

# Maritime Law Practice Exam (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

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- 1. What is deviation, and how does it affect liability in carriage of goods by sea contracts?**
  - A. Deviation is an authorized detour that reduces liability.**
  - B. Deviation is an unauthorized detour; it generally increases liability and may void contractual protections unless justified.**
  - C. Deviation is allowed for convenience with no liability effects.**
  - D. Deviation only affects insurance coverage.**
  
- 2. What is the role of port state control in maritime safety and environmental enforcement?**
  - A. It inspects foreign-flagged ships in port to verify compliance with international standards.**
  - B. Port state control seeks to detain non-compliant ships in port or conduct further inspections.**
  - C. It handles cargo release at the destination.**
  - D. It adjudicates collisions at sea.**
  
- 3. The International Rules of the Road apply upon the high seas and connecting waters navigable by seagoing vessels.**
  - A. Upon the high seas and connecting waters navigable by seagoing vessels**
  - B. Inland waters only**
  - C. Only territorial seas**
  - D. Only ports and harbors**
  
- 4. A COLREGS defined flashing light has how many flashes per minute?**
  - A. 60**
  - B. 120**
  - C. 180**
  - D. 240**
  
- 5. The COLREGS are designed to prevent collisions at sea.**
  - A. It is designed to prevent collisions at sea**
  - B. It applies to inland waters only**
  - C. It has no enforcement**
  - D. It does not relate to navigation safety**

- 6. Which statement about a maritime lien is true?**
- A. It attaches to the owner's personal assets regardless of vessel ownership.**
  - B. It attaches only to the cargo and dissolves with ownership change.**
  - C. It is a privileged claim against the vessel that attaches as soon as the lien arises and remains with the vessel regardless of ownership.**
  - D. It is created only by court order.**
- 7. To how many degrees abaft the beam on the vessel's side must a sidelight show?**
- A. 12.5 degrees**
  - B. 22.5 degrees**
  - C. 45 degrees**
  - D. 90 degrees**
- 8. You are on a vessel engaged in fishing, other than trawling, and have gear extending more than 150 meters horizontally from the vessel. Which day-shape must you show in the direction of the outlying gear?**
- A. Shape A**
  - B. Shape B**
  - C. Shape C**
  - D. Shape D**
- 9. During off-hire periods, what happens to the charter hire?**
- A. Off-hire periods do not affect hire if the vessel remains available.**
  - B. The charter automatically terminates during off-hire.**
  - C. The period is suspended and hire is suspended or reduced accordingly.**
  - D. The vessel is immediately redelivered to the owner.**

**10. For identification purposes at night, U.S. Navy submarines on the surface may display an intermittent flashing light of which color?**

- A. Amber (yellow)**
- B. Red**
- C. White**
- D. Blue**

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## Answers

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

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## **Explanations**

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1. What is deviation, and how does it affect liability in carriage of goods by sea contracts?
  - A. Deviation is an authorized detour that reduces liability.
  - B. Deviation is an unauthorized detour; it generally increases liability and may void contractual protections unless justified.**
  - C. Deviation is allowed for convenience with no liability effects.
  - D. Deviation only affects insurance coverage.

Deviation means a departure from the voyage or route specified in the contract of carriage, i.e., an unauthorized detour. In a sea carriage contract, the carrier undertakes to deliver the goods along the agreed path and schedule. When the ship deviates without proper authorization, that departure from the agreed performance disrupts the risk allocation the contract creates. Because the voyage is a key part of the carrier's risk assumption, an unauthorized deviation is treated as a breach of contract. That breach generally exposes the carrier to higher liability for losses or damage that occur as a result of the detour and can undermine the usual contractual protections or liability limitations contained in the bill of lading or governing conventions. However, if the deviation is justified—such as to save lives, protect the cargo, or other urgent safety needs—or expressly authorized by the contract, then the deviation may not trigger the heightened liability or loss of protections.

2. What is the role of port state control in maritime safety and environmental enforcement?
  - A. It inspects foreign-flagged ships in port to verify compliance with international standards.
  - B. Port state control seeks to detain non-compliant ships in port or conduct further inspections.
  - C. It handles cargo release at the destination.**
  - D. It adjudicates collisions at sea.

Port state control concentrates on inspecting foreign-flagged vessels in port to verify they meet international safety, security, and environmental standards. Inspectors check ship certificates, living and working conditions, safety gear, and compliance with treaties like SOLAS and MARPOL. If serious deficiencies are found, the ship can be detained in port until issues are corrected and follow-up inspections are completed. This function is about ensuring ongoing safety and environmental protection, not about handling cargo release or adjudicating collisions, which are outside the PSC mandate.

**3. The International Rules of the Road apply upon the high seas and connecting waters navigable by seagoing vessels.**

**A. Upon the high seas and connecting waters navigable by seagoing vessels**

**B. Inland waters only**

**C. Only territorial seas**

**D. Only ports and harbors**

These rules set when and how vessels must act to avoid collisions and ensure safe navigation. Their geographic scope covers the high seas and all connected waters navigable by seagoing vessels. That means they apply not only on the open ocean but also in waterways that connect to the sea and are navigable by ships capable of seagoing traffic. Inland waters have their own separate rules, and the applicability to territorial seas or ports is not limited to those areas alone. The phrase “connecting waters navigable by seagoing vessels” specifically includes waterways that link the sea and are usable by large ships, which is why this option is the correct match for the international rules.

**4. A COLREGS defined flashing light has how many flashes per minute?**

**A. 60**

**B. 120**

**C. 180**

**D. 240**

In COLREGS, lights are described by their pattern to let other vessels identify status and actions at night. A flashing light is defined as a light that pulses on and off at a steady rate of 120 flashes per minute. That specific tempo makes the signal quickly recognizable and distinguishable from a fixed light or from slower or faster on/off patterns. So 120 flashes per minute is the standard definition for a flashing light. The other rates don't match this defined pattern.

**5. The COLREGS are designed to prevent collisions at sea.**

**A. It is designed to prevent collisions at sea**

**B. It applies to inland waters only**

**C. It has no enforcement**

**D. It does not relate to navigation safety**

COLREGS establish the navigational rules of the road for vessels to prevent collisions at sea. These regulations are internationally binding and enforceable, setting out how ships and boats should act to stay safe—keeping a proper lookout, maintaining safe speeds, and following the specific maneuvers and right-of-way rules when approaching other vessels. They're designed to prevent close quarters encounters in open water and on many navigable inland waterways as well, reflecting their broad, safety-focused purpose. Enforcement exists through flag states and coastal authorities, with penalties for violations, underscoring their role in navigation safety. So the statement that they are designed to prevent collisions at sea best captures their purpose.

**6. Which statement about a maritime lien is true?**

- A. It attaches to the owner's personal assets regardless of vessel ownership.**
- B. It attaches only to the cargo and dissolves with ownership change.**
- C. It is a privileged claim against the vessel that attaches as soon as the lien arises and remains with the vessel regardless of ownership.**
- D. It is created only by court order.**

A maritime lien is a privileged claim that attaches directly to the vessel, not to the owner personally. It arises from certain obligations—like seamen’s wages, salvage, necessities, or repairs—and attaches as soon as the underlying claim arises. The crucial point is that this lien travels with the vessel, so if the boat is sold or ownership changes, the lien remains attached to the vessel and can be enforced against it to satisfy the claim. This reflects the idea that the vessel itself is the security for these kinds of maritime obligations, rather than the owner’s personal assets. Thus, the statement is true because it captures that the lien is a privileged claim against the vessel that attaches when the lien arises and remains with the vessel despite changes in ownership. In contrast, a lien that attaches to the owner’s personal assets, or one that dissolves upon ownership transfer, would not accurately describe a maritime lien. And since some maritime liens arise by statute or contract without a court order, the notion that a lien is created only by court order is also incorrect.

**7. To how many degrees abaft the beam on the vessel’s side must a sidelight show?**

- A. 12.5 degrees**
- B. 22.5 degrees**
- C. 45 degrees**
- D. 90 degrees**

Sidelights are there to identify which side of the vessel you’re on, and they’re designed to be visible within a specific angular sector relative to the ship’s beam. The regulation specifies that a sidelight extends its visibility to a small amount abaft the beam on the vessel’s side, ensuring that other vessels approaching from the side can still see it without it being confused with a stern light. That’s why 22.5 degrees is the best answer. It matches the standard limit for how far behind the beam the sidelight remains visible on the side. The other numbers don’t fit that specific aft-limit requirement and would misstate how the sidelight’s visibility is restricted.

- 8. You are on a vessel engaged in fishing, other than trawling, and have gear extending more than 150 meters horizontally from the vessel. Which day-shape must you show in the direction of the outlying gear?**
- A. Shape A**
  - B. Shape B**
  - C. Shape C**
  - D. Shape D**

The main idea here is signaling for fishing vessels with long gear. Under COLREGS, a vessel engaged in fishing (other than trawling) that has gear extending more than 150 meters horizontally from the vessel must display two cone-shaped day signals in a vertical line, shown in the direction of the outlying gear. This double-cone, vertical arrangement warns other mariners that the vessel has extended gear and may have restricted maneuverability, so nearby ships should keep clear and watch their own course and speed to avoid collisions. The other shapes in different situations (such as signals used for other fishing setups or for vessels at anchor or towing) do not apply here, so the two-cone vertical signal is the correct one for long fishing gear.

- 9. During off-hire periods, what happens to the charter hire?**
- A. Off-hire periods do not affect hire if the vessel remains available.**
  - B. The charter automatically terminates during off-hire.**
  - C. The period is suspended and hire is suspended or reduced accordingly.**
  - D. The vessel is immediately redelivered to the owner.**

Off-hire clauses address paying for time the vessel isn't actually performing the charter. When the ship is unavailable for the agreed voyage due to off-hire events, the hire is either paused for the duration or reduced by the amount of downtime, depending on the specific clause. The contract itself continues; hire does not automatically terminate, and there's no mandatory redelivery during the off-hire period. Once the vessel is back on hire, payments resume under the agreed terms.

**10. For identification purposes at night, U.S. Navy submarines on the surface may display an intermittent flashing light of which color?**

**A. Amber (yellow)**

**B. Red**

**C. White**

**D. Blue**

Vessel identification signals at night include using a distinct light color and pattern to tell other mariners what kind of craft is nearby. For U.S. Navy submarines on the surface, that signal is an intermittent flashing amber light. Amber stands out from the standard navigation lights (red, green, and white) and a flashing pattern clearly indicates an identification signal rather than a regular navigation requirement. This helps other vessels recognize a military asset and respond with appropriate caution, reducing the chance of misidentification or collision. The other colors either serve different navigation or regulatory meanings, so amber flashing is the best fit for identifying a submarine at night.

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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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://maritimelaw.examzify.com>**

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

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