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Q349 - Navigation General: Great Lakes and Inland

1. Apparent wind speed blowing across a MODU under tow can be measured by a(n) _____.

- **anemometer**
- wind vane
- thermometer
- barometer

Note:

An anemometer measures wind speed, including apparent wind speed on a MODU under tow. Other instruments measure wind direction, temperature, or atmospheric pressure, respectively, and are therefore incorrect.

2. At 1423 you are on course 072°T at 12.2 knots, when you sight a rock awash bearing 070°T at a range of 3.6 miles. If you change course at 1427, what course would you steer to leave the rock 1.0 mile abeam to port?

- 049°
- 054°
- 086°
- **091°**

Note:

To avoid the rock 1.0 NM to port, steer a course of 091. This course creates a tangent from your position to a circle centered on the rock, ensuring the closest approach is 1.0 NM and the rock is on your port side.

3. On 27 April 1983, at 1105 DST (ZD +4), what will be the predicted height of tide at Falkner Island, CT?

- **5.3 feet (1.6 m)**
- 5.6 feet (1.7 m)
- 6.2 feet (1.9 m)
- 6.8 feet (2.7 m)

Note:

The predicted tide height at Falkner Island on 27 April 1983 at 1105 DST is 5.3 feet (1.6 m). This requires converting the time to Local Standard Time, using the 1983 Tide Tables, applying subordinate station corrections, and interpolating using the Height of Tide Table.

4. On 6 June 1983, at 1719 EST (ZD +5), what will be the predicted height of tide at Chester, PA?

- 0.8 feet (0.2 meters)
- **1.1 feet (0.3 meters)**
- 3.5 feet (1.1 meters)
- 4.7 feet (1.4 meters)

Note:

The predicted tide height at Chester, PA on June 6, 1983, at 1719 EST is 1.1 feet (0.3 meters). This is determined by interpolating between the surrounding high and low tides using the official 1983 Tide Tables.

5. When adjusting a magnetic compass for error, which is TRUE concerning the deviation table?

- Construct the deviation table before the quadrantal correctors are placed on the compass
- Construct the deviation table after correcting for variation
- **Construct the table after adjusting the fore-and-aft permanent magnets**
- Construct the deviation table before correcting for any deviation

Note:

The deviation table is created after adjusting the fore-and-aft permanent magnets to accurately record the remaining deviation after mechanical adjustments.

6. Which agency maintains federal aids to navigation?

- Corps of Engineers
- Maritime Administration
- National Ocean Service
- **Coast Guard**

Note:

The U.S. Coast Guard maintains federal aids to navigation; this responsibility is defined by regulations and distinguishes it from agencies focused on navigation projects, maritime commerce, or hydrographic surveys.

7. Which agency publishes the Light Lists?

- Oceanographic Office
- National Ocean Service
- Army Corps of Engineers
- **United States Coast Guard**

Note:

The United States Coast Guard publishes the Light Lists as the federal agency responsible for U.S. aids to navigation.

8. Which aid is NOT marked on a chart with a magenta circle?

- Radar transponder beacon
- Radio beacon
- Radar station
- **Aero light**

Note:

Aero lights are not marked with a magenta circle on nautical charts; this symbol is reserved for radio and radar-based aids to navigation such as radar transponder beacons, radio beacons, and radar stations.

9. When is an air mass termed "warm"?

- If it originated in a high-pressure area
- **If the ground over which it moves is cooler than the air**
- If it originated in a low-pressure area
- If the mass is above 70°F

Note:

An air mass is classified as warm when its temperature is higher than that of the surface it traverses, a distinction based on relative temperature rather than origin or absolute temperature.

10. You are at anchor in the anchorage at the entrance to Delaware Bay. You weigh anchor at 1445 DST (ZD +4) on 24 July 1983 and proceed northbound enroute to Philadelphia at a speed of 10 knots. Which of the following should you expect to experience?

- a flood current from Ship John Shoal Lt. to Philadelphia
- an ebb current north of New Castle, DE
- a flood current the entire trip
- **a weak flood between Reedy Island and Edgemoor**

Note:

Based on the 1983 Tidal Current Tables for Delaware Bay, a northbound transit at 1445 DST with a speed of 10 knots will experience a weak flood current between Reedy Island and Edgemoor.
