

DECK GENERAL AND DECK SAFETY PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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 knot is commonly used to secure a rope to a post or spar and is simple and quick to tie?**
 - A. Clove hitch
 - B. Square knot
 - C. Bowline
 - D. Reef knot
- 2. Which two framing types are combined in mixed framing?**
 - A. Longitudinal, transverse
 - B. Fore, aft
 - C. Port, starboard
 - D. Deck, hull
- 3. If your vessel is required to have a fire axe onboard, where should it be stored?**
 - A. In or adjacent to the primary hose station
 - B. In the engine room cabinet
 - C. On the bridge
 - D. In the crew mess
- 4. Longitudinal bodily motion of a vessel is called what?**
 - A. Surge
 - B. Sway
 - C. Heave
 - D. Pitch
- 5. During a Williamson turn, if the vessel has swung about 60° from the original course heading, what action should be taken?**
 - A. Shift your rudder
 - B. Apply full ahead
 - C. Steer to port with gentle rudder
 - D. Reduce speed to idle

6. And occluded front is usually caused by ____?
- A. A warm front overtaking a cold front
 - B. A cold front overtaking a warm front
 - C. A stationary front merging with a warm front
 - D. A dry line boundary
7. When looking at a paper chart ____ is at the top and ____ is at the bottom.
- A. North, South
 - B. East, West
 - C. Left, Right
 - D. Up, Down
8. Which of the following is not listed as an element of weather?
- A. Humidity
 - B. Temperature
 - C. Precipitation
 - D. Wind
9. What three things are appropriate life-saving signals for the day time?
- A. Orange smoke, sea dye markers, and signal mirrors
 - B. White flares, blue dye, and flags
 - C. Smoke signals and whistles
 - D. Morse code and flags
10. ____ and ____ are arranged in the design of a vessel so that water shipped in a heavy sea may move freely across or along the deck and overboard.
- A. Camber, sheer
 - B. Bulwark, scupper
 - C. Deck, hull
 - D. Keel, stern

Answers

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

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Explanations

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1. Which knot is commonly used to secure a rope to a post or spar and is simple and quick to tie?

A. Clove hitch

B. Square knot

C. Bowline

D. Reef knot

The knot best suited for quickly securing a rope to a post or spar is the clove hitch. It's tied by wrapping the rope around the post with two half-hitches in opposite directions, which lets the rope grip as tension is applied and stay in place without a lot of fuss. This makes it fast to tie and easy to adjust or untie, which is ideal when you need a temporary, ready-to-reposition hold on a mast, post, or spar. Other knots aren't as well matched to this task. A reef or square knot is designed to join two rope ends, not fasten to an object, and can slip under load or when the rope ends aren't aligned. A bowline creates a fixed loop at the rope's end rather than securing the rope to a post. So while those have important uses, they aren't as suitable for a quick, reliable grab to a post as the clove hitch.

2. Which two framing types are combined in mixed framing?

A. Longitudinal, transverse

B. Fore, aft

C. Port, starboard

D. Deck, hull

Mixed framing uses both longitudinal and transverse framing. Longitudinal framing runs along the length of the hull, carrying bending moments and giving strength along the ship's axis. Transverse framing runs across the ship, at right angles to the length, helping maintain the vessel's shape and resist transverse stresses. Combining these two types provides efficient stiffness and weight distribution: the longitudinal members handle bending along the length, while the transverse frames keep the hull plumb and transfer loads into the framing system. The other terms describe directions or parts rather than framing methods, so they don't fit as framing types.

3. If your vessel is required to have a fire axe onboard, where should it be stored?

A. In or adjacent to the primary hose station

B. In the engine room cabinet

C. On the bridge

D. In the crew mess

Access to firefighting tools must be fast and easy during an incident, so the fire axe is stored near the primary hose station. Keeping the axe in or adjacent to the hose station puts it within immediate reach of the main point where hoses are deployed, allowing crew to grab both the hose and the axe quickly as they begin tackling a fire. This placement minimizes travel time, ensures the most essential tools are together, and keeps access reliable even if visibility is poor or corridors are obstructed. Storing the axe in the engine room cabinet, on the bridge, or in the crew mess places it farther from the typical firefighting action and can hinder rapid response when every second counts.

4. Longitudinal bodily motion of a vessel is called what?

- A. Surge**
- B. Sway
- C. Heave
- D. Pitch

Surge is the forward and backward movement of a vessel along its longitudinal axis. This linear motion runs along the ship's length, distinguishing it from other motions: sway is side-to-side, heave is up and down, and pitch is the tilting forward or backward about a transverse axis. Understanding these distinctions helps you predict how a vessel responds to waves and propulsion forces along different directions.

5. During a Williamson turn, if the vessel has swung about 60° from the original course heading, what action should be taken?

- A. Shift your rudder**
- B. Apply full ahead
- C. Steer to port with gentle rudder
- D. Reduce speed to idle

In a Williamson turn, you transition from the initial leg to the final return by shifting the rudder once you've swept about 60° off your original heading. Moving the rudder at this point changes the turning direction and starts the final leg back toward the reciprocal course, giving you a controlled return path. Keeping the same rudder angle would keep you on the initial arc and risk overshooting or losing control. Applying full ahead would raise speed and make the turn harder to manage. Steering with a gentle rudder in the opposite direction might not match the required turn direction, and reducing speed to idle removes steering control altogether. Shifting the rudder provides the precise, coordinated transition needed for a safe Williamson turn.

6. And occluded front is usually caused by _____?

- A. A warm front overtaking a cold front
- B. A cold front overtaking a warm front**
- C. A stationary front merging with a warm front
- D. A dry line boundary

Occluded fronts form in mid-latitude cyclones when a cold front catches up to and overtakes a warm front. The cold front is typically faster and denser, so as it closes in, the warm air ahead of the warm front is lifted upward off the surface. When the cold front overtakes, it undercuts the warm front, and the boundary becomes an occluded front with the warm air aloft. This setup often brings lift and precipitation around the occlusion and a drop in surface temperature behind the front. The other scenarios don't produce the classic occlusion mechanism: a warm front overtaking a cold front isn't how occlusions typically form, a stationary front merging with a warm front isn't the standard process, and a dry line is a different kind of boundary.

7. When looking at a paper chart _____ is at the top and _____ is at the bottom.

A. North, South

B. East, West

C. Left, Right

D. Up, Down

Charts use a standard orientation where geographic north is at the top and south at the bottom. This makes reading bearings, plotting courses, and comparing the chart to a compass straightforward and consistent across navigation. So the top of a paper chart is north and the bottom is south. East and West would appear on the sides (right for east, left for west), Left and Right describe horizontal sides, and Up/Down are just page directions rather than actual cardinal directions.

8. Which of the following is not listed as an element of weather?

A. Humidity

B. Temperature

C. Precipitation

D. Wind

Weather elements are the main quantities you observe to describe current conditions. Temperature, wind, and precipitation are the classic, directly observable variables that forecasters and safety guides use to assess how conditions will affect activities. Humidity, on the other hand, describes how moist the air is and is usually expressed as relative humidity or dew point. While it affects how weather feels and can influence when and how rain forms, it's not always treated as a separate weather element in basic lists. That's why, in this context, humidity isn't listed as an element, making it the best answer. The other options—temperature, precipitation, and wind—are standard weather elements because they're the primary, observable factors used in forecasts and safety decisions.

9. What three things are appropriate life-saving signals for the day time?

A. Orange smoke, sea dye markers, and signal mirrors

B. White flares, blue dye, and flags

C. Smoke signals and whistles

D. Morse code and flags

Daylight signaling focuses on signals that are highly visible in bright sun and from a distance. Orange smoke creates a bold, high-contrast plume that rises above the water, making you easier to spot by searchers. Sea dye markers release colored dye into the water, creating a visible indication of your location that can be seen from nearby vessels or aircraft. A signal mirror uses sunlight to produce a bright flash directed toward potential rescuers, attracting attention without needing wind or illumination equipment. Using these three together gives multiple daytime options that work in different conditions and help ensure someone will notice you. Flares are more associated with night signaling, flags can be affected by wind and distance, and other dyes may be less recognizable than a bright dye marker, so the combination described is well-suited for daytime rescue signaling.

10. _____ and _____ are arranged in the design of a vessel so that water shipped in a heavy sea may move freely across or along the deck and overboard.

A. Camber, sheer

B. Bulwark, scupper

C. Deck, hull

D. Keel, stern

Water on deck in heavy seas is best managed by shaping the deck so water can flow off quickly rather than pool. The two curves relied on are camber and sheer. Camber is the transverse curve of the deck, making the surface higher in the middle and sloping toward the sides, so any water that lands on the deck tends to run toward the bulwarks and overboard. Sheer is the longitudinal curve of the deck, lifting the bow and stern relative to midship so water also moves toward the ends and toward discharge points. Put together, these features let water move freely across and along the deck and be shed overboard efficiently. Bulwarks and scuppers relate to barriers and outlets, not the deck's curvature that enables this free movement. Deck and hull describe broader structures, and keel with stern aren't about directing deck water the way camber and sheer do.

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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://deckgendecksafety.examzify.com>

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

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