

# Maritime Safety and Emergency Procedures: IMO SOLAS, Lifeboats, Water, and Signals Practice Test (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. How do you determine the number of inflatable liferafts required on a vessel?**
  - A. Check the Load Line Certificate**
  - B. Review the Ship's Manifests**
  - C. Check the Certificate of Inspection**
  - D. Consult the Safety Management System**
  
- 2. How often must the EPIRB be tested on a small passenger vessel?**
  - A. Weekly**
  - B. Daily**
  - C. Monthly**
  - D. Annually**
  
- 3. What does the signal '3 short blasts on the whistle and 3 short rings on the general alarm bells' indicate?**
  - A. Fire and emergency.**
  - B. Abandon ship.**
  - C. Muster.**
  - D. All clear.**
  
- 4. What factor ensures the fastest or most effective man overboard response?**
  - A. Calm weather**
  - B. Good communication**
  - C. Large crew on watch**
  - D. Frequent drills**
  
- 5. Who must have a list of the persons assigned to the lifeboat?**
  - A. A certificated lifeboatman in command**
  - B. The Chief Engineer**
  - C. The Bosun**
  - D. The Radio Operator**

- 6. Which leg position is recommended when jumping into the water from a vessel?**
- A. Bent at the knees**
  - B. Crossed at the ankles above the water**
  - C. Feet together with knees apart**
  - D. Extended straight down and crossed at the ankles**
- 7. How often must lifeboats, rescue boats, and rigid-type liferafts be stripped, cleaned, and overhauled?**
- A. At least once every two years.**
  - B. Every six months.**
  - C. Every five years.**
  - D. Every year.**
- 8. Where is the required number of certificated lifeboatmen for a vessel listed?**
- A. On the Certificate of Inspection**
  - B. In the Ship's Log**
  - C. In the Crew Manifest**
  - D. In the Safety Manual**
- 9. Which action sequence is correct when a person falls overboard?**
- A. Alert crew, then attempt rescue by any means**
  - B. Notify the coast guard first**
  - C. Throw a life buoy, hail 'man overboard', and pass the word to the bridge**
  - D. Immediately jump into the water**
- 10. Who is responsible for appointing persons in command of lifeboats and liferafts on a MODU?**
- A. The Master**
  - B. The designated person in charge**
  - C. The Safety Officer**
  - D. The Coast Guard**

## **Answers**

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

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## **Explanations**

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**1. How do you determine the number of inflatable liferafts required on a vessel?**

- A. Check the Load Line Certificate**
- B. Review the Ship's Manifests**
- C. Check the Certificate of Inspection**
- D. Consult the Safety Management System**

The number of inflatable liferafts is set by official approval for the vessel and is recorded in the Certificate of Inspection. This certificate comes from a flag-state survey and lists all lifesaving appliances on board, including how many liferafts are installed and their total capacity. It's the authoritative source used to verify that there are enough liferafts for all persons on board and that the arrangement meets SOLAS requirements. If the vessel changes or undergoes surveying, the certificate is updated to reflect any new counts. The other documents aren't the source for this requirement: the Load Line Certificate relates to freeboard, not lifesaving gear; ship manifests show crew and cargo; and the Safety Management System covers procedures but does not by itself determine the official liferaft count.

**2. How often must the EPIRB be tested on a small passenger vessel?**

- A. Weekly**
- B. Daily**
- C. Monthly**
- D. Annually**

Regular testing of an EPIRB is essential to ensure it will work when needed. For a small passenger vessel, the standard practice is to perform a self-test on the EPIRB every month. This monthly cadence checks the beacon's electronics, antenna, and battery condition, confirming the device remains ready without over-draining the battery through frequent testing. The test is done in the unit's test mode, which validates operation without issuing a full distress alert to rescue authorities. This frequency also aligns with common maritime safety guidance, balancing reliability with battery preservation. In addition to the monthly test, you should visually inspect the unit, check the battery expiry date, verify registration, and ensure the hydrostatic release mechanism is intact.

**3. What does the signal '3 short blasts on the whistle and 3 short rings on the general alarm bells' indicate?**

- A. Fire and emergency.**
- B. Abandon ship.**
- C. Muster.**
- D. All clear.**

Three short blasts on the whistle paired with three short rings on the general alarm bells is the signal for fire and emergency. The combo uses two ways to get attention: the whistle provides a quick, local cue that can be heard in nearby spaces, while the general alarm bells broadcast ship-wide, ensuring everyone, even in noisy areas or below decks, recognizes the urgency. When this signal sounds, the crew should immediately move to protective actions: muster at designated stations, activate firefighting parties, close ventilation and watertight doors to contain any smoke or flames, and be ready to implement fire control measures or evacuation procedures if needed. Other emergency signals have different patterns, so this particular combination is reserved for fire and related emergencies, which is why it's recognized as the correct response.

**4. What factor ensures the fastest or most effective man overboard response?**

- A. Calm weather**
- B. Good communication**
- C. Large crew on watch**
- D. Frequent drills**

Clear, concise, and timely communication is what makes a man overboard response fast and effective. The moment the incident is detected, a precise alert must reach the bridge and all relevant stations so the muster starts immediately, the vessel's speed and course can be adjusted, and the rescue plan can be activated without hesitation. Accurate information people share—who went over, exactly when, the ship's position, bearing to the MOB, and the MOB's visibility from the bridge and deck—lets the lookout keep sight of the person, the helm steer true to recontact, and the rescue team deploy the lifebuoy, line, or rescue craft with correct timings. Coordinating a mayday to the MRCC is also dependent on clear messaging so external help can be mobilized quickly. Calm weather might help the person's survival, but it doesn't speed up the response by itself. A large crew on watch is beneficial, but without clear instructions and well-structured radio and voice procedures, more people can crowd the process and create confusion. Frequent drills improve familiarity, yet their benefit depends on consistently practiced, unambiguous communication during real events. That is why good communication stands out as the best factor for the fastest and most effective MOB response.

**5. Who must have a list of the persons assigned to the lifeboat?**

- A. A certificated lifeboatman in command**
- B. The Chief Engineer**
- C. The Bosun**
- D. The Radio Operator**

Accountability and quick, organized deployment of lifeboat crews are essential in emergencies. The person who has overall charge of a lifeboat is responsible for ensuring the boat and its crew are ready and that everyone knows who is aboard. Because of this, the lifeboatman in command must carry or have access to a list of the persons assigned to that lifeboat. This muster list allows a rapid headcount before launch, confirms that all assigned crew members have embarked, and lets the commander assign roles and communicate accurately during deployment or rescue operations. The other roles listed are not designated to maintain and control this lifeboat roster, so the official in command is the one who must have the list.

**6. Which leg position is recommended when jumping into the water from a vessel?**

- A. Bent at the knees**
- B. Crossed at the ankles above the water**
- C. Feet together with knees apart**
- D. Extended straight down and crossed at the ankles**

Entering water from a vessel should be a controlled, feet-first action to minimize impact and promote a quick, stable surface orientation. The best leg position is to keep the legs extended straight down with the ankles crossed, so the feet stay together as a single, compact unit during entry. This alignment reduces the splash and the forces transmitted through the knees and spine, making the entry cleaner and allowing you to surface quickly. Bent knees disrupt the body's alignment and can increase the risk of knee or hip injury on impact. Feet apart with knees apart creates an unstable, messy entry and higher surface area, which can lead to greater splash and potential injury. Crossing ankles above the water doesn't maintain the secure, compact entry needed for a safe water landing.

**7. How often must lifeboats, rescue boats, and rigid-type liferafts be stripped, cleaned, and overhauled?**

- A. At least once every two years.**
- B. Every six months.**
- C. Every five years.**
- D. Every year.**

Regular, thorough maintenance of life-saving appliances is essential to ensure reliability when needed. Stripping, cleaning, and overhauling lifeboats, rescue boats, and rigid-type liferafts is required at least every two years. This interval allows a complete disassembly to inspect for corrosion, wear, or damage, service or replace worn parts, and verify that launching and rescue gear, release mechanisms, and buoyancy integrity are all in proper working order. It balances safety with practicality: more frequent overhauls would add unnecessary downtime and cost, while waiting longer than two years could let hidden faults develop that compromise performance during an emergency.

**8. Where is the required number of certificated lifeboatmen for a vessel listed?**

- A. On the Certificate of Inspection**
- B. In the Ship's Log**
- C. In the Crew Manifest**
- D. In the Safety Manual**

The required number of certificated lifeboatmen is specified on the ship's Certificate of Inspection. This official document, issued by the flag state, records the vessel's lifesaving manning and equipment and includes the number of crew members who hold the appropriate lifeboatman certificates. It's the authoritative source used to verify compliance with SOLAS requirements. The other items don't serve this regulatory purpose: the Ship's Log records daily events, not approved manning or certifications; the Crew Manifest lists who is aboard (names and possibly qualifications), but not the official required count; and the Safety Manual contains procedures and safety information, not the mandated certification-based manning figure.

**9. Which action sequence is correct when a person falls overboard?**

- A. Alert crew, then attempt rescue by any means**
- B. Notify the coast guard first**
- C. Throw a life buoy, hail 'man overboard', and pass the word to the bridge**
- D. Immediately jump into the water**

When someone falls overboard, the immediate goal is to get flotation to the person, alert the crew, and bring the ship into a controlled recovery. The best sequence is to throw a lifebuoy (with line if available) toward the person so they have flotation and a reachable aid, while loudly declaring "Man overboard" to alert everyone and help pinpoint the location. At the same time, pass the information to the bridge so the vessel can be maneuvered safely and a coordinated recovery can be planned with the helm and rescue resources. This combination keeps the MOB afloat, preserves visibility of their position, and ensures the ship's actions are coordinated rather than improvised. Jumping in the water or relying on "any means" risks the rescuer and the person overboard; and notifying the coast guard is important in offshore or extended emergencies, but the on-scene actions and bridge coordination come first to enable a proper rescue.

**10. Who is responsible for appointing persons in command of lifeboats and liferafts on a MODU?**

- A. The Master
- B. The designated person in charge**
- C. The Safety Officer
- D. The Coast Guard

On a MODU, the person responsible for appointing those in command of lifeboats and liferafts is the designated person in charge. This role exists within the safety management framework of SOLAS and the ISM Code, and it is specifically tasked with ensuring life-saving arrangements are properly staffed, trained, and ready. By designating who will command each lifeboat or liferaft, the DPIC creates a clear chain of command for abandon-ship procedures and drills, and ensures those individuals have the necessary qualifications and competence. The Master still holds overall responsibility for the vessel and its crew, especially in an emergency, but the formal appointment of lifeboat and liferaft commanders is handled by the designated person in charge to maintain accountability within the safety management system. The Safety Officer focuses on safety program oversight rather than on-site command appointments, and the Coast Guard is the regulator, not the onboard appointing authority.

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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://maritimesafetyemergencyprocedures.examzify.com>**

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

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