

MARITIME LAW PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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 the minimum diameter for a black ball day shape?**
 - A. 0.3 meters
 - B. 0.6 meters
 - C. 0.9 meters
 - D. 1.2 meters

- 2. Safe speed is defined as the speed where _____.**
 - A. You can stop instantly
 - B. You can outrun all vessels
 - C. You can maneuver to avoid collision
 - D. You can take proper and effective action to avoid collision

- 3. What does the bill of lading govern in terms of risk and title?**
 - A. The allocation of risk and transfer of title as provided by contract and bill of lading terms.
 - B. Only transfer of title.
 - C. Only allocation of risk.
 - D. Neither risk nor title considerations.

- 4. In which situation would risk of collision definitely exist?**
 - A. Vessel on port bow with range increasing
 - B. Vessel on starboard quarter, range decreasing, bearing constant
 - C. Vessel ahead with bearing changing
 - D. Vessel astern with range decreasing

- 5. In admiralty law, what does 'in rem' jurisdiction target, and what is ship arrest used to secure?**
 - A. Target the owner personally; ship arrest is a permanent injunction.
 - B. Target the cargo only; ship arrest is a criminal arrest.
 - C. Target the vessel or its property; ship arrest is a provisional remedy seizing the vessel or its proceeds to secure a maritime claim.
 - D. Target the ship's flag state; ship arrest is a regulatory sanction.

- 6. You are aboard the give-way vessel in a crossing situation. What should you NOT do in obeying the Rules?**
- A. Cross ahead of the stand-on vessel
 - B. Maintain course
 - C. Slow down and give way
 - D. Alter course to starboard
- 7. How are general average costs allocated among cargo owners?**
- A. Costs are shared among cargo owners in proportion to the value of their goods.
 - B. Costs are borne entirely by the shipowner.
 - C. Costs are paid by insurers.
 - D. Costs are shared among only those with cargo on board.
- 8. Which color is the port side sidelight?**
- A. Red
 - B. Green
 - C. White
 - D. Blue
- 9. Under the overtaking rule, which vessel is responsible for maintaining a safe distance in a narrow channel?**
- A. The vessel being overtaken
 - B. The overtaking vessel
 - C. Both vessels
 - D. Neither vessel
- 10. Which factor must be taken into account when determining safe speed?**
- A. The maneuverability of the vessel
 - B. The weather forecast
 - C. The color of the hull
 - D. The vessel's flag state

Answers

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

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Explanations

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1. What is the minimum diameter for a black ball day shape?

- A. 0.3 meters
- B. 0.6 meters**
- C. 0.9 meters
- D. 1.2 meters

A day signal of a black ball is used to show a vessel not under command, and the Regulations require that such day shapes be a visible, standardized size. The minimum diameter specified for a ball day shape is 0.6 meters, ensuring it can be seen at typical surveying distances in daylight. Larger sizes are allowed, but the question asks for the smallest acceptable size, which is 0.6 meters. The other options are either too small to meet the requirement or simply exceed the minimum without being necessary.

2. Safe speed is defined as the speed where _____.

- A. You can stop instantly
- B. You can outrun all vessels
- C. You can maneuver to avoid collision
- D. You can take proper and effective action to avoid collision**

Safe speed means you're going at a rate where you can take proper and effective action to avoid collision. In practice, this means your speed allows you to respond in time to changing circumstances—to slow down, stop, or alter course enough to prevent contact with another vessel or obstacle. You must be able to judge stopping distance, maneuvering space, and how factors like visibility, traffic, wind, current, and vessel performance affect your ability to act. It isn't about stopping instantly or outrunning every other vessel, and it isn't enough to rely on just steering away; you must actually be able to take actions that will effectively prevent a collision given the situational constraints.

3. What does the bill of lading govern in terms of risk and title?

- A. The allocation of risk and transfer of title as provided by contract and bill of lading terms.**
- B. Only transfer of title.
- C. Only allocation of risk.
- D. Neither risk nor title considerations.

The bill of lading governs both the allocation of risk and the transfer of title, and it does so based on the contract of carriage and the specific terms printed on or incorporated into the bill. This document isn't just a receipt or a record of shipment; it embodies the agreement between the shipper and carrier and often between seller and buyer about who bears loss and when ownership passes. The risk of loss is defined by the terms in the carriage contract and the bill itself, stating when the carrier assumes or shifts responsibility. At the same time, transfer of title is governed by the bill as a document of title—endorsement and delivery of the bill (or delivery of the goods in possession) typically evidencing the passage of ownership, in line with the contract terms. So the bill of lading sets out both who bears risk and when title changes hands, as determined by the contractual terms and the bill's provisions.

4. In which situation would risk of collision definitely exist?

- A. Vessel on port bow with range increasing
- B. Vessel on starboard quarter, range decreasing, bearing constant**
- C. Vessel ahead with bearing changing
- D. Vessel astern with range decreasing

Definite risk of collision occurs when the bearing to the other vessel stays fixed while the distance between you decreases. That combination—unchanging bearing and shrinking range—means you and the other vessel are on a collision course if you both keep current speed and direction. In this scenario, the other vessel is on your starboard quarter with range decreasing and bearing constant. That exact pattern shows you are closing on a line of approach and would reach the same point if no action is taken. Hence, collision risk is definite. The other cases don't show that same definite pattern: range increasing means the vessels are moving apart; bearing changing indicates the situation is not a fixed collision line (more of a crossing situation); and a vessel astern with decreasing range could be closing, but without a constant bearing you can't say collision risk is definite.

5. In admiralty law, what does 'in rem' jurisdiction target, and what is ship arrest used to secure?

- A. Target the owner personally; ship arrest is a permanent injunction.
- B. Target the cargo only; ship arrest is a criminal arrest.
- C. Target the vessel or its property; ship arrest is a provisional remedy seizing the vessel or its proceeds to secure a maritime claim.**
- D. Target the ship's flag state; ship arrest is a regulatory sanction.

In rem jurisdiction targets the vessel or its property, not the owner personally. The vessel is treated as the defendant in the action, so the court can reach the ship itself to resolve the claim arising from its use or operation. Ship arrest is a provisional remedy used to secure a maritime claim by seizing the vessel or its proceeds. This ensures there will be assets available to satisfy a judgment if the claim is proven. It's a civil, pre-judgment measure, not a personal arrest, not a criminal action, and not a regulatory sanction.

6. You are aboard the give-way vessel in a crossing situation. What should you NOT do in obeying the Rules?

- A. Cross ahead of the stand-on vessel**
- B. Maintain course
- C. Slow down and give way
- D. Alter course to starboard

In a crossing situation, the give-way vessel must take early and substantial action to keep clear of the stand-on vessel. The stand-on vessel has the right of way and should maintain its course and speed. Crossing ahead of the stand-on vessel would violate that duty and create a real collision risk, since it would take the other vessel into the stand-on's path. Therefore crossing in front is not permitted. The proper response is to slow down and/or alter course to starboard to pass clear of the stand-on vessel, ideally to pass behind it rather than in front.

7. How are general average costs allocated among cargo owners?

- A. Costs are shared among cargo owners in proportion to the value of their goods.**
- B. Costs are borne entirely by the shipowner.
- C. Costs are paid by insurers.
- D. Costs are shared among only those with cargo on board.

General average is the maritime rule that when actions are taken to save the vessel and all on board, the resulting costs or sacrifices are shared by all cargo owners in proportion to the value of their goods. This ensures fairness because those with more valuable cargo have more at stake in the voyage and thus contribute more to the shared cost of saving it. The distribution is based on the value of each owner's property on board (the value at risk), and while insurers and the shipowner may be involved in settling the overall GA, the fundamental principle is that the GA levy is spread according to the value of the cargoes.

8. Which color is the port side sidelight?

- A. Red**
- B. Green
- C. White
- D. Blue

The key idea here is how navigation lights identify the sides of a vessel. In standard COLREGs signaling, the port side (left) uses a red sidelight to mark that side, while the starboard side (right) uses a green sidelight. This color pairing lets other vessels quickly determine which side you're on and how you're moving relative to them. White lights are used for stern or other all-around signals, not as sidelight colors, and blue isn't a sidelight color in the basic navigation light system. So the port side sidelight is red.

9. Under the overtaking rule, which vessel is responsible for maintaining a safe distance in a narrow channel?

- A. The vessel being overtaken
- B. The overtaking vessel**
- C. Both vessels
- D. Neither vessel

In overtaking situations, the vessel that is actively passing another must keep well clear of the vessel being overtaken. The responsibility sits with the maneuvering vessel because it is changing its speed and course to pass, so it must ensure there is a safe gap throughout the maneuver. In a narrow channel, this duty is even more critical because space is limited and a misjudgment can quickly lead to collision or grounding. The vessel being overtaken should not have to adjust its behavior to accommodate the pass; rather, it should maintain its course and speed as needed, while the overtaking vessel makes the pass safely. The rule is designed to place the onus on the overtaking vessel to ensure safe separation, hence the correct conclusion.

10. Which factor must be taken into account when determining safe speed?

- A. The maneuverability of the vessel
- B. The weather forecast
- C. The color of the hull**
- D. The vessel's flag state

Safe speed is the speed at which a vessel can be kept clear of collision risks given the surrounding conditions and still have time to take proper and effective action. The central factor here is the vessel's maneuverability. A highly maneuverable vessel can alter course and slow down quickly to avoid another vessel, so a higher safe speed may be appropriate under the same conditions. A vessel with limited maneuverability, however, must travel more slowly to ensure it can respond in time and stop within the available distance. The other options don't directly determine safe speed: hull color has no impact on handling or stopping capability, and flag state affects jurisdiction rather than the vessel's physical ability to maneuver. Weather and sea conditions matter, but among the choices given, maneuverability best captures the essential influence on determining safe speed.

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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://maritimelaw.examzify.com>

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

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