

Which stock number indicates an NGA (NIMA) chart designed for navigation and anchorage in a small waterway?

A. WOAZC17

Incorrect. This chart is for Great Circle Sailing Chart – North Atlantic. *WOA* designates a world chart of the Atlantic Ocean, *ZC* designates great circle, *17* is the chart number

B. LCORR5876

Incorrect. This chart designation *LCORR* is not used in the chart catalog system.

C. 15XHA15883

Correct. This chart is designed for navigation and anchorage in a small waterway as immediately evident by the designation *HA* which means Harbor and Approach. Number *15* refers to the region and sub region, the *X* refers to the chart not being part of a portfolio, and *15883* is the chart number.

D. PILOT55

Incorrect. *PILOT55* is not an accurate chart number. When the Defense Mapping Agency (DMA) was responsible to produce these charts, the designation *PILOT* refers to a Pilot Chart and *55* is for the North Pacific Ocean which was followed by four more digits that corresponded to a month and year. The government no longer produces Pilot Charts.

What is NOT a condition for a salvage claim?

Note: Three conditions must be fulfilled before the rescue of maritime property can be considered a valid claim for a salvage award. They are 1) the property must be in danger, 2) the service rendered must be of a voluntary character, and 3) the service must be successful.

A. The property saved must be "maritime property."

Incorrect. The property involved in the salvage operation must be classified as "maritime property" according to salvage regulations and satisfy three conditions before a salvage award can be claimed. Maritime property does not include every category of property found in tidal waters. Vessels used in navigation, their gear, cargo and wreckage, even rafts are considered "maritime property", but not such things as light-vessels, buoys or other floating seamarks.

B. The salvors must save or attempt to save any life in peril.

Correct. If such action would endanger the personnel involved in the salvage operation then the salvor is not required to save or attempt to save any life in peril. This is not one of the three conditions required for a salvage claim.

C. The salvage service must be voluntary.

Incorrect. The salvage service must be of a voluntary character and the salvor must not be under any contractual or official duty to render assistance to claim a salvage award.

D. The property must be in peril.

Incorrect. The maritime property involved must be in peril is one of the three conditions needed to successfully claim a salvage award.

The Master of a small passenger vessel fitted with loading doors must ensure that the doors are closed, watertight and secured _____.

Note: 46 CFR 185.335 (a) states that except as allowed by paragraph (b) of this section, the master of a vessel fitted with loading doors shall assure that all loading doors are closed and secured during the entire voyage. Paragraph (b) states that loading doors, other than bow visors, may be opened when operating in protected or partially protected waters, provided the master of the vessel determines that the safety of the vessel is not impaired. In paragraph (c) "Loading doors" include all weather-tight ramps, bow visors, and openings used to load personnel, equipment, and stores, in the collision bulkhead, the side shell, and the boundaries of enclosed superstructures that are continuous with the shell of the vessel

A. at all times when underway unless operating on protected or partially protected waters
Correct. See Note.

B. when leaving the dock

Incorrect. The loading doors may be left open within protected waters as long as the master deems this operation is safe for the vessel.

C. when loading cargo

Incorrect. Loading doors are not required to be closed when loading cargo and may be kept open within protected waters as long as the master deems this operation is safe for the vessel.

D. at all times, at the dock or underway when the loading door is not actually being used for passage

Incorrect. The loading doors are not required to be secured at all times, at the dock or underway and may be left open within protected waters as long as the master deems this operation is safe for the vessel.

INLAND ONLY A single vessel being towed alongside shall show _____

Note: Inland Rule 24(f): Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel, except as provided in paragraph (iii): (i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end sidelights, and a special flashing light; (ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights and a special flashing light; and (iii) when vessels are towed alongside on both sides of the towing vessels a sternlight shall be exhibited on the stern of the outboard vessel on each side of the towing vessel, and a single set of sidelights as far forward and as far outboard as is practicable, and a single special flashing light.

A. One all-round white light.

Incorrect. Inland Rule 24(f) states that when a single vessel is towed alongside, it must show a sternlight, sidelights, and a special flashing light. Rule 24(f) does not permit a single vessel or any number of vessels being towed alongside or pushed in a group to display an all-round white light.

B. Sidelights and a sternlight.

Incorrect. Inland Rule 24(f)(ii) specifically requires that a vessel being towed alongside shall exhibit not only sidelights and a sternlight, but a special flashing light.

C. Only the outboard sidelight and a sternlight.

Incorrect. Inland Rule 24(f)(ii) states that a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights and a special flashing light.

D. A special flashing light, sidelights, and a sternlight.

Correct. Inland Rule 24(f)(ii) states that a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights and a special flashing light. Inland Rule 24 is different from International Rule 24(f) in that vessels being pushed ahead or towed alongside in international waters are not required to display a special flashing light.