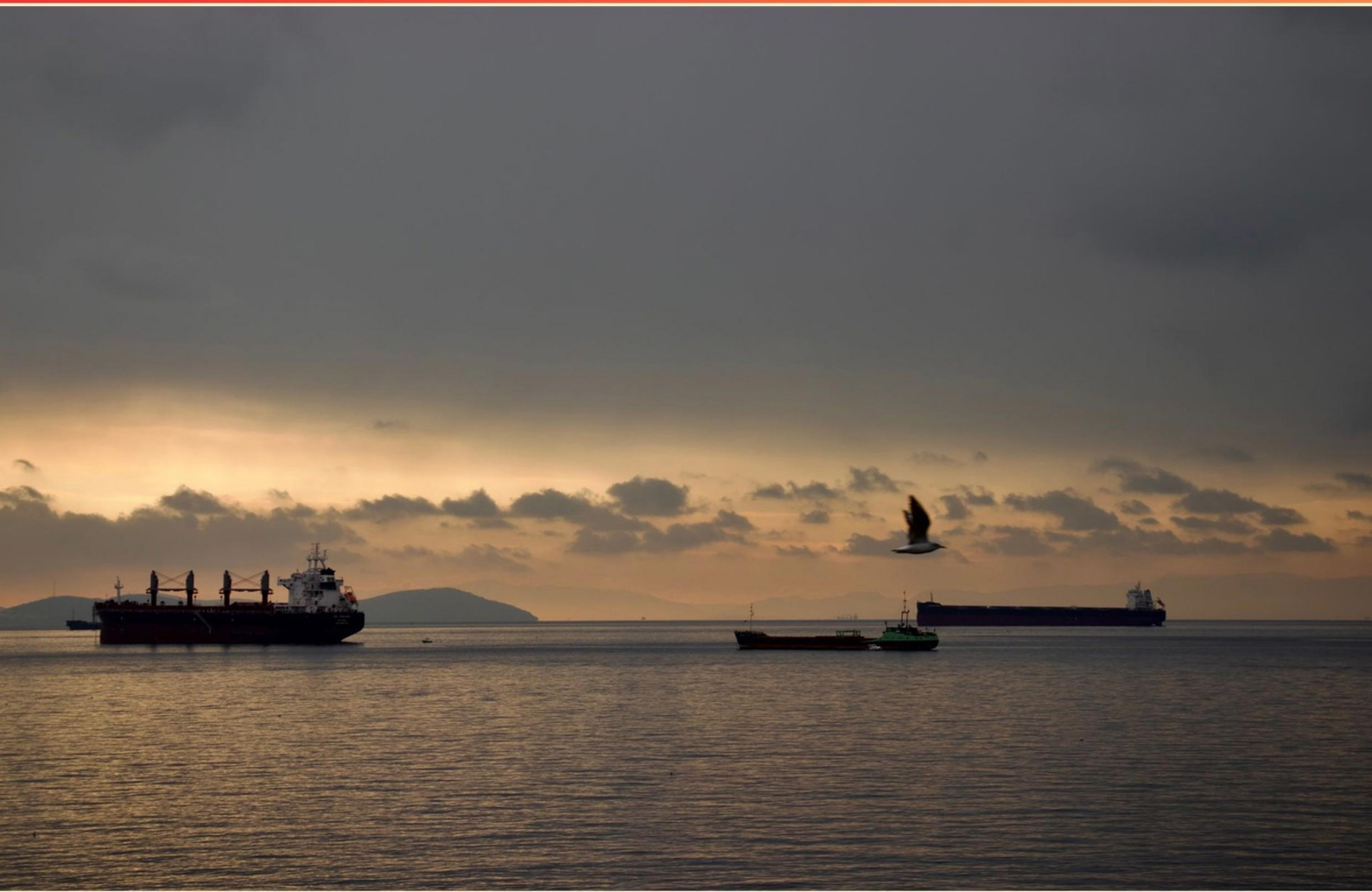


COLREGS SCENARIOS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

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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

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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. Which rule contains general definitions including Not Under Command and RAM?**
 - A. Rule 8.
 - B. Rule 5 Look-out.
 - C. Rule 19 Head-on.
 - D. Rule 3 (General Definitions) and related rules for Not Under Command, RAM, and other statuses.
- 2. In a crossing where you are the stand-on vessel, what should you do if the other vessel seems likely to cross ahead?**
 - A. Immediately alter course to starboard
 - B. Maintain course and speed and be ready to take action to avoid
 - C. Stop engines
 - D. Turn to port immediately
- 3. In a traffic separation scheme, which vessel must not impede a PDV following a traffic lane if it is less than 20 meters in length?**
 - A. A vessel over 40 meters
 - B. A vessel under 20 meters in length
 - C. A sailing vessel
 - D. A fishing vessel
- 4. In a crossing situation, if another vessel is on your starboard side, what should you do?**
 - A. Maintain course and speed
 - B. Give way and take early action to avoid collision
 - C. Turn hard to port
 - D. Stop immediately
- 5. In a head-on situation with poor visibility, which COLREGs rule prescribes the conduct of vessels?**
 - A. Rule 19
 - B. Rule 8
 - C. Rule 5
 - D. Rule 3

- 6. If there is not enough sea room to pass ahead in a TSS, what action should you take?**
- A. Significantly reduce speed and allow other vessel to pass ahead
 - B. Increase speed to pass ahead
 - C. Stop immediately
 - D. Turn to port
- 7. In preparation for a possible close-quarters situation in a narrow channel, what is the recommended first step?**
- A. Determine the base rule and identify stand-on and give-way vessels
 - B. Immediately reduce speed to zero
 - C. Sound five short blasts
 - D. Shift to port
- 8. When space allows in a TSS, which describes a safe way to get ahead of another vessel?**
- A. Pass stern
 - B. Overtake on the port side
 - C. Pass ahead at a safe distance
 - D. Turn across the bow without warning
- 9. Which signal is used to indicate your intention to pass and to warn others?**
- A. One long blast
 - B. Two short blasts
 - C. Three short blasts
 - D. Five short blasts on the whistle
- 10. If you observe a potential risk using AIS, what should you do?**
- A. Ignore AIS if the other vessel's AIS is not updating.
 - B. Cross-check AIS with visual observations and assess CPA.
 - C. Change course before verifying AIS.
 - D. Rely on VHF calls only.

Answers

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

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Explanations

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1. Which rule contains general definitions including Not Under Command and RAM?

- A. Rule 8.
- B. Rule 5 Look-out.
- C. Rule 19 Head-on.

D. Rule 3 (General Definitions) and related rules for Not Under Command, RAM, and other statuses.

General definitions and statuses such as Not Under Command and RAM are defined in Rule 3, with the related definitions used throughout the COLREGs. Rule 3 sets out the basic terms and how they apply to all the other rules, so knowing these definitions is essential for interpreting any situation on the water. Not Under Command describes a vessel that, due to an exceptional circumstance, cannot comply with the Rules, so other vessels must take appropriate action to avoid it. RAM, or restricted in ability to maneuver, refers to a vessel that can navigate but has limited maneuverability and may require other vessels to take caution or give way, depending on the situation. The other options cover specific topics—look-out, actions to avoid collision, and head-on situations—but they do not define these general statuses. That's why the option pointing to Rule 3 and the related definitions is the best answer.

2. In a crossing where you are the stand-on vessel, what should you do if the other vessel seems likely to cross ahead?

- A. Immediately alter course to starboard
- B. Maintain course and speed and be ready to take action to avoid**
- C. Stop engines
- D. Turn to port immediately

In a crossing situation, if you are the stand-on vessel you should keep your course and speed and stay prepared to take action to avoid if the other vessel does not keep clear. This reflects the rule that the vessel with the right of way maintains its planned path, while the other vessel is responsible for maneuvering to avoid a collision. By holding your course and speed, you reduce unnecessary maneuvering and confusion, but you must be ready to make a timely, substantial maneuver if it becomes evident that collision is imminent. The other options push you into taking the evasive action yourself immediately, which is the role of the give-way vessel, not the stand-on vessel. Stopping engines or turning immediately without a confirmed need would create new risks and are not the correct course of action under normal crossing rules.

3. In a traffic separation scheme, which vessel must not impede a PDV following a traffic lane if it is less than 20 meters in length?

- A. A vessel over 40 meters
- B. A vessel under 20 meters in length**
- C. A sailing vessel
- D. A fishing vessel

In a traffic separation scheme, a vessel that is less than 20 metres in length, a sailing vessel, or a vessel engaged in fishing shall not impede the passage of a power-driven vessel following a traffic lane. This rule is there to keep the PDV's path clear within the lane, reducing the risk of sudden maneuvers or close-quarters situations as ships move along designated routes. When the scenario specifies a vessel under 20 metres, that category is the one that must not block or hinder the PDV in the lane. The other options don't fit the length condition described: a vessel over 40 metres isn't singled out by this size-based prohibition, and while sailing and fishing vessels are covered by the rule, the prompt's emphasis on being under 20 metres points to the under-20-metre vessel as the precise match.

4. In a crossing situation, if another vessel is on your starboard side, what should you do?

- A. Maintain course and speed
- B. Give way and take early action to avoid collision**
- C. Turn hard to port
- D. Stop immediately

When another vessel is on your starboard side in a crossing, you must give way. The vessel on your starboard has the right of way, so you should take early action to avoid collision rather than hold your course. This usually means reducing speed and/or altering course to pass well clear of the other vessel, typically by steering to a safe side to avoid crossing paths. Stopping immediately or trying to turn the other way could place you in a worse position or violate the established right-of-way.

5. In a head-on situation with poor visibility, which COLREGs rule prescribes the conduct of vessels?

- A. Rule 19**
- B. Rule 8
- C. Rule 5
- D. Rule 3

In poor visibility, vessels must exercise extra caution and be prepared to take early action to avoid collision. The rule that directly covers conduct in such circumstances is the rule dealing with conduct of vessels in or near a narrow channel, or in doubt about another vessel's actions. It requires proceeding with caution at a safe speed and being ready to take action to avoid collision, using all available means to determine risk. In a head-on encounter with limited visibility, this rule tells you to stay vigilant, adjust speed as needed, and be prepared to alter course if necessary, while still following the general requirements to maintain a proper look-out and to avoid collision. The other rules—look-out, safe speed, and action to avoid collision—support these actions but do not specifically prescribe the conduct for this scenario, making this rule the best fit.

6. If there is not enough sea room to pass ahead in a TSS, what action should you take?

- A. Significantly reduce speed and allow other vessel to pass ahead**
- B. Increase speed to pass ahead
- C. Stop immediately
- D. Turn to port

In a Traffic Separation Scheme, you must take early and substantial action to avoid a collision when there isn't enough sea room to maneuver. If you can't safely pass a vessel ahead, the prudent move is to slow down significantly to create the space for that vessel to pass ahead of you. This reduces risk by giving both vessels more time and distance to react and stay clear of one another, and it keeps you within safe limits of the TSS lanes. Speeding up to try to squeeze past increases the chance of a side-swipe or collision, stopping immediately isn't the default safe action unless a collision is imminent, and turning to port could force you into another vessel's path. Communicating your intentions if possible can help coordinate the maneuver, but the key idea is to reduce speed and let the other vessel pass ahead to maintain safety.

7. In preparation for a possible close-quarters situation in a narrow channel, what is the recommended first step?

- A. Determine the base rule and identify stand-on and give-way vessels**
- B. Immediately reduce speed to zero
- C. Sound five short blasts
- D. Shift to port

The main idea is to establish who must keep their course and speed and who must maneuver. In a potential close-quarters situation in a narrow channel, the first step is to determine the applicable rule and clearly identify which vessel is the stand-on vessel and which is the give-way vessel. This lays the foundation for any subsequent action, because you can only plan a safe maneuver once you know which vessel has the obligation to maintain its course and speed and which vessel must take early and decisive action to avoid a collision. Without this, attempts to slow down, signal, or change course can create confusion or even make the situation worse. After the roles are identified, you then decide the appropriate action in line with the rules—typically a measured adjustment in speed or a controlled maneuver to pass safely. Signals like five short blasts are reserved for warnings if there's doubt or danger after you've assessed the situation, and shifting to port or other maneuvers should follow from the determined roles rather than be the first move.

8. When space allows in a TSS, which describes a safe way to get ahead of another vessel?

- A. Pass stern
- B. Overtake on the port side
- C. Pass ahead at a safe distance**
- D. Turn across the bow without warning

In a Traffic Separation Scheme, if space allows, the safest way to get ahead of another vessel is to pass ahead at a safe distance. This maneuver places you in front of the vessel while maintaining ample clearance, reducing the chance of a close-quarters situation and respecting the lane structure of the TSS. Passing behind would not put you ahead, and turning across the bow without warning is dangerous and not allowed. While overtaking can be done on either side, the emphasis here is on making a forward pass with sufficient clearance to ensure a predictable and safe separation.

9. Which signal is used to indicate your intention to pass and to warn others?

- A. One long blast
- B. Two short blasts
- C. Three short blasts
- D. Five short blasts on the whistle**

Five short blasts on the whistle communicates that you intend to pass another vessel and are warning it to take action to avoid a collision. In practice, when two vessels are in a situation where overtaking is needed, the vessel behind uses this clear, rapid signal to announce its plan to pass and to alert the other vessel. That makes the maneuver safer by reducing ambiguity in traffic. The other vessel should respond by maintaining course and speed (or adjusting as necessary) to allow safe passage. Other signals have different meanings (such as changes in engine order or turning actions) and would not convey the overtaking intent as clearly as five short blasts.

10. If you observe a potential risk using AIS, what should you do?

- A. Ignore AIS if the other vessel's AIS is not updating.
- B. Cross-check AIS with visual observations and assess CPA.**
- C. Change course before verifying AIS.
- D. Rely on VHF calls only.

AIS helps you track other vessels, but you must verify any potential risk with your own eyes and calculate the predicted closest point of approach. Relying solely on what the AIS shows can be misleading if data is outdated, incomplete, or incorrect, so a visual check confirms the vessel's bearing and range, and CPA (and TCPA) calculations tell you whether there's a real danger. If the CPA indicates a hazardous close approach, you take timely action to increase separation, such as altering course or reducing speed, and you may alert the other vessel if needed. This approach is safer than ignoring AIS updates, changing course without verification, or relying only on VHF calls, which may not provide the full or quickest picture of risk.

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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://colregsscenarios.examzify.com>

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

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