

## Deckhand Duties Questions

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### Ropework

**Question 1 (1 Mark)**

A monkey fist is the terminal to a heaving line. (TRUE/FALSE)

**Question 2 (1 Mark)**

Seawater acts as a protective barrier for ropes (TRUE/FALSE)

**Question 3 (1 Mark)**

It is not appropriate to secure fenders using a clove hitch. (TRUE/FALSE)

**Question 4 (1 Mark)**

A whipping on a fibre line keeps the ends from fraying (TRUE/FALSE)

**Question 5 (1 Mark)**

Always stand by a rope under tension (TRUE/FALSE)

**Question 6 (1 Mark)**

Never stand in the way of a rope under tension (TRUE/FALSE)

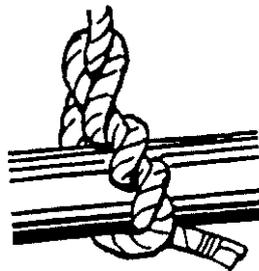
**Question 7 (1 Mark)**

Right-hand lay line should be coiled anticlockwise (TRUE/FALSE)

**Question 8 (1 Mark)**

A “sheepshank” is used to join two lines (TRUE/FALSE)

**Question 9(1 Mark)**



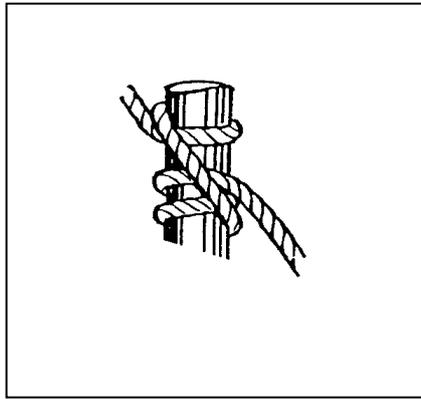
The hitch in the diagram above is commonly known as a:  
round turn and two half hitches

- timber hitch
- rolling hitch
- clove hitch

**Question 10 (1 Mark)**

On a small boat, the knot which is best suited for attaching a line to the ring of an anchor is:

- a clove hitch
- a figure-of-eight knot
- a round turn and two half-hitches
- an overhand knot



**Question 11 (1 Mark)**

To make a permanent loop in a line you would use:

- a long splice
- an eye splice
- a back splice
- a short splice

**Question 12 (1 Mark)**

To secure the painter of a dinghy to a ring on a jetty you would use a:

- round turn and 2 half hitches
- clove hitch
- bowline on a bight
- scout's bend

**Question 13 (1 Mark)**

If one end of a rope is tied to a bollard, the other end is called the:

- standing part
- bitter end
- bight
- free end

**Question 14 (1 Mark)**

Which of the following can occur when you are surging a synthetic mooring line on a warping drum during mooring operations?

- you may be pulled into the spurling pipe
- the line may jump off the gypsy
- the line may jam
- the line may not come in smoothly

**Question 15 (4 Marks)**

Match the correct answers

Sheet bend

a. used for joining two ropes of similar size

Bow line

b. makes a temporary eye

Sheep shank

c. used to shorten a rope

Reef knot

d. used for joining ropes of different diameter

**Question 16 (1 Mark)**

The hitch in the diagram above is commonly known as a:

- Timber Hitch
- Clove Hitch

Rolling Hitch  
Round Turn and Two Half Hitches

**Question 17 (1 Mark)**

A crew member, having fallen overboard, is alongside ready to be hoisted inboard. A line is lowered over the side with a:  
jury knot in the end of it  
reef knot in the end of it  
sheepshank in the end of it  
bowline on the bight in the end of it

**Question 18 (1 Mark)**

Wire ropes are classified by:  
their circumference  
the wire diameter compared to core diameter  
their diameter  
diameter, the number of strands and number of wires per strand

**Deck Gear**

**Question 1 (1 Mark)**

A fitting on a wharf resembling a tree stump that is made to receive mooring lines is called a:  
staghorn  
fairlead  
fair lead  
bollard

**Question 2 (1 Mark)**

A fair lead is a deck fitting that directs a line so as to limit chafe. (TRUE/FALSE)

**Question 3 (1 Mark)**

The purpose of attaching an oil bag to a sea anchor is to repel sharks (TRUE/FALSE)

**Question 4 (1 Mark)**

Barring over wire cable on the winch drum is the safe way to avoid jams (TRUE/FALSE)

**Moor and anchor**

**Question 1 (1 Mark)**

Which of the following would be considered part of the anchor gear?  
a tail  
a gooseneck  
a devil's claw  
d. a charlie noble

**Question 2 (1 Mark)**

The mooring line that secures a vessel tightly against a wharf is called a:  
breast line  
stern line  
bowline  
spring line

**Question 3 (1 Mark)**

You should prepare mooring lines well ahead of the time required because:  
passengers will always want to disembark as quickly as possible  
it will allow more time to cope with unforeseen contingencies

you will be required to carry out other duties during berthing  
the weather conditions often deteriorate before you reach the berth

**Question 4 (1 Mark)**

When in a current, you should approach to anchor:  
with the current  
into the current  
with the current on the beam  
when the current eases

**Question 5 (1 Mark)**

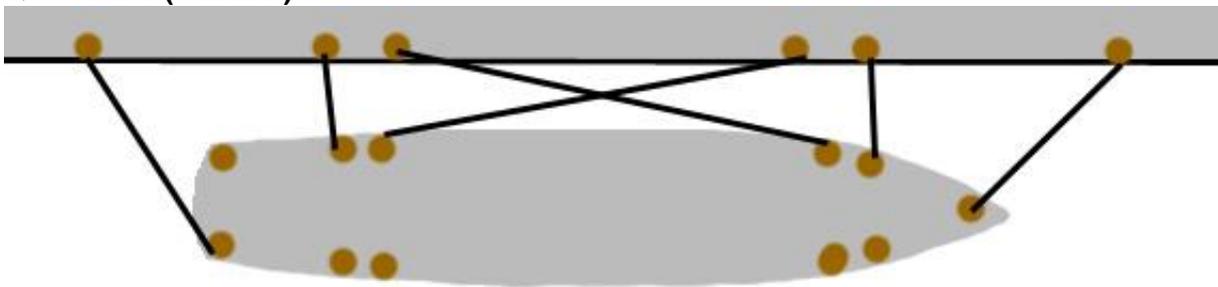
When anchoring in deep water, the anchor should be:  
let go from the knights head  
thrown overboard quickly  
surged out all the way  
walked out most of the way

**Question 6 (4 Marks)**



Label the components of the windlass as shown above:  
warping drums  
gypsy  
dog clutch lever  
brake handles

**Question 7 (4 Marks)**



On the drawing above label the mooring lines:  
forward breast rope  
after spring

aft breast rope  
stern line

**Question 8 (1 Mark)**

The best method of determining if a vessel is dragging her anchor is to note:

- a. changes to the bearings of fixed objects on shore
- b. any change in the tautness of the anchor chain
- c. how much the vessel sheers around while at anchor
- d. the amount of line paid out while at anchor

**Question 9 (1 Mark)**

If it is intended to use a warping drum when berthing a vessel, then to take the strain when the line is transferred from the drum to the bitts, you must have ready a:

- blake slip
- senhouse slip
- rope stopper
- devil's claw

**Question 10 (1 Mark)**

If the skipper asks you to secure a line amidships, you would secure the line:

- on the vessel's quarter
- at the vessel's mid length
- on the vessel's centreline
- when the vessel is alongside

**Question 11(1 Mark)**

The main purpose of a heaving line is to lasso bollards from small vessels in calm water. (TRUE/FALSE)

**Question 12 (1 Mark)**

Fenders can be made of rubber, plastic or fibreglass. (TRUE/FALSE)

**Question 13 (1 Mark)**

The revolving drum of a windlass which is used to handle lines is called a:

- warping drum
- bull drum
- dog clutch
- gypsy

**Question 14 (1 Mark)**

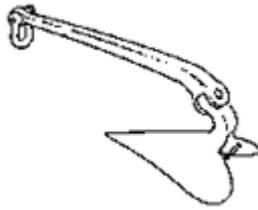
Reef picks are most suited to anchoring on rocky bottoms. (TRUE/FALSE)

**Question 15 (1 Mark)**

A line should be secured on a cleat using a clove hitch. (TRUE/FALSE)

**Question 16 (1 Mark)**

The anchor shown in the diagram above is known as a:



- stockless anchor
- danforth anchor
- CQR anchor
- bruce anchor

**Question 17 (1 Mark)**

Which of the following would be considered part of the anchor gear?

- a devil's claw
- a charlie's hat
- a rat's tail
- a goose's neck

**Question 18 (1 Mark)**



The item of deck equipment above is called a:

- fairlead
- warping drum
- capstan
- windlass

**Question 19 (1 Mark)**

The part of an anchor which takes hold on the bottom is the stock (TRUE/FALSE)

**Question 20 (1 Mark)**

When anchoring in deep water, the anchor should be:

- walked out all the way
- walked out slowly most of the way
- let go from the hawse pipe
- thrown overboard

**Question 21 (1 Mark)**

It is unwise to anchor a runabout by the stern because:  
the pull on the stern can swamp the vessel  
fishing lines get tangled in the motor  
petrol fumes are blown back into the vessel  
the vessel will swing around too much

**Question 22(1 Mark)**

When preparing to weigh the anchor, the first step should be to:  
put the brake in the off position  
take the riding pawl off the chain  
engage the gypsy  
take off the chain stopper

**Question 23 (1 Mark)**

When anchoring a vessel, it is best to release the anchor when:  
going full ahead  
gathering slight headway  
going full astern  
just starting to gather sternway

**Question 24 (1 Mark)**

The best method of determining if a vessel is dragging her anchor is to note:  
the amount of line paid out  
any change in the tautness of the anchor chain  
changes to the bearings of fixed objects on shore  
how much the vessel sheers while at anchor

**Question 25 (1 Mark)**

Holding the arm at about twenty degrees indicates that the anchor cable is at "short stay". (TRUE/FALSE)

Lookout

**Question 36 (1 Mark)**

In the event of an off course alarm sounding you should:  
advise the master  
wake up the helmsman  
stop the vessel immediately  
check the course recorder

**Question 26 (1 Mark)**

In order to be able to give accurate reports, a lookout must know the:  
port regulations for that area  
types of lights normally displayed vessels  
content of the Navigation Act  
full content of the Collision Regulations

**Question 27 (1 Mark)**

There is no instrument which can be provided onboard a vessel to measure:  
wind direction  
visibility  
wind speed

atmospheric pressure

**Question 28 (1 Mark)**

A flashing red light seen at night will be another vessel's lights. (TRUE/FALSE)

**Question 29 (1 Mark)**

Keeping a proper lookout means to:  
watching carefully only when entering harbour  
stand by the wheelhouse to report to promptly if and when required to do so  
look out for vessels approaching as they are overtaken  
be aware by sight and hearing at all times of navigational hazards in the vicinity

**Question 30 (1 Mark)**

You could check for spilled fuel in the bilge of your boat by:  
rocking the boat from side to side  
striking a match to look for it  
opening the drain plugs in the transom  
using your nose to sniff in the bilge

**Question 31 (1 Mark)**

A green and red light that are not flashing seen ahead at night may be:  
another ship approaching  
a pair of buoys  
a lighthouse  
a pair of distress flares

**Maintenance**

**Question 1 (1 Mark)**

The main longitudinal structural member of a vessel is called the keel. (TRUE/FALSE)

**Question 2 (1 Mark)**

Paints or surface coatings are applied to a steel ships structure to limit:  
osmosis  
rot  
static  
rust

**Question 3 (1 Mark)**

Before entering the chain locker, you should  
clear the spurling pipe  
ensure that it has been hosed out  
ventilate the locker  
don a breathing apparatus

**Hygiene & safety**

**Question 1 (1 Mark)**

When securing the accommodation for sea, all gear is best stowed in overhead racks. (TRUE/FALSE)

**Question2 (1 Mark)**

Galley cleaning substances may be safely stowed with flammable (TRUE/FALSE)

liquids.

**Question 3 (1 Mark)**

Lines or gear when not in use should be secured or stowed out of the way (TRUE/FALSE)

**Question 4 (1 Mark)**

When securing the accommodation for sea, ensure that all emergency lighting is in good working order. (TRUE/FALSE)

**Question 5 (1 Mark)**

As a lookout, what would be your first action if you saw one of the crew fall overboard when offshore?

reverse the engines

turn away from the person overboard

raise the alarm

note it in the official log book

**Question 6 (1 Mark)**

The most likely cause of explosion in a vessel is:

a broken distributor

leaking fuel or gas

a jammed throttle

sun on the fuel tank