

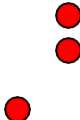
Operational level			
07– Safety of navigation			
Questions			Correct answer
M/T – means the nature of the question (mandatory, requiring more time)			
Item	M/T	Module 1 - COLREG Regulations - General provisions	Module 1
1.	M	According to the regulation 2 (a) of COLREG, following are responsible for compliance with COLREG regulations: a) master and crew b) owner, master and crew c) master and watch officers	B
2.	M	COLREG regulations are valid for: a) high seas b) high seas and territorial waters c) high seas, territorial waters and internal waters	C
3.	M	The coastal State has the right to issue local regulations regarding its: a) territorial waters b) ports, rivers, lakes and inland waters connected to the high seas and accessible to seagoing vessels c) roadsteads, ports, rivers, lakes and inland waters connected to the high seas and accessible to seagoing vessels	C
4.	M	The governments of States have the right to issue specific provisions regarding additional position or signal lights for: a) fleet of fishing vessels engaged in fishing b) vessels not under command c) hydroplanes, ram-wings, fleet of fishing vessels engaged in fishing	A
5.	M	Local regulations: a) always have priority over COLREG regulations b) can not be in conflict with COLREG regulations c) are subordinate to the COLREG regulations	A
6.	M	The derogation from the use of COLREG regulations is justified: a) in every situation b) only if compliance with regulations would have a worse effect c) when it does not directly result in a dangerous situation	B

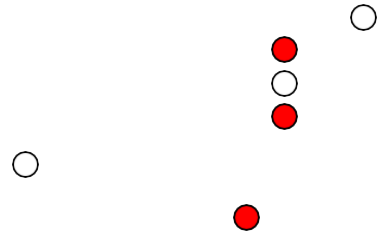

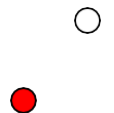
7.	M	The use of precautionary measures determined by principles of the ordinary seamanship and the specific circumstances of a given accident is required: a) when it is necessary to withdraw from the use of COLREG regulations b) when there is an situation unregulated by COLREG regulations c) always	C
8.	M	The "vessel not under command" term means a ship: a) which from nature of her work performed can not give way b) which from nature of her work is restricted in her ability required by the Rules and is therefore unable to keep out of the way of another vessel c) which is in drift, has turned machines and steering devices off and therefore can not give way	B
9.	M	The vessel engaged in fishing is: a) every fishing vessel b) every vessel engaged in fishing c) a vessel engaged in fishing by the method which restricts maneuverability	C
10.	M	The "vessel restricted in her ability to manoeuvre" term means a ship: a) which due to the nature of the work performed can not give way b) which due to exceptional circumstances is unable to maneuver according to the requirements of rules and therefore can not give way c) which is in drift, has turned machines and steering devices off and therefore can not give way	A
11.	M	The "vessel under way" <u>is not</u> : a) vessel aground b) vessel in drift c) vessel entering the port after passing heads of the breakwater	A
12.	M	The "vessel constrained by her draught" term means: a) every vessel moving along a deep-water route b) a power-driven vessel which due to its draft in relation to the available depth and width of a navigable water is severely restricted in its ability to deviate from the course she is following c) a power-driven vessel whose draft may not exceed the allowable limit on a available water region	B
13.	M	The "sailing vessel" term means: a) every vessel under sail b) every vessel under sail, provided that no propelling machinery is installed c) every vessel under sail, provided that the propelling machinery if fitted on the vessel, is not being used	C

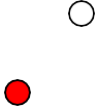
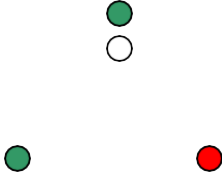

Item	M/T	Module 2 - COLREG Regulations - Lights and shapes	
1.	M	Regulations regarding lights should be observed: a) from sunset to sunrise b) from sunset to sunrise and under conditions of limited visibility c) from sunset to sunrise and under conditions of limited visibility and other circumstances when necessary	C
2.	M	Regulations regarding shapes should be observed: a) from sunset to sunrise b) from sunset to sunrise and under conditions of limited visibility and other circumstances when necessary c) from sunrise to sunset	C
3.	M	The towing light means: a) yellow with the same characteristics as the stern light b) an additional masthead light or lights c) on the hauled object	A
4.	M	The masthead light is: a) white light placed over the fore and aft centreline of the vessel showing an unbroken light over the arc of horizon of 225° and so fixed to show the light from right ahead to 22.5° abaft the beam on either side of the vessel b) white light placed over the fore and aft centreline of the vessel showing an unbroken light over the arc of horizon of 360° c) white light placed over the fore and aft centreline of the vessel showing an unbroken light over the arc of horizon of 225° and so fixed to show the light from the stern to 22.5° abaft the beam on either each side of the vessel	A
5.	M	The flashing light means a light flashing at regular intervals: (nie umiem odnieść się do wskazówki p. kapitana, nie ma związku z żadną treścią w oryginale po polsku) a) with the frequency of 60 or more flashes per minute b) with the frequency of 90 or more flashes per minute c) with the frequency of 120 or more flashes per minute	C
6.	M	The "sidelights" term means a) red light on the starboard side and green light on the port side each showing unbroken light over the arc of horizon of 112.5° and so fixed as to show the light from right ahead to 22.5° abaft the beam on its respective side b) green light on the starboard side and red light on the port side each showing unbroken light over the arc of horizon of 112.5° and so as to show the light from right ahead to 22.5° abaft the beam on its respective side c) every light placed on the vessel's boardside continuously illuminating the horizontal curve of 112.5° and so adjusted as to exhibit the light from the bow to 22.5° beyond the abeam of the relevant side	B

7.	M	<p>Visibility ranges of lights of a 33 m long vessel should be at least:</p> <ul style="list-style-type: none"> <li>a) masthead lights – 2 nautical miles, sidelights – 1 nautical mile, stern lights – 2 nautical miles, others – 2 nautical miles</li> <li>b) masthead lights – 6 nautical miles, sidelights – 3 nautical miles, stern lights – 3 nautical miles, others – 3 nautical miles</li> <li>c) masthead lights – 5 nautical miles, sidelights – 2 nautical miles, stern lights – 2 nautical miles, others – 2 nautical miles</li> </ul>	C
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8.	M	<p>Visibility ranges of lights of a 97 m long vessel should be at least:</p> <ul style="list-style-type: none"> <li>a) masthead lights – 6 nautical miles, sidelights – 3 nautical miles, stern lights – 3 nautical miles, others – 3 nautical miles</li> <li>b) masthead lights – 5 nautical miles, sidelights – 2 nautical miles, stern lights – 2 nautical miles, others – 2 nautical miles</li> <li>c) masthead lights – 3 nautical miles, sidelights – 2 nautical miles, stern lights – 2 nautical miles, others – 2 nautical miles</li> </ul>	A
9.	M	<p>On a power-driven vessel, 148 m long and 26 m wide, correctly fixed masthead lights are at the height of:</p> <ul style="list-style-type: none"> <li>a) forward – 6 m, stern – 11 m</li> <li>b) forward – 12 m, stern – 18 m</li> <li>c) forward – 13 m, stern – 17 m</li> </ul>	B
10.	M	<p>Sidelights of a power-driven vessel shall be placed above the hull at the height not exceeding:</p> <ul style="list-style-type: none"> <li>a) 1/2 of the height of the forward masthead light</li> <li>b) 2/3 of the height of the forward masthead light</li> <li>c) 3/4 of the height of the forward masthead light</li> </ul>	C
11.	M	<p>On a vessel of 89 m in the length, the spacing between two or three lights placed in a vertical line should be at least:</p> <ul style="list-style-type: none"> <li>a) 2 m, the lowest of which should be placed at the height of at least 4 m above the hull (with the exception of a ship obliged to provide towing light)</li> <li>b) 2 m, the lowest of which should be placed at the height of at least 2 m above the hull (with the exception of a ship obliged to provide towing light)</li> <li>c) 1 m, the lowest of which should be placed at the height of at least 2 m above the hull (with the exception of a ship obliged to provide towing light)</li> </ul>	A
12.	M	<p>On a vessel of 220 m in the length, the horizontal distance between masthead lights shall be:</p> <ul style="list-style-type: none"> <li>a) at least 100 m</li> <li>b) at least 110 m</li> <li>c) not less than the width of the vessel</li> </ul>	A
13.	M	<p>The shape of the cylinder on a vessel over 20 m in the length should have the following dimensions:</p> <ul style="list-style-type: none"> <li>a) the diameter at least: 0.4 m, the height equal to the double diameter</li> <li>b) the diameter at least: 0.5 m, the height equal to the double diameter</li> <li>c) the diameter at least: 0.6 m, the height equal to the double diameter</li> </ul>	C
14.	M	<p>The shape of the anchor ball on a vessel over 20 m in the length should have the following dimensions:</p> <ul style="list-style-type: none"> <li>a) the diameter at least: 0.8 m</li> <li>b) the diameter at least: 0.6 m</li> <li>c) the diameter at least: 0.5 m</li> </ul>	B
15.	M	<p>The vertical distance between marks on a vessel over 20 m in the length shall be at least:</p> <ul style="list-style-type: none"> <li>a) 0.5 m</li> <li>b) 1.0 m</li> <li>c) 1.5 m</li> </ul>	C


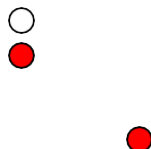
16.	M	The intensity of sidelights ahead the bow should decrease until the dissapear between: a) 2° and 3° beyond the prescribed sectors b) 2° and 5° beyond the prescribed sectors c) 1° and 3° beyond the prescribed sectors	C
17.	M	Lights visible around the horizon should be so fixed that the sectors of their occlusion by a vessel's structures are not greater than: (nie umiem odnieść się do wskazówki p. kapitana, nie ma związku z żadną treścią w oryginale po polsku) a) 5° b) 6° c) 7°	B
18.	M	The intensity of stern and masthead lights and sidelights within 22.5 degrees beyond the abeam shall disapear: a) not more than 5 degrees outside the provided sectors b) not more than 4 degrees outside the provided sectors c) not more than 3 degrees outside the provided sectors	A
19.	M	Lights shown below show a vessel: a) not responsible for its movements, under way b) not responsible for its movements, making way through the water c) with limited maneuverability under way 	B
20.	M	The daily shape of a vessel not under command is: a) two spheres placed in a vertical line b) three spheres placed in a vertical line c) cylinder	A
21.	M	Three red lights, visible around the horizon, placed vertically, indicate: a) vessel aground b) vessel not under command c) vessel contrained by her draught	C
22.	M	The daily shape of a vessel contrained by her draught is: a) the sphere b) two spheres placed in a vertical line c) cylinder	C

23.	M	<p>Lights shown below show a vessel:</p> <ul style="list-style-type: none"> <li>a) with limited maneuverability, under way</li> <li>b) with limited maneuverability, under way, making way through the water</li> <li>c) not responsible for its movements under way</li> </ul> 	B
24.	M	<p>The daily shape of a vessel restricted in her ability to manoeuvre is:</p> <ul style="list-style-type: none"> <li>a) cylinder</li> <li>b) three spheres placed in a vertical line</li> <li>c) the sphere, diamond, sphere placed in a vertical line</li> </ul>	C
25.	M	<p>Additional lights visible around the horizon, red over green, can exhibit:</p> <ul style="list-style-type: none"> <li>a) sailing ships</li> <li>b) power-driven vessels less than 20 m in length</li> <li>c) vessels engaged in fishing</li> </ul>	A
26.	M	<p>Lights shown below show a vessel:</p> <ul style="list-style-type: none"> <li>a) power-driven, under way, not making way through the water</li> <li>b) sailing</li> <li>c) power-driven less than 20 m in length</li> </ul> 	B
27.	M	<p>Lights shown below show a vessel:</p> <ul style="list-style-type: none"> <li>a) power-driven, under way, making way through the water</li> <li>b) sailing</li> <li>c) power-driven, under way</li> </ul> 	C

28.	M	<p>The vessel exhibiting following lights has the length:</p> <p>a) up to 50 m b) up to 100m c) up to 200 m</p> 	A
29.	M	<p>Following lights show the vessel:</p> <p>a) engaged in trawling, under way b) engaged in trawling, under way, making way through the water c) engaged in fishing using the other method than trawling under way, making way through the water</p> 	B
30.	M	<p>Following lights show the vessel:</p> <p>a) engaged in fishing, other than trawling under way b) engaged in trawling, under way, not making way through the water c) engaged in fishing, other than trawling at anchor</p> 	C
31.	M	<p>The daily shape of the vessel engaged in fishing is:</p> <p>a) cone pointing vertically down b) two cones directed vertically to each other, placed one above the other c) diamond</p>	B



32.	M	<p>Following lights show the vessel:</p> <ul style="list-style-type: none"> <li>a) aground</li> <li>b) at anchor</li> <li>c) power-driven under way, not making way through the water</li> </ul> 	B
33.	M	<p>The ship exhibiting the following light is seen from its:</p> <ul style="list-style-type: none"> <li>a) port side</li> <li>b) starboard side</li> <li>c) port or starboard side</li> </ul> 	A
34.	M	<p>Following lights show the vessel:</p> <ul style="list-style-type: none"> <li>a) aground</li> <li>b) not responsible for its movements, making way through the water</li> <li>c) not responsible for its movements under way, not making way through the water</li> </ul> 	A
35.	M	<p>The daily shape of the vessel at anchor is:</p> <ul style="list-style-type: none"> <li>a) cylinder</li> <li>b) two spheres placed in a vertical line</li> <li>c) sphere</li> </ul>	C

36.	M	The daily shape of the vessel aground is: a) cylinder b) two spheres placed in a vertical line c) three spheres placed in a vertical line	C
37.	M	Following lights show the vessel: a) towing, under way, the length of the set > 200 m b) towing, under way, the length of the set ≤ 200 m c) towing under way, making way through the water, the length of the set ≤ 200 m 	B
38.	M	Following lights show the vessel: a) engaged in trawling, whose nets have trapped b) engaged in fishing using the other method than trawling, making way through the water c) serving pilotage 	C
39.	M	A vessel or pushed object, not forming a composite unit with a pusher tug, should exhibit: a) sidelights b) stern light c) sidelights and the stern light	A
40.	M	A vessel or towing object, other than flooded, hardly noticeable, should exhibit: a) sidelights b) stern light c) sidelights and the stern light	C
Ite m	M/T	Module 3 - COLREG Regulations - sound signals, manoeuvring and warning signals	
1.	M	A vessel of 92 m in the length should be equipped at least with a) whistle b) whistle, bell c) whistle, bell, gong	B

2.	M	The range of audibility of the whistle on a vessel of 148 m in the length is (indicative) at least: a) 0.5 nautical mile b) 1.0 nautical mile c) 1.5 nautical miles	C
3.	M	The "two short blasts" signal (I'm altering my course to the left) given by the whistle can be used: a) in conditions of limited visibility b) in every conditions c) when vessels are visible to each other	C
4.	M	The "two long, one short blasts" signal, given by the whistle by one of the ships in a narrow passage or on the fairway means: a) I intend to overtake you from your starboard side b) I intend to overtake you from your port side c) I indicate my agreement to your maneuver	A
5.	M	The "one long, one short, one long blasts" signal, given by the whistle by one of the ships in a narrow passage or on the fairway means: a) I'm going to overtake you from your starboard side b) I agree to your maneuver of overtaking c) I do not agree to your maneuver of overtaking	B
6.	M	The "three short blasts" signal given by the whistle, when the ships see each other, means: a) I'm turning my course to the left b) I'm operating astern my propulsion c) signal to pay attention	B
7.	M	The fog signal of a sailing ship given by the whistle is: a) two long blasts b) one long, three short blasts c) one long, two short blasts	C
8.	M	The fog signal of a vessel restricted in her ability to manoeuvre given by the whistle is: a) two long blasts b) one long, two short blasts c) one long, three short blasts	B
9.	M	A vessel at anchor with the length of 120 m should give the following signal in conditions of limited visibility: a) ring the bell rapidly for 5 s b) ring the bell rapidly for 5 seconds in the bow part of the ship, and immediately afterwards a ring the gong rapidly for 5 seconds in the stern part of the ship c) ring the bell rapidly for 5 seconds in the stern part of the ship, and immediately afterwards a ring the gong rapidly for 5 seconds in the bow part of the ship	B

10.	M	A vessel aground should give appropriate signals in conditions of limited visibility at least: a) every 1 minute b) every 1.5 minutes c) every 2 minutes	A
11.	M	The fog signal of a towing vessel given by the whistle is: a) two long blasts b) one long, three short blasts, when the haul set is more than 200 m long c) one long, three short blasts, provided it is crewed	C
12.	M	A power-driven vessel under way but having stopped engines and not making way through the water should, under conditions of limited visibility, give by the whistle: a) one long blast b) two long blasts c) one long, two short blasts	B
13.	M	The signal to pay attention is given by the whistle: a) two long blasts b) four rapidly blasts c) seven rapidly blasts (sugestia p. kapitana: "five rapidly blasts, a nie seven", ale w oryginalnym polskim tekście wyraźnie jest napisane SIEDEM, a nie PIĘĆ)	C
14.	M	Giving fog signals in limited visibility is: a) always obligatory b) obligatory when there are other vessels nearby c) obligatory if the ship does not have a serviceable radar	A
Ite m	M/T	Module 4 - COLREG Regulations - Regulations for passing	
1.	M	The proper observation should enable: a) detection of vessel maneuvers b) identification of dangers c) a full assessment of the situation and a risk of collision	C
2.	M	The radar observation should be conducted: a) in conditions of limited visibility b) when there is a risk of collision c) in all visibility conditions when it is necessary	C
3.	M	The visual observation should be conducted: a) in all conditions of visibility b) in conditions of limited visibility c) in conditions of good visibility	A
4.	M	The proper observation should be conducted by: a) all vessels b) vessels under way c) vessels on route, making way through the water	A

5.	M	The safe speed should enable: a) performing planned maneuvers b) taking proper and effective action to avoid a collision and stopping at an appropriate distance from danger c) reach POD within a set time	B
6.	M	The safe speed should be maintained by: a) give way vessels only b) all vessels c) power-driven vessels only	B
7.	M	The risk of a collision exists when: a) the compass bearing on the other vessel does not change and the distance decreases b) the heading angle on the other vessel does not change and the distance decreases c) the bearing and distance to the vessel does not change	A
8.	M	In the case of doubt if there is a risk of a collision, it should be assumed that it exists: a) always b) in conditions of limited visibility c) it can be assumed that it does not exist	A
9.	M	In the case of doubt if there is a risk of a collision, in order to be sure: a) make contact with the other vessel b) give a signal of doubt c) make a radar plot	C
10.	M	Action to avoid a collision should be conspicuous primarily to: a) quickly solve a dangerous situation b) take into account the vessel's maneuverability c) it was easily noticeable by other vessels	C
11.	M	The effect of action to avoid a collision should be: a) stopping at the right distance from the danger b) passing vessels at a safe distance c) passing behind the stern of the second ship	B
12.	M	If there is sufficient space at sea, the most effective action to avoid the situation of excessive approach may be: a) alter the course alone b) alter the course and speed c) alter the speed	A
13.	M	The action to avoid a collision can be considered completed when: a) it was conspicuous, it was made in due time and in accordance with the principles of the good seamanship b) the bearing for the second ship began to change significantly c) vessels passed within the prescribed distance and began to move away from each other	C

14.	M	A vessel going along a narrow passage or fairway shall keep as near to the outer limit of the channel: a) right side b) center c) left side	A
15.	M	Overtaking in a narrow passage is: a) allowed b) allowed only if the overtaken vessel agrees c) forbidden	A
16.	M	A vessel crossing the traffic separation scheme should, as far as possible: a) do it with a course over ground that is close to 90° in relation to the general direction of movement b) do it with a water course that is close to 90° in relation to the general direction of movement c) it is not allowed to crossing the TSS	B
17.	M	A vessel moving along the directional track of the traffic separation system should proceed as far as possible: a) right side of the track b) center of the track c) left side of the track	B
18.	M	Without restrictions following vessels can enter the traffic separation scheme: a) sailing ships b) engaged in fishing c) limited by its draft	B
19.	M	A vessel moving along a fairway, a narrow passage or a directional track of the traffic separation scheme is in relation to vessels crossing the fairway, the narrow passage or the directional track of the traffic separation scheme: a) a privileged vessel b) a privileged ship, when it can safely navigate only within the boundaries of the fairway or the direction track of the traffic separation scheme c) it can not be clearly stated	C
20.	M	Without restrictions following vessels can use the coastal traffic zone: a) with limited maneuverability b) Less than 20 m c) limited by its draft	B
21.	M	The basic condition for the application of regulations of Chapter II, Part B of COLREG (Regulations 11-18) is that: a) vessels detect on the radar screens each other b) vessels see each other c) vessels meet on the high seas	B
22.	M	If two sailing vessels seeing each other and having wind from different sides meet in such a way that there is a risk of a collision, then the priority is given to a ship which: a) has a wind from the starboard side b) has a wind from the port side c) is on the starboard side of the second ship	A

23.	M	Overtaking situation is when the overtaking vessel approaches the overtaken vessel: a) from its abeam b) so that at night it would see side lights of the overtaken vessel c) from the direction more than 22.5° on the back of its abeam	C
24.	M	When in the situation of overtaking, vessels see each other and there is a risk of a collision, the following vessel has priority: a) overtaken b) overtaking c) which is on the starboard side of the other vessel	A
25.	M	If power-driven vessels under way see each other and go in opposite courses so that it causes a risk of a collision, they should take the following action: a) both ships change their courses to the right b) both ships change their courses to the left c) change courses to the right or left after prior determining maneuvers	A
26.	M	If two power-driven vessels, seeing each other, meet at intersecting courses so that a risk of a collision is arising, the following vessel shall give way: a) has the second vessel on the port side b) has the second vessel on the starboard side c) each for vessels should change course to the right	B
27.	M	A stand on vessel can take action to avoid a collision only with its own maneuver: a) when the distance between vessels decrease to the audible range of blast signals b) when it is apparent that a vessel obliged to give way is not taking appropriate action c) it can not take such action until the moment of the "last minute maneuver"	B
28.	M	A vessel having a priority route should: a) keep its course and speed b) take an action to avoid a collision c) can take any maneuvers	A
29.	M	When vessels that see each other: engaged in fishing and sailing ship meet on opposite courses, so that there is a risk of a collision, the following vessel should give way: a) sailing ship b) vessel engaged in fishing c) both ships should change their courses to the right	A
30.	M	When vessels that see each other: engaged in fishing and with limited maneuverability meet on opposite courses, so that there is a risk of a collision, the following vessel should give way: a) vessel which has the second vessel on the starboard side b) Vessel restricted in her ability to manoeuvre c) vessel engaged in fishing	C

31.	M	In a situation when vessels see each other, a sailing vessel overtakes a power-driven ship so that a risk of a collision arises, the following vessel should give way: a) vessel which has the second vessel on the starboard side b) power-driven vessel c) sailing ship	C
32.	M	In conditions of limited visibility, while overtaking maneuvers when there is a risk of a collision, the vessel overtaken from the port side should: a) keep its course and speed b) change the course to the right c) change the course to the left	B
33.	M	A vessel that detects a other vessel using the radar only and finds that there is a risk of a collision should: a) make a radar plot and after determining that there is a risk of a collision, take an appropriate action b) determine the type of meeting situation and take an appropriate action if it is the give way vessel c) make an appropriate action after determining maneuvers with the second vessel	A
34.	M	If a power-driven vessel, in conditions of limited visibility, hears presumably from ahead of the abeam following fog signal - one long, two short blasts - of vessel which it did not detect on the screen of the radar device, it should: a) accept that it is dealing with a privileged ship and give way to it b) change the course according to the <i>Cockcroft</i> diagram c) reduce the speed to the minimum that allows to stay on the course	C
Item	M/T	Module 5–Watch arrangement	
1.	M	For arranging and manning a ship's watch on board following persons are responsible: a) owner b) master c) maritime administration of the flag state control	B
2.	M	The watchman, when performing the watch, is directly subject to: a) master b) senior deck officer c) watch officer	C
3.	M	The watch officer during the navigational watch should be present: a) on the bridge b) in the deck office c) on the deck	A
4.	M	In the situation when the watch officer handing over the navigational watch has doubts whether his successor is able to successfully perform the watch he should: a) notify the master b) pass the watch after receiving the assurance from the successor that he is ready to take over the watch c) stay on the bridge until he will make sure that the successor is effectively in the watch	A



5.	M	If restricted visibility occurs, the watch officer should call the master on the bridge: a) when such the command is stored in the master's instructions book b) when he judges that the master's presence on the bridge is necessary c) always	C
6.	M	If the watch officer calls the master on the bridge due to the very high volume of traffic, he should: a) reduce the speed b) perform appropriate anti-collision maneuvers if it is required by the situation c) refrain from acting until the master will come	B
7.	M	If the watch officer has doubts about the navigational situation, he should: a) reduce the speed b) notify the master c) call on the bridge of the watchman	B
8.	M	When the ship is sailing with the pilot, the navigational watch is managed by: a) watch officer b) pilot c) master, when he is on the bridge	A
9.	M	After taking the navigational watch, the officer should check the position of the vessel: a) as soon as possible b) when he has doubts about the correctness of its implementation by the hand over watch officer c) after a time interval required by navigation conditions	A
10.	M	After receiving the distress call, the officer in charge of the navigational watch should: a) change the course of the vessel in order to follow the help b) establish communication with the ship in distress c) notify the master	C
11.	M	In the event of steering device failure, the officer in charge of the navigational watch should first: a) notify the master b) turn emergency steering on c) turn on lights or hang up signs of a ship not responsible for its movements	B
12.	M	Reporting procedures for reporting systems and VTS should be known for: a) master b) master and senior deck officer c) each navigating officer	C
13.	M	The duty officer should perform the port watch: a) on the bridge b) in the deck office c) in a place where he can perform his duties most effectively	C

14.	M	The gangway duty should be performed: a) in every port b) in a port where there is a ship safety risk c) when the duty officer deems it advisable	A
15.	M	If, during loading, the officer performing the port duty declares that it is not carrying out according to the loading plan, he should: a) make appropriate entries in the ship's log b) explain the situation with the port foreman c) stop loading and notify the senior deck officer or the master	C