



Name :

Roll No. :

Invigilator's Signature :

CS/BNS/SEM-3/BNS-303/2012-13

2012

VOYAGE PLANNING & COLLISION PREVENTION – II

Time Allotted : 3 Hours

Full Marks : 70

The figures in the margin indicate full marks.

*Candidates are required to give their answers in their own words
as far as practicable.*

GROUP – A

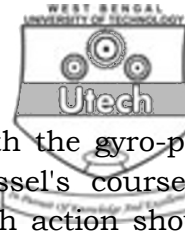
(Objective Type Questions)

1. Answer the following questions : 10 × 1 = 10

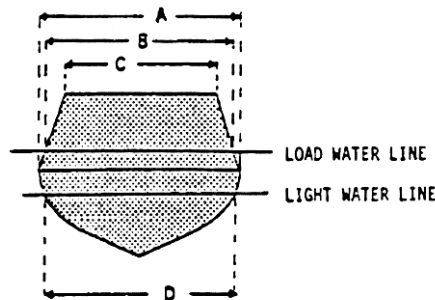
A) Choose the correct alternatives for the following :

9 × 1 = 9

- i) While the pilot is maneuvering the vessel to a dock, what is the primary responsibility of the watch officer ?
- a) Judge the appropriateness of the pilot's orders and countermand them if necessary
 - b) Insure that helm and throttle orders given by the pilot are correctly executed
 - c) Record the bells and their times in the bell book
 - d) Supervise the signalling and flag etiquette.



- ii) Your ship is steaming at night with the gyro-pilot engaged. You notice that the vessel's course is slowly changing to the right. Which action should you take first ?
- Notify the engine room of the steering malfunction
 - Change to hand steering
 - Call the Master
 - Send the Quartermaster to the emergency steering station.
- iii) Which breadth shown represents the breadth as defined in the Rules ?



- D
 - C
 - B
 - A .
- iv) The term 'power-driven vessel' refers to any vessel
- with propelling machinery onboard whether in use or not
 - making way against the current
 - with propelling machinery in use
 - travelling at a speed greater than that of the current.
- v) All of the following vessels are 'restricted in their ability to maneuver' *except* a vessel
- laying a pipeline
 - dredging
 - mine clearing
 - not under command.



- vi) Which vessel is 'underway' according to the Rules ?
- a) A vessel made fast to a single point mooring buoy
 - b) A vessel engaged in towing, not making way
 - c) A pilot vessel at anchor
 - d) A vessel which has run aground.
- vii) You are on watch at sea and find it prudent to call the Master to the bridge due to traffic congestion. The moment that the Master officially relieves you of the conn is whenever
- a) a watch stander announces 'Captain's on the bridge'
 - b) you call the Captain to the bridge in a traffic situation
 - c) the Master specifically informs you that he has the conn
 - d) the Captain states the course being steered.
- viii) A passage plan shall be made from
- a) berth to berth
 - b) pilot away to Pilot on board
 - c) departure from berth to pilot on board
 - d) pilot away to arrival anchorage.
- ix) How often should the line throwing equipment be demonstrated to the crew as per International regulation ?
- a) Every three months b) Every voyage
 - c) Monthly d) Weekly.
- B) Write brief answer for the following :
- x) What are fog signals given by a pilot vessel stopped and not making through the water ? 1



GROUP – B

(Short Answer Type Questions)

Answer any *three* of the following $3 \times 5 = 15$

2. What are the salient features to be considered prior choosing a safe anchorage ?
3. Define (i) Flashing, (ii) Occulting and (iii) Isophase light.
4. What is chart datum ? Explain your understanding about Tidal Streams.
5. Name six different vessels that a power driven vessel should give way to.

GROUP – C

(Long Answer Type Questions)

Answer any *three* of the following. $3 \times 15 = 45$

6. Write in detail the salient points to be kept in mind while making a Passage Plan with reference to
 - i) ocean and open water
 - ii) coastal and restricted water
 - iii) aborts and contingencies.
7. What is the Electronic chart display system ? What do you understand by (i) ENC charts and (ii) Raster charts ?
8. Name, define and state the field of implementation of two major Voyage Systems used in international shipping. Draw a simple sketch showing (i) point of interest, (ii) different cardinal Voyages with colour, top marks and lights exhibit.
9. Problem for finding time and height of tide at Standard ports / Radar plotting.

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