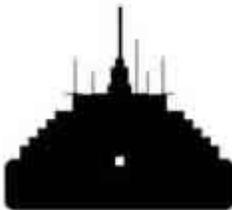
He will then be brought up in front of an MCA Captain and be severely reprimanded

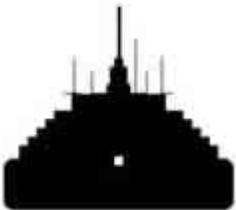
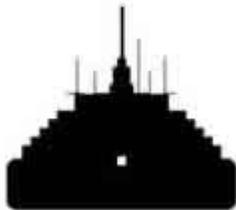
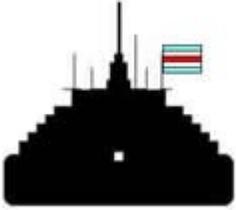
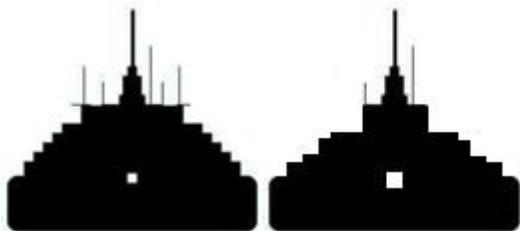
They might even take his Certificate of Competency away from him

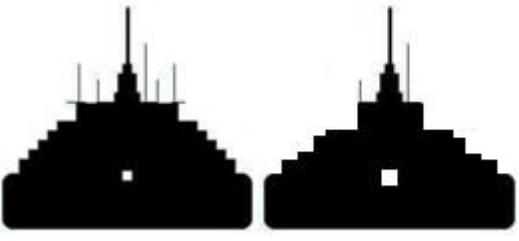
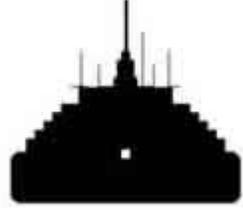
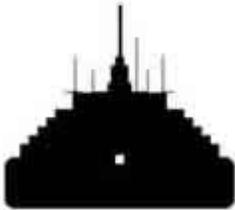
It's your responsibility to make sure you get your crew home safely

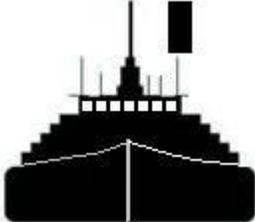
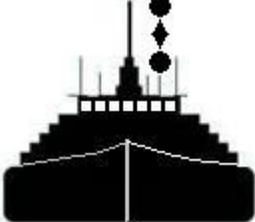
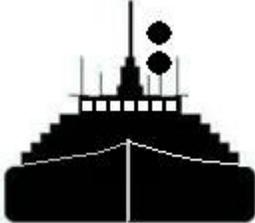
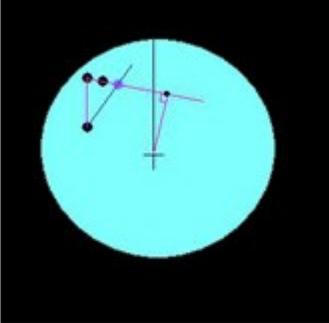
Navigation Orals at it's Best

Narrow Channels situations asked by M.C.A. Captains

	
(Q) You're in a Power-driven vessel doing 5 knots and ahead of you is a vessel doing 3 knots, what will you do?	(Q) What is the sound signal you would make if you want to pass his port-side and what is the sound signal to port pass his starboard side?
(a) Make the sound signal for overtaking the vessel ahead of you	(a) To pass his port-side you would sound Morse "Z" which is 2 prolonged blasts followed by 2 short blasts on the ships

	<p>whistle To pass his starboard-side you would sound Morse "G" which is 2 prolonged blasts followed by one short blast on the ships whistle</p>
	
<p>(Q) What would you expect the overtaking vessel to sound after you gave him your overtaking signal?</p>	<p>(Q) He has not given you the sound signal that he agrees to be overtaken; what will you do now?</p>
<p>(a) He should sound Morse "C" which is 1 prolonged blast followed by 1 short blast followed by 1 prolonged blast followed by 1 short blast on the ships whistle; this means he agrees to be overtaken</p>	<p>(a) Slow your vessel down to the same speed that his is doing and give him the overtaking sound signal again</p>
	
<p>(Q) The vessel your about to overtake still has not gave you his sound signal to agree to be overtaken - is there any other signal he can give you?</p>	<p>(Q) The vessel being overtaken has given you permission to overtake him and now your abeam of him - are you an overtaking vessel or a crossing vessel?</p>
<p>(a) Yes he can give you the International code of signals - flag "Charlie" - which means - I agree</p>	<p>(a) Once you make yourself an overtaking vessel you remain an overtaking vl until well ast & clear of the vl being overtaken</p>

	
<p>(Q) What's deemed/classed as an overtaking vessel?</p>	<p>(Q) You have passed the vessel your overtaking, your about a mile past him, can you alter course now?</p>
<p>(a) Coming up on another vessel <u>MORE</u> than 22.5° abaft the beam of the vessel being overtaken</p>	<p>(a) As a Rule Of Thumb, Make a Close Quarter Situation 4 miles out in the open sea, so <u>No</u> this is not enough distance clear of the vessel being overtaking</p>
	
<p>(Q) What light will you see at night-time if your overtaking another vessel?</p>	<p>(Q) You're coming up on a vessel at 22.5° abaft the beam - are you a crossing vessel or an overtaking vessel?</p>
<p>(a) The sternlight of the vessel being overtaken and no sidelights</p>	<p>(a) You'd be a crossing vessel - the word "MORE" is missing</p>
	
<p>(Q) Coming up on a vessel at 22.5° abaft the beam - what light will you see at night?</p>	<p>(Q) Your overtaking another vessel, your vessel is sheering, one minute you see a sternlight then a sidelight then a sternlight then a sidelight, are you a crossing or overtaking vessel?</p>
<p>(a) One of the sidelights - you will not see a sternlight - you have to be <u>MORE</u> than 22.5° abaft the beam to see a sternlight</p>	<p>(a) If in doubt you make yourself an overtaking vessel and go around the stern of the vessel your overtaking</p>

	
<p>(Q) You're overtaking another vessel, when can you become a crossing vessel?</p>	<p>(Q) A vessel Not Under Command is overtaking you, will you stand-on or give-way to this vessel, he is having major problems steering?</p>
<p>(a) Once you've well passed and clear (at least 4 miles)</p>	<p>(a) He is duty bound to keep clear of you, so you will stand-on with caution (BE VERY CAUTIOUS WITH THIS VL OVERTAKING YOU) keep taking compass/radar & visual bearings of him constantly</p>
	
<p>(Q) You're in a power-driven vessel in a traffic lane & any vessel is overtaking you, what are you going to do?</p>	<p>(Q) You're in a sailing vessel in a traffic lane and any vessel is overtaking you, what are you going to do?</p>
<p>(a) Stand-on with caution, maintaining your course and speed - the above vessel is constrained by her draught and she should be going at a speed that she can stop and stay in the deepest water available</p>	<p>(a) Stand-on with caution, maintaining your course and speed - any vessel overtaking any other shall keep well clear of the vessel being overtaken</p>
	
<p>(Q) You're in a fishing vessel in a traffic lane & any vessel is overtaking</p>	<p>(Q) In restricted visibility, your overtaking another vessel, will you</p>

you, what are you going to do?	stand-on or giveaway?
(a) Stand-on with Caution maintaining your course and speed (You're using Rule 13 Overtaking just now - Rules 10 does not exist whilst being overtaken - when the vessel overtaking you is well past and clear then you go back to Rule 10 Traffic Separation Scheme)	(a) There are no Stand-on Vessels in Restricted visibility - Rule 19 part (a) says "This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility" In other words "No Stand-on Vessels"
<p>Authors tips;</p> <p>If overtaking a vessel in clear or restricted visibility - take the shortest possible route and go around the vessel being overtaken stern so you can get back onto your original course quicker as long as you have plenty of searoom</p> <p>You're a crossing vessel when coming up on a vessel at 22.5° abaft the beam You need to be <u>MORE</u> than 22.5° abaft the beam to be overtaking</p> <p>The situation above with the International code of signals Code flag "C" has caught a lot of personnel out as it is not in Rule 9 or Rule 34</p> <p>The Captains love the overtaking situations as it has caught a lot of personnel out and they have failed because of it, all the above situations came out of the M.C.A. Oral exam and now you have the Knowledge</p>	

What is his Fog Signal?

(all sounded on the ships whistle and at 2 minutes except anchor and aground)

A power driven vessel sounds either

2 Prolonged blasts if Underway
or
1 Prolonged blast if Makingway

A hampered boat sounds 1 prolonged blast followed by 2 short blasts (Morse "D")

A boat being towed sounds 1 prolonged blast followed by 3 short blasts (Morse "B")

A pilot vessel can if he wishes sound his identity signal of 4 short blasts (Morse "H")

An oil-rig sounds 2 short blasts followed by 1 long blast (Morse "U")

A vessel at anchor UNDER 100 metres sounds

**A rapid ringing on the bell for 5 seconds
at intervals not exceeding one minute**

A vessel at anchor OVER 100 metres sounds

**A rapid ringing on the bell for 5 seconds followed by
A rapid ringing on the gong for 5 seconds
at intervals not exceeding one minute**

**A vessel at anchor can sound a warning signal of
1 short - 1 prolonged - 1 short blast on the ships whistle (Morse "R")**

A vessel aground UNDER 100 metres sounds

**3 distinct strokes on the bell followed by
A rapid ringing on the bell for 5 seconds followed by
3 distinct strokes on the bell
at intervals not exceeding one minute**

A vessel aground OVER 100 metres sounds

**3 distinct strokes on the bell followed by
A rapid ringing on the bell for 5 seconds followed by
3 distinct strokes on the bell followed by
A rapid ringing on the gong for 5 seconds
at intervals not exceeding one minute**

A short blast is 1 second in length

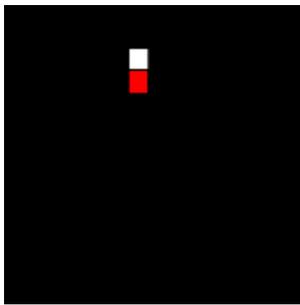
a long blast is between 4 - 6 seconds in length

the maximum distance you can hear a whistle is 2 miles

The whistles frequency lies between 70 - 700Hz

<u>Length of vessel in metres</u>	<u>Frequency</u>
200 metres or more in length	70 - 200Hz
75 - 200 metres in length	130 - 350Hz
up to 75 metres in length	250 - 700Hz

Fog Signals for a Pilot Vessel

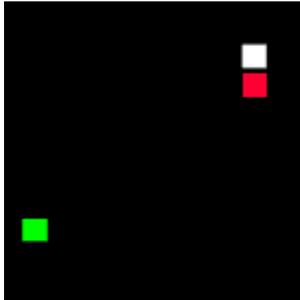


A vessel engaged in Pilotage Duties tied to the pier

This vessel is NOT Underway

Fog Signal - They may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.

Remember this is only sounded in restricted visibility

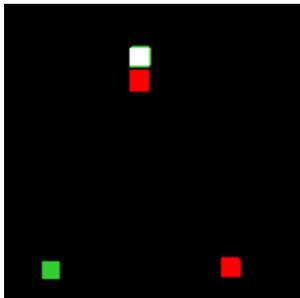


A vessel engaged in Pilotage Duties

This vessel in UNDERWAY

Fog Signal - If Underway but not Makingway
2 Prolonged blasts on the ships whistle at intervals not exceeding 2 minutes **and** they may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.

If Underway and Makingway
1 Prolonged blast and they may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.



A vessel engaged in Pilotage Duties

This vessel in UNDERWAY

Fog Signal - If Underway but not Makingway
2 Prolonged blasts on the ships whistle at intervals not exceeding 2 minutes and they may sound the identity fog signal of 4 short blasts on the ships

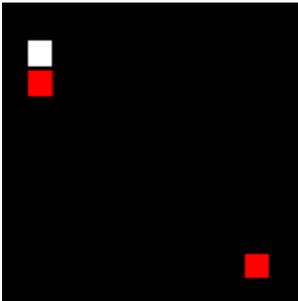
whistle as and when they want too.

If Underway and Makingway

1 Prolonged blast on the ships whistle at intervals not exceeding 2 minutes and they may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.

A vessel engaged in Pilotage Duties

This vessel in UNDERWAY



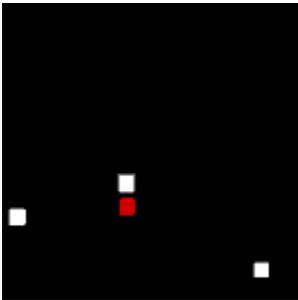
Fog Signal - If Underway **but not** Makingway
2 Prolonged blasts on the ships whistle at intervals not exceeding 2 minutes **and** they may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.

If Underway and Makingway

1 Prolonged blast on the ships whistle at intervals not exceeding 2 minutes **and** they may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.

A vessel engaged in Pilotage Duties probably over 50 metres at anchor

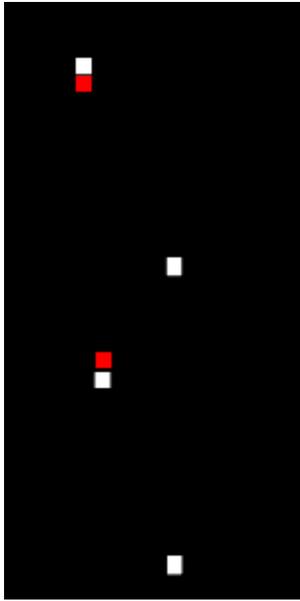
This vessel in not Underway



Fog Signal - A rapid ringing on the bell for 5 seconds if over 100 metres then an additional Rapid ringing on the gong for 5 seconds not exceeding 1 minute and they may sound the identity fog signal of 4 short blasts on the ships whistle as and when they want too.

This vessel because it's at anchor can sound Morse "R" which is short - long - short blasts on the ships whistle to tell you your too close and probably on collision course

!!! - Caution - watch these vessels !!!



The one on the left is a pilot vessel seen from astern (Underway) or at anchor under 50 metres in length (Not Underway)

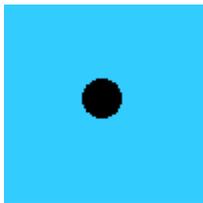
The one on the right is a vessel engaged in fishing other than trawling seen from astern (Makingway) or with gear out more than 150 metres on the surface (Underway but not Makingway)

These are common mistakes for Light Recognition in the M.C.A. Oral Exam

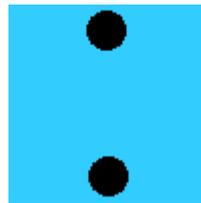
The Captains know this and that's why you'll get these lights to test your knowledge

Now you know them and that puts you on level terms LOL

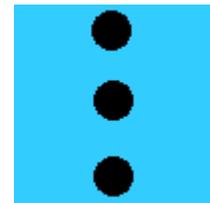
What is his Daytime Signal?



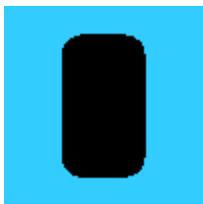
A vessel at anchor



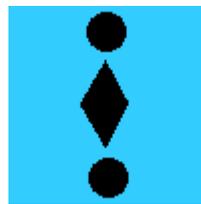
Not Under Command



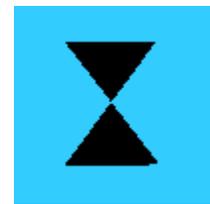
A vessel Aground



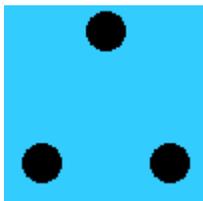
Constrained by her Draught



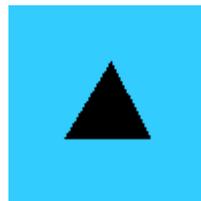
Restricted in her ability to Manoeuvre



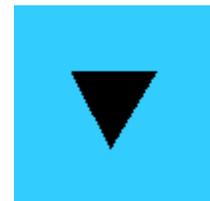
Fishing vessels



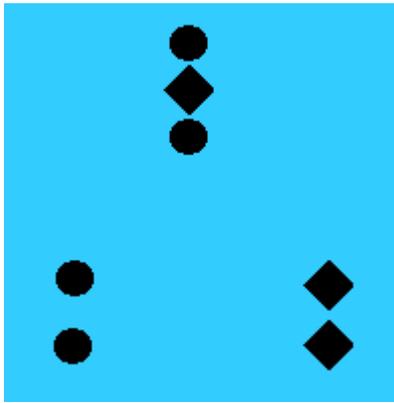
Minesweeper



A Vessel engaged in fishing other than trawling with outlying gear on the surface more than 150 metres away from the vessel



A Sailing vessel using her engines



A vessel restricted in her ability to manoeuvre engaged in underwater operations

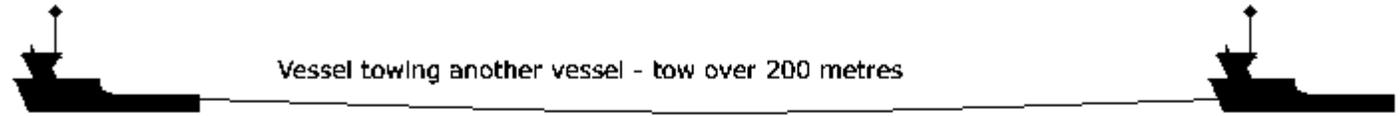
Authors tip - if the tow is over 200 metres, everything gets a black diamond, if under 200 metres then no diamonds



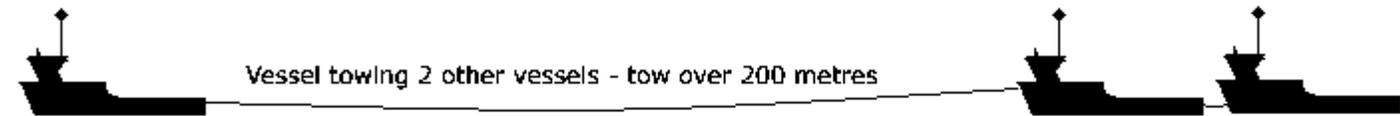
Vessel towing another vessel - tow under 200 metres



Vessel towing 2 other vessels - tow under 200 metres



Vessel towing another vessel - tow over 200 metres



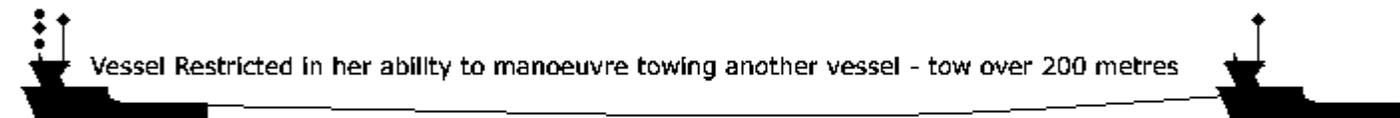
Vessel towing 2 other vessels - tow over 200 metres



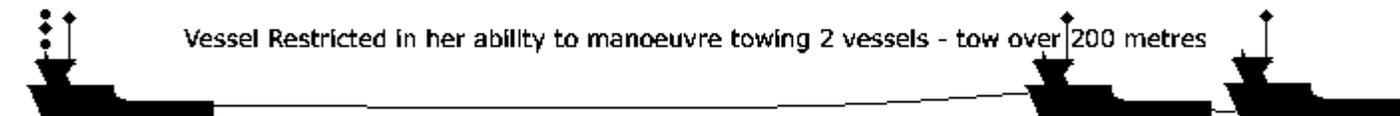
Vessel Restricted in her ability to manoeuvre towing another vessel - tow under 200 metres



Vessel Restricted in her ability to manoeuvre towing 2 vessels - tow under 200 metres



Vessel Restricted in her ability to manoeuvre towing another vessel - tow over 200 metres



Vessel Restricted in her ability to manoeuvre towing 2 vessels - tow over 200 metres



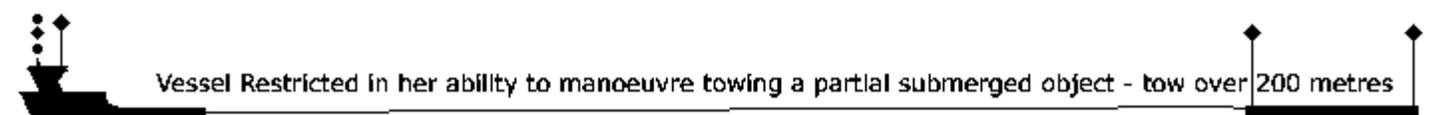
Vessel towing a partial submerged object - tow under 200 metres



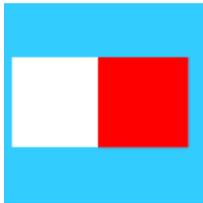
Vessel towing a partial submerged object - tow over 200 metres



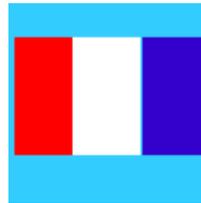
Vessel Restricted in her ability to manoeuvre towing a partial submerged object - tow under 200 metres



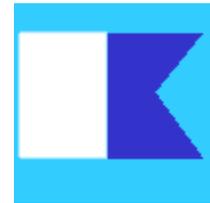
Vessel Restricted in her ability to manoeuvre towing a partial submerged object - tow over 200 metres



A pilot vessel (Flag "Hotel")



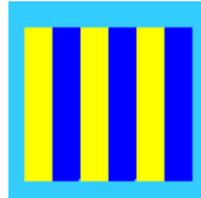
Pair trawler (Flag "Tango")



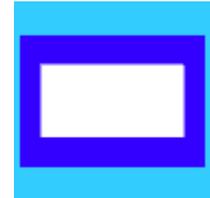
I have divers down (Flag "Alpha")



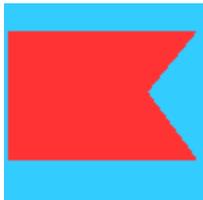
Fishing vessel shooting her nets (Flag "Zulu")



Fishing vessel hauling her nets (Flag "Golf")



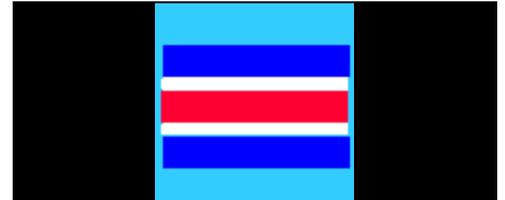
Fishing vessel with nets fast upon an obstruction (Flag "Papa")



Tanker or similar vessel taking in dangerous cargo must be shown whilst refuelling (Flag "Bravo")

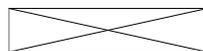


Vessel on fire and has a dangerous cargo onboard (Flag " Juliet")



I Agree or Yes
Can be used to agree to be overtaken in a narrow channel

All daytime signals are black except the international code of signal (flags)



What are the arc of visibilities of the lights?

If it's a Working Light then the arc are 360° (N.U.C., R.I.A.M., Constrained etc)

If it's a length of the vessel masthead light (Fore & aft masthead lights) or A length of the tow Masthead light then the arc is 225° (2 or 3 towing lights on fore mast)

The towing lights can be placed on the aft mast

Sidelights are 112.5° each

Sternlight is 135°

Light	Arc	Colour
Masthead light	225°	White

Sidelight	112.5°	Green & Red
Sternlight	135°	White or Yellow towing light
Working lights	360°	White, red, green & yellow

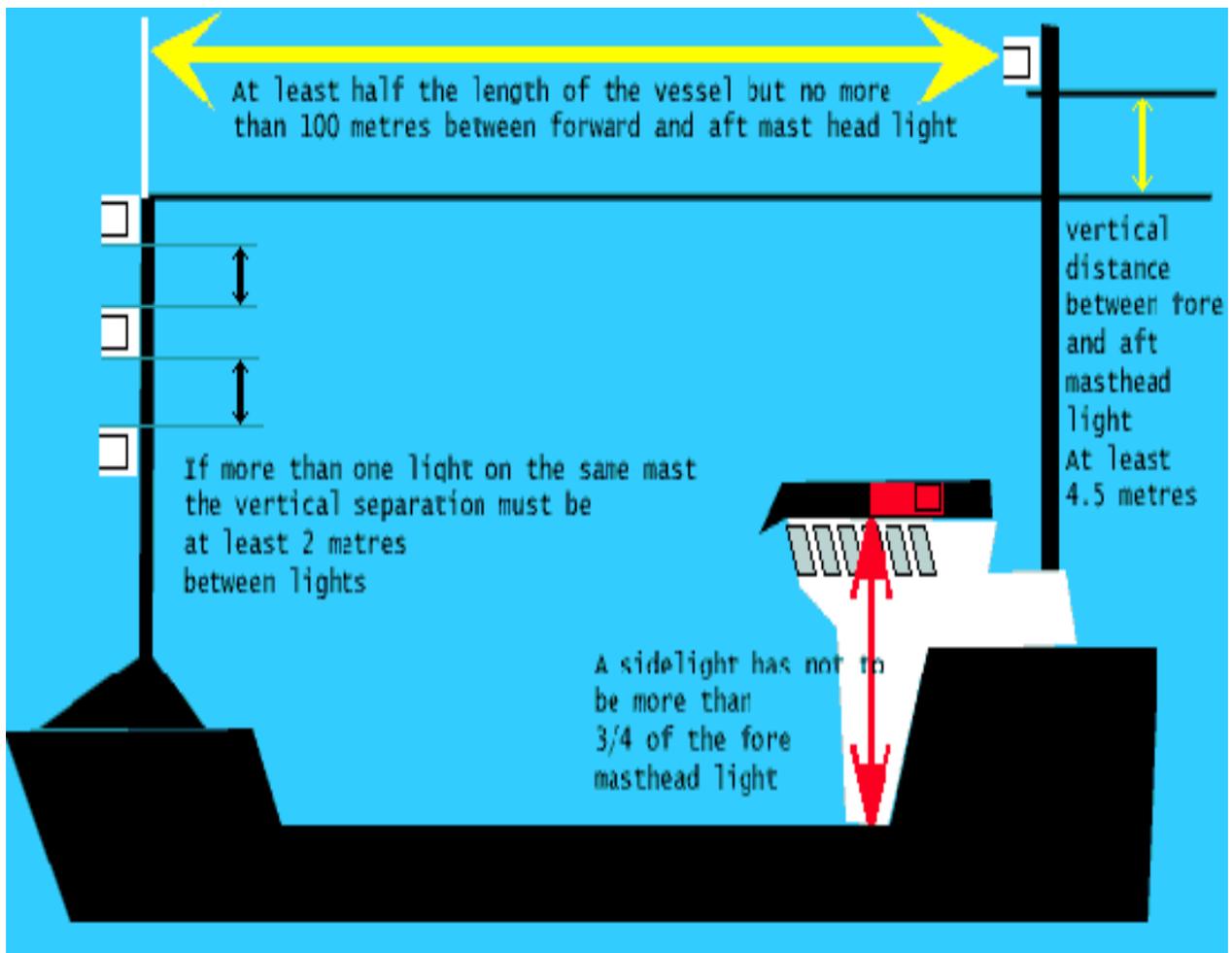
(Q) Where does a masthead light start and finish at?

(a) From 22.5° abaft the beam on the port side through the stem till 22.5° abaft the beam on the starboard side

(Q) Where does a Sidelight start and finish at?

(a) From the centreline of the vessel forward till 22.5° abaft the beam

Dimensions of lights



Helicopter Rescue & M.C.A. Oral questions

When your in difficulties at sea for some reason, injured crewman, vessel sinking, vessel on fire, vessel aground or for some other reason, the crews of the rescue helicopters are always at hand, it would have to be some extreme reason before they could not come to your aid (Fog Bound)

These men risk there lives to save yours, so false alerts should be avoided at all costs, putting out a false Mayday, could endanger someone else life. If another vessel puts out a Mayday and you put out a false Mayday, and the helicopter comes to your vessel, you will land off in court and heavily fined and probably given a prison sentence

The initial cost of bringing a helicopter to your vessel is high, but do not think about this cost if you need the services of the rescue helicopter, I personely spoke to a coastguard personnel, who told me to tell seafarers, if you need the coastguard then ask, thats what they are there for

A rescue helicopter has an average distance out of about 250 n.m and if there is any Oilrigs en-route, then they can stop they to refuel, making his distance even further

Information the rescue helicopter will require is as follows;

- (1) Position
- (2) Name and registration number of vessel
- (3) Nature of distress
- (4) Your speed
- (5) Your course
- (6) The forecast in your area
- (7) What radios you have onboard
- (8) Do you have distress rockets/hand held flares on your vessel

Contact with the rescue helicopter is usually on Vhf 16 and his call sign will be RESCUE HELICOPTER followed by 3 numbers
(E.g.) Rescue Helicopter 137

High line manoeuvres

When a helicopter comes to your assistance you should do the following

- (1) Listen to the captain of the helicopters orders
- (2) Speed should be between 5 - 10 knots
- (3) If your engaged in fishing do not haul your nets, this slows your vessel sheer
- (4) Try and put the wind 30° off the port bow
- (5) Once this achieved hold this course unless instructed to do otherwise
- (6) Clear the decks of obstacles
- (7) Have men ready for the high line wire
- (8) Never make the wire fast to your vessel, coil it into a plastic basket
- (9) Have 3-4 men pull on the wire and try and keep it tight
- (10) Do not touch the wire till it earths in the sea, its full of static electricity

M.C.A. Oral exam Question

- You're Skipper aboard an oil-tender and at stand-by alongside an oilrig, when you hear a Mayday from a helicopter who has crashed into the sea 10 miles away from you, what are you going to do?
- (a) If the weather permits, then launch your fast rescue craft (F.R.C.) and inform the oilrig that you're going to assist the helicopter

- (Q) Why are you not standing-by the oilrig, do you have to go to a Mayday?
- Yes, you have to go to a Mayday, unless you're endangering your crew and vessel, or if it's too far away, or if the On Scene Commander (O.S.C.) has stood you down because there is enough vls in the area.
- (a)

- While the fast rescue craft (F.R.C.) is at the helicopter, you have a major fire in the engine room and the fire has disabled all your hydraulic system, how will you get the fast rescue craft with the casualties back onboard your vessel?
- If you have no means to winch them back onboard, then you will need
- (a) to escort them back to the oilrig, where doctors and medics will be waiting for the casualties

- There is a vessel makingway coming too close to the oilrig, and you've called them up but are not getting any response from them, what are you going to do?

- Make for the vessel and while alongside them sound your whistle
- (a) several times to try and get his attention. (5 or more short and rapid blasts which means I'm unsure of your intentions).

- (Q) You are still getting no response from the other vessel, what are you going to do?
- (a) Try and nudge the other vessel with your own vessel so it alerts someone on the vessel

- (Q) The skipper of the other vessel calls you up, and says he is sorry but

his watch had fell asleep, what are you going to do now?

Take note of the vessels name and port and his registration and log it in the Official log-book as well as making an entry into an I.R.F.

- (a) (Incident Report Form) and send it to the M.A.I.B.(Marine Accident Investigation Branch)

Food Hygiene - Questions associated with MGN 20 Health and Risk Assessment

- (Q) You crew are all down with food poisoning and your the last one standing, you also ate what the others had, what, re you going to do?
Stop the vessel, put up your Not Under Command lights (N.U.C.) and put out a Mayday, if you have eaten the same food as the rest of the crew then your going to get food poisoning also, therefore there will be no-one to command the ship (not under command)
- (a)

You got your vessel back into harbour and your vessel was inspected, (Q) they found cockroaches in the food-lockers, what do you have to do next?

Clean out the food lockers and dispose of them safely, then disinfect (a) the area with bleach to get rid of any bugs the wash the area again with some anti bacterial cleaning agent

- (Q) Do you have any documentation to fill up regarding this incident?
- (a) Yes, the M.A.I.B. Incident Report Form (I.R.F.) as well as the Official Log Book (inspection of food and water)
- (Q) How clean is your cook?
- (a) Most cooks that I've seen are clean but tell him how your cook is

- (Q) How often does he clean the galley/mess deck?
- (a) It should be before and after every meal

- (Q) What does he clean the dining table down with?
- (a) It should be with some anti bacterial disinfectant

- (Q) How often does he change his dish clothes?
- (a) After he has used them,,,, after every meal

- (Q) How many knives does your cook have to prepare his meals with?
- (a) He should have separate knives for fresh - frozen and cooked foods, never use the same knife for cook/frozen, frozen/fresh, cooked/fresh

- (Q) Your freezer/fridge, what temperatures are they set at?
- (a) Your fridge should not be set higher than +5 degrees and your freezer must be at least -18 degrees

- (Q) You have a cooked chicken and a frozen piece of beef, what goes on the top shelf of the fridge?
- (a) The cooked chicken, you cannot put the frozen piece of beef in the fridge or you will get cross contamination
- (Q) So what are you going to do with the frozen piece of beef, you need to defrost it?
- (a) Defrost it at room temperature for 24 hours
- (Q) Why should any hold be kept clean?
- (a) In case you load any food substances into it (including fishing vls)
- (Q) How do you clean your holds?
- (a) Best way is with a steam hose or a power hose

Footnote from Author:- While at sea we went to the aid of the personnel of the Piper Alpha Oilrig, this was a major disaster, where 167 men lost their lives, doing a risk assessment could have prevented this from happening, you have to keep doing risk assessments on an ongoing basis to prevent accidents like this from happening again (HUMAN ERROR counts for most accidents)

International Safety Management
(I.S.M. Code) (M.G.N.40)

**Management Starts at the top then goes to the bottom of the scale
(Climb the ladder to success)**

The Company
Chief Executive
Managers
Assistant Managers
Designated Person (D.P.)

The Ship
Captain
1st Mate
2nd Mate
Chief Engineer
2nd Engineer
Safety Officer

Deck-hands

(Safety Officer can over-ride the Captain to let the D.P. ashore know about any defects/dangers on the ship)

(Questions and Answers)

(Q) Who Issues it?

(a) M.C.A. through the Sectary of State

(Q) What is the purpose of the I.S.M Code?

(a) To Minimise accidents and pollution

(Q) When was the I.S.M. Code made manditory?

(a) Every Merchant Navy vl over 500grt since 1994 & every vl since 2002

(Q) Who is responsible for the safety of the crew?

(a) The skipper/Captain

(Q) Who is responsible for the running costs and repairs to the ship?

(a) The Owners

(Q) Who's signature goes on the health and safety policy on the ship?

(a) The Chief Executive of the company

(Q) What is the main cause of accidents/pollution on a ship?

(a) Human Error

(Q) Why is so important to have muster drills and debriefs on a ship?

(a) To Minimise accidents and prepare for emergencies on a ship

(Q) What pre-cautions while bunkering a ship (re-fuelling a ship)?

(a)

(i) Double up mooring ropes

(ii) Have someone man ready to shut off the fuel stop at the fuelling rig

(iii) Have someone ready to shut off the fuel stop on the ship

(iv) Have fire extinguishers handy

(viii) Have no smoking signs (placards) posted

(ix) Make sure no hot work to be carried out

(x) No Naked flames

(xi) Make sure you have adequate ventilation

(xii) Make sure you know the amount of fuel you need and slow it down the last 100 litres

(Q) What are your responsibilities if you have a fuel spill?

(a) To alert the Coastguard and then follow the procedures in the S.O.P.E.P. manual

(Q) The Coastguard is responsible for oil pollution monitoring, what would happen if you had a fuel spill?

(a) In the S.O.P.E.P. manual you would have a list of authorities you are required to report too

(Q) What is a D.P. and who regards this person as important?

(a) A Designated Person and the M.C.A regards information from him with the highest esteem

(Q) A D.P. what level of management can he approach?

(a) Straight to the top (Chief Executive)

(Q) What does a company receive when it achieves a successful audit?

(a) A D.O.C. (Document of Compliance)

(Q) What documents are required to get a D.O.C.?

(a) An S.M.S. (Safety and Management System)

(Q) How long does a D.O.C. last for?

(a) 5 years plus/minus 3 months (it also has an annual inspection)

(Q) How long does a S.M.S. last for?

(a) 5 years with an inspection every 2-3 years to keep it valid
