

**Demo PDF file. This file includes questions: 10 from 264. Full version of file looks the same as demo, but full version includes all questions. You may download file with all questions by link on bottom of this page**

---

## **Q420 - Navigation General: Great Lakes and Inland**

### **1. What is a CORRECT reply to a pilot's request, "How's your head"?**

- "Checked"
- **"Passing 50°"**
- "Steady"
- "Eased to 10° rudder"

Note:

*The question requests the vessel's heading. A correct response provides the heading in degrees, such as "Passing 50", directly addressing the inquiry.*

---

### **2. What does the helm command "Steady as you go" mean?**

- Don't allow the vessel to swing off course so much
- **Steer the course you are on now**
- Steer the course when the swing stops
- Maintain the rate of swing

Note:

*The command "Steady as you go" instructs the helmsman to maintain the vessel's current heading at the moment the order is given.*

---

### **3. When is a lookout permitted to leave his station?**

- 15 minutes before the end of the watch
- **Only when properly relieved**
- At the end of the watch
- At any time

Note:

*A lookout may only leave their station when properly relieved to ensure continuous watch coverage as mandated by Navigation Rules Rule 5, which requires a proper lookout at all times.*

---

### **4. Which statement is TRUE when a pilot is embarked on a vessel?**

- The pilot relieves the officer of the watch
- The pilot relieves the Master of his duties
- **The pilot is a specialist hired for his or her local navigational knowledge**
- The pilot is solely responsible for the safe navigation of the vessel

Note:

*A pilot provides specialized local navigational knowledge and acts as an advisor; the Master retains ultimate authority and responsibility for the vessel's safety and navigation.*

---

**5. While steering by autopilot you notice that the vessel has deviated 15 degrees from course and there is no corrective rudder being applied. As a standard operating procedure you should first \_\_\_\_\_.**

- check the setting of the rudder adjustment
- immediately engage the trick wheel
- check the setting of the weather adjustment
- **switch to hand steering**

Note:

*Immediately switch to hand steering to regain control of the vessel when the autopilot fails to apply corrective rudder and the vessel deviates from course.*

---

**6. How should a vessel spotted at 45° relative be reported?**

- 4 points forward of starboard bow
- **Broad on the starboard bow**
- On the starboard beam
- 4 points abaft the starboard beam

Note:

*A relative bearing of 45 is reported as 'broad on the starboard bow' because it is positioned midway between dead ahead and the beam.*

---

**7. You are on watch and the pilot has just anchored the vessel. What is the next thing that you should do after the anchor has been let go?**

- Ring off the engines
- Escort the pilot to the accommodation ladder
- Make a round of the weather decks
- **Plot the vessel's position on the chart**

Note:

*Immediately after the anchor is let go, the officer of the watch must plot the vessel's position on the chart to confirm its location, monitor for dragging, and establish a secure anchorage.*

---

**8. While on watch at sea you must maintain a proper lookout at all times. On a 700-foot cargo vessel being hand-steered during daylight hours in good visibility and clear of any navigational hazards, who may be the lookout?**

- **The mate on watch**
- The helmsman
- Either A or B
- Neither A nor B

Note:

*In good visibility and clear of hazards, the mate on watch may serve as lookout, while the helmsman, focused on steering, should not.*

---

**9. You are a watchstanding mate and have come to the bridge to relieve the watch. After reviewing the chart and having been briefed by the off-going mate, you are now ready to affect the relief. Which of the following is exemplary of the statement that would officially transfer the watch?**

- You say to the mate going off watch, "Destination New York, course 283°, speed 16 knots."
- The mate being relieved says, "All in apparent good order, course 068° per gyro, 075° per standard."
- The mate being relieved says, "You now have the watch, course 147°, speed 15 knots."
- **You say to the mate going off watch, "I relieve you, course 321° per gyro, 316° per standard."**

Note:

*The correct answer is option D because the oncoming mate explicitly states 'I relieve you,' formally transferring responsibility and including current course information.*

---

**10. You are a watchstanding mate and have come to the bridge to relieve the watch. After reviewing the chart and having been briefed by the off-going mate, you are now ready to affect the relief. When is the watch officially transferred to you?**

- As the mate being relieved says, "You have the conn" and you state the ship's course
- **When you say, "I relieve you" and you state the course per gyro and magnetic compasses**
- As the mate being relieved tells you the vessel's course and speed and states that you have the watch
- When you state the vessel's charted position, present course and port of destination

Note:

*The watch transfer is official when the relieving mate states 'I relieve you' and confirms the course using both gyro and magnetic compasses, ensuring a clear and unambiguous acceptance of responsibility.*

---