

**The channel under a bridge is marked with aids from the lateral system. The centerline of the channel is marked on the bridge with \_\_\_\_\_?**

Note: In the U.S. Lateral Aids system Safe Water buoys and marks are distinguished by 1) color: red and white, 2) shape: spherical, pillar, or spar buoys, 3) topmark: single, red spherical, and 4) lights: white light that can be occulting, isophase, a single long flash or Morse "A".

A. a yellow triangle

Incorrect: The yellow triangle, along with yellow square, are markings placed upon buoys on the Intracoastal Waterway to signify the Western Rivers system and are not used as an aid to navigation to mark any channel or a bridge.

B. three white lights

Incorrect: In §118.65, *Lights on fixed bridges*, for bridges NOT maintaining the lateral aids to navigation system the main channel span of the bridge is marked with a set of three white lights in a vertical line over each green light marking each navigable channel.

C. a black and white diamond

Incorrect: a black and white diamond daymark has no lateral significance in the lateral aids to navigation system. It is used to mark areas such as fish net area, anchorage or dredging.

D. a red and white octagon

Correct: According to 33 CFR Part 118, *Bridge Lighting And Other Signals*, in §118.110, *Daymarks and lateral lighting on bridges*, (b) it states "If lateral system lights are required or authorized to mark the main channel, ... the centerline of the channel shall be marked with the standard lateral system safe water mark and occulting white light, instead of the lights prescribed in §118.65."

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**While assigned to a 90 GRT vessel, you are required to sign "foreign" articles on a voyage from Philadelphia to which port?**

*Note: "Foreign" articles are required of vessels of 100 gross tons or more, on a foreign voyage, which is a voyage from a port in the United States to any foreign port other than a port in – Canada, Mexico or the West Indies. (46 CFR 14.201 (b) (1))*

A. San Francisco, CA

Correct: "Foreign" articles are required of vessels of 75 gross tons or more on a voyage between a port of the United States on the Atlantic Ocean and a port of the United States on the Pacific Coast. (46 CFR 14.201 (b) (2))

B. Baltimore, MD

Incorrect: Vessels of 50 gross tons or more on a voyage between a port in one State and a port in another State other than an adjoining state are required to execute shipping articles. This voyage is therefore not considered foreign and does not require "foreign" articles. (46 CFR 14.201 (b) (3))

C. Tampico, Mexico

Incorrect: A vessel of the United States on a voyage from a port in the United States to a port in Mexico is not required to file "foreign" articles. (46 CFR 14.201 (b) (1))

D. Montreal, Canada

Incorrect: A vessel of the United States on a voyage from a port in the United States to a port in Canada is not required to file "foreign" articles. (46 CFR 14.201 (b) (1))

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**If the OCMI has NOT granted an extension, free-fall lifeboats must be lowered into the water and launched with the assigned crew at least once every \_\_\_\_\_.**

*Note: Free-fall lifeboats are survival craft that are launched using the free-fall method whereby the craft with its complement of persons and equipment on board is released and allowed to fall in the sea without any restraining constraints.*

A. 3 months

Incorrect: According to 46 CFR 199.180 (d)(4), gravity davit launched lifeboats are required to be lowered into the water with its assigned operating crew aboard and maneuvered in the water at least once every three months.

B. 6 months

Correct: According to 46 CFR 199.180 (d) (5), free-fall lifeboats are required to be free-fall launched with its assigned operating crew aboard and maneuvered in the water at least once every six months.

C. year

Incorrect: ONLY when compliance with the six month free-fall launch requirement is impracticable, the OCMI may extend this period to twelve months.

D. 2 years

Incorrect: Extraneous distracter.

**BOTH INTERNATIONAL & INLAND A 50-meter vessel is towing astern and the length of the tow is 100 meters. In addition to sidelights, which lights may she show to fully comply with the Rules?**

A. Two masthead lights forward, a stern light, and a towing light above the stern light.

Incorrect: The length of the towing vessel is 50 meters, therefore it requires a white masthead light abaft and higher than the forward masthead lights. Rule 24 (d) and Rule 23 (a) (i) and (ii).

B. A masthead light forward, two masthead lights aft, a stern light, and a towing light above the stern light.

Correct: Because the towing vessel is 50 meters, not less than 50 meters, and two masthead lights are carried aft then the towing vessel is required to carry a masthead light forward, along with sidelights, stern light and a towing light above the stern light. Since the tow is less than two hundred meters no additional masthead light is required on the mast aft. Rule 24 (d) and Rule 23 (a) (i) and (ii).

C. No masthead light forward, two masthead lights aft, a stern light, and a towing light above the stern light.

Incorrect: When masthead lights for towing or pushing are exhibited aft, a forward mast head light is required. Rule 24 (d).

D. Three masthead lights forward, one masthead light aft, and two towing lights in a vertical line at the stern.

Incorrect: Three white masthead lights forward would signify that the length of the tow exceeds 200 meters. The length of the tow is 100 meters. Rule 24 (a) (i).