

TANKERMAN PERSON IN CHARGE (PIC) CLASS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

<https://tankermanpicclass.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

1. Which valve controls discharges overboard?

- A. Ullage valve
- B. Overboard valve
- C. Check valve
- D. Isolation valve

2. Which valve is not part of telemetry?

- A. Ball valve
- B. Globe valve
- C. Gate valve
- D. Check valve

3. Which statement about benzene monitoring is correct?

- A. Monitoring exposure is optional
- B. All cargos require benzene monitoring
- C. Benzene monitoring only for tankers with diesel cargo
- D. Monitoring exposure is required for cargos with > 0.5% benzene

4. UKC stands for?

- A. Ultra Keel Coverage
- B. Under Keel Clearance
- C. Unfavourable Keel Condition
- D. Unified Keel Coverage

5. Three stages of hydrocarbon presence are described as which option?

- A. Gas, Liquid, Solid
- B. Gas, Liquid, Vapor
- C. Gas, Vapor, Solid
- D. Liquid, Gas, Solid

6. What is the purpose of discharging clean ballast water?

- A. To minimize oil pollution by ensuring discharged ballast water meets limits
- B. To improve crew morale
- C. To keep ballast tanks full at all times
- D. To increase ship speed

7. When using portable fans for gas freeing, what is the required practice and duration?

- A. Yes, bond to the deck and blow until hydrocarbon is less than 2%
- B. Yes, bond to the deck but blow for a fixed one hour only
- C. Yes, no bonding is needed and blow until hydrocarbon is less than 2%
- D. No bonding or specific duration is required

8. IG alarm: Which condition is not part?

- A. Low IG pressure
- B. Gas leak
- C. Tank overfull
- D. High temperature

9. What is the purpose of a flame arrestor?

- A. To vent vapors
- B. To filter particulates
- C. To regulate flow
- D. To arrest flame and prevent ignition propagation

10. Which of the following is a benefit of COW?

- A. Reduced sludge
- B. Increased sludge production
- C. Higher fuel consumption
- D. Longer cleaning time

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which valve controls discharges overboard?

- A. Ullage valve
- B. Overboard valve**
- C. Check valve
- D. Isolation valve

Discharges overboard are controlled at the discharge point by the overboard valve. This valve sits in the discharge piping to the sea and acts as the final control that determines whether cargo can leave the ship. Opening it allows liquid to flow overboard, while closing it stops discharges, which is essential for safe operations and preventing pollution. The ullage valve handles vapor space pressure and venting, not liquid discharge; a check valve prevents backflow but doesn't actively regulate discharge flow; an isolation valve isolates sections of the piping but isn't the device used to control the act of discharging. So the overboard valve is the component specifically designed to regulate discharges to the sea.

2. Which valve is not part of telemetry?

- A. Ball valve
- B. Globe valve
- C. Gate valve**
- D. Check valve

Telemetry channels rely on valves that can regulate, protect, or isolate instrumentation and sampling lines in a predictable way. Globe valves are well suited for throttling, giving precise control of flow to sensing lines. Ball valves provide quick shutoff and can be actuator-driven, which is handy for remote operations. Check valves protect instruments by preventing backflow. Gate valves, in contrast, are designed mainly for full open or full closed service and don't offer the fine flow control or protection features that telemetry lines require. They're not typically used in telemetry paths, so they're the valve that doesn't fit in telemetry contexts.

3. Which statement about benzene monitoring is correct?

- A. Monitoring exposure is optional
- B. All cargos require benzene monitoring
- C. Benzene monitoring only for tankers with diesel cargo
- D. Monitoring exposure is required for cargos with > 0.5% benzene**

Benzene is a highly toxic, volatile chemical, so monitoring is required whenever a cargo contains benzene at a level that could pose a risk to crew exposure. The rule sets a threshold at 0.5% benzene in the cargo; if the cargo exceeds this amount, you must implement exposure monitoring during handling and other operations. This ensures you can detect and control any overexposure and take steps such as adjusting ventilation, using appropriate PPE, or altering work procedures to keep crew exposure within safe limits. It isn't optional, and it isn't limited to diesel or to all cargos—monitoring is required specifically when benzene content is above the 0.5% threshold. If benzene is present but below that level, monitoring isn't mandated by this rule, though safe handling practices should still be followed.

4. UKC stands for?

- A. Ultra Keel Coverage
- B. Under Keel Clearance**
- C. Unfavourable Keel Condition
- D. Unified Keel Coverage

UKC is the margin of water under a vessel's keel—the clearance between the keel and the seabed or charted bottom. It's calculated as the charted depth at the vessel's location minus the depth of the vessel's keel below the waterline. A positive UKC means there's water to spare; a negative UKC means the ship would be touching bottom, which is unsafe. This clearance changes with the tide, currents, and the vessel's movement (squat and trim can reduce clearance in shallow, confined areas). For tanker operations, keeping adequate UKC is crucial when entering or leaving ports, channels, or harbors. The term that describes this concept is Under Keel Clearance. The other options aren't standard nautical terms for this idea and don't describe the margin between the keel and the bottom.

5. Three stages of hydrocarbon presence are described as which option?

- A. Gas, Liquid, Solid**
- B. Gas, Liquid, Vapor
- C. Gas, Vapor, Solid
- D. Liquid, Gas, Solid

Hydrocarbons come in three basic forms depending on temperature and pressure: gas, liquid, and solid. Gas (the gaseous form) can be present in the air or as a vapor, liquids are the typical fuels and oils, and solids are things like waxes or asphaltenes that can crystallize at lower temperatures. Vapor is essentially a form of gas that comes from a liquid, so it isn't treated as a separate stage alongside gas and liquid in this context. The triad gas, liquid, solid cleanly covers the three fundamental states hydrocarbons can occupy, which is why that option is the best fit.

6. What is the purpose of discharging clean ballast water?

- A. To minimize oil pollution by ensuring discharged ballast water meets limits**
- B. To improve crew morale
- C. To keep ballast tanks full at all times
- D. To increase ship speed

Discharging ballast water that is clean is about protecting the marine environment by making sure any water released from ballast tanks meets allowable oil-content limits. Ballast water can carry traces of oil from the cargo area, so if it's discharged without treatment, it could pollute the sea. Clean ballast water has been treated or filtered to meet regulatory limits, preventing oil pollution and ensuring compliance. The other options don't address environmental protection or regulatory requirements: ballast discharge isn't about crew morale, keeping tanks full, or increasing speed.

7. When using portable fans for gas freeing, what is the required practice and duration?

- A. Yes, bond to the deck and blow until hydrocarbon is less than 2%**
- B. Yes, bond to the deck but blow for a fixed one hour only
- C. Yes, no bonding is needed and blow until hydrocarbon is less than 2%
- D. No bonding or specific duration is required

Bonding the portable fan to the deck is essential to prevent static electricity from igniting flammable vapors during gas freeing. After the fan is connected, keep the ventilation going and monitor the space until the hydrocarbon content is reduced to below 2% by volume. A fixed time, like an hour, isn't reliable because the rate of vapor removal varies with conditions, so you rely on measurements rather than a set duration. Not bonding or not checking the gas level can leave the area at ignition risk.

8. IG alarm: Which condition is not part?

- A. Low IG pressure
- B. Gas leak
- C. Tank overfull**
- D. High temperature

IG alarm tests the operation and integrity of the inert gas system that keeps the cargo-tank atmosphere non-flammable. The alarm is triggered by conditions that show the IG system isn't doing its job correctly: low IG pressure means the supply isn't maintaining the required inert gas flow, a gas leak points to a leak in IG piping or connections, and high temperature signals overheating or a malfunction in the IG equipment. Tank overfill, however, concerns cargo level and ullage control rather than the inert gas system, so it isn't part of the IG alarm conditions.

9. What is the purpose of a flame arrestor?

- A. To vent vapors
- B. To filter particulates
- C. To regulate flow
- D. To arrest flame and prevent ignition propagation**

A flame arrestor is used to stop a flame from traveling back through venting and piping systems in flammable-liquid operations. It works by presenting many narrow paths and metal surfaces that absorb heat and disrupt the flame front. As a flame reaches the arrestor, the heat is drawn away and the flame is cooled and thinned, making it unable to continue propagating beyond the device. This prevents ignition of vapors in the tank or upstream equipment if a flame is present in the line. It's not meant to vent vapors, filter particulates, or regulate flow; its sole role is to arrest flame and stop ignition propagation.

10. Which of the following is a benefit of COW?

- A. Reduced sludge**
- B. Increased sludge production
- C. Higher fuel consumption
- D. Longer cleaning time

Using cargo oil to wash the tanks, instead of relying on large amounts of wash water, is the key benefit. Crude Oil Washing sprays and circulates the cargo oil inside the tanks, contacting all surfaces and carrying residues out as part of the discharge cleaning. This process keeps water out of the cleaning cycle and prevents the formation of oily sludge, so far less sludge is generated and easier cleanup and disposal follow. In contrast, options like more sludge, higher fuel use, or longer cleaning time would not be benefits and aren't aligned with how COW improves cleaning efficiency and reduces waste.

SAMPLE

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.

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

<https://tankermanpicclass.examzify.com>

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

SAMPLE