

U.S.C.G. Merchant Marine Exam
Master/Chief Mate Offshore Supply Vessels
Q202 Deck Safety - Stability Problems
(Sample Examination)

Choose the best answer to the following Multiple Choice Questions.

1. Using the information in Section 1, the blue pages, of the Stability Data Reference Book, determine the danger angle for permanent list if the KG is 25.0 feet and the drafts are: FWD 15'-04", AFT 15'-08".
- (A) 12°
 - (B) 17°
 - (C) 20°
 - (D) 23°

If choice D is selected set score to 1.

2. You have 300 tons of below deck tonnage including liquid mud. Your existing deck cargo is 180 tons with a VCG above the deck of 1.9 feet. What is the maximum additional cargo tonnage you are permitted to load? See illustration D036DG below.
- (A) 108 tons
 - (B) 124 tons
 - (C) 162 tons
 - (D) 342 tons

If choice C is selected set score to 1.

3. The liquid mud tanks on your vessel measure 20'L by 18'B by 7'D. The vessel's displacement is 866 T and the specific gravity of the mud is 1.8. What is the reduction in GM due to 2 of these tanks being slack?
- (A) 0.24 foot
 - (B) 0.56 foot
 - (C) 0.95 foot
 - (D) 1.12 feet

If choice D is selected set score to 1.

4. Your vessel measures 119 feet long by 17 feet in beam. If the natural rolling period at a draft of 5'-05" is 6 seconds, what is the GM?
- (A) 1.14 feet
 - (B) 1.36 feet
 - (C) 1.55 feet
 - (D) 1.96 feet

If choice C is selected set score to 1.

5. Your drafts are: FWD 23'-03", AFT 24'-01". Use the blue pages of the Stability Data Reference Book to determine the vessels displacement if you are in fresh water.
- (A) 11,650 tons
 - (B) 11,800 tons
 - (C) 12,000 tons
 - (D) 12,250 tons

If choice C is selected set score to 1.

6. The SS AMERICAN MARINER is ready to bunker with drafts of FWD 17'-06", AFT 20'-04". After all bunkers are on board, soundings indicate the tonnages shown in table ST-0178 below. Use the white pages of The Stability Data Reference Book to determine the free surface correction.

DB 1 CL	48.2	DB 7 P	44.6
DB 1A CL	81.9	DB 7 S	20.8
DB 2 P	71.2	DT 1 CL	125.3
DB 2 S	71.2	DT 1A CL	235.6
DB 3 CL	140.6	DT 3 P	86.1
DB 3 P	55.6	DT 3 S	86.1
DB 3 S	55.6	DT 6 P	201.2
DB 4 CL	224.1	DT 6 S	201.2
DB 4 P	87.0	DT 7 P	128.8
DB 4 S	87.0	DT 7 S	128.8
DB 5 CL	170.4		
DB 6 CL	212.0		

- (A) 1.05 feet
- (B) 1.15 feet
- (C) 1.25 feet
- (D) 1.31 feet

If choice D is selected set score to 1.

7. Your vessel's drafts are: FWD 24'-04", AFT 25'-10"; and the KG is 23.5 feet. Use the selected stability curves in the blue pages of the Stability Data Reference Book to determine the righting arm at 37° inclination.
- (A) 1.9 feet
 - (B) 2.1 feet
 - (C) 3.5 feet
 - (D) 4.2 feet

If choice B is selected set score to 1.

8. Your sailing drafts are: FWD 17'-07", AFT 18'-03" and the GM is 2.8 feet. What will be the angle of list if the #4 starboard double bottom (capacity 141 tons, VCG 2.6 feet, and 23.8 feet off the centerline) is filled with saltwater? (Use the data in Section 1, the blue pages, of the Stability Data Reference Book)
- (A) 6°
 - (B) 8°
 - (C) 10°
 - (D) 12°

If choice B is selected set score to 1.

9. You are on a supply run to an offshore drilling rig. You are carrying the load show in table ST-0003 below. What is the height above the main deck of the center of gravity of the cargo?

I. Drill casing - 16 inches in diameter by 30 feet long. Twenty lengths each weighing 1.72 long tons and stowed in a single tier on deck.

II. Six pallets of oak planking - stowed two pallets high. Each pallet weighs 2.2 long tons. Each pallet is 3.0 feet high.

III. Crated piping and machine parts - Eight crates each 8'L x 4'W x 3'H. Each crate is stowed singly and weighs 660 pounds.

IV. Drill pipe - 6 inches in diameter by 30 feet long. One hundred and twenty lengths, each weighing 0.644 long ton. The center of gravity of the pipes is 1.11 feet above the main deck.

- (A) 2.15 feet
- (B) 1.83 feet
- (C) 1.64 feet
- (D) 1.19 feet

If choice D is selected set score to 1.

10. Your drafts are: FWD 6'-2", AFT 6'-8". From past experience, you know that the vessel will increase her draft 1 inch for every 6 tons loaded. There is rig water on board and 23 tons of deck cargo. How many more tons of cargo can be loaded and still maintain the same trim? See illustration D037DG below.

- (A) 18 tons
- (B) 12 tons
- (C) 24 tons
- (D) 6 tons

If choice D is selected set score to 1.

D036DG

US Department of Transportation United States Coast Guard		Commandant United States Coast Guard	Washington, D.C. 20593-0001 Staff Symbol: Phone:
		16710 8 Apr 87	
Master, M/V HUDSON, O.N. 666666			
Subj: M/V HUDSON Stability			
Dear Sir:			
A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V HUDSON at San Diego, California on 08 April 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V HUDSON, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:			
1. a. The vessel shall only be loaded according to the instructions on the attached LOADING DIAGRAM bearing U.S. Coast Guard approval stamp dated 8 April 1986.			
b. Drilling fluids may be carried. The maximum specific gravity of the fluids shall not exceed 2.60.			
c. The vessel may engage in towing operations when loaded in accordance with the attached LOADING DIAGRAM.			
2. The height above the main deck of the center of gravity of the deck cargo shall not exceed the value shown on the LOADING DIAGRAM (3.0 feet). Such cargo must be positively secured against shifting prior to leaving protected waters.			
3. Permanent ballast, in the form of 64.4 long tons of high density fluids (sg. = 2.87), is to be maintained in the after peak tank. No permanent ballast shall be added, removed, altered and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.			
4. The maximum summer load line draft is 13 feet 8 3/8 inches. Trim shall be minimized and shall always result in a freeboard of at least 22 inches at the stern.			
5. No more than one centerline or P/S pair of the following tanks may be partially filled at any one time: fuel oil, lube oil, potable water, ballast/cargo water, fuel oil day tanks, drilling fluid. Cross-connections between all port and starboard tank pairs shall be kept closed at all times when underway.			

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6. Main deck hatches and weather doors to the forecastle and machinery spaces shall be kept closed and fully secured at all times when underway, except when actually used for transit under safe conditions.

7. Main deck freeing ports shall be maintained operable and completely unobstructed at all times.

8. Bilges shall be kept pumped to minimum content at all times.

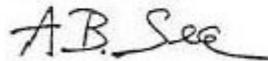
9. Suitable tables or curves for determining the capacities of full or partially full tanks shall be maintained aboard the vessel.

10. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

This stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages and the diagram are visible. It supersedes any stability information previously furnished the vessel.

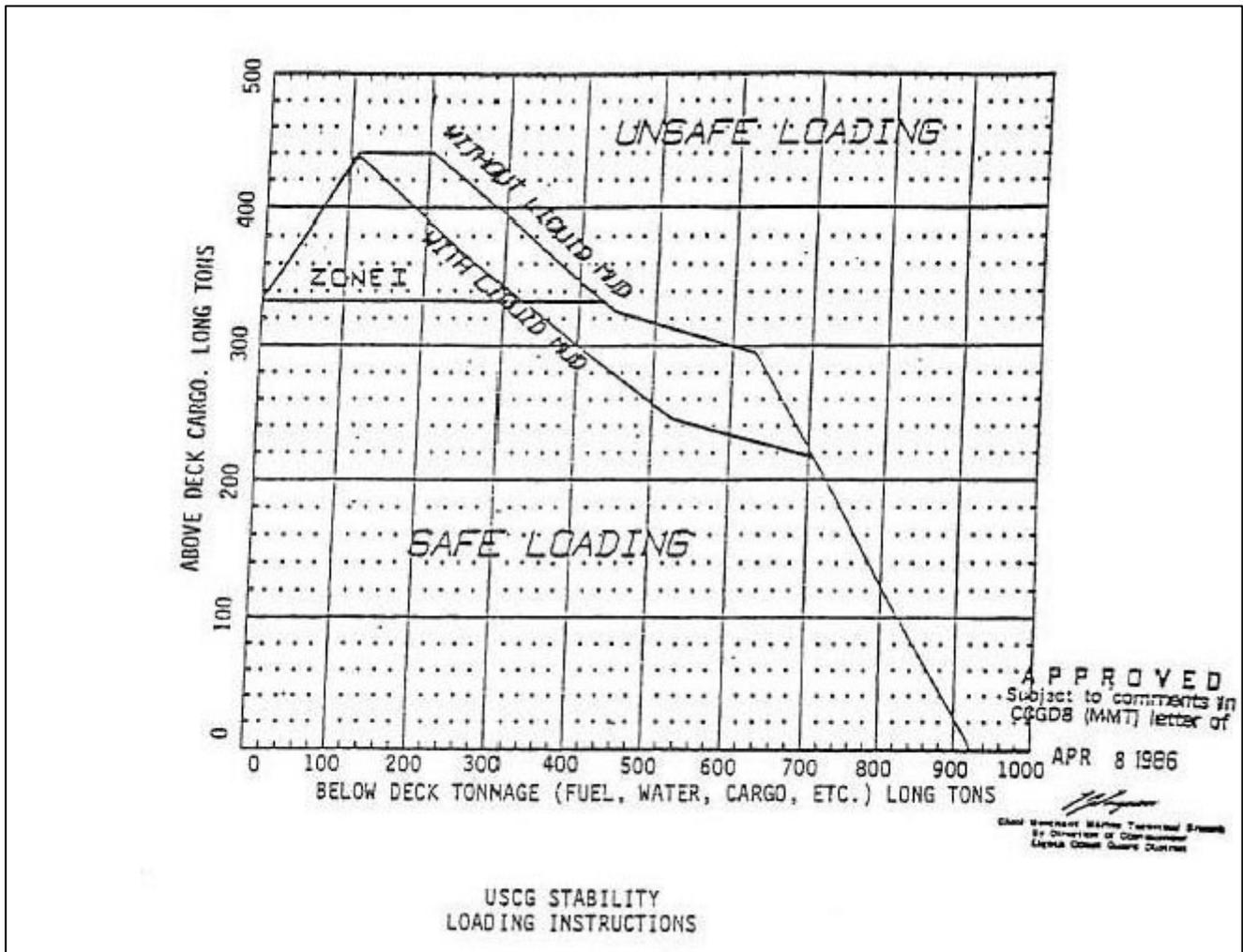
Sincerely,



A. B. SEA
Lieutenant Commander
U.S. Coast Guard

Attachment: LOADING DIAGRAM for the subject vessel bearing U.S. Coast Guard approval stamp dated 8 April 1987

D036DG



D037DG

U.S. Department
of Transportation
**United States
Coast Guard**



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol
Phone:

16710
13 May 87

Master, M/V SURVEYOR, O.N. 678678

Subj: M/V SURVEYOR
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V SURVEYOR at New Orleans, Louisiana, on 7 May 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V SURVEYOR, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. A maximum of 78 persons may be carried. In no case shall the number of persons exceed that allowed on the Certificate of Inspection.
2. The drafts as read on the draft marks shall not exceed 6 feet 3 inches forward or 7 feet 1 inch aft. Trim should be minimized. A loadline is not authorized.
3. The height above the main deck of the center of gravity of deck cargo shall not exceed 2.0 feet. Such cargo must be positively secured before leaving protected waters.
4. A maximum of 50 long tons of deck cargo may be carried when no other below deck ballast or cargo is carried. When rig water is carried, a maximum of 35 long tons of deck cargo may be carried, and no other below deck cargo or ballast is permitted.
5. No permanent ballast or other such weights shall be added, removed, altered, and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
6. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
7. The watertight door in the bulkhead at frame 18 shall be closed and properly dogged at all times when underway except when actually used for transit under safe conditions.

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D037DG

8. Cross-connections between all tank sets shall be kept closed at all times when underway.
9. Bilges shall be kept pumped to minimum content at all times.
10. Jet fuel may be carried on deck in eight DOT tanks. The total weight of the fuel and tanks shall not exceed 23.16 long tons and the vertical center of gravity shall not exceed 3 feet 6 inches above the deck. Such tanks must be positively secured against shifting in a seaway prior to leaving protected waters. Neither passengers nor other deck cargo shall be carried when such tanks are aboard the vessel.
11. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

This temporary stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages are visible. It supersedes any stability information previously furnished the vessel.

Sincerely,



W. T. DOOR
Lieutenant Commander
U.S. Coast Guard