



PSCRB (Proficiency in Survival Craft and Rescue Boats)

30 Practice Questions and Answers for STCW Exams

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Practice Set 1

Q1. You are picking up a person who has fallen overboard. A rescue boat should be maneuvered to normally approach the victim with the

- A) victim to windward
- B) wind on your port side
- C) victim to leeward
- D) wind on your starboard side

Correct Answer: C (victim to leeward)

Explanation: Approaching a person in the water with the victim to leeward allows the rescue boat to drift down onto the victim, preventing the hull from being blown over the person. This ensures the boat stays maneuverable and the victim remains protected by the boat's windward side.

Q2. Which will be the worst of emergencies that you would face, if that happens?

- A) Collision
- B) Grounding
- C) Foundering
- D) Flooding

Correct Answer: C (Foundering)

Explanation: Foundering occurs when a ship fills with water and sinks, which is the ultimate, irreversible failure of a vessel's buoyancy. It represents the highest risk of total loss of life compared to flooding, collision, or grounding.

Q3. What is the biggest danger to life when your vessel has collided with another ship?

- A) Building of Compartments
- B) Oil Pollution
- C) Possibility of Capsizing
- D) Damage to the ship

Correct Answer: C (Possibility of Capsizing)

Explanation: In a collision, the structural breach typically leads to rapid flooding and loss of stability. The danger of capsizing (turning over) is the most immediate threat to life as it restricts escape routes and prevents the launching of survival craft.

Q4. If the hydrostatic release mechanism for an inflatable life raft is not periodically serviced and becomes inoperative, it will NOT



- A) free the life raft from a sinking vessel
- B) release the dye-maker for the life raft
- C) set the water lights on immersion
- D) break the seal on the carbon dioxide cylinder

Correct Answer: A (free the life raft from a sinking vessel)

Explanation: The hydrostatic release unit (HRU) is designed to release the painter line of a liferaft when submerged to a specific depth (usually 1.5-4 meters). If inoperative, it will not free the liferaft from the sinking vessel.

Q5. If you reach shore in a life raft, the first thing to do is

- A) set the raft back out to sea so someone may spot it
- B) find some wood for a fire
- C) drag the raft ashore and lash it down for shelter
- D) get the provisions out of the raft

Correct Answer: C (drag the raft ashore and lash it down for shelter)

Explanation: Once ashore, the primary survival goal is to secure the raft to protect it from being blown away or damaged by the tide. This provides a stable shelter from the elements while awaiting rescue.

Q6. When a person who has fallen overboard is being picked up by a rescue boat, the boat should normally approach with the wind

- A) ahead and the victim just off the bow
- B) astern and the victim just off the bow
- C) just off the bow and the victim to leeward
- D) just off the bow and the victim to windward

Correct Answer: C (just off the bow and the victim to leeward)

Explanation: When approaching a person in the water, the rescue boat should be positioned with the wind on the boat's side that keeps the victim on the leeward side of the boat. This keeps the boat from drifting onto the victim.

Q7. A person has fallen overboard and is being picked up with a rescue boat. If the person appears in danger of drowning, the rescue boat should be maneuvered to make

- A) An approach from leeward
- B) an approach across the wind
- C) the most direct approach
- D) an approach from windward

Correct Answer: C (the most direct approach)

Explanation: If a person is in immediate danger of drowning, the rescue boat must execute the most direct approach. Time is the critical factor in preventing aspiration and cardiac arrest, overriding standard drifting-approach protocols.

Q8. If the hydrostatic release mechanism for an inflatable life raft is not periodically serviced and becomes inoperable, it will fail to

- A) set the water lights on immersion
- B) release the dye marker from the life raft
- C) free the life raft from the vessel
- D) break the seal on the carbon dioxide cylinder



Explanation: A hydrostatic release is specifically designed to free the liferaft's painter line from the deck stowage cradle when the vessel sinks. If it fails, the liferaft will remain attached to the sinking ship.

Q9. If you are forced to abandon ship in a lifeboat, you should

- A) head for the nearest land
- B) remain in the immediate vicinity
- C) vote on what to do, so all hands will have a part in the decision
- D) head for the closest sea-lanes

Correct Answer: B (remain in the immediate vicinity)

Explanation: After abandoning ship, survival craft should remain in the immediate vicinity of the last known position. This makes it easier for SAR (Search and Rescue) aircraft and vessels to locate survivors using visual, radar, or EPIRB signals.

Q10. When making a permanent repair to an inflatable life raft using a repair kit, how long after the repair is made should you hold off 'topping up' the lost air?

- A) You do not have to hold off
- B) 12 hours
- C) 24 hours
- D) 2 hours

Correct Answer: C (24 hours)

Explanation: When making a permanent repair to an inflatable liferaft, the adhesive requires 24 hours to cure fully. Attempting to top up the air pressure before this time can break the seal of the patch and cause leaks.

Q11. What prevents an inflated liferaft from being pulled under by a vessel which sinks in water over 100 feet in depth?

- A) The hydrostatic release
- B) Nothing
- C) The weak link in the painter line
- D) A Rottmer release

Correct Answer: C (The weak link in the painter line)

Explanation: The weak link in the painter line is designed to break under a specific load if the vessel sinks in deep water. This prevents the sinking ship from dragging the inflated liferaft down with it.

Q12. What is placed on the underside of an inflatable liferaft to help prevent it from being skidded by the wind or overturned?

- A) Strikes
- B) Sea anchor
- C) Ballast bags
- D) A keel

Correct Answer: C (Ballast bags)

Explanation: Ballast bags are water-filled pockets attached to the bottom of the liferaft. These bags act as a counterweight to provide stability, which significantly reduces the risk of the raft capsizing or skidding in strong winds.



- A) increase area for radar detection
- B) act as a sail in case of a power loss
- C) steady the craft in heavy seas
- D) right the craft in case of capsizing

Correct Answer: D (right the craft in case of capsizing)

Explanation: The righting strap or bag on top of some liferafts is used by survivors to flip the raft over in the event it inflates upside down. Survivors lean on the bag to gain leverage and right the craft.

Q14. If your vessel is equipped with inflatable life rafts, how should they be maintained?

- A) Have them sent ashore to an approved maintenance facility annually
- B) Have your crew check them annually
- C) Have them serviced by the shipyard annually
- D) They do not need any maintenance

Correct Answer: A (Have them sent ashore to an approved maintenance facility annually)

Explanation: SOLAS regulations and manufacturer guidelines require inflatable liferafts to be inspected and serviced annually by an approved, specialized maintenance facility to ensure their reliable inflation and structural integrity.

Q15. On most makes of inflatable life rafts, the batteries to operate the light on the inside of rafts can be made to last longer by

- A) taking no action as they shut off automatically in daylight
- B) operating the switch for the light
- C) unscrewing the bulb during daylight
- D) taking no action as there is no way of preserving power

Correct Answer: B (operating the switch for the light)

Explanation: Operating the switch for the light allows the survivors to conserve the battery life. Keeping it off during the day or when visibility is not needed is the standard practice to ensure the light remains functional for nighttime signaling.

Q16. The No. 1 lifeboat on a ship would be found

- A) aft of the forward lifeboat on the port side
- B) on the starboard side
- C) on the port side
- D) aft of the forward lifeboat on the starboard side

Correct Answer: B (on the starboard side)

Explanation: Per maritime convention, lifeboats on the starboard side are assigned odd numbers (1, 3, 5, etc.), while those on the port side are assigned even numbers (2, 4, 6, etc.). Therefore, No. 1 is on the starboard side.

Q17. The marine evacuation system shall be capable of transfer of persons from ship within

- A) 10 min in the case of a passenger ship
- B) 5 min in the case of a passenger ship
- C) 30 min in the case of a passenger ship
- D) 20 min in the case of a passenger ship

Correct Answer: C (30 min in the case of a passenger ship)

Explanation: Passenger ship safety requirements (SOLAS) mandate that the Marine Evacuation System (MES) must be capable of evacuating all persons on board within 30 minutes for passenger ships.



- A) by three persons
- B) by four persons
- C) by two persons
- D) by one person

Correct Answer: D (by one person)

Explanation: Modern Marine Evacuation Systems (MES) are specifically engineered to be deployable by a single trained crew member. This ensures rapid emergency egress during a time-critical situation like a collision or fire.

Q19. If you must abandon a ship in VERY HEAVY SEAS, in a survival craft, when should you remove the safety pin and pull the hook release?

- A) Only when waterborne
- B) Upon first wave contact
- C) One to three feet before first wave contact
- D) Immediately upon launching

Correct Answer: C (One to three feet before first wave contact)

Explanation: When launching in very heavy seas, the safety pin should be removed and the hook released just before the craft hits the water (approx. 1-3 feet). This ensures the craft is not lifted back up by a wave before it is properly waterborne.

Q20. Provided every effort is used to produce, as well as preserve body moisture content by avoiding perspiration, how long is it normally possible to survive without stored quantities of water?

- A) Up to 3 days
- B) 25 to 30 days
- C) 15 to 20 days
- D) 8 to 14 days

Correct Answer: D (8 to 14 days)

Explanation: Humans can typically survive for 8 to 14 days without water if they minimize water loss through perspiration and conserve energy. This duration assumes the person is in a sheltered, moderate-temperature environment.

Q21. The "off-load" release system on a survival craft is designed to be activated

- A) when there is no load on the cable
- B) only when the doors are closed
- C) when the engine is started
- D) when there is a load on the cable

Correct Answer: A (when there is no load on the cable)

Explanation: An off-load release system is a safety feature that prevents the release of the liferaft or lifeboat from the davit until the full weight of the craft is supported by the water, preventing accidental premature release while suspended.

Q22. A life line must be connected to the life raft

- A) all around
- B) at the stern
- C) at the bow
- D) in the middle

Correct Answer: A (all around)

Explanation: A life line must be fitted around the entire exterior of an inflatable liferaft. This allows survivors who are in the water to



~~Q23. Your ship is sinking rapidly. A container containing an inflatable life raft has bobbed to the surface upon functioning of the hydrostatic release. Which action should you take?~~

- A) Manually open the container and inflate the life raft with the hand pump.
- B) Take no action because the painter will cause the life raft to inflate and open the container.
- C) Swim away from the container so you will not be in danger as it goes down.
- D) Cut the painter so it will not pull the life raft container down.

Correct Answer: B (Take no action because the painter will cause the life raft to inflate and open the container.)

Explanation: The painter is permanently secured to the ship via a weak link. As the ship sinks, the tension on the painter triggers the inflation mechanism of the life raft, causing it to inflate and break the container. No manual intervention is required for the initial inflation.

Q24. Limit switches on gravity davits should be tested by

- A) pushing the switch lever arm while the winch is running
- B) the engineers, from a panel in the engine room
- C) shutting off the current to the winch

Correct Answer: A (pushing the switch lever arm while the winch is running)

Explanation: Limit switches are safety devices designed to cut off power to the winch to prevent the davit arm from impacting the track stops. They are tested during the lowering operation by manually engaging the lever to ensure the power is immediately interrupted.

Q25. The hand brake of a lifeboat winch is

- A) manually disengaged when hoisting a boat
- B) automatically engaged if lowering speed is excessive
- C) applied by dropping the counterweighted lever
- D) controlled by the centrifugal brake mechanism

Correct Answer: C (applied by dropping the counterweighted lever)

Explanation: The hand brake of a gravity davit lifeboat winch is normally held in the 'off' position by a counterweighted lever. Releasing or 'dropping' this lever applies the brake, halting the descent of the lifeboat.

Q26. The sea painter of an inflatable life raft should be

- A) stowed near the raft
- B) faked out next to the case
- C) free running on deck
- D) secured to a permanent object on deck via a weak link

Correct Answer: D (secured to a permanent object on deck via a weak link)

Explanation: The sea painter must be secured to a permanent, strong structural member of the ship using a weak link. This ensures that the painter remains attached long enough to trigger the inflation system but will break away once the life raft is fully inflated and the ship sinks.



- A) To cut off the power when the davits are about 12 inches or more from the track safety stops
- B) To stop the davits from going too fast
- C) To cut off the power when the davits hit the track safety stops

Correct Answer: A (To cut off the power when the davits are about 12 inches or more from the track safety stops)

Explanation: Limit switches serve as a safety cut-out for the electrical winch motor. They must be positioned to stop the davit arms before they reach the physical track safety stops, typically 12 inches (approx. 300mm) before the end of the track, to prevent structural damage.

Q28. To turn over an inflatable life raft that is upside down, you should pull on the

- A) sea painter
- B) manropes
- C) righting strap
- D) canopy

Correct Answer: C (righting strap)

Explanation: Inflatable life rafts are designed with a specific righting strap underneath the floor. By standing on the CO2 cylinder side and pulling the strap, the weight of the person assists in flipping the raft over to its correct upright orientation.

Q29. The purpose of the tripping line on a sea anchor is to

- A) aid in its recovery
- B) maintain maximum resistance to broaching
- C) direct the drift of the vessel
- D) aid in casting off

Correct Answer: A (aid in its recovery)

Explanation: The tripping line is a secondary line attached to the crown of the sea anchor. When it is time to recover the anchor, pulling the tripping line collapses the sea anchor, significantly reducing the drag and making it easier to haul aboard.

Q30. In normal conditions, in exterior spaces the minimum sound pressure levels for broadcasting emergency announcements shall be

- A) 100 DB
- B) 50 DB
- C) 80 DB
- D) 75 DB

Correct Answer: C (80 DB)

Explanation: SOLAS requirements for the Public Address system specify that in exterior spaces, the sound pressure level should be 80 dB to ensure that emergency announcements are audible above the ambient noise of wind, waves, and ship operations.