

FUNCTION: CARGO HANDLING AND STOWAGE AT OPERATIONAL LEVEL

NO	CODE	QUESTION	ANSWER_1	ANSWER_2	ANSWER_3	ANSWER_4	CORRECT ANSWER
1	202.:.01	The first correction for trim during a Draft Survey is	with absolute value higher than the second trim correction.	smaller than the second trim correction and always negative.	bigger than the second trim correction and always positive.	positive or negative but always bigger than the second trim correction.	a
2	202.:.01	The second correction for trim during a Draft Survey known as Nemoto Correction is:	smaller than the First Correction for trim and always negative.	smaller than the First Correction for trim and always positive.	smaller than the First Correction for trim and has the sign of the First Correction.	always positive with absolute value smaller than the absolute value of the First Correction for trim.	г
3	202.:.01	Which of the following does not affect the value of the ballast tank FSM correction for GM:	length of the tank	density of the sea water in the tank	breadth of the tank	maximum tank capacity	г
4	202.:.01	The maximum permissible angle of static heel during carriage of grain in bulk as per SOLAS'74 requirements is	8 ⁰	12 ⁰	15 ⁰	25 ⁰	б
5	202.:.01	Which factor affects the value of the tank FSM correction most?	tank's length	the specific gravity of the fluid in the tank	tank's width	tank's maximum capacity	Б
6	202.:.01	A ship gets listed to the quay side without any obvious reasons during cargo operations using ship's own cranes. This may be a sign that	the ship is grounded.	the GM has negative value.	the trim is too big.	the GM is too high.	б
7	202.:.01	The effect of the FSMs on ship's stability depends on	the ratio between the total FSM and the deadweight	the ratio between the total FSM and the weight of the FSMs	the ratio between the total FSM and the sum of the FSM volumes	the ratio between the total FSM and the displacement	г
8	202.:.01	Execution of a Loading/Unloading Plan requires periodic calculation of the amount of cargo loaded/unloaded using	agent's figures	shipper's figures	draft survey	figures given by the terminal	Б
9	202.:.01	When determining or calculating the angle of static heel for loading bulk grain higher accuracy is achieved	using the formula	visually by drawing the static stability diagram	by both methods in answers A and B	using the formulae	б
10	202.:.01	Does displacement depend on the sea water density?	Yes. The higher the density the bigger the displacement.	Yes. The lower the density the bigger the displacement.	Yes. The lower the density the smaller the displacement	No. Displacement does not depend on water density.	г
11	202.:.01	When performing Draft Survey "Hogging" means	increased drafts at ship ends and reduced draft midships	increased draft midships and reduced draft at ship ends	hull torsion	deformation of ship's hull due to excessive shearing forces	a
12	202.:.01	The First Trim Correction during draft survey is applied due to the fact that	LCF usually does not match the LCB	LCF is usually not located at the middle frame	ships hull is usually bent (hogging or sagging)	ships are usually trimmed by the stern	б
13	202.:.01	When limited by her draft a ship will take maximum cargo if at completion of loading she is at the draft limit and	the ship has trim by the stern	the ship has trim by the bow	the ship has maximum quantity of the residual ballast	the ship is on even keel	г
14	202.:.01	What may be a consequence of an excessive GM?	insufficient stability	high inertial moments	risk of parametric rolling	high rolling amplitude	б
15	202.:.01	The banding called Sagging at Draught Survey means	larger draft of starboard compared to the left.	reduced draught in the middle compared to the transverse edges.	twist -difference between draught on port side and starboard side without heel.	increased draught in the middle compared to the transverse edges.	г

16	202.:.01	Which ships should have a "stability booklet?"	All ships larger than 500 GT.	All ships.	All passenger ships and each cargo vessel longer than 24 meters	All ships larger than 150 GT.	B
17	202.:.01	The magnitude of the "dead load" (Ship's constant) depends on:	Type and age of vessel	loadline	water density	IMO Recommendations	a
18	202.:.01	The single moment amending latitudinal metacentric height with 1 cm is tabulated in:	the load scale	the hydrostatic curves (tables)	It is not tabulated, but calculated at necessity	the theoretical plans for a series of ships	B
19	202.:.01	In a river cargo port, the limiting waterline is determined by the Load Lines Convention, subject to:	the conditions concerning the areas and seasons applicable for the river mouth	the conditions concerning the areas and seasons applicable for the river mouth, and overloading is admissible due to the lower salinity	the conditions concerning the areas and seasons applicable for the river mouth, however overloading is not admissible due to the lower salinity	the conditions concerning the areas and seasons applicable for the river mouth, however overloading is admissible due to the lower salinity and expenditure of funds for the voyage to the mouth	Г
20	202.:.02	A vessel carrying hygroscopic cargo moves from a cold climatic area to a warm climatic area. You should	not ventilate cargo spaces.	not ventilate cargo spaces during night.	arrange continuous natural ventilation of cargo spaces.	arrange continuous mechanical ventilation of cargo spaces.	a
21	202.:.02	Cargo securing is completed	to meet the Charterer's requirements.	to meet the Owner's requirements.	in compliance with the Cargo Securing Manual.	according to Master's judgement.	B
202	202.:.02	Following shall be observed during ship's hold preparation before loading cargo:	Cargo hold to be free of previous cargo residues.	Cargo hold to be free of scale and loose paint.	Cargo hold to be washed , rinsed and swept dry.	Each one of the other answers is correct.	Г
23	202.:.02	Following should be checked during ship's preparation for discharging cargo:	Proper functioning of ballast pumps and ballast valves.	Functioning of hatch covers.	Functioning of cargo gear.	Each one of the other answers is correct.	Г
24	202.:.02	Ventilation of cargo holds must be done when	the dew point of outside air is higher than the dew point of the air inside cargo hold.	the dew point of outside air is lower than the dew point of the air inside cargo hold.	the dew point of outside air decreases during night.	the dew point of outside air is equal to the dew point of air inside cargo hold.	б
25	202.:.02	The term "fumigation" describes the following operation:	De-infestation of cargo using gaseous pesticides	Removing odors from cargo spaces	Removing poisonous gases from cargo spaces	Exterminating rodents on board	a
26	202.:.02	The term "deodoration" describes the following operation:	Exterminating rodents on board	De-infestation of cargo using gaseous pesticides	Removing odors from cargo spaces	Removing poisonous gases from cargo spaces	B
27	202.:.02	The term "degasation" describes the following operation:	Removing poisonous gases from cargo spaces	De-infestation of cargo using gaseous pesticides	Exterminating rodents on board	Removing odors from cargo spaces	a
28	202.:.02	The term "deratisation" describes following operation:	Removing odors from cargo spaces	Removing poisonous gases from cargo spaces	Exterminating rodents on board	De-infestation of cargo using gaseous pesticides	B
29	202.:.02	Grain in bulk shall be carried in compliance with the	SOLAS'74 ch.VII	International Grain Code and SOLAS'74 ch.VI	ISM Code	IMSBC Code	б
30	202.:.02	The Volumetric Heeling Moments during carriage of grain in bulk depend on	the angle of repose.	the stowage factor.	the voids inside cargo spaces with grain cargo.	ship's displacement.	B
31	202.:.02	The minimum GM when carrying grain in bulk shall be	6 inches	0,30 m	0,36 m	0,42 m	б
32	202.:.02	The maximum permissible angle of static heel due to the shift of grain in bulk shall not exceed	5°	8°	12°	15°	B

33	202.:.02	The residual area between the heeling arm curve and the righting arm curve in the statical stability diagram when carrying grain in bulk shall not be less than	0,05 mrad	0,075 mrad	0,9 mrad	0,1mrad	б
34	202.:.02	When carrying timber deck cargo on a specialized ship the GM shall not be less than	0,10 m	0,24 m	1 foot	0,4 m	a
35	202.:.02	When carrying timber deck cargo on a non-specialized ship the GM shall not be less than	0,20 m	0,30 m	8 inches	0,15 m	г
36	202.:.02	Transportable moisture limit is	the maximum moisture content of a cargo from "Group A" of the IMSBC code which is considered safe for carriage by sea by a non-specially constructed or fitted vessel.	the percent of moisture content of cargo.	the maximum moisture content above which a ventilation of the cargo space is required.	the relative air humidity over which cargo operations shall be suspended.	a
37	202.:.02	"STOWAGE FACTOR" means	a value showing the volume in cubic meters which is occupied by a tonne of cargo	a value showing the weight in tonnes of 1 cubic meter of cargo	a value showing the relative density of cargo	the maximum permissible load of a cargo package	a
38	202.:.02	"Angle of repose" means	the angle of calculated heel due to the assumed shifting of a bulk cargo	the maximum permissible heel during loading of bulk cargo	the angle between a horizontal plane and the cone slope of a bulk cargo	the maximum heel on bulk cargo shifting	Б
39	202.:.02	Non-cohesive bulk cargoes with an angle of repose $\leq 30^\circ$ shall be carried according to the	BLU Code	SOLAS 74/78 Ch.VI and the IMSBC Code	Grain Code	SOLAS 74/78 Ch.VII and the IMSBC Code	Б
40	202.:.02	Carriage of Group "A" bulk cargoes as per IMSBC Code having a moisture content in excess of the transportable moisture limit is accepted	in case of a special charter clause and a due entry in the bill of lading.	in specially constructed cargo ships or in specially fitted cargo ships with construction approved by the Administration	after additional fitting of cargo spaces according to the Master and Port State Control requirements	in case of a loading plan approved by the Port State Control authorities	б
41	202.:.02	The purpose of trimming according to the IMSBC Code is to	fill up cargo spaces and avoid "dead freight"	avoid excessive hull stresses	achieve optimum trim	decrease the risk of cargo shifting	г
42	202.:.02	Before departure a ship loaded with grain shall be	with heel up to 8 degrees	upright and at even keel	upright	with trim to the stern providing seaworthiness	Б
43	202.:.02	Requirements for $\Theta \leq 12^\circ$ and the residual area of minimum 0.075 m.rad are demonstrated	always by the static stability diagram and additional graphical drawings	by graphical drawings on the static stability diagram or comparing GHM with the maximum permissible GHM	by the "Document of authorization" issued by the Administration to the ship	by master's declaration	б
44	202.:.02	Maximum height of cargo of 1/3 of ship's breadth for timber deck cargo is applicable for	all ships using winter load line	specialized timber deck ships	ships carrying logs	ship's carrying swan timber	a
45	202.:.02	As per CSS Code Rule-of-thumb method horizontal securing devices shall have MSL	1,5 times the weight of the cargo unit	equal to 0,72.g.m dependent on the length of the ship	equal to the weight of the cargo unit	2 times the weight of the cargo unit	Б

46	202.:.02	The initial metacentric height for ships without documents of authorization to carry grain in bulk shall be not less than	0,10 m	0,25 m	0,30 m	0,15 m	B
47	202.:.02	Fixing saucer or bundling on top of bulk grain cargo	increases the volumetric heeling moment	reduces the volumetric heeling moment by 50%	eliminates the volumetric heeling moment	may be used in place of a longitudinal division in way of a hatch opening	Г
48	202.:.02	According to the CSS Code the MSL and the CS of a securing device are in the following ratio:	the value of CS is between 0.5 x MSL and 0.8 x MSL according to the type of material (as per table included in the CSS Code)	CS = MSL	CS = 1,5 x MSL	CS = MSL / 1,5 or CS = MSL/1,35.	Г
49	202.:.02	Is it a requirement for a partly filled compartment with grain in bulk to be always trimmed?	No, if the stowage plan is approved by the master	Yes. In all cases.	Only if the vessel is a bulk carrier	Only if the vessel is not a bulk carrier	б
50	202.:.02	What is the minimum inert gas pressure that must be maintained in cargo tanks during discharging?	50 mm centimetre of water	100 mm centimetre of water	500 mm centimetre of water	1000 mm centimetre of water	б
51	202.:.02	During which operation(s) the atmosphere inside the cargo tank shall be inerted?	COW	loading	discharging	COW, loading and discharging	Г
52	202.:.02	When shall the COW system be tested?	before discharging	before arrival at the port of discharging	before crude oil washing starts	daily	б
53	202.:.02	Ullage is measured between the liquid surface and	the baseline of the expansion dome	the baseline of the measurement opening	the tangent to the sounding pipe	the baseline form which the ullage is measured, usually the upper edge of the measuring opening	Г
54	202.:.02	What is the meaning of the term "Load On Top"?	loading a part of cargo in one port and later loading the rest of the cargo in next port	loading cargo in one port and later loading another cargo in next port	loading cargo "on top" of oil or oil residues inside slop tanks	loading tanks through deck manholes	B
55	202.:.02	The following is taken into consideration with priority when planning loading or unloading of a VLCC:	ship's draft and trim	limitations for the allowable hull bending moments	speed of loading	speed of discharging	б
56	202.:.02	VCF is used to	convert the measured volume for any temperature in volume corresponding to temperature 15 degrees Centigrade	convert the measured density into density for 15 degrees centigrade	calculation of cargo weight	calculation of cargo mass	a
57	202.:.02	During preparation of cargo holds for taking cargo of grain in bulk, bilge well covers are covered by burlap	in order to increase the maximum permissible load on bilge well covers	to prevent grain from sifting inside bilges	to avoid damage to cargo by ballst water	to prevent bilges from taking condensed water	б
58	202.:.02	Which of the following actions is applicable during coal carriage?	use of dunnage to isolate metal surfaces	not to be carried if wet	to avoid partly filled compartments	to ventilate space above cargo	Г
59	202.:.02	Volumetric heeling moments during carriage of grain in bulk depend on the	type of grain	angle of grain shifting	grain stowage factor	unfilled volumes of cargo spaces	Г

60	202.:.02	In case of carriage of timber deck cargo ship's stability for the arrival condition	shall be checked with 15% increased weight of the timber deck cargo due to expected absorption of water	may not be checked	shall be checked with 10% increased weight of the timber deck cargo due to expected absorption of water	may not be checked if timber deck cargo is secured in compliance with the IMO requirements	B
61	202.:.02	"Broken Stowage" means	loss of cargo space due to incompact stowage of cargo	stack of cargo with mixed Bills of Lading	damaged stack of cargo	stack of cargo which contains cargo units with damaged packages	a
62	202.:.02	The assumed angle of heel due to the effect of volumetric heeling moments for bulk grain cargo applicable to new ships is	12°	8°	8° and 12°	15° and 25°	Г
63	202.:.02	Use of stanchions is mandatory when carrying timber deck cargo if	logs are carried inside cargo holds	ship is equipped with railings instead of bulwark	cargo of logs is carried forming high stacks	ship's length is more than 100m	B
64	202.:.02	Execution of a Loading/Unloading Plan requires periodic calculation of the amount of cargo loaded/unloaded using	agent's figures	shipper's figures	draft survey	figures given by the terminal	B
65	202.:.02	When determining or calculating the angle of static heel for loading bulk grain higher	using the formula	visually by drawing the static stability diagram	by both methods in answers A and B	using the formulae	б
66	202.:.02	SOLAS, Chapter XII, regulates:	Additional safety measures for bulk carriers	Safety equipment	radio communications	Freight	a
67	202.:.02	Which concentration of O2 in the cargo holds after inerting is considered safe	<5%	> 6%	<8%	<11%	B
68	202.:.02	Group "B" cargoes in the Code of Safe Practice for Solid Bulk Cargoes (IMSBC CODE) are	Bulk Cargo Which May Liquefy.	Cargoes with a chemical hazard potential, capable of creating a dangerous situation on a ship.	none of these answers.	Cargoes with angle of repose between 35 and 40 degrees.	б
69	202.:.02	The purpose of the "inert gas" system on board a tanker is	To provide greater pressure upon discharging.	To prevent pollution of the sea.	To prevent ingress of atmospheric air into tanks.	To extinguish any fire that have possibly appeared in a tank.	B
70	202.:.02	The concept of "Volume Correction Factor (VCF)" means	correction -to increase the cargo volume by about 15% for loose stowage.	correction of bulk volume.	correction of cargo space volume from grain to bales.	correction recalculating the observed fluid volume for another temperature.	Г
71	202.:.02	The requirement for "Solid bulk cargo density declaration" is made mandatory by:	MARPOL	SOLAS	IMDG Code	IMSBC Code	б
72	202.:.02	The abbreviation ASTM in Tables refers to:	Tables to determine the amount of liquid cargo	Astronomical tables	Tables on Tonnage Measurements of Ships	Tables of distances between major ports	a
73	202.:.02	The maximum allowable heeling moment according to "Stability requirements for vessels engaged in the carriage of grain in bulk" in SOLAS'74 has the following dimension:	Ton meter (t.m)	KiloNewton meter (kN.m)	meter to the fourth power (m4)	Ton per square meter (t/m2)	a
74	202.:.02	Cargo securing manual is required for:	fishing vessels	Ro-Ro ships and container carriers	all ships	for all vessels except tankers	Г

75	202.:.02	Declaration of cargo (Cargo Declaration):	Is synonymous to Cargo Information	Is required by the Customs Convention 1972.	Is required for transportation of consolidated cargoes	Is required for transportation of dangerous goods	r
76	202.:.02	Which of the following guides are you going to use to find the number of people involved when loading leaded petrol on your tanker?	Oil Transfer Procedures Manual	46 CFR Part 15 (Manning)	Certificate of Inspection	IOPP Certificate	a
77	202.:.02	The atmosphere in the tank is "too lean" means that	The content of oxygen is below 5%	The content of oxygen is below 2%	The content of hydrocarbonates is below LFL.	The content of hydrocarbonates is over LFL.	B
78	202.:.02	You're ready to start crude oil washing of cargo tanks. What measures should be taken before you start?	I shall measure the oxygen content in the middle of the ullage in the tank to be washed.	I shall measure the oxygen content in the inert gas to be fed.	I shall measure the oxygen content in the tank to be washed 1 meter below deck.	All measures mentioned in other answers	r
79	202.:.02	You are responsible for discharging and crude oil washing of oil tankers. What is the maximum oxygen content allowed 1 m below deck in the tank during crude oil washing?	8%	5%	3%	10%	a
80	202.:.02	You are responsible for discharging and crude oil washing of oil tankers. What is the maximum oxygen content allowed in the inert gas fed into the crude oil washed tank?	0,03	0,08	0,05	0,10	B
81	202.:.02	You are responsible for discharging and crude oil washing of oil tankers. What is the maximum oxygen content allowed in the middle of the tank ullage space during crude oil washing?	8%	5%	3%	10%	a
82	202.:.02	You are an officer responsible for the loading of an oil tanker in Ras Tannurah. The observer on deck reports of .. A large amount of oil in the water What should you do first?	I shall tell the shore operator to stop loading immediately.	I shall call the Master.	I shall check whether oil leaks from own vessel.	I shall check the Oil discharge monitor equipment (ODME).	a
83	202.:.02	One of the following alarms does not pertain to an inert gas system. Which one?	Deck seal low water alarm	Low pressure alarm	Scrubber high water level alarm	Low oxygen alarm	r
84	202.:.02	Why is tank loading allowed only up to 98% of its cargo carrying capacity?	Because such is the company policy.	Because there is danger of overflowing.	Because there are risks for ship's stability and strength.	Because of the thermal expansion.	r
85	202.:.02	The Inert gas should be fed when its oxygen concentration is less than	8%	11%	2%	5%	r
86	202.:.02	You want to use the content of the settling tank for crude oil washing. Which of the following actions must be done prior to washing?	I'll start washing as soon as the tank is ready for washing.	I shall unload to 1m ullage.	I shall completely empty the settling tank and fill it from another already discharged tank with 1 meter ullage.	I shall completely empty the settling tank and fill it with oil from another fully loaded cargo tank.	B

87	202.:.02	What is the purpose of the "small diameter line" on crude oil tankers?	Enables discharging of sludges to shore without using the main cargo loading pipeline.	Makes infiltration easier during crude oil washing.	Allows to discharge the clean water from the settling tank without the risk of being contaminated in the main cargo pipeline.	Makes it possible to drain the cargo remaining in the pipelines ashore upon completion of discharging operations.	r
88	202.:.02	What is the minimum pressure maintained in the pipelines of the crude oil washing system?	8 bar	7 bar	The pressure values stated in the Crude oil washing operations and equipment manual	10 bar	B
89	202.:.02	What is/are the advantage/s of the usage of inert gas systems on oil tankers?	Ensures low oxygen content in tanks.	Ensures faster loading.	Ensures lower fuel consumption.	All of these answers	a
90	202.:.02	Which of the following is not included in the oil operations procedure?	A diagram of the oil operations pipeline.	The name of the person responsible for the oil operations.	A special procedure to finish the loading of a cargo tank.	A description of the deck system for overflow prevention.	б
91	202.:.02	What does "to take the ullage" mean?	To measure the distance from tank bottom to liquid cargo surface	To measure the distance from deck or the point of measurement on tank to liquid cargo surface.	To take off woolen clothes.	To assume full responsibility for the safety of the ship.	б
92	202.:.02	What must be done before entering the pump room?	Inform the Chief officer or duty officer and vent at least 15 minutes prior to entering.	Inform the Chief officer or duty officer.	Vent at least 15 minutes prior to entering.	Inform the Ch.officer and duty officer.	a
93	202.:.02	What should be taken into consideration with respect to gas / oxygen content prior to entering the premises of the inert gas system?	The atmosphere must be gas-free and oxygen content should be 21%.	The atmosphere must contain at least 5% oxygen.	The atmosphere must be 100%-free of explosive and poisonous gases.	The oxygen content should be checked with gas-meter.	a
94	202.:.02	When recording "ullages", what exactly do we do?	We measure the distance from liquid cargo level to ullage point.	We measure the distance from tank bottom to liquid cargo surface.	We measure the distance from tank bottom to deck.	We measure the distance from tank bottom to ullage point.	a
95	202.:.02	Which of the following factors will not affect the time required for oil separation on water surface in the settling tank?	Density of the oil in the settling tank.	The temperature in the settling tank.	Weather conditions.	The quality of the crude oil washing, conducted during the last discharge.	r
96	202.:.02	Where can you find the number of people who must be involved in oil operations	In the Oil Transfer Procedure manual	In the IOPP certificate. (International Oil Pollution Prevention)	In the Oil Record Book	In the International Safety Guide for Oil Tankers and Terminals (ISGOTT)	a
97	202.:.02	What level initiates the slop-system high level alarm signal?	98%	97%	96%	90%	a
98	202.:.02	On tanker without inert gas system: the atmosphere in the tank during washing must be:	Too lean (less than 2% by volume of hydrocarbons) or over rich (in excess of 15% by volume of hydrocarbons).	The tank should be vented until oxygen content reaches 21%.	The tank should be vented at least 24 hours prior to washing.	After I send a man to check whether there are is any oil left.	a
99	202.:.02	On an oil tanker with inert gas system: the atmosphere during tank washing must be:	The atmosphere must be inerted until oxygen content is less than 8%.	The tank must be vented with an electric ventilator for no less than an hour prior to washing.	The tank must be filled with steam until humidity reaches at least 75%.	After tank bottom is covered with sea water	a

100	202.:.02	An oil tanker with segregated ballast tanks (SBT) will be discharged. Which tanks must be crude oil washed if you are expecting bad weather?	The sludge tanks and 30% of the remaining cargo tanks.	All the tanks that haven't been crude oil washed after the last discharging.	The tanks dedicated to take ballast in bad weather.	At least 30% of the sludge tanks.	B
101	202.:.02	During crude oil washing of tank No 1, the duty officer reports that the oxygen content in the tank is 9%. What are you going to do?	I shall stop washing until the oxygen content falls below 8%.	I shall continue washing until the oxygen content reaches 11%.	I shall continue washing and I shall inform the engineering department to check the inert gas system.	I shall stop washing until the oxygen content falls below 2%.	a
102	202.:.02	During crude oil discharging the inert gas system is completely out of order. What are you going to do?	I shall continue discharging until the positive pressure in the tanks falls below the minimum and then I shall stop discharging.	I shall continue discharging and I shall inform the shore terminal that I have a problem with the inert gas system.	I shall stop all discharging operations and I shall close the deck inert gas system isolating valve.	I shall stop discharging and I shall wait until the inert gas system starts operating again and then I shall continue discharging.	B
103	202.:.02	Before starting oil operations, the people in charge both on board and at the shore terminal should meet and discuss the procedures. Who should decide when operations are to start?	Both persons responsible for the oil operations.	The man on board in charge of the oil operations.	The man at shore terminal responsible for the oil operations.	The responsible pump operator .	a
104	202.:.02	During tankwashing with unknown atmosphere the water:	Could be heated up to 50 degrees.	Must not be heated.	Could be heated up to 60 degrees.	There are no limitations.	B
105	202.:.02	Purging is a procedure:	For lowering the content of oxygen below 5% before gas freeing.	For gas freeing.	For lowering the content of hydrocarbonates below 2% before gas freeing.	For lowering the content of oxygen below 2% before gas freeing.	B
106	202.:.03	Tween deck hatches of a multi-deck ship shall be closed in case of loading of bulk cargo if	the maximum permissible deck load at lower deck is exceeded	the cargo carried is classified as cohesive cargo	the cargo carried is classified as "cargo which may liquefy"	the cargo carried is classified as MHB as per Group "B" of the IMSBC Code	a
107	202.:.03	Bulk carriers with short and long holds are designed this way in order to	load small shipments of cargo only in short holds	provide space for loading rolled iron in long holds	load heavy bulk cargo only in short holds	load light bulk cargo only on long holds	B
108	202.:.03	A crack in the main deck is observed during an inspection on board a bulk carrier. It is 32 cm long, starting from the back corner of No 3 hold coaming starboard. The most likely reason for this failure is:	overloaded hold exceeding the maximum limitations	static electricity and electric polarity generated on deck	the layer of paint on deck is too thin	the impact of a crane grab during discharging	a
109	202.:.03	To avoid dangerous slamming loads, bow draught should be	greater than 2,5% of the length of the vessel.	equal to stern draught	less than stern draught	more than 2, 5 m.	a
110	202.:.03	You are responsible for discharging a fully loaded product carrier oil tanker, equipped with segregated ballast tanks (SBT). How can you find out if there is a link between the loading and the ballast systems?	I shall inspect cargo tanks for presence of water prior to start of cargo discharging operations.	I shall check for traces of oil on water surface in the ballast tanks after they have been filled.	I shall use the Oil discharge monitor equipment (ODME)	I shall use an indicator for any presence of oil / water.	б

111	202..03	You are responsible for loading product carrier oil tanker equipped with segregated ballast tanks (SBT). How can you find out if there is a connection between the loading and the ballast systems?	I shall check for traces of oil on water surface in the ballast tanks prior to loading.	I shall inspect cargo tanks for presence of water prior to start of cargo loading operations.	I shall use the Oil discharge monitor equipment (ODME)	I shall use an indicator for any presence of oil / water.	б
112	202..03	Is severe weather condition a reason for inspection of hatch covers and cargo holds?	Yes	No	As per Master's decision	Once per year	a
113	202..03	What parts of the hull are subject of inspection?	Engine room; pump room; mess room	Cargo spaces; hatch covers; ballast tanks	Chain lockers; storehouses; bridge	Mid section of the hull only	б
114	202..03	The procedures for inspection and report of defects could be find in:	Guidelines for damage control on board the vessel	IMO Circular 919	Cargo stowage and securing code	Safety Management System of the company	г
115	202..03	Thickness of ship's hull and sides of ballast and cargo tanks on board tankers is measured :	As per Master's decision	During dry dock or when necessary	Is not a subject of inspection	Every year	б
116	202..03	Inner ramps , doors , openings underneath the bulkhead deck are inspected to be :	Gas tight	Weather tight	Water tight	Water and gas tight	г
117	202..03	Inspection of ballast and cargo tanks must be carried out only after issuance of :	Enclosed space entry permit	Medical fitness for entry	Written permission by Chief Engineer	Verbal agreement between Master and Ch. Engineer	a
118	202..03	Watertightness of the hatch covers is achieved by means of:	Rubber gasket and cleats	Rubber gasket and wedges	Rubber gasket , cleats and wages	Rubber gasket only	в
119	202..03	All loading devices are to be inspected for dents, corrosion, torn wires etc. :	Before every cargo operation	After every cargo operation	At six months period	Every dry dock	a
120	202..03	Loading gear with SWL less than 20 tons , has to be tested with weight exceeding SWL :	10%	15%	20%	25%	г
121	202..03	The cracks in some frames on ship's hull appears due to :	Hogging and sagging	Encounter with adverse weather	Aging of the metal plates	All above mentioned	г
1202	202..03	If the Company decides so , rights and duties for cargo gear inspection could be delegate to :	Flag administration	Class organization	Third party ashore	The manufacturer	б
123	202..04	Substantial corrosion means that wear is:	Below 50% of the admissible	Over 75% but within the admissible	Over 25% of the admissible	above the admissible	б
124	202..04	SOLAS, Part A-1, Reg. 3-2 "Corrosion prevention of seawater ballast tanks" refers to:	Tankers and bulk carriers.	timber carriers	General cargo ships	Ro-Ro ships	a
125	202..04	Who carries out regular inspections for corrosion as required?	Bosun and 2 nd engineer	Ch. Officer and ch. engineer	Class. Organization representative	Company representative	б
126	202..04	At what intervals ballast tanks must be inspected for corrosion?	Every month	At three months	Every year	Every five years	б
127	202..04	Which part of the ballast tanks is most affected by electrolysis and temperature ?	Bottom	Middle part	Section under the deck	Non of above	в
128	202..05	Enhanced Survey as per A.744(18) is periodically conducted by	ship's crew	ship's superintendent	Port State Control Authorities	authorities designated by Flag State	г
129	202..05	The Owner's Inspection Report for damage to bulkcarrier's cargo spaces is required and written in compliance with	Resolution A.862 (20)	SOLAS Chapter II-1	SOLAS Chapter VI	Resolution A.744 (18)	a

130	202.:.05	The Survey report file is kept by:	The Master of the vessel	The administration	The shipowner	All in other answers	Г
131	202.:.05	Enhanced Survey by Resolution A.744 (18) is conducted periodically by	ship's crew	Superintendent of the company	Authorities of the Port State Control	Authorities designated by the Administration of the flag.	Г
132	202.:.05	SOLAS, Chapter XI-1, Reg.2 "Enhanced surveys", refers to:	container carriers	all types of vessel	chemical carriers	Bulk carriers and tankers	Г
133	202.:.05	What does the "Enhanced Survey Programme" (ESP) mean?	A programme for survey of the ship by Class Organization representative	A programme for inspection during loading/discharging operations	A programme for inspection and report of pollution incidents on board the vessel	A programme for inspection and report damage to cargo and ballast spaces	Г
134	202.:.05	Enhanced Surveys Programme Code applies to:	Tankers and bulk carriers	Containerships	Passenger ships	All ships	а
135	202.:.05	The term Enhanced Surveys Programme Code means...	International Code on the Enhanced programme of inspections during surveys	Enhanced ships program	Evolution of safety program	Evolution of security program	а
136	202.:.05	ESP code applies to:	Oil tankers and bulk carriers more than 500 GT	Only Tankers more than 20000GT	All ships	Passenger ships	а
137	202.:.05	What type surveys are carried out as per ESP Code?	renewal	annual	intermediat	Surveys mentioned in all other answers	Г
138	202.:.05	As per ESP Code, Condition Assessment Scheme (CAS) applies to:	Double hull bulk carriers	Single hull tankers	Passenger ships	All ships	б
139	202.:.05	How long ESP records should be kept on board?	To next dry docking	10 years	5 years	During all ships' live	Г
140	202.:.05	As per ESP Code what is the maximum interval between bottom inspections?	1 year	5years	36 months	24 months	В
141	202.:.05	Can bottom inspection be substituted with inspection when the ship is afloat?	Yes, always	Yes, if the ship is less than 20 years of age	Yes, if the ship is less than 15 years of age	No. Never	В
142	202.:.05	How many bottom surveys should be carried out at minimum in 5 years period?	One	two	tree	None	б
143	202.:.05	Who carry out inspections prescribed by ESP Code	Administration	owner	Recognized Organization	Flag Administration or Recognized Organization	Г
144	202.:.06	Containers weighing more than the maximum permissible gross weight	shall not be loaded on board.	may be loaded on board.	shall not be loaded onboard unless additional reinforcing elements are installed.	may be loaded on board only after approval by the classification society.	В
145	202.:.06	Notice of Readiness(NOR) is given	in writing or by telex.	in writing or by fax.	in writing.	only by telex or by fax.	В
146	202.:.06	The meaning of the text - Standard shipping mark is subject to	The Civil Liability Convention (CLC)	Convention on Facilitation of International Maritime Traffic FAL'65	good shipping and commercial practice.	The SOLAS Convention, Ch.VI	б
147	202.:.06	The term "may shift or give off dust" means that the cargo is	dangerous due to shifting	liable to get wet at high humidity and give off dust at low humidity.	spillable and requires dunnage on the deck or into the container	dangerous	В
148	202.:.06	Which of these markings stands for the number of a container?	TEU 452710 8 6	BMFC 21076 7	CRXU 270 106 8	TEUX 452710 8	В
149	202.:.07	The International Bulk Chemical Code (IBC Code) is applicable for:	Ships carrying dangerous cargoes in bulk	Ships carrying dangerous liquid chemicals	Ships carrying liquefied gases in bulk	Ships carrying methane	б
150	202.:.07	Centre of Buoyancy (B) means:	another name for "metacenter"	the geometric center of the submerged part of ship's hull	the geometric center of ship's hull	the geometric center of main deck	б

151	202.:.07	Inclining Experiment is conducted in order to	establish ship's volume.	establish ship's displacement and center of gravity in a certain condition.	calculate the weight of cargo.	calculate the waterplane area.	б
152	202.:.07	Gross Tonnage (GT) specifies	ship's type	ship's draft	the volume of ship's cargo spaces	ship's size	г
153	202.:.07	Whose responsibility is to make sure that the maximum deck loads are not exceeded?	of the ship's Operator	of ship's Master	of the Classification Society	of the Flag State Control.	б
154	202.:.07	"Angle of flooding" according to the International Grain Code means	the angle of heel at which openings in the hull, superstructures or deckhouses, which cannot be closed weathertight, immerse	the angle of heel at which maindeck immerses	the angle of heel at which grain in partly filled compartments shifts	the angle of heel for which the volumetric heeling moments in cargo holds are calculated	а
155	202.:.07	Section 5 of the IMSBC Code "Trimming procedures" divides cargoes in:	Cargoes which may liquefy; "Dangerous cargoes"; "Cargoes which are not dangerous and which may not liquefy"	Grain; "Mineral concentrates and ores"; "Other bulk cargoes"	Dry bulk cargoes; Liquid bulk cargoes; Cargoes in packages	"Cohesive bulk cargoes"; "Non-cohesive bulk cargoes"	г
156	202.:.07	Non-cohesive bulk cargoes are divided into the following groups according to their angle of repose (α):	$\alpha \leq 30^\circ$; $30^\circ < \alpha \leq 35^\circ$; $\alpha > 35^\circ$	shifting cargoes; non-shifting cargoes	$\alpha \leq 30^\circ$; $30^\circ < \alpha \leq 40^\circ$; $\alpha > 40^\circ$	$\alpha \leq 30^\circ$; $\alpha > 30^\circ$	а
157	202.:.07	"ANGLE OF REPOSE" is a characteristic of	cohesive cargoes	non-cohesive cargoes	grain cargoes	ore concentrates	б
158	202.:.07	Cargo information according to the SOLAS Ch. VI shall be provided to the master by the	PSC authorities	shipper	customs authorities	ship's operator	б
159	202.:.07	During planning of cargo operations when concerning ship's stability and structural integrity the master is guided by	the Ship's Stability Booklet and the Ship's Loading Manual	charterers' requirements	customs of the port	stevedores requirements	а
160	202.:.07	The information about moisture content and the transportable moisture limit of bulk cargo is provided by	information books such as "Tomas stowage" etc.	shipper in form of a declaration(certificate)	stevedores	the IMSBC Code	б
161	202.:.07	Instruments for measuring the oxygen content in the air and the concentration of toxic or flammable gases are required for	oil tankers	gas carriers and oil and chemical tankers	ships carrying cargoes which give off toxic or flammable gasses and/or reduce oxygen content.	ships as required by Flag State Control authorities.	в
162	202.:.07	Maximum permissible gross weight of a container is shown	in the International Convention for Safe Containers, 1972	on the Safety Approval Plate	inside Cargo Securing Manual	as a part of Cargo Information	б
163	202.:.07	Requirements of the International Grain Code are applicable	for ships above 500 GT	for all ships on international voyages	for all ships regardless of their size and operation area	for bulk cargo ships on international voyages	б
164	202.:.07	For ships without "Document of authorization" sauser is used in order to	eliminate grain heeling moments in partly filled compartments	reduce grain heeling moments in filled compartments	reduce grain heeling moments in partly filled compartments	eliminate grain heeling moments in filled compartments	б
165	202.:.07	When carrying grain in bulk on ship without "Document of authorization" grain heeling moment in partly filled compartments is	reduced by longitudinal division	eliminated by overstowing with cargo in bags or by strapping or lashing	reduced by overstowing with cargo in bags or by strapping or lashing"	eliminated by temporary longitudinal and transverse divisions and a saucer between	б

166	202.:.07	As per International Grain Code, stability information shall include cross curves for 12 degrees. That is to	increase the graphical accuracy for drawing the static stability diagram	define the heeling arm for heel 12 degrees	enable calculation of the arm of the uprighting arm for 12 degrees and compare with the heeling arm for 12 degrees	analytic calculation of static heel due to grain shifting	B
167	202.:.07	BLU Code requires first	procedures between the ship and the terminal prior to cargo handling	procedures between the ship and the terminal prior to ship's arrival	procedures between the ship and the terminal prior to cargo loading and handling of ballast	procedures between the ship and the terminal as required by the administration	б
168	202.:.07	Volumetric heeling moments in the "Information regarding ships stability and grain loading" as per SOLAS/74 have dimension	t.m	kN.m	m ⁴	N.m	B
169	202.:.07	Document of authorization is required by	sanitary authorities in case of grain cargo	authorities approving loading plans for bulk grain	ISM Code auditors	classification societies when authorizing crew to carry out inspections	б
170	202.:.07	Ship's certificate briefly called "Document of authorization" is required by	sanitary authorities in case of grain cargo	authorities approving loading plans for bulk grain	ISM Code auditors	authorities approving loading plans for dangerous and hazardous cargoes	б
171	202.:.07	According to the IMO Recommendations in case of in transit fumigation of a cargo hold safety procedures are executed by	chief officer	shore fumigator in charge	shore fumigator in charge or by a trained representative of the master	shore fumigator in charge or by chief officer	B
172	202.:.07	The Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)	is applicable to all bulk cargoes	is only applicable to the non-grain bulk cargoes	is only applicable to hazardous bulk cargoes	is only applicable to bulk grain cargoes	a
173	202.:.07	Cargo Securing Manual is required for	all container carriers	all ships	all general cargo ships	all ships except tankers and bulk carriers	Г
174	202.:.07	Which convention contains the requirements for crude oil washing (COW)?	MARPOL	SOLAS	STCW	LL	a
175	202.:.07	Which convention contains the requirements for inert gas systems (IGS)?	MARPOL	STCW	SOLAS	LL	B
176	202.:.07	MARPOL 73/78 Annex V Reg. 5 "Special Area" means:	12 miles from the nearest land	12 miles from Bulgarian coast line	areas such as Red Sea, Black Sea, Mediterranean Sea, Gulf of Mexico, Antarctic area, etc.	50 miles from the nearest land	B
177	202.:.07	COW Certificate is a requirement of	MARPOL	COLREG	ISGOTT	SOLAS	a
178	202.:.07	Which of the MARPOL Annexes deals with oil and oil products?	Annex II	Annex V	Annex I	Annex III	B
179	202.:.07	Is there a difference between a clean ballast tank(CBT) and a segregated ballast tank(SBT) ?	SBTs may be used as cargo tanks and CBTs may not	Basically there is no difference	CBTs may be used as cargo tanks and SBTs may not	CBTs require separate pipelines and SBTs do not	B
180	202.:.07	Which of the following forms or documents is not required during tanker operations?	arrival check list	enclosed space entry check list	weather check list	emergency plan	B

181	202.:.07	The distance measured between the surface of a liquid cargo and the main deck is called	innage	ullage	tankage	thievage	б
182	202.:.07	Which ships shall have on board Cargo Record Book?	all ships above 500 GT	all tankers and chemical tankers	all bulk carriers.	all container carriers	б
183	202.:.07	Tables to calculate the metacentric height by the rolling period are required for	tugs	tanker	sailing ships	timber carriers	г
184	202.:.07	During loading/unloading of oil products tankers shall have	lowered anchor	dropped anchor	oil pollution combat ship	lowered steel wires at bow and stern	г
185	202.:.07	How many TEU occupies a 40 feet container?	1 TEU	2 TEU	3 TEU	4 TEU	б
186	202.:.07	A Mate's Receipt is signed	before loading of cargo consignment begins	after completion of loading of consignment	before consignment discharging begins	after consignment is fully discharged	б
187	202.:.07	Unless otherwise ordered by the master the duty officer shall enter remarks concerning damage to the cargo in the	Outturn Report	Mate's Receipt	Bill of Lading	Loading Permit	б
188	202.:.07	The line passing through the Plimsoll Circle marks the summer load line at line's	lower end	upper end	center of the line's width of 25.5 mm	Does not mark the height of the summer load line.	б
189	202.:.07	"Cargo information" is a requirement of	STCW 78/95	SOLAS	MARPOL	tradition and the good seamanship	б
190	202.:.07	The time interval between the time of taking the sample for the Transportable Moisture Limit and the time of loading of cargo which may liquefy may not exceed	seven days	one day	one month	two days	а
191	202.:.07	Maximum height of cargo of 1/3 of ship's breadth for timber deck cargo is applicable for	all ships using winter load line	specialized timber deck ships	ships carrying logs	ship's carrying swan timber	а
192	202.:.07	BLU Code requires that Loading/Unloading Plan	shall be approved by the appropriate authority of the port state	shall be lodged to the appropriate authority of the port state	shall be lodged to the shipper's office	shall be lodged to the customs office	б
193	202.:.07	International Maritime Solid Bulk Cargoes Code	is required by Chapter VI of SOLAS.	is complementary to the CC CODE for bulk cargo	is required by the new edition of the BC Code.	is required by Chapter XII of SOLAS	а
194	202.:.07	BCH code refers to fluids which at a temperature of 37.8 degrees have vapour pressure:	Greater than 2.9 bar.	Not exceeding 2.9 bar.	Less than 2.8 bar.	Greater than 2.5 bar.	в
195	202.:.07	All ship cargo handling gear should be checked and the results recorded in the cargo gear record book at the following interval:	4 years	5 years	2 years	1 year	г
196	202.:.07	What is the meaning of "SWL"?	Safe working load	Single working load	Swing length	Salt water load	а
197	202.:.07	Which types of ship should have Cargo Record Book?	All ships larger than 500 GT.	Chemical tankers.	Bulk carriers.	container ships.	б
198	202.:.07	Tests of cargo gear are carried out by hanging, lifting and slewing with load equal to	rated/admissible	four times the rated	two times the rated	three times the rated	в

199	202.:.07	Is cargo plan verification for cargoes included in the IMSBC Code mandatory in Bulgarian ports.	Yes for all cargoes listed in the IMSBC Code.	Yes only for those cargoes listed in Annex A.	No it is not mandatory.	Yes only for those cargoes listed in Annex B.	a
200	202.:.07	Supervision on the technical condition of containers in operation is performed	following the schedule of flag administration surveys	following a system of periodic control.	following a system of continuous control.	following a system of periodic or continuous control at the shipping operator's discretion.	r
201	202.:.07	Is cargo plan certification for cargoes included in the IMSBC Code mandatory in Bulgarian ports.	Yes for all cargoes listed in the IMSBC Code.	Yes only for those cargoes listed in Annex A.	No it is not mandatory.	Yes only for those cargoes listed in Annex B.	a
202	202.:.07	Cargo Securing Manual must be approved by:	the Master of the vessel	the Administration	IMO	the shipowner	б
203	202.:.07	SOLAS, Chapter XII, Reg.11 "Loading instrument", refers to:	fishing vessels	Bulk carriers	container carriers	chemical carriers	б
204	202.:.07	SOLAS, Chapter XII, Reg.12 "Hold, ballast and dry space water level detectors", refers to:	container carriers	fishing vessels	chemical carriers	Bulk carriers	r
205	202.:.07	SOLAS, Chapter XII, Reg.13 "Availability of pumping systems", refers to:	container carriers	tankers	chemical carriers	Bulk carriers	r
206	202.:.07	The "small diameter line" on crude oil carriers starts from the pump room and goes to ...	The drip-tray under the cargo manifold, port and starboard side	The ship's side, above the waterline	The slop tanks	The shore-side of the cargo manifold valves, port and starboard side	r
207	202.:.07	You are an officer responsible for the discharging of oil tankers with a displacement of 15,000 tons in Corpus Christi, USA. Where should the Oil Transfer Procedure manual be placed?	Positioned on a location where it can be easily seen and used by the crew involved in the discharge operations.	Constantly positioned on bridge.	Available in the office of the Chief officer or the Master.	Positioned in the Master's office, and available upon request or when necessary.	a
208	202.:.07	What is the purpose of the explosimeter?	To measure the force of the explosion.	To measure the length of time before an explosion occurs.	To measure the electric charge in the atmosphere.	To measure the concentration of explosive gases in % of LEL.	r
209	202.:.07	What is the purpose of the oxygen analyzer?	To measure the oxygen content of the atmosphere	To check whether oxygen is dirty.	To measure whether the oxygen is in an explosive atmosphere.	To measure the humidity of oxygen.	a
210	202.:.07	What is the purpose of the "decanting line" between settling tanks when cargo tanks are washed with water?	Makes it possible to collect most of the oil in the first settling tank, while the clean water is separated in the second settling tank and can be reused for washing.	Makes it possible to fill the first and the second settling tanks without using the main cargo loading pipeline.	Makes it possible to avoid the accumulation of static electricity during water washing.	Makes it possible to fill the second settling tank if the first has already been filled.	a
211	202.:.07	What is the purpose of the "part flow display system" installed on some oil tankers?	The Part Flow System makes it possible to observe the discharge visually for oil content, on older tankers with discharge below the waterline	The Part Flow System makes it possible to observe the discharge visually for oil content, even in darkness	The Part Flow System makes it possible to discharge dirty ballast below the water line on older tankers	The Part Flow System makes it possible to measure the oil content, even if the Oil Discharge Monitoring Equipment is not working	a
212	202.:.07	What is the approximate oxygen content in the atmosphere?	15%	31%	11%	21%	r

213	202..07	What is the minimum equipment required for entering tanks or enclosed spaces defined as not gas-free or not containing enough oxygen?	Safety line.	Spark proof torch.	Coverall and safety shoes.	Self contained breathing apparatus in addition to normal safety equipment.	Г
214	202..07	The fuel oil overflow tank must be emptied prior to bunkering - it is a part of the preparation for bunkering. Why?	To avoid mixing of old and new fuel.	To make sure It takes the excess fuel in case of overflow.	To check if the fuel tanks leak in the overflow tank.	To check if there are leaks from the manifold valve in the overflow tank.	Б
215	202..07	When connected to the Barge / Coast terminal and ready to start bunkering , who gives the order to start the pumps?	The Engineer responsible for bunkering on the receiving vessel.	The Master of the receiving vessel	The Master of the bunker barge, or the terminal operator ashore.	The Pump operator of the Barge or the shore terminal.	а
216	202..07	What is the minimum concentration of oxygen which, if further reduced, will endanger entering, or staying in a closed space without a respirator?	2-3%	10 - 15%	5 - 10%	17 -18%	Г
217	202..07	Which of the following actions is recommended when "decanting water overboard from the slop tank?"	Pumping under water surface to avoid formation of an oily film on the surface.	Using chemicals - dispersants in the slop tank.	Maintaining a speed of at least 12 knots when pumping overboard	Keeping a "cushion" of water in the slop tank in order to reduce the risk of pollution.	Г
218	202..07	When oil is transferred to tankers in US ports, who can be authorised to be responsible for this operation?	The pump operator	A certified tanker seaman .	Certified officers only.	the boatswain .	В
219	202..07	You are responsible for the preliminary preparation for bunkering. Which of the following activities do you consider as the most important before starting to bunker?	I am to inform a deck officer to hoist a red flag (letter B) at daytime or to switch on a red light at night time.	I am to check the draught of the vessel.	I am to inform a deck officer to stop loading/discharging because we are going to take bunker.	I am to make sure there is at least one open scupper on either side which can be used for oil discharge in case of overflow.	а
220	202..08	Which code is usually used when working with dangerous goods ?	IMDG - CODE	HB - CODE	KLMNG - CODE	SOLAS - CODE	а
221	202..08	Volatile liquids are considered fluids with flash point below:	26 C	45 C	60 C	66 C	В
222	202..08	What is the main danger when entering confined spaces ?	insufficient mobility	insufficient lighting	no danger	lack of O2	Г
223	202..08	Inert gas systems must be capable of producing inert gas containing O2	<5%	> 6%	<8%	<11%	а
224	202..08	Class 4 IMO cargoes are:	Poisonous	flammable solids	Poisonous	flammable gases	Б
225	202..08	Transportation of dangerous goods (without class 1) When isn't segregation to engine room bulkheads required?	With transportation of dangerous goods of Class 9	With bulkhead type A-60	With bulkhead type A-45	With bulkhead type A-30	Б
226	202..08	Transportable radioactive material belongs to class:	ONE	SEVEN	FIVE	FOUR	Б
227	202..08	Transportable explosives belong to class:	THREE	ONE	EIGHT	TWO	а
228	202..08	Transportable corrosives belong to class:	EIGHT	SEVEN	SIX	FIVE	а
229	202..08	Transportable oxidizing substances belong to class:	TWO	FOUR	SIX	FIVE	Г
230	202..08	Transportable flammable liquids belong to class:	ONE	SEVEN	THREE	FIVE	В
231	202..08	Transportable gases belong to class:	SIX	TWO	FOUR	EIGHT	Б
232	202..08	Transportable toxic substances belong to class:	SIX	SEVEN	TWO	THREE	а

233	202.:.08	Transportable Inflammable solids are referred to class:	FOUR	TWO	FIVE	ONE	a
234	202.:.08	Explosives are:	substances which by chemical action when in contact may severe gamage or destroy tissue other goods or ship	Substance which, while in themselvs not necessary combustible may generally by yielding oxygene cause or contribute to combustion of other material	highly inflammable substances	solid or liquide substances which are itself capable by chemical reaction producing gases, temperature and pressure which are causing damages to the surroundings	Г
235	202.:.08	Corrosives are:	substances which by chemical action when in contact may severe damage or destroy tissue other goods or ship	soft aromatic substanties	liquids or mixtures thereof which give off flammabale vapour at or below 60°C flashpoint	substances which may explod	a
236	202.:.08	Radioactive materials are:	substances which by chemical action when in contact may severe damage or destroy tissue other goods or ship	means materials containing radionucleides where both the activity and the total activity in the consignment exceed the specified values	hard magma	substances which at 50°C has a vapour preasure greater than 300kPa or are completely gaseous at 20°C at a standard preasure of 101.3 kPa	б
237	202.:.08	Flammable liquids are:	substances which by chemical action when in contact may severe gamage or destroy tissue other goods or ship	Substance which, while in themselvs not necessary combustible may generally by yielding oxygene cause or contribute to combustion of other material	liquids or mixtures thereof which give off flammabale vapour at or below 60°C flashpoint	Oxygen liberating	B
238	202.:.08	Gases are:	substances which at 50°C has a vapour preasure greater than 300kPa or are completely gaseous at 20°C at a standard preasure of 101.3 kPa	non freezing	non toxic if burning	substances which by chemical action when in contact may severe gamage or destroy tissue other goods or ship	a
239	202.:.08	Flammable solid cargoes are:	solids which under conditions inherent to transport are readily combustibile or may cause or contribute to fire	Substance which, while in themselvs not necessary combustibile may generally by yielding oxygene cause or contribute to combustion of other material	resistant to cold	substances which by chemical action when in contact may severe gamage or destroy tissue other goods or ship	a
240	202.:.08	Oxidants are:	substances which by chemical action when in contact may severe gamage or destroy tissue other goods or ship	substances which may cause dead, serious injury or harm to human health if swallowed, inhalted or contacted by skin	nitrogen liberating	Substance which, while in themselvs not necessary combustibile may generally by yielding oxygene cause or contribute to combustion of other material	Г
241	202.:.08	Toxic substances are:	substances which by chemical action when in contact may severe gamage or destroy tissue other goods or ship	liquids or mixtures thereof which give off flammabale vapour at or below 60°C flashpoint	substances which may cause dead, serious injury or harm to human health if swallowed, inhalted or contacted by skin	explosive	B

242	202.:.08	"Away from" is a term used when segregating dangerous goods in the cargo spaces and means	away from	Stay away from this cargo!	at a distance of 3 m	at a distance of 15 meters.	B
243	202.:.08	According to IMDG Code, any dangerous cargo bears a special number following the classification of	IMO	MAGATE	UN	EU	B
244	202.:.08	The "Subsidiary Risk" label for dangerous goods is additional and it is	the same as the label for the main risk	always triangular	the same as the main risk label, but without the class number	there isn't any	B
245	202.:.08	The term "Separated from" for dangerous cargo on deck means	at a distance of 3 m vertically	at a distance of 3 m horizontally	at a distance of no less than 6 m horizontally.	10 m	B
246	202.:.08	Class 3 IMO goods are divided into subclasses	3.1 and 3.2	flammable solid	no sub classes	3.1, 3.2, 3.3 and 3.4	B
247	202.:.08	Class 3 IMO goods are:	corrosive	toxic	flammable liquids	flammable gases	B
248	202.:.08	Class 5.1 IMO goods are:	corrosive	toxic	flammable liquids	oxidizing	Г
249	202.:.08	Class 6.1 IMO goods are:	corrosive	toxic	flammable solid	oxidizing	б
250	202.:.08	Class 6.2 IMO goods are:	corrosive	toxic	flammable solid	infectious	Г
251	202.:.08	Class 7 IMO goods are:	radioactive	toxic	flammable solid	infectious	а
252	202.:.08	Class 8 IMO goods are:	radioactive	corrosive	flammable solid	infectious	б
253	202.:.08	IMO Dangerous Goods Code (IMDG Code-Edition 2004) consists of:	2 volumes and supplement	3 volumes (2 main и 1 Supplement)	5 volumes (4 main and 1 Supplement)	1 volume	а
254	202.:.08	Replenishment to protect the crew in the transport of dangerous goods is rationed in	SOLAS Chapter VII.	IMDG Code in Part 1.	SOLAS chapter II-2.	BC Code	B
255	202.:.08	Document of Compliance is a marine certificate, which is required by	"SOLAS, Chapter II-2, Regulation 19/54" Special requirements for ships carrying dangerous goods ".	SOLAS, Chapter IX "Management for the safe operation of ships.	SOLAS Ch.VII "Carriage of dangerous goods"	SOLAS, Chapter VI "Carriage of cargoes".	а
256	202.:.08	Flash point is referred to as the temperature at which the liquid ...	starts emitting flammable vapours	self-ignites	will explode	changes to solid state	а
257	202.:.08	IGNITION TEMPERATURE is the temperature at which ...	Explosive vapours start evaporating	Fuel will continue burning if ignited	Vapours self-ignite without the help of ignition spark or open flame	A 1% mixture of fuel vapours with air will explode	B
258	202.:.08	When increasing the temperature, the volume of flammable and combustible liquids ...	shrinks	expands	remains constant	remains constant if pressure remains constant	б
259	202.:.08	Which precaution should NOT be followed upon completion of loading (topping off)	Reduction of loading speed	Engine room notification	Communication with loading terminal	Increased attention	б
260	202.:.08	The oxygen indicator is used to determine whether ...	the room has enough O2 to support life	explosive gas is present	hydrogen gas is present	All of these answers	а
261	202.:.08	A chemical additive to LPG (liquefied petroleum gas) adds specific ...	colour	pressure	density	smell	Г
262	202.:.08	Which concentration of O2 in the cargo holds after inerting is considered safe	<5%	> 6%	<8%	<11%	B
263	202.:.08	IMDG Code: The word "shall" means that the provisions concerned are:	recommended	obligatory	at the discretion of the shipper	at the discretion of the carrier	б

264	202.:.08	IMDG Code: The word "should" means that the provisions concerned are:	recommended	obligatory	at the discretion of the shipper	at the discretion of the carrier	a
265	202.:.08	IMDG Code: The word "may" means that the provisions concerned are:	recommended	obligatory	at the discretion of the shipper	optional	г
266	202.:.08	The transportation of dangerous goods as consolidated cargo requires labeling of dangerous goods:	only for certain classes of dangerous goods	mandatory for all dangerous goods, notwithstanding the amount in an overpack	mandatory only for the top row of stowage	mandatory for the top and the bottom rows of stowage	б
267	202.:.08	What name should your cargo be known by in a hazardous shipment?	Chemical name	Propper shipping name	Technical name	Trade name	в
268	202.:.08	The Document of compliance for carriage of dangerous goods, when not issued for a single voyage:	must include a list of the trade names of the dangerous goods the ship is allowed to transport	must attach a diagram or a table of the cargo holds with the classes of the dangerous goods that may be carried in them	must attach in writing the requirements a ship should comply with when transporting dangerous goods	must attach in writing the conditions and the requirements of the Administration issuing the Document of compliance	б
269	202.:.08	Packaged dangerous goods are transported in accordance with the requirements of:	BC Code	IMDG Code	carrier	The master	б
270	202.:.08	IMDG Code has the following legal status:	Recommended by SOLAS	Recommended by SOLAS and MARPOL	Required by SOLAS	Required by SOLAS and MARPOL	г

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