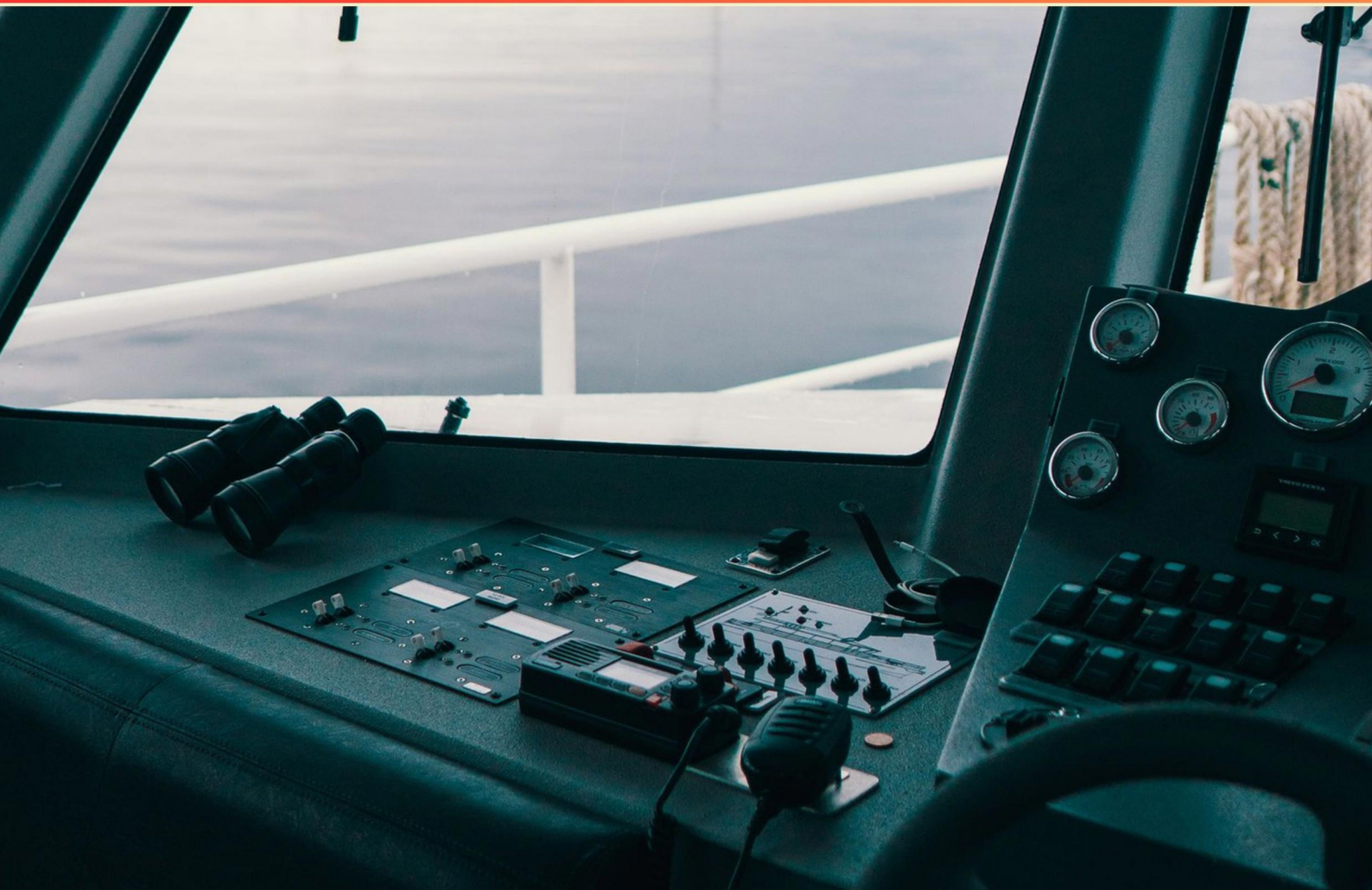


GMDSS FCC ELEMENT 7 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

<https://gmdssfcclement7.examzify.com>



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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. What must GMDSS Radio Logs contain according to federal regulations?**
 - A. A. They must be stored in an electronic format on the vessel.
 - B. B. They must include entries for all distress and urgency communications affecting the ship.
 - C. C. They must be retained for at least 90 days without exception.
 - D. D. They are only required for distress communications made by the vessel.
- 2. Which channel is designated for "On-scene" communications in GMDSS?**
 - A. A. Ch-24
 - B. B. Ch-2182
 - C. C. Ch-70
 - D. D. Ch-16
- 3. Which statement about GMDSS-equipped ships is false?**
 - A. A conditional or partial exemption may be granted for a single voyage outside the suitable sea area.
 - B. The regulations apply to all passenger ships regardless of size and cargo ships of 300 gross tons and upwards.
 - C. Ships must have the required equipment inspected at least once every five years.
 - D. Ships must carry at least two persons holding a GMDSS Radio Operator's license.
- 4. Which of the following frequency bands would most likely provide reliable communications between two stations that are 100 miles (160 km) apart?**
 - A. A. The Low Frequency (LF) band
 - B. B. The High Frequency (HF) band
 - C. C. The Very High Frequency (VHF) band
 - D. D. The Medium Frequency (MF) band
- 5. What source provides updates on changes or additions to routine communications frequencies of a Commercial Radio Station?**
 - A. GMDSS Master Plan of Shore-Based Facilities.
 - B. FCC Part 80, Subpart W Coast Radio Stations.
 - C. ITU List of Ship Stations and Maritime Mobile Service Identities.
 - D. ITU List of Coast Stations and Special Service Stations.

- 6. Which statement is true regarding the GMDSS operations?**
- A. A. GMDSS makes it easier to reduce the number of legally required communications.
 - B. B. It only operates within certain sea areas restricting its usability.
 - C. C. GMDSS ensures greater safety through improved distress communication capabilities.
 - D. D. It is an optional requirement for vessels over a certain size.
- 7. What is the primary function of FEC in communication systems?**
- A. To enhance the voice clarity in communication.
 - B. To provide error correction in data transmission.
 - C. To increase data transmission rates.
 - D. To establish a backup communication line.
- 8. Which command initiates requesting a specific communication during SITOR operations?**
- A. DIRT LX
 - B. GA+
 - C. MSG+
 - D. OBS+
- 9. What is the equipment arrangement that provides the maximum availability for reception of MSI broadcasts when using Inmarsat-C for TELEX communications?**
- A. Separate EGC receiver.
 - B. Integrating EGC receiver with the existing Inmarsat-C equipment.
 - C. Redundancy using HF SSB to receive voice broadcasts.
 - D. Automatic switching between Inmarsat-C and EGC functions.
- 10. Which satellite should be selected when operating in the Eastern Gulf of Mexico?**
- A. POR
 - B. IOR
 - C. AOR-W
 - D. AOR-E

Answers

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

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Explanations

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1. What must GMDSS Radio Logs contain according to federal regulations?

- A. A. They must be stored in an electronic format on the vessel.
- B. B. They must include entries for all distress and urgency communications affecting the ship.**
- C. C. They must be retained for at least 90 days without exception.
- D. D. They are only required for distress communications made by the vessel.

GMDSS Radio Logs are critical for documenting communications involving safety and emergencies related to maritime operations. According to federal regulations, it is essential for these logs to include entries for all distress and urgency communications affecting the ship. This requirement ensures that there is a comprehensive record of any incidents that could impact the vessel's safety, as well as the actions taken in response to those communications. Including all distress and urgency communications allows for proper assessment and analysis of incidents, which is vital for improving maritime safety practices. Furthermore, such logs facilitate accountability and provide crucial information that may be needed during investigations or audits after an incident, helping to enhance overall safety standards in maritime operations. The other options suggest specific formats, retention periods, or limitations that don't encompass the comprehensive requirements set forth by federal regulations, which emphasize the importance of complete documentation of all distress communications, not just those made in a specific manner or limited timeframe.

2. Which channel is designated for "On-scene" communications in GMDSS?

- A. A. Ch-24
- B. B. Ch-2182
- C. C. Ch-70
- D. D. Ch-16**

In the Global Maritime Distress and Safety System (GMDSS), Channel 16 is designated as the International Distress, Safety, and Calling Channel. It serves as the primary channel for maritime distress and safety communications, including "on-scene" communications. This channel is crucial for vessels in distress to initiate contact with other ships or shore stations and for responding vessels to coordinate their actions when a distress situation occurs. Channel 16 is monitored continuously by coast stations and ships, facilitating immediate communication in emergencies. When a vessel is involved in a distress situation, it can use Channel 16 to send out a Mayday call or to communicate with nearby vessels, which is essential for coordinating rescue operations and providing assistance. Other channels listed serve different purposes—Channel 24 is typically used for communications with port authorities, Channel 2182 is related to distress communication in the VHF band but is not actively used for on-scene coordination, and Channel 70 is used for Digital Selective Calling (DSC) but does not serve as a primary on-scene communication channel. This clarification reinforces the importance of Channel 16 in GMDSS and its critical role in maritime safety operations.

3. Which statement about GMDSS-equipped ships is false?

- A. A conditional or partial exemption may be granted for a single voyage outside the suitable sea area.
- B. The regulations apply to all passenger ships regardless of size and cargo ships of 300 gross tons and upwards.
- C. Ships must have the required equipment inspected at least once every five years.**
- D. Ships must carry at least two persons holding a GMDSS Radio Operator's license.

The assertion that ships must have the required equipment inspected at least once every five years is incorrect. In fact, GMDSS regulations stipulate more frequent inspections. Typically, GMDSS equipment must undergo a shore-based maintenance program, which is typically mandated to be performed at least every 12 months, ensuring that the equipment remains functional and compliant with safety standards. This requirement underscores the importance of maintaining operational readiness for safety communications in emergency situations. In contrast, the other statements adhere to established GMDSS regulations. It is permissible for a conditional or partial exemption to be granted for a single voyage outside a suitable sea area, acknowledging the varied operational circumstances ships may encounter. Additionally, the regulations indeed encompass all passenger vessels, irrespective of their size, and cargo ships of 300 gross tons and above, reflecting the comprehensive safety measures aimed at protecting lives at sea. Furthermore, the requirement for at least two crew members to hold a GMDSS Radio Operator's license guarantees that trained personnel are available to manage emergency communications and radio operations onboard.

4. Which of the following frequency bands would most likely provide reliable communications between two stations that are 100 miles (160 km) apart?

- A. A. The Low Frequency (LF) band
- B. B. The High Frequency (HF) band
- C. C. The Very High Frequency (VHF) band
- D. D. The Medium Frequency (MF) band**

The reason the Medium Frequency (MF) band is the most suitable choice for reliable communications over a distance of 100 miles (160 km) lies in its propagation characteristics. MF frequencies, which typically range from 300 kHz to 3 MHz, have the ability to follow the curvature of the Earth due to their ground wave propagation properties. This allows for effective communication over considerable distances under standard conditions. In contrast, while the Very High Frequency (VHF) band can offer clear communication over shorter distances and is favored for line-of-sight applications, it may not be reliable for distances as great as 100 miles because VHF signals do not typically bend around the Earth and are affected significantly by obstacles such as buildings and terrain. The High Frequency (HF) band has excellent long-distance propagation capabilities due to its ability to reflect off the ionosphere, which can allow for communication over thousands of miles. However, HF may not be as consistent for relatively short distances like 100 miles, especially during certain times of day or under varying atmospheric conditions. The Low Frequency (LF) band is primarily used for navigation and specific types of broadcasting but generally does not support effective communication over such distances compared to MF, as its propagation properties tend to be less efficient for

5. What source provides updates on changes or additions to routine communications frequencies of a Commercial Radio Station?

- A. GMDSS Master Plan of Shore-Based Facilities.
- B. FCC Part 80, Subpart W Coast Radio Stations.**
- C. ITU List of Ship Stations and Maritime Mobile Service Identities.
- D. ITU List of Coast Stations and Special Service Stations.

The correct answer is based on the specific regulations and guidance provided within the FCC Part 80, Subpart W, which deals with Coast Radio Stations. This part of the regulation outlines the responsibilities and requirements of coast radio stations, including the duty to maintain an updated listing of routine communications frequencies. These updates are crucial for ensuring the accurate and efficient transmission of maritime communications. By adhering to the guidelines set forth in this regulation, coast radio stations can provide reliable communication services that are vital for safety, navigation, and operational efficiency at sea. The information found in this resource reflects the most current practices and changes pertinent to maritime communication, making it the go-to source for updates regarding routine communications frequencies. While other options may relate to maritime communications or other regulatory aspects, they do not specifically focus on the updates regarding routine communications frequencies in the same direct manner as the FCC Part 80 regulations do.

6. Which statement is true regarding the GMDSS operations?

- A. A. GMDSS makes it easier to reduce the number of legally required communications.
- B. B. It only operates within certain sea areas restricting its usability.
- C. C. GMDSS ensures greater safety through improved distress communication capabilities.**
- D. D. It is an optional requirement for vessels over a certain size.

The statement that GMDSS ensures greater safety through improved distress communication capabilities is true because the Global Maritime Distress and Safety System was specifically designed to enhance maritime safety. GMDSS incorporates various technologies and communication systems that allow for rapid distress signaling, immediate reception of distress alerts, and effective coordination during emergencies at sea. The system uses satellite and terrestrial radio systems to ensure that vessels can send and receive distress messages from virtually anywhere, increasing the likelihood of timely assistance. This capability significantly improves the response times to distress situations, ultimately making maritime travel safer. Other options mention various aspects of GMDSS, such as its operational limits or communication reductions, but the core purpose of GMDSS is its ability to facilitate effective communications in distress scenarios, which directly correlates to improved safety for mariners.

7. What is the primary function of FEC in communication systems?

- A. To enhance the voice clarity in communication.
- B. To provide error correction in data transmission.**
- C. To increase data transmission rates.
- D. To establish a backup communication line.

The primary function of Forward Error Correction (FEC) in communication systems is to provide error correction in data transmission. FEC is a technique used to detect and correct errors that may occur during the transmission of data over a communication channel. By adding redundant information to the transmitted data, FEC allows the receiving system to identify errors and correct them without needing a retransmission. This is especially important in communication systems where retransmissions may be difficult or impossible, such as in satellite communication or real-time applications. In contrast, enhancing voice clarity focuses on improving audio quality during communication, which is not the role of FEC. Increasing data transmission rates relates to bandwidth and modulation techniques, rather than error correction. Establishing a backup communication line involves strategies for redundancy but does not pertain to the specific function of FEC in improving the reliability of data transmission. Therefore, the correct answer highlights the critical role of FEC in maintaining data integrity and enhancing the reliability of communication systems.

8. Which command initiates requesting a specific communication during SITOR operations?

- A. DIRT LX**
- B. GA+
- C. MSG+
- D. OBS+

The command that initiates requesting a specific communication during SITOR operations is indeed DIRT LX. This command is utilized within the context of the SITOR (Simplex Telex Over Radio) system, which is designed for sending and receiving text messages over radio frequencies. When a user wishes to request a specific communication, they send a DIRT LX command to signal their intention to engage in a dialogue with another station. This command specifies that the user is ready to receive messages and indicates the type of service they wish to utilize, in this case, a direct text transmission. Understanding the function of DIRT LX is essential for operators because it supports effective communication and ensures that messages are properly routed and acknowledged in SITOR operations. This command plays a critical role in managing communication requests, thus facilitating orderly exchanges in maritime messaging.

9. What is the equipment arrangement that provides the maximum availability for reception of MSI broadcasts when using Inmarsat-C for TELEX communications?

- A. Separate EGC receiver.**
- B. Integrating EGC receiver with the existing Inmarsat-C equipment.
- C. Redundancy using HF SSB to receive voice broadcasts.
- D. Automatic switching between Inmarsat-C and EGC functions.

The correct answer focuses on maximizing the reception of Maritime Safety Information (MSI) broadcasts by utilizing a separate Enhanced Group Call (EGC) receiver. This arrangement is optimal because it allows for dedicated resources to be allocated to monitor and receive MSI broadcasts continuously without interference or resource sharing with other communication systems. When using Inmarsat-C for TELEX communication, the integrated systems could potentially consume bandwidth and processing power, which may detract from the effectiveness and reliability of receiving crucial safety information. By having a separate EGC receiver, the station can ensure constant vigilance over MSI broadcasts, thereby enhancing safety at sea by ensuring that vital navigational alerts and safety messages are received promptly and reliably. While integrating the EGC with existing Inmarsat-C equipment may seem efficient, it could lead to potential conflicts or limitations in performance for urgent broadcasts. Similarly, relying solely on HF SSB or automatic switching introduces complexity and might not guarantee optimal reception as it does not focus specifically on EGC functionalities. Therefore, the dedicated receiver arrangement stands out as the most effective solution for ensuring uninterrupted access to MSI broadcasts.

10. Which satellite should be selected when operating in the Eastern Gulf of Mexico?

- A. POR
- B. IOR
- C. AOR-W**
- D. AOR-E

When operating in the Eastern Gulf of Mexico, the appropriate choice is the AOR-E satellite. This satellite is specifically designed to cover the eastern region of the Gulf of Mexico, providing reliable communication services in that area. Using AOR-E maximizes signal strength and clarity for vessels operating in this geographic zone. The positioning of satellites is crucial in maritime communication, as they must be strategically placed to provide optimal coverage over specific regions. The AOR-E satellite is on the eastern side of the orbital configuration, making it ideal for vessels in the eastern Gulf of Mexico, ensuring that they maintain effective and uninterrupted communication. The other satellite options are not positioned to serve the eastern Gulf adequately. Therefore, choosing AOR-E is essential for ensuring the best operational capability in that maritime area.

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://gmdssfcelelement7.examzify.com>

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

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