

AFLOAT SAFETY 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. During routine maintenance, which statement about inspecting a fire extinguisher is accurate?**
 - A. Inspecting is unnecessary if it hasn't been used.
 - B. It should be inspected monthly and serviced according to the manufacturer.
 - C. It should be replaced after one year regardless.
 - D. It should be tested by throwing it in water.

- 2. Which statement best describes the use of markers or radar in MOB search?**
 - A. Markers are used to ensure a faster hull speed.
 - B. Radar should be turned off during MOB search.
 - C. Markers or radar help track the MOB search area and coordinate with the crew.
 - D. Markers replace the need for shouting.

- 3. Which blood vessels can cause death if damaged?**
 - A. Veins only
 - B. Arteries only
 - C. Veins and arteries
 - D. Capillaries

- 4. What fueling practices help prevent spills on deck?**
 - A. Do nothing about spills.
 - B. Fill to the maximum, then mop later.
 - C. Keep away from open flames and ignore spill mats.
 - D. Use proper fueling procedure, keep away from open flames, use a spill mat, and have absorbent pads ready; avoid overfilling.

- 5. What are common signs that someone has fallen overboard?**
 - A. A missing person from deck, a splash or wake, immediate MOB procedures should be started.
 - B. A calm sea and clear sky.
 - C. A sudden engine noise.
 - D. A wine bottle rolling.

- 6. What are safe practices for handling lines during docking?**
- A. Wear gloves, keep hands clear of pinch points, lead lines through cleats with smooth control, use winches and fenders, and maintain tension.
 - B. Do not wear gloves.
 - C. Yell to guide lines.
 - D. Leave lines slack.
- 7. What is the basic CPR sequence for an adult if you are trained?**
- A. Check responsiveness, call for help, start chest compressions (30 per cycle) and two rescue breaths; use an AED if available; continue until help arrives.
 - B. Call for help, then wait for EMS before starting any actions.
 - C. Begin with rescue breaths only for adults.
 - D. Verify vital signs for five minutes before initiating CPR.
- 8. What basic signal should you give if you see a distress signal from another vessel?**
- A. Maintain safe distance.
 - B. Contact authorities only if you are nearby.
 - C. Acknowledge and offer assistance; contact authorities if required; maintain safe distance.
 - D. Ignore the distress signal.
- 9. What is the recommended initial response to a suspected spinal injury on a boat?**
- A. Move the person to shore immediately
 - B. Remove the life jacket to inspect the spine
 - C. Minimize movement, stabilize the head and neck, call for medical help, and use proper immobilization devices if available
 - D. Increase speed to port to seek medical help
- 10. A safety harness must be worn when performing which activity?**
- A. When working aloft over the side of the ship
 - B. When standing on deck in calm weather
 - C. When cleaning the hull from water level
 - D. When entering cargo holds

Answers

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

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Explanations

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1. During routine maintenance, which statement about inspecting a fire extinguisher is accurate?

- A. Inspecting is unnecessary if it hasn't been used.
- B. It should be inspected monthly and serviced according to the manufacturer.**
- C. It should be replaced after one year regardless.
- D. It should be tested by throwing it in water.

Regular maintenance for a fire extinguisher has two parts: a quick monthly visual check and periodic professional servicing guided by the manufacturer. The monthly check is simple but essential: ensure the unit is accessible, the tamper seal is intact, the pressure gauge is in the green (properly charged), there's no corrosion or leakage, and the nozzle and hose are clear. These quick checks catch issues early so the extinguisher will work when you need it. The professional servicing, scheduled according to the manufacturer's instructions, goes beyond appearance: it includes proper recharge after use, internal inspections if required for the type of extinguisher, and any hydrostatic or other tests at the recommended intervals. This combination—monthly checks plus manufacturer-guided service—is what keeps the extinguisher reliable and compliant. The other options aren't accurate: you still inspect even if it hasn't been used, you don't replace it after a fixed year, and you don't test by throwing it in water, which could cause damage and is unsafe.

2. Which statement best describes the use of markers or radar in MOB search?

- A. Markers are used to ensure a faster hull speed.
- B. Radar should be turned off during MOB search.
- C. Markers or radar help track the MOB search area and coordinate with the crew.**
- D. Markers replace the need for shouting.

Using markers or radar in a Man Overboard search gives the team a shared reference frame and keeps everyone aligned on where to search and how to move next. Dropped markers or floating buoys mark the last known position or the edges of the search area, so crew members can see at a glance which sectors have been covered and what area remains to be scanned. This visual reference prevents gaps or overlap and helps coordinate movements, timing, and shifts of responsibility. Radar adds an electronic lookout, especially in low visibility, by showing objects on the water and tracking drift patterns. It helps you confirm the MOB's location or the general area to search, monitor progress, and communicate a consistent picture to the whole crew. Together, markers and radar support deliberate, organized search patterns and clear teamwork. The other options don't fit the situation: hull speed isn't about locating a person in the water, radar isn't something to turn off during a MOB search, and markers don't replace vocal or radio calls—you still need to communicate clearly while using markers or radar to maintain the shared reference.

3. Which blood vessels can cause death if damaged?

- A. Veins only
- B. Arteries only
- C. Veins and arteries**
- D. Capillaries

Damage to major blood vessels can be life-threatening because they control the flow of blood to and from the heart. Arteries carry blood under high pressure away from the heart, so when one is damaged the bleeding is fast and can rapidly lead to shock from drastic blood loss. Veins, while at lower pressure, can still unleash a large volume of blood if a major vein is torn, also risking severe blood loss and shock. Capillaries are very small, and while bleeding from them can occur, it's typically slower and less immediately life-threatening than arterial or major venous bleeding. So both veins and arteries can cause death if damaged, making those vessels the critical concern in severe injuries.

4. What fueling practices help prevent spills on deck?

- A. Do nothing about spills.
- B. Fill to the maximum, then mop later.
- C. Keep away from open flames and ignore spill mats.
- D. Use proper fueling procedure, keep away from open flames, use a spill mat, and have absorbent pads ready; avoid overfilling.**

Preventing fuel spills on deck comes down to a complete fueling procedure that controls flow, reduces ignition risk, and keeps the deck protected and clean. Following a proper fueling process means coordinating steps like grounding or bonding to prevent static sparks, monitoring the fuel level to avoid overfill, and shutting off the flow at the right moment. Keeping away from open flames is essential because fuel vapors can ignite. Using a spill mat provides immediate containment under the fueling point, catching drips and preventing them from spreading. Having absorbent pads ready ensures any small spill can be quickly absorbed and cleaned up, reducing slip hazards. Avoiding overfilling is crucial because even a brief overfill can lead to spills onto the deck or into bilge areas. Together, these practices minimize the chance of a spill and make cleanup straightforward if a small amount occurs. The other options fall short because they skip or undermine one or more of these protective measures. Doing nothing openly invites spills and fires. Filling to the maximum and mop-later invites overflow and increases cleanup difficulty. Staying away from flames but ignoring spill mats leaves you vulnerable to drips and spreading spills, defeating the containment step.

5. What are common signs that someone has fallen overboard?

- A. A missing person from deck, a splash or wake, immediate MOB procedures should be started.**
- B. A calm sea and clear sky.
- C. A sudden engine noise.
- D. A wine bottle rolling.

Detecting a person overboard relies on noticing a missing person on deck along with water-related signs, and responding immediately. If someone disappears from the deck and you notice a splash or wake in the water, you know someone has entered the water and you must start immediate man overboard procedures. That combination of a missing person and a water sign signals a real emergency and prompts rapid action to locate and recover the person. The other options don't indicate someone has fallen overboard: a calm sea and clear sky don't show any incident; a sudden engine noise could be unrelated; a wine bottle rolling isn't linked to an overboard event.

6. What are safe practices for handling lines during docking?

- A. Wear gloves, keep hands clear of pinch points, lead lines through cleats with smooth control, use winches and fenders, and maintain tension.**
- B. Do not wear gloves.
- C. Yell to guide lines.
- D. Leave lines slack.

Safe line handling during docking focuses on protecting your hands, controlling line movement, and securing the vessel as it approaches the dock. Wearing gloves reduces rope burn and abrasion, and keeping hands clear of pinch points prevents injuries where lines can tighten against fingers, hands, or fittings. Guiding lines through cleats with smooth, controlled movements avoids sudden jerks and helps you manage tension safely without snagging equipment. Using winches and fenders gives you added control over the lines and protects the hull from contact, while maintaining proper tension keeps the boat aligned and secure so it doesn't drift or surge. Not wearing gloves increases the risk of rope burns; yelling to guide lines isn't a reliable safety technique and can cause miscommunication; leaving lines slack can lead to loss of control and the boat failing to stay secured at the dock.

7. What is the basic CPR sequence for an adult if you are trained?

- A. Check responsiveness, call for help, start chest compressions (30 per cycle) and two rescue breaths; use an AED if available; continue until help arrives.**
- B. Call for help, then wait for EMS before starting any actions.
- C. Begin with rescue breaths only for adults.
- D. Verify vital signs for five minutes before initiating CPR.

When a trained responder encounters an unresponsive adult who isn't breathing normally, the key actions are to activate help and start CPR immediately. Begin with chest compressions at a rate of about 100–120 per minute and a depth of roughly 2 inches (5 cm), allowing full recoil between pushes. After every 30 compressions, give two rescue breaths if you are trained and comfortable doing so; otherwise, continue with compressions. Use an AED as soon as it becomes available and follow its prompts. Keep performing cycles of 30 compressions and 2 breaths until professional help arrives or the person shows signs of life. This approach matters because delivering timely chest compressions maintains blood flow to vital organs, while early defibrillation with an AED greatly improves the chance of survival for a shockable rhythm. Delaying action by waiting for EMS, starting with breaths only for adults, or spending time verifying vital signs before beginning CPR can reduce those survival chances.

8. What basic signal should you give if you see a distress signal from another vessel?

- A. Maintain safe distance.
- B. Contact authorities only if you are nearby.
- C. Acknowledge and offer assistance; contact authorities if required; maintain safe distance.**
- D. Ignore the distress signal.

When you spot or hear a distress signal, your first priority is to respond in a way that supports the people in danger while keeping everyone safe. The best approach is to acknowledge that you received the signal, offer assistance if you can do so safely, contact authorities if it's required, and maintain a safe distance so you don't hinder the rescue. So, acknowledge the distress signal so the other vessel knows you've heard them. Then assess what you can do: if you can help without putting yourself or your crew at risk, offer assistance and clarify what you can provide. If the situation requires official rescue coordination, contact suitable authorities with your position and capabilities. Throughout, keep a safe distance to avoid getting in the way of the responders or the person in distress, and follow any instructions from authorities. Choosing only to maintain distance or only to contact authorities when nearby misses the opportunity to help and to coordinate, which is essential in a rescue. Ignoring the distress signal is never appropriate.

9. What is the recommended initial response to a suspected spinal injury on a boat?

- A. Move the person to shore immediately
- B. Remove the life jacket to inspect the spine
- C. Minimize movement, stabilize the head and neck, call for medical help, and use proper immobilization devices if available**
- D. Increase speed to port to seek medical help

The priority is preventing further injury to the spine. When spinal injury is suspected, any movement can worsen damage to the spinal cord or surrounding nerves, so the first action is to keep the person as still as possible and align the head, neck, and spine. Minimize movement and gently stabilize the head and neck in line with the spine. If immobilization devices are available, place the person on a rigid board or use a neck brace to keep the head and torso aligned. If such equipment isn't available, manually support the head and neck on either side and avoid turning, bending, or twisting the person. Call for medical help immediately and keep the person still until professionals arrive. In a boat, secure the patient to reduce jolting from waves and engine movement, and maintain their buoyancy with the life jacket on, unless it creates a clear airway issue. Avoid moving the person to shore or removing equipment just to "inspect" the spine, as these actions introduce unnecessary movement and risk. Focus on stabilization and getting advanced care as quickly as possible.

10. A safety harness must be worn when performing which activity?

A. When working aloft over the side of the ship

B. When standing on deck in calm weather

C. When cleaning the hull from water level

D. When entering cargo holds

Fall protection is required whenever there is a risk of falling from height or over the side of a vessel. A safety harness is worn to arrest a fall and keep you connected to a secure lifeline, preventing a plunge into the water. Working aloft over the side presents a real fall hazard, so the harness is essential in that situation. Standing on deck in calm weather is a stable condition with minimal fall risk, so a harness isn't normally required there. Cleaning the hull from water level also keeps you near the deck, where there isn't a fall from height involved. Entering cargo holds involves other hazards like confined-space risks; a harness may be used if fall protection is mandated by the task, but the key point for this question is that being aloft over the side requires a harness.

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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://afloatsafety.examzify.com>

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

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