

Maritime Warfare Officer (MWO) Exam 2 Practice (Sample)

Study Guide



Everything you need from our exam experts!

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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 band is associated with GPS, Bluetooth, and cell phones?**
 - A. UHF**
 - B. VHF**
 - C. HF**
 - D. SHF**

- 2. Which description best matches a Running Fix?**
 - A. Limited Objects Are Available for Taking LOPs and the Vessel Remains on a Constant Course. Advances or Retires a LOP Taken to the Same Object at Two Different Times to Fix the Vessel's Position**
 - B. A Fix Derived from the Intersection of Three LOPs**
 - C. Starting Point, Course & Speed, Time & Distance**
 - D. GPS and Radar Ranges Used for a Position Fix**

- 3. In navigation, what does Set refer to?**
 - A. Speed**
 - B. Wind Direction**
 - C. Direction**
 - D. Depth**

- 4. When electronic navigation fails, what is the purpose of Paper Charts?**
 - A. Requiring new electronic hardware**
 - B. Upgrading sensors**
 - C. Replacing electronic systems**
 - D. Proficiency and training in using paper charts**

- 5. What are the two modes of navigation used onboard?**
 - A. Visual and Instrument**
 - B. Automated and Manual**
 - C. Satellite and Terrestrial**
 - D. Manual only**

- 6. Who initiates the order in Standard Command Format?**
- A. Helmsman**
 - B. Conn (the commanding officer)**
 - C. Navigator**
 - D. Watch Officer**
- 7. What phrase does the Conn use to acknowledge successful execution?**
- A. Very well**
 - B. Acknowledged**
 - C. Roger**
 - D. Copy**
- 8. What is a standard unit for reporting range in a Shipping Report?**
- A. Nautical miles**
 - B. Kilometers**
 - C. Degrees**
 - D. Light-years**
- 9. Which radio band is primarily used for ship-to-ship communications?**
- A. VHF**
 - B. UHF**
 - C. HF**
 - D. VLF**
- 10. Rule of Thumb: what is the recommended deviation for compass and rudder on either side?**
- A. 5 degrees**
 - B. 10 degrees**
 - C. 15 degrees**
 - D. 20 degrees**

Answers

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

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Explanations

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1. Which band is associated with GPS, Bluetooth, and cell phones?

- A. UHF**
- B. VHF**
- C. HF**
- D. SHF**

UHF, which runs roughly from 300 MHz to 3 GHz, is the band that covers these technologies. GPS operates at about 1.575 GHz, which sits in the L-band but within the UHF range. Bluetooth uses 2.4 GHz, clearly inside UHF. Cellular phones operate across frequencies in the 800-1900 MHz area in many regions, all well within UHF. These systems rely on higher frequencies to allow compact antennas and practical data rates for portable, line-of-sight communication, which is why they all sit in the UHF band.

2. Which description best matches a Running Fix?

- A. Limited Objects Are Available for Taking LOPs and the Vessel Remains on a Constant Course. Advances or Retires a LOP Taken to the Same Object at Two Different Times to Fix the Vessel's Position**
- B. A Fix Derived from the Intersection of Three LOPs**
- C. Starting Point, Course & Speed, Time & Distance**
- D. GPS and Radar Ranges Used for a Position Fix**

Running fix relies on two lines of position taken from the same object at two different times, using your known course and speed to move the first line forward to the time of the second observation. The intersection of that advanced line with the second LOP gives your vessel's position. This method assumes you can observe the same object twice and that you can accurately dead-reckon the distance traveled between the observations to advance the first LOP. The description that matches this method talks about having limited objects available for taking LOPs, keeping a constant course, and advancing or retiring an LOP taken from the object at the earlier time to the later time to fix the position. That precisely describes the running fix technique. Other approaches describe different fixes: a fix from the intersection of three LOPs is a standard three-point fix, not a running fix; starting point, course & speed, time & distance relate to dead reckoning data rather than a fix method; GPS and radar ranges describe electronic position fixes rather than the running fix method.

3. In navigation, what does Set refer to?

- A. Speed**
- B. Wind Direction**
- C. Direction**
- D. Depth**

Set is the direction toward which the water current is moving. This tells you where the current will push your vessel, which is crucial for maintaining the intended track. The speed of the current, or how fast you're actually being moved, is a separate factor called drift or current speed. For example, if the current sets to 090, the water is moving toward the east, so your vessel will tend to drift east unless you compensate by steering toward the west. Wind direction and depth are not what set refers to, and they don't describe the current's influence on your path.

4. When electronic navigation fails, what is the purpose of Paper Charts?

- A. Requiring new electronic hardware
- B. Upgrading sensors
- C. Replacing electronic systems
- D. Proficiency and training in using paper charts**

Back-up navigation relies on tools that don't depend on power or electronics. Paper charts provide a ready reference for plotting position, planning courses, and maintaining situational awareness when electronic systems fail. They contain coastlines, depths, aids to navigation, and tidal information, allowing the crew to determine the ship's position by dead reckoning or from bearings and landmarks. Proficiency in using paper charts ensures safe navigation during outages, which is why this option is the best choice. The other options focus on hardware or system changes, not on maintaining navigation capability when electronics are down.

5. What are the two modes of navigation used onboard?

- A. Visual and Instrument
- B. Automated and Manual**
- C. Satellite and Terrestrial
- D. Manual only

Navigation on board can be performed in two ways: manual control by the crew and automated control by shipboard systems. In manual mode, the navigator actively steers, plots courses, and makes course or speed changes based on charts, bearings, lookout reports, and observations. The officer on watch monitors conditions and can adjust heading or speed as needed to keep the vessel on a safe track. In automated mode, steering and route management are handled by systems such as autopilot and integrated bridge equipment, following a preset course and speed while the crew monitors performance and intervenes if alarms or unusual conditions arise. Modern ships often blend both: automation handles routine steering and monitoring, but a human remains responsible for supervision, decision-making, and overriding the system when necessary. The other options describe data sources or tools rather than how navigation is controlled, so they don't capture the concept of navigation modes.

6. Who initiates the order in Standard Command Format?

- A. Helmsman
- B. Conn (the commanding officer)**
- C. Navigator
- D. Watch Officer

In Standard Command Format, the person who initiates movement commands is the Conn—the officer currently responsible for the ship's movement and steering. This is the authority on the bridge who starts the instruction to steer, change speed, or alter course. Everything begins with the con, and the helm or engine room carries out the directive. Think of it this way: the Conn is the one with the ship's movement authority, so orders like "Conn, steady on course 090" are issued by the person holding the con, and the helmsman or engine room responds and implements. The navigator provides course data and assists with safety checks, while the watch officer supervises the bridge team and may assume the con if delegated, but the initiator of the standard command is the person holding the con.

7. What phrase does the Conn use to acknowledge successful execution?

- A. Very well**
- B. Acknowledged**
- C. Roger**
- D. Copy**

In shipboard communication, different phrases signal different levels of response. Very well is used to show that the order has been understood and will be carried out, effectively acknowledging successful execution. The others—Roger, Copy, and Acknowledged—mean only that the message was received, not that the action has been completed. So Very well best conveys that the Conn has not only heard but also confirmed completion or imminent execution of the command. (Aye aye is another common form of compliance, but it isn't among the given options.)

8. What is a standard unit for reporting range in a Shipping Report?

- A. Nautical miles**
- B. Kilometers**
- C. Degrees**
- D. Light-years**

Distances in shipping and navigation use nautical miles because this unit fits directly with how charts are drawn and how vessels are steered. One nautical mile is defined as one minute of latitude, which aligns with the Earth's geometry, and speed is measured in knots (nautical miles per hour). Reporting range in nautical miles keeps planning, plotting, and estimating time to destination or encounter straightforward. For instance, at 20 knots, 60 nautical miles away translates to about 3 hours to reach. Kilometers would require conversions and break consistency with chart scales; degrees are angular, not linear distances; light-years are irrelevant for sea navigation. So nautical miles is the standard choice.

9. Which radio band is primarily used for ship-to-ship communications?

- A. VHF**
- B. UHF**
- C. HF**
- D. VLF**

Ship-to-ship communications rely on line-of-sight radio links, so the best band is the VHF range around 156-162 MHz. This band provides reliable, clear voice communications between nearby vessels with practical antennas and equipment, and it uses standardized channels for calling and safety, such as the channel used for distress and calling and another for DSC. While HF can reach farther by relying on ionospheric reflection, it's less predictable and requires more power and larger antennas; UHF is usable but not the standard maritime choice for routine ship-to-ship traffic; VLF is meant for long-range, including submarine communications, and isn't suitable for everyday ship-to-ship voice. Therefore VHF is the primary band used for ship-to-ship communications.

10. Rule of Thumb: what is the recommended deviation for compass and rudder on either side?

- A. 5 degrees**
- B. 10 degrees**
- C. 15 degrees**
- D. 20 degrees**

Keeping your heading close to the intended course is the key. The rule of thumb is to hold the compass course within about five degrees of the target and make only small, incremental rudder adjustments to stay there. This small tolerance accounts for the ship's inertia, sea conditions, and minor compass deviations, so you don't chase the needle with big, abrupt turns. If you let the deviation creep past five degrees, you'll drift more, need larger corrections, and the ship can become unstable or uncomfortable to steer. Larger tolerances like ten, fifteen, or twenty degrees would allow noticeable off-course drift and more aggressive steering later on, which is inefficient and harder to manage. So five degrees is the practical sweet spot for smooth, controlled steering.

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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://maritimewarfareofficer2.examzify.com>

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

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