Deck General and Deck Safety Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

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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

1. If more than one raft is manned after sinking, you should _____?

A. Tie the rafts together and try to stay in a single group

B. Spread out to cover more area

C. Create separate signaling beacons

D. Wait for others to approach you

2. What material can be used to make temporary repairs on a vessel taking on water?

A. Caulk

B. Epoxy

C. Duct Tape

D. Plaster

3. What does it mean when a vessel is described as 'stiff'?

A. When a stable ship has a fast snappy roll

B. When the ship does not roll at all

C. When the ship sinks slowly

D. When the ship has a gentle, slow roll

4. Which color is not used in lighted navigation aids?

A. Blue

B. White

C. Red

D. Green

5. To calculate setting and drift you need _____.

A. An Electronic Fix in a Dead Reckoning Position

B. A Star Fix

C. A Radar Range to a Known Object

D. A Range to Land

6. During safety drills, crew must report to their stations and perform duties assigned to them on what document?

A. Muster station

B. Station bill

C. Safety board

D. Alert list

7. Which statement best describes the accessibility of life-saving equipment?

A. All life-saving equipment should be readily accessible for use

B. Some equipment may be stored away during voyage

C. Equipment can be locked and only accessed by crew

D. Accessibility depends on weather conditions

8. The veering or 'fishtailing' of the vessel being towed on the end of a tow line is called

A. Yawing

B. Yaw

C. Oscillation

D. Swerving

9. Displacement refers to _____?

A. The number of long tons of water displaced by a vessel afloat

B. The weight of the hull material

C. The volume of cargo a vessel can carry

D. The maximal draft

10. What are the three most common types of cargo blocks seen on ships?

A. Diamond, oval, and roller bearing

B. Round, square, and cylindrical

C. Triangular, rectangular, and cylindrical

D. Cranked, flat, and cylindrical

Answers

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

Explanations

1. If more than one raft is manned after sinking, you should _____?

A. Tie the rafts together and try to stay in a single group

B. Spread out to cover more area

C. Create separate signaling beacons

D. Wait for others to approach you

Staying in a single group of rafts maximizes survival chances by concentrating resources, keeping people together for warmth and morale, and creating a more detectable target for rescuers. When rafts are tied or held in proximity, it's easier to monitor everyone, share any remaining supplies, and maintain a coordinated signaling effort, which helps rescuers locate you more quickly. Spreading out reduces visibility, increases the risk that someone drifts away or becomes unaccounted for, and makes coordinated signaling more difficult. Creating separate signaling beacons can clutter search patterns and dilute the overall signal, while waiting for others to approach is passive and risks losing contact with the group as currents or waves push individuals apart.

2. What material can be used to make temporary repairs on a vessel taking on water?

A. Caulk

B. Epoxy

C. Duct Tape

D. Plaster

When a vessel is taking on water, the first goal is to slow or stop the inflow quickly so you can reach safe conditions. The material used for a temporary repair should seal leaks fast, stay flexible with movement, and be easy to apply under pressure. Caulk fits that need. It's a pliable sealant designed to fill and seal gaps and seams, so you can apply it directly over a leak or along joints to form an immediate barrier. It remains flexible in water and under motion, which helps it hold a temporary seal long enough to reach shore or complete a more permanent repair. Epoxy can be effective for stronger, longer-lasting patches, but it often requires mixing, proper surface prep, and curing time—not ideal for a quick, onboard fix. Duct tape and plaster aren't reliable for hull leaks: tape tends to peel in water and movement, and plaster isn't suitable for sealing bare hull surfaces.

3. What does it mean when a vessel is described as 'stiff'?

A. When a stable ship has a fast snappy roll

B. When the ship does not roll at all

C. When the ship sinks slowly

D. When the ship has a gentle, slow roll

Stiff describes how a vessel responds to being heeled by waves. When a ship is stiff, the restoring force trying to bring it back upright is strong, so once it starts to roll, the motion is quick and sharp rather than slow and gentle. This creates a fast, snappy roll with a short rocking period, even though the ship remains stable and upright overall. The underlying idea is stability translates into a quicker, more abrupt rocking response, not a lack of motion, not sinking, and not a slow, easy roll.

4. Which color is not used in lighted navigation aids?

A. Blue

B. White

C. Red

D. Green

In lighted navigation aids, colors are standardized to convey where safe passage lies. Red indicates the port side of a channel (left when facing upstream or toward the sea), and green marks the starboard side (right). White lights are common for general navigation aids, providing visibility or signaling the presence of an aid itself. Blue, on the other hand, isn't part of the standard color scheme for regular navigation lights, so it isn't used for typical channel markers or lighthouses. If a blue light appears, it's typically not a standard navigational aid color and may be a special-use signal or something outside normal navigation lighting.

5. To calculate setting and drift you need _____.

A. An Electronic Fix in a Dead Reckoning Position

B. A Star Fix

C. A Radar Range to a Known Object

D. A Range to Land

Setting and drift come from comparing where you actually are with where your dead reckoning (DR) says you are. An electronic fix provides your real position, which you compare to the DR position to see how far off you are and in what direction. The direction from the DR position to the actual fix gives the setting (the current's direction), and the rate at which that cross-track error grows gives the drift (the current's speed). Other options don't reliably give you a usable position fix tied to your DR, or they lack the bearing information needed to determine the current's direction, so they don't directly yield setting and drift.

6. During safety drills, crew must report to their stations and perform duties assigned to them on what document?

A. Muster station

B. Station bill

C. Safety board

D. Alert list

Crew duties and exact station assignments during drills are organized on the station bill. This document lists each crew member, the station they must report to, and the duties they are responsible for in emergencies. Having these assignments written down ensures everyone knows where to go and what to do, enabling a quick, coordinated response. The muster station shows where people gather, but it doesn't specify individual tasks. The safety board and alert list convey other information (safety notices, who to alert), not the detailed, station-based duties used during drills.

7. Which statement best describes the accessibility of life-saving equipment?

A. All life-saving equipment should be readily accessible for use

B. Some equipment may be stored away during voyage

C. Equipment can be locked and only accessed by crew

D. Accessibility depends on weather conditions

Having life-saving equipment that can be reached immediately is crucial in an emergency. If gear is stored away, locked up, or placed where people can't access it quickly, precious seconds are wasted and survival chances can drop. Equipment should be kept in clearly marked, unobstructed locations so anyone on board can grab what they need without delay, even in bad weather or under stress. This immediacy supports fast actions like tossing a lifebuoy, putting on a life jacket, or deploying lifeboats, all of which rely on quick access. Weather should not determine whether equipment is accessible; safety standards require readiness regardless of conditions. That's why the correct description is that all life-saving equipment should be readily accessible for use.

8. The veering or 'fishtailing' of the vessel being towed on the end of a tow line is called

A. Yawing

B. Yaw

C. Oscillation

D. Swerving

Yawing is the side-to-side rotation of the towed vessel about its vertical axis, which shows up as a fishtailing motion along the tow line. When a vessel being towed veers from side to side, that rotating motion around the vertical axis is described as yawing, making it the most precise term for this behavior. The other terms are less specific: oscillation is a general back-and-forth motion, swerving is a casual way to describe movement, and yaw is the basic term for the rotation itself, but using the gerund form yawing matches the observed action.

9. Displacement refers to _____?

A. The number of long tons of water displaced by a vessel afloat

B. The weight of the hull material

C. The volume of cargo a vessel can carry

D. The maximal draft

Displacement is the weight of water that a vessel must push aside to float, which, by buoyancy, equals the ship's own weight. In practical terms, when a ship is afloat, the water it displaces weighs the same as the ship itself. The option that specifies the number of long tons of water displaced by a vessel afloat matches this concept exactly, since displacement is measured by the weight of water displaced. This is different from the weight of the hull material, which is only a part of what the ship weighs, and from the volume of cargo the vessel can carry, which relates to cargo capacity rather than the weight of displaced water. It's also distinct from the maximal draft, which describes how deeply the ship sits in the water, not the amount of water displaced.

10. What are the three most common types of cargo blocks seen on ships?

A. Diamond, oval, and roller bearing

B. Round, square, and cylindrical

C. Triangular, rectangular, and cylindrical

D. Cranked, flat, and cylindrical

On ships, cargo blocks are commonly grouped by how they're built to handle rope and load, which is why you'll often hear about three main types. The three most common are diamond, oval, and roller-bearing blocks. Diamond blocks are the traditional, sturdy design used for general lifting and rigging with robust sideplates. Oval blocks are more compact and lighter, suited for moderate loads where you want to reduce weight and wear on the line. Roller-bearing blocks include rollers inside, greatly reducing friction and making it easier to haul heavy loads or run line over longer distances. These categories cover the standard shapes and internal designs you're most likely to encounter in deck operations. Other descriptors like round, square, or cylindrical aren't the usual terms used to classify cargo blocks, which is why the diamond, oval, and roller-bearing trio is the correct reference.

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://deckgendecksafety.examzify.com

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