

ABLE BODIED SEAMAN - RULES OF THE ROAD PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**



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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. In a crossing situation, if the other vessel does not maneuver, what should the stand-on vessel consider doing?**
 - A. The stand-on vessel may need to take action to avoid collision.
 - B. Continue on current course and speed.
 - C. Stop immediately.
 - D. Turn away while maintaining speed.

- 2. In overtaking at night, which statement identifies overtaking?**
 - A. You see both vessels' bow lights.
 - B. You see the other vessel's stern light and your own stern light.
 - C. You see the other vessel's starboard light and you pass to port.
 - D. You see only the stern light of the vessel ahead and you intend to pass aft of it.

- 3. When encountering distress signals from another vessel, what is the recommended action?**
 - A. Maintain your course
 - B. Give way, reduce speed, and proceed with extreme caution, following distress signals
 - C. Increase speed to complete the passage
 - D. Ignore the distress signals

- 4. Overtaking is a situation in which the vessel astern at night sees only the stern lights of the vessel ahead and the astern vessel wants to pass. The cut off point for stern lights and side lights is 22.5 degrees aft of midships.**
 - A. The vessel ahead shows both stern and bow lights.
 - B. The vessel astern sees only the stern lights of the vessel ahead.
 - C. Overtaking occurs when two vessels approach head-on.
 - D. Overtaking occurs at any time except when both sides show navigation lights.

- 5. A vessel conducting underwater operations shall display which day shape?**
 - A. Ball only
 - B. Ball, diamond, ball
 - C. Diamond only
 - D. Ball, ball, ball

- 6. If a vessel overtakes another, which vessel is the stand-on vessel?**
- A. The overtaking vessel
 - B. The vessel being overtaken
 - C. Both vessels
 - D. Neither vessel
- 7. A vessel at anchor shall display what day shape?**
- A. Two balls
 - B. Diamond
 - C. One ball
 - D. Ball and diamond
- 8. Additional day shape for fishing vessel with gear 150 meters to the side?**
- A. Cone pointing down
 - B. Sphere
 - C. Diamond
 - D. Cone pointing up
- 9. What are the intervals for restricted visibility underway sound signals?**
- A. Intervals of not more than five minutes
 - B. Intervals of not more than two minutes
 - C. Intervals of not more than one minute
 - D. Intervals of not more than ten minutes
- 10. Signals indicating a vessel is fishing are described as what?**
- A. Specific light configurations indicating fishing status, varying by vessel type and jurisdiction
 - B. A constant red light only
 - C. A single white light for all fishing vessels
 - D. A green over red light pair

Answers

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

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Explanations

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1. In a crossing situation, if the other vessel does not maneuver, what should the stand-on vessel consider doing?

- A. The stand-on vessel may need to take action to avoid collision.**
- B. Continue on current course and speed.
- C. Stop immediately.
- D. Turn away while maintaining speed.

In a crossing situation the vessel with the stand-on duty should keep its course and speed, but that duty does not prevent taking action if the other vessel does not maneuver and a risk of collision remains. If it becomes clear the other vessel isn't altering course or speed, you must take action to avoid a collision, using a safe and well considered maneuver with enough sea room. This means you assess the situation and, as needed, adjust course or speed to stay well clear. Simply continuing on course isn't appropriate when a risk exists, and stopping immediately isn't practical or required. The exact maneuver depends on the situation, but the principle is that avoidance action may be necessary when the other vessel doesn't maneuver.

2. In overtaking at night, which statement identifies overtaking?

- A. You see both vessels' bow lights.
- B. You see the other vessel's stern light and your own stern light.
- C. You see the other vessel's starboard light and you pass to port.
- D. You see only the stern light of the vessel ahead and you intend to pass aft of it.**

Overtaking means you are positioned behind another vessel in a way that you would pass it on its stern. At night, the clear visual cue for this is seeing only the other vessel's stern light, which shows you are behind it and plan to pass aft of it. That is why the statement describing seeing only the stern light of the vessel ahead and intending to pass astern correctly identifies overtaking. The other scenarios describe head-on or crossing situations (seeing both bow lights, or seeing a starboard light and crossing to the other side) and do not indicate overtaking.

3. When encountering distress signals from another vessel, what is the recommended action?

- A. Maintain your course
- B. Give way, reduce speed, and proceed with extreme caution, following distress signals**
- C. Increase speed to complete the passage
- D. Ignore the distress signals

When a vessel signals distress, your safety is tied to giving the other boat space to operate and to assist if you can. The proper action is to give way, slow down, and proceed with extreme caution, while paying close attention to the distress signals and following any instructions from the distressed vessel. This approach helps prevent collisions and allows you to render aid if you're able to do so without creating additional danger. Maintaining course would increase the risk of collision or complicate the rescue, increasing danger to both vessels. Speeding up to push through the passage ignores the urgency of the situation and can worsen the distress. Ignoring the signals is not acceptable and violates the duty to assist others in distress.

4. Overtaking is a situation in which the vessel astern at night sees only the stern lights of the vessel ahead and the astern vessel wants to pass. The cut off point for stern lights and side lights is 22.5 degrees aft of midships.

A. The vessel ahead shows both stern and bow lights.

B. The vessel astern sees only the stern lights of the vessel ahead.

C. Overtaking occurs when two vessels approach head-on.

D. Overtaking occurs at any time except when both sides show navigation lights.

Overtaking is identified by the direction from which the behind vessel approaches the ahead vessel. If the vessel behind is coming from more than 22.5 degrees abaft the ahead vessel's beam, it is overtaking. At night, this geometry means the astern vessel will see only the ahead vessel's stern light, since the forward side lights and bow light are oriented forward and out of view behind the other vessel. The cut-off angle of 22.5 degrees aft of midships is what makes the stern light the only navigation light visible to the overtaking vessel. So, seeing only the stern lights of the vessel ahead correctly describes an overtaking situation. The other options depict head-on or non-specific lighting scenarios that don't define overtaking.

5. A vessel conducting underwater operations shall display which day shape?

A. Ball only

B. Ball, diamond, ball

C. Diamond only

D. Ball, ball, ball

Day shapes communicate what a vessel is doing so other ships can take appropriate action. For diving or underwater operations, the specific signal is a vertical line of three shapes: a ball on top, a diamond in the middle, and a ball at the bottom. This Ball-Diamond-Ball pattern tells nearby vessels that divers are in the water and the operating vessel may be restricted in its ability to maneuver, so others should proceed with caution and keep a safe distance. The other options don't convey diving operations. A single ball indicates something like a vessel at anchor, and a diamond alone or three balls in a line do not communicate the presence of divers in the water.

6. If a vessel overtakes another, which vessel is the stand-on vessel?

A. The overtaking vessel

B. The vessel being overtaken

C. Both vessels

D. Neither vessel

In an overtaking situation, the vessel being overtaken is the stand-on vessel. This is because the overtaking vessel must keep out of the way and pass safely, while the vessel being overtaken should maintain its current course and speed unless there's a collision risk. The stand-on vessel isn't expected to alter course or speed just because another vessel is overtaking; it continues on its path unless acting to avoid danger. So, the vessel being overtaken is the stand-on vessel.

7. A vessel at anchor shall display what day shape?

- A. Two balls
- B. Diamond
- C. One ball**
- D. Ball and diamond

Day shapes communicate a vessel's status in daylight. When a vessel is at anchor, it displays a single ball, signaling that it is stationary with the anchor down and not under way. This simple mark helps other vessels gauge your situation quickly and pass with appropriate caution. Other shapes are used for different conditions, so they don't apply to a vessel that is simply anchored.

8. Additional day shape for fishing vessel with gear 150 meters to the side?

- A. Cone pointing down
- B. Sphere
- C. Diamond
- D. Cone pointing up**

A vessel fishing with gear that extends to the side uses day shapes to show the presence and reach of its gear. The standard signal for a vessel engaged in fishing (not trawling) is two cones displayed together. When that gear reaches 150 meters or more to the side, an extra day shape is required to warn others about the long gear. That extra shape is a cone pointing up, added to the existing pair. The other shapes don't serve this purpose. A cone pointing down, a sphere, or a diamond are used for different statuses or conditions and do not indicate extended fishing gear to the side.

9. What are the intervals for restricted visibility underway sound signals?

- A. Intervals of not more than five minutes
- B. Intervals of not more than two minutes**
- C. Intervals of not more than one minute
- D. Intervals of not more than ten minutes

In restricted visibility, vessels underway must signal their presence at regular short intervals so nearby ships know someone is there and can gauge how close they are. The standard interval for this signal is not more than two minutes, using a single prolonged blast. This cadence keeps the signal frequent enough to be reliable in fog or haze, helping to prevent collisions. Intervals longer than two minutes (five, ten minutes) could leave others without timely notice, increasing the risk of misunderstanding or collision. The one long blast itself is the recognized signal, typically lasting about 4 to 6 seconds, and is repeated at up to two-minute intervals.

10. Signals indicating a vessel is fishing are described as what?

- A. Specific light configurations indicating fishing status, varying by vessel type and jurisdiction**
- B. A constant red light only
- C. A single white light for all fishing vessels
- D. A green over red light pair

Signals indicating a vessel is fishing rely on specific light configurations that communicate the vessel's activity to others. The exact pattern isn't universal; it varies by the type of fishing vessel and the jurisdiction (international vs. inland rules). This variability is what makes the description "specific light configurations indicating fishing status, varying by vessel type and jurisdiction" the correct one. The other options imply a single fixed signal, which isn't how fishing activity is conveyed under the regulations. These signals exist to help other vessels understand that gear or nets may be deployed and to navigate accordingly.

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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.

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

<https://ablebodiedseamanrulesofroad.examzify.com>

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

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