

MARINERS LEARNING PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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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 combination of lights and dayshape indicates a vessel constrained by its draft?**
 - A. Three red lights in a vertical line and a cylinder dayshape
 - B. Three red lights in a vertical line and a ball dayshape
 - C. Three red lights and no dayshape
 - D. A white light and dayshape
- 2. If a sailing vessel with the wind on the port side sees a sailing vessel to windward and cannot tell whether the other vessel has the wind on port or starboard side, she shall...**
 - A. Turn to Port
 - B. Keep out of the way of the other vessel
 - C. Increase Speed
 - D. Stop
- 3. In a narrow channel, what is the signal indicating an intent to pass on the other vessel's port side?**
 - A. Two prolonged followed by two short blasts
 - B. One prolonged blast
 - C. Three short blasts
 - D. Two short blasts
- 4. The sternlight shall be positioned such that it will show from dead astern to how many degrees on each side of the stern of the vessel?**
 - A. 45°
 - B. 67.5°
 - C. 90°
 - D. 135°
- 5. If a vessel hears a fog signal forward of her beam and has not determined risk exists, to what speed should she reduce?**
 - A. Bare steerageway
 - B. Slow to discretion
 - C. Stop completely
 - D. Maintain current speed

- 6. Which situation would be a "special circumstance" under the Rules?**
- A. Two vessels meeting head-on
 - B. A vessel in distress signaling for help
 - C. Three vessels aligned in a traffic lane
 - D. More than two vessels meeting
- 7. What is used to show the presence of a partly submerged object being towed?**
- A. A diamond shape on the towed object
 - B. An all-round light at each end of the towed object
 - C. A searchlight from the towing vessel in the direction of the tow
 - D. A flashing beacon on the towing vessel
- 8. A 'short blast' on the whistle has a duration of...**
- A. 2 seconds
 - B. 0.5 seconds
 - C. 3 seconds
 - D. 1 second
- 9. A towing vessel 35 meters in length, with a tow 100 meters astern, must show a minimum of how many masthead lights?**
- A. 2
 - B. 1
 - C. 3
 - D. 4
- 10. Under the COLREGs, a 'vessel constrained by her draft' is characterized by being...**
- A. She must be a sailing vessel.
 - B. She must be a power-driven vessel.
 - C. She must be a fishing vessel.
 - D. She must be a vessel not under command.

Answers

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

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Explanations

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1. Which combination of lights and dayshape indicates a vessel constrained by its draft?

- A. Three red lights in a vertical line and a cylinder dayshape**
- B. Three red lights in a vertical line and a ball dayshape
- C. Three red lights and no dayshape
- D. A white light and dayshape

Vessels signal special limitations with specific lights and day shapes so others understand their maneuvering capability. For a vessel constrained by its draft, the standard signal is three all-around red lights in a vertical line, paired with a cylinder dayshape. The red lights warn nearby vessels to maintain clear, and the cylinder shape confirms this status during daylight or in visibility conditions. The other options don't match this exact pairing: they either use a different dayshape, omit the dayshape, or present a different light pattern that doesn't indicate draft constraints. So this combination precisely communicates that the vessel is constrained by its draft.

2. If a sailing vessel with the wind on the port side sees a sailing vessel to windward and cannot tell whether the other vessel has the wind on port or starboard side, she shall...

- A. Turn to Port
- B. Keep out of the way of the other vessel**
- C. Increase Speed
- D. Stop

When two sailing vessels are in proximity and you can't determine which vessel has the wind on which side, the safe course is to keep out of the way of the other vessel. The reason is that the rules require the vessel on port tack to yield to a vessel on starboard tack, but if you can't tell the other vessel's wind side, you can't be sure who has the right of way. By keeping out of the way, you avoid a potential collision and allow the other vessel to maneuver if necessary. Actions like turning abruptly, speeding up, or stopping do not address the uncertainty and can create additional risk, whereas easing off or altering course to pass well clear fulfills the obligation to take early and substantial action to prevent a collision.

3. In a narrow channel, what is the signal indicating an intent to pass on the other vessel's port side?

- A. Two prolonged followed by two short blasts**
- B. One prolonged blast
- C. Three short blasts
- D. Two short blasts

Sound signaling in COLREGS communicates maneuver intentions in close quarters. In a narrow channel, two long blasts followed by two short blasts tells the other vessel that you intend to pass on its port (left) side. The longer blasts grab attention and indicate a definite maneuver, while the shorter blasts specify the side of passing. Hearing this, the other vessel should hold course and speed or adjust as needed to give safe clearance for the pass on the port side. This pattern is specific to port-side passage; other sequences indicate different intentions and do not convey the same meaning.

4. The sternlight shall be positioned such that it will show from dead astern to how many degrees on each side of the stern of the vessel?

- A. 45°
- B. 67.5°**
- C. 90°
- D. 135°

The sternlight identifies the rear of the vessel and is designed to cover a specific arc behind it. It must be visible from directly astern and extend 67.5 degrees to each side of the stern, giving a total behind-arc of 135 degrees. This arrangement ensures other vessels behind you can reliably see the sternlight without the light extending too far forward and causing confusion with the side or forward lights. So, the correct degree on each side is 67.5°.

5. If a vessel hears a fog signal forward of her beam and has not determined risk exists, to what speed should she reduce?

- A. Bare steerageway**
- B. Slow to discretion
- C. Stop completely
- D. Maintain current speed

In restricted visibility, you must proceed at a speed that allows you to take proper and effective action to avoid a collision. Hearing a fog signal forward of your beam means another vessel could be ahead in the area you can't clearly see, so you don't yet know the risk. Reducing to bare steerageway—the minimum speed at which you can still control the vessel and maneuver—keeps you able to observe, react, and alter course or speed if a danger emerges. Staying at full speed would give you less time to respond and less maneuvering room if the other vessel's position or actions become clearer. Stopping completely isn't appropriate unless there's an immediate, unavoidable danger that requires it. The phrase "slow to discretion" isn't a standard operating speed in this context, whereas bare steerageway is the defined practice for maintaining control while assessing risk.

6. Which situation would be a "special circumstance" under the Rules?

- A. Two vessels meeting head-on
- B. A vessel in distress signaling for help
- C. Three vessels aligned in a traffic lane
- D. More than two vessels meeting**

Understanding special circumstances in the Rules means recognizing when the standard two-vessel rules don't cover a situation well because more than two vessels are involved. When more than two vessels are meeting, the normal one-to-one actions (like passing port-to-port in a head-on scenario or giving way based on relative position) become ambiguous and the risk of collision increases. Treating it as a special circumstance signals you must exercise extra caution, slow down, and communicate clearly to avoid misinterpretation while coordinating with others. A head-on meeting between two vessels is a classic case covered by the two-ship rule: each vessel turns to starboard so they pass on the other side. A vessel in distress signaling for help is an emergency needing assistance, but it's not a collision-avoidance scenario under the standard rules. Three vessels aligned in a traffic lane still involves more than two vessels, but the official categorization used in many practice contexts is that more than two vessels meeting constitutes the special circumstance, because it fundamentally alters how the usual rules are applied.

7. What is used to show the presence of a partly submerged object being towed?

- A. A diamond shape on the towed object**
- B. An all-round light at each end of the towed object
- C. A searchlight from the towing vessel in the direction of the tow
- D. A flashing beacon on the towing vessel

A white diamond-shaped day signal placed on the towed object is used to indicate its presence. This marking communicates to other vessels that there is a partially submerged object being towed behind, which may not be fully visible, so nearby ships can give a safe clearance. The diamond shape is a standardized, easily recognizable signal in daylight that specifically identifies a towing situation. While lights or beacons have their roles, they are not the standard daytime marker for the presence of a tow; the diamond on the towed object is the correct signal.

8. A 'short blast' on the whistle has a duration of...

- A. 2 seconds
- B. 0.5 seconds
- C. 3 seconds
- D. 1 second**

Short blasts on a whistle are brief signals, each lasting about one second. This one-second timing makes a single short blast easy to recognize and distinguish from longer signals. If two short blasts are sounded, that lasts about two seconds; three short blasts last about three seconds. A prolonged blast, used for a different message, lasts roughly four to six seconds. So the duration of a single short blast is about one second.

9. A towing vessel 35 meters in length, with a tow 100 meters astern, must show a minimum of how many masthead lights?

- A. 2**
- B. 1
- C. 3
- D. 4

When a power-driven vessel is towing another, you must signal both your own status and the presence of the tow with the appropriate lights. The towing arrangement behind this vessel is significant enough (a 100-meter tow) that the lights must show the forward vessel and the towed portion clearly, which is done by using two masthead lights placed in a vertical line. So, the minimum number of masthead lights is two. A single masthead light would not adequately convey the towing configuration behind the vessel, and three or four masthead lights would be more than the required minimum for this setup.

10. Under the COLREGs, a 'vessel constrained by her draft' is characterized by being...

- A. She must be a sailing vessel.
- B. She must be a power-driven vessel.
- C. She must be a fishing vessel.
- D. She must be a vessel not under command.

The main idea is that a vessel constrained by her draft is one whose depth in the water curtails her ability to deviate from her course. This situation occurs in restricted waters where the vessel's draught is close to the bottom, so changing course or speed to avoid a collision would be impractical or impossible. This is characterized as a power-driven vessel. The definition focuses on vessels whose maneuvering is heavily limited by their draft and reliance on propulsion to make way through shallow or constrained areas. A sailing vessel could alter course by adjusting sails, so the strict constraint described here is most applicable to engine-powered ships in depth-restricted waters. The other options don't fit because fishing vessels and vessels not under command describe different situations with separate rules.

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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://marinerslearning.examzify.com>

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

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