

| Operational level   |                       |   |                |
|---|-----------------------|---|----------------|
| 09 – Maritime Transport   |                       |   |                |
| Questions   |                       |   | Correct answer |
| O/T – determines the nature of the question (obligatory, requiring more time) |                       |   |                |
| No.   | O/T                   | Module 1 – Maritime Transport   | Module 1       |
| 1.  | <input type="radio"/> | The unit determining the size of a container ship is:<br>a) displacement<br>b) capacity [TEU]<br>c) capacity [FEU]  | B              |
| 2.  | <input type="radio"/> | The dimensions (length x width x height) of a standard container of Class 1AA are:<br>a) 40' x 8' x 8'<br>b) 40' x 8' x 8'6"<br>c) 40' x 8' x 9'6"                                  | B              |
| 3.  | <input type="radio"/> | According to the International Class Dangerous Goods Code, Class 6 means:<br>a) corrosive materials<br>b) toxic and infectious materials<br>c) oxidising materials                  | B              |
| 4.  | <input type="radio"/> | One foot equals:<br>a) 0.3040 m<br>b) 30.48 cm<br>c) 10 inch  | B              |
| 5.  | <input type="radio"/> | Compared to the ISO pallet, the EURO pallet (length x width) is:<br>a) 20 cm wider<br>b) 20 cm narrower<br>c) 20 cm longer  | B              |
| 6.  | <input type="radio"/> | 40'HC (high cubes) refers to a container:<br>a) 1 m <sup>3</sup> larger than the standard one<br>b) 1 foot taller than the standard one<br>c) 6 inches taller than the standard one | B              |
| 7.  | <input type="radio"/> | <i>Bay</i> defines:<br>a) the position of the container across the ship<br>b) the position of the container along the ship<br>c) the height of the container's position             | B              |

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| 8.  | <input type="radio"/> | <p><i>Tier</i> defines:</p> <p>a) the position of the container across the ship<br/> b) the position of the container along the ship<br/> c) the height of the container's position</p>                          | C |
| 9.  | <input type="radio"/> | <p><i>Row</i> defines:</p> <p>a) the position of the container across the ship<br/> b) the position of the container along the ship<br/> c) the height of the container's position</p>                           | A |
| 10. | <input type="radio"/> | <p>The container is on board when the tier:</p> <p>a) is equal to or greater than 82<br/> b) is less than 80<br/> c) is equal to or greater than 81</p>  | A |
| 11. | <input type="radio"/> | <p>A 'gooseneck' is a device:</p> <p>a) for attaching the semi-trailer on board<br/> b) for loading semi-trailers<br/> c) connecting a tractor unit with a roll-trailer</p>                                      | C |
| 12. | <input type="radio"/> | <p>0.1 m<sup>3</sup> equals to:</p> <p>a) 6 bbls<br/> b) 3.53 cu.ft<br/> c) 0.63 bbls</p>  | B |
| 13. | <input type="radio"/> | <p>On the stowage plan, 20' containers can be identified by:</p> <p>a) the fact that the bay designation is even<br/> b) the fact that the bay designation is odd<br/> c) the fact that the tier mark is odd</p> | B |
| 14. | <input type="radio"/> | <p>The IMDG Code uses the division of dangerous goods into:</p> <p>a) 8 classes<br/> b) 9 classes and 8 subclasses<br/> c) 9 classes</p>   | C |
| 15. | <input type="radio"/> | <p>Cargo marked as 'marine pollutant':</p> <p>a) may not be loaded on board<br/> b) must be loaded on the first layer<br/> c) may be loaded on the edge of the deck</p>  | C |

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| 16. | <input type="radio"/> | <i>Dunnage</i> means materials that are used to secure cargo against:<br>a) moisture, pollution or mechanical damage<br>b) loss of weight<br>c) loss of volume | A |
| 17. | <input type="radio"/> | A <i>roll-trailer</i> is:<br>a) a standard car semi-trailer<br>b) a low car semi-trailer<br>c) a low semi-trailer  | C |

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| 18. | <input type="radio"/> | One of the characteristics of a crude oil tanker is:<br>a) no transverse bulkheads<br>b) an extensive gravity ventilation system<br>c) a construction of longitudinal bulkheads  | C |
| 19. | <input type="radio"/> | The loading order on a container ship depends on:<br>a) the amount of cargo on the yard and the order of inflow<br>b) the order proposed by the shipper<br>c) the port rotation  | C |
| 20. | <input type="radio"/> | The coding of the container position on a container ship is:<br>a) bay – tier – row<br>b) bay – row – tier<br>c) row – bay – tier  | B |
| 21. | <input type="radio"/> | The IMDG Code applies to:<br>a) dangerous cargoes in bulk<br>b) dangerous cargoes in packaging<br>c) dangerous cargoes carried only on container ships   | B |
| 22. | <input type="radio"/> | The IMSBC Code applies to:<br>a) packed cargoes<br>b) bulk cargoes<br>c) chemicals in bulk   | B |
| 23. | <input type="radio"/> | The International Maritime Solid Bulk Cargoes – IMSBC:<br>a) contains a description of dangerous cargoes in packaging<br>b) does not contain guidelines for the carriage of grain<br>c) contains a description of the stowage of heavy lifts | B |

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| 24. | <input type="radio"/> | <p>The illustration presents:</p>  <p>a) A twistlock<br/>b) A lockable starting cone<br/>c) An eye-plug hook</p>   | C |
| 25. | <input type="radio"/> | <p>The document confirming the carriage of dangerous cargoes is:</p> <p>a) the <i>Bill of Lading</i><br/>b) the <i>Dangerous Cargo Manifest</i><br/>c) the <i>Mate's Receipt</i></p>   | B |
| 26. | <input type="radio"/> | <p>During loading, the watchkeeping officer does not check containers for:</p> <p>a) possessed safeguards (seals) and markings concerning dangerous cargoes<br/>b) damage<br/>c) cargo content</p>   | C |
| 27. | <input type="radio"/> | <p>Each package with dangerous goods should be marked, indicating:</p> <p>a) a proper shipping name<br/>b) a UN number<br/>c) the class of danger</p>  | C |
| 28. | <input type="radio"/> | <p>The ignition temperature is:</p> <p>a) the temperature to which the body must be heated to ignite without open flames<br/>b) the temperature at which the vapour pressure of the substance is high enough to form a flammable mixture with the air<br/>c) the temperature at which the body will ignite from any source of fire</p> | B |
| 29. | <input type="radio"/> | <p>The stowage factor specifies:</p> <p>a) how many tons of cargo will fit in one cubic meter of volume (<math>t/m^3</math>)<br/>b) how many cubic meters one ton of cargo (<math>m^3/t</math>) occupies<br/>c) how many tons of cargo there are per one square meter of the cargo area (<math>t/m^2</math>)</p>                       | B |
| 30. | <input type="radio"/> | <p>Grain includes:</p> <p>a) wheat, maize, oats, rye and barley<br/>b) wheat, maize, oats, rye, barley, rice, legume seeds, seeds and their processed form, which form behaves similar to the grain in its natural form<br/>c) any cargo of vegetable origin</p>   | B |

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| 31. | <input type="radio"/> | A closed room refers to:<br>a) only spaces of ballast and fuel tanks<br>b) all spaces with limited natural ventilation<br>c) any place on the ship without access to the open deck       | B |
| 32. | <input type="radio"/> | In accordance with the requirements of IMO/Res.1050 of 2011, entry into confined spaces is permitted at an oxygen content of:<br>a) 19.8%<br>b) 20.5%<br>c) 21%                          | C |
| 33. | <input type="radio"/> | Fresh Water Allowance – FWA – means:<br>a) submersion to the summertime load line<br>b) a correction for fresh water<br>c) freeboard value for submersion in fresh water                 | B |
| 34. | <input type="radio"/> | <i>Crude oil washing</i> – COW – is a system:<br>a) of pressure control on the tanker<br>b) for cleaning of cargo tanks<br>c) for determining the maximum amount of liquid cargo         | B |
| 35. | <input type="radio"/> | The 1AA designation applies to:<br>a) a 40' container<br>b) a 20' container<br>c) a 10' container  | A |
| 36. | <input type="radio"/> | A package is a cargo unit created:<br>a) only from homogeneous auxiliary cargoes<br>b) with at least two items of the same cargo<br>c) from several pallets stacked on top of each other | B |
| 37. | <input type="radio"/> | Cargo is:<br>a) the sum of the transported goods and spare parts and fuel on the ship<br>b) goods in the transport process<br>c) material on the ship                                    | B |
| 38. | <input type="radio"/> | The Code of Safe Practice for Cargo Stowage and Securing is:<br>a) The CSC Code<br>b) The CSS Code<br>c) The LSA Code  | B |

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| 39. | <input type="radio"/> | An in-house pallet is a pallet:<br>a) manufactured by an authorised manufacturer<br>b) for internal use in the company<br>c) marked with the 'EPAL EUR' symbol  | B |
| 40. | <input type="radio"/> | During cargo operations, when it is necessary to protect the cargo from rain, the order to close the cargo hatch covers is issued by:<br>a) the watch officer<br>b) the foreman<br>c) the master  | A |
| 41. | <input type="radio"/> | The FAL Convention applies to:<br>a) cooperation between the liquid fuel terminal and the tanker<br>b) unification of cargo documents<br>c) facilitating port clearances  | C |
| 42. | <input type="radio"/> | A submersible cargo pump on the tanker means a pump:<br>a) submersed in the cargo tank together with the engine driving it<br>b) on the deck, which can pump out the cargo from a great depth<br>c) submersed in the cargo tank, with the engine on board | C |
| 43. | <input type="radio"/> | LPG means:<br>a) the method of taking ullage<br>b) liquefied ethylene<br>c) liquefied propane-butane  | C |
| 44. | <input type="radio"/> | The use of a breathing apparatus in confined spaces is:<br>a) unnecessary, because the room is still ventilated<br>b) used only on instruction from the chief mate<br>c) required by the Codes and the ISM system   | C |
| 45. |                       | The transshipment rate determines:<br>a) the amount of cargo per unit of time during loading/unloading<br>b) loading/unloading sequence<br>c) the amount of cargo that will be loaded/unloaded by one shift of dockers                                    | A |
| 46. | <input type="radio"/> | Fumigation is:<br>a) removal of active substances from all bulk cargoes<br>b) fighting pests (e.g. insects and rodents) with chemicals in the form of smoke, steam or gas<br>c) securing mass cargo with impregnation for the period of sea voyage        | B |

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| 47. | <input type="radio"/> | Damage to a ship or cargo that may occur during cargo operations should be reported:<br>a) after the completion of cargo operations<br>b) immediately after the incident<br>c) after the ship has sailed   | B |
| 48. | <input type="radio"/> | On ships such as container ships, reefer ships, ro-ro ships or car carriers – a sufficient amount of cargo securing equipment should be ensured by:<br>a) the ship<br>b) the loader<br>c) the recipient of the cargo   | A |
| 49. | <input type="radio"/> | Before commencing the loading, the cargo officer:<br>a) has the right and should check the condition of the cargo visually<br>b) does not check the condition of the cargo, because the loader is responsible for the condition of the cargo<br>c) checks the condition of the cargo, if such a recommendation is included in 'voyage information' | A |
| 50. | <input type="radio"/> | The standard of preparing the hold for a given load, including the method of cleaning and recommended measures, is specified by:<br>a) the 'voyage instruction'<br>b) a cargo surveyor<br>c) the insurer of a given batch of cargo   | A |
| 51. | <input type="radio"/> | During cargo operations, the preparation of the hatch covers to be taken off or the handling of the cargo covers is at the discretion of:<br>a) stevedores<br>b) the ship's crew<br>c) the lashing gang  | B |
| 52. | <input type="radio"/> | Inert gas <u>may not</u> contain:<br>a) more than 5% oxygen<br>b) less than 5% nitrogen<br>c) more than 5% of hydrocarbons   | A |
| 53. | <input type="radio"/> | FPSO is:<br>a) a port representative who on behalf of the PSC is responsible for the safety of the ship in the port<br>b) a unit for the extraction, storage and transshipment of offshore oil and gas<br>c) a specialist tanker for the transport of bitumen and asphalt  | B |