Naval Ships and Submarines 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

1. What is the primary function of a ship's keel?

A. To provide stability and balance

B. To enable propulsion

C. To steer the ship

D. To pump ballast water

2. What is the emergency, rapid descent to deeper water to evade detection or threats?

A. A routine dive to check hull integrity

B. A controlled ascent to snorkel depth

C. An emergency, rapid descent to deeper water to evade detection or threats

D. A shallow dive for training

3. Why is ballast control important for submarines?

A. To adjust buoyancy for depth changes and maneuvering.

B. To reduce hull drag during high-speed transit.

C. To improve crew comfort at depth.

D. To synchronize ballast pumps with weather systems.

4. Which missile provides long-range, precision stand-off strikes against land targets from a protected distance?

A. Anti-ship cruise missile.

B. Tomahawk land-attack missile.

C. Short-range ballistic missile.

D. Surface-to-air missile.

5. The San Antonio-class amphibious transport dock LPD-17 has a beam of 105 feet. What is this beam in meters?

A. 32 meters

B. 28 meters

C. 30 meters

D. 34 meters

6. What responsibilities does a ship's captain have during combat?

A. Only mission command and crew safety; ROE is optional.

B. Handling navigation and weather concerns only.

C. Overall mission command, crew safety, ROE compliance, and ship survivability.

D. Managing the ship's culinary services and morale.

7. The Zumwalt-class destroyer DDG-1000 has a length of 600 feet. What is this length in meters?

A. 550 feet (168 meters)

B. 640 feet (195 meters)

C. 600 feet (183 meters)

D. 620 feet (189 meters)

8. What is the function of bulkheads in watertight integrity?

A. To provide access between decks.

B. To house crew quarters.

C. To increase speed by reducing weight.

D. To subdivide the hull and limit flooding, maintaining buoyancy and stability.

9. What are the three main categories of naval aircraft typically found in a carrier air wing?

A. Fighters/attack aircraft, airborne early warning/sensor aircraft, and anti-submarine warfare helicopters.

B. Transport aircraft, reconnaissance drones, and cargo planes.

C. Patrol boats, submarines, and landing craft.

D. Training aircraft, search and rescue helicopters, and weather aircraft.

10. What is the role of a Combat Information Center (CIC) or Tactical Action Officer (TAO) station?

A. To route commercial traffic and manage port calls.

B. To store maintenance logs.

C. To operate the ship's engines.

D. To fuse sensor data, track targets, and plan/execute engagements.

Answers

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

Explanations

1. What is the primary function of a ship's keel?

A. To provide stability and balance

B. To enable propulsion

C. To steer the ship

D. To pump ballast water

The keel acts as the ship’s backbone along the bottom of the hull, giving the vessel longitudinal strength and shape. Its primary job is to keep the ship stable and balanced, resisting bending and tipping as waves, wind, and loads push on the hull. By locating weight lower and providing a rigid longitudinal frame, the keel helps maintain a righting moment when the ship heels, which is especially crucial for staying upright in a seaway. Propulsion comes from engines and propellers, steering from the rudder, and ballast pumping from the ballast system; these are separate functions. The keel’s essential role is stability and structural integrity, with any ballast-related effects being a secondary aspect of that stability.

2. What is the emergency, rapid descent to deeper water to evade detection or threats?

A. A routine dive to check hull integrity

B. A controlled ascent to snorkel depth

C. An emergency, rapid descent to deeper water to evade detection or threats

D. A shallow dive for training

When a submarine needs to avoid detection or threats, it performs an emergency deep dive, the fast, aggressive dive commonly called a crash dive. The goal is to plunge to deeper water quickly so the vessel becomes harder to detect by sonar and less vulnerable to pursuit or strike. This requires rapid ballast operations to take on water, quick adjustments of the dive planes, and careful control to reach a safe depth without damaging the hull or equipment. It’s a deliberate, high-speed maneuver designed specifically for evading danger, unlike routine dives or shallow trainings. Other options don’t fit because they describe non-emergency or surface-oriented actions: a routine hull check dive is planned and maintenance-focused, a controlled ascent to snorkel depth brings the submarine closer to the surface where threats may be present, and a shallow training dive isn’t about escaping danger.

3. Why is ballast control important for submarines?

A. To adjust buoyancy for depth changes and maneuvering.

B. To reduce hull drag during high-speed transit.

C. To improve crew comfort at depth.

D. To synchronize ballast pumps with weather systems.

Ballast control is about managing buoyancy to control depth and attitude. A submarine changes its overall density by filling ballast tanks with seawater or expelling that water. When ballast tanks are filled, the submarine becomes heavier and sinks; when water is pumped out, it becomes lighter and rises. This allows precise diving, surfacing, and depth maintenance, as well as fine-tuning the vessel's trim and stability during maneuvers. Neutral buoyancy at the operating depth lets the submarine hold its position with minimal propulsion, while small ballast adjustments enable controlled vertical movement and stable navigation. It's not about reducing hull drag—drag comes from hull shape and speed. It isn't primarily about crew comfort, though proper trim can indirectly affect ride quality. And it isn't about syncing with weather systems; ballast operations are internal ballast pump actions independent of weather.

4. Which missile provides long-range, precision stand-off strikes against land targets from a protected distance?

A. Anti-ship cruise missile.

B. Tomahawk land-attack missile.

C. Short-range ballistic missile.

D. Surface-to-air missile.

The main idea being tested is the ability to strike land targets from a safe distance with a precise, guided weapon. The Tomahawk land-attack missile fits this role perfectly: it's a long-range cruise missile designed to hit land targets with high precision from a protected stand-off distance, typically launched from ships or submarines. It flies low to avoid radar and uses accurate navigation (like GPS and terrain-contour matching) to reach fixed or moving land targets without exposing the launching platform to danger. Anti-ship missiles are built to engage ships, not land targets. Short-range ballistic missiles follow a ballistic path with shorter reach and aren't optimized for prolonged, precise land strikes from a stand-off distance. Surface-to-air missiles are designed to defend against aerial threats, not attack land targets.

5. The San Antonio-class amphibious transport dock LPD-17 has a beam of 105 feet. What is this beam in meters?

A. 32 meters

B. 28 meters

C. 30 meters

D. 34 meters

Converting feet to meters uses the simple fact that one foot equals 0.3048 meters. Multiply 105 feet by 0.3048 to get 32.004 meters, so the beam is about 32 meters. The other values would correspond to widths of roughly 92 feet, 98 feet, or 111 feet, which do not match the given 105 feet.

6. What responsibilities does a ship's captain have during combat?

A. Only mission command and crew safety; ROE is optional.

B. Handling navigation and weather concerns only.

C. Overall mission command, crew safety, ROE compliance, and ship survivability.

D. Managing the ship's culinary services and morale.

During combat, the captain must exercise comprehensive command to keep the ship effective while protecting the crew. The best answer captures four essential duties: leading overall mission command, ensuring crew safety, enforcing rules of engagement, and preserving ship survivability. Mission command means directing actions to achieve the assigned objective under threat, making timely decisions, and coordinating with higher authority and other units. Crew safety prioritizes protecting sailors, enforcing safety procedures, and maintaining readiness of damage-control teams so the ship can stay in the fight without unacceptable losses. ROE compliance is crucial to ensure every action is lawful and properly restrained, preventing unnecessary escalation or legal consequences. Ship survivability focuses on damage control, fire suppression, maintaining essential systems, and keeping propulsion and sensors ready, so the ship can continue operating under attack. The other options omit one or more of these critical elements, such as ROE and survivability, or reduce responsibilities to navigation or morale rather than the full combat leadership role.

7. The Zumwalt-class destroyer DDG-1000 has a length of 600 feet. What is this length in meters?

A. 550 feet (168 meters)

B. 640 feet (195 meters)

C. 600 feet (183 meters)

D. 620 feet (189 meters)

Converting lengths between feet and meters uses the exact factor 1 foot equals 0.3048 meters. So 600 feet times 0.3048 gives 182.88 meters, which rounds to about 183 meters. The length listed as 600 feet paired with 183 meters is the exact match. For context, 550 feet would be about 167.6 meters, 640 feet about 195 meters, and 620 feet about 189 meters, so they don’t align with 600 feet.

8. What is the function of bulkheads in watertight integrity?

A. To provide access between decks.

B. To house crew quarters.

C. To increase speed by reducing weight.

D. To subdivide the hull and limit flooding, maintaining buoyancy and stability.

Bulkheads are built as strong, watertight walls that divide the hull into separate compartments. Their main job in watertight integrity is to limit flooding if the hull is breached. If water starts entering one compartment, the bulkhead helps keep it contained there rather than allowing water to rush into every part of the ship. That containment preserves buoyancy and helps the vessel stay afloat and stable, because the remaining dry compartments can still hold air or be pressurized, and the weight distribution stays more manageable. The bulkheads also contribute to overall hull strength, resisting the pressure of outside water. Access between decks is handled by hatches and passageways, not bulkheads, so bulkheads aren't primarily for providing access. While they can separate spaces like crew quarters, their role isn't to house people; it's to subdivide the hull for safety and integrity. And bulkheads don't exist to reduce weight or speed up the ship; in fact, they add material and reduce available internal volume.

9. What are the three main categories of naval aircraft typically found in a carrier air wing?

A. Fighters/attack aircraft, airborne early warning/sensor aircraft, and anti-submarine warfare helicopters.

B. Transport aircraft, reconnaissance drones, and cargo planes.

C. Patrol boats, submarines, and landing craft.

D. Training aircraft, search and rescue helicopters, and weather aircraft.

The key idea is that a carrier air wing is built around three primary mission sets: fighters/attack aircraft handle air superiority and strike roles to project power and defend the fleet; airborne early warning or sensor aircraft extend radar coverage, manage airspace, and coordinate defenses; and anti-submarine warfare helicopters provide ASW capability (and can also assist in search and rescue and other tasks) to protect the fleet from submarine threats. Together, these three categories cover the main ways a carrier air wing conducts combat, surveillance, and anti-submarine operations, which is why they describe the typical makeup most clearly. The other options mix roles and platforms that aren't standard primary components of a carrier air wing, such as transport or cargo-focused aircraft, non-aircraft surface or subsurface units, or training/SAR/weather aircraft, which aren't the core trio that defines a carrier's air wing.

10. What is the role of a Combat Information Center (CIC) or Tactical Action Officer (TAO) station?

A. To route commercial traffic and manage port calls.

B. To store maintenance logs.

C. To operate the ship's engines.

D. To fuse sensor data, track targets, and plan/execute engagements.

This item tests how a ship's Combat Information Center coordinates sensing, decision-making, and fire control. In the CIC, data from radars, sonars, electronic warfare sensors, and communications is brought together to create a single, fused picture of what the ship and surrounding environment are doing. The Tactical Action Officer (TAO) uses that integrated view to track multiple targets, assess threats, and plan and direct engagements. In practice, when a potential threat appears, the CIC staff updates target tracks, shares the evolving tactical picture with weapons systems, and the TAO makes decisions about which weapons to use and when to fire, coordinating the engagement overall. Other options miss the central function: routing commercial traffic is a port and navigation task outside the combat information and command process; storing maintenance logs is an administrative duty; operating the ship's engines is the propulsion control function. The role described here specifically centers on turning sensor data into actionable threat assessment and engagement decisions.

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://navalshipssubmarines.examzify.com

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