FCC Marine Radio Operator Permit (MROP) 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. What is required of a ship station which has established initial contact with another station on 218kHz or Ch-16?

A. The stations must change to an authorized working frequency for the transmission of messages

B. They must continue on 218kHz

C. They must switch to Channel 13 for all messages

D. They must cease transmissions until authorized

2. What VHF channel is used to call a shore telephone?

A. Ch-16

B. Ch-28

C. Ch-70

D. Ch-13

3. By international agreement, which ships must carry Radio equipment for the safety of life at sea?

A. Cargo ships of more than 300 gross tons and vessels carrying more than 13 passengers

B. All vessels at sea

C. Only passenger ships

D. Vessels over 1000 gross tons

4. On a passenger ship equipped with a GMDSS installation, how many operators on board must hold a GMDSS Radio Operator License or Restricted GMDSS Radio Operator License, depending on the ship's operating area?

A. Three

B. Two

C. One

D. Four

5. What is the order of priority of radiotelephone communications in the maritime services?

A. Distress calls and signals, followed by communications preceded by urgency and safety signals and all other communications

B. All messages have equal priority

C. Urgency messages first, then distress

D. Safety messages first, then distress

6. What is the fundamental concept of the GMDSS?

- **A. It is intended to automate and improve emergency communications in the maritime industry.**
- **B. It regulates ship speed.**
- **C. It is used for cargo tracking.**
- **D. It governs fishing quotas.**

7. Which term best describes the international satellite-based search and rescue system used by ships?

- **A. A weather satellite service**
- **B. A terrestrial distress network**
- **C. A satellite-based navigation augmentation program**
- **D. COSPAS-SARSAT**

8. A portable survival craft transceiver can communicate with which stations?

- **A. Shore stations**
- **B. Other survival craft stations**
- **C. Ships at sea**
- **D. All of the above**

9. What are the highest priority communications from ships at sea?

- **A. Distress calls are highest and then communications preceded by Urgency and then Safety signal**
- **B. Distress calls are always the only priority**
- **C. Urgency calls have higher priority than Distress**
- **D. Safety signals have higher priority than Distress**

10. What must be posted or kept for inspection by every commercial operator on duty and in charge of a transmitting system?

- **A. The operator's certificate only**
- **B. A copy of the ship's insurance**
- **C. The original license or a photocopy**
- **D. The ship's registration**

Answers

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

Explanations

1. What is required of a ship station which has established initial contact with another station on 218kHz or Ch-16?

A. The stations must change to an authorized working frequency for the transmission of messages

B. They must continue on 218kHz

C. They must switch to Channel 13 for all messages

D. They must cease transmissions until authorized

When a dialogue starts on a calling frequency, you don't keep using that same channel for the entire conversation. After establishing initial contact on a calling frequency, you both move to an authorized working frequency that's designated for actual message traffic. This keeps the calling channel clear for others to make contact and uses the proper channel for routine communications. So the correct action is to switch to a working frequency for transmitting the messages. The other options would either clog the calling channel, stop transmissions unnecessarily, or lock you into a specific channel that isn't universally required for all messages.

2. What VHF channel is used to call a shore telephone?

A. Ch-16

B. Ch-28

C. Ch-70

D. Ch-13

The key idea is that specific VHF channels are set aside for particular types of calls, including connecting to shore telephone networks. Channel 28 is the channel designated for calling a shore telephone, so it's the appropriate choice when you need to reach a landline or shore-based telephone service over VHF. Channel 16 is the general hailing and distress channel, used to establish contact but not specifically for connecting to shore telephones. Channel 70 is used for DSC (digital selective calling) rather than voice calls to shore lines. Channel 13 is the safety/bridge-to-bridge channel used between ships. Therefore, Channel 28 is the best answer for calling a shore telephone.

3. By international agreement, which ships must carry Radio equipment for the safety of life at sea?

A. Cargo ships of more than 300 gross tons and vessels carrying more than 13 passengers

B. All vessels at sea

C. Only passenger ships

D. Vessels over 1000 gross tons

Radio equipment for safety of life at sea is required by international agreement (SOLAS) on ships that are on international voyages and meet certain size or passenger- carrying thresholds. Specifically, cargo ships over 300 gross tons must carry radio equipment, and passenger ships with more than 13 passengers must also carry radio equipment. This ensures that larger, more capable ships have reliable means to send distress alerts, coordinate rescue, and maintain safety communications. The other options are broader or narrower than the rule. Requiring all vessels at sea is not accurate under international standards, which target ships above certain tonnage or passenger thresholds. Limiting the requirement to only passenger ships would miss the cargo ships that exceed 300 gross tons. Limiting it to vessels over 1000 gross tons would exclude many ships (between 300 and 999 gross tons) that are nonetheless obliged to carry radio equipment.

4. On a passenger ship equipped with a GMDSS installation, how many operators on board must hold a GMDSS Radio Operator License or Restricted GMDSS Radio Operator License, depending on the ship's operating area?

A. Three

B. Two

C. One

D. Four

Two licensed operators are required on a passenger ship with GMDSS to ensure continuous, capable handling of distress and safety communications. SOLAS rules require that there be on board at least two people who are trained and licensed to operate GMDSS equipment, so that there is always a qualified operator available and a backup in case one is unavailable. The licenses can be either the full GMDSS Radio Operator License or the Restricted GMDSS Radio Operator License, depending on the operating area, but the minimum staffing remains two licensed individuals. This redundancy and proper qualification help ensure critical communications are maintained at all times.

5. What is the order of priority of radiotelephone communications in the maritime services?

A. Distress calls and signals, followed by communications preceded by urgency and safety signals and all other communications

B. All messages have equal priority

C. Urgency messages first, then distress

D. Safety messages first, then distress

The main idea is that maritime radiotelephone communications follow a strict priority to protect lives. Distress traffic has the highest priority, signaling life-threatening danger and requiring immediate attention. After distress, urgency and safety messages (like Pan-Pan and Sécurité) come next, since they concern urgent situations or safety concerns but are not as critical as outright distress. All other routine communications come last. So the statement that distress calls and signals are the highest, followed by communications signaled as urgent or safety, and then all other communications, matches how the system is designed to work. The other options would place non-distress traffic ahead of distress or claim equal priority for all messages, which would undermine prompt rescue and safety.

6. What is the fundamental concept of the GMDSS?

A. It is intended to automate and improve emergency communications in the maritime industry.

B. It regulates ship speed.

C. It is used for cargo tracking.

D. It governs fishing quotas.

The fundamental idea is automatic, worldwide emergency communications at sea that improve response times to distress and safety situations. The GMDSS is the Global Maritime Distress and Safety System, an international standard that ensures distress alerts, safety conversations, and maritime safety information are transmitted and received quickly through a mix of radio and satellite channels. It automates distress signaling (for example, through digital selective calling) and coordinates with coast stations and rescue authorities, so help can be located and mobilized promptly even if the crew cannot communicate verbally. This focus on rapid, reliable emergency communications is what makes it the correct description. The other options describe ship speed regulation, cargo tracking, or fishing quotas, which are not functions of GMDSS.

7. Which term best describes the international satellite-based search and rescue system used by ships?

A. A weather satellite service

B. A terrestrial distress network

C. A satellite-based navigation augmentation program

D. COSPAS-SARSAT

Global satellite-based search and rescue network used by ships is COSPAS-SARSAT. This international cooperative system detects distress beacon signals from ships (and other platforms), relays them via satellites to ground stations, and forwards the location and alert information to rescue authorities, enabling rapid SAR response worldwide. The other options describe services that are unrelated to an international satellite SAR network: weather satellite services provide meteorological data, a terrestrial distress network relies on land-based infrastructure, and a satellite-based navigation augmentation program enhances positioning accuracy rather than coordinating search and rescue.

8. A portable survival craft transceiver can communicate with which stations?

A. Shore stations

B. Other survival craft stations

C. Ships at sea

D. All of the above

Portable survival craft transceivers are designed to provide emergency communication to any nearby station that can assist. They operate on maritime VHF/DSC frequencies so you can reach coast guard or other shore facilities for rescue coordination, other survival craft units in the vicinity, and ships at sea. In an emergency, you might call on the standard distress or calling channels to alert responders and then establish a working channel with the appropriate station. Because it's built to contact all types of responders, the best answer is that you can communicate with shore stations, other survival craft stations, and ships at sea.

9. What are the highest priority communications from ships at sea?

A. Distress calls are highest and then communications preceded by Urgency and then Safety signal

B. Distress calls are always the only priority

C. Urgency calls have higher priority than Distress

D. Safety signals have higher priority than Distress

The highest priority in maritime radio communications is distress, because it signals an immediate threat to life or the vessel. When a Mayday is declared, all stations must give immediate and undivided attention to assist, often halting other communications to focus on saving lives and property. Following distress, urgency messages use Pan-Pan to indicate danger or potential danger that requires prompt attention but is not an immediate life-threatening emergency. They are second in priority to ensure timely help can be organized without delaying true emergencies. Safety signals, or Sécurité messages, come next. These convey important safety information such as navigational hazards, weather warnings, or other information that helps prevent incidents, but they do not require the same immediate response as distress or urgency messages. So the correct order is distress, then urgency, then safety. The other options would misstate this hierarchy by placing urgency or safety above distress or claiming distress is the only priority.

10. What must be posted or kept for inspection by every commercial operator on duty and in charge of a transmitting system?

A. The operator's certificate only

B. A copy of the ship's insurance

C. The original license or a photocopy

D. The ship's registration

The key idea is that anyone in charge of a transmitting radio on a commercial vessel must be able to prove they're authorized to operate it. That authorization is the operator's license, and regulations require it to be on board and available for inspection. A photocopy is acceptable if the original isn't on hand, so you can always show a valid credential to the inspector. The ship's insurance or registration don't prove the ability to operate the radio, and while the operator's certificate is the credential, the rules explicitly allow a photocopy, making the original license or a photocopy the correct choice.

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://fccmrop.examzify.com

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