

MARITIME NAVIGATION RULES AND VESSEL RESPONSIBILITIES: INTERNATIONAL AND INLAND REGULATIONS PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Which of the following is NOT typically restricted in her ability to maneuver?**
 - A. Sailing Vessel
 - B. Dredging
 - C. Mine Clearance
 - D. Servicing A Navigation Marker
- 2. What operation is indicated by two cones apexes together?**
 - A. Vessel trawling
 - B. Vessel at anchor
 - C. Vessel not under command
 - D. Vessel engaged in towing
- 3. Which practice best supports maintaining safety through continuous awareness at sea?**
 - A. Keeping a dedicated lookout and ongoing watch.
 - B. Relying solely on automated systems.
 - C. Performing all tasks without break.
 - D. Only watching for weather signs.
- 4. In port approaches and busy waterways, what is the primary reason for adhering to signaling and right-of-way rules?**
 - A. To maximize sailing speed.
 - B. To minimize radio communications.
 - C. To permit arbitrary maneuvers by vessels.
 - D. To prevent collisions by maintaining predictable vessel behavior and signaling.
- 5. While underway in a harbor you hear a vessel sound a prolonged blast. This signal indicates that this vessel _____.**
 - A. Is turning to port
 - B. Is moving from a dock
 - C. Is stopping
 - D. Is speeding up

- 6. If your power-driven vessel is not making way but not disabled, and another power-driven vessel approaches on your starboard beam, what is your status?**
- A. Not Under Command
 - B. Give-Way Vessel
 - C. Stand-On Vessel
 - D. Restricted In Her Ability To Maneuver
- 7. In complying with the Rules, due regard must include consideration of limited backing power, radar information, and which factor?**
- A. The weather forecast
 - B. The occupation of other vessels
 - C. The vessel's speed
 - D. The color of hulls
- 8. What is the difference between 'stand-on' and 'give-way' vessels?**
- A. Stand-on keeps its course and speed; give-way must take early and substantial action to avoid collision.
 - B. Stand-on must change course to starboard; give-way must stop.
 - C. Stand-on should always turn to port to avoid collision.
 - D. Stand-on and give-way both maintain course.
- 9. What action should a stand-on vessel take if the other vessel on her port side is turning to starboard?**
- A. Continue on your current course and speed if safe
 - B. Immediately turn to starboard
 - C. Stop engines and drift
 - D. Sound three blasts and reverse engines
- 10. How does good bridge resource management assist in COLREGs compliance?**
- A. By replacing the need for watchstanders.
 - B. By improving communication, clarifying responsibilities, and enabling quick, coordinated action.
 - C. By ensuring vessels always have the right of way.
 - D. By eliminating the risk of any collision entirely.

Answers

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

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Explanations

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1. Which of the following is NOT typically restricted in her ability to maneuver?

- A. Sailing Vessel**
- B. Dredging
- C. Mine Clearance
- D. Servicing A Navigation Marker

Vessels that are restricted in their ability to maneuver are those engaged in work whose nature inherently limits how they can steer or navigate, so other traffic must keep well clear. Dredging, mine clearance, and servicing a navigation mark are classic RAM operations because equipment, work space, and safety zones around the vessel constrain its movements. A sailing vessel, by contrast, is not performing a work operation that restricts her maneuverability in the same way; she can typically adjust course and speed using sails and rudder, subject to collision avoidance like any other craft. So, among the options, the sailing vessel is not typically restricted in her ability to maneuver.

2. What operation is indicated by two cones apexes together?

- A. Vessel trawling**
- B. Vessel at anchor
- C. Vessel not under command
- D. Vessel engaged in towing

Two cones apexes together form a specific day shape used to indicate a fishing vessel that is actively trawling. This signal is designed to be clearly recognizable in daylight so other ships know to keep clear and anticipate lines or gear extending from the vessel. It's a distinct symbol from other listed activities: a single ball signals that the vessel is at anchor, and a ball over a diamond indicates not under command. Towing has its own signaling arrangement, which is different from two cones apex-to-apex. So the two-cone apex-to-apex shape is the designated signal for trawling.

3. Which practice best supports maintaining safety through continuous awareness at sea?

- A. Keeping a dedicated lookout and ongoing watch.**
- B. Relying solely on automated systems.
- C. Performing all tasks without break.
- D. Only watching for weather signs.

Maintaining safety at sea depends on continuous awareness and timely detection of hazards. The best practice is a dedicated lookout combined with an ongoing watch, so the crew continually scans for other vessels, dangers, navigational marks, and changing conditions. This approach satisfies the requirement to maintain a proper look-out by sight and hearing, and by all available means. Relying solely on automated systems can fail or misinterpret data, and fatigue or overreliance can overlook hazards. Trying to do all tasks without breaks severely reduces attention and reaction ability, and watching only for weather signs ignores traffic, obstructions, and other critical risks. Keeping a vigilant lookout and maintaining watch is the core way to sustain safety through continuous awareness at sea.

4. In port approaches and busy waterways, what is the primary reason for adhering to signaling and right-of-way rules?

- A. To maximize sailing speed.
- B. To minimize radio communications.
- C. To permit arbitrary maneuvers by vessels.

D. To prevent collisions by maintaining predictable vessel behavior and signaling.

In busy port approaches, keeping traffic organized is essential because space is tight and vessels are moving in various directions. Signaling and right-of-way rules create predictable behavior so other vessels can anticipate what each vessel will do next. When a vessel signals its intent and follows the established priorities, others can adjust early—slowing, stopping, or altering course as needed—reducing the chance of a collision. The system is built around maintaining predictable movements and clear communication, which is why preventing collisions through predictable behavior and signaling is the core purpose.

5. While underway in a harbor you hear a vessel sound a prolonged blast. This signal indicates that this vessel _____.

- A. Is turning to port
- B. Is moving from a dock**
- C. Is stopping
- D. Is speeding up

In harbor movements, audible signals communicate a vessel's immediate maneuver to nearby traffic. A single prolonged blast, heard from a vessel that is underway and near a berth, is the standard signal that the vessel is getting underway and leaving the dock. It serves as a clear warning that the vessel will be moving away from the pier, so other vessels should expect it to enter the channel and adjust course or speed accordingly to maintain safe clearance. This pattern is not used to indicate turning to port or starboard, stopping, or increasing speed, which are conveyed by different signal patterns or situations.

6. If your power-driven vessel is not making way but not disabled, and another power-driven vessel approaches on your starboard beam, what is your status?

- A. Not Under Command
- B. Give-Way Vessel**
- C. Stand-On Vessel
- D. Restricted In Her Ability To Maneuver

In a crossing situation, the vessel that has another vessel on its starboard side must take action to avoid a collision. Since another power-driven vessel is approaching on your starboard beam, there is a vessel on your starboard, so you are the one who must give way. Your status is Give-Way Vessel, you should alter course and/or speed early to keep well clear—even if you're not making way. Not Under Command would apply only if you cannot maneuver at all, and Stand-On Vessel would be the one that should maintain its course and speed, which isn't the case here. Restricted in Her Ability To Maneuver isn't applicable to this scenario.

7. In complying with the Rules, due regard must include consideration of limited backing power, radar information, and which factor?

- A. The weather forecast
- B. The occupation of other vessels**
- C. The vessel's speed
- D. The color of hulls

The main idea here is how you assess risk by considering not only your own maneuvering but also what other vessels are doing. Due regard requires you to think about how another vessel's current occupation can limit its ability to maneuver or respond. For example, a fishing vessel or a vessel engaged in towing or work may have restricted free maneuverability, making them less able to avoid you even if you take action. Radar information helps you accurately track their position and speed, and knowing your own backing power tells you how quickly you can change course or speed. Because the other vessel's occupation directly affects predictability and potential response, it's the factor you must account for. Weather forecasts and the vessel's own speed matter in navigation, but they don't address the specific constraint posed by the other vessel's activity in the same way. The color of hulls has no bearing on maneuverability or risk of collision.

8. What is the difference between 'stand-on' and 'give-way' vessels?

- A. Stand-on keeps its course and speed; give-way must take early and substantial action to avoid collision.**
- B. Stand-on must change course to starboard; give-way must stop.
- C. Stand-on should always turn to port to avoid collision.
- D. Stand-on and give-way both maintain course.

The main idea here is who is expected to maneuver to avoid a potential collision. Stand-on vessels keep their course and speed, continuing as they are unless it becomes clear that the other vessel is not taking appropriate action or a change is needed to avoid danger. Give-way vessels must take early and substantial action to prevent a collision, which usually means changing course and/or reducing speed so there's a safe passage clear of the stand-on vessel. The exact maneuver depends on the situation; there isn't a universal requirement to turn in a particular direction. In contrast, the stand-on vessel should not automatically turn or stop; it should maintain its path unless safety requires a change.

9. What action should a stand-on vessel take if the other vessel on her port side is turning to starboard?

- A. Continue on your current course and speed if safe**
- B. Immediately turn to starboard
- C. Stop engines and drift
- D. Sound three blasts and reverse engines

In a crossing situation, the stand-on vessel keeps her course and speed unless there is a risk of collision. When the other vessel is on her port side and begins turning to starboard, that maneuver typically moves the other vessel away from you rather than into your path. So the appropriate action is to continue on your current course and speed, while monitoring the situation and being ready to take action only if the risk of collision materializes. Other responses would involve taking evasive action or signaling danger, which isn't required unless you judge that a collision risk exists or develops.

10. How does good bridge resource management assist in COLREGs compliance?

- A. By replacing the need for watchstanders.
- B. By improving communication, clarifying responsibilities, and enabling quick, coordinated action.**
- C. By ensuring vessels always have the right of way.
- D. By eliminating the risk of any collision entirely.

Bridge Resource Management is about how the bridge team uses clear communication, defined roles, and coordinated decision-making to keep actions aligned with COLREGs. When the crew communicates openly, uses read-backs and standardized phrases, and continuously cross-checks each other's actions, responsibilities are unambiguous and the team can act quickly and as a unit. This leads to faster recognition of potential collisions, better sharing of situational information (like radar contacts, in-range targets, and traffic separation schemes), and a smoother execution of maneuvers with clear command and confirmation. This approach supports COLREGs compliance by ensuring that everyone knows who is responsible for monitoring the situation, who will initiate the maneuver, and how the team will confirm that the maneuver is carried out safely. It does not replace watchstanders, nor does it guarantee that a vessel always has the right of way, and it cannot eliminate all collision risk, but it significantly improves the accuracy and timeliness of responses when risk of collision is present.

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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://maritimenavrulesvesselresps.examzify.com>

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

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