Tankers Class Marker Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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

1. What minimum strength criteria must a vapor hose meet?

A. Max allowable working pressure: 10 PSI

B. Vacuum without collapsing: -1 PSI

C. Design bursting pressure: 15 PSI

D. All of these criteria

2. How can loss of suction in a pump be avoided?

A. All of these

B. Using a half tank to keep the pump primed

C. Opening the vent cock on the pump

D. Reducing flow rate

3. Which organization is primarily responsible for oil spill response in U.S. waters?

A. U.S. Coast Guard

B. Federal Emergency Management Agency

C. National Guard

D. Department of Homeland Security

4. Under the Oil Pollution Act of 1990, which type of tankship must have an approved vessel response plan?

A. Tankships operating in international waters

B. Tankships operating in U.S. waters

C. All chemical tankers

D. All crude oil carriers

5. What action should be taken if the pressure in a tank being discharged drops below the allowable limit?

A. Increase the pumping rate

B. Shut down the inert gas system

C. Reduce the pumping rate

D. Begin discharging from a different tank

6. What will NOT increase friction of a liquid flowing in a pipe and cause a loss of suction head?

A. Increasing the pumping rate

B. Making the pipe longer

C. Using a pipe with smaller diameter

D. Slowing the pumping rate

7. A deepwell pump is classified as which type of pump?

A. Gear Pump

B. Diaphragm Pump

C. Submersible Pump

D. Centrifugal Pump

8. What is the MOST important consideration for a tank vessel?

A. Stability in various weather conditions

B. The stress on the Hull

C. Efficiency in loading and unloading

D. Size and capacity of the vessel

9. What combination of tasks is expected during the 'load on top' procedure?

A. Pumping oil into the tank while discharging water

B. Collecting and settling mixtures followed by discharging

C. Loading fresh water on top of oil

D. Mixing chemicals with oil in the tank

10. In which year did MARPOL enter into force?

A. 1985

B. 1983

C. 1990

D. 1980

Answers

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

Explanations

1. What minimum strength criteria must a vapor hose meet?

A. Max allowable working pressure: 10 PSI

B. Vacuum without collapsing: -1 PSI

C. Design bursting pressure: 15 PSI

D. All of these criteria

A vapor hose used in tanker operations must meet several important criteria to ensure safety and functionality. The minimum strength criteria are in place to handle various operational pressures and to prevent failure during use. Firstly, the maximum allowable working pressure is 10 PSI, which indicates the highest pressure that the hose can safely operate under without risk of failure. This ensures that during the transfer of vapor, the hose can endure typical working conditions without leaks or ruptures. Secondly, the hose must be able to withstand a vacuum without collapsing, specified as -1 PSI. This is crucial during scenarios in which the internal pressure of the hose may drop significantly, such as during vapor recovery or when the tank's pressure is decreased. Proper construction ensures the hose maintains its shape and integrity under such conditions. Lastly, the design bursting pressure of 15 PSI indicates the maximum pressure that the hose can tolerate before it fails catastrophically. This provides a safety margin beyond the maximum working pressure, allowing for unexpected spikes in pressure that might occur during operation. Taken together, these criteria establish a comprehensive standards basis for vapor hoses, ensuring they are safe, reliable, and suited for the stressful conditions typically encountered in tanker operations. Meeting all of these criteria ensures that the vapor hose will function effectively over its service

2. How can loss of suction in a pump be avoided?

A. All of these

B. Using a half tank to keep the pump primed

C. Opening the vent cock on the pump

D. Reducing flow rate

Choosing all measures collectively indicates a comprehensive approach to ensure that a pump maintains its suction and operates correctly. Each method provided contributes uniquely to avoiding the loss of suction, which can lead to cavitation and inefficient pumping. Using a half tank to keep the pump primed is a practical strategy. By maintaining a sufficient liquid level, the pump can consistently draw in fluid without running the risk of air entering the system, which can disrupt the suction performance. Opening the vent cock on the pump helps eliminate air pockets in the pump casing or piping, allowing for better fluid flow. This is crucial because any trapped air can hinder the pump's ability to generate the necessary pressure and suction. Reducing the flow rate is another effective technique. By lowering the demand on the pump, it can maintain suction more effectively, particularly if the initial conditions are leading to a drop in pressure. Incorporating all these strategies ensures a well-rounded approach to preventing loss of suction, making the selection of 'all of these' the optimal choice.

3. Which organization is primarily responsible for oil spill response in U.S. waters?

A. U.S. Coast Guard

B. Federal Emergency Management Agency

C. National Guard

D. Department of Homeland Security

The U.S. Coast Guard is primarily responsible for oil spill response in U.S. waters due to its established authority and expertise in maritime safety and environmental protection. This agency is tasked with maintaining the nation's safety and security on the water, which includes overseeing oil spill prevention and response efforts. The Coast Guard operates under the Oil Pollution Act of 1990, which mandates federal response capabilities for oil spills occurring in navigable waters, ensuring a coordinated response to mitigate environmental damage. In this role, the Coast Guard works closely with other federal, state, and local agencies, as well as private sector organizations, to effectively manage and respond to oil spill incidents. They conduct training exercises, maintain response equipment, and develop response plans that are crucial for minimizing the impact of spills on marine and coastal ecosystems. This central role is part of their broader mission to protect the maritime environment and ensure the safety of navigable waters. Other organizations mentioned in the choices may have roles related to emergency management or national security, but they do not specialize in oil spill response like the U.S. Coast Guard does.

4. Under the Oil Pollution Act of 1990, which type of tankship must have an approved vessel response plan?

A. Tankships operating in international waters

B. Tankships operating in U.S. waters

C. All chemical tankers

D. All crude oil carriers

Under the Oil Pollution Act of 1990, tankships operating in U.S. waters are required to have an approved vessel response plan. This regulation is in place to ensure that adequate measures are prepared and implemented in the event of an oil discharge or spill, which can have significant environmental and safety implications. The requirement applies specifically to vessels that operate in U.S. waters because the Act was designed to address the risks associated with oil spills in the jurisdiction of the United States. The legislation emphasizes the importance of proactive measures to mitigate potential oil pollution incidents and holds operators accountable for having a response plan that meets federal standards. The plan must outline the resources and actions that will be taken in the event of an oil spill, ensuring a structured and efficient response. This requirement highlights the focus on environmental protection within U.S. jurisdiction and reflects the need for preparedness among all tankship operators who might be involved in oil transport in these waters. Therefore, the emphasis is not only on the type of vessel but also on the geographical area of operation, which is why tankships in U.S. waters are specifically targeted by this regulation.

5. What action should be taken if the pressure in a tank being discharged drops below the allowable limit?

A. Increase the pumping rate

B. Shut down the inert gas system

C. Reduce the pumping rate

D. Begin discharging from a different tank

When the pressure in a tank being discharged drops below the allowable limit, the most prudent action is to reduce the pumping rate. This measure helps to stabilize the pressure within the tank, preventing the risk of negative pressure that could result in potential structural damage or undesirable cargo behavior. Maintaining an adequate pressure is crucial for safety, as it ensures that the liquid remains in a stable state and prevents air from entering the tank, which could lead to hazardous situations such as vapor release or the possibility of a fire. Increasing the pumping rate would exacerbate the issue by further lowering the tank pressure and increasing the risk of tank collapse. Shutting down the inert gas system could also lead to dangerous conditions, as it might allow air to enter the tank. Beginning to discharge from a different tank would not address the immediate pressure issue in the tank currently being discharged, and could complicate the operation further. Thus, reducing the pumping rate is the most effective and safe response in this scenario.

6. What will NOT increase friction of a liquid flowing in a pipe and cause a loss of suction head?

A. Increasing the pumping rate

B. Making the pipe longer

C. Using a pipe with smaller diameter

D. Slowing the pumping rate

In fluid dynamics, friction plays a significant role in determining how fluid flows through pipes. The friction encountered by a liquid in a pipe is influenced by several factors, including the velocity of the flow, the length and diameter of the pipe, and the characteristics of the fluid itself. When the pumping rate is increased, more fluid is pushed through the pipe, which also means it flows at a higher velocity. This increased velocity elevates the frictional forces acting against the flow, leading to a greater energy loss and consequently a loss of suction head. Similarly, making the pipe longer increases the surface area in contact with the fluid, thereby elevating friction due to the extended length through which the fluid must travel. Choosing a pipe with a smaller diameter will increase the flow velocity and consequently raises the viscosity-based frictional losses, further detracting from the suction head. On the other hand, slowing the pumping rate results in a decrease in the flow velocity. Lower velocities lead to reduced frictional forces acting on the liquid as it moves through the pipe, which in turn minimizes energy losses associated with friction. This means that the suction head is less likely to be negatively affected, and may actually remain more stable compared to increasing the pumping rate. Therefore, slowing the pumping rate

7. A deepwell pump is classified as which type of pump?

A. Gear Pump

B. Diaphragm Pump

C. Submersible Pump

D. Centrifugal Pump

A deepwell pump is classified as a centrifugal pump due to the way it operates to move liquids. Centrifugal pumps utilize rotational energy from a motor-driven impeller to create a centrifugal force that propels fluid from the inlet through the pump and out the discharge. This mechanism is particularly efficient for lifting water from deep wells, as it effectively overcomes the vertical distance and pressure required to move water from significant depths. Centrifugal pumps are well-suited for deepwell applications because they can generate a high flow rate and maintain a steady output, which is essential for pumping water from deep sources. Their design allows them to maintain pressure during the pumping process, making them ideal for applications that require consistent and reliable performance.

8. What is the MOST important consideration for a tank vessel?

A. Stability in various weather conditions

B. The stress on the Hull

C. Efficiency in loading and unloading

D. Size and capacity of the vessel

The most important consideration for a tank vessel is the stress on the hull. The hull of a tank vessel must be designed to withstand the complex forces it encounters during operations, including the weight of the cargo, the forces caused by waves and movement of the ship, and the inherent stresses during loading and unloading. A tank vessel is specifically designed to carry liquids, which can shift during transit, affecting the vessel's stability and structural integrity. High levels of stress can lead to structural failures such as cracks or breaches, which can result in catastrophic spills of hazardous materials. Hence, the integrity and stress management of the hull directly impact the safety, operability, and environmental protection standards of the vessel. While stability during various weather conditions, efficiency in loading and unloading, and size and capacity are important factors in the overall operation of a tank vessel, none of these aspects can override the necessity for a structurally sound hull. If the hull fails due to excessive stress, it compromises the vessel's safety and can lead to disastrous consequences regardless of the vessel's size, efficiency, or stability.

9. What combination of tasks is expected during the 'load on top' procedure?

A. Pumping oil into the tank while discharging water

B. Collecting and settling mixtures followed by discharging

C. Loading fresh water on top of oil

D. Mixing chemicals with oil in the tank

The 'load on top' procedure refers specifically to the practice of storing new cargo atop a pre-existing substance in a tank, which can often lead to mixtures that require careful management. The combination of collecting and settling mixtures followed by discharging is key because, during this process, the operator must ensure that any sediment or impurities in the tank are properly dealt with after loading. This significantly reduces the risk of contamination between the new cargo and any residual products, which is critical for maintaining the quality of the new load and adhering to regulatory standards. In this context, the procedure emphasizes the importance of proper cargo handling, ensuring safe operations, and maintaining the integrity of the products. Settling involves allowing the different components of the mixture to separate so that the unwanted substances can be discharged safely, preventing them from being mixed with the new cargo. This highlights the operational diligence necessary in tanker management during loading operations.

10. In which year did MARPOL enter into force?

A. 1985

B. 1983

C. 1990

D. 1980

The correct year that MARPOL entered into force is 1983. MARPOL, or the International Convention for the Prevention of Pollution from Ships, was adopted in 1973 and came into effect with the requirements implemented starting from 1983. This convention is significant as it established regulations aimed at minimizing pollution of the seas from ships, thereby promoting marine environmental protection. The year 1983 marks the formal inception of these regulations, laying the groundwork for the comprehensive legal framework that governs maritime pollution prevention to this day. Understanding this landmark event is crucial for anyone involved in marine operations, environmental management, or maritime law.

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://tankersclassmaker.examzify.com

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