

# SEAMANSHIP 2012

## Chapter Homework Questions Corrections w/ Answers & References May, 2012

The following questions are the changes that have been made to the 2009 version of Seamanship. They are the new homework questions and the new possible test questions for the 2012 version of Seamanship. Not all the homework questions have been changed. The references to the new questions and answers are also given. The 2009 instructor's Manual can be used with the inclusion of these questions.

Stf/C Constance Runge, SN

### Chapter 1

#### 17. Every person onboard should:

- a. refrain from offering assistance to the skipper at all times.
- b. be considered a valuable crew member.
- c. instructed to not request to help with the operation of the boat
- d. be considered unable to assist the skipper in case of an emergency.

Ref: para. 2

### Chapter 2

#### 9. Hull configuration determines:

- a. the size and type of rudder.
- b. the location, size, and type of rudder.
- c. the location, size, weight, and type of rudder.

Ref: para. 47

#### 12. The thrust of an outboard propeller can usually be directed:

- a. up to a 35 to 40 degree angle toward the centerline of the boat.
- b. up to a 35 to 40 degree angle from the centerline of the boat.
- c. off the side of the rudder.

Ref: para. 55

#### 13. If mounted too close together, the advantage of having two outboard engines (or outdrives) is:

- a. decreased.
- b. not affected.
- c. increased.

Ref: para. 60

#### 14. Directed water jet thrust is:

- a. rarely used on personal water craft.
- b. found on some cruising boats.
- c. of no advantage.
- d. best in enclosed water ways.

Ref: para. 63

**19. Heeling results from the effects of:**

- a. having the center of gravity too low.
- b. fore and aft loading of the boat.
- c. the force of wind on the sail(s).
- d. side to side loading of the boat.

Ref: para. 72

**21. An offset loaded dinghy can become more stable when:**

- a. the weight of equipment and supplies are evenly redistributed.
- b. the even weight distribution of people, equipment, and supplies is attained.
- c. passengers are assigned seating with no regard to the positioning of equipment and supplies.

Ref: para. 84

**22. If the weight in the boat is distributed evenly:**

- a. wave action can still cause it to become unstable.
- b. the boat will maintain its stability in any type of wave action.
- c. wind conditions cannot cause it to become unstable.
- d. high winds will not impact the stability of the boat.

Ref: para. 85

**23. The height of structures on boats:**

- a. do not contribute to unstable conditions in adverse wind conditions.
- b. may help create unstable conditions under some wind conditions.
- c. help prevent instability in adverse wind conditions.

Ref: para. 86

**24. Sailboats designed to heel:**

- a. may capsize if the designed angle of heel is exceeded.
- b. always rights itself.
- c. only heels with the wind astern.
- d. have a high center of gravity.

Ref: para. 83, 90

**25. Trapeze harnesses allow boaters on small racing vessels:**

- a. to shift the center of buoyancy.
- b. to shift the center of buoyancy and increase the length of the righting arm.
- c. to decrease the length of the righting arm.
- d. to shift the center of gravity and increase to length of the righting arm.

Ref: para. 91

## **Chapter 3**

**2. A bow line is:**

- a. generally lighter than a spring line.
- b. used to keep the bow of the boat from moving away from the dock.
- c. an aid in securing anchors to the deck.
- d. used as a hoist on sailboats.

Ref: para. 4

**5. Dock lines should be used to:**

- a. hold your propeller while you clean barnacles.
  - b. hold your boat close to another boat as you maneuver.
  - c. help to hold the rudder in position when docking or undocking.
  - d. raft up to another boat.
- Ref: para. 1

**6. Onboard communications:**

- a. are not important if only your family is aboard the boat.
  - b. are only minimally necessary .
  - c. should include both verbal communications and hand signals.
  - d. need to be complex enough to include all possible situations.
- Ref: para. 13

**7. When preparing to leave your dock it is important to:**

- a. check your car registration and insurance.
  - b. let one other crew member know what their responsibilities will be.
  - c. how the weather will affect your departure.
  - d. depart your slip with a cold engine.
- Ref: para. 12

**9. When leaving the dock with most engine/propeller combinations, slow, controlled movements:**

- a. means an improved ability to maneuver.
  - b. are best as they allow the skipper to think ahead and react to problems.
  - c. give more control when running with the wind.
  - d. less caution is needed when moving slowly with the wind and current.
- Ref: para. 15

**10. Single screw vessels with a tendency to move to port while operating in reverse,:**

- a. are always able to back out of a dock in a single maneuver.
  - b. face the possibility of needing multiple maneuvers to back out of a slip.
  - c. risk hitting the dock with the port bow or starboard stern.
- Ref: para. 36

**15. Speed in most marinas:**

- a. is restricted to steerage or no wake.
  - b. is set to improve your ability to maneuver.
  - c. is set to reduce over steering.
  - d. is set to improve helm response time.
- Ref: para. 69

**16. Which of the following statements is *correct*?**

- a. Current is the vertical movement of the water from any direction.
  - b. River current is not offset by tidal current.
  - c. Current will affect boat speed if it is in the same direction.
  - d. Current in the opposite direction of the boat travel will add to the speed made good.
- Ref: para. 20, 21

**17. Inlets and channels may become dangerous under conditions:**

- a. when the current and wind are from the same direction.
- b. when entering wide inlets or areas where the current maintains a steady flow.
- c. when the waves are closer together and the height of the waves decreases.
- d. when the current and the wind are in opposite directions.

Ref: para. 50

**18. The underwater hull design of a boat:**

- a. has no relationship to the effect of wind and current on the movement of the boat.
- b. has little relationship to the effect of wind and current when docking.
- c. does have a relationship to the effect of wind and current on the movement of the boat.
- d. does not have a relationship to the effect of the current when the effect of the wind is neutralized.

Ref: para. 17, 20

**20. Permanent slips can have an advantage in that lines:**

- a. may be prepared and left at the slip for easier docking.
- b. left at the dock will not fall into the water and become a hazard.
- c. in the water are not likely to foul a propeller.

Ref: para. 54, 64, 72, 79

**22. Docking and slow speed maneuvers should be practiced:**

- a. at the dock when no others are around for skill development.
- b. at the dock under various conditions for skill development.. c. in open water of considerable depth in calm conditions.
- d. in open water under various conditions using floats to simulate a dock .

Ref: para. 68

## Chapter 4

**2. The manufacturers' vessel capacity plate is:**

- a. required by Federal law.
- b. may be removed as soon as the sales taxes are paid.
- c. lists the minimum horsepower required by the builder.
- d. is only a recommendation.

Ref: para. 3

**3. The vessel capacity plate lists:**

- a. the minimum allowable horsepower.
- b. the number of Personal Flotation Devices .
- c. the maximum number of passengers .
- d. the maximum weight capacity of gear.

Ref: para. 3

**4. Most recreational vessels:**

- a. never require occasional repositioning of passengers and gear while under way.
- b. require little thoughtful positioning of passengers and gear for safety and comfort.
- c. are vulnerable to the effects of movable weight.
- d. can maintain trim despite the location of passengers and gear.

Ref: para. 4

**9. On many recreational boats:**

- a. the engine and trim tabs cannot be used together to bring the boat up on plane.
- b. deploying the trim tabs upward will enable the boat to maintain a plane.
- c. the trim tabs can be independently operated to adjust the boat ride through the water.
- d. the trim tabs do not add drag to the boat.

Ref: para. 20,21,22,23

**13. Following seas can best be ridden:**

- a. then throttling down on the face of the wave.
- b. by taking the wave on the starboard or port quarter.
- c. by backing into the wave.
- d. on the back of the wave with controlled speed.

Ref: para. 50, 51

**16. At night separation of navigation aids from onshore lights:**

- a. is easy and reduces navigation chart use.
- b. is often difficult and confusing.
- c. rarely requires familiarizing yourself with the area.
- d. can be accomplished by using a spotlight.

Ref: para. 58

**19. Severe squalls:**

- a. usually form along warm fronts.
- b. rarely move faster than the front.
- c. usually dissipate within two to four hours of forming.
- d. may form ahead of fast moving frontal systems.

Ref: para. 68

**21. Offshore tugs may be connected to their tows by very long cables:**

- a. which are lit by white lights.
- b. which may be under the water's surface and out of sight.
- c. which are submerged deep enough for safely passing between the tug and barge.
- d. which are made to glow both when above the water's surface and below it.

Ref: para 83

**22. Homeland Security has established which of the following?**

- a. Harbor patrols and escorts for freighters and cruise ships
- b. Safety and security zones of 200 and 1000 yards around commercial and military vessels
- c. Local registries of recreational boats
- d. Insignificant monetary penalties with no prison time for entering restricted areas

Ref: para. 85, 86

**23. Dinghies, carried or towed:**

- a. can be used as tenders for larger recreational boats.
- b. should never be towed by a recreational vessel, only by commercial vessels.
- c. should never be used for exploring the shoreline or harbors.
- d. can be towed in both calm and rough seas.

Ref: para. 98

#### **24. Life rafts:**

- a. can be safely replaced by a dinghy and can be used as a tender.
- b. are not designed to be used in heavy seas.
- c. are not stocked with survival gear.
- d. are designed for emergency use and require periodic professional inspection and repacking.

Ref: para. 107

## **Chapter 5**

NONE

## **Chapter 6**

#### **4. Many boaters carry more than one type or size of anchor:**

- a. in case another boater needs to borrow one.
- b. in case one is lost.
- c. to accommodate various bottom conditions.
- d. depending on how the anchor can be stored.

Ref: para. 7

#### **6. When underway, boat anchors should be:**

- a. hung without being secured on the bow railing at the ready.
- b. laid loosely on deck ready for possible use.
- c. stowed below with the anchor line disconnected.
- d. secured to the bow pulpit, deck, or bow sprit.

Ref: para. 21

#### **7. Anchor rode is:**

- a. the ability of an anchor hold on a sea bottom.
- b. the length of line or chain, including the anchor.
- c. the length determined by the amount of available storage on the boat.
- d. the length of line and/or chain between the boat and anchor.

Ref: para. 23

#### **11. Anchor chain:**

- a. requires lubrication with waterproof grease.
- b. requires periodic inspection.
- c. requires periodic burnishing.
- d. requires annual replacement.

Ref: para. 30

#### **13. In narrow anchorages with reversing tidal currents or adjacent to channels, the best anchoring style may be:**

- a. one anchor off the bow and one anchor off the stern.
- b. a single storm anchor off the bow.
- c. two anchors off the stern in tandem.
- d. two anchors 30 to 45 degrees off the stern.

Ref: para. 39

**14. Anchoring off the stern of a boat with a low transom:**

- a. is not affected by the downward pull of anchor rode.
- b. is always a good idea in tidal areas.
- c. has been proven to be safe by the Coast Guard.
- d. can be dangerous and should be done with caution.

Ref: para. 41

**15. Storm anchor(s) for heavy weather are generally set:**

- a. one anchor off the bow and one anchor off the stern.
- b. a single storm anchor off the bow.
- c. two anchors off the stern in tandem.
- d. two anchors 30 to 45 degrees off the bow.

Ref: para. 42

**16. Chafing gear should be used on \_\_\_\_\_ to prevent abrasion due to passing through chocks and over stationary objects.**

- a. only on dock lines
- b. anchor rode made of both line and chain
- c. dock lines and anchor rode made of line
- d. only on chain over 3/8 inch

Ref: para. 49

**18. \_\_\_\_\_, lowering the anchor, paying out the rode, setting the anchor, and confirming hold are elements of effective anchoring.**

- a. Turning stern to the wind or current
- b. Turning abeam of the wind or current
- c. Turning into the wind or current
- d. Turning toward the shore

Ref: para. 68,69, 70,71,72

**19. Retrieving an anchor includes stationing a crew member to retrieve the rode as the boat very slowly moves toward the anchor, snubbing the line when over the anchor, breaking the anchor free, \_\_\_\_\_ to allow the anchor to be recovered, and finally stowing the line and anchor.**

- a. powering quickly backward
- b. drifting backward
- c. powering over and past
- d. maintaining position

Ref: para. 76

**21. GPS may be used to detect and an alarm set to sound for a dragging anchor:**

- a. based on the position of the anchor.
- b. based on the position of the boat.
- c. based on the depth of the water.
- d. based on the strength of the wind

Ref: para. 87

**24. When approaching a raft up \_\_\_\_\_ communication is essential to learn where and how to approach and what lines and fenders are needed.**

- a. radio
- b. hand signal
- c. unaided spoken
- d. Morse Code

Ref: para. 120

**25. Sailboats should approach a raft up under power and pay attention to potential entanglement of \_\_\_\_\_.**

- a. shrouds
- b. forestays
- c. fenders
- d. spreaders

Ref: para. 124, 125

## Chapter 7

**1. Early danger signs of carbon monoxide (CO) poisoning are:**

- a. cold skin, shivering, slurred speech, and blue lips.
- b. headache, disorientation, moist skin.
- c. shivering, vomiting, and dry skin.

→ d. a frontal headache, nausea, and dizziness.

Ref: para. 4

**6. If your vessel sinks and you are alone, do not shed your clothes since they will hold heat in your body, and \_\_\_\_\_.**

- a. stay with the boat, climbing on it if possible.
- b. stretch out your limbs so as to float in a horizontal position.
- c. swim for shore if you are within a quarter mile.
- d. swim around to boat to stimulate body heat.

Ref: para. 9

**8. Despite the many benefits of sunlight, prolonged exposure has both short-term and long-term detrimental effects; included in these is:**

- a. even skin tones.
- b. daily requirement of vitamin D.
- c. skin cancer.
- d. improved vision.

Ref: para. 11

**9. Symptoms of heat exhaustion include:**

- a. cool skin.
- b. well hydrated.
- c. abnormally large appetite.
- d. disorientation or irritability.

Ref: para. 14



**10. Treatment for heat exhaustion requires immediate medical attention. While waiting for help,**

- \_\_\_\_\_.
- a. provide drinks with caffeine.
  - b. keep well covered in a blanket
  - c. fan and mist with water.
  - d. provide a full meal.

Ref: para. 15

**12. Seasickness will be alleviated by:**

- a. going below
- b. treatment with one of several pharmaceuticals commercially available prior to departure
- c. focusing on the water.
- d. eating a full meal.

Ref: para. 16

**14. Lacerations require:**

- a. covering with a non-sterile cloth.
- b. adequate cleansing to prevent infection.
- c. placing a splint parallel to the wound.
- d. leave any foreign material in the wound.

Ref: para. 21

**15. Sprains require icing and wrapping with a \_\_\_\_\_ bandage, such as an Ace® bandage to limit movement and provide support.**

- a. loose
- b. woven, stretch
- c. splinting
- d. tourniquet

Ref: para. 21

**16. Fractures should be splinted by \_\_\_\_\_ until the injured person can be transported to a medical treatment facility.**

- a. no one
- b. only rescue personnel
- c. a family member
- d. the first aid provider

Ref: para. 21

**17. On the list of things to do to avoid propeller injuries is:**

- a. assume everyone on the boat knows about the danger of going near the propeller while the engine is running.
- b. tow anyone who wishes to do so on the swim platform or alongside.
- c. assign an adult to keep track of every child and direct children in the water away from the boat while the propeller is engaged.
- d. sit on the bow with feet dangling outside of the boat.

Ref: para. 26

**18. Among the things that prevent falls overboard is:**

- a. crew and passengers don't need to be seated while the boat is moving.
  - b. helmsman assumes passengers are aware of rough seas or wake from another boat
  - c. helmsman alerts passengers and crew before taking off or stopping suddenly.
  - d. allow anyone to sit on the gunwales while the boat is moving.
- Ref: para. 27

**21. If you see fire or smoke on your boat, take the following action immediately:**

- a. disconnect all hoses from thru-hull fittings and open the sea cocks to drown the fire.
  - b. make a Pan Pan call.
  - c. get into life jackets.
  - d. prepare to abandon the boat immediately.
- Ref: para. 47

## Chapter 8

**4. Poly line (polypropylene) has which important properties for marine use?**

- a. High strength and medium stretch
  - b. High stretch and it floats
  - c. High strength and good resistance to environmental elements
  - d. Low stretch and it floats
- Ref: para. 12

**10. Sailboat sails are controlled by lines called sheets. The properties needed and the best line for this application in cruising sailboats are:**

- a. medium to low stretch and good strength ~ Dacron® braid.
  - b. high stretch and good strength ~ laid nylon.
  - c. low stretch and flotation ~ polypropylene braid.
- Ref: para. 12

**\*14. A bowline is used to:**

- a. prevent a line end from unraveling.
  - b. put a stopper or a "lump" in the end of a line.
  - c. fasten two line ends together.
  - d. put a loop in the end of a line.
- Ref: para. 18

\*The reference given for this question in the Instructor Manual is wrong. It should be as follows:

*Ref: pg ~~137~~ 138, para.18, Bowline, Fig 8-13*