

# BASIC TANKER OPERATIONS PRACTICE TEST (SAMPLE)

**STUDY GUIDE**



**SAMPLE STUDY GUIDE  
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR  
THE FULL VERSION STUDY GUIDE**

<https://basictankerops.examzify.com>



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# Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

# How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

## 1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

## 2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

## 3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

## 4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

## 5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

## 6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

## Questions

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- 1. What is the preferred operating mode for the pump suction?**
  - A. static suction head; surface liquid is above the pump suction
  - B. static discharge head; position of liquid surface is immaterial
  - C. static suction lift; surface of liquid is below pump suction
  - D. static discharge lift; position of liquid surface is immaterial
- 2. The double hull section of a tanker is capable of carrying which of the following liquids?**
  - A. Crude oil
  - B. Refined product
  - C. None of the above
  - D. Water
- 3. The initial flow rate for static accumulators recommended by ISGOTT be restricted to**
  - A. 1 m/s
  - B. 0.5 m/s
  - C. 2 m/s
  - D. 5 m/s
- 4. How many MARPOL Annex II pollution categories exist and how many ship types are defined?**
  - A. Four categories and three ship types
  - B. Three categories and four ship types
  - C. Four categories and four ship types
  - D. Two categories and three ship types
- 5. Heating coils can be operated regardless of the amount, i.e., the level of cargo in the tank. True or False**
  - A. True
  - B. False
  - C. Only during cargo discharge
  - D. Not at all times

- 6. The difference between a tank ship and a tank barge is that the tank barge is not self-propelled.**
- A. True
  - B. False
  - C. They have different hull shapes
  - D. The tank barge uses different pumping systems
- 7. CHEMTREC should be contacted because they have all the answers.**
- A. True
  - B. False
  - C. Only in emergencies
  - D. They provide training materials
- 8. Static accumulating liquids are good electrical conductors.**
- A. True
  - B. False
  - C. Not sure
  - D. Sometimes
- 9. MARPOL 73 addressed growing consequences of pollution caused by larger tankers and the realization that Earth's marine environment is fragile.**
- A. False
  - B. True
  - C. Not Sure
  - D. Not Applicable
- 10. A fuel/air mixture below the lower explosive limit is too**
- A. Rich to burn
  - B. Lean to burn
  - C. Cool to burn
  - D. Dense to burn

## **Answers**

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1. A
2. C
3. A
4. A
5. B
6. A
7. B
8. B
9. B
10. B

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## **Explanations**

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### 1. What is the preferred operating mode for the pump suction?

- A. static suction head; surface liquid is above the pump suction**
- B. static discharge head; position of liquid surface is immaterial
- C. static suction lift; surface of liquid is below pump suction
- D. static discharge lift; position of liquid surface is immaterial

*When the liquid surface is above the pump suction, the height of the liquid itself provides hydraulic head that helps push fluid into the pump. This static suction head means the pump needs less inlet pressure to start and sustain flow, which lowers the risk of cavitation and makes for smoother operation. If the surface were below the pump, you'd be dealing with static suction lift, where the pump must generate more suction to lift the liquid, increasing cavitation risk and reducing efficiency. The other terms describe discharge-side conditions or situations where the surface height isn't relevant to suction, so they aren't the preferred mode for the pump intake.*

### 2. The double hull section of a tanker is capable of carrying which of the following liquids?

- A. Crude oil
- B. Refined product
- C. None of the above**
- D. Water

*The key idea is that a tanker's double hull creates an outer hull and an inner cargo-holding hull with a space between them that's used as ballast tanks. That interspace is specifically designed to hold seawater to provide stability and trim for the ship. Cargo liquids like crude oil or refined products are stored in the inner cargo tanks, not in the ballast interspace. So, the liquid that the double hull section is meant to carry is water (ballast). Crude oil and refined products go in the vessel's cargo tanks inside the inner hull.*

### 3. The initial flow rate for static accumulators recommended by ISGOTT be restricted to

- A. 1 m/s**
- B. 0.5 m/s
- C. 2 m/s
- D. 5 m/s

*Starting flow from static accumulators should begin at a conservative speed to minimize static electricity buildup and sudden pressure changes. ISGOTT specifies a start velocity of 1 metre per second. This slow, controlled start lets you verify bonding and grounding, check for leaks, and observe equipment response before increasing flow. Higher initial velocities raise the risk of generating static charges, vapor release, and mechanical stress on hoses, while going much slower is inefficient; 1 m/s is the recommended balance for safety and control.*

**4. How many MARPOL Annex II pollution categories exist and how many ship types are defined?**

- A. Four categories and three ship types**
- B. Three categories and four ship types
- C. Four categories and four ship types
- D. Two categories and three ship types

*MARPOL Annex II uses two linked ideas: a hazard-based classification for the cargoes and a vessel-type framework that matches ship design to those hazards. Noxious liquid substances carried in bulk are divided into four categories that reflect how dangerous they are if discharged, which sets the level of discharge restrictions, tank cleaning, and onboard treatment required. To support safe handling of different cargoes, the Annex also defines three ship types for chemical tankers, describing the vessel's design and equipment relative to cargo hazard. Type 1 ships carry the most hazardous cargoes and face the strictest discharge and cleaning requirements; Type 3 ships carry the least hazardous cargoes and have the least stringent requirements. Taken together, there are four cargo categories and three ship types.*

**5. Heating coils can be operated regardless of the amount, i.e., the level of cargo in the tank. True or False**

- A. True
- B. False**
- C. Only during cargo discharge
- D. Not at all times

*Heating coils are used to raise the temperature of the cargo to lower its viscosity, but they cannot be run at any and every tank level. The heat transfer depends on having enough liquid around the coils to absorb the heat. If the tank is too low, overheating of the remaining cargo or the coils themselves can occur, increasing the risk of damage, scorching, or dangerous vapor generation. If the tank is nearly full, excessive heating can still cause unwanted high vapor pressure and other safety issues. Because of these factors, heating coils must be operated within the safe limits specified for the cargo and the vessel, not regardless of how much cargo is in the tank. In practice, you follow the cargo heating plan and monitor levels, temperatures, and pressures to ensure heating is appropriate for the current tank condition.*

**6. The difference between a tank ship and a tank barge is that the tank barge is not self-propelled.**

- A. True**
- B. False
- C. They have different hull shapes
- D. The tank barge uses different pumping systems

*Propulsion capability is the key difference. A tank ship is self-propelled, able to move under its own power. A tank barge is not self-propelled and must be towed or pushed by a tug. That fundamental distinction is what separates the two, regardless of variations in hull shape or pumping equipment.*

**7. CHEMTREC should be contacted because they have all the answers.**

- A. True
- B. False**
- C. Only in emergencies
- D. They provide training materials

*CHEMTREC is a 24/7 emergency response resource that connects responders with hazmat specialists to guide incident actions, interpret product hazards, and coordinate safety measures. They are essential during a chemical incident, but they do not hold every possible answer for every situation. Rely on CHEMTREC for emergency guidance, and also use your own company procedures, the product's Safety Data Sheet, shipping papers, and local regulations to determine the correct actions. Training materials typically come from your employer or approved training providers, not CHEMTREC, though they can provide reference information during an incident. So the idea that they have all the answers isn't accurate; use them for emergency support as part of your broader safety resources.*

**8. Static accumulating liquids are good electrical conductors.**

- A. True
- B. False**
- C. Not sure
- D. Sometimes

*Static electricity builds up when a liquid doesn't allow charges to move freely. A liquid that accumulates static is typically a poor conductor—its ions don't move quickly enough to carry charge away to ground. A true conductor lets charges flow and dissipate instantly, so it won't hold a static charge. Therefore, liquids that tend to accumulate static are not good electrical conductors. In tanker operations, many fuels are relatively insulating and can buildup static during transfer, which is why bonding and grounding are essential.*

**9. MARPOL 73 addressed growing consequences of pollution caused by larger tankers and the realization that Earth's marine environment is fragile.**

- A. False
- B. True**
- C. Not Sure
- D. Not Applicable

*MARPOL 73/78 was created to prevent pollution from ships as tanker traffic grew and the risk to marine ecosystems increased. The treaty establishes binding limits on discharges from ships, especially oil from tankers, and later added or strengthened measures across several areas (oil, noxious substances, sewage, garbage, and related topics) to protect the marine environment. This reflects the recognition that the Earth's marine environment is fragile and requires international rules to minimize harm from shipping activities. So the statement is true: MARPOL 73/78 addresses pollution linked to larger tankers and the need to safeguard the oceans.*

**10. A fuel/air mixture below the lower explosive limit is too**

- A. Rich to burn
- B. Lean to burn**
- C. Cool to burn
- D. Dense to burn

*Flammability limits show the range of fuel concentration in air that can sustain a flame. The lower explosive limit is the minimum amount of fuel needed for combustion to propagate. Below this limit, there aren't enough fuel molecules to support the reactions, so the mixture is too lean to burn even if sparked. The other ideas don't describe this behavior: a mixture that's too rich to burn would be above the lower limit, not below it, and terms like "cool" or "dense" to burn aren't how flammability limits are described.*

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## Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at [hello@examzify.com](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

<https://basictankerops.examzify.com>

We wish you the very best on your exam journey. You've got this!

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