

第一部分 单项选择题

第一章 GMDSS 通信基础知识

001. Which of the following is a required GMDSS function?

- A. Bridge-to-bridge communications.
- B. Reception of weather map facsimile broadcasts.
- C. Both of these.
- D. None of these.

A

002. Which of the following is a required GMDSS function?

- A. Transmit and receive location signals.
- B. Transmit and receive general communications.
- C. Both of these.
- D. None of these.

C

003. GMDSS is required for which of the followings?

- A. All vessels capable of international voyages.
- B. SOLAS Convention ships of 300 gross tonnage or more.
- C. Vessels operating outside of the range of VHF coastal radio stations.
- D. Coastal vessels of less than 300 gross tons.

B

004. What is the fundamental (基本) concept of the GMDSS?

- A. It is intended to automate and improve existing digital selective calling procedures and techniques.
- B. It is intended to automate and improve emergency communications in the maritime industry.
- C. It is intended to provide more effective but lower cost commercial communications.
- D. It is intended to provide compulsory vessels with a collision avoidance system when they are operating in waters that are also occupied by non-compulsory vessels.

B

005. What equipment can be used to receive Maritime Safety Information?

- A. HF NBDP.
- B. NAVTES
- C. EGC receiver.
- D. All of these.

D

006. Which statement is false regarding the radio operator requirements for a GMDSS-equipment ship station?

- A. One of the qualified GMDSS operators must be designated to have primary responsibility for radio communications during distress incidents.
- B. A qualified GMDSS operator, and a qualified backup, must be designated to perform distress, urgency and safety communications.
- C. Maintaining a record of all incidents connected with the radio communication service which appear to be of importance to safety of life at sea is not required.
- D. While at sea, all adjustments or radio installations, servicing or maintenance of such installations which may affect the proper operation of the GMDSS station must be performed by, or under the supervision of, a qualified GMDSS operator.

C

007. Which statement is false regarding (关于) the maintenance of GMDSS equipment at sea?

- A. The GMDSS operator may not be the person designated to have primary responsibility for radio communications during distress incidents.
- B. Ships must carry at least one person who qualifies as a GMDSS maintainer for the maintenance and repair of equipment if the at sea maintenance option is selected.
- C. All at sea maintenance and repairs must be performed by, or under the supervision of a person holding a GMDSS First/Second Class Radio Electronic Certificate.
- D. The GMDSS maintainer may be the person responsible for ensuring that the watches are properly maintained and that the proper guard channels and the vessel's position are entered in the DSC equipment.

A

008. What is defined as an area outside sea areas A1, A2 and A3?

- A. AOR-E.
- B. AOR-W.
- C. Coastal and inland waters.
- D. A4.**

D

009. Which radio equipment is not necessary for the ships sailing in the sea area A1?

- A. NAVTES receiver.
- B. VHF EPIRB.
- C. 406MHz EPIRB**
- D. VHF DSC.

C

010. Which of the following is a functional (功能) or carriage requirement for **compulsory vessels**?

- A. A compulsory vessel must satisfy certain equipment carriage requirements that are determined by where the vessel sails.
- B. A compulsory vessel must carry licensed GMDSS operators, the number should be determined by the associated administration.
- C. A compulsory vessel must be able to transmit and respond to distress alerts.
- D. All of these.**

D

011. Which radio equipment is not necessary for the ships sailing in the sea **area A1**?

- A. NAVTES receiver.
- B. EPIRB.
- C. HF DSC.**
- D. VHF DSC.

C

012. Which radio equipment is **not necessary** for the ships sailing in the sea **area A2**?

- A. MF DSC.
- B. VHF radio telephone.
- C. VHF DSC.
- D. VHF EPIRB.**

D

013. Which radio equipment is **not necessary** for the ships sailing in the sea **area A3**?

- A. GSM radiotelephone.**
- B. MF DSC.
- C. Enhanced Group Calling receiver.
- D. Satellite EPIRB.

A

014. What is the approximate range **of MF radio** waves during the day time?

- A. 30 nautical miles.
- B. 600 nautical miles.
- C. 150 nautical miles.**
- D. 1200 nautical miles

C

015. What is the approximate range **of VHF radio** waves during the day time?

- A. 30 nautical miles.**
- B. 600 nautical miles.
- C. 150 nautical miles.
- D. 1200 nautical miles.

A

016. What is the wavelength, if the frequency is **6MHz**?

- A. 180m.
- B. 18m.**
- C. 50m.
- D. 500m.

C

017. Which equation shows right ratio between the frequency (f) and the wavelength (λ) of radio waves?

- A. $f = \text{Lambda} / C$
 - B. $f = C \times \text{Lambda}$
 - C. $f = C / \text{Lambda}$
 - D. $f = C \times 6.28 \times \text{Lambda}$
- C

018. Which system is often used to provide accurate vessel position information to the GMDSS equipment?

- A. COSPAS-SARSAT
- B. GPS
- C. EPIRB
- D. INMSRSAT-F

B

019. What is defined as the area within the radiotelephone coverage area of at least one VHF coast station in which continuous DSC alerting is available as defined by the IMO regulation for GMDSS?

- A. Ocean Area Regions AOR-E, AOR-W, POR or IOR
- B. Sea Area A2
- C. Sea Area A1
- D. Coastal and Inland Waters.

C

020. What is "Protocol"?

- A. NMEA protocol is often selected by engineer onboard.
- B. A defined set of communications standards which lay down the parameters to which all users must abide.
- C. Protocols in general use are X.25 and X.400
- D. All of these

D

021. Which of the following is true regarding the definition of the sea areas?

- A. It is assured that INMARSAT services are available in sea area A3.
- B. It is assured that INMARSAT services are available in sea area A1.
- C. It is assured that INMARSAT services are available in sea area A2.
- D. It is assured that INMARSAT services are available in sea area A4.

A

022. In which sea areas(s), INMARSAT service are available?

- A. Sea Area A3 only.
- B. Sea Area A1, A2 and A3
- C. Sea Area A3 is included.
- D. Excluding sea area A1

C

023. What is defined as an area, excluding sea areas A1 and A2, within the coverage of an INMARSAT geostationary satellite in which continuous alerting is available?

- A. Ocean Area Regions AOR-E, AOR-W, POR or IOR
- B. Sea Area A3
- C. Sea Area A4
- D. Coastal and Inland Waters.

B

024. Which channel is designated for VHF Digital Selective Calling?

- A. Channel 70
- B. Channel 06
- C. Channel 13
- D. Channel 16

A

025. What is defined as an area, excluding sea area A1, within the radiotelephone coverage area of at least one MF coast station, in which continuous DSC alerting is available as defined by the IMO?

- A. Ocean Area Regions AOR-E, AOR-W, POR or IOR
- B. Sea Area A4
- C. Sea Area A3
- D. Sea Area A2

D

026. What is the minimum requirement of a GMDSS operator?

A. GMDSS operator license.

B. Third officer license.

C. General Radiotelephone Operator license and Radar Endorsement.

D. General Radiotelephone license or First or Second Class Radiotelegraph license with GMDSS Radio Officer's endorsement.

A

027. Which is **not a** functional requirement of GMDSS MF/HF equipment?

A. Radiotelephony on 2152 KHz.

B. Transmitting distress signals by DSC on 2187.5 KHz.

C. Receiving and Watch keeping by DSC on 2187.5 KHz.

D. Transmitting and receiving by NBDP with MF.

A

028. Which statement is **false** regarding a GMDSS-equipped ship?

A. A conditional or partial exemption may be granted, in exceptional circumstances, for a single voyage outside the sea area for which the vessel is equipped.

B. ships must have the required equipment inspected at least once every 12 months.

C. Ships must carry at least **three persons** holding GMDSS operator's license for distress and safety radio communications purposes.

D. The regulations apply to all passenger ships regardless of size and cargo ships of 300 gross tons and upwards.

C

029. Which statement is **false** regarding a GMDSS-equipped ship?

A. A conditional or partial exemption may be granted, in exceptional circumstances, for a single voyage outside the sea area for which the vessel is equipped.

B. ships must have the required equipment inspected at least **once every five years**.

C. The regulations apply to all passenger ships regardless of size and cargo ships of 300 gross tons and upwards.

D. Ships must carry person(s) holding a GMDSS operator's license for distress and safety radio communications purposes.

B

030. What is the term which refers to the supply of electrical energy required to supply radio installations on every ship for the purpose of conducting distress and safety radio communications in the **event of failure of the ship's main and emergency sources of electrical power?**

A. Emergency power.

B. Reserve source of energy.

C. Ship's emergency diesel generator.

D. Ship's standby generator.

B

031. GMDSS-equipped ships will be required to perform which of the following communications functions?

A. Distress alerting and maritime safety information.

B. Search and Rescue coordination and on-scene communications.

C. Bridge-to-bridge and general radio communications.

D. All of these

D

032. A **vertical antenna** (whip) has a radiation pattern best described by which statement?

A. A Figure eight

B. A cardioids.

C. A circle.

D. An ellipse.

C

033. Under GMDSS, the proper functioning of the DSC facilities shall be tested periodically **without radiation of signals**, by use of the means provided by equipment. What is the period?

A. Weekly.

B. Annually, by a representative of the MSA.

C. Daily

D. Monthly.

C

34. Under GMDSS, the **reserve source** of energy is **not a battery** (for example, a motor generator) the reserve source of energy must be tested at what minimum intervals?
- A. **Weekly.**
 - B. Annually, by a representative of the MSA.
 - C. At the annual SOLAS inspection.
 - D. Monthly.
- A
035. Who can make the determination to suspend AIS continuous listening watch?
- A. The operator, when the vessel is no longer operating in open sea.
 - B. **The Master,** when determining that armed robbery may occur.
 - C. An operator when it is determined that the noise becomes annoying to personnel on the bridge.
 - D. Anyone, if it is determined that the noise interferes with listening on 97.5MHz FM transmissions.
- B
036. Which of the following documents are required by GMDSS for vessels on international voyages?
- A. A copy of the IMO master plan of shore-based facilities.
 - B. Station logs.
 - C. ITU Radio Regulations.
 - D. **All of these.**
- D
037. What equipment is used in or near the survival craft?
- A. NAVTEX
 - B. Fathometer.
 - C. COSPAS-SARSAT
 - D. **EPIRB**
- D
038. Which statement is **false** regarding a GMDSS-equipped ship?
- A. A conditional or partial exemption may **not be granted**, even in exceptional circumstances, for a single voyage outside the sea area for which the vessel is equipped.
 - B. ships must have the required equipment inspected at least once every 12 months.
 - C. The regulations apply to all passenger ships regardless of size and cargo ships of 300 gross tons and upwards.
 - D. Ships must carry person(s) holding a GMDSS operator's license for distress and safety radio communications purposes.
- A
039. Every A3 ship, while at sea, shall **maintain a continuous watch:**
- A. On VHF DSC channel 70
 - B. On the distress and safety DSC frequency 2,187.5 KHz and 8,414.5 KHz and also on at least one of the distress and safety DSC frequencies 4,207.5 KHz, 6,312 KHz, 12,577 KHz or 16,804.5 KHz, appropriate to the time of day and the geographical position of the ship.
 - C. **For satellite shore-to-ship distress alerts.**
 - D. All of these.
- c
040. What statement is generally correct regarding the **maintenance requirements** for ships under GMDSS?
- A. Redundancy of functions of certain equipment will partially meet this requirement.
 - B. On-board maintenance provided by a person holding a Second Class Electronic Certificate license will partially meet the requirements.
 - C. shore based maintenance and scheduled tests and inspections will partially meet this requirement.
 - D. **All of these.**
- D
041. What is the **primary** purpose of the GMDSS?
- A. Environmental protection.
 - B. A common international communications system for all shipping.
 - C. **Automate and improve emergency communications for the world's shipping industry.**
 - D. Effective and inexpensive communications.
- C
042. What is the minimum operation time of reserve source of energy on ships **without** an emergency energy source?

- A. 1 hour
- B. 6 hours**
- C. 12 hours
- D. 24 hours

B

043. What is the minimum operation time of reserve source of energy on ships **with an emergency energy source?**

- A. 1 hour**
- B. 6 hours
- C. 12 hours
- D. 24 hours

A

044. Vessel operating in which sea area(s) are required to carry either **INMARSAT or HF equipment** or a combination thereof under GMDSS?

- A. All sea areas.
- B. A3.**
- C. A4.
- D. A3 and A4

B

045. Which system **is most likely** to be affected by **atmospheric disturbances?**

- A. VHF DSC
- B. INMARSAT Standard-C
- C. MF/HF radiotelephony.**
- D. Safety NET

C

046. Which system **is least likely** to be affected by **atmospheric disturbances?**

- A. NAVTES
- B. MF NBDP.
- C. SES**
- D. HF NBDP

C

047. Which of the following systems is most **likely** to be subject to fading or static interference?

- A. HF NBDP**
- B. INMARSAT
- C. Digital Selective Calling on channel 70.
- D. VHF ARQ

A

048. Which system has **the least effective radius of operation?**

- A. HF SITOR**
- B. MF NBDP
- C. VHF DSC
- D. NATTEX

A

049. What is the basic concept of GMDSS?

- A. Search and rescue authorities shore can be alerted to a distress situation.
- B. shipping in the immediate vicinity of a ship in distress will be rapidly alerted.
- C. Shore-side authorities and vessels can assist in a coordinated SAR operation with minimum delay.
- D. All of these**

D

050. A ship operating **in sea area A1** must have the following provisions of maintenance:

- A. Shore maintenance.
- B. Duplication of equipment.
- C. At Sea Maintenance.
- D. Any one of these.**

D

051. A ship operating in sea area **A3** must have the following provisions for maintenance:

- A. Duplication of Equipment.

- B. Shore Maintenance.
- C. At Sea Maintenance.
- D. Any two of these.

D

052. What is the minimum operator license required to perform or supervise the performance of at sea maintenance which may affect the proper operation of the GMDSS station in sea area A3?

- A. Second Class Radio Electronic Certificate
- B. Restricted Operator's Certificate.
- C. First Class Radio Electronic Certificate.
- D. GMDSS General Operator's Certificate.

A

053. What is the minimum operator license required to perform or supervise the performance of at sea maintenance which may affect the proper operation of the GMDSS station in sea area A1?

- A. Restricted Operator's Certificate.
- B. First Class Radio Electronic Certificate.
- C. Second Class Radio Electronic Certificate
- D. GMDSS General Operator's Certificate.

C

054. What is the minimum operator license required to perform or supervise the performance of at sea maintenance which may affect the proper operation of the GMDSS station in sea area A2?

- A. Restricted Operator's Certificate.
- B. First Class Radio Electronic Certificate.
- C. Second Class Radio Electronic Certificate
- D. GMDSS General Operator's Certificate.

C

055. What is the minimum operator license required to perform or supervise the performance of at sea maintenance which may affect the proper operation of the GMDSS station in sea area A4?

- A. Restricted Operator's Certificate.
- B. Second Class Radio Electronic Certificate
- C. First Class Radio Electronic Certificate.
- D. GMDSS General Operator's Certificate.

C

056. How many pieces of portable GMDSS VHF transceivers must a passenger ship of 400 tons gross tonnage be provided with?

- A. 3
- B. 1
- C. 2
- D. 6

A

057. How many pieces of portable GMDSS VHF transceivers must a cargo ship of 400 tons gross tonnage be provided with?

- A. 1
- B. 3
- C. 2
- D. 6

C

058. How many pieces of portable GMDSS VHF transceivers must a passenger ship of 1700 tons gross tonnage be provided with?

- A. 1
- B. 2
- C. 3
- D. 6

C

059. How many pieces of portable GMDSS VHF transceivers must a cargo ship of 1700 tons gross tonnage be provided with?

- A. 1
- B. 2
- C. 3
- D. 6

C

060. Where are the operational details of NAVTES stations to be found?

- A. ITU List of ship Stations.
- B. Admiralty Lists of Radio Signals, Volume III
- C. IEC Publication 945, Marine Navigational Equipment.
- D. Frequency Allocation Tables.

B

061. Where are the operational details of stations transmitting maritime safety information to be found?

- A. ITU List of ship Stations.
- B. Admiralty Lists of Radio Signals, Volume III
- C. IEC Publication 945, Marine Navigational Equipment.
- D. Frequency Allocation Tables.

C

062. Where are the operational details of the stations for timing signals?

- A. Admiralty Lists of Radio Signals, Volume I
- B. Admiralty Lists of Radio Signals, Volume II
- C. Admiralty Lists of Radio Signals, Volume III
- D. Admiralty Lists of Radio Signals, Volume IV

B

063. Where are the operational details of the stations for public correspondence?

- A. Admiralty Lists of Radio Signals, Volume I
- B. Admiralty Lists of Radio Signals, Volume II
- C. Admiralty Lists of Radio Signals, Volume III
- D. Admiralty Lists of Radio Signals, Volume IV

A

064. Which is not vessel or personnel requirement of GMDSS?

- A. Regular equipment upgrading standards requirement.
- B. Licensed radio operators.
- C. Equipment carriage requirements.
- D. Distress alerting and response.

A

065. Which statement is false regarding the maintenance requirement for GMDSS equipped vessels?

- A. On ships engaged on voyages in sea area A1 and A2, maintenance availability must be assured by duplication of equipment, shore-based maintenance, or at-sea maintenance capability or a combination of these.
- B. On ships engaged on voyages in sea areas A2 and A3, maintenance availability must be ensured by using a combination of as least two choices between duplication of equipment, shore-based maintenance, or at-sea maintenance capability.
- C. if the shore-based maintenance method is used, maintenance services must be completed and performance verified and noted in the ship's record before departure from the first port of call entered after any failure occurs.
- D. All at-sea maintenance and repairs must be performed by, or under the supervision of a person holding a suitable GMDSS license.

B

066. What are the vessel equipment and personnel requirements of GMDSS?

- A. Licensed radio operators.
- B. Equipment carriage requirements.
- C. Distress alerting and response.
- D. All of these

D

067. What is the minimum GMDSS personnel requirement of Non-GMDSS ships operating in sea area A1?

- A. Restricted Operator's Certificate.
- B. Second Class Radio Electronic Certificate.
- C. First Class Radio Electronic Certificate.

D. None GMDSS requirements are compelled.

D

068. What is the minimum personnel requirement of GMDSS ships trading in sea area A1?

A. Restricted Operator's Certificate.

B. General Operator's Certificate

C. Second Class Radio Electronic Certificate.

D. First Class Radio Electronic Certificate.

A

069. What is the minimum GMDSS personnel requirement of drill platforms operating in sea area A1?

A. Restricted Operator's Certificate.

B. General Operator's Certificate

C. Second Class Radio Electronic Certificate.

D. First Class Radio Electronic Certificate.

A

070. What is the minimum personnel requirement of GMDSS ships trading in sea area A2?

A. Restricted Operator's Certificate.

B. General Operator's Certificate

C. Second Class Radio Electronic Certificate.

D. First Class Radio Electronic Certificate.

B

071. What is the minimum personnel requirement of GMDSS drill platforms operating in sea area A2?

A. Restricted Operator's Certificate.

B. Second Class Radio Electronic Certificate.

C. General Operator's Certificate

D. First Class Radio Electronic Certificate.

C

072. What is the minimum GMDSS personnel requirement of ship with At-sea Maintenance method operating in sea area A3?

A. Restricted Operator's Certificate.

B. Second Class Radio Electronic Certificate.

C. General Operator's Certificate

D. First Class Radio Electronic Certificate.

B

073. What is the minimum GMDSS personnel requirement of ships with Duplication of Equipment method operating in sea area A3?

A. Restricted Operator's Certificate.

B. Second Class Radio Electronic Certificate.

C. General Operator's Certificate

D. First Class Radio Electronic Certificate.

C

074. Which of the following regarding AAIC (accounting authority identification code) is false?

A. The AAIC of vessels registered in China is HX08.

B. The AAIC of vessels registered in China is CN03.

C. It is a unique code assigned by the ITU to identify an accounting authority.

D. It should be submitted to the operators ashore when ships are requesting services from CRS.

A

075. Which of the following regarding AUSREP is false?

A. A vessel position-reporting system similar to AMVER.

B. It is a compulsory system.

C. It is operated by the Austrian Authorities.

D. It is an active system which means when vessels send position overdue, search and rescue units ashore will take action to connect with them.

C

076. Which of the following regarding AMVER is false?

A. A vessel position-reporting system operated by the nited Kingdom.U

B. It can be taken port in by any merchant vessel of 1000grt or more on a voyage lasting longer than 24 hours, to

- and from anywhere on the world.
- C. It is the abbreviation of Automated Mutual-assistance Vessel Rescue system.
- D. It is a ship reporting system in practice.

A

077. Gold Franc (GF):

- A. A nominal currency used by LESs and accounting authorities to calculate communication charges incurred by an MES. A fixed rate of exchange exists between the GF and the nominal currency the SDR: 1 SDR = 3.061 GF.
- B. It is a currency used in France.
- C. The coins are made of gold.
- D. The exchange rate between the GF and SDR is invariable.

A

078. What is the minimum GMDSS personnel requirement of ships with Shore-based Maintenance method operating in sea area A3?

- A. Restricted Operator's Certificate.
- B. General Operator's Certificate
- C. Second Class Radio Electronic Certificate.
- D. First Class Radio Electronic Certificate.

B

079. What is the minimum GMDSS personnel requirement of drill platforms with At-Sea Maintenance method operating in sea area A3?

- A. Restricted Operator's Certificate.
- B. General Operator's Certificate
- C. First Class Radio Electronic Certificate.
- D. Second Class Radio Electronic Certificate.

D

080. What is the minimum GMDSS personnel requirement of drill platforms with Duplication of Equipment method operating in sea area A3?

- A. Restricted Operator's Certificate.
- B. General Operator's Certificate
- C. Second Class Radio Electronic Certificate.
- D. First Class Radio Electronic Certificate.

b

081. What is the minimum GMDSS personnel requirement of drill platforms with At-Sea Maintenance method operating in sea area A4?

- A. Restricted Operator's Certificate.
- B. General Operator's Certificate
- C. Second Class Radio Electronic Certificate.
- D. First Class Radio Electronic Certificate.

D

082. GMDSS is primarily a system based on:

- A. Ship-to-ship distress communication using MF or HF radiotelephony.
- B. VHF digital selective calling from ship to shore.
- C. Distress, urgency and safety communication carried out by the use of narrow-band direct printing telegraphy.
- D. The linking of search and rescue authorities ashore with shipping in the immediate vicinity of a ship in distress or in need of assistance.

D

083. What is the minimum GMDSS personnel requirement of drill platforms with Shore-based Maintenance method operating in sea area A4?

- A. Restricted Operator's Certificate.
- B. General Operator's Certificate
- C. Second Class Radio Electronic Certificate.
- D. First Class Radio Electronic Certificate.

B

084. What is the minimum GMDSS personnel requirement of drill platforms with Duplication of Equipment method operating in sea area A4?

- A. Restricted Operator's Certificate.
- B. General Operator's Certificate**
- C. Second Class Radio Electronic Certificate.
- D. First Class Radio Electronic Certificate.

B

085. Which statement is **false** regarding a vessel equipped with GMDSS equipment that remains **in Sea Area A1 at all times**?

- A. The vessel must be provided with a radio installation capable of initiating the transmission of ship-to-shore distress alerting from the position from which the ship is normally navigated.
- B. VHF DSC alerting may be the sole means of distress alerting.
- C. EPRIB may satisfy the equipment requirement.
- D. MF SSB with 2182 kHz automatic alarm generator may satisfy the equipment requirement.**

D

086. What is the total voltage and capacity of two 12 batteries coupled in series if each battery has capacity of 100 Ah?

- A. 12V 100Ah.
- B. 24V 100Ah.**
- C. 12V 200Ah.
- D. 24V 200Ah

B

087. Which statement is **false** regarding the GMDSS requirement for **ship sources of energy**?

- A. At all times while the vessel is at sea, a sufficient supply of electrical energy to operate the radio installations and charge any batteries which may be part of the reserve source of energy is required.
- B. All of these.
- C. The reserve sources of energy need to supply, INMARSAT-B/F, HF and MF radio installations at the same time.**
- D. An uninterruptible power supply or other means of ensuring a continuous supply of electrical power to GMDSS equipment that could be affected by normal variations and interruptions of ship's power is required.

C

088 Which of the following service or **maintenance** functions may be performed by the holder of **First Class Radio Electronic Certificates**?

- A. Reset tripped circuit breakers or replace defective fuses.
- B. Routine battery maintenance if used as part of the GMDSS station.
- C. Any adjustments or maintenance which may affect the proper operation of the station.
- D. all of these**

D

089. Which of the following service or maintenance functions may be performed by the holder of **Second Class Radio Electronic Certificates**?

- A. Reset tripped circuit breakers or replace defective fuses.**
- B. Routine battery maintenance if used as part of the GMDSS station.**
- C. Any adjustments or maintenance which may affect the proper operation of the station.**
- D. all of these**

D

090. Which of the following service or maintenance functions may **not be performed** by the **holder of GMDSS General Operator's Certificates**?

- A. Any adjustments or maintenance which may affect the proper operation of the station.**
- B. Replacement of consumable items such as paper, ribbons, etc.
- C. Reset tripped circuit breakers or replace defective fuses.
- D. Routine battery maintenance if used as part of the GMDSS station.

A

091. Which of the following service or maintenance functions may **not be performed by the holder of Restricted Operator's Certificates**?

- A. Reset tripped circuit breakers or replace defective fuses.
- B. Routine battery maintenance if used as part of the GMDSS station.
- C. Any adjustments or maintenance which may affect the proper operation of the station**
- D. Replacement of consumable items such as paper, ribbons, etc.

C

092. What are the conditions, under GMDSS, whereby a ship is not allowed to depart from any port?

- A. The vessel is not capable of performing all required distress and safety functions.
- B. The vessel is carrying more than the required number of qualified GMDSS operators.
- C. The vessel has a temporary waiver of its radio license and Safety Certificate.
- D. The vessel is not carry a GMDSS radio maintainer, but has provided for shore-side maintenance.

A

093. Which of the following areas would be considered Ocean Area A2?

- A. An area within coverage of INMARSAT geostationary satellites.
- B. An area within coverage of Medium Frequency (MF) coastal radio stations in which continuous DSC alerting is available.
- C. an area within coverage of VHF coast radio stations in which continuous DSC alerting is available.
- D. The extreme polar regions.

B

094. Full equipment carriage under GMDSS is:

- A. Required on or after January 1, 2006.
- B. Required to be fitted on all vessels after August 1, 1993.
- C. No equipment is required on compulsory vessels on international voyages providing a licensed radiotelegraph station is fitted and a licensed Radio Officer is carried.
- D. Mandatory after February 1, 1999.

D

095. In pole area, if a vessel is operating 10 nautical miles from shore within range of shore-based VHF station, the vessel is operating within what area?

- A. Sea area A1.
- B. Sea area A2
- C. Sea area A3.
- D. Sea area A4

A

096. If a vessel is operating 100 nautical miles from shore in pole areas, the vessel is operating within what area?

- A. Coastal waters.
- B. Navigation lanes.
- C. Sea area A4
- D. None of these

D

097. If a vessel is operating 100 nautical miles from shore, the vessel is operating within what area?

- A. Coastal waters
- B. Navigation lanes.
- C. Sea area A2.
- D. None of these.

c

098. If a vessel is operating 100 nautical miles from shore within range of shore-based MF station, the vessel is operating within what area?

- A. Coastal waters
- B. Navigation lanes.
- C. Sea area
- D. Shipping lanes.

C

099. If a vessel is operating in area outside Area A1, A2 and A3, this vessel is operating within that area for GMDSS purpose?

- A. International voyage.
- B. Continental shelf waters.
- C. Sea area A4
- D. coastal and inland waters.

C

100. Which of the following is a requirement, under GMDSS, for all vessels over 300 gross tons operating within the coverage of an MF coast radio station?

- A. Ship's master or radio officer must be on duty at all times.
- B. HF DSC equipment.
- C. Spare parts and maintenance kit for repairs.

D. Suitable maintenance method(s) should be selected by the ship.

第二章 遇險、緊急和安全通信

101. A distress signal transmitted from which EPIRB is relayed by geostationary GEOS weather satellites to CESS (Coast Earth Stations)?

- A. Class A EPIRBs
- B. Class B EPIRBs
- C. VHF EPIRBs on the designated frequency.

D. 406 MHz EPIRBs

D

102. What frequency is required in survival craft portable radiotelephony equipment?

- A. 121.5 MHz
- B. 156.8 MHz**
- C. 156.3 MHz
- D. 156.650MHz

B

103. What statement is true regarding the spare parts required for survival craft stations?

- A. No antennas spares are generally required for the VHF-FM portable radios as these are permanently affixed or require a special tool for their removal.**
- B. A spare antenna is required for the 2182.0 KHz MF radio transmitter.
- C. A required Spare list must be maintained and checked against the spares on-hand at the annual inspection of the GMDSS radio station.
- D. The GMDSS maintainer must determine the spares required for particular radio station.

A

104. Of the following, which system provides the highest degree of detection probability and location accuracy?

- A. 2182 Radiotelephone Automatic alarm Generator.**
- B. 406 MHz EPIRBs**
- C. 122.5 EPIRBs
- D. 156.252 MHz EPIRBs

B

105. Which is a function of a satellite under COSPAS-SARSAT using satellite EPIRBs?

- A. Vessel information recovered from the digital encoded message provided by the satellite EPIRB.
- B. Doppler shift of EPIRB signal is measured.
- C. Information received from EPIRBs are time-tagged and transmitted to any Local User Terminal in the satellite's view.
- D. All of these.**

D

106. What feature is not to found on 406 MHz satellite EPIRB units?

- A. Strobe light
- B. Aural locator signal.**
- C. Emergency transmission on 406.025 MHz.
- D. Float-free release bracket.

B

107. What is the joint international satellite-aided SAR system?

- A. MARAD (Maritime Administration).
- B. IMO
- C. COSPAS-SARSAT**
- D. INMARSAT-D

C

108. Who is responsible for transmitting a message stating that distress communications have ceased?

- A. The vessel providing the initial communications with the distressed vessel.
- B. The Rescue Coordination Center (RCC) controlling the distress communications.**
- C. The Coast Radio Station (CRS) that was first contacted concerning the distress situation.
- D. NO formal message must be transmitted as long as no distress-related communications have occurred after

reasonable time.

B

109. The means of initiating the transmission of ship-to-shore distress alerts by a radio service other than MF operating:

A. Through the polar orbiting satellite service on 406 MHz.

B. On HF using DSC.

C. Through the INMARSAT geostationary satellite service.

D. all of these.

D

110. What is the fundamental purpose for imposing radio silence?

A. To ensure that interference to proprietary communications is minimized.

B. To ensure that only voice communications can be effected on the distress communications frequency or channel.

C. To ensure that a distressed vessel will have a "window" twice each hour for transmitting routing messages.

D. To ensure that interference on a particular frequency or channel to communications concerning emergency traffic is minimized.

D

111. In a mobile unit, who shall authorize the transmission of an urgency call format or an urgency signal?

A. The owner of the mobile unit.

B. The master of the vessel after consultation with the owner.

C. The master or the personal responsible for the mobile unit after consultation with the coast station responsible.

D. The master of the person responsible for the mobile unit.

C

112. What is meant by the term "radio silence"?

A. Stations remaining off the air to safeguard proprietary information.

B. Two three-minute silent periods, at the top and bottom of every hour, that provides a transmitting "window" for distressed vessel to transmit distress alerts.

C. Stations not directly involved with the on-going distress communications may not transmit on the distress frequency or channel.

D. Communications on a distress frequency or channel is banned for 24 hours following the cessation of the distress traffic.

C

113. In the GMDSS, who is responsible for the control of on-scene communication?

A. The mobile unit in distress

B. The mobile unit in distress and the unit co-ordinating the search and rescue operations.

C. The unit coordinating the search and rescue operations.

D. The mobile unit in distress or the unit co-ordinating the search and rescue operations.

C

114. What is usually the first step for a GMDSS radio operator to take when initiating a distress priority message via INMARSAT?

A. By dialing the correct code on the telephone remote unit.

B. By contacting the CES operator and announcing a distress condition is in existence.

C. By pressing a "distress button" on the equipment.

D. By contacting the CES operator using the radiotelephone distress procedure "Mayday" ...etc.

C

115. Which one of the following steps should be taken, if possible, when the vessel must be abandoned because of a distress situation?

A. Alert the RCC ashore by using the survival craft's portable INMARSAT unit.

B. Program the SART to transmit the vessel's location and situation.

C. Place the SART and EPIRB in the "on" position and secure SART to the survival craft.

D. No additional steps are needed as the SART and EPIRB will both automatically float free and operate properly.

C

116. A radar transponder operating in the 9 GHz band:

A. Must be carried on GMDSS-equipped ships operating outside of operational ocean area A1.

B. Must be carried on GMDSS-equipped ships that do not carry a satellite EPIRB.

C. Must be carried on all GMDSS-equipped ships.

D. Is required only on GMDSS-equipped ships operating in coastal areas.

C

117. In the GMDSS, who is responsible for the control of on-scene communications?

A. The unit coordinating the search and rescue operations.

B. The mobile unit in distress.

C. The mobile unit in distress and the unit co-ordinating the search and rescue operations.

D. The mobile unit in distress on the unit co-ordinating the search and rescue operation.

A

118. In the GMDSS, what does the distress signal consist of?

A. –SOS

B. –MAYDAY

C. –PAN PAN

D. –QDC

B

119. In the GMDSS, what does the urgency signal consist of?

A. of the group of the words PAN PAN

B. of the word PAN

C. of the group XXX.

D. of the word URGENT.

A

120. Which are the preferred frequencies in radiotelephony for on scene communications?

A. 121.5 MHz and 2045 KHz

B. Ch 16 (156.800 MHz) and 2182 KHz.

C. Ch 70 (156.525 MHz) and 2184.5 KHz

D. Ch 13 (145.650 MHz) and 2023 KHz

B

121. Which frequency in the medium frequency band is used for distress and safety traffic by radiotelephony?

A. 518 KHz

B. 2182 KHz

C. 6090 KHz

D. 2614KHz

B

122. Which of the following frequencies have been designated for on-scene communications in the Global Maritime Distress and Safety System?

A. VHF-FM Ch 16, 156.6 KHz

B. VHF-Ch 16 on 156.8MHz, NBDP on 2174.5KHz

C. HF radiotelephone on 21.820MHz

D. NBDP ON 2175.4 KHz, VHF-FM Ch 16, 156.6 MHz

B

123. Which of the following frequencies have **not been designated** for on-scene communications in the Global Maritime Distress and Safety System?

A. VHF-Channel 16, 156.8 MHz

B. MF radiotelephony on 2182 KHz

C. NBDP on 2182.0 KHz

D. VHF –Channel 16, 156.8 MHz and MF radiotelephony on 2182 KHz

C

124. Which of the following frequencies have **not been designated** for on-scene communications in the Global Maritime Distress and Safety System?

A. VHF-Channel 16, 156.8 MHz

B. MF radiotelephony on 2182 KHz

C. DSC on 156.525 MHz

D. VHF –Channel 16, 156.8 MHz and MF radiotelephony on 2182 KHz

C

125. Which of the following frequencies **are allocated** for alerting in the Global Maritime Distress and Safety System?

A. 406 MHz (EPIRB)

- B. DSC on 2187.5 KHz
- C. DSC on 156.525 MHz (Channel 70) and various HF frequencies.

D. All of these

D

126. Which frequency does COSPAS-SARSAT EPIRB use for transmission of distress signals?

A. 156.525 MHz

B. 406 MHz

C. 1.6 GHz

D. 121.5 MHz

B

127. Which of the following statements is **true** regarding distress alerting under GMDSS?

A. The time information included in distress alert is the time when the incident occurs.

B. Ship-to-ship distress alerts are used to alert other ships in the vicinity of navigational hazards and bad weather.

C. The time information included in distress alert is the time when the position information is updated.

D. The Vessel nearest to the emergency must notify the Coast Guard before leaving the vicinity.

C

128. Which of the following statements is **true** regarding distress communication under GMDSS?

A. Forward Error Correction Mode may be used when a ship is in distress.

B. The Rescue Coordination Center (RCC) is responsible for controlling a search and rescue operation and will also coordinate the distress traffic relating to the incident.

C. The Rescue Coordination Center may appoint another station to coordinate distress traffic relating to the incident.

D. All of these.

D

129. The transmission of ship-to-shore distress alerts should be initiated from:

A. The main deck

B. The position from which the ship is normally navigated.

C. The assembly station.

D. All of these

B

130. Who can **impose silence** on stations which interfere with distress traffic?

A. The Personal Radio Communications Branch of the ITU.

B. A radio operator trying to make a phone patch on company official business.

C. A ship looking for navigational information.

D. The administration concerned or coordinator involved in the handling of the emergency traffic.

D

131. How many total frequencies are available for DSC distress alerting?

A. One (1)

B. Five (5)

C. Two (2)

D. Seven (7)

D

132. How many total frequencies are available for DSC distress alerting on **VHF** band?

A. One (1)

B. Five (5)

C. Two (2)

D. Seven (7)

A

133. How many total frequencies are available for DSC distress alerting on **MF/HF** transceiver?

A. One (1)

B. Five (5)

C. Six (6)

D. Seven (7)

C

134. How many frequencies are available for DSC distress alerting on **HF** band?

- A. One (1)
- B. Five (5)**
- C. Two (2)
- D. Seven (7)

B

135. Which one of the following **compulsory watches** must vessel maintain when sailing in Sea **Area A1**?

- A. A continuous DSC watch on 8414.5 KHz plus one other HF DSC frequency.
- B. A continuous DSC watch on 2187.5 KHz.
- C. A continuous DSC watch on channel 16.
- D. A continuous DSC watch on channel 70.**

D

136. In the GMDSS, by what means and in **which frequency bands** should a ship station in distress alert **other ship in its vicinity**?

- A. Using digital selective calling in the very high frequency and medium frequency band.**
- B. Using radiotelephony on 2182 KHz.
- C. Using radiotelephony on 2182 KHz and on channel 16 (156.8 MHz).
- D. Using digital selective calling in radio telephony in the very high frequency and high frequency bands, in radiotelegraphy in the medium and very high frequency bands.

A

137. Which measures shall be taken by a ship station in receipt distress alert transmitted using digital selective calling?

- A. The ship station set watch on the radiotelephony distress and safety traffic frequency associated with the distress and safety calling frequency on which the distress alert was received.**
- B. The ship station shall remain listening on the frequency on which the distress alert was received.
- C. The ship station shall repeat the distress alert on the frequency on which it was received in order to alert several more ships.
- D. The ship station shall, in every case, set watch on the frequencies 2182 KHz and 121.5 MHz.

A

138. Which one of the following channels and modes should be used when initiating a distress alert transmission?

- A. Channel 70 DSC.**
- B. Channel 6 DSC.
- C. Channel 6 radiotelephony.
- D. Channel 13 radiotelephony and Channel 16 DSC.

A

139. If a ship, in accordance with the requirements of regulation 7.1.2, is fitted with a VHF radio installation, shall, while it is at sea, **maintain a continuous** watch on:

- A. VHF CH16.
- B. VHF CH70.**
- C. 2,187.5 KHz.
- D. All of these. B

140. If a ship, in accordance with the requirements of regulation 9.1.2 or 10.1.3, is fitted with an **MF radio installation**, shall, while it is at sea, **maintain a continuous** watch on:

- A. 2,182 KHz.
- B. VHF CH70.
- C. 2,187.5 KHz.**
- D. All of these.

C

141. If a ship, in accordance with the requirements of regulation 10.2.2 or 11.1, is fitted with an **MF/HF radio installation**, shall, while it is at sea, **maintain a continuous** watch on:

- A. 8,414.5 KHz.
- B. On at least one of the distress and safety DSC frequencies 4,207.5 KHz, 6,312 KHz, 12,577 KHz or 16,804.5 KHz.**
- C. 2,187.5 KHz.
- D. All of these.**

D

142. If a ship, in accordance with the requirements of regulation 10.1.1, is fitted with an **INMARSAT ship earth**

station, shall, while it is at sea, maintain a continuous watch on:

A. 8,414.5 KHz.

lite shore-to-ship distress alert**B. For sates.**

C. 2,187.5 KHz.

D. All of these.

B

143. For a ship operating exclusively in sea area A1, A2 and A3, which of the following includes a frequency that is **not designated** for **MF, of HF DSC?**

A. 2187.5 KHz, 4207.5 KHz.

B. 2187.5 KHz, 4209.5 KHz.

C. 4207.5 KHz., 6312 KHz.

D. 8414.5 KHz, 12577 KHz.

B

144. Ships operating in GMDSS sea areas A1, A2 and A3 would **not use which** of the following frequencies for MF/HF DSC watch-keeping?

A. 2187.5 KHz.

B. 4209.5 KHz.

C. 6312 KHz.

D. 12577 KHz.

B

145. When MF/HF DSC equipment is switched on which frequency would be kept watch automatically by the receiver?

A. 2187.5 KHz.

B. 8414.5 KHz .

C. 12577 KHz.

D. 2187.5 KHz and 8414.5 KHz.

D

146. Which of the following is **is not a DSC watch** or distress and safety frequency?

A. 2187.5 KHz.

B. 6312 KHz.

C. 2182 KHz.

D. 12577 KHz.

C

147. How many MF frequencies are available for DSC distress-related calls?

A. One.

B. Two.

C. Four.

D. Five.

A

148. How many HF frequencies are available for DSC distress-related calls?

A. One.

B. Two.

C. Four.

D. Five.

D

149. On which installations does **single frequency call attempt** exist?

A. Both MF and HF radio installations.

B. VHF radio installations.

C. MF-HF combination radio installations.

D. All of these.

D

150. What is the **maximum number** of frequencies used for **multi-frequency call** attempt?

A. Up to 5.

B. Up to 6.

C. Up to 2.

D. Up to 7.

B

151. How many VHF frequencies are available under GMDSS for DSC distress-related calls?

A. One.

B. Two.

C. Five.

D. Seven.

A

152. While at sea, the GMDSS operator received a distress alert on the frequency of 8414.5 KHz, on which frequency should the radio watch be kept?

A. 8291 KHz, SSB.

B. 8376.5 KHz, NBDP.

C. 8414.5 KHz, DSC.

D. 8291 KHz, SSB or 8376.5 KHz, NBDP, depends on the details of the alert.

D

153. While at sea, the GMDSS operator received a distress alert on Channel 70. In the alert, the consecutive communication method is default. In this case, which Channel (frequency) is the first choice to perform the radio watch on?

A. 2182 KHz.

B. Channel 16.

C. Channel 70.

D. 2182 KHz or Channel 16, depends on the details of the alert.

B

154. The preferred method to send acknowledgements of receipt of MF-DSC alert by a ship station within 3 minutes, when it is transmitted, is:

A. DSC equipment, on the frequency concerned.

B. RT equipment, on the frequency concerned.

C. NBDP equipment, on the frequency concerned.

D. All of these are likely.

B

155. The priority-mark of RT-acknowledgement of MF-DSC alert is:

A. Mayday acknowledgement.

B. Distress.

C. Mayday.

D. Distress acknowledgement.

C

156. When a coast station receives a distress alert on DSC equipment, she should:

A. Acknowledge it within 2'45".

B. Acknowledge it within 3 minutes.

C. Must broadcast in NAVTEX service.

D. Ignore it.

A

157. When a ship station receives a distress alert on MF-DSC equipment, it should:

A. Acknowledge it within 2'45".

B. Acknowledge it within 3 minutes.

C. Acknowledge it after 3 minutes.

D. Relay the alert, if it has not been acknowledged within 3 minutes.

C

158. Which is not included in the Natures of Distress DSC alert?

A. Fire or explosion.

B. Flooding.

C. Overboard.

D. Collision.

C

159. When a ship station receives a distress alert on HF-DSC equipment, it should:

A. Relay the alert, if it has not been acknowledged within 5 minutes.

B. Acknowledge it within 2'45".

- C. Acknowledge it within 3 minutes.
- D. Acknowledge it after 3 minutes.

A

160. The address of acknowledgements of DSC alert should be:

- A. MMSI of the ship in distress.
- B. MMSI of the ship (coast) station, who receives the alert.
- C. To all ships.
- D. To RCC concerned.

C

161. What is the minimum information which a DSC distress alert shall contained?

- A. Identification of the station in distress, the nature of accident and its position.
- B. Identification of the station in distress and call sign.
- C. Identity of the station in distress and the number of crew member.
- D. Identity of the station in distress and kind of help required.

A

162. Which transmission are permitted on the frequency 2174.5 KHz in NBDP service?

- A. Distress and safety traffic using narrow-band direct-printing telegraphy exclusively.
- B. Transmissions of information regarding the safety of navigation and weather warnings.
- C. Distress and safety traffic in radiotelephony.
- D. Transmissions of the international NAVTEX system.

A

163. The frequency 121.5 MHz is:

- A. A dedicated EPIRB frequency.
- B. An aeronautical frequency. But it is an optional frequency in EPIRB currently which will be cancelled in future.
- C. An aeronautical frequency only.
- D. A dedicated aeronautical VHF frequency only.

B

164. How can the SART's audible tone monitor be used?

- A. It informs survivors that assistance may be nearby.
- B. It informs survivors when the battery's charge condition has weakened.
- C. It informs survivors when the SART switches off.
- D. It informs survivors that a nearby vessel is signaling on DSC.

A

165. At what point does a SART begin transmitting?

- A. It immediately begins emission when placed in the "on" position.
- B. It must be manually activated.
- C. If it has been placed in the "on" position, it will respond when it has been interrogated by a 9-GHz radar signal.
- D. If it has been placed in the "on" position, it will begin transmitting immediately upon detecting that it is in water.

C

166. Signals from the SART are detected on which shipboard equipment?

- A. S-band navigation radar.
- B. VHF-FM Channel 70 watch receiver.
- C. X-band navigation radar.
- D. GPS receiver.

C

167. How many blips appeared on the screen of SART-detecting radar.

- A. 8.
- B. 12.
- C. At least 12.
- D. 6.

C

168. The SART is required to have sufficient battery capacity to operate in the stand-by mode for what period of time?

- A. Eight hours.
- B. Three days.

C. Four days.

D. Forty-eight hours.

C

169. What statement is **not true** regarding the SART?

A. It is bi-directional in the vertical plane.

B. The antenna polar pattern and hydrodynamic characteristics are such that the SART will respond to radars under heavy swell conditions; battery rated 96 hours in stand-by.

C. The SART provides a visual or audible indication of its correct operation and will inform survivals when it is interrogated by radar.

D. None of these.

A

170. What equipment is used to provide the means for **locating a survival craft** or a **mother ship** in distress?

A. EPIRB.

B. DF.

C. SART.

D. EPIRB and SART.

D

171. What are **typical parameters** for correct operation of an SART?

A. Responds to interrogation by 9 GHz marine radars.

B. Operates normally with interrogation by a radar antenna of **15 meters high** and at a distance of up to at least **5 nautical miles**.

C. Operates correctly when **interrogated** by airborne radar with at least **10 KW peak** output power at a height of **3000 ft** and distance of at least **30 nautical miles**.

D. All of these.

D

172. Which one of the following item is **not the responsibility of the GMDSS Radio Operator**?

A. Inspecting and cleaning the SART's container, and clearing the immediate storage area of **any debris or obstacles**.

B. Measuring the SART's transmitted frequency.

C. Placing the SART in the test mode and verifying that the nearby PPI shows concentric circles.

D. Ensuring the SART's batteries are replaced before their expiration date.

C

173. Why should functional testing of an SART be **minimized**?

A. Potential interference with safe navigation.

B. Minimize power consumption of the battery.

C. Possibility of misinterpretation by other vessel as a distress situation.

D. All of these.

D

174. Which statement is **not true** regarding the **SART battery** replacement routine?

A. The battery must be replaced before the end of the 30 day "grace-period" after the expiration date specified on the batter.

B. The manufacturer may provide O-rings, grease, etc. to be utilized as part of the battery replacement routine.

C. The battery must be replaced prior to the expiration date indicated on the SART.

D. any damage to the SART or its container should be noted and corrected immediately or, if noted at-sea, be corrected at the next port.

A

175. Which statement is true regarding vessels required to be fitted with **one SART**?

A. This is a requirement for vessels of 300 gross tonnage and upward but less than 500 gross tonnage.

B. This unit must be stowed in a life raft.

C. This unit must be carried on one side of a passenger ship.

D. For vessels of 500 gross tonnage and upwards, this unit must be stowed in such a location as to be rapidly placed in any survival craft.

A

176. Which statement is **not true** regarding the SART?

A. Responds to interrogations by a vessel's X-band radar.

B. Transmits on the 9 GHz band reserved for navigational radar.

C. Operates in conjunction with a vessel's S-band radar.

D. Transmits a distinctive code for easy recognition.

C

177. What is the primary purpose of limiting the operational tests of SARTs?

A. Limits battery capacity.

B. Minimizes chance of interference with other vessel's navigational radar.

C. reduced possibility of damage due to overheating when used indoors.

D. Reduces the possibility of damage to own ship's radar equipment.

B

178. What are the characteristics of radiation from a SART?

A. The antenna is vertically polarized to match the polarization of ship navigational radars.

B. The antenna is horizontally polarized and omnidirectional.

C. The antenna is circularly polarized to match the polarization of GPS.

B

179. What are homing signals?

A. Locating signals which are transmitted by mobile units in distress or by survival craft.

B. Transmission of navigational warnings, weather warnings and urgent messages.

C. Ship to ship radio traffic regarding the safety of navigation.

D. Traffic to support the search and rescue operations.

A

180. What statement is false regarding locating signals in GMDSS?

A. A MF or LF radio direction finder may be used to determine the range and bearing of such signals.

B. Locating signals are radio transmissions intended to facilitate the finding of a mobile unit in distress or the location of survivors.

C. These signals may be transmitted by searching units, the unit in distress or by survival craft.

D. These signals may be transmitted via EPIRBs or by SARTs.

A

181. Which equipment may not be utilized to provide locating signals in GMDSS?

A. SARTs signals from Float-free transponders.

B. 406 EPIRB.

C. Locan A.

D. Satellite or Float-free EPIRBs, 9 GHz signals

C

182. What statement is false regarding homing signals in GMDSS?

A. They are signals transmitted by mobile units in distress.

B. They may be transmitted by survival craft.

C. They can be used to determine the bearing to transmitting stations.

D. They can be used to determine the latitude –and-longitude position of the vessel transmitting these signals when using SARTs.

D

183. What can be defined as radio transmissions intended to facilitate the finding of a mobile unit in distress or the location of survivors?

A. Homing signals.

B. Radio Direction Finder signals.

C. Locating signals.

D. Ranging signals.

C

184. What is an example of a locating signals?

A. SSB phone patch traffic.

B. Ship to shore transmissions.

C. Loran A.

D. A Float-free EPIRB.

D

185. Which equipment may not be utilized to provide locating signals in GMDSS?

A. Float-free EPIRBs.

B. 3 GHz signals of radar transponders.

- C. Satellite EPIRBs.
- D. 9 GHz SARTs.

B

186. Which action should the GMDSS operator take in a distress situation when embarking in survival craft?

- A. EPIRB and SART switched on manually prior to embarking; remain aboard vessel in distress.
- B. Notify RCC (Rescue Coordination Center) through VHF DSC in portable equipment.
- C. Switch on EPIRB and SART immediately and leave on.
- D. Communicate via INMARSAT-C from survival craft.

C

187. Which action is the most appropriate action for a GMDSS operator to take in a distress situation where immediate help is needed, but the vessel is not sinking nor needs to be abandoned?

- A. Switch off EPIRB and SART manually.
- B. Notify the RCC (Rescue Coordination Center) through VHF DSC on channel 13.
- C. Transmit distress call by HF/MF/VHF DSC or INMARSAT.
- D. Transmit distress call by activating the radiotelegraph automatic alarm signal.

C

188. Who may initiate a message indicating that distress traffic has finished?

- A. The relay ship or shore station.
- B. The vessel in distress.
- C. The Rescue Coordination Center controlling a search and rescue operation.
- D. No message is required; when no distress traffic has been observed for a minimum of fifteen minutes, it may be assumed that the radio silence imposed has been lifted.

C

189. Which stations may transmit on the frequencies in which distress traffic is taking place?

- A. All stations which are aware of the distress traffic.
- B. Any station not itself in distress.
- C. All stations for which silence was imposed by the Rescue Coordination Center or station appointed to coordinate search and rescue activities.
- D. Any station in distress.

D

190. Which stations may not transmit on the frequencies in which distress traffic is taking place?

- A. The Rescue Coordination Center and any station appointed by them to coordinate distress traffic.
- B. Any station in distress.
- C. Any station taking part in the search and rescue operation under the coordination of the Rescue Coordination Center or any station appointed by them to coordinate distress traffic.
- D. Any station for which silence was imposed by the Rescue Coordination Center during search and rescue operations.

D

191. Which VHF channel does the EPIRB emergency beacon use?

- A. 13.
- B. 16.
- C. 70.
- D. 6

C

192. Which one of the following would best be used for visual detection of a survival craft?

- A. A 9-GHz SART's beacon.
- B. An EPIRB's strobe light.
- C. A 121.5 KHz EPIRB beacon.
- D. A 406 MHz EPIRB beacon.

A

193. In the GMDSS, for which purposes is the frequency band 406-406.1 MHz used?

- A. For handling of distress traffic by aeronautical radio stations.
- B. For radio traffic regarding the safety of navigation exclusively.
- C. For satellite emergency position-indicating beacons exclusively.
- D. For distress and safety traffic in radio telephony.

C

194. Which of the following EPIRBs is most likely to transmit a distress alert signal?

- A. 9 GHz EPIRBs.
- B. CH16 EPIRBs.
- C. 406 MHz EPIRBs.
- D. 121.5/243 MHz EPIRBs.

C

195. Which one of the following statements concerning COSPAS-SARSAT is true?

- A. EPIRBs are units that are used as alerting devices.
- B. There are satellites in a low-earth polar orbit that detect EPIRB beacons on 406 MHz and relay the information to an earth-side Local User Terminal (LUT).
- C. the Doppler frequency measurement concept is used to determine the EPIRB's location.
- D. All of these.

D

D

196. Equipment for radiotelephony use in survival craft stations under GMDSS must have that characteristic(s)?

- A. Operation on 156.8 MHz.
- B. Watertight.
- C. Permanently-affixed antenna.
- D. All of these.

D

197. Which statement is true regarding the requirement for survival craft portable two-way VHF radiotelephone equipment?

- A. Watertight.
- B. Internal microphone and loudspeaker.
- C. Internal transmitter/receiver including antenna and battery.
- D. All of these.

D

198. Where may survival craft portable VHF radiotelephones be operated?

- A. Between survival craft.
- B. Between survival craft and ship.
- C. Between survival craft and rescue unit.
- D. All of these.

D

199. Which statement is not true regarding the requirement of a VHF radiotelephone for fixed installation in survival craft?

- A. operates simplex on 156.800 MHz (Channel 16) and at least one other channel.
- B. Watertight to a depth of 5 meters for 30 minutes.
- C. Except for those aspects peculiar to a portable radio, (integrated battery, internal microphone, etc.) the technical requirements are virtually the same as for a survival craft portable two-way radio unit.
- D. All of these.

B

200. What channel is utilized for distress and safety and is therefore required in survival craft portable radiotelephony equipment?

- A. Channel 06 (156.3 MHz).
- B. Simplex Channel 16 (156.8 MHz).
- C. Channel 70 (156.525 MHz).
- D. Duplex Channel 3.

B

第三章 卫星通信

201. What provisions can be utilized to reduce the cost of a voice Standard-B call for personal use?

- A. Take advantage of the lower rates during high traffic hours.
- B. Take advantage of the Economy and Discount rates applicable during evening, holiday and night time hours.
- C. Take advantage of the lower daytime rates due to the applicable discount during high traffic periods.
- D. There are no reduced rates available.

B

202. What is the meaning of the azimuth angle as applicable to the Standard-B SES?

- A. The angle between a North-South line and the horizontal satellite direction as seen from the ship.

- B. The angle between the vessel's steered course and North.
- C. The angle between the satellite and the actual antenna position; is normally zero when antenna is correctly positioned.
- D. The compass course being steered.

A

203. What is the meaning of the term elevation?

- A. The angle of the satellite to the equator.
- B. The satellite height above the horizon as seen from the ship.**
- C. The relative bearing of the satellite to the vessel's course.
- D. The height of the antenna above the main deck.

B

204. What should be the heading readout on the Standard-B SES display?

- A. The difference angle of the vessel's steered course to North.
- B. The angle between North and the horizontal satellite direction as seen from the ship.
- C. The ship's plotted position.
- D. The gyro reading of the vessel's steered course.**

D

205. What happens when the elevation, as read on the Standard-B SES display becomes very small and is lowering?

- A. The signal strength is at a maximum value.
- B. Optimum angle to the satellite is achieved.
- C. Communications may become degraded or impossible.**
- D. These are the first signs of CRT or LCD failure.

C

206. What does "bps" mean?

- A. Bits per second.
- B. A unit of measurement for speed of data transfer or throughput.
- C. A unit of measurement for the transferring quality of "1" or "0" per second.
- D. All of these.**

D

207. A Class 1 MES is capable of:

- A. Ship-to-shore and shore-to-ship message transfer and distress alerting, and be capable of receiving EGC messages.
- B. Ship-to-shore and shore-to-ship message transfer and receiving EGC messages, but is not capable of distress alerting.
- C. Ship-to-shore and shore-to-ship message transfer and distress alerting, but is not capable of receiving EGC messages.**
- D. Distress alerting and receiving EGC messages, but is not capable ship-to-shore and shore-to-ship message transfer.

C

208. A Class 2 INMARSAT-C MES:

- A. **Two modes of operation (selected by the operator): As class 1.**
- B. And also capable of receiving EGC messages when not engaged in INMARSAT-C traffic.
- C. Ready for EGC message reception exclusively (and not available in that mode for INMARSAT-C message transfer).
- D. All of these.**

D

209. Class 3 INMARSAT-C MES:

- A. **Has two independent receivers, one for receiving two-way INMARSAT-C messages, the other for receiving EGC messages.**
- B. Has two independent receivers, one for receiving one-way INMARSAT-C messages, the other for receiving EGC messages.
- C. Has three independent receivers, two for receiving two-way INMARSAT-C messages, the one for receiving EGC messages.
- D. Has one receiver only, but it is capable of receiving two-way INMARSAT-C messages and EGC messages simultaneously.

A

210. How to explain the word "Character" in INMARSAT system?

A. It is one element of an alphanumeric character set.

B. One character is equivalent to one byte.

C. One character equals 8 bits.

D. All of these.

D

211. What is Omni-directional antenna?

A. An antenna which is capable of line-of-sight communication with a satellite without requiring any pointing.

B. Generally it is used on an INMARSAT-M SES.

C. Generally it is used on an INMARSAT-F SES.

D. This is a kind of directional antenna.

A

212. Which type of MES in INMARSAT-C services is the most favourite for the seafarers onboard?

A. A Class 1 MES.

B. A Class 2 MES.

C. A Class 3 MES.

D. A Class 4 MES.

C

213. What is the service code for requesting automatic (unattended) service through INMARSAT-F/B?

A. It depends on which carrier will be used for routing the call.

B. 01.

C. 11#.

D. 00.

D

214. 1 Kbit= ()

A. 256 bits.

B. 1024 bits.

C. 1000 bits.

D. 100 bits.

B

215. What is an INMARSAT "Subscriber Number"?

A. This identifies the vessel's selective calling (selcall) number.

B. This is the vessel's INMARSAT registration number for accounting authority purposes.

C. This is the INMARSAT number that is assigned to a unit for incoming calls.

D. This number is used for receiving news and other optional services in FleetNET.

C

216. What priority code is associated with routine calls made via INMARSAT-B?

A. 0.

B. 1.

C. 2.

D. 3.

A

217. How is maximum coverage provided by satellites in the GMDSS?

A. There are four satellites in polar orbit.

B. There are four satellites in geostationary orbit.

C. Each service (INMARSAT-F, -B, -C and -M) has four satellites in orbit.

D. GMDSS optimizes coordinated use of COSPAS-SARSAT satellites.

B

218. Which key must be used to signal the end of a manually-dialed number in a telephone call made via INMARSAT-B?

A. The colon (":") key.

B. The pound ("#") key.

C. The plus ("+") key.

D. The "ENTER" key.

B

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